

~~TOP SECRET~~

PROJECT HEADQUARTERS

OXCART

OPERATIONS

DIRECTIVE 50-20-6

OXCART

REPORTS CONTROL MANUAL

15 MAY 1967

WARNING

This document contains information affecting the national security of the United States within the meaning of the espionage laws U. S. Code Title 18, Section 793 and 794. The law prohibits its transmission or the revelation of its contents in any manner to an unauthorized person, as well as its use in any manner prejudicial to the safety or interest of the United States or for the benefit of any foreign government to the detriment of the United States. It is to be seen only by personnel especially indoctrinated and authorized to receive information in the designated control channels. Its security must be maintained in accordance with regulations pertaining to the designated controls.

RB-OSA

Excluded from automatic
degrading: DOD DIR 5200.10
does not apply

Control No. OXC 0191-67

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OX CART

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PROJECT HEADQUARTERS DIRECTIVE
50-20-6

OPERATIONS
15 May 1967

This Directive replaces Project
Headquarters Directive 50-20-6,
dated 15 May 1966 and all interim
changes thereto.

OX CART REPORTS CONTROL MANUAL

MISSION GENERATION MESSAGES

OFFICIAL:

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RECORD OF INTERIM CHANGES

MSG NO. MSG DATE REPORT AFFECTED DATE ENTERED INITIALS

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FOREWORD

This manual provides a message system to enable users to exchange operational information in a clear, concise form.

REVISIONS

From time to time revisions will be necessary to bring data or format up to date and to alter or delete a message form. All recipients are urged to review manuals at frequent intervals and recommend changes to Project Headquarters. Revisions will be recorded on the Record of Interim Changes page.

Pending publication of formal changes, interim changes to reporting instructions will be forwarded by message to all addressees.

Revised pages will be destroyed locally and a certificate of destruction forwarded to Project Headquarters.

Pen and ink changes may be made from time to time. All changes will be made by direction of Project Headquarters only.

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SECURITY

Anyone having access to this manual must possess an OXCART clearance.

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OX CART

3 October 1966

MEMORANDUM FOR: Chief, Registry Branch

SUBJECT: 25X1A [] Message Distribution

This memorandum supersedes OXC 7983, dated 25 January 1965, same subject, which should be destroyed.

25X1A

[] message formats are contained in Project Headquarters Directive 50-20-6, Reports Control Manual.

25X1A

1. Distribution procedures for all incoming [] messages are contained in the attachment to this memorandum.

2. During an operational mission or exercise, the "soft" copy of each incoming [] message will be forwarded immediately to the Control Center for necessary action/distribution. 25X1A

3. OXCART Division will require two (2) "hard" copies of all incoming [] messages pertaining to an exercise/operational mission. 25X1A

4. In accordance with general security and "need-to-know" procedures, normal distribution of outgoing [] messages will be limited to originator, D/O/OSA, OXC/O/OSA, CC/O/OSA, and RB/OSA. 25X1A

5. Any changes to distribution procedures outlined in this memorandum require approval of D/O/OSA. 25X1A

ROUTING

[]

	INIT	ACT	INFO
CHIEF			
D/CHIEF			
CPS			✓
PLANS			✓
HOLD FOR:			
T.H.			
FILE	2-5 ✓		

Colonel, USAF
Deputy for Operations, OSA

[]

Attachment:
As stated

25X1A

GROUP 1
Excluded from automatic
downgrading and
declassification

ATTACHMENT
OXC 10028-66

25X1A

<u>TITLE</u>	<u>ACTION</u>	<u>INFO</u>
Take Progress Report	CC/O/OSA	D/M/OSA SS/OSA Intel/O/OSA R&D/OSA
Flash Report After Processing	Intel/O/OSA	R&D/OSA
INS Tape Evaluation Report	<u>R&D/OSA</u>	ADP/O/OSA D/M/OSA
Film Evaluation Report	R&D/OSA	Intel/O/OSA D/M/OSA
Camera On/Off Report	R&D/OSA	Intel/O/OSA D/M/OSA
Estimated Pick-Up Time for Mission Product	CC/O/OSA	D/M/OSA Intel/O/OSA SS/OSA
Pick-Up Time for Mission Product	CC/O/OSA	D/M/OSA Intel/O/OSA SS/OSA
Final Field Evaluation of INS Data	R&D/OSA	ADP/O/OSA D/M/OSA
INS Film Correlation Report	R&D/OSA	Intel/O/OSA ADP/O/OSA
Tanker Redeployment Mission Plan (SAC)	OXC/O/OSA	
Tanker Redeployment Execution Message (SAC)	OXC/O/OSA	
Tanker Redeployment Takeoff Report (SAC)	OXC/O/OSA	
Tanker Redeployment Landing Report (SAC)	OXC/O/OSA	
Series Weather	Wea/O/OSA	

25X1A

CC/O/OSA COMMENTS: *Concur*

ADP/O/OSA COMMENTS: *Concur*

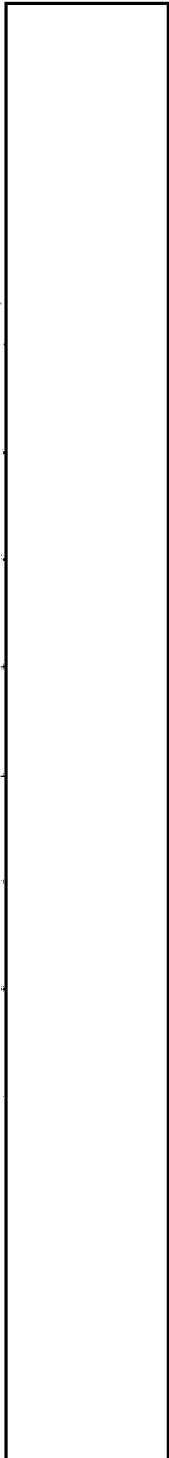
WEA/O/OSA COMMENTS: *Concur*

INTEL/O/OSA COMMENTS: *OK*

COMMO/O/OSA COMMENTS:

Request info copy 87 T.
Done

25X1A



<u>TITLE</u>	<u>ACTION</u>	<u>INFO</u>
Pre-Sortie Report	OXC/O/OSA	
Tanker Pre-Sortie Report	OXC/O/OSA	Commo/OSA
Emergency Seat Pack Message	SS/OSA	Intel/O/OSA
SAM System Search Report	Intel/O/OSA	
Tanker Mission Execution Message (SAC)	OXC/O/OSA	
Tanker Mission Support Takeoff Report	OXC/O/OSA	
Mission Takeoff Report	OXC/O/OSA	
Tanker Mission Support Landing Report	OXC/O/OSA	
Mission Landing Report	OXC/O/OSA	
Abort Report	OXC/O/OSA	
Mission Post Landing Report	OXC/O/OSA	Intel/O/OSA D/M/OSA R&D/OSA Commo/OSA
INS Tape Report	R&D/OSA	ADP/O/OSA Intel/O/OSA
Film Duplication Requirements	Intel/O/OSA	R&D/OSA
Evaluation Team Members	Intel/O/OSA	R&D/OSA SS/OSA
Camera Configuration Report	R&D/OSA	D/M/OSA Intel/O/OSA
Mission Report	OXC/O/OSA	Intel/O/OSA Wea/O/OSA

ATTACHMENT

OXC 10028-66

25X1A

<u>TITLE</u>	<u>ACTION</u>	<u>INFO</u>
Monthly Fuel Test Report	D/M/OSA	
Spool and Film Report	D/M/OSA	R&D/OSA
Advance Notification Report	OXC/O/OSA	D/M/OSA R&D/OSA
Non-Operational Sortie Execution Report	OXC/O/OSA	D/M/OSA
Non-Operational Sortie Landing Report	OXC/O/OSA	D/M/OSA
Non-Operational Sortie Report		D/SA Commo/OSA
Flight Test/Ops	D/M/OSA	R&D/OSA
Flight Test [] 25X1A	R&D/OSA	SAL/OSA
Mission Generation Status Report	OXC/O/OSA	
Tanker Pre-Deployment Alert Confirmation Message (SAC)	OXC/O/OSA	
Mission Alert Confirmation Message	OXC/O/OSA	
Tanker Support Confirmation Message (SAC)	OXC/O/OSA	SS/OSA
Tanker Deployment Execution Message (SAC)	OXC/O/OSA	
Tanker Deployment Takeoff Report	OXC/O/OSA	
Tanker Deployment Landing Report	OXC/O/OSA	
Tanker In-Commission Report	OXC/O/OSA	
Tanker Mission Plan Message (SAC)	OXC/O/OSA	
HFSSB [] Activity Message 25X1A	Commo/OSA	

ATTACHMENT
OXC 10028-66
25X1A

DISTRIBUTION PROCEDURES FOR INCOMING [] MESSAGES

25X1A

1. D/O/OSA, OXC/O/OSA, CC/O/OSA, and RB/OSA will receive info copies of all incoming [] messages.

2. Distribution of individual incoming [] messages will be as follows:

25X1A

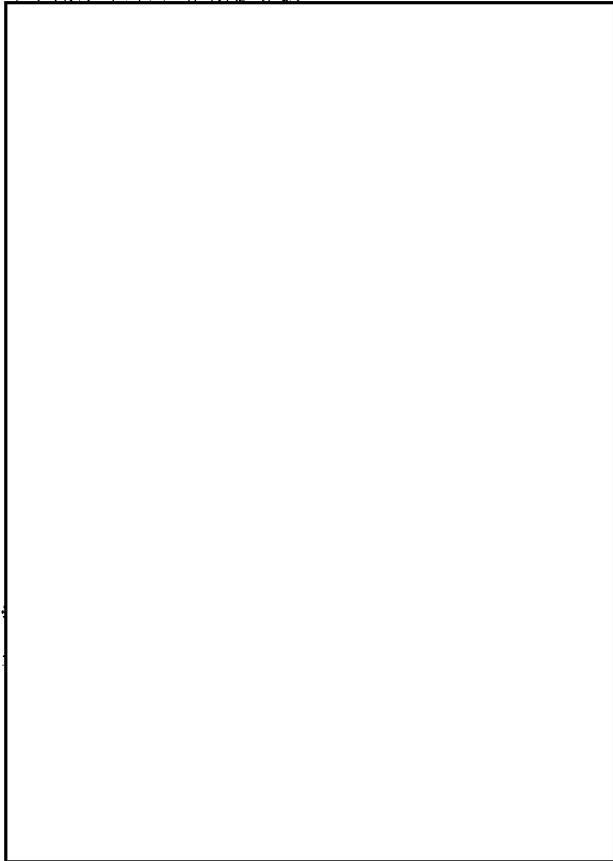
25X1A



<u>TITLE</u>	<u>ACTION</u>	<u>INFO</u>
General Operational Information	OXC/O/OSA	As Required
Airfield Status Report	OXC/O/OSA	D/M/OSA Commo/O/OSA
Operational Capability Report	D/M/OSA	R&D/OSA Commo/O/OSA Compt/OSA
Pilot Flying Time Report	OXC/O/OSA	
Operational Readiness Training Report	OXC/O/OSA	
[] 25X1A Tanker Requirements Report	OXC/O/OSA	D/M/OSA
E & E Survival Readiness Training Report	Intel/O/OSA	
E & E Field Trip Alert Message	Intel/O/OSA	
E & E Survival Field Training Report	Intel/O/OSA	
Support Aircraft Status Report	D/M/OSA	
Special Fuel Status Report	D/M/OSA	
A-12 Service Bulletin Report	D/M/OSA	R&D/OSA
Special Fuel Test Report	D/M/OSA	

25X1A

CONFERENCE



OSA

Comptroller, OSA

25X1A

OXC/O/OSA/ [redacted] pm. (3 Oct)

Distribution:

- #1 - RB/OSA
- #2 - D/SA
- #3 - D/O/OSA
- #4 - OXC/O/OSA
- #5 - SS/OSA
- #6 - CC/O/OSA
- #7 - D/M/OSA
- #8 - Ccmmo/O/OSA
- #9 - ADP/O/OSA
- #10 - Wea/O/OSA
- #11 - Intel/O/OSA
- #12 - D/R&D/OSA
- #13 - Compt/OSA
- #14 - Chrono

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PROJECT HEADQUARTERS DIRECTIVE
50-20-6

OPERATIONS
15 May 1967

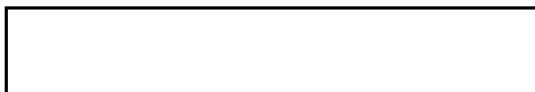
This Directive replaces Project
Headquarters Directive 50-20-6,
dated 15 May 1966 and all interim
changes thereto.

OXCART REPORTS CONTROL MANUAL

MISSION GENERATION MESSAGES

OFFICIAL:

25X1A



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RECORD OF INTERIM CHANGES

25X1A

Msg No.

Msg Date

Report Affected

Date Entered

Initials



2 Oct 67

5 Dec. 67

RJS

2 Oct 67

5 Dec. 67

RJS

2 Oct 67

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RJS

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25X1A

EVALUATION TEAM MEMBERS
CAMERA CONFIGURATION REPORT
MISSION REPORT
TAKE PROGRESS REPORT
FLASH REPORT AFTER PROCESSING
INS TAPE EVALUATION REPORT
FILM EVALUATION REPORT
CAMERA ON/OFF REPORT
ESTIMATED PICK-UP TIME FOR MISSION PRODUCT
SYSTEM VI TAKE PROGRESS REPORT
FIRM PICK-UP TIME FOR MISSION PRODUCT
FINAL FIELD EVALUATION OF INS DATA
PRODUCT PICK-UP CONFIRMATION MESSAGE
INS-FILM CORRELATION REPORT
SUPPORT TERMINATION MESSAGE
TANKER REDEPLOYMENT MISSION PLAN (SAC)
TANKER REDEPLOYMENT EXECUTION MESSAGE (SAC)
TANKER REDEPLOYMENT TAKE-OFF REPORT (SAC)
TANKER REDEPLOYMENT LANDING REPORT (SAC)

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SECTION III

WEATHER REPORTS

25X1A

WEATHER REPORTS [REDACTED]

25X1A

MISSION ALERT WEATHER REQUIREMENTS

MISSION ALERT WEATHER FORECAST

MISSION PLAN WEATHER REQUIREMENTS

MISSION PLAN WEATHER FORECAST

COMPOSITE ROUTE BREAKOUT

GO-NO-GO WEATHER REQUIREMENTS

GO-NO-GO WEATHER FORECAST

FORWARD BASE WEATHER FORECASTS

TANKER MISSION WEATHER FORECAST

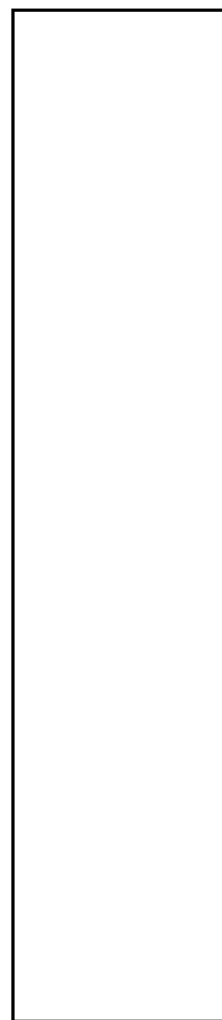
EMERGENCY ALTERNATES FORECAST
REQUIREMENT

WEATHER SCOUT REPORTS

HAZARDOUS WEATHER ADVISORY

"D" VALUES

"MET-WATCH" OBSERVATIONS



(ABCD)

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25X1A

EVALUATION TEAM MEMBERS (OXC 0159-67)

CAMERA CONFIGURATION REPORT (OXC 0160-67)

MISSION REPORT (OXC 0161-67)

TAKE PROGRESS REPORT (OXC 0162-67)

FLASH REPORT AFTER PROCESSING (OXC 0163-67)

INS TAPE EVALUATION REPORT (OXC 0164-67)

FILM EVALUATION REPORT (OXC 0165-67)

CAMERA ON/OFF REPORT (OXC 0166-67)

ESTIMATED PICK-UP TIME FOR MISSION PRODUCT

(OXC 0167-67)

FIRM PICK-UP TIME FOR MISSION PRODUCT

(OXC 0168-67)

FINAL FIELD EVALUATION OF INS DATA (OXC 0169-67)

PRODUCT PICK-UP CONFIRMATION MESSAGE

(OXC 0170-67)

INS-FILM CORRELATION REPORT (OXC 0171-67)

SUPPORT TERMINATION MESSAGE (OXC 0172-67)

TANKER REDEPLOYMENT MISSION PLAN (SAC)

(OXC 0173-67)

TANKER REDEPLOYMENT EXECUTION MESSAGE (SAC)

(OXC 0174-67)

TANKER REDEPLOYMENT TAKE OFF REPORT (SAC)

(OXC 0175-67)

TANKER REDEPLOYMENT LANDING REPORT (SAC)

(OXC 0176-67)

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SECTION III

WEATHER REPORTS

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WEATHER REPORTS

(OXC 0203-67)

MISSION ALERT WEATHER REQUIREMENTS

(OXC 0177-67)

MISSION ALERT WEATHER FORECAST

(OXC 0178-67)

MISSION PLAN WEATHER REQUIREMENTS

(OXC 0179-67)

MISSION PLAN WEATHER FORECAST

(OXC 0180-67)

COMPOSITE ROUTE BREAKOUT

(OXC 0181-67)

GO-NO-GO WEATHER REQUIREMENTS

(OXC 0182-67)

GO-NO-GO WEATHER FORECAST

(OXC 0183-67)

FORWARD BASE WEATHER FORECASTS

ABCD)
(OXC 0184-67)

TANKER MISSION WEATHER FORECAST

(OXC 0185-67)

EMERGENCY ALTERNATES FORECAST
REQUIREMENT

(OXC 0186-67)

WEATHER SCOUT REPORTS

(OXC 0187-67)

HAZARDOUS WEATHER ADVISORY

(OXC 0188-67)

"D" VALUES

(OXC 0189-67)

"MET-WATCH" OBSERVATIONS

(OXC 0190-67)

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SECTION I

GENERAL

This section concerns itself with the periodic, status type reports required by Project Headquarters, and it establishes the message formats to be used to transmit planning, directing and controlling data between Project Headquarters, operating detachments and supporting units. Each recipient of this manual is responsible for safeguarding his copy in accordance with existing regulations and directives and for verifying the "need to know" of any user.

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GENERAL OPERATIONAL INFORMATION

[] 25X1A

1. Purpose: To transmit operational data not specifically covered by a numbered [] message. 25X1A

25X1A 2. Point of Origin: Project Headquarters, Headquarters SAC, [] or any participant in an operational mission.

3. Transmission of Message: Secure teletype.

4. Classification: Secret or Top Secret as appropriate.

5. Precedence: Immediate for messages which require immediate action. Lower precedence may be used depending on the urgency of the message contents.

25X1A 6. Submitted for: Any operational matter not covered by other numbered [] message.

7. Reports Due Time: As required.

8. Submitted to: Action and Info addressees as appropriate.

25X1A 9. Message Content:
The content of [] message may cover a wide range

of subjects; however, it must pertain directly to operational matters not covered by other numbered [] messages. 25X1A

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25X1A

[] messages are to be used for communication between Operations Staff sections on subjects which need not be of concern to any other section except the Operations Staff and the Commander.

25X1A

[] messages are not disseminated outside Operations and, therefore, may not be used if any other office may properly take action on information included in the report. In case of doubt in

25X1A

reporting, use [] reports for operational matters and proper distribution will be made by appropriate Headquarters action.

10. Sample Message:

IMMEDIATE [] 25X1A CITE: [] 25X1A

25X1A

[]

NARRATIVE SUMMARY CITING PROBLEM, SUGGESTION, REQUEST, ETC., THOROUGHLY COVERING MATTER OF CONCERN.

END OF MESSAGE

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SECTION I

PART A - MISCELLANEOUS REPORTS

(This part reserved for expansion)

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SECTION I

PART B - PERIODIC/STATUS REPORTS

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AIRFIELD STATUS REPORT

25X1A []

25X1A

1. Purpose: To provide Project Headquarters, [] and Deployed Task Force (DTF) if appropriate, with current airfield and navigation aid status of designated ZI and forward bases.

25X1A

2. Point of Origin: [] Project Headquarters representative) and designated forward bases.

3. Transmission of Message: Secure teletype.

4. Classification: Secret.

5. Precedence: Routine for all addressees.

25X1A

6. Submitted for: [] and each designated forward base.

7. Reports Due Time: To be transmitted each Monday for airfield status as of 0900L. The complete report will be sent ASAP after 0900L. (Daily reports will be required during exercises and operational periods. Precedence will be Immediate to all addressees.)

8. Submitted to:

25X1A A. [] (By all forward bases).

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B.).

C. (By designated

staging base).

9. Message Content:

A. Title of message (Date/Time(L)/Time(Z)

B. (1) Runway condition. If appropriate, include the actual braking action number (RCR).

(2) Taxiway and hard stand area condition.

C. LF/RBN.

(1) Voice availability

D. VOR.

E. TACAN.

F. ILS.

G. GCA.

H. ARC-50.

I. Airfield restrictions.

J. Comments.

(1) Include forecast of any change(s) expected to occur during coming week.

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(2) The first report of each month will contain appropriate remarks on the status of the following detachment facilities:

- (A) Communications Center.
- (B) Flight Planning Rooms.
- (C) Emergency Recovery Hangar.
- (D) Messing and Billeting.
- (E) Vehicles.
- (F) Furniture and miscellaneous supplies.
- (G) Readiness of special fuel facility equipment.

10. Sample Message:

25X1A

TO:

25X1A

- A. AIRFIELD STATUS REPORT. (1 DEC/0900L/1900Z)
- B. (1) RUNWAY COVERED WITH SNOW AND ICE, BRAKING ACTION RCR (8).

(2) NORMAL.
- C. IN COMM.

(1) VOICE AVAILABLE
- D. IN COMM.

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- E. NE QUAD UNRELIABLE.
- F. IN COMM.
- G. IN COMM.
- H. TRAINING STATUS ONLY.
- I. AIRFIELD RESTRICTIONS: NONE.
- J. (1) SNOW REMOVAL IN PROGRESS. ESTIMATE NORMAL
OPNS 0800 2 DEC.

(2) FACILITIES STATUS:

- (A) COMM CENTER - OPNL
- (B) FLT PLANNING RMS - READY FOR OCCUPANCY.
- (C) HANGAR - AVAILABLE AND READY IF NEEDED.
- (D) MESSING AND BILLETING-SPACE FOR AIRMEN
CRITICAL. MUST HAVE AT LEAST 48 HRS NOTIFICA-
TION TO ASSURE BUNKS.
- (E) VEHICLES - ALL OPNL.
- (F) FURNITURE AND MISC - 1 DESK STILL ON
BACK ORDER.
- (G) FUEL FACILITY/EQUIPMENT - OPNL.

END OF MESSAGE

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OPERATIONAL CAPABILITY REPORT

25X1A



1. Purpose: To provide Project Headquarters with the operational readiness capability of each A-12 Detachment to conduct operational overflight missions.

25X1A

2. Point of Origin:  and applicable forward base(s).

3. Transmission of Message:

A. Secure data link.

B. Secure teletype.

4. Classification: Secret.

5. Precedence: Priority.

6. Submitted for:

A. Aircraft status, pilot status, hours to numbered phase inspection; i. e., 1st, 2nd, 3rd or 4th phase and engine/airframe hours, as Part I.

B. Standard Operational Ready Configuration (SORC) as Part II.

C. Critical assets as Part III.

D. Base critical assets as Part IV. To be reported on an exception basis when assets drop below critical level.

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7. Reports Due Time: Parts I, II, III will be sent daily and are due addressee NLT 1000Z for capability as of 1700L. If status of critical assets (Part III) has not changed from previous report, so state. A complete report (Parts I, II, III and IV) will be sent weekly reporting in Part IV the base critical assets as of 1700L each Friday.

25X1A 8. Submitted to: (for reports submitted by forward base).

9. Definitions:

Aircraft - Only A-12 aircraft under the operational control of the Detachment Commander/DTFC will be reported. This includes Aircraft 124.

In Commission - An aircraft which is safe for flight will be reported as "IN". A brief explanation of why an "IN" aircraft is not "OR" will be made in remarks.

Out of Commission - An aircraft which is not safe for flight will be reported as "OUT". A brief explanation of why aircraft is "OUT" will be made in remarks.

Operationally Ready - An aircraft which is in commission at the "AS OF TIME" of the report and which can be launched within 24 hours on an operational mission in the standard operational ready configuration, will be reported as "OR".

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ETIC - Estimated Time in Commission (Date/Time ZULU) for aircraft reported as "OUT."

ETOR - Estimated Time Operationally Ready (Date/Time ZULU). A-12 pilots available for operational mission - number of Project pilots considered operationally ready, present for duty, and available to fly an operational mission within 24 hours from "AS OF TIME" of report.

Sensors Operationally Ready - Qualified sensors will be reported as operationally ready after operational capability has been demonstrated in the operational environment for 30 minutes of camera operation within the last 30 days. Sensors must be capable of being generated and installed for an overflight mission within 24 hours from "AS OF TIME" of report.

10. Message Content:

A. Title of message.

PART I

25X1A B. forward base aircraft number.

(1) Status: IN/OUT/OR

(2) ETIC

(3) ETOR

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Note: OR and ETOR not applicable to Aircraft 124.

(4) Hours to numbered phase inspection.

(5) Hours - Military time remaining.

A. Left Engine - (Serial No.)

B. Right Engine - (Serial No.)

(6) Total airframe hours.

(7) Remarks.

C. Pilots assigned/available for operational mission.

(1) Remarks: Briefly explain difference between assigned and available and give date pilot expected to be available. (See sample message).

Part II

D. Standard Operational Ready Configuration (SORC)

forward base aircraft number.

