

4228TH STRATEGIC WING (SAC)

MOBILITY PLAN



1 July 1960

HEADQUARTERS  
COLUMBUS AIR FORCE BASE

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
United States Air Force  
Columbus Air Force Base, Mississippi

REPLY TO  
ATTN OF: DCM


10 September 1960

SUBJECT: Amendment number three to the Wing Mobility Plan

TO: Basic Distribution

1. Amendment number three to the 4228th Strategic Wing Mobility Plan, dated 1 July 1960, is attached and is effective upon receipt.
2. Since this amendment incorporates changes of approximately 90 percent of the Basic Plan, the entire plan was reproduced in amendment number three. This amendment replaces in its entirety the Basic Plan dated 1 July and amendments 1 and 2 filed thereto.
3. Remove Basic Plan dated 1 July 1960, change number one dated 20 July 1960, and change number 2 dated 31 August 1960 from mobility files. Replace with the attached plan.
4. All changes are indicated with a vertical line in the outer margin, with the exception of SOPs, which are completely rewritten.

FOR THE COMMANDER:

  
LAWRENCE COMETH      Atchs  
1st Colonel, USAF      a/s  
Acting Deputy Commander for Maintenance

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
United States Air Force  
Columbus Air Force Base, Mississippi

## PART I

## SECTION A

AUTHENTICATION

1. The mission of the 4228th Strategic Wing is to conduct strategic bombardment operations on a global scale either independently or in cooperation with land and sea forces.
2. The 4228th Strategic Wing Mobility Plan provides the instructions and informational data necessary to insure rapid and efficient reaction of logistical elements to support the operational mission.
3. Staff officers and squadron commanders, through proper planning and coordination, are responsible for the implementation of this plan.
4. The successful completion of our mission is dependent upon complete and timely logistical support. Each individual concerned must be thoroughly familiar with his responsibilities and constantly maintain a high state of readiness to carry out his assigned task.

FOR THE COMMANDER:

  
LAWRENCE C. SMITH  
Lt Colonel, USAF  
Acting Deputy Commander for Maintenance

AMEND #3  
4228TH STRAT WG MOB PLAN  
10 SEPT 60

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## MOBILITY PLAN

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## PART II

STAGING TEAM TABLES

1. The 4228th Strategic Wing is committed to furnish the following teams.

a. TWO B-52 MOBILE RECOVERY TEAMS:

(1) The task is to deploy two 25-man B-52 Mobile Recovery Maintenance Teams to programmed bases. These teams will be composed of personnel and materiel as listed in SACM 400-1D.

b. ONE KC-135 LEAP FROG MAINTENANCE TEAM:

(1) The task is to deploy a 21-man KC-135 Leap Frog Maintenance Team composed of select supervisory and maintenance personnel designed to augment a tanker task force. This team will deploy to the forward base aboard unit aircraft involved in leap frog refueling operations. The composition of this team will be as specified in SACM 400-1H.

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## PART II

## SECTION A

RECAPITULATION SHEET

	B-52 Mobile Recovery Team "A"		B-52 Mobile Recovery Team "B"		KC-135 Leap Frog Maint Team	
	PAX	CARGO	PAX	CARGO	PAX	CARGO
4228th OMS	9	890	10	934	2	-
4228th FMS	12	4001	12	3990	13	-
4228th AEMS	2	-	2	-	4	-
4228th Hq Sq	2	*2347	1	*2347	-	-
901st ARS	-	-	-	-	2	-
4228th SSFS	-	*950	-	*950	-	-
<u>TOTAL</u>	25	8188	25	8221	21	-

\*Headquarters squadron is providing weapons, sleeping bags, and ammo not listed in SACM 400-1D. Food service is providing 25 cases of rations, for each Mobile Recovery Team not specified in SACM 400-1D. This accounts for the variation from weight allocation in SACM 400-1D.

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## PART II

## SECTION B

B-52 MOBILE RECOVERY TEAMS

## 1. PERSONNEL:

a. The following personnel will be furnished by the squadron indicated for B-52 Mobile Recovery Team "A" and Team "B".

<u>AFSC</u>	<u>FUNCTION</u>	<u>NO. PER TEAM</u>	<u>(TEAM A) ORG</u>	<u>(TEAM B) ORG</u>
4344 4316	OIC	1	FMS	OMS
43190	Flight Chief	1	OMS	OMS
43171E	Crew Chief	3	OMS	OMS
43151E	Acft Mech	5	OMS	OMS
43250	Jet Eng Mech	4	FMS	FMS
42152	Hydr Rpmn	2	FMS	FMS
42250	Inst Rpmn	1	FMS	FMS
42251	Mec Acc/Eqp Rpmn	1	FMS	FMS
42350	Electrician	2	FMS	FMS
53450	Airframe Rpmn	2	FMS	FMS
30150	Radio Tech	2	AEMS	AEMS
64750/ 52	PAK	1	Wg Hq Sq	Wg Hq Sq

## 2. MATERIEL:

a. The following materiel will be furnished by the squadron indicated for B-52 Mobile Recovery Teams "A" and "B".

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<u>STOCK NO.</u>	<u>NOMENCLATURE</u>	<u>QTY PER TEAM</u>	<u>TEAM A ORG</u>	<u>TEAM B ORG</u>
1730-554-4837	Compressor MA-1A	1	FMS	FMS
5120-287-4156	Handle Socket Wrench Hinge 3/4" Sq Dr	1	FMS	FMS
5120-554-0829	Wrench Mlg Axle Nut	1	FMS	FMS
5120-541-6662	Tool Flare	1	FMS	FMS
6115-635-5595	Generator MD-3	1	FMS	FMS
6625-643-1686	Multimeter	1	FMS	FMS
4910-203-6485	Jack, 50 T	1	OMS	OMS
5220-588-6033	Fuel Dip Sticks (Wg)	1	OMS	OMS
6230-283-9407	Light N-1	2	OMS	OMS
6230-295-1747	Searchlight	2	OMS	OMS
6230-299-3039	Flashlight, Wand	8	OMS	OMS
6230-299-5714	Flashlight, A-5A	5	OMS	OMS
6680-342-4156	Fuel Dip Sticks (Body)	1	OMS	OMS

5. The following list of spares will be furnished by the PAK section for each B-52 Mobile Recovery Team.

<u>STOCK NO.</u>	<u>NOMENCLATURE</u>	<u>TEAM A</u>	<u>TEAM B</u>
1AFG-1560-650-3695	Link	1	1
1AFG-1560-650-3696	Link	1	1
1AFG-1560-512-0731	Windshield	1	1
1AFG-1560-512-0732	Windshield	1	1
1AFG-1560-512-0737	Windshield	1	1
1AFG-1650-627-2617	Cylinder	1	1
1AFG-1650-627-2618	Cylinder	1	1
1630-516-6660	Wheel	1	1

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<u>STOCK NO.</u>	<u>NOMENCLATURE</u>	<u>TEAM A</u>	<u>TEAM B</u>
1630-516-6665	Wheel	4	4
1630-671-9692	Brake	1	1
2620-269-7432	Tube	1	1
2620-269-7785	Casing	1	1
2620-289-6474	Casing	1	1
2620-585-4095	Casing	1	1

c. This list of spares will be withdrawn from the currently authorized wing FAK assets which are otherwise uncommitted. Parts will be packed in MRT kits ready for deployment with the B-52 Mobile Recovery Team at any time, but will continue to be stored in the FAK warehouse and maintained as a part of the over-all FAK in accordance with SACM 65-1.

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## PART II

## SECTION C

KC-135 LEAP PROG MAINTENANCE TEAM

## 1. PERSONNEL:

a. The following personnel will be furnished by the squadrons indicated:

<u>AFSC</u>	<u>FUNCTION</u>	<u>NUMBER</u>	<u>AREFS</u>	<u>OMS</u>	<u>FMS</u>	<u>AEMS</u>
1065C	Sqdn Comdr	1	1			
1065C	Ops Officer	1	1			
4344	Maint Officer	1		1		
43171E/51E	Crew Chf/Asst CC	20*		20*		
43190	F/C - L/C	1		1		
43250	Jet Eng Mech	5			5	
43153	IFR Repair	2			2	
42152	Hyd Repair	2			2	
42250	Inst Repair	2			2	
42350	Elec Repair	2			2	
30150	Radio Repair	1				1
30150/70	Radio/Nav Equip Repair	1				1
30151/71	Elec/Nav Equip Repair	2				2
		<u>21</u>	<u>2</u>	<u>2</u>	<u>13</u>	<u>4</u>

KC-135 Crew Chiefs and assistant crew chiefs will deploy aboard individual aircraft on a per aircraft basis and are not included in team totals.

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b. The crew chief and assistant crew chief will be completely processed by the Organizational Maintenance Squadron mobility officer/NCOIC. Processing will be in accordance with SOP No. 6. When directed to deploy the crew chief and assistant crew chief will be placed on flight orders. The OMS mobility officer will furnish the 901st Air Refueling Squadron Operations Section with a current list of crew chiefs and the tail number of the aircraft to which each crew chief is assigned.

c. Crew chiefs and assistant crew chiefs on KC-135 aircraft will be furnished a pay identification card to be retained by the individual at all times.

d. The 901st AREFS Commander will deploy aboard the first generated Leap Frog aircraft. The 901st Operations Officer will deploy aboard the first direct deployment aircraft. The Maintenance Officer assigned to the KC-135 Leap Frog Maintenance Team will deploy aboard the last aircraft.

2. KC-135 Leap Frog Maintenance Team personnel flying as passengers aboard KC-135 aircraft will be issued parachutes, bailout bottles, helmets, oxygen bottles portable (walk around) and oxygen masks. This equipment will be maintained by the Personal Equipment Section. After each aircraft load has been processed, the Traffic Management Officer will transport individuals to the Personal Equipment Section. After personnel have been issued parachutes, bailout bottles, oxygen masks, walk around bottles and helmets they will be transported to assigned aircraft.

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## 3. MATERIEL:

The following equipment is required for KC-135 "live aboard" concept. This equipment (with the exception of rations) will be receipted for by the aircraft crew chief and retained in the aircraft at all times. Rations will be issued as required by SOP # 12 this plan.

<u>STOCK NUMBER</u>	<u>NOMENCLATURE</u>	<u>QTY</u>	<u>ORG</u>
*4020-289-8615	ROPE, manila $\frac{1}{2}$ " 90' L	2 per Acft	DSUP
5120-224-9327	SHOVEL, snow	2 per Acft	ONS
6685-490-2010	DETECTOR, carbon monoxide	1 per Acft	P.E.
7210-266-9736	BAR, insect	4 per Acft	P.E.
*7240-634-0437	PAIL, metal	2 per Acft	DSUP
*7920-141-5452	HANDLE, broom push	2 per Acft	DSUP
*7920-141-5546	MOPHEAD	2 per Acft	DSUP
*7920-205-1170	HANDLE, mop	2 per Acft	DSUP
*7920-267-2967	BROOM, push	2 per Acft	DSUP
8970-163-8871	RATIONS IF-9 (cases)	3 per Acft	SSFS
6640-637-6133	DISINFECTANT TABLET(Bottle)	1Per Acft	ONS
*7920-170-5448	SQUEEGEE	1 per acft	DSUP
*NSL LOCAL MFG	ATTACHMENT, Wing Tip	2 per acft	DSUP
*NSL LOCAL MFG	ATTACHMENT, Cabin	2 per acft	DSUP

\*These items of equipment will be placed aboard each KC-135 aircraft and will be accounted for DD Form 760 for individual aircraft. (Ref: 2AF Msg DMAC 4242, dated 13 Sept 60).

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PART III

STANDING OPERATING PROCEDURES

1. SOPs Number 1 through 8 are reserved for SOPs directed by Headquarters 2AF. Additional SOPs required by this headquarters will be numbered 11 through 20. Detailed instructions required by squadrons of the Wing will be published in squadron mobility SOPs, which will correspond to the Wing SOPs and will bear identical title and numbers. For subjects not covered in Wing SOPs but required by individual units, squadron mobility SOPs may be published utilizing numbers beginning with 21. SOPs 1, 2 and 6 are mandatory squadron SOPs for units deploying personnel or materiel.
2. Organizations of the 4228th Strategic Wing are encouraged to recommend changes or additions to SOPs which may improve existing mobility procedures.
3. Following is an index of mobility SOPs.

<u>NUMBER</u>	<u>TITLE</u>
1	Processing of Personnel
2	Documentation and Loading of Passengers and Cargo
3	Handling and safeguarding of Classified Material
4	Duties of Troop Commanders/Cargo Couriers
5	Duties and Responsibilities of Cargo Couriers
6	Squadron Mobility Procedures
7	Accounting for UME and USE Property
8	Reports Incident to Deployment
9	Not Used (Reserved for Headquarters 2AF)
10	Not Used (Reserved for Headquarters 2AF)
11	Deployment of Firearms, Ammunitions(EWO) and Sleeping Bags
12	Inflight Rations (Mobility)
13	Delayed Deployment

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DCM

STANDING OPERATING PROCEDURE NO. 1

SUBJECT: Processing of Personnel

1. PURPOSE: To establish procedures for the operation of the Base Assembly Area.
2. SCOPE: Each squadron committed to furnish personnel under this plan is affected by this SOP.
3. GENERAL: The Base Assembly Area located in the northwest portion of building 252<sup>1</sup>, will be utilized for roll call assembly of each aircraft load of deploying mobility personnel.
4. RESPONSIBILITIES:
  - a. The Director of Personnel will:
    - (1) Establish and supervise operation of the base assembly area.
    - (2) Publish SOPs to insure efficient and timely operation of the base assembly area. SOPs will be approved by the Wing Logistics Officer prior to publication.
    - (3) Maintain and distribute current machine run listings of all personnel appointed to staging teams.
    - (4) Distribute special orders during roll call at the assembly area.
  - b. The Traffic Management Officer will:
    - (1) Prepare passenger manifests for staging teams by aircraft load.

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(2) Deliver office furniture and other equipment required to operate the assembly area.

(3) Transport staging team personnel and baggage from base assembly area to aircraft.

(4) Load hold baggage aboard MATS aircraft.

c. The Director of Administrative Services will:

(1) Prepare special orders for staging teams by aircraft load.

(2) Furnish special orders to the Director of Personnel upon request.

d. The Commander, Civil Engineering Squadron will furnish portable lighting during the hours of darkness to provide lights for operation of the base assembly area in the event of a power failure.

e. The Commander, Organizational Maintenance Squadron, will clear the base flight area of building 2521 not later than one hour prior to scheduled assembly time of first aircraft load, Part IV, Section A this plan.

5. PROCEDURES:

a. The Personnel Processing Branch will prepare and distribute a machine run listing of all personnel both primaries and alternates appointed to staging teams. All information required for the preparation of special orders and passenger manifests will be included on the listing i.e., Grade, Last Name, First Name, Middle Initial, AFPSN, Organization, security clearance, and number of pieces of baggage, in that order. Each individual entry on the listing will be given a line number. The listing will be reaccomplished as soon as possible after each change

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occurs to keep it current. Distribution of the listing is as follows:

- (1) Director Administrative Services, Orders Section, DASO.
- (2) Traffic Management Officer, TSTM.
- (3) Financial Services Division, DCRF.
- (4) Wing Logistics Officer, DCML.
- (5) Headquarters Squadron, Mobility Officer.
- (6) Field Maintenance Squadron, Mobility Officer.
- (7) A&E Maintenance Squadron, Mobility Officer.
- (8) 901st Air Refueling Squadron, Mobility Officer.
- (9) Organizational Maintenance Squadron, Mobility Officer.
- (10) Director of Personnel, DP.
- (11) Director, Dental Service, SUDD.

b. Upon execution of an operations order which directs the deployment of staging teams the following chronological sequence will be followed:

(1) The Director of Personnel will notify all agencies concerned, of the requirement for operation of the base assembly area, and insure the assembly area is operational 30 minutes prior to assembly time for the first aircraft load scheduled in Section A, Part IV, this Plan.

(2) Each unit commander providing staging team personnel will identify them to the Director of Personnel (Personnel Processing Branch) by line number on the machine run listing. This notification will be furnished not later than one hour prior to personnel assembly time scheduled in Section A, Part IV, for B-52 mobile recovery team members and thirty minutes prior to personnel assembly time scheduled in Section A, Part IV for KC-135 Leap Frog Team members.

(3) The personnel processing branch will communicate with the Traffic Management Officer and the Director of Administrative Services, (Orders Section) and identify team members by line number for each flight, utilizing the machine run listing.

(4) The Traffic Management Officer will prepare the passenger manifests utilizing the machine run listing.

b. Upon assembly of staging teams at the Base Assembly Area, the Director of Personnel will conduct roll call; obtain and distribute passenger manifests and special orders. Any changes required in special orders or manifests will be made at this time.

c. The Traffic Management Officer will supervise passenger and baggage loading, in accordance with the load plan time table specified in Part IV, Section A.

d. At the completion of passenger loading all subsequent actions by staging team members will be accomplished under the supervision of the designated Troop Commander.

e. In the event that circumstances prevent the use of building #2521 for the Base Assembly Area building #2510 (Auto Hobby Shop) will be used.

6. REFERENCES: SACM 400-1.

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STANDING OPERATING PROCEDURE NO. 2

SUBJECT: Documentation and Loading of Passengers and Cargo

1. PURPOSE: This SOP establishes the procedures for documentation and loading of passengers and cargo for deployment.
2. SCOPE: The provisions of this SOP apply to all organizations and agencies that are concerned with the deployment of personnel or cargo.
3. GENERAL: Cargo as used herein is defined as all equipment that SACH 400-1D requires to be deployed in support of B-52 Mobile Recovery Teams.

4. RESPONSIBILITIES:

- a. Each squadron commander will insure that all air cargo deployed by his unit is prepared for shipment as prescribed in this SOP.
- b. The Traffic Management Officer is responsible for documentation of passengers and cargo, operating the air cargo facility of the Base Assembly Area, loading and unloading cargo, and delivering personnel and cargo to aircraft as required.

5. PROCEDURES:

a. Cargo Documentation:

- (1) Marking of Cargo. The marking will be stenciled or otherwise permanently placed on each shipping container. Marking for unboxed items will be placed on the individual item. The basic marking will consist of three parts:

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(a) Part One. The number of the Wing, followed by a letter suffix denoting the squadron. Letter suffixes are as follows:

- A - Headquarters Squadron
- H - Organizational Maintenance Squadron
- J - Field Maintenance Squadron
- L - Flyaway Kit

(b) Part Two. A number, letter, or combination number and letter to denote a major functional activity within the squadron. These are as follows:

- 4 - Maintenance
- 5 - Supply

(c) Part Three. A number for each shipping container or unboxed item. Numbers will start with number 1 and run consecutively for all boxes of each major functional activity identified by the second part of the basic marking. (Directly below the basic marking the weight, cube, and type team will be stenciled).

EXAMPLE: 4228J-4-1  
Wt \_\_\_\_\_  
Cube \_\_\_\_\_  
MRT A

This example is interpreted as follows:

- 4228 - Numerical designation of the Wing
- 4228J - 4228th Field Maintenance Squadron
- 4 - Maintenance Activity
- 1 - Number 1 container or item deployed by the maintenance activity of the 4228th Field Maintenance Squadron.

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(2) Marking of Flyaway Kits. Basic marking will consist of four parts:

- (a) Part One. The numerical designation of the Wing.
- (b) Part Two. Letter suffix "L" which denotes Flyaway Kit.
- (c) Part Three. Flyaway Kit breakout: MRT - Mobile Recovery Package.
- (d) Part Four. A number for each shipping container or unboxed item. Example of basic marking 4226L-MRT-1A. The weight and cube will be stenciled directly below the basic marking.

(3) Precautionary markings will be placed on containers of dangerous commodities classified as flammable, explosive, combustible, gaseous or poisonous as described in paragraph c(3) of this SOP. Ref: AFM 71-4). All unnecessary markings will be obliterated.

(4) Packing lists for Cargo:

(a) Units will prepare SAC Form 189, Packing List, to list contents of air cargo containers for deployment. This does not involve a transfer of accountability. The form will be prepared in six copies for each shipping container or item to be moved on tactical or support aircraft. Entries to be made on the form are self-explanatory, with one exception: the appropriate "basic markings" will be entered in the "Box number" block. Distribution is as follows:

1 Copy 1 will be placed inside the packing container (except for a hermetically sealed container, in which case copy 1 will be placed with copy 2).

2 Copy 2 will be affixed to the outside of the container or unboxed item in a waterproof envelope.

3 Copy 3 will be retained by the squadron initiating the packing list.

4 Copy 4 will be attached to the cargo manifest and delivered with the cargo to the cargo custodian.

5 Copy 5 will be retained for file by the Traffic Management Officer.

6 Copy 6 will be forwarded to the Wing Logistics Officer upon delivery of cargo to the assembly area.

(b) Packing lists for flyaway kit bins will be prepared in accordance with instructions contained in SACM 65-1. Packing lists for flyaway kit items not packed in bins will be prepared and distributed as described in paragraph 4a(2) above.

(5) Cargo Loading Lists:

(a) Units will prepare loading lists for their cargo commitments listed in Part II, Section B, this plan, using SAC Form 531 "Priority of Outmovement". The following entries will be accomplished:

1 "Staging team or Air Echelon": B-52 MRT A or B-52 MRT B.

2 "Unit": 4228th Strategic Wing.

3 "Flight number": Enter the appropriate flight number i.e., MO1, MO2.

4 Squadron: Enter squadron designation and abbreviation, i.e., 4228 FMS.

5 "Element": Maint

6 "AFSC or item": Enter nomenclature

7 "Weight": Actual weight of packaged item

8 "Cube": Actual cube of packaged item

9 "Name or box number": Basic marking i.e., 4228J-5-1

(b) Distribution of SAC Form 531 is as follows: Copies 1 and 2 will accompany cargo delivered to the Base Assembly Area. The Traffic Management Officer will sign copy 1 as a receipt and return it to the squadron representative. Copy 3 will then be forwarded to the Wing Logistics Officer. Copy number four will be retained as a suspense in the squadron file until the return of copy number 1.

(c) Cargo manifests:

(a) The Traffic Management Officer will prepare cargo manifests in advance for all cargo listed in Part II, Section B, this plan, using AF Form 96a "Cargo or Mail Manifest, Non Revenue". These manifests will be maintained current by making appropriate changes as cargo weight variances or other changes affecting cargo are published in this plan.

(b) Manifests will be accomplished in accordance with AFR 76-4, with the following exceptions: The "channel" entry will be left blank; the "aircraft number" entry will not be filled out until aircraft arrival; the "destination" entry will be left blank.

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The "consignee" column will contain the first two parts of the basic cargo marking, i.e., "4228J" for 4228th Field Maintenance Squadron.

(c) Distribution of Cargo Manifests is as follows:

1 Original copy - aircraft commander for special mission report.

2 Four copies - aircraft commander for en route stations.

3 Three copies - aircraft commander for senior controller at destination station.

4 Seven copies - Troop commander.

a One personal copy.

b Six copies for APOE Clearance.

5 One copy - Wing Logistics Officer at on load station.

6 One copy - Traffic Management Officer.

b. Documentation of personnel and baggage.

(1) Passenger manifests:

(a) AF Form 96b, "Passenger manifest" will be prepared by the Traffic Management Officer in accordance with AFR 76-21, with the exception that column D, "Stowed Baggage Weight" will not be used. Column E, "Passenger weight plus cabin baggage" will be used to reflect a standard weight of 300 pounds per man, which will represent the combined weight of each individual plus tool kit and all stowed or cabin baggage.

