

BEST AVAILABLE COPY

ATTACHMENT 3

APPENDIX 2 ANNEX "B"

21ST OPERATIONS ORDER 21-10

	MAIN WAVE		PEACE CELL		
CREW NO	L-34	L-37	R-46	R-44	R-49
ACFT					
CMDR	GASKINS	HICCOLLS	TAYLOR	KELLY	UPTON
CELL AND POSITION	NCA	2	3	4	5
PIP	42-20R 06-30E	42-20N 06-30E	42-20N 06-30E	42-20N 06-30E	42-20N 06-30E
IP	43-19N 06-29E	43-32N 06-30E	IMPERIA 43-54N 06-03E	43-27N 06-43E	IMPERIA 43-54N 06-03E
TGT	SAVONA	VOLTRI	TORINO	GENOA	TORINO
NO.	163	066	173	066	173
DGZ	A	A	B	C	A
BOMB ASSIST AIRCRAFT	NONE	4	5	2	3
CAP	C	C	C	C	C
BOMB ALT	35	35.5	36	36.5	37
TURN OFF TARGET	LEFT	OVERFLY 2 MIN - THEN RIGHT	RIGHT	RIGHT	LEFT
TO:					
ASSEMBLY POINT	WHEELUS	WHEELUS	WHEELUS	WHEELUS	WHEELUS
ASSEMBLY POINT ALTITUDE	37	37.5	38	38.5	39
SIDI STACK ALTITUDE	36,000	37	38	39	40

NOTE: #3 and #5 Maintain line abreast on Post Run.
#2 and #4 Maintain line abreast on Bomb Run.

PCAFB-08-1307

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A...ION FLIGHT PLAN		C.O. AND MICRONS		UNIT	PERCENT	TYPE	COLL. SCA.	PERIODS	
BUCKHORN		3215T		9-4	TEACH			27-56	
ACRAFT	92000	FM	19/50	WEIGHT		NUMBER OF ATO		NUMBER	
CREW WEIGHT	1056	CM	17960	WEIGHT	448	DO FILES		PERMITS ALT.	LENGTH
DEL. WEIGHT	423	AM	21954	WATER AND		REQUIRED FALL		327°	11000'
ATO WEIGHT		F Aug	6440	WEIGHT	4800	NUMBER OF ATO		9200'	1000'
RACR WEIGHT		B.B.	20700	WEIGHT		DO FILES			
CR. TANKS	1595	ATO	7300	WEIGHT	88826	ADJUSTED			
MISC. LBS.						TANK OFF			
OPERATING						WEIGHT		8150'	155
WEIGHT	85074					ADJUSTED			
		TOTAL	93504	TAKE OFF	81266	TANK OFF			
				WEIGHT		WEIGHT			
						ATD FINISH			
						OF LEG			

PRE-FLIGHT PLAN																	
TIME	ROUTE	FLY. COND.	T.C.	WIND DIR.	WIND S.P.	T.H.	VAL.	M.H.	TEMP.	MACR.	T.A.L.	A.L.	CR. GS	TIME	AS. GS	STA.	FUEL FLIGHT PLAN
34-14N	VOR 06-03W												ACC. 10	03	10		73104 1181026
ST ENG TAXI T.O. AND ACCEL																	
SUBTRACT 4800# A.D.I.																	
													ACC. 10	03	10		4620 0420
A	34-13N												ACC. 27	04	26		88884 174406
	05-31W	L/O	CL	093	-3	092	49	101		10M	98%	885	403				2200 2200
B	34-12N												ACC. 37	07	36		86694 172206
	03-48W		CR	093	-3	092	49	101			42	284	303				3145 3145
C	34-10N												ACC. 123	0024	117		83529 169061
	03-10W		ACC	093	-3	092	49	101				885	403				2700 2700
D	34-03N												ACC. 154	0028	146		80839 166361
	00-47W	L/O	CL	093	-3	092	49	101		32M	98%	885	415				5300 5300
M	34-00N												ACC. 272	0045	255		75539 161061
	00-00W		CR	093	71	094	48	102		32.2	74	430	480				940 940
N	34-30N												ACC. 311	0050	291		74599 160121
	05-00E		CR	082	-3	081	46	088		32.3	74	430	480				5780 5780
O	37-00N												ACC. 562	0121	514		59319 154341
	07-00E		CR	033	-5	028	45	033		33.4	74	430	455				4250 4250
P	40-00N												ACC. 742	0145	694		64569 150091
	07-47E	H-LINE	CR	011	-7	004	45	009		34	74	430	438				4385 4385
Q	42-20N	PIP											ACC. 184	25	180		4385 4385
	08-30E	BRK-UP	CR	014	-5	009	45	014		37.0	81	460	472				60184 145706

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FROM	HHOP	FLY	TC	WIND COMP OR DRIFT	H	VAR	M H	ALT	MACH	TAS	GRD DIS	TIME	AIR DIS	ETA	FUEL		WT PLAD	
															PREL	FUEL	APPROX	WEIGHT
ROUTE	COND										ACC GRD DIS	ACC TIME	ACC AIR DIS					
PEACH - ACFT 1																		
S	41-293N 08-29E	IP	CR 360	266/40 -5	355	45	360					60	08	61				
T	TGT 163A		CR 360	266/40 -5	355	45	360	(35)	.81	460	462	1129	0236	1053				
LEFT TURN																		
U	40-00N 10-10E	H-LINE	CR 160	266/40 -5	165	44	160					24	03	24				
V	WHEELS	T.P.	CR 160	266/40 -5	168	43	171	(37)	.74	425	440	1213	0247	1139				
W		ORAN	CR 285	261/60 -2	283	46	289		.74	425	360	276	0156	825				
X		FEZ	CR 245	270/50 -3	248	49	257		.74	425	380	453	0101	437				
Y		SID1	CR 282	270/50 -1	280	410	290	(36)	.74	425	375	1942	0424	1184				
ACFT 2																		
S	41-273N 08-38E	IP	CR 005	266/40 -5	360	45	005					68	09	69				
T	TGT 066A		CR 005	266/40 -5	360	45	005	(35.5)	.81	460	467	1137	0237	1062				
OVERFLY 2 MIN RIGHT TURN																		
U	40-00N 11-00E	H-LINE	CR 166	266/40 -5	174	43	171					32	04	32				
V	WHEELS	T.P.	CR 165	266/40 -5	173	43	176	(37.5)	.74	425	438	1228	0248	1151				
W		ORAN	CR 285	261/60 -2	283	46	289		.74	425	365	268	0158	830				
X		FEZ	CR 245	270/50 -3	248	49	257		.74	425	380	442	0101	437				
Y		SID1	CR 282	270/50 -1	280	410	290	(37)	.74	425	375	1989	0429	1189				

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PAGE	..HCIP	FLT	T.C	WIND COR		K	VAR	M.H	M	MACH	TAS	GRD DB	TIME	AIR DB	ETA	FUEL		WHT PLAN	
				DRIFT	OR											ACC	ACC	ACC	ACC
ROUTE		CRD														ACC	ACC	ACC	ACC
ACFT 3																			
S	IMPERIA	I.P.	CR 348	266/40 -5	343	45	348	38.1	.81	460	454	98	128	98		2655		2655	
T	TGT	1738	CR 344	266/40 -5	341	45	346 (36)		.81	460	452	123	0250	1182		51909		137431	
RIGHT TURN																			
U	40-00N			260/40								1252	0252	1198		51474		136886	
U	10-15E	H LINE	CR 161	268/60 -5	166	44	170 40		.81	460	471	322	41	315		8225		8225	
V	WHEELUS	T.P.	CR 161	268/60 -8	169	43	172 38.1		.74	425	440	157	0333	1513		43249		128771	
W		CRAN	CR 285	268/60 -2	283	46	289 41.2		.74	425	365	273	0431	2775		18614		104136	
X		FEZ	CR 245	270/70 -2	248	49	257 42		.74	425	380	276	47	263		4460		4460	
Y		SID1	CR 280	270/50 -13	280	410	290 (38)		.74	425	375	301	0716	3095		985		985	
ACFT 4																			
S	43-27N			266/40								68	081	68					
S	03-43E	I.P.	CR 009	266/40 -5	004	45	009		.81	460	469	113	0246	1058					
T	TGT 0660		CR 009	266/40 -5	004	45	009 (36.5)		.81	460	469	119	0244	1115					
RIGHT TURN																			
U	40-00N			266/40								1213	246	1131					
U	11-00E	H LINE	CR 166	268/60 -8	174	43	177		.81	460	438	276	38	291					
V	WHEELUS	T.P.	CR 165	268/60 -8	173	43	176 (38.5)		.74	425	438	193	0118	1859					
W		CRAN	CR 285	268/60 -2	283	46	289		.74	425	365	263	2622	2659					
X		FEZ	CR 245	270/70 -2	248	49	257		.74	425	380	276	47	263					
Y		SID1	CR 282	270/50 -11	280	410	290 (39)		.74	425	375	291	0716	3079					

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FROM	HHOP	PLI	T.C	WIND COR				P	MACH	TAB	G.	GRD DIS			ETA	FUEL		WT PLAN
				DRG	DRFT	K	VAR					EN	ALT	ACC		TIME	ACC	
	REACH - ACFT 5																	
S	IMPERIA	I.P.	CR 348	266/40	-5	343	45	348	(37)	.81	460454	95	124	96				
T	TGT 173A		CR 344	266/40	-5	339	45	344	(37)	.81	460450	74	10	77				
	LEFT TURN											20	023	20				
U	40-00N			266/40								1249	0253	1186				
V	09-57E	H L IN	CR 159	268/60	45	164	44	169		.81	460470	326	413	319				
W	WHEELUS	T.P.	CR 160	268/60	43	169	43	171	(39)	.74	425440	457	01023	444				
X		CRAN	CR 285	268/60	-2	283	46	289		.74	425365	2042	0437	1946				
Y		FEZ	CR 245	270/50	43	248	49	257		.74	425380	701	0156	810				
		SID 1	CR 282	270/50	-13	280	410	290	(40)	.74	425375	2378	0710	3042				

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~~SECRET~~

ATTACHEMENT #

APPENDIX 2 ANNEX "B"

321ST OPERATIONS ORDER 27-56

MAIN WAVE

LEMON CELL

CREW NO	L-04	L-03	R-55	N-83	N-84
ACFT					
CMDR	BARTLETT	MARCINKO	BROWN, R.	ARENS	GALTIERE
CELL AND POSITION	NCA	2	3	4	5
PIP	TAMBAY-EN-BAZOIS	GRENOBLE	TAMBAY-EN-BAZOIS	GRENOBLE	TAMBAY-EN-BAZOIS
IP	INN E OF MONTARGIS	BOURG-EN-BRESSE	MONTARGIS	BOUR-EN-BRESSE	INN W OF MONTARGIS
TGT	PARIS	DIJON	PARIS	DIJON	PARIS
NO.	140	050	140	050	140
DGZ	B	B	F	A	G
BOMB ASSIST AIRCRAFT	#3	#4	#1 or NCA	#2	#3
CAP	C	C	C	B	C
BOMB ALT	35.5	36	36.5	37	37.5
TURN OFF TGT	RIGHT	LEFT	OVERFLY 2 MIN THEN LEFT	RIGHT	LEFT
TO:					
ASSEMBLY POINT	43-16N 03-30E	43-16N 03-30E	43-16N 03-30E	43-16N 03-30E	43-16N 03-30E
ASSEMBLY POINT ALTITUDE	37,000	37.5	36	38.5	39
SIDI STACK ALTITUDE	20,000	21	22	23	24

NOTE: NCA, #3 and #5 Maintain line abreast to Target
#2 and #4 Maintain line abreast to Target

PCAFB-68-1987

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AIRCRAFT		C. O. AND SIGNATURE		UNIT	TYPE	NAME	CALL	MISSION
BUCKHORN		BUCKHORN		321st	B-47	LEMON		27-56
EMPTY WEIGHT	52000	FM	18750	ENGINE WEIGHT		NUMBER OF 570 BOTTLES		
CGW WEIGHT	10556	CM	17980	WATER AND OIL WEIGHT	448	NUMBER OF 570 BOTTLES		
OL WEIGHT	423	AM	21954	INITIAL CGW WEIGHT	4800	NUMBER OF 570 BOTTLES		
ATO WEIGHT		Fwd Aft	8240	START ENGINES AND TAXI FUEL ALLOWANCE	2:00	ADJUSTED TARD-OFF WEIGHT		
BACK WEIGHT		B. B.	20700	TARD-OFF CGW WEIGHT	183826	ADJUSTED TARD-OFF DISTANCE		
NET TARD-OFF WEIGHT	1585	ATO	7800	TARD-OFF CGW WEIGHT	181286	ADJUSTED TARD-OFF DISTANCE		
WHEEL LOADS				TARD-OFF CGW WEIGHT	181286	ADJUSTED TARD-OFF DISTANCE		
OPERATING WEIGHT	85074	TOTAL FUEL	93504	TARD-OFF CGW WEIGHT	181286	ADJUSTED TARD-OFF DISTANCE		

PRE-FLIGHT PLAN														
FROM	TO	FLYING	ALT.	WIND	TEMP.	SEA	W. S. S.	W. S. S.	W. S. S.	W. S. S.	W. S. S.	W. S. S.	W. S. S.	W. S. S.
JDI VOR	06-03 W													
ST ENG, TAXI														
T. O. & ACCEL														
34-15N														
05-31W	L/O	CL	087	-1	086	✓ 9	095	10M	98.5	385	402	37	07	36
34-24N														
03-48W	JOIN UP	CR	087	-1	086	✓ 9	095		.42	284	303	123	0024	117
34-25N	ST.													
03-10W	CLIMB	ACC	087	-1	086	✓ 9	095			385	402	154	0028	146
34-30N														
00-47W	L/O	CL	087	-1	086	✓ 9	095	32M	98.5	385	415	118	17	109
34-30N														
00-00W	T. P.	CR	087	0	087	✓ 5	095	32.2	.74	430	480	39	05	36
35-00N														
04-30E	T. P.	CR	082	-1	081	✓ 8	087	32.9	.74	430	490	224	27	198
37-00N														
05-00E	T. P.	CR	031	-7	024	✓ 5	029	36.4	.74	430	480	555	0118	489
40-00N														
07-00E	H-LINE	CP	015	-8	007	✓ 3	012	33.8	.74	430	445	141	18	129
43-30N														
07-00E		CR	082	-1	081	✓ 5	080	37.5	.74	430	440	185	25	180

2AF Form 124 Rev 1-54, App 2, Annex B, 321 OPRD 27-56, 30 Mar 1956 2 F0475-68-1007

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FROM	TO	FLY	TC	WIND DIR	DRIFT	TK	VAR	M.N.	P	MACH	TAS	...	CRD DIS			ETA	FUEL PLAN	
													ACC	CRD	DIS		PREL	FINAL
43-26N	07-00E															53874	131480	
ROUTE																		
NCA																		
47-04N				286/40									261	36	280		7830	7030
03-46E	PIP	CC	227	-4	328	4.6	228	30.5		.81	400	438	1340	0304	1258		48344	130801
48-01N				288/40									69	09	73		1910	1010
02-45E	IP	CC	325	-4	321	4.7	225			.81	400	438	1408	0314	1261		46434	131856
RIGHT TURN																		
140R	TGI	CC	349	-5	345	4.7	250	25.5		.81	400	455	1487	0327	1422		44804	130384
RIGHT TURN																		
43-16N				287/40				(37M)					18	02	18		410	410
03-30E	T.P.	CC	170	-4	181	4.7	188	30.7		.81	400	458	1488	0324	1438		44454	129976
40-00N				282/40									341	45	345		8545	8545
03-30E	H-LINE	CC	180	-4	185	4.8	191	41.8		.81	400	455	190	25	198		5040	5040
35-42N				270/40									2020	0434	1931		30889	118091
00-43W	ORAN	CR	217	-2	219	4.7	220	40.3		.74	430	391	324	38	355		8555	8555
LEFT TURN																		
FEZ		CR	245	-4	248	4.8	257			.74	425	390	236	37	283		4480	4480
YMDI		CR	282	-4	280	4.10	290			.74	425	375	236	37	283		4480	4480
AIRCRAFT #2																		
GRENoble																		
45-13N	05-42E	CC	351	-4	328	4.5	322	(36)		.81	400	442	118	15	120			
BOURG-EN-BRESSE																		
45-13N	05-14E	IP	CC	342	-4	347	4.6	352		.81	400	448	1187	0243	1128			
050R																		
050R	TGI	CC	353	-5	346	4.6	354	(50)		.81	400	487	61	08	64			
LEFT TURN																		
42-16N				288/40									78	10	77			
03-30E	T.P.	CC	190	-4	195	4.6	201	(37.5)		.81	400	448	1329	0308	1303			
40-00N				280/40									245	32	254			
03-30E	H-LINE	CC	180	-4	185	4.8	191			.81	400	455	1608	0309	1587			
35-42N				272/40									08	25	199			
00-43W	ORAN	CR	217	-2	219	4.7	220			.74	430	391	1802	0404	1755			
LEFT TURN - MAKE 2 BACK TURNS - 4 MIN TURNS - 2 MIN																		
FEZ		CR	245	-4	248	4.8	257			.74	425	390	236	37	283			

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FROM	ROUTE	FLY COND	TC	WIND CO		T.M.	VAR	M.H.	P	MACH	TAS	GS	GND DIS		TIME	AIR DIS		ETA	FUEL	WT PLAN
				DRIFT	OR.								ACC GND DIS	ACC AIR DIS						
Y	SIDI	CR	82	170/80	-1	280	10	280		.74	428	378	2422	08	007	57				
	AIRCRAFT #2																			
R	47-04N	IP	CC	87	180/40	-1	282	10	282	(M.S.)	.81	400	438	1340	08	04	128			
S	48-01N	IP	CC	86	180/30	-1	281	10	281	(M.S.)	.81	400	438	1450	08	12	130			
T	40P	IP	CC	87	180/40	-1	282	10	282	(M.S.)	.81	400	438	1460	08	20	130			
	WIND VELOCITY MIN																			
	48-10N	IP	CC	86	180/40	-1	281	10	281	(M.S.)	.81	400	438	1470	08	24	130			
U	40-00N	IP	CC	88	180/40	-1	283	10	283	(M.S.)	.81	400	438	1480	08	28	130			
M	40-40N	IP	CC	87	180/40	-1	282	10	282	(M.S.)	.74	400	438	1490	08	32	130			
K	E2	CR	84	180/40	-1	280	10	280		.74	400	380	1500	08	36	130				
Y	SIDI	CR	88	170/80	-1	280	10	280		.74	428	378	1525	08	37	130				
	AIRCRAFT #4																			
J	48-10N 08-45E	CC	88	180/40	-1	282	10	282	37	.81	400	448	1530	08	40	130				
S	BOURG-EN-BRENAIE	CC	84	180/40	-1	280	10	280		.81	400	448	1540	08	44	130				
T	080A	CC	84	180/40	-1	280	10	280	37	.81	400	438	1550	08	48	130				
	WIND VELOCITY TURN																			
	48-10N	IP	CC	86	180/40	-1	281	10	281	(M.S.)	.81	400	448	1560	08	52	130			
	48-00N	IP	CC	86	180/40	-1	281	10	281	(M.S.)	.81	400	448	1570	08	56	130			
	48-00N	IP	CC	86	180/40	-1	281	10	281	(M.S.)	.81	400	448	1580	08	60	130			
W	48-10N	IP	CC	87	180/40	-1	282	10	282	(M.S.)	.74	400	438	1590	08	64	130			
	WIND VELOCITY																			
	48-10N	IP	CC	87	180/40	-1	282	10	282	(M.S.)	.74	400	438	1600	08	68	130			
	LEFT - MAKE HARD TURN - MIN TURN - MIN LEG																			

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FROM	ROUTE	FLY CORR	T.C.	WIND COR			MACH	TAS	...	BTD DB			ETA	FUEL WGT PLS	
				DRIFT	T.R.	VAR				ACC BTD DB	TIME	ACC AIR DB		FUEL	WGT
X	FEZ	CR 245	270/50	248	7 9	257	.74	425	360	2649	0557	2651			
Y	SIDI	CR 282	270/50	280	7 10	290	.74	425	375	2620	0605	2708			
AIRCRAFT #5															
R	47-04N 03-45E PIP	CR 327	268/40	320	7 6	329	37.5	.81	400	435	1240	0304	1286		
S	48-01N 02-45E IP	CR 325	268/40	321	7 7	328		.81	480	438	1409	0214	1321		
T	49C TGT	CR 336	268/40	331	7 7	338	37.5	.81	460	445	1461	0321	1413		
LEFT TURN															
	43-16N 03-30E T.F.	CR 168	268/40	173	7 7	180	39	.81	460	440	1619	0408	1765		
U	40-00N 03-30E H-LINE	CR 180	268/40	185	7 6	191		.81	460	455	2015	0433	1953		
W	35-42N 00-49W ORAN	CR 217	270/50	219	7 7	226		.74	430	393	2329	0523	2336		
X	FEZ	CR 245	270/50	248	7 9	257		.74	425	360	2575	0600	2601		
Y	SIDI	CR 282	270/50	280	7 10	290		.74	425	375	2625	0608	2658		

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ATTACHMENT

APPENDIX 2 ANNEX "F"
LIST OPERATIONS ORDER 71-56

MAIN WAVE

EBONY CELL

CREW NO	L-06	L-10	L-14	L-17	N-09
ACFT					
CMR	ESTEY	MCDONALD	PAPE	PEOPLES	SAWYER
CELL AND POSITION	NCA	2	3	4	5
PIP	ROAINE	ROAINE		ROAINE	ALAIS
IP	46-20N 03-19E	BOURGES	MONTHERISON	NEVERS	45-00N 03-35E
TGT	CHATEAUBOUX	TOURS	MONTLUÇON	ORLEANS	CLERMONT FERRAND
NO	010	11	122	137	041
DGZ	A	A	A	A	A
EGME ASSIST AIRCRAFT					
CAP	C	C	B	C	C
BOMB ALT	33	34.5	34	33.5	35
TURN OFF TARGET	LEFT	LEFT	LEFT	LEFT	LEFT
ASSEMBLY POINT	44-00N 10-30W	44-00N 10-30W	44-00N 10-30W	44-00N 10-30W	44-00N 10-30W
ASSEMBLY POINT ALTITUDE	30	30.5	37	37.5	30
SIDI STACK ALTITUDE	30,000	31	32	33	34

NOTE: NCA, #2 and #4 Maintain line abreast until PIP

PCAFB-GB-1027

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MISSION FLIGHT PLAN		C.O. AND CALL SIGN		UNIT	TYPE OF	DATE	COLL. NO.	REMARKS
MISSION FLIGHT PLAN		BUCKHORN		424	B-47	EDONY		27-56
CREW WEIGHT	1800	PN	1870	ARMED WEIGHT		NUMBER OF ATO BOTTLES REQUIRED FULL		
LOAD WEIGHT	1500	CM	1760	ARMED WEIGHT	540			
ATO WEIGHT	1400	ML	2100	WATER AND				
FAIR WEIGHT		R32	6340	WEIGHT	800			
EST. TAKE OFF WEIGHT	5000	B.B.	20700	INITIAL CRUISE WEIGHT	16120	ADJUSTED TAKEOFF WEIGHT		
OPERATING WEIGHT	6000	ATO	1800					
TOTAL WEIGHT	13800	TAKEOFF WEIGHT	18120	ATO FINISH WEIGHT				

PRE-FLIGHT PLAN																			
FROM	SIDE	TO	FLY	T.S.	WIND	T.H.	H.A.	H.M.	TEMP.	MOON	C.A.	H.L.	ENRGE	TIME	INDY	STA	PUL.	ACC. ON PLN	
34-14N 06-03W																			
31. ENG TARI T.O & ACCEL.																			
SUBTRACT																			
A	33-52N	06-23W	L/O	CL	217	250/18	230	-11	211	10M	98%	50	370	10	01	10		4620	9420
B	32-47N	07-22W		CR	ACC	217	265/18	220	-11	211	10M	.42	784	270	117	24	117	6550	15961
C	25-00N	07-74W		CL	217	265/18	220	-11	211				185	270	139	20	110	60819	166361
D	1-07N	08-50W	L/O	CL	217	277/10	221	-11	212	32%	98%	350	370	242	17	209		75919	161061
E	AGADIP	ENG	T.P.	CR	217	270/43	222	-11	211	323%	.74	470	402	300	54	310		73914	159456
F	2-06N	15-30W	T.P.	CR	209	270/43	207	-11	200	31.0	.74	470	390	25	504	120		65409	150931
HEIGHT TURN																			
C	3-06N	14-00W	T.P.	CR	104	270/43	105	-14	119	34	.74	470	472	124	153	124		61704	150225
H	11-18W		DESC	CR	094	0	094	-18	102	34.3	.74	470	473	85	11	78		1050	1830
I	10-00W		DESC	CR	094	0	094	-18	102	18		450	450	927	0223	933		59309	144831
J	2-00N	17-2	END	A/B	094	250/18	099	-11	190	18		207	200	130	28	130		8400	8400

