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ACTION: OPERATIONAL IMMEDIATE  
INFO: PRIORITY  
FROM: COMAIRDIV 5 SIDI SLIMANE MOR  
TO: COMBOMG 306 BEN GUERIR MOR  
COMAREFS 306 BEN GUERIR MOR  
COMBOMG 379 HOMESTEAD AFB FLA  
COMAREFS 321 LOCKBOURNE AFB OHIO  
COMABGRU 3906 SIDI SLIMANE MOR (COURIER)  
COMABGRU 3926 BEN GUERIR MOR  
COMCOMBACH 49 SIDI SLIMANE MOR (COURIER)  
COMAIRDIV 316 (DEF) SALE MOR  
CHIEF SAC LIAISON TEAM LAJES AZORES  
CHIEF SAC LIAISON TEAM COOGE BAY LABRADOR  
CHIEF SAC LIAISON TEAM HARMON NEWFOUNDLAND  
COMAREFS 303 KINSEY AB BERMUDA  
INFO: CINCSAFSA WIESBADEN GER  
COMAF 2 WASHINGTON AFB IA  
COMAF 8 WESTOVER AFB MASS  
COMAF 17 WHEELS FLD TRIPOLI LIBYA  
COMAIRDIV 6 MACDILL AFB FLA  
COMSAMA(B) MONASSEUR MOR  
COMADC ENT AFB DCIC  
COMADY STEWART AFB NY  
COMAIRDIV 801 LOCKBOURNE AFB OHIO  
COMAIRDIV 823 HOMESTEAD AFB FLA

~~SECRET~~//DOD 678-598. Subject: (Uncl) "SAWN PATROL". This is 5th Air Division OPORD 18-57 in support of 2d Air Force OPORD 18-57. Unclassified nickname is "SAWN PATROL". Do not pass to MATS agencies, except Headquarters MATS, Headquarters Air Rescue Service, and Headquarters AACB, until SAC Headquarters forwards MATS execution order.

TASK ORGANIZATION: See paragraph 3.

1. GENERAL SITUATION: A requirement exists for continued rotation of SAC units to and from Morocco. "X" Day is 5 March 1957.

a. Intelligence:

(1) SAC Manual 55-12, January 57, chapter 1, section III, paragraph 18 will apply.

(2) 379th Bomb Wing and 321st AREFS will deploy with EMP complement of blood chits. Additional blood chits XM51-1 or XM51-3 will be drawn from 5th Air Division Directorate of Intelligence, in order to supply support personnel participating in missions exercising the forward bases.

(3) 305th Bomb Wing will return 250 XM51-3 blood chits to 5th Air Division Directorate of Intelligence prior to redeployment.

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(4) All classified materials obtained from 5th Air Division or 3027th STW facilities will be returned to issuing agencies prior to redeployment.

(5) 379th Bomb Wing will exercise Sidi Slimane TIC at least once during TDY period, in accordance with 5th Air Division Regulation 200-5.

b. Friendly Forces:

(1) MATS, USAFE, WEMC, and Lajes AB:  
Provide airlift support, base facilities, search and rescue, and communications support, as applicable, over routes outlined herein.

(2) 8th Air Force:

(a) Provide air refueling support in WEMC area for redeploying 305th Bomb Wing.  
(b) Deploy 321st AREFS to Morocco.  
(c) Provide, through 321st AREFS, airlift for 379th Bomb Wing advance party.

(3) 2d Air Force:

Provide air refueling support in Kindley area for deploying 379th Bomb Wing from resources of 303d AREFS.

(4) COMMO 7: (Through 17AF)

(a) Provide air rescue services in area of responsibility. One aircraft will be on normal strip alert during the periods of departure and arrival covered by this OPRD.

(b) Furnish a liaison officer from the resources of 56th ARS for duty at 5th Air Division Control Room to coordinate route and timing information for air rescue requirements. Detailed route and timing information will be available to liaison officer as required.

(5) 29th Weather Squadron:

(a) The Sidi Slimane Forecast Center will provide operational forecasts for redeployment routes from North Africa to destination, in accordance with AC Manual 105-1, and special instructions contained in paragraph 3X(7), 2d Air Force OPRD 18-57.

(b) Furnish a liaison officer from resources of the Sidi Slimane Forecast Center for duty at 5th Air Division Control Room to coordinate route and timing information for weather requirements. Route and timing information will be available to liaison officer as required.

2. MISSION:

a. Provide weather scouts in the Lajes refueling area during the redeployment of the 305th Bomb Wing.

b. Secure ARTC clearance for redeploying units, as required.

c. Redeploy the 305th Bomb Wing from Ben Guerir AB to ZI upon receipt of 2d Air Force execution order.

d. Redeploy the 305th AREFS from Ben Guerir AB to Lajes, thence to ZI, upon receipt of 2d Air Force execution order.

e. Assume operational responsibility for the 379th Bomb Wing and 321st AREFS upon arrival at Sidi Slimane AB TDY station and provide support as required.

f. Provide air refueling support required in "Auburn" area utilizing 305th AREFS.



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g. Provide strip alert tanker support in the Moroccan area for deployment/redeployment operations.

h. Insure that a full bomb wing and air refueling complement of aircraft and crews are maintained on an operational status in the 5th Air Division area during the period of change-over at Ben Guerir AB/Sidi Slimane AB.

3. TASKS FOR SUBORDINATE UNITS:

a. 305th Bomb Wing (TAW 2AF OPRD 18-57)

(1) Primary Route:

(a) Route: Redeploy 47 B-47 aircraft from Ben Guerir to Azores air Refueling area "Azores", to NEAC air refueling area "Prisky" to Springfield, Mass, to 3700N-8100W to MacDill AFB.

(b) Schedule: Redeploy aircraft in three increments, as follows: Beginning approximately 0830Z on X plus 3, redeploy four flights of four aircraft each; on X plus 4 beginning at approximately 0830Z, four flights of four aircraft each; and X plus 5 beginning at approximately 0830Z, three flights of four aircraft and one flight of three aircraft.

(c) Flight Color Codes: On X plus 3, flights will be Slate, Pinto, Walnut, and Rust, and will depart in that order. Walnut and Rust depart approximately one hour after Slate and Pinto. On X plus 4, flights and departure order will be Lime, Silver, Ruby and Peach. Ruby and Peach will depart approximately one hour after Lime and Silver. On X plus 5, flights and departure order will be Mahogany, Olive, Amber, and Topaz. Amber and Topaz depart approximately thirty minutes after Mahogany and Olive.

(d) Air Refueling Rendezvous: Receiver ETA's to NEAC air refueling and Azores air refueling will be based upon the control time each day of 1730Z (Annex "B", 2d Air Force OPRD 18-57).

(e) Communications/Rendezvous assignments will be from SAC Manual 100-1 Atlantic/Europe as follows:

On X plus 3, Increment No. 1	Flight	C/R Azores	NEAC
	Slate	Ann	Ann
	Pinto	Petty	Petty
	Walnut	Ann	Ann
	Rust	Petty	Petty

Increments Number 2 and 3 on X plus 4 and X plus 5 will use the X plus 3 C/R assignments.

(2) Alternate Route:

(a) Route: In event weather prohibits use of the primary route, the 305th Bomb Wing will redeploy through Lajes for ground refueling. Route is as follows: Lajes to ocean station Echo, to Kindley (overfly) to Jacksonville to MacDill.

(b) Schedule: The same increments and flights as listed for the primary route will depart Ben Guerir for Lajes on X plus 3, X plus 4, and X plus 5 at 0900Z, 0940Z, 1020Z, and 1100Z. On X plus 4, X plus 5, and X plus 6, same increments and flights will depart Lajes for the 2I at 0900Z, 0940Z, 1020Z, and 1100Z.

(3) Air-lift for B-47 aircraft support at Lajes will be provided by MATS close support aircraft.

(4) Flight plans will be filed with appropriate ARCC agencies in accordance with SAC Regulation 55-3, employing a "Category 3"



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precedence. 305th Bomb Wing/AREFS will provide 5th Air Division with necessary clearance information not later than X minus 10.

(5) 305th Bomb Wing/AREFS will provide COMADC/DOC, COMNAF, and COMCANTF will call composition, timing, and typical navigation flight plans, not later than seven days prior to first movement of unit aircraft.

(6) 305th Bomb Wing will provide 5th Air Division with name, rank, and telephone number for rear echelon party not later than X minus 3. Rear echelon party will be responsible for submitting information for SAC Manual 55-8 series reports to 5th Air Division Control Room.

(7) 305th Bomb Wing will:

(a) Send a copy of unit OPRD to Deputy Commander SAC Task Force, Goose; Commander 45th Air Division, Ioring; Commander 4060th Air Refueling Wing, Dow; Commander 57th Air Division, Westover; and Headquarters 8th Air Force in sufficient time to arrive not later than ten days prior to the execution of the mission.

(b) Provide Headquarters 8th Air Force with the following information not later than ten days prior to "X" Day (SAC, 2d Air Force, and 5th Air Division will be info addressees).

1. Timing for entire route.  
2. Missed air refueling reserve (both primary and secondary areas) in pounds and range in nautical miles that reserve will provide;

a. Without descent.  
b. With descent and chase.

3. Missed air refueling alternate.  
4. Weather alternate and reserves.

(8) Furnish Tanker Task Force Commanders at Iajes, Harmon, and Goose with latest scheduled arrival times of each flight at refueling rendezvous points based on forecast wind. This information will be furnished not later than 12 hours prior to departure of each increment with info copies to SAC, 8th Air Force, 2d Air Force, and 5th Air Division.

(9) If alternate route is used, Headquarters 8th Air Force; Deputy Commanders SAC Task Forces at Harmon, Goose, and Iajes, and Commander MATS, Iajes, will be notified as soon as possible.

(10) SAC, 2d Air Force, and 5th Air Division will be info addressees on all messages.

(11) 305th Bomb Wing will activate a CX Class Control Team at Iajes for the duration of this operation.

b. 379th Bomb Wing (IAW 2AF OPRD 18-57):

(1) Primary Route: 379th Bomb Wing will deploy 45 B-47's from Homestead AFB to southern tip Great Abaco Isle, to "Beard" air refueling area (Bermuda) to ocean station Echo, to Azores to Sidi Slimane AB. Approximate ETA's to Sidi Slimane AB will be between 1200Z and 1500Z on X plus 1, 2, and 3. Flight and increment composition for 379th Bomb Wing will be:

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Day	Flight	WC	A/R Area	Ends Pt	ETA	C/R IAW SAC Mem 100-1 Atl/Dir
X plus 1	Red	4	Beard	ANN	0530	Ann
X plus 1	Orange	4	Beard	ANN	0610	Betty
X plus 1	Yellow	4	Beard	ANN	0650	Cora
X plus 1	Pink	4	Beard	ANN	0730	Ann

On X plus 2, White Scarlett, Lemon, and Ivory flights, in that order, will deploy following same schedule used on X plus 1. On X plus 3, Tan, Purple, and Rose flights, in that order, will deploy using same schedule as Red, Orange, and Yellow on X plus 1, except that Tan flight will be composed of five aircraft.

(2) Alternate Routes:

(a) In event weather in the refueling area prohibits refueling activity, and the predicted winds along the route are such that a non-stop flight can be made with required fuel reserves at destination, the same route will be flown without refueling.

(b) In the event weather in the refueling area prohibits refueling, and tail winds are insufficient for non-stop flights, the aircraft will be landed at Kindley AB, ground refueled and launched the following day from Kindley. In the event this route is flown, take-offs from Homestead will be delayed until 1530Z, 1610Z, 1650Z, and 1730Z. Take-offs from Kindley will be 0700Z, 0740Z, 0820Z, and 0900Z.

(c) If either alternate route is flown, flight order, designation, and composition will remain the same.

(3) 379th Bomb Wing advon party will be prepared to activate the Task Force Control Room at Sidi Slimane on X minus 2. At this time they will coordinate with 5th Air Division Control Room and advise 305th Bomb Wing Control Room at Ben Guerir of the activation.

(4) 379th Bomb Wing will advise 5th Air Division and 3906th Air Base Group of ETA for advon party at Sidi Slimane.

c. 321st AREFS (IAW 8 AF OPORD 18-57)

(1) On X minus 1, deploy approximately 20 KC-97's Lockbourne AFB to Harmon AB. Crew rest and refueling at Harmon AB. Thence depart Harmon AB to Sidi Slimane AB via Lajes (overfly) in compliance with 8th Air Force OPORD 18-57. 321st AREFS will plant and land Sidi Slimane in daylight hours and optimum terminal weather conditions.

(2) Furnish 5th Air Division, with info copy to 3906th Air Base Group, the ETA of advon aircraft to include number of personnel aboard. Advon aircraft to proceed approximately X minus 10 via Homestead.

(3) Assume strip alert responsibilities at direction of Commander 5th Air Division on approximately X minus 2, utilizing advon KC-97.

c. 305th AREFS:

(1) Primary Route:

(a) 305th AREFS will deploy approximately 19 KC-97's at fifteen-minute intervals beginning at 0600Z on X plus 1 from Ben Guerir AB to Sidi Slimane.



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(b) On X plus 3, X plus 4, X plus 5, the 305th AREFS will provide air refueling support for 305th Bomb Wing on a "two receivers for one tanker" basis (20,000 lbs per receiver). Refueling area code name is "Auburn". Rendezvous point is 3815N-2435W. Refueling track will be 312 degrees. Base altitude 15,000 ft. Rendezvous times and flight composition and C/R plan will be as set forth in paragraph 3a, this OPRD.

(c) Upon completion of air refueling operations in support of 305th Bomb Wing (approximately X plus 6), 305th AREFS will deploy unit KC-97 aircraft from Lajes to home station. Redeployment schedule to be determined by Commander 305th Bomb Wing. 2d Air Force and 5th Air Division will be advised of routes and timing not later than X minus 10.

(d) 305th AREFS will conduct inspections of KC-97 propellers in accordance with existing SAC directives.

(e) 305th AREFS will provide weather scout aircraft in "Auburn" air refueling area in accordance with SAC Manual 55-10.

(2) Alternate route: Same as primary except that 305th AREFS will provide strip alert KC-97 aircraft for 305th Bomb Wing arrival and departure at Lajes. 305th AREFS will deploy unit aircraft to home station with timing and routes as directed by Commander 305th Bomb Wing.

e. SAC Liaison Team, Lajes: Will provide support and assistance as available at Lajes in support of this operation.

f. 3926th Air Base Group:

(1) Provide necessary base facilities and services in support of this operation.

(2) Provide chaff required and necessary transportation in accordance with SAC Regulation 137-9 and 5th Air Division Supplement to SAC Regulation 137-9.

g. 3906th Air Base Group:

(1) Provide necessary base facilities and services in support of this operation.

(2) Be prepared to accommodate advance party, approximately 51 persons, from 379th Bomb Wing and 321st AREFS on approximately X minus 6.

(3) Provide support as necessary for arrival of 379th and 321st aircraft, crews, and personnel.

X. SPECIAL INSTRUCTIONS:

(1) Planning Factors:

(a) Execution Orders: 2d Air Force will issue execution orders for all deploying/redeploying 2d Air Force units. Execution order will normally be issued 12 hours prior to movement. 8th Air Force will issue execution order for 321st AREFS to Sidi Slimane.

(b) SAC Manuals 55-5, 55-5A, 55-8 series, 55-10, 55-12, 55-14, 100-1, and SAC Regulation 55-3 will apply except as modified in 2d Air Force OPRD 18-57.

(c) Unit Orders:

1. Unit orders and navigation/performance logs for longest mission (lowest fuel reserve) will be forwarded to addressees as listed below, so as to arrive seven days prior to first scheduled movement of unit aircraft under this order.

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- a. COMSAC Attn: DCOFO - 3 copies.
- b. COMAF 2 Attn: DODT 1 Copy.
- c. COMAF 2 Attn: DOPC - 1 Copy.

(d) Unit orders will include "Go-No-Go" fuel requirements for overflight of selected alternates in route.

(2) Routes and Schedules: As established in paragraph 3 of this OPGORD for individual units.

(3) Air Refueling Areas:

(a) NMAC: Primary - "Brisky"; secondary - "Harbor". Tertiary for Goose tankers - "Cale Stern"; for Larson tankers - "Willie". Key rendezvous, air refueling track, and T/R procedures in accordance with SAC Manual 55-14. For additional details refer to 2d Air Force OPGORD 18-57, Annex "A", paragraph 25.

(b) Azores: Primary - "Auburn". Key rendezvous point 3815N-2435W. Refueling track 312 degrees. Base altitude 15,000 feet. Fuel transfer 40,000 lbs with two receivers for one tanker, 20,000 lbs per receiver. T/R procedures in accordance with SAC Manual 55-14 Atlantic/Europe. Secondary - "Buick". Key rendezvous point 3600N-2110W. Refueling track 285 degrees. Other information same as primary. If secondary area is used, 305th Bomb Wing will notify Tanker Task Force Commander, Lajes, and 5th Air Division as far in advance as possible of corrected ETA to secondary rendezvous point. Visited refueling alternate bases for Lajes air refueling area: Primary Lajes, secondary Ben Guerir.

(c) Bermuda: Primary - "Beard". Key rendezvous point 3100N-6800W. Refueling track 065 degrees. Alternate key rendezvous 3000N-6700W. Two receivers to one tanker. Tanker off-load 40,000 lbs. 20,000 lbs per receiver. Air refueling support, 303d AREFS, Kindley AB. Weather reports from 70th SWW per 2d Air Force OPGORD 18-57.

(4) Public Information Instructions: No announcement will be made of the impending movement. On arrival, in answer to query only, it may be stated that a unit of aircraft (by type) has arrived for an indefinite period of training, in accordance with USAF policy. The home station will not be announced or confirmed. The same instructions will apply to return movements. 72 hours prior to scheduled return, the fact may be acknowledged upon query only, but the point of departure or destination may not be revealed.

(5) SAC airlift support: MATS will furnish airlift support under MATS "No Notice" OPLAN 118-57. It is essential that all information relative to 2d Air Force, 8th Air Force, or 5th Air Division OPGORD 18-57 be withheld from all MATS agencies except Headquarters MATS, Headquarters Air Rescue Service, and Headquarters, AACS until Headquarters SAC has forwarded the MATS execution order. SAC will forward simulated EWF execution order to MATS Transport Control Center (TCC) 24 hours prior to on-load departure time of first MATS support aircraft from Homestead AFB.

(6) Flying safety is of paramount importance in the execution of all phases of this OPGORD.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

a. Paragraph 4 of 2d Air Force and 8th Air Force OPGORDS 18-57 will apply.

b. Operational stocks of water alcohol and ADI are available and LOX equipment is on hand at Lajes. Requirements for both primary and alternate routes will be made known to Chief SAC Liaison

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Team, into this headquarters, to allow for necessary preplanning.

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command: Normal.

b. Communications:

(1) JAWAS, ACP'S, SACCEI, Radio Facility Charts, SAC Manuals 56-8 series, and 55A-12 apply, except as modified herein.

(2) Emergency procedures will be in accordance with ACP 130(b), 135, and procedures as detailed in Supplementary Flight Information Documents.

(3) Authentication for air/air, and air/ground communications, if required, will be accomplished using the current edition of KAC-1 (AFSAI 5104).

(4) Identification, recognition, and IFF will be in accordance with SACCEI 2404.2(a)(b) and SAC Regulation 55-23.

(a) IFF in the USAFE area will be operated in accordance with USAFE Regulation 55-17, dated 26 April 1956.

(5) Frequencies and Channelization:

(a) UHF: ZI - SACCEI B200.15 and B200.16.

NRAC - SACCEI B200.23 and B200.24.

Morocco, Mediterranean, Middle East - SACCEI B200.2- and B200.26.

(b) VHF: ZI - SACCEI B200.1 and B200.2.

NRAC - SACCEI B200.7 and B200.8.

Morocco, Mediterranean, Middle East - SACCEI B200.9 and B200.10.

(c) HF: SACCEI B200.32 and B200.33.

(d) See SACCEI B200.23, B200.35, and B200.36 for supplementary back-up and rendezvous information.

(e) Air/air refueling communications will be in accordance with SAC Manual 100-1.

(6) Call Signs:

(a) AACS/ICAO air/ground stations will be as listed in current Radio Facility Charts for areas concerned.

(b) Tact tactical call signs: Units will use the tactical call sign in effect at time of mission, or as directed by higher headquarters. (See Change One (1) SACCEI)

(7) Airborne Reporting:

(a) Procedure Alfa (SAC Manual 55-83) applies for position reporting. Tactical inflight position reporting is not authorized. SACADE will not be used.

1. HF radio will be limited to mandatory ATC position reporting, emergencies and strike reports. (SACCEI 2104.4a(2)(d)).

(b) T-11 and T-18 reports will be submitted via UHF to nearest SAC control room.

(c) SAC monitor procedure Alfa will be used if necessary to recall forces. (SACCEI 2101.f(a)(2)(a)).

(d) Briefing of crew members will stress security consciousness during all radio transmissions.

(e) Recall word for this operation is "JIGGS" for 2 Air Force units and "DISFIGURE" for the 8th Air Force units.

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MAZZARO  
Maj Gen, USAF  
Commander

/s/ Herbert F. Stone,  
HERBERT F. STONE, MAJOR, USAF

/s/ Sherman W. Wilkins  
SHERMAN W. WILKINS  
Colonel, USAF  
Director of Operations

DOD/Tjs (18 Feb 57) 3190

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~~SECRET~~/DOD 686-578. Subject: (Uncl) "DAWN PATROL". This is Amendment Number One to 5th Air Division OPIRD 18-57.

Item One: Reference paragraph 3a(11). Delete as written and substitute the following: "305th BW/ACUFT will activate a refueling task force and a CE control team at Lajes for the duration of this operation. Colonel G. C. Avriett will command the Task Force at Lajes."

Item Two: Reference paragraph 3a(1)(a). Delete as written and substitute the following: "305th BW/ACUFT will dispatch one KC-97 on X minus 1, Ben Guerir to Safi to Lajes AB. This aircraft will carry the advance party. On X plus 1, launch the remaining 18 aircraft as single sorties with fifteen-minute separations between aircraft. Route will be Ben Guerir to Safi to Lajes."

Item Three: Reference paragraph 3e. Add: "Colonel G. C. Avriett, Chief, SAC Liaison Team, will be Task Force Commander at Lajes for operation "Dawn Patrol".

~~SECRET~~/DOD 690-578. Subject: (Uncl) "DAWN PATROL". This is Amendment Number Two to 5th Air Division OPIRD 18-57.

Item One: Reference paragraph 3a(1)(a). Add: "Minor route deviations are authorized to facilitate mission and avoid Warning, Restricted, and Prohibited areas."

Item Two: Reference paragraph 3a(1)(e). After the words Atlantic/Europe, add "NRAC Charlies."

Item Three: Reference paragraph 3a(7)(a). Delete as written and substitute the following: "Send copies of unit OPIRD as follows:

2d Air Force and 8th Air Force	2 copies each
Comdr, 45th Air Division, Loring	1 copy
Comdr, 4060th AREF Wg, Dow	1 copy
Comdr, 57th Air Division, Westover	1 copy
Chief, SAC Liaison Team, Goose AB	2 copies
Chief, SAC Liaison Team, Harmon AB	2 copies

Documents should be dispatched so as to arrive not later than seven days prior to the mission."

Item Four: Reference paragraph 3a(8). Add the following: "It will include fuel reserve at: start descent, end air refueling leg with no on-load, and over designated refueling alternate."

Item Five: Reference paragraph 3b(1). Delete so much as reads: "On X plus 3, Tan, Purple, and Rose flights, in that order, will deploy using same schedule as Red, Orange, and Yellow on X plus 1, except that Tan flight will be composed of five aircraft", and substitute the

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following: "On X plus 3, Cherry, Purple, Rose, and Black flight, in that order, will deploy using same schedule as Red, Orange, Yellow, and Pink on X plus 1, except that Black flight will be composed of two aircraft."

Item Six: Reference paragraph 4a, basic OPRD. Add the following to paragraph 4b(2), 2d Air Force OPRD: "Supply support will be from the TAV and theater assets, with resupply in accordance with Volume XVI, AFM 67-1."

Item Seven: Reference paragraph 4a, basic OPRD. Add the following to paragraph 4b(3), 2d Air Force OPRD: "Supply Support will be from the TAV and theater assets, with resupply in accordance with Volume XVI, AFM 67-1."

Item Eight: Reference paragraph 4a, basic OPRD. Delete paragraph 4b(3)(a), 2d Air Force OPRD, in its entirety and substitute the following: "379th Bomb Wing and 305th AREFS: MATS will provide airlift for 1400 persons and 126.2 tons of cargo from Homestead AFB to Sidi Slimane on 5 through 12 March 57. One MATS C-124 aircraft will be designated for enroute support airlift and will be in place at Homestead AFB not later than 5 March 57. Airlift for 40 persons (309th Bomb Wing advon personnel) from Homestead AFB to Sidi Slimane will be provided by one (1) KC-97 aircraft from the 321st AREFS on 24 February 57. 3d SSS will provide one (1) C-124 aircraft for airlift of advon cargo from Homestead AFB to Sidi Slimane on 28 February 57. This aircraft will be in place at Homestead AFB not later than 27 February 57. After off-loading 309th Bomb Wing cargo and personnel at Sidi Slimane, this aircraft will proceed to Ben Guerir to on-load personnel and cargo of the 305th AREFS. This aircraft will depart Ben Guerir for Lajes on 5 March 57, remain at Lajes until 10 March 57, then return 305th AREFS personnel and cargo from Lajes to MacDill AFB."

Item Nine: Reference paragraph 4a, basic OPRD. Add the following to paragraph 4e(3)(c), 2d Air Force OPRD: "3d SSS will provide one (1) C-124 aircraft for airlift of 2 persons and 13.4 tons of cargo from Ben Guerir to Lajes on 5 March 57 and 13.4 tons of cargo from Lajes to MacDill on 10 March 57". (See Item 7 above.)

Item Ten: Reference paragraph 4a, basic OPRD. Add sub-paragraph (7) to paragraph 4e, 2d Air Force OPRD: "(7) 3d SSS: Provide one (1) C-124 aircraft as specified in paragraph 4e(3)(a) and 4e(3)(c)." (See Items 7 and 8 above.)

Item Eleven: Reference paragraph 5b(4), basic OPRD. Add the following: "except if using the primary route the B-47's will have IFF on standby position while in the EADF region."

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~~SECRET~~ 703-973. Subject: (Unc) "DAW PATROL". This is Amendment Number Three to 5th Air Division OPORD 18-97.

Item One: Reference paragraph 3c(1). Delete so much as reads: "X minus 2, utilizing adven KC-97", and substitute: "X plus 1 utilizing first KC in contention and the crew from the adven KC-97."

Item Two: Reference paragraph 3d(1)(a) basic OPORD and Item Two of amendment Number One to basic OPORD. Correct paragraph 3d(1)(a) to read: "50th AREFS will dispatch one KC-97 on X minus 1, Ben Guerir, to Safi to Lajes. This aircraft will carry the advance party. On X plus 1, launch 16 KC-97's to follow the same route, beginning at 0600Z, with fifteen-minute separation between aircraft. The remaining 2 KC-97 aircraft will stand strip alert at Ben Guerir until 1900Z on X plus 1 unless 321st AREFS can assume the responsibility sooner. 5th Air Division will issue an execution order at 1700Z for departure of these last two KC's to follow the same route to Lajes as main force."



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ACTION: OPERATIONAL IMMEDIATE  
INFO: PRIORITY  
FROM: COMAIRDIV 5 SIDI SLIMANE MOR  
TO: COMBOMG 379 SIDI SLIMANE MOR (COURIER)  
COMAREPS 321 SIDI SLIMANE MOR (COURIER)  
COMBOMW 19 HOMESTEAD AFB FLA  
COMAREPS 19 HOMESTEAD AFB FLA  
COMABGRU 3906 SIDI SLIMANE MOR (COURIER)  
COMABGRU 3926 BEN GUERIR MOR  
COMCOMRON 49 SIDI SLIMANE MOR (COURIER)  
COMAIRDIV 316 SALE MOR  
CHIEF SAC LIAISON TEAM LAJES AZORES  
COMARRON 56 SIDI SLIMANE MOR (COURIER)  
COMHEADET 29-7 SIDI SLIMANE MOR (COURIER)

INFO: CINCUSAFE WIESBADEN GER  
COMAF 2 BARKSDALE AFB LA  
COMAF 8 WESTOVER AFB MASS  
COMAF 17 WHEELUS FLD TRIPOLI LIBYA  
COMAIRDIV 801 LOCKBOURNE AFB OHIO  
COMSAMA(E) NOUASSEUR MOR  
CHIEF SAC LIAISON TEAM GOOSE BAY LABRADOR  
CHIEF SAC LIAISON TEAM HARMON NEWFOUNDLAND  
COMAREPS 303 KINDLEY AB BERMUDA  
COMWEARON 29 WHEELUS FLD TRIPOLI LIBYA  
COMRCC 7 WHEELUS FLD TRIPOLI LIBYA

~~SECRET~~//DOD 759-576. Subject: (Uncl) "BALL HAWK". This is  
5th Air Division OPORD 21-57 in support of 2AF/3AF OPORD 21-57.  
Unclassified nickname is "BALL HAWK".