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(b) Distribution of passenger manifests for MATS aircraft will be the same as for MATS cargo manifests (See par 5c(4)(b), this SOP).

(c) Distribution for unit aircraft will be in accordance with AFR 76-21, as follows:

- 1 Original copy - Manifest destination.
- 2 One copy - Traffic management officer at on-load base.
- 3 One copy - Troop commander, for baggage check at destination.
- 4 One copy - Wing Logistics Officer at on-load base.
- 5 One copy - Aircraft commander, for base operations.

(2) Stowed and Cabin Baggage:

(a) Stowed baggage consists of personal baggage and tool kits of the B-52 Mobile Recovery or KC-135 Leap Frog Maintenance Teams. Stowed baggage will be airlifted in the same aircraft as the owner. Cabin baggage consists of small handbags of overnight items that are retained in the possession of passengers aboard aircraft for use en route and during flight.

(b) Stowed and cabin baggage will not be considered in the weight of the air cargo for airlift allocations.

(c) Cabin baggage will be tagged with AF Form 94a. Stowed baggage on MATS aircraft will be tagged with AF Form 94b. Baggage on unit aircraft will be tagged with AF Form 94b-1. The baggage

slip portion of AF Form 94b/94b-1 will be placed inside each bag to provide identification in case the AF Form 94b/94b-1 is lost.

(d) Entries on AF Form 94b and 94b-1 will be as follows:

- 1 "To": Leave blank.
- 2 "Flight and Date": Enter the date and flight (trip) number on both sides of the strap check.
- 3 "From": Print or stamp "KCBM" in bold letters on both the strap check and the claim check sections.
- 4 "Baggage Slip": The passenger will make the following entries on the baggage slip section:
  - a "Name": Print in bold letters. Give last name, first name, and middle initial in that order.
  - b "Grade": Enter current grade (RANK).
  - c "Serial Number": Enter AFSN.
  - d "Service": Enter USAF.
  - e "Forwarding Address": Leave Blank.

(e) AF Form 94a will be filled in with name, rank, serial number and organization. The weight of cabin baggage will not exceed 15 pounds.

c. Loading Procedures:

(1) Agencies furnishing cargo will deliver cargo to the base assembly area located in the northwest portion of building 2521, in accordance with the cargo assembly times specified in Part IV, Section A. The Traffic Management Officer will inspect all cargo for proper

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packing, marking, and crating, and will receipt for cargo on SAC Form 531.

(2) Upon receipt of all cargo comprising an aircraft load, the traffic management officer will segregate cargo by flight number and transport the load to the appropriate aircraft, in accordance with the cargo load times specified in Part IV, Section A, this plan. He will coordinate loading with the aircraft commander and troop commander, and will verify each load with the cargo manifest. Last minute changes in load will be documented by a pen and ink change to the preprepared manifest.

(3) Special Handling.

(a) All fuel will be drained from the tanks of all motorized equipment. For emergency operations, tanks may be filled to a maximum of  $\frac{1}{2}$  full. In such instances personnel loading aircraft will insure that the equipment is positioned in the aircraft in such a manner as to preclude spillage.

(b) Batteries (wet) will be packed and handled in accordance with AFM 71-4.

(c) Dangerous material such as small arms ammunition must be packed in pasteboard or other inside boxes packed in securely closed strong wooden boxes, fiberboard boxes, or metal containers. Each outside container must be plainly marked "small arms ammunition".

(d) Cargo as described in (c) above will be loaded in such a manner that it will be easily accessible in flight without moving other cargo.

(4) Personnel and baggage loading will be accomplished as specified by SOP #1, "Processing of Personnel".

6. REFERENCES: AFR 76-9, AFR 76-21, AFM 71-4, SACM 65-1, SACM 76-1, SACM 400-1, SACM 400-1D, MATS SOP #2.

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HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
United States Air Force  
Columbus Air Force Base, Mississippi

DCM

STANDING OPERATING PROCEDURE NO. 3

SUBJECT: Handling and Safeguarding Classified Material

1. PURPOSE: To establish procedures for handling and safeguarding classified material during deployment.
2. SCOPE: The provisions of this SOP apply to all personnel concerned with controlling or handling classified material during deployment.
3. RESPONSIBILITIES: Any person required to courier classified material on deployment will comply with the provisions of this SOP.
4. PROCEDURES:
  - a. The courier will carry classified material as personal baggage in the passenger compartment of the aircraft on which he travels.
  - b. Designated courier will be responsible for insuring that classified material is safeguarded in accordance with AFR 205-1, and deliver it to appropriate custodian at destination.
  - c. Emergency destruction en route will be at the discretion of the designated courier.

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HEADQUARTERS  
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DCM

STANDING OPERATING PROCEDURE NO. 4

SUBJECT: Duties of the Troop Commander/Cargo Courier

1. PURPOSE: To establish the duties of troop commander/cargo courier during deployment.

2. SCOPE: All personnel designated as troop commander/cargo couriers will comply with the provisions of this SOP.

3. RESPONSIBILITIES:

a. The maintenance officer on each B-52 Mobile Recovery Team is designated the troop commander/cargo courier.

b. The Traffic Management Officer will issue troop commander's/cargo courier's folders to troop commanders with full explanation of contents.

c. The troop commander/cargo courier will be responsible for passengers and cargo (IAW AFR 67-10) under his control during deployment; and for preparation and submission of reports required by this SOP.

4. PROCEDURES:

a. Troop commanders/cargo couriers will perform the following duties:

(1) The personnel and cargo comprising the aircraft load for which the troop commander/cargo courier is responsible will be

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assembled at the base assembly area building 2521. The troop commander will assume control of these personnel and cargo while en route and until relieved by proper authority at destination.

(2) Will receive the troop commander's/cargo courier's folders from the Traffic Management Officer and familiarize himself with its contents prior to departure.

(3) Insure that all passengers and cargo listed on the manifests are loaded on the aircraft and that passenger's baggage is placed on the aircraft.

(4) Request adequate inflight lunches and water for passengers for the duration of the flight and insure that they are placed aboard the aircraft.

(5) Maintain proper discipline of passengers while en route. This will include compliance with smoking restrictions, safety and cleanliness.

(6) Insure that transportation, messing and billets are provided for passengers as required during en route stops.

(7) At en route stops obtain take-off time from the aircraft commander and insure that all passengers are present to meet station time for flight.

(8) In the event of an accident or emergency involving a passenger, take appropriate action and submit a brief report of the incident by electrical transmission to the Commander, 4228th Strategic Wing, ATTN: Wing Logistics Officer, Columbus AFB, Mississippi.

(9) Determine which passengers and cargo will be off-loaded,

should it be necessary to take such action at an en route station.

(10) When the aircraft lands at en route stations, cargo couriers will insure that cargo is secured at all times.

(11) If any portion of the cargo is off-loaded at an en route station, the troop commander ( cargo courier ) will secure a written receipt from a responsible officer for each piece of cargo off-loaded. Included on this receipt will be the title, name, rank, serial number, organization and home base of the individual who receipted for the cargo.

(12) Deliver cargo and required copies of manifests to the traffic control officer at destination.

(13) Deliver troops to processing area at destination.

(14) Submit the following reports as required by SACM 55-8M.

(a) (M-10) Aircraft departure and materiel movement report.

1 This report will be used to cover all aircraft departures resulting in the movement of SAC personnel and/or cargo, and will be submitted immediately after aircraft is air-borne. The initial report from the home base will be submitted by the materiel member of the command post. Reports required en route will be submitted by SAC Troop Commanders on MATS aircraft, and by the aircraft commander on unit aircraft.

(b) (M-13) Deviation and Delay Report.

1 This report will be submitted immediately after any deviation from the preplanned mission becomes evident i.e. Ground abort, air abort, delay, landing at an unscheduled base.

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## (c) (M-15) Aircraft Arrival Report.

1 This report will be submitted to cover each landing at a briefed landing base and will be submitted immediately after the aircraft lands.

(d) On non-SAC bases the SAC troop commander on MATS aircraft will establish liaison with the installation commander or his representative and request approval for direct delivery of the report to the base communications center by the most expeditious means.

1 Contact MATS TOC or the MATS Senior Controller at each en route stop to pass on any instructions or required reports.

(15) In the event deployment execution is delayed after aircraft loading is accomplished, the troop commander will maintain staging team integrity and assume responsibility for billeting, messing, and transportation arrangements if delay is sufficient to make this necessary.

## b. Troop Commander's/Cargo Courier's folders.

(1) The Traffic Management Officer will maintain troop commander's folders current. Folders will be delivered to troop commanders at the Base Assembly Area.

(2) Folders will contain the following:

- (a) An extract of "Duties of Troop Commander", "Duties of Security Guards" contained in Chapter VII, MATS SOP No. 2.
- (b) Packing lists and manifests.
- (c) A statement of the number of rations loaded on aircraft.
- (d) Copy of orders for all deploying personnel on each aircraft.
- (e) A sealed envelope containing three copies of the orders and/or manifests, which will be delivered to the traffic control officer at destination.
- (f) A copy of this Standing Operating Procedure.
- (g) Instructions for preparation of M10, M13, and M15 reports.

i.e. either a copy of SACM 55-8M or sufficient information extracted from this manual to enable the troop commander to submit these reports.

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(n) A written briefing covering all items required by SACR 400-3 to be given en route to all team personnel after departure from AFCE.

5. REFERENCES: AFR 67-10, SACR 400-3, SACM 55-8M, SACM 400-1, MATS SOP #2.

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HEADQUARTERS  
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United States Air Force  
Columbus Air Force Base, Mississippi

DCM

STANDING OPERATING PROCEDURE NO. 5

SUBJECT: Duties and Responsibilities of Cargo Couriers

This SOP has been consolidated with SOP #4 since the  
Troop Commander and Cargo Courier are the same person.

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HEADQUARTERS  
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Columbus Air Force Base, Mississippi

DCM

STANDING OPERATION PROCEDURE NO. 6

SUBJECT: Squadron Mobility Procedures

1. PURPOSE: To establish squadron mobility procedures.
2. SCOPE: This SOP applies to each squadron providing personnel and/or materiel for deployment.
3. GENERAL: The operational concepts supported by staging teams are "Quick Reaction" missions which will not permit time consuming personnel processing; therefore, personnel assigned to staging teams must be completely preprocessed and in a ready to go status.
4. RESPONSIBILITIES: Each squadron commander will develop and implement squadron mobility procedures to insure the successful fulfillment of assigned mobility commitments in the EWO, insure that his personnel are in a constant state of readiness; and appoint a mobility officer and mobility NCOIC on Squadron Orders. The primary duty of the mobility officer/NCOIC during EWO will be to assist the commander with mobility matters.
5. PROCEDURES: Each squadron commander assigned a mobility commitment under this plan will:
  - a. Maintain a current mobility personnel status chart of primaries and alternates to fill deployment requirements. Inform personnel processing branch immediately when changes occur. A written report will be submitted every Friday confirming changes made during the week; negative reports are required.

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b. Designate Squadron Assembly Area for mobility processing.

c. At the time of selection of individuals for deployment:

(1) Prepare 2AF Form 128 for each primary and alternate selected for mobility. The heading will be filled out by the squadron mobility officer and the individual will then hand carry it to all processing agencies for accomplishment. Completion of each processing function will be indicated by the agency initialing the appropriate block. Upon completion of the processing action, the mobility selectee will return the 2AF Form 128 to the squadron mobility officer who will file it and utilize the inspection record portion to document the required inspections.

(2) Brief each individual on his responsibilities. The following subjects will be discussed and explained:

- (a) Alert recall plan
- (b) Personal affairs
- (c) Dental health and immunization requirements
- (d) Mobility clothing and equipment requirement
- (e) Squadron pre-processing procedures
- (f) Reporting times to squadron assembly area in terms of

A+ hours.

NOTE: This briefing will be conducted each 6 months after the initial briefing.

(3) Present each assignee a letter of appointment with attachments 1, 2, and 3, this SOP. Require each individual to complete the certificate acknowledging understanding of his appointment to a staging team and the responsibilities entailed, and file signed certificate in individual's

mobility folder.

(4) Insure that immunizations are maintained in a current status, in accordance with attachment #4 this SOP.

(5) At the desire of the individual, accomplish class "G" allotment, filing it in the individual's mobility folder.

(6) Insure that each individual possesses a mobility identification and instruction card (SAC Form 532), current ID card, (DD Form 2AF), Geneva Convention Card (DD Form 528), identification tags, Restricted Area Badge (SAC Form 138), dosimeter, and Immunization Certificate, (DD Form 737).

(7) Insure that each individual obtains required clothing and equipment in accordance with attachments 1, 2, 3 this SOP.

(a) Arctic clothing will be bagged, sealed and stored by consolidated unit supply ready for issue on a presigned custody receipt.

(8) Insure that personnel who are authorized tool kits possess all required tools.

(9) Issue supply of baggage identification tags (AF Form 94a, Cabin Identification Tag, and 94b/94b-1, Baggage Identification Tag) for use on personal baggage, etc.

(10) Insure that dental status is minimum of class II.

(11) Insure that AF Form 246-5 "Record of Emergency Data" is maintained current on each individual.

(12) Establish an individual mobility folder which will contain the following:

(a) True copy of DD Form 737

(b) SAC Form 532, filled in

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- (c) Record of monthly individual inspection (2AF Form 128)
- (d) Duplicate copy of mobility equipment custody receipt  
(Unsigned)
- (e) List of equipment shortages
- (f) Certificate of appointment to a staging team (Signed  
by the individual)

d. Conduct personnel inspections of each primary and alternate selected for mobility using the inspection record portion of 2AF Form 128. The required periods for inspection are:

- (1) Personal clothing - six months (AFM 67-1)
- (2) ECL tool kits - 90 days
- (3) Arctic clothing - 90 days
- (4) Restricted Area Badge (SAC Form 138); Identification Tags; Geneva convention identification card (DD Form 528); Immunization Certificate (DD Form 757); Identification Card (DD Form 2AF); Mobility identification and instruction card (SAC Form 552); Dosimeter - 30 days.

e. Publish squadron mobility SOPs annually at the beginning of each fiscal year, using attachments #7 and #8 as a format. A copy of each SOP and subsequent changes will be furnished to the Wing Logistics Division. Each new SOP will be approved by the Wing Logistics Officer prior to publication. Approval letters will be filed in the squadron mobility section. SOP #1, "Processing of personnel", SOP #2, "Documentation and Loading of passengers and cargo, SOP #6, "Squadron Mobility Procedures". are mandatory for each squadron furnishing personnel and/or materiel for deployment.

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SOP #6 will have the following attachments: Clothing and equipment lists, and Immunization requirements for each staging team. Each section concerned with squadron mobility procedures is required to maintain a copy of these SOPs.

- f. Develop and maintain an up-to-date telephone and non-telephone recall plan in accordance with SACH 55-2.
- g. Report discrepancies noted in SACMs of 400 series and this Plan to the Wing Logistics Officer.
- h. Establish transportation requirements in advance for movement of personnel, baggage, and cargo if required during execution of this Plan. (The surface transportation officer will list all EWO transportation requirements in Annex "C", Base Support Plan).
- i. Inspect each section within the squadron every 30 days for mobility preparedness. Determine if the squadron mobility SOPs and check lists are current; check all boxes for proper markings; check materiel committed for serviceability; insure that all items are on hand, properly packaged, and documented. Insure that all key personnel are aware of their mobility responsibilities during EWO. Make a written report of the inspection to include all discrepancies. A complete file of all mobility inspections and corrective action taken during the last 6 months will be maintained in the squadron. An information copy of each inspection report will be forwarded to the Wing Logistics Officer. This report will include a list of equipment shortages and a brief statement of action taken to obtain the equipment, the estimated date of delivery, and the control number assigned to the requisition.

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J. Upon execution of an operations order directing deployment:

(1) Recall Personnel

(2) Process mobility personnel

(a) Check to insure that each mobility individual possesses:

- 1 Identification card (DD Form 2AF)
- 2 Immunization certificate (DD Form 757)
- 3 Restricted Area Badge (SAC Form 138)
- 4 Identification tags
- 5 Dosimeter
- 6 Geneva Convention Identification Card (Laminated)
- 7 Clothing and mobility gear
- 8 Tool kits
- 9 SAC Form 532
- 10 Ear Plugs

(b) Have additional baggage tags and baggage slips available and insure that all baggage is properly tagged.

(c) Provide opportunity for personnel to make or change class "G" allotment.

(d) Insure that all items listed in attachment No. 6 to this SOP are worn or carried on the person of each individual at time of deployment. These items will not be packed in stowed baggage.

(3) Release mobility personnel to their duty section.

(4) Reassemble personnel by aircraft load to meet established assembly times, Part IV, this plan.

(5) Appoint OIC/NOIC for each aircraft load. Responsibility

of OIC/NOOIC is to deliver load to OIC base assembly area.

(6) Provide sign-out facilities.

(7) Dispatch personnel and baggage to base assembly area by aircraft load to meet assembly time.

6. REFERENCES:

a. Commander will have the following directives in file:

SACR 400-3

SACM 76-1\*\*\*\*

SACM 400-1

SACM 400-1D\*

SACM 400-1R\*\*

MATS SOP NO. 2\*\*\*

Wing Mobility Plan

\*For those squadrons supporting B-52 aircraft

\*\*For those squadrons supporting KC-135 aircraft

\*\*\*Traffic Management Officer only

AMEND #3  
4226TH STRAT WG MOB PLAN  
SOP #6  
10 SEPT 60

MOBILITY CLOTHING & EQUIPMENT1. Arctic Gear.

a. Each individual appointed to a mobility position as a primary or alternate will receipt for the equipment listed below from Consolidated Unit Supply. Equipment will be bagged, sealed, and stored by Consolidated Unit Supply ready for immediate issue on pre-signed custody receipt.

<u>STOCK NUMBER</u>	<u>NOMENCLATURE</u>	<u>QUANTITY</u>
7210-262-7950	Blanket Bed Wool	3 per indiv
8405-171-1421	Parka Rub Coat Pullover	1 per indiv
8405-268-8038	Overalls, Wet Weather	1 per indiv
8405-269-0276	Shirt, Wool, A-1B	1 per indiv
8405-269-5603	Cap Fld Cotton	1 per indiv
8415-268-8312	Mitten Set, N-4B	1 per indiv
8415-269-0418	Jacket, Fly, N-3B	1 per indiv, N-2B or F-1B Jacket
8415-269-0517	Trouser, Fly, F-1B	1 per indiv, D-1B or F-1B Trousers
8415-269-5617	Liner, Trouser, E-1B	1 per indiv
8430-144-1640	Overshoe Rubber, N-2	1 per indiv
8440-269-0098	Boot Mukluk, N-1B	1 per indiv
8440-153-6717	Sock Ski Wool (AB3)	6 per indiv
8440-177-7992	Sock Man's Wool Felt	2 pr per indiv
8460-245-6693	Kit Bag Flyer's A-3	1 per indiv
8465-261-6904	Glasses Sun Spectacle	1 per mobility selectee

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MOBILITY CLOTHING & EQUIPMENT1. Organizational Equipment

a. Each individual appointed to a mobility position as a primary or alternate will draw the equipment listed below from Consolidated Unit Supply.

b. Items of equipment listed below that are not worn or carried by the individual during deployment will be packed in a duffed bag or B-4 bag with personal clothing listed on Attachments No. 3 and checked as stowed baggage.

<u>STOCK NUMBER</u>	<u>NOMENCLATURE</u>	<u>QUANTITY</u>
4240-368-6098	Mask, Prot Fld Gas	1 ea
7350-634-6616	Cup, Canteen	1 ea
*7340-641-4469	Fork, Fld Mess	1 ea
*7340-240-7436	Knife, Fld Mess	1 ea
*7340-634-6518	Spoon, Fld Mess	1 ea
7350-213-8889	Cover, Canteen	1 ea
7350-274-7090	Canteen, Water	1 ea
*7350-242-5110	Pan, Mess Kit	1 ea
6665-526-7836	Detector, Radiac	1 ea
8405-290-3551	Liner, Jacket Wool	1 ea Auto Fld Jacket
8405-290-3566	Jacket, Fld Ctn W/Hood	1 ea
8465-162-6150	Belt, Fld Ctn Webb	1 ea
8465-243-9654	Bag, Barracks, Ctn	2 ea
8465-255-8415	Pocket, Ammo Cal 38 OD	1 ea Armed w/Pistol
8465-261-4999	Case and Packet, 1st Aid	1 ea
8465-270-2040	Pocket, Ammo Cal 30	1 ea Armed w/Carbine
8405-269-0434	Sweater, Man's Wool OD	1 per indiv

\* Authorized for B-52 Mobile Recovery Teams only.

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ATCH NO. 2  
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MOBILITY CLOTHING1. Personal Clothing:

a. It is mandatory that personnel on mobility teams deploy with the following list of personal clothing.

b. This clothing will be packed in a duffel bag or a B-4 bag. No civilian type luggage will be used. Civilian clothing will not be deployed.

- 1 ea Bag, Duffel
- 1 ea Belt, waist, web, with buckle
- 1 ea Blouse, wool, blue or 1 ea jacket, wool, blue (Ike jacket)
- 1 ea Cap, flight, wool, blue
- 1 ea Cap (Fatigue)
- 4 pr Drawers, cotton
- 1 pr Gloves, shell and wool insert
- 1 pr Insignia, collar
- 1 ea Overcoat, wool, blue
- 1 ea Raincoat, blue
- 1 ea Shirt, Poplin, blue
- \*2 ea Shirt 505
- 1 pr Shoes, low quarter, black
- 1 pr Shoes, service, black
- 2 pr Socks, cotton, black
- 2 pr Socks, wool black
- 2 ea Suit, working (Fatigue)
- 1 ea Tie, wool, blue
- 2 ea Towel, bath and necessary toilet articles
- \*2 ea Trousers 505
- 1 pr Trousers, wool, blue
- 4 ea Undershirt

\*Mandatory for B-52 Mobile Recovery Team personnel and optional for KC-135 Leap Frog Maintenance Team personnel.

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IMMUNIZATIONS REQUIRED BY MOBILITY APPOINTEESKC-122 Leap Frog Maintenance Team Members

	3 Years	4 Years	Series
Small Pox	X		
Typhoid		X	
Tetanus		X	
Polio*			X

B-52 Mobile Recovery Team Members

	Annually	4 Years	Series
Small Pox	X		
Typhoid	X		
Tetanus		X	
Typhus	X		
Polio*			X

\*Polio series of four shots required for all personnel under 40 years of age.

Second shot due four weeks after first shot.  
 Third shot due seven months after second shot.  
 Fourth shot due one year after third shot.

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4228TH STRATEGIC WING (SAC)  
United States Air Force  
Columbus Air Force Base, Mississippi

REPLY TO  
ATTN OF:

SUBJECT: Appointment to an EWO Team.

TO:

1. You have been appointed a ~~(primary)~~(alternate) member of \_\_\_\_\_.  
(Specify Team)
2. It is your responsibility to insure that your equipment and records are in a ready-to-go condition. The following items must be maintained in current status:
  - a. Clothing and equipment listed in attachments 1, 2, and 3 SOP #6, Wing Mobility Plan.
  - b. Personal affairs records.
  - c. Immunizations.
  - d. Applicable tool kit, complete.
  - e. Dosimeter, when issued.
  - f. Maintain dental health in class I or II.
  - g. SAC Form 532, SAC Form 138, DD Form 737, DD Form 2AF, DD Form 528, ID Tags, ear plugs.
3. You will be inspected monthly to determine the status of your mobility preparedness.