ZAF 700 124 Att 5, App 2, Annex 8, 321 OPORD 27-56, 31 Mar 1954

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FROM	ROUTE	FLY CLASS	T.C.	WIND COR				P	WACH	TAB	---	GRD DRG	TIME	AIR DRG	ETA	FUEL PLAN		
				4 DR	Y.K.	VAR.	R.H.									ACC GRD DRG	ACC TIME	ACC AIR DRG
				DRIFT				ALT										
	ON LOAD															45000	45000	
K	32-00N	ST		260/16				-5				12	02	32		55000	160431	
	07-12E	CLINE	ACC	050	-1	089	111	100	15M		385	414	1069	0253	1075	1200	1200	
L	07-00N			277/30								10	01	10		5000	5000	
	07-00W	CL	090	-1	089	111	100		90%	385	414	1079	0253	1085		69709	175231	
M	07-15W	L/O	EL	062	-2	060	110	070	30	90%	305	410	1179	0309	1189			
	09-00W	T.P.	CR	052	-2	060	119	069	31.4	.75	440	458	290	38	271	7795	7795	
N	09-00W			265/43								148.9	0347	1462		81914	157536	
	09-00W	T.P.	CR	061	0	081	117	088	32	.74	440	473	199	25	180	4980	4980	
O	09-00W			265/43								102	13	97		2610	2610	
	09-00E	T.P.	CR	026	-5	023	116	029	32.3	.74	440	483	177.0	0421	1749	7424	19246	
P	09-00E	H		266/40								190	25	180		2665	2665	
	09-12E	LINE	CR	016	-5	013	116	019	32.6	.74	440	445	190.0	0451	1922	7169	197181	
C	09-20W			266/40								207	28	211		6555	6555	
	09-00E	T.P.	CR	014	-5	019	116	019	36	.81	460	449	2167	0519	2145	6104	150200	
R	06-00N			266/40								166	122	166				
	04-04E	PIP	357	-5	352	116	310	(33)	.81	460	460	2333	0541	2301				
S	06-20N											35	05	38				
	03-15E	I.P.	299	-3	296	117	303		.81	460	425	2366	0546	2339				
T	TGT	030A	298	-3	295	117	302	(33)	.81	460	425	73	110	77				
												2441	0556	2416				
	LEFT TURN											16	02	16				
U	04-00N	H		265/36								2497	0558	2432				
	04-00W	LINE	282	11	285	119	284		.81	460	425	246	135	248				
V	04-00N											2703	0633	2700				
	10-30W											206	145	219				
W	10-30W											292	0716	3019				
	10-30W											420	149	420				
Y	10-30W			270/50								420	149	420				
	10-30W											420	149	420				
	SIDI											274	152	280				
												3092	0628	3087				

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FROM	ROUTE	FLY CODE	WIND DIR + DR		T.A.	VAR	M.N.	ALT	BACH	TAS	WIND DIR		ETA	PRED FLIGHT PLAN	
			DRIFT	DR							ACC DIR	ACC DR		TIME	TIME
R	45-00H 04-04E	PIP	357	266/40 -5	352	70	350	(34.5)	.61	400	400	107 2303	:22 0541	166 2301	
S	17-00H 02-24E	I.P.	313	-7	309	77	310		.61	400	430	72 2425	:13 0554	100 2401	
T	TGT	177A	267	-2	265	74	293	(33.5)	.61	400	420	12 2497	:10 0600	77 2478	
	LEFT TURN:											16 2513	:02 0600	16 2494	
U	44-10H 04-00W	II LINE	249	265/30 73	242	79	261		.61	400	425	204 2717	:29 0614	223 2717	
V	44-00H 10-00W		244	73	247	71	250	(30.5)	.74	425	495	305 420	:46 0721	326 420	
W	37-00H 10-30W		160	270/50 77	167	72	199		.74	425	425	3442 274	0820 0835	3463 246	
X	SIDI		128	74	132	71	141	(31)	.74	425	400	3716	0835	3711	
J	45-30H 04-03E	I.P.	344	260/40 -5	339	76	345	(34)	.61	400	430	142 2309	:19 0530	146 2251	
T	TGT	122A	309	-6	305	77	312	(34)	.61	400	430	76 2305	:11 0549	85 2366	
	LEFT TURN:											16 2401	:02 0551	16 2382	
U	45-24H 04-00W	II LINE	252	285/30 72	260	79	265		.61	400	425	280 2661	:40 0631	300 2666	
V	34-00H 10-30W		253	73	250	71	261	(37)	.74	425	395	290 2971	:44 0714	312 3000	
W	37-00H 10-30W		160	270/50 77	167	72	199		.74	425	425	420 3391	:59 0614	420 3520	
X	SIDI		128	74	132	71	141	(32)	.74	425	400	274 366	:35 0632	246 3500	

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FLIGHT	ROUTE	FLY COND	T.C	WIND COR				MACH	TAS	CRD DIS	TIME	ARR DIS	ETA	FUEL FLIGHT PLAN		
				DRIFT	T.R	VAR	M.H							ALT	RES	RESERVE
				EIGHT 74												
R	04-00H	PIP	357	200/40						1:00	:22	100	491	491		
S	04-04E			-5	352	18	30	30.5	.81	400	100	2:33	0:41	2:01	501.5	1:0711
T	04-09H											09	:09	09	200	200
	04-10E	I.P.	320	-5	323	17	30		.81	400	140	2461	0555	2:70	501.9	1:3711
	TOT	041A	17	-4	313	17	30	(33.5)	.81	400	135	2462	0601	2:56	501.9	1:41:16
	LEFT TURN											16	:02	16	450	450
U	04-22H	H		205/36								2452	0603	2:57	501.9	1:40:00
V	04-00H	LINE	281		250	-9	29	30.2	.81	400	12	2751	0639	2:76	477.0	1:32:00
W	04-00H							(31.2)				100	:47	55	725	725
X	04-04		241		250	11	26	37.1	.74	425	105	3050	0720	3:00	400	1:20:51
Y	04-00H			270/50								420	:59	420	54	54
Z	04-00H		160		167	12	199	36.1	.74	425	125	3:70	08:12	3:00	2004	1:17:20
	SIDI		128		112	11	143	(3)	.74	425	105	274	:5	248	4760	4760
								39.5				1752	0900	1748	2720	1:12:00
				EIGHT 65												
	04-00H			200/40								02	:00	05		
	04-04E	PIP	321	-4	317	-6	323	(5)	.81	400	135	2229	0527	2200		
	04-00H											56	:07	54		
	04-35E	I.P.	338	-5	343	17	350		.81	400	145	2285	0530	2254		
	TOT	041A	340	-5	335	17	342	(35)	.81	400	145	2336	0541	2308		
	TURN LEFT											16	:02	16		
	04-10H											2352	0543	2324		
	01-10H											179	:25	192		
	04-00H	T.P.	277	-1	276	18	284		.81	400	120	2531	0600	2516		
	04-00H	H		205/36								122	:17	131		
	04-00H	LINE	275		250	10	280		.81	400	12	25	0625	2507		
	04-00H											290	:44	312		
	04-00H		250		23	-11	300	(3)	.74	425	105	2943	0709	2959		
	04-00H			270/50								420	:59	420		
	04-00H		180		107	-12	190		.74	425	125	3:55	0800	3:59		
	SIDI		128		112	11	143	(35)	.74	425	105	274	:5	248		

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APPENDIX 2 ANNEX "B"

21ST OPERATIONS ORDER 21-57

MAIN WAVE

ORANGE CELL

CREW NO.	L-60	R-71	L-61	L-68	F-67
ACFT CMR	ZIMMERMAN	MILLER	GROVES	MOSELEY	WOOD
CELL AND POSITION	NCA	2	3	4	5
PIP	BRIVE-LA GAILLARDE	SAINT JUTTES	INMS OF BRIVE LA GAILLARDE	SEVERAC-LE CHATEAU	DECAZEVILLE
IP	AREAM LIMOGES	POITIERS	IONM NOP ANGOULEME	AURILLAC	45-03N 01-21E
TGT	NIORT	ANGERS	LA ROCHELLE	LIMOGES	ANGOULEME
NO.	129	009	093	102	010
DGZ	A	AA	B	A	A
BOMB ASSIST AIRCRAFT					
CAP	C	C	C	B	C
BOMB ALT	34	34.5	35	35.5	36,000
TURN OFF TGT	LEFT	LEFT	LEFT	RIGHT	OVERFLY
TO:	46-00N 02-00W	46-00N 02-00W	46-00N 02-00W	then left to 45-00N 02-00W	45-55N 00-32W
TO:	H-LINE OUT	H-LINE OUT	H-LINE OUT	H-LINE OUT	46-00N 02-00W THEN H-LINE OUT
ASSEMBLY POINT	44-00N 10-30W	44-00N 10-30W	44-00N 10-30W	44-00N 10-30W	44-00N 10-30W
ASSEMBLY POINT ALTITUDE	37	37.5	38	36.5	39
SIDE STACK ALTITUDE	25,000	26	27	28	29

NOTE: NCA, #2 and #3 Maintain line abreast until Brive-LaGailarde

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MISSION FLIGHT PLAN		UNIT		TYPE		ORANGE		27-56	
BUCKHORN	321st	B-47	ORANGE						
ACFT	82000	EM	18750	448					
CRD WT	1056	AM	21854	4800					
DLT WT	423	ATO	7800	183826					
ATO WT									
WGT	1595								
START									
END									
TOTAL	93504			181286					

TIME	ALT	TYPE	WIND	TEMP	PRESS	DENSITY	SPEED	ACCEL	G	ETA	PRE-FLIGHT PLAN	
											WGT	WGT
14-14N 06-03W											93504	183826
15-15N 06-03W											4620	9420
16-16N 06-03W											88884	174408
17-17N 06-03W											2200	2200
18-18N 06-03W											86084	172208
19-19N 06-03W											3146	3146
20-20N 06-03W											83539	169061
21-21N 06-03W											2700	2700
22-22N 06-03W											80839	166361
23-23N 06-03W											5300	5300
24-24N 06-03W											75539	161061
25-25N 06-03W											1805	1805
26-26N 06-03W											73934	159456
27-27N 06-03W											9565	9565
28-28N 06-03W											84389	149896
29-29N 06-03W											700	700
30-30N 06-03W											83689	149196
31-31N 06-03W											3020	3020
32-32N 06-03W											60649	146171
33-33N 06-03W											1690	1690
34-34N 06-03W											58759	144221
35-35N 06-03W											440	440
36-36N 06-03W											58319	143841
37-37N 06-03W											3400	3400
38-38N 06-03W											29919	135441

REF: 121 Att. 6, App. 2, Annex B, 321 OPRD 27-56, 30 March 1956 2 FCAFB-62-127

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FLY TO	ROUTE	FLY FROM	T/C	WIND COR + OR -	CR	VAR	E.P.	M.T.	BACH	TAB	WIND COR			ETA	FUEL POINT PLAN			
											DRIFT	ACC	TIME		ACC	TIME	ACC	TIME
	ON LOAD														45000	45000		
K	32-30N 07-15W	ST CLIMB	4C3	020	280/40	-1	089	11	100	15M		385	414	1094	0256	1118	94919	180441
K	32-30N 07-00W		CL	090	277/30	-1	089	11	100		98%	385	414	1104	0257	1128	1200	1200
L	33-20N 05-15W	L/O	CL	062	277/30	-2	060	10	070	30.3	98%	385	410	1204	0312	1232	88719	174241
M	33-30N 30-00W	T.P.	CR	062	265/43	-2	060	9	089	31.3	.74	430	455	1494	0350	1505	80924	168446
N	33-00N 02-00W	T.P.	CR	078	265/43	-1/2	077	7	084	31.8	.74	430	473	1643	0409	1641	77164	162704
O	37-00N 04-00E	T.P.	CR	038	265/43	-4	034	6	040	32.1	.74	430	460	1720	0419	1713	1955	1955
F	40-00N 05-30E	H-HCP	CR	021	266/40	-4	017	6	023	32.6	.74	430	446	1913	0445	1900	4965	4965
Q	43-30N 04-00E	T.P.	CR	342	266/40	-5	337	8	343	36.2	.81	400	448	2123	0513	2116	70264	155786
	NCA																	
R	45-09N 01-32E	PIP		313	266/40	-4	309	7	316	(34)	.81	460	430	2268	0532	2270		
S	45-33N 00-52W	IP		312		-4	308	7	315		.81	460	420	2304	0538	2308		
T	TGT 120A			312		-4	308	8	316	(34)	.81	460	430	2374	0548	2385		
	LEFT TURN																	
U	42-00N 02-00E	T.P.		255	265/38	2	251	9	280		.81	460	425	2458	0559	2474		
V	44-35N 04-00W	H-LINE		255		2	257	10	287		.81	410	425	2544	0611	2586		
W	44-00N 10-30W			251		2	254	11	265	(37)	.74	425	395	2838	0655	2903		
	37-00N				270/50									420	59	420		
	10-30W			180		7	187	12	199		.74	425	425	3256	0754	3323		
	W/D			128		4	132	11	143	(25)	.74	425	465	3520	0822	3571		

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FROM	ROUTE	FLY COND	T.C.	WIND COMP + DRIFT		F.N.	VAR.	M.H.	I ALT	MACH	T.A.S.	G.A.	GND DIS		TIME	AIR DIS		ETA	FUEL PL Y PLAN		
				ACC GND DIS	TIME								ACC AIR DIS	TIME		FUEL	PLN				
AIRCRAFT #2																					
R	45-09N 01-32E TP		313	266/40 -4	309	7	316	37	98%	.81	460	430	145	:20	154	2268	05:33	2270		4480	4480
S	45-43N 00-49E PIP		330	-5	325	8	333	(34.5) 37.2		.81	460	440	51	:07	54	2319	05:40	2324		1840	1540
S	48-35N 00-20E IP		331	-5	326	8	334			.81	460	440	48	:03	50	2367	05:46	2374		1410	1410
T	TGT 009A		326	-5	321	8	326	(34.5)		.81	460	440	66	:09	69	2433	05:55	2443		56244	141766
	LEFT TURN												18	:02	16	2449	05:57	2459		440	440
	48-00N 02-00E TP		214	245/38 -4	210	9	219	38.1		.81	460	445	108	:14	107	2555	06:11	2566		2945	2945
U	48-35N H 04-00W LINE		255	22	257	10	267	36.8		.81	460	425	86	:12	82	2641	06:23	2658		50934	136458
V	44-00N 10-30W		251	23	254	11	262	(37.5) 37.8		.74	425	395	292	:44	337	2933	07:07	2995		48464	133986
W	37-00N 10-30W		180	270/50 7	187	12	199	38.7		.74	425	425	420	:58	420	3353	08:06	3415		7255	7255
Y	SID!		128	28 4	132	11	143	(38) 39.4		.74	425	465	274	:35	248	3627	08:41	3683		41209	126731
AIRCRAFT #3																					
R	45-09N 01-32E PIP		313	266/40 -4	309	7	316	(35)		.81	460	430	145	:20	154	2268	05:33	2270			
S	45-49N 00-09E IP		305	-3	302	8	310			.81	460	425	69	:10	77	2337	05:43	2347			
T	TGT 003E		292	-2	290	8	298	(35)		.81	460	420	80	:08	65	2397	05:51	2412			
	LEFT TURN												16	:02	16	2413	05:53	2428			
	48-00N 02-00E T.P		250	285/38 3	253	9	292			.81	460	430	35	:05	38	2448	05:58	2466			
U	48-35N H 04-00W LINE		255	22	257	10	267			.81	460	425	86	:12	82	2534	06:10	2558			
V	44-00N 10-30W		251	23	254	11	265	(38)		.74	425	395	292	:44	337	2928	06:54	2981			
W	37-00N 10-30W		180	270/50 7	187	12	199			.74	425	425	420	:58	420	3248	07:56	3415			

2AF Form 108A Att 6, App 2, Annex B, 321 OPRD 27-56, 30 March 1956

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FLY	ROUTE	FLT COND	T.C.	GND COND		VAR	H.N.	ALT	BACH	TAS	SA	ACC		ETA	FUEL P.		T PLAS
				DRIFT	OR							ACC	ACC		USED	LOSS	
			128	✓ 4	132	✓ 11	143	(37)	.74	425	465	3520	0728	3563			
	AIRCRAFT #4																
	44-30N		322	✓ 4	318	✓ 7	325	(35.5)	.81	460	435	2180	0522	2185			
	01-04E	PIP										45	:08	46			
	44-30N		323	✓ 4	319	✓ 7	326		.81	460	435	2180	0522	2185			
	01-06E	IP										45	:08	46			
	RIGHT TURN																
	44-30N		319	✓ 4	315	✓ 7	322	(35.5)	.81	400	435	2302	0538	2308			
	02-00E	TF										16	:02	13			
	44-35N	H-LENE	275	✓ 2	257	✓ 10	267		.81	400	425	2541	0611	2588			
	01-00W											292	:44	337			
	44-30N		251	✓ 3	254	✓ 11	265	(30.5)	.74	425	395	2833	0655	2903			
	01-30W											420	:50	420			
	44-30N		180	✓ 7	187	✓ 12	199		.74	425	425	3253	0754	3323			
	01-30W											274	:35	248			
	AIRCRAFT #5																
	44-33N		309	✓ 4	305	✓ 7	312	(36)	.81	460	430	2221	0526	2219			
	02-15E	PIP										48	:07	58			
	44-33N		308	✓ 4	304	✓ 7	311		.81	460	430	2269	0533	2277			
	01-21E	IP										83	:09	89			
	RIGHT TURN																
	44-35N	T.P.	302	✓ 3	299	✓ 8	306		.81	460	425	2304	0547	2381			
	01-30W											32	:04	35			
	44-30N		275	✓ 2	276	✓ 9	285		.81	460	420	2424	0555	2446			
	02-00E	T.P.										80	:08	85			
	44-35N	H-LENE	255	✓ 2	257	✓ 10	267		.81	460	425	2510	0607	2538			
	01-30W											292	:44	337			
	44-30N		251	✓ 3	254	✓ 11	265	(30.5)	.74	425	395	2832	0651	2877			
	01-30W											420	:50	420			
	44-30N		180	✓ 7	187	✓ 12	199		.74	425	425	3222	0750	3295			

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ATTACHMENT 7

APPENDIX 2 ANNEX "B"

121ST OPERATIONS ORDER 21-18

MAIN WAVE

TAX CELL

CREW NO.	L-41	L-51	R-53	R-36	N-56
ACFT					
CMDR	JEFF	NELSON	CROSBY	HASSETT	BROWN, D.
CELL AND POSITION	NCA	2	3	4	5
PIP	43-00H 03-30E	43-00H 03-31E	43-00H 03-29E	ST SULPICE	LA NOUVELLE
LP	MARBONNE	INM N of MARBONNE	INM S of MARBONNE	AGEN	PANDERS
TOT	TOULOUSE	TOULOUSE	TOULOUSE	CAZAUX	PAU
NO.	175	175	175	033	142
DCZ	C	A	B	A	A
BOMB ASSIST AIRCRAFT	3	NCA	NCA	-	-
CAP	C	B	C	C	C
BOMB ALT	33	33.5	34	34.5	35
TURN OFF	OVERFLY 2 MIN	RIGHT	LEFT	OVERFLY NO TURN	RIGHT
TOT	THEN LEFT				
TO:	CAZAUX	CAZAUX	CAZAUX	44-00H 04-00W	44-00H 04-00W
ASSEMBLY POINT	44-00H 10-30W	44-00H 10-30W	44-00H 10-30W	44-00H 10-30W	44-00H 10-30W
ASSEMBLY POINT ALTITUDE	35	35.5	36	36.5	37
SIDI STACK ALTITUDE	20,000	21	22	23	24

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

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MISSION FLIGHT PLAN		B. & A. AIRCRAFT		UNIT	TYPE OF	BASE	CLASS	REMARKS
BUCKHORN		321B		B-47	TAN			27-56
AIRCRAFT	FM 15-000	MODEL	321B	NUMBER OF AFD	DO NOT	REQUIRE FULL		
CREW WEIGHT	1200	CHW	1500	NUMBER OF AFD	BOTTLES	PER AFD		
DEL. WEIGHT	1200	AW	2250	INITIAL GROSS	WEIGHT			
AFO WEIGHT		AW	6350	START ENGINE	AND TAIL			
RACE WEIGHT		B.E.	20700	FUEL ALLOWANCE				
EST. TANKS	1750	ATO	7800	ADJUSTED	TAK-OFF	WEIGHT		
MISCELLANEOUS				ADJUSTED	TAK-OFF	DISTANCE		
OPERATING	8074	TOTAL	33500	TAK-OFF	GROSS	WEIGHT		

PRE-FLIGHT PLAN																					
ROUTE	SIDE	VOH	FLT.	T.C.	WIND	COMP.	T.M.	VAR.	M.A.	TEMP.	WACH.	T.A.L.	C.S.	WIND	TIME	AIR	DIS.	ETA	FUEL	FLIGHT	PLAN
					DIR.	OR.				ALT.				ACC.	ACC.	ACC.			REMAINING	GROSS	OFFSET
3- Eng. In...														10	0	10			4620	9420	
T.O. & G-1														10	0	10			8888	174406	
33-52H					205/10		220	-11	231	30H	98%	365	379	20	04	20			2200	2200	
06-23H	L/O	CL	217		7 32		220	-11	231					16	07	30			8668	172206	
2-47H					205/10		220	-11	231					01	17	61			3145	3145	
01-22W					7 32		220	-11	231		.42	284	270	117	20	117			83539	169061	
32-30H					205/10		220	-11	231					22	04	20			2700	2700	
01-37W					7 32		220	-11	231					139	20	140			60839	166361	
11-07W					277/10		221	-11	232	32H				103	17	109			5300	5300	
06-04	L/O	C	217		7 4		221	-11	232					242	15	255			75539	161061	
ACADIR					270/10		222	-11	233	-45				58	00	01			1605	1605	
RNG	T.P.	CR	217		7 5		222	-11	233	32.3H	.74	430	400	300	04	316			73934	159456	
32-12H					270/10		221	-11	232					336	02	313			9675	9675	
12-40W	T.P.	CR	217		- 2		287	-13	290		.74	430	390	636	0146	669			64259	149761	
RIGHT TURN														28	04	28			695	695	
														600	01 0	717			63564	149066	
33-00H					270/10		278	-13	290					138	17	120			1120	1120	
13-00W	T.P.	CF	015		- 1		278	-13	290		.70	430	472	204	0207	65			50444	145966	
33-00H	ST				270/10		278	-13	290					8	11	76			1590	1590	
11-10W	DESC	CH	015		0		042	-12	100		.74	430	413	604	0216	421			6354	144076	
33-00H					270/10		278	-13	290					00	00	00			440	440	
10-00W	RDL V	DS	015		0		090	-12	100	30H				24	0226	421			18114	141676	
33-00H	END				270/10		278	-13	290					130	00	130			8400	8400	
10-00W	A.R	AR	015		- 1		069	-11	100	30H				104	0214	313			49714	135436	

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FLY	ROUTE	CLASS	T.C.	WIND CO-ORDS		T.R.	W.R.	M.R.	W	MACH	T.A.S.	DID DIS			ETA	FUEL PLAN		
				DRIFT	DIR							ACC	TIME	ACC		TIME	ACC	TIME
							FAI: #2											
S	45-12			266/LA								25	:03	27				
		CR	249	-3	296	+7	305	(33.5)	.81	460	427	2066	0505	2066				
T	IGT		175A		267	+7	294	(33.5)	.81	460	420	77	:11	24				
		CR	269	-2	287	+7	294	(33.5)	.81	460	420	2163	0510	2150				
	LEAF FUR.											24	:03	24				
												2167	0519	2174				
	45-31			289/38								123	:17	134				
	01-00			-1	296	+6	304		.81	460	422	2290	0531	2306				
U	02-00											125	:18	138				
	03-00			0	283	+9	292		.81	460	420	2415	0555	2446				
V	04-00											283	:43	305				
	10-30			2	260	+11	271	(35.5)	.74	425	393	2698	0636	2751				
W	07-00			270/50								420	:59	420				
	10-30			7	167	+12	199		.74	425	425	5116	0737	5171				
Y	SID											274	:35	248				
	SLIPWAY A20				128	+6	132	+11	143	(21)	.74	425	3392	0812	3419			
							FAI: #3											
S	45-10			200/LA								24	:03	27				
	03-00E			-3	292	+7	299	(34)	.81	460	425	2065	0505	2066				
T	IGT				290	-2	288	+7	295	(34)	.81	460	420	2137	0515	2143		
	LEAF FUR.											16	:02	16				
												2153	0517	2159				
	45-31			289/38								125	:18	138				
	01-00			-1	296	+8	304		.81	460	422	2276	0535	2287				
U	02-00											125	:18	138				
	03-00			0	283	+9	292		.81	460	420	2403	0553	2425				
V	04-00											283	:43	305				
	10-30			2	260	+11	271	(35)	.74	425	393	2666	0636	2732				
W	07-00			270/50								420	:59	420				
	10-30			7	167	+12	199		.74	425	425	5106	0735	5150				
Y	SID				128	+6	132	+11	143	(21)	.74	425	3392	0812	3419			
	SLIPWAY A20											274	:35	248				

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FROM	FLY	TC	WIND CO + OR -	T.M	W.R	M.R	W.P	W.CHR	T.A.S	-	PER. PLAN			ETA		FUEL PLAN		
											ACC	ACC	ACC	ETA	ETA	ACC	ACC	
ROUTE	CODE		DEFT				ALT.				END	TIME	END	ETA	ETA	ACC	ACC	
TAN #4																		
43-47H			266/40									92	:13	100				
01-41E	PIP	Cr 300	-3	297	47	304	(74.5)	.81	460	425	2133	0515	2136					
42-13H											53	:07	58					
00-36E	I.P.	Cr 299	-3	296	47	303		.81	460	427	2186	0522	2194					
TGT	033A	Cr 285	-2	283	48	291	(74.5)	.81	460	420	2264	0533	227E					
OVERFLY																		
45-00N			285/38								125	:16	138					
04-03W	H-LINE	Cr 283	0	283	49	292		.81	460	420	2389	0551	2416					
44-00N											287	:43	305					
10-30W		Cr 258	42	260	41	271	(76.5)	.74	425	393	2672	0634	2721					
37-00N											420	:59	420					
10-30W		Cr 180	47	187	42	199		.74	425	425	3092	0733	3141					
SIDI											279	:13	218					
SILVANE AFB		Cr 128	44	132	41	143	(72)	.74	425	465	3766	0808	3809					
TAN #5																		
43-01N			266/40								20	:03	23					
03-03E	PIP	Cr 273	0	273	47	280	(75)	.81	460	420	2063	0505	2059					
43-07H											63	:09	69					
01-37E	IP	Cr 275	-1	274	47	281		.81	460	420	2124	0514	2228					
TGT	142A	Cr 280	-1	279	48	287	(75)	.81	460	420	2214	0527	2328					
RIGHT TURN:																		
44-00N			285/38								16	:02	16					
04-03W	H-LINE	Cr 285	0	285	49	294		.81	460	420	2389	0552	2421					
44-00N											281	:43	305					
10-30W		Cr 270	41	271	41	282	(77)	.74	425	389	2670	0635	2726					
37-00N			270/50								420	:57	420					
10-30W		Cr 180	47	187	42	199		.74	425	425	3090	0734	3196					
SIDI											274	:15	248					
SILVANE AFB		Cr 128	44	132	41	143	(76)	.74	425	465	3766	0809	3809					

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ATTACHMENT 6

APPENDIX 2 ANNEX "B"