HEADQUARTERS FIFTH AIR DIVISION

OPERATIONS ORDER 21-57.

TASK ORGANIZATIONS: See paragraph 3.

1. GENERAL SITUATION: A requirement exists for continued rotation  
of SAC units to and from Morocco. "X" Day is 6 May 1957. Un-  
classified code name is "BALL HAWK".

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April 57

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a. Intelligence: 8AF/2AF OPORD 21-57 apply.

(1) 19th Bomb Wing and 19th AREFS will deploy with BWP complement of Blood Chits. Additional Blood Chits XM51-1 or XM51-3 will be drawn from 5th Air Division Directorate of Intelligence to supply support personnel, as required.

(2) 379th Bomb Wing will return 150 XM51-3 Blood Chits to 5th Air Division Directorate of Intelligence prior to redeployment.

(3) All classified materials obtained from 5th Air Division or 3927th RTF facilities will be returned to issuing agencies prior to redeployment.

(4) 19th Bomb Wing will exercise Ben Guerir TIC at least once during TDY period, in accordance with 5th Air Division Regulation 200-5.

b. Friendly Forces: In accordance with SAC/8AF/2AF OPORD 21-57.

(1) MATS, USAFE, NEAC and Lajes AB: Provide airlift support, base facilities, search and rescue, and communications support, as applicable, over routes outlined herein.

(2) 8th Air Force:

(a) Redeploy one 321st AREFS .DVON aircraft from Sidi Slimane to Lockbourne AFB.

(b) Redeploy 321st AREFS main force from Lajes to home station.

(c) Provides air refueling support in NEAC area for 379th Bomb Wing redeployment.

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(3) 7th RCC:

(a) Provide air rescue services in area of responsibility. One aircraft will be on normal strip alert during periods of departure and arrival covered by this OPGORD.

(b) Furnish a liaison officer from the resources of 56th ARS for duty at 5th Air Division Control Room to coordinate route and timing information for air rescue requirements. Detailed route and timing information will be available to liaison officer as required.

(4) 29th Weather Squadron: SAC Manual 105-1 applies.

(a) The Sidi Slimane Forecast Center will provide operational forecasts for redeployment routes from North Africa and Lajes to destination, and will prepare and transmit abbreviated operational forecasts to BFC, WFC, and destination and tanker support bases, with info copy OGC. Forecasts will include:

1. Wind factors by legs and overall.
2. Weather at departure base.
3. Weather in the Azores air refueling area, tanker support base and raised air refueling alternates.
4. Significant weather at flight altitude.
5. Weather at destination and suitable alternate bases.

(b) Weather detachment at departure base will provide weather support to destination.

(c) BFC will prepare and transmit abbreviated operational forecasts to 33JG, departure and tanker support bases with info copy to OMC.



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(d) WPC will prepare planning and operational forecasts for NEAC air refueling area, tanker support bases and missed air refueling alternates. Forecasts will be transmitted to SSFC, BFC, and destination and tanker support bases with info copy to OMC.

(e) Planning and operational forecasts will be transmitted so as to arrive 24 and 12 hours, respectively, prior to takeoff times.

(f) Furnish a liaison officer from resources of the SSFC for duty at 5th Air Division Control Room to coordinate route and timing information for weather requirements. Route and timing information will be available to liaison officer as required.

2. MISSION:

- a. Provide weather scouts in the Lajes refueling area during redeployment of 379th Bomb Wing.
- b. Secure ARTC clearance for redeploying units, as required.
- c. Redeploy 379th Bomb Wing from Sidi Slimane to ZI upon receipt of 2d Air Force execution order.
- d. Redeploy one advon aircraft from Sidi Slimane to Lac Bourne upon receipt of 2d Air Force execution order.
- e. Redeploy 321st ARSFS from Sidi Slimane to Lajes upon receipt of 2d Air Force execution order.
- f. Assume operational responsibility for the 19th Bomb Wing and 19th ARSFS upon arrival at Ben Guerir AB TDI station and provide support as required.

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- g. Provide air refueling support required in "Auburn" area utilizing 321st AREFS and 19th AREFS augmentation.
- h. Provide strip alert tanker support in the Moroccan area for deployment/redeployment operations.
- i. Provide 19th Bomb Wing with necessary info for RBS evaluation and make Marrakech RBS site available for times requested.

3. TASKS FOR SUBORDINATE UNITS: 3AF/2AF OPOD 21-57 apply.

a. 379th Bomb Wing (Redeployment):

(1) Redeploy B-47 aircraft and crews from Sidi Slimane AB to Homestead AFB as follows:

(a) Beginning 0630Z two B-47 aircraft will depart Sidi Slimane for Lajes on "X" Day. These aircraft will be under operational control of the Lajes Tanker Task Force Commander, and will scout weather for the "Auburn" refueling area. After the 379th Bomb Wing USCM effort is completed, these two B-47 aircraft will return to home station. Route is Lajes to Kindley (optional overfly) to Homestead. Aircraft will depart Lajes approximately X plus 5. While at Lajes, aircraft will be made available to Chief SMC Liaison Team for simulated CBR decontamination.

(b) Commencing at approximately 0900Z on X plus 2, deploy 40 B-47 aircraft to Homestead AFB, Florida, in three increments of 15, 15, and 10 aircraft. Takeoff times will be adjusted to make good specified control times and NEAC rendezvous times. Primary route is Sidi Slimane, to Lajes air refueling area, to NEAC air refueling area, to Homestead.

(c) Remaining four B-47 aircraft will depart Sidi Slimane on X plus 4 beginning at approximately 0900Z to make good

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a NEAC rendezvous time of 1600Z. Route is Sidi Slimane to Lajes air refueling area, to NEAC air refueling area, to Homestead.

(d) Alternate route and timing for 40 aircraft:

1. In the event weather prohibits use of the primary route the 379th Bomb Wing will redeploy through Lajes for ground refueling. Designated flights will depart Sidi Slimane commencing at 0900Z on X plus 2. Some flights will depart Lajes on X plus 3 in sufficient time to accomplish NEAC air refueling and within specified control times.

2. If the alternate route is utilized, Commander MME, 8th Air Force, 3d Air Force, Tanker Task Force Commanders at Lajes, Goose, and Hermon, and other agencies concerned will be notified as early as possible.

3. Airlift for B-47 aircraft support at Lajes will be provided by MATS close support aircraft.

(2) Provide 5th Air Division with necessary clearance information for all unit aircraft by X minus 14, and dispatch necessary messages for overflight of Canadian ADIZ in accordance with SAC Regulation 55-18.

(3) Provide a reports Control Team at Sidi Slimane during 321AREFS/379BW redeployment, and provide two crypto operators to Lajes Control Team.

(4) Coordinate NEAC air refueling matters with 8th Air Force and SAC Task Forces at Goose Bay and Hermon, with info to this headquarters.

(5) Coordinate Lajes air refueling matters with 321st AREFS and Tanker Task Force Commander at Lajes, with info to this headquarters. Bomb Wing will select primary and secondary Lajes



missed air refueling alternates. ~~Secret~~

(6) Reports, operations orders, and NAV/PBR Flight Plans will be submitted in accordance with 2AF OPOHD 21-57.

(7) Load one carton of NB-20 A/U chaff in one dispenser of each aircraft participating in the first and third increments of the USM force. Total of 25 aircraft. Tape speeds and AL-1 settings will be as directed by the Wing ECM Officer.

h. 321st AREFS (Redeployment):

(1) Redeploy KC-97 aircraft and crews from Sidi Slimane to Lockbourne AFB, Ohio, as follows:

(a) One ADVON aircraft will depart Sidi Slimane for Lockbourne AFB at 0700Z on X minus 10. Aircraft will ground refuel Lajes. Remainder of route and timing as directed by 8th Air Force.

(b) Deploy one ADVON aircraft to Lajes at 0700Z on X minus 2.

(c) Beginning 0700Z on "X" Day, deploy 17 KC-97 aircraft from Sidi Slimane to Lajes AB at 15-minute intervals.

(2) Provide air refueling support to redeploying 379th Bomb Wing, beginning X plus 2. Force will be augmented by 2 KC-97 aircraft from 19th AREFS. Refueling will be on a one for one basis.

(3) Provide maintenance support to augmenting 19th AREFS aircraft.

(4) Redeploy 18 KC-97 aircraft from Lajes to Lockbourne AFB upon completion of air refueling operations, as directed by 8th Air Force. Deployment will take place on approximately X plus 5 and X plus 6, in approximately two equal increments.

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(5) Provide 5th Air Division with necessary clearance information for all host aircraft by X minus 16, with the exception of DVON aircraft, and dispatch necessary messages for overflight of Canadian ADIZ in accordance with SAC Population 55-16.

(6) In conjunction with 379th Bomb Wing, activate a refueling task force at Lejes for the duration of this operation; Chief, SAC Liaison Team will command the Task Force at Lejes. In addition, personnel will be furnished to augment the CX Control Team at Lejes, as required, reference paragraph 3g.

(7) Beginning at 0700Z on "X" Day, provide two strip alert tankers at Sidi Slimane for support of arriving 19th Bomb Wing aircraft at Ben Guerir, until relieved by 19th ARPS at Ben Guerir.

(8) Reports, operations orders, and NAV/PER Flight Plans will be submitted in accordance with OAF/2AF OPORD 21-57.

(9) Coordinate Lejes air refueling matters with 379th Bomb Wing and Tanker Task Force Commander at Lejes, with info to this headquarters.

c. 19th Bomb Wing (Deployment):

(1) Commencing approximately 2100Z on "X" Day, deploy approximately 44 B-47 aircraft from Homestead AFB to Ben Guerir. Aircraft will air refuel in the Mindlay area. Aircraft will deploy in three approximately equal increments.

(2) Provide a Class CX Control Team at Ben Guerir for the period of 19BW/19AREPS deployment.

(3) Provide this headquarters with Marrakech RBS site time requirements not later than 19 April 1957.

(4) Advise this Headquarters and 3926th Air Base Group of ETA for advance party at Ben Guerir upon receipt of this OPORD.

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d. 19th AREFS (Deployment):

(1) Commencing at 0001Z on X minus 2, deploy approximately 30 KC-97 aircraft from Hanscom AFB to Ben Guerir at 15-minute intervals. Aircraft will enroute stop at Kindley AB with minimum ground time. Two aircraft will augment 303d AREFS during 19th BW USOM.

(2) Two KC-97 aircraft will land Lajes to augment 321st AREFS in supporting redeployment of 379th Bomb Wing. Upon completion of Lajes air refueling operations, aircraft will proceed to Ben Guerir, as directed by 2d Air Force.

(3) Assume tanker strip alert responsibility at Ben Guerir from 321st AREFS at Sidi Slimane as soon as first two 19th AREFS aircraft and crews become capable, reference paragraph 3b(7). This is in support of the 19th Bomb Wing deployment.

(4) Provide one KC-97 aircraft on normal strip alert during the period of redeployment of 379th Bomb Wing.

e. 3906th Air Base Group:

(1) Provide necessary base facilities, support, and base services during period of redeployment of 379BW/321st AREFS.

(2) Furnish 25 cartons of PB-20 A/U chaff to designated B-47 aircraft, one carton per aircraft, and provide chaff loading augmentation personnel as required by 379th Bomb Wing.

(3) Reference paragraph 1b, this OPOB, effect air movement of 99 Air Police personnel, currently deployed for support of 379th Bomb Wing, from Sidi Slimane to Ben Guerir. Air Police will support 19th Bomb Wing during period of their TDY.

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f. 3926th Air Base Group: Provide necessary base facilities, support, and base services during periods of deployment and TDY of 19BW/19AREFS.

g. SAC Liaison Team, Lajes:

(1) Chief, SAC Liaison Team will act as Commander for Azores Tanker Task Force in conjunction with 379BW/321AREFS/19AREFS operations, and will provide a CX Control Team at Lajes for this exercise, reference paragraph 3b(6).

(2) Conduct simulated CBR decontamination on two 379th BW B-47 aircraft.

(3) Coordinate all air refueling, weather scouting, and ground/air spare requirements with 379BW/321AREFS/19AREFS, with info this headquarters.

(4) Redeploy SAF/2AF units from Lajes to home station upon receipt of respective SAF/2AF execution orders.

X. GENERAL INSTRUCTIONS:

(1) Execution orders will be issued as follows:

(a) 1st Air Force will execute ADVON 321st AREFS aircraft on X minus 10 to Lockbourne.

(b) 2d Air Force will execute all remaining 321st AREFS aircraft from Sidi Ghinone to Lajes AB.

(c) 2d Air Force will execute launching of 321st AREFS refueling support of 379th Bomb Wing redeployment.

(d) 2d Air Force will execute all movements of 379th Bomb Wing aircraft.

(e) 8th Air Force will execute redeployment of 321st AREFS aircraft from Lajes to Lockbourne AFB.

(2) Flight Plans will be filed in accordance with SAC Regulation 55-3 using a "Category 3" precedence.

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(3) Direct communication is authorized concerning matters pertaining to this OPOD. CINCAC, 2AF, 6AF, and 5AD will be info addressees on all messages pertaining to redeployment.

(4) The provisions of SAC Regulation 12-19 will apply to all B-47 crews this operation. Where tanker crew rest is minimum, Tanker Task Force Commander will determine crew fitness to participate in successive missions/ sorties.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS: 2AF/2-F OPOD 21-27 apply.

a. Total personnel authorized for movement from Sidi Slimane to Ben Guerir is 99 TFW Air Police. Movement will be effected during period "X" Day through X plus 4. Coordination will be effected between 1905th and 3026th Air Base Groups. Primary aircraft for movement is C-119; secondary is C-47 Moroccan Courier.

b. On receipt of this OPOD, 321st AREFS will make known to 1605th Air Base Wing and SAC Liaison Team, Lajes, with info to this headquarters, requirements for consumables in support of 321st AREFS aircraft and two aircraft from 19th AREFS.

c. On receipt of this OPOD, 379th Bomb Wing will make known to 1605th Air Base Wing and SAC Liaison Team, Lajes, with info to this headquarters, requirements for consumables in support of two weather scouts operating from Lajes, and for 40 aircraft landing Lajes.

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command: Normal.

b. Communications:

(1) JAMP, ACP'S, SLOGEI, Radio Facility Charts, Supple-

mentary Flight Information Documents, SAC Manual 55-12, and SAC Manual 55-3 series apply except as modified herein.



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(2) Emergency procedures will be in accordance with ACP 130, 135, and those procedures as applicable, in the Supplementary Flight Information Documents.

(3) Authentication for air/ground, air/air communications will be accomplished using current edition of K.C-1.

(4) Identification and Recognition.

(a) SACCEI 2404.2(a)(b) and S.C Regulation 55-13.

(b) IFF in NEAC area will be in accordance with NEACCEI.

(c) IFF in USAFE area will be in accordance with USAFE Regulation 55-17.

(d) Recognition in NEAC area will be in accordance with SAC Regulation 55-14.

(5) HF/VHF/UHF Channelization and Frequencies (SACCEI).

(a) For Morocco/Mediterranean: E200.9, E200.10, E200.20, E200.26.

(b) For NEAC: E200.7, E200.8, E200.23, E200.24.

(c) For 2I: E200.1, E200.2, E200.15, E200.15A, E200.16.

(d) For all areas: E200.32, E200.33, E200.34, E200.35.

(6) Airborne Reporting:

(a) Procedure Alfa (55-24) applies for position reporting.

(b) SAC monitoring procedure Alfa will be in effect at all times in event recall of the airborne forces is necessary.

(SACCEI 2101.4a).

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(c) T-11 and T-12 reports will be submitted via UHF to nearest S.C. Control Room.

(d) Air refueling will be in accordance with S.C. Manual 100-1 and SAC Manual 55-10.

(e) HF radio use will be limited to emergencies and mandatory ATC position reports.

1. Addressees will be limited to civil agencies only.
2. SIGLDS will not be used.
3. Inflight position reporting by S.C. aircraft to meet tactical requirements is not authorized.

(7) Call Signs:

(a) Unit tactical call signs will be in accordance with temporary call sign list "Delta" (SICGDI).

(b) Air/ground stations (HF/VHF/UHF) will be as listed in SICGDI and Current Radio Facility Charts.

(8) Special Instructions:

(a) Position reporting points for 3,9th Bomb Wing within EON corridors will be as follows:

1. Above Augusta, Maine, VOR - Augusta radio  
355.4 MCS.
2. Presque Isle radio 236.5 MCS.
3. Above Chicopee, Mass, VOR Westfield radio  
255.4 MCS.
4. Above Baltimore, Md, VOR Washington Center  
301.4 MCS.

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(9) Recall Words:

(a) For 2AF Units: "PIESCO MILO".

(b) For 2AF Units: "KING IVT".

MEEBRO  
Maj Gen, USAF  
Commander

*Thomas A. Hayden*  
THOMAS A. HAYDON, Lt Col, USAF  
DND/tjs (16 Apr 57) 4295

*Shepherd W. Wilkins*  
SHEPHERD W. WILKINS  
Colonel, USAF  
Director of Operations

CLASSIFICATION:  
C DCP  
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DOOR DI  
DOC OS  
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ACTION: ROUTINE  
FROM: COMAIRDIV 5 BIDI ELIMITE MOR  
TO: COMHQING 379 BIDI ELIMITE MOR (COURIER)  
COMASORU 3903 BIDI ELIMITE MOR (COURIER)  
COMASORU 3926 BIDI ELIMITE MOR

// [REDACTED] /DOD 771-575. Subject: (Incl) "BAIL HANG".

NOTE. This is Amendment Number One to 3th Air Division OPOD  
21-57, 16 April 57. Reference paragraph 4a, delete so much as  
reads: "Primary aircraft for movement is C-119; secondary  
is C-47 Moroccan Courier", and substitute the following: "C-47  
aircraft will be utilized for movement, with secondary use being  
made of Moroccan Courier."

Thomas A. Hays  
THOMAS A. HAYS, LT COL, USAF  
DOD/ajs (19 Apr 57) 4295

*Shirley W. Williams*  
SHIRLEY W. WILLIAMS  
Colonel, USAF  
Director of Operations

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April 1957

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ACTION: OPERATIONAL IMMEDIATE

INFO: PRIORITY

FROM: COMAIRDIV 5 SIDI SLIMANE MOR

TO: COMBOMG 19 BEN GUERIR MOR  
COMAREPS 19 BEN GUERIR MOR  
COMABGRU 3906 SIDI SLIMANE MOR (COURIER)  
COMABGRU 3926 BEN GUERIR MOR  
COMCOMMUN 49 SIDI SLIMANE MOR (COURIER)  
COMAIRDIV 316 SALE MOR  
CHIEF SAC LIAISON TEAM LAJES AZORES  
COMATRON 56 SIDI SLIMANE MOR (COURIER)  
COMDEADET 29-7 SIDI SLIMANE MOR (COURIER)

INFO: CINCSAFEG WIEGBADEN GER  
COMAF 2 BARKSDALE AFB LA  
COMAF 6 WESTOVER AFB MASS  
COMAF 17 WHEELUS FLD TRIPOLI LIBYA  
COMSAMA(E) NOUASSEUR MOR  
COMAREPS 303 KINLEY AB BEINGDA  
COMMARCH 29 WHEELUS FLD TRIPOLI LIBYA  
COMDOC 12 WHEELUS FLD TRIPOLI LIBYA  
COMAREPS 24 LAKE CHARLES LA  
COMAIRDIV 823 HOMESTEAD AFB ALA

//~~SECRET~~//DOD 1414-57U. Subject: (Uncl) "BALL HAWK ALPHA". This is 5th Air Division OPORD 21-57, Annex A, in support of 2AF OPORD 21-57, Annex B. Unclassified nickname is "BALL HAWK ALPHA".

HEADQUARTERS FIFTH AIR DIVISION

OPERATIONS ORDER 21-57, Annex A.

TASK ORGANIZATIONS: See paragraph 2.

1. GENERAL SITUATION: A requirement exists for continued rotation of SAC units to and from Morocco. "X" Day is 1 July 1957. Unclassified code name is "BALL HAWK ALPHA".

a. Intelligence:

(1) 19th Bomb Wing will return 200 XM1-3 Blood Chits to 5th Air Division Directorate of Intelligence prior to redeployment.

(2) All classified materials obtained from 5th Air Division or 3927th RTF facilities will be returned to issuing agencies prior to redeployment.

06/15/57

June 1957

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b. Friendly Forces: In accordance with 2AF OPORD 21-57, Annex B.

(1) MATS, USAFE, and Lajes AB: Provide airlift support, base facilities, search and rescue, and communications support, as applicable, over routes outlined herein.

(2) 2d Air Force: Execute all phases of 19th EW/ANEPS redeployment operation.

(3) 12th HCC, Wheelus:

(a) Provide air rescue service in area of responsibility. One aircraft will be on normal strip alert during periods of air operations in area of responsibility covered by this OPORD.

(b) Furnish a liaison officer from the resources of 56th ABS for duty at 5th Air Division Control Room to coordinate route and timing information for air rescue requirements. Detailed route and timing information will be available to liaison officer as required.

(4) 29th Weather Squadron: SAC Manual 109-1 applies.

(a) The Sidi Slimane Forecast Center will provide operational forecasts for redeployment routes from North Africa and Lajes to destination, and will prepare and transmit abbreviated operational forecasts to Berkadale Forecast Center, with info to Offutt Weather Central. Forecasts will include:

1. Wind factors by legs and overall.
2. Weather at departure base.
2. Weather in the Azores air refueling area, tanker support base and missed air refueling alternates.
4. Significant weather at flight altitude.
5. Weather at destination and suitable alternate bases.
6. TAFOR for departure base.

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(b) Operational forecasts will be transmitted so as to arrive 12 hours prior to takeoff time.

(c) Furnish a liaison officer from resources of the Sidi Slimane Forecast Center for duty at 5th Air Division Control Room to coordinate route and timing information for weather requirements. Route and timing information will be available to liaison officer as required.

2. MISSION:

- a. Provide weather scouts in the Lajes refueling area during redeployment of 19th Bomb Wing.
- b. Secure AHPG clearance for redeploying units, as required.
- c. Redeploy 19th Bomb Wing from Ben Guerir to ZI upon receipt of 2d Air Force execution order.
- d. Deploy 19th AEWFS from Ben Guerir to Lajes upon receipt of 2d Air Force execution order.
- e. Provide air refueling support required in the Lajes air refueling area utilizing 19th AEWFS aircraft.
- f. Provide strip alert tanker support in the Moroccan area during redeployment operations.

3. TASKS FOR SUBORDINATE UNITS: Annex B to 2AF OPOD 21-57 applies.

a. 19th Bomb Wing (Redeployment):

(1) Redeploy B-47 aircraft and crews from Ben Guerir AB to Homestead AFB as follows:

(a) Commencing on "X" Day and continuing through X plus 2, deploy 43 B-47 aircraft to Homestead AFB, Florida, in three increments of 15, 15, and 13 aircraft. Takeoff times will begin

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Approx : "X" Day - 0700Z; X plus 1 - 0700Z; X plus 2 - 0100Z.  
Primary route is Ben Guerir -> to Lajes air refueling area, to  
Homestead.

(b) Unit order will include Go-No-Go fuel require-  
ments for overflight of selected alternates enroute.

1. If the mission is delayed for weather or  
other reasons, Commanders MATS, 2d Air Force, Tanker Task Force  
at Lajes, and other agencies concerned will be notified as early  
as possible.

(2) Provide 5th Air Division with necessary clearance  
information for all unit aircraft by X minus 14 and dispatch  
necessary messages to COMMAC/CCG, COMEADP with flight composition,  
timing, and typical Nav flight plan so as to arrive not later  
than 7 days prior to first aircraft movement.

(3) Provide a reports control team at Ben Guerir during  
19th BW/AREFS redeployment, and provide two crypto operators to  
Lajes Control Team.

(4) Coordinate Lajes air refueling matters with 19th  
AREFS and Tanker Task Force Commander at Lajes, with info to this  
headquarters. Bomb Wing will select primary and alternate refueling  
areas, establish key rendezvous times, and select primary and  
secondary Lajes missed air refueling alternates. Refueling areas  
will be selected from 5th Air Division approved list.

(5) Reports, operations orders, and NAV/PEN Flight  
Plans will be submitted in accordance with 2AF message DDBT 10997,  
dated 27 May 57, "Ball Hawk Alfa", Annex B to 2AF OPORD 21-57.

b. 19th AREFS (Redeployment):

(1) Redeploy KC-97 aircraft and crews from Ben Guerir  
AB to Homestead AFB, Florida, as follows:

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- (a) Deploy one ADVCON aircraft to Lajes at 0700Z on X minus 4.
- (b) Beginning 0000Z on X minus 2, deploy 19 KC-97 aircraft from Ben Guerir to Lajes AB with 15-minute separations between aircraft.
  - (2) Provide air refueling support to redeploying 19th Bomb Wing, beginning "X" Day. Refueling will be on a one-for-one basis.
  - (3) Provide one weather scout each day in accordance with SAC Manual 35-10.
  - (4) Redeploy 20 KC-97 aircraft from Lajes to Homestead AFB upon completion of air refueling operations, as directed by 2d Air Force. Redeployment will take place on approximately X plus 4.
  - (5) Provide 5th Air Division with necessary clearance information for all unit aircraft by X minus 16.
  - (6) In conjunction with 19th Bomb Wing, activate a Refueling Task Force at Lajes for the duration of this operation; Chief, SAC Liaison Team will command the Task Force at Lajes. In addition, personnel will be furnished to augment the CX Control Team (CAC Reg 35-16) at Lajes, as required, reference paragraph 3d, this OPOD.
  - (7) 19th AEWBS will retain responsibility for strip alert KC-97 at Ben Guerir until relieved by 47th AEWBS at Ben Guerir.
  - (8) Reports, operations orders, and NAV/PDR Flight Plans will be submitted in accordance with 2d Air Force OPOD 21-57, Annex B.
  - (9) Coordinate Lajes air refueling matters with 19th Bomb Wing and Tanker Task Force Commander at Lajes, with info to this headquarters.

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c. 3920th Air Base Group:

(1) Provide necessary base facilities, support, and base services during period of redeployment of 19th BW/ABEFS.

d. SAC Lajes Air Base, Lajes:

(1) Chief, SAC Lajes Air Base will act as Commander for Azores Tanker Task Force in conjunction with 19th BW/ABEFS operations, and will provide a CX Control Team at Lajes for this exercise, reference paragraph 2b(6).

(2) Coordinate all air refueling, weather scouting, and ground/air spare requirements with 19th BW/ABEFS, with info this headquarters.

(3) Redeploy 19th ABEFS from Lajes to home station upon receipt of 2AF execution order.

X. GENERAL INSTRUCTIONS:

(1) Execution orders will be issued by 2AF as follows:

(a) ADVON 19th ABEFS aircraft on X minus 4 from Ben Guerir to Lajes.

(b) All remaining 19th ABEFS aircraft on X minus 2 from Ben Guerir to Lajes AB.

(c) 19th ABEFS weather scout and refueling support of 19th Bomb Wing redeployment beginning "X" Day.

(d) Redeployment of 19th ABEFS from Lajes to Homestead AFB on X plus 4.

(e) All movement of 19th Bomb Wing aircraft beginning "X" Day from Ben Guerir to Homestead AFB.

(2) Flight plans will be filed in accordance with SAC Regulation 55-3 using a "Category 3" precedence.

(3) Direct communication is authorized concerning matters pertaining to this OPOB. CHICSAO, 2AF, 5AD, and 023AD will be info addressees on all messages pertaining to redeployment.

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(4) The provisions of SAC Regulation 52-19 will apply to all B-47 crews this operation. Where tanker crew rest is minimal, Tanker Task Force Commander will determine crew fitness to participate in successive missions/ sorties.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS: 2AF OPRD 21-57, Annex B, applies.

a. On receipt of this OPRD, 19th AEWB will make known to 1605th Air Base Wing and SAC Liaison Team, LaJes, with info to this headquarters, requirements for consumables in support of 19th AEWB aircraft.

5. COMMAND AND COORDINATION MATTERS:

a. Command: Normal.

b. Communications:

(1) JAMPB, ACP's, SACCOM, Radio Facility Charts, Supplementary Flight Information Documents, SAC Manual 55-12, and SAC Manuals 55-8 series apply except as modified herein.

(2) Emergency procedures will be in accordance with ACP 130, 135, and those procedures as applicable, in the Supplementary Flight Information Documents.

(3) Authentication for air/ground, air/air communications will be accomplished using current edition of HIC-1.

(4) Identification and Recognition:

(a) SACCOM 2401.(a)(b) and SAC Regulation 55-23 apply.