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\_\_\_\_\_  
(Date)

C E R T I F I C A T E

I certify that I have read Squadron letter, subject: appointment to an EWO Team, dated\_\_\_\_\_. I further certify that I understand the contents of subject letter, and that I have been briefed on my duties and responsibilities concerning mobility procedures during EWO. I have the items listed in Attachments 1, 2, and 3 in my possession.

\_\_\_\_\_  
(Name)

\_\_\_\_\_  
(Rank)

\_\_\_\_\_  
(AFSN)

\_\_\_\_\_  
(Organization)

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1. Equipment: All deploying personnel except aircrews will wear and/or carry the following items to the Processing Center:

Belt, pistol cotton webbing  
Ammunition pouch  
Canteen (filled) w/cover  
Gas mask  
Ear plugs  
Cup, canteen  
Case and packet, first aid, M-1942  
Applicable "10" series tool kits  
Identification tags (dog tags)  
DD Form 2AF, (ID Card)  
Dosimeter  
Mobility Identification Card (SAC Form 532)  
SAC Restricted Area Badge (SAC Form 138)  
Geneva Conventions Card (DD Form 528)  
Immunization Record (DD Form 737)  
Pay Identification Card (to be issued during processing)  
Cabin Baggage - Handbag not over 15 pounds

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ATCH #6, SUP #6  
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FORMAT FOR MOBILITY SOPS

4228th Field Maintenance Squadron  
4228th Strategic Wing (SAC)  
UNITED STATES AIR FORCE  
Columbus Air Force Base, Mississippi

FMS

STANDING OPERATING PROCEDURE NO. 1

SUBJECT: Processing of Personnel

1. PURPOSE: Brief statement of purpose of the SOP and why it is necessary.

Elaboration is unnecessary.

2. SCOPE: State who will be affected directly by the SOP, i.e., SOP Number 1 affects primary and alternate personnel in squadron assigned mobility positions, plus specific squadron personnel who are assigned duties that support personnel processing. (Do not specify responsibilities in this paragraph. They will be included in paragraph 4).

3. GENERAL: This paragraph may be used if desired. Include any supplementary information relating to overall accomplishment of the subject; specifically any additional explanation necessary to clarify other portions of the SOP.

4. RESPONSIBILITIES: State who will be individually responsible for specific activities. Normally the detailed duties specified are those of the squadron mobility officer and other specific personnel within the squadron. Consequently the unit commander should not be listed under this heading. (This does not prohibit the unit commander from serving as unit mobility officer, however, in such cases the responsible person is still listed as the mobility officer). In this section be sure to list all personnel by job title, (not name) who have specific

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tasks to perform in implementing the SOP. Do not list detailed functions performed by individual, but rather the major responsibilities. Detailed functions will be spelled out under the heading of procedures.

5. PROCEDURES: State when, where, and how the job will be done. This is the most important section of the SOP, and as a rule the most poorly written. In this section the more detailed tasks required to implement the SOP should be spelled out. It is important to clearly and precisely list tasks, taking for granted that affected personnel have only a very limited knowledge of the subject. Extract information from directives and plans when the affected persons do not normally have access to these publications, rather than referring to other publications by number within the SOP. An example is squadron mobility SOP No. 6, which should include clothing and equipment lists as well as immunization requirements, even though this is a duplication of information in the Wing Mobility Plan SOP No. 6. A good test of SOP effectiveness can be determined by the number of unanswered questions it generates from personnel assigned responsibilities. If properly written, an SOP should leave no doubt in the minds of responsible personnel as to their duties under all foreseeable conditions, including step by step instruction, if necessary.

6. REFERENCES: Refer to specific written directives, regulations, manuals, etc., from which information is extracted or used in the preparation of the SOP, or which may direct the preparation of the SOP.

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\_\_\_\_\_  
(Signature of Squadron Commander)

DCML  
STANDING OPERATING PROCEDURE NO. 1  
SUBJECT: Processing of Personnel  
ATTACHMENT 1: Processing Time Table

Format for Attachment, if required.

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ATCH #8  
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STANDING OPERATING PROCEDURE NO. 7

SUBJECT: Accounting for UME and USE Property

1. PURPOSE: To establish procedures for accounting for UME and USE property that is deployed.
2. SCOPE: This SOP applies to all squadron commanders, the Traffic Management Officer, cargo couriers on each B-52 Mobile Recovery Team, and personnel involved with care and safeguarding government property.
3. GENERAL: Unit Mission Equipment is all equipment deployed in support of each B-52 mobile recovery team, consisting of maintenance equipment and aircraft spares.
4. RESPONSIBILITIES: The shipment of staging team cargo does not involve transferring the accountability of such equipment from the parent organization. However, personnel involved in any phase of handling, receipting or any related disposition of government (Public) property during deployment and/or redeployment are responsible for the proper accounting of all such property until it is returned to the parent organization.
5. PROCEDURES:
  - a. The squadron mobility officer of each organization that deploys equipment in support of each B-52 mobile recovery team is responsible for correctly documenting all equipment that is deployed.

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Documentation of this equipment will be done on SAC Form 189 and SAC Form 531 (Ref SOP #2). Upon delivery to the cargo processing area the Traffic Management Officer will receipt for all property delivered, thus relieving the unit of custodial responsibility. Upon loading cargo aboard the aircraft the troop commander/cargo courier assumes custodial responsibility.

b. Cargo couriers will safeguard and account for equipment during the entire period of deployment as outlined in the cargo courier's folder.

c. Any loss or discrepancies in equipment will be adjusted by DD Form 200 "Report of Survey".

6. Reference AFR 67-10 and SACM 400-1.

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STANDING OPERATING PROCEDURE NO. 8

SUBJECT: Reports Incident to Deployment

1. PURPOSE: To identify reports incident to deployment and to prescribe responsibility for their preparation and submission.
2. SCOPE: This SOP applies to reports concerning aircraft movements deploying personnel and cargo.
3. GENERAL: Aircraft movement reports are required for SAC or MATS aircraft employed to carry SAC Support personnel and/or cargo during peacetime and wartime deployment of staging teams.
4. RESPONSIBILITIES:
  - a. The materiel member of the command post at the onload station will assume full responsibility for preparation and submission of the initial aircraft movement reports in accordance with instructions contained in SACM 55-8M.
  - b. Reports required to be submitted at en route stops and at the destination base will be the responsibility of the SAC Troop Commander/ Cargo courier on MATS aircraft as specified in SOP #4, this plan.
  - c. The Traffic Management Officer will furnish the required information to the materiel member of the command post team.
  - d. Command post personnel are responsible for submission of the deviation and delay report (M-13) and the aircraft arrival report (M-15).

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5. PROCEDURES:

a. Aircraft departure and materiel movement report (M-10). The materiel member of the command post team will submit this report to inform higher headquarters of each tactical aircraft departure from this base and advise them of resulting transfer of SAC support personnel and/or cargo via SAC support or MATS aircraft.

b. The Traffic Management Officer will furnish the following information to the materiel member of the command post team:

- (1) Type aircraft
- (2) Load number
- (3) Unit being supported
- (4) Number of passengers
- (5) Tons and tenths of tons of cargo
- (6) Trip number
- (7) Aircraft tail number
- (8) Remarks relative to loading delays and/or equipment failures

c. Deviation and delay report (M-13) furnishes higher headquarters and commanders concerned with information on any portion of a preplanned mission that deviates from the original plan and the reasons for such deviations. Command post personnel will submit reports for deviations that occur on this base.

(1) SAC Troop Commanders/cargo couriers deploying aboard MATS aircraft will submit reports for deviations that occur en route.

(2) The aircraft commander will submit reports for SAC aircraft that deviate en route.



d. Aircraft arrival report (M-15) advises higher headquarters of aircraft location by indicating its arrival at a scheduled landing base.

(1) Command post personnel will submit arrival reports for aircraft making a scheduled landing at this base.

(2) SAC Troop Commanders/Cargo couriers on MATS aircraft will submit reports to indicate arrival at a scheduled landing base.

6. REFERENCES: SACR 400-3, SACM 55-6M, SACM 76-1.

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STANDING OPERATING PROCEDURE NO. 11

SUBJECT: Deployment of Firearms, Ammunition (EWO) and Sleeping Bags

1. PURPOSE: To establish procedures for deployment of weapons, ammunition, and sleeping bags.
2. SCOPE: This SOP applies to Consolidated Unit Supply.
3. GENERAL:
  - a. Weapons, ammunition and sleeping bags are required for deployment to support two B-52 Mobile Recovery Maintenance Teams.
4. RESPONSIBILITIES: The Director of Supply will insure compliance with the procedures herein.
5. PROCEDURES: Consolidated Unit Supply will:
  - a. Furnish basic weapons, basic load of ammunition and sleeping bags for 24 airmen and one officer on each of the two B-52 Mobile Recovery Teams.
  - b. Box and mark weapons, ammunition, and sleeping bags in accordance with SOP No. 2, this plan.
  - c. Prepare unsigned custody receipts for weapons, ammunition, and sleeping bags. Maintain the sleeping bag receipts in an envelope marked "custody receipts-sleeping bags" which will be placed inside the appropriate shipping container. Custody receipts for weapons will be affixed to the butt of each weapon prior to sealing the container.

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d. Prepare SAC Forms 189 "Packing List" and 531 "Priority of Out-movement" for sleeping bags, ammunition, and weapons in accordance with SOP No. 2, this plan. An additional entry required for weapons cargo is the serial number of each weapon, which will be entered in the body of SAC Forms 189 and 531.

e. Deliver all sleeping bags, weapons and ammunition to the base assembly area in accordance with the cargo assembly times specified in Part IV, Section A, of this plan. Cargo will be released only after obtaining the signature of the Traffic Management Officer or his bona-fide representative on the face of SAC Form 531.

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STANDING OPERATING PROCEDURE NO. 12

SUBJECT: Inflight Rations (Mobility)

1. PURPOSE: To establish a procedure for providing inflight rations to staging team personnel during EWO and to KC-135 aircraft for "Live Aboard" concept.

2. SCOPE: This SOP applies to the Food Service Division, Operations Officer 901 AREFS, Traffic Management Officer, and personnel requiring IF type rations.

3. RESPONSIBILITIES:

a. The food service officer will:

- (1) Provide rations for deploying staging team personnel.
- (2) Prepare and deliver all rations required by this plan.

b. The Commander, Transportation Squadron, will furnish the Food Service Division with a truck and a driver authorized to drive on the Flight Line.

c. The operations officer, 901st AREFS will request inflight perishable lunches for crew members and KC-135 Leap Frog Team members deploying on unit tankers.

4. PROCEDURES:

a. The Food Service Officer will:

(1) Furnish three cases of "IF-9" rations to each KC-135 aircraft on ground alert status.

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(2) Deliver three cases of "IF-9" rations to each KC-135 aircraft generated during EWO. Delivery will be made to meet load times specified in Part IV, this Plan.

(3) Prepare and deliver inflight perishable lunches requested by the operations officer 901 ARHFS. Delivery will be made to the aircraft at the requested delivery time.

(4) Prepare and deliver inflight perishable lunches, requested by the troop commanders, for B-52 mobile recovery teams. Lunches will be delivered to the troop commanders at building 2521 (Base Flight Hangar).

(5) Furnish twenty-five cases of "IF-9" rations, or suitable substitute, to each of the two B-52 mobile recovery teams. These rations will be delivered to the Traffic Management Officer in building 2521 in accordance with cargo assembly time, Section A, Part IV, this Plan.

b. The operations officer, 901st Air Refueling Squadron, will request all perishable inflight lunches required for passengers deploying on KC-135 aircraft. He will give the following information to inflight kitchen personnel:

- (1) Number of passengers.
- (2) Tail number and parking spot on ramp.
- (3) Delivery time of lunches.

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STANDING OPERATING PROCEDURE NO. 13

SUBJECT: Delayed Deployment

1. PURPOSE: To establish actions to be taken by staging teams in the event scheduled deployment is delayed.
2. SCOPE: This SOP applies to the KC-135 Leap Frog Team and B-52 Mobile Recovery Teams.
3. GENERAL: During periods of international tension and uncertainty, staging team personnel may be required to process in accordance with the time table in Part IV, this Plan, and subsequently remain on a "stand-by" basis awaiting the deployment execution order. This "stand-by" period could be a matter of minutes, or it could exist for an indefinite time. Under such circumstances it will be necessary to provide separate billeting, transportation, and messing in order to retain team integrity and to insure that staging team personnel can assemble and load at the appropriate aircraft within a matter of minutes after notification of the execution order.
4. RESPONSIBILITIES:
  - a. Troop commanders are responsible for the overall supervision and control of the B-52 Mobile Recovery Teams subsequent to assembly time specified in Part IV, Section A.
  - b. The maintenance officer assigned to the KC-135 Leap Frog

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Team is responsible for the overall supervision and control of the KC-135 Leap Frog Team subsequent to assembly time specified in Part IV, Section A.

c. The Food Service Officer will provide messing for members of the B-52 and KC-135 staging teams.

d. The Surface Transportation Officer will provide required vehicles and drivers to transport staging teams on a 24 hour basis for an indefinite period in the event deployment is delayed.

e. The Housing Services Officer will provide billets for staging teams if required during delayed deployment.

5. PROCEDURES:

a. Upon notification by the Wing Command Post of a delay in deployment, the Wing Logistics Officer will notify the following personnel of the requirement for transportation, messing, and billets for staging team personnel:

- (1) Surface Transportation
- (2) Food Service
- (3) Housing Services

These agencies will take immediate action to provide services specified in Annexes C, G, and I, Base Support Plan, to support the B-52 Mobile Recovery Teams and KC-135 Leap Frog Team for an indefinite period.

b. The Troop Commander (B-52 Mobile Recovery Teams) and the maintenance officer (KC-135 Leap Frog Team) will insure that staging team personnel under his supervision remain together at all times. This will require that personnel from each team eat together, sleep in the same billeting area, and travel together as a team. Personal

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equipment and baggage will remain on the aircraft, except cabin baggage which may be retained by the individual.

c. The execution order for deployment will be signalled by use of the base siren, as well as klaxon horns installed in various buildings of the base. Upon such notification the staging teams will immediately board the transportation provided and proceed to the designated aircraft for loading and deployment.

d. In the event delay in deployment execution exceeds five days, consideration will be given to replacement of individual team members with qualified alternate team members. The Deputy Commander for maintenance will advise responsible unit commanders in the event such replacement is necessary and desirable. Replacement team members will be completely pre-processed including preparation of special orders and passenger manifests prior to effecting substitution.



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PART IV

LOAD PLANS

1. This part contains the load plans for the deploying B-52 Mobile Recovery Teams and KC-135 Leap Frog Maintenance Team.
2. Two MATS aircraft and five unit aircraft are utilized for the deployment of these teams.
  - a. Flight Number M01 is for B-52 Mobile Recovery Team "A".
  - b. Flight Number M02 is for B-52 Mobile Recovery Team "B".
  - c. Flights Number A05 thru A09 are for the KC-135 Leap Frog Maintenance Team.
3. Each primary member of a staging team is assigned a priority of out-movement number. When an alternate replaces a primary member the alternate will be assigned the same priority of outmovement number that was assigned to the man he replaced.
4. SECTION A - This section contains the deployment time table for personnel and cargo.
5. SECTION B - This section contains the individual aircraft load plan for B-52 Mobile Recovery Team "A".
6. SECTION C - This section contains the individual aircraft load plan for B-52 Mobile Recovery Team "B".
7. SECTION D - This section contains individual aircraft load plans for the KC-135 Leap Frog Maintenance Team. A crew chief and a qualified assistant crew chief will deploy with each tanker aircraft.

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PART IV

SECTION A

DEPLOYMENT TIME TABLES

(b)(1)(A)



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PART IV

SECTION B

1. This section contains the individual aircraft load plans for B-52 Mobile Recovery Team "A".
2. Trip Number MO1 is for B-52 Mobile Recovery Team "A".

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PRIORITY OF OUTMOVEMENT		STAGING TEAM OR AIR ECHELON		UNIT		FLIGHT NR	PHASE
		B-52 MRT A		4228th Strat Wg		NO1	
PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)	
1	4228 FMS	Maint	4316/4344			Maint Officer*	
2	4228 OHS	Maint	43190			Flight Chief	
3	4228 OHS	Maint	43171B			Crew Chief	
4	4228 OHS	Maint	43171B			Crew Chief	
5	4228 OHS	Maint	43171B			Crew Chief	
6	4228 OHS	Maint	43151B			Aircraft Mech	
7	4228 OHS	Maint	43151B			Aircraft Mech	
8	4228 OHS	Maint	43151B			Aircraft Mech	
9	4228 OHS	Maint	43151B			Aircraft Mech	
10	4228 OHS	Maint	43151B			Aircraft Mech	
11	4228 FMS	Maint	43250			Jet Eng Mech	
12	4228 FMS	Maint	43250			Jet Eng Mech	
13	4228 FMS	Maint	43250			Jet Eng Mech	
14	4228 FMS	Maint	43250			Jet Eng Mech	
15	4228 FMS	Maint	42152			Hydraulic Rpmn	
16	4228 FMS	Maint	42152			Hydraulic Rpmn	
17	4228 FMS	Maint	42250			Instrument Rpmn	
18	4228 FMS	Maint	42350			Electrical Rpmn	
19	4228 FMS	Maint	42350			Electrical Rpmn	
20	4228 FMS	Maint	53450			Airframe Rpmn	
21	4228 FMS	Maint	53450			Airframe Rpmn	
22	4228 FMS	Maint	42251			Mech Acc/Exp Rpmn	
APPEND #5 PART IV, SEC 3 4228TH STRAT WG, MSB PLAN 10 SEPT 60							

PRIORITY OF OUTMOVEMENT		STAGING TEAM OR AIR ECHELON		UNIT		FLIGHT NR	PHASE
		B-52 MWT A		4228th Strat Wg		H01	
PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)	
23	4228 A&E	Maint	30150			Radio Tech	
24	4228 A&E	Maint	30150			Radio Tech	
25	4228 EB	Maint	64750/52			Supply Spec (PAK)	
*Troop Commander							
APPEND #3 PART IV, SEC B 4228TH STRAT WG MOB PLAN 10 SEPT 60							

PRIORITY OF OUTMOVEMENT		STAGING TEAM OR AIR ECHELON		UNIT		FLIGHT NR	PHASE
		B-52 MRT A		4226th Strat Wg		W01	
PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)	
	4228 HS	Maint	Spare	820	77.5	4228L WT-1A	
	4228 HS	Maint	Tire	540	14.0	4228L WT-2A	
	4228 HS	Maint	Tire	540	14.0	4228L WT-3A	
	4228 HS	Supply	Weapons	120	7.194	4228A-5-1	
	4228 HS	Supply	Weapons	120	7.194	4228A-5-2	
	4228 HS	Supply	Sleeping Bags	70	6.339	4228A-5-3	
	4228 HS	Supply	Sleeping Bags	70	6.339	4228A-5-4	
	4228 HS	Supply	Armo	50	.755	4228A-5-5	
	4228 AS	Maint	Compressor	1250	137.0	4228J-4-1	
	4228 FLS	Maint	Generator	2700	196.0	4228J-4-2	
	4228 FLS	Maint	UHE Eq	51	2.6	4228J-4-3	
	4228 OLS	Maint	UHE Eq	178	7.75	4228H-4-1	
	4228 OLS	Maint	Jack 50T	688	61.1	4228H-4-2	
	4228 OLS	Maint	Dig Sticks	24	1.1	4228H-4-3	
	4228SOPS	Maint	Rations	950	32.5		
			TOTAL	8188	545.3	Cu Ft	
AHEAD #3 PART IV, SEC B 4226TH STRAT WG WBR PLAN 10 SEPT 60							

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PART IV

SECTION C

1. This section contains the individual aircraft load plan for B-52 Mobile Recovery Team "B".
2. Trip Number MO2 is for B-52 Mobile Recovery Team "B".

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PRIORITY OF OUTMOVEMENT		STAGING TEAM OR AIR ECHELON		UNIT		FLIGHT NR	PHASE
		B-52 MRT B		4228th Strat Wg		MO2	
PRIORITY NUMBER	SQUADRON	ELEMENT	AFBC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)	
1	4228 OMS	Maint	4316/4344			Maint Officer*	
2	4228 OMS	Maint	43190			Flight Chief	
3	4228 OMS	Maint	43171E			Crew Chief	
4	4228 OMS	Maint	43171E			Crew Chief	
5	4228 OMS	Maint	43171E			Crew Chief	
6	4228 OMS	Maint	43151E			Aircraft Mech	
7	4228 OMS	Maint	43151E			Aircraft Mech	
8	4228 OMS	Maint	43151E			Aircraft Mech	
9	4228 OMS	Maint	43151E			Aircraft Mech	
10	4228 OMS	Maint	43151E			Aircraft Mech	
11	4228 FMS	Maint	43250			Jet Eng Mech	
12	4228 FMS	Maint	43250			Jet Eng Mech	
13	4228 FMS	Maint	43250			Jet Eng Mech	
14	4228 FMS	Maint	43250			Jet Eng Mech	
15	4228 FMS	Maint	42152			Hydraulic Rpmn	
16	4228 FMS	Maint	42152			Hydraulic Rpmn	
17	4228 FMS	Maint	42250			Instrument Rpmn	
18	4228 FMS	Maint	42350			Electrical Rpmn	
19	4228 FMS	Maint	42350			Electrical Rpmn	
20	4228 FMS	Maint	53450			Airframe Rpmn	
21	4228 FMS	Maint	53450			Airframe Rpmn	
22	4228 FMS	Maint	42251			Mech Acc/Exp Rpmn	
ANNEX #3 PART IV, SEC C 4228TH STRAT W. MIB PLAN 10 SEPT 60							



PRIORITY OF OUTMOVEMENT		STAGING TEAM OR AIR ECHELON		UNIT		FLIGHT NR	PHASE
		B-52 M&T B		4228th Strat Wg		M02	
PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)	
23	4228 A&E	Maint	30150			Radio Tech	
24	4228 A&E	Maint	30150			Radio Tech	
25	4228 HB	Maint	64750/52			Supply Spec (P&K)	
	*Troop Commander						
AMEND #3 PART IV, SEC C 4228TH STRAT WG MOB PLAN 10 SEPT 60							

PRIORITY OF OUTMOVEMENT		STAGING TEAM OR AIR ECHELON		UNIT		FLIGHT NR	PHASE
		B-52 MRT B		4228th Strat Wg		W02	
PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)	
	4228 HS	Maint	Spares	820	77.5	4228L MRT-6B	
	4228 HS	Maint	Tire	540	14.0	4228L MRT-7B	
	4228 HS	Maint	Tire	540	14.0	4228L MRT-8B	
	4228 HS	Supply	Weapons	123	7.194	4228A-5-6	
	4228 HS	Supply	Weapons	123	7.194	4228A-5-7	
	4228 HS	Supply	SleepingBags	73	6.339	4228A-5-8	
	4228 HS	Supply	SleepingBags	73	6.339	4228A-5-9	
	4228 HS	Supply	Ammo	55	.700	4228A-5-10	
	4228 FMS	Maint	Compressor	1250	137.0	4228J-4-4	
	4228 FMS	Maint	Generator 1D-3	2700	148.0	4228J-4-5	
	4228 FMS	Maint	UHE Eq	40	2.5	4228J-4-6	
	4228 OLS	Maint	UHE Eq	160	7.75	4228H-4-4	
	4228 OLS	Maint	Jack 50T	750	6.1	4228H-4-5	
	4228 OLS	Maint	Dip Sticks	24	1.1	4228H-4-6	
	4228SSPS	Maint	Rations	950	32.5		
			TOTAL	8221	545.25		
AMEND #3 PART IV, SEC C 4228TH STRAT WG MOB PLAN 10 SEPT 60							

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PART IV

SECTION D

1. This section contains the individual aircraft load plan for the KC-135 Leap Frog Maintenance Team.
2. Trip numbers A05 through A09 are for the KC-135 Leap Frog Maintenance Team.