321ST OPERATIONS ORDER 21-56

EXTRA WAVE

PURPLE CELL

(TO BE FURNISHED AT A LATER DATE)

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ATTACHMENT 9

APPENDIX 2 ANNEX "B"

121ST OPERATIONS ORDER 27-58

EXTRA WAVE

PINTO CELL

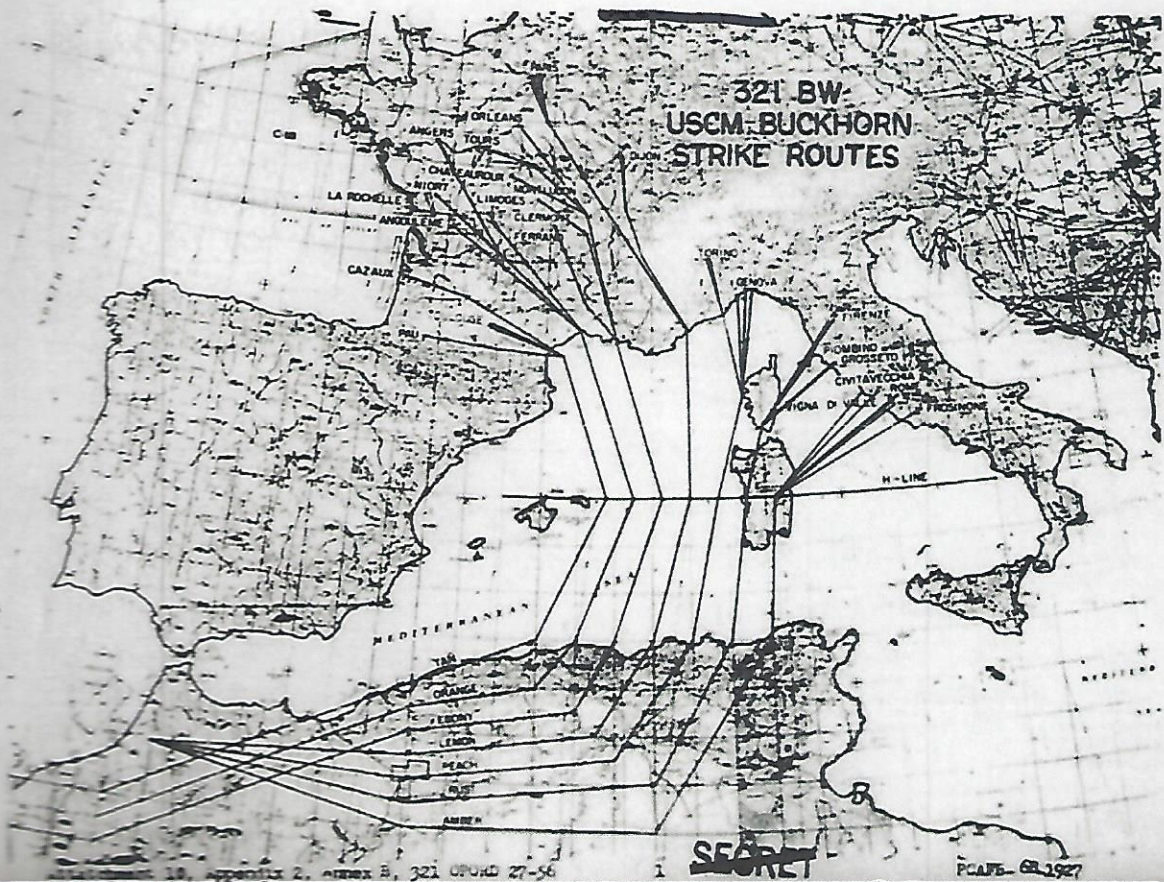
(TO BE FURNISHED AT A LATER DATE)

PCAFB-08-1927

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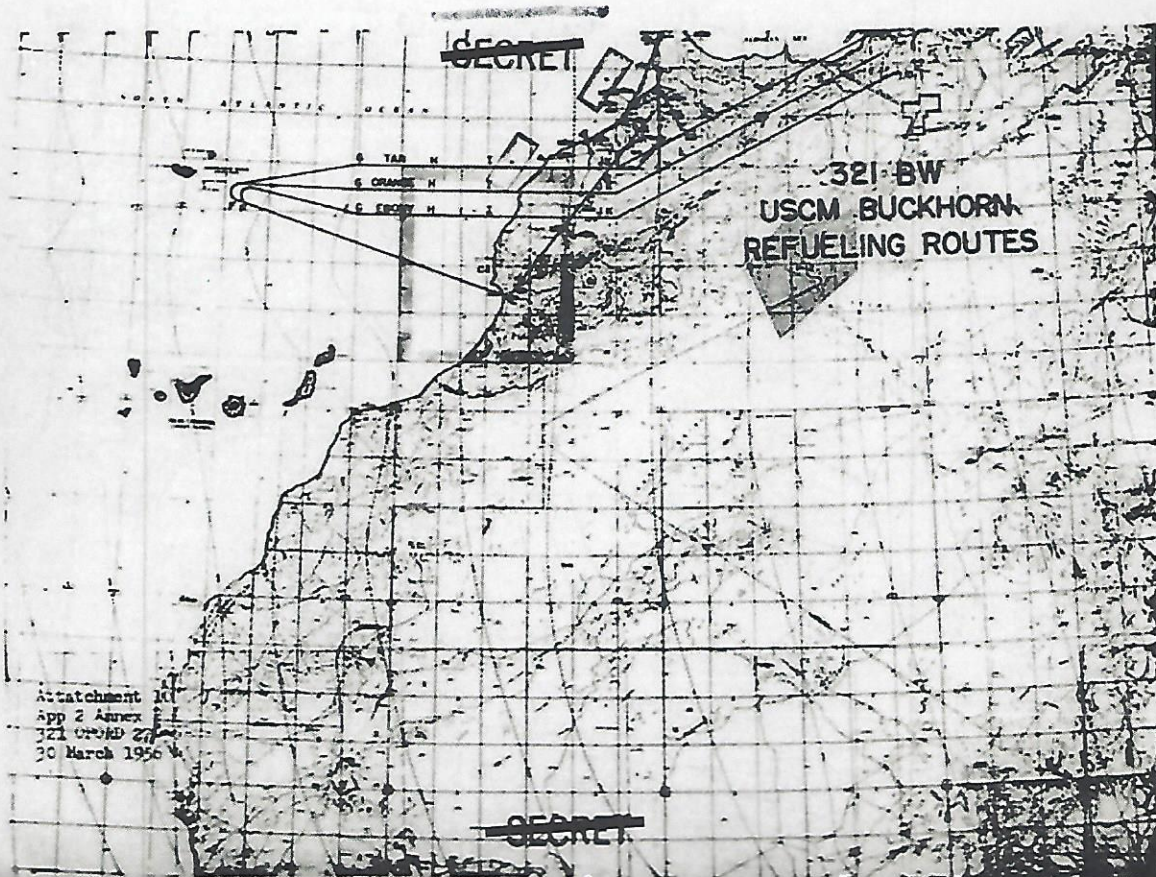
APPENDIX 1, APPENDIX 2, APPENDIX B, 321 USOPND 27-56

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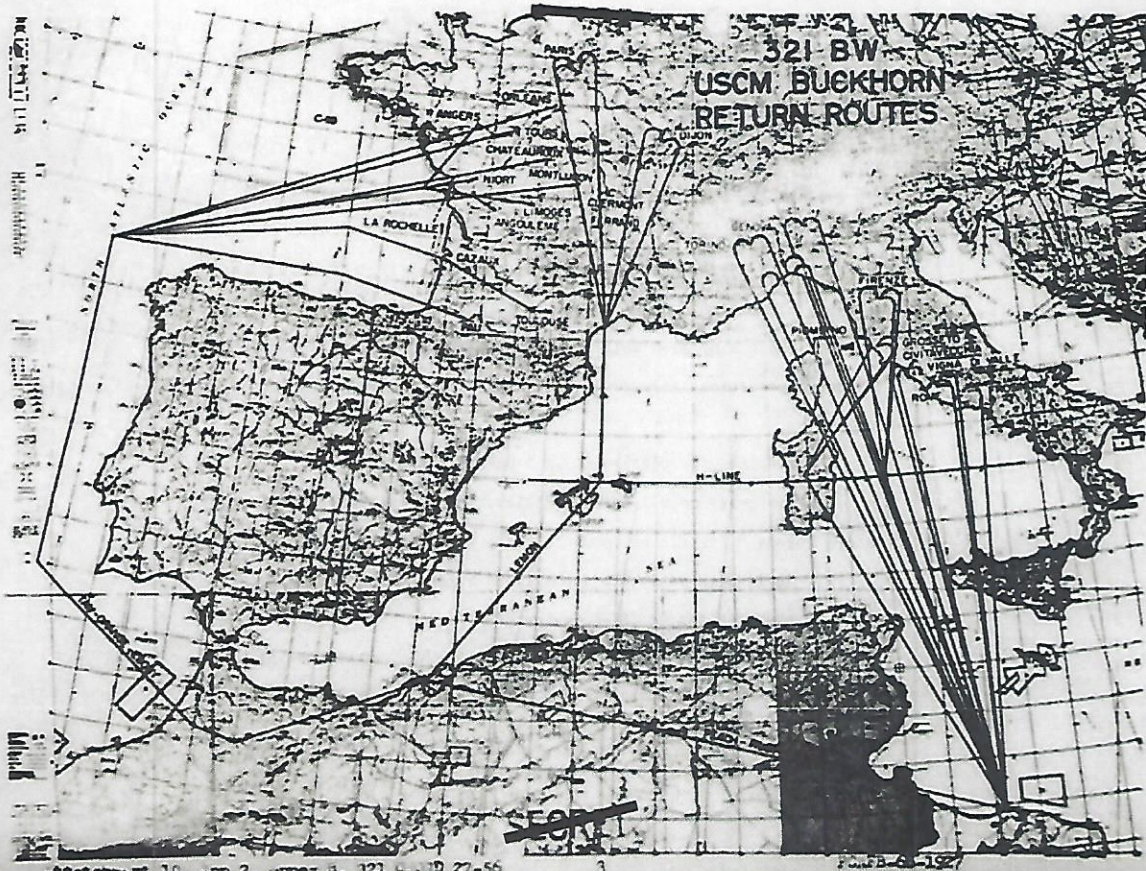
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Attachment 10, Vol 2, Annex A, 121 27-56

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Form B-6-1927

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ANNEX "C"

TO

OPERATIONS ORDER

SERIAL NUMBER 27-56

"BUCKHORN"

COMMUNICATIONS AND ELECTRONICS

PART I

DEPLOYMENT PHASE

1. GENERAL:

- a. Normal CAA, ADIZ, and ICAO/ATC procedures apply.
- b. The third aircraft in each cell is designated to make all position reports. In the event of an abort the NCA will designate another.
- c. When position reporting, the reporting aircraft will identify his cell by: "Buckhorn,- Bulldog Alpha,- Flight of Four".
- d. The NCA of each cell is responsible for the clearance and penetration instructions through Sidi Slimane approach control on arrival at destination.
- e. Nickname for deployment is "Buckhorn".
- f. Emergency recall word for 321st. is "Fatima" and recall phrase "Buckhorn Forces" for all airborne forces.
- g. While over water the deputy lead aircraft will monitor 121.5mcs using either omni receiver or URC-4 equipment.

2. INTERPLANE FREQUENCY: Refueling freq (337.6) until passing 3500W then re-channel for North Africa. Interplane freq. will then be control room freq.- 260.2 mcs, channel 9.

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3. IFF OPERATION: Normal mode II, toggle switch up. The following positions, codes and settings are submitted for your information.

<u>Mode and Master Control Position:</u>	<u>Assignment</u>
Mode 1- Normal and Mode II toggle switch in neutral position.	General IFF
* Mode 2- Normal and Mode II toggle switch in up position.	Local control or authentication IFF
Mode 3- Normal and Mode III toggle switch in up position.	Flight leader IFF
Emergency- Emergency position.	Emergency (distress) or aircraft orbiting survivors.

* IFF will be operated in Mode II normal, unless specifically directed otherwise.

IFF CODE WORDS

<u>CODE</u>	<u>MEANING</u>
PARROT	IFF MARK X
SQUAWK ONE	TURN IFF ON NORMAL (MODE 1)
SQUAWK TWO	TURN IFF TO MODE 2
SQUAWK THREE	TURN IFF TO MODE 3
SQUAWK MAY DAY	TURN IFF TO EMERGENCY
SQUAWK FLASH	TURN IFF TO I/P POSITION
SQUAWK LOW	TURN IFF TO LOW POSITION

"EMERGENCY POSITION", WITH RED BUTTON ON LOWER LEFT OF IFF CONTROL DEPRESSED, TURN MASTER SWITCH TO EMERGENCY POSITION.

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30 MAR 56

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4. AUTHENTICATION: Current edition of AFSAL 5102 ().

5. EMERGENCY FREQUENCIES:

HF- 8364kcs on channel 20 of ARC-21 equipment.

VHF- 121.5mcs (monitor using URC-4 or ONMI RCVR).

UHF- 243.0mcs on guard channel of ARC/27 equipment.

HF- Back up for UHF (Fr. Morocco and USAFE) channel I- 3023.5kcs.

6. AIR REFUELING: See par. 4, appendix 1 to annex B.

7. OVERSEAS REPORTING PROCEDURES:

a. When ICAC reporting is accomplished via AACS air-ground stations during the first contact the ground station will assign slot times for subsequent reporting. These slot times will provide for two contacts each hour- one for making prescribed position reports, the other for an "Operation Normal" report. The latter report is not relayed by the ground station, and requires no addressing. This is to inform the ground station that the flight is progressing without incident.

b. The position report will contain the following information:

1. Aircraft identification
2. Nickname of mission and cell code #.
3. Addressess
4. Position, time, altitude, IFR or VFR
5. Speed in knots
6. Fuel remaining (hours)
7. Destination

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30 MAR 56

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c. EXAMPLE POS RPT.

Aircraft- Address- Bulldog 12- Position report- Over
 Andrews- Bulldog 12- Andrews- Go ahead
 Aircraft- Address- Bulldog 12- Relay to Red Grange- Handle
 Bar- Ice Plant- Zippo- Buckhorn-Bulldog Alpha,
 Flight of four. TWO EIGHT THREE FIVE NORTH- THREE
 ONE ZERO FIVE WEST- ONE EIGHT THREE ZERO ZULU-
 THREE TWO THOUSAND- IFR- ZERO FIVE ZERO DEGREES
 FOUR THREE ZERO KNOTS- FUEL REMAINING SIX HOURS
 DESTINATION SIDI SLIMANE- OVER

 Andrews- (Andrews reads back) OVER
 Aircraft- 12 (The aircraft identification indicates the read
 back was correct; the abbreviated call sign is
 sufficient after contact is well established).

d. OPERATIONS NORMAL REPORT (EXAMPLE)

Aircraft- Andrews- Bulldog 12- Operations normal at TWO
 ZERO- OVER

 Andrews- 12- Andrews operation normal at TWO ZERO- OVER

 Aircraft- 12

8. ADDRESSEES: RED GRANGE- HANDLE BAR- ICE PLANT

9. ICAO REPORTING STATIONS AND FREQUENCIES:

<u>OAC</u>	<u>AIRWAYS</u>	<u>CHAN.</u>	<u>FREQ</u>
NEW YORK OCEANIC	ANDREWS	7	4724.5
STATION ECHO	OCEAN STATION ECHO	14	6738.0
		1	3023.5
		18	11228.0

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 30 MAR56

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AZORES OCEANIC	LAJES	15 13	9026.5 6730.5
STATION DELTA	OCEAN STATION DELTA	1	3023.5
CASABLANCA OCEANIC	CASABLANCA	5	5551.5

10. NAVIGATIONAL AIDS : Beacon (CFN-6)

<u>LOCATION</u>	<u>IDENTIFICATION</u>	<u>GROUND FREQ.</u>
KINDLEY (BERMUDA)	2-1-2	9310 MCS
LAJES	2 PIPS	9310 MCS

11. GCI- GCA APPROACH PROCEDURE.

FOR SIDI SLIMANE AP

a. GCI ASSISTANCE IS AVAILABLE IN AN EMERGENCY FOR INSTRUMENT APPROACH TO SIDI SLIMANE GCA FINAL APPROACH. PROCEDURE/ CALL JESSE CONTROL (GCI) ON 317.5 MCS CHAN 7 AND REQUEST GCI APPROACH TO SIDI SLIMANE AFTER GCI HAS POSITIVE IDENTIFICATION. GCI WILL VECTOR ACFT TO A POSITION CALLED POINT GATE, WHICH IS LOCATED 20 NAUTICAL MILES EAST OF RUNWAY 26 AT ALTITUDE OF 7,000 MSL. ACFT WILL BE TURNED TO HEADING OF 260 DEGREES AT POINT GATE AND GCI WILL CONTINUE TO VECTOR ACFT UNTIL WITHIN RANGE AND PICKUP BY SIDI SLIMANE GCA FINAL CONTROL. REMAINDER OF APPROACH WILL BE UNDER GCA CONTROL.

b. IN CASE GCA LOSES CONTACT ON FINAL APPROACH, THE MINIMUM ALTITUDE UNDER GCI CONTROL IS 1,200 FT. IF ACFT IS NOT VFR AT 1,200 FT MSL. ACFT WILL MAKE CLIMBING 180 DEGREE RIGHT TURN TO HEADING 080 DEGREES AND 7,000 FT ALTITUDE AND REQUEST ANOTHER APPROACH FROM GCI-GCA OR CONTACT SIDI APPROACH CONTROL FOR FURTHER INSTRUCTIONS.

321 OF ORD 27-56
30 MAR 56

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HEADQUARTERS 121ST BOMBARDMENT WING
Pinecastle Air Force Base
Orlando, Florida
30 March 1956

ANNEX "C"
TO

OPERATIONS ORDER NO. 27-56

"BUCKHORN"

COMMUNICATIONS & ELECTRONICS

PART II

USCM PHASE

1. GENERAL

- a. SAC Units will comply with both civil and military ATC reporting requirements in all areas of the world, except when security dictates maintaining radio silence. (Reference AFR 55-18).
- b. Procedure ALFA applies when ICAD/ATC reports are to be passed through GLOBE AIRCOM. Every effort must be made to work the station(s) designated as communications agency for the CAC/FIR controlling the aircraft. This is necessary to prevent unacceptable delays in relaying reports to the controlling agency.
- c. B-47 aircraft will report directly to Sidi Slimane when flying within the Casablanca area and outside UHF range. Within UHF range, all aircraft will report directly to Casablanca CATC.
- d. Procedure ALPHA applies except during strike phase; procedure DELTA applies during strike phase. The strike phase will be 30 minutes after departing Casablanca FIR, and 30 minutes prior to returning to Casablanca FIR. HF radio silence must be observed during strike phase.

Part II to Annex "C"
Date: Op Ord 27-56
30 March 56

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For security reasons UHF transmissions will be kept to a minimum for control areas. AIR/AIR, or EMERGENCY/DISTRESS. Sidi Slimane will be monitored on Channel 7 - 4724.5 kcs during strike phase by one aircraft in each cell designated by the NCA.

2. Strike Report to Airways Ground Stations:

HF Frequencies

Primary: Lajes Airways	(P) Chan 18	11228.0
	(S) Chan 13	6730.4
Secondary: Sidi Slimane Airways	(P) Chan 11	13215.5
	(S) Chan 18	11228.0

3. CELLS: "PEACH" - "RUST" - "AMBER" - "LEMON"

<u>Position</u>	<u>Chan Freq.</u>	<u>Agency</u>	<u>Information</u>
Ground	Turn IFF to Normal	Mode II, Toggle	Switch Up
Ground	14 257.6	Sidi Tower	Taxi
Ground	11 275.6	Tower	Take-off
Climb Out	13 362.3	Sidi APC	Climb Out
Cruising	9 260.2	Wg Con Rm	Interplane
Crossing 3° W	7 4724.5	Sidi Slimane	Pos Rept Pass to Con Agency
Crossing 1° W	5 5551.5	Algiers Radio	Pos Rept

4. CELLS: "TAN" - "ORANGE" - "EBONY"

- a. These cells will use same first four procedures as shown above except when over Casablanca OCA and within range for UHF they will make reports every 30 minutes on Chan 7 - 317.5 (Walnut Control). Returning past Sidi, they will use the same last two reporting positions as named above.
- INTERPLANE FREQUENCY: Refueling Freq. from T/O until after COMMS AWAY then switch to Chan 9 260.2
- b. On return to home station they will report on UHF Chan 7 - 317.5 to (Walnut Control) 30 minutes before penetration into the Casablanca OCA.

Part II to Annex "C"
321st Op Ord 27-56
30 March 56

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If this 30 minute point is out of UHF range, use HF Chan 7 - 4724.5, Sidi Slimane and pass to Casablanca CAC. Aircraft failing to comply are subject to interception without warning.

5. CAC/FIR Control Areas and Frequencies:

<u>To be contacted on UHF</u>	<u>Channel</u>	<u>Frequency</u>
Casablanca Oceanic	7	317.5 mcs
Algiers (same as Sidi Tower Freq)	14	257.8 mcs
Seville (no UHF available)		
Tunis	10	353.8 mcs
Rome	10	353.8 mcs
Barcelona (no UHF available)		
Marseille	Manual	382.8 mcs
Bordeaux	10	353.8 mcs
Paris	10	353.8 mcs
Lisbon (no UHF available)		

Madrid Chan 3 344.6 mcs Request SY to 257.8 mcs.

6. CELLS: "PEACH" - "RUST" - "AMBER" - "LEMON"

a. On return to home station will call Sidi Slimane on HF Chan 7 - 4724.5 30 minutes prior to entering Casablanca FIR area and pass to Casablanca Cases your position and estimated time of penetration.

7. ALL CELLS - Penetration Instructions at Sidi:

a. 200 miles out attempt to request penetration instructions. (Chan 13/ 362.3 mcs Sidi approach Control). Request permission to stack aircraft and receive instructions.

Ground	Chan 14	257.8	Sidi Tower	Taxi & Park
Ground	Chan 9	260.2	Wg Control Rm	Check Out

Part to Annex #01
111s: Op Ord 12-46
30 March 56

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HEADQUARTERS,
Pinecastle Air Force Base
Orlando, Florida
30 March 1956

ANNEX "D"
TO
321ST BOMB WING OPERATIONS ORDER 27-56
"BUCKHORN"
ADMINISTRATIVE AND LOGISTICAL MATTERS

ANNEX "D"
321BW OPS ORDER 27-56
30 March 1956

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HEADQUARTERS,
Pinecastle Air Force Base
Orlando, Florida
30 March 1956

ANNEX "D"

TO

OPERATIONS ORDER 27-56

ADMINISTRATIVE AND LOGISTICAL MATTERS

TABLE OF CONTENTS

<u>PARAGRAPH</u>	<u>SUBJECT</u>
1	GENERAL
2	SUPPLY
3	ARMAMENT AND ELECTRONICS
4	MAINTENANCE
5	TRANSPORTATION
6	MEDICAL
7	PERSONNEL
8	ADJUTANT
9	COMPTROLLER
10	JUDGE ADVOCATE
11	SECURITY
12	MISCELLANEOUS

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ANNEX "D"

TO

OPERATIONS ORDER 27-56

ADMINISTRATIVE AND LOGISTICAL MATTERS

1. GENERAL:

a. The purpose of this Annex is to outline the administrative and logistical matters pertaining to the deployment of the 321st Bomb Wing, IAW 2AF Operations Order 27-56.

b. Maintenance support will be as follows;

(1) No task forces will be activated nor any staging teams deployed. All such activities will be the responsibility of in place units.

c. Supply support will be as detailed in par 2, this Annex.

2. SUPPLIES:

a. Class I supplies - Rations.

(1) In flight box lunches or IF-5's will be provided by the Air Base Group in the quantities indicated in Appendix 1 this Annex. Delivery will be one hour prior to scheduled take off time and IAW appropriate SOP in the wing mobility plan.

(2) Flight lunches and/or messing facilities are available at intermediate stops.

(3) Complete messing facilities are available at the destinations.

b. Class II Supplies - Clothing and Equipment.

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- (1) Uniform and equipment to be worn during deployment will be as specified in the wing mobility plan. Individual clothing and equipment less arctic clothing will be carried. One blue uniform may be carried at the discretion of the individual.
- (2) All personnel who are authorized ECL "10" series kits will deploy with these kits in their personal possession.
- (3) Items of organizational equipment will be deployed as prescribed in the wing mobility plan.
- (4) Squadrons (except Air Police) will be authorized individual weapons for personnel who are being deployed. Combat crews, classified couriers, personnel comprising the ADVON and such staff personnel designated by the wing commander will retain weapons. Custody control of individual weapons at the deployment base will be coordinated by the ADVON commander and instructions will be furnished upon arrival.
 - c. Class III Supplies - Fuel and Lubricants (Non-Aircraft)
 - (1) Ample stocks are on hand at forward base.
 - d. Class III-A Supplies - Aircraft POL.
 - (1) Aircraft fuel, lubricants and oxygen at destination will be furnished by the supporting organization.
 - e. Class IV-A Air Force Technical Supplies and Equipment.
 - (1) The 321st Bomb Wing will move with and receive supply support as follows:

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- (2) Paragraphs 5b, c, e, f, g and h of SAC Reg 400-3 are not applicable to this Operations Order.
- (3) FAK and UZE indicated in the wing mobility plan less conventional bomb racks and shackles for bombs weighing 1600 pounds or more will be deployed. These racks and shackles will be held in readiness at home station for later shipment.
- (4) Supply support during TDY will be from theatre assets and Volume IVI, AF Manual 67-1. FAK will not be used.
- (5) Twenty four (24) power packs will be deployed as authorized in the FAK (eight per sq) and nine (9) tow bars. Resupply of raw engines will be from theatre assets.
- (6) Repairable power packs generated enroute will be moved as follows:
 - (a) When FAK power packs are used to accomplish change, repairable power packs will be carried to destination.
- (7) Evacuation of reparables generated during TDY will be IAW Volume IVI, AF Manual 67-1.
- (8) Special Supply Instructions.
 - (a) Any material or logistical communications will refer to "Big Tin" 86, with control point at CCAMA.
 - (b) Parts I, II, III of ECS: S-52(SAC-1) will be submitted Monday thru Thursday and Parts I thru V will be submitted on Friday. Part I will be classified "CONFIDENTIAL" for transmission only. Such messages

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will be marked confidential and will bear the abbreviation RUUR (Regard unclassified upon receipt) as last word in the message text. Reference SAC Reg 67-25, SAC Message DMCA 3556-3 41143, 18 Nov 55. Reports will be submitted direct to Hq SAC, with info home station and 2AF.