(b) IFF in USAWA area will be in accordance with USAF Regulation 55-17.

(5) HF/VHF/UHF Channelization and Frequencies (SACCOM).

(a) For Morocco/Mediterranean: B200.9, B200.20, B200.20, B200.26.

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(b) For SI: B200.1, B200.2, B200.15, B200.15A,  
B200.16.

(c) For all areas: B200.32, B200.33, B200.34,  
B200.35.

(6) Airborne Reporting:

(a) Procedure Alpha (55-211) and SAC message (Uncl)  
DUCPF 28040, 6 Apr 57, and Change No. 1 to SAC Manual 55-12 apply.

(b) SAC monitoring procedure Alpha (SACCOM 2101.4a(2)(a))  
will be in effect at all times in event recall of the airborne  
force is necessary. Recall word will be preceded by collective  
call sign "KEY KING".

(c) T-11 and T-12 reports will be submitted via HF  
to nearest SAC Control Node.

(d) Air refueling will be in accordance with SAC  
Manual 100-1 and SAC Manual 55-10.

(e) HF radio use will be limited to emergencies  
and mandatory ATC position reports.

1. Addressees will be limited to civil agencies  
only.

2. SACOMS will be used only for the submission of  
special SAC operations normal reports in accordance with SACCOM  
2101.4a(2)(e).

3. Interplane position reporting by SAC aircraft  
will be in accordance with BAF message IXBEO 10000, 6 May 57 and  
Change No. 1 SAC Manual 55-12.

(7) Call Signs:

(a) Unit tactical call signs of the 19th BW/ARWTS  
will be in accordance with temporary call sign list "Delta"  
(SACCOM), or that call sign in use at time of execution of mission.

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(b) Air/ground stations (HF/VHF/UHF) will be as listed in EICCHI and Current Radio Facility Charts.

(9) Recall Words:

(a) For RIF Units: "LIMA OSCAR".

(10) This headquarters will be info addressed on all messages pertaining to the communications aspect of this operation.

INTELCO  
Maj Gen, USAF  
Commander

*Herbert F. Stone*  
HERBERT F. STONE, Major, USAF

DOD/tjs (4 Jun 57) 3190

*William W. Williams*  
WILLIAM W. WILLIAMS  
Colonel, USAF  
Director of Operations

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DO DI  
DOCR DI  
DOC OS  
Historian - 3 cys

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~~Confidential~~

ACTION: OPS IMMEDIATE  
INFO: PRIORITY  
FROM: COMAIRDIV 5 SIDI BELHANE MOR  
TO: COMBOMG 19 BEN GUERIN MOR  
COMAREPS 19 BEN GUERIN MOR  
INFO: COMAF 2 BARKSDALE AFB LA  
COMAIRDIV 203 HONESTAD AFB FLA

~~CONFIDENTIAL~~ /DOD 1416-57C. Subject: (Uncl) "BELL HAWK ALPA".

This is Amendment Number One to 5th Air Division OPORD 21-57, Annex A.

PART ONE: Reference paragraph 3a, Tasks for Subordinate Units.

Add subparagraph (6): "(6) 19th Bomb Wing will comply with instructions contained in 2d Air Force confidential message DODT 11238, subject: (Uncl) 'Atlantic Barrier'."

PART TWO: Reference paragraph 3b, Tasks for Subordinate Units.

Add subparagraph (10): "(10) 19th AREPS will comply with instructions contained in 2d Air Force confidential message DODT 11238, subject: (Uncl) 'Atlantic Barrier'."

PART THREE: For your information, 5th Air Division message DOD 1416-57C, dated 5 June 57, quoted the 2d Air Force message referenced above.

*A. B. Stone*  
HERBERT B STONE, Major, USAF  
DOD/tjs (6 Jun 57) 3190

*Robert W. Wilkins*  
ROBERT W. WILKINS  
Colonel, USAF  
Director of Operations 06/1420 Z

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CATEGORY B  
INTERNAL REFERENCE  
DISSEMINATION - UNCLAS

~~Confidential~~

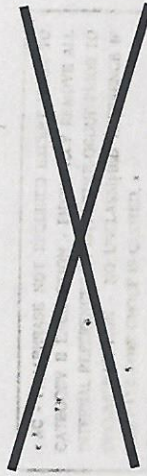
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6097  
5-5



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ACTION: OPERATIONAL IMMEDIATE  
INFO: PRIORITY  
FROM: COMAINDIV 5 BIDI ELIANE NOR  
TO: COMBOMM 19 BEN GUERIN NOR  
COMAREPS 19 BEN GUERIN NOR  
CHIEF SAC LIAISON TEAM LAJES FLD AZORES  
  
INFO: COMAF 2 BARKSDALE AFB LA  
COMAINDIV 303 HUNTSVILLE AFB ALA  
COMADGON 3926 BEN GUERIN NOR

~~SECRET~~ DOD 1426-97C. Subject: (Unclass) "BALL HAWK ALPHA".  
This is Amendment Number Two to 5th Air Division Operations Order  
21-57, Annex A. This message in eight parts, NOTL.  
ITEM ONE: Reference paragraph 3a(1), add subparagraph 3a(1)(c)  
as follows: "Dispatch two B-47 aircraft to Lajes AB beginning  
0900Z X minus 2 for weather scout requirements in the Lajes Area.  
SAC Manual 55-10 applies. These aircraft will depart Lajes AB  
approximately X plus 3 for Homestead AFB, with optional overfly  
of Kindley AB. The number of B-47 aircraft in each flight,  
reference paragraph 3a(1)(a) will be adjusted as the Wing  
Commander desires to make these weather scout aircraft available."  
ITEM TWO: Reference paragraph 3b(3), delete as written and sub-  
stitute the following: "During ground time at Lajes, 19th ANEPB  
will conduct "Magnaflex" inspections of KC-97 propellers in  
accordance with KC-97 Dash 1 and Dash 6 handbooks. SAC message  
DMAC 11-25-9163, 3 Aug 56, will apply."  
ITEM THREE: Reference paragraph 3X(1)(c), change "19th ANEPB" to  
read "19th BW/ANEPB".



18/1500Z  
June 1957

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Page 1 of 2 pages

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ITEM FOUR: Reference paragraph 3X(1), add subparagraph 3X(1)(f), as follows: "Movement of two B-47s, 19th BW, from Ben Guerir to Lajes AB on X minus 2."

ITEM FIVE: Reference paragraph 3X(1), add subparagraph 3X(1)(g), as follows: "Movement of two B-47s, 19th BW, from Lajes to Homestead on approximately X plus 3."

ITEM SIX: Reference paragraph 5b(9), correct subparagraph "5b(9)" to read subparagraph "5b(8)"; delete words "Lima Oscar" and substitute "Fatima Oscar".

ITEM SEVEN: Reference paragraph 5b(10), correct subparagraph "5b(10)" to read subparagraph "5b(9)".

ITEM EIGHT: Reference paragraph 4a, change "OPORD, 19th ARWPS" to read "OPORD, 19th BW/ARWPS", and add: "and the two 19th BW B-47 weather scout aircraft".

HERBERT B STONE, Major, USAF  
DOD/tjs (16 Jun 57) 3190

*Robert C. Collette*  
or  
SHEWAN W. WILKINS  
Colonel, USAF  
Director of Operations

DISTRIBUTION:  
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DCCP DM  
DOC OS  
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ACTION: OPERATIONAL IMMEDIATE ~~Confidential~~  
INFO: PRIORITY  
FROM: COMAIRDIV 5 GIDI SLIWAYS IOR  
TO: COMCINCPAC 19 BEN GUERRI IOR  
COMAREPS 19 BEN GUERRI IOR  
CHIEF SAC LIAISON TEAM LAJES FLD AZORES  
INFO: COMAF 2 BARKSDALE AFB LA  
COMAIRDIV 823 HOLSTEAD AFB FLA  
COMABGRU 3926 BEN GUERRI IOR

~~CONFIDENTIAL~~/DOD 1432-570. Subject: (Uncl) "Roll Hawk Alfa".

This is Amendment Number Three to 5th Air Division OPORD 21-57, Annex A.

Reference paragraph 5b(3) as corrected by 5th Air Division Amendment Number Two, delete as written and substitute the following: "(3) Recall word is 'Fatima Oscar'. Additional phonetic suffixes for units: 19th BW - Delta; 19th AEWBS - Echo. Additional phonetic suffixes for alternate base diversion: Lajes - Hotel; Ben Guerir - Lima. Aircraft collective call sign is 'Sky King', meaning all SAC aircraft copy this transmission. (For example, a recall message 'Fatima Oscar Delta Hotel' would be used to recall 19th BW aircraft to Lajes.)"

AC - DEPARTMENT OF DEFENSE SECURITY GROUP 70  
CATEGORY B EXCLUDED - DO NOT RELEASE ALL  
INTERNAL SECURITY INFORMATION TO THE PUBLIC  
EXCEPT BY AUTHORITY OF THE SECRETARY OF DEFENSE

19/1120 Z  
June 1957

HERBERT B. STONE, Major, USAF  
DOB/tjs (19 Jun 57) 3190

SHERMAN W. WILKINS  
Colonel, USAF  
Director of Operations

DISTRIBUTION: G, DC, DOCR, DCG, DOP,  
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SAD 6590-C (5-5)



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C O P Y

DRAFT

FINAL MISSION REPORT (M-27)

FOR

19TH BOMB WING (M)

2AF O.O. 21-57 (BALL HAWK)

1/2 1/2

DISTRIBUTION:  
Hq 5AD cy 1-5  
3926ABG 6-10

21 June 1957

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C O P Y

THE MISSION

1. The Commander, 19th Bomb Wing, was directed to deploy his command from its home station, Homestead AFB, Florida, to Ben Guerir AB, Morocco during May 1957 and to re-deploy to his home station during July 1957. During movement and while in place overseas he received and carried out the following orders:

a. Stand ready to execute the 19th Bomb Wing Emergency War Plan at any time.

b. While deploying to Ben Guerir, accomplish a USCM (Ball Hawk) and a 5th Air Division evaluation utilizing the Marrakech Bomb Plot (Target India).

c. Participate in survival exercise (Cane Pole).

d. In place, provide refueling support for a NATO rotation of fighter aircraft (Fox Able 68).

e. While re-deploying, accomplish a USCM for the 19th AREFS (Ball Hawk Alfa).

f. Continue prescribed training.

2. Results are estimated to be:

a. The 19th Bomb Wing was prepared to execute its EWP at any time.

b. Ball Hawk USCM: 89% approximately considered satisfactory.

c. Cane Pole survival exercise: 100% excellent.

d. Fox Able 68: 100% for fighters making refueling area excellent.

e. Ball Hawk Alfa USCM for 19th AREFS: To be flown 1-3 July 1957.

f. SAC Reg 50-8 overall completion:  
SAC Reg 51-26 overall completion:  
Non-block training:  
Annual training items:

3. Overall performance of the Wing is rated excellent. Considering the fact that flying time was curtailed approximately 25% for the period of the IDI, accomplishments, training-wise were most favorable. Had sufficient flying time been available to fly a normal schedule, non-combat ready crews would have shown greater progress and ready crews would have completed all flying training requirements for the current quarter.

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C O P Y

PERSONNEL AND ADMINISTRATION

PERSONNEL

1. Morale was excellent resulting in few disciplinary problems. Attendance at religious services was high with close liaison being maintained with the Base Chaplain and Wing Chaplain.

2. Base support in the personnel field was excellent. There were no serious personnel problems and the minor problems were resolved immediately.

3. No basic personnel records or morning reports were deployed. A current classification and audit list was maintained. This is considered sufficient to provide all necessary information for the required personnel actions.

4. The promotion cycle during this deployment was completed without any problems. Advance planning to the extent that all promotion forms were accomplished and distributed to respective Squadrons prior to deployment permitting immediate board action once the quotas were received from the rear echelon.

5. All payrolls were prepared prior to deployment and no adjustments were necessary during this period. Each passenger manifest on arriving aircraft was returned to Homestead indicating the itinerary so that travel vouchers could be prepared prior to the return of the Wing. Only the return itinerary and signature will be required resulting in immediate settlement of accounts upon the return of each individual.

6. Effectiveness Report work sheets were prepared and submitted to reporting officials prior to deployment. This permitted an orderly return of approximately ninety (90) reports to the 823rd Air Division.

7. Combat Crew reporting was accomplished by the personnel section at the home station. A duplicate set of combat crew records were maintained by the overseas section. Immediate action was taken to notify the home station as crew changes occurred.

8. May proficiency testing was accomplished by "off scheduled" testing during April prior to departing from Homestead. The June testing cycle was accomplished by the 3926th Air Base Group. Only three (3) airmen were tested during this period. Upgrade action was completed by the unit personnel section at the home station on all personnel tested during the April testing cycle. Completed AF Forms 623 on these airmen were left there for this purpose.

ADMINISTRATION

9. No serious administrative deficiencies were noted. However, the following items are mentioned and should be taken into consideration on Wings that are in a TDY status:

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a. Electrical Messages and Correspondence: TDY units are not generally listed as addressees on messages from numbered air forces and Hq SAC, which makes it necessary for the home station to retransmit a great number of messages. Suspense dates are often difficult to meet.

b. Processing of Messages and Correspondence: All correspondence and messages arriving at the TDY unit's home station are forwarded to the unit's rear echelon Commander for processing. This procedure involves considerable time. Due to the limited number of qualified personnel in the Rear Echelon, it is difficult to evaluate communications.

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C O P Y

OPERATIONS & TRAINING

1. From a training standpoint the TDY was, in general, successful.
2. The following items hampered or directly affected training:
  - a. Curtailment of flying time resulted in a standown of almost two (2) weeks. This represented a loss of approximately 110 effective sorties and 800 flying hours for B-47 aircraft; approximately 50 sorties and 260 flying hours for KC-97 aircraft.
  - b. Poor visibility in the bomb plot area due to dust phase and low clouds prohibited accomplishment of the desired training in visual bombing techniques and procedures.
  - c. The survival exercise (Cane Pole) was executed easily due to the curtailed flying program. However; had a normal number of flying hours been available, the Cane Pole commitment would have been very difficult to meet.
  - d. (1) B-47 Simulator (S-6), Ultrasonic Trainer, P-3 Instrument Trainer and T-1A Gunnery Trainers were not authorized for this station.  
(2) C-11 Instrument Trainer, though available, was non-operational during the entire TDY period.  
(3) Classrooms were not provided with desk chairs to facilitate note taking, etc.  
(4) Mock-Ups and other training aids were not available for use in conducting instrument ground school instruction.  
(5) Lack of above mentioned trainers, equipment and training aids placed an undue hardship on the personnel of the 19th Bomb Wing in meeting ground school instruction.
  - e. Some sorties had to be either cancelled or scheduled for other crews due to intestinal disorders.

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LOGISTICS

SUPPLY

1. Base Supply is organized and operating in accordance with SAC Manual 65-2 in support of aircraft maintenance. Pre-issue items were issued from Base Supply assets, bench checked, and put in location prior to the arrival of the last aircraft. This procedure prevented any delay in the maintenance of wing aircraft and saved many manhours which would have been required to break-out pre-issue items from the FAK after arrival. When the FAK's were in place, shortages not filled from Base Supply assets were issued to respective maintenance activities on Custody Receipt.

a. The percentage of fill on pre-issue items from Base Supply was approximately 90% to the Field Maintenance and approximately 40% to the A&E Maintenance. A&E pre-issue was supplemented from items deployed from the home station and issued from FAK.

b. Bench Stock Listing Forms 228 were submitted to Base Supply on a replenishment cycle and a fill of approximately 60 to 70% was made. This replenishment was to replace items from Bench Stocks deployed from the home station.

c. Delivery of aircraft parts called in through the Expediter System was made within 28-30 minutes. Warehouse refusals were minor and usually located after a complete search. The Stock Record Cards of the Aircraft Service Unit are excellent and the interchangeability data is current which is one of the greatest assets to any base account. Total items called in through the Expediter System for the month of May was 2,881, of this number 819 were issued from FAK and 738 issued from Base Supply Stocks for an overall fill of 47%. Up to 17 June 1957, a total of 1,875 items were called in of which 585 issues were made from the FAK and 454 from Base assets. This represented a fill of 45%. The figures of 47% and 45% appear low, however, this is considered a respectable percentage giving consideration to the type of items and the age of our B-47 aircraft.

d. From 1 May through 17 June 1957, a total of 15,961 units were requisitioned on Big Tin-235 (B-47). Of this total, 7,715 units were received for a fill of 48%. On Big Tin-236 (KC-97) a total of 6,137 units were requisitioned and 2,448 units were received for a fill of 40%. The pipe-line time on Big Tin averaged 14 through 16 days.

2. The Base Supply Officer, Major Larson and Major Dawdy (who was acting Base Supply Officer during the month of May) should be commended for their excellent cooperation and pre-planning of the support given the 19th Bomb Wing. The Aircraft Service Unit personnel, Capt Huff, M/Sgt Michalak and M/Sgt McPherson of Stock Control Section, should be commended for their outstanding cooperation and attention to duty in support of the Wing. This was evident in the low rate of AOCF (one KC-97 through 17 June had no B-47's) and ANFE experienced and the low delivery time. It was apparent that considerable thought and foresight had been given in planning the work schedule of all personnel in the Aircraft Service Unit because the Wing did not experience any delay in obtaining aircraft parts at any time.

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C O P Y

#### TRANSPORTATION

3. The quantity of vehicles made available to the Wing was considered adequate. There was no serious threat to the maintenance effort at any time due to shortage of vehicles. At times, however, the shortage of spare parts kept several of the maintenance vehicles from their assigned duties. As for radio vehicles, there were actually more assigned to the Wing here than we are accustomed to at our home station, however, at times the shortage of radio parts kept some out of commission. Much of the difficulties could be attributed to the type of set employed in these vehicles and the average age of these sets. In general, transportation was considered satisfactory.

#### BASE INSTALLATIONS AND FACILITIES

4. In most cases, these were considered very good. Maintenance Control, Quality Control and the Chief of Maintenance operating areas were excellent. The Job Control Section actually had a more comfortable and complete Control room than at the home station. There were sufficient maintenance docks available for use during periodic and post-flight inspections but these were all of a temporary nature and in the open. Communications, in general, were good to excellent, however, upon the arrival of the Wing only one (1) phone was available for contact with Base Supply. This situation was soon rectified. The personnel of Base Reproduction in particular should be commended for the outstanding support given the Wing during it's stay here. The Maintenance Flying Schedule, Maintenance Order, Maintenance Memorandums and so forth that necessarily had to be reproduced, often at short notice, never failed to be run off in time, in sufficient quantity and with excellent quality.

#### FIELD MAINTENANCE

5. Materiel Control Section has received excellent support from Base Supply on both aircraft and non-aircraft supplies.

a. There is a critical shortage of Argon Gas, 6830-231-8808 in support of the repair program on J-47 jet engines. None was issued and none on hand during period of deployment.

6. Propulsion Section: All facilities and areas were adequate.

7. Propeller Section: All facilities were satisfactory.

8. Aero Repair Branch & Fabrication Branch: All facilities and areas provided this section were adequate.

9. Ground Power Shop: Facilities are adequate.

10. Electric Shop: Facilities are adequate. The generator test stand assigned this shop is completely inadequate to bench test, calibrate and/or adjust B-47 alternators and starter-generators.

11. Armament & Electronics: All facilities were adequate.

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C O P Y

LOGISTICS (RECEPTION AND RE-DEPLOYMENT)

12. The Reception and Re-Deployment Plans of the 3926th Air Base Group are current and complete. Personnel and cargo were received and handled expeditiously by the Transportation Officer.

13. Every detail has been thoroughly covered on the receipt and turn-in of Custodial Property. The Air Base Group Regulation 67-4 is well written and eliminates confusion normally encountered by supply personnel in clearing their accounts.

14. The base personnel should be commended for their outstanding and cheerful attitude in assisting a TDY Wing in accomplishing their mission during the period of the units rotation.

MEDICAL

15. Medical supplies for the support of TDY Wing have been obtained from the 3926th USAF Hospital's Medical Supply. No difficulties have encountered in procuring medical supplies. Certain medical supplies not available at this installation have been requested from home station. However, this has been kept to a minimum.

16. The 3926th USAF Hospital provided one (1) ambulance for the use of the Surgeon, 19th Tactical Hospital. This vehicle has been used to it's fullest extent in providing transportation for TDY patients to and from Dispensary, in instances where the Surgeon decided this to be the most expedient mode of transportation, in order to expedite treatment of patients.

17. Due to shortage of PCS medical personnel, TDY personnel have been utilized to drive Crash Ambulance at the flight line, to perform Ward duties and Hospital CQ and Aidman.

FOOD SERVICE

18. The Food Service facilities are adequate and were operated in an excellent and efficient manner.

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INTELLIGENCE

1. Intelligence activities during the TDY were routine, with little difference between operations at Ben Guerir and Homestead.
2. Facilities for intelligence were good. Support from Ben Guerir personnel and from Director of Intelligence, 5th Air Division, and 3927th Reconnaissance Technical Flight was given promptly and efficiently.

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SECURITY

1. Security of the 19th Bomb Wing Category 1 units and the Task Force Headquarters was effected by two (2) Air Police Officers and 146 Air Policemen of the 823rd Air Base Group. These Air Policemen were assisted by 19th Bomb Wing air crew and maintenance personnel in assuring security for 19th Bomb Wing aircraft.
2. No security violations or discrepancies were noted.
3. Cooperation of and assistance from the 3926th Air Base Group was excellent.

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ACTION OPERATIONAL IMMEDIATE  
INFO PRIORITY  
FROM COMAIRDIV 5 SIDI SLIMANE MOR  
TO COMBOMWG 305 BEN GUERIR MOR  
COMAREFS 305 BEN GUERIR MOR  
COMAIRDIV 7 SO HUISLIP ENG  
COMAF 15 MARCH AFB CALIF  
INFO CINCOSAC ORFUIT AFB NEBR  
COMBOMWG 93 CASTLE AFB CALIF

~~SECRET~~/DOD 601-57. Subject: (Unclass) "POWER FLITE". This is 5th Air Division OPOD 28-57 in support of SAC OPOD 28-57. Security is paramount to the successful completion of this mission. This OPOD will be disseminated on a "need to know" basis only. Subordinate unit OPOD will be disseminated only to affected SAC units.

HEADQUARTERS 5TH AIR DIVISION

Operations Order 28-57

Task Organizations: See paragraph 3.

1. GENERAL SITUATION: A requirement exists to conduct a long range B-52 aircraft training mission. "X" Day is 15 January 1957. Unclassified nickname is "POWER FLITE". Information contained herein constitutes SAC mission of sensitive nature and will be handled on a "need to know" basis only.

a. Intelligence: Omitted.

b. Friendly Forces: (Support requirements from USAFE and MATS have been coordinated by Headquarters SAC.)

(1) USAFE: Provide base facilities at Wheelus (enroute staging) and at Dhahran (air refueling operations) for 100th AREFS during period of this exercise.

(2) MATS, USAFE: Provide search/rescue and communications support within applicable areas of responsibility.

(3) 7th Air Division:

(a) On X minus 5, deploy approximately 17 KC-97 aircraft, crews, and support personnel, 100th AREFS, to Dhahran, Saudi Arabia, for approximately 15 days TDY. Aircraft will enroute stop

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Wheelus (RON), and circumnavigate Egypt to the south. One advon aircraft depart UK X minus 8. (Total 18 acft).

(b) On X minus 4, deploy approximately 2 KC-97 aircraft, crews, and support personnel, 100th AREFS, to Ben Guerir, Morocco, to augment 305th AREFS.

(c) Dispatch Class CX Control Team to Dhahran. Senior controller will be in grade of colonel or higher. One weather officer will be included as a member of the control team. Request 7th Air Division advise this headquarters of name and rank of senior controller.

(d) On X plus 4, redeploy approximately 18 KC-97 aircraft, crews, and support personnel, 100th AREFS, from Dhahran to UK. Aircraft will enroute stop Wheelus (RON), and circumnavigate Egypt to the south.

(4) 15th Air Force: Forward general air space requirements to 5th Air Division not later than 5 January 1957. Specific route and timing information will be forwarded as soon as possible.

2. MISSION:

a. Provide a Class CX Control Team at Ben Guerir for duration of this exercise. Senior controller will be in grade of colonel. Headquarters SAC will be advised of his name and rank not later than X minus 10.

b. Provide one B-47 aircraft for weather scout in Moroccan air refueling area.

c. Provide 21 KC-97 aircraft (19 KC-97 aircraft from 305th AREFS and 2 KC-97 aircraft from 100th AREFS) to support Moroccan area air refueling requirements. 5th Air Division will assume operational control of 2 100th AREFS aircraft, crews, and support personnel upon arrival at Ben Guerir, for period of TDY, in accordance with 7th Air Division OPOED 28-57.

d. On X plus 3, redeploy approximately 2 KC-97 aircraft, crews, and support personnel of 100th AREFS from Ben Guerir to UK.

e. Secure necessary flight clearances from Morocco to Dhahran, and from Dhahran to Philippine Islands, reference paragraph 1B(4) and 3X(5).

f. Assume responsibility for support of B-52 aircraft during this exercise from 35 degrees west to 25 degrees east longitude.

g. Provide communications liaison officer at Wheelus AB for this exercise.

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3. TASKS FOR SUBORDINATE UNITS:

a. 305th Bomb Wing:

(1) Provide weather scout support as required, reference paragraph 3X.

(2) Provide a Class CX Control Team at Ben Guerir for the duration of this exercise. Senior controller will be in grade of colonel; this headquarters will be advised of his name and rank not later than X minus 10.

(3) Provide 5th Air Division clearance requirements for tanker and weather scout aircraft in "Petrel Juliett" area. Information will be submitted to this headquarters to arrive not later than X minus 8.

b. 305th AREFS:

(1) Provide air refueling support as required, reference paragraph 3X.

(2) Assume operational control of 2 TDY 100th AREFS aircraft, crews, and support personnel for duration of this exercise. ETA Ben Guerir 1400Z on X minus 4.

(3) Insure that 100th AREFS provides 7th Air Division Flight Control (Lancer) with necessary information for obtaining diplomatic clearance for overflight of Spain on return route to UK, in accordance with 7th Air Division OPORD 28-57.

c. 3906th ABGRU: Provide base facilities and support as required, reference paragraph 3X(1)(d).

d. 3926th ABGRU: Provide base facilities and support as required, reference paragraph 3X(1)(d).

e. Sidi Slimane Forecast Center: Provide weather support as required, reference paragraph 3X(8).

X. GENERAL INSTRUCTIONS:

(1) Planning factors:

(a) Pertinent portions of SAC Manual 55-12 will apply except as outlined herein.

(b) For all participating KC-97 aircraft, SAC message DO 29410, 11 Oct 56, will apply.

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(c) Execution Orders:

1. Headquarters SAC will execute B-52 portion of exercise.

2. Headquarters 7th Air Division:

a. Execute deployment of 100th AREFS aircraft: (2 aircraft to Morocco depart Lakenheath 0800Z on X minus 4; arrive Ben Guerir approximately 1400Z on X minus 4.)

b. Execute redeployment of 100th AREFS from Dhahran to UK.

2. Headquarters 5th Air Division:

a. Execute tanker and weather scout aircraft for Moroccan refueling portion of exercise on X plus 2.

b. Execute redeployment of 2 100th AREFS aircraft from Ben Guerir to UK. Aircraft to depart Ben Guerir 0800Z on X plus 3; arrive Greenham Common approximately 1400Z on X plus 3. Route in accordance with 7th Air Division OPORD 28-57.

(d) Emergency B-52 landing bases in 5th Air Division area of responsibility: Ben Guerir, Sidi Slimane, and Wheelus.

(2) Air Refueling:

(a) Khourigba Area - "Petrel Juliett": 3 B-52 aircraft will be supported by 305th AREFS plus 2 100th AREFS KC-97 aircraft while operating from Ben Guerir.

1. Primary Refueling Area:

a. Primary refueling IP: 3250N - 0950W.

b. Primary rendezvous point: 3251N - 0657W.

c. End refueling: 3251N - 0120W (Approx).

2. Alternate Refueling Area:

a. Alternate refueling IP: 3041N - 1221W.

b. Alternate rendezvous point: 3023N - 0929W.

c. End refueling: 2933N - 0413W (Approx).

3. Air refueling operations to be on a 5:1 basis, with one airborne spare tanker aircraft plus one ground spare aircraft per B-52.

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4. Total offload this refueling: 171,300 lbs.

5. Comm/Rendez Plan and Rendezvous point: (In accordance with SAC Manual 100-1):

- a. Number one aircraft Ann Atlantic/Europe.
- b. Number two aircraft Betty Atlantic/Europe.
- c. Number three aircraft Cora Atlantic/Europe.