Note: An aircraft in a SORC must include the following:

Installed equipment (by aircraft):

- (1) SC & DM Recorder.
- (2) ARC-50 Comm/Rendz System
- (3) TACAN
- (4) SSB/HF
- (5) SIF

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(6) Voice Recorder

Provisions for Accepting:

25X1A

(7)

(8) SIP

(9) Type I

(10) Type II

(11)

25X1A

(12)

(13)

(14)

(15) Map Destruct System

(16) Film Strip Destruct System

(17) Voice Recorder Destruct System

(18) Refueling Beacon

(19) Type IV

(20) Systems VI

(21) (For Future Use)

(22) (For Future Use)

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Note: Use following codes to report status of systems or sensors (1) through (22) above:

Code 1: Installed and checked.

Code 2: Installed but not checked since last flight.

Code 3: Not installed.

Code 4: Aircraft cannot accept system (explain in remarks).

E. Remarks.

Part III

F. Critical Assets: Quantity of following listed system/sensors, under operational control or detachment commander/operationally ready.

(1) Type I

(2) Type II

(3)

(4)

(5)

(6)

(7) SIP

(8) INS

25X1A

--

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25X1A

- (9) Refueling Beacon
- (10) Type IV
- (11) Systems VI
- (12)
- (13) MC Recorders
- (14) (For Future Use)
- (15) (For Future Use)

Part IV

G. Base Critical Assets on Hand/Required:

	<u>CRITICAL ASSETS</u>	<u>ON HAND</u> (Enter Quantities in this Column)	<u>REQUIRED TO LAUNCH</u> <u>PRIMARY & SPARE ACFT</u>
25X1A	<input type="text"/>		25X1A <input type="text"/>

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<u>CRITICAL ASSETS</u>	<u>ON HAND</u>	<u>REQUIRED TO LAUNCH PRIMARY & SPARE ACFT</u>
(10) Start Carts		2
(11) Hydro Gigs		2
(12) Hydro Conditioning Carts		1
(13) Hot Oil Gigs		1
(14) Teb Carts		1
(15) Inlet Checkout Carts		1
(16) Air Conditioning Carts		2
(17) SAS Carts		1
(18) INS Carts		2
(19) EWS Checkout Carts		1

11. Sample Message:

25X1A

TO: PRIORITY 25X1A

CITE:

25X1A

A. OPERATIONAL CAPABILITY REPORT

PART I

B. 128

(1) IN (2) N/A (3) 18/2100Z (4) 25:00/FIRST (5) (A) 24:00-207

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25X1A

(B) 12:00-209 (6) 251:00 (7) CANNOT ACCEPT

127

(1) OR (2) N/A (3) N/A (4) 25:00 FIRST (5) (A) 33:00-301

(B) 23:00-307 (6) 328:00 (7) N/A

124

(1) IN (2) N/A (3) N/A (4) 25:00 /FIRST (5) (A) 27:00-402

(B) 23:00-405 (6) 836:30 (7) N/A ETC. (FOR REMAINING AIR-
CRAFT)

C. 4/2
25X1A

(1) DNIF - MUMPS - ETOR 20 MAR.

25X1A (2) TDY - - ETOR 23 MAR.

PART II

D. SORC-128

(1)-1 (2)-1 (3)-1 (4)-1 (5)-1 (6)-1 (7)-1 (8)-3 (9)-3 (10)-3 (11)-3
(12)-3 (13)-3 (14)-4 (15)-3 (16)-3 (17)-3 (18)-1 (19)-3 (20)-4

SORC-127

(1)-1 (2)-1 (3)-1 (4)-1 (5)-1 (6)-2 (7)-3 (8)-3 (9)-3 (10)-3 (11)-3
(12)-3 (13)-3 (14)-3 (15)-3 (16)-3 (17)-3 (18)-2 (19)-3

ETC. FOR REMAINING AIRCRAFT

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25X1A

E. 128 MOUNTS OUT FOR REPAIR ETIC 18/2100Z

PART III

F. CRITICAL ASSETS

- (1) 7/5 (2) 2/2 (3) 6/6 (4) 12/12 (5) 7/6 (6) 5/4 (7) 7/7 (8) 10/6
- (9) 15/15 (10) 2/0 (11) 1/1 (12) 3/3 (13) 4/3

PART IV

G. BASE CRITICAL ASSETS

- (1) 700,000 GAL/476,000 GAL.
- (2) 2,000 GAL.
- (3) 3,000 GAL.
- (4) 350 GAL.
- (5) 150 GAL.
- (6) 150 GAL.
- (7) 12/10
- (8) 9/8
- (9) 4/3
- (10) 6/5
- (11) 12/10
- (12) 4/3
- (13) 2/1
- (14) 3/2

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(15) 3/3

(16) 7/6

(17) 2/2

(18) 4/4

(19) 2/1

END OF MESSAGE

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PILOT FLYING TIME REPORT

25X1A

1. Purpose: To advise Project Headquarters as to the flying time accomplishments of Project Pilots, A-12 qualified staff officers and standardization pilots.

2. Point of Origin: and applicable forward bases. 25X1A

3. Transmission of Message: Secure teletype.

4. Classification: Secret.

5. Precedence: Routine.

6. Submitted for: All project pilots and A-12 qualified staff officers and standardization pilots assigned to Detachment Headquarters

25X1A

or applicable forward base.

7. Reports Due Time: Report is as of 2400L the last day of each month. Report is due addressee within three working days after the end of the month.

25X1A

8. Submitted to: .

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9. Message Content:

A. Title of message.

B. Pilot's pseudonym:

Column (1) Total time (all type aircraft).

Column (2) Total time F-101 aircraft.

Column (3) Total A-12 day time to date.

Column (4) Total A-12 night time to date.

Column (5) Total A-12 day time in last 30 days.

Column (6) Total A-12 night time in last 30 days.

Column (7) Comments.

10. Sample Message:

25X1A

25X1A

CITE:

A. PILOT FLYING TIME REPORT.

(1) (2) (3) (4) (5) (6) (7)

B. 4600-240:00-42:00-NONE-2:00-NONE-DNIF

C. 9000-40:00-10:00-NONE-4:00-NONE-NONE

D. 6450-27:00-8:00-1:00-2:00-NONE-NONE

25X1A

END OF MESSAGE

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OPERATIONAL READINESS TRAINING REPORT

25X1A

1. Purpose: To keep Project Headquarters advised on the operational readiness training of Project pilots.
2. Point of Origin: 25X1A
3. Transmission of Message: Secure teletype.
4. Classification: Secret.
5. Precedence: Routine.
6. Submitted for: All assigned Project pilots undergoing operational readiness training.
7. Reports Due Time: Reports will be as of 2400L on each Saturday. Report due addressee NLT 1100Z each Tuesday. Last report of each month will recapitulate for each pilot all training missions accomplished to date.
8. Submitted to: 25X1A
9. Message Content:
 - A. Title of message.
 - B. Pilot pseudonym.

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OX CART

(1) Completion date of each numbered training sortie since last report (#1 through #21 or as appropriate).

(2) Planned operational readiness date.

(3) Comments.

10. Sample Message:

25X1A

[Redacted]

25X1A

CITE: [Redacted]

A. OPERATIONAL READINESS TRAINING REPORT.

25X1A

B. [Redacted] - #1 - 5 AUG; #2 - 6 AUG; #3 - 11 AUG. 1 DEC 66

C. [Redacted] N/A. 1 JUN 66; REMARKS: RECAP TO DATE

- #1 THRU 13.

25X1A

D. [Redacted] - N/A. 1 MAY 66.

25X1A

E. [Redacted] #8 - 1 AUG; #9 - 5 AUG; 1 NOV 66. [Redacted] DNIF

FOR 10 DAYS W/RETURN TO FLYING O/A 15 AUG.

END OF MESSAGE

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25X1A

[] TANKER REQUIREMENTS REPORT

25X1A []

25X1A

1. Purpose: To advise Project Headquarters, SAC Headquarters, and Headquarters USAF [] monthly tanker requirements for the following month's training missions.

2. Point of Origin: [] 25X1A

3. Transmission of Message: Secure teletype.

4. Classification: Secret.

5. Precedence: Routine to all addressees.

6. Submitted for: The total [] tanker requirements for the following month. Flight test as well as Detachment requirements will be reflected in the total tankers required.

25X1A

7. Reports Due Time: Due addressees NLT the 10th day of the month preceding the forecasted requirements.

8. Submitted to: [] INFO: []

25X1A

25X1A

9. Message Content:

A. Title of message.

B. Total monthly tanker requirements for A-12 and F-101

training.

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C. Tanker support required for A-12 sorties broken down by:

(1) Local Refueling Area.

(A) Number of tankers.

(B) Day of month.

(2) Other Refueling Areas.

(A) Number of tankers.

(B) Day of month.

(3) Total PF-1A offload in gallons required for the month.

D. Tanker support required for F-101 Proficiency and Chase sorties broken down by:

(1) Refueling area.

(2) Total number of tankers broken down by proficiency and chase.

(3) Day of month.

(4) Total PF-1A offload in gallons required for the month.

E. Special support requirements (if any). Broken down as in paragraph C. above.

F. Total tanker PF-1A offload (in gallons) requirement for succeeding two months.

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G. Comments.

10. Sample Message:

25X1A [REDACTED]

25X1A

[REDACTED]

25X1A

[REDACTED]

25X1A

A. [REDACTED] TANKER REQUIREMENTS REPORT

B. TANKER REQUIREMENTS FOR SEP ARE 75 TANKERS

FOR A-12 AND F-101.

C. A-12

(1) LOCAL

(A) 37

(B) 1 EACH: 1, 4, 7, 11, 18, 21, 25, AND 28 SEP.

2 EACH: 6, 8, 13, 15, 20, 22, 27, AND 29 SEP.

3 EACH: 5, 12, 19, AND 26 SEP.

(2) OTHER REFUELING AREAS.

(A) 34

(B) 2 EACH: 1, 5, 6, 7, 8, 12, 13, 14, 15, 19,

20, 21, 22, 26, 27, 28, AND 29 SEP.

(3) 624,600 GALS.

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D. F-101 PROFICIENCY AND CHASE.

(1) LOCAL.

(2) 41 (WILL USE SAME 37 TANKERS AS SHOWN IN

PARA C. (1) (B) ABOVE.

(3) 1 EACH (NIGHT): 4, 11, 18, AND 25 SEP.

(4) 45,000 GALS.

E. NONE

F. OCT - 675,000 GALS.

NOV - 675,000 GALS.

G. ABOVE REQUIREMENTS DO NOT CONSIDER POSSIBLE
ORIT REQUIREMENTS.

END OF MESSAGE

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E & E/SURVIVAL READINESS TRAINING REPORT
25X1A

1. Purpose: To provide Project Headquarters information as to E & E/Survival training status of assigned Project pilots.
- 25X1A 2. Point of Origin:
3. Transmission of Message: Secure teletype.
4. Classification: Secret.
5. Precedence: Routine.
6. Submitted for: All assigned Project pilots undergoing operational readiness training.
7. Reports Due Time: Due addressee NLT three working days after the end of each month. Report is as of 2400L on the last day of the month.
- 25X1A 8. Submitted to: .
9. Message Content:
 - A. Title of message.
 - B. Pilot's name, (pseudo).

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(1) Completion date of each lesson plan (those completed since last report, A through Q).

(2) Percent completed to date.

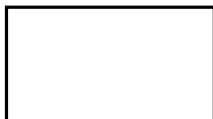
(3) Programmed fully qualified date.

C. Comments.

NOTE: On a one-time basis only, the first report submitted for each Project pilot should recap all E & E/Survival training completed to date, (include completion date for each lettered lesson plan). Subsequent reports need reflect only monthly training accomplishments since submission of last report.

10 Sample Message:

25X1A



25X1A

CITE:

A. E & E/SURVIVAL READINESS TRAINING REPORT.

25X1A

B. A - 5 AUG; B - 7 AUG; E - 7 AUG - 14% - 1 DEC.

A - 5 AUG; B - 7 AUG; E & F 9 AUG; 20% - 1 DEC.

A - 5 AUG; B - 7 AUG; E & F 9 AUG; 20% - 1 DEC.

25X1A

C. COMMENTS: DNIF IN HOSP. WILL RETURN TO

DUTY O/A 1 SEP.

END OF MESSAGE

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E & E FIELD TRIP ALERT MESSAGE

25X1A

1. Purpose: To inform Headquarters of proposed E & E/Survival field training exercises.

25X1A

2. Point of Origin:

3. Transmission of Message: Secure teletype.

4. Classification: Secret

5. Precedence: Routine.

6. Submitted for: Each proposed field training exercise.

7. Reports Due Time: Due addressee NLT two working days prior to exercise.

25X1A

8. Submitted to:

9. Message Content:

A. Title of message.

B. Exercise number and dates.

C. Personnel involved.

D. General area to be used for training.

E. Comments. Include personnel going to Edwards AFB,

Flight Number and date/time of scheduled arrival at civil airport.

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10. Sample Message:

25X1A

25X1A

[Redacted]

CITE:

[Redacted]

A. E & E FIELD TRIP ALERT MESSAGE.

B. 66-3 APR 17 TO APR 24.

25X1A

C. [Redacted]

25X1A

D. [Redacted]

25X1A

E. [Redacted], AA 72, L. A. INTERNATIONAL, 6 MAY

1240 PST.

END OF MESSAGE

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E & E/SURVIVAL FIELD TRAINING REPORT

25X1A

1. Purpose: To inform Headquarters of the results of field training in E & E/Survival.

25X1A

2. Point of Origin: .

3. Transmission of Message: Secure teletype.

4. Classification: Secret.

5. Precedence: Routine.

6. Submitted for: Each field training exercise.

7. Reports Due Time: Due addressee NLT 7 days after exercise completed.

25X1A

8. Submitted to:

9. Message Content:

A. Title of message.

B. Exercise number.

C. Inclusive dates.

D. Personnel involved.

E. Exact area utilized (submit map if appropriate).

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F. Land ownership or control (if U. S. Govt., give agency.)

G. Transportation (type, ownership, registration, costs evaluation).

H. Cover (basic and individual stories, cover activity, documentation, equipment to substantiate, breaches of cover discipline).

I. All contacts and evaluation of each.

J. Training conducted.

K. Communications utilized.

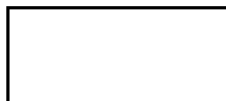
L. Provisions for emergency evacuation.

M. Critique.

N. Comments.

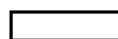
10. Sample Message:

25X1A



25X1A

CITE:



A. E & E/SURVIVAL FIELD TRAINING REPORT.

B. (Narrative summary thoroughly covering subject material using items B through N in para 9 as outlined.)

END OF MESSAGE

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SUPPORT AIRCRAFT STATUS REPORT

25X1A

25X1A 1. Purpose: To provide Project Headquarters with the daily status of support aircraft and applicable forward base(s).

25X1A 2. Point of Origin: and applicable forward Base(s).

3. Transmission of Message: Secure teletype.

4. Classification: Secret.

5. Precedence: Priority.

6. Submitted for: All support aircraft assigned and applicable forward base(s) as of 1700L each day.

25X1A

7. Reports Due Time: Due addressees daily NLT 1100Z for preceding day's status.

25X1A 8. Submitted to:

9. Message Content:

A. Title of message.

B. Type Aircraft (F-101B, T-33, etc.)

(1) Aircraft number.

(2) Status (in or out).

(3) ETIC.

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(4) Time to inspection (next periodic).

(5) Comments. (Indicate location of aircraft if away from home station.)

C. Type Aircraft, etc.

Aircraft number, etc.

10. Sample Message:

25X1A

[Redacted box]

25X1A

CITE:

[Redacted box]

AS OF 1700 5 JUL 66

A. SUPPORT AIRCRAFT STATUS REPORT.

B. F-101B - 252 - IN - N/A, 270 N/A.

25X1A

C. F-101B - 253 - OUT - 10 NOV, 280, [Redacted box] ENGINE

CHANGE.

25X1A

D. C-130B - 715 - IN - N/A, 500, AT [Redacted box] AWAIT-
ING RON CREW.

END OF MESSAGE

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SPECIAL FUEL STATUS REPORT

25X1A

25X1A 1. Purpose: To advise Project Headquarters as to the status of PF-1A fuel at and designated forward bases.

25X1A 2. Point of Origin: Detachment Headquarters at AFB, and designated overseas staging bases.

3. Transmission of Message: Secure teletype.

4. Classification: Secret.

5. Precedence: Routine.

25X1A

25X1A 6. Submitted for: Special fuel storage facilities at and designated overseas forward staging bases.

7. Reports Due Time: Reports will be submitted as of 2400L the last day of each month. Due addressee NLT the fifth day of the succeeding month.

25X1A

8. Submitted to:

9. Message Content:

A. Title of message.

B. PF-1A fuel on hand (useable gallons).

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(1) Report separately for each storage tank and total amount in R-2 trucks. Deduct fuel in tank bottoms to indicate useable gallons.

25X1A

(2) Indicate fuel supplier, e. g.,

(3) Indicate if fuel is qualified or awaiting lab report.

Give fuel sample number if awaiting lab report.

C. PF-1A fuel consumed during the month.

D. PF-1A fuel due in for the following month. Indicate quantity due from each supplier if more than one is involved.

E. Projected fuel consumption for each of the three following months.

25X1A

F. Comments. (For and overseas detachments, report date when fuel in storage tanks was last tested at your station).

10. Sample Message:

25X1A

25X1A

CITE:

A. SPECIAL FUEL STATUS REPORT (AS OF 2400 HRS, 31 JAN).

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	<u>TANK</u>	<u>USEABLE GALLONS</u>	<u>STATUS</u>
25X1A	S-1	180,000	QUALIFIED
	S-2	210,000	AWAITING LAB REPORT (SAMPLE 67-15)
	S-3	40,000	QUALIFIED
	S-4	110,000	FILLING
	R-2	25,000	QUALIFIED

C. 572,000
25X1A

D. 420,000
210,000

E. FEB 580,000

MAR 700,000

APR 850,000

F. 17 JUNE 66

END OF MESSAGE

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SPECIAL FUEL TEST REPORT

25X1A

1. Purpose: To provide Project Headquarters with a historical record of all KC-135 refueling and the related PF-1A fuel analysis.
2. Point of Origin: Each organization refueling KC-135 aircraft with PF-1A fuel.
3. Transmission of Message: Secure teletype.
4. Classification: Secret.
5. Precedence: For addressees.
 - A. IMMEDIATE for all operational missions.
 - B. PRIORITY if test results are unsatisfactory on TRAINING missions.
 - C. ROUTINE if test results are satisfactory on TRAINING missions.
6. Submitted for: Each test made of PF-1A fuel in KC-135 aircraft. Reports will be submitted for each test regardless of test results.
7. Reports Due Time: Complete reports will be submitted:

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A. IMMEDIATELY after each test involving operational missions.

B. At the close of business each day for satisfactory results involving training missions.

25X1A 8. Submitted to: INFO: Appropriate Deployed Task

Force (DTF) for all reports transmitted from bases other than AFB.

25X1A

9. Message Content:

A. Title of message. (Indicate type test, e.g., post flush, 2 1/2 hour pre-flight, post flight, SAC request, etc.)

B. Aircraft number and Local time/date tested.

C. Include statement that "Fuel tested in paragraph B. Qualified IAW Section VII Test Criteria".

D. Aircraft number and Local time/date tested.

E. Include statement that "Fuel tested in paragraph D. DOES NOT MEET Section VII Test Criteria". (Explain reason fuel did not meet Test Criteria.)

10. Sample Message:

25X1A

25X1A
CITE:

A. SPECIAL FUEL TEST REPORT (PREFLIGHT)

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B. 054 0550L/10

129 0600L/10

095 0615L/10

084 0850L/10

C. FUEL TESTED IN PARA B QUALIFIED IAW SECTION VII
TEST CRITERIA.

D. 172 0900L/10

E. FUEL TESTED IN PARA D DOES NOT MEET SECTION VII
TEST CRITERIA. (FLASHPOINT 142)

END OF MESSAGE

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MONTHLY FUEL TEST REPORT

25X1A

1. Purpose: To provide Project Headquarters with a historical record of all PF-1A fuel tests accomplished on PF-1A fuel in storage at forward bases.

2. Point of Origin: Each overseas storage facility.

3. Transmission of message: Secure teletype.

4. Classification: Secret

5. Precedence: Routine

6. Submitted for: Each monthly test made of PF-1A fuel in storage tank.

7. Reports Due Time: Report will be as of the last working day of the month submitted. Due addressee NLT the first working day of succeeding month.

25X1A

8. Submitted to:

9. Message Content:

A. Title of message.

B. Date tested.

C. Tank numbers.

D. Visual test.

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- E. Flash point.
- F. API gravity.
- G. Saybolt color.
- H. Water (hydro kit).
- I. Comments (fuel meets Section VII test criteria).

10. Sample Message:

25X1A



25X1A

CITE: 

- A. MONTHLY FUEL TEST REPORT.
- B. 30 NOV
- C. #1 #2 #3 #4
- D. OK OK OK CLOUDY
- E. 165 167 162 145
- F. 51 52 50 42
- G. PLUS 30 PLUS 30 PLUS 30 PLUS 20
- H. NEG NEG NEG POS
- I. COMMENTS: ALL TANKS WITH EXCEPTION OF TANK
NO. 4 MEET SECTION VII TEST CRITERIA. REQUEST ADVICE.
END OF MESSAGE

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SPOOL AND FILM REPORT

25X1A

1. Purpose: To provide Project Headquarters with a weekly report of the film and spools on hand and on order.
25X1A
2. Point of Origin: Project Support Office, Eastman Kodak, Perkin Elmer, HYCON, Texas Instruments and forward bases when applicable.
3. Transmission of Message: Secure teletype.
4. Classification: Secret
5. Precedence: Routine.
6. Submitted for: All types of mission film
7. Reports Due Time: Reports will be as of the close of business each Friday. Due addressee NLT the succeeding Monday.
8. Submitted to: 25X1A
9. Message Content:
 - A. Title of message.
 - B. As of time and date.
 - C. Standard nomenclature (type) of film and spool.

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- (1) Number of full spools of film certified for flight usage.
- (2) Number of spools reserved for take-up.
- (3) Number of spools for return to Depot, i. e., empty, scrap film requiring refurbishing.
- (4) Number of full or partial spools required and retained for ground test only.
- (5) Number of full, partial or empty spools shipped since last report.
- (6) Unfilled orders for film.
- (7) Number of empty boxes on hand.
- (8) Comments.

10. Sample Message:

25X1A

25X1A

CITE:

A. SPOOL AND FILM REPORT.

B. 1700/1 APR

C. 9J-46-4000

- (1) 9
- (2) 9
- (3) 0
- (4) 2

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(5) 4

(6) 14

(7) 12

(8) 6 ADDITIONAL SPOOLS (Sub-para (1) above) REQ BY
2 MAY TO MEET REQUIREMENTS OF OPERATIONAL MIS-
SION.

D. 7J-50-5000

(1) 6

(2) 6

(3) 0

(4) 2

(5) 8

(6) 10

(7) 12

(8) NONE.

END OF MESSAGE

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SECTION I

PART C - NON-OPERATIONAL SORTIE REPORTS

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ADVANCE NOTIFICATION REPORT
(NON-OPERATIONAL SORTIE)

25X1A

1. Purpose: To provide advance notification to Project Headquarters for each planned non-operational flight of A-12 aircraft possessed by the Detachments and flight tests flown by LAC.
- 25X1A 2. Point of Origin: and applicable forward base(s).
3. Transmission of Message: Secure teletype.
4. Classification: Secret.
5. Precedence: Priority.
6. Submitted for: All non-operational A-12 sorties which are planned to be flown by the Detachments and LAC within the following 24-hour period. (From 0001 to 2400 hours local time.)
7. Reports Due Time: Submitted daily NLT 2400L on the day preceding the planned flights. Negative reports will be required.
8. Submitted to: 25X1A

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9. Message Content:

A. Title of message.

B. Flight One.

(1) Sortie number.

(2) A-12 production number.

(3) Date/time groups of planned take-off and landing
(ZULU).

(4) Pilot's name (use pseudo for Project pilots).

(5) Sortie objective, sensor type, sensor serial number;
if none, so indicate.

(6) Route (by code name) or specify local flying area if
applicable.

(7) Planned fuel reserve at high cone.

(8) Comments.

Flight Two

(1) Sortie number, etc.

(2) A-12 production number.

(3) Date/Time groups of planned take-off and landing
(ZULU).

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- (4) Pilot's name (use pseudo for Project pilots).
- (5) Sortie objective.
- (6) Route (by code name) or specify local flying area if applicable.
- (7) Planned fuel reserve at high cone.
- (8) Comments.

Flight Three

- (1) Sortie number, etc.

NOTE: After information for last planned Detachment flight, transmit latest available LAC Flight Test activity for the following day in following manner:

- (1) Sortie number.
- (2) A-12 production number.
- (3) Date/Time groups for planned take-off and landing (ZULU).
- (4) Route.
- (5) Comments (if applicable).

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10. Sample Message:

25X1A

25X1A

CITE:

A. ADVANCE NOTIFICATION REPORT (NON-OPERATIONAL
SORTIE).

B. FLIGHT ONE

- (1) 67T005
- (2) 124
- (3) 03/1800Z TO 03/1900Z
- (4)
- (5) NITE PROFICIENCY, TYPE V, SN 001.
- (6) LOCAL
- (7) 7500 LBS
- (8) N/A

25X1A

FLIGHT TWO

- (1) 67T006
- (2) 131
- (3) 03/1700Z TO 03/2000Z
- (4)
- (5) F. C. F., (NONE)
- (6)

25X1A

25X1A

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(7) 7500 LBS

(8) N/A

LAC PLANS FOLLOWING ACTIVITY:

(1) 67M007

(2) 121

(3) 03/1200Z TO 03/1300Z

25X1A

(4)

(5) PACKAGE CHECKOUT.