- (c) SAC Regulation 67-31 will be complied with.
- (d) SAC RCS: S17 report is not required.
- (e) 2AF Message DMGD 4305 24 Oct 55 will be complied with.
- (f) Headquarters SAC will not be an info addressee on reports required by proposed Volume XVI, AFM 67-1.

f. Class V Supplies - Ammunition.

- (1) Basic load for hand and shoulder weapons will be furnished. "Basic Load" for weapons is as prescribed in SAC Reg 136-9.
- (2) Except for Air Police Squadron Personnel, basic loads will be delivered to the loading area in bulk by the supply squadron and loaded aboard support aircraft IAW the requirements as determined by the passenger load of each aircraft.
- (3) Reserve stocks of ammunition at deployment bases are adequate.
- (4) All personnel will deploy with mess kits and canteens.

3. ARMAMENT AND ELECTRONICS:

- a. Individuals will carry one gas mask M9A1.

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- b. Combat ammunition will be as prescribed in Operations Annex.
- c. All authorized radiological indication and computation equipment and necessary maintenance equipment will be carried.
- d. Kit of cables and connectors for adaptation to various power sources, for minimum essential maintenance bench sets will be carried.
- e. FAM Items required for A&F Maintenance will be serviceable and compatible with the aircraft involved.
- f. "Shop Standard" test equipment will be serviceable and current IAW applicable technical orders and regulations. Other test equipment will be current in regard to calibration with shop standards.

4. MAINTENANCE:

- a. Civilian technical representatives as authorized in SAC Message (Conf) DM6A 5676 will accompany the wing.
- b. Maintenance support required enroute will be provided from the resources of the organization, as determined by the organization commander concerned.
- c. Maintenance support required which is beyond the combined capabilities of SAC and local forces at any point will be reported to Headquarters 2AF.
- d. The SAC maintenance activity at the forward bases will be organized and operated IAW Sac Regulation 66-12.
- e. SAC Aircraft Commanders, or designated representatives will perform a security check at all enroute and/or operating stations

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to insure that fuel, oil and ADI fluid for servicing aircraft are clear of contamination and that fuel and oil are of the grade specified by applicable TO's. A clean glass, paper or metal container will be used to obtain samples from each servicing unit, for a thorough visual inspection for contamination prior to servicing each aircraft. Minor time element is required to perform this check.

- f. The Commander is responsible for assuring compliance with TO O2J-11-17, as concerns determination of policing status of parking areas, runways, taxiways etc at enroute bases.
- g. Necessary action will be taken to assure that prepositioned equipment at enroute and forward operating bases receives proper care and maintenance during each period of use. Equipment determined to be in an unserviceable condition will be immediately brought to the attention of the appropriate responsible personnel at the enroute or forward operating stations.

5. TRANSPORTATION:

- a. Total persons involved will not exceed the quantity authorized herein without prior approval of Headquarters SAC. Cargo and personnel involved (including air crews) are authorized as follows:
 - (1) 321st Bomb Wing (Rotation) Total persons 1509. Total cargo 216 tons.
- b. Cargo will be prepared for shipment IAW SAC Reg 400-2 as amended.

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- c. Organizational commanders will insure that unit personnel and their personal baggage transported in support aircraft are not separated enroute. For security purposes, the unit personnel will accompany each support aircraft carrying cargo.
- d. Support air lift for personnel and cargo will be provided as follows:
 - (1) MATS will provide airlift from Finscastle to the deployment base for fifty five (55) persons and fifteen thousand five hundred (15,500) pounds of cargo ABVCM, on 28 March 1956 and for the remaining personnel and cargo beginning on 7 April through 27 April 1956. One heavy type cargo aircraft will be provided for close support and will be in place at Finscastle HLT 9 April 1956.
- e. Personnel transported in unit aircraft will be limited by SAC Reg 66-10.
- f. The King Logistics Officer will submit the following daily by priority (P) message to Headquarters SAC, AFHQ/AFSA, during deployment and return.
 - (1) The total number of personnel and weight of cargo scheduled to move each successive date during deployment in support aircraft.
 - (2) The total number of personnel and weight of cargo actually departing daily. This information will be furnished for this paragraph and (1) above as follows:
 - (a) Type of support aircraft.

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- (b) Trip number.
 - (c) Number of personnel airlifted each trip.
 - (d) Weight of cargo airlifted each trip.
 - (e) Date of departure each trip.
 - (f) Total backlog remaining on station.

- g. Transportation at destination is adequate to support the mission.
- h. Travel of dependents and shipment of household goods will be IAW the provisions of par 4g(2) SAC Reg 75-4, 23 Mar 53.

6. MEDICAL:

- a. Unit will deploy 1 x Part II, AE, AN And 1 x Part II, AD, AL TO 1-9022 medical personnel and equipment equivalent.
- b. Personnel involved in the movement will be immunized IAW AFR's 160-101, as amended, and 160-102 and SAC Reg 160-1.
- c. Hospitalization and evacuation will be IAW procedures prevailing at enroute stations and destination. In an emergency and if determined necessary by the wing surgeon, evacuation, utilizing available aircraft, may be effected if a qualified attendant is furnished to accompany the patient(s).

7. PERSONNEL:

- a. Personnel to be deployed will be those assigned to the wing air echelon by the wing mobility plan as limited by this operations order and specific instructions emanating from 321st BW CUPS.
- b. Personnel processing will be in accordance with applicable wing and unit mobility SOP's.

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- c. Personnel on leave who must accompany the unit may be recalled at the discretion of the organization commander concerned.
 - d. Personnel not eligible for overseas as a result of existing directives will not be selected for participation in this deployment exercise.
 - e. Personnel on whom action has been initiated under AFR 35-62, as amended, as security risks will be reassigned from deploying units.
 - f. Personnel attending formal or technical training courses. Key personnel may be recalled from schools only on the approval of Hq SAC. Commanders considering such action will forward complete justification to Hq SAC in each case.
 - g. Personnel will conform to uniform regulations of the theatre to which deployed. Summer uniform is mandatory during deployment period.
 - h. Personnel will be briefed concerning the following:
 - (1) Customs and courtesies of the country to which deployed.
 - (2) Prohibitions and penalties relative to illegal commercial black market activities.
 - i. Personnel affairs and casualty reporting will be in accordance with AFR's 30-11, as amended, and 34-43 and SAC Regs 30-3, 34-8.
 - j. Personnel records will not be deployed.

8. ADJUTANT:

- a. Orders covering the movement of personnel will indicate TDY and will be prepared in accordance with Chap 4, AFM 30-3, 1 Aug 55. CIPAP will be included in the travel orders. Orders will be UNCL.

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- b. Orders published in support of this operation will quote the following statement verbatim: "Purpose - SAC Rotational Movement".
- c. Per diem is payable in the same manner as for ordinary TDY.
- d. Mail: Applicable parts of AFR 182-4 will apply.

9. COMPTROLLER:

- a. Simplified finance is authorized IAW 2AF message DCRF 1390, dated 8 March 1956.
- b. All personnel will be given a thorough briefing on the following.
 - (1) Finance service available enroute.
 - (2) Pertinent foreign currency data, including restrictions on use, import and export, and exchange procedures.
- c. Reports will be submitted in accordance with applicable instructions contained in SAC Manuals 171-1, 171-2 and 171-4.
- d. Expense summary reports for the units concerned will be prepared and submitted in accordance with paragraph 3196, Section III, SAC Manual 172-1, Jul 51, as amended, and AFL 177-4.
- e. Funding of unit movements identified by a SAC funding serial number will be accomplished IAW par 2690, Section II, SAC Manual 172-1, Jul 51, as amended. SAC Funding serial number OM-209 applies. Pass to Budget and Accounting.

10. JUDGE ADVOCATE:

- a. Air Force personnel of Strategic Air Command who are assigned or attached for temporary duty with the 5th Air Division, or any component thereof, are under the jurisdiction of the Commander,

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5th Air Division, for purpose of courts-martial and UCMJ, Art 15.

- b. Personnel of returning units may, at the discretion of the commander exercising general court-martial jurisdiction temporarily over the unit, be retained if under investigation, pending trial by court-martial or review, or required as a witness in court-martial proceedings.

11. SECURITY:

- a. The SAC Security Intelligence Digest, Vol 1, Number 1, 25 Jan 54 and all subsequent issues will be used as a guide in determining the subversive situation in enroute/staging and forward operating areas.
- b. Unit security officers will monitor security procedures during the movement to and from forward areas in accordance with SAC Reg 205-11 and will insure that personnel have been cleared in accordance with AFR 205-6, as amended.
- c. Security inspection of aircraft will be conducted IAW the provisions of SAC Reg 205-8 dated 13 June 1955.
- d. SAC Restricted area badges will be used by participating SAC personnel in conjunction with the badge system in effect at the deployment base concerned.
- e. Air Police will be deployed to SAC bases IAW the provisions of inclosure 1 to Eq SAC Letter, file IQAP, dated 3 Oct 54, Subject: Air Police Mobility Planning Criteria.
- f. The requirements for access to SAC aircraft and FAK will be as directed by the Wing Commander.

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- g. Individual air police materiel requirement for deployment will be as outlined in letter, SAC Headquarters, IGAP, Subject: "Proposed Revision to SAC Manual 400-1," 30 April 1954.
 - h. The safeguarding and destruction of classified matter will be as directed in AFR 205-1 and SAC Reg 205-15.
 - i. Security of special weapons will be as prescribed in SAC Atomic SOP's.
12. MISCELLANEOUS:
- a. Burial and graves registration will be IAW existing directives of the theatre to which deployed.
 - b. Regulations, TO's and other directives required for effective operation will move with the unit within the weight limitations established by the respective unit mobility plans.
 - c. Weather:
 - (1) The 321st Bomb Wing will deploy with 2 each Weather Officers (AFSC 2524).

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

APPENDIX 1

TO

ANNEX "D"

321BW OPERATIONS ORDER 27-56

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APPENDIX 1

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321ST BW OPERATIONS ORDER 27-56

ADMINISTRATIVE & LOGISTICAL INSTRUCTIONS

1. For administrative and logistical matters pertaining to this exercise see Basic Annex "D" and Administrative Plan, Headquarters 321st Bomb Wing, (M) dated 1 March 1956.

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MATERIEL

PART I

RATIONS

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PART I

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RATIONS

1. In flight box lunches and/or LF-5'S or substitutes will be issued 1AW Wing Mobility SOP#9 on the basis of three (3) rations per individual. Rations will be delivered to the loading area one (1) hour prior to loading time as designated in deployment bulletins. The provisions of Wing Mobility SOP#9 will govern payment for rations furnished to officer personnel.

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PART II

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ATTACHMENT A

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MATERIEL

1. Change 6 to Part IV, Section D, Cargo loading list for phased type deployment will govern the priority for delivery of cargo to the loading area, North Hanger (Bldg. 407) with the following exceptions
 - a. Fifteen thousand five hundred (15,500) pounds of cargo accompanying the ADVON departing 28 March 56, will be furnished by the Field Maintenance Squadron.
 - b. Cargo comprising the thirty (30) aircraft pre strike kit (less power packs) will be furnished as called for by deployment bulletins.
 - c. Twenty four (24) power packs and nine (9) tow bars will be deployed in specific tactical aircraft designated by the Chief of Maintenance. Bomb bay boxes displaced by power packs will be deployed by MATS.
 - d. Remaining tactical aircraft not carrying power packs will carry bomb bay boxes.

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- e. Each tactical squadron will deploy one (1) each Phase 11 bomb bay configuration.
- 2. The delivery of cargo IAW deployment bulletins will be responsibility of each unit commander.
- 3. All cargo delivered for loading, including cargo being deployed by tactical aircraft, will be accompanied by packing lists prepared IAW SAC Reg 400-2 and mobility SOP# 6 and 7.
- 4. Absolute Essential Equipment being deployed will be furnished as follows.

<u>NOMENCLATURE</u>	<u>AMOUNT</u>	<u>FURN. ORDN</u>
Tow Bar (B-47)	1	PMS
	3	445 BS
	2	446 BS
	3	447 BS

- 5. Cargo to be furnished by AEG in support of deployment will be as listed in 813th AEG support squadron mobility plans.

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AMMUNITION

1. Ammunition requirements for the 321st Bomb Wing and supporting elements will be delivered in bulk to the loading area, North Hanger (Bldg. 407) by the 813th Air Base Group Supply Squadron. Total requirements and delivery dates are as follows:

TYPE	NO. OF ROUNDS	DATE OF DELIVERY	
		ADVON	MAIN PARTY
Pistol Cal 38	350	50 Rnds 27 Mar	300 6 Apr
Pistol Cal 45	22,000	250 " 27 Mar	21,750 6 Apr
Carbine Cal 30	65,00	1500 " 27 Mar	63,500 6 Apr

2. Loading and safeguarding of ammunition will be IAW Wing Mobility SOP#12. The designated troop commander will sign for the ammunition loaded aboard his aircraft.

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ATTACHMENT B

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TRANSPORTATION

PART I	FLIGHT SCHEDULE
PART II	LOADING PLAN
PART III	VEHICLE TRANSPORTATION REQUIREMENTS

ATTACHMENT B
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FLIGHT SCHEDULE

1. The ADVON will depart Pinecastle AFB on 28 April 1956 by MATS aircraft.
2. Phased deployment of personnel and materiel will begin 7 April 1956. Flight schedules will be announced by deployment bulletins from the 321st Bomb Wing Logistics office IAW 321st Bomb Wing Mobility SOP#20.
3. Deployment of tactical crews and certain selected staff personnel (approximately nineteen), will begin 11 April 1956. Crew chiefs displaced by staff personnel will be deployed so as to be in place at the deployment base upon the arrival of the tactical aircraft, all other crew chiefs will accompany their assigned aircraft.

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ANNEX "D"

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LOADING PLAN

1. The following recapitulation of personnel and cargo includes all cargo and personnel involved in this operation.

<u>TYPE A/C</u>	<u>PERSONNEL</u>	<u>CARGO</u>
MATS (ADVON)	55	15,500
Tactical A/C (35 each)	140	98,978
MATS	<u>1132</u>	<u>382,528</u>
	1327	397,006

2. 321st Bomb Wing Mobility SOP 17 and 22. Duties of Troop Commanders and Duties of Cargo Couriers will apply.

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 ATTACHMENT B
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PART III

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VEHICLE TRANSPORTATION REQUIREMENTS

1. The 813th Air Base Group Motor Vehicle Officer will provide vehicles normally on daily dispatch to each squadron.
2. Transportation of personnel and baggage for processing and loading will be provided by the 813th Air Base Group Motor Vehicle Officer IAW deployment bulletins.
3. A sub motor pool will be established in the loading area to provide additional transportation and special purpose vehicle. Requests for this transportation to accommodate peak loads or to transport bulky items will be the responsibility of the organization concerned.

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ATTACHMENT C

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ANNEX "D"

321BW OPERATIONS ORDER 27-56

PERSONNEL

1. Personnel to be deployed will be as listed in Change 5, Part IV, Section C, 321st Bomb Wing Mobility Plan "Loading lists for support Aircraft with the following exceptions:
 - a. ADVON, as listed in 321st Bomb Wing Mobility plan augmented by six (6) personnel selected by the ADVON commander. Total 55 personnel.
 - b. Main body; as modified by 321st Bomb Wing D Pers instructions Subject: Distribution of Personnel under Deployment dated 8 March 1956 and inclosure thereto.
2. Personnel processing will be conducted at the loading area IAW applicable 321st Bomb Wing Mobility SOP'S. Times to be announced by Deployment Bulletins at a later date.

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SUPPLY

Class IV-A Air Force Technical Supplies and Equipment will be furnished as specified in paragraph 2 e, this annex.

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ATTACHMENT E

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MAINTENANCE

During the TDY period the aircraft maintenance activity will be organized and operated as prescribed in SAC Reg. 66-12.

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SOP'S

The SOP'S referenced in this Operations Order are contained in the approved 321st Bomb Wing Mobility plan supplemented by the "Administrative Plan", 321st Bomb Wing dated 1 March 1956.

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

ANNEX "E"

TO

OPERATIONS ORDER

SERIAL NO. 27-56

REPORTS

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

a. Deployment.

- (1) Distribution A: (SAC, 2AF, 5TH AIR DIV)
M-2, M-9, M-10, M-15, M-17.
- (2) Distribution C: (SAC)
M-36

b. Strike missions.

- (1) Distribution A: (SAC, 2AF, 5TH AIR DIV)
B-2, B-9, B-10, B-11, B-15, B-17, B-21, B-81.
- (2) Distribution B: (2AF, 5TH AIR DIV)
B-25, B-27, B-30, B-51.
- (3) Distribution C: (SAC)
M-36.

c. Refueling missions.

- (1) Distribution A: (SAC, 2AF, 5TH AIR DIV)
T-2, T-10, T-11, T-15, T-17, T-18, T-21.
- (2) Distribution B: (2AF, 5TH AIR DIV)
T-27.

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(3) Distribution C: ~~SECRET~~ (SAC)

M-36.

(4) Tanker units flying missions for USCM credit will submit T-81 report under Distribution A. (SAC, 2AF and 5TH AIR DIV).

2. B-9 and M-9 reports will be submitted to Second Air Force Control or 5th Air Division Control, depending upon area of departure. Reports will not be transmitted by high frequency radio telephone. However, unclassified radio teletype may be used.

3. T-11 reports will be submitted by UHF to the appropriate SAC control room. The SAC control room will forward reports by teletype.

4. Simulated B-25 reports will be submitted in accordance with 2AF USCM Intelligence Catalog dated 7 February 1956.

5. All reports will include Headquarters, 5th Air Division as an addressee.

6. B-11 and T-11 reports will be addressed to Floodgate.

7. The 3927th Reconnaissance Technical Flight will be included as an addressee on B-51 reports. Bomb damage to be computed using the IBDA computer.

8. High frequency radio will not be used for submission of any reports required by SAC Manual 55-8, with the exception of B-11 (Strike) reports, ICAO reports, and transmissions of an emergency nature.

9. No reports will be transmitted by high frequency voice radio telephone nor by radio teletype outside the SAC communications net.

10. The Chief of Intelligence will prepare and submit B-25 and B-51 reports.

ANNEX "E" to
321 Ops Ord 27-56
30 Mar 56

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

12. The Chief of the Control Team will insure following reports are prepared and submitted:

a. Deployment Phase:

M-2, M-9, M-10 and if required the M-15.

b. Strike Phase:

B-2, B-9, B-10, B-15, B-27 and B-81

c. Submit a recap of airborne strike reports to Headquarters, Second Air Force and 5th Air Division after the landing of each strike wave. Reports will include the following information submitted by individual aircraft:

- (1) Call sign of aircraft.
- (2) Station to which report was transmitted.
- (3) Time report was submitted.

If report was not submitted, reasons are to be given.

13. Individual Aircraft Commanders will prepare and submit the following reports: B-11, B-17 (if required), and reports required by paragraph 6a (1), Manual 55-8, dated October 1955 as required.

ANNEX "E" to
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**HEADQUARTERS
321ST BOMBARDMENT WING (M)**

OPERATIONS ORDER

38-56

DATE: MAR 16 1956

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HEADQUARTERS 321st BOMBARDMENT WING (M)
Pinecastle Air Force Base, Florida
16 March 1956

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OPERATIONS ORDER 38-56

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Appendix 2 - Detailed Instructions in
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Attachments 1 - 10 - Detailed Instructions
for individual flights

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

OPERATIONS ORDER 38-56

CHART AND MAP REFERENCES: As Required

TASK ORGANIZATIONS:

445th Bomb Sq.	Lt Col McKinnis
446th Bomb Sq.	Lt Col Lapsar
447th Bomb Sq.	Lt Col Barr
321st Periodic Maint. Sq.	Major Moller
321st Field Maint. Sq.	Lt Col Peterson
321st A & B Sq.	Lt Col Cucia

CLASS S E C R E T
AUTH COMDR 321 BW
DATE 16 March 1956
LAST
NAME Wilson

1. GENERAL SITUATION: A requirement exists for the Strategic Air Command to render support to the Air Research and Development Command for Project Lincoln. This project involves the development and airborne testing of electronic aircraft detection equipment and systems.

a. Intelligence: Omitted

b. Friendly Forces:

(1) Lincoln Laboratory, Air Force Cambridge Research Center, will provide a flight coordinator to coordinate with 2AF and 321st BW Headquarters on all matters pertinent to the execution of the flight tests.

(2) 8AF will provide air refueling for jet aircraft in support of this operations order.

2. MISSION: B-47 aircraft will participate in flight tests in the Boston area in support of the Lincoln Laboratory to test the effectiveness of Airborne Early Warning Radar, Alarm Radar and the Cape Cod Air Defense System and for the evaluation of the Cape Cod and Experimental Sage Sub-Sector Systems.

3. TASKS FOR SUBORDINATE UNITS:

a. Commanders 445th, 446th, 447th Bomb Squadron will:

(1) Provide aircraft and crews required to accomplish the mission as outlined in Annex A.

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- (2) Insure that all participating crews are present at all scheduled briefings and functions. See Schedule of Events, Par. 3, Annex A.
 - (3) Coordinate with Chief of Maintenance on crew/aircraft assignments.
- b. Director of Materiel will:
- (1) Furnish aircraft as required.
 - (2) Provide ground spares as necessary.
- c. Chief, Bomb/Nav Division will:
- (1) Prepare Staff flight plans.
 - (2) Assist crews with detailed flight planning.
 - (3) Prior to pre-take off briefing, 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 the PTO briefing.
- d. The Chief of Current Operations will:
- (1) Secure necessary block altitude clearances for prescribed routes and times up to and from the test area. (The Lincoln Laboratory flight coordinator will obtain all necessary altitude, ADIZ and restricted area clearances into and through the test area).
 - (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 control point in the test area.
 - (4) Notify refueling support unit of revised ETA's to the rendezvous points. (Based on adjusted T. O. times).

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- e. The Chief Plans Division will:
 - (1) Conduct general and specialized briefings.
- f. 321st BW Project Officer will:
 - (1) Supervise and monitor all activities for which the 321st BW is responsible in support of this operations order.
 - (2) Effect coordination, as required, with the refueling support unit and Lincoln Laboratory. Direct communication with these organizations is authorized.
 - (3) Submit detailed summary report IAW Par 3 (x) (25), 2AF OPORD 38-56. Project Officer is Maj. Robert Allen, Hq. 321st B.W., Phone 8181.
- x. General Instructions
 - (1) The unclassified nickname for this operation is "Devil Fish".
 - (2) Penetration of ADIZ while inroute to or from the Boston area will be in accordance with AFR 60-22. Lincoln Laboratory Mission Operations will arrange for ADIZ clearances, as necessary, during test operations in the test area.
 - (3) Maximum 50-8 training will be scheduled. Project test missions will take precedence over training missions.
 - (4) Recall word is "King Tut".
 - (5) Reports will be submitted in accordance with Par 3, x. (25), 2AF OPORD 38-56.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS: Omitted.

5. COMBANT AND COMMUNICATIONS MATTERS:

a. Command

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- (1) Commander SAC, Offutt AFB, Nebraska
 - (2) Commander 2AF, Barksdale AFB, La.
 - (3) Commander 9AF, Westover AFB, Mass.
 - (4) Commander 813th AD, Pinecastle AFB, Fla.
 - (5) Commander 321st Sq. Control Room, Pinecastle AFB, Fla.
 - (6) Commander 42nd AREFS, Loring AFB, Maine
 - (7) Lincoln Laboratory, Air Force Cambridge Research Center, Mass.

b. Communications

- (1) Lincoln Laboratory may be contacted by SOCS line through Westover AFB, Mass.
- (2) Identifications, recognition and IFF will be IAW SACCEI.
- (3) Authentication: Current AFSAL 5104
- (4) UHF/HF frequencies and channelization will be IAW current directives and as outlined in Annex A.
- (5) Air refueling communications: See Annex A.
- (6) Procedure ALPHA (See SAC Manual 55-8M) applies for position reporting.
- (7) Aircraft tactical call sign: See Annex A.

MICHAEL N. W. McCOY
Colonel USAF
Commander

OFFICIAL
Charles Joyce
CHARLES JOYCE
Lt. Col USAF
Director of Operations

ANNEXES:

Annex A - Air Operations

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Commander 2AF	1	4
Commander 5AF	1	5
Commander 813th AD	1	6
Commander (Refueling Unit)	1	7
Commander 321st BW	1	8
D/Commander 321st BW	1	9
D/O 321st BW	1	10
D/M 321st BW	1	11
D/P 321st BW	1	12
Comptroller 321st BW	1	13
Chief of Current Operations	1	14
Chief Bomb/Nav	1	15
Chief of Plans	3	16-18
Commander 445th BS	3	19-21
Commander 446th BS	3	22-24
Commander 447th BS	3	25-27
Commander 321st A&E Sq.	1	28
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Commander 813th ABG	6	32-37

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

ANNEX A
TO
321ST OPERATIONS ORDER 38-56

AIR OPERATIONS

1. GENERAL:

- a. The 321st Bomb Wing is responsible for the support of this mission during the week of 19 thru 23 March 1956. The test area is at and around Boston, Mass.
- b. On 19, 20, 21, and 22 March one (1) aircraft only will be involved in the tests each day. On 23 March, 16 aircraft will participate.
- c. Launching will be from Pinecastle Air Force Base. See schedule of events, par 3, this Annex.
- d. Crews scheduled for single ship flight will prepare their own flight plans based on information contained in this Annex and in the mission plan material, available at specialized briefing.
- e. Appendix 1 to this Annex contains staff prepared flight plans for aircraft participating in the 16 ship formation on 23 March. Routes to and from the target area have been determined by the Wing Staff.
- f. Refueling will be in the area of 44-00N, 73-00W (One Refueling).
- g. Control points, turning points and routes in the test area have been specified by Lincoln Lab.
- h. Mission aircraft will approach cleared altitude block (test area) on station pressure. All altitudes within cleared altitude block will be on altimeter setting of 29.92. When leaving the area altimeter will be reset to station pressure.
- i. Lincoln Laboratory will obtain, and is responsible for block altitude clearance within the test area.