(b) Provisions of SAC Tactical Doctrine modified by SAC message DOPMT 10238, (Secret), 21 Dec 56, as amended, will apply for air refueling tactics. (Contents of cited message quoted in 5th Air Division Warning Order 1792-50S, 28 Dec 56, as amended, NOTAL.)

(c) After all primary KC-97 air refueling aircraft including airborne spares have been launched, the remaining KC-97 aircraft designated as ground spares will be launched. These aircraft will proceed as individual aircraft and will join their respective airborne units as last tanker in echelon formation with normal altitude and interval spacing.

(d) The airborne spare tanker will be designated as the deputy tanker formation leader and is authorized to deviate from normal position as specified in SAC Tactical Doctrines 55-10 and 55-13. He will fly a high trail or left echelon position as necessary to assist in controlling the refueling operation.

(e) In the event the receiver inadvertently attempts rendezvous with other than the lead tanker, the respective tanker will:

1. Identify itself to receiver by voice transmission giving his tanker number in formation and request receiver proceed to number one tanker and/or:

2. Identify itself by means of aldis lamp with appropriate color code corresponding to tanker number as specified in SAC Tactical Doctrine 55-10 and 55-13.

3. The receiver will insure that his altitude is 500 ft below base air refueling altitude, initiate a left turn to a course that will bring aircraft into visual contact with the lead tanker and proceed with the outlined air refueling procedures.

4. To minimize such identification error, the receiver radar will monitor the altitude hole throughout rendezvous (if not beacon reading) until receiver is in observation position behind lead tanker.

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5. The receiver pilot will have the final say as to whether or not he will onload fuel from any tanker in the formation, regardless of the sequence, and the respective tanker pilot will insure immediate compliance with such request.

(f) KC-97 aircraft authorized to offload a maximum of ten (10) percent avgas to B-52 aircraft during refueling operations; however, it is desired that total offload consist of JP-4 fuel.

(3) Weather Scout Aircraft: Moroccan Area - 305th BW will provide two B-47 aircraft in "Petrel Juliett" (Khourigla) air refueling area, in accordance with SAC Manual 55-10. See paragraph 5 for communications frequencies.

(4) Timing: (For planning purposes)

(a) KC-97 crews scheduled to accomplish air refueling during this exercise will be on 5 minute alert and in the aircraft at least one hour thirty minutes prior to the scheduled take-off time based on timing specified below.

(b) Actual take-off will be executed on latest available ETA of the receivers. Timing is based on mean-wind flight plan. "Willie" to "Petrel Juliett" mean wind is plus 20 knots.

(c) Refueling rendezvous time at "Willie" is 0303Z on X plus 2.

(d) Plus 20 knot mean wind enroute time to "Petrel Juliett" is 05 plus 57.

(e) Refueling rendezvous time at "Petrel Juliett" is 0900Z on X plus 2.

(5) Air Traffic Control - following procedures apply:

(a) Headquarters USAF will procure necessary diplomatic overflight clearances.

(b) Necessary altitude reservation flight plans will be procured by 5th Air Division from ATC agencies wherever possible. (If altitude reservations are impracticable in certain areas, formation flight plans for B-52 aircraft may be used in lieu thereof.)

(c) 5th Air Division will obtain separate flight plan clearances from Morocco to Dhahran, and from Dhahran to Philippine Islands.

(d) 5th Air Division will insure that flight plan

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clearances will be available for B-52 aircraft upon arrival at the Ben Guerir and Dhahran air refueling areas. Flight clearance for the next route segment will be relayed to B-52 aircraft by the Ben Guerir or Dhahran Task Force Control Rooms and/or the airborne tanker commanders. The B-52 airborne commander will advise the responsible Task Force Commander at the next refueling point of revised ETA's to designated fixes approximately every hour during flight, if possible, and at least 4 hours out, using SSB or normal HF as available, reference paragraph 5.

(a) Ben Guerir Task Force Commander will review tanker flight plans prior to submitting to 5th Air Division to insure that units can operate as planned. (B-52 route deviations will be as small as practicable to and from primary route to accommodate air refueling in alternate air refueling area.) Flight plans submitted to 5th Air Division will include request for approval of alternate as well as primary air refueling areas.

(6) Aircraft Security:

(a) 5th Air Division, upon receipt of notification that a participating B-52 aircraft has aborted will take the following action:

1. If required, notify US Air Attache concerned, immediately explaining briefly the situation within security limitations.

2. Take immediate action to provide adequate security for B-52 aircraft, relieving the air-crew members of this duty, and assume responsibility for B-52 aircraft during period aircraft is on ground.

2. Arrange for secured parking area with the proper authority concerned. Only air-crew members and necessary maintenance personnel designated by 5th Air Division will be allowed access to interior of B-52 aircraft.

(7) PIO Release: No release will be made on this exercise by bases concerned, either in answer to query or otherwise. Instructions and information to bases for briefing of crews involved will be forthcoming from Headquarters SAC.

(8) Weather: In accordance with SAC Manual 105-1, with the following modifications or additions:

(a) Offutt Weather Central will provide initial operational forecasts, to arrive addressees, including 5th Air Division Forecast Center, 14 hours before bomber departure.

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1. Elements of Forecast:

- by zone.
- a. 35M, 40M, and 45M winds and temperatures
  - b. 40M wind factors by legs.
  - c. Clouds above 35M.
  - d. Initial operational forecasts for air refueling areas and tanker terminals (except NEAC area).

2. Revisions to leg wind factors will be transmitted by Offutt Weather Central as necessary.

(b) Sidi Slimane Forecast Center will transmit enroute operational forecasts for the Moroccan and Dhahran air refueling areas, tanker terminals and alternates, to arrive Offutt 12 hours before air refueling time.

1. Addressees will be:

- a. 8AF Forecast Center, Westover AFB, Mass.
- b. 15AF Forecast Center, March AFB, Calif.
- c. Offutt Weather Central, Offutt AFB, Nebr.
- d. Staff Weather Officer, 93d BW Castle AFB, Calif.
- e. SAC Task Force Commander, Goose Bay, Labrador (Attn: Wing Weather Officer).
- f. SAC Control Team, Dhahran AB, Saudi Arabia (Attn: Wing Weather Officer).

2. Necessary amendments to forecasts will be sent to the same addressees as specified for the original forecast.

(c) Staff Weather Officer, 3d Air Division, Luzon and Guam areas will transmit enroute and operational forecasts for indicated air refueling areas, tanker terminals and alternates, to arrive Offutt 12 hours before air refueling time. Necessary amendments will be sent to same addressees.

1. Addressees will be:

- a. 15 AF Forecast Center, March AFB, Calif.
- b. Offutt Weather Central, Offutt AFB, Nebr.

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- AFB, Calif.                   g. Staff Weather Officer, 93d BW Castle
- d. 5th Air Division Forecast Center, Sidi  
Slimane.
- g. SAC Control Team, Dhahran AB, Saudi  
Arabia (Attn: Wing Weather Officer).

(9) Flying Safety: Flying safety is of the utmost importance in the execution of this mission.

(10) Only Zulu time will be used throughout this exercise by all participating units.

(11) Reports: (This headquarters will be info addressee on all reports submitted by Ben Guerir Task Force Commander).

(a) See paragraph 5.

(b) Ben Guerir Task Force Commander will submit an immediate "in place" narrative report of capability to support this mission, upon arrival at Ben Guerir, followed by Zippo reports each 12 hours until capability is assured. Addressees will be Headquarters SAC and 15AF.

(c) Ben Guerir Task Force Commander will submit the following one time report, as soon as possible, to Headquarters 15AF, Attention: DOC. Any time-changes to 305th ARBFS planned action will be reflected in T-2 and T-10 reports. This report applies to KC-97 refueling flights only.

1. Tanker call sign.
2. ETD.
2. ETA orbit point.
4. ETA destination.
2. Reserve.
6. Weather alternate.
7. Reserve over alternate.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

a. Reference paragraph 3X(1)(d), normal servicing of aircraft will be required. This will include POL, LOX, IF meals, and power. Any

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problems anticipated in this servicing by 3906th and 3926th Air Base Group Commanders will be made known to this headquarters, Attn: DML, immediately on receipt of this OPORD.

b. Supply support of AREFS aircraft will be from deployed and locally available stocks. Resupply of stocks at Ben Guerir for items issued to the 100th AREFS aircraft will be in accordance with Vol. XVI Big Tin Project established for support of the 305th AREFS.

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command: Normal.

b. Communications:

(1) Communications procedures will be in accordance with JANAPS, ACPS, SACCEI, SAC Manual 55-12, Current Radio Facility Charts, and supplementary Flight Information Documents except as modified herein.

(2) Air/ground communications - Call Signs:

(a) Tanker aircraft (KC-97) will use unit tactical call sign in effect at time of execution of this mission.

(b) Bomber aircraft (B-52) will be assigned tactical call sign "runner" suffixed as below:

1. Runner 11 - HF radio installed (ARC-21).
2. Runner 22 - HF radio installed (ARC-21).
3. Runner 33 - HF radio installed (ARC-21).
4. Runner 44 - SSB installed (ARC-65).
5. Runner 55 - SSB installed (ARC-65).

(c) HF air/ground stations (AACCS-USAF) will be as listed in Current Radio Facility Charts.

(d) SSB equipped SOCS/air/ground stations:

1. Headquarters SAC - Ramrod.
2. Headquarters 2d Air Force - Blackjack.
3. Headquarters 8th Air Force - Curfew.
4. Headquarters 15th Air Force - Lordship.

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5. Headquarters 3d Air Div - Woodcutter.
6. Headquarters 5th Air Div - Iceplant.
7. Headquarters 7th Air Div - Lancer.
8. Thule - Niagara.
9. Dhahran - Gazelle.
10. Kindley - Convoy Foxtrot.

8. SEB stations listed above may be used to relay changes in AREFS area ETA's and aircraft status. Message with regard to aircraft status will be encrypted using current KAC-1 (AFSAL 5104).

(e) SACADS or base call signs and geographic location identifiers to be used:

1. Headquarters SAC, 15th Air Force - North Star.
- Pitch Dark. 2. Headquarters SAC, 15th Air Force, 8th Air Force -
- Gooseberry. 3. Headquarters SAC, 15th Air Force, 3d Air Division -
4. Hq SAC, 15AF, and 5AD - Pinefeather.
5. Goose Bay - Crankshaft.
6. Clark - Seabell One.
7. Dhahran - Gazelle.
8. Ben Guerir - Sailboat.
9. Sidi Slimane - Iceplant

(3) Civil Position Reporting:

(a) Will be submitted in accordance with procedure "Alfa" (SAC Manual 55-8M). One aircraft will be responsible for reporting all aircraft. Reporting aircraft will be designated by airborne B-52 commander. Prime consideration will be given to ARC-21 equipped aircraft. Reporting aircraft will make civil reports only for aircraft in visual or UHF range. Aircraft losing contact with primary aircraft will make individual civil reports.

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(4) Single Side Band (SSB) equipped aircraft will maintain contact as indicated below:

(a) From Castle AFB to 50 degrees west longitude:

1. Headquarters SAC (P) (Hamrod).
2. Headquarters 15th Air Force (S) (Lordship), or any SSB station paragraph 5b(2)(d).

(b) 50 degrees west longitude to 25 degrees east longitude:

1. 5th Air Division (P) (Iceplant).
2. Headquarters SAC (S) (Hamrod).
3. Dhahran (T) (Gazelle).

(c) 25 degrees east longitude to 85 degrees east longitude:

1. Dhahran (P) (Gazelle).
2. Dhahran (S) (Gazelle).
3. Any SSB (T).

(5) Frequencies and Channelization:

(a) Frequencies and channelization for all areas will be in accordance with SACCEI, with inflight changes as required.

(b) Air/air communications will be maintained on 311.0 MCS except when required during air refueling operations. All aircraft will guard 243.0 MCS. During air refueling operations, communications will be in accordance with SAC Manual 100-1.

(c) Frequencies of HF (USAF) air/ground stations are listed in applicable Radio Facility Charts.

(d) SSB equipped stations operate on the following frequencies:

1. 14955 KCS (P).
2. 11243 KCS (S).
3. 20890 KCS (T).

(6) Reporting Procedures:

(a) Sample M-11 Report format:

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1. Zippo 01-M-11, "POWER FLITE", Runner \_\_\_\_\_  
ETA \_\_\_\_\_ Z \_\_\_\_\_ (Air refueling area, using nickname).

Note: Zippo M-11 will be numbered starting with 01, 02 etc., continuing consecutively for entire flight.

(b) In addition to M-11 Report (immediately after disconnect via UHF) use of HF or SSB is authorized to pass revised M-11's to air/ground station adjacent to next refueling area. This will be accomplished hourly for entire mission. Any air/ground station is authorized if immediate area station cannot be contacted.

(c) Addressees on above reports for each leg will be as follows, using SACADS or base call signs and geographic identifiers as appropriate.

1. Castle - "Willie" air refueling area:
  - a. SAC
  - b. Goose
  - c. 5th Air Division
  - d. 15th Air Force
  - e. 8th Air Force
2. "Willie" air refueling area - "Petrel Juliett":
  - a. SAC
  - b. 5th Air Division
  - c. Ben Guerir
  - d. 15th Air Force
  - e. Dhahran
2. "Petrel Juliett" - "Petrel Kilo":
  - a. SAC
  - b. 15th Air Force
  - c. Clark
  - d. Dhahran
  - e. 3d Air Division

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(d) Castle Control Room will advise 8th Air Force, 15th Air Force, and Headquarters SAC Control Rooms, immediately after take-off, ETA to "Willie" air refueling area by voice. 8th Air Force will advise tanker commander at NERC.

(e) After final disconnect in "Willie", B-52 leader will provide tanker Task Force Control Room with ETA for "Petrel Juliett" (M-11). If B-52 is unable to contact TIF Control on 321.0 MCS, report will be passed to tanker leader for relay to TIF Control Room via UHF. TIF Control Room will advise 8th Air Force Control Room by voice, and 8th Air Force, 5th Air Division, 15th Air Force, and SAC by Zippo. SAC will advise 5th Air Division by voice.

(f) After final disconnect in "Petrel Juliett", B-52 leader will provide "Iceplant" (5th Air Div) Control Room on 311.0 MCS with ETA (M-11) for "Petrel Kilo". If unable to contact "Iceplant" (5th Air Div) Control Room, it will be passed to tanker leader for relay by UHF or any means necessary, including HF, to Sidi Slimane Airways for relay to "Iceplant". 5th Air Division Control Room will provide Dhahran TF commander, Headquarters SAC, and 15th Air Force with information by Zippo, and Headquarters SAC and Dhahran (Gazelle) by voice. SAC will advise 15th Air Force by voice.

(g) After final disconnect in "Petrel Kilo", B-52 leader will provide Dhahran tower with "Petrel Lima" ETA (M-11). If unable to contact on 275.8 MCS, report will be passed to tanker leader for relay to Dhahran tower via UHF. Dhahran Task Force Commander will provide Clark Task Force Commander, 3d Air Division, Headquarters SAC, 5th Air Division, and 15th Air Force with above information by Zippo, 5th Air Division by voice, who will in turn relay to SAC by voice. SAC representative will be in tower to receive report and deliver to Dhahran Communications Center.

(h) Tanker leader in all air refueling areas will maintain air/air UHF communications with B-52 leader until M-11 Report has been received for by respective control rooms, or information has been provided to tanker leader for relay.

(i) B-52 leader will advise "Iceplant" (5th Air Div) Control Room which B-52 aircraft are diverting to Erize Norton, and ETA. 5th Air Division (Iceplant) will advise 7th Air Division, SAC, and 15th Air Force by Zippo; Headquarters SAC and 7th Air Division by voice.

(7) Reports Required:

(a) B-2, B-9, B-10, B-15, B-17, M-11 as amended, T-2, T-10, T-11, T-15, T-17, T-18, T-81 and reports in accordance with paragraph 6A(1) SAC Manual 55-8. All reports, except M-11, will be Distribution "A". M-11 will be addressed as indicated. B-27, B-28,

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and F-27 will be required. Remarks should be detailed in nature, and comments or recommendations as to tactics employed, are requested.

(b) 5th Air Division may originate, or reoriginate combat reports to Headquarters SAC when subordinate units fail or are unable to report to Headquarters SAC.

(8) Emergency procedures will be in accordance with ACP 130, 135 and as covered in emergency sections of applicable area Supplementary Flight Information Documents.

(9) Point/Point Communications:

(a) Teletype: TT-141; Sidi - Dhahran, SAC - 5th Air Div, SAC - 3d Air Div, SAC - Clark, and 3d Air Div - Clark circuits will be activated full period at 0001Z 15 January 57, and maintained for duration of mission.

(b) Radio: SAC special HF SSB station (Iceplant) will be on full period operation to pass voice reports to any SAC SSB equipped station as required.

(10) Control team communications officers will be well acquainted with all communications facilities, military and commercial to support this mission. Communications officers will insure that communications personnel at support stations are apprised of the import of traffic associated with "POWER FLITE", familiar with SACADS, and must insure receipt of operational traffic at Headquarters SAC within one (1) hour after origination. To supplement 5th Air Division DOC, will be in place at Wheelus Air Base, Tripoli, Libya, on 13 January 57, to insure expeditious handling of operational traffic.

(11) Recall word for this exercise will be "RAW DEAL".

MAZZARO  
Major General, USAF  
Commander

THOMAS A. HEYDON/s/  
THOMAS A. HEYDON, Lt Col, USAF

SHERMAN W. WILKINS/s/  
SHERMAN W. WILKINS  
Colonel, USAF  
Director of Operations

DOD/tjs (4 Jan 57) 3190

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Comdr 3906th ABGp  
Comdr 3926th ABGp

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ACTION: OPERATIONAL IMMEDIATE 8 JAN 1957  
INFO: PRIORITY  
FROM: COMAIRDIV 5 SIDI SLIMANE MOR  
TO: COMBOWNG 305 BEN GUERIR MOR  
COMAREFS 305 BEN GUERIR MOR  
COMAIRDIV 7 SO NUISLIP MNG  
COMAF 15 MARCH AFB CALIF  
INFO: CINGCSAC OFFUTT AFB NEBR  
COMBOWNG 93 CASTLE AFB CALIF

~~SECRET~~/DOD 611-578. Subject: (Unclas) "POWER FLITE". This is Amendment Number One to 5th Air Division OPOPD 28-57. Item One: Reference paragraph 2X(1)(c)2B (Execution orders), add the following: "and from Ben Guerir to UK. Aircraft to depart Ben Guerir 0800Z on X plus 3, in accordance with 7th Air Division OPOPD 28-57 (NOTAL)."

Item Two: Reference paragraph 2X(1)(c)3B, delete as written.

Item Three: Reference paragraph 5b(7)(a), delete as written and substitute the following:

"(7) Reports Required:

(a) Report in accordance with paragraph 6A(1), SAC Manual 55-8 and SAC Manuals 55-8B, 55-8M and 55-8T as indicated.

1. Strike Phase: Distribution "A": B-2, B-9, B-10, B-11, B-15, B-17, B-21, B-31, M-36. Distribution "B": B-27 B-51; M-10, M-15 and M-17, if applicable.

2. Deployment/Redeployment Phase: Distribution "A": M-2, M-10, M-15, M-17, M-27 (One copy to Headquarters SAC,

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10 copies to Headquarters 15th Air Force).

2. Air Refueling Phase: Distribution "A":

T-2, T-10, T-11, T-15, T-17, T-18, T-21, T-31, M-36, M-10, M-15  
M-17, if applicable.

4. Strategic Support: Distribution "A": M-3,

M-4, M-10, M-15, M-17, M-36.

2. Negative reports are not required.

THOMAS A. HEYDON/s/  
THOMAS A. HEYDON, Lt Col, USAF  
DOD/tjs (7 Jan 57)

SHERMAN W. WILKINS  
Colonel, USAF  
Director of Operations

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OPS IMMEDIATE

3 JAN 1957

COMAIRDIV 5 SIDI SLIMANE MOR X AF

COMBOMWG 305 BEN GUERIR MOR

~~SECRET~~/DOD 614-578. Subject: (Uncl) "POWER FLITE". This is  
Amendment Number Two to 5th Air Division OPORD 28-57. NOTAL.

Item One: Reference paragraph 3X(3), change so much as reads:  
"provide one B-47 aircraft", to read: "provide two B-47 air-  
craft."

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Comdr 3926th ABGp

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JAN 57

THOMAS A HEYDON, Lt Col, USAF

SHERMAN W. WILKINS  
Colonel, USAF  
Director of Operations

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OPS IMMEDIATE  
PRIORITY

11 JAN 1957

COMAIRDIV 5 BIDI SLIMANE MOR X AF

COMBOMWG 305 HEM GUERIN MOR  
COMARIPS 305 HEM GUERIN MOR

INFO: COMAF 15 MARCH AFB CALIF  
CINCSAC OFFUTT AFB NEBR  
COMBOMWG 93 CASTLE AFB CALIF

~~SECRET~~/DOD 621-576. Subject: (Uncl) "POWER FLITE". This is  
Amendment Number Three to 5th Air Division OPOD 28-57.  
Reference paragraph 3X(4)(e) (Timing) Change refueling  
rendezvous time at Petrel Juliett primary to read "0822Z on  
X plus 2", and add "Petrel Juliett alternate rendezvous time  
is 0828Z on X plus 2".

DISTRIBUTION:

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Comdr 3926th ABGp  
DOD/tjs

THOMAS A HEYDON, LT COL, USAF  
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JAN 57

SHERMAN W. WILKINS  
COLONEL, USAF  
DIRECTOR OF OPERATIONS

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ACTION OPERATIONAL IMMEDIATE 16 JAN 57  
INFO PRIORITY  
FROM: COMAIRDIV 5 SIDI SLIMANE MOR  
TO COMBOMWG 305 BEN GUEIR MOR  
COMAREFS 305 BEN GUEIR MOR  
COMCOMBIRON 49 SIDI SLIMANE MOR (COURIER)  
INFO: COMAIRDIV 7 SO HUISLIP ENG  
COMAF 15 MARCH AFB CALIF  
CINGSAC OFFUTT AFB NEBR  
COMBOMWG 93 CASTLE AFB CALIF

~~SECRET~~/DOD 629-578. Subject: (Uncl) "POWER FLITE". This is Amendment Number Four to 5th Air Division OFORD 28-57 in support of SAC OFORD 28-57. Security is paramount to the successful completion of this mission. This amendment will be disseminated on a "need to know" basis. Subordinate unit OFORD will be disseminated only to affected SAC units.

Item One: Paragraph 5b(4): Delete subparagraphs (a)(b)(c)(d) and substitute the following: "(a) Primary communications guard for SSB equipped aircraft; aircraft will maintain continuous contact with Headquarters SAC station (Ramrod) during entire flight. If unable to contact, aircraft will attempt communications with SSB stations Headquarters 15th Air Force (Lordship), Headquarters 8th Air Force (Curfew), or any other SSB station in that priority order."

Item Two: Paragraph 5b(5)(c): Add subparagraph (c)1: "Aircraft channelization, frequencies, and use as follows:

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ARC-21 Equipped Aircraft

<u>Channel</u>	<u>Frequency</u>	<u>Use</u>
1	3023.5	International towers, approach control, airways.
2	3067.0	USAF
3	3053.0	Duckbutt, Alfa, Bravo
4	5695.5	ICAO
5	3467.5	ICAO
6	4724.5	USAF
7	5551.5	ICAO
8	5604.5	ICAO
9	5611.0	ICAO
10	5626.5	ICAO
11	6730.5	USAF
12	8845.0	ICAO
13	8854.0	ICAO
14	8871.0	ICAO
15	8913.5	ICAO
16	9026.5	USAF
17	11228.0	USAF
18	13215.5	USAF
19	13324.5	ICAO
20	15016.0	USAF

ARC-65 Equipped Aircraft

<u>Channel</u>	<u>Frequency</u>	<u>Use</u>
1	3023.5	International towers, approach control, airways.
2	3053.0	Duckbutt, Alfa, Bravo
3	5695.5	Duckbutt, Alfa, Bravo
4	4724.5	USAF
5	5551.5	ICAO
6	6730.5	USAF
7	8845.5	ICAO
8	8854.0	ICAO
9	8871.0	ICAO
10	8913.5	ICAO
11	9026.5	USAF
12	11228.0	USAF
13	13215.5	USAF
14	13324.0	ICAO
15	15016.0	USAF
16	8967.0	Special SSB/A/G
17	15092.5	Special SSB/A/G
18	11243.0	Special SSB/A/G
19	14955.0	Special SSB/A/G
20	20890.0	Special SSB/A/G <sup>a</sup>

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Item Three: Paragraph 5b(5)(d): Add Note: "If aircraft is unable to contact ground stations on above frequencies, contact should be attempted on 15092.5 KCS (P) or 8967 KCS (S). This however will only be used as backup for existing SSB (KWS-1) net."

Item Four: Paragraph 5b(6)(b): Add subparagraph (b)1: "Tanker aircraft will use SAC monitor procedure "Alfa" throughout mission with particular emphasis on periods :05--:08, :25-28, and :45--:48 minutes past the hour. During course of mission it may be necessary to contact tanker aircraft to advise of revisions to B-52 ETA's to air refueling areas or other vital instructions. Tanker aircraft must therefore continuously monitor the HF air/ground frequencies of the AACS air/ground station nearest the air refueling area. Tankers will discontinue monitoring to accomplish mandatory ATC reporting only. When report has been completed tanker will resume monitor of HF air/ground frequency as assigned by unit communications-electronics officer."

Item Five: Paragraph 5b(6)(b): Add subparagraph (b)2: "Wing/unit communications-electronics officers will comply with provisions of SACCEI 2101.4A(17). Where insufficient tankers are available to monitor all HF air/ground frequencies, communications-electronics officers will determine optimum frequencies based on time of day, distance from station, etc., and will assign each tanker an appropriate HF air/ground frequency to monitor."

Item Six: Paragraph 5b(6): Add subparagraph (j): "SSB stations are capable of relaying traffic to any SAC addresses. Should the

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necessity arise to pass M-11 reports via SSB net, aircraft will attempt contact with SSB station nearest the next refueling area. If unable to contact, any SSB station may be used and M-11 report relayed to addressees."

THOMAS A HEYDON/s/  
THOMAS A HEYDON, Lt Col, USAF  
DOD/tjs (15 Jan 57) 3190

SHERMAN W. WILKINS/s/  
SHERMAN W. WILKINS  
Colonel, USAF  
Director of Operations

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PRIORITY

FROM: COMAIRDIV 5 SIDI SLIMANE MOR

TO: COMBOMWG 305 BEN GUERIR MOR  
COMAREFS 305 BEN GUERIR MOR  
COMABGHU 3926 BEN GUERIR MOR  
COMAF 17 WHEELUS AB TRIPOLI LIBYA  
COMABWG 7272 WHEELUS AB TRIPOLI LIBYA  
COMROC 7 WHEELUS AB TRIPOLI LIBYA  
COMWEARON 29 WHEELUS AB TRIPOLI LIBYA  
COMAACSGRU 1815 WHEELUS AB TRIPOLI LIBYA  
COMAIRDIV 2 DHAHRAN SAUDIA ARABIA  
COMTUSLOG DET 10  
COMAIRDIV 316 (DEF) SALE MOR  
COMWEADET 29-7 SIDI SLIMANE MOR (COURIER)  
COMARSRON 56 SIDI SLIMANE MOR (COURIER)  
COMAACSRON 1975 SIDI SLIMANE MOR (COURIER)  
COMRTF 3927 SIDI SLIMANE MOR (COURIER)

INFO: CINCUSAFE WIESSBADEN GER  
CINUSAFE RESCUE CENTRAL WIESSBADEN GER  
COMAF 2 BARKSDALE AFB LA  
COMHQ TUSLOG

~~SECRET~~//DOD 615-57S. Subject: "Forward Base Exercise". This is 5th Air Division OPORD 403-57. Unclassified nickname for this exercise is "BIG HORN". Do not pass to 633d AC&W Squadron, Wheelus, AB.

MAPS AND CHARTS: As required.

REFERENCES: 5th Air Division OPPLAN 501-56, 15 July 1956. NOTAL.

TASK ORGANIZATIONS: See paragraph 3.

1. GENERAL SITUATION: A requirement exists to dispatch B-47 and KC-97 aircraft and instructor personnel to Wheelus, Dhahran, and Dockage (Conf) to exercise these bases and familiarize base support personnel with post-strike functions. "X"-Day is 30 January 1957.

a. Intelligence: Annex "A", 5th Air Division OPPLAN 501-56, and Appendices I, II, and III thereto apply.

b. Friendly Forces:

(1) Headquarters USAFE: Paragraph 1b(1) 5th Air Division OPPLAN 501-56 applies.



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(2) 17th Air Force: Paragraph 1b(2) 5th Air Division OPPLAN 501-56 applies.

(3) 29th Weather Squadron: Provide route and terminal forecasts IAW Annex "F" 5th Air Division OPPLAN 501-56.

2. MISSION: To exercise forward bases, to familiarize rotational crews with facilities available, and to establish operational procedures for future forward base exercises.