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PRIORITY OF OUTMOVEMENT		STAGING TEAM OR AIR ECHELON		UNIT		FLIGHT HR	PHASE
		KC-135 Leap Frog Maintenance Team		4228th Strat Wg		A01 thru A09	
PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)	
	ONS	Maint	43151B/71E	A01		Crew Chief	
	ONS	Maint	43151B/71E			Asst Crew Chief	
	ONS	Maint	43151B/71E	A02		Crew Chief	
	ONS	Maint	43151B/71E			Asst Crew Chief	
	ONS	Maint	43151E/71E	A03		Crew Chief	
	ONS	Maint	43151E/71E			Asst Crew Chief	
	ONS	Maint	43151E/71E	A04		Crew Chief	
	ONS	Maint	43151E/71E			Asst Crew Chief	
	ONS	Maint	43151E/71E	A05		Crew Chief	
	ONS	Maint	43151E/71E			Asst Crew Chief	
1	ARLPS	Control	31650			Squadron Commander	
2	FIS	Maint	43250			Jet Engine Mechanic	
3	ARCS	Maint	30151/71			Elec/Nav Equip Rpmn	
4	FIS	Maint	43250			Electrical Repairman	
5	FIS	Maint	43153			IFR Repairman	
	ONS	Maint	43151E/71E	A06		Crew Chief	
	ONS	Maint	43151E/71E			Asst Crew Chief	
6	FIS	Maint	43250			Jet Engine Mechanic	
7	FIS	Maint	43152			Hydraulic Repairman	
8	FIS	Maint	43250			Instrument Repairman	
ALDID #1		4228th STRAT WG					
PART IV, SEC 2		JOB PLAN					
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PRIORITY OF OUTMOVEMENT		STAGING TEAM OR AIR ECHELON		UNIT		FLIGHT NR	PHASE
		KC-135 Leap Frog Maintenance Team		4226th Strat Wg		A01 thru A09	
PRIORITY NUMBER	SQUADRON	ELEMENT	AFSC OR ITEM	WEIGHT	CUBE	NAME OR BOX NUMBER (To be completed by organization)	
9	AEWS	Maint	30150/70	A00		Radio/Nav Equip Repairman	
10	AEWS	Maint	30150			Radio Repairman	
	ONS	Maint	43151E/71E	A07		Crew Chief	
	ONS	Maint	43151E/71E			Asst Crew Chief	
11	FWS	Maint	42250			Jet Engine Mechanic	
12	FWS	Maint	42250			Electrical Repairman	
13	FWS	Maint	42250			Instrument Repairman	
14	AEWS	Maint	30151/71			Elect/Nav Equip Rpm	
15	FWS	Maint	43153			IPR Repairman	
	ONS	Maint	43151E/71E	A08		Crew Chief	
	ONS	Maint	43151E/71E			Asst Crew Chief	
16	ONS	Maint	43190			P/C - L/C	
17	FWS	Maint	42250			Jet Engine Mechanic	
18	FWS	Maint	42152			Hydraulic Repairman	
19	FWS	Maint	43230			Jet Engine Mechanic	
	ONS	Maint	43151E/71E	A09		Crew Chief	
	ONS	Maint	43151E/71E			Asst Crew Chief	
20	AREPS	Control	10650			Operations Officer	
21	ONS	Control	4344			Maintenance Officer	
Four additional spaces reserved for crew chief/asst crew chiefs in the event they fail to deploy on A01 thru A04							
AEWB 43 4226th STRAT WG MOB PLAN PART I - SEC 2 10 SEPT 70							

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
United States Air Force  
Columbus Air Force Base, Mississippi

PART V

CONTINGENCY PLAN

This part contains the contingency plan which implements Wing Operations  
Order No. 66-60.

AMEND #3  
4228TH STRAT WG MOB PLAN  
10 SEPT 60

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
United States Air Force  
Columbus Air Force Base, Mississippi

PART V

SECTION A

CONTINGENCY PLAN OPORD 66-60

1. This contingency plan implements Wing Operations Order No. 66-60.

2. RESPONSIBILITIES:

a. Upon implementation of Wing Operations Order No. 66-60 the Wing Command Post will insure notification of the Director of Supply and the OMS commander. These are the agencies primarily responsible for notification, processing and furnishing of equipment to personnel who deploy under the provisions of this plan.

3. PERSONNEL:

a. Each KC-115 aircraft affected by Operations Order No. 66-60 will deploy with a crew chief and an assistant crew chief.

4. EQUIPMENT:

a. Crew chiefs and assistant crew chiefs will deploy with their mobility clothing and equipment, personal clothing, field gear, tool boxes and other equipment as specified in SOP No. 6, this plan.

5. PROCESSING:

a. The OMS mobility officer, NCO will process the crew chief and assistant crew chief at their aircraft and insure that they have all of the required equipment IAW Part II, Section C, paragraph 1b and 1c of this plan. Load times will be IAW deployment time table for A05 and A06 specified in Part IV, Section A of this plan.

AMEND #1  
4228TH STRAT WG MOB PLAN  
10 SEPT 60

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
United States Air Force  
Columbus AFB, Miss. Mississippi

REPLY TO  
ATTN OF: DCM

15 July 1960

30

SUBJECT: Temporary Change to 4228th Strategic Wing Maintenance Readiness Plan

TO: See Distribution

1. Request a temporary change be made in penal to the 4228th Maintenance Readiness Plan, dated 15 July 1960.

a. Insert the following pages:

(1) Page 12, Inclosure #4 to Annex A, KC-135 Flow Chart, Attachment #1 to this letter).

(2) Ground Power Equipment Delivery Schedule for KC-135 (Attachment #2 to this letter).

b. Page 14, Annex C, Refueling Schedule is changed as follows:

(1) 1st Shift, Refuel Team number 1, KC-135 number 5 and 7 change to read number 3 and 5.

(2) 1st Shift, Refuel Team number 5, KC-135 number 8 change to read number 6. Insert "KC-135 number 7, 5:30 to 7:30.

(3) 1st Shift, Refuel Team number 4, KC-135 number 6 change to read number 4.

(4) 1st Shift, Refuel Team number 1, KC-135 number 9, 32:00 to 34:00 change to read KC-135 number 9, 31:00 to 33:00.

c. Page 15, Annex C, Lox Schedule is changed as follows:

(1) 1st Shift, Team number 1, KC-135 number 5, 6, 7, and 8 change to read KC-135 number 3, 4, 5, and 6.

(2) Insert KC-135 number 7, 7:30 to 8:00.

(3) Insert KC-135 number 8, 9:00 to 9:45.

(4) 5th Shift, Team number 1, KC-135 number 9, 34:00 to 34:30 change to read KC-135 number 9, 33:00 to 33:50.

d. Page 16, Annex C, Water Schedule is changed as follows:

(1) 1st Shift, Team number 1, KC-135 number 5 and 7 change to read KC-135 number 3 and 5.

(2) Insert KC-135 number 7, 7:00 to 7:45.



(4) 1st Shift, Team number 2, KC-135 number 6 and 8 change to read KC-135 number 4 and 5. Insert KC-135 number 8, 8:00 to 8:45.

e. Page 18, Annex C, Sump Drain Schedule is changed as follows:

- (1) 1st Shift, KC-135 number 8 change to read KC-135 number 6.
- (2) Insert KC-135 number 7, 9:30 to 10:00.
- (3) 2nd Shift, Insert KC-135 number 8, 11:30 to 12:00.

f. Page 21, Annex I, Water Truck Schedule is changed as follows:


- (1) Truck number 1, KC-135 number 5 and 7 change to read KC-135 number 3 and 5.
- (2) Insert KC-135 number 7, 6:00 to 6:30.
- (3) Insert KC-135 number 8, 8:00 to 8:30.
- (4) Truck number 2, KC-135 number 6 and 8 change to read KC-135 number 4 and 6.

g. Page 22, Annex I, Hose Cart Refueling Schedule is changed as follows:

- (1) Cart number 1, KC-135 number 5 and 7 change to read KC-135 number 5 and 5.
- (2) Cart number 3, KC-135 number 8 change to KC-135 number 6. Insert KC-135 number 7, 5:30 to 7:30.
- (3) Cart number 4, KC-135 number 6 change to read KC-135 number 4, Insert KC-135 number 8, 7:00 to 9:00.

2. This change is necessitated by Operation Reflex and will remain in effect until Reflex is terminated, approximately 31 August 1960.

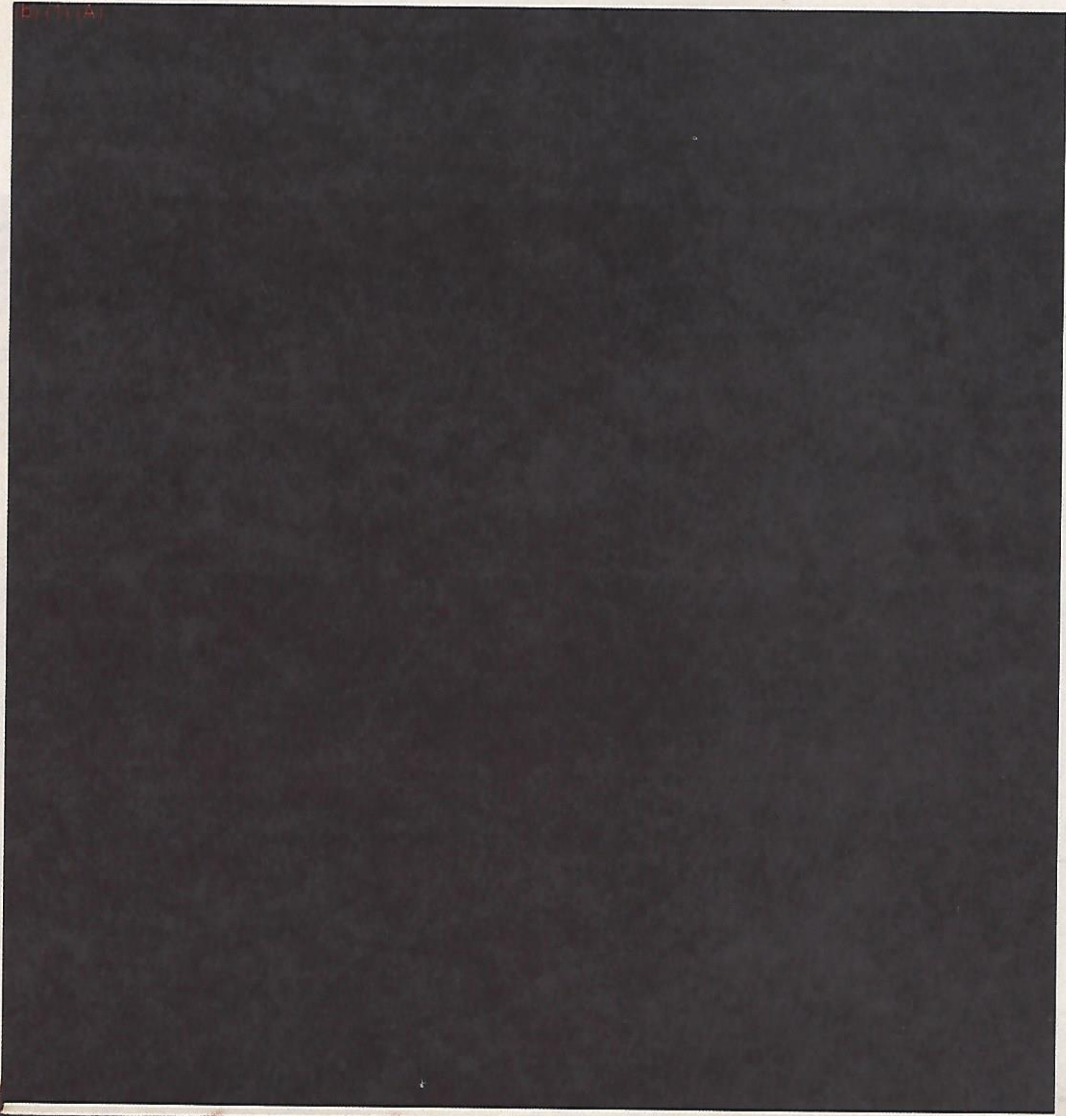
FOR THE COMMANDER:

  
WILLIAM MARCHESI  
Colonel, USAF  
Deputy Commander for Maintenance

2 ATCH  
a/s

REDACTED

01/11/11



HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
United States Air Force  
Columbus Air Force Base, Mississippi

REF: TO  
ATTN OF: DCM

19 July 1960

31

SUBJECT: Change #2 to 4228th Maintenance Readiness Plan

TO: See Distribution

1. Request the following changes be made to the 4228th Strategic Wing Maintenance Readiness Plan dated 15 July 1960.

a. Remove page 11, Annex A, B-52 Flow Chart, and insert B-52 Flow attached to this letter (ATCH #1).

b. Annex C, page 18, Sump Drain Schedule, is changed as follows:

(1) Second Shift, B-52 #10 - 13:30 to 14:00, change to read B-52 #10 - 12:30 to 13:00.

(2) Second Shift, B-52 #11 - 15:30 to 16:00, change to read B-52 #11 - 14:30 to 15:00.

(3) Second Shift, B-52 #12 - 20:30 to 21:00, change to read B-52 #12 - 18:30 to 19:00.

(4) First Shift, B-52 #13 - 24:30 to 25:00, Change to read B-52 #13 - 22:30 to 23:00.

c. Annex D, remove page 4 and insert attached page (ATCH #2). Transfer temporary pencil changes on KC-135 aircraft to new schedule.

d. Annex F, Remove pages 15 thru 25, renumber to pages 14 thru 24, and insert under Annex I.

2. This change is necessary due to change in B-52 Flow Chart and is effective upon receipt.

FOR THE COMMANDER:

*William H. ...*  
WILLIAM H. ...  
Colonel, USAF  
Deputy Commander for Maintenance

(b) (7) (A)





ATCH #2



HEADQUARTERS  
4228TH STRATEGIC WING (SAO)  
United States Air Force  
Columbus Air Force Base, Mississippi

REPLY TO  
ATTN OF: DCOIA

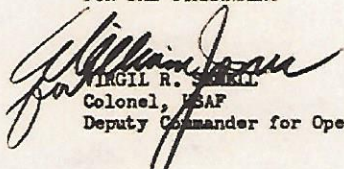
23 September 1960

SUBJECT: (U) Amendment #2 to 4228SW OPLAN 350-61

TO: See Distribution - Basic Plan

Attached is page changes 1 through 12, Appendix 3, Annex A, to  
4228SW OPLAN 350-61 dated 15 September 1960. Revised pages will be  
withdrawn and destroyed and new pages entered. (U)

FOR THE COMMANDER:

  
VIRGIL R. SMALL  
Colonel, USAF  
Deputy Commander for Operations

1 Atch:  
Amend #2, 4228SW OPLAN  
350-61 (U - 1 cy)



~~SECRET~~

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
United States Air Force  
Columbus Air Force Base, Mississippi

REPLY TO  
ATTN OF: DCOFA

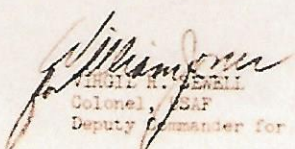
19 September 1960

SUBJECT: (U) Amendment #1 to 4228SW OPLAN 350-61

TO: See Distribution - Basic Plan

1. Attached is page changes to 4228SW OPLAN 350-61 dated 25 September 1960. Revised pages will be withdrawn and destroyed IAW AFR 205-1 and new pages entered. (U)
2. Reference para 3Xd, page 3, App VI, Annex A which reads: "The two (2) aircraft cells will depart Columbus AF Base on a pre-determined "E-Hour Plus" launch schedule for rendezvous with the two B-52 aircraft cells." CHANGE TO READ: "The tanker aircraft cells will depart Columbus AFB on a pre-determined "E-Hour Plus" launch schedule for rendezvous with the B-52 aircraft cells." (U)
3. When attachment is withdrawn or not attached, this correspondence will be downgraded to Unclassified in accordance with AFR 205-1 as amended. (U)

FOR THE COMMANDER:

  
VIRGIL R. BEWELL  
Colonel, USAF  
Deputy Commander for Operations

1 ALCB:  
Amend #1, 4228SW OPLAN  
350-61 (S - 1 cy)

~~SECRET~~

CC 2692A-60

~~SECRET~~

HEADQUARTERS  
 4228TH STRATEGIC WING (SAC)  
 United States Air Force  
 Columbus Air Force Base, Mississippi

REPLY TO  
 ATTN OF: DCOA

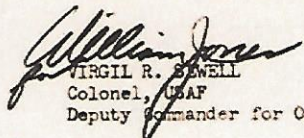
15 September 1960

SUBJECT: 4228th Strategic Wing Operations Plan 350-61 (U)

TO: See Distribution

1. 4228th Strategic Wing Operations Plan 350-61, "Great Effort Hotel" dated 15 September 1960 is forwarded for your information and planning purposes. (U)
2. This OPOD is classified SECRET because it reveal equipment, timing and tactics used by this organization in training for support of its EWO. (U)
3. This correspondence may be downgraded to unclassified when Attachment 1 is withdrawn or not attached. (U)

FOR THE COMMANDER:

  
 VIRGIL R. SEWELL  
 Colonel, USAF  
 Deputy Commander for Operations

1 Atch  
 4228SW OPLAN 350-61 (S - 1 cy)

CC 2692-60

~~SECRET~~

HEADQUARTERS, 4228TH STRATEGIC WING (SAC)  
COLUMBUS AIR FORCE BASE, MISSISSIPPI  
15 September 1960

OPERATIONS PLAN

350-61

GREAT EFFORT

CC 269260 - 111

4228SW OPLAN 350-61  
15 September 1960

HEADQUARTERS, 4228TH STRATEGIC WING (SAC)  
 COLUMBUS AIR FORCE BASE, MISSISSIPPI  
 15 September 1960

OPERATIONS PLAN

NUMBER 350-61

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Annex A - Air Operations	1-10	"
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Annex C - Intelligence (Not Used)	NA	NA

CC 2692-60

iv.

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 4228SW OPLAN 350-61  
 15 September 1960

Annex D - Logistics	1-2	15 Sept 60
Annex E - Air Weapons	1-3	"

cc 2692-60

v.

Table of Contents  
4228SW OPRD 350-61  
15 September 1960

HEADQUARTERS  
4228TH STRATEGIC WING (SAC)  
United States Air Force  
Columbus Air Force Base, Mississippi

1. TITLE: (U)

This document is 4228th Strategic Wing Operations Plan 350-61.  
Short title is 4228SW OPLAN 350-61. (U)

2. EFFECTIVE DATE: (U)

This plan is effective 15 September 1960.

3. NICKNAME: (U)

The unclassified nickname assigned this Plan is "GREAT EFFORT". (U)

4. PRIMARY OFFICE OF INTEREST: (U)

The Air Training Branch (DCOTA), Training Division, Directorate of Operations, Headquarters, 4228th Strategic Wing, is the office of origin. Recommendations/revisions pertaining to this document will be forwarded to this office for action. Project Officer is Major Robert A. Bennett, Extension 7494/7498. (U)

5. SUPPORTING ORDERS:

This plan was prepared in support of 2AF OPLAN 350-61 dated 15 August 1960. (U)

6. CLASSIFICATION:

The overall classification of this plan is SECRET because it reveals EWC tactics and timing. Each paragraph and page is classified according to individual content. This document will be safeguarded and when no longer required, or when superseded, destroyed in accordance with AFR 205-1. (U)

7. SPECIAL HANDLING: (U)

Special Handling Required, Not Releasable to Foreign Nationals (Except Canadians). The information contained in this document may not be disclosed to foreign nationals (except Canadians). (U)

8. AMENDMENTS: (U)

All amendments to this OPORD will be published in page form. (U)

9. DEFINITIONS AND ABBREVIATIONS: (U)

Definitions and abbreviations used herein conform to JCS Pub 1 and AFM 11-2 unless otherwise indicated. (U)

CC 2692-60

4228SW OPLAN 350-61  
15 September 1960

HEADQUARTERS, 4228TH STRATEGIC WING (SAC)  
 COLUMBUS AIR FORCE BASE, MISSISSIPPI  
 15 September 1960

4228SW OPLAN 350-61

GREAT EFFORT

CHART AND MAP REFERENCES: As Required (U)

TASK ORGANIZATIONS:

Deputy Commander for Operations	Colonel Virgil R. Sewell
Deputy Commander for Maintenance	Colonel William Marchesi
Deputy Commander for Combat Support	Lt Col Walter T. Eisenbrown
Commander, 858th Medical Group	Colonel Lester S. Grieder

1. GENERAL SITUATION: The requirement exists for the 4228th Strategic Wing to conduct practice USCM "Team Scrimmage" exercises on a scheduled basis as outlined in SACR 50-8. Ground rules and detailed requirements are outlined in SACR 50-16. These exercises are designed primarily to provide the bombardment unit with a means for improving its EWC capability through practice and evaluation of the results of the exercise. (U)

- a. Definitions: Definitions in this plan conform to those listed in JCS Pub 1. (U)
- b. Abbreviations: Abbreviations contained herein conform to those listed in AFM 11-2. (U)
- c. Friendly Forces: (U)
  - (1) North American Air Defense Command. (U)
    - (a) Provide fighter intercepts and ECM clearance. (U)
  - (2) Military Air Transport Service. (U)
    - (a) Provide air/sea rescue and communications support as required. (U)
  - (3) 1st Radar Bomb Scoring Group. (U)
    - (a) Provide RES facilities and scoring at selected sites. (U)
  - (4) 3rd Weather Wing. (U)
- d. Intelligence: See Annex C, App 1, this OPLAN for Target Listings. (U)

4228SW OPLAN 350-61  
 15 September 1960

CC 2692-60

2. MISSION:

a. To conduct an exercise providing simulated EWO activity to all agencies concerned with generation of crews and aircraft, and following the completion of the generation phase, execute the USCM on a planned basis governed by the requirements of SACR 50-16. Launch requirements will be as outlined in 2AF OPLAN 350-61. (U)

3. TASKS FOR SUBORDINATE UNITS:

a. Deputy Commander for Operations, Maintenance, and Combat Support: (U)

(1) Supervise, conduct or support the requirements of this mission as outlined herein. (U)

(2) Activate required control teams. (U)

(3) Submit timely reports providing the progress and success of the mission as required in Appendix IV, Annex A. (U)

b. 2nd Reconnaissance Technical Squadron will provide film scoring as required.

c. 4397th CCTW will furnish airlift in support of this exercise as required by higher headquarters and approved by DM 2A, Headquarters SAC. (U)

X. GENERAL INSTRUCTIONS:

a. Safety is paramount in preparation and execution of this mission. (U)

b. Search and Rescue:

(1) General Procedures: Reference Flight Planning Documents. (U)

(2) Communications Procedures: Reference ACP 135A. (U)

(a) IFF/SIF: Reference NORAD/CONAD Suppl 1-60 to US Suppl 1 to ACP 160. (U)

(3) This plan is effective 1 September 1960. (U)

(4) This wing will conduct one Team Scrimmage exercise each 50-8 training period. Headquarters 2AF may waive the requirements during a training period in which a unit receives an ORI/or reevaluation conducted by and Inspector General Team. (U)



4. ADMINISTRATIVE AND LOGISTICAL MATTERS: (U)

a. Administrative Instructions:

- (1) This OPORD has been prepared IAW SACM 55-12, as amended. (U)
- (2) Mandatory distribution is as follows: (U)
  - (a) To SAC DOGO - 2 cys, DOWE - 1 cy, IG - 1 cy. (U)

1. 4228SW DAS will dispatch classified OPORDs to CINCSAC with a separate set of document receipts (AF Form 310) to arrive SAC Headquarters in a minimum of five (5) copies for each SAC agency listed above. (U)

- (b) To 2AF: DODI - 5 cys. (U)

(c) Sufficient copies of lateral and support organizations. (U)

b. Supply: Use of Flyaway Kits, etc. Use of Flyaway Kit assets, except engines, are authorized during "Team Scurmage" exercises. (U)

c. Logistical Matters: See Annex D, this OPORD. (U)

5. COMMAND AND COMMUNICATIONS MATTERS: (U)

a. Command: CINCSAC will retain command over all SAC forces. (U)

(1) Team Scurmage exercises are conducted by 2AF and will be initiated by the 2AF Command Post through dispatch of an A Hour message. (U)

b. Communications: See Annex B, this OPORD. (U)

ANNEXES:

A - Air Operations  
 B - Communications  
 C - Intelligence (Not Used)  
 D - Logistics  
 E - Air Weapons

RALPH W. STANLEY  
 Colonel, USAF  
 Commander

AUTHENTICATION:

CLASS: SECRET  
 AUTH: COMDR 2AF  
 DATE: 1-20-60  
 NAME: *R. W. Stanley*

3.