Annex A
321 OPOED 38-56
16 March 1956

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j. Altitudes assigned will be based on safe clearances - vertical and lateral.

k. All times used in the test area will be "ZULU".

l. The evaluation testing of the complex defense systems involved requires that conditions be as carefully controlled as possible. All speeds and altitudes will be flown as specified. Participating aircraft will maintain position on the prescribed track in the test area as accurately as possible and all aircraft will fly at uniform and constant true airspeeds.

m. Lincoln Laboratory personnel will provide track checks, position information and other desired information upon request from the B-47 aircraft commander.

n. During the mission, aircraft will record true course, ground speed and absolute altitude at control points and when passing the 68th meridian. This information will be transmitted to the Lincoln Lab, Devil Fish Coordinator when requested. This and other requested information will be recorded on forms provided and turned into the Wing Project Officer at completion of mission.

2. FORCE ORGANIZATION AND TIMING:

a.	<u>DATE</u>	<u>NO. OF A/C</u>	<u>AC's NAME</u>	<u>APPROX T.O. TIME</u>	<u>CONTROL PT TIME</u>
	19 Mar	1	Heinton	1130Z	1500Z
	20 Mar	1	Hasset	1130Z	1500Z
	21 Mar	1	Arens	1130Z	1500Z
	22 Mar	1	Groves	1130Z	1500Z
	23 Mar	16	-----SEE BELOW-----		

Annex A
321 OPORD 38-56
16 March 1956

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b. 16 Aircraft Formation

CELL	POSITION	A/C NO	AC's NAME	BULLDOG NO	TEST AREA CALL SIGN	APPROX. T.O. TIME		1ST CONT. PT. TIME		
						Z	E	Z	E	
BULLDOG Alfa	NCA	284	Estey	50	Time	105	0822	0322	1200	0700
	2	240	Fafe	31	Curtain	106	0823	0323	1200	"
	3	353	Roberts	45	"	107	0824	0324	1200	"
	4	297	MacDonald	22	"	108	0825	0325	1200	"
BULLDOG Brave	NCA	336	Peoples	14	"	101	0827	0327	1200	"
	2	265	Bartlett	59	"	102	0828	0328	1200	"
	3	276	Nelson	43	"	103	0829	0329	1210	0710
	4	340	Upton	35	"	104	0830	0330	1210	"
BULLDOG Charlie	NCA	316	Fisher	57	"	109	0847	0347	1230	0730
	2	230	Jeff	53	"	110	0848	0348	1230	"
	3	346	Rosenbalm	64	"	115	0849	0349	1230	"
	4	317	Kelly	56	"	116	0850	0350	1230	"
BULLDOG Delta	NCA	282	Hiley	51	"	111	0852	0352	1230	"
	2	277	Wood	60	"	112	0853	0353	1230	"
	3	343	Moseley	44	"	113	0854	0354	1235	0735
	4	220	Geck	86	"	114	0855	0355	1235	"

Annex A
321 OFORD 36-56
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3. SCHEDULE OF EVENTS

DATE	EVENT	TIME	FOR WHOM	PLACE	CONDUCTED BY	REMARKS
15 Mar	Spec. Briefing, Single Ship Flights	0800 0900 1000 1100	Crew # R-05 Crew # R-36 Crew # IN-83 Crew # L-68	Wing Plans Office	Wing Plans	
19 Mar	Spec. Briefing 16 Ship Formation	0900	All Participating Crews	Division Brief. Room	Wing Plans	
15, 16, 19, 20 Mar.	Flight Planning	All Day	All AOB's	Bomb/Nav	Bomb/Nav	
19 Mar.	PTO Briefing	0400	Crew # R-05	445th Ops.	Current Ops	
20 Mar.	Stations	0430	Crew # R-36	446th Ops		
21 Mar.	Start Engines	0608	Crew # IN-83	447th Ops.		
22 Mar.	Taxi Take Off	0620 0630 (Approx)	Crew # L-68	447th Ops		
23 Mar.	PTO Briefing	0100	All Crews, 16 Ship Formation	446th Sq. Ops	Current Ops.	1 Min. T.O. interval between acct. in cell. 2 min. interval between cells.
	Stations	0130				
	Start Engines	0300				
	Taxi	0312	All Crews, Alfa and Bravo Cells			
	Take Off	0322				
23 Mar	Stations	0145	All Crews, Charlie and Delta Cells			
	Start Engines	0325				
	Taxi	0337				
	Take Off	0347				
	Debriefing	UPON LANDING	All Crews	De Briefing Room North Hangar	Project Officers	
28 Mar	Critique	1500	All Crews	Div. Briefing Rm.	Elang Div.	

Annex A
321 OPOFD 38-56
16 March 1956

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4. ROUTES - (All Forces)

From : PCAFB

To : Savannah VOR

To : Greensboro VOR

To : Syracuse VOR

To : Air Refueling Area - (See Par. 5, This Annex)

To : Test Area (First Control Point) (For routes in the test area, see individual flight plans, Appendices 1 thru 16) (Time in target area : 4 Hrs)

From : Test Area (Last Target)

To : Albany VOR

To : 3300N 8300W (Turning Point)

To : Jax VOR

To : Orlando VOR

5. AIR REFUELING:

- a. Area: "Devil fish", key rendez pt. 44-16N 72-30W
- b. Tanker Orbit: 50 NM prior to rendezvous point.
- c. Base Altitude: 15,000 (Charlie & Delta). 17,000' (Alfa & Bravo)
- d. Transfer: 40,000 lbs.
- e. AR Track: 082 degrees.
- f. Missed AR: PCAFB
- g. Alternates: Hunter and Loring
- h. Rendezvous points and ETA's.

Annex A
321 OPOMD 38-56
16 March 1956

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h. Tanker Call Signs:

- (1) Tankers supporting Alfa Cell: "Devilfish Betty Alfa Leader".
- (2) Tankers supporting Bravo Cell: "Devilfish Ann Bravo Leader".
- (3) Tankers supporting Charlie Cell: "Devilfish Betty Charlie Leader".
- (4) Tankers supporting Delta Cell: "Devilfish Ann Delta Leader".

i. Rendezvous Points and ETA's:

CELL	RENDEZVOUS POINT	ETA		BASE ALT.
		Z	DATE	
Alfa	Betty 43-41N 72-20W (Lebanon Rbn)	1059	23 March	17,000'
Bravo	Ann 43-16 72-30W (Montpelier Rng)	1104	23 March	17,000'
Charlie	Ann	1124	23 March	15,000'
Delta	Betty	1129	23 March	15,000'
All Single Ship Flights	Betty	1407	Date of Mission	

j. Air Refueling Communications:

CELL	RDVU POINT	UHF	APN 12		APN 76		APN 11	IF HOMING
			T	R	T	R		
Alfa - Charlie	Ann	256.0	8	6	6	8	1-2-1	1734kc
Bravo - Delta	Betty	266.2	7	5	5	7	1-3	1742kc
Single Ship Flights	Betty	266.2	7	5	5	7	1-3	1742kc

Annex A
321 OPOED 38-56
16 March 1956

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6. COMMUNICATIONS:

- a. IFF: Normal Mode 2 (Switch in "up" position)
- b. Authentication: Current AFSAL 5104.
- c. Procedure Alfa (SAC Manual 55-RM) applies for position reporting.
- d. Aircraft tactical call signs:
 - (1) Single Aircraft Missions:
 - (a) Unit tactical call signs with two digit suffix (Bulldog __ __) will be used throughout the entire mission.
 - (2) Formation Mission:
 - (a) Unit tactical call sign with cell designation and position will be used to and from the test area. (e.g. Bulldog Alfa 2)
 - (b) While in the test area, call sign will be "Time Curtain" with number suffix as listed in Par 2, B, this Annex. ("Time Curtain 101 thru 116")

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321 OPOKE 38-56
16 March 1956

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(c) Sequence of events in test area.

EVENT	PLACE	FREQ.	TO WHOM	ACTION REQUIRED.
Initial Radio check.	End Refueling	358.4	"Strong Arm" (Lincoln Lab)	Report present position and ETA to control pt.
	Upon Request of "Strong Arm."	286.6 NOTE: Remain on this freq. while in test area.	"Wave Heat" (Control Unit)	Report present position and ETA to control pt. NOTE: If unable to contact "Strongarm", continue to control pt. "Strongarm" will assume that mission will be conducted on schedule. Contact "Wave Heat" as soon as possible after leaving control pt. on approach to tgt.
Departure	Completion of last scheduled attack.	286.6	"Wave Heat"	Report "End of Mission" NOTE: ARTC clearance out of test area will be obtained by "Wave Heat".

7. FUEL REQUIREMENTS

a. Take off load: Full internal load. 99,504 lbs. (See staff master flight plan for distribution of fuel)

b. Minimum reserve: 12,000 lbs over high station.

8. RESTRICTED AREAS:

a. None are penetrated, outside of test area. Those within test area have been cleared for use by Lincoln Laboratory.

b. All cells will pass near:

W-157--Fernandina Beach, Florida

R-159--Camp Stewart, Georgia.

F-378--Savannah River, Georgia

R-114--Fort Jackson, S. C.

R-39--Quantico, Va.

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321 OPM 38-56
16 March 1956

R-161--Jacksonville, Florida

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9. EMERGENCY/ALTERNATE BASES:

<u>BASE</u>	<u>LOCATION</u>	<u>ELEV</u>	<u>RUNWAY</u>	<u>ISMR</u>	<u>RADIO AIDS</u>
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, Ms.	746'	10,000	236.6MC 275.8MC	Loring VOR 115.0
Goose AFB	Goose Bay NFL'D	150'	9,600	236.6MC	Spragueville Radio 371 Kc Goose Radio 257 KC.

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: Radar is essential for the precise navigation required in the test area. However, all aircraft in the 16 ship formation except four will be in a formation of 2 or 4 aircraft thruout the entire test period. As long as there is one aircraft with operational radar in each one of these formations, the mission may be continued. If there is no aircraft with operating radar in a formation or if the radar becomes inoperative on any of the single ship attack aircraft, the affected aircraft will notify "Wave Heat" of the situation and ask for instructions. If "Wave Heat" cannot control the aircraft, then it will proceed back to PCAFB along prescribed routes.

(1) If the leader of a formation experiences radar malfunction which precludes precise navigation, he will assign another aircraft of the formation with operational radar to take over as leader for navigation purposes.

c. Weather: If the weather in the test area is such that close

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321 GFORB 38-56
16 March 1956

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formation cannot be maintained, NCA's will notify "Wave Heat" and abort the mission returning to PCAFB along prescribed routes or as briefed.

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

a. Take off and assemble (Formation Flights:)

- (1) Take off interval - one (1) minute interval between individual aircraft, 2 minute interval between cells.
- (2) Fly straight ahead for two minutes after release brakes, then turn to first mag heading.
- (3) All aircraft fly technical order speeds after turn on course.
- (4) During climb leader will announce his altitude each 3,000 ft.
- (5) Leader levels off at base altitude (1000' below optimum) and announces his altitude. Other aircraft in the cell stack up on the leader at 500 ft. intervals.
- (6) At level off, the leader will fly 400 KIAS and following aircraft will fly 450 KIAS to join up in formation "Robert". Each aircraft will announce when "In".
- (7) "Robert" will be maintained for 30 minutes after last aircraft has reported "In" after which time the cell will form a loose "Tillie" formation until 10° echelon is formed for A/R. NCA will announce the changes.

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

c. Formation:

- (1) Loose "Tillie" as much as possible.
- (2) Tighten formation for thin weather penetration.

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321 GPORD 38-56
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- (3) Formation "Robert" for heavy weather penetration.
 - (4) "Robert" with 10° right echelon for refueling.
 - (5) Formations in the test area will be flown as follows:

(a) 4 ship diamond:

- #2 - Right wing of leader - wing tip clearance -
cock pit lined up with #6 pod - level.
- #3 - Left wing of leader - wing tip clearance -
cock pit lined up with #1 pod - level.
- #4 - Directly behind and below the leader - Nose to
tail clearance with wingmen - stacked down out of
leaders jet wash.

(b) 2 ship formation - #2 aircraft on right wing of
leader - wing tip clearance - cock pit lined up with
#6 pod - level.

- (c) At the target in a 4 ship diamond the lead aircraft
and #2 will make a shallow right turn to new heading.
Nos 3 & 4 will continue straight ahead for 30 sec.
during which time, the #4 man will assume position
on #3 then #3 will initiate turn. Lead A/C will
announce before starting turns.

d. Speed and Altitude:

- (1) As specified in staff prepared flight plans.
- (2) In test area, 430 KTAS will be held at all times. True
Air speed must be uniform and constant. Mach will vary
according to altitude.

e. Turns in the test area.

- (1) All turns off targets will be the true right. (both.)

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321 OPORE 36-56
16 March 1956

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- (2) Turns at control points will be to North and as specified on individual flight legs.
- (3) Turns at the control point will be varied to kill time as necessary to make control point departure times good as follows:
- (a) With 10 Min. to lose--90-270° procedure turn to the left.
 - (b) More than 10 Min. to lose--overfly control point half the time in excess of 10 Min., then start procedure turn. i.e. with 12 Min. to lose, overfly 1 Min. - 90° right 270° left, depart point inbound on time.
 - (c) With 4 - 10 Min. to lose--overfly the control point half the time over 4 min., then execute a 180° turn.
- (4) Any aircraft which has to gain time will turn short of the control point as necessary.
- (5) There will be no deviations in courses, such as delaying turns, between targets and control points. Routes from control points to targets will be as prescribed. Routes from targets to the next control point will be direct.

f. Withdrawal: All aircraft will proceed to the Albany VOR from last target, climbing on course to prescribed altitude.

g. Position Reporting: No. 3 aircraft will make all CAA position reports while in formation.

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321 OPORD 38-56
16 March 1956

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II. CLEARANCES:

- a. Crews making individual flights will make individual clearances. Clearance will be submitted 24 hours prior to take off time.
- b. Block altitude clearances to and from the test area for the 16 ship formation will be obtained by Chief of Current Operations
- c. All clearances within the test area will be obtained by Lincoln Laboratory Flight Coordinator.
- d. If VFR at altitude when departing the last target, each aircraft may obtain 1000' on top clearance, and proceed back to PCAFB individually along prescribed routes or with such deviations necessary (within fuel limitations) to accomplish maximum training.
- e. If IFR when departing last target, all aircraft will proceed direct to Albany. Aircraft will be at assigned altitudes, as indicated below, prior to reaching Albany.

Alfa NCA - 37.5M	Charlie NCA - 36M
" 2 - 37 M	" 2 - 35.5M
" 3 - 36.5M	" 3 - 35 M
" 4 - 38.M	" 4 - 34.5M
Brave NCA - 40.M	Delta NCA - 34.M
" 2 - 39.5M	" 2 - 33.5M
" 3 - 39.M	" 3 - 33.M
" 4 - 38.5M	" 4 - 32.5M

NOTE: These altitudes will be maintained until cell is formed and/or further change is approved by CAA or if weather becomes VFR.

Annex A
321 OPOHD 38-56
16 March 1956

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UNIT		MISSION		DATE		PILOT		Crew		ACFT		Remarks		C.O. No. of Report and Status	
321st		10th AF		1952		L. J. CURTIS		L. J. CURTIS		ALFA FLIGHT (1) #6 ACFT					
<p>END FR - BETTY</p> <p>1210 CONTROL TIME</p> <p>DEPART IN FORMATION WITH ALFA</p> <p>1210 CONTROL TIME</p> <p>DEPART IN FORMATION WITH ALFA</p> <p>1210 CONTROL TIME</p>															

APPENDIX 1
 ANNE H. 3810 PORD 3P-56
 16 MARCH 56

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UNITED STATES AIR FORCE		OPERATION		DATE		TIME		UNIT		OPERATION		ACFT		CO. PREFIX	
FROM	TO	TYPE	CLASS	CLASS	CLASS	CLASS	CLASS	CLASS	CLASS	CLASS	CLASS	CLASS	CLASS	CLASS	CLASS
JFR															
END IER ANNUN															
L/O															
C/P ST 11-54															
LOSS 10 MINUTES															
DEPART IN FORMATION ON W/															
T/P															
TGT BOSTON															
RIGHT PROC TURN															
C/P ST 05-50W															
LOSS 10 MINUTES															
DEPART IN FORMATION															
T/P															
TGT PORTLAND															
RIGHT PROC TURN															
C/P ST 05-10W															
LOSS 10 MINUTES															
DEPART IN FORMATION															
TGT BOSTON															
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T/P ALBANY															

- DISTRICT**
1. Use the following code to designate the type:
 - A - Visual Search
 - B - Visual Search
 - C - Visual Search
 - D - Visual Search
 - E - Visual Search
 - F - Visual Search
 - G - Visual Search
 - H - Visual Search
 - I - Visual Search
 - J - Visual Search
 - K - Visual Search
 - L - Visual Search
 - M - Visual Search
 - N - Visual Search
 - O - Visual Search
 - P - Visual Search
 - Q - Visual Search
 - R - Visual Search
 - S - Visual Search
 - T - Visual Search
 - U - Visual Search
 - V - Visual Search
 - W - Visual Search
 - X - Visual Search
 - Y - Visual Search
 - Z - Visual Search
 2. Use the following code to designate the type:
 - 1 - Visual Search
 - 2 - Visual Search
 - 3 - Visual Search
 - 4 - Visual Search
 - 5 - Visual Search
 - 6 - Visual Search
 - 7 - Visual Search
 - 8 - Visual Search
 - 9 - Visual Search
 - 0 - Visual Search

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UNIT		DATE		TIME		CHARACTER OF FLIGHT		NCA AND #2	
J21st		TIME CURTAIN		30 and 110		CHARLIE FLIGHT 13		NCA AND #2	
IFR	28	74							
END IFR *ANN									
L/D	11	105	107	10	10	10	10		
C/P 1115-100	100	107	10	10	10	10	10		
LOSS 12 MINUTES									
LEFT TURN									
DEPART IN FORMATION TOGETHER WITH DELTA ENROUTE AND #2 FROM 30,000									
TOT BOSTON	50	72	50	18	50	50M			
RIGHT PROC TURN									
C/P 1115-100	100	107	10	10	10	10	10		
LOSS 09 MIN									
LEFT TURN									
DEPART IN FORMATION TOGETHER WITH DELTA ENROUTE AND #2 FROM 30,000									
CGT NANTUCKET	107	73	250	18	50	50M			
RIGHT PROC TURN									
C/P 1115-100	100	107	10	10	10	10	10		
LEFT TURN									
DEPART IN FORMATION TOGETHER FROM 30,000									
C/P 1115-100	100	107	10	10	10	10	10		
PORTLAND	202	74	241	18	50	50M			
C/O	50	50	74	241	18	50	50M		
C/P 1115-100	100	107	10	10	10	10	10		

- DEFINITIONS**
- A - Use the following code to designate the type
 - B - Order of flight
 - C - Visual descent rate
 - D - Procedure rate
 - E - Control altitude
 - F - Altitude
 - G - Control procedure altitude
 - H - Time
 - I - Time
- DEFINITIONS**
- A - Use the following code to designate the altitude
 - B - Altitude
 - C - Altitude
 - D - Altitude
 - E - Altitude
 - F - Altitude
 - G - Altitude
 - H - Altitude
 - I - Altitude

APPENDIX I
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16 March 1956

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FORM OF ORGANIZATION		CLASSIFICATION		CONTROL		ACTION		DATE		REMARKS	
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APPENDIX I
ANNEX A 321 OPORD 38-56
16 MARCH 56

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NO	NAME	GRADE	BRANCH	STATUS	REMARKS	DATE
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APPENDIX I
ANNEX A 321 OPOAD 38-56
11 MARCH 56

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UNIT AND OPERATIONAL DATA		UNIT AND OPERATIONAL DATA		UNIT AND OPERATIONAL DATA		UNIT AND OPERATIONAL DATA		UNIT AND OPERATIONAL DATA		UNIT AND OPERATIONAL DATA		UNIT AND OPERATIONAL DATA		UNIT AND OPERATIONAL DATA	
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APPENDIX I
ANNEX A, 321 OPOK 78-5c
10 March 1956

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NO.	DESCRIPTION	DATE	INITIALS	REMARKS	STATUS
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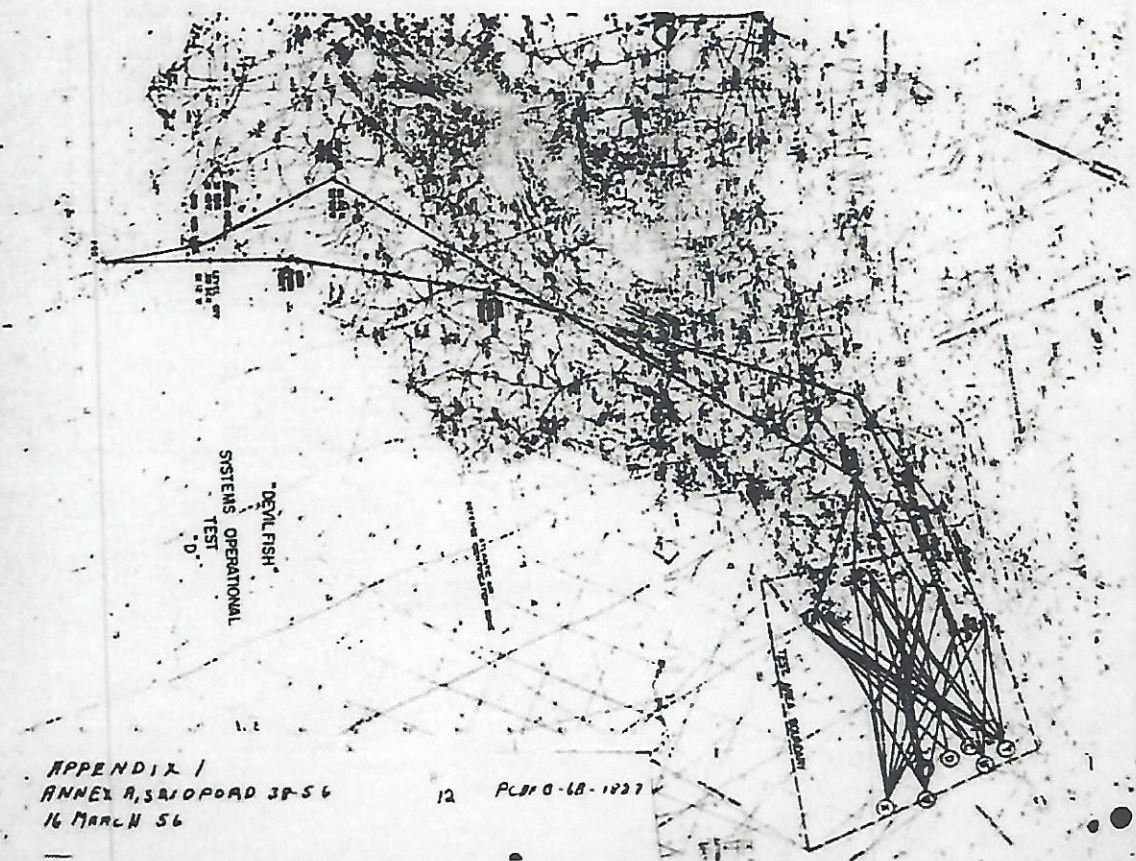
APPENDIX I
ANNEX A 3210PORD 28-56
16 MARCH 56

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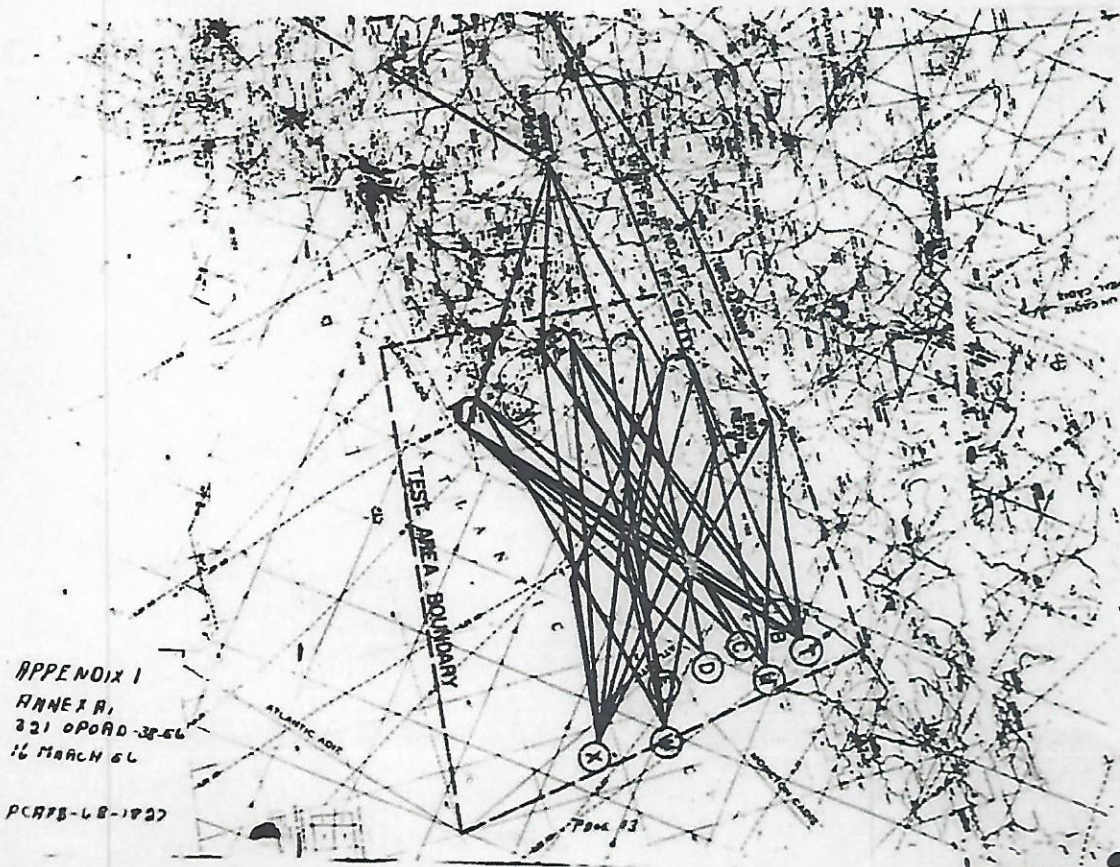


APPENDIX I
ANNEX A, SRIOPAD 3P-56
16 MARCH 56

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HEADQUARTERS 321ST BOMBARDMENT WING (H)
Pinecastle Air Force Base, Florida
16 March 1956

APPENDIX 2 TO ANNEX A

DETAILED INSTRUCTION FOR THE TEST AREA

1. Following is a list of control points which will be used during 321st Bomb Wing participation in Operation "Devil Fish", their letter designations and their coordinate positions:

B. 44-05N	66-05W	T. 44-24N	65-27W
C. 43-40N	65-50W	U. 43-55N	65-10W
D. 43-15N	65-40W	W. 42-35N	64-45W
E. 42-40N	65-32W	X. 41-49N	64-47W

2. Following is the list of the four targets to be used during this test, their names, letter designations and their coordinates:

Portland, Maine	P	43-39N	70-19W
Portsmouth, N.H.	Q	43-04N	70-49W
Boston, Mass.	B	42-20N	71-00W
Nantucket, Mass.	N	41-17N	70-00W

3. For detailed instructions for individual flights in the test area see attachments 1 thru 10, to this appendix.

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1. Time Curtain (T.C.) 101 and 102 (BRAVO NCA and 2)

a. 1ST ATTACK

DESIGNATION	PLACE	CONTROL TIME Z	ALT. (29.92)	ACTION REQUIRED
End Refueling (ANN)	44-38N 69-04W		Climb to 25M (29.92)	Climb and remain in tight "Tille" with T. C. 103 and 104 (Bravo 3 & 4) until control point "T". T. C. 101 will make initial contact with "Strongarm". Chan Freq 358.4. Contact "Waveheat" upon instruction from "Strongarm" Chan Freq 286.6.
Control Point "T" (Inbound)	44-24N 65-27W		25M	Adjust turn to make control time good. (AOB call off time to kill) Form tight diamond formation inbound to control point. T. C. 101 - Leader- will announce change.
Control Point "T" (Inbound)	"	1200	25M	TC 228° to turning point. In tight diamond formation.
Turning Point	43-20N 67-00W		25M	Turn to TC 251° to Target "B". 103 & 104. Break off to Tgt "N"
Target "B"	Boston		25M	Start right turn immediately to TC 085° Direct course to Control Pt C.

b. 2ND ATTACK

Control Point "C" (Outbound)	43-40N 65-50W		25M	Left turn- adjust turn to make control time good. AOB call off time to kill. Climb 1000 ft in turn. This attack in 2 ship echelon. T. C. 101- leader.
Control Point "C" (Inbound)	"	1330	26M	TC 237° to Turning point in 2 ship echelon
Turning Point	42-50N 67-35W		26M	Turn to TC 292° to Target "P"
TARGET "P"	Portland		26M	Start right turn immediately to TC 091° to Control Point "U".

c. 3RD ATTACK

Control Point "U" (Outbound)	43-55N 65-10W		26M	Left turn- adjust turn to make control time good. AOB call off time to kill. Descend 1000 ft. in turn. This attack in 2 ship echelon.
Control Point "U" (Inbound)	"	1450	25M	TC 250° to Target "B" in 2 ship echelon

ATT 1, APP 2, ANNEX "A"
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Time Curtain (T. C.) 101 and 102- Cont'd

SRD ATTACK- Cont'd

DESIGNATION	PLACE	CONTROL TIME Z	ALT. (29.92)	ACTION REQUIRED
TARGET "B"	Boston		25M	Turn right to TC 282° to Albany. Announce "End of Mission" to "Waveheat". Obtain clearance to Albany thru "Waveheat". Start climb immediately to assigned altitude. If VFR at altitude, call Boston Center for "1000 on top" Clearance and proceed to PCAFB individually. If IFR at altitude, reach assigned altitude prior to arriving Albany and proceed to PCAFB along prescribed routes.