END OF MESSAGE

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NON-OPERATIONAL SORTIE EXECUTION REPORT

25X1A

1. Purpose: To provide Project Headquarters with:
 - A. Actual take-off time or cancellation of all non-operational A-12 flights to include LAC test flights.
 - B. Changes to the Advance Notification Report (Non-Operational Sortie) 25X1A
2. Point of Origin: and applicable forward base(s). 25X1A
3. Transmission of Message:
 - A. Insecure "Hot Line" may be used providing that information is passed by line number as outlined in message format.
 - B. KY-9 secure telephone will be used if classified data must be discussed.
 - C. If telecon not available, message will be transmitted by cable.
4. Classification: As appropriate.
5. Precedence: Priority.

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6. Submitted for: All non-operational A-12 sorties to include LAC Test Flights.

7. Reports Due Time: Submitted immediately after take-off time.

25X1A
8. Submitted to:

9. Message Content:

A. Title of message.

B. Sortie number. If appropriate, use flight number for LAC Test Flights.

C. A-12 production number.

D. Date and ZULU time of actual take-off.

E. Changes to the Advance Notification Report (Non-Operational Sortie) 25X1A

10. Sample Message:

25X1A

25X1A

CITE:

A. NON-OPERATIONAL SORTIE EXECUTION REPORT

B. 66T064

C. 124

D. 03/1759Z

E. NO CHANGE.

END OF MESSAGE

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NON OPERATIONAL SORTIE LANDING REPORT

25X1A

1. Purpose: To inform Project Headquarters of all A-12 landing times.

25X1A

2. Point of Origin: and applicable forward base(s).

3. Transmission of Message:

A. Insecure "Hot Line" may be used providing that information is passed by line number as outlined in message format.

B. KY-9 secure telephone will be used if classified data must be discussed.

C. If telecon not available, message will be transmitted by teletype.

4. Classification: As appropriate.

5. Precedence: Priority.

6. Submitted for: All non-operational A-12 sorties to include LAC test flights.

7. Reports Due Time: Submitted immediately after landing.

8. Submitted to: 25X1A

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9. Message Content:

A. Title of message.

B. Sortie number. If appropriate, use flight number for
LAC test flight.

C. A-12 production number.

D. Date and ZULU time of actual landing (indicate base of
landing if other than take-off base.)

10. Sample Message:

25X1A

25X1A

CITE:

A. NON OPERATIONAL SORTIE LANDING REPORT.

B. 66T064

C. 124

D. 03/1911Z

END OF MESSAGE

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NON-OPERATIONAL SORTIE REPORT
25X1A []

1. Purpose: To provide Project Headquarters with a daily summary of all non-operational A-12 flights flown [] and applicable forward bases. (A-12 test flights flown by LAC will use the OXCART [] reporting procedure.) 25X1A

25X1A

25X1A

2. Point of Origin: [] and applicable forward base(s).
3. Transmission of Message: Secure teletype.
4. Classification: Secret.
5. Precedence: Priority for all addressees.
6. Submitted for: All non-operational A-12 flights flown by the Detachments. (To include test/tng flights at forward base.)
7. Reports Due Time: Due addressee as soon as practicable after flight debriefing, but NLT 1100Z of the day following the flight.
8. Submitted to:

25X1A

A. [] when sent from forward base).

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25X1A

B. [REDACTED] (For LAC)

25X1A

NOTE: Do not use [REDACTED] identifier in message heading since this would require limited distribution and routing. Use slug "OX CART FLTEST OPS." LAC will slug "OX CART

25X1A

FLTEST [REDACTED]"

9. Message Content:

A. Title of message.

B. Narrative report (sent in order shown below) to include

following items:

- (1) A-12 production number, flight number.
- (2) Sortie number, date.
- (3) Pilot(s) name, (use pseudo for Detachment pilots).
- (4) Purpose of mission and route (if local, so state, etc.)
- (5) Mission successful or unsuccessful.
- (6) Actual take-off time (ZULU), actual landing time (ZULU), duration.
- (7) T.O. direction.
- (8) T.O. Gross Weight and T.O. C.G.
- (9) T.O. Distance.
- (10) T.O. Speed.
- (11) Runway Temperature.

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- (12) Wind.
- (13) Pressure altitude.
- (14) Maximum altitude.
- (15) Maximum Mach.
- (16) AB Time.

25X1D

- (17) Total time at
- (18) Total time at
- (19) Total time at
- (20) Total time at
- (21) Total time at

- (22) Total A/C time.

25X1D

- (23) Q-Bay/Special Equipment

25X1D

(LAC not required to report).

- (24) Maximum Compressor Inlet Temperature.

C. Summary: (Include brief summary of mission, problems, pounds of fuel onboard at end of each A/R, etc.)

D. Comments/Discrepancies: (Include comments on syst/equip, whose performance was unsat. and did not meet mission requirements.)

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10. Sample Message:

Sample #1

25X1A 25X1A 25X1A
TO: PRIORITY INFO: CITE:

OXCART FLTEST OPS

A. NON-OPERATIONAL SORTIE REPORT

B. (1) ARTICLE 131, FLT 103.

(2) SORTIE 67M037, 9 FEB.

25X1A

(3) .

25X1A

(4) PURPOSE: FCF ROUTE:

(5) MISSION: SUCCESSFUL

(6) TAKE-OFF 1800Z, LANDED 1925Z, DURATION: 1:25.

(7) T/O DIRECTION 320.

25X1D

(8) T/O G. W.

(9) T/O DIST

(10) T/O SPEE

(11) RWY TEMP 36 DEGREES.

(12) WIND CALM.

(13) PRESSURE ALT 4201 FT.

25X1D

(14) MAX ALT

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25X1D

(15)

(16) AB TIME: 0:45.

(17) TIME AT/

(18) TIME AT/

(19) TIME AT/

(20) TIME AT/

(21) TIME AT

(22) TOTAL A/C TIME 168:25.

(23) Q-BAY/SPECIAL EQUIP: N/A.

(24) CIT 400 DEGREES 25X1D

C. SUMMARY: TAKE-OFF AND CLIMB NORMAL. TOPOFF COMPLETED WITH 66,500 LBS ONBOARD AT END A/R (PRSSR DISCONNECT). ENGINE AND INLET OPERATION EXCELLENT. DESCENT AND LANDING NORMAL. CHUTE DEPLOY/JETTISON NORMAL.

D. COMMENTS/DISCREPANCIES:

(1) FRS INOPERATIVE.

(2) ARC-50 INTERNAL AND EXTERNAL ADF UNRELIABLE. INTERNAL AND EXTERNAL VOICE INTERMITTENT.

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(3) AIR TO AIR TACAN INOPERATIVE.

END OF MESSAGE

Sample #2 25X1A 25X1A 25X1A
TO: PRIORITY INFO: CITE:

25X1A
OXCART FLTEST

1. ACFT: 121, FLT: 266, 17 FEB.

25X1A

2.

3. T.O. TIME 1015 HRS FOR 1 HR AND 47 MIN.

25X1D

4. GROSS WEIGHT:

25X1D

5. C.G.

6. TEMP: 39 DEG WIND: CALM

25X1D

7. T.O. DISTAN

8. T.O. SPEED

25X1D

9. MAX NM:

10. MAX ALT: 25X1D

11. TIME OVER
TIME OVER
TIME OVER
TIME OVER
TIME OVER

25X1D

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12. PURPOSE: PERFORMANCE, AUTO PILOT TEST.

25X1D
13. SUMMARY: TAKE-OFF AND CLIMB NORMAL WITH AUTO TRIMMER. JOINED TANKER AND REFUELED TO 69,100 POUNDS. ACCEL WITH AUTO TRIMMERS TO 1.6MN. LEFT ENGINE STALLED AT 1.6MN AND CLEARED AT 1.7MN. AFTER LEVELING LEFT SIDE UNSTARTED, AND WOULD NOT CLEAR. LEFT ENGINE WENT TO 874 DEGREES AND DERICHED, SHAKING BADLY. DURING DESCENT LEFT ENGINE WOULD NOT RESTART. RETURNED TO BASE SUBSONIC WITH RIGHT ENGINE IN MIN BURNER. CHUTE OK.

14. PILOT COMMENTS: ALL SAS LIGHTS ON AT RAMP. OIL PRESSURE ON RIGHT SIDE WAS DOWN TO 20 ON RIGHT ENGINE AT START OF CRUISE, REACHED 40 AT END OF CRUISE.

END OF MESSAGE

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SECTION II

GENERAL

This section establishes the message format and timing to be used to transmit Operational planning, directing and controlling data between Project Headquarters, Headquarters SAC, operating detachments and supporting units, and to exchange information between interested parties. Each recipient of this manual is responsible for safeguarding his copy in accordance with existing regulations and directives and for verifying the "need to know" of any user.

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SECTION II

GENERAL REPORTS

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SECTION II

SECTION II

PART A - PRE-MISSION REPORTS

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OXCART

ACTIVITIES ADVISORY

25X1A

25X1A

1. Purpose: To advise and applicable forward base(s) of anticipated monthly operational mission requirements.

2. Point of Origin: Project Headquarters.

3. Transmission of Message: Secure teletype.

4. Classification: Top Secret.

5. Precedence: Routine for normal activity forecasts. Immediate for activities which require immediate action.

6. Submitted: On a monthly basis and amended as required.

7. Reports Due Time: Due addressee NLT the 25th of the preceding month and amended as required.

25X1A 8. Submitted to: and applicable forward base(s).

9. Message Content:

A. Message title.

B. Project Headquarters directed missions forecast for indicated period. Indicate general area of each mission.

C. Special instructions/comments.

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10. Sample Message:

25X1A

25X1A

IMMEDIATE

CITE:

25X1A

- A. ACTIVITIES ADVISORY.
- B. (1) SIBERIA PERIPHERAL (1-8 APRIL).
(2) SIBERIA PERIPHERAL (9-15 APRIL).
(3) SOUTHEAST EUROPE (16-23 APRIL).
(4) CENTRAL USSR (24-30 APRIL).
- C. APPROVAL RECEIVED FOR ONE MISSION PER WEEK.

END OF MESSAGE

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ACTIVITIES ADVISORY (TANKERS)

25X1A

1. Purpose: To advise Headquarters SAC of anticipated monthly KC-135 tanker requirements in support of operational missions.
2. Point of Origin: Project Headquarters.
3. Transmission of Message: Secure teletype.
4. Classification: Top Secret.
5. Precedence: Routine for normal activity forecasts. Immediate for activities which require immediate action.
6. Submitted: On a monthly basis and amended as required.
7. Reports Due Time: Due addressee NLT the 25th of the preceding month and amended as required.

8. Submitted to: 25X1A
25X1A and

applicable forward base(s).

9. Message Content:
 - A. Message title.
 - B. Project Headquarters requirement for KC-135 tankers to support operational missions for indicated period.

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C. Special instructions/comments.

10. Sample Message:

25X1A IMMED INFO: 25X1A
CITE: 25X1A

25X1A

A. ACTIVITIES ADVISORY (TANKERS).

B. EIELSON (5) (1-8 APRIL).

EIELSON (6) KADENA (3) (9-15 APRIL).

25X1A

EIELSON (5) (3) (16-30 APRIL).

C. APPROVAL RECEIVED FOR ONE MISSION PER WEEK.

END OF MESSAGE

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MISSION ALERT MESSAGE

25X1A []

25X1A

1. Purpose: To provide [] and applicable forward base with general details of an impending operational mission they will be required to launch.

2. Point of Origin: Project Headquarters.

3. Transmission of Message: Secure teletype.

4. Classification: Top Secret.

5. Precedence: Immediate to all addressees.

6. Submitted for: Each directed mission.

7. Reports Due Time: Due addressee NLT 24 hours prior to planned A-12 take-off time.

25X1A 8. Submitted to: [] and applicable forward base if

launch is from other than [] 25X1A

9. Message Content:

A. OXCART mission number.

B. Title of message.

C. Date mission is to be flown and planned take-off time.

(Date/Time ZULU).

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- D. Take-off, staging, and/or landing bases.
- E. General area of operation.
- F. Equipment requirement. (To include camera, ELINT, ECM, special Commo, etc.)
- G. Spare aircraft requirement.
- H. Special instructions/comments.

10. Sample Message:

- IMMEDIATE 25X1A CITE: 25X1A
- 25X1A
- A. BSX001
 - B. MISSION ALERT MESSAGE.
 - C. 10 OCT/1600Z.
 - D. 25X1A
 - E.
 - F. TYPE I; 25X1A
25X1A
 - G. GENERATION OF SPARE AIRCRAFT REQUIRED; EQUIPMENT SAME AS PRIMARY.
 - H. IF REQUIRED, SPARE TO BE LAUNCHED IAW SECOND WINDOW TIMING.

END OF MESSAGE

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TANKER PRE-DEPLOYMENT ALERT MESSAGE

25X1A

1. Purpose: To alert Headquarters SAC of pending KC-135 deployment requirement in support of A-12 mission. This does not constitute an execution order.

2. Point of Origin: Project Headquarters.

3. Transmission of Message: Secure teletype.

4. Classification: Top Secret.

25X1A

25X1A 5. Precedence: Immediate to all addressees except

precedence is Priority.

6. Submitted for: Each planned deployment of KC-135 tankers in support of A-12 missions.

7. Reports Due Time: Due addressee NLT 24 hours prior to planned deployment time for first group of KC-135 tankers.

25X1A

8. Submitted to:

INFO:

25X1A

25X1A

and applicable forward bases.

9. Message Content:

A. OXCART mission number.

B. Title of message.

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- C. Number of KC-135 tankers required and destination.
- D. Required in place time at destination, at each deployed destination (Date/Time ZULU).
- E. Approximate take-off time of tankers in support of mission. (Date/Time ZULU).
- F. Approximate duration of TDY (days).
- G. Project airlift requirements. (Cargo, personnel, etc.)
- H. Strip alert requirement (number, location and period of requirement.)
- I. Request acknowledgement.
- J. Special instructions/comments.

10. Sample Message:

IMMED 25X1A 25X1A
SITE:
25X1A

- A. BSX001
- B. TANKER PRE-DEPLOYMENT ALERT MESSAGE.
- C. FIVE - 25X1A
THREE

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25X1A

D. [REDACTED] OCT, 0500Z.
[REDACTED] OCT, 0800Z.
E. [REDACTED] /2300Z.
[REDACTED] 0200Z.

F. THREE.

25X1A

G. 10 PAX: 4000 LBS CARGO [REDACTED]

3 PAX: 2000 LBS CARGO [REDACTED]

25X1A

H. 1 [REDACTED] 12/1000Z THRU 13/2000Z.

I. PLEASE CONFIRM.

25X1A

J. PAX AND CARGO (PARA G) WILL ARRIVE [REDACTED]

09/0500Z FOR TRANSFER.

END OF MESSAGE

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TANKER PRE-DEPLOYMENT ALERT CONFIRMATION MESSAGE (SAC)

25X1A []

25X1A 1. Purpose: To confirm receipt of tanker pre-deployment alert message ([]) by Headquarters SAC and to approve request for KC-135 support of impending operational A-12 mission.

2. Point of Origin: Headquarters SAC.

3. Transmission of Message: Secure teletype.

4. Classification: Top Secret.

5. Precedence: Immediate to all addressees.

6. Submitted for: Each planned deployment of KC-135 tankers in support of A-12 mission.

25X1A 7. Reports Due Time: Due for dispatch NLT one hour after receipt of [] message.

25X1A 8. Submitted to: [] INFO: []
and applicable forward bases.

9. Message Content:

A. OXCART mission number.

B. Title of message.

25X1A C. [] received (Date/Time ZULU).

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D. Approval/disapproval of requirement. If disapproved, give reason(s).

E. Special instructions/comments.

10. Sample Message:

25X1A IMMED INFO: 25X1A
CITE: 25X1A
25X1A

A. BSX001

B. TANKER PRE-DEPLOYMENT ALERT CONFIRMATION
MESSAGE (SAC).

C. 09/0300Z.

D. APPROVED.

E. NONE.

END OF MESSAGE

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MISSION ALERT CONFIRMATION MESSAGE

25X1A []

25X1A

1. Purpose: To confirm [] or applicable forward base receipt of mission alert message [] and to advise Project 25X1A Headquarters of availability of personnel and aircraft.

25X1A

2. Point of Origin: [] or applicable forward base.

3. Transmission of Message: Secure teletype.

4. Classification: Top Secret.

5. Precedence: Immediate to all addressees.

6. Submitted for: Each directed mission.

7. Reports Due Time: Due addressee NLT 21 hours prior to planned A-12 take-off time.

25X1A

8. Submitted to: [] will be info addee if launch is from other than []) 25X1A

9. Message Content:

A. OXCART mission number.

B. Title of message.

25X1A

C. [] received (Date/Time ZULU) (command post receipt time).

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D. Names of primary, secondary, tertiary pilots alerted. (pseudonym)

E. Aircraft numbers (primary/spare) aircraft selected.

F. Comments.

10. Sample Message:

25X1A

IMMEDIATE 25X1A

CITE:

25X1A

A. BSX001

B. MISSION ALERT CONFIRMATION MESSAGE.

C. 10/1700Z.

25X1A

D.

E. 127, 128.

F. 127 PRESENTLY UNDERGOING ENGINE CHANGE,

ETIC 11/0200Z.

END OF MESSAGE

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TANKER SUPPORT CONFIRMATION MESSAGE (SAC)

25X1A []

25X1A 1. Purpose: To inform Project Headquarters, Headquarters SAC, applicable forward base(s) and [], if appropriate, that support requested by Project Headquarters and approved by Headquarters SAC is/is not available and approved.

25X1A 2. Point of Origin: [] or applicable forward base from which tanker is deployed.

3. Transmission of Message: Secure teletype.

4. Classification: Top Secret.

25X1A

25X1A 5. Precedence: Immediate to all addressees except [] [] precedence is Priority.

6. Submitted for: Each directed mission for which KC-135 tanker support has been alerted by [], as appropriate. 25X1A

25X1A 7. Reports Due Time: Due addressee NLT three (3) hours after receipt by [] of Tanker Pre-Deployment Alert Message

25X1A [] or NLT three (3) hours after receipt by applicable forward base of Tanker Mission Alert message [], if 25X1A tankers are already in place.

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25X1A

8. Submitted to: [] applicable forward base(s)

25X1A

and [] (if appropriate. INFO:

25X1A

[]

9. Message Content:

A. OXCART mission number.

B. Title of message.

C. Support available/Support not available. If support not available, give reasons.

D. Enroute stops, all ETD's and ETA's of each KC-135 tanker group (Date/Time ZULU). N/A if tankers in place.

E. Number of SAC personnel deploying to each forward base by category (Officers and Airmen). N/A if tankers in place.

F. Name of Tanker Task Force Commander at each forward base. N/A if tankers in place.

G. Tanker weather scout call signs as appropriate.

H. Special instructions/comments.

10. Sample Message:

25X1A

25X1A

[]

INFO:

[]

PRIOR

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25X1A

[REDACTED]

A. BSX001

B. TANKER SUPPORT CONFIRMATION MESSAGE.

C. SUPPORT AVAILABLE.

25X1A

D. DEPART [REDACTED] 11/0200Z, ARR HICKAM 11/0730Z.

DEPART HICKAM 11/1130Z, ARR [REDACTED] 12/2030Z. 25X1A

25X1A

E. [REDACTED] - 14 OFFICERS, 20 AIRMEN.

25X1A

F. [REDACTED].

G. N/A.

H. ANTICIPATE 4 HR DELAY DUE TO FOG FORECAST AT

25X1A

[REDACTED]

END OF MESSAGE

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SAM SYSTEM SEARCH MESSAGE

25X1A

25X1D

1. Purpose: To request NPIC to provide SAM Site Search
either side of the planned route over denied territory.
2. Point of Origin: Project Headquarters.
3. Transmission of Message: Secure teletype.
4. Classification: Top Secret.
5. Precedence: Immediate.
6. Submitted for: Each directed mission.
7. Reports Due Time: Due addressee as soon as possible after
mission notification but NLT H-16.
8. Submitted to: NPIC . 25X1A
9. Message Content:
 - A. OXCART mission number.
 - B. Title of message.
 - C. Suspense time (Date/Time ZULU) when SAM SYSTEM
25X1A SEARCH REPORT is due Project Headquarters.
 - D. Penetration route.

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E. Special Instructions/comments. (Include remarks as to changes made in penetration route since H-24).

10. Sample Message:

25X1A IMMEDIATE 25X1A CITE: 25X1A
25X1A

A. BSX001

B. SAM SYSTEM SEARCH MESSAGE.

C. 16/0300Z.

25X1D D. SEARCH EITHER SIDE OF LINE FROM POINTS
"C" THRU "M".

C - 2105N 10935E

D - 2155N 10819E

E - 2230N 10731E

F - 2250N 10622E

G - 2325N 10724E

H - 2340N 10901E

I - 2310N 11008E

J - 2223N 11058E

K - 2241N 11131E

L - 2241N 11204E

M - 2230N 11257E

E. NONE.

END OF MESSAGE

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OPERATIONAL COMMUNICATIONS DATA MESSAGE

25X1A []

25X1A

1. Purpose: To provide [] and all supporting elements with necessary communications data for conducting an operational mission.

2. Point of Origin: Project Headquarters.

3. Transmission of Message: Secure teletype.

4. Classification: Top Secret.

5. Precedence: Immediate to all addressees.

6. Submitted for: Each directed mission.

7. Reports Due Time: Due addressees NLT 22 hours prior to planned A-12 take-off time.

25X1A

8. Submitted to: [] (and forward base if launch is from other than [], plus forward tanker bases as applicable.

25X1A

9. Message Content:

A. OXCART mission number.

B. Title of message.

C. HFSSB

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- (1) Call Signs:
 - (a) Primary A-12/Spare A-12
 - (b) Ground Station
 - (c) Ground Station
 - (d) Ground Station
 - (e) Ground Station
 - (f) Ground Station
 - (g) Ground Station

- (2) Frequencies:
 - (a) Primary
 - (b) Secondary

D. ARC-50/UHF

- (1) Tactical Call Signs:
 - (a) Primary A-12/Spare A-12
 - (b) Air Spare A-12 - (If directed)
 - (c) Ground Station - Tactical Call Sign
- (2) Tanker Call Signs:

To be assigned IAW applicable SAC OPLAN or OPS
ORDER. Subject call signs (special UHF Tactical/HFSSB)
to be provided per Tanker Pre-Sortie Report

25X1A

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(3) Frequencies:

- (a) Primary
- (b) Secondary

(4) Codes:

- (a) Selector Code
- (b) Range Address

E. Special Code Words:

- (1) Divert Word
- (2) A-12 Recall Word
- (3) Frequency Change Word

25X1A

- (4) Validation Code Word

F. Comments.

10. Sample Message:

25X1A

IMMED

25X1A

CITE:

25X1A

- A. BX6700
- B. OPERATIONAL COMMUNICATIONS DATA MESSAGE

C. (1) (A)

25X1A

- (B)
- (C)
- (D)
- (E)

- (2) (A) 9018 KCS
- (B) 11243 KCS
- D. (1) (A) 25X1A
- (B) N/A
- (C) 25X1A
- (2) TO BE PROVIDED VIA 25X1A
- (3) (A) 297.1 MCS
- (B) 314.4 MCS
- (4) (A) 10005
- (B) 1
- E. (1) 25X1A
- (2)
- (3)
- (4)
- F. NONE.

END OF MESSAGE

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EWS SETTINGS MESSAGE

25X1A.

25X1A

1. Purpose: To provide or applicable forward base(s)

25X1D with EWS Control, internal parameter, and settings.

2. Point of Origin: Project Headquarters.

3. Transmission of Message: Secure teletype.

4. Classification: Top Secret.

5. Precedence: Immediate to all addressees.

6. Submitted for: Each directed mission.

7. Reports Due Time: Due addressee NLT 22 hours prior to
planned A-12 take-off time.

25X1A

8. Submitted to: or applicable forward base.

25X1A

25X1A

will be info addee if launch is from other than)

9. Message Content:

A. OXCART mission number.

B. Title of message.

C. EWS Equipment to be installed.

D. EWS Mode Selection Switch Position.

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E. EWS Internal Parameter Settings.

25X1A (1) []
(2) []
(3) []

F. [] Channel Threshold Settings:

25X1D

Channel/Settings

G. [] on time.

H. Comments.

10. Sample Message:

25X1A IMMEDIATE [] INFO: IMMEDIATE [] 25X1A
[] 25X1A

A. BSX001

B. EWS SETTINGS MESSAGE.

25X1A

C. []

D. MODE 4.

25X1A E. (1) []

(A) RF

25X1D

(S-BAND) [] MEGACYCLES

(C-BAND) [] MEGACYCLES

25X1D

(B) [] MICROSECONDS

(C) PRI (VALUE PLUS AND MINUS 5 PER CENT)

(S-BAND) [] MICROSECONDS

25X1D

(C-BAND) [] MICROSECONDS

(D) SCAN RATE

25X1D

(S-BAND) []

25X1A (C-BAND) []

(2) []

(A) TRANSMIT FOR 90 SECS ONCE ACTIVATED.

(B) RE-ACTIVATE INSTANTANEOUS BY [] 25X1A

25X1A

ANI []
(3) []

(A) RECEIVERS SET MAXIMUM SENSITIVITY.

(B) ACTIVE REPLY TO QUALIFIED SIGNALS.


F. SIP CHANNEL THRESHOLD SETTINGS:

CHANNEL/SETTING

OL/ []
OR/ []
1L/ []
1R/ []

25X1D

CHANNEL/SETTING

2L/		
2R/		
3L/		25X1D
3R/		
4L/		
4R/		
5/		
6/		
7/		
8L/		
8R/		
9L/		
9R/		
10L/		
10R/		
11/		
12/		

G. "ON" IMMEDIATELY AFTER LAST REFUELING PRIOR
TO PENETRATION.

H. NONE.

END OF MESSAGE

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FORWARD BASE NOTIFICATION

25X1A

1. Purpose: To alert forward bases of an impending operational mission requiring base support.
2. Point of Origin: Project Headquarters.
3. Transmission of Message: Secure teletype.
4. Classification: Top Secret.
5. Precedence: Immediate to all addressees.
6. Submitted for: Each planned deployment of KC-135 tankers and/or A-12 aircraft to specified forward bases.
7. Reports Due Time: Due addressee NLT 2 hours after receipt of Tanker Support Confirmation Message.