3. TASKS FOR SUBORDINATE UNITS:

a. 305th Bomb Wing:

(1) Reference 5th Air Division OPPLAN 501-56, paragraphs 3a and 3X (except subparagraph 3X(2)) of basic OPPLAN, and paragraphs 2a and 2X of Annex "B" apply, except as modified herein. Annex "D" and Annex "F" apply.

(2) Provide one radiological team member to instruct in decontamination of aircraft.

(3) Perform an ECM penetration exercise against the defense network of the 633d AC&W Squadron in North Africa.

(a) Load three cartons of RR-20 A/U chaff in each dispenser of aircraft participating.

(b) Drop rates and intervalometer settings will be such that all chaff will be dispensed by the time each aircraft has passed over the target.

(c) Chaff dispensing will start at 150 NM from the target.

(d) 15 aircraft will proceed to their IPs and then direct to their assigned targets. There will be three cells of five aircraft each, three IP's and three targets. One cell per target.

(e) IP's are as follows:

#1. 3600N-1300E #2. 3600N-1500E #3. 3500N-1800E

(f) Targets are as follows:

"A" Wheelus Air Base

"B" Misurata, Libya

"C" Bengasi, Libya

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(g)	No. Acft	IP/Time	Target	Altitude
	5	#1/Common	"A"	Optimum altitude
	5	#2/Common	"B"	Optimum altitude
	5	#3/Common	"C"	Optimum altitude

(h) All aircraft after overflying their targets will proceed to Wheelus Air Base and land.

(i) 305th BW will notify 7272d Air Base Wing, with info to 5th Air Division, of IP times, with request that info not be passed to 633d AC&W Squadron.

b. 305th AREFS:

(1) Reference 5th Air Division OPPLAN 501-56, paragraphs 3b and 3X (except subparagraph 3X(2)) of basic OPPLAN, and paragraphs 2b and 2X of Annex "B" apply except as modified herein. Annex "D" and Annex "F" apply.

(2) 305th AREFS CX Control Team will remain at Wheelus until last B-47 aircraft has returned to Sidi Slimane, unless otherwise directed by the Task Force Commander or this headquarters.

c. 3926th Air Base Group:

(1) Reference 5th Air Division OPPLAN 501-56, paragraph 3c of basic OPPLAN applies.

(2) Provide 90 cartons chaff RR-20 A/U and transportation of chaff from storage area to aircraft. (5th Air Division Supplement-1 SAC Regulation 137-9 and SAC Regulation 137-9.)

d. 3927th RTF:

(1) Deploy two photo lab technicians to Wheelus, and two lab technicians and one officer to Dhahran, to supervise and assist in film processing. Deploy two B-5 developers to Wheelus.

(2) Deploy ten empty aerial and radar film cans to Wheelus and ten empty aerial and radar film cans to Dhahran.

X. GENERAL INSTRUCTIONS:

(1) Support personnel will be capable of instructing in their particular fields. Only the best qualified personnel will be chosen for instructor duty. A minimum of one instructor for each function will be dispatched to forward bases.

(2) Airlift of 5th Air Division observer personnel, support



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personnel and control team personnel will be by KC-97 aircraft. 5th Air Division observers will proceed to Ben Guerir by courier. KC-97 aircraft will offload 5th Air Division observers at Sidi Slimane on return.

(3) Bomb Wing A&E personnel at Wheelus and Dhahran will be responsible for offloading aerial and radar film magazines from B-47's, delivering to the photo lab, reloading and returning magazines to the aircraft prior to departure.

(4) Scope photos will be taken of radar approaches to all bases.

(5) Airlift will be provided on the first KC-97 aircraft to Wheelus and to Dhahran for one officer from this headquarters and personnel assigned to the 3927th RTF, reference paragraph 3d.

(6) Execution Order will be issued by this headquarters approximately 12 hours prior to movement of first aircraft.

(7) Radar Photography:

(a) All B-47 aircraft will obtain radar and aerial photography of the \_\_\_\_\_ will be offloaded at Wheelus.

(b) All B-47 aircraft will obtain radar and aerial photography of the Beirut area in the event of overflight. Film will be offloaded at Dhahran.

(c) K-38/K-17 cameras will be run at fast cycle for a period of one minute and thirty seconds.

(d) Radar film from aircraft arriving at Dockage (Conf) will remain aboard the aircraft until returned to Ben Guerir where processing will be accomplished.

(e) Film processed at Wheelus and Dhahran will be returned to Sidi Slimane by 3927th RTF personnel.

(8) Schedule and Routes:

(a) If Wheelus, Dhahran, and Dockage (Conf) are exercised, the following schedule and routes apply:

1. 30 January 1957:

a. Five KC-97 aircraft Ben Guerir to Wheelus, last aircraft depart not later than 0900Z.

b. Route: Ben Guerir to Fes, Oran, 3640N-0100E, 3745N-1100E, 3407N-1318E, 3322N-1319E to Wheelus. (Common route to be used by KC-97 aircraft.)



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2. 31 January 1957:

a. 15 B-47 aircraft Ben Guerir to Wheelus, last aircraft arrive not later than 1300Z.

b. Route: At discretion of Bomb Wing Commander, but designed to assure success of penetration, to provide maximum SAC Regulation 50-8 training, to comply with current notams, and to avoid overflight of Algeria and Tunisia.

2. 1 February 1957:

a. Two KC-97 aircraft Wheelus to Dhahran, last aircraft depart not later than 0600Z.

b. Route: Wheelus to Beirut to Dhahran. Route is common for all B-47/KC-97 aircraft.

4. 2 February 1957:

a. 15 B-47 aircraft Wheelus to Dhahran, last aircraft arrive not later than 1100Z.

b. Three KC-97 aircraft Wheelus to Dhahran, depart not later than two hours after last B-47 aircraft is airborne.

c. Route: Common route, Wheelus, to Beirut to Dhahran.

2. 3 February 1957:

a. Two KC-97 aircraft Dhahran to Wheelus, Route: Dhahran to Beirut to Wheelus.

b. One KC-97 aircraft Dhahran to Dockage (Conf), arrive NLT 1200Z. Route: Dhahran to Beirut to Dockage (Conf).

6. 4 February 1957:

a. Ten B-47 aircraft Dhahran to Dockage (Conf), last aircraft arrive NLT 1200Z. Route: Dhahran to Beirut to Dockage (Conf).

b. Five B-47 aircraft Dhahran to Ben Guerir, with ground refuel enroute stop at Wheelus; last aircraft to depart Dhahran NLT 0500Z. Route: Dhahran to Beirut to Wheelus; minimum ground time Wheelus; Wheelus to Ben Guerir, to comply with current NOTAMS and avoid overflight of Algeria and Tunisia.

c. Two KC-97 aircraft Dhahran to Dockage (Conf), depart NLT two hours after last B-47 aircraft is airborne.



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d. Two KC-97 aircraft Wheelus to Ben Guerir, aircraft depart Wheelus after last of five B-47 aircraft has departed Wheelus. Route: Reciprocal of route, ref par 3X(8)(a) 1b.

7. 5 February 1957:

a. One KC-97 aircraft Dockage (Conf) to Wheelus. Route: Dockage (Conf) to Nicosia to Wheelus.

8. 6 February 1957:

a. Ten B-47 aircraft Dockage (Conf) to Ben Guerir, last aircraft to depart NLT 0600Z. Route: Dockage (Conf) to Nicosia and remainder of route at discretion of Bomb Wing Commander, but to comply with current NOTAMS and avoid overflight of Algeria and Tunisia.

b. Two KC-97 aircraft Dockage (Conf) to Wheelus, depart NLT two hours after last B-47 aircraft is airborne. Route: Dockage (Conf) to Nicosia to Wheelus.

c. One KC-97 aircraft Wheelus to Ben Guerir, depart after last of ten B-47 aircraft has passed abeam of Malta. Route: Reciprocal of route, ref para 3X(8)(a) 1b.

9. 7 February 1957:

a. Two KC-97 aircraft Wheelus to Ben Guerir. Route: Reciprocal of route, ref par 3X(8)(a) 1b.

(b) If only Wheelus and Dockage (Conf) are exercised, the following schedule applies; routes, as applicable, are same as for Wheelus, Dhahran, Dockage (Conf) exercise of par 3X(8)(a):

1. 30 January 1957: Five KC-97 aircraft Ben Guerir to Wheelus.

2. 31 January: 15 B-47 aircraft Ben Guerir to Wheelus, last aircraft to arrive not later than 1300Z.

2. 1 February:

a. Two KC-97 aircraft Wheelus to Dockage (Conf). arrive not later than 1200Z.

b. Route: Wheelus to Nicosia to Dockage (Conf). Route is common for all B-47/KC-97 aircraft.

4. 2 February 1957:

a. Ten B-47 aircraft Wheelus to Dockage (Conf),

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last aircraft to arrive NLT 1200Z. Route: Wheelus to Nicosia to Dockage (Conf).

b. Five B-47 aircraft Wheelus to Ben Guerir; aircraft to depart after last of ten aircraft to Dockage (Conf) is airborne. Route: At discretion of Bomb Wing Comdr, but to comply with current NOTAMS, and to avoid overflight of Tunisia and Algeria.

c. One KC-97 aircraft Wheelus to Dockage (Conf), depart NLT two hours after last B-47 aircraft is airborne. Route: Wheelus to Nicosia to Dockage (Conf).

d. Two KC-97 aircraft Wheelus to Ben Guerir, depart after KC-97 to Dockage (Conf) is airborne.

2. 4 February:

a. Ten B-47 aircraft Dockage (Conf) to Ben Guerir, last aircraft to depart NLT 0600Z.

b. Five KC-97 aircraft Dockage (Conf) to Wheelus, depart NLT two hours after last B-47 aircraft is airborne.

6. 5 February: Three KC-97 aircraft Wheelus to Ben Guerir. Reciprocal route.

(c) If only Wheelus is exercised, the following schedule applies; routes to and from Wheelus are same as for Wheelus, Dhahran, Dockage (Conf) exercise of paragraph 3X(8)(a):

1. 30 January: Five KC-97 aircraft Ben Guerir to Wheelus.

2. 31 January: 15 B-47 aircraft Ben Guerir to Wheelus, last aircraft to arrive not later than 1300Z.

3. 2 February:

a. 15 B-47 aircraft Wheelus to Ben Guerir.

b. Five KC-97 aircraft Wheelus to Ben Guerir.

(9) Alternate airfields for emergency use: Nouasseur and Sidi Slimane.

(10) The Form 175 for this mission will indicate, "DO NOT PASS TO WHEELUS AIR DEFENSE", in the remarks section. The request for clearance need not, repeat not, be handcarried to Casablanca ATC.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS: Administrative and logistical instructions contained in 5th Air Division Operations Plan

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501-56, dated 15 July 1956, will apply.

a. Paragraph 1 - General: This section applies in its entirety to all units.

b. Paragraph 2 - Supply:

- (1) Subparagraphs 2a, 2b(4), 2d, 2e, and 2h apply in their entirety to all units.
- (2) 305th Bomb Wing will deploy with two (2) built-up power packs.
- (3) Subparagraph 2f is changed to read as follows: Words "to base stocks" will read "to FAK".
- (4) 305th AREFS will not deploy built-up power packs.
- (5) Water/alcohol and AD1 will not be issued from Seaweed stocks without prior approval from Headquarters SAC. The 305th Bomb Wing will make its requirements known to this headquarters upon receipt of this order.
- (6) LOX is not available at Dhahran. Requirements must be deployed on KC-97 aircraft in 50 gallon LOX trailers.
- (7) Subparagraph 2i is changed to read as follows: Change words "by bases" to read "by Moroccan bases" and change words "to final destination" to read "for inflight meals for entire TDY".
- (8) Inflight meals will not be issued from Seaweed stocks.
- (9) Requisite UME will be deployed.

c. Paragraph 3 - Maintenance: This section applies in its entirety to all units.

d. Paragraph 4 - Transportation:

- (1) Subparagraph 4b applies in its entirety to all units.
- (2) Support airlift for personnel and equipment will be provided by unit aircraft.
- (3) The following minimum number of vehicles will be required at each forward base:
  - (a) 1/4-Ton Jeep: Nine (9) each, for use by Task Force Commander and his staff and 5th Air Division observers.

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(b) 3/4-Ton Weapons Carrier with radio: Four (4) each, for use by base maintenance control.

(c) 3/4-Ton Weapons Carrier: Four (4) each, for use of SAC training personnel.

(d) 2-1/2 Ton Truck 6x6: Two (2) each, for SAC cargo (PAK), etc.

(e) Bus passenger: Two (2) each, for transportation of SAC personnel.

(f) Vehicles required for parachute pickup, follow-me, decontamination, shop specialists, etc., will be provided as necessary.

(4) Add subparagraph 4c as follows: "Air movement reports will be submitted in accordance with Chapter 6, SAC Manual 76-1, dated August 1956."

e. Paragraph 5 - Medical:

(1) Subparagraphs 5b and 5c apply in their entirety to all units.

f. Paragraph 6 - Personnel:

(1) Subparagraphs 6b, 6c, 6d, and 6e apply in their entirety to all units.

(2) Cooks, bakers, and air police will not be deployed.

(3) Total personnel to deploy from the 305th BW and 305th AREFS, plus observers will not exceed 175; 305th BW and 305th AREFS 163; 5th Air Division observers 7; 3927th RTF total of 5 (2 to Wheelus; 3 to Dhahran). Total personnel to Dockage (Conf) is limited to 52 officers and 58 airmen.

g. Paragraph 7 - Adjutant:

(1) Subparagraph 7c applies in its entirety to all units.

(2) Subparagraphs 7a and 7b apply in their entirety to personnel PCS to Morocco. TDY orders for rotational personnel apply for 305th BW and AREFS personnel.

h. Paragraph 8 - Comptroller:

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(1) Subparagraphs 8a, 8b, and 8c apply in their entirety to all units.

(2) Subparagraph 8d applies in its entirety to personnel PCS to Morocco.

i. Paragraph 9 - Legal: This section applies in its entirety to all units.

j. Paragraph 10 - Security: This section applies in its entirety to all units.

k. Paragraph 11 - Miscellaneous: This section applies to all units in its entirety.

l. Paragraph 12 - Special Instructions:

(1) This section applies in its entirety to all units.

(2) Availability of drivers is limited at forward bases. Therefore, vehicles for SAC personnel will be driven by SAC personnel. This applies to vehicles listed in paragraphs 4d(3)(a) and 4d(3)(c). TF, will insure that government drivers licences are obtained prior to departing Moroccan bases for those personnel required to drive vehicles. This requirement also applies to officers.

5. COMMAND AND COMMUNICATIONS MATTERS:

a. Command: Normal.

b. Communications:

(1) SACCEI, JANAP's, ACP's, SAC Manual 55-8M, Current Radio Facility Charts (Europe) and Supplementary Flight Information Document, Europe, Africa and Middle East apply except as modified herein.

(2) Identification/Recognition will be IAW SACCEI 2404.2, a, b, and c.

(a) IFF will be operated IAW USAF Regulation 55-17, dated 26 April 56, Subject: Basic Mark X IFF Policy in USAF, except:

1. That IFF will be switched to standby at 11 degrees east and remain in standby until aircraft has passed over target. Upon passing over the target, aircraft will switch to Mode III for five minutes and then to normal, in accordance with USAF Regulation 55-17 above.



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2. All aircraft will monitor UHF 243.0 for a stop buzzer of Delta order from the AC&W site; aircraft will cease chaff drop immediately upon receipt of such order, switch IFF to Mode III, and leave in this position until told to do otherwise by the AC&W site controller.

(3) Emergency procedures will be IAW ACP 130, 135, and detailed instructions as given in Section VI, Supplementary Flight Information Document, Europe, Africa and Middle East.

(4) UHF frequencies and channelization will be IAW SACCEI B200.20 (Conf) and B200.26.

(5) VHF frequencies and channelization will be IAW SACCEI B200.9 and SACCEI B200.10 and Current Radio Facility Chart.

(6) HF frequencies and channelization will be IAW SACCEI B200.32 and B200.32b.

(7) Hf radio use will be limited to mandatory ATC position reports and aircraft emergencies. Preflight and airborne checks of HF radio will not be made by SAC tactical aircraft while in these areas.

(8) Call Signs:

(a) Aircraft call signs:

- 1. 305th BW "EYELASH"
- 2. 305th AREPS "KELLOGG"

(b) Globe Air Comm and Civil/ICAO Air/Ground stations as listed in Radio Facility Chart.

(9) Recall word for this exercise will be "MAIDEN".

NAZZARO  
Maj Gen, USAF  
Commander

THOMAS A HEYDON, Lt Col, USAF  
DOD/tjs (9 Jan 57) 3190

SHERMAN W. WILKINS  
Colonel, USAF  
Director of Operations

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PRIORITY

FROM: COMAIRDIV 5 SIDI SLIMANE MOR

TO: COMBOMWG 305 BEN GUERIR MOR  
COMAREFS 305 BEN GUERIR MOR  
COMABGRU 3926 BEN GUERIR MOR  
COMAF 17 WHEELUS AB TRIPOLI LIBYA  
COMABWG 7272 WHEELUS AB TRIPOLI LIBYA  
COMRCC 7 WHEELUS AB TRIPOLI LIBYA  
COMWEARON 29 WHEELUS AB TRIPOLI LIBYA  
COMAACSGRU 1815 WHEELUS AB TRIPOLI LIBYA  
COMAIRDIV 2 DHAHRAN SAUDIA ARABIA  
COMTUSLOG DET 10  
COMAIRDIV 316 (DEF) SALE MOR  
COMWEADET 29-7 SIDI SLIMANE MOR (COURIER)  
COMARSRON 56 SIDI SLIMANE MOR (COURIER)  
COMAACSRON 1975 SIDI SLIMANE MOR (COURIER)  
COMRTF 3927 SIDI SLIMANE MOR (COURIER)

INFO: CINCUSAFE WIESBADEN GER  
COMUSAFE RESCUE CENTRAL WIESBADEN GER  
COMAF 2 BARKSDALE AFB LA  
COMHQUSLOG

~~SECRET~~/DOD 637-57S. Subject: (Uncl) "BIG HORN". This is Amendment Number One to 5th Air Division OPORD 403-57.

For TUSLOG DET 10: Request you advise Air Attache of new times and aircraft numbers. For your information verbal clearance granted for original dates and forces. These changes required since over-flight of Syria denied.

Item One: Reference paragraph 3X(8), delete as written and substitute the following:

"(8) Schedules and Routes: (For Wheelus, Dhahran, and Dockage (Conf), with 10 B-47's to Dhahran and 5 B-47's to Dockage (Conf).

(a) 30 January 1957:

1. 5 KC-97 aircraft Ben Guerir to Wheelus, last aircraft to depart not later than 0900Z.

2. Route: Ben Guerir to Fez, Oran, 3640N-0100E, 3745N-1100E, 3407N-1318E, 3322N-1319E, to Wheelus. Common route to be used by KC-97 aircraft.

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(b) 31 January 1957:

1. 15 B-47 aircraft Ben Guerir to Wheelus, last aircraft arrive not later than 1300Z.
2. Route: At discretion of Bomb Wing Commander, but designed to assure success of penetration, to provide maximum 50-8 training, to comply with current NOTAMS, and to avoid overflight of Algeria and Tunisia.

(c) 1 February 1957:

1. 2 KC-97 aircraft to Dhahran, last aircraft to depart not later than 0600Z. Route: Wheelus, 2100N-2500E, 2103N-3715E, 2600N-4500E, to Dhahran.
2. 2 KC-97 aircraft to Dockage (Conf), last aircraft to depart not later than 0600Z. Route: Wheelus, Nicosia, to Dockage (Conf).

(d) 2 February 1957:

1. 10 B-47 aircraft to Dhahran, last aircraft to arrive not later than 1100Z. Route: Same as for KC-97 aircraft, reference paragraph 3X(8)(c)1.
2. 5 B-47 aircraft to Dockage (Conf), last aircraft to arrive not later than 1200Z. Route: Wheelus, Nicosia, Dockage (Conf).
3. 1 KC-97 aircraft to Dhahran, depart not later than 2 hours after last B-47 aircraft is airborne. Route: Same as for KC-97 aircraft, reference paragraph 3X(8)(c)1.

3 February 1957:

- (e) 1. 1 KC-97 aircraft Dhahran to Wheelus, depart not later than 0500Z. Route: Reciprocal of route, reference paragraph 3X(8)(c)1.

(f) 4 February 1957:

1. 10 B-47 aircraft Dhahran to Ben Guerir, with ground refuel enroute stop at Wheelus, last aircraft depart Dhahran not later than 0500Z. Route: Reciprocal of route, reference paragraph 3X(8)(c)1 to Wheelus; minimum ground time Wheelus; Wheelus to Ben Guerir, to comply with current NOTAMS and avoid overflight of Algeria and Tunisia.
2. 5 B-47 aircraft Dockage (Conf) to Ben Guerir. Depart not later than 0600Z. Route: Dockage (Conf), to Nicosia, and remainder of route at discretion of Bomb Wing Commander, but to comply with current NOTAMS, and to avoid overflight of Algeria and Tunisia.



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2. 2 KC-97 aircraft Dhahran to Wheelus, depart not later than 2 hours after last B-47 aircraft is airborne. Route: Reciprocal of route, reference paragraph 3X(8)(c)1.

4. 2 KC-97 aircraft Dockage (Conf) to Wheelus, depart not later than 2 hours after last B-47 aircraft is airborne. Route: Reciprocal of route, reference paragraph 3X(8)(c)2.

(g) 5 February 1957:

1. 5 KC-97 aircraft Wheelus to Ben Guerir, depart not later than 0700Z. Route: Reciprocal of route, reference paragraph 3X(8)(a)2.

Item Two: Reference paragraph 3a(3)(a), change to read: "Load six (6) cartons RR-39 A/L in left dispenser and three (3) cartons RR-20 A/U in right dispenser of each aircraft participating."

Item Three: Reference paragraph 3c(2), change to read: "Provide 90 cartons RR-39 A/L and 45 cartons RR-20 A/U chaff, and transportation of chaff from storage area to aircraft."

Item Four: Add paragraph 4b(9) as follows: "A minimum of one Gas Generator Plant Technician/Operator, AFSC 562X0, will be deployed with the 305th Bw/AREFS to Dhahran and Dockage (Conf), to assist in operating LOX generator."

Item Five: Paragraph 4f(1) is changed as follows: Add the following sentence: "Reference USAFE Supplement 1, dated 19 September 56, to AFM 35-10, 'Service and Dress Uniform for AF Personnel', for uniform requirements at forward bases."

Item Six: Change paragraph 4b(2) as follows: Delete the words, "Dockage (Conf)".

Item Seven: Add paragraph 4b(10) as follows: "Strip alert aircraft Commander will, on arriving at each forward base, notify the POL officer of requirements for defueling aircraft."

Frank J. Gshwandtner/s/for  
THOMAS A HEYDON, Lt Col, USAF

Sherman W. Wilkins/s/  
SHERMAN W. WILKINS  
Colonel, USAF  
Director of Operations

DOD/tjs 19 Jan 57 3190

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PRIORITY

FROM: COMAIRDIV 5 SIDI SLIMANE MOR  
COMAIRDIV 2 DHAHRAN SAUDI ARABIA  
TUSLOG DET 10  
COMABWG 7272 WHEELUS AB TRIPOLI LIBYA  
COMBOMWG 305 BEN GUERIR MOR  
COMAREFS 305 BEN GUERIR MOR

INFO: COMAF 17 WHEELUS AB TRIPOLI LIBYA  
CINCUSAFE WIESBADEN GER

~~CONFIDENTIAL~~/DOD 643-57C. Subject: (Uncl) "BIG HORN". This is Amendment Number three to 5th Air Division OPORD 403-57. NOTAL. Item One: Reference paragraph 1a, add the following: "Interrogation teams will interrogate B-47 crews on fighter activity, and complete SAC Combat Report B-25 on all encounters. Completed forms will be collected by a designated representative of the 305th Bomb Wing. These forms will be mailed to Director of Intelligence, Headquarters 5th Air Division, after completion of mission."

Item Two: Reference paragraph 4f(3), change so much as reads: "5th Air Division observers 7", to read: "5th Air Division observers 10."

Thomas A. Heydon/s/  
Thomas A. Heydon, Lt Col, USAF

DOD/tjs (23 Jan 57) 3190

Sherman W. Wilkins/s/  
Sherman W. Wilkins  
Colonel, USAF  
Director of Operations

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January 1957

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SECURITY CLASSIFICATION (If any)

### DISPOSITION FORM

FILE NO.	SUBJECT	(Unclass) Directorate of Operations Staff Visit Report on Operation "Big Horn"	
TO DC	FROM DO	DATE	19 Feb 57 COMMENT NO. 1
			Lt Col Celotto/3187/es

Incl 30

1. Operation "Big Horn" exercised Wheelus, Dhahran, and Dockage (Conf). Fifteen B-47's and five KC-97's participated during the period 31 January through 6 February. [REDACTED]
2. The exercise was observed by the following officers from the Directorate of Operations, 5th Air Division: (UNCLASSIFIED)  
 Lt Colonel Robert O. Celotto, DDO  
 Lt Colonel Charles A. Green, DOC  
 Lt Colonel Thomas A. Heydon, DOD  
 Major John J. Schadegg, DOT  
 Captain Harry J. Eckhoff, DODE
3. The 5th Air Division observers considered the exercise worthwhile, successful, and having accomplished its purpose. (UNCLASSIFIED)
4. Wheelus and Dockage (Conf) were considered capable, from an operational viewpoint, of supporting SAC's mission. Dhahran, however, was marginal, reference Incl 2. Specific observations and comments are contained in Incls 1, 2, and 3. [REDACTED]

- 3 Incls  
 1. Report, Wheelus AB [REDACTED]  
 2. Report, Dhahran [REDACTED]  
 3. Report, Dockage [REDACTED]

SHERMAN W. WILKINS/s/  
 SHERMAN W. WILKINS, Colonel, USAF  
 Director of Operations

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WHEELUS AIR BASE

1. Personnel Contacted: (UNCLASSIFIED)

Colonel Ficke	CSO, 17th Air Force
Colonel H. A. Pruitt	Comdr, 7272d Air Base Wing
Colonel Crabtree	Comdr, 1815th AACS Group
Lt Colonel Ougburn	Dir (Air Defense), 17th Air Force
Lt Colonel H. J. Schmidt	Comdr, 7272d Operations Squadron
Lt Colonel Kolbus	Deputy ACS/Comm, 17th Air Force
Major Ambrose	Comdr, 633d AC&M
Major H. M. Suttle	Dir Plans, 7272d Air Base Wing
Major Williams	Plans ACS/Comm, 17th Air Force
1st Lt R. H. Rex	Asst Intel & Repts Cont Off

2. General: [REDACTED]

a. The penetration of 633d AC&M air defense network was a success insofar as SAC was concerned. The 633d was not fully operational and there was an inadequate number of fighters available. [REDACTED]

(1) All aircraft were detected approximately 240 NM from Tripoli but due to lack of aircraft and improper use of aircraft available, only three out of fifteen SAC aircraft were destroyed before they reached their target. [REDACTED]

(2) There were ten each F-86D's available for intercept missions. (U)

(3) Chaff cover worked very well in keeping the correct number of aircraft per cell from the 633d controller. [REDACTED]

b. Wheelus base personnel accomplished the actual duties and were monitored by 365th Bomb Wing personnel. (U)

c. Reception plan was excellent, however, the crews were still very slow to take advantage of the efficient transportation set-up. (U)

d. There are only four towbars available at this date, however, they were used very efficiently. [REDACTED]

e. Brake chutes were retrieved and repacked before last aircraft was parked and decontamination of one aircraft was exercised. (U)

f. The number and skill level of communications operating personnel were adequate. (U)

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3. Deficiencies and/or Irregularities: None. (UNCLASSIFIED)

4. Recommendations: (██████████)

a. All operations exercising Wheelus should have a minimum of 15 B-47 aircraft. (██████████)

b. For purpose of training Wheelus air defense, a simulated strike utilizing ECM available should be accomplished. However, only realistic number of aircraft should be used, e.g., two or three. (██████████)

c. A higher degree of security will be needed in order to achieve surprise on the penetration and strike for those aircraft participating. (U)

5. Conclusions:

Wheelus Air Base is capable of supporting the SAC mission.  
(CONFIDENTIAL)

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WHEELUS AIR BASE

Operations

1. General Comments: (SECRET)

a. Air Defense Exercise. (S)

~~SECRET~~ The first cell was detected at 240 NM, however, they were only reported as four aircraft. The fighters were launched too early, which prevented an effective intercept and an insufficient number of fighters were launched. Only two out of five bombers were destroyed. (S)

(2) The second cell was detected at 245 NM, however, they were only reported as three aircraft. In this instance, the fighters were launched too late and again an insufficient number of fighters were launched. Only one out of five bombers was destroyed. (S)