ATT 1, APP 2, ANNEX "A"
321 OPOD 38-56
18 March 1968

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2. Time Curtain (T. C.) 102 and 104 (Bravo 3 and 4)

a. 1ST ATTACK

DESIGNATION	PLACE	CONTROL TIME Z	ALT. (20,000)	ACTION REQUIRED
End Refuel (ANN)	44-38N 69-04W		Climb to 35M (29,92)	Climb and remain in tight "Tillie" to control point "T" with T. C. 101 and 102 as #3 and 4 in the formation. Change to Chan Freq. 358.4. TC 101 will contact "Strong Arm". Change to Chan Freq 286.8 upon instruction of "Strongarm". T. C. 101 will contact "Wave Heat"
Control Point "T" (Outbound)	44-24N 65-27W		25M	Maintain formation with T. C. 101 & 102. Form tight diamond formation inbound to control point. On command of formation leader
Control Point "T" (Inbound)	"	1200	25M	T. C. 228° to Turning Point in tight diamond formation.
Turning Point	43-20N 67-00W		25M	T. C. 101 & 102 Breaks off in right turn to Target "B". Continue on T. C. 227° to Target "N". T. C. 103 assumes lead of 2 ship echelon and will make all subsequent calls to "Wave Heat"
Target "N"	Nantucket		25M	Start right turn immediately to TC 050° to control point "B"

b. 2nd ATTACK

Control Point "B" (Outbound)	44-05N 66-05W		25M	Left turn-Adjust turn to make control time good. AOB call off time to kill. Remain at 25,000'. This attack in 2 ship echelon
Control Point "B" (Inbound)	"	1325	25M	TC 226° to Target "N"
Target "N"	Nantucket		25M	Start right turn immediately to TC 071° to Control Point "W"

c. 3RD ATTACK

Control Point "W" (Outbound)	43-35N 64-45W		25M	Left Turn-Adjust turn to make control time good. AOB call off time to kill. Descend 1000 ft in the turn. Attempt to join with T. C. 101 and 102. TC 103 assumes lead of 4 ship formation
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APP 2, APPENDIX 2, ANNEX A
321 OPOD 38-58
16 Mar 58

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Time Curtain 105 and 104 (Cont'd)

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2. SFB ATTACHE-00014

DESIGNATION	PLACE	CONTROL TIME S	ALT. (29.92)	ACTION REQUIRED
Control Point: "W" (Inbound)	"	1455	24M	TC 2720 to turning point. Join up with T. C. 105 and 106. Form tight Diamond Formation
Turning Point	42-40N 87-30W		24M	Right turn to TC 2880 to Target "P". T. C. 105 and 106 Break off to the left.
Target "P"	Portland		24M	Left turn to TC 2520 to Albany. Announce "End of Mission" to "Wave Heat". Obtain clearance to Albany thru "Wave Heat". Start climb immediately to assigned altitude. If VFR at altitude call Boston Center for "1000 on Top" clearance and proceed to PCAFB individually. If IFR at altitude, reach assigned altitude prior to arriving Albany and proceed to PCAFB along prescribed routes.

ATT 2, APPENDIX 2, ANNEX A
321 OPRD 35-58
18 Nov 58

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3. Time Certain (T. C.) 108 and 109 (ALFA NCA and 2)

a. 1ST ATTACK				
DESIGNATION	PLACE	CONTROL TIME Z	ALT. (29.92)	ACTION REQUIRED
End Refuel (BETTY)	44-03N 68-55W		Climb to 24M	Make right turn to TC 115°. T. C. 107 and 108 break off in right turn to control Point "X". T. C. 105 assumes lead of 2 ship echelon and makes initial contact with "Strong Arm" on Chan ____ Freq 358.4. Contact "WAVEHEAT" upon instruction of "StrongArm" Chan ____ Freq 286.8.
Control Point " " (Outbound)	42-35N 64-45W		24M	Left turn-adjust turn to make control time good. AOB call off time to kill.
Control Point "W"	42-35N 64-45W	1200	24M	TC 276° to Target "Q" in 2 ship echelon.
Target "Q"	Portsmouth		24M	Start right turn immediately to TC 093° to Control Point "D"
b. 2ND ATTACK				
Control Point "D" (Outbound)	43-15N 65-40W		24M	Left turn-adjust turn to make control time good. AOB call off time to kill. Remain at 24,000ft this attack in 2 ship echelon
Control Point "D" (Inbound)	43-15N 65-40W	1335	24M	TC 239° to Target "N" in 2 ship echelon
Target "N"	Nantucket		24M	Start right turn immediately to TC 076° to Control Point "W"
b. 3RD ATTACK				
Control Point "W" (Outbound)	42-35N 64-45W		24M	Left Turn-Adjust turn to make control time good. AOB call off time to kill. Attempt to join with T. C. 103 & 104. Formation from Control Point to turning point will be 4 ship tight diamond with T. C. 103 #3 leader, 104 as #2, 105 as #3 and 106 as #4

ATT 3, APPENDIX 2, ANNEX A
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16 Mar 58

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Time Curtain (T. C.) 105 and 108- Cont'd

SRD ATTACH- cont'd

DESIGNATION	PLACE	CONTROL TIME Z	ALT. (29. 92)	ACTION REQUIRED
Control Point "W" (Inbound)		1455	24M	T. C. 272° to turning point. Join up with T. C. 103 & 104-T. C. 103 leader
Turning Point	42-40N 67-30W		24M	Break off to the left to TC 233° to Target "N". T. C. 105 reassume lead of 2 ship echelon
TARGET "N"	Nantucket		24M	Make right turn to TC 300° to Albany. Announce "End of Mission" to "Wave Heat". Obtain clearance to Albany thru "Wave Heat". Start climb immediately to assigned altitude. If VFR at altitude call Boston Center for "1000 on Top" clearance and proceed to PCAFB individually. If IFR at altitude, reach assigned altitude prior to arriving Albany and proceed to PCAFB along prescribed routes.

ATT 3, APPENDX 2, ANNEX A
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3 Mar 56

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4. Time Curtain (T.C.) 10W (ALFA 3)

a. 1ST ATTACK

DESIGNATION	PLACE	CONTROL TIME Z	ALT. (29.92)	ACTION REQUIRED
End Refueling (Betty)	44-03N 68-55W		Climb to 23M	Make right turn to TC 126° to control point "X". Break off from formation with T. C. 108 (Alfa 4) as Wing man. Assume lead of 2 ship formation and make initial contact with "Strongarm" Chan _____ Freq 358. 4. Contact Waveheat upon instruction of "Strongarm" Chan _____ Freq 288.8
Control Point "X" (Outbound)	41-49N 64-47W		23M	Left turn. Adjust turn to make control time good. AOB call off time to kill.
Control Point "X" (Inbound)		1210	23M	TC 276° to Target "B" in 2 ship echelon
TARGET "B"	Boston		23M	Make right turn to TC 090° to Control Point "E". Remain in 2 ship echelon.

b. 2ND ATTACK

Control Point "E" (Outbound)	42-40N 65-32W		23M	Left turn. Adjust turn to make control time good. AOB call off time to kill. Remain at 23,000 ft. and in 2 ship echelon.
Control Point "E" (Inbound)		1340	23M	TC 277° to Turning Point. Remain in 2 ship echelon until turning point.
Turning Point	42-50N 67-35W		23M	Right turn to TC 292° to Target "P". Break off from T. C. 108 and continue alone.
TARGET "P"	Portland		23M	Right turn immediately to TC 114° to Control Point "X"

c. 3RD ATTACK

Control Point "X" (Outbound)	41-49N 64-47W	1450	23M	It may be necessary to gain time at this control point. If so, make RIGHT turn SHORT of control point as necessary to make control time good. Turn to TC 276° to Target "P". Attempt to join with T. C. 108 in turn. Assume lead of 2 ship formation when joined up.
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PT 4, APPENDIX 2, ANNEX A
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18 Mar 58

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Time Curtain (T. C.) 107 (ALFA 3)- Cont'd

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3RI TRACK-cont'd

DESIGNATION	PLACE	CONTROL TIME Z	ALT. (29. 92)	ACTION REQUIRED
Control Point "X" (Inbound)		1450	23M	TC 276° to turning point in 2 ship echelon
Turning Point	42-01N 67-20W		23M	T. C. 108 breaks off to the right to target "P". Continue on same true course to Target "B"
TARGET "B"	Boston		23M	Turn right to TC 282° to Albany. Announce "End of Mission" to "Wave Heat". Obtain clearance to Albany thru "Wave Heat". Start climb immediately to assigned altitude. If VFR at altitude call Boston Center for "1000 on Top" clearance and proceed to PCAF B individually. If IFR at altitude, reach assigned altitude prior to arriving Albany and proceed to PCAF B along prescribed routes.

ATT 4, APPENDIX 2, ANNEX A
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 1 Mar 58

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B. Time Curtain (T.C.) 107 (ALFA 3)

a. 1ST ATTACK

DESIGNATION	PLACE	CONTROL TIME Z	ALT. (20.92)	ACTION REQUIRED
End Refueling (BETTY)	44-03N 66-55W		Climb to 23M	Make right turn to TC 128° to Control Point "X". Break off from formation with T. C. 107 (Alfa 3) as #2 in 2 ship formation. Change to Chan. Freq 358.4, T. C. 107 will contact "Strongarm". Change to Chan. Freq 286.6 upon instruction of "Strongarm" T. C. 107 will contact "Waveheat"
Control Point "X" (Outbound)	41-49N 64-47W		23M	Maintain Echelon Formation with T. C. 107.
Control Point "X" (Inbound)	"	1210	23M	TC 276° to Target "B" in 2 ship echelon
TARGET "B"	Boston		23M	Make right turn to TC 080° to control point "E". Remain in 2 ship echelon.

b. 2ND ATTACK

Control Point "E" (Outbound)	42-40N 65-32W		23M	Maintain formation with T. C. 107. Remain at 23,000 ft.
Control Point "E" (Inbound)	"	1340	23M	TC 277° to turning point. Remain in 2 ship echelon to turning point.
Turning Point	42-50N 67-35W		23M	T. C. 107 breaks off to the right to target "F". Continue alone on TC 278° to Target "Q" and make all subsequent calls to "Waveheat" until rejoined with T. C. 107.
TARGET "Q"	Portsmouth		23M	Right turn to TC 110° to Control Point "X".

c. 3RD ATTACK

Control Point "X" (Outbound)	41-49N 64-47W	1450	23M	It may be necessary to gain time at this control point. If so, make right turn short of control point as necessary to make control time good. Turn to TC 276° to target "B". Attempt to join with T. C. 107 in turn. When joined up T. C. 107 will assume lead of the 2 ship formation.
Control Point "X" (Inbound)		1450	23M	TC 276° to Turning Point in 2 ship echelon

A T 6, APPENDIX 2, ANNEX A
321 OPRD 36-58
16 Mar 58

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 Time Captain (T.C.) 108 (ALFA 4)- Cont'd

SRM ATTACK-cont'd

DESIGNATION	PLACE	CONTROL TIME Z	ALT. (29, 92)	ACTION REQUIRED
Turning Point	42-01N 67-20W		23M	Turn right to TC 307 ⁰ to Target "P" Break off from T. C. 107 and continue alone. Make all subsequent calls to "Waveheat".
TARGET "P"	Portland		23M	Left turn to TC 250 ⁰ to Albany. Announce "End of Mission" to "Wave Heat". Obtain clearance to Albany thru "Wave Heat". Start climb immediately to assigned altitude. If VFR at altitude call Boston Center for "1000 on Top" clearance and proceed to PCAFB individually. If IFR at altitude, reach assigned altitude prior to arriving Albany and proceed to PCAFB along prescribed routes.

ATT 5, APPENDIX 2, ANNEX A
 21 OPRD 38-58
 13 Mar 58

PCAFB-6B-1827

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402

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3. Time Curtain (T.C.) 109 and 110 (Charlie NCA # 2)

a. 1ST ATTACK

DESIGNATION	PLACE	CONTROL TIME Z	ALT. (29.8c)	ACTION REQUIRED
End Refuel (ANN)	44-38N 69-04W		Climb to 29M	Turn right to TC 105° to Control Point "U". Climb enroute. Break off from T. C. 115 and 116, (Charlie #2) as Wingman. T. C. 109 makes initial contact with "Strong Arm" on Chan Freq. 358.4. Contact "Wave Heat" upon instruction of "Strongarm" on Chan Freq 288.6.
Control Point "U" (Outbound)	43-55N 65-10W		29M	Left Turn. Adjust turn to make good control time. AOB call off time to kill.
Control Point "U" (Inbound)		1230	29M	TC 250° to Target "B" in 2 ship echelon
TARGET "B"	Boston		29M	Make right turn immediately to TC 067° to Control Point "T"

b. 2ND ATTACK

Control Point "T" (Outbound)	44-24N 65-27W		29M	Left Turn. Adjust turn to make control time good. AOB call off time to kill. Attempt to join with T. C. 111 and 112 (Delta NCA and #2). This attack in 4 ship diamond climb 1000 ft. in turn
Control Point "T" (Inbound)		1400	30M	TC 227° to turning point. Join with T. C. 111 and 112. Form 4 ship tight diamond inbound to control point. T. C. 109- Lead.
Turning Point	43-20N 67-00W		30M	T. C. 111 and 112 breaks off to the right to target "B". Continue on TC 227° to target "N" in 2 ship echelon.
TARGET "N"	Nantucket		30M	Right turn immediately to TC 058° to Control Point "C"

c. 3RD ATTACK

Control Point "C" (Outbound)	43-40N 65-50W		30M	Left turn. Adjust turn to make control time good. AOB call off time to kill. Remain at 30,000 ft. This attack in 2 ship formation.
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ATT 6, APPENDIX 2, ANNEX "A"
321 OPORD 36-56
MAR 56

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Time Certain (T.C.) 100 and 110 (Circle NOA & #2)- Cont'd

SR ATTACK- Cont'd

DESIGNATOR	PLACE	CONTROL TIME Z	ALT (29.92)	ACTION REQUIRED
Control Point: "C" (inbound)		1820	30M	TC 237° to Turning Point in 2 ship echelon.
Turning Point	42-50N 67-35W		30M	TC 392° to Target "P" in 2 ship echelon.
TARGET "P"	Portland		30M	Left turn to TC 250° to Albany. Announce "End of Mission" to "Waveheat". Obtain clearance to Albany thru "Waveheat". Start climb immediately to assigned altitude. If VFR at altitude, call Boston Center for "1000 on top" clearance and proceed to PCAFB individually. If IFR at altitude, reach assigned altitude prior to arriving Albany and proceed to PCAFB along prescribed routes.

ATT 6, APPENDIX 2, ANNEX "A"
321 OPCR 38-58
16 MAR 56

PCAFB-6B-1827

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 7. Time Certain (T. C. 113 and 114 (DELTA NOA and 02)

a. 1ST ATTACK

DESIGNATION	PLACE	CONTROL TIME Z	ALT (19.92)	ACTION REQUIRED
End Refueling (BETTY)	44-03N 68-55W		Climb to 28M	Climb and remain in tight "Tulle" with T. C. 113 and 114 (Delta 3 and 4). T. C. 111 lead ship. Right turn to TC 115° to Control Point "W". T. C. 111 make initial contact with "Strongarm". Char. . . . Freq 358.4. Contact "Waveheat" upon instruction of "Strongarm" Char. . . . Freq 286.6
Control Point "W" (Outbound)	42-35N 64-45W		28M	Left Turn. Adjust turn to make control time good. AOB call off time to kill. Form tight diamond formation inbound to control point. Leader will announce change.
Control Point "W" (Inbound)		1230	28M	TC 275° to Turning Point in tight diamond.
Turning Point	42-40N 64-45W		28M	Right turn to TC 296° to Target "P" Break off from T. C. 113 and 114. Continue in 2 ship echelon
TAI ET "P"	Portland		28M	Right turn immediately to TC 084° to Control Point "T"

b. 2ND ATTACK

Control Point "T" (Outbound)	44-24N 65-27W		28M	Left turn. Adjust turn to make control time good. AOB call off time to lose. Climb 2000 ft. In turn. Attempt to join with T. C. 109 and 110. This attack will be in tight diamond formation with T. C. 111 & 112 as #3 and #4 in the formation and T. C. 109 as lead. Form tight diamond inbound to control point.
Control Point "T" (Inbound)		1400	30M	TC 226° to turning point in tight diamond.
Turning Point	42-40N 67-30W		30M	Turn right TC 251° to Target "B" Break off from T. C. 109 & 110. Continue in 2 ship echelon T. C. 111 will assume lead and make all subsequent calls to "Waveheat"
Target "B"	Boston		30M	Right turn to TC 071° to Control Point: "B"

APP 7, APP 2, ANNEX "A"
 321 OPRD 35-56
 16 March 1966

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PCAFB-65-1827

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Time Control (T.C.) 111 and 112- and 113

WARD ATTACK				
DESIGNATION	PLACE	CONTROL TIME Z	ALT. (2. 82)	ACTION REQUIRED
Control Point "B" (Outbound)	44-08N 86-05W		30M	Left turn. Adjust turn to make control time good. AOB will call off time to kill. Descend 1000 ft in turn.
Control Point "D" (Inbound)		1525	29M	TC 228° to Target "N" in 2 ship echelon
TARGET "N"	Nantucket		29M	Right turn to TC 300° to Albany Announce to "End of Mission" to "Waveheat". Obtain clearance to Albany thru "Waveheat". Start climb immediately to assigned altitude. If VFR at Altitude, call Boston Center for "1000 on top" clearance and proceed to POCAB individually. If IFR at altitude, reach assigned altitude prior to arriving Albany and proceed to POCAB along prescribed routes.

ATT 7, APP 2, ANNEX "A"
21 OPRD 36-52
16 March 1958

POCAB-6B-1827

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5. Time Curtain 110 and 114 (DELTA #3 and #4)

a. 1ST ATTACK

DESIGNATION	PLACE	CONTROL TIME Z	ALT. (29.92)	ACTION REQUIRED
End Refueling (BETTY)	44-33N 68-55W		Climb to 28M	Right turn to TC 115° to control Point "W". Remain in tight "Tille" with T. C. 111 and 112 (Delta NCA Z #2) as No's 3 & 4 in the formation. T. C. 111 leader. Change to Chan Freq 286.6 upon instruction of "Strongarm". T. C. 111 will contact "Waveheat"
Control Point "W" (Outbound)	42-15N 64-45W		28M	Continue in formation in left turn. Form tight diamond inbound to central point.
Control Point "W" (Inbound)		1230	28M	TC 273° to turning point in tight diamond.
Turning Point	42-40N 67-30W		28M	Left turn to TC 233° to Target "N". Break off from T. C. 111 & 112. Continue alone as 2 ship formation. T. C. 113 assumes lead and makes all subsequent calls to "Waveheat"
TARGET "N"	Nantucket		28M	Right turn to 076° to Control Point "W"

b. 2ND ATTACK

Control Point "W" (Outbound)	42-35N 64-45W		28M	Left turn. Adjust turn to make good control time. AOB call off time to be killed. Climb 1000 ft. in turn.
Control Point "W" (Inbound)		1400	28M	TC 276° to Target "Q" in 2 ship echelon.
TARGET "Q"	Portsmouth		28M	Right turn to TC 093° to Control Point "D"

c. 3RD ATTACK

Control Point "D" (Outbound)	43-15N 65-40W		28M	Left turn. Adjust turn to make control time good. AOB call off time to kill. Descend 1000 ft. in turn.
Control Point "D" (Inbound)		1530	28M	TC 239° to Target N in 2 ship echelon.

ATT 8, APP 2, ANNEX "A"
21 OPRD 38-56
16 March 1956

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PCAFB-0B-1827

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Time Curtain 113 and 114- Cont'd

RD ATTACK- Cont'd

DESIGNATION	PLACE	CONTROL TIME Z	ALT. (29.92)	ACTION REQUIRED
TARGET "N"	Nantucket		28M	Right turn to TC 300° to Albany. Announce to "End of Mission" to "Waveheat". Obtain clearance to Albany thru "Waveheat". Start climb immediately to assigned altitude. If VFR at altitude, call Boston Center for "1000 on top" clearance and proceed to PCAFB individually. If IFR at altitude, reach assigned altitude prior to arriving Albany and proceed to PCAFB along prescribed routes.

ATT 8, APP 2, ANNEX "A"
21 OPOD 38-52
18 March 1956

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PCAFB-8B-1827

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B. Time Curtain 110 (CH. TIME #)

a. 1ST ATTACK

DEIGNATION	PLACE	CONTROL TIME Z	ALT. (29.92)	ACTION REQUIRED
End Refueling (ANN)	44-36N 69-04W		Climb to 27M	Break off from "Charlie" formation with T. C. 116 (Charlie #4) Right turn to TC 135° to Control Point X. Start climb to 27,000 ft. Assume lead of 2 ship formation with T. C. 116 as wing man. Make initial contact with "Strongarm" on Chan _____ Freq. 358.4. Contact "Waveheat" upon instruction of "Strongarm". Chan _____ Freq 286.6.
Control Point "X" (Outbound)	41-19N 64-47W		27M	Left turn. Adjust turn to make good control time. AOB will call off time to kill. Maintain 2 ship echelon.
Control Point "X" (Inbound)		1235	27M	TC 276° to Turning Point in 2 ship echelon.
Turning Point	42-01N 62-30W		27M	T. C. 116 breaks off to the right to Target "P". Continue alone on T. C. 276° to Target "B"
TARGET "B"	Boston		27M	Turn right to TC 101° to Control Point "X"

b. 2ND ATTACK

Control Point "X" (Outbound)	41-49N 64-47W		27M	Left turn. Adjust turn to make control time good. AOB call off time to kill. Climb 1000 ft. in turn. Attempt to rejoin with T. C. 116. assume lead.
Control Point "X" (Inbound)		1405	28M	TC 276° to Target "B" in 2 ship echelon
TARGET "B"	Boston		28M	Right turn to TC 090° to Control Point "E"

c. 3RD ATTACK

Control Point "E" (Outbound)	42-40N 65-32W		28M	Left Turn. Adjust turn to make control time good. AOB call out time to kill. Maintain 2 ship echelon. Descend 1000 ft. in turn
Control Point "E" (Inbound)		1525	27M	TC 277° to Turning Point. in 2 ship echelon.