25X1A

25X1A

8. Submitted to: Applicable forward base(s). INFO:

9. Message Content:
 - A. OXCART mission number.
 - B. Title of message.
 - C. Number of KC-135 tankers planned to deploy to forward base and ETA. (Date/Time ZULU).

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D. Approximate number personnel. (____ Officers ____ Airmen).

E. Approximate duration TDY (days).

F. A-12 pre-strike or post-strike requirements.

G. Planned A-12 ETA, at forward base, if applicable (Date/
Time ZULU).

H. Deployed Task Force Commander (DTFC).

I. Special instructions/comments.

10. Sample Message:

25X1A

25X1A

INFO:

A. BSX001

B. FORWARD BASE NOTIFICATION.

C. FIVE - 10/0600Z.

D. THIRTY-FOUR. (20 OFFICERS 14 AIRMEN).

E. THREE.

F. PRESTRIKE - 2 AIRCRAFT.

G. 10/1630Z.

25X1A

H.

I. NONE.

END OF MESSAGE

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TANKER DEPLOYMENT EXECUTION MESSAGE

25X1A

1. Purpose: To enable Project Headquarters to request execution of KC-135 tanker deployment.

2. Point of Origin: Project Headquarters.

3. Transmission of Message: Secure teletype.

4. Classification: Top Secret.

5. Precedence: Immediate to all addressees expect 25X1A
25X1A precedence is Priority.

6. Submitted for: Each planned deployment of KC-135 tankers previously committed by Headquarters SAC.

7. Reports Due Time: Due addressee NLT 2 hours prior to planned deployment time of first KC-135 tanker.

8. Submitted to: 25X1A
25X1A INFO:
 25X1A

9. Message Content:

A. OXCART mission number.

B. Title of message.

C. Request the execution, delay, or cancellation of proposed deployment.

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D. Estimated H-Hour (Date/Time ZULU).

E. Special instructions/comments.

10. Sample Message:

25X1A

25X1A

IMMED

25X1A

- A. BSX001
- B. TANKER DEPLOYMENT EXECUTION MESSAGE.
- C. REQUEST TANKER DEPLOYMENT.
- D. 24/0240Z.
- E. NONE.

END OF MESSAGE

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TANKER DEPLOYMENT EXECUTION MESSAGE (SAC)

25X1A

1. Purpose: To execute KC-135 Tanker Deployment.
2. Point of Origin: Headquarters SAC.
3. Transmission of Message: Secure teletype.
4. Classification: Top Secret.
5. Precedence: Immediate to all addressees.
6. Submitted for: Each planned deployment of KC-135 tankers in support of A-12 mission.
7. Reports Due Time: Due addressee NLT one hour prior to planned deployment time of first KC-135 tanker.
8. Submitted to: INFO: and applicable forward base(s). 25X1A
9. Message Content:
 - A. OXCART mission number.
 - B. Title of message.
 - C. Execute/delay/cancel deployment.
 - D. Special instructions/comments.

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10. Sample Message:

25X1A

IMMED INFO: IMMED CITE:
25X1A

25X1A

- A. BSX001
- B. TANKER DEPLOYMENT EXECUTION MESSAGE (SAC).
- C. EXECUTE DEPLOYMENT.
- D. NONE.

END OF MESSAGE

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TANKER DEPLOYMENT TAKE OFF REPORT

25X1A

25X1A

1. Purpose: To inform Project Headquarters, and applicable forward base(s) of actual departure time of KC-135 tanker aircraft.

25X1A

2. Point of Origin: or applicable base from which tanker is deployed.

3. Transmission of Message: Secure teletype.

4. Classification: Top Secret.

5. Precedence: Immediate to all addressees.

6. Submitted for: Each KC-135 tanker take-off for deployment to a forward base. (Group take-offs within 30 minute periods may be combined in one message.)

7. Reports Due Time: Immediately after aircraft (or group of aircraft) is airborne.

25X1A

8. Submitted to: and forward bases if applicable

INFO: 25X1A

9. Message Content:

A. OXCART mission number.

B. Title of message.

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C. Aircraft number, special UHF Tactical Call Sign, HFSSB
Call Sign, and name of aircraft commander.

D. Point of departure and take-off time (Date/Time ZULU).

E. Enroute stop(s) and ETA (Date/Time ZULU) if applicable.

F. Final destination and ETA (Date/Time ZULU).

G. Comments.

10. Sample Message:

25X1A

25X1A

--	--

A. BSX001

B. TANKER DEPLOYMENT TAKE-OFF REPORT.

25X1A

25X1A

C. 1234, 24,

25X1A

D. 10/1010Z.

E. 10/2010Z.

F. /0410Z.

G. NONE.

END OF MESSAGE

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TANKER DEPLOYMENT LANDING REPORT

25X1A

[REDACTED]

1. Purpose: To inform Project Headquarters and Headquarters SAC of actual landing time of KC-135 tanker aircraft.
2. Point of Origin: Applicable forward base. Prepared by SAC Task Force Commander.
3. Transmission of Message: Secure teletype.
4. Classification: Top Secret.
5. Precedence: Immediate to all addressees.
6. Submitted for: Each deploying KC-135 tanker or group of tankers landing within 30 minutes at a forward base.
7. Reports Due Time: Due addressee NLT 1 hour after aircraft landing.
8. Submitted to: [REDACTED] 25X1A INFO: [REDACTED] 25X1A
and applicable forward bases.
9. Message Content:
 - A. OXCART mission number.
 - B. Title of message.
 - C. Special UHF Tactical Call Sign.

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D. Place, Date/Time of landing (ZULU).

E. Initial aircraft status report and ETIC if applicable. (If other than CODE I, explain.)

F. Comments.

10. Sample Message:

25X1A IMMED INFO: 25X1A CITE: 25X1A

25X1A

A. BSX001

B. TANKER DEPLOYMENT LANDING REPORT.

25X1A C.

D. 10/1310 ZULU.

E. CODE II, BOTH AR PUMPS INOP. 10/1700 ZULU.

F. NONE.

END OF MESSAGE

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MISSION PLAN MESSAGE (ONE)

25X1A [REDACTED]

25X1A

1. Purpose: To provide [REDACTED] or applicable forward base with initial mission planning data for the operational mission that Project Headquarters desires accomplished.

2. Point of Origin: Project Headquarters.

3. Transmission of Message: Secure teletype.

4. Classification: Top Secret.

5. Precedence: Immediate to all addressees.

6. Submitted for: Each directed mission.

7. Reports Due Time: Due addressees NLT 18 hours prior to planned A-12 take-off time.

25X1A 8. Submitted to: [REDACTED] (and applicable forward base if launch is from other than [REDACTED])

25X1A

9. Message Content:

A. OXCART mission number.

B. Title of message.

C. Pre-planned routes.

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D. Emergency alternate restrictions. (Deletions from approved listing.)

E. Special instructions/comments.

10. Sample Message:

25X1A IMMED INFO 25X1A, CITE 25X1A

25X1A

A. BSX001

B. MISSION PLAN MESSAGE (ONE).

25X1A C.

25X1A

25X1A D. DELETE , AND ALL BASES IN

25X1A

E. NONE.

END OF MESSAGE

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TANKER MISSION ALERT MESSAGE

[REDACTED]

25X1A

1. Purpose: To alert applicable forward base and inform Headquarters SAC of impending operational mission requiring support.
2. Point of Origin: Project Headquarters.
3. Transmission of Message: Secure teletype.
4. Classification: Top Secret.
5. Precedence: Immediate to all addressees.
6. Submitted for: Each directed mission requiring aerial refueling support from specified KC-135 tanker base.
7. Reports Due Time: Due addressee NLT 24 hours prior to planned A-12 take-off time.

25X1A

8. Submitted to: Applicable forward base(s). INFO [REDACTED]
25X1A
[REDACTED]

9. Message Content:
 - A. OXCART mission number.
 - B. Title of message.
 - C. Request alert of tanker forces.
 - D. Estimated H-hour is: (Date/Time ZULU).

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E. Special instructions/comments.

10. Sample Message: 25X1A 25X1A 25X1A
IMMED INFO: CITE:

25X1A

- A. BSX001
- B. TANKER MISSION ALERT MESSAGE.
- C. REQUEST ALERT OF TANKER FORCES.
- D. 10/1010Z.
- E. NONE.

END OF MESSAGE

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TANKER IN-COMMISSION REPORT
25X1A



1. Purpose: To notify Headquarters SAC and Project Headquarters of return to ready status of KC-135 tanker previously reported out-of-commission, after arrival at forward base.

2. Point of Origin: Applicable forward base. Prepared by Tanker Task Force Commander.

3. Transmission of Message: Secure teletype.




4. Classification: Top Secret.

5. Precedence: Immediate to all addressees.

6. Submitted for: Each KC-135 tanker previously reported out-of-commission.

7. Reports Due Time: Due addressee ASAP after applicable KC-135 tanker is back in commission.

25X1A

25X1A⁸ Submitted to:  INFO: 
 25X1A

9. Message Content:

A. OXCART mission number.

B. Title of message.

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C. Special UHF Tactical Call Sign.

D. Time back in commission (Date/Time ZULU).

E. Comments.

10. Sample Message:

25X1A IMMED INFO: CITE:
25X1A

A. BSX001

B. TANKER IN-COMMISSION REPORT.

25X1A

C. 13.

D. 10/1200Z.

E. NONE.

END OF MESSAGE

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MISSION PLAN MESSAGE (TWO)

[] 25X1A

25X1A

1. Purpose: To provide [] or applicable forward base with computer wind flight plan of the entire operational mission that Project Headquarters desires accomplished.

2. Point of Origin: Project Headquarters.

3. Transmission of Message: Secure data link, and/or secure teletype.

4. Classification: Top Secret.

5. Precedence: Immediate if secure teletype is utilized.

6. Submitted for: Each directed mission. (If applicable.)

7. Reports Due Time: Due addressee NLT 15 hours prior to planned A-12 take-off time.

8. Submitted to: [] or applicable forward base. 25X1A

9. Message Content:

Via Secure Data Link:

Computer print-out of entire wind flight plan.

(NOTE: Mission identifier and special instructions/comments included in computer tape header. A date/time group will be

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included in the comments portion of all flight plans generated by the Automation Division.) Via Secure Teletype:

- A. OXCART mission number.
- B. Title of message.
- C. Special instructions/comments.
- D. (Computer Tape.)

10. Sample Message:

VIA SECURE DATA LINK:

(NOT SHOWN)

VIA SECURE TELETYPE:

IMMEDIATE 25X1A CITE: 25X1A

25X1A

- A. BSX001
- B. MISSION PLAN MESSAGE (TWO).
- C. NONE.
- D. (COMPUTER TAPE).

END OF MESSAGE

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CURRENT INTELLIGENCE MESSAGE

[] 25X1A

25X1A

1. Purpose: To provide [] or applicable forward base, with the latest intelligence information pertaining to the mission.
2. Point of Origin: Project Headquarters.
3. Transmission of Message: Secure teletype.
4. Classification: Top Secret.
5. Precedence: Immediate.
6. Submitted for:
 - A. Each directed mission or series of missions to a specific area.
 - B. Any change to previously transmitted data which could adversely affect a mission or provide additional assistance to the mission pilot.
7. Reports Due Time: Due addressee NLT 18 hours prior to planned A-12 take-off time.
- 25X1A 8. Submitted to: [] and applicable forward base if launch is from other than []. 25X1A

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9. Message Content:

A. OXCART mission number.

B. Title of message.

C. Valid date of information.

D. General situation.

E. Radar coverage.

(1) EW and GCI capabilities.

(2) Tracking capabilities.

F. Order of Battle.

(1) Aircraft.

(2) SAM.

G. Target(s) Name, description, coordinates of each primary target.

H. Escape and evasion information.

(1) Basic instructions.

(2) Amendments.

I. Special instructions/comments.

10. Sample Message:

25X1A

25X1A

CITE:

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- A. BSX001
- B. CURRENT INTELLIGENCE MESSAGE
- C. 1 APR
- D. CONSTRUCTION OF NEW TYPE MISSILE SITE S. WEST OF LENINGRAD, PURPOSE OF FLT TO CONFIRM THIS RPT.
- E. (1) EW AND GCI COVERAGE IS RATED EXCELLENT IN THIS REGION.

(2) TRACKING IS EXPECTED TO BE CONTINUOUS THROUGHOUT DENIED TERRITORY PORTION OF MSN.
- F. (1) MIG-21, MIG-19 ACFT WITH IR AND NUCLEAR MISSILES.

(2) COASTAL AREA AND ENTIRE LENINGRAD AREA PROTECTED WITH SAM DEFENSES.
- G. LENINGRAD NEW CONSTRUCTION AREA. POSSIBLE ICBM SITE LOCATED 59:57:22N 030:22:22E
- H. (1) REVIEW INSTRUCTIONS IN BRIEFING KIT FOR WESTERN USSR.

(2) N/A.
- I. NONE.

END OF MESSAGE

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MISSION PLAN MESSAGE (THREE)

25X1A

25X1A

1. Purpose: To provide or applicable forward base with supplementary flight plan information pertinent to the operational mission that Project Headquarters desires accomplished.

2. Point of Origin: Project Headquarters.

3. Transmission of Message: Secure teletype.

4. Classification: Top Secret.

5. Precedence: Immediate.

6. Submitted for: Each directed mission. (If applicable)

7. Reports Due Time: Due addressee NLT 15 hours prior to planned A-12 take-off time.

8. Submitted to: or applicable forward base. 25X1A

9. Message Content:

A. OXCART mission number.

B. Title of message.

C. Camera action points.

D. Radio silence between _____ and _____.

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- E. Flight Line(s) to be flown.
- F. Point of Safe Return (penetration). Includes turn instructions to specified base.
- G. Critical penetration single engine point as follows:
 - (1) Single Engine Safe Return - (SESR)
 - (2) Single Engine Point of No Return - (SEPNR)
 - (3) Single Engine Point to Continue - (SEPC)
 - (4) Single Engine Safe to Continue - (SESC)
- H. ETA to each ARCP (Date/Time ZULU).
- I. Minimum penetration altitude/speed to be attained and maintained.
- J. Special instructions/comments.

NOTE: When reference is made to specific points on a route, identification will be made by distance in terms of nautical miles, from a route line segment (RLSG) identifier. Distance will be expressed in the form of a three digit number, e. g. , BDO1/032 is 32 N. M. beyond point BD01. Identification of points not on a specific route will be made either by geographical coordinates, or name.

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10. Sample Message:

25X1A

IMMEDIATE 25X1A

CITE:

25X1A

A. BSX001

B. MISSION PLAN MESSAGE (THREE).

C. STANDBY 2 - BA01/000

ON - BB02/000

OFF - BG03/040

D. BA02/000 AND BG01/070.

E. BD01/040 TO BE02/070. 25X1A

F. BD02/085 - LEFT TURN

G. SESR - BB02/040 - RIGHT TURN - 25X1A

SEPNR (INBOUND) - BB02/120 - RIGHT TURN -

35-00N, 119-30E.

SEPC - BB03/040 - BRIEFED TRACK - 21-00N, 101-18E.

SESC - BD01/070 - BRIEFED TRACK - 25X1A

H. AR #1 - 05/2230Z

AR #2 - 06/0025Z

AR #3 - 06/0235Z

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I. 76M/3.1

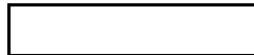
J. NONE

END OF MESSAGE

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OX CART

TANKER MISSION PLAN MESSAGE



25X1A

1. Purpose: To provide Headquarters SAC with tanker mission plan information to support an operational mission that Project Headquarters desires accomplished.

2. Point of Origin: Project Headquarters.

3. Transmission of Message: Secure teletype.


4. Classification: Top Secret.

5. Precedence: Immediate to all addressees.

6. Submitted for: Each directed mission requiring KC-135 tanker support. A separate message will be transmitted to each tanker operating base as appropriate.

7. Reports Due Time: Due addressee NLT 13 hours prior to planned take-off time of A-12 acft.

25X1A

25X1A 8. Submitted to:  INFO: 

and applicable forward base(s).

9. Message Content:

A. OXCART mission number.

B. Title of message and designated Air Refueling Number.

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- C. A/R Area (name) and coordinates.
- D. ARCT (Date/Time ZULU).
- E. Offload required (pounds). (Programmed plus 10M unless otherwise stated in applicable ops plan.)
- F. A-12 inbound true course to ARCP (Nearest whole degree).
- G. A-12 true course from end A/R point. (Nearest whole degree).
- H. NLT time(s) for transmission of WX scout reports, if applicable (Date/Time ZULU).
 - (1) Initial report.
 - (2) Final report.
- I. Special instructions/comments.

NOTE: WECEN will send weather data for tanker's mission; i. e., winds, enroute weather, refuel area weather and pertinent terminal weather.

10. Sample message:

IMMED INFO: CITE:
 25X1A 25X1A 25X1A

- A. BX6700
- B. TANKER MISSION PLAN MESSAGE (REFUELING #2)

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25X1A

C. , 0000N 000 00E.

D. 11/0312Z.

E. 58,000.

F. 180

G. 150

25X1A

H. INITIAL REPORT DUE AT NLT 10/2330Z.

FINAL REPORT DUE AT NLT 11/0200Z.

I. NONE.

END OF MESSAGE

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OXCART

TANKER MISSION PLAN MESSAGE (SAC)

25X1A

1. Purpose: To provide tanker task force with tanker mission plan to support an operational mission request by Project Headquarters.
2. Point of Origin: Headquarters SAC.
3. Transmission of Message: Secure teletype.
4. Classification: Top Secret.
5. Precedence: Immediate to all addressees.
6. Submitted for: Each directed mission requiring KC-135 tanker support.
7. Reports Due Time: Due addressees NLT one hour after receipt of Realm-79T.

25X1A

8. Submitted to: and applicable forward bases.

25X1A INFO:

9. Message Content:
 - A. OXCART mission number.
 - B. Title of message.
 - C. Mission Plan.
 - D. Special instructions/comments.

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OXCART

10. Sample Message:

25X1A

IMMED

INFO:

25X1A

CITE:

25X1A

25X1A

A. BSX001

B. TANKER MISSION PLAN MESSAGE (SAC).

25X1A

C. AS OUTLINED IN).

D. NONE.

END OF MESSAGE

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CAMERA PROGRAMMING DATA MESSAGE

25X1A

25X1A

1. Purpose: To provide and applicable forward base with necessary target data required for camera programming.
2. Point of Origin: Project Headquarters.
3. Transmission of Message: Secure data link, or secure teletype.
4. Classification: Top Secret.
5. Precedence: Immediate if secure teletype is utilized.
6. Submitted for: Each Headquarters directed mission (if applicable).
7. Reports Due Time: Due addressee NLT 12 1/2 hours prior to planned A-12 take off time.

25X1A

8. Submitted to: or applicable forward base.
9. Message Content:

Via Secure Data Link: Computer print-out of camera programming data. (Note: Mission identifier and date/time group included in Commo preamble. Camera on point and special instructions/comments included in remarks section of print-out).

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Via Secure Teletype:

- A. OXCART mission number.
- B. Title of message.
- C. Special instructions/comments.
- D. (Computer Tape.)

10. Sample Message:

VIA SECURE DATA LINK:

(NOT SHOWN)

VIA SECURE TELETYPE

25X1A

25X1A

TO: IMMEDIATE

CITE:

25X1A

- A. BSX001
- B. CAMERA PROGRAMMING DATA MESSAGE
- C. NONE
- D. (COMPUTER TAPE).

END OF MESSAGE

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25X1A
HFSSB/[] ACTIVITY MESSAGE

25X1A []

1. Purpose: To alert support stations, other than operating base, to monitor/record [] activity in support of an operational mission.

25X1A

2. Point of Origin: [] or applicable forward base(s).

3. Transmission of Message: Secure teletype.

4. Classification: Top Secret.

5. Precedence: Immediate (for all addressees).

6. Submitted for: Each directed mission.

7. Reports Due Time: Due addressees as soon as possible after mission alert, but NLT 10 hours prior to launch time. Supplementary message(s) as required after mission plan time.

8. Submitted to: Supporting [] 25X1A INFO: [] 25X1A

9. Message Content:

A. Mission number.

B. Title of message.

C. Vulnerability period e. g., FROM: DATE/TIME (ZULU) to DATE/TIME (ZULU).

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25X1A

D. time, frequency (primary/secondary)

blocks and frequency identification letters.

E. HFSSB call signs/code words.

(1) Normal A-12 call sign.

(2) Ground Station.

(3) Divert code word.

(4) A-12 recall code word.

(5) A-12 frequency change code word.

F. Compulsory check time(s) (ZULU). Operations conducted from forward base will include approximate location utilizing Grid system.

G. Remarks.

10. Sample Messages:

25X1A

INFO:

25X1A

A. BSX001

25X1A

B. ACTIVITY MESSAGE.

C. 15/0100Z TO 15/0450Z

D. 0100 - 0215Z, (PRI) (A) 10156/ (SEC) (B) 9078KCS

0216 - 0450Z, (PRI) (C) 12340/ (SEC) (D) 11560KCS

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25X1A

E. (1)

(4)

F. 0120Z A15, 0230Z C08, 0315Z E12, 0410Z G12.

G. NONE

END OF MESSAGE

25X1A

25X1A

25X1A

TO: IMMEDIATE

INFO:

CITE:

25X1A

A. BSX001

25X1A

B.

ACTIVITY MESSAGE

C. 19/1410Z TO 19/1935Z

D. 1410 - 1935Z, (PRI) 10156/ (SEC) 11243KCS

25X1A

E.

F. 1420Z, 1525Z, 1640Z, 1755Z.

G. SOUTH EAST USA

END OF MESSAGE

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OXCART

PRE-SORTIE REPORT

25X1A

1. Purpose: To provide Project Headquarters with A-12 pre-sortie data.

2. Point of Origin: A-12 departure base.

3. Transmission of Message: Secure teletype.

4. Classification: Top Secret.

5. Precedence: Immediate to all addressees.

6. Submitted for: Each directed mission.

7. Reports Due Time: Due addressee NLT 9 hours prior to planned

A-12 take-off time. 25X1A

25X1A 8. Submitted to: if launch is from other than

.

9. Message Content:

A. OXCART mission number.

B. Title of message

C. Aircraft numbers (primary and spare).

D. Primary/spare pilot name (pseudonym).

E. Planned take-off time (Date/Time ZULU). (Primary and spare aircraft).

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F. Type special equipment to be used. (Primary and spare aircraft).

G. Expected effect of local weather on ability to launch mission.

H. Comments.

10. Sample Message:

25X1A IMMEDIATE [] 25X1A CITE: []
25X1A []

A. BSX001

B. PRE-SORTIE REPORT.

25X1A C. PRIMARY 125, SPARE 127.

D. []

E. PRIMARY 10/0600Z, SPARE 10/0700Z.

25X1A F. PRIMARY: TYPE I CAMERA, []

[] SIP.

25X1A SPARE: TYPE I CAMERA, []

[], SIP.

G. NONE.

H. NONE.

END OF MESSAGE

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OXCART

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TANKER PRE-SORTIE REPORT

25X1A [REDACTED]

1. Purpose: To provide Project Headquarters, Headquarters SAC,
25X1A [REDACTED] and applicable forward base with KC-135 tanker pre-sortie data.

2. Point of Origin: Applicable forward base. Prepared by SAC
Task Force Commander.

3. Transmission of Message: Secure teletype.

4. Classification: Top Secret.

5. Precedence: Immediate to all addressees.

6. Submitted for: Each group of KC-135 tankers supporting an
A-12 mission.

7. Reports Due Time: Due addressee NLT 9 hours prior to planned
A-12 take-off time.

25X1A 8. Submitted to: [REDACTED] (and A-12 forward
base, if applicable). INFO: [REDACTED] 25X1A

9. Message Content:

A. OXCART mission number.

B. Title of message and specified air refueling (1, 2, or 3).

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C. Planned take-off time and landing time (Date/Time ZULU).
(Primary and spare).

D. Aircraft number, special UHF tactical call sign, HFSSB
call sign and aircraft commander's name. (Primary and spare).

E. Planned ARCT. (Date/Time ZULU).

F. Planned offload (pounds).

G. Maximum offload available. (pounds).

H. Expected effect of local weather on ability to launch mission.

I. Comments.

10. Sample Message:

25X1A

25X1A

25X1A

IMMEDIATE INFO:

25X1A

CITE:

A. BSX001

B. TANKER PRE-SORTIE REPORT. (AR #1)

C. PRIMARY: 10/0500Z 10/1200Z.

SPARE: 10/0501Z 10/1201Z.

D. PRIMARY: 1234,

25X1A

SPARE: 1235,

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- E. 10/0740Z.
- F. 57,000.
- G. 69,000.
- H. NONE.
- I. NONE.

END OF MESSAGE

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MISSION GO-NO-GO MESSAGE
25X1A

[REDACTED]

1. Purpose: To enable Project Headquarters to order execution, delay or cancellation of a directed A-12 mission.

2. Point of Origin: Project Headquarters.

3. Transmission of Message: Secure teletype.

4. Classification: Top Secret.

5. Precedence: Flash to all addressees.

6. Submitted for: Each directed mission.

7. Reports Due Time: Due addressee NLT 1 hour prior to planned A-12 take-off time. 25X1A

25X1A 8. Submitted to: [REDACTED] and applicable forward base if launch is from other than [REDACTED] INFO: [REDACTED] and applicable forward bases. 25X1A

9. Message Content:

A. OXCART mission number.

B. Title of message.

C. Approved, delayed or cancelled.

D. Special instructions/comments. (If delayed, detailed instructions will be included.)

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10. Sample Message:

25X1A FLASH INFO: 25X1A
25X1A CITE:

A. BSX001

B. MISSION GO-NO-GO MESSAGE

C. APPROVED

25X1A
D. DELAY IN TAKE-OFF OF FIFTEEN MINUTES

AUTHORIZED AS REQUIRED. SPARE WILL BE LAUNCHED IAW
SECOND WINDOW TIMING IF REQUIRED.