(3) The third wave was detected at 145 NM due to the fact that communications with Benghazi were out and, as a result, Benghazi radar ~~was ineffective~~ in the defense net. Due to errors in launching fighters on cells one and two, there were no fighters left to intercept cell three before they reached their target. No bombers in cell three were destroyed before reaching their target. The turn-around time for the fighters was very poor, which rendered them even less effective. (S)

~~SECRET~~ b. All B-47 aircraft landed at Wheelus without incident. (U)

c. Sugar Control (UHF), located in the SAC control room, was operational and was exercised by "Big Horn" aircraft. (U)

d. The new control tower has the console installed, however, there is a lack of calling. Target date for cable installation and being operationally ready was estimated as 1 June 1957. (U)

e. Sand sealing of the runway has been completed, however, construction in progress has delayed painting the speed line markings on the runway. 15 June 1957 is estimated date of completion. (U)

2. Deficiencies and/or Irregularities:

As a result of one minute take-off intervals, foreign objects on taxiways were believed to have caused nicks in the compressor blades on two engines on one aircraft going to Dockage (Conf). (CONFIDENTIAL)

3. Recommendations:

That runways and taxiways be swept prior to B-47 take-offs. (UNCLASSIFIED)

4. Conclusions:

Wheelus Air Base is capable of supporting that portion of the SAC mission insofar as operations and communications are concerned. (UNCLASSIFIED)

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WHEELUS AIR BASE

Control Functions

1. General Comments: [REDACTED]

a. Control personnel demonstrated very effectively their knowledge of, and ability to accomplish, the control room functions. [REDACTED]

b. SAC rooms in Base Operations are all remodeled and efficiently arranged for control, debriefing, etc., and are sufficient to accomplish the mission. There is also a briefing room set up with a projector, screen, and approximately 80 chairs. [REDACTED]

2. Deficiencies and/or Irregularities:

The file of SAC manuals and regulations governing SAC Control Team duties is incomplete. [REDACTED]

3. Recommendations:

Copies of SAC Manuals 400-1 and 82-1, and SAC Regulations 55-15, 62-8, and 62-17 should be forwarded to the Wheelus SAC controller as soon as possible. [REDACTED]

4. Conclusions:

Existing control room facilities are adequate, and personnel are sufficiently trained to support the SAC mission. [REDACTED]

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DHARRAN

1. Personnel Contacted: (UNCLASSIFIED)

Colonel Sutterlin	Commander, 2nd Air Division
Major Saucely	Dir of Operations, 2nd Air Division
Major Jones	Commander, 1949th AACS Squadron
Captain Jones	Plans Officer, 2nd Air Division
Captain Sky	Maint Officer, 1949th AACS Squadron
Lt Stevens	GCA and Nav Aids Off, 1949th AACS Squadron
Lt Bramlett	Base Communications Officer

2. General Comments: (UNCLASSIFIED)

a. Ninety percent of the bill of materials for the new control tower is on hand. The tower structure is completed, and installation will start when Hq USAFE gives approval. Some delay may be encountered, however, due to the shortage of communications installation people, and to the priority being given Project UPROAR. (U)

b. The new GLOWCOM transmitter, receiver, and relay center buildings are completed. The equipment is on hand for the relay center, and the 1807th AACS Wing has directed an I&M team to start installation as soon as Hq USAFE gives the go-ahead signal. It is assumed that approval will be obtained as soon as the Dharran base treaty is signed. (U)

c. Major Jones, the AACS Commander, indicated it is highly probable that the move into the new transmitter and receiver sites will be delayed indefinitely due to diversion of the equipment to Project UPROAR. (U)

d. There is no UHF equipment in the control room, nor is the control room connected by teletype to the relay center. The programmed data for control room UHF is FY159. Teletype communications to the control room will be furnished by either an approved half-duplex circuit between the control room and the relay center, or by installing the full duplex on-line terminal at the control center rather than in the crypto center. The AACS Squadron Commander is studying the feasibility of these two approaches and will select the most satisfactory. (U)

e. The base telephone plant consists of a 600 line automatic electric system. The equipment appears to be in good condition and the telephone exchange was about three-quarters loaded, leaving room for about 200 additional lines. The central office contained space for an additional 600 lines if this were ever required. A telephone, inter-comm, and radio telephone net was provided for the Maintenance Expediter System. The VRC-19 vehicular sets were all in operation. (U)

f. Major Saucely was Chief Controller and Captain Jones his assistant. (U)

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g. The control center building had adequate space, was properly furnished as to tables, chairs, desks, telephones, etc. An Air Police guard was provided for the one door to the building. Access was obtained on personal recognition and use of the SAC type restricted area badge. (U)

3. Deficiencies and/or Irregularities: (CONFIDENTIAL)

a. The AACS transmitter station is a relatively inefficient operation. During our visit a heavy rainstorm occurred - the first in many months. The transmitter building leaked badly and a dangerous situation was created because of the HF power and high voltages being handled in the building.

b. Some of the AACS transmitter equipment is of pre-World War II vintage while the newest type on hand has not been manufactured since 1944. One of the primary transmitters was a Navy unit for which they had no circuit diagram or instruction books. The Wilcox 96-C transmitters installed at Dhahran are perhaps the last of this type in use in the Armed Forces today. The maintenance and spare parts problems being encountered are quite understandable. For example, only two of the four USAF HF air/ground frequencies for that station are actually in operation. SAC places primary reliance on these frequencies for rendition of the strike report (E-11). Of the four ICAO HF air/ground frequencies which USAF is committed to operate at Dhahran, only one is presently in operation. The parts required to return these air/ground facilities to operation are under MAOP requisitions. Maintenance people advised informally that in all probability no parts would be received for several months due to the extreme length of the supply channels.

c. The B-47 aircraft all attempted GCA landings on their arrival at Dhahran. Except for the first few aircraft, all of the GCA runs were unsatisfactory. An investigation of the unit, procedures, and operators revealed the following:

(1) The GCA at Dhahran is an MPN-1, Serial #4, and is the oldest operational GCA in use in the world today. The equipment was manufactured in 1942 and all of the F.O. compliances have been completed. Circular polarization has not been installed. The unit had exterior airconditioning and exterior mounted UHF communications equipment. This resulted in fixed operation which permitted landing from one direction only. In the event of high winds, it is possible to give PFI approaches to the other runway. (U)

(2) This GCA was flight checked during the first week of January and was found to be satisfactory. The search unit of the radar system was found to be capable of painting a C-54 at 20 miles at 4,000 ft, which, for the MPN-1, is nearly maximum capability. The UHF communications equipment, flight checked satisfactorily on all channels. (U)

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(3) The operators had all had some previous experience in working B-47 type aircraft. One operator was on duty at Goose Bay during operation "Pull House", which was a saturation exercise of Goose Bay. Another operator had been stationed with the MacDill SACCON unit, while still another operator had had a very limited exposure to B-47's, however, he had been last stationed at a fighter base in Germany where he had accumulated several hundred jet runs. (U)

(4) The glide slope for this unit was three degrees, which is the optimum angle for most conventional aircraft. Two and one-half degrees is the best glide angle for B-47 aircraft. (U)

(5) The frequencies assigned to the Bighorn B-47 aircraft by the GCA unit for pattern and for approach were different than those listed in the facility chart and given the 305th in their briefing. This contributed an element of confusion. (U)

(6) In most aircraft there appeared to be the loss of UHF communications after the aircraft was lined up on final. (U)

(7) The GCA at first began to point the B-47's as they were about half way through their procedure turn. In some cases radar contact was lost after the initial point until the aircraft had completed their procedure turn. This would indicate the B-47 had a lesser degree of reflectivity than conventional aircraft such as C-54 and C-121's. (U)

(8) Due to the occasional loss of radar contact, and somewhat consistent loss of communications contact, a rather gross correction for purpose of identification was given by the GCA operator for turn onto final at about 12 miles. This tended to confuse the aircraft, particularly as the pilot had visual reference to the runway. (U)

(9) The new GCA hardstand had not yet been completed. Using the old hardstand, the touchdown point was 3750 ft from the end of the new extended runway. The aircraft had not been notified of this touchdown point and was in many cases, unconsciously correcting in order to line up the aircraft with the usual touchdown point much nearer the end of the runway. This effect was aggravated by the three degree glide path. (U)

d. In summary, the conditions which caused these unsatisfactory GCA runs were a combination of loss of UHF communications, the identification correction being given for turn-on to final, the general lack of recent B-47 experience by the GCA operators, touchdown 3750 ft from the end of the runway, three degree glide path, UHF frequencies being used which were different from those briefed, and the lack of realization on the part of the aircraft as to the limitations of the MPW-1 GCA set. (U)

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e. 5AD Ops Order did not specifically state that Dhahran would furnish a control team and man the control room for operation "Big House". As a result, the control team was not organized until the morning of the day the first B-47 landed. (U)

f. 5AD Ops Plan 501-56 could not be found on the base by the control team; however, after checking through files it was finally discovered. It was not among the control room directives. (U)

g. Proper reports manuals were available but were not indexed for easy reference. 5AD Cross Training Manual 50-1 was not available. (U)

h. Personnel were sufficient in numbers to man the control room, but were not full aware of SAC requirements nor did they fully understand their jobs. ~~██████████~~

i. Maps. No large map board available to indicate mission, routes, etc. (U)

4. Recommendations: (CONFIDENTIAL)

a. To correct deficiencies in the GCA operator, every effort should be made to expedite the MFN-11C which is now enroute to Dhahran, and to install it at an early date at the new hardstand which will give an aircraft touchdown point some 750 ft from the end of the runway. The UHF communications equipment should be relocated as soon as possible. The programmed UHF transmitter building is too near the runway and will not correct any condition caused by screening of the antenna by landing gear. An aircraft such as a T-33 should be assigned to Dhahran. In addition to allowing the various rated personnel on base to maintain jet proficiency, this aircraft can be used to simulate B-47 penetrations and thus insure that the GCA operators are familiar with B-47 operations. ~~██████████~~

b. Expedite the installation of the permanent GLOBEOM facilities. A message is being sent to Hq 1807th AACS Wing and Hq USAFB stressing the need for more reliable GLOBEOM facilities at Dhahran. ~~██████████~~

c. Reference paragraph 3 e, f, and g. Suggest they gather all directives pertinent to control room manning and index them and keep a file in the control room at all times. Also, they make a complete list of all required directives with a cross index by subject matter for the control room.

d. Reference paragraph 3h. Suggest that an SOP be set up by job description and responsibility for each control team member in order to better acquaint newly integrated control team personnel with their specific jobs and responsibilities. (U)

e. Reference paragraph 3 i. Suggest that 5th Air Division stipulate which type map is to be used by control team (J.P. or WAC), as

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the space available is definitely limited and send all of the necessary maps via MATS aircraft to Dhahran. I would suggest using J.P. charts covering: 20°N to 45°N and 10°W to 85°W. Send all charts and information attention Captain Jones. (U)

5. Conclusions: [REDACTED]

a. Dhahran Air Base was able to support this small exercise in an adequate manner. It is believed, however, that operations on a large scale, particularly during marginal weather, would reveal inadequate GCA operation which would significantly effect the success of the operation. The possibility of extended communication outages due to lack of reliable communications equipment and spare parts is a factor to be considered in planning for the operational use of Dhahran.

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HEADQUARTERS  
305TH BOMBARDMENT WING MEDIUM  
APO 113, New York, New York

15 February 1957

SUBJECT: Narrative Mission Report of Operation "Big Horn"

TO: Commander  
5th Air Division  
APO 117, New York, N. Y.

1. Maneuver Requirements: Operation "BIG HORN" was conducted under provision of 5th Air Division Operations Order 40-357, dated 23 January 1957. The order required the 305th Bomb Wing to exercise the forward bases of Wheelus, Dhahran and Dockage ( ). The Task Force for the exercise consisted of 15 B-47 aircraft and 5 KC-97 support aircraft with support personnel and equipment. The phasing of the KC-97's was arranged so that support personnel and equipment were in place prior to the arrival of the B-47 bombers. 15 B-47's were scheduled to stage through Wheelus. After a day and a half at Wheelus the Task Force divided with 10 B-47's scheduled for staging at Dhahran and 5 B-47's at Dockage ( ). A day and a half ground time was also provided at Dhahran and Dockage ( ). The Dockage ( ) B-47's returned to Ben Guerir non-stop and the Dhahran B-47's returned to Ben Guerir with minimum enroute ground time at Wheelus. The operations order specified that maximum training of forward base personnel would be accomplished consistent with time limitations and support capabilities of base personnel. The maneuver was executed practically as planned.

2. Wheelus Comments:

- a. The major personnel portion of the Task Force arrived Wheelus on the afternoon of 30 January and was not met by key base maneuver personnel. It was necessary for our key personnel to seek out Wheelus key maneuver personnel so that detail training plans could be formulated.
- b. Aircraft control through the tower was excellent but approach control was slow in getting our aircraft to penetration altitude and into GCA control.
- c. The control team functioned in an exceptional manner. However, SAC Manual 55-8 and SAC Regulations 55-16 and 55-49 were not current.
- d. Interrogation of combat crews was accomplished by base personnel in an expeditious manner.

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HQ 305th BW APO 113, NY NY, Subj: Narrative Mission Report of Operation "Big Horn"

e. The base transportation plan for receiving and supporting the Task Force was adequate, efficient and prompt.

f. Only six of eight JP-4 pits were operational. Difficulty was experienced on two pits because of contamination of filters which reduced the fuel flow, thus slowing down refueling operations. The distance between the pits and the aircraft parking area makes a staging operation of any size difficult. Moreover, the pit area is physically isolated by one entry taxi way into the pit area. Consequently, the physical lay out will in itself slow down a large scale post-strike staging operation.

g. Wheelus has nine Colemans and only 4 tow bars. In consideration of the distance between the refueling pits and the parking area, and the associated towing problem, the base should be provided with eight tow bars. There should also be a stock level of tow bar sheer pins.

h. Personnel receiving instructions and assisting in servicing and maintenance of B-47's were exceptionally eager to learn. Their attitude was excellent and cooperation was at a maximum.

i. Taxi ways, parking areas and the fuel pit area should be swept prior to a maneuver to eliminate the hazard of foreign object damage to outboard engines and prevent the possibility of cutting tires by rocks or glass from broken taxi lights.

j. Billeting for combat crews were not heated, were congested, and only two blankets were provided the first night. All crews complained of the cold sleeping accomodation. Additional blankets were provided the second night.

3. Wheelus Training Recap:

a. Operation. Five Officers and two airmen.

SAC Regulations	17 Man hours
Security	27 Man hours
SAC Manual 55-8	84 Man hours
TOTAL	128 Man hours

b. Intelligence.

Subject	People	Man hours
Lectures & discussions	8	24
Interrogation	8	16

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Reporting Critique	4	6
	<u>4</u>	<u>4</u>
c. Maintenance.	24 People	50 Man hours

Subject	People	Man hours
Fuel servicing		
Towing	24	
Oxygen	16	87
Servicing (Oil, hydraulic)	12	250
Pre-flight	60	48
Minor maintenance	60	45
Ground power	60	180
Armament	10	77
A&E (Radar, Camera)	4	158
Para chute repacking	7	73
Crash crew	4	43
Field maintenance	20	65
De-contamination	9	120
	<u>26</u>	<u>45</u>
	312	1,217

4. Dhahran Comments:

- a. The control tower acts as approach control, tower traffic, and ground taxi control. A side tone for tower voice monitor for approach control would help reduce confusion during mass landings. Also, the use of a "Follow me" jeep would further reduce tower transmissions.
- b. The jet let-down procedure calls for a penetration turn at 12,000 feet for B-47 aircraft. The turn should be made at 8,000 feet to permit additional descent and aircraft control time prior to final approach leg. The GCA is reported to be the oldest in the service and was not too effective. Three B-47's executed go-arounds because of loss of communications contact.
- c. The control team operated effectively in excellent facilities. SAC Manual 55-8 was not current and SAC Regulations 55-16 and 55-49 were not available. However, all reports for the exercise were submitted satisfactorily.
- d. The base extended all courtesy and support that could be expected within capability limits.
- e. Transportation requirements were met adequately and promptly.

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NA 305th BW APO 113, NY NY, Subj: Narrative Mission Report of Operation "Elg Horn"

- f. Only four pits were allocated for JT-... However, with ARABCO civilians serving the pits, the nine JT-... were refueled in a minimum time of three hours.
- g. There were only fifty gallons of hydraulic fluid on the base.
- h. Oxygen storage was unsatisfactory. There were only 20 gallons of LOX on the base when our B-47's arrived. There is no storage facilities for water alcohol and it took nine hours for the base to mix 8,000 gallons of water alcohol. There is no shortage of personnel. Incidentally, the time was due hydrometer for checking the mixture of water alcohol. The time was due i. There is no maintenance control set up and with the limited number of specialists the base must retain its present maintenance organization.
- j. Only four tow bars were available for nine assigned Colemans. Two Colemans were pulled out of sea need for the maneuver. For future maneuvers at least four Colemans should be pulled from sea. There were no tow car shear pins.
- k. The base C-26's and M2-3A's were in an unsatisfactory state. Only three were operational because of battery failure.
- l. Most of the difficulties encountered were directly attributed to shortage of people and supplies.

5. Dhabran Training Base:

a. Operation. Four Officers and two airmen.  
 SAC Regulations 55-16 and 55-49 76 Man hours  
 Security 40 Man hours  
 SAC Manual 82 Man hours  
 TOTAL 198 Man hours

b. Intelligence.

	people	Man hours
Subject	4	16
Lectures and discussions	4	10
Interrogation	2	3
Reporting	2	4
Critique	2	3
TOTAL	12	30

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Hq 305th BW APO 113, NY NY, Subj: Narrative Mission Report of Operation "Big Horn"

f. Only four pits were allocated for JP-4. However, with ARAMCO civilians serving the pits, the nine B-47's were refueled in a minimum time of three hours.

g. There were only fifty gallons of hydraulic fluid on the base.

h. Oxygen storage was unsatisfactory. There were only 20 gallons of LOX on the base when our B-47's arrived. There is no storage facilities for water alcohol and it took nine hours for the base to mix 8,000 gallons of water alcohol. The time was due to shortage of personnel. Incidentally, the base does not have a hydrometer for checking the mixture of water alcohol.

i. There is no maintenance control set up and with the limited number of specialists the base must retain its present maintenance organization.

j. Only four tow bars were available for nine assigned Colemans. Two Colemans were pulled out of Sea Weed for the maneuver. For future maneuvers at least four Colemans should be pulled from Sea Weed. There were no tow bar sheer pins.

k. The base C-26's and MD-3A's were in an unsatisfactory state. Only three were operational because of battery failure.

l. Most of the difficulties encountered were directly attributed to shortage of people and supplies.

5. Dhahran Training Recap:

a. Operation. Four Officers and two airmen.

SAC Regulations 55-16 and 55-49	76 Man hours
Security	40 Man hours
SAC Manual	82 Man hours
TOTAL	198 Man hours

b. Intelligence.

Subject	people	Man hours
Lectures and discussions	4	16
Interrogation	4	10
Reporting	2	3
Critique	2	4
TOTAL	12	33



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c. Maintenance.

Subject	People	Man hours
Fuel servicing	25	58
Towing	20	57
Oxygen	8	27
Service (Oil, hydraulic)	20	36
Pre-flight	20	153
Minor Maintenance	20	35
Ground power	5	26
Parachute repacking	4	50
Crash crew	15	76
Field maintenance	5	15
De-contamination	23	23
TOTAL	165	558

6. Dockage ~~(Cont)~~ Comments:

- a. Attitude and cooperation of the entire base was outstanding and materially effected the results of the maneuver.
- b. Taxi lines on to and off the refueling pits would greatly assist ground refueling.
- c. Transportation was excellent and poses no problems. Distances are relatively small as the base is well situated.
- d. The runway is rough and generally B-47's experienced 2 1/2 G's on take-off.
- e. The base support team was well acquainted with mission requirements.
- f. The control room was effectively manned. All messages were promptly handled.
- g. All other aspects of the base rendered complete support. Although there were only 5 B-47's present, the support was exceptional and the aircraft could have departed after two hours ground time.

7. Dockage ~~(Cont)~~ Training Recap:

- a. Operation. Three Officers and two airmen.

SAC Regulation	12 Man hours
Security	20 Man hours
SAC Manual	66 Man hours
TOTAL	98 Man hours

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b. Intelligence.

Subject	People	Man hours
Lectures and discussions	3	14
Interrogation	3	8
Reporting	2	2
Critique	2	2
TOTAL	10	26

c. Maintenance.

Subject	People	Man hours
Aircraft servicing	15	22
Aircraft servicing(Oil, hydraulic)	10	10
Parachute repacking	2	8
Aircraft towing	3	3
Pre-flight	15	15
Ground power	3	3
Oxygen servicing	4	4
Minor maintenance	15	30
Acft fire fighting	6	12
TOTAL	73	107

8. Recommendations:

a. That the three forward bases be exercised at more frequent intervals and that short missions be flown to further exercise base facilities.

b. That the Task Force Commander be relieved of the requirement of reviewing Base Readiness Plans and that his comments be limited to the capability of the bases to support the Task Force. Since 5th Air Division personnel are familiar with the overall EMP requirements of the base and Base Readiness Plans, it is recommended that 5th Air Division Observers be responsible for a review of these plans.

c. That the logistical portion of Operation "BIG HORN" be reviewed for future exercise and that Wheelus be used as the materiel hub of the operation. This would prevent unnecessary movement of support personnel and equipment. As an example, the last support personnel and equipment. As an example, the last support KC-97 departed Wheelus for Dhahran on 2 February. Within six hours after this aircraft landed at Dhahran, a support KC-97 departed Dhahran for Wheelus.

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d. That an RON be authorized at Wheelus on the return B-47 flight from Dhahran to Ben Guerir.

e. And finally, to increase base interest for the maneuver, it is recommended that a 5th Air Division team precede the maneuver by two days and brief each base on the latest EMP requirements of the base, outline the maneuver and inspect base maneuver support facilities.

JAMMIE M. PHILPOTT/a/  
JAMMIE M. PHILPOTT  
Lt Col., USAF  
Commander  
"BIG HORN" TASK FORCE

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OPERATIONAL IMMEDIATE

FROM: COMAIRDIV 5 SIDI SLIMANE MCR  
TO: COMCOMMO 370 HONESTRAD AFB FLA  
COMARCON 3906 SIDI SLIMANE MCR (COURIER)  
COMRECTECFIC 3927 SIDI SLIMANE MCR (COURIER)  
COMAVWDFRON 5 SIDI SLIMANE MCR (COURIER)  
COMHEADST 29-7 SIDI SLIMANE MCR (COURIER)  
COMARCON 56 SIDI SLIMANE MCR (COURIER)  
COMCOC 70MWINS MID TRIPOLI LIBYA  
COMAREPS 321LOCKERBANE AFB GIBO  
INFO: COMAF 2 WRENSDALE AFB LA  
COMAIRDIV 829 HONESTRAD AFB FLA

~~SECRET~~/DOT 439-575. SUBJECT: (Uncl) 5th Air Division OPRD 415-57.  
Action Addressees acknowledge receipt.

MAPS AND CHARTS: As required.

TASK ORGANIZATIONS: See paragraph 4.

1. GENERAL SITUATION: A requirement exists for the 379th Bomb Wing to conduct a USOM during rotational TDY to North Africa. Unclassified nickname for this exercise is "FIRE TRUCK".

a. Intelligence: See Annex A.

b. Friendly forces:

(1) USAF:

(a) Provides search and rescue facilities and services over applicable portions of routes outlined here.

(2) Commander RCC-7:

(a) Provides air rescue services in area of responsibility. One aircraft will be on standby alert at Ben Guerir during the air refueling phase of the mission.

2. MISSION: Evaluate capability of the 379th Bomb Wing and 31st Air Refueling Squadron to launch aircraft on USOM from the rotational TDY base.

3. TASK FOR SUBORDINATE UNITS:

a. 379th Bomb Wing:

(1) Launch maximum number of B-47 aircraft in compliance with this OPRD.

(2) Provide one officer to perform liaison duty in the 316th Air Division Control Room during execution of the mission.

b. 321st AREPS:

(1) Dispatch sufficient aircraft to provide air refueling support as outlined in Annex B of this OPRD.

c. 3906th ABGRU:

(1) Provide necessary base facilities and services in support of this operation.

d. 5th AVWDFRON:

(1) Supply munitions and related services in support of operations outlined in Annex C of this OPRD.

e. 3927th RECTECFIC:

(1) Provide reconnaissance technical support for the 379th Bomb Wing USOM, as required.

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- (2) After Bomb Wing has completed scoring of film, the 3927th RTF will rescore radar film and submit a R-51 report to this headquarters only.
  - (3) Forward original film and logs to 2nd RTS.
- f. 29-7th Weather Detachment:
- (1) Prepare forecast briefings for all phases of operations related to this exercise.
  - (2) Provide weather support to S111 Elmas in accordance with Annex F of 5th Air Division OPLAN 50-56.
- X. GENERAL INSTRUCTIONS:
- (1) Commander, 5th Air Division will issue execution order between the 15th and 45 day of unit's TWY.
  - (2) Flying safety is paramount in the execution of this OPRD.
  - (3) No press release will be made by units concerned unless authorized release is furnished by SAC through CIS channels.
  - (4) Copies of this OPRD not required for record purposes may be destroyed thirty days after completion of this exercise in accordance with existing directives.
  - (5) Unit will provide 5th Air Division with OPRD and detailed flight planning data not later than 10 days after arrival in Morocco.
  - (6) Flight plans will be filed in accordance with provisions of SAC Reg 55-3, using Category 3 precedence.
  - (7) 5th Air Division will obtain ATC clearances as required.
4. ADMINISTRATIVE AND LOGISTICAL MATTERS: Paragraph 4 of 2AF OPRD 18-57 (DMM PATX1) applies.
5. COMMAND AND COMMUNICATIONS:
- a. Command: Normal.
  - b. Communications:
    - (1) JANAFIC, ACP's, SACCEI, Radio Facility Chart-Europe, Supplementary Flight Information Document-Europe, appropriate SAC Manuals 55-2 series apply, except as notified herein.
    - (2) Emergency procedures will be in accordance with ACP 130(F) and 175 and Section VI of Supplementary Flight Information Document.
    - (3) Authentication for air/ground communications, if required, will be accomplished using current edition of AFSAI 5124 (MAC-1).
    - (4) Identification and recognition will be in accordance with SACCEI 2404.2 (a)(e).
      - (a) IFF for this area will be in accordance with USAFE Reg 55-17, dated 26 April 1956.
    - (5) Special instructions:
      - (a) This headquarters will be information addressee on all messages concerning communications aspects of this operation.
      - (b) HF radio use (SACCEI 0200-1) will be limited to:
        1. Mandatory ATC position reports.
        2. Emergencies.
        3. Strike Reports. (See SAC Man 55-58) B-11 reports.
      - (c) Particular emphasis will be made of security consciousness during radio transmission.

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- (6) Frequencies and Channelization:
  - (a) WFF: SACCHI B-200.20 and B200.26.
  - (b) WFF: SACCHI B200.8 and B200.10.
  - (c) HF: SACCHI B200.12 and B200.13.
- (7) Call Signs:
  - (a) AAGC air/ground stations will be as listed in current Radio Facility Chart.
  - (b) Tactical unit call signs are those authorized and directed for use by SACCHI A200.11, .12, .13, .14, .15, .16, .17.
- (8) HF communications control stations - strike reports:
  - (a) All target areas - LaJes (primary)  
Mbeelus (secondary)  
Sidi Glimane (alternate)
- (9) Airborne reporting:
  - (a) Procedure Alfa (SAC Man 55-87) applies.
  - (b) T-11 (AWEF) and T-12 (WX) reports will be submitted as follows:
    - 1. Aircraft in "POWER" air refueling area will report via WFF to "PARANTHA" Control, Sidi Glimane, on 111.0 MCG.
  - (c) Cross band operations are authorized in event of WFF equipment failure or malfunction. (AIRCHAPT calls on HF, receives on WFF (Omni) receiver. See SACCHI 2101.4h.
  - (d) Air/Air refueling communications will be in accordance with SAC Manual 100-1.
- (10) Recall word for this operation is "MAIDEN".

WAZZARD  
Major General, USAF  
Commander

/s/ Josh V Land  
Josh V Land, Major, USAF

/s/ Sherman W. Wilkins  
SHERMAN W. WILKINS  
Colonel, USAF  
Director of Operations

DXF/es (7 Feb 57) 4279

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ANNEX A TO OPERATIONS ORDER NUMBER 415-57: INTELLIGENCE.

1. INTELLIGENCE SUMMARY:

- a. Annex 1, Part 1, RAF WCCM Catalog as revised 20 Aug 56, will apply, except as follows:
  - (1) Paragraph 1 A (2) does not apply. Simulated enemy territory is generally designated to include all the territory north of 16 parallel.
  - (2) Paragraph 1 B (1) does not apply.