ATT 9 , APP 2, ANNEX "A"
221 OPOD 86-56
18 March 1956

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 T-118 Curlew 118- Cont'd

SRI TRACK-Cont'd

DESIGNATION	PLACE	CONTROL TIME Z	ALT. (29.92)	ACTION REQUIRED
Turning Point:	45-50N 67-35W		27M	Right turn to TC 2920 to Target "P". Break off from T. C. 118 Continue alone.
TARGET "P"	Portland		27M	Left turn to TC 2500 to Albany. Announce to "End of Mission" to "Waveheat". Obtain clearance to Albany thru "Waveheat". Start climb immediately to assigned altitude. If VFR at Altitude, call Boston Center for "1000 on top" clearance and proceed to PCAFB individually. If IFR at altitude, reach assigned altitude prior to arriving Albany and proceed to PCAFB along prescribed routes.

ATT 9 , APP 2, ANNEX "A"
 321 OPOD 26-58
 16 March 1958

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PCAFB-68-1827

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IN, TIME CURTAIN 116 (CHARLIE #4)

1. 1ST ATTACK				
DESIGNATION	PLACE	CONTROL TIME Z	Alt. (29.9)	ACTION REQUIRED
End Refuel (ANN)	44-16N 69-04W		Climb to 27M	Break off from "Charlie" formation with T. C. 115 (Charlie #3) as wing man in 2 ship formation. Right turn to TC 133° to control Point "X". Change to Chan Freq 358.4. T. C. 115 will contact "Strongarm". Change to Chan Freq. 286.8. T. C. 115 will contact "Waveheat"
Control Point "X" (Outbound)	41-19N 64-47W		27M	Left Turn. Maintain formation.
Control Point "X" (Inbound)		1355	27M	TC 276° to turning point in 2 ship echelon
Turning Point	42-01N 62-20W		27M	Right turn to TC 307° to Target "P". Break off from T. C. 115-continue alone. Make all subsequent calls to "Waveheat" until rejoined with T. C. 115
TARGET "P"	Portland		27M	Right turn to 114° to Control Point "X"
2. 2ND ATTACK				
Control Point "X" (Outbound)	41-19N 64-47W		27M	Left turn. Adjust turn to make control point good. AOB call out time to kill. Climb 1000 ft. in turn. Attempt to join with T. C. 115
Control Point "X" (Inbound)		1405	28M	TC 276° to Target "B" in 2 ship echelon
TARGET "B"	Boston		28M	Right turn to TC 090° to Control Point "E" Maintain formation.
3. 3RD ATTACK				
Control Point "E" (Outbound)	42-40N 65-32W		28M	Left turn. Maintain formation. Descend 1000 ft in turn.
Control Point "E" (Inbound)		1525	27M	TC 277° to Turning point in 2 ship echelon.
Turning Point	42-50N 67-35W		27M	T. C. 115 breaks off to the right. Continue alone on TC 276° to Target "C". Make all subsequent radio calls.

ATT 10, APP 2, ANNEX "A"
321 OPRD 58-58
18 March 1956

PCAFB-6B-1627

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Time Curtain 114- South

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OF ATTACK- Cont'd

DELLGNATION	PLACE	CONTROL TIME Z	ALT. (29.9.)	ACTION REQUIRED
Target "Q"	Portsmouth		27M	Left turn to TC 282 ⁰ to Albany. Announce to "End of Mission" to "Waveheat". Obtain clearance to Albany thru "Waveheat". Start climb immediately to assigned altitude. If VFR at altitude, call Boston Center for "1000 on top" clearance and proceed to PCAFB individually. If IFR at altitude, reach assigned altitude prior to arriving Albany and proceed to PCAFB along prescribed routes.

ATT 10, APP 2, ANNEX "A"
 321 OPORD 38-6a
 16 March 1956

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PCAFB-0B-1827

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HEADQUARTERS
321.7 BOMBARDEMENT WING (B) (BW)
Eglin Air Force Base
Orlando, Florida

PART V

MONTH OF MARCH 1956

ROC: 3-216-712

a. No training hours were lost performing missions ordered by higher headquarters, however the following flying time was expended on higher Headquarters ordered missions.

- (1) 343:00 hours on USOM.
- (2) 16:15 hours, two (2) sorties supporting AEC meetings at Gouzo Bay.
- (3) 138:55 hours, fifteen (15) sorties supporting Devil Fish missions for line in laboratory.
- (4) A total of 492.10 hours were expended.

b. Weather or local conditions had no appreciable effect on training scheduled.

c. Second Air Force Message DM-20426 restricted the fuel load of B-47 aircraft to 150,000 pounds which caused a loss of forty (40) training hours.

d. Crew member gains and losses during reporting period:

- (1) Crew Members Gained:
 - (a) Two (2) Aircrews.
 - (b) Six (6) Pilots.
 - (c) Four (4) Observers.
- (2) Crew Members Lost:
 - (a) Two (2) Aircrews - FOS SACs.
 - (b) Two (2) Aircrews - FOS Lockbourne AFB.
 - (c) Three (3) Aircrews - FOS Hunter AFB.

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Hq 321st Bn, Subj: Commanders Remarks, RCE: 3-5-C-115 Report (Cont'd)

- (d) One (1) Pilot - Assigned Wing Headquarters.
 - (e) Three (3) Pilots - RCE Hunter AFB.
 - (f) One (1) Pilot - Placed in partial status.
 - (g) One (1) Pilot - RCE to Tinker AFB.
 - (h) Four (4) Pilots - READ.
 - (i) Four (4) Observers - RCE Hunter AFB.
 - (j) Two (2) Observers - placed on partial status.
- e. Crew member changes during reporting period:
- (1) Seven (7) Aircrews.
 - (2) Sixteen (16) Pilots.
 - (3) Eleven (11) Observers.
- f. New Crews:
- (1) IN 20 formed 30 Jan 56.
 - (2) IN 57 formed 30 Jan 56.
- g. Crew Status Changes:
- (1) R03 upgraded to L03, 2 Jan 56.
 - (2) R08 upgraded to L08, 2 Jan 56.
 - (3) R16 upgraded to L16, 2 Jan 56.
 - (4) R17 upgraded to L17, 2 Jan 56.
 - (5) R41 upgraded to L41, 2 Jan 56.
 - (6) R42 upgraded to L42, 2 Jan 56.
 - (7) R51 upgraded to L51, 2 Jan 56.
 - (8) R68 upgraded to L68, 2 Jan 56.
 - (9) R70 upgraded to L70, 2 Jan 56.
 - (10) R75 upgraded to L75, 2 Jan 56.
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Hq 321st BW, Subj: Commanders Remarks, RCR: 3-2-0-710 Report (Cont'd)

- (11) R82 upgraded to L82, 27 Jan 56.
- (12) R38 disbanded 30 Jan 56, AirCen placed on Ready Crew.
- (13) R54 disbanded 30 Jan 56, AirCen placed on Ready Crew.
- (14) R13 disbanded 19 Feb 56, crew PCS to Hunter AFB.
- (15) R69 disbanded 19 Feb 56, crew PCS to Hunter AFB.
- (16) R74 disbanded 19 Feb 56, crew PCS to Hunter AFB.
- (17) R55 upgraded to R55, 28 Feb 56.
- (18) R31 disbanded 5 Mar 56, AirCen and Pilot placed on ready crew.
- (19) R45 disbanded 5 Mar 56, AirCen and Pilot placed on ready crew.
- (20) R55 upgraded to R55, 5 Mar 56.
- (21) R79 upgraded to R79, 29 Mar 56.

h. The following crews are Standardization Crews for this Wing for the reporting period:

- (1) 132, 321st Bomb Wing Standardization Crew, 14 May 55.
- (2) 104, 445th Bomb Wing Standardization Crew, 14 May 55.
- (3) 146, 446th Bomb Wing Standardization Crew, 28 Oct 55.
- (4) 148, 447th Bomb Wing Standardization Crew, 10 Dec 55, thru 22 Mar 56.
- (5) 170, 447th Bomb Wing Standardization Crew, 22 Mar 56.

i. Not applicable for this report.

j. Not applicable for this report.

k. Deleted.

l. All Non-Combat Ready Crew Members completed 100% flying hour requirements of S.C Reg 50-8 this training quarter. The following are "N" and "D" Crews of this Wing as of 31 March and the estimated date they will become Combat Ready.

- (1) R05 + 1 June. Date increased due to Observers non-proficiency.

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Hq 321st Sq, Subj: Commentors Remarks, RFB: 3-545-T12 Report (Cont'd)

- (2) E20 - Unknown, Air Command Pilot TDY at McComell.
- (3) E26 - 30 Jul 56.
- (4) E27 - 1 Aug 56.
- (5) E28 - 1 Jun 56, Data incorrect due to Observer's reliability.
- (6) E28 - 1 Jun 56.

d. Not applicable.

e. The following information is submitted in compliance with 2AF message DOTS 4267, Subject: Advanced Survival. This wing has 61 non-combat ready crew members assigned and 36 of these individuals require Advanced Survival in accordance with applicable annex to SAC Reg 51-19. There are a total of 99 Combat Ready Crew Members assigned, of which 56 have never attended Advanced Survival training. Survival training has expired or expires during the month listed for the following number of Combat Ready Crew Members.

April - 15.

May - 0.

June - 0.

f. In compliance with 2AF Message DOTS 5816, Subj: Restricted Refueling, the following are the restricted refuelings performed by this wing this quarter.

(1) Fuel transferred in January.

CREW NO.	FUEL TRANSFERRED	CREW NO.	FUEL TRANSFERRED
R02	24,000	L37	24,000
L70	25,600	R02	24,000
L37	24,000	L70	24,000
L03	24,000	R41	24,000
R71	24,000	L03	24,000
R41	25,000	R71	24,000
R05	24,000	R42	24,000
L75	22,000	R05	24,000
L12	24,000	R77	24,000
R06	24,000	L12	24,000
R77	24,000	R06	24,000
R46	24,000	L76	24,000
R07	24,000	R45	19,300
R72	24,000	L18	24,000
R15	24,000	R79	24,000

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Hq 321st Bn. Subj: Commodity Receipts. RCR: 3-2-71 Report (Cont'd)

CREW NO.	FUEL TRANSFERRED	CREW NO.	FUEL TRANSFERRED
L1C	24,000	R45	10,500
L8C	24,000	L1C	24,000
R49	24,000	L81	24,000
R13	24,000	R51	24,000
R82	24,000	L1	24,000
L51	12,000	L1	24,000
L51	24,000	L16	24,000
R53	12,000	L17	24,000
R67	24,000	R36	24,000
R69	25,000	R36	24,000
L7C	24,000	R36	24,000

NOTE: All fuel transferred from 321st Air Refueling Squadron

(2) Fuel transferred in February.

L12	24,000	R45	24,000
R67	24,000	R67	24,000
L18	24,000	R13	24,000
L16	24,000	L41	24,000
L44	24,000	R49	24,000
R53	24,000	R53	24,000
L68	24,000	R71	24,000
L75	24,000	R79	24,000
L8C	24,000	L81	24,000
L82	24,000		

NOTE: All fuel transferred from 321st Air Refueling Squadron

(3) Fuel transferred in March.

L1C	24,000 - 100 AREFS	R66	17,000 - 100 AREFS
L14	30,000 - 300 AREFS	R79	24,000 - 100 AREFS
R67	24,700 - 305 AREFS		

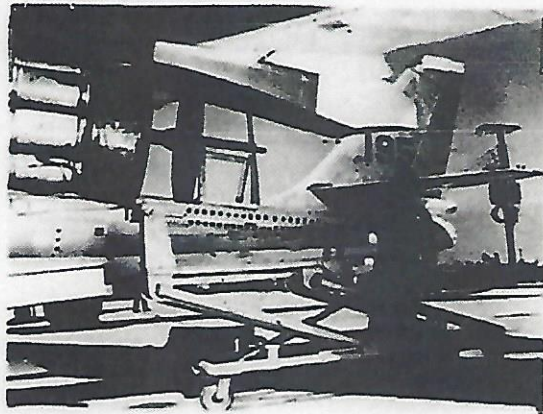
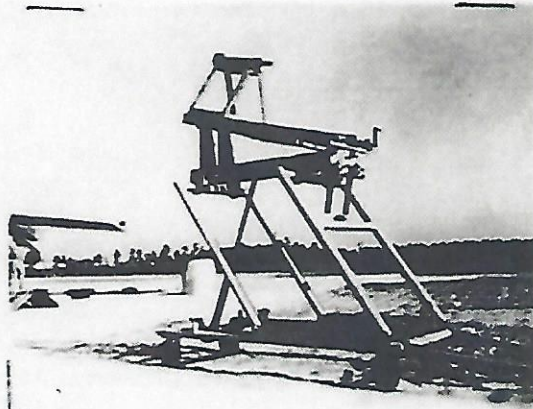
q. Crew R-44 and Crew R-36 were on leave for 24 consecutive days during this training quarter. In accordance with change one, SACR 5C-8, this wing is requesting relief for one-third of the SACR 5C-8 quarterly requirements on these two crews.

r. This wing has enjoyed a very profitable training quarter. SACR 5C-8 was 100% complete. The wing reliability for the quarter is as follows:

- RBS Radar 92.5.
- RBS Visual 94.4
- Wing Col 100.
- Visual Release 92.5.

Michael A. ...
 Michael A. ...
 Colonel, USAF
 Commander

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HEADQUARTERS
813TH AIR DIVISION (SAC)
Finncastle Air Force Base
Orlando, Florida

OSTP

16 February 1956

SUBJECT: Master Ground Training Schedule for Month of March 1956

TO: Commander
All Units
Finncastle Air Force Base
Orlando, Florida

1. Inclosed herewith is the Master Ground Training Schedule for the month of March 1956.
2. It is desired that special attention be given to furnishing instructor personnel when called for in the schedule. Since it is to the mutual advantage of all concerned, the best qualified personnel should be selected for these duties.
3. Any changes in scheduling will be coordinated with the Air Base Training Flight.
4. Each organization will be responsible for maintaining attendance records.

BY ORDER OF THE COMMANDER:

CHARLES K. EISEN
Captain, USAF
Adjutant

1 Incl:
Master Ground Training
Schedule for March 1956

DISTRIBUTION:

1-BA	813th Air Division	813th Air Base Group
2-321DOT	LC	2-EP
2-19 DOT	1-DC	2-APSC
2-384DOT	1-DW	2-IVSC
1-M	12-Div Historian	2-ISC
1-ARCS		2-SSC
1-MTD1		2-OSC
		2-RC
		2-EHSC
		2-BCRS
		2-BA
		2-FWOT

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TRAINING SCHEDULE INDEX

<u>COURSE NUMBERS</u>	<u>TITLE</u>	<u>PAGE</u>
1	Individual Military Training	1
2	Security	1
3	Management Co. 1	2
4	Character Guidance Make-up	2
5	Squadron Projectionist (16 ml)	3
6	Physiological Training	3
7	Instrument School (Ground Training)	4
8	Non-Aircrew Block Training	4
9	Organizational (Unit) Supply Course	5
10	In-Flight Maintenance Trainer (E-4)	6
11	B-47 Flight Simulator (S-6)	6
12	Instrument Flight Trainer (C-11)	7
13	Ultrasonic T-2A & T-3A For Observers	7
14	T-1A Gunnery Trainer	8
15	P-3 B-25J Instrument Trainer	8

NOTE: See attached schedule for Aircrew Block Training

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COURSE NUMBER:

1. INDIVIDUAL MILITARY TRAINING:

(Ref: Suppl II, SACR 50-5 and Suppl I, SACR 50-24)

- a. Personnel Concerned: All Military personnel
- b. Place: Area between Mess Halls 1 & 2
- c. Dates: 13th AB Op 1st Friday each month
321st Bomb Wing 3d Saturday each month

NOTE: It will be the responsibility of the 321st Bomb Wing Ground Training Officer to notify the Air Base Training Flight, Tel 227 or 430 as to time and place that training is to take place. The Air Base Training Flight when notified will make all necessary arrangements for Public Address system and Instructors, to instruct required subjects, and only those subjects which require the attendance of all military personnel will be conducted in this manner. It will be the responsibility of each Squadron Ground Training Officer to maintain necessary records of training accomplished.

COURSE NUMBER:

2. SECURITY:

(Ref AFM's 205-1, AFM 205-5, SACR 205-11, SACR 205-16 & 2AF Suppl I thereto)

The security program for each squadron is outlined in SACR 205-16. In accordance with paragraph 2c, SACR 205-16, and paragraph 6, SACR 205-11, each Squadron Security Officer is responsible for implementing a Security Training Program for his own squadron or unit, and this responsibility will not be delegated.

In view of the constant requirement for more security consciousness, it is requested that each Squadron Security officer implement the above school as soon as possible.

- a. Personnel Concerned: All military personnel including reserve personnel attached for training and all civilians employed by unit.
- b. Requirement: One time
- c. Length of Course: 3 hours
- d. Responsibility: Unit Security Officer

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COURSE NUMBER:

3. MANAGEMENT NO. I

(Ref E13 AFR 25-1)

- a. Personnel Concerned: WO's, NCO's, and Civilians
- b. Place: Building 132
- c. Dates: 5 Mar 56 through 23 Mar 56
- d. Time: 1300 - 1500 hours
- e. Size: 20 Students
- f. Students: 813th ABERU - 8 Military, 2 Civilians
321st Bomb Wing - 8 Military, 2 Civilians
- g. Instructors: Furnished by Manpower & Organization
- h. Syllabus: On Hand

COURSE NUMBER:

4. CHARACTER GUIDANCE MARK-IV:

(Ref 2AFR 165-1 and Suppl I, S.C.R. 50-26)

- a. Personnel Concerned: All Military personnel
- b. Place: New Base Theater
- c. Dates: 19 Mar 56 (A/B thru A/C)
20 Mar 56 (NCO's & Officers)
- d. Time: 0600 and 1300 hours
- e. Size: 220 Students
- f. Students: (Make-up) for all military personnel who missed Group and/or Wing Character Guidance Lectures.
- g. Instructors: Furnished by Base Chaplain
- h. Syllabus: On Hand

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COURSE NUMBER:

5. SQUADRON PROJECTIONIST (16 HQ):

- a. Personnel Concerned: One airman from each squadron to serve as Squadron Projectionist (16 HQ) (See Note)
- b. Place: Building 144 (south end)
- c. Dates: 8 and 9 March 1956
- d. Time: 0800 - 1000 hours
- e. Size: 22 students
- f. Students: One airman from each squadron in the 360th Bomb Wing, 321st Bomb Wing and 215th ABW that does not have a qualified Squadron Projectionist.
- g. Instructors: Furnished by Air Base Training Flight
- h. Syllabus: On Hand

NOTE: All Squadron Projectionists must receive operating instructions before using the new-type 16 mm projectors

COURSE NUMBER:

6. PHYSIOLOGICAL TRAINING:

(Ref Suppl 1, SACR 50-24)

- a. Personnel Concerned: Combat crew personnel and crew chiefs
- b. Place: Building 136
- c. Dates: 12 March - 16 hr course (Refresher)
19 March - 16 hr course (Refresher)
- d. Time: 0600 - 1700 hours
- e. Size: 6 students (minimum)
- f. Students: 321st Bomb Wing
360th Bomb Wing
- g. Instructors: Furnished by 10th Altitude Chamber
- h. Syllabus: On Hand

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COURSE NAME:

7. INSTRUMENT SCHOOL (GROUND TRAIN): (Ref SACR 50-5)
- a. Personnel Concerned: All pilots due for instrument card renewal.
 - b. Place: Base Operations, Building 421, Instrument Room (2d Floor)
 - c. Dates: 5-6 and 19-20 March 1956
 - d. Time: 0800 - 1600 hours
 - e. Size: 16 students (Maximum)
 - f. Students: All pilot personnel due for instrument card renewal within 60 days.
 - g. Syllabus: On Hand
-

COURSE NAME:

8. NON-FLIGHT BLOCK TRAINING: (Ref SACR 50-24 - 12 hour course)
- a. Personnel Concerned: All Non-crew Personnel
 - b. Place: Building 135
 - c. Dates: Monday and Wednesday of each week
 - d. Time: Monday and Wednesday - 0800 - 1700
Tuesday and Thursday - 0800 - 1200
 - e. Size: 38 students
 - f. Students: 380th BOMGC - 10 each class
321st BOMGC - 20 each class
813th HMCN - 3 each class
813th ORGN - 2 each class
813th ARGN - 2 each class
813th INTRCN - 2 each class
813th FSTHCK - 2 each class
813th SVICN - 3 each class
813th MVZSHCN - 2 each class
Dispensary - 2 each class
 - g. Instructors: Furnished by Air Base Training Flight
 - h. Syllabus: On Hand

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COURSE TITLE:

ORGANIZATIONAL (UNIT) SUPPLY COURSE (Ref SACB 67-30 - 12 hr course)

- a. Personnel Concerned: All Squadron grade officers (up to and including Captain) regardless of primary duty assignment, and all officers and airmen assigned to organizational supply personnel of this command including Squadron Commanders. Training is recommended as a refresher course for Squadron Commanders and all personnel dealing with supplies, regardless of rank.
- b. Place: Building 151 classroom
- c. Date: 19 through 23 March 1956
- d. Time: 0900 - 1100 hours Mon through Friday
- e. Size: 22 Students (Maximum)
- f. Students:
- 380th Bomb Wg - 7 students
 - 321st Bomb Wg - 7 students
 - 813th AGRU - 8 students
- 1 student - Hq Sq 813th AGRU
 - 1 student - 813th Supply Sq
 - 1 student - 813th Air Veh Sq
 - 1 student - 813th Air Police Sq
 - 1 student - 813th Instl Sq
 - 1 student - 813th Food Sv Sq
 - 1 student - 813th Operations Sq
 - 1 student - 4240th Dispensary
- g. Instructors: Furnished by D/Material
- h. Syllabus: On Hand

NOTE: This course requires a written examination.

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COURSE NUMBER:

10. B-47 FLIGHT MAINTENANCE TRAIN (M-4): (Ref: Suppl II, SACR 50-24)
- a. Personnel Concerned: All Observers
 - b. Place: Building 143
 - c. Dates: 1 thru 31 March 1956 (Mon thru Fri)
 - d. Time:
 - 1st period 0800 - 1000
 - 2nd period 1000 - 1200
 - 3rd period 1300 - 1500
 - 4th period 1500 - 1700
 - e. Size: 3 students each period
 - f. Students: 321st Bomb Wing - Periods 1 and 2
350th Bomb Wing - Periods 3 and 4
 - g. Instructors: Furnished by each school's
organization
 - h. Syllabus: On Hand
-

COURSE NUMBER:

11. B-47 FLIGHT SIMULATOR (S-6): (Ref: Suppl II, SACR 50-24, SACR 50-46)
- a. Personnel Concerned: All B-47 Combat Crew Pilots
 - b. Place: Building 144 (south end)
 - c. Dates: 1 thru 31 March 1956 (Mon thru Fri)
 - d. Time:
 - 1st period - 0800 - 1200 (321st BOMWG)
 - 2nd period - 1300 - 1700 (350th BOMWG)
 - e. Size: One crew each period
 - f. Students: 321st and 350th Bomb Wings
 - g. Instructor: Furnished by Air Base Training Flight
 - h. Syllabus: On Hand

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COURSE NUMBER:

12. BOMBING FLIGHT TRAINER (G-11): (Ref: Suppl II, SACR 50-24)
- a. Personnel Concerned: All Jet Pilots
 - b. Place: Building 144 (south end)
 - c. Dates: 1 thru 31 March 1956 (Mon thru Fri)
 - d. Time: All periods on call basis to meet SACR 50-24 requirements
 - e. Size: One (1) student each period
 - f. Students: 321st and 380th Bomb Wings
 - g. Instructors: Furnished by Air Base Training Flight
 - h. Syllabus: On Hand
-

COURSE NUMBER:

13. HYPERSONIC T-28 & T-34 FOR OBSERVERS: (Ref Suppl II, SACR 50-24)
- a. Personnel Concerned: All E-47 Observers (12 hours annually)
 - b. Place: Building 143
 - c. Dates: 1 thru 31 March 1956 (Mon thru Fri)
Saturday for make-up and/or maintenance
 - d. Time: 1st period: 0800 - 1000
2nd period: 1000 - 1200
3rd period: 1200 - 1400
4th period: 1400 - 1600
 - e. Size: 1 student each period per trainer
 - f. Students: 321st and 380th Bomb Wings
 - g. Instructors: Furnished by each scheduled orgn
 - h. Syllabus: On Hand

NOTE: The T-28 will be utilized by the 321st BOMWG, the T-34 by the 380th BOMWG

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COURSE NUMBER:

14. T-1A GUNNER TRAINING: (ref Suppl II, SACG 50-24)

a. Personnel Concerned: all B-47 pilots (24 hours annual)

b. Place: Building 144 (south end)

c. Dates: 1 thru 31 March 1956 (Mon thru Fri)

d. Time: 1st period: 0800 - 1000
2nd period: 1000 - 1200
3rd period: 1300 - 1500
4th period: 1500 - 1700

e. Size: 2 students each period

f. Students: 28th Bomb Wing - periods 1 and 2
321st Bomb Wing - periods 3 and 4

g. Instructors: Furnished by Air Base Training Flight

h. Syllabus: On Hand

COURSE NUMBER:

15. P-3 B-25A INSTRUCTOR TRAINING:

a. Personnel Concerned: All conventional pilots

b. Place: Building 144 (south end)

c. Dates: 1 thru 31 March 1956 (Mon thru Fri)

d. Time: 1st period: 0800 - 0900
2nd period: 0900 - 1000
3rd period: 1000 - 1100
4th period: 1100 - 1200
5th period: 1300 - 1400
6th period: 1400 - 1500
7th period: 1500 - 1600
8th period: 1500 - 1700

e. Size: 1 student each period

f. Students: All periods reserved on call basis.

g. Instructors: Furnished by Air Base Training Flight

h. Syllabus: On Hand

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AIRCRAFT PERSONNEL BLOCK TRAINING

	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY
0800	Phys Conditioning Bldg 110	Phys Conditioning Bldg 110	** 0700 Special Weapons Bldg 104 0800 Special Weapons	Fire Protection Bldg 135 Rm #6	Handgun Qual See Note *
0900	Combative Weapons Bldg 110	Combative Weapons Bldg 110	Special Weapons Bldg 104	CLA Bldg 135	"
1000	Special Weapons Bldg 104	Special Weapons Bldg 104	Special Weapons Bldg 104	"	"
1100	Special Weapons Bldg 104	Special Weapons Bldg 104	Special Weapons Bldg 104	Personal Affairs Bldg 135 Rm #6	"
1200	Lunch	Lunch	Lunch	Lunch	Lunch
1300	Special Weapons Bldg 104	Special Weapons Bldg 104	Basic Weather Bldg 131 Rm 106A	SAC Adb / AD Def Bldg 135 Rm #6	Phys Conditioning Bldg 110
1400	Special Weapons Bldg 104	Special Weapons Bldg 104	"	Physical Conditioning Bldg 110	Combative Weapons Bldg 110
1500	Special Weapons Bldg 104	Special Weapons Bldg 104	Phys Conditioning Bldg 110	Combative Measures Bldg 110	Air to Air Recor Bldg 131 Rm 106A
1600	Special Weapons Bldg 104	Special Weapons Bldg 104	Combative Measures Bldg 110	Survival Intel Bldg 131 Rm 106A	Emergency Care Bldg 131 Rm 106A
1700-1800	Special Weapons Bldg 104	Special Weapons Bldg 104	Color & Blinker Bldg 104	"	"

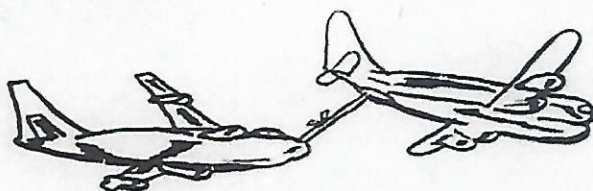
* Bus will be at Bldg 135 (Old Base Theater) at 0745 for transportation to the Range. Flying Clothing or Fatigues shall be worn. Officers will furnish their own weapon.