END OF MESSAGE

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PROCESSING ADVISORY

25X1A

1. Purpose: To notify processing facility of estimated arrival time of film shipments for processing, and inform NPIC of time span they have to transmit duping requirements and team evaluation cables to processing facility.
2. Point of Origin: Project Headquarters.
3. Transmission of Message: Secure teletype.
4. Classification: Top Secret.
5. Precedence: Immediate.
6. Submitted For: Each directed mission.
7. Reports Due Time: Due addressee NLT 5 hours prior to planned A-12 takeoff time.

25X1A 8. Submitted To: (as 25X1A appropriate) INFO: msg only). NOTE: slug will precede report number; ie., when 25X1A is an addressee.

- 25X1A
9. Message Content:
 - A. OXCART mission number.
 - B. Title of message.
 - C. Expect (number of feet) of (Type) film from (Location) for processing. (Date/Time ZULU.)

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D. Special instructions/comments.

10. Sample Message:

25X1A

IMMEDIATE 25X1A

CITE:

25X1A

A. BSX001

B. PROCESSING ADVISORY.

25X1A

C. EXPECT 5000 FT OF TYPE I FILM FROM FOR

PROCESSING ETA 09/1300Z

25X1A

D. NONE.

END OF MESSAGE

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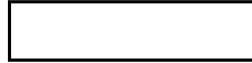
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EMERGENCY SEAT PACK MESSAGE

25X1A



1. Purpose: To advise Project Headquarters of contents of Pilots Emergency Seat Pack carried on operational mission.
2. Point of Origin: A-12 departure base.
3. Transmission of Message: Secure teletype.
4. Classification: Top Secret.
5. Precedence: Immediate.
6. Submitted for: Each directed mission.
7. Reports Due Time: Due addressee NLT 5 hours prior to planned A-12 take-off time.
8. Submitted to: Project Headquarters.
9. Message Content:
 - A. OXCART mission number.
 - B. Title of message.
 - C. Pilots Emergency Seat Pack contents are IAW Standard Survival Kit Contents List dated _____, except for the following additions/deletions.
 - D. Comments.

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10. Sample Message:

25X1A

IMMEDIATE

25X1A

CITE:

25X1A

A. BSX001

B. EMERGENCY SEAT PACK MSG.

C. PILOTS EMERGENCY SEAT PACK CONTENTS ARE IAW
STANDARD SURVIVAL KIT CONTENTS LIST DATED 1 APRIL 66
EXCEPT FOR FOLLOWING ADDITIONS/DELETIONS:

(1) STANDARD ITEM 7 DELETED.

(2) EXTRA PENLITE ADDED.

D. NONE.

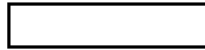
END OF MESSAGE

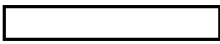
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SAM SYSTEM SEARCH REPORT
25X1A



1. Purpose: To provide Project Headquarters with results of special search of target areas for SAM sites as requested in  25X1A message.

2. Point of Origin: NPIC.

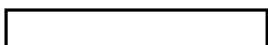
3. Transmission of Message: Secure teletype.

4. Classification: Top Secret.

5. Precedence: Immediate.

6. Submitted for: Each directed mission.

7. Reports Due Time: As directed by SAM System Search Message

 25X1A

8. Submitted to: Project Headquarters.

9. Message Contents:

A. OXCART mission number.

B. Title of message.

C. Valid date of report.

D. Site Co-ordinates Launchers Missile Last Photo Date

E. Comments.

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10. Sample Message:

25X1A

25X1A

IMMEDIATE

CITE:

25X1A

A. BSX001

B. SAM SYSTEM SEARCH REPORT.

C. 16 APR.

<u>D. SITE</u>	<u>CO ORD</u>	<u>LAUNCHERS</u>	<u>MISSILES</u>	<u>LAST PHOTO</u>	<u>DATE</u>
LAN CHOU	3607N 10329E	4	8	1016	1/23/65
PAO TOU	4039N 10957E	6	4	1016	1/23/65
PEIPING	4056N 10654E	6	12	1016	

E. COMMENTS: AREA SEARCH REQUESTED INDICATED NO SAM ACTIVITY. AN OVERLAY DEPICTING PHOTOGRAPHY EXAMINED TO ANSWER THIS REQUIREMENT IS BEING FORWARDED UNDER SEPARATE COVER.

END OF MESSAGE

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TANKER MISSION SUPPORT EXECUTION MESSAGE

25X1A

1. Purpose: To enable Project Headquarters to request execution, delay or cancellation of directed KC-135 tanker mission.
2. Point of Origin: Project Headquarters.
3. Transmission of Message: Secure teletype.
4. Classification: Top Secret.
5. Precedence: Immediate to all addressees.
6. Submitted for: Each directed mission requiring KC-135 tanker support.
7. Reports Due Time: Due addressee NLT 6 hours prior to planned A-12 take-off time. 25X1A 25X1A
8. Submitted to: INFO: and applicable forward bases.
9. Message Content:
 - A. OXCART mission number.
 - B. Title of message.

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OXCART

C. Approved, delayed or cancelled.

D. Special instructions/comments.

10. Sample Message:

25X1A

IMMEDIATE

[Redacted]

INFO:

25X1A

[Redacted]

CITE:

25X1A

[Redacted]

25X1A

[Redacted]

- A. BSX001
- B. TANKER MISSION SUPPORT EXECUTION MESSAGE
- C. APPROVED.
- D. NONE.

END OF MESSAGE

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OXCART

TANKER MISSION EXECUTION MESSAGE (SAC)
25X1A

[REDACTED]

1. Purpose: To execute KC-135 tanker support mission as directed by Project Headquarters.

2. Point of Origin: Headquarters SAC.

3. Transmission of Message: Secure Teletype.

4. Classification: Top Secret.

5. Precedence: Immediate to all addressees.

6. Submitted for: Each directed mission requiring KC-135 tanker support of A-12 mission.

7. Reports Due Time: Due addressee NLT 5 hours prior to planned A-12 take-off time.

8. Submitted to: Applicable forward bases, INFO: [REDACTED]
25X1A
[REDACTED]

25X1A

9. Message Content:

A. OXCART mission number.

B. Title of message.

C. Execute/delay/cancel support mission.

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D. Special instructions/comments.

10. Sample Message:

25X1A IMMEDIATE INFO: 25X1A
CITE: 25X1A
25X1A

- A. BSX001
- B. TANKER MISSION EXECUTION MESSAGE (SAC).
- C. EXECUTE MISSION.
- D. NONE

END OF MESSAGE

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SECTION II

PART B - MISSION IN PROGRESS REPORTS

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TANKER MISSION SUPPORT TAKE-OFF REPORT

25X1A

[Redacted]

1. Purpose: To inform Project Headquarters, Headquarters SAC, 25X1A [Redacted], and/or applicable forward base(s) of actual take-off time of KC-135 tankers in support of an operational mission.

2. Point of Origin: Applicable forward base. Prepared by SAC Task Force Commander.

3. Transmission of Message: Secure teletype.

4. Classification: Top Secret.

5. Precedence: Immediate to all addressees.

6. Submitted for: Each KC-135 tanker take-off engaged in support of an operational mission.

7. Reports Due Time: Due addressees immediately after aircraft is airborne.

25X1A

8. Submitted to: [Redacted] (and applicable forward base) INFO: [Redacted]

25X1A

9. Message Content:

A. OXCART mission number.

B. Title of message and designated air refueling number.

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- C. Special UHF tactical call sign.
- D. Actual take-off time. (Date/Time ZULU).
- E. Comments.

10. Sample Message: 25X1A 25X1A

IMMEDIATE INFO:

25X1A

- A. BSX001
- B. TANKER MISSION SUPPORT TAKE-OFF REPORT (A/R #2).

25X1A C.

- D. 10/1200Z.
- E. NONE.

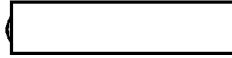
END OF MESSAGE

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MISSION TAKE-OFF REPORT

25X1A



1. Purpose: To inform Project Headquarters, Headquarters SAC, and applicable forward base(s) of actual departure time of A-12 on an operational mission.

2. Point of Origin: A-12 departure base.

3. Transmission of Message: Secure Teletype.


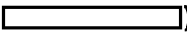
4. Classification: Top Secret.

5. Precedence: Immediate to all addressees.

6. Submitted for: Each directed A-12 mission. Separate report will be submitted for both primary and spare aircraft if applicable.

7. Reports Due Time: Due addressees immediately after A-12 is airborne.

25X1A

8. Submitted to:  if launch is from other than , and to applicable forward bases.

25X1A

9. Message Content:

A. OXCART mission number.

B. Title of message.

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- C. Aircraft number.
- D. Actual take-off time. (Date/Time ZULU).
- E. Comments.

10. Sample Message:

25X1A

25X1A

IMMEDIATE

CITE:

25X1A

- A. BSX001
- B. MISSION TAKE-OFF REPORT.
- C. 128
- D. 10/0600Z.
- E. NONE.

END OF MESSAGE

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TANKER MISSION SUPPORT LANDING REPORT

25X1A []

1. Purpose: To inform Project Headquarters, Headquarters SAC, 25X1A

[] and/or applicable forward base(s) of actual landing time of KC-135 tanker(s) in support of an operational mission.

2. Point of Origin: Applicable forward base. Prepared by SAC Task Force Commander.

3. Transmission of Message: Secure teletype.

4. Classification: Top Secret.

5. Precedence: Immediate to all addressees.

6. Submitted for: KC-135 tanker(s) landing from each operational support mission.

7. Reports Due Time: Due addressees NLT one (1) hour after aircraft landing.

25X1A

8. Submitted to: [] (and applicable forward base) INFO: [] 25X1A

9. Message Content:

A. OXCART mission number.

B. Title of message.

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- C. Special tactical call sign.
- D. Landing location and actual landing time. (Date/Time ZULU).
- E. Initial aircraft status report and ETIC if applicable. (If other than Code I explain).
- F. Fuel offloaded (pounds).
- G. Comments.

10. Sample Message:

25X1A

25X1A

IMMED [redacted]; INFO: [redacted]

25X1A

[redacted]

- A. BSX001
- B. TANKER MISSION SUPPORT LANDING REPORT.

25X1A

C. [redacted]

D. [redacted] 12/1700Z;
[redacted] 12/1710Z.

- E. CODE I;
CODE I.
- F. OFF LOADED, 53000 BY PRIMARY.
- G. NONE.

END OF MESSAGE

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MISSION LANDING REPORT

25X1A

[Redacted]

1. Purpose: To inform Project Headquarters, Headquarters SAC and applicable forward bases of actual landing time of A-12 from an operational mission.

2. Point of Origin: A-12 landing base.

3. Transmission of Message: Secure teletype.

4. Classification: Top Secret.

5. Precedence: Immediate to all addressees.

6. Submitted for: Each directed A-12 mission. Separate report will be submitted for both primary and spare aircraft if applicable.

7. Reports Due Time: Due addressees immediately after A-12 has landed.

25X1A

8. Submitted to: [Redacted] if landing base

25X1A

other than [Redacted] INFO: [Redacted] (and applicable forward bases).

25X1A

9. Message Content:

A. OXCART mission number.

B. Title of message.

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C. Aircraft number.

D. Landing location and actual landing time. (Date/Time ZULU).

E. Comments.

10. Sample Message: 25X1A

IMMEDIATE INFO: IMMEDIATE

25X1A

25X1A

A. BSX001

B. MISSION LANDING REPORT.

C. 128.

25X1A

D. 10/1530Z.

E. NONE.

END OF MESSAGE

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ABORT REPORT

25X1A

1. Purpose: To inform Project Headquarters of the ground or air abort of an A-12 aircraft engaged in an operational mission and whether aircraft abort(s) also resulted in mission abort.
- 25X1A 2. Point of Origin: or applicable forward base.
3. Transmission of Message: Secure teletype.
4. Classification: Top Secret.
5. Precedence: FLASH to all addressees.
6. Submitted for: Each ground or air abort of an A-12 engaged in an operational mission. (When aborting A-12 results in mission abort, appropriate comment will be made in para 9J. If any penetration of denied area is made, mission will be considered completed.)
7. Reports Due Time: Due addressees immediately after A-12 or mission is aborted. (Submit as much valid information as is readily available and amended reports as additional information is received).
- 25X1A 8. Submitted to:

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9. Message Content:

- A. OXCART mission number.
- B. Title of message.
- C. Aircraft number.
- D. Date/Time (ZULU) and location of A-12 abort. (If Air abort, give geographical coordinates).
- E. Destination, ETA (Date/Time ZULU) and route. (If Air abort).
- F. Reason for abort.
- G. Condition of aircraft.
- H. Condition of pilot.
- I. Security problems.
- J. Comments.

(1) If aborting A-12 DOES NOT affect mission completion, so indicate. However, if aborting A-12 DOES affect mission completion, give details. Also, if aborting A-12 is primary aircraft, and back-up aircraft is planned, give back-up aircraft number and take-off time.

(2) Other.

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10. Sample Message:

25X1A

FLASH 25X1A

CITE:

25X1A

A. BSX001

B. ABORT REPORT.

C. 127.

25X1A

D. 10/1015Z,

E. N/A.

F. GROUND ABORTED FOR FAULTY OXYGEN SYSTEM.

G. UNK THIS TIME.

H. GOOD.

I. NONE.

J. (1) MISSION STILL GO, BACK-UP A-12 (128) WILL
LAUNCH 10/1100Z.

(2) NONE.

END OF MESSAGE

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SECTION II

PART C - POST MISSION REPORTS

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MISSION POST LANDING REPORT

25X1A

1. Purpose: To inform Project Headquarters of preliminary mission results after A-12 lands.
2. Point of Origin: or applicable forward base. 25X1A
3. Transmission of Message: Secure teletype.
4. Classification: Top Secret.
5. Precedence: Immediate to all addressees.
6. Submitted for: Each directed mission.
7. Reports Due Time: Due addressee ASAP but NLT two hours after A-12 has landed from operational mission.

25X1A 8. Submitted to: will be info addressee if forward base is other than 25X1A

9. Message Content:
 - A. OXCART mission number.
 - B. Title of message.
 - C. Weather (as briefed, better than briefed, worse than briefed).

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- D. Navigation.
- E. Aircraft malfunctions.
- F. Equipment malfunctions.
- G. Comments.

10. Sample Message:

IMMEDIATE 25X1A

25X1A

CITE:

25X1A

- A. BSX001
- B. MISSION POST LANDING REPORT.
- C. WX AS BRIEFED.
- D. GOOD. INS REQUIRED MINIMUM UPDATING.
- E. MACH HOLD FAILED AFTER AR NUMBER 3.
- F. FILM STRIP MECHANISM JAMMED AFTER AR NUMBER 2.
- G. NONE.

END OF MESSAGE

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INS TAPE REPORT

25X1A

1. Purpose: To provide Project Headquarters and NPIC with the transmittal information for the INS tape.

2. Point of Origin: A-12 landing base.

3. Transmission of Message: Secure teletype.

4. Classification: Top Secret.

5. Precedence: Immediate to both addressees.

6. Submitted for: Each directed mission.

7. Reports Due Time: Due addressees as soon as possible after A-12 has landed from an operational mission.

8. Submitted to: 25X1A

9. Message Content:

A. OXCART mission number.

B. Title of message.

C. Mag Tape Identifier.

D. Mode of transmission.

E. Estimated departure time for INS tape from landing base.

(Date/Time ZULU).

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25X1A

F. Estimated arrival time for INS tape at
(Date/Time ZULU).

G. Time of INS Nav Mode initiation (Date/Time ZULU)
time to the nearest second.

H. Comments: (Base estimate of data quality and defects
noted from quick evaluation prior to transmission).

10. Sample Message: 25X1A

25X1A

IMMEDIATE

CITE:

25X1A

- A. BSX001
- B. INS TAPE REPORT.
- C. INS 010.
- D. DATA LINK.
- E. 21/2110Z.
- F. 22/0410Z.
- G. 21/170010Z.
- H. DATA GOOD, NO DEFECTS NOTED.

END OF MESSAGE

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FILM DUPLICATION REQUIREMENTS

25X1A

[Redacted]

1. Purpose: To provide film processing center with necessary duping and special processing requirements for each operational mission.
2. Point of Origin: NPIC.
3. Transmission of Message: Secure teletype.
4. Classification: Top Secret.
5. Precedence: Immediate to all addressees.
6. Submitted For: Each operational photographic mission.
7. Reports Due Time: Due addressee as soon as possible after A-12 has landed from an operational mission and NLT 4 hours prior to arrival of film at processing center.

25X1A

8. Submitted To: Processing center

25X1A

[Redacted]

INFO:

25X1A

[Redacted]

[Redacted]

9. Message Content:
 - A. OXCART mission number.
 - B. Title of message.
 - C. Duping requirements:
 - I: Priority.
 - II: Customer designation.

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III: Processing requirements.

IV: Ship via.

D. Special requirements.

E. Classification of product.

F. Flight date.

G. Special instructions/comments.

10. Sample Message:

25X1A IMMEDIATE

INFO:

25X1A

CITE:

25X1A

25X1A

A. BX6700

B. FILM DUPLICATION REQUIREMENTS

C.	I	II	III	IV
----	---	----	-----	----

1	A	4 DP, 1DN
---	---	-----------

2	B	1 DP, 1DN
---	---	-----------

	C	1 DP, 1DN
--	---	-----------

D. ALL DP'S IN PRIORITY 1 AND 2 ARE TO BE WAXED.

E. TOP SECRET.

F. 15 APR.

G. UPON COMPLETION PRIORITY 2, THE ORIGINAL NEG

WILL BE SHIPPED TO

25X1A

END OF MESSAGE

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EVALUATION TEAM MEMBERS

25X1A

1. Purpose: To provide processing facility (Eastman Kodak) with the names and clearances of individuals assigned from NPIC for preliminary evaluation of completed operational mission(s).

2. Point of Origin: NPIC.

3. Transmission of Message: Secure teletype.

4. Classification: Top Secret.

5. Precedence: Immediate to all addressees.

6. Submitted For: Each directed mission requiring personnel to

be assigned to processing center for film evaluation or read-out. NOTE:

25X1A When film processed in the field prior to arrival report is not required.

7. Reports Due Time: Due addressee as soon as possible after A-12 has landed from an operational mission, but NLT 4 hours prior to arrival of film at processing center.

8. Submitted To: Processing center where film evaluation will be made (other agencies as appropriate). INFO: 25X1A

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9. Message Content:

- A. OXCART mission number.
- B. Title of Message.
- C. Scheduled arrival date at processing facility.
- D. Security clearance of personnel.
- E. Names of individuals.
- F. Comments.

10. Sample Message:

25X1A IMMEI 25X1A INFO: 25X1A CITE:

25X1A

- A. BX6700
- B. EVALUATION TEAM MEMBERS.
- C. 17 APR
- D. ALL CLEARED FOR PRODUCT ACCESS.

25X1A E. GS-11, NPIC TEAM LEADER,
 25X1A , CAPT., USAF, ETC.

F. NONE.

END OF MESSAGE

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CAMERA CONFIGURATION REPORT

25X1A

1. Purpose: To inform Project Headquarters and Processing Center of specifics of camera settings and operation.

2. Point of Origin: A-12 landing base.

3. Transmission of Message: Secure teletype.

4. Classification: Top Secret.

5. Precedence: Immediate to all addressees.

6. Submitted For: Each directed mission.

7. Reports Due Time: Due addressees NLT three hours after

A-12 has landed from operational mission.

25X1A

8. Submitted To:

25X1A
INFO:

(if landing base is other than)

9. Message Content:

25X1A

A. OXCART mission number.

B. Title of message.

C. Configuration/Serial Number/date flown/aircraft number/

pilot pseudo.

D. Total frames scheduled - Unit A/Unit B.

E. Total frames complete - Unit A/Unit B.

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NOTE: Type I, Unit A is forward camera; Unit B is aft camera.

Type IV, Unit A is left transport system; Unit B is right transport system.

F. (Unit A) Film type/box number/emulsion number;

(Unit B) Film type/box number/emulsion number.

G. (Unit A) Aperture/filter; (Unit B) Aperture/filter.

H. Sun Angles at beginning and end of camera operations.

(1) Start/stop (degrees).

(2) Start/stop (degrees).

(3) Etc.

I. Start/stop times of camera operations. (Date/Time ZULU).

J. Exposure (list programmed steps to include operate time in Para I).

(1) Elapsed time (minutes)/Exposure value as
25-50-100-200 or 400, etc., V/H in MR/seconds, etc.

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K. Mode Schedule (Type IV only), Mode/Time, etc.

L. Weather: General comment on weather during photo portions of mission (keyed to intermittent camera operations of Para I, if any), radio noise, etc.

M. Take Disposition: Location, shipment, or action on materiel--(Date/Time ZULU).

N. Comments: This section to include general remarks regarding configuration operation, malfunctions or mission problems.

10. Sample Message:

25X1A IMMED 25X1A 25X1A
CITE:

25X1A

A. BX6700

B. TYPE I (IV) CAMERA CONFIGURATION REPORT.

25X1A C. I/J/NOV 28/129/

D. 3426/3426.

E. 3426/3426.

F. 3400/24-4-2-5-4, 3400/24-6-4-5-4.

G. f/5.6/#12, f/5.6/#12.

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H. (1) 12⁰/14⁰

(2) 15⁰/18⁰

(3) 18⁰/18⁰

I. (1) 282018Z/282055Z.

(2) 282118Z/282130Z.

(3) 282210Z/282230Z.

J. (1) 4/100/.035.

(2) 8/200/.035.

(3) 3/200/.035.

K. N/A.

L. (1) GOOD (2) CLOUDY (3) PARTLY CLOUDY

RADIO NOISE DURING (2).

M. EK 290135Z.

25X1A

N. NO APPARENT DISCREPANCIES REF 2727

SHUTTER SN/3 RET TO DEPOT FOR OVERHAUL.

END OF MESSAGE

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MISSION REPORT

25X1A

1. Purpose: To provide Project Headquarters with pertinent information obtained from Pilot debriefing after an operational mission.

25X1A

2. Point of Origin: or applicable forward base.

3. Transmission of Message: Secure teletype.

4. Classification: Top Secret.

5. Precedence: Immediate to all addressees.

6. Submitted for: Each project operational mission upon completion of debriefing.

7. Reports Due Time: Due addressees NLT 3 hours after A-12 has landed from an operational mission.

8. Submitted to: if landing is made at other than . 25X1A

25X1A

9. Message Content:

A. OXCART mission number.

B. Title of message.

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C. Significant observations and location (Include evidence of any intercept attempt, AA or any other pertinent information).

D. Route deviations. (See note)

E. Action deviations. (See note)

F. Pilot's coded estimate of cloud cover over photographic area:

<u>Code</u>	<u>Condition</u>
(1)	Clear
(2)	Up to 25%
(3)	25 - 50%
(4)	50 - 99%
(5)	Overcast

G. Fuel remaining over high cone (pounds).

H. Comments.

NOTE: When reference is made to specific points on a route, identification will be made by distance, in terms of nautical miles, from a route line segment (RLSG) identifier. Distance will be expressed in the form of a three digit number. e. g., BD01/032 is 32 NM beyond point BD01; BD01/-032 NM before point BD01. Identification of points not on a specific route will be made either by geographical coordinates, or name.

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10. Sample Message:

25X1A

IMMEDIATE

25X1A

CITE:

25X1A

A. BSX001

B. MISSION REPORT.

C. INTERCEPT ATTEMPT AT BB03/040. FLIGHT OF 3
FIGHTERS, APPARENTLY MIG-21, ESTIMATE MACH 2, APPROX-
IMATELY 65,000 FT, FIRING IN ZOOM UP MANEUVER.

D. NONE.

E. NONE.

F. COAST IN TO BB03 - 5

BB03 TO BG01 - 4

BG01 GH01 - 2

BH01 TO COAST OUT - 1

G. 13,000.

H. NONE.

END OF MESSAGE

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TAKE PROGRESS REPORT
25X1A

1. Purpose: To inform Project Headquarters, previous enroute station, next enroute station, and final destination of take location and progress.

25X1A 2. Point(s) of Origin: As appropriate 25X1A
 will exchange take progress reports.

A-12 landing bases will, in all cases, send a complete progress report. Progress reports from enroute stations/destinations need include Items 9. A through 9. D only, unless remaining itinerary (Para 9. F) is known/required.

3. Transmission of Message: Secure teletype if available. If not, telephone transmission, limited to name plus items in 9. D, E and F below.

4. Classification: Top Secret.

5. Precedence: Immediate to all action addressees; routine or priority info addressees.

6. Submitted For: Each shipment of take material.

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7. Reports Due Time: Due appropriate addressees immediately after firm departure (ETD) is known and/or immediately after arrival (ATA) of take materials. If ATD differs from ETD by more than one (1)

25X1A hour, a revised [] will be sent.

25X1A 8. Submitted To: [] and next enroute station(s) INFO: 25X1A

25X1A [] A-12 landing base, previous enroute station, []

25X1A (when [] tape is included) and [])

NOTE: [] will precede report number; i. e., []

25X1A [] is an addressee.

9. Message Content:

- A. OXCART mission number.
- B. Title of message.
- C. Courier name, documentation, passport type and number, if appropriate.
- D. ATA (station) at date/time zulu.
- E. ETD (station) at date/time zulu.
- F. Remaining itinerary: ETD's and ETA's of commercial air flight or pilot's name and aircraft call sign if military aircraft. (ETA or ZI arrival point should be included.) (date/time Zulu)
- G. Changes in manifest, if any. (A-12 landing base will complete manifest(s). Enroute stations may use this paragraph to give breakdown of take by PCS, wt & cube for next station(s).

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25X1A H. Comments/requests for transportation assistance. State specifically if [redacted] tape is aboard.