2. INTELLIGENCE REQUIREMENTS:

- a. Annex 1, Part 1, RAF WCCM Catalog as revised 20 Aug 56, will apply, except as follows:
  - (1) Paragraph 2 C does not apply.
  - (2) Paragraph 3 B (1) (b) does not apply. Flood charts EC-51-1 or EC-51-3 will be issued to all crew members.
- b. For IPDA and Photo requirements, refer to Annex B, WCCM, Catalog, Hq 2AF, except as follows:
  - (1) Paragraph 4. Film will be forwarded 3027th RTE.
- c. For targets and target materials, see Appendix 1, Annex A, this OPRD.

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APPENDIX 1 TO OPERATIONS ORDER NO. 415-57: TARGETS AND TARGET MATERIALS

REF. NO.	TARGET NAME	GEOGRAPHICAL COORDINATES
192	Cabo de Cala Figuera, Majorca	39 29 50N 02 31 50E
193	Punta des Farayos, Majorca	39 43 00N 03 28 50E
194	Farcy Cabo de Salinas, Majorca	39 16 00N 03 04 00E
195	Isla de Cabrera	39 07 00N 03 57 50E
197	Punta Rotja, Formentera	38 39 00N 01 35 00E
198	Isla Esparidell	38 48 00N 01 29 00E
199	Isla Vedra	38 52 00N 01 12 00E
200	Isla de Tagomago	39 02 00N 01 39 50E

\*Target Material Reference: WAC 346

\*All targets are type "A".

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ANNEX B TO OPERATIONS ORDER NUMBER 415-57: OPERATIONS.

1. PLANNING FACTORS:

- a. 5th Air Division will execute at E-Four minus 2.
- b. Bombers receiving air refueling will be refueled to maximum gross weight, if possible.
- c. Take-off fuel load will be the maximum internal and external, consistent with temperature and pressure altitude.
- d. Maximum number of bombers will carry weapons.
- e. The Task Force Commander will advise the Air Refueling Squadron Commander of refueling sortie requirements and any required adjustments in timing.
- f. Maximum 50-8 training will be scheduled on mission.
- g. Navigation will be as directed by the Wing Commander.
- h. Bombing: Bombing method will be fixed angle radar. Procedures are outlined in Annex C of this OPRD. SAC Ref 50-8 credit is authorized for camera attacks accomplished in accordance with this OPRD.
- i. Target assignments are given in Appendix 1 of Annex B, this OPRD.
- j. Simulated bomb run from pre-IP (39 4'N 08 28E) to post-target turn point (36 26N 0200W) will be flown at M-81.
- k. Combat reports: The following combat reports will be submitted in accordance with SAC Manual 55-8 series.
  - (1) Bombardment Mission:
    - (a) Distribution A: B-2, B-9, B-10, B-11, B-15, B-17, B-21, M-81, M-86, M-8.
    - (b) Distribution B: B-25, B-27, B-30, B-41, B-72.
  - (2) Air Refueling Missions:
    - (a) Distribution A: T-2, T-10, T-11, T-15, T-17, T-21, T-18, M-36.
    - (b) Distribution B: T-27.

2. B-47's will arrive over the high cone at Sidi Slimane, with a minimum of ~~22~~ 12,000 lbs fuel. Aircraft may shorten route if necessary to meet this requirement.

3. PROCEDURES:

- a. 379th Bomb Wing will launch B-47 aircraft in accordance with the following schedule. Take-offs will be at one minute intervals within cells.

Cell	No Acft	Take-off Time
* Ruby	4	E plus 6
* Scarlet	4	6
* Gray	4	7
* Tan	3	8
* Purple	4	9
* Chrome	2	10
Lemon	1	11
* Walnut	2	12
* Black	3	12
* Rust	3	12
Blue	2	12
Green	1	13
Amber	1	13
Peach	2	13
Gold	1	14
Slate	2	14
Yellow	1	14
S or Remaining a/c plus aborts	18	*Cells to be air refueled.



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b. Bomber Routes:

- (1) Common route all aircraft:  
Sidi Slimane  
35 25N 0300W  
35 00 N 06 15W (Refueling IP)  
33 40N 09 00W (Key rendezvous point)  
30 00W 15 52W (Salvare Island)  
33 05W 16 17W (Common turn point)  
35 35N 06 00W  
37 50N 10 00E (Common turn point)  
39 45W 10 00W (Common turn point)  
39 46W 08 27E (Pre-IP)  
39 00W 06 00E (IP)

Targets

- 36 38N 02 00W (Common turn point)
- 36 00W 05 35W
- 36 00W 07 00W
- Sidi Slimane

c. Refueling data:

- (1) Key rendezvous point: 33 40N 09 00W
- (2) Refueling tracks: 240°
- (3) Base Refueling Altitude: 15,000 feet
- (4) Bomber/Tanker ratio: 2/1
- (5) Fuel off/load: 20,000 lbs Maximum
- (6) Missed Air Refueling alternate: Sidi Slimane
- (7) Refueling area: "FOWLER"
- (8) Communications and rendezvous in accordance with SAC Manual 100-1 and SAC Tactical Doctrine.
- (9) Only those cells indicated in par 2a of Annex B will receive air refueling.

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Appendix 1 to Annex B Operations Order No. 415-57: Target Assignments

Cell Assigned Target

Ruby	198
	199
	197
	200
Scarlet	194
	192
	195
	193
Gray	195
	194
	197
	192
Tan	198
	199
	197
Purple	194
	192
	195
	193
Chrome	194
	193
Levon	200
Walnut	198
	197
Black	196
	200
	197
Rust	194
	193
	195
Blue	195
	192
Green	195
Amber	194
Peach	195
	194
Gold	199
Slate	195
	193
Yellow	194
Silver	195
	194
	198
	193
	197

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PRIORITY

FROM: COMAIRDIV 5 SIDI SLIMANE MOR

TO: COMBOMWG 379 HOMESTEAD AFB FLA  
COMABGRU 3906 SIDI SLIMANE MOR (COURIER)  
COMRECTBFLT 3927 SIDI SLIMANE MOR (COURIER)  
COMAVNDEPRON 5 SIDI SLIMANE MOR (COURIER)  
COMWEADDET 29-7 SIDI SLIMANE MOR (COURIER)  
COMARRON 56 SIDI SLIMANE MOR (COURIER)  
COMRCC 7 WHEELUS FLD TRIPOLI LIBYA  
COMAREFS 321 LOCKBOURNE AFB OHIO  
COMCOMMON 49 SIDI SLIMANE MOR (COURIER)  
COMAAGSRON 1975 SIDI SLIMANE MOR (COURIER)

INFO: COMAF 2 BARKSDALE AFB LA  
COMAIRDIV 823 HOMESTEAD AFB FLA

~~SECRET~~/DOT 447-57S. Subject: (Uncl) "FIRE TRUCK". This is Amendment Number One to 5th Air Division OPORD 415-57S, "FIRE TRUCK".

Item One: Reference paragraph 1b(2): Delete the words, "at Ben Guerir".

Item Two: Reference paragraph 3X(1): Delete the words, "between the 15th and 45th day of TDY". Add the following sentence: "Mission may be executed at any time during the unit's TDY".

Item Three: Reference paragraph 1 of Annex B: Delete sub-paragraph a and insert, "Execution order will establish E-Hour".

Item Four: Reference paragraph 5b(7)(b): Add, "Call sign will be that currently in use at the time of mission execution."

Josh M. Lang/s/  
JOSH M. LANG, Major, USAF

DOT/tjs/15 Feb 57/4279

Sherman W. Wilkins/s/  
SHERMAN W. WILKINS  
Colonel, USAF  
Director of Operations

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15/1535Z  
February 1956

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<u>CELL</u>	<u>NO. ACFT.</u>	<u>TAKE-OFF TIME</u>
SLATE	2	15:10
YELLOW	1	15:20
SILVER	Remaining Acft Plus Aborts	18:00

\*Only RUBY, SCARLET, GRAY, TAN, PURPLE, CHROME, AND WALNUT Cells will receive air refueling.

Item 5: Reference paragraph 3b(1) of Annex B: Delete entire paragraph and insert: Aircraft receiving air refueling will fly the following routes:

Sidi Slimane

3526N	0300W	
3500N	0615W	
3340N	0900W	(Rflg Key Rdz Pt.)
3130N	1320W	
3400N	1300W	
3535N	0600W	

TO: COMMON ROUTE.

Aircraft without air refueling will fly the following route:

Sidi Slimane

3525N	0500W
3500N	0615W
3240N	1100W
3410N	1200W
3535N	0600W

TO: COMMON ROUTE.

Common route for all aircraft:

3535N	0600W
3750N	1000E
3945N	1000E
3946N	0827E (Pre - IP)
3900N	0600E (IP)

TARGETS

3638N	0200W (Common Turn Point)
3600N	0535W
3600N	0700W

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PRIORITY

FROM: COMAIRDIV 5 SIDI SLIMANE MOR

TO: COMBOMWG 379 SIDI SLIMANE MOR (COURIER)  
COMABGRU 3906 SIDI SLIMANE MOR (COURIER)  
COMRECTEOPFLT 3927 SIDI SLIMANE MOR (COURIER)  
COMAVNDEPRON 5 SIDI SLIMANE MOR (COURIER)  
COMWEADET 29-7 SIDI SLIMANE MOR (COURIER)  
COMARRON 56 SIDI SLIMANE MOR (COURIER)  
COMRCC 7 WHELIUS FLD TRIPOLI LIBYA  
COMAREFS 321 SIDI SLIMANE (COURIER)  
COMCOMMRON 49 SIDI SLIMANE MOR (COURIER)  
COMAACSRON 1975 SIDI SLIMANE MOR (COURIER)

INFO: COMAF 2 BARKSDALE AFB LA  
COMAIRDIV 823 HOMESTEAD AFB FLA

~~XXXXXX~~/DOT 476-578. Subject: (Uncl) "FIRE TRUCK". This is Amendment Number Two to 5th Air Division OPOD 415-578, " FIRE TRUCK".

Item One: Reference paragraph 5b(5)(b): Delete subparagraph 3.

Item Two: Reference paragraph 5b: Delete subparagraph (8).

Item Three: Reference paragraph 1k(1)(a), Annex B: Delete B-11 report.

Item Four: Reference paragraph 3a of Annex B: Delete the entire paragraph and insert:

<u>CELL</u>	<u>NO. ACFT.</u>	<u>TAKE-OFF TIME</u>
RUBY	4	E plus 6:00
SCARLET	4	6:10
GRAY	4	7:00
TAN	3	8:00
PURPLE	4	9:00
CHROME	2	10:00
WALNUT	2	11:00
LEMON	1	13:00
BLACK	3	13:00
RUST	3	13:22
BLUE	2	13:34
GREEN	1	14:00
AMBER	1	14:10
PEACH	2	14:20
GOLD	1	15:00

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Sidi Slimane

Item Six: Reference paragraph 3a(1)(a), Annex C: Delete portion that reads, "Chaff (delivered to aircraft only)", and insert the following: "Chaff (No RR-44 A/L chaff will be used in this operation. 8 cartons of RR-3A/U chaff will be loaded aboard each aircraft with 4 cartons per dispenser. The chaff tape will not be run through the strippers, 3906th Air Base Group Supply will use their chaff handling and augmented chaff loading plan. All chaff will be off-loaded at each aircraft after the mission, and Base Supply will furnish necessary men and transportation to pick up the chaff and turn it in to salvage.)"

Josh M. Lang/s/  
JOSH M. LANG, Major, USAF  
DOT/dp/19 Mar 57/4279

Lt.Col Jack T. Davis/s/for  
SHERMAN W. WILKINS  
Colonel USAF  
Director of Operations

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HEADQUARTERS 379TH BOMBARDMENT WING (MED)  
APO 117, New York, N. Y.  
21 March 1957

AMENDMENT I

to

ANNEX B

OPERATIONS PLAN 415-57

1. GENERAL: /UNCLAS/

Delete paragraph 1 a (8) of Annex B, and renumber remaining accordingly.

2. PLANNING FACTORS: /UNCLAS/

Paragraph 2 c, Annex B, is amended to read as follows:

c. Prior to air refueling, cell leaders will climb to and maintain a base altitude of 28M feet. After completion of air refueling lowest altitude of any aircraft in any cell will be 31M feet to completion of navigation leg, at which time aircraft will climb or descend to bombing altitudes as assigned in Appendix I to Annex P. All aircraft will climb to Post Strike altitudes as assigned in Appendix I to Annex B upon completion of the bomb run. This Post Strike altitude will be flown to Sidi Slimane TVOR.

- (1) Non-Refueling Aircraft: Cells will climb to and maintain optimum altitudes to completion of navigation leg, at which time all aircraft will climb or descend to bombing altitudes as assigned in Appendix I to Annex B. All aircraft will climb to Post Strike altitudes, as assigned in Appendix I, Annex B upon completion of bomb run. This Post Strike altitude will be flown to Sidi Slimane TVOR.

Amd I, Annex B  
379BW Ops Plan 415-57  
21 Mar 57

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COPY

FROM: SAC CONTROLLER 37941 YORK WC 0101 SIKMANN AF MCR  
TO: COMAF 2 BARKSDALE AFB LA  
COMDIV 5 STINNESMANN AF MCR  
INFO: COMADIV 821 HEMETMAN AFB FLA

1. SITPO 01-050. /1-17/115-87/540/37941/STIN TRUCK.
2. COND SIGNS.

A. THE AIR WEAPONS LOADING PORTION OF THE MISSION WAS HIGHLY SUCCESSFUL. ALL AIRCRAFT WERE LOADED IN SUFFICIENT TIME TO PERMIT EACH AIRCRAFT TO RECOVER AIRBORNE ACCORDING TO THE PLANNED SCHEDULE. THE FLYING PORTION OF THE MISSION WAS NOT SUCCESSFUL, DUE TO A NUMBER OF FACTORS. UNEXPECTED ADVERSE WEATHER IN THE REFUELING AREA RESULTED IN THE CANCELLATION OF THE AIR REFUELING PORTION OF THE MISSION AND WAS THE CAUSE OF SEVEN (7) RECEIVERS RETURNING PRIOR TO HOPEL AFTER FAILING TO RECONNECT WITH THE TA FOR PERCE. THIS WAS THE BELIEVED MISSED A/R PROCEDURE. GROUND AND AIR AGENCIES REDUCED THE EFFECTIVE AIRCRAFT BELOW THE ACCEPTED MINIMUM FOR A MISSION OF THIS TYPE. THE LAST THREE (3) CELL'S PLUS THE MAKE-UP CELL WERE CANCELLED BY THE COMMANDER, 5ADIV DUE TO ADVERSE WEATHER CONDITIONS.

B. LESSON LEARNED WAS THAT A WEATHER AIRCRAFT IS ABSOLUTELY NECESSARY IN THE REFUELING AREA WHERE REPORTING STATIONS ARE WIDELY SCATTERED AND NOT UNDER THE CONTROL OF U. S. AUTHORITIES.

3. ADEQUACY OF SUPPORT ITEMS:

A. TANKER SUPPORT AS SCHEDULED AND FLOWN WAS COMPLETELY ADEQUATE FOR PURPOSES OF THIS MISSION. ADVERSE WEATHER PRECLUDED THE REDEVELOPMENT OF TANKER/RECEIVERS AND THE SUBSEQUENT TRANSFER OF FUEL.

B. BASE FACILITIES WERE ADEQUATE.

C. INTELLIGENCE DATA AND TARGET MATERIALS WERE SUFFICIENT FOR THE SUCCESSFUL ACCOMPLISHMENT OF THE MISSION.

D. INTERNAL SECURITY PRESENTED NO PROBLEMS.

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

A. SUFFICIENT SUPPLIES WERE ON HAND TO ADEQUATELY SUPPORT THE MISSION. MAINTENANCE PROBLEMS WERE MINOR IN NATURE AND MALFUNCTION IN GROUND ABOARD AIRCRAFT OCCURRED DURING OR SHORTLY AFTER ENGINE START. THESE AIRCRAFT, EXCEPT ANCHOR 36 WHICH WAS DOUBTFUL DUE TO A FUEL LEAK, WERE SUBSEQUENTLY IN-COMMISSION WITHIN THIRTY (30) MINUTES, HOWEVER, THE TIMING SCHEDULE PRECLUDED UTILIZING THESE AIRCRAFT UNTIL THE OLIVER "MAKE-UP" CELL, WHICH WAS SUBSEQUENTLY CANCELLED BY THE COMMANDER 5ADIV.

B. COMMUNICATIONS WERE ADEQUATE TO A POINT; HOWEVER, DIFFICULTY WAS ENCOUNTERED IN ATTEMPTING TO CONTACT AIRBORNE AIRCRAFT TO INFORM THEM THAT REFUELING WAS CANCELLED. THIS WAS DUE IN PART TO THE LACK OF RADIO RANGE STATIONS AND FLIGHT SERVICE FACILITIES TO ACT AS RELAY STATIONS. ECM WAS NOT SCHEDULED ON THE MISSION.

C. IN GENERAL THIS MISSION WAS FLOWN IN POOR WEATHER CONDITIONS. THE REFUELING PORTION WAS NOT ACCOMPLISHED DUE TO A SOLID LAYER OF CLOUDS FROM TEN (10) TO THIRTY (30) THOUSAND FEET WHICH RAPIDLY FORCED INTO THE REFUELING AREA. AN ALTERNATE AREA COULD NOT BE RECOMMENDED IN TIME TO SAVE THE REFUELING PORTION SINCE NO WEATHER SCOUT WAS LAUNCHED. NUMEROUS AIRCRAFT REPORTS WERE RECEIVED AT THE WEATHER STATION INDICATING THAT THE MAXIMUM TOPS OF ALL CLOUDS

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BETWEEN LAJOS AND SIDY CLIMAX WERE ELEVEN (11) THOUSAND FEET AS LATE AS NINE (9) HOURS BEFORE THE FIRST SCHEDULED RETURNINGS. THE REMAINDER OF THE MISSION WAS FLOWN AS BRIEFED WITH AIRCRAFT IN AND OUT OF THE TOPS OF CIRRUS CLOUDS AT THIRTY-FOUR (34) THOUSAND FEET. THE WINDS AT ALTITUDE WERE FOUND TO BE AS BRIEFED WITH THE EXCEPTION OF THE STRONG SOUTH COMPONENT WIND ENCOUNTERED OVER SARDINIA WHICH WAS BRIEFED TO BE WESTERLY. THE AIRCRAFT LATE IN THE STRONG SOUTHWESTERLY WINDS WHICH WERE MORE FROM THE SOUTH OF WEST FOR THE ENTIRE ROUTE THAN THE NORTH-WESTERLY WINDS AS BRIEFED. ALL AIRCRAFT EXPERIENCED LITTLE DIFFICULTY IN MAKING CORRECT TIMING CORRECTIONS IN THE WINDS DEVIATION IN THE WIND DIRECTION. THE TYPICAL WEATHER WAS AS BRIEFED THROUGHOUT THE ENTIRE MISSION. CHILLING IN GENERAL AT THIRTY-FIVE (35) THOUSAND FEET LOWERING IN RAIN SHOWERS TO THREE (3) THOUSAND FEET OVERCAST AND NIGHT (8) MILES VISIBILITY. THE MINIMUM WEATHER RECORDED AT THE TERMINAL FOR THIS PERIOD WAS FIFTEEN (15) HUNDRED OVERCAST SIX (6) MILES RAIN-SHOWERS WHICH WAS REPORTED FOR ABOUT ONE HOUR.

D. NAVIGATION. FLIGHT ENGINEERING, BOMBING AND TACTICS WERE PERFORMED AS SET-FORTH IN APPLICABLE DIRECTIVES AND DID NOT ADVERSELY AFFECT THE SUCCESS OF THE MISSION.

16 April 1957  
1345Z

379 DOTS

JOSEPH HANCI  
Major, USAF  
CONTROLLER

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1634

~~SECRET~~

PRIORITY

FROM: COMAINDIV 5 SIDI SLIMANE MCR

TO: COMBOMWG 19 HOMESTEAD AFB FLA  
 COMABGFU 3926 BEN GUERIR MCR  
 COMABGFU 3906 SIDI SLIMANE (COURIER)  
 COMAIRNSQGRU 14 HIGH WYCOMBE ENG  
 DIR DET 2 HEDUSAFE (MOROCCAN MISSION) F.A.B.T MCR  
 COMCOMRON 49 SIDI SLIMANE MCR (COURIER)  
 COMWELDET 29-7 SIDI SLIMANE MCR (COURIER)  
 COMA.CSRON 1975 SIDI SLIMANE MCR (COURIER)  
 COMA.SRON 56 SIDI SLIMANE MCR (COURIER)

INFO: COMAINDIV 823 HOMESTEAD AFB FLA



17/1500 Z  
Apr 57

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4165  
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SECRET//DOT 910-976.

OPERATIONS ORDER 418-97

CHARTS AND MAPS: as required.

1. GENERAL SITUATION: A requirement exists to conduct an Air Rescue Training Exercise to simulate the recovery of air crews downed behind enemy lines. Unclassified nickname for this operation is "Cane Pole".

a. Enemy Forces: Omitted.

b. Friendly Forces: 14th Air Rescue Group.

- (1) Provide necessary rescue coordination and support.
- (2) Follow rescue procedures as outlined in SAC Manual 200-1.
- (3) Provide this headquarters with following reports,

attention: Training Division.

(a) Daily reports prior to 1200Z each day outlining the previous day's activities as of 2400Z. Report to include:

- 1. Number of initial contacts and time completed by crew.
- 2. Number of final contacts and time completed by crew.
- 2. Scheduled time of pickup and actual time of pickup by crew.

(b) Final Mission Report to be forwarded not later than seven (7) days subsequent to termination date of exercise. Report to include a resume of information outlined in (a) above, comments on relative effectiveness of exercise and problem areas, and recommendations concerning procedures and conduct of exercise.

(4) Provide the TDY bomb wing project officer with the necessary communications equipment (RS-6 radios, HRC-4 radios, LCIFs, crew flimsies, etc) required to conduct this training. Also, brief this officer prior to X-3 on communications procedures, message formats, recovery procedures, etc., to be followed by combat crews. Briefing will be coordinated by 5th Air Division.

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(5) Advise TDY bomb wing project officer after each crew has completed final contact and been given an EL. if an aircraft will not be dispatched for pickup due to weather, material failure, etc.

2. MISSION: During the period 20 - 31 May 57, a Strategic Air Rescue exercise will be conducted at 5th Air Division installations for the purpose of training SAC and Air Rescue crews in Strategic Air Rescue procedures.

3. TASKS FOR SUBORDINATE UNITS:

a. 19th Bomb Wing:

(1) Provide a minimum of 15 combat crews to participate in rescue exercise. Suggest crews selected be those engaged in SAC Regulation 50-24 block training to maximum extent possible.

(2) Assure that all simulated downed crews are briefed and qualified on the following items prior to actual participation in the exercise.

(a) SAC Manual 200-1.

(b) Capability to receive and transmit 5 five-letter word groups per minute of Morse Code.

(c) Capability to operate URC-4 and RS-6 radios.

(d) Accomplish a communications cycle using RS-6 radio with simulated ground station.

(e) Familiarization with message formats.

(3) Appoint one wing project officer (communications specialists desired) and advise this headquarters and Headquarters, 14th Air Rescue Group, of name and clearance status. Subject officer will be issued orders authorizing courier of SECRET documents. Responsibilities of project officer will be as follows:

(a) Obtain the necessary communications equipment (RS-6 radios, URC-4 radios, IOTPs, etc.) and briefing from the 14th Air Rescue Group and issue the equipment to each participating crew as required.

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(b) Brief crews on communications procedures, use of IOTPs, recovery procedures and security prior to their participation in the exercise.

(c) Coordinate with base operations and 14th Air Rescue Group in establishing pickup strip at the participating base. Active runway may be used but necessary coordination will be effected to insure that emergency landings of B-47 aircraft, etc, are given priority. Limitations and markings of strip selected will be in accordance with SAC Manual 200-1.

(d) Provide transportation for the downed crew to the pickup site (runway) in order to be at the site not later than one (1) hour prior to the crew's ETA for pickup.

(e) Observe each rescue pickup to determine effectiveness of pickup procedures and compliance with SAC Manual 200-1.

(f) Advise base operations of expected E.T. of air rescue aircraft. This information will be obtained from pickup messages received by SAC crews.

(g) Provide brief narrative report outlining effectiveness of exercise and any other information or recommendations the project officer can make in regard to this training. It is requested that this report be forwarded to the Directorate of Operations, Headquarters 5th Air Division, to arrive not later than seven (7) days after termination date of this exercise.

b. 39264BGRU:

(1) Provide the 11Y wing with adequate facilities to operate the RS-6 radios utilizing base power.

(2) Coordinate with bomb wing project officer for selection of runway and necessary transportation of downed crews to and from the pickup site.

(3) Arrange for control tower to monitor 3023.5 Kcs during pickup procedure so that 14th Air Rescue Group aircraft may be diverted in event an emergency situation involving other aircraft occurs.

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(7) Security - This exercise is classified SECRET. Personnel not directly concerned with this operation should not be given any information regarding the nature or purpose of this training, the equipment utilized, or air rescue pickup procedures.

(8) Air rescue aircraft will be on an operational type clearance and will not be required to file a clearance prior to departure from pickup base.

(9) Termination order for this exercise will be issued by this headquarters.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

a. Supply: The 14th Air Rescue Group will provide the necessary communications equipment to complete this training.

b. Transportation: The 3DY station will be required to provide the necessary surface transportation for downed crews to and from the pickup area.

c. Services: Omitted.

d. Personnel: Omitted.

5. COMMAND AND COMMUNICATIONS:

a. Command: Normal.

b. Communications:

(1) Point to point frequencies for communications between the downed crews and monitor stations will be as follows:

(a) 3658 Kcs

(b) 7587.5 Kcs

(c) 11000 Kcs

(d) 15016 Kcs

(2) All VHF communications between downed crews and recovery aircraft will be on 123.5 Mcs.

PAGE 6 OF 7 PAGES

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(3) Pilots of air rescue aircraft will contact base control five minutes prior to arrival for controlled VFR clearance to the airport for landing. Subsequent to receipt of landing clearance, air rescue aircraft will contact and work the Luf crew on 123.5 Mcs during the landing operation. The air rescue aircraft will also monitor 3023.5 Kcs and/or a UHF frequency to be determined (pending availability of UHF equipment in air rescue aircraft) during pickup operation.

WZZJG  
Major General, USAF

*John J. Schaeffer*  
JOHN J. SCHAEFFER, Major, USAF  
DCT/dp (16 Apr 57) 4279

*Robert O. Celotto, 4cd*  
for COL. R. O. CELOTTO  
Colonel USAF  
Director of Operations

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C O P Y

HEADQUARTERS  
5TH AIR DIVISION (SAC)  
APO 117, USAF

DOT

stamped 12 Jun 1957

SUBJECT: ~~(S)~~ T-41 Report, Joint SAC-ARS Survival Exercise,  
CANE POLE

TO: Commander  
14th Air Rescue Group  
APO 241, USAF

The inclosed letter is forwarded for your information and  
guidance in planning future SAC/ARS exercises. (UNCLASSIFIED)

FOR THE COMMANDER:

1 Incl  
Ltr, 19thBW, 3 Jun 57,  
subj: T-41 Rept, Joint  
SAC-ARS Surv Exer Cane  
Pole w/1 Incl (SECRET)

/s/t/BURLY A. JOHNSON  
Capt. USAF  
Ass't. Adjutant

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C O P Y

HEADQUARTERS  
5TH AIR DIVISION (SAC)  
APO 117, New York, New York

stamped 11 Jun 1957

DOT

SUBJECT: SAC-ARS Exercise "Cane Pole" May 1957, RCS SAC-T41

TO: Commander-in-Chief  
Strategic Air Command  
ATTN: Director of Operations, DOTRPG  
Offutt Air Force Base  
Nebraska

1. In accordance with paragraph 6a, SAC Regulation 50-10 the following report is submitted: ~~(SECRET)~~
  - a. Number crews scheduled - 15. ~~(S)~~
  - b. Number crews establishing initial communications contact: - 15. ~~(S)~~
  - c. Number of crews completing communications cycle: - 15. ~~(S)~~
  - d. Number of crews completing simulated recovery: - 15.
  - e. Reasons for completing less than 100% of items a thru d: - Not applicable. (U)
  - f. Major problem areas encountered together with recommendations and/or corrective action taken: - Not applicable. (U)
  - g. Remarks: Two of the 15 crews were not picked up on the initial ETA due to excessive cross winds. These two crews completed a second communications cycle and were picked up without further delay. ~~(S)~~
  - h. Summary: The entire operation was accomplished smoothly and in accordance with existing directives. (U)

FOR THE COMMANDER:

/s/t/BURLEY A. JOHNSON  
Capt. USAF  
Ass't. Adjutant

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C O P Y

14TH AIR RESCUE GROUP  
AIR RESCUE SERVICE (MATS)  
UNITED STATES AIR FORCE  
APO 241, New York, N.Y.