** Combined Special Weapons Class begins at 0700

NOTE: Physical Conditioning/Combative Measures Classes: All crew members will bring flying suits, athletic supporter, towel, socks and underwear.

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**HEADQUARTERS
321ST BOMBARDMENT WG. (M)**



**TRAINING PLAN
552 - 56
1 MARCH 1956**

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HEADQUARTERS
321ST BOMBARDMENT WG (M) (LWS)
Pinecastle Air Force Base
Orlando, Florida

OPERATIONS PLAN NO. 552-59

Basic

SECTION A - Operations

SECTION B - Maintenance

SECTION C - Ground Training

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Headquarters, 321st Bomb Wing (M)
Ft. Meade Air Force Base
Orlando, Florida

OPERATIONS PLAN 50-50

CONTENT AND MAP REFERENCES - AS REQUIRED

TASK ORGANIZATIONS: 445th Bomb Sqdn
446th Bomb Sqdn
447th Bomb Sqdn
321st AFS
321st FMS
321st FMS
321st A&E Sq
Appropriate Staff Officers.

1. General Situation: SAC Reg 50-19, 50-26, 50-8, 50-43, 50-24 and pertinent messages from higher headquarters prescribe the training requirements to be accomplished by Lead, Combat-ready and Non-combat ready crews.

This Operations Plan establishes the training to be accomplished this month in accordance with the requirements established in the regulations and directives cited above.

2. Mission:

a. To train 321 B crews in the items of activity specified by higher headquarters. See Paragraph 3E for priorities.

3. Tasks for Subordinate Units:

a. Commanders of the 445th, 446th, and 447th Bomb Squadrons and the 321st A&E Sq will:

- (1) Dispatch crews and aircraft as outlined on the Flying Training Calendar (Annex One) and Ground Training Program (Annex Three)
- (2) Conduct detailed flight planning and Pre-Take-Off briefings for assigned crews as prescribed in SAC Annual 50-12.
- (3) Debrief crews and conduct mission analysis and critique per SAC Annual 50-12 after all flights.
- (4) Insure that all required mission forms and reports are submitted.

321st BW Ops Plan 50-50
1 March 1950

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D. Commanders of 321st AB, Field Maintenance, and Periodic Maintenance Squadrons will:

- (1) Provide personnel and equipment to support the operational commitments of the flying training program through coordination with the Director of Material.

3K. General Instructions:

a. Priority of Flying Training: Missions will be conducted in accordance with the calendar schedule shown in the Maintenance Annex. The following priorities are accorded the various flying activities during March.

- (1) Priority One : Missions directed by higher headquarters.
- (2) Priority Two : Training and upgrading of Non-combat Ready crews.
- (3) Priority Three : Standboard Activity.
- (4) Priority Four : Bombing activity and reliability IAW 313th AD Reg 50-6 and S.C Reg 51-20.
- (5) Priority Five : 50-3 Training for Combat Ready and Lead crews.
- (6) Priority Six : 60-2 Flying.
- (7) Priority Seven: 50-24 Training
- (8) Priority Eight: Staff Flying

b. Objectives:

- (1) Maintain and increase the Wing's professional standard by improved scheduling of crew activities, adherence to schedules when published and furthering measures of control and supervision in all areas.
- (2) Continued emphasis will be placed on improving the Wing's utilization factor of flying hours expended.
- (3) Continued emphasis on accurate and complete reporting of accomplishments on 2.F Form 246 in order to maintain and improve the Wing's effectiveness under the S.C Rating system.
- (4) Continue to improve crew reliability.
- (5) Complete quarterly 50-8 requirements.
- (6) Complete quarterly 50-24 requirements.

321st B: Ops Plan 551-56
1 March 1956

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c. OPERATIONS:

- (1) Schedule: Operations to be scheduled in accordance with the established weekly maintenance schedule (S.M.F. Form 326, Weekly Aircraft Utilization and Maintenance Control) will be made without prior approval of the Wing Commander or Deputy Wing Commander.
- (2) Acceptance of Aircraft Deliveries: If an intermediate makes aircraft available which are safe for flight but do not meet the specific equipment requirements as outlined on S.M.F. Form 46 the Tactical Squadron Commander or Operations Officer will decide whether the crew can effectively modify its flight plan to obtain necessary training despite the equipment, and whether to accept or reject delivery accordingly.
- (3) No crew changes will be made without prior approval from the Director of Operations.
- (4) No crews will be withdrawn from Block Training unless specifically directed by higher headquarters.
- (5) Published take-off times will be made good.
- (6) All missions will be planned for more than 100% utilization factor in order to take up the slack for air aborts and other unforeseen difficulties.
- (7) Normal duration of sorties are 5 hours (02), 7 hours (3), and 9 hours (K.I.F.F.), however, if scheduled mission is accomplished in less time than briefed, aircraft will land upon completion of mission.
- (8) A full reserve of 20,000 pounds will be required upon reaching the local flying area, except when otherwise specified in Operations Orders.
- (9) When radar is in and "A" is out accomplish alternate flight plan (Collective) and fly seven (7) or nine (9) hours as scheduled.
- (10) When radar is out and "A" is out accomplish alternate flight plan (Pilot Proficiency) and fly three (3) hours.
- (11) When radar is out and "A" is out and there is no requirement for Pilot Proficiency, land as soon as gross weight permits.
- (12) Sorties will not be scheduled for take-off prior to 1600 hrs. on Mondays or on days following a holiday.
- (13) On all air refueling missions except Standby and Bomber Streams the (1) hour air work will be provided for additional rendezvous or dry contacts as required.

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(14) Air refueling coordination information for the entire week will be furnished to Current Operations 017 0900 the preceding Tuesday.

(15) Daily confirmation of refueling times and orbit times will continue.

(16) Reference SAC 104 42-19. Under normal circumstances the maximum delay from scheduled take-off times will be two (2) hours. This policy should contribute to better crew/crew reliability and flying safety record.

(17) Evaluation of Training:

- a. Lead and combat ready crews: All bombing and navigation activity in March will be for combat.
- b. Non-combat ready crews: LOS runs and navigation legs will continue to be practiced until crew has attained combat readiness.
- c. Minimum bombing altitude for all activity is 30,000 feet.
- d. Target type runs will be made only on test hops and missions specifically scheduled for airborne test and repair equipment.
- e. Target, malfunction, or practice runs will not be accomplished prior to record LOS runs.

4. Administrative and Logistical Matters:

a. Administrative:

- (1) Responsibility for providing Control Room, Navigator and Tower Officer rests with the following squadrons on dates indicated:

CONTROL ROOM OFFICERS

445 - 3, 4, 10, 11 & 31 March 1956

446 - 1 April

447 - 17, 18, 24, 25 March 1956

NAVIGATOR OFFICERS

445 - 10, 11 & 15 March 1956

446 - 12 thru 15 and 17 March 1956

447 - 1 thru 9 March 1956

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OPERATIONS

4.5 - 17, 18 & 19 thru 27 March 1953

4.6 - 15, 16 & 19 thru 22 March 1953

4.7 - 1 thru 14 March

(All dates inclusive)

(2) The hours of duty for the Central Base City Officer are as follows:

Saturday - 0730 thru 1400 and 1430 thru 0700.

Sundays & Holidays - 0730 thru 1400 and 1400 thru 0730.

b. Logistics: See Annex B, Maintenance Plan.

5. Command and Communications Matters:

a. Command - General

b. Communications - All net and transmission will be maintained on HF radio per each article flown to insure equipment is operable.

c. ECM AS-54 equipment will be fully utilized on all aircraft and in accordance with other ec-wild duties.

Michael J. McCoy
MICHAEL J. MCCOY
Colonel, USAF
Commander

321st AF Ctr. Ltr 652-5
1 March 1953

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DISTRIBUTION:

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 - 4 - 321 H
 - 4 - 321 I
 - 1 - 321 J
 - 25 - 445 BS
 - 25 - 446 BS
 - 25 - 447 BS
 - 6 - 321 MS
 - 10 - 321 PMS
 - 10 - 321 RSE
 - 1 - 321 Sig Sq
 - 4 - 321 PMS
 - 4 - 321 Historian
 - 1 - 313 AEG C
 - 2 - 313 AEG DA
 - 2 - 313 AEG DJ
 - 1 - 19 C
 - 3 - 19 DA
 - 3 - Central Security
 - 2 - 313 D&I
 - 1 - 321 Wing Prediction
 - 1 - 19 Chief of Training
 - 1 - 321 I
 - 1 - 321 Mobile Training
 - 10 - 313 AETF
 - 2 - 2.F, AETF Operations
 - 1 - 313 AD Commander
 - 1 - 313 AD L/O
 - 1 - 320 Ops AETF's Ground Training Officer.
- 178 Total

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WFFHS SAMPLES - MAR CH 1950

	MAR			APR			MAY			JUN			JUL			TOTALS		
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3
O-1																		
O-1-3																		
O-1																		
S-1																		
O-1																		
O-1-3																		
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S-1																		
O-1																		
O-1-3																		
O-1																		
S-1																		

TOTAL 65 64 66
 TOTAL SAMPLES 195
 TOTAL HOURS 1360

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MONTHLY PAYROLL DATA - 1957

EMPLOYEE NO.	NAME	MO.	1	5	6	7	8	9	10	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	REMARKS		
10	DIS...	145	Lv						F										1-5	225											
02	Walch	150	Lv						F	n/									F										30 - Award Crew Lv.		
24	Info	144	SES																												
05	Hinton	150	Lv						F	Survival											1								27-30 n C/Lv 28-30 n C/Lv		
04	Bartlett	145							F	Survival																					
08	Entey	141	SES							Survival																					
01	Morison	141							F	Lv																				25 26 27-30 n Crew 1-5 70	
05	McDonald	141	195						F	240																				1-5 n C/Lv 6-10 n C/SES	
02	Robert	131							F	25																				12-14-15 51-14 3rd	
11	Barker	130							F	n/																					
01	Hickman	12							F	Lv																				27-30 n C/Lv	
00	Swan	112	240																											10-14 n Crew	
STAFF & CO			240																												
			(1-1)																												
			10																												

Division made to meet maintenance schedule and adjust time for ID movements. Crew 11, 240 n A/C (3% of Time).

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MARCH FLYING SCHEDULE - 446

ACFT	L/C	CREW	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	REMARKS			
274	Nicholls	49	F7	360						F12								F7																		
269	Antarhaus	42	alk	Tr.						F12								F7	SU	SU	F5	SU	F5											F7		
317	Taylor	46								F12								F7																	S3 Crew	
230	Jeff	41	E.T							F12								F7																		
196	Hesselt	36	F5	272																																
276	Holzen	51	F5	354						F12								F7																	276 Ducks	
272	Kully	44	alk	Tr.																																
277	Crosby	54	279	F5	273	Grove				F12																										
240	Antar	54																																		
250	Gaskins	32								F12																									S3 Crew	
249	Brown(Capt)	55	230							F12																										
273	Brown(L/C)	54																																		
214	STAFF																																			
316	STAFF																																			
261	STAFF																																			
251	STAFF																																			
Staff																																				

Deviations made to meet maintenance schedule and adjust time for TDY movements. Crews flying own A/C 74K of

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MARCH FLYING SCHEDULE - 447

ACFT #	IC	Cr	#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	19	20	21	22	23	26	27	28	29	30	REMARKS		
212	Wiley	75	347																											1 - No assigned left		
260	Coak	70																														
343	Fowler	75	220																												1, 14th - Comb inability	
323	Wesley	61																														
201	Arens	33	244																												2, 21st - 51-19 Min Tng	
236	Wahlstrom	77	251																												2, 21st - Su	
346	Wahlstrom	33																														
206	Miller	71																														
257	Wahlstrom	71																														
233	Wahlstrom	33																														
256	Cumby	79	257																													
347	Graves	31																														
271	Wood	57																														
220																																
245																																
244																																

All Deviations made to meet maintenance schedule and adjust time for 100 minutes. Gross flying time 4:00
69 % of Time.

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REG SCHEDULE - MARCH (all times EST)

DATE	TIME	DURATION	445th	446th	447th	
1 March	Tampa	1200-1400Z	2 hrs	2	1	1
	San Antonio	1300-1500	2	1	2	1
	Atlanta	1500-1700	4	1	1	2
2 March	Tampa	1000-1200	2	2	1	1
	Richmond	1400-1600	2	1	2	1
	Richmond	1800-2000	2	1	1	2
5 March	Richmond	2000-2200	2	2	1	1
	San Antonio	2000-2200	2	1	2	1
	Houston	2100-2300	2	1	1	2
6 March	Atlanta	1500-1700	2	2	1	1
	Charlotte	1700-1900	2	1	2	1
	Tampa	1400-1600	2	1	1	2
7 March	Richmond	1600-1800	2	2	1	1
	Atlanta	1900Z	1	1	2	1
	San Juan	1500-1700	2	1	1	2
8 March	Charlotte	1800-2000	2	2	1	1
	Atlanta	1800-2000	2	1	2	1
	Richmond	1900Z	1	1	1	2
9 March	USC.					
12 March	Atlanta	2100-2300	2	2	1	1
	Tampa	2000-2200	2	1	2	1
	Richmond	2100Z	1	1	1	2
13 March	Tampa	1000-1200	2	2	1	1
	Charlotte	1500-1700	2	1	2	1
	Atlanta	1700Z	1	1	1	2
14 March	Houston	1500-1700	2	2	1	1
	San Antonio	1400-1600	2	1	2	1
	Atlanta	1300-1500	2	1	1	2
15 March	Little Rock	1200-1400	2	2	1	1
	Atlanta	1600-1800	2	1	2	1
	Tampa	1700-1900	2	1	1	2
16 March	Richmond	1300-1500	2	2	1	1
	Little Rock	1500-1700	2	1	2	1
	Charlotte	1600-1800	2	1	1	2
19 March	Atlanta	2000-2200	2	2	1	1
	Richmond	2000-2200	2	1	2	1
	Tampa	2000-2200	2	1	1	2

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WAS SCHEDULE (cont'd)

<u>Date</u>	<u>Time</u>	<u>Location</u>	<u>447th</u>	<u>447th</u>	<u>447th</u>	
20 March	Tampa	1000-1200E	2 hrs	2	1	1
	San Antonio	1500-1700		1	2	1
	Charlotte	2000-2200		2	1	2
	Richmond	1700E		1	2	1
21 March	St Louis	1200-1400		2	1	1
	Kansas City	1100-1300		2	1	1
	Charlotte	1700-1900		2	1	2
	Tampa	1700E		1	2	1
22 March	Tampa	1500-1700		2	1	2
	Atlanta	1500-1700		1	1	2
	Richmond	1500E		1	2	1
23 March	Atlanta	1400-1600		2	1	2
	Richmond	1600-1700		2	1	2
	Richmond	1900-2100		2	1	1
26 March	Richmond	1400-2000		2	1	2
	Tampa	1400E		1	1	2
	Atlanta	1500E		1	2	1
27 March	San Antonio	1300-1500		2	1	2
	Charlotte	1100E		1	1	2
	Atlanta	1700E		1	2	1
	Richmond	1700-1900		2	1	2
28 March	Tampa	1300-1500		2	1	2
	Richmond	1800-2000		2	1	1
	San Juan	1300-1500		2	1	2
29 March	Tampa	1500-1700		2	1	2
	Atlanta	1900-2100		2	1	1
20 March	Atlanta	1200-1400		2	1	2
	Richmond	1300-1500		2	1	2
	San Juan	1200-1400		2	1	1

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Headquarters
 321st Air Support Helicopter Squadron
 Orlando, Florida

1 March 1956

TO: 321st Air Support Helicopter Squadron

T F S S T F S S T F S S
 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16

321st Air Support Helicopter Squadron	44
5th AD	1 1 1 1 1
19th Air Support Helicopter Squadron	3 2 1
321st Air Support Helicopter Squadron	4 1 1 1

J S T F S S T F S S
 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

321st Air Support Helicopter Squadron	90
5th AD	1 1 1 1 1 1 1 1 1 1 1 15
19th Air Support Helicopter Squadron	1 1 1 1 1 1 1 1 1 1 1 10
321st Air Support Helicopter Squadron	4 1 5 5 1 1 4 1 4 1 5 1 40

TOTALS

321st Air Support Helicopter Squadron	- 90	-- Includes Deployment
19th Air Support Helicopter Squadron	- 39	
321st Air Support Helicopter Squadron	- 40	
5th AD	- 15	-- Strip Alert Only
	<u>184</u>	Tot 1

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Case No.	Date	Time	Location	Officer	Remarks
101	10/10/77	10:00	1000	SA	
102	10/10/77	11:00	1000	SA	
103	10/10/77	12:00	1000	SA	
104	10/10/77	13:00	1000	SA	
105	10/10/77	14:00	1000	SA	
106	10/10/77	15:00	1000	SA	
107	10/10/77	16:00	1000	SA	
108	10/10/77	17:00	1000	SA	
109	10/10/77	18:00	1000	SA	
110	10/10/77	19:00	1000	SA	
111	10/10/77	20:00	1000	SA	
112	10/10/77	21:00	1000	SA	
113	10/10/77	22:00	1000	SA	
114	10/10/77	23:00	1000	SA	
115	10/10/77	00:00	1000	SA	
116	10/10/77	01:00	1000	SA	
117	10/10/77	02:00	1000	SA	
118	10/10/77	03:00	1000	SA	
119	10/10/77	04:00	1000	SA	
120	10/10/77	05:00	1000	SA	
121	10/10/77	06:00	1000	SA	
122	10/10/77	07:00	1000	SA	
123	10/10/77	08:00	1000	SA	
124	10/10/77	09:00	1000	SA	
125	10/10/77	10:00	1000	SA	
126	10/10/77	11:00	1000	SA	
127	10/10/77	12:00	1000	SA	
128	10/10/77	13:00	1000	SA	
129	10/10/77	14:00	1000	SA	
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132	10/10/77	17:00	1000	SA	
133	10/10/77	18:00	1000	SA	
134	10/10/77	19:00	1000	SA	
135	10/10/77	20:00	1000	SA	
136	10/10/77	21:00	1000	SA	
137	10/10/77	22:00	1000	SA	
138	10/10/77	23:00	1000	SA	
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141	10/10/77	02:00	1000	SA	
142	10/10/77	03:00	1000	SA	
143	10/10/77	04:00	1000	SA	
144	10/10/77	05:00	1000	SA	
145	10/10/77	06:00	1000	SA	
146	10/10/77	07:00	1000	SA	
147	10/10/77	08:00	1000	SA	
148	10/10/77	09:00	1000	SA	
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168	10/10/77	05:00	1000	SA	
169	10/10/77	06:00	1000	SA	
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171	10/10/77	08:00	1000	SA	
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189	10/10/77	02:00	1000	SA	
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191	10/10/77	04:00	1000	SA	
192	10/10/77	05:00	1000	SA	
193	10/10/77	06:00	1000	SA	
194	10/10/77	07:00	1000	SA	
195	10/10/77	08:00	1000	SA	
196	10/10/77	09:00	1000	SA	
197	10/10/77	10:00	1000	SA	
198	10/10/77	11:00	1000	SA	
199	10/10/77	12:00	1000	SA	
200	10/10/77	13:00	1000	SA	

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CREW READY CREW AVAILABILITY & UTILIZATION LAST AIR REFUELING SEQUENCE (LR)

PLN NO.	Crew Category	Date																								
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
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NOTE: Classification of crew availability and utilization will be based on the availability of the primary crew member. Numeric and alphabetical data will be entered in corresponding dates.

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STANDARDIZATION BOARD SCHEDULE
1. January 1954

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STANDARDIZATION BOARD SCHEDULE

1. General

- a. The Standardization Board Schedule is shown in two (2) supplements. Supplement I indicates the Aircraft Requirements and Flying Schedule for Standardization Board Missions and Standardization Board Crew Reliability Missions.
- b. The crew will be placed on orders to Standardization Board for five (5) days.
- c. All crews will report for examinations with adequate flight planning equipment.
- d. (1) Station time for S-1 Missions will be T.O. minus three (3) hours.
(2) Station time for S-2 Missions will be T.O. minus two-thirty (2:30) hours.
(3) The evaluator will meet the crew at the aircraft.

2. Remarks

- (1) The acquisition may be loaded by Armament and Electronics at their discretion, not to interfere with the mission.
- (2) Damage Field Procedures will be accomplished by the Co-Pilot on return from S-2 Mission.
- f. The Squadron will perform the briefings at their convenience, not to interfere with the published schedule.
- g. The aircraft assigned to a crew which fails the evaluation, prior to flight, will be returned to the Squadron.
- h. The Form 246 will be accomplished and signed by the Squadron.
- i. Mission Requirements:
 - (1) The Crew Mission (S-1) will be of (3:30) five hours & thirty minute duration.
 - (2) The Pilot Mission (S-2) will be of (5:00) five hours duration.

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SRING MANAGEMENT WITH (H)
ST. MARGARET HIGH SCHOOL

ROW #

	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	0730 - 1000 AC OF - DIM 0730 - 1430 JOB EXAM	0730 - 0930 AC OF JOB FIT PLAN 0930 - 1130 JOB TEST STUDY	NOV 28			
	1030 - 1230 OF COURSE EXAM 1230 - 1430 AC OF F.C.F. & AC OF F.C.F.	0930 - 1130 AC OF FIT PLAN 1230 - 1430 AC OF GEN EXAM	SCHEDULED		NOV 29 SCHEDULED	
		1530 - 1730 OF T-1 CR. DR. 1830 - 2030 JOB TEST STUDY		P.M. LOADING FIT PLAN & EXAM		

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**81ST BOMBARDMENT WING (M)
OPERATION SCHEDULE**

TABLE 10

	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	0700 - 0800 TE CHURCH EX M	0700 - 0800 JF OF THE FLT EX M				
			FLY 20			
	0700 - 0800 JCS EX M 1000 - 1200 JCS OF SINGLA	0800 - 1100 JCS OF FLT PLAN 0900 - 1100 JCS TOT STUDY	TRAINING			
	1000 - 1100 JCS OF HCP & EX M	1000 - 1100 JCS OF HCP EX M 1200 - 1300 CP T-1 TRAINING		T. W. JCS LHM JCS PL M G. B. LIT	FLY 20 SCHEDULED	
		1400 - 1600 JCS TOT STUDY				

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JOINT BOMBING UNIT WING (J)
 ST. LOUIS, MISSOURI

CONT. 1

	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	0700 - 0900 AC FT 1500 11:1	0700 - 1000 C CP - 10M 1200 - 1400 AC FT 1500				
	0800 - 1100 AC FT 1500 AC FT 1500 AC FT 1500	0800 - 1100 AC FT 1500 AC FT 1500 AC FT 1500	0800 - 1100 SCHEDULED		0800 - 1100 SCHEDULED	
	0800 - 1000 C.W. OF WEN EXAM 1000 - 1700 CP 1500 TRAINING			0800 - 1000 C.W. OF WEN EXAM 1000 - 1700 CP 1500 TRAINING		
	0800 - 1000 AC FT 1500					

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UNIT DISBURSEMENT VOUCHER (M)
 DISBURSEMENT SCHEDULE
 QUARTER 2

	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	0700 - 0900 JC CP JOE BIT ILN 0900 - 1100 JC CP BIT ILN	0700 - 0900 CP THURSDAY ILN 0900 - 1100 JCS ILN				
	0900 - 1100 JCS JOE BIT 1100 - 1200 JCS JOE BIT 1200 - 1400 JCS JOE BIT	1100 - 1200 JC CP JOE BIT 1200 - 1400 JC CP JOE BIT	1100 - 1200 SCHEDULED		1100 - 1200 SCHEDULED	
	1400 - 1600 CP T-1 JOE BIT 1600 - 1800 JCS JOE BIT					

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321ST BOMBARDMENT WING)
STANDARDIZATION SCHEDULE

	MON	TUE	WED	THU	1- Tanker FRI	2	SAT
GASKINS				GASKINS PCHL HASSET Acft Dur 5400 446th S-3	ARENS Dur 5400 445th S-3 Crew Readop		
TAYLOR							
BARTLETT			SES				
MOSELEY			SES				

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321ST BATTALION SCHEDULE (Y)
STANDARDIZATION SCHEDULE

	MON 5	TUE 6	WED 7	THU 8	FRI 9	SAT
	STAND DOWN ALL WEEK					

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21ST BOMBARDIER WING (M)
STANDARDIZATION SCHEDULE

	MON 12	TUE 13	1-Tanker WED 14	THR 15	1-Tanker FRI 16	SAT
GASKINS			MINNICH T.O. 1000 DUR 5400 Acft 353 445th S-3	FLY Crew Mission 273	MUNES BUNGESS DUR 5430 Acft 354 446th S-1	
TAYLOR			RECHT KELLY T.O. 1600 DUR 5430 Acft 251 446th S-1	FLY Crew Mission	MARTIN MALONE DUR 5430 Acft 257 447th S-1	
BARTLETT			FLY Crew Mission			
			SES			
MOSELEY						

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