10. Sample Message:

25X1A

IMMED [redacted]

25X1A INFO: [redacted]

25X1A CITE: [redacted]

25X1A [redacted]

A. BX6700

25X1A

B. TAKE PROGRESS REPORT

25X1A

C. [redacted] DAFSC, GS-7, [redacted]

25X1A

D. [redacted] ORIGINATING STATION

E. [redacted] 20/1200Z

25X1A

F. [redacted] 20/1600Z VIA C- 130, TAIL NO. 59408, PILOT

G. COMPLETE MANIFEST ACCOMPANIES TAKE; 10 PCS,
240 LBS, 28 CUBE.

25X1A

H. [redacted] TAPES INCLUDED. FOR

25X1A

[redacted] PLS MEET AND ASSIST COURIER.

END OF MESSAGE

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FLASH REPORT AFTER PROCESSING

25X1A

1. Purpose: To provide Project Headquarters, Staging Base and/or Detachment Headquarters with information pertaining to the operation of the camera equipment. Since not all malfunctions are evident on post-flight inspection, this report may be the basis for substituting another camera or aircraft on subsequent mission.

25X1A

2. Point of Origin:

25X1A NOTE: In event personnel not available, other qualified personnel, including appropriate configuration contractor would accomplish analysis and be responsible and authorize to send this report.

3. Transmission of Message: Secure teletype.

4. Classification: Top Secret.

5. Precedence: Immediate to all addressees.

6. Submitted for: All processed operational film.

7. Reports Due Time: Due addressees ASAP after processing of the negative to indicate any serious continuing malfunction that would substantiate a need for another flight or for extensive vehicle and/or

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configuration repair. Report estimation would be approximately one hour after last portion of negative is processed.

25X1A

8. Submitted to: and A-12 launch Base. INFO: 25X1A
(if applicable), appropriate camera manufacturer and 25X1A

9. Message Content:

A. OXCART mission number.

B. Title of message

C. Camera type.

D. Serial number.

E. Comments: This item to be narrative in form, and will not contain any operational mission data, but will be limited to technical data. Emphasis should be placed on malfunctions or failures attributed to the camera, pilot or aircraft that can only be identified by examining the processed film. Include evaluator's general opinion of film quality, i. e., good, fair, poor. Examples: over exposure, slow shutter, light leaks, insufficient vacuum, poor metering, camera induced scratches or data chamber out of focus. If the causes of degradation is uncertain, describe the appearance and position on the film.

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10. Sample Message:

25X1A

IMMED

INFO:

25X1A

CITE:

25X1A

25X1A

A. BSX001

B. FLASH REPORT AFTER PROCESSING.

C. I

D. A

E. TOTAL FILM TAKE APPEARS TO BE 75 PERCENT

EFFECTIVE. LAST 1/3 OF AFT CAMERA TAKE HAS SMEARED
IMAGERY. ON THE FWD CAMERA TAKE, APPROXIMATELY 1/2
OF TAIL END OF SECOND RUN HAS FORESHORTENING OF THE
FORMAT. OVEREXPOSURE IS EVIDENT ON FILM TAKE OF
BOTH UNITS DURING THE FIRST 1/4 OF THE FIRST RUN. FILM
QUALITY OF REMAINDER OF TAKE IS FAIR.

END OF MESSAGE

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INS TAPE EVALUATION REPORT

25X1A

1. Purpose: To provide Project Headquarters, Detachment and/or Forward Base, and INS/SC and DM manufacturer with information regarding usability and defects in the transmitted INS data.

2. Point of Origin: NPIC.

3. Transmission of Message: Secure teletype.

4. Classification: Top Secret.

5. Precedence: IMMEDIATE to all addressees.

6. Submitted for: Each directed mission.

7. Reports Due Time: Due addressee as soon as possible, but NLT 24 hours after receipt of INS tape at NPIC.

8. Submitted to: Project Headquarters, Detachment and/or Forward Base. INFO: 25X1A

9. Message Content:

A. OXCART mission number.

B. Title of message.

C. Mag. Tape Identifier.

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D. Time (Date/Time ZULU) NPIC in receipt of tape.

E. Specific Evaluation.

- (1) Evaluation of cage-uncage record.
- (2) Evaluation of latitude record.
- (3) Evaluation of longitude record.
- (4) Evaluation of v/h record.
- (5) Evaluation of heading record.
- (6) Evaluation of pitch record.
- (7) Evaluation of roll record.
- (8) Evaluation of ground speed record.
- (9) Evaluation of altitude record.
- (10) Evaluation of elapsed time record.

(NOTE: The above ten items of evaluation will give, in narrative form, the general quality of the particular record, noting approximate fraction of questionable data received.)

F. General comments: Narrative remarks on quality and usability to tape.

10. Sample Message: 25X1A 25X1A 25X1A
 IMMED INFO: DATE:

25X1A

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- A. BSX001
- B. INS TAPE EVALUATION REPORT.
- C. INS 010
- D. 21/2110Z.
- E.
 - 1. SATISFACTORY
 - 2. FIVE QUEST. POINTS
 - 3. ALL APPEAR GOOD.
 - 4. 40 POINTS QUESTIONED.
 - 5. ALL APPEAR GOOD.
 - 6. ALL APPEAR GOOD.
 - 7. ROLL VALUE CONSTANT, LOOKS INVALID.
 - 8. ALL APPEAR GOOD.
 - 9. ALL APPEAR GOOD.
 - 10. FIVE QUESTIONABLE POINTS.
- F. TAPE APPEARS GENERALLY SATISFACTORY. ERRORS ABOVE CAN BE SALVAGED.

END OF MESSAGE

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FILM EVALUATION REPORT

25X1A

1. Purpose: To provide Project Headquarters, Detachment and/or forward base and sensor system manufacturer (other addressees as applicable) with the basic information required to evaluate system performance and mission success.

2. Point of Origin: 25X1A

NOTE: In event personnel not available, other 25X1A qualified personnel, including appropriate configuration contractor, would accomplish analysis and be responsible and authorized to send this report.

3. Transmission of Message: Secure teletype.

4. Classification: Top Secret.

5. Precedence: Immediate to all addressees.

6. Submitted For: All processed mission film.

7. Reports Due Time: Due addressee ASAP, but NLT 12 hours after ORIGINAL NEG (ON) becomes available for evaluation at processing site.

8. Submitted To: Project Headquarters, Detachment and/or forward base. INFO: and appropriate camera manufacturer.

25X1A

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9. Message Content:
 - A. OXCART mission number.
 - B. Title of message.
 - C. Camera system/serial number/total footage processed/
processing facility.
 - D. Development Machine/developer/amount of development in
minutes/temp (F).
 - E. Gamma - Head and Tail.
 - F. Film Type/Box and emulsion number A Unit/box and
emulsion number B Unit.
 - G. Quality Evaluation per camera unit:
 - (1) Physical condition of film as received.
 - (2) Exposure (Under/good/over).
 - (3) Contrast (low/medium/high).
 - (4) Resolution (poor/fair/good).
 - (5) Data recording (operational/non-operational/intermittent/
garbled).
 - (6) Metering (normal/VARIABLE). NOTE: If variable,
give range variation.
 - (7) Weather per cent cloud cover.

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H. Disposition of film: Location or shipment/date/time group
ZULU.

I. Comments: This item to be narrative in form and should
be used to relay technical information not covered in items above.
For example, items such as focus, IMC problems, light leaks, static,
etc. Detail problems relating to subjects Item G above, if required.
No reference will be made to operational mission data.

10. Sample Message:

25X1A

25X1A

25X1A

IMMED

INFO:

CITE:

25X1A

A. BX6700

B. FILM EVALUATION REPORT

C. TYPE I/J/4800/ 25X1A

D. EH6A/D-19/5/80.

E. 1.7/1.8

F. 4404/180/8J-26-4200-27-15-14-2-3-2S/172-8J-26-4200-29-3-

8-5-3-2S

G. (1) GOOD

(2) OVER

(3) LOW

(4) GOOD

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(5) OPERATIONAL

(6) NORMAL

(7) 10 PER CENT ON FIRST RUN; 40 PER CENT ON

SECOND RUN.
25X1A

H. HELD AT FOR REPRODUCTION.

I. ALL INSTRUMENTATION AND MATERIAL INDICATES SYSTEM IS OPERATING CLOSE TO DESIGN CRITERIA. RESOLUTION IS GOOD IN COMPARISON TO PREVIOUS MISSIONS WITH SAME CAMERA UNDER SIMILAR CONDITIONS. ALL OTHER SUB-SYSTEMS OPERATING SATISFACTORILY.

END OF MESSAGE

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CAMERA ON/OFF REPORT

25X1A

25X1A

1. Purpose: To provide with information pertaining to the photographic portion of the mission. This information is required to correlate the INS data and the photography.

25X1A

2. Point of Origin: processing site.

3. Transmission of Message: Data link if available. If not, secure teletype.

4. Classification: Top Secret.

5. Precedence: Immediate to all addressees.

6. Submitted For: All processed film for operational missions and Project Headquarters directed non-operational (training) missions.

7. Reports Due Time: Due addressee ASAP after processing to provide data required for production of INS ephemerides.

8. Submitted To: 25X1A

9. Message Content:

A. OXCART mission number.

B. Title of Message.

C. Type I:

Column (1) titled frame number

Column (2) elapsed time from fwd camera data block reported in hours, minutes and seconds.

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Column (3) latitude reported in degrees and minutes.

Column (4) longitude reported in degrees and minutes.

Column (5) ground speed reported in three digits.

Type IV:

Column (1) titled frame number .

Column (2) elapsed time from right side reported in seconds.

Column (3) latitude from left side reported in degrees and minutes.

Column (4) longitude from left side reported in degrees and minutes.

Column (5) events counter from either side reported in four digits.

Column (6) "E" (End of Operate) indicator from left side where appropriate.

NOTE: The above data will be reported for Type I and Type IV camera systems (fwd camera Type I, consecutive frames Type IV). (1) Data from last three frames of pre-flight material; (2) data from first four frames of each camera-on; (3) data from last three frames of each camera-off; (4) data from last three frames of mission material. Not post-flight. NOTE: "NR" (not readable) to be used as appropriate.

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D. Remarks: This item to be in narrative form and contain pertinent information relative to the recorded data.

10. Sample Message:

25X1A IMMED E INFO: CITE:

25X1A

A. BX6700

B. CAMERA ON/OFF REPORT

C. TYPE I: (1) (2) (3) (4) (5)

-5	000000	2621	12746	000
-3	000000	2621	12746	000
-1	000000	2621	12746	000
0001	003052	2603	12727	528
0003	003058	2601	12727	527
0005	003104	2600	12726	527
0007	NR	2559	12726	522

TYPE IV: (1) (2) (3) (4) (5) (6)

-3	00000	2621	12746	0000	
-2	00000	2621	12746	0000	
-1	00000	2621	12746	0000	E

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0001	01852	2603	12727	0001
0002	NR	2601	12727	0002
0003	01858	2600	12726	0003
0004	01864	2600	12726	0004
0005	01870	2559	12726	0005 E

D. Remarks: The data chamber is well recorded. The V/H indicator appears in frames 123-201 and 347-393. The system caged indicator first appears in frames 93 through 127 and intermittently thereafter.

End of Message

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OXCART

ESTIMATED PICK-UP TIME FOR MISSION PRODUCT

25X1A

[]

1. Purpose: To enable Project Headquarters to initiate action that will insure aircrews and aircraft are available to airlift mission product from processing agency.

2. Point of Origin: Processing station.

3. Transmission of Message: Secure teletype.

4. Classification: Top Secret.

5. Precedence: Immediate to both addressees.

6. Submitted for: Each directed mission.

7. Reports Due Time: Due addressee NLT 18 hours after the arrival of mission take.

25X1A

25X1A

8. Submitted to: []

INFO: []

9. Message Content:

A. OXCART mission number.

B. Title of message.

C. Estimated time for pick-up at Rochester:

<u>Priority</u>	<u>Customer</u>	<u>Copies</u>	<u>Date</u>	<u>Time(Z)</u>
-----------------	-----------------	---------------	-------------	----------------

D. Estimate number pieces/weight/cube/per copy.

E. Comments.

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OXCART

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10. Sample Message:

25X1A

IMMEDIATE

INFO: IMMEDIATE 25X1A

CITE: 25X1A

25X1A

A. BSX001

B. ESTIMATED PICK-UP TIME FOR MISSION PRODUCT.

C. ESTIMATED TIME FOR PICK-UP AT ROCHESTER:

<u>PRITY</u>	<u>CUST</u>	<u>COPIES</u>	<u>DATE</u>	<u>TIME(Z)</u>
1A	A	6	19 APR	1700Z
1B	TP	2	20 APR	2100Z
3	L	3	20 APR	2200Z

D. ESTIMATE EACH COPY 13 BOXES/520 POUNDS/26 CUBE.

E. NONE

END OF MESSAGE

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OXCART

SYSTEM VI TAKE PROGRESS REPORT
25X1A [REDACTED]

1. Purpose: To inform Project Headquarters, next enroute station(s) and final destination of location and progress of System VI tape(s).

2. Point(s) of Origin: All stations where tapes either originate or transit. As appropriate, [REDACTED] 25X1A

[REDACTED] reports.

25X1A

3. Transmission of Message: Secure teletype.

4. Classification: Top Secret.

5. Precedence: Immediate to all action addressees; routine or priority info addressees.

6. Submitted For: Each shipment of System VI tape(s).

7. Reports Due Time:

A. For originating station, report due appropriate addressee(s) immediately after firm departure (ETD) for System VI tape(s) is known.

B. For enroute stations, report due appropriate addressee(s) immediately after arrival of take or when firm ETD known. If ATD

differs from ETD by more than one (1) hour, a revised [REDACTED] 25X1A
will be sent.

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OXCART

25X1A

8. Submitted To: and next enroute station(s) as appropriate.

25X1A INFO: Previous enroute station(s) to inform them tapes have arrived. 25X1A

slug will precede report number

are addressees; i. e., 25X1A

9. Message Content:

A. OXCART mission number.

B. Title of message.

C. Courier name, documentation, passport type and number,

if appropriate.

D. ATA (station) at date/time ZULU.

E. ETD (station) at date/time ZULU.

F. Remaining itinerary: ETD's and ETA's of commercial air flight or pilot's name and aircraft call sign if military aircraft.

G. Changes in manifest, if any. (If tape from more than one mission or additional material is added, this should be reported in Para G.)

H. Comments (Requests for transportation)

10. Sample Message: 25X1A 25X1A 25X1A

IMMEDIATE INFO CITE:

25X1A

A. BX6700

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- B. SYS VI TAKE PROGRESS REPORT
- 25X1A
25X1A C. [REDACTED] DAFC GS-7, OFFICIAL PP [REDACTED]
25X1A
25X1A WILL COURIER SYS 6 TO [REDACTED] FOR DUPING. [REDACTED] 25X1A
25X1A HAS VALID [REDACTED]
- 25X1A D. [REDACTED] ORIGINATING STATION.
- 25X1A E. ETD [REDACTED] 20/1200Z.
- 25X1A F. ETA [REDACTED] MAC FLIGHT V57F.
- G. ESTIMATE ADDITIONAL CLASSIFIED CARGO AT 4 PCS,
EACH 0.5 CU, 35 LBS. 25X1A
- H. PLEASE ARRANGE TRANSPORTATION ON [REDACTED]

END OF MESSAGE

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OXCART

FIRM PICK-UP TIME FOR MISSION PRODUCT

25X1A

[]

1. Purpose: To provide Project Headquarters with firm pick-up times for mission product.
2. Point of Origin: Processing station.
3. Transmission of Message: Secure teletype.
4. Classification: Top Secret.
5. Precedence: Immediate to all addressees.
6. Submitted for: Each directed mission.
7. Reports Due Time: Due addressee NLT 10 hours prior to firm pick-up time of mission product.
8. Submitted to: Project Headquarters and/or other interested stations.
9. Message Content:
 - A. OXCART mission number.
 - B. Title of message.
 - C. Firm time for pick-up at Rochester:

<u>Priority</u>	<u>Customer</u>	<u>Copies</u>	<u>Date</u>	<u>Time(Z)</u>
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D. Estimate number pieces/weight/cube/per copy.

E. Comments.

10. Sample Message: 25X1A 25X1A

IMMEDIATE

INFO:

CITE: 25X1A

25X1A

A. BSX001

B. FIRM PICK-UP TIME FOR MISSION PRODUCT.

C. FIRM TIME FOR PICK-UP AT ROCHESTER:

PRITY	CUST	COPIES	DATE	TIME(Z)
1A	A	6	19 APR	1700Z
1B	TP	2	20 APR	2100Z
3	L	3	21 APR	1900Z

D. ESTIMATE EACH COPY 13 BOXES/520 POUNDS/26 CUBE.

E. NONE

END OF MESSAGE

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FINAL FIELD EVALUATION OF INS DATA

25X1A

[Redacted]

25X1A

1. Purpose: To provide Project Headquarters, [Redacted] and the NPIC with necessary information on the quality of INS tapes provided.
2. Point of Origin: A-12 landing base.
3. Transmission of Message: Secure teletype.
4. Classification: Secret.
5. Precedence: Priority to all addressees.
6. Submitted For: Each directed mission.
7. Reports Due Time: Due addressees NLT 10 hours after landing.

25X1A

8. Submitted To: [Redacted] if INS tapes

25X1A forwarded) INFO: [Redacted] and

25X1A

25X1A [Redacted] (if applicable). NOTE: [Redacted] will precede report number;

25X1A

i. e. [Redacted] is an addressee.

9. Message Content:

A. OXCART mission number.

B. Title of message.

C. Mag tape identifier.

D. Faults in INS data detected at field site. Reference shall

be made to both line number(s) defective, elapsed times of preceding

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and following non-erroneous lines, nature of error, and suggested corrections when available.

10. Sample Message:

25X1A

25X1A

25X1A

PRIORITY

INFO:

CITE:

25X1A

A. BX6700

B. FINAL FIELD EVALUATION OF INS DATA.

C. INS 010

D. ALL RECORDINGS BETWEEN 01070 AND 01121, LINES 55-63,
IN ERROR DUE TO SC & DM TURN ON. LAT BETWEEN 01479 AND
01491, LINE 141-143, BAD. SUGGEST 04228. E/T BETWEEN
02601 AND 02612, LINE 300, IN ERROR. SUGGEST 02606. RECORDING
BETWEEN 14645 AND 14650, LINE 1059, BAD DUE TO SPURIOUS
SIGNAL. SUGGEST DELETION.

END OF MESSAGE

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PRODUCT PICK-UP CONFIRMATION MESSAGE

25X1A

[Redacted]

1. Purpose: To notify processing facility of the date and time aircraft will arrive to pick up completed mission product.

2. Point of Origin: Project Headquarters.

3. Transmission of Message: Secure teletype.

4. Classification: Top Secret.

5. Precedence: Immediate to all addressees.

6. Submitted for: Each directed mission.

7. Reports Due Time: Due addressee as soon as aircraft is scheduled for mission product pick-up.

25X1A

25X1A

8. Submitted to: [Redacted] INFO: [Redacted]

9. Message Format:

A. OXCART mission number.

B. Title of message.

C. Aircraft type, number, pilot and/or courier.

D. Estimated time and point of departure.

E. Estimated time of arrival at processing station to pick up completed product.

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F. Comments.

10. Sample Message:

25X1A IMMED INFO: IMMED CITE: 25X1A 25X1A

25X1A

A. BSX001

B. PRODUCT PICK-UP CONFIRMATION MESSAGE.

C. C-118, 33227, 25X1A

D. 19/1000Z - ANDREWS.

E. 19/1300Z - . 25X1A

END OF MESSAGE

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OX CART

INS - FILM CORRELATION REPORT

25X1A

1. Purpose: To provide Project Headquarters, Detachment, and/or Forward Base, Camera Manufacturer and INS/SC & DM Manufacturer information regarding correlation of film and INS tape data.

2. Point of Origin: NPIC

3. Transmission of Message: Secure Teletype.

4. Classification: Top Secret.

5. Precedence: PRIORITY to all addressees.

6. Submitted for: Each directed mission.

7. Reports Due Time: Due addressee as soon as possible, but NLT seven days after landing of aircraft.

8. Submitted to: Project Headquarters, Detachment and/or Forward Base, INFO: and appropriate camera manufacturer.

9. Message Content:

A. OXCART mission number.

B. Title of message.

C. Mag tape identifier.

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D. Specific evaluation.

1. Cage-uncage records
2. Latitude record
3. Longitude record
4. V/H record
5. Heading record
6. Pitch record
7. Roll record
8. Ground speed record
9. Altitude record
10. Elapsed time record

(Note: Above ten items of evaluation will give, in narrative form, the general quality of the data, both film and INS tape, and the agreement or bias noted between the two sources of data.)

E. General Comments: Narrative remarks on the quality of data recording and correlation problems.

10. Sample Message: 25X1A 25X1A 25X1A
PRIORITY INFO: CITE:
25X1A

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- A. BSX001
- B. INS - FILM CORRELATION REPORT
- C. INS 010
- D. 1. SATISFACTORY, FILM/TAPE AGREE
2. DIFFERENCE OF ABOUT FIVE MINUTES OVER
MOST OF FLIGHT.
3. SATISFACTORY
4. SATISFACTORY: FILM QUALITY BEARS OUT V/H
VALUES RECORDED.
5. SATISFACTORY
6. SATISFACTORY
7. SATISFACTORY
8. MISSING GROUND SPEEDS COMPLICATE DATA
REDUCTION
9. SATISFACTORY
10. BIAS OF 15 SECONDS AT BEGINNING OF FLIGHT,
GRADUAL DRIFT TO 25 SECOND DIFFERENCE AT END
OF FLIGHT; CLOCK RATES APPEAR DIFFERENT.
- E. IN SPITE OF SOME ERRORS IN TAPE, SATISFACTORY
CORRELATION HAS BEEN ACHIEVED ON THIS MISSION.

END OF MESSAGE

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OXCART

SUPPORT TERMINATION MESSAGE

25X1A

1. Purpose: To notify Headquarters SAC that KC-135 tanker support mission requirements have been terminated.

2. Point of Origin: Project Headquarters.

3. Transmission of Message: Secure teletype.

4. Classification: Top Secret.

5. Precedence: Immediate to all addressees.

6. Submitted for: Each KC-135 tanker (or groups of KC-135 tankers) positioned at forward base(s).

7. Reports Due Time: As determined by Project Headquarters.

25X1A 8. Submitted to: INFO: and 25X1A

applicable forward bases.

9. Message Content:

A. OXCART mission number.

B. Title of message.

C. Specific support requirements which are terminated.

(Location and number).

D. Comments.

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OXCART

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OXCART

10. Sample Message:

25X1A

25X1A

25X1A

IMMED

CITE:

25X1A

A. BSX001

B. SUPPORT TERMINATION MESSAGE.

C. SUPPORT REQUIREMENT FOR ABOVE MISSION

TERMINATED.

D. NONE.

END OF MESSAGE

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OXCART

TANKER REDEPLOYMENT MISSION PLAN (SAC)

25X1A []

1. Purpose: To provide Headquarters SAC redeploying route, timing and schedule of deployed KC-135 tanker force(s).

2. Point of Origin: Applicable forward base(s).

3. Transmission of Message: Secure teletype.

4. Classification: Top Secret.

5. Precedence: Immediate to all addressees except []

25X1A 6. Submitted for: Each KC-135 aircraft or cell redeploying to []

7. Reports Due Time: Due addressee NLT six hours prior to take-off of first KC-135 aircraft or cell.

25X1A 8. Submitted to: [] INFO: []

9. Message Content:

A. OXCART mission number.

B. Title of message.

C. Aircraft number, special UHF tactical call sign, HFSSB call sign and name of aircraft commander.

D. Point of departure and take-off time. (Date/Time ZULU).

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OX CART

E. Enroute stop(s) and ETA (Date/Time ZULU) if applicable.

F. Final destination and ETA (Date/Time ZULU).

G. Comments.

10. Sample Message:

25X1A

IMMEI

[Redacted]

25X1A

[Redacted]

CITE:

25X1A

[Redacted]

25X1A

[Redacted]

A. BSX001

B. TANKER REDEPLOYMENT MISSION PLAN (SAC).

25X1A

C. 1234,

[Redacted]

25X1A

D.

[Redacted]

19 APR/1010Z.

25X1A

E. NONE

F.

[Redacted]

19 APR/1810Z.

G. NONE.

END OF MESSAGE

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OX CART

TANKER REDEPLOYMENT EXECUTION MESSAGE (SAC)

25X1A [redacted]

1. Purpose: To execute KC-135 Tanker redeployment.
2. Point of Origin: Headquarters SAC.
3. Transmission of Message: Secure teletype.
4. Classification: Top Secret. 25X1A
5. Precedence: Immediate to all addressees except [redacted].
25X1A [redacted] precedence is Priority.
6. Submitted for: Each planned redeployment of KC-135 tanker or cell.
7. Reports Due Time: Due addressee NLT 2 hours prior to take-off of first KC-135 or cell.
8. Submitted to: Applicable forward base, INFO: [redacted].
25X1A [redacted]
9. Message Content:
 - A. OXCART mission number.
 - B. Title of message.
 - C. Execute/delay/cancel redeployment.
 - D. Take-off time of KC-135 aircraft or cell.
 - E. Comments.

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OXCART

10. Sample Message:

25X1A

IMMED

25X1A

INFO:

25X1A

- A. BSX001
- B. TANKER REDEPLOYMENT EXECUTION MESSAGE (SAC).
- C. EXECUTE REDEPLOYMENT.
- D. 19 APR/1010Z.
- E. NONE

END OF MESSAGE

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OXCART

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OXCART

TANKER REDEPLOYMENT TAKE OFF REPORT (SAC)

25X1A []

25X1A

1. Purpose: To inform Headquarters SAC and [] of departure time of KC-135 aircraft.

2. Point of Origin: Applicable forward base(s).

3. Transmission of Message: Secure teletype.

4. Classification: Top Secret.

5. Precedence: Immediate to all addressees except []
25X1A [] precedence is Priority.

25X1A

25X1A

6. Submitted for: Each KC-135 tanker or cell take-off redeploying to []

7. Reports Due Time: Due addressee immediately after aircraft or cell is airborne.

25X1A

25X1A

8. Submitted to: [] INFO: []

9. Message Content:

- A. OXCART mission number.
- B. Title of message.
- C. Special UHF tactical call sign.