4228SW OPLAN 350-61  
 15 September 1960

CC 2692-60

DISTRIBUTION:

4 - SAC OFFUTT AFB NEBR  
 2 - (DCCG)  
 1 - (DOWE)  
 1 - (IG)

5 - 2AF BARRSDALE AFB LA  
 5 - (DCDT)

2 - 4AD BARRSDALE AFB LA  
 2 - (DC)

99 - 422BSW INTERNAL

2 - C  
 65 - DCO  
     30 (492HSC)  
     22 (901ARSC)  
     3 (DCOD)  
     6 (DCOT)  
     1 (DCCC)  
     1 (DCCOE)  
     1 (DCCS)  
     1 (DCO Admin)

10 - DCM  
 10 - DCCS  
 1 - HSC  
 1 - DCR  
 1 - DAS  
 1 - IXO  
 1 - DP  
 1 - DS  
 2 - SUCO  
 4 - Historian

2 - NON TENANT ORGANIZATIONS:

1 - AACS  
 1 - WEA

OFFICIAL:

*Virgil R. Sewell*  
 VIRGIL R. SEWELL  
 Colonel, USAF  
 Deputy Commander for Operations

4.

422BSW OPLAN 390-61  
 15 September 1960

CC 2692-60

HEADQUARTERS, 4228TH STRATEGIC WING (SAC)  
COLUMBUS AIR FORCE BASE, MISSISSIPPI  
15 September 1960

ANNEX A

4228SW OPLAN 350-61

AIR OPERATIONS

CC 2692-60

Annex A  
4228SW OPLAN 350-61  
15 September 1960

HEADQUARTERS, 4228TH STRATEGIC WING (SAC)  
COLUMBUS AIR FORCE BASE, MISSISSIPPI  
15 September 1960

ANNEX A

4228SW OPLAN 350-61

AIR OPERATIONS

1. GENERAL: Sorties will plan to accomplish the "Hurry Home Hotel" route and requirements as published in 4228SW OPLAN 300-61, as amended. Requirements and ground rules of SACR 50-16 will apply. (U)

2. PLANNING INSTRUCTIONS:

- a. Required RBS block times have been scheduled by ZAF. (U)
- b. "A" Hour will be planned twenty-four hours prior to "E" Hour to permit generation of the required number of aircraft prepared in accordance with EWO generation flow and made ready to launch in accordance with the Team Scrimmage launch schedule. (U)
- c. Launch requirements will consist of four bombers each day for two days, the first bomber launching at "E" hour. The second wave of four bombers launch at "E" plus 24 hours. (U)
- d. Team Scrimmage exercises will be initiated by a fast reaction voice message from the ZAF Command Post at the times preplanned for execution. Execution serial number for Team Scrimmage exercises will be of the 350 series. (U)
- e. The Alert Force will not participate in any phase of a Team Scrimmage exercise, nor will they Bravo/Cocoa upon receipt of the execution message. (U)
- f. Aircraft will be generated in accordance with the SACM 55-7 generation rates. See Appendix 2, this Annex. (U)
- g. Upon execution notification by Second Air Force Command Post, the pyramid alert and the EWO generation of aircraft and crews will start. (U)
- h. Weather Scout aircraft requirements will be at the direction of Headquarters Second Air Force. (U)
- i. The unclassified nickname of this exercise is "Great Effort Hotel". (U)

1.  
Annex A  
4228SW OPLAN 350-61  
19 September 1960

CC 2692A-50

~~CONFIDENTIAL~~

- j. Recall word for this exercise is "TAPIOCA HOTEL".
- k. The launch schedule on this exercise is planned to be compatible with the assigned entry times into Oil Burner Clear View Low Level Route. Entry times are every 15 minutes starting with the block hour allocated. (U)
- l. The routes for Team Scrimmage will be the same as used for the USCM/ORL. (U)
- m. Launch Schedule: The planned "A" and "E" hours of the Sept 1960 exercise are as follows: (C)
- |          |       |            |  |
|----------|-------|------------|--|
| "A" Hour | 1900Z | 26 Sept 60 |  |
| "E" Hour | 1900Z | 27 Sept 60 |  |
- Launch hour for the bomber and tanker cells are as follows, departing at 1 minute intervals:
- |            |                           |       |          |
|------------|---------------------------|-------|----------|
| 27 Sept 60 | Red Cell (Bombers)        | 1900Z | (4 Acft) |
|            | George Red Cell (Tankers) | 1904Z | (4 Acft) |
| 28 Sept 60 | Red Cell (Bombers)        | 1900Z | (4 Acft) |
|            | George Red Cell (Tankers) | 1904Z | (4 Acft) |
3. B-52 AIRCRAFT GENERATION: Aircraft will be generated in accordance with SACM 55-7 generation rates. Every emphasis on realistic EWO preparation is desirable. As far as possible, each activity contributing to preparation for EWO will engage in the same activity in the preparation phase of this Team Scrimmage Exercise. (U)
- a. Weapons Loadings: Sortie priorities 1 through 9 and all subsequent odd numbered sorties (i.e., 11, 13) will be weapons loaded in addition to the configuration outlined in this OPLAN. (U)
- b. Sorties on alert will be considered as generated in accordance with this OPLAN and will not be exercised. (U)
- c. Weapons on the follow-on aircraft will be downloaded prior to launch. After off-loading, the U-2 locking device will be deflected a minimum of 30° to the center of the bomb bay to insure normal firing of the system by simulating weight to the U-2 rack. (U)
- d. Ground rules for aircraft preparation:
- (1) Ammunition Loading. The gunnery system must be fully operational. Training ammunition will be loaded consistent with the quantity required by the EWO (2400 rounds). Ammunition may be down-loaded prior to flight at the Commanders discretion. If left on

CC 2692A-60

~~CONFIDENTIAL~~

2.  
 Amnd #1  
 Annex A  
 42285W OPLAN 350-61  
 19 September 1960

board, ammunition will not be loaded in any manner which would permit firing of the guns on the launch phase. (U)

(2) Fuel Loading. Fuel load will be as required for the USCM; however, if the total fuel is less than EWO requirements, the aircraft will remain at the refueling facility for a sufficient time to simulate EWO loading. The USCM requires 247,970 lbs. (U)

(3) Chaff. Aircraft will top load 24 units of RR 94/39 in each dispensing system.

(4) Cameras: All cameras required for the EWO must be installed and operational. Cameras not used in the launch phase may be removed after the aircraft has met the generation time. (U)

(5) ECM Equipment. ECM configuration will be in accordance with the USCM requirements, but must equal the equipment loading of the EWO. (U)

4. GROUND RULES: The following ground rules apply:

a. General:

(1) B-52 spare aircraft are not authorized. A specific aircraft must be assigned by tail number a minimum of two hours prior to adjusted scheduled launch time. (U)

(2) Once an aircraft is assigned a launch time and fails to meet the adjusted scheduled take-off time within plus or minus 5 minutes, it will be declared a ground abort, scored as non-effective in mission effectiveness, and will not be utilized during the remainder of the exercise. (U)

(3) When FAA changes or restrictions result in failure of a crew to accomplish any Team Scrimmage requirement, that sortie will be omitted from the computation of score for the affected requirement. If the missed requirement is a mission effectiveness item, the sortie will not be included in this computation. Take-off delays chargeable to FAA clearance will not penalize the sortie. (U)

(4) Any aircraft declared non-effective or not included in the computation of mission effectiveness will still be scored in all other activity attempted. (U)

(5) Once an aircraft has been launched on Team Scrimmage or designated a Weather Spout aircraft, it may not be scheduled for further participation in the exercise. In addition, these aircraft will not be used for cannibalization purposes. (U)

3.

Annex A  
4228SW OPLAN 350-61  
15 September 1960

CC 2692-60

b. Bombing. In the event of an RBS ground radar abort, Type II, scoragle radar scope photography will be used for scoring purposes. Accuracy standards of SACP 170-1A will apply if radar scope photography is not accomplished or is of such quality as to preclude determination of score. The sortie will not be included in the computation of mission effectiveness or bombing reliability. In any case, where emergency bombing methods were employed, the sortie will be charged as a non-synchronous run. (U)

(1) The estimated RBS score will be utilized for type III RBS aborts. If an estimated score is not established by the RBS site, scoreable radar scope photography will be used. Accuracy Standards contained in SACP 170-1A will apply. If an acceptable scoring capability does not exist, the sortie will be declared non-effective for mission effectiveness and unreliable in bombing. (U)

(2) If a crew aborts the bomb run after departing the IP, the sortie will be scored as non-effective, an unreliable bomb run, and charged as a non-synchronous run. (U)

(3) If an aircraft radio malfunction precludes accomplishing a scored RBS run, the sortie will not be included in computation of mission effectiveness and bombing reliability, provided scoreable radar photography meets the accuracy standards of SACP 170-1A. Where scoreable photography is not available or exceeds the accuracy standard, the sortie will be scored as non-effective for mission effectiveness and bombing reliability. (U)

(4) If severe weather or thunderstorms prevent a scored RBS run, the sortie will not be included in computation of mission effectiveness and bombing reliability. (U)

c. Navigation:

(1) Low altitude navigation legs will be flown and scored in accordance with SACR 50-44, 50-8, and 51-11. The scored leg will be included in mission effectiveness. Visual fixing by pilots will not be utilized. The penetration fix must be made good plus or minus one minute of the control time by each crew. (U)

(2) Celestial grid. Whenever the mechanics of the mission preclude accomplishment of the celestial grid navigation requirement, crews will substitute a radar navigation training leg. The requirements for a control time at terminal point is waived. Reliability will be computed using the accuracy standards established in SACP 170-1A from replots and scored by replot or procedures authorized in SACR 51-11. (U)

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(3) All navigation legs will be evaluated, therefore every effort should be made to complete all legs with acceptable scoring procedures. (U)

(4) HHCL. A controlled ETA will be accomplished either by single aircraft or cell leaders. Deviations must not be in excess of plus or minus 5 minutes of the adjusted control time. Control techniques outlined in SACR 51-11 will be utilized. Each aircraft will accomplish radar scope photography and mission replot to determine accuracy of the HHCL control time. (U)

d. Aircraft availability: All aircraft are considered available with the following exceptions: (U)

(1) Aircraft on TDY. These aircraft will not be recalled to participate in the Team Scrimmage exercise. (U)

(2) Aircraft scheduled to depart for IRAN during the exercise. Participation in Team Scrimmage will not interfere with IRAN or contract maintenance commitments. (U)

(3) Aircraft awaiting major maintenance, salvage disposition, or major technical order compliance (TOC). (U)

(4) Aircraft undergoing periodic inspection which the Wing Commander believes could not be completed and the aircraft prepared by the latest scheduled launch time. (U)

(5) Aircraft supporting higher headquarters directed missions whose commitment is completed less than 18 hours prior to the last scheduled launch time. (U)

e. Crew Participation: Non-Combat Ready crews will not participate in the execution phase of the mission, except that crews which are solo qualified IAW SACR 51-19 may be used as Weather Scouts. Personnel will not be recalled from leave, TDY, travel status, etc. to participate in this exercise. Recall messages will be prepared and placed on file in the Command Post but will not be dispatched. Individuals assigned to NCR crews and possessing a current standardization check may be used as substitute crew members IAW SACR 51-19 and SACM 51-4.(U)

#### 5. SEQUENCE OF EVENTS:

a. Upon notification of execution of this OPLAN and at the designated "A" hour, the following sequence of events will take place:

(1) Acknowledgment to 2AF by the Command Post. (U)

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- (2) Exercise pyramid alert system. (Not normally exercised during duty hours). (U)
- (3) Personnel report to their respective squadrons. (U)
- (4) Crews advise the squadron when intact. (U)
- (5) Maintenance provides the Command Post with aircraft by priority to be generated. (U)
- (6) Command Post assigns crews to aircraft by sortie no.(U)
- (7) EWO generation flow of aircraft starts. (U)
- (8) Designated aircraft upload weapons. (U)
- (9) Aircraft are loaded to conform to USCM requirements.(U)
- (10) Weapons downloading schedule established as loading teams become available. (U)
- (11) B-52 aircraft must be assigned by tail number NLT 2 hours prior to adjusted T.O. (U)
- (12) Reports Control Team activated. (U)
- (13) Annex A (Reception) of the Base Support Plan and the Mobility Plan will be executed. (U)

6. EXECUTION PHASE REQUIREMENTS:

- a. Any aircraft that cannot make good the adjusted scheduled take-off time plus 5 minutes will be considered a ground abort, scored as a non-effective aircraft, and will not be further utilized during the mission. (U)
- b. Airborne spares or rescheduled sorties are not authorized. Each aircraft will be used only once during the exercise. (U)
- c. Rendezvous and Air Refueling:
  - (1) Air Refueling will be accomplished as prescribed in the SACTD. Radar fixes for rendezvous will not be obtained within 150NM of the rendezvous point. The rendezvous will be accomplished by celestial means. (U)

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15 September 1960

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(2) If the cell leaders accomplish the rendezvous for the entire cell, the requirement for the rendezvous is considered completed. Only the crews making the rendezvous will take training credit. (U)

(3) Scheduled on-load of fuel will be 60,000 pounds. This transfer is a receiver requirement. Lesser on-loads are acceptable only when a full inflight fuel load is attained, including external wing tanks. Less than the briefed on-load with partially full tanks by 3000 pounds or more is considered an unsuccessful refueling. Any transfer of more than the briefed fuel is considered successful. (U)

(4) Time required to refuel must not exceed 24 minutes. Time will be computed from the ARCP to end refueling. Receiver aircraft will not be in contact position prior to ARCP. ~~(S)~~

(5) Tanker and bomber lead navigators will agree on the logged time and fix at the ARCP and end refueling point. (U)

d. Bombing: Each bombardment crew will accomplish one synchronous radar Short Look and one synchronous radar high altitude RES run. Combat run procedures will be used on the high altitude run. All runs will be executed IAW SACR 50-4 to include actuation of the U-2 release system. Clamshell doors will remain closed throughout the bomb runs. Cameras will be operated IAW the flight manual. RES scores will be provided to the flight crews.

(1) The Short Look run may be made as offset or direct, and is a critical area in mission effectiveness and bombing. Limitations for the bomb run: At bombing altitude not over 30 seconds. The proper bombing altitude must not vary over 250 feet. The time limit does not apply to emergency runs. ~~(S)~~

(2) The high altitude synchronous RES may be made as offset or direct. (U)

(3) Scoring criteria will be as outlined in SACIP 170-1A. (U)

(4) All RES runs will be designated as record. An aircrew unable to make a synchronous run due to a malfunctioning RES system will attack the target using the best available emergency methods. If unable to make an emergency

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15 September 1960

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set run due to completely inoperative BNS equipment will attack the target using the last resort bombsight, celestial fixes, or by timing from a pre-determined point. (U)

(5) In the event of RBS ground abort, scorable radar scope photography will be used for scoring purposes. The applicable circular error reliability standard will apply. (U)

(6) Once an aircraft is airborne the crew must accomplish the effectiveness scored bomb run or the sortie will be scored as non-effective, an unreliable bomb, and charged as a non-synchronous run. Where safety of flight considerations preclude completion of bombing activity, the sortie will not be included in computation of bombing reliability but will be scored as non-effective. (U)

e. Navigation: Aircraft failing to accomplish scope photography of the Low Level navigation leg due to a proven camera malfunction will not be included in the computation of mission effectiveness or low altitude navigation reliability. (U)

(1) Navigation requirements are outlined in Appendix III. (U)

f. ECM activity will be as outlined in Appendix VII. (U)

g. Cruise Control. One scored long range cruise control mission will be accomplished by each crew IAW SACR 90-3. (U)

h. Communications procedures will be in accordance with Annex B, this OPLAN. (U)

i. Combat Reports. With the exception of the B/BR/M/T-27 and 28 reports, all reports directed by SACM 55-8 series will be submitted during the progress of the mission as outlined in Appendix IV, this Annex. B-11 strike reports will be submitted by each crew as a result of each of the RBS runs. (U)

#### 7. RECAP OF MISSION REQUIREMENTS: (U)

Adjusted T.O. time plus or minus 5 minutes.  
Electronic Rendezvous.  
Onload 60,000 lbs in less than 24 minutes.  
Grid Cel Nav Leg.  
HHCL Control Time plus or minus 5 minutes.  
Big Blast Mission

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High Altitude RES on Minneapolis, Combat Left.  
 Submit B-11, fire U-2 release.  
 Local Defense and Radar Simulator run on Minneapolis.  
 Penetration fix plus or minus one minute on L/L Route.  
 Short Look on Hastings RES  
 Submit B-11, fire U-2 release.  
 Local Defense run on Hastings, Nebr.  
 Long Range Cruise Mission.

8. GENERAL INFORMATION:

a. All aircraft will be flying a pre-approved flight plan as filed with ARTC. Unclassified nickname of this mission is "Great Effort Hotel". A USAF priority 8 is assigned this mission. Route and clearance information is contained in Appendix X this OPLAN. (U)

b. DD Form 175 entries: Route info: "Great Effort Hotel" as filed with ARTC; Remarks Section "MARSAs during refueling and route cell". Use normal assigned radio calls. (U)

c. Highest terrain enroute: Mt. Mitchell, 6684 feet, 14 min. NE of Asherville, N. C. (U)

d. Emergency and alternate airfields will be as directed by 2AF Command Post. (U)

e. Aircraft loading data will be as prescribed in Appendix III. (U)

f. Annex A (Reception) of the Base Support Plan and the Mobility Plan will be executed. (U)

g. Headquarters 2AF will schedule AMC "B" Teams and MATS Phase I, II, and III airlift through SAC (DM2A). When this support is not available, its arrival and departure will be simulated. (U)

h. Scoring for this Team Scrimmage will be in accordance with SACP 170-1 and the MCS rating system as outlined in SACR 50-16. (U)

i. Reporting. All reports of evaluation will be submitted by this Wing. RCS for these reports is SAC T-52. "D" day status is "D". (U)

(1) Timing and classification of Reports. The SAC T-52 Report will be classified ~~SECRET~~ and transmitted electrically (Routine precedence) not later than 48 hours after landing of the last aircraft. (U)

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(2) Addressee. The SAC T-52 report will be addressed to SAC, for DCTAS. (U)

(3) Contents of the Report. The mission evaluation report will contain the items of information in the order and format outlined in SACR 50-16. Any problems encountered in the generation of tankers will be reported in "Remarks". (U)

10.

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15 September 1960

CC 2092-CO

HEADQUARTERS, 4228TH STRATEGIC WING (SAC)  
COLUMBUS AIR FORCE BASE, MISSISSIPPI  
15 September 1960

APPENDIX I

ANNEX A

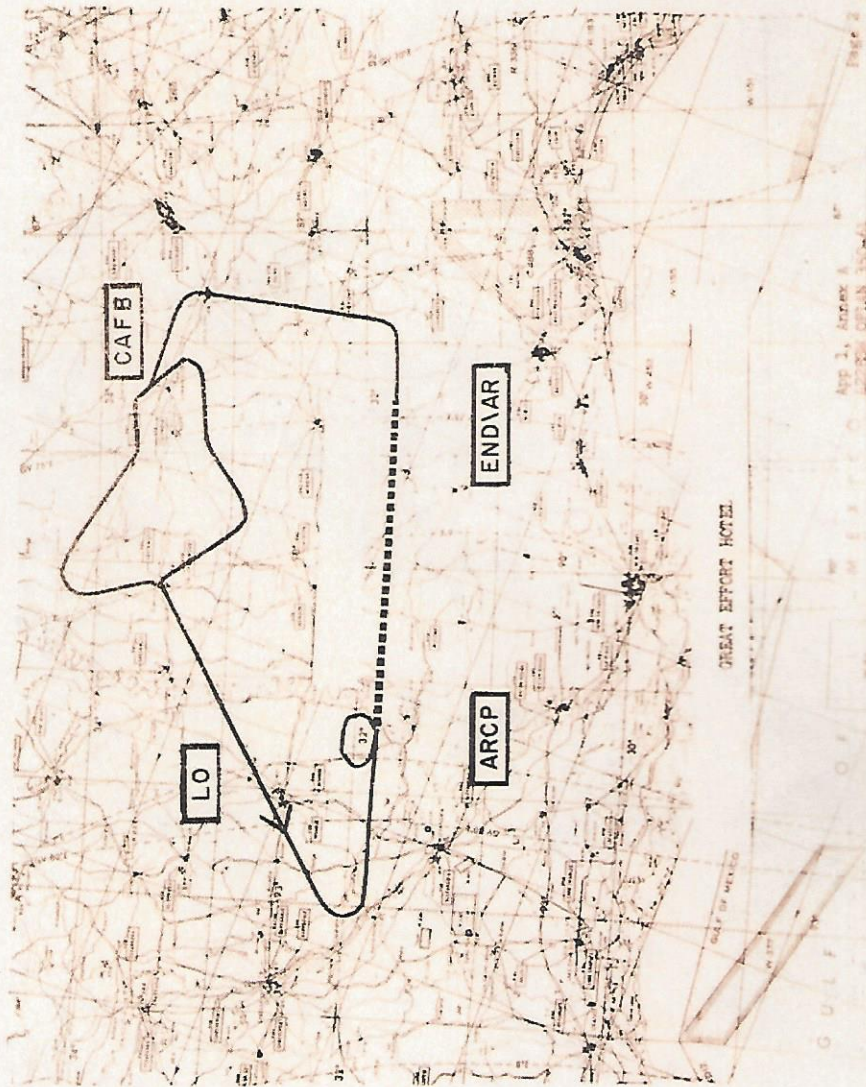
4228SW OPLAN 350-61

ROUTE PICTURES

CC 2692-60

App I, Annex A  
4228SW OPLAN 350-61  
15 September 1960







HEADQUARTERS 4228TH STRATEGIC WING (SAC)  
COLUMBUS AIR FORCE BASE, MISSISSIPPI  
15 September 1965

APPENDIX II

ANNEX A

4228SW OPLAN 250-62

FIOM CHARTS

CC 2692-60

App II Annex A  
4228SW OPLAN 250-62  
15 September 1965

B-52 TEAM SCRIMMAGE FLOW PLAN

A +	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
6	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R