OPS

31 May 1957

SUBJECT: (Unclassified) Training Exercise "Cane Pole", 14th Air  
Rescue Group, 62nd Air Rescue Squadron, 28 May 1957 (RCS:  
ARS T-5)

TO: Commander  
Air Rescue Service  
Orlando Air Force Base  
Orlando, Florida

1. ~~(SECRET)~~ The exercise began 20 May 1957 and was terminated at  
1735Z, 28 May 1957. The exercise was prosecuted as directed in 5th Air  
Division Operations Order 418-57, dated 17 April 1957 and 14th Air  
Rescue Group Operations Order 702-57, dated 2 May 1957.

2. ~~(SECRET)~~ Summary:

a. Fifteen B-47 crews were provided by the 19th Bomb Wing at  
Ben Guerir Air Base, Morocco, to act as simulated downed crews. These  
crews were selected to the maximum possible extent from those partici-  
pating in SAC Regulation 50-24 "Block Training" to reduce loss of time  
from their normal duties.

b. Supervision of downed crew participation was excellent.  
Commercial power was used to operate the RS-6 radios from a site located  
at Ben Guerir Air Base. All crews completed their communications cycles  
under the supervision of the Wing Project Officer.

c. Air Rescue recovery crews were deployed from their TDY  
base at Wheelus Air Base, Tripoli, Libya, to the advanced base at Sidi  
Slimane, Morocco, by the Rescue Operations Center on a planned workload  
basis. Original plans were to stage each crew to Sidi Slimane and  
direct one or two missions to the crew before directing their redeploy-  
ment. The command reduction in available flying hours required this  
procedure to be modified. Therefore, only five aircraft and crews were  
directed to Sidi Slimane. Each crew was required to fly three missions  
before redeployment.

d. The selection of recovery routes was restricted to the  
area known as the "Free Flying Area" within Morocco. Although approval  
was obtained from the Moroccan and French governments for low level  
flight down to 100 feet within previously approved two mile wide corri-  
dors in this area, navigational training was of limited value to recov-  
ery crews because of the similarity of terrain features to those of the  
Western United States.

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OPS, Subj: (Uncl) Tng Exercise "Cand Pole", 14th ABGp, 62nd ARSq, 28 May 57 (RCS: ARS T-5) (Cont'd)

e. Downed crew pickups were restricted to the hard surfaced runways at Ben Guerir Air Base, Morocco. After completion of recovery procedures outlined in SAC Manual 200-1, each downed crew was given a thirty minute low level indoctrination ride and returned to Ben Guerir. One downed crew (HREBL) was forced to accompany the recovery crew to Sidi Slimane when surface winds reached 70 knots during their indoctrination ride, preventing a safe landing at Ben Guerir. Two other recovery aircraft scheduled for crews FSGHY and YEPEJ on this day were forced to abort because of these high winds. Both downed crews recontacted and were later recovered.

f. Detachment Echo (Croughton, England) made seven (7) initial contacts and two (2) recontacts. Detachment Echo delivered thirteen (13) ETA messages. Detachment Delta (Wheelus) made eight (8) initial contacts and delivered four (4) ETA messages. Information to complete a summary of messages between Wheelus, Croughton, and Sidi Slimane, and crew evaluation reports have not been received. When this information is received, a communications message summary and crew evaluation report will be forwarded to supplement this report.

3. ~~(SECRET)~~ Exercise Evaluation:

a. Squadron Effectiveness. Seventeen sorties were scheduled during this exercise. Two of these were rescheduled because of weather aborts which did not count against squadron effectiveness. The squadron is rated as 100% effective.

b. Downed Crew Effectiveness. All 15 B-47 crews completed their portion of the exercise. It was necessary for crews FSGHY and YEPEJ to complete an additional communications cycle when the recovery aircraft scheduled for them aborted. The downed crews are rated 100% effective.

c. Overall Recovery Effectiveness. Although there were two weather aborts, both downed crews involved successfully completed a second communications cycle and the second recovery attempts were successful. The overall rating is considered as 100% effective.

d. Exercise Evaluation. An average of the ratings in a, b, and c, above, results in exercise "Cane Pole" being rated at 100% effective.

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OPS, Subj: (Uncl) Tng Exercise "Cane Pole", 14th ABGp, 62nd ARSq, 28  
May 57 (RCS: ARS T-5) (Cont'd)

4. (Unclassified) This correspondence is classified SECRET in  
accordance with paragraph 30b(2)(k), AFR 205-1.

- 2 Incls  
1. Msn Synopsis  
2. Stat Summary

JUSTIN C. GUNNISON  
Colonel, USAF  
Commander

- Copies Furnished  
CINC, SAC (1 cy)  
CINC, SAC, ATTN: ARS Liaison Off (1 cy)  
Comdr, 5th Air Div (1 cy)  
Comdr, 8th ABGp (2 cys)  
Comdr, 62nd ARSq (1 cy)

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CREW CALL SIGN	POSITION	CREW TYPE AND NUMBER PERSONS	INITIAL CONTACT	MONITOR TEAM	FINAL CONTACT	MONITOR TEAM	ETA'S ASSIGNED	SORTIES DISPATCHED	ACFT NUMBER(S)	PILOT(S) NAME(S)	ETA ERROR	TIME ON GROUND	FLYING TIME	DISTANCE FLOWN	REMARKS
HREBL	3209N 0756W	B-47 3	200425	E	210704	D	221100	1	5195	DILLARD	0	4 MIN	3:30	535 NM	
FSGHY	3209N 0756W	B-47 3	200320* 241235	D E	210514* 241235	E E	221600* 261200	1	5542	PARNELL	0	5 MIN	4:00	525 NM	*tx Abort
YEPJL	3209N 0756W	B-47 3	200442* 250025	D E	210817* 250025	D E	221630* 271300	1	5616	MITCHELL	0	4 MIN	4:00	455 NM	*tx Abort
MAFOU	3209N 0756W	B-47 3	201214	E	220017	E	230900	1	5195	DILLARD	0	4 MIN	4:45	490 NM	
EPTSC	3209N 0756W	B-47 3	202210	E	212306	E	231100	1	5537	SMITH	1 MIN LATE	4 MIN	4:06	509 NM	
ORCYE	3209N 0756W	B-47 3	210122	D	220108	E	231300	1	5542	GALLAWAY	0	9 MIN	4:17	435 NM	
RMJHG	3209N 0756W	B-47 3	210143	D	220205	E	231500	1	3183	SHIPLEY	0	13 MIN	4:36	435 NM	
GHEBR	3209N 0756W	B-47 3	210347	D	221025	D	241100	1	5616	MITCHELL	0	5 MIN	3:45	500 NM	



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COPY

CREW CALL SIGN	POSITION	CREW TYPE AND NUMBER PERSONS	INITIAL CONTACT	MONITOR TEAM	FINAL CONTACT	MONITOR TEAM	ETA'S ASSIGNED	SORTIES DISPATCHED	ACFT NUMBER(S)	PILOT(S) NAME(S)	ETA ERROR	TIME ON GROUND	FLYING TIME	DISTANCE FLOWN	REMARKS
SKYFA	3209N 0756M	B-47 3	210925	D	230625	E	241230	1	5537	SMITH	0	5 MIN	3:35	467 NM	
JOSID	3209N 0756M	B-47 3	211027	D	222303	E	241400	1	3183	SHIPLEY	0	4 MIN	3:56	477 NM	
BOMHI	3209N 0756M	B-47 3	212249	E	230545	E	251200	1	5616	MITCHELL	0	4 MIN	4:00	489 NM	
ICDIL	3209N 0756M	B-47 3	212320	E	230400	D	251330	1	5195	DILLARD	1 MIN LATE	4 MIN	4:55	530 NM	
GPTKI	3209N 0756M	B-47 3	220325	D	222213	E	251900	1	5542	PARNELL	0	7 MIN	4:00	513 NM	
LOHW	3209N 0756M	B-47 3	230858	E	241005	E	261300	1	5537	SMITH	0	5 MIN	4:00	490 NM	
WREVI	3209N 0756M	B-47 3	231244	E	242340	E	261400	1	3183	SHIPLEY	0	4 MIN	4:19	530 NM	



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STATISTICAL SUMMARY

1. Name of Exercise "Cane Pole"	17. Avg Time Late	101
2. Date of Exercise 20 thru 28 May 57	18. Avg Time Early	N/A
3. ARS Squadron 62nd	19. Longest Time on Ground	113
4. Nr of Acft Deployed 5	20. Shortest Time on Ground	104
5. In-comm rate of acft 91% (all acft)	21. Avg Time on Ground	105:24
	22. Number Sorties Completed	15
6. Total nr of sorties 20	23. Nr Sorties Aborted (vz)	2
7. Total man sorties 15	24. Nr Sorties Aborted (other)	0
8. Total deployment sorties 5	25. Longest sortie	4:55/535NM
9. Total hours flown 142:53	26. Shortest sortie	3:30/435NM
10. Total man hours 61:44	27. Avg sortie	4:09:06/492 NM
11. Total Deployment Hours 81:09	28. Avg sortie distance	492 NM
12. Nr downed crews deployed 15	29. Nr Acft lost to enemy	0
13. Nr downed crews effectively recovered 15	30. Squadron Effectiveness	100%
14. Nr acft arriving on time 13	31. Downed crew effectiveness	100%
15. Nr acft arriving late 2	32. Recovery effectiveness	100%
16. Nr acft arriving early 0	33. Exercise Evaluation	100%

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Headquarters  
19TH BOMBARDMENT WING MEDIUM  
United States Air Force  
APO 113, New York, New York

19B00

SUBJECT: ~~( )~~ T-41 Report, Joint SAC-ARS Survival Exercise,  
CANE POLE.

TO: Commander  
5th Air Division (SAC)  
APO 117, New York, New York

1. REFERENCES: (UNCLASSIFIED)

a. Joint SAC-ARS Survival Exercise, CANE POLE, was conducted in accordance with SAC Manual 200-1, SAC Regulation 50-10, and 5th Air Division Operations Order 418-57 as contained in 5AD Message DOT 510-57, 17 April 1957.

b. The exercise was conducted between the dates 0001Z 20 May and 1600Z 27 May 1957.

c. Inclosure 1, Extract of station log.

2. REQUIREMENTS: ~~( )~~

The mission required fifteen combat crews located at Ben Guerir AB, Morocco to complete all high frequency radio contacts necessary with radio detachments located at Croughton, UK and Wheelus AB, Tripoli, to effect fifteen rescue pickups.

3. ACCOMPLISHMENTS: ~~( )~~

a. Seventeen complete high frequency radio cycles were accomplished.

b. Fifteen pickups were accomplished as the results of the radio transmission.

c. Two pickups were cancelled due to adverse weather, requiring the additional radio cycles.

4. COMMENTS: ~~( )~~

a. Messages were not standard. The first ETA messages received were very lengthy - 23 to 25 groups. On 24 May two (2) messages received contained 13-14 groups. This was accomplished by deleting "Aircraft estimated time of arrival" and "Challenge" and "Reply". We very highly recommend the latter messages. Messages with fewer number of groups are less likely to contain mistakes and are easier to encrypt correctly. However,

19-578-808

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6173  
5TH AIR DIV



~~SECRET~~

Ltr. to Comdr. 5AD, 1980C, Subject: /SECRET/ T-41 Report, Joint SAC-ARS  
Survival Exercise, CANE PCLE.

in either case messages should be standard.

b. Operators should be briefed to use a definite break between groups. Such breaks enable crews to decrypt messages even though letters have been missed.

c. Quite often monitoring station did not reply to challenge of crews. Instead of answering the two letter group with the corresponding three letter group station would begin with the message containing the P-2 card question. We briefed crews to answer because only the monitoring detachment knows the questions.

d. Frequency separations on crystals should be smaller than 4 mcs. When changing from one frequency to another (due to propagation changes) much time is lost due to time it takes to transit the 4 mcs difference.

e. Two of the most effective frequencies used were covered by tele-type and air to ground communications, 11600 kcs and 15016.5 kcs. The frequency 3.5 mcs would not propagate and the propagation time was critically short on frequency 7.5875 mcs.

FOR THE COMMANDER:

1 Incl.  
Extract of station  
log. ~~( )~~

GLEN R. HUDSON  
Captain, USAF  
Adjutant



~~SECRET~~

CREW	ON DUTY	1st CONTACT STATION/DTG	CALLBACK TIME	CALLED BACK /STA/I-2	ETA MSG	ETA MSG /CHALLENGE/QUATED	AIRCRAFT ATA
HENLEY	0001a/20	WHEELUS 0230a/20	0230a/21	CROUGHTON 0200a/21	0445a/21	1600a/22/GOLD-FICK/ STRIP IDENTIFIER "HOTEL"	NO SHOW RESCHEDULED
UGUS	0001a/20	CROUGHTON 0300a/20	0300a/21	WHEELUS 0300a/21	0630a/21	1100a/22/NIGHT-SKY/ STRIP IDENTIFIER "FOXTROT"	EXCELLENT PROCEDURE 1059a/22/
SHIREY	0001a/20	WHEELUS 0400a/20	0400a/21	WHEELUS 0400a/21	0720a/21	1630a/22/RED-ROBIN/ STRIP IDENTIFIER "INDIA"	NO SHOW BX RESCHEDULED
POWERS	0345a/20	CROUGHTON 2125a/20	2125a/21	CROUGHTON 0925a/21	2240a/21	1100a/23/PUT-COVER/ STRIP IDENTIFIER "BRAVEMBER"	1100a/23 POOR APPROACH POOR TAKE OFF
MYERS	0600a/20	CROUGHTON 114a/20	1145a/21	CROUGHTON 2315a/21	2304a/21	0900a/23/UGLY-FACE/ STRIP IDENTIFIER "LIMA"	0900a/23 EXCELLENT PROCEDURE
COFFEY	0400a/23	CROUGHTON 0830a/23	0830a/24	CROUGHTON 0900a/24	0920a/24	1300a/26/LONG-CONE/ STRIP IDENTIFIER "LIMA"	1303a/26 EXCELLENT PROCEDURE
DUNHAM	1900a/20	WHEELUS 0045a/21	0045a/22	CROUGHTON 2355a/21	0015a/22	1300a/23/LEFT-FOOT/ STRIP IDENTIFIER "TANGO"	1307a/23 EXCELLENT PROCEDURE
HEAR	1915a/20	WHEELUS 0100a/21	0100a/22	WHEELUS 0040a/22	0130a/22	1500a/23/DRY-LAKE/ STRIP IDENTIFIER "VICTOR"	1500a/23 EXCELLENT PROCEDURE
FARKER	0745a/21	WHEELUS 0830a/21	0830a/22	CROUGHTON 0430a/23	0615a/23	1230a/24/COLD-BECK/ STRIP IDENTIFIER "YANKEE"	1234a/24 EXCELLENT PROCEDURE
STILES	0700a/21	WHEELUS 0800a/21	0800a/22	WHEELUS 0815a/22	0915a/22	1100a/24/DUSTY-GRAY/ STRIP IDENTIFIER "XRAY"	1100a/24 EXCELLENT PROCEDURE
DOWNEY	0900a/23	CROUGHTON 1155a/23	1200a/24	CROUGHTON 2220a/24	2300a/24	1400a/26/LAW-RIVER/ STRIP IDENTIFIER "XRAY"	1358a/26 EXCELLENT PROCEDURE
BIRMINGHAM	0800a/21	WHEELUS 0900a/21	0900a/22	CROUGHTON 2145a/22	2215a/22	1400a/24/PECOS-SAN/ STRIP IDENTIFIER "ZULU"	1400a/24 EXCELLENT PROCEDURE
RICHARDSON	0800a/21	WHEELUS 0925a/21	0925a/22	CROUGHTON 2110a/22	2130a/22	1500a/25/LIVER-LIP/ STRIP IDENTIFIER "INDIA"	1504a/25 EXCELLENT PROCEDURE
CURRY	1000a/21	CROUGHTON 2115a/21	2115a/22	WHEELUS 0400a/23	0435a/23	1200a/25/POST-HOLE/ STRIP IDENTIFIER "FOXTROT"	1200a/25 EXCELLENT PROCEDURE
MAGRUDER	1800a/21	CROUGHTON 2255a/21	2255a/22	WHEELUS 0200a/23	0300a/23	1330a/25/JELLY-JAN/ STRIP IDENTIFIER "HOTEL"	1331a/25 EXCELLENT PROCEDURE
HENLEY	1030a/24			CROUGHTON 1035a/24	1045a/24	1200a/26/BEAR DOOR/ STRIP IDENTIFIER "TANGO"	1201a/26 EXCELLENT PROCEDURE
SHIREY	2130a/25			CROUGHTON 0001a/25		1300a/27/HIGH-GEAR/ STRIP IDENTIFIER "VICTOR"	1300a/27 EXCELLENT PROCEDURE

EXTRACT OF STATION LOG

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C O P Y

GENERAL BRIEFING INFORMATION

FOR FOX ABLE 68

On June 6 the 19th AREFS will fly five (5) aircraft for the purpose of refueling 20 F84F fighter bombers of the 366th Fighter Bomber Wing. This will be their final refueling in a non stop flight from Dover, Delaware to Aviano, Italy.

Tanker requirements for FA68 are four primary tankers and one airborne spare. Four receivers will be refueling simultaneously. Each receiver will receive approximately 8200 lbs of JP-4 fuel each. Only JP-4 will be transferred to each receiver except in cases of extreme emergency where receiver does not have sufficient fuel to reach a suitable airfield for landing. Use of JP-4 contaminated with one percent or more of Aviation Gas requires engine change upon landing.

Basic refueling altitude will be 13,000 feet for lead tanker. This altitude may be adjusted to a maximum of 17,500 feet for the highest tanker if weather dictates, however, in this event, tanker formation must be adjusted to a wider angle of echelon and more spacing to eliminate prop and jet wash for refueling 30° echelon 3/4 mile nose to nose)

Rendezvous and refueling point will be Nouasseur Radio beacon 3317N 0733W, 274KC identification NR, orbit headings will be 090 and 270 magnetic. Pattern starts out NR radio beacon on a heading of 090°, fly 2 minutes then make a 4 minute turn to the left, fly 4 minutes on a heading of 270°, make another 4 minute turn to left and return to NR Beacon on a track of 090°. Repeat pattern until refueling is completed. The orbit point may be adjusted toward Casablanca or Sidi Slimane if weather dictates. However in this event, every effort must be made to notify receivers as soon as possible. Tanker leaders will contact Walnut Control for relay to Liaison Officers. Tanker leader will also contact Walnut Radar for assistance in rendezvous with fighters, if normal contact cannot be established no wind ETA at orbit point for fighters is 1420Z, based on forecast wind factors arrival time is 1404Z. However, tankers will be on station at 1340Z. Tanker leader will be on initial contact frequency as soon as possible after take off. Number 3 tanker will monitor 116.1 on OMNI and 317.5 on VHF for a call from Walnut Control and also to monitor a call from Fighters to Walnut Control.

Tankers will take off at one minute intervals beginning at 1317Z and fly normal enroute trail formation to orbit and during orbit. After initial contact with receivers tanker will initiate a formation adjustment to a 10 degree echelon to the right (almost astern) and 1/2 mile nose to nose distance between tankers, stacked up 500 feet, spare tanker will move to a position on left wing of lead tanker 10

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degree echelon left,  $\frac{1}{2}$  mile back and stacked up 500 feet. Tankers will remain in this formation and fly orbit pattern described above until receivers have completed refueling, except in cases of emergency.

Receivers may join tankers at any point in orbit pattern and may depart at any point. Receivers will join from the right and depart from the left.

Refueling will be started as soon as receivers are in position regardless of where tankers are in the pattern, turns included. In the event of radio difficulty and a receiver is in position with receptical open tanker will transfer fuel regardless of radio contact. After receiver is hooked up boom operators will cut off outer limit disconnect for refueling and refuel in the tow position to preclude any accidental outer limit disconnect. This procedure must be used above 16,000 feet. Boom Operators will not be reluctant to make contact with receiver and will not necessarily wait for receiver to get into the ideal contact position. When receiver is within reach of the boom make contact and transfer fuel. Pressure disconnects will be made after receiver has made a pressure disconnect, he will remain in contact position, recycle his system and get back on boom for a second pressure disconnect to insure a full load. After the second pressure disconnect receiver will notify his Flight Leader, get back on boom and remain hooked up until his Flight Leader gives the signal to depart after all receivers in flight have reported in with a full load. During this time tankers will continue to transfer fuel at a reduced rate of flow (15 to 30 PSI), this will insure all receivers departing at the same time with a full fuel load.

Receiver leaders will attempt radio contact with tankers 15 min prior to ETA Rendez or as soon as possible. Receivers do not have rendezvous equipment therefore a visual rendezvous will be necessary. Tankers will be prepared to key 20 second dashes on 1742KC with an identifier "A" upon request of receivers. Tankers are equipped with AN/ARA-25 UHF homing adapter and can give course corrections using working frequency. A minimum formation speed of 205 knot IAS will be maintained at all times during refueling. Initial contact frequency is 256.0MC. This freq will be used in the event any receiver has trouble and requires excessive radio conversation.

Primary work freq is 266.2MC. 279.8MC will be used as a third or alternate freq for the operation. Tanker inner freq is 133.2MC. The entire refueling will be done with as little radio chatter as possible. Receivers will make initial contact approx 15 minutes prior to rendez and again when moving into contact position, prior to contact each receiver will make a radio check with their respective tanker and will not use the radio again unless absolutely necessary. After receiver has received a pressure disconnect the

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boom operator will notify the receiver that he has had a pressure disconnect and tell him amount of fuel transferred.

Call signs of the receiver flight are as follows:

Flight No One	Foxable	Red Leader	2,3, & 4
" " Two	"	White Leader	2,3, & 4
" " Three	"	Blue Leader	2,3, & 4
" " Four	"	Green Leader	2,3, & 4
" " Five	"	Black Leader	2,3, & 4

Call signs of Fifth flight has not been received and will be given at pretake off briefing. If call sign not received at that time listen for a fifth Fox Able flight and work with him.

Tanker call signs will be:

Storm Cloud Leader	
" "	#2
" "	#3
" "	#4 and
" "	Spare

Emergency procedures: In the event of an abort prior to take off and or reaching orbit formation will compress and tankers will assume new corresponding call signs.

Emergency Procedures: If a tanker should abort prior to reaching orbit he will depart formation by making a descending turn to the right and then return to Ben Guerir. He will immediately call Abbot Control 311. MC so that ground spare can be dispatched to join tankers as airborne spare.

If it is necessary for a tanker to abort after receivers are in position tanker A/C will be assured that receiver pilot understands and then depart formation in a descending turn to the right and proceed to Ben Guerir if possible. If emergency is of an urgent nature and A/C considers it necessary he will land at Nouasseur AB.

If a receiver has an emergency it shouldn't be necessary for tanker leader to assign a buddy aircraft because refueling is over Nouasseur and receiver can land unassisted. A flame out landing should be possible for receiver from any point in refueling orbit.

Breakaway: The term "BREAKAWAY" is an emergency term and will be used only in an emergency situation. If "Breakaway" must be called preface this call with identifier immediately upon hearing "breakaway" the fighter receiver will reduce power, disconnect and drop back to the rear. A violent peel-off or other erratic Maneuvers will never be performed. If emergency is in the tanker and it is necessary to leave formation the tanker will make a descending turn to the right.



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If necessary and receiver pilot makes request tankers will tow the receiver to a point nearer a suitable airfield.

/s/t/WILLIAM E. SMITH  
Col USAF  
Commander



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ACFT NO.	CALL		FOX ABLE 68		START	TAXI	TAKE OFF	
	SIGN	A/C	STA	RADIO				
53-336	S-18	BOSTON	1045	1235	1240	1255	1317Z	
329	S-11	FOWLER	1045	1235	1240	1256	1318	
332	S-14	EAKES	1045	1235	1240	1257	1319	
343	S-25	OLSON	1045	1235	1240	1258	1320	
333	S-15	DONALDSON	1045	1235	1240	1259	1321	
339	S-21	STORY	1045	1235	1240	1300	GROUND STAR	
341	S-23	COSTELLO	WEATHER SCOUT TAKE OFF 1100Z					

Stormcloud 23 will relay refueling area WX to ABBOT Control & 5ADIV & Walnut Control weather scout will monitor walnut radar on 116.1 and remain on 256.MC UHF except when making reports.

256.0MC Initial Contact freq  
266.2MC Primary work  
279.8 Third or alternate freq  
133.2 Tanker Inner Plane

The entire flight and ground spare will make a radio check with STORMCLOUD Leader. First check 133.2 and remain on that VHF freq. Check 256.0MC and then return to tower freq UHF.

Take off runway 010 climb on course to Nouasseur

Take off runway 190 right turn 4 min after release brakes and climb on course.

Upon completion of air refueling return to Ben Guerir obtaining letdown instructions from Casablanca Control. Each aircraft will make a GCA approach at Ben Guerir.

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Reg 200-5

5th AIR DIV REGULATION)  
NUMBER 200-5)

HEADQUARTERS 5TH AIR DIVISION  
AFC 117, New York, New York  
13 September 1956

INTELLIGENCE

Exercising of Target Intelligence Centers

(Supersedes 5th Air Div Regulation 200-5, 15 March 1955)

1. WHAT THIS REGULATION DOES: This regulation establishes a standard operating procedure for the exercising of 5th Air Division Target Intelligence Centers by SAC rotational bombardment and reconnaissance units, SAC Liaison Teams, and other interested agencies.

2. TO WHOM THIS REGULATION APPLIES: The provisions of this regulation are applicable to the TIC's at Lajes and Sidi Slimane, the base TIC's at Nouasseur and Ben Guerir, and all SAC rotational bombardment and reconnaissance units coming under the operational control of Headquarters 5th Air Division.

3. WHO IS RESPONSIBLE:

a. Commanders of SAC TDY bombardment or reconnaissance units are responsible for exercising the TIC located on the base at which their unit is stationed.

b. It is the responsibility of the Commander, 3927th Reconnaissance Technical Flight, to comply with this regulation insofar as it pertains to the Master TIC at Lajes, the Area TIC at Sidi Slimane, and the Base TIC at Nouasseur.

c. The Commander, 3926th Air Base Group is responsible for compliance with this regulation insofar as concerns the Ben Guerir Base TIC.

4. GENERAL:

a. The exercising of TIC's by TDY wings is a positive method for determining its state of readiness to support SAC war plans.

b. The exercise will be conducted at a time selected by the unit commander and a letter report of the results will be furnished this headquarters (see paragraph 5c).

c. The specific target and navigational materials requisitioned from the TIC will be determined by the TDY wing commander with realism as a prime consideration, but without revealing the unit's war plan mission. It is recommended that materials be requested on both airfield and industrial type targets, and by type of materials.

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d. Target and navigational materials will be requested on a minimum of twelve targets.

5. PROCEDURES:

a. Requisitioning

(1) AF Form 104B, USAF Requisition and Shipping Document, will be used in procurement of navigational and target materials.

(2) AF Form 104B, completed in two copies, will be classified in accordance with the provisions of AFR 205-1.

b. Issue

(1) As the materials are selected from TIC stocks, they will be placed in a suitable folder (preferably of the expansion jacket type) only after having been carefully checked against the requisition form.

(2) Contents of each folder will be listed on an index sheet which will be inclosed with the materials.

(3) Requisition forms will be signed by the unit representative, the original copy retained by the TIC and the duplicate deposited with the requisitioning unit until the materials are returned.

(4) The original copy of the requisition form will be retained by the TIC until the duplicate copy is returned with the materials, at which time both copies will be destroyed.

c. A report of the exercise results will be submitted in triplicate to the Commander, 5th Air Division so as to reach this headquarters not later than ten days after completion of the TIC exercises. Exercises may be conducted by SAC Liaison Officers at any time and the report rendered not later than ten days after the exercise is performed. This report is exempt from an RCS in accordance with AFR 174-1, paragraph 7b(1), and will contain the following:

(1) A detailed list of all materials requisitioned on each individual target.

(2) A paragraph indicating those materials not furnished.

(3) A paragraph indicating materials that were researched by the TIC and found to be suitable substitutes for materials not in stock.

(4) Time of submission of the requisition to the TIC.

(5) Time of receipt of the last item of requisition material.

(6) Difficulties encountered.

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(7) Recommendations.

6. RECORDS DISPOSITION INSTRUCTIONS: Records created through compliance with paragraph 5c will be disposed of in accordance with paragraph 56b(1), AFR 121-5.

BY ORDER OF THE COMMANDER:

OFFICIAL:

/s/ Edward E Weir  
EDWARD E WEIR  
Major, USAF  
Adjutant

JOHN B MCPHERSON  
Colonel, USAF  
Chief of Staff

DISTRIBUTION: X

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