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OX CART

D. Point of departure and take-off time (Date/Time ZULU).

E. Enroute stop(s) and ETA (Date/Time ZULU).

F. Final destination and ETA (Date/Time ZULU).

G. Comments

10. Sample Message:

25X1A

IMMED 25X1A CITE: 25X1A

25X1A

A. BSX001

B. TANKER REDEPLOYMENT TAKE-OFF REPORT (SAC).

25X1A

C.

D. 19 APR 1010Z.

E. NONE

25X1A

F. 19 APR/1630Z.

G. NONE.

END OF MESSAGE

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OX CART

TANKER REDEPLOYMENT LANDING REPORT (SAC)

25X1A []

1. Purpose: To inform Headquarters SAC of actual landing time of KC-135 aircraft at []

2. Point of Origin []

25X1A

3. Transmission of Message: Secure teletype.

4. Classification: Top Secret.

25X1A

5. Precedence: Immediate to all addressees except [],
25X1A [] precedence is Priority.

6. Submitted for: Each redeploying KC-135 tanker landing at
25X1A []

7. Reports Due Time: Due addressee NLT one hour after air-
craft landing.

25X1A

25X1A

8. Submitted to: [] INFO: [] and
departure base.

9. Message Content:

- A. OXCART mission number.
- B. Title of message.
- C. Special UHF tactical call sign.

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OXCART

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OX CART

D. Place, Date/Time of landing (ZULU).

E. Comments.

10. Sample Message:

25X1A

25X1A

25X1A IMMED INFO: CITE:

25X1A

A. BSX001

B. TANKER REDEPLOYMENT LANDING REPORT (SAC).

25X1A

C.

D. 19 APR/1630Z.

E. NONE.

END OF MESSAGE

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OX CART

SECTION III

GENERAL

This section establishes the message formats and timing to be used when transmitting Operational Weather data between Project Headquarters, Global Weather Central, Headquarters SAC, NPIC and applicable operating detachments.

Each recipient of this section is responsible for safeguarding his copy in accordance with existing regulations and directives and for verifying the "need to know" of any user.

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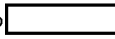
MISSION ALERT WEATHER REQUIREMENTS

25X1A



1. Purpose: To inform Global Weather Central of overall requirements for A-12 Alert and Mission Plan Weather Briefings.
2. Point of Origin: Project Headquarters.
3. Transmission of Message: Secure teletype.
4. Classification: Top Secret.
5. Precedence: Immediate to all addressees.
6. Submitted for: Each directed operational mission.
7. Reports Due Time: Due addressee NLT 50 hours prior to planned A-12 take-off time.

25X1A

8. Submitted to: 
9. Special Instructions: (A) Automated wind/temp product, valid 12, 24, 36, and 48 hours from next available set of upper air data, and each 12 hours thereafter, will be transmitted to  via 1004. Grid size 15 X 15. Data for 11 levels (850MB to 10MB) will include wind direction, speed, temp in degrees absolute, contrail base-top, cloud cover and "D" values. (B) Composite route breakout of applicable

25X1A

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25X1A pre-planned routes will be transmitted to [] via 1004 or teletype, as
25X1A a [] (C) TAFORS and observations for mission terminals
25X1A will be transmitted to addressees by [] via special weather tele-
25X1A type or 1004 data link-or-by [] and/or launch base using [] 25X1A
25X1A [] format.

10. Message Content:

- A. Valid time over target area (Date/Time ZULU).
- B. Point of take-off ETD. (Date/Time ZULU).
- C. Forecast area boundaries (QLaLo-QLa'Lo'-QLa''Lo'', etc., when Q is octant of globe, La is latitude Lo is longitude).
- D. Departure and recovery routes; approximate ARCP valid times (Date/Time ZULU). Composite route breakout [] requirements, addressees and method of transmission.
- E. Mission terminals.
- F. Grid wind/temp Block Number; upper left and lower right coordinates; degree increments; last valid data latitude.
- G. Message Number/Precedence/Addressees/File Time.

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11. Sample Message:

25X1A

25X1A

IMMEDIATE

CITE:

25X1A

A. 13/0200-0330Z JAN 66.

25X1A

B. 13/0100Z.

C. WITHIN 24500-24525-22530-21515-22000-24500.

25X1A

D.

25X1A

0345Z). COMPOSITE RTES: ALL; 004. 25X1A

E. VLD 13/0100-0600Z

25X1A

D 13/0400-0600Z

VLD 13/0230-0600Z.

F. BLOCK NUMBER 1 25909-20832 3 DEGS - 8N; BLOCK

NUMBER 2 - 24632 - 20474 3 DEGS - 10N.

25X1A

G. NLT 11/1700Z, AND

DAILY THEREAFTER.

END OF MESSAGE

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OXCART

MISSION ALERT WEATHER FORECAST

25X1A

1. Purpose: To provide Project Headquarters with information for planning an operational A-12 mission.
2. Point of Origin: Global Weather Central.
3. Transmission of Message: Secure facsimile (backup-secure teletype).
4. Classification: Top Secret.
5. Precedence: Immediate to all addressees.
6. Submitted for: Each directed operational mission.
7. Reports Due Time: Due addressee NLT 25 hours prior to planned A-12 take-off time.

25X1A

8. Submitted to:

9. Message Content:

A. Valid time (Date/Time ZULU).

B. Cloud cover, by Category, to include cloud types within

Cat II and III areas.

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OXCART

By FACS: Solid line will be used to separate CAT IV from CAT III conditions, with open pips toward CAT III. Dashed line will be used to separate CAT III from CAT II conditions. Include 500 or 300 MB flow patterns and significant surface fronts. By coded message: CAT II in Cu/Ci south QLALO - QLA'LO' - QLA''LO'' etc.

C. A/R forecasts: Amt (eights) of cloud layers above 20M, base/tops; vsby and rstns; 30-20M wind dir/speed; temp; hazards; contrail base/tops.

D. Comments: Comments on major developments which might adversely affect terminals and A/R's during mission.

10. Sample Message:

IMMEDIATE 25X1A

CITE:

25X1A

25X1A

A. 13/0200Z TO 0330Z JAN 66.

B. SEE FAX CHART 100-OR-BY MESSAGE: CAT II CU/CI
NORTH OF 23010 - 22806 - 22000 ETC.

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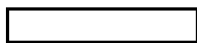
C. A/R FORECASTS:

25X1A



IL 10 MIS 250/45 M50 NIL 400/500
: 4/8 CI 280/310 7 MIS 250/50 M52
NIL 380/520
/8 NS 05/LYRS/300 1 MI IN CLDS 330/45
M40 NIL 300/480 ETC.

D. TROUGH SHOULD REMAIN WELL TO WEST OF DEP
25X1A

 A/R, BUT COULD HAVE AN EFFECT ON AREA
LATER IN PERIOD.

END OF MESSAGE

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OX CART

MISSION PLAN WEATHER REQUIREMENTS

25X1A

25X1A

1. Purpose: To inform Global Weather Central, and/or applicable forward base of refined requirements for Mission Plan Weather Briefing, target-camera program and tanker mission forecast.

2. Point of Origin: Project Headquarters.

3. Transmission of Message: Secure teletype.

4. Classification: Top Secret.

5. Precedence: Immediate to all addressees.

6. Submitted for: Weather requirements for A-12 Mission Plan Briefing.

7. Reports Due Time: Due addressee NLT 23 hours prior to planned A-12 take-off time.

25X1A

25X1A

8. Submitted to: and or applicable forward base, when a mission has been alerted.

9. Message Content:

A. Mission number.

B. Valid time over target area (Date/Time ZULU).

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C. Point of take-off/ETD/ETA (Date/Time ZULU).

D. Target area (boundary) by QLALO - QLA'LO' - ... etc.

Probable targets (lat/long in degrees and tenths).

E. Departure, recovery routes (ARCP valid times) and penetration route (turn points lat/long).

F. Tanker route to A/R to point of landing; missed A/R alternate.

G. Mission terminals.

25X1A H. Message Number/Precedence Addressees/File Time (Date/Time ZULU).

10. Sample Message:

25X1A (A) MISSION ALERTED: 25X1A
IMMEDIATE 25X1A CITE:

25X1A

A. BSX001

B. 13/0200Z TO 0330Z JAN 66.

25X1A

C. 13/0100Z/0515Z.

D. WITHIN 24500-24525-22530-21515-22000-24500

TGRS: 01-40.1N/115.2E; 02-33.7N/112.6E; 03-28.9N/118.6E;

04-22.2N/108.3E.

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25X1A

E. [REDACTED] (13/0345Z)

25X1A

[REDACTED] LAT/LONG (25M) TO LAT/LONG (85M) TO LAT/LONG
(88M-CC) TO LAT/LONG (90M) TO A/R.

25X1A

F. TANKER [REDACTED] WITH A-12, RETURN DIR

25X1A

[REDACTED]

25X1A

[REDACTED] DIR ARCP, RETURN [REDACTED] 25X1A

25X1A

G. [REDACTED]: VLD 13/0100 - 0600Z
[REDACTED] 13/0400 - 0600Z
[REDACTED] 13/0230 - 0600Z

25X1A

H. R-233/IMMEDIATE [REDACTED] /NLT 12/0300Z.

25X1A

R-236A/IMMEDIATE [REDACTED] /NLT 12/0300Z.

25X1A

R-233 AMND/IMMEDIATE [REDACTED] /NLT 12/0630Z.

25X1A

R-236B/IMMEDIATE [REDACTED] NLT 12/0645Z.

25X1A

R-237/IMMEDIATE TANKER DEPLOYMENT BASES/
[REDACTED] NLT 12/1000Z.

(B) NEGATIVE ALERT:

25X1A

IMMEDIATE [REDACTED]

25X1A

CITE: [REDACTED]

25X1A

[REDACTED]

A. NEG ALERT FOR 13 JAN 66.

B THRU G. N/A.

H. CONTINUE ALERTS UFN.

END OF MESSAGE

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OXCART

MISSION PLAN WEATHER FORECAST

25X1A []

25X1A

1. Purpose: To provide Project Headquarters, [] and/or applicable forward base with weather information for Mission Plan Weather Briefing.

2. Point of Origin: Global Weather Central.

3. Transmission of Message: Secure facsimile and/or teletype.

4. Classification: Top Secret.

5. Precedence: Immediate to all addressees.

6. Submitted for: A-12 Mission Plan Weather Briefing.

7. Reports Due Time: Due addressee NLT 21 hours prior to planned A-12 take-off time. [] due addressee 25X1A NLT 17 1/2 hours prior to planned A-12 take-off time.)

8. Submitted to: [] and/or applicable forward base. 25X1A

9. Message Content:

A. Mission number.

B. Valid time over target area (Date/Time ZULU).

C. Cloud cover, by Category, to include cloud types within CAT II and III areas.

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OX CART

By FACS: Solid line will be used to separate CAT IV from CAT III conditions, with open pips toward CAT III. Dashed line will be used to separate CAT III from CAT II conditions. Include 500 or 300 MB flow patterns and significant surface fronts. By coded message: CAT II in Cu/Ci south of QLALO - QLA'LO' - QLA"LO" etc.

D. A/R forecasts: Amt (eights) of cloud layers above 20M, base/tops; vsby and rstns; 30-20M wind dir/speed; temp; hazards; contrail base/tops.

E. Brief discussion synoptic situation and any comments which will assist the briefer in the presentation of the forecast. 24 hour outlook for area.

25X1A 10. Sample Message:

25X1A IMMEDIATE CITE:

25X1A

A. BSX001

B. 13/0200Z TO 0330Z JAN 66.

C. SEE FAX CHART 101-OR-BY MESSAGE: CAT II CU CI
NORTH OF 23012 - 22803 - 22098 ETC.

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OXCART

D. A/R FORECASTS:

25X1A [] NIL 10 MIS 250/45 M50 NIL 400/500.
2/8 CI 290/310 7 MIS 250/50 M52 NIL 380/520.

E. TROUGH MOVING THRU AREA DURING FORECAST
PERIOD AT 20 KTS OUTLOOK: EXPECTED OFF EAST COAST
BY 14 JAN WITH IMPROVEMENT OVER AREA.

END OF MESSAGE

25X1A

25X1A

IMMEDIATE []

CITE: []

25X1A

[]

A. BSX001

B. 13/0200Z - 0330Z JAN 66

C. CAT II CU CI NORTH OF 23212 - 227.503 - 22098 ETC.

D. NO SIG CHANGE.

E. 417 DATA SHOWS WELL DEFINED CAT II AREA WEST OF
TROUGH. OUTLOOK: CAT I - II OVER ENTIRE ROUTE AS TROUGH
MOVES OFF COAST BY 14/0000Z.

END OF MESSAGE

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COMPOSITE ROUTE BREAKOUT

25X1A

1. Purpose: To provide Project Headquarters with wind, temperature, wind factor, and contrail data for mission countdown briefings.

2. Point of Origin: Global Weather Central.

3. Transmission of Message: Secure 1004 data link or teletype.

4. Classification: Top Secret.

5. Precedence: Immediate to all addressees.

25X1A

6. Submitted for: Each route listed in

7. Reports Due Time: Due addressee ASAP following completion of 7094 data run.

25X1A

8. Submitted to:

9. Message Content:

A. Mission Route Designator.

Basic Data Time.

Point of departure; estimated departure time.

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B. Lat; Long; Mid point alt; wind dir/speed (dddsss); temp
(TTT); wind factor (WFTR); accumulated wind factor (AAFTR);
contrail base (BC); contrail top (TC).

10. Sample Message:

A. (via 1004)
25X1A
IMMEDIATE

25X1A

ONE DEPLOYMENT

BASIC DATA TIME IS 0000 23 12 65

MINUS LAT IS SOUTH LAT AND MINUS LONG IS EAST LONG

37.2 115.8 EST. DEPARTURE TIME 1600.0 23 12 65

LAT LONG ALT DDDSSS TTT WFTR AAFTR BC TC BC TC

38.6 115.6 14000 360 33 -16 -21 -21.0 365502 0 0

38.6 115.7 28000 290 36 -41 -34 -21.7 365502 0 0

37.7 122.2 38350 330 45 -41 -20 -20.4 330505 0 0

etc.

B. (Via teletype) Same as above but for selected segments of
the overall route.

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GO-NO-GO WEATHER REQUIREMENTS

25X1A

25X1A

1. Purpose: To inform Global Weather Central, and/
or applicable forward base of updated requirements for Go-No-Go
Weather Briefing.

2. Point of Origin: Project Headquarters.

3. Transmission of Message: Secure teletype.

4. Classification: Top Secret.

5. Precedence: Immediate to all addressees.

6. Submitted for: Additional and updated weather forecast
requirement.

7. Reports Due Time: Due addressee NLT 15 hours prior to
planned A-12 take-off time.

25X1A
25X1A

8. Submitted to: and/or applicable forward base.

9. Message Content:

A. Mission number.

B. Valid time over target area. (Date/Time ZULU).

C. Complete route listing.

D. A/R locations: Valid Times (Date/Time ZULU).

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OXCART

E. Targets (Lat/Long in degrees and tenths).

F. Mission terminal changes from

25X1A

G. Message Number/Precedence Addressees/File Time.

(Date/Time ZULU).

10. Sample Message:

25X1A

25X1A

IMMEDIATE

CITE:

25X1A

A. BSX001

B. 13/0200Z - 0330Z JAN 66.

25X1A

C. ROUTE LAT/

LONG (25M) TO LAT/LONG (85M) TO LAT/LONG (88M-CC) TO

LAT/LONG (90M) TO A/R; (ETA 13/0510Z). 25X1A

25X1A

D. (13/0347Z).

E. TARGETS: 01 - 40.1N/115.2E; 02 - 33.7N/112.6E;

03 - 28.9N/118.6E.

25X1A

F. NO CHANGE FROM

25X1A

G. R-235/IMMEDIATE /NLT 12/1500Z.

25X1A

R-235 AMND/IMMEDIATE /NLT 12/2100Z.

END OF MESSAGE

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OXCART

GO-NO-GO WEATHER FORECAST

25X1A

25X1A

1. Purpose: To provide Project Headquarters, and/or applicable forward base with weather information for Go-No-Go Weather Briefing.

2. Point of Origin: Global Weather Central.

3. Transmission of Message: Secure facsimile and/or teletype.

4. Classification: Top Secret.

5. Precedence: Immediate to all addressees.

6. Submitted for: Each directed operational mission.

7. Reports Due Time: Due addressee NLT 9 hours prior to planned A-12 take-off time. due addressee 25X1A NLT 3 hours prior to planned A-12 take-off time).

25X1A

8. Submitted to: and/or applicable forward base.

9. Message Content:

A. Mission number.

B. Valid time over target area (Date/Time ZULU).

C. Cloud cover by Category, to include cloud types within

CAT II and III areas. Specific target forecasts:

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Format ## Chtcht - where ## is the target number; C is total cloud cover, in eighths; c is cloud cover, in eighths, of cloud height h (l-low, m-middle, h-high and cloud type t (standard cloud types). Additional layers are indicated by additional cht groups.

D. Category weather along route to and from target area (Facs or route breadout, by lat/long intersections).

E. A/R forecasts: Amt (eighths) of cloud with tops above 20M, type, base/tops; vsby and rstns; 30-20M wind dir/speed; temp; hazards; contrail base/tops.

F. Comments: Any comment which would assist briefer in presentation of material. If change from Mission Plan forecast - a complete rundown covering reasons for forecast change.

25X1A

10. Sample Message:

IMMEDIATE

CITE:

25X1A

25X1A

A. BSX001

B. 13/0200Z - 0330Z JAN 66.

C. SEE FACS CHART 102 - OR - BY MESSAGE: CAT II CUCI
NORTH OF 23013 - 22803 ETC.

TARGETS: 0133L1; 0242L13M4; 0355H1 (THIN)

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OXCART

D. SEE FACS CHART 102 - OR - COLOR 125E-CAT IV;
TO 35N-CAT III; TO COAST IN-CAT II; COAST OUT TO 15N -
CAT IV ETC.

25X1A

E. NO CHANGE FROM

F. PATCHES OF CAT ONE ALONG RTE BETWEEN 40N
AND 30N TO SPREAD SOUTH AND EASTWARD BY 14 JAN 66.

END OF MESSAGE

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FORWARD BASE WEATHER FORECASTS

25X1A

25X1A 1. Purpose: To provide Project Headquarters, Global Weather Central, and/or the applicable forward base with mission terminal weather forecasts.

25X1A 2. Point of Origin: Global Weather Central (A) and (B); and/or applicable forward base (C) and (D).

3. Transmission of Message: Secure teletype.

4. Classification: Top Secret.

5. Precedence: Immediate to all addressees.

6. Submitted for: Each directed operational mission.

7. Reports Due Time: Due addressee NLT (A) 21; (B) 17 1/4 (C) 9 (D) 3 hours prior to planned A-12 take-off time.

25X1A 8. Submitted to: (A) and (B): and/or applicable forward base (C) and (D):

9. Message Content:

A. Mission number.

B. Terminal and selected alternate forecasts to include:
cloud height; SCTD, BRKN, OVC, CLR; (additional layers);

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Vsby and restrictions; surface wind dir/speed; hazards - OR -
TAFOR CODE FOR VALID PERIOD OF MISSION.

10. Sample Message:

25X1A
25X1A
25X1A

IMMEDIATE

CITE:

A. BSX001

B. RODN, ROAH - 13/0100 TO 0600Z: 25SCTD 100SCTD

320SCTD 15 300/10 G 20 KTS; NIL

RPMK - 13/0330Z TO 0600Z 15SCTD 25 BRKN 120 BRKN

300 BRKN 10 OCNL 5 RW - 230/15 KTS; LGT TURBC IN CU.

RCGM - 13/0230Z TO 0600Z: 20 BRKN 100 BRKN 15

320/10; NIL

ETC.

END OF MESSAGE

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OXCART

TANKER MISSION WEATHER FORECAST

25X1A

25X1A

1. Purpose: To provide Project Headquarters, and/or applicable forward bases, tanker staging bases, and Headquarters SAC with tanker mission weather forecast.

2. Point of Origin: Global Weather Central.

3. Transmission of Message: Secure teletype.

4. Classification: Top Secret.

5. Precedence: Immediate to all addressees.

6. Submitted for: Each KC-135 tanker force supporting an A-12 mission.

7. Reports Due Time: Due addressee NLT 14 hours prior to planned A-12 take-off time.

8. Submitted to: tanker staging bases, and/or applicable forward base.

9. Message Content:

A. Mission number.

B. A/R forecasts: Amt (eighths) of cloud with tops above 20M, type, base/tops; vsby and rstns; 30-25M wind dir/speed; temp; hazards; contrail base/tops.

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C. Enroute wind/temp from staging base direct to A/R, and from A/R to primary missed A/R alternate. Return route direct from A/R to recovery base. (Climb to 35M, then average wind and temp between 30-35M to A/R and return, with route breakdown, as necessary, by latitude or longitudinal segments.)

D. Tanker terminal and alternate forecasts, to include: cloud layers by amount (eighths), type, base/tops; vsby and rstns; sfc wind dir/speed; FZL; contrail base/tops; hazards. (Not required if tankers co-located with A-12 at forward base).

10. Sample Message:

25X1A
25X1A IMMEDIATE CITE:
25X1A

A. BSX001

25X1A B. VLD 13/0125Z: NIL 10 MIS 250/070 M48

NIL 400/500

25X1A VLD 13/0345Z: 2/8 CI 290/310 7MIS

250/040 M32 NIL 380/520

C. WIND/TEMP: VALID AS REQUIRED FOR MISSION SUPPORT.

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25X1A

[REDACTED] CLIMB (35M) - 240/040; DIR TO
30N - 250/090 M45; TO A/R - 250/075 M50; [REDACTED] (PRI-
MARY MISSED A/R ALTERNATE) - 250/070 M53.

25X1A

25X1A

RETURN RTE - NO CHANGE.

[REDACTED] CLIMB (35M) - 240/45; DIR TO

25X1A

21N 120E -250/60 M44; TO 17N 110E - 260/40; to A/R - 260/40
M39; [REDACTED] - 260/30 M38.

25X1A

RETURN RTE - [REDACTED] 250/40 M40.

D. NOT REQUIRED.

END OF MESSAGE

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EMERGENCY ALTERNATES FORECAST REQUIREMENT

25X1A

25X1A

1. Purpose: To provide and/or applicable forward base and Global Weather Central with a list of emergency alternates considered for an operational mission.

2. Point of Origin: Project Headquarters.

3. Transmission of Message: Secure teletype.

4. Classification: Top Secret.

5. Precedence: Immediate to all addressees.

6. Submitted for: Each directed operational mission.

7. Reports Due Time: Due addressee NLT 18 hours prior to planned A-12 take-off time.

25X1A 8. Submitted to: and/or applicable forward base.

9. Message Content:

A. Mission number.

B. Listing of alternates, by four letter designators.

25X1A 10. Sample Message:

IMMEDIATE

25X1A
CITE:

25X1A

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OXCART

A. BSX001

B. RKSU, RKSO, VTBI, VTBD, VTUU, VTUD, VVEH,
VVVS, RCMQ, RPMM.

END OF MESSAGE

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WEATHER SCOUT REPORTS

25X1A []

25X1A

1. Purpose: To advise Project Headquarters and [] and/
or applicable forward base of existing weather conditions in each of
the A/R areas.

2. Point of Origin: Global Weather Central.

3. Transmission of Message: Secure teletype.

4. Classification: Top Secret.

5. Precedence: Flash to all addressees.

6. Submitted for: Each A/R area of interest.

7. Reports Due Time: First report from each Weather Scout
aircraft due addressee NLT 2 hours prior to planned A-12 take-off
time.

25X1A

8. Submitted to: [] and/or applicable forward base.

9. Message Content:

25X1A

A. A/R identifier []

B. Four digit code which depicts A/R conditions, cloud
conditions, visibility and turbulence.

25X1A C. Comments from [] regarding scout report as received.

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10. Sample Message:

25X1A

FLASH:

25X1A

CITE:

25X1A

B. 2622

C. CIRRUS EXPECTED TO PERSIST WITH AT LEAST 5,000 FT
OF CLEAR A/R SPACING BETWEEN CLDS.

END OF MESSAGE

11. Weather Scout Code Follows:

A/R CONDITIONS

CLOUD CONDITIONS

- | | |
|--------------------|--|
| 1. Good at ARCP | 1. No sig cloud abv 20M |
| 2. Marginal | 2. No sig cloud abv 25M |
| 3. Poor | 3. No sig cloud abv 28M |
| 6. Good at end A/R | 4. No sig cloud abv 31M |
| 7. Marginal | 5. No clouds btwn 25-31M |
| 8. Poor | 6. At least 3M separation btwn 25-31M |
| | 7. At least 3M separation btwn 23-28M |
| | 8. At least 3M separation btwn 20-26M |
| | 9. Less than 3M separation btwn 20-31M |

(NOTE: Lowest number which applies
will be used).

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VISIBILITY

1. More than 5 miles
2. 3 to 5 miles
3. 1 to 3 miles
4. Less than 1 mile

(NOTE: Visibility will apply to cloud free area, above or between clouds, as depicted by cloud condition code number.

TURBULENCE

1. None
2. Ocnl light
3. Continuous light
4. Ocnl Moderate
5. Continuous Moderate
6. Ocnl Severe
7. Continuous Severe
8. Ocnl Extreme
9. Continuous Extreme

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HAZARDOUS WEATHER ADVISORY

25X1A

25X1A

1. Purpose: To advise Project Headquarters, and/or applicable forward base of meteorological phenomena, forecast or observed, which will result in hazardous flying conditions or curtail target photography.