A +	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
7	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R

A +	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
8	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R

A +	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
9	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R	FUEL W M T R

A +	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

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B-52 TEAM SCRIMPAGE FLOW PLAN

9	+	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
10																						
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12																						
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NO-135 TEAM SCHEDULES FLOW PLAN

4 + 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

6	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	
	FUEL		CREW																											
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4 + 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

7	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	
	FUEL		CREW																											
	W	X	Y	Z																										

4 + 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

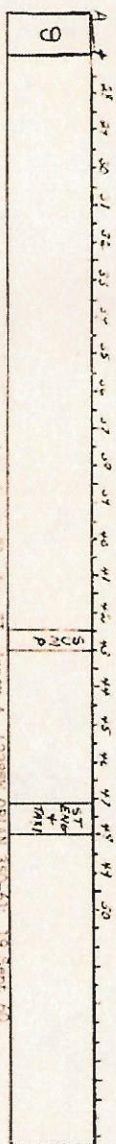
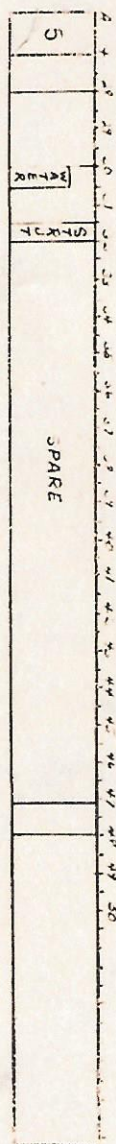
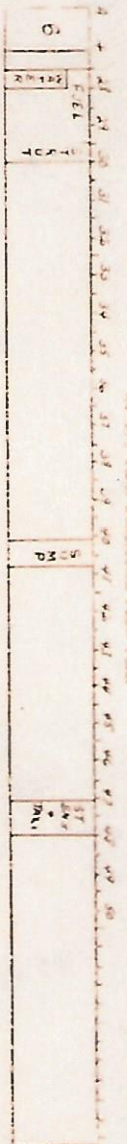
8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	
	FUEL		CREW																											
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4 + 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29

5	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	
	FUEL		CREW																											
	W	X	Y	Z																										

4 + 32 33 34 35 36

NO. 125 FUEL SYSTEM DIAGRAM



Amendment #1, App II, Annex A, LORSON DESIGN 350-01, 19 Sept 60  
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AC-119 TELA SPRINGING FILM PLAN

A + 28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
FUEL	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN
6																						

A + 28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
FUEL	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN
7																						

A + 28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
FUEL	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN	RETURN
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A + 28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
9																						

A + 28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
9																						

AC-119 TELA SPRINGING FILM PLAN

HEADQUARTERS, 4228TH STRATEGIC WING (SAC)  
COLUMBUS AIR FORCE BASE, MISSISSIPPI  
15 September 1960

APPENDIX III

ANNEX A

4228SW OPLAN 350-61

FLIGHT PLANS

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App III, Annex A  
4228SW OPLAN 350-61  
15 September 1960



HEADQUARTERS, 4228TH STRATEGIC WING (SAC)  
COLUMBUS AIR FORCE BASE, MISSISSIPPI  
15 September 1960

APPENDIX III

ANNEX A

4228SW OPLAN 350-61

FLIGHT PLANS

1. B-52 NAVIGATOR REQUIREMENTS:

- a. One electronic rendezvous for each lead aircraft. (U)
- b. Control Points: (\*Designates mandatory control points)

<u>COORDINATES</u>	<u>DESCRIPTION</u>	<u>TENTATIVE ENROUTE TIMES</u>
* 31-51N 91-14W	ARCP	E + 01:30
* 32-47N 79-55W	HHCL	E + 05:35
* 43-10N 86-02W	DEPART MUSKOGON VOR	E + 07:45
45-01N 93-15W	TGT "METRO" MINNEAPOLIS	E + 08:56
* 39-58N 94-56W	DEPART ST JOSEPH VOR	E + 09:50
40-31N 98-21W	TGT "LIMA" HASTINGS, NEBR	E + 11:49

(1) Control times have been designated for the lead aircraft in each cell. Take-off times will be adjusted using the latest retro wind to assure arrival at the Low Level Penetration Fix, (St Joseph VOR 39-58N 94-56W) at times designated by the execution message. (U)

(2) Bombing:

(a) Each crew will accomplish a high altitude, contact left synchronous radar RBS against METRO at Minneapolis, Minnesota and a synchronous radar short look against target LIMA at Hastings, Nebraska. These runs will be accomplished in accordance with procedures contained in SACR 50-4 as amended. RBS sites will transmit all scores by TwX immediately upon completion of the last attack each day to the 4228th Strategic Wing. (U)

(b) Target Information: (U)

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1. App III, Annex A  
4228SW OPLAN 350-61  
15 September 1960

~~CONFIDENTIAL~~~~CONFIDENTIAL~~ Hastings Target "M" Mar VOR 5° E (C)

<u>LOCATION</u>	<u>DESCRIPTION</u>	<u>COORDINATES</u>	<u>ELEV</u>
TGT "M"	Minneapolis - St Paul Sainte Marie R/R Round House. A/P Geometric center of turntable.  Radar A/P: SE corner of large radar return	45-01 11.012N 93-14 56.942W	890'
OAP #1	Newport Bridge A/P Center of bridge Radar A/P center of large radar return OLO 9960S O60 460E	44-52-56N 93-00-50.3W	760'
OAP #2	Northwest grain elevator A/P center of elevator Radar A/P center of radar return OLO 430N O05610W	45-02-54N	1000'
Pre-IP	Truax AFS, Madison, Wisc. TC and distance to tgt	44-06N 89-21W 305° and 202NM	
IP	TC and distance to tgt	44-11N 91-40W 305½° and 88NM	

Ballistics will be the same as for the normal EBS requirements.

~~CONFIDENTIAL~~ Hastings Target "L" Mar VOR 11° E

TGT L	Top Center of the Westernmost Grain Storage Tank Radar A/P: Center of Radar Return	40-40-40.6N 98-21-17.4W	1944'
OAP #1	Tgt "H" area A/P Center of Elevators Radar A/P: Center of Radar Return N O26877 W O00186	40-55-06.207N 98-21-23.801W	1950'
OAP #2	Defense Plant A/P Center of Bldg & RR Yards Radar A/P: Center of Return N O01490E O35818	41-10-15.53N 98-11-11.000W	1920'
PIP & IP	TP TC and distance to tgt	40-06N 100-06W 66° and 6 NM	

Ballistics will be the same as for normal EBS requirements.

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September 1960

CC 2692-60

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

(c) RES Schedule:

First Days Launch:

<u>RED CELL</u>	<u>MINNEAPOLIS, MINN.</u>	<u>HASTINGS, NEBRASKA</u>
Lead	E + 0836	E + 1119
No. 2	E + 0851	E + 1134
No. 3	E + 0906	E + 1149
No. 4	E + 0921	E + 1204

Second Days Launch:

<u>RED CELL</u>	<u>MINNEAPOLIS, MINN.</u>	<u>HASTINGS, NEBRASKA</u>
Lead	E + 3236	E + 3519
No. 2	E + 3251	E + 3534
No. 3	E + 3306	E + 3549
No. 4	E + 3321	E + 3604

NOTE: For Team Scrimmage "A" hour is alert hour on a pre-planned date and start of generation cycle. "E" hour is "A" plus 24 hours.

(d) Emergency Runs, short look and high altitudes:

1. All fixed angle or ASQ-38 emergency set type RES runs will be scored using the fixed angle accuracy standard of 10,000 feet.

2. GPI, Last Resort, celestial, and timing from a pre-determined point emergency bomb runs will be scored using a 15,000 foot accuracy standard. Optics will not be used during or in lieu of emergency type runs.

(e) All RES runs will be made as "Record". An aircrew unable to make a synchronous run due to malfunctioning BNS equipment will attack the target using the best available emergency method. An aircrew unable to make an emergency type run due to totally inoperative BNS equipment will attack the target using the last resort bombsight, celestial fixes, or by timing from a pre-determined point. (U)

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4228SW OPLAN 350-61  
15 September 1960

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~~CONFIDENTIAL~~

(f) In the event of a RBS ground abort, scorable radar scope photography will be used for USCM scoring purposes. Circular Error accuracy standards for the type run being accomplished, as applicable, will apply. (U)

(g) The synchronous short lock RBS run may be made as offset or direct. This run will be scored using a 4000 foot accuracy standard. ~~CONFIDENTIAL~~

(h) Activation of the bomb release system (U-2) will be accomplished on each RBS bomb run. The forward rack will be utilized on target "M" at Minneapolis, Minnesota and the aft rack on target "L" at Hastings, Nebraska. ~~CONFIDENTIAL~~

(i) Cas-shell doors will be closed prior to each PIP and will remain closed throughout the bomb runs. (U)

## 2. B-52 NAVIGATION:

a. Each aircraft will accomplish one low altitude navigation leg and one celestial grid leg. (U)

### (1) Low Altitude Navigations

(a) Low altitude navigation legs will be flown in accordance with SACR 50-11, 50-8, and 51-11. (U)

(b) The low altitude leg will be conducted on Oil Burner route CLEAR VIEW. (U)

(c) A short lock attack will be accomplished upon completion of the navigation portion of this route against target LIMA at Hastings, Nebraska. (U)

### (2) High Altitude Navigations

(a) Each aircraft will accomplish one celestial grid navigation leg. (U)

(b) The following navigation route will be utilized:

Start	34-10N	84-17
T. P.	42-50N	78-35W
Terminate	56-15N	75-20W

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(c) Aircraft other than the NCA aircraft for each cell will:

1. Maintain their geographic positions, using authorized aids for the type of navigation leg being flown.
2. Obtain the aircraft's DR position when the NCA ETA expires, using the NCA's time of turn and last true heading. This position will be indicated on SAC Form 157, Navigation Evaluation Report, as the terminal point. (U)

1. These legs will be scored from the DR position thus obtained to the aircraft's actual position, using the scoring method required for the type of grid leg being flown. (U)

b. Whenever mechanics of the mission preclude accomplishment of the celestial grid requirement, aircraft will substitute a radar navigation training leg. (This requirement for a control time at the terminal point is waived. )

c. Reliability will be computed using the navigation accuracy standard established in SACP 170-1A for the type of navigation leg accomplished. Final evaluation will be determined from replots conducted by the inspection agency. If the replot score exceeds the published accuracy standard, the leg will be scored by replot. If the replot score is within the published accuracy standard, the leg will be scored using the procedures authorized by SACR 51-11. (U)

d. Navigation legs that do not meet all the requirements of SACR 51-11 will also be evaluated, therefore, primary consideration will be given to completion of the navigation leg with acceptable scoring procedures. (U)

e. When cell is a mission requirement, during the navigation leg, only the NCA will be considered for computation of navigation reliability. Cell navigation requirements may be credited in accordance with SACR 50-8. (U)

f. A controlled ETA will be accomplished by each cell or individual aircraft on the HHCL. (U)

- (1) Deviations from the HHCL control time will not exceed five (5) minutes. (U)

- (2) Timing control will be accomplished using approved navigational techniques. (U)

- (3) Each aircraft will accomplish radar scope photography, with scope on full scan at the HHCL. (U)

g. To enable complete reconstruction of the entire mission each navigator will record complete and accurate chart entries. (U)

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h. Navigators will give the pilot adequate warning prior to: Turn points, climbs, descents, ECM activity and when approaching within 75NM of RBS sites. (U)

i. All control times as briefed must be made good. (U)

j. All charts, forms and interrogation sheets will be turned in at the operations de-briefing. (U)

k. Air Refueling Area: (CRAZY MARY)

(1) Base Altitude: 27M

(2) ARIP: 31-50N 94-15W

(3) ARCP: 31-53N 91-26W

(4) Refueling Track: 092°

(5) Key Rendezvous Pt "Andy"

(a) Refueling tracks into the orbit area, and during refueling will be made good. (U)

l. Highest terrain enroute: "Mt Mitchell", 6684 feet, 35-46N 82-15W. (U)

m. Airspace Restricted Areas are:

NO.	NAME	ALT	HOURS
R-229	Camp Polk	70M	Cont.
R-230	Camp Polk	50M	Cont.
R-156	Fort Rucker	24M	Cont.
R-129	Fort Benning	32M	Cont.
R-131	Fort McClellan	24M	Cont.
P-78	Oak Ridge	Unl	Cont.
R-70	Cewego	59M	Cont./D
R-54	Aberdeen	Unl	Cont.
R-542	Camp Springs	27M	Cont.
R-38	Dahlgren	Unl	Cont.
R-39	Patuxent	Unl	Cont.
R-40	AP Hill	22M	Cont.
R-125	Cherry Point	6-55M	Cont./N
R-523	Wilmington	50M	Cont./D
R-177	Myrtle Beach	40M	Cont./D
R-115	Fort Bragg	35M	Cont.
R-114	Fort Jackson	24M	Cont.
R-384	Poinsette	28M	Cont./D
R-157	Fernandina	55M	Cont.
P-378	Savannah	Unl	Cont.

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<u>NO.</u>	<u>NAME</u>	<u>ALT</u>	<u>HOURS</u>
R-159	Mayport	Unl	Cont.
R-385	Fort Gordon	24M	Cont.
R-109	Wilmington	Unl	Cont.
R-543	Lonsbourne	27M	Cont.
R-89	A,B,C Sheboygan	64M	Cont.
R-200	Camp McCoy	25M	Cont.
R-196	Brookville	50M	Cont./D
R-199	Ft Leonard Wood	50M	Cont.

### 3. B-52 Cameras:

a. Each aircraft will be configured with an O-32 camera and two (2) fully loaded magazines. (U)

b. Each aircraft will be configured with a K-17 camera and a fully loaded, installed magazine. (U)

c. Radar-scope photography will be accomplished at periods not to exceed half hour increments during all formation (except air refueling) at a rate of one (1) frame per (12) scans for a minimum of ten (10) photos. The high aircraft in each cell will be responsible for accomplishing cell tactics photography. Note on camera log the frame number for all cell photography accomplished. (U)

d. IBDA photography will be accomplished as required. The lead aircraft will be responsible for all ADIZ photography. (U)

e. ADIZ photography will be accomplished as required. The lead aircraft will be responsible for all ADIZ photography. (U)

f. K-17 camera operation will be accomplished in accordance with current directives. (U)

g. Data plates will include the following: (U)

- (1) Minneapolis - Tgt M/Hastings - Tgt L
- (2) Bombing Altitude
- (3) Date.
- (4) Aircraft type and tail number.
- (5) Navigators name.
- (6) Radar Type.

7.  
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h. Camera clocks will be set to Zulu time and periodically reset during the mission. (U)

i. At the exact termination of the celestial grid navigation leg, radar navigators will turn the intensity control sufficiently high to flood the scope for a minimum of two (2) complete scans. This will assist photo interpreters in determining the exact photo to be scored. (U)

j. Photo logs will be accomplished in accordance with SACR 95-11 as amended. "Bombs Away" photo time to the nearest second and photo number must be accurate to insure scoring of the correct photo. Navigators will make a note in the remarks column that the scope was flooded at the end of the navigation leg. The photo log must be completed in detail on both sides, listing all photographic activity. (U)

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8.

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15 September 1960



MISSION FL. PLAN	G. O. AND NICKNAME			UNIT	TYPE ACFT	WAVE	COLL CALL	REMARKS
	POUNDS	NAME	NICKNAME					
ACFT BASIC	100,000	...	...	BOMBS	...	...	...	PRESSURE ALT
CREW	...	...	...	AMMC	...	...	...	CRITICAL FIELD LENGTH
OIL	...	...	...	BATER AUG	...	...	...	CRITICAL AIR TEMP
ATO	...	...	...	STATIC	...	...	...	TAKE-OFF DISTANCE
RACK	...	...	...	...	...	...	...	TAKE-OFF SPEED
EXT TANKS	...	...	...	START ENGINES	...	...	...	CRITICAL WIND COMPONENT
MISCELLANEOUS	...	...	...	AND TAXI FUEL	...	...	...	BY LEG
CHAFF	...	...	...	ALLOWANCE	...	...	...	END LEG
OPERATING	...	...	...	TAKE-OFF GROSS	...	...	...	END LEG

PRE-FLIGHT PLAN

FROM	ROUTE	FLT COND	T. C.	X-W	T. H.	VAR	M. H.	TEMP	AS	MACH	TAS	G. S.	GND DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
																	ACC GND DIS	ACC TIME
SETTOAC																		
DEPARTURE	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
DEPARTURE	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
DEPARTURE	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LEVEL OFF	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
NORM CELL	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
NOV-C GREENWALD VOR	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11-22M 21-2M	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11-D SHREVEPORT VOR	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11-22M 21-2M	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11-K HENDERSON, TEX	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11-05M 21-2M	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
ARRIF	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11-22M 21-2M	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
START DESCENT	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11-22M 21-2M	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
LEVEL OFF	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11-22M 21-2M	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
AROP	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11-22M 21-2M	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
CONTACT	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
11-22M 21-2M	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

Page 1 ALL AIRCRAFT

SAC (07) 16-1 1957. PROPOSED REVISION AND TEST SUBSTITUTION BY SAC FROM (A) 16 APR 58. WHICH MAY BE MADE BY (A) 16 APR 58.

MISSION FLIGHT PL										CONTINUATION SHEET						
DATE	FLT COND	T.C.	WIND DIR DRIFT	T.M.	VAR	M.H.	TEMP ALT	IAS MACH	T. A. S.	G. S.	GN D DIS	TIME	AIR DIS	ETA	FUEL FLIGHT PLAN	
											ACC GN D DIS	ACC TIME	ACC AIR DIS		PRED FUEL REMAINING	GRS WT
11-27-33			279/33												23570	
11-27-33	A/R	052	0	175	-5	086	27/28.5		420	+17	745				7600	60,000
ON ICED																
11-27-33	CR	052	278/30	072	-5	087	27/28.5		415		28	04	26			
11-27-33	SF/L	LIMB	279/33						863		90	11	81			
11-27-33	CR	073	-7		-4		27/28.5				863		864			
11-27-33	CR	073	270/33						440							
11-27-33	CR	073	-4	028	+5	028			444							
11-27-33	CR	073	270/33	029	-4	021	43/37		463		122	21	102			
11-27-33	CR	073	270/33	030	0	030	33/31		460		122	21	102			
11-27-33	CR	073	270/33	031	+2	033	33/35		467		122	21	102			
11-27-33	CR	073	270/33	032	+1	037			469		122	21	102			
11-27-33	CR	073	270/33	033	+1	037			471		122	21	102			
11-27-33	CR	073	270/33	034	+1	037			473		122	21	102			
11-27-33	CR	073	270/33	035	+1	037			475		122	21	102			
11-27-33	CR	073	270/33	036	+1	037			477		122	21	102			
11-27-33	CR	073	270/33	037	+1	037			479		122	21	102			
11-27-33	CR	073	270/33	038	+1	037			481		122	21	102			
11-27-33	CR	073	270/33	039	+1	037			483		122	21	102			
11-27-33	CR	073	270/33	040	+1	037			485		122	21	102			
11-27-33	CR	073	270/33	041	+1	037			487		122	21	102			
11-27-33	CR	073	270/33	042	+1	037			489		122	21	102			
11-27-33	CR	073	270/33	043	+1	037			491		122	21	102			
11-27-33	CR	073	270/33	044	+1	037			493		122	21	102			
11-27-33	CR	073	270/33	045	+1	037			495		122	21	102			
11-27-33	CR	073	270/33	046	+1	037			497		122	21	102			
11-27-33	CR	073	270/33	047	+1	037			499		122	21	102			
11-27-33	CR	073	270/33	048	+1	037			501		122	21	102			
11-27-33	CR	073	270/33	049	+1	037			503		122	21	102			
11-27-33	CR	073	270/33	050	+1	037			505		122	21	102			
11-27-33	CR	073	270/33	051	+1	037			507		122	21	102			
11-27-33	CR	073	270/33	052	+1	037			509		122	21	102			
11-27-33	CR	073	270/33	053	+1	037			511		122	21	102			
11-27-33	CR	073	270/33	054	+1	037			513		122	21	102			
11-27-33	CR	073	270/33	055	+1	037			515		122	21	102			
11-27-33	CR	073	270/33	056	+1	037			517		122	21	102			
11-27-33	CR	073	270/33	057	+1	037			519		122	21	102			
11-27-33	CR	073	270/33	058	+1	037			521		122	21	102			
11-27-33	CR	073	270/33	059	+1	037			523		122	21	102			
11-27-33	CR	073	270/33	060	+1	037			525		122	21	102			
11-27-33	CR	073	270/33	061	+1	037			527		122	21	102			
11-27-33	CR	073	270/33	062	+1	037			529		122	21	102			
11-27-33	CR	073	270/33	063	+1	037			531		122	21	102			
11-27-33	CR	073	270/33	064	+1	037			533		122	21	102			
11-27-33	CR	073	270/33	065	+1	037			535		122	21	102			
11-27-33	CR	073	270/33	066	+1	037			537		122	21	102			
11-27-33	CR	073	270/33	067	+1	037			539		122	21	102			
11-27-33	CR	073	270/33	068	+1	037			541		122	21	102			
11-27-33	CR	073	270/33	069	+1	037			543		122	21	102			
11-27-33	CR	073	270/33	070	+1	037			545		122	21	102			
11-27-33	CR	073	270/33	071	+1	037			547		122	21	102			
11-27-33	CR	073	270/33	072	+1	037			549		122	21	102			
11-27-33	CR	073	270/33	073	+1	037			551		122	21	102			
11-27-33	CR	073	270/33	074	+1	037			553		122	21	102			
11-27-33	CR	073	270/33	075	+1	037			555		122	21	102			
11-27-33	CR	073	270/33	076	+1	037			557		122	21	102			
11-27-33	CR	073	270/33	077	+1	037			559		122	21	102			
11-27-33	CR	073	270/33	078	+1	037			561		122	21	102			
11-27-33	CR	073	270/33	079	+1	037			563		122	21	102			
11-27-33	CR	073	270/33	080	+1	037			565		122	21	102			
11-27-33	CR	073	270/33	081	+1	037			567		122	21	102			
11-27-33	CR	073	270/33	082	+1	037			569		122	21	102			
11-27-33	CR	073	270/33	083	+1	037			571		122	21	102			
11-27-33	CR	073	270/33	084	+1	037			573		122	21	102			
11-27-33	CR	073	270/33	085	+1	037			575		122	21	102			
11-27-33	CR	073	270/33	086	+1	037			577		122	21	102			
11-27-33	CR	073	270/33	087	+1	037			579		122	21	102			
11-27-33	CR	073	270/33	088	+1	037			581		122	21	102			
11-27-33	CR	073	270/33	089	+1	037			583		122	21	102			
11-27-33	CR	073	270/33	090	+1	037			585		122	21	102			
11-27-33	CR	073	270/33	091	+1	037			587		122	21	102			
11-27-33	CR	073	270/33	092	+1	037			589		122	21	102			
11-27-33	CR	073	270/33	093	+1	037			591		122	21	102			
11-27-33	CR	073	270/33	094	+1	037			593		122	21	102			
11-27-33	CR	073	270/33	095	+1	037			595		122	21	102			
11-27-33	CR	073	270/33	096	+1	037			597		122	21	102			
11-27-33	CR	073	270/33	097	+1	037			599		122	21	102			
11-27-33	CR	073	270/33	098	+1	037			601		122	21	102			
11-27-33	CR	073	270/33	099	+1	037			603		122	21	102			
11-27-33	CR	073	270/33	100	+1	037			605		122	21	102			