25X1A

2. Point of Origin: Global Weather Central, and/or applicable forward base.

3. Transmission of Message: Secure teletype.

4. Classification: Top Secret.

5. Precedence: Flash to all addressees.

6. Submitted for: Only those times when adverse weather, including emergency terminals, will affect mission success or completion.

7. Reports Due Time: First report, if required, due addressee NLT 7 hours prior to planned A-12 take-off time and continuing until advised that mission is terminated.

25X1A

8. Submitted to: and/or applicable forward base.

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9. Message Content:

- A. Mission number.
- B. Valid time (Date/Time ZULU).
- C. Weather phenomena to be reported, based on the following criteria.

(1) Forward base observed or forecast to be below minimums during operational period.

(2) Primary missed refueling alternates forecast to be below minimums during period of possible need.

(3) Cloud cover over one or more targets observed or forecast to be CAT IV or V, if deterioration has occurred after the GO-NO-GO Briefing.

25X1A 10. Sample Message:

25X1A FLASH CITE:

25X1A

A. BSX001

25X1A B. 12/2045Z TO 13/0400Z JAN 66

C. FCST: 03 BRKN 20 OVC 3 OCNL 1/4 S

070/20G30 MDT ICGIC ABV 15 MSL.

END OF MESSAGE

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OXCART

OR

25X1A

25X1A

FLASH

CITE:

25X1A

A. BSX001

B. 13/0500Z TO 0630Z JAN 66

C. KADENA FCST: 02 OVC (LYRS TO 300) 1 R- 030/15

MDT TURBC 250 TO 400 MSL.

END OF MESSAGE

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D VALUES

25X1A

1. Purpose: To provide Project Headquarters and NPIC with "D" values for the photographic portion of an operational mission.
2. Point of Origin: Global Weather Central.
3. Transmission of Message: Secure teletype.
4. Classification: Top Secret.
5. Precedence: Routine to all addressees.
6. Submitted for: Each completed mission.
7. Reports Due Time: Due addressee NLT 12 hours after completion of mission.

25X1A

25X1A

8. Submitted to: INFO:

9. Message Content:

A. Mission number.

B. "D" Values (to nearest 100 ft.) using actual heights, as much as possible. The formula used will be $D=Z-Z_p$ where Z is the actual height and Z_p is the height in the US STANDARD ATMOSPHERE of the pressure level at flight level. "D" Values, for each 100 ft. increments, for the entire forecast route, using QLALO, - QLA'LO' etc.

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OXCART

10. Sample Message: 25X1A 25X1A
25X1A TO: INFO: CITE:
25X1A
A. BSX001
B. 25245 TO 24940 PLUS 500; TO 24530 PLUS 400; TO
23926 PLUS 300.

END OF MESSAGE

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MET-WATCH OBSERVATIONS

25X1A

1. Purpose: To provide Project Headquarters with surface weather observations for mission terminals.

25X1A

2. Point of Origin: and/or applicable forward base.

3. Transmission of Message: Secure teletype.

4. Classification: Top Secret.

5. Precedence: Immediate to all addressees.

6. Submitted for: A-12 GO-NO-GO weather briefing.

7. Reports Due Time: Due addressee NLT 3 hours prior to planned A-12 take-off time.

8. Submitted to: 25X1A INFO: 25X1A

9. Message Content:

A. Mission number.

B. Valid time of observation (Date/Time/ZULU).

C. Station designator: Cloud height; SCTD, BRKN, OVC, CLR; (additional layers); visibility; restriction to visibility; surface wind dir/speed; hazards. (To reduce the workload,

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it will be considered permissible to include only those stations which are reporting weather ceiling/visibility conditions of less than 2,000 ft. and/or 3 miles unless other minimums are reflected in the OPLAN or FRAG ORDER).

10. Sample Message:

25X1A 25X1A 25X1A
IMMEDIATE INFO: CITE:
25X1A

- A. BSX001
- B. 12/2100Z JAN 66
- C. RKSU: E10BRKN 25OVC 5 RAIN SE-10KTS.
KRSO: E15OVC 3 RAIN SE-10KTS.

END OF MESSAGE

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FINAL REPORT

OPERATIONAL SUITABILITY OF BLACK SHIELD

AIRCRAFT AND COMPONENTS

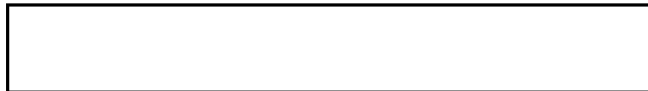
PROJECT 65-8

13 December 1965

DETACHMENT 1

1129TH USAF SPECIAL ACTIVITIES SQUADRON

25X1A



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REVIEW AND APPROVAL

PREPARED BY:

25X1A

REVIEWED BY:

REVIEWED BY:

REVIEWED BY:

REVIEWED BY:

APPROVED BY:

A large empty rectangular box with a black border, intended for signatures and initials. There are some faint handwritten marks on the left side of the box, including a loop and the letters 'FM'.

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INTRODUCTION

25X1A

1. This test was conducted under the authority of the Deputy Commander for Operations, Det 1, 1129th USAF Special Activities Squadron. On 12 and 13 May, 1965, a meeting between Headquarters, [redacted], and LAC personnel was held to determine basic test and system validation requirements to meet an Operational Readiness Inspection Test date of 15 December on Black Shield aircraft. The test was conducted from 1 October to 1 December in accordance with the Test Plan as amended.

OBJECTIVE

2. The objective of this test is to determine the operational suitability of A-12 aircraft and component systems as modified to the Black Shield configuration.

DESCRIPTION OF EQUIPMENT

TEST ITEM

3. The test was conducted using the three A-12 airplanes designated as primary for Black Shield. These aircraft, numbers 126, 127 and 128, were in standard configuration and instrumented with two cockpit cameras each to photograph the instrument panels, and one oscillograph each to record the performance of the inlet ducts. In addition, each airplane was equipped with a voice recorder. Normal support equipment was used during the test conduct.

TEST METHODS AND LIMITATIONS

TEST PROCEDURES

4. Prior to the initiation of this test, the subject airplanes were engaged in a series of flights to demonstrate performance and systems reliability. These flights, consisting of approximately six sorties per aircraft, were completed satisfactorily and this Operational Suitability Test was begun on 1 October 1965. Physical Testing was completed on 20 November 1965. A total of nine successful sorties were flown, consisting of three per airplane. Six of these sorties included three air refuelings with four high speed cruise legs, for a total flight time of approximately six hours each. The final three sorties were simulated operational missions which included two air

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refuelings each with trans-continental routes. Flight times for these sorties were approximately four hours each. Pilots were briefed using standard Detachment procedures for mission functions, and all tactics used were as specified in the Detachment Tactical Doctrine. The Limited Climatic Test, Black Shield Validation Item #25A, was completed as a separate test and the results forwarded in a separate report. As noted in the report the windshield deicing test has yet to be completed.

DATA COLLECTION AND REDUCTION

5. During pre-mission briefings, the validation items were reviewed for the pilots, along with the satisfactory-unsatisfactory criteria. In the test flights, pilots noted the functional operation of the validation items and voice recorded necessary data for climb, cruise and descent performance. In the post flight debriefings, pilots completed test mission forms on which all validation items were listed. Each item was rated as satisfactory or unsatisfactory, the latter rating requiring explanatory remarks. Similar forms were completed by DCM personnel to acquire data on items best evaluated during post flight functions. DCM personnel also reviewed the voice recorder tape playback and the cockpit camera film for additional data. Evaluation of payload material, INS, etc., were provided by the applicable agencies and included on the forms completed by DCM. Performance data was transcribed from the voice recorders by DCOM personnel and dispatched to LAC for reduction.

ACCURACY OF DATA

6. Most of the rating criteria was set to specified limits, but in some cases the ratings were qualitative; based on pilot/technician experience and judgement. In the case of performance, the profile presented in Appendix A is from data based on average test day atmospheric conditions. Operational performance will vary somewhat with changes in air temperatures.

TEST RESULTS

GENERAL

7. A total of 12 sorties were flown for 52:40 hours. Overall, nine sorties were rated as satisfactory with three air

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25X1D

aborts. One abort was charged to a low oil pressure indication and the other two to ARC-50 UHF failure. For an overall rating of satisfactory, a mission had to be completed as briefed with the entire route covered and all refuelings met. For overall performance success, inlet unstarts were acceptable as long as altitude loss did not exceed 2,000 feet or to below [] feet during penetration legs. Only missions which were airborne were considered. Ground aborts and schedule cancelations were not considered as they are beyond the scope of this test.

PERFORMANCE

8. Appendix A contains a typical performance profile compiled from data based on average test day atmospheric conditions. Complete performance data generated from this and other tests were published in the A-12 Utility Flight Manual in a change dated 1 Dec 65. These data are presently being reduced to standard conditions and when completed will be published in the flight manual.

VALIDATION ITEMS

9. Appendix B contains a breakdown of validation items by aircraft, date, rating, and explanatory remarks. The following table summarizes the results by satisfactory-unsatisfactory criteria and percent satisfactory:

SUMMARY OF RESULTS

<u>ITEM</u>	<u>CRITERIA</u>	<u>RATE</u>
1A & 2A - Performance. Multiple A/R High Speed Profiles. NOTE: No unsatisfactory ratings were due to inlet malfunctions.	1. All legs and refuelings completed as briefed. 2. Maximum alt. loss of 2000 ft during unstarts or to a min of [] during penetration legs.	75% 25X1D
3A - Inlets	Unsatisfactory if any unstarts were encountered.	64%

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<u>ITEM</u>	<u>CRITERIA</u>	<u>SUCCESS RATE</u>
4A - Air Data Computer	Normal Function	100%
5A - LOX (Deleted)		
6A - LN ₂	Minimum 15 liters reserve	100%
7A - TACAN	Normal functions and DME agreement with INS within 10%.	75%
8A - IFF	As reported by Radar	92%
9A - Aft Fuel Feed and Transfer	Normal functions	100%
10A- SR-3 Compass	Remained in sync after 180° turn, with attitude indicator precession of no more than 3°.	92%
11A- Oil Pressure	Normal Limits	67%
12A- All Attitude Fuel Readout	No more than 2000 lbs fluctuation after attitude or acceleration change.	100%
13A- Fire Warning	Normal indications	100%
14A- Engine Durability	No engine change or major repair required.	82%
15A- SC & DM Switching	Normal function	100%
25X1A 16A- 	1. No erroneous signals 2. Proper signals transmitted	92%
17A- DECM	Ground Report	63%
18A- SIP	Ground Report	100%
19A- ARC-50	Normal UHF, internal & external. Normal DME	17%

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<u>ITEM</u>	<u>CRITERIA</u>	<u>SUCCESS RATE</u>
20A - INS/ECM Compatibility	INS not affected by ECM.	100%
21A - Plastics	No breaks or delaminations	100%
22A - Mach Hold	(Deleted)	
23A - SSB	Normal functions	100%
24A - Camera	Normal function and acceptable resolution.	90%
25A - Climatic Test	(Separate report)	
26A - INS	1. Remained within specs 2. 5° Max steering bias 3. Auto Nav bank angle 35° + 0-3°	73%
27A - Complete System Test	Cmdr, DCO and DCM evaluation	75%

OTHER ITEMS

10. Test Plan Revision Number 2 added the requirement for further evaluation of cockpit radiation heat shields and weather modifications. No evaluation of these items was accomplished as the heat shields were not available and rain, high humidity, and icing conditions were not encountered during the test. Pilots were asked to comment on cockpit heat problems during descents and the consensus was generally favorable. However, descents were initiated with fuel remaining in the order of 20,000 lbs where adequate sink was still available for air conditioning. It is anticipated that if descent fuel remaining is in the order of 5000 lbs or less, pilot comfort may become a flight safety hazard.

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TOP SECRETCONCLUSIONS AND RECOMMENDATIONS

11. An overall satisfactory rate of 75% for the long endurance high speed missions flown on this test illustrates the great improvement in performance and reliability of the A-12 aircraft. This improvement is primarily due to the Black Shield modification program and more effective quality control. It must be pointed out that the 75% is not really a true picture, since two of the three aborts were due to ARC-50 radio failure rather than basic airframe systems. Had the radio problems been solved, the rate would have been more in the order of 90%. It is significant to note that none of the unsatisfactory ratings for overall performance were due to inlet malfunctions. With unmodified aircraft, inlet system malfunctions was the most serious A-12 problem area. The most serious problem now is the ARC-50 UHF radio which had a satisfactory rate of 17%. The ARC-50 is important since external DME and ADF modes are the primary tanker rendezvous aids, especially under restricted visibility conditions. It may be argued that during this test no air refuelings were missed in spite of the poor ARC-50 performance, but back up aids were used and weather conditions were better than will generally be encountered during deployment operational flights. Based on the lack of a reliable all weather rendezvous aid, it is recommended that the A-12 aircraft be considered operationally ready with a VFR rendezvous restriction until improved or substitute equipment is available. Efforts to improve the ARC-50 are being continued to provide an operationally suitable system.

12. DECM shows marginal performance with a rate of 63%. It is recommended that an intensive flight test program be initiated to isolate and solve the problems. Emphasis should be placed on DECM performance below 60,000 feet to afford protection in the event an A-12 must descend over enemy territory.

13. Engine oil and pressure indicating systems continue to be somewhat a problem with a rate of 67%. The indicating system is the primary trouble and further efforts are necessary to eliminate this problem.

14. Cruising range of the A-12 has improved drastically but more data is necessary to further refine the results to date. Performance testing is being continued with a minimum of turns in the flight profiles and range extensions to allow cruising to 10,000 pounds of fuel remaining at start of descent. To date, most of the data from 20,000 to 7,500 lbs of fuel remaining is extrapolated. Performance data is lacking for a penetration technique of a constant cruise altitude instead of cruise climb. This area should be explored in the performance follow-on testing.

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25X1D

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ITEM 1A & 2A

PERFORMANCE

25X1A

Msn or Route	Rating	Acft #	Date	Flt Time	Remarks
	U	128	7 Oct	4:30	Air abort due to oil Pressure. RH engine shut down - 4th leg not flown.
	S	126	12 Oct	6:05	
	S	128	13 Oct	6:10	
	U	128	20 Oct	6:40	Air abort, UHF failure. Subsonic flight
	S	127	21 Oct	6:20	
	S	128	22 Oct	5:50	
	S	126	26 Oct	5:30	
	S	127	28 Oct	5:40	
	S	127	3 Nov	6:55	
	U	126	5 Nov	1:00	Air abort - ARC-50 failure.
	S	128	11 Nov	4:00	
	S	126	20 Nov	4:00	

NOTE: The last 4 sorties were actually under item 27A.

Appendix B - Detailed Validation Item Results.

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ITEM 3A

INLETS

Rating	Acft#	Date	Remarks
S	128	7 Oct	
S	126	12 Oct	
U	128	13 Oct	Spike too far Fwd - Door open. LH side malfunction last leg - Computer amplifier malfunction.
-	128	20 Oct	Air abort - UHF. Subsonic
S	127	21 Oct	
U	128	22 Oct	RH inlet unstated at beginning of two descents. LH inlet operated manually on 4th leg.
U	126	26 Oct	RH inlet unstated at beginning of last descent. Both inlets unstated during turn - Due to erratic Mach Hold.
S	127	28 Oct	
S	127	3 Nov	
S	126	5 Nov	Max Mach 2.5
S	128	11 Nov	
U	126	20 Nov	Unstarts in two climbs & accel - Mach 2.5.

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7000

9 1/2 Cvs

12 1/2 Pages

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ITEM 4A

AIR DATA COMPUTER

Rating	Acft #	Date	Remarks
S	128	7 Oct	
S	126	12 Oct	
S	128	13 Oct	
S	128	20 Oct	
S	127	21 Oct	
S	128	22 Oct	
S	126	26 Oct	
S	127	28 Oct	
S	127	3 Nov	
S	126	5 Nov	
S	128	11 Nov	
S	126	20 Nov	

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(ITEM 5A LOX - DELETED)

ITEM 6A LN₂

Rating	Acft #	Date	Remarks
S	128	7 Oct	
S	126	12 Oct	
S	128	13 Oct	
S	128	20 Oct	
S	127	21 Oct	
S	128	22 Oct	
S	126	26 Oct	
S	127	28 Oct	
S	127	3 Nov	
S	126	5 Nov	
S	128	11 Nov	
S	126	20 Nov	

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ITEM 7A

TACAN

Rating	Acft #	Date	Remarks
S	128	7 Oct	
S	126	12 Oct	
U	128	13 Oct	TACAN Inop due to faulty circuit breaker.
S	128	20 Oct	
S	127	21 Oct	
S	128	22 Oct	
U	126	26 Oct	TACAN failed in flight. Faulty BHDI (DME stuck) and TACAN unit itself (fuse blown).
S	127	28 Oct	
U	127	3 Nov	40° right on Ch 57. Marginal TACAN unit.
S	126	5 Nov	
S	128	11 Nov	
S	126	20 Nov	

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ITEM 8A

IFF

Rating	Acft #	Date	Remarks
S	128	7 Oct	
S	126	12 Oct	
S	128	13 Oct	
S	128	20 Oct	
U	127	21 Oct	IFF completely Inop - cause unknown.
S	128	22 Oct	
S	126	26 Oct	
S	127	28 Oct	
S	127	3 Nov	
S	126	5 Nov	
S	128	11 Nov	
S	126	20 Nov	

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ITEM 9A

AFT FUEL FEED & TRANSFER

Rating	Acft #	Date	Remarks
S	128	7 Oct	
S	126	12 Oct	
S	128	13 Oct	
S	128	20 Oct	
S	127	21 Oct	
S	128	22 Oct	
S	126	26 Oct	
S	127	28 Oct	
S	127	3 Nov	
S	126	5 Nov	
S	128	11 Nov	
S	126	20 Nov	

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ITEM 10A

SR-3 COMPASS

Rating	Acft #	Date	Remarks
S	128	7 Oct	
S	126	12 Oct	
S	128	13 Oct	
S	128	20 Oct	
S	127	21 Oct	
S	128	22 Oct	
U	126	26 Oct	Slaved Gyro would not hold sync. Comp card fluctuated $\pm 2^\circ$.
S	127	28 Oct	
S	127	3 Nov	
S	126	5 Nov	
S	128	11 Nov	
S	126	20 Nov	

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ITEM 11A

OIL PRESSURE

Rating	Acft #	Date	Remarks
U	128	7 Oct	RH oil pressure erratic - then dropped to zero. RH low quantity lite came on. Found to be indicating system in both cases. Oil quantity serviced 6.5 Qts low after 4:30 flight.
S	126	12 Oct	
U	128	13 Oct	Oil pressure below 55 psi in flight. RH low lite came on. Low warning deactivated per letter.
S	128	20 Oct	
S	127	21 Oct	
U	128	22 Oct	RH oil pressure went to 0 on final. 30-32 psi in flight. Pressure transmitter problem.
U	126	26 Oct	Oil pressure erratic RH side. Excessive oil consumption (17 qts in 5:30). Engine changed.
S	128	28 Oct	
S	127	3 Nov	
S	126	5 Nov	
S	128	11 Nov	
S	126	20 Nov	

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 02 9 11 60
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ITEM 12A

ALL ATTITUDE FUEL READOUT

Rating	Acft #	Date	Remarks
S	128	7 Oct	
S	126	12 Oct	
S	128	13 Oct	
S	128	20 Oct	
S	127	21 Oct	
S	128	22 Oct	Fuel Ind. fluctuated 1 time 11 to 5 M #. Duplicated on ground - Small wiring problem.
S	126	26 Oct	
S	127	28 Oct	
S	127	3 Nov	
S	126	5 Nov	
S	128	11 Nov	
S	126	20 Nov	

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13 100000
 09 100000
 10 20 100000

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ITEM 13A

FIRE WARNING

Rating	Acft #	Date	Remarks
S	128	7 Oct	
S	126	12 Oct	
S	128	13 Oct	
S	128	20 Oct	
S	127	21 Oct	
S	128	22 Oct	
S	126	26 Oct	
S	127	28 Oct	
S	127	3 Nov	
S	126	5 Nov	
S	128	11 Nov	
S	126	20 Nov	

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ITEM 14A

ENGINE DURABILITY

Rating	Acft #	Date	Remarks
S	128	7 Oct	
U	126	12 Oct	LH engine exhaust heat shield failed.
S	128	13 Oct	
S	128	20 Oct	
S	127	21 Oct	
S	128	22 Oct	
U	126	26 Oct	Excessive oil consumption, RH.
S	127	28 Oct	
S	127	3 Nov	
S	126	5 Nov	
S	128	11 Nov	
S	126	20 Nov	

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ITEM 15A

SC & DM SWITCHING

Rating	Acft #	Date	Remarks
S	128	7 Oct	
S	126	12 Oct	
S	128	13 Oct	
S	127	21 Oct	
S	128	22 Oct	
S	126	26 Oct	
S	127	28 Oct	
S	127	3 Nov	
S	128	11 Nov	
S	126	20 Nov	

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ITEM 16A

25X1A



Rating	Acft #	Date	Remarks
S	128	7 Oct	
S	126	12 Oct	
S	128	13 Oct	
S	127	21 Oct	
S	128	22 Oct	
U	126	26 Oct	Erroneous chirps such as cabin pressure failure.
S	127	28 Oct	
S	127	3 Nov	
S	126	5 Nov	
S	128	11 Nov	
S	126	20 Nov	

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ITEM 17A

DECM

Rating	Acft #	Date	Remarks
S	128	7 Oct	
S	126	12 Oct	
S	128	13 Oct	
S	127	21 Oct	OK on 1st run. Acft not acquired by radar on 2nd run.
S	128	22 Oct	
U	126	26 Oct	OK on 1st run. Inop on 2nd run. Replaced antennae.
U	127	28 Oct	[redacted] not triggered by proper correlation. [redacted] did not see ground emissions. 25X1A
U	126	20 Nov	DECM ineffective. 25X1A

NOTE: No DECM installed on two missions.

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ITEM 18A

SIP

Rating	Acft #	Date	Remarks
S	128	7 Oct	
S	126	12 Oct	
S	128	13 Oct	
S	127	21 Oct	
S	128	22 Oct	
S	126	26 Oct	
S	127	28 Oct	

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ITEM 19A

ARC-50

Rating	Acft #	Date	Remarks
U	128	7 Oct	DME erratic. Receiver weak.
U	126	12 Oct	Ext failed completely for 3rd rendezvous.
U	128	13 Oct	Ext DME Inop.
U	128	20 Oct	Air abort due to ARC-50 failure.
S	127	21 Oct	No ADF antenna. Ext interrogate would not stay in continuous for more than 4-5 cycles.
U	128	22 Oct	Ext DME failed after 1st AR.
U	126	26 Oct	Ext DME Inop.
U	127	28 Oct	Ext DME & Voice failed after 1st AR.
U	127	3 Nov	Ext failed after 1st AR.
U	126	5 Nov	Entire X-MTR ARC-50 failed after T.O. Air abort.
S	128	11 Nov	No ADF.
U	126	20 Nov	No ADF. Erratic DME.

NOTE: If other functions were normal, ARC-50 was considered satisfactory with ADF failure or ADF antenna not installed.

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ITEM 20A

INS COMPATIBILITY W/ECM

<u>Rating</u>	<u>Acft #</u>	<u>Date</u>	<u>Remarks</u>
S	128	7 Oct	
S	126	12 Oct	
S	128	13 Oct	
S	127	21 Oct	
S	128	22 Oct	
S	126	26 Oct	
S	127	28 Oct	
S	126	20 Nov	

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ITEM 21A

PLASTICS

<u>Rating</u>	<u>Acft #</u>	<u>Date</u>	<u>Remarks</u>
S	128	7 Oct	
S	126	12 Oct	
S	128	13 Oct	
S	127	21 Oct	
S	128	22 Oct	
S	126	26 Oct	
S	127	28 Oct	
S	127	3 Nov	
S	128	11 Nov	
S	126	20 Nov	

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(ITEM 22A - MACH HOLD - DELETED)

ITEM 23A

SSB

Rating	Acft #	Date	Remarks
S	128	7 Oct	
S	126	12 Oct	
S	128	13 Oct	
S	127	21 Oct	
S	128	22 Oct	
S	126	26 Oct	
S	127	28 Oct	
S	127	3 Nov	
S	126	5 Nov	
S	128	11 Nov	
S	126	20 Nov	

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ITEM 24A

CAMERA

Rating	Acft	Date	Remarks
S	128	7 Oct	Type I
S	126	12 Oct	Type II
U	128	13 Oct	Type I. Malfunction lite, last leg. Material tension regulator problem.
S	127	21 Oct	Type II
S	128	22 Oct	Type I. Ran out of material toward end of last leg.
S	126	26 Oct	Type II
S	127	28 Oct	Type II
S	127	3 Nov	Type I
S	128	11 Nov	Type II
S	126	20 Nov	Type I

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(ITEM 25A - CLIMATIC - COMPLETED)

ITEM 26A

INS

Rating	Acft #	Date	Remarks
S	128	7 Oct	
U	126	12 Oct	1.1 Times spec error.
S	128	13 Oct	
U	127	21 Oct	1.6 Spec error.
S	128	22 Oct	
U	126	26 Oct	19 mile error.
S	127	28 Oct	Bank angle went to 50° on one turn - cause unknown.
S	127	3 Nov	
S	126	5 Nov	Short flight.
S	128	11 Nov	
S	126	20 Nov	

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ITEM 27A

COMPLETE WEAPON SYSTEM TEST

Route	Rating	Acft #	Date	Remarks
25X1A				
	S	127	3 Nov	No ECM. ARC-50 Ext failed after 1st A/R. TACAN Marginal.
	U	126	5 Nov	Air abort due to ARC-50 failure.
	S	128	11 Nov	No ECM. No ARC-50 ADF.
	S	126	20 Nov	ECM Inop.

NOTE: These missions were considered satisfactory although ECM was not installed or malfunctioned.


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	25X1A	3
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