GENERAL FLIGHT PLAN - CONTINUATION SHEET															
ROUTE	FLY COND	T.C.	X-W DRIFT	T.H.L.	VAR	M.H.	TIME ALT	IAS MACH TAS	D.S.	END DIS ACC END DIS	TIME ACC TIME	AIR DIS ACC AIR DIS	ETA	FUEL USED RESERVE	T. PLAN GROSS WT
								444						171 620	346 630
														7 200	7 200
														164 420	329 430
														5 400	5 400
														159 020	334 030
														5 200	5 200
														328 830	328 830
INSTRUCTIONS:							[TIME ADJUST]	↓							
NO. 1 DELAY	MINUTES	MAKING GOOD A CONTROLLED DEPARTURE TIME OF	T.O. + 07:45												
NO. 2 DELAY	MINUTES	MAKING GOOD A CONTROLLED DEPARTURE TIME OF	T.O. + 08:00												
NO. 3 DELAY	MINUTES	MAKING GOOD A CONTROLLED DEPARTURE TIME OF	T.O. + 08:15												
NO. 4 DELAY	MINUTES	MAKING GOOD A CONTROLLED DEPARTURE TIME OF	T.O. + 08:30												





FLY COND	T.G.	R-W DRIFT	TR.	VAR	H.P.	ALT	IF ALT	W.S. 755	G.D.E.S. ASC CROSS TIME	TIME ASC M/D/S	ASC M/D/S	ASC M/D/S	ASC M/D/S	ASC M/D/S	ASC M/D/S
TIME ADJUST LINE	ST	CLUB	TRIPON	DEPT											
1.0	276.55														
2.0	276.55														
3.0	276.55														
4.0	276.55														
5.0	276.55														
6.0	276.55														
7.0	276.55														
8.0	276.55														
9.0	276.55														
10.0	276.55														
11.0	276.55														
12.0	276.55														
13.0	276.55														
14.0	276.55														
15.0	276.55														
16.0	276.55														
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92.0	276.55														
93.0	276.55														
94.0	276.55														
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96.0	276.55														
97.0	276.55														
98.0	276.55														
99.0	276.55														
100.0	276.55														



LINE	DESCRIPTION	PLS	TAG	CRPT	TOL	VAR	ALT	TOTL	G.S.	SEC	TIME	ADJUS	STA	FULL POINT
		CO-5												
	TIME ADJUST LINE/ST/CL/BY/ON DEPT.													
10	CL 270			276/55	271	0	271	41M	444	33	06	44		3,200
	CL 270			276/55					444	3259	03:21	43647		2,000
	CR 270				271	-2	269	41M	444	106	14	119		136,000
	CR 270								444	3345	03:37	13744		4,000
	CR 270								471	114	16	126		4,700
	CR 270				302	-4	298	41M	471	3479	08:53	35932		27,000
	CR 270				300	-6	294	41M	471	3547	09:06	32941		3,400
	CR 270													123,140
	CR 270													2,800
	CR 270													700
	CR 270													10,020
	CR 270													1,200
	CR 270													104,820
	CR 270													5,000
	CR 270													95,840
	CR 270													700
	CR 270													98,200
	CR 270													2,500
	CR 270													95,420
	CR 270													9,400
	CR 270													3,240
	CR 270													3,300
	CR 270													8,400
	CR 270													77,000











HEADQUARTERS, 4228TH STRATEGIC WING (SAC)  
COLUMBUS AIR FORCE BASE, MISSISSIPPI  
15 September 1960

APPENDIX IV

ANNEX A

4228SW OPLAN 350-61

REPORTS

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HEADQUARTERS, 4228TH STRATEGIC WING (SAC)  
COLUMBUS AIR FORCE BASE, MISSISSIPPI  
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APPENDIX IV

ANNEX A

4228SW OPLAN 350-61

REPORTS

1. Combat reporting will be required in accordance with SACM 55-8 and 55-8 M/T/B and the following instructions: (U)

a. Distribution will be 2AF plus info to LAD on all reports unless otherwise indicated in this appendix. (U)

b. B-10, B-13 and B-15 reports will include CINCNOCRAD, ATTN: COC, as an addressee. (U)

c. B-11 and B-21 reports will be submitted IAW para 6b (3) SACM 55-8 except addressees will be as outlined in para 1a above. (U)

d. B/T-9 reports are required. (U)

e. B/T-27 reports will be submitted. (U)

f. B-51 report will be submitted. (U)

g. T-8, T-11, T-13 and T-18 reports will be submitted. (U)

h. T-52 report will be submitted IAW SACR 50-16, 27 Apr 60. (U)

i. M-10 Reports. In addition to any M-10 reports normally required, SIMULATED M-10 reports will be submitted to portray the units scheduled EWC airlift of personnel and cargo. (U)

(1) Addressee: 2AF only for simulated reports. (U)

(2) First line of simulated report will read: (U)

/SECRET/ZIPPO \_\_\_\_\_/350-61/GREAT EFFORT SIMULATED.

(3) Contents in accordance with para 15, SACM 55-8M, Crew Chiefs/Assistant Crew Chiefs will be reported as passengers. Extra crew members will be indicated as follows: Part II C. 10; (5 spare crew members). (U)

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j. M-15 Reports: In addition to normal arrival reports, the following is also required: (U)

(1) SIMULATED arrival reports of MATS for "onload" will be as outlined in "i" (1) and (2) above. (U)

k. 1 SAC-VI Reports. Reports will be submitted in accordance with Annex 1, SACR 55-10, particularly para 10, "Special Reporting." (U)

l. M-22 reports will be submitted. First line of report will read: /SECRET RD/ZIPPO \_\_\_\_\_/NOFORN. RESTRICTED DATA ATOMIC ENERGY ACT 1954/M-22/REPORT NUMBER \_\_\_\_\_/AS OF \_\_\_\_\_ Z/350-61/GREAT EFFORT. (U)

2. RESPONSIBILITIES:

a. The Command Post is responsible for monitoring and ON-TIME submission of all reports of the SACM 55-8 series. Agencies responsible for preparation of individual reports will insure that reports are delivered to Command Post Controller in sufficient time to allow checking and submission on time. Date/time group on reports will be left blank prior to delivery to Command Post. (U)

b. Agencies responsible for individual reports are as follows:

B-10, B-11, B-13 and B-15 ....	DCOC
B-21 .....	Det 10, 26WEA
B-51 .....	DCCDI
M-10 and M-15.....	DCOC
M-12 .....	Disaster Control Team
M-22 .....	MMSS
M-23 .....	DSUP
T-8, T-11 and T-18 .....	DCOC
B/T-27.....	DCOTR
B/T-9 .....	DCOC
1-SAC-VI.....	DCOC

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HEADQUARTERS, 4228TH STRATEGIC WING (SAC)  
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APPENDIX V

ANNEX A

4228SW OPLAN 350-61

WEATHER

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ANNEX A

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WEATHER

1. GENERAL:

- a. Weather support procedures will be in accordance with those outlined in SAC Manual 105-1. (U)
- b. Detachment 10, 26th Weather Squadron will provide complete weather support utilizing GWC grid prognoses and refueling area forecasts from the appropriate Forecast Centers. (U)
- c. Winds used in computation of SAC Form 1a are described below:

<u>FROM</u> <u>T.O.</u>	<u>TO</u> <u>L.O.</u>	<u>WIND</u>	<u>TYPE</u>	<u>LEVEL</u>	<u>MONTH</u>
		270/18	Mean	Climb	October
	3153N 9300W	270/33	"	300MB	"
	3153N 9108W	270/25	"	500-300MB*	"
	3213N 8618W	270/33	"	300MB	"
	3555N 8322W	270/35	"	300MB	"
	4055N 7845W	270/40	"	300MB	"
	4055N 7652W	275/55	"	200MB	"
	3635N 7820W	274/46	"	200MB	"
	3500N 8310W	270/38	"	200MB	"
	3851N 8425W	270/45	"	200MB	"
	4125N 8518W	270/50	"	200MB	"
	4308N 9313W	276/55	"	200MB	"
	3957N 9338W	270/50	"	200MB	"
	4006N 9514W	275/35	"	300MB	"
	4123N 9821W	255/08	"	850MB	"
	4109N 9726W	270/30	"	Climb	"
	3337N 8825W	270/45	"	200MB	"

2. WEATHER SCOUT ACTIVITY: Weather Scout activity is not planned for this exercise. (U)

3. WEATHER REPORTS: B-21 ZIPPO messages will be prepared by Weather Detachment personnel and delivered to the Command Post for release and transmission. Procedures outlined in para 9, SACM 55-8 B/R will apply. (U)

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HEADQUARTERS, 4228TH STRATEGIC WING (SAC)  
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APPENDIX VI

ANNEX A

4228SW OPLAN 350-61

KC-135 OPERATIONS

cc 2090-60

App ~~IX~~ Annex A  
4228SW OPLAN 350-61  
15 September 1960

HEADQUARTERS, 4228TH STRATEGIC WING (SAC)  
 COLUMBUS AIR FORCE BASE, MISSISSIPPI  
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APPENDIX VI

ANNEX A

4228SW OPLAN 350-61

KC-135 OPERATIONS

1. PURPOSE: The purpose of this Appendix is to cover KC-135 support operations phase of this exercise. (U)

2. MISSION: To provide air refueling in support of this exercise. (U)

3. GENERAL:

a. Preparation Phase: Tanker aircraft will also be generated at "A" hour IAW SACM 55-7 generation rates. The Air Refueling Squadron will participate in the execution of the mission as in the USCM. Although the tanker unit will not be scored, problems in generation will be reported in the remarks section of the SAC T-12 report. (U)

b. Preparation Phase Requirements, KC-135: Every emphasis on realistic EWO preparation is desirable. As far as possible each activity which contributes to preparation for EWO will engage in the same activity in the preparation phase of the USCM. (U)

(1) Airborne tanker spares are termed support aircraft and may be prepared and flown as desired. All support aircraft launched will be in addition to the requirement for primary tactical aircraft required by this operations plan. (U)

(2) Aircraft will be prepared as necessary to meet the requirements of the USCM. (U)

(3) Alert aircraft will not participate in any phase of the exercise, and will not be included in computing ORI scores. (U)

c. Execution phase requirements, KC-135:

(1) Sorties required. Sufficient air refueling support sorties will be scheduled to meet the bomber refueling requirement. Tankers, either primary or airborne spares, may be used as often as required by this OPLAN. The "Live aboard" concept is authorized for USCMs. Crew rest will be in accordance with SACR 62-19. (U)

(2) Launch timing. Take off times will be scheduled to meet the requirements of the refueling mission. Any aircraft which can not make the adjusted scheduled take-off time within 30 minutes will be considered a ground abort and scored as non-effective. (U)

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(3) When a tanker becomes airborne and aborts the mission it will be considered non effective even though a replacement aircraft becomes airborne in sufficient time to meet the needs of the USCM. However, the replacement aircraft will be considered a scheduled on time sortie. (U)

(4) Controlled ETA. All tanker cells will accomplish a controlled ETA at the ARCP. Deviation from control time will not be greater than plus or minus 5 minutes. (U)

(5) Electronic Rendezvous:

(a) Rendezvous will be accomplished as specified in SACTD. (U)

(b) If cell leaders accomplish the rendezvous for the entire cell, this requirement for the USCM will have been fulfilled. However, only those crews actually accomplishing the rendezvous will receive training credit. (U)

(6) Air Refueling:

(a) Every effort must be made to assure the tanker offload is sufficient to meet the bomber requirement. (U)

(b) Deviations from the required offload in excess of 3000 pounds constitutes an unsuccessful refueling. Offloads greater than that required are considered successful. (U)

(c) Receivers will be scored based on the cumulative time established from ARCP to end refueling, 24 minutes for the 60,000 pound off-load. (U)

(7) Support Sorties. Weather Scouts and airborne tanker spares are considered support sorties. They will be used as directed in the tactical doctrine, making good adjusted scheduled take-off time, complete a cruise control mission if required, and fly the briefed route. If an airborne spare replaces a primary tanker, fuel must be off-loaded as required in this Appendix. (U)

(8) Combat Reports. With the exception of the T-27 and 28 Reports, all reports required by SACM 55-8 series will be submitted during the progress of the mission. (U)

(9) Aircraft Loading Data:

Fuel Load: 135,000 pounds  
Miscellaneous: 680 pounds  
Water Augmentation: 5,581 pounds

3X. KC-135 Launch Information: The requirements to be supported by the 901st Air Refueling Squadron consists of:

a. Two cells of four aircraft each day, launched at E Hour and E + 24:00 Hours. (U)

b. There will be no make-up or rescheduled B-52 sorties. (U)

c. Off-load to each B-52 aircraft will be 60,000 pounds. (U)

2.

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~~SECRET~~

See Abort

# 1

d. The two (2) aircraft cells will depart Columbus AF Base on a pre-determined "E-Hour Plus" launch schedule for rendezvous with the two B-52 aircraft cells. The departing KC-135s will make an on-line assembly into a route cell formation IAW SACTD, Vol 8 and proceed to the Crazy Mary Refueling area via the planned route. Take-off times will be adjusted to assure a minimum of 15 minutes in the orbit area prior to arrival of the respective receiver cell. (U)

e. Refueling rendezvous and procedures will be in accordance with SACTD, Volume 8. (U)

f. Tanker base and refueling altitude will be 27,000 feet. (U)

g. Upon completion of air refueling and at the end air refueling point, the tankers will depart the receiver track in a standard departure maneuver IAW SACTD, Vol 8 for the return track to base. (U)

h. ARCP control times are fixed, however, take-off times will be adjusted utilizing the latest metro data to make good controlled ETAs on the ARCP. (U)

i. Aborts:

(1) Ground: Contact the Command Post for further instructions. Spare aircraft may be generated and launched within the maintenance capability of the Wing. Alert aircraft will not be utilized. (U)

(2) Air: Aborting aircraft must obtain individual clearance to destination. (U)

j. Aircraft Clearance:

(1) DD Form 175:

(a) Reference Section C, Radio Call: Use standard aircraft call sign, Ex: Junky 21. (U)

(b) Reference Section D, Route Information: Enter "Common Route and George Red/George Gold Cell route as filed with ARTC". (U)

(c) Reference Remarks Section: Enter "MARSA". (U)

(d) Highest terrain enroute: 640', 12 miles North of Evergreen, Alabama. (U)

k. Emergency airfields will be provided by Second Air Force Command Post. (U)

l. In-Flight Operation: Each crew will complete individual SAC Form 272s for the entire mission, including fuel remaining after engine shut down. (U)

m. Weather and Fuel Minimums are outlined in Wing Flying Directive (SOP) T-55-6. (U)

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HEADQUARTERS, 4228TH STRATEGIC WING (SAQ)  
COLUMBUS AIR FORCE BASE, MISSISSIPPI  
15 September 1960

APPENDIX VII

ANNEX A

4228SW OPLAN 350-61

PENETRATION AIDS

(Bomber Defense)

CC 2092-00

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15 September 1960

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HEADQUARTERS, 4228TH STRATEGIC WING (SAC)  
 COLUMBUS AIR FORCE BASE, MISSISSIPPI  
 15 September 1960

APPENDIX VIIANNEX A4228SW OPLAN 350-61BOMBER DEFENSE

PART I - ECM  
 PART II - GUNNERY

PART I1. GENERAL:

a. Electronic Warfare operations will be conducted to exercise and test defensive systems capability during a penetration phase of NORAD defenses. In addition, Local Defense and Radar Simulator runs will be conducted during RES runs. (U)

b. Big Blast credit may be obtained when at least three (3) aircraft start the penetration corridor simultaneously. These aircraft must be configured with no less than one (1) "L" band transmitter. Fighter support must be provided by NORAD forces.

2. ECM CONTROL:

a. Communications security will be maintained throughout the ECM corridor except for required position reports and emergencies. Aircrews will monitor 364.2 mcs and 243.0 mcs throughout the ECM corridor. (U)

b. ECM clearances will be obtained from Site M-115 located at Ft. Fisher AFS, N.C. (33-59N 77-56W), prior to passing Wilmington VOR. Callsign - "ABUNDANCE".

c. Stop Buzzer/Stream requests will be complied with as required by AFR 55-44. (U)

d. NORAD coordination and AFR 55-44 messages will be prepared and transmitted by the Wing EW Officer. (U)

e. DD Form 175 (Aircraft Clearance) Remarks - none required. (U)

f. Maximum fighter activity can be expected from NORAD. Aircrews will comply with all provisions of SACR 51-6. (U)

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3. ~~ECM OPERATION~~~~SECRET~~

- a. HHCL - a line perpendicular to the course intersecting at 32-47N 79-55W. (U)
- b. ECM Start Line - a line perpendicular to the course intersecting at 32-16N 80-22W. (U)
- c. ECM Stop Line - a line perpendicular to the course intersecting at 41-05N 85-09W. (U)
- d. During penetration corridor, all aircraft will maintain no less than 10 mile and no more than 20 mile lateral separation. (U)
- e. Airborne Operation Procedures:

(1) [REDACTED]

(2) All ECM transmitters except ALT/7's will be operated a minimum of forty-five minutes during the penetration phase to test equipment reliability. (U)

(3) All ALT/6 ECM transmitters scheduled for operation on the mission will be placed in standby position five minutes after take-off. (U)

(4) The APS-54/Radar Warning Receiver will be checked against known GCA and/or GCI radars to insure its operational status inflight as soon as possible after take-off. (U)

(5) Enroute from Greenwood VOR to Shreveport VOR, EW Officers will perform dispenser check of ALE-1 systems. Clearance for drop may be obtained from M-91 at Texarkana, Ar. (Callsign - "JERSEY"). (U)

(6) Equipment loading will be in accordance with SAC Form 99. See Tab 1, this appendix. (U)

(7) A Local Defense and radar simulator run will be made in conjunction with the hi-altitude RES run only. LD runs will be made on both hi-altitude and low altitude RES runs. (U)

(8) Maximum fighter activity will be programmed by NORAD forces during penetration phase. (U)

(9) IFF controls will be placed on STBY at all times in the penetration corridor except when on or crossing civil jet routes. (U)

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f. Electronic Jamming Instructions (U)~~SECRET~~(1) NORAD RADAR SITES: (S)

<u>SITE</u>	<u>LOCATION</u>	<u>RADAR</u>	<u>CALL SIGN</u>
M-113	Charleston AFS, S.C. 32-51N 80-02W	MPS-7 FPS-6	"Paris Green"
M-112	Hunter AFB, Ga. 32-01N 81-10W	FPS-20 FPS-6	"Band Back"
SM-159	Aiken AFS, S.C. 33-39N 81-40W	FPS-20 FPS-6	"Foam Beer"
M-111	Marietta AFS, Ga. 33-54N 84-28W	MPS-11 FPS-6	"Bencher"
SM-165	Flintstone AFS, Ga. 34-57N 85-23W	MPS-11 FPS-6	"Infant"
P-42	Lake City AFS, Tenn. 36-12N 84-41N	FPS-20 FPS-6	"Sweet Sue"
P-43	Guthrie AFS, W.Va. 38-27N 81-41W	FPS-20 FPS-6	"Potato Masher"
P-82	Snow Mtn AFS, Ky 37-54N 86-00W	FPS-20 FPS-6	"Goblin"
P-73	Bellefontaine AFS, Ohio 40-23N 83-42W	FPS-20 FPS-6	"Seed Hay"

(4) Procedures for Local Defense and Simulator Runs will be in accordance with current directives. (U)

(5) Chaff: Twenty-four bundles of RR 94/39 will be top loaded in each system above the eight carton reserve. Separators will be used. One or two bundles will be dispensed by A & E as a ground check. Counters will be set to reflect remaining top load. To be considered successful, a chaff dispense out of at least 90% is required. The left system will

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be used for SUD for a minimum of thirty (30) minutes, the remainder of top load at SPD rates. The Right systems will be used for SPD for all the top loaded chaff. To insure complete dispense out, gunners should monitor dispensing and EW officers are cautioned not to rust the chaff counters.

#### 4. ECM EQUIPMENT LOADING PLAN

a. Procedures defined in 2AF Supplement 2 to SACM 66-6R will apply for configuring, controlling and relaying USCM aircraft ECM requirements. (U)

b. Installation or maintenance adjustment of ECM systems (including AP-54) will include power-on operational check to insure completeness of installation and/or satisfactory operation. ECM equipment for which no operational indication is available to the airborne operator will be given a post flight power on operational check if the system is rated unsatisfactory. (U)

c. AN/ALT-6A/B power supplies will be pressure checked prior to each flight; systems reported with malfunctions will also be post flight pressure checked. (U)

d. ECM systems reported "satisfactory with malfunctions" or "unsatisfactory" will be given a post flight check to ascertain the exact cause of the malfunction. Complete malfunction causes will be noted. The quantity of transmitters and receivers reported satisfactory and unsatisfactory by aircraft tail number will be furnished the Wing Staff Electronic Warfare Officer. (U)

e. Each chaff hopper will be given a physical count of chaff remaining to provide an accurate count of SUD and SPD chaff dispensed during the mission. This quantity will be reported to the Wing Staff Electronic Warfare Officer by aircraft tail number and quantity, by type, dispensed from each hopper. (U)

#### 5. ABORT PROCEDURES FOR LDR/SIMULATOR RUNS: (U)

a. Where the APS-54 warning receiver and APR-9 radar receiver become inoperative prior to reaching the IP of the RES run, the EW Operator may declare an abort for both the LDR and simulator runs. (U)

b. In cases where the APS-54 receiver is operational but the APR-9 receiver is inoperative, the LD run will be accomplished but the simulator run may be aborted prior to the 25 mile call-in point. (U)

c. In cases where the APS-54 receiver is inoperative, the LD run and the simulator run will be accomplished utilizing the APR-9 receiver. (U)

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d. ECM aborts will be scored as ineffective ECM runs for the unit, but will be charged to maintenance instead of operations. If no maintenance malfunction is apparent, then the non-effective run will be scored as operator error. (U)

PART II1. GUNNERY:

a. Follow-on asft may be launched with ammunition over the belt holding panel provided the provisions of T.O. 1B-52-1296 has been complied with. Safety checks will be accomplished as outlined in SAC/NORAD Regulation 51-6. If T.O. 1B-52-1296 has not been complied with, ammunition will be offloaded. (U)

(1) Ammunition Loading. The gunnery system must be fully operational. Training ammunition will be loaded consistent with the quantity required by the unit EWO. Ammunition may be down-loaded prior to flight at unit's discretion. Ammunition will not be loaded in any manner which would permit firing of guns on the launch phase. (U)

b. All modes of fire control system operation will be in-flight tested. (U)

c. Gunnery will not be accomplished on this Team Scrimmage exercise. (U)

d. Twenty four hundred (2400) rounds of training ammunition will be loaded into ammo cans. Ammunition will not be placed into the ammo chutes. (U)

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HEADQUARTERS, 4228TH STRATEGIC WING (SAC)  
COLUMBUS AIR FORCE BASE, MISSISSIPPI  
15 September 1960

TAB 1

APPENDIX VII

ANNEX A

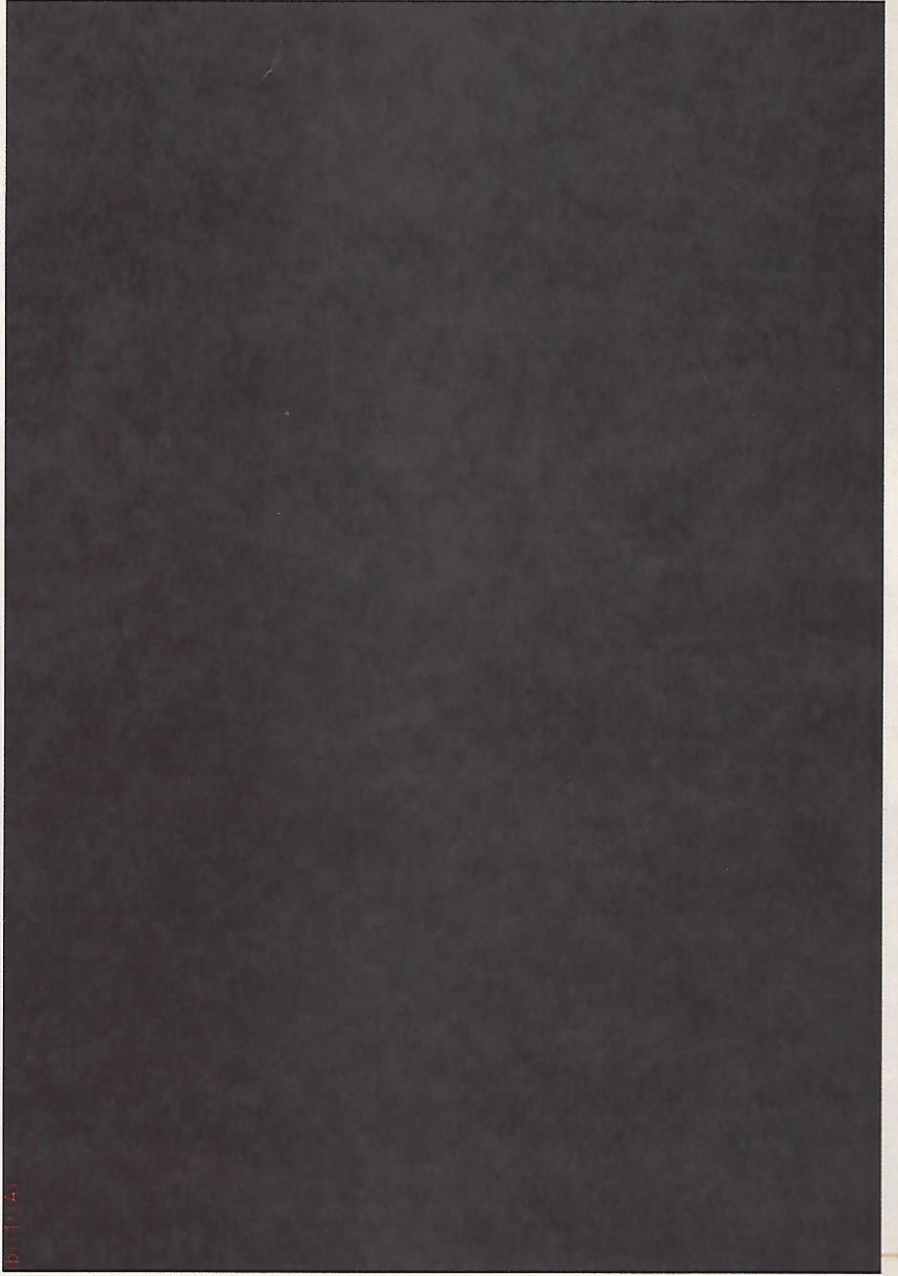
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PENETRATION AIDS

(ECM RECAP SHEET)

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Tab 1  
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15 September 1960



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15 September 1960

APPENDIX VIII

ANNEX A

4228SW OPLAN 350-61

RECAP SHEETS

APP VIII, Annex A  
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15 September 1960

CC 2692-00



UNIT DATA		PERSON INFORMATION										DEPARTMENTS AND ALTERNATE INFORMATION										
COMPANY	PLATOON	STATUS	GRADE	NAME	SSN	DOB	REL	EDUC	COMPL	PROF	LANG	REL	EDUC	COMPL	PROF	LANG	REL	EDUC	COMPL	PROF	LANG	
2006	05 35	HASTINGS	11 19	TOTAL	11 34	75	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
				TOTAL	11 49	70																
				TOTAL	12 04	67																
				TOTAL	35 19	76																
				TOTAL	35 34	73																
				TOTAL	35 49	70																
				TOTAL	36 04	67																

UNIT DATA: 2006 05 35 HASTINGS  
 PERSON INFORMATION: 11 19, 11 34, 75, N/A  
 DEPARTMENTS AND ALTERNATE INFORMATION: 13 28, 13 28, 36, 13 28, 13 43, 32, 28, 13 43, 13 58, 28, 24, 13 13, 37 13, 40, 36, 13 28, 37 28, 36, 31, 13 43, 37 43, 31, 28, 13 35, 37 58, 28, 24



FEACETIME EXERCISE RECAPITULATION SHEET - TANKER "Q.D.T."										PERIOD OF RECORD		PERIOD OF REPORT			
OPERATING UNIT	UNIT	TYPE	CELL NUMBER	NUMBER OF CELLS	STATE	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL
804 KCBM	30 Y	YY	RED	1	242	0	35	N	00 04	00 04	00 15	00 30	00 15	492 85	2004
806				1					00 05	00 05		01 30			2007
807				1					00 06	00 06		01 30		2008	
808				1					00 07	00 07		01 30		2009	
809				1					24 04	24 04		25 30		2010	
800				2					24 05	24 05		25 30		2011	
807				2					24 06	24 06		25 30		2012	
808				2					24 07	24 07		25 30		2013	

DATE: 11/15/13 11:58 AM

PEACEFIRE EXERCISE RECAPITULATION SHEET - TANKER (CONTINUATION)																				
UNIT NUMBER	AIR DELIVERED DATA (CONTINUED)			SERVICING AND SUPPORT INFORMATION																
	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20
005	60	45	40	KBYN	0037	N/A	KCBM	0131	785	0131	41	KBYN	140	0031	38	00	00			
006										0131										
007										0134										
008										0235										
009										2431										
010										2433										
011										2434										
012										2435										

UNIT 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60

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HEADQUARTERS, 4228TH STRATEGIC WING (SAC)  
COLUMBUS AIR FORCE BASE, MISSISSIPPI  
15 September 1960

APPENDIX IX

TO

ANNEX A

TO

4228SW OPLAN 350-61

EXECUTION AND CONTROL INSTRUCTIONS

CC 2092-00

Appendix IX, Annex A  
4228SW OPLAN 350-61  
15 September 1960

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HEADQUARTERS, 4228TH STRATEGIC WING (SAC)  
 COLUMBUS AIR FORCE BASE, MISSISSIPPI  
 15 September 1960

APPENDIX IXTOANNEX ATO4228SW OPLAN 150-61EXECUTION AND CONTROL INSTRUCTIONS

1. Team Scrimmage exercises are executed and conducted on a planned basis and will always be executed by Second Air Force Command Post over the PAS. Execution procedures will be in accordance with applicable instructions contained in SACM 55-2A, 55-7, 55-12, 27-1 and this operations order. (S)

2. During Team Scrimmage exercises the Wing Command Post will be augmented by Combat Reports and Analysis personnel. These control functions should be composed of those elements necessary to effectively supervise the assigned EWO as outlined in unit EWOs. Each function should be operated as realistically as possible and should be evaluated during these exercises to determine soft spots and to correct obvious deficiencies which would adversely affect EWO capabilities, or which would be subject to criticism during ORIs conducted under the supervision of the IG. The Wing Commander, DCC, and Senior Controller will be especially critical of: (S)

- a. Controller technique and performance during receipt, decoding, authenticating and use of checklist upon receipt of fast reaction voice execution messages. (S)
- b. Instructions to crews and assembly and briefings of staff and augmentation personnel immediately subsequent to execution time. (S)
- c. Preparation, dispatch and logging of initial reports, and reporting discipline during the exercise to include timeliness of submission. (U)
- d. Communications error by control personnel. (U)
- e. Security violations. (U)
- f. Controller and message handling procedural errors. (U)
- g. Any deviations from established procedures. (U)

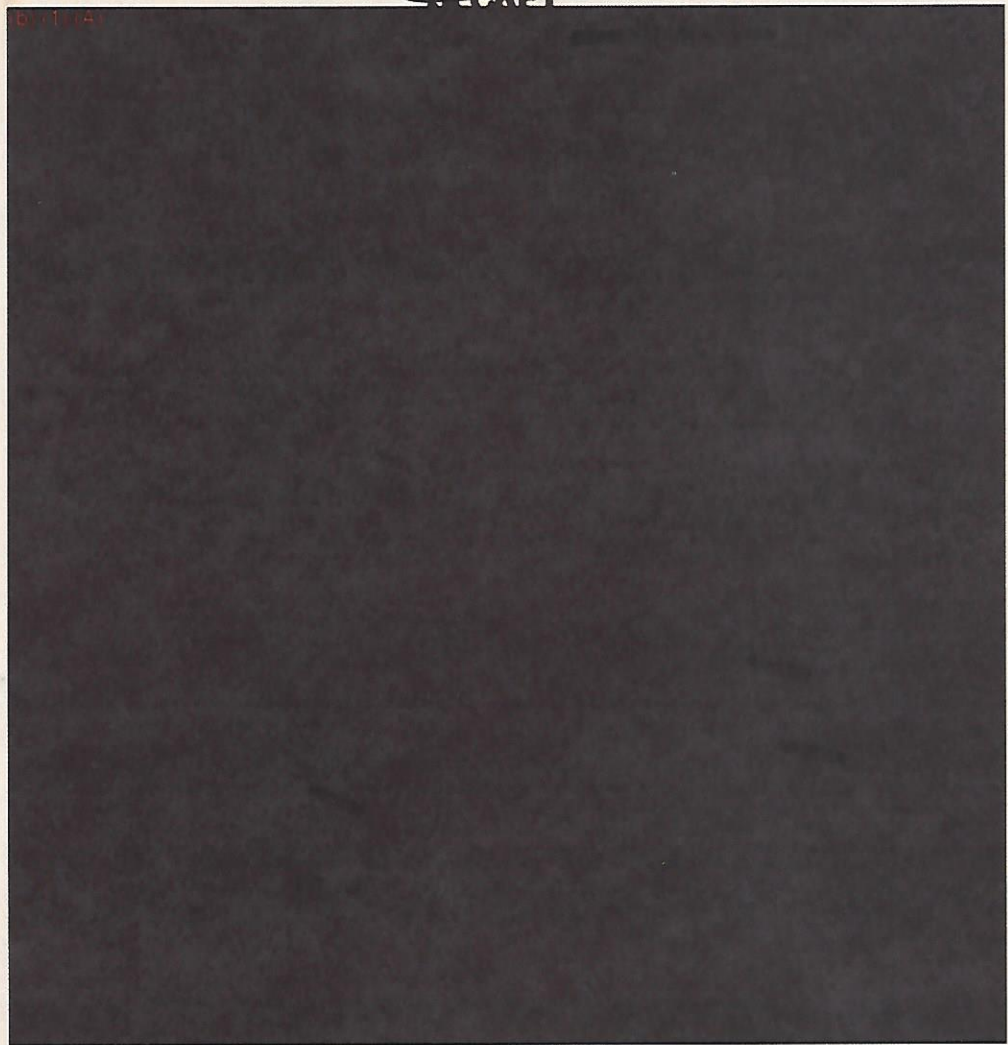
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Appendix IX, Annex A  
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 15 September 1960

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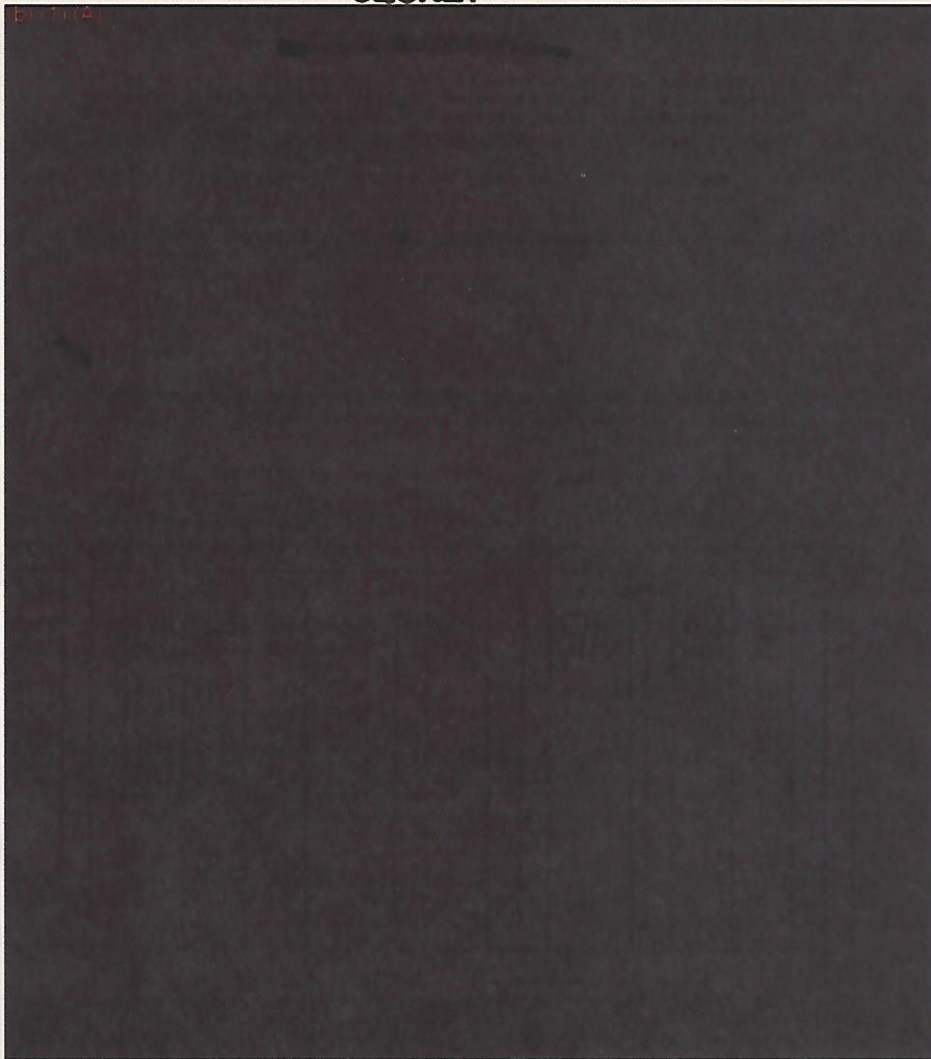
(b)(1)(A)



Appendix II, Annex A  
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DATA

3.

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EAR commitment will be relieved of this commitment for the period of the exercise. The originally scheduled EAR unit being temporarily relieved due to participation in an exercise will be responsible to repay a like number of days to the substituting unit(s) assuming the EAR. (U)

6. Periodically, Unit Commanders may desire to exercise their units in various preparatory phases of Team Scrimmage type exercises excluding actual launch. For these exercises Index Number Series 1100 has been established. Wing and Air Division Commanders may request the Second Air Force Command Post to execute a locally directed exercise (either planned or no-notice) at any time by calling SOCS Drop 206 (DOC) or SOCS Drop 210 (DOCC) giving the date and time of the desired execution. However, it is emphasized that all such exercises are conducted under the ground rules and procedures established by the local Commander. Bravo and/or Coco alerts will not be performed during these exercises.

7. Recommendations, suggestions or questions concerning instructions contained in this Appendix should be addressed to 4228SW (DCOTA), Extension 7494. (U)

8. Mission Control Data (Great Effort Hotel 27/1900Z Sep 60)

E HOUR IS

A	B	C	D	E	F	G	H	I	J	K	L	M	N
4228	RED	0006	KCBM	270000	CRA	0130	901A	006	0004	0836	1119	KCBM	1313
	RED	0007		270001		0130		007	0005	0851	1134		1328
	RED	0008		270002		0130		008	0006	0906	1149		1343
	RED	0009		270003		0130		005	0007	0921	1204		1358
	RED	0010		282400		2530		006	2404	3236	3519		3713
	RED	0011		282401		2530		007	2405	3251	3534		3728
	RED	0012		282402		2530		008	2406	3306	3549		3743
	RED	0013		282403		2530		009	2407	3321	3604		3758

Amendment #1  
 Appendix IX, Annex A  
 4228SW OPLAN 350-61  
 19 September 1960

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STANDARD FORMAT FOR ALTITUDE RESERVATION FLIGHT PLAN			Page 1
NAME AND CATEGORY NUMBER OF MISSION			
GREAT EFFORT HOTEL/B			
A. UNIT TACTICAL CALL SIGN	B. AIRCRAFT TYPE AND NUMBER	C. DEPARTURE POINT	
FORCO	B-52 4/4	COLUMBUS AFB, MISS.	
D. ALTITUDES, ROUTES AND CONTROL TIMES (List information for alternate route if Category 1 precedence authorized.) (If additional space required, continue on reverse side and identify as "D" continued.)			
<u>COMMON ROUTE</u>			
<u>ROUTE</u>	<u>ALTITUDE</u>	<u>ETE</u>	<u>REMARKS</u>
Dep: Columbus AFB			
AIRCRAFT WILL EFFECT CELL JOIN-UP BY GREENWOOD VOR USING EITHER AN OXFORD OR ETHEL DEPARTURE.			
Arr: *Greenwood VOR 234/06	27-29M	:29	L.O./Form Cell
Arr: *Shreveport VOR	27-29M	:56	
Arr: Shreveport VOR 226/64	27-29M	1:05	T.P.
Arr: *Shreveport VOR 133/68	27-29M	1:19	Start Descent
Arr: *Alexandria VOR 338/40	24-26M	1:21	L.O.
Arr: Alexandria VOR 015/40	24-26M	1:24	Enter Crazy Mary AR Area
Arr: *Mobile VOR 010/65	27-29M	1:54	Dep Crazy Mary AR Area
Arr: *Montgomery VOR	27-29M	2:05	Start Climb Point
Arr: *Montgomery VOR 031/42	33-35M	2:09	Level Off
Arr: Atlanta VOR 329/42	33-35M	2:23	Start Cel Nav Leg
Arr: *Knoxville VOR 088/25	33-35M	2:39	NCP
Arr: *Charleston VOR 093/22	33-35M	3:01	NCP
Arr: *Pittsburgh VOR 065/67	33-35M	3:26	NCP
Arr: *Syracuse VOR 240/22	33-35M	3:46	T.P. and Start Climb
Arr: Syracuse VOR 168/16	35-37M	3:48	L.O.
Arr: *Phillipsburg VOR 083/57	35-37M	4:06	NCP
Arr: *Raleigh Durham VOR 029/47	35-37M	4:44	T.P. End Cel Nav Leg
Arr: Raleigh Durham VOR 086/53	35-37M	4:50	T.P.
Arr: *Wilmington VOR	35-37M	5:04	Enter Maneuver Area
AIRCRAFT WILL REMAIN IN CELL AT 35-37M MAKING GOOD AN WHOL CONTROL TIME.			
AREA BOUNDED BY WILMINGTON VOR, 34-30N 79-35W AND 32-47N 79-55W.			
E. DESTINATION			
Columbus Air Force Base, Mississippi			
F. ETO DATE/TIME (Indicate number aircraft in each wave, cell or block and spacing between (individual aircraft).)			
"E" Hour is 27/1900Z Sept 60. Two days of launching will consist of:			
First Day: Red Cell will be the first wave consisting of four acft. (E+00:00)			
Second Day: Red Cell will depart 24 hour after first wave consisting of four acft			
All take-offs are at one (1) minute intervals.			
G. TAS - KNOTS			
410K during AR/444K During Route Cell/Bomb Run 417K			
H. ETE (Indicate for primary and alternate routes, if applicable.)			
Lead Acft 12:58; Number 4 Acft 18:43			
I. REMARKS (Include MARSA, no HF reporting, alternate air refueling area/route-if other than Category 1, tanker identity required to be included. Include, also, Project Officer's name, grade, duty phone and home phone.) (If additional space is required continue on reverse.)			
1. MARSA during refueling in Crazy Mary Refueling Area.			
2. Project Officer: Major Robert A. Bennett, Ext 7494/9498, Home Ph: FA 8-2862			
3. Climb procedures coordinated with Memphis ARTC.			
4. Acft will be in cell to Pullman VOR 184/44 (ETE 7:35) and 15 min separation for remaining portion of flight. While in cell each acft will fly 500 ft above the			
SAC	FORM 121	PREVIOUS EDITION MAY BE USED.	APP 1, APPX A, 4-22-58 (PLAN 10-1)



## STANDARD FORMAT FOR ALTITUDE RESERVATION FLIGHT PLAN

AND CATEGORY NUMBER OF MISSION

GREAT EFFORT HOTEL/S

A. UNIT TACTICAL CALL SIGN	B. AIRCRAFT TYPE AND NUMBER		C. DEPARTURE POINT				
BONDO	B-52 4/4		Columbus AFB, Miss				
D. ALTITUDES, ROUTES AND CONTROL TIMES (List information for alternate route if Category 1 precedence authorized.) (If additional space required, continue on reverse side and identify as "ND" continuant.)							
ROUTE		ALTITUDE	ETE	REMARKS			
Arr: *Charleston VOR 141/08		35-37M	5:35	HHOL and Fan Point			
Arr: *Charleston VOR 245/23		35-37M	5:39	Enter ECM Corridor			
AIRCRAFT WILL FLY PARALLEL ROUTES 10NM AHEAD, 10 MILES IN DEPTH TO DAYTON VOR 331/72							
Arr: *August VOR 198/51		35-37M	5:54	T.P.			
Arr: *Spartanburg VOR 268/60		35-37M	6:14	T.P.			
Arr: *Charleston VOR 214/20		35-37M	6:39	T.P.			
Arr: *Lexington VOR 001/53		35-37M	6:59	T.P.			
Arr: Pullman VOR 153/93		35-37M	7:17	Terminate ECM Corridor			
Arr: *Pullman VOR 150/70		35-37M	7:20	Reform in Route Cell			
Arr: *Pullman VOR 004/44		35-37M	7:36	Enter Orbit Pattern			
THIS DELAY PATTERN WILL ESTABLISH 15 MINUTE SEPARATION BETWEEN ACFT. DEP TIME OF FIRST ACFT FROM ORBIT: ETE 7:45							
EACH ACFT WILL ORBIT THE MURKEDON VOR IN A STANDARD HOLDING PATTERN ON THE 086° RADIAL. START CLIMB DEPARTING THE HOLDING PATTERN.							
ALL TIMES ARE TAKE-OFF TIME:							
ROUTE		ALT	LEAD	NR 2	NR 3	NR 4	REMARKS
Arr: *Pullman VOR 004/44		35-37M	7:45	8:00	8:15	8:30	St Climb Ft.
Arr: Pullman VOR 316/55		41M	7:51	8:06	8:21	8:36	Level Off
Arr: *Milwaukee VOR 269/46		41M	8:07	8:22	8:37	8:52	Pre I.P., Accel.
Arr: Minneapolis VOR 144/10		41M	8:36	8:51	9:06	9:21	Tgt/Break Left
Arr: *Mason City VOR 051/6		41M	8:53	9:08	9:23	9:38	NCP
E. DESTINATION							
See Page 1							
F. ETO DATE/TIME (Indicate number aircraft in each wave, cell or block and spacing between individual aircraft.)							
See Page 1							
G. TAS - KNOTS							
See Page 1							
H. ETE (Indicate for primary and alternate routes, if applicable.)							
See Page 1							
REMARKS (Include MARSA, no NP reporting, alternate air refueling area, route, if other than Category 1, unless identify receiver to be fueled. Include, also, Project Officer's name, grade, duty phone and home phone.) (If additional space is required continue on reverse.)							
S. * Denotes Position Reporting Points.							