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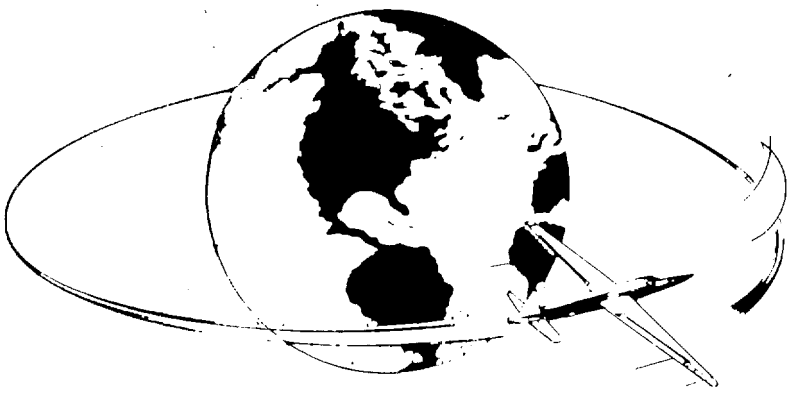
DETACHMENT "G"

MOBILITY PLAN

1-69



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IDEA-0837-64
CY 1 OF 4

FROM: Command Section 1 March 1971

SUBJECT: Changes to Mobility Plan 69-1

TO: All Directorates

Attached are page-for-page changes to subject plan. In addition to these page changes, following pen and ink changes are to be made:

25X1 Page 44, under [redacted], Addressee Block, delete [redacted] 25X1

Page 44, under [redacted] 105, From Block, change "Commo" to read "Avionics". 25X1

Please coordinate by placing initials in space provided below. Please submit any additional recommendations/ changes on separate paper. 25X1

OPERATIONS [redacted]

MATERIEL [redacted]

D/SUPPORT [redacted]

D/SECURITY [redacted]

CHIEF COMM [redacted]

LIFE SPT [redacted]

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7	SAS	15	
8	RR	16	

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IDEALIST OPS LOGS

REF: DET "G" MOBILITY PLAN 1-69

1. NEW CHANGE TO DET "G" MOBILITY PLAN 1-69 RECEIVED AT PROJ HQS AND HAS BEEN REVIEWED. FOLLOWING RECOMMENDATIONS ARE FORWARDED:

A. PEN AND INK CHANGE BE MADE TO ALL PAGES NOT REVISED TO REFLECT, "DET G 1-69", IN LIEU OF "ATTG 1-69". 25X1

B. PAGE 24. DELETE 1130 AND INSERT, "DETACHMENT G".

C. PAGES 182-197, SHOULD BE RENUMBERED 166 THROUGH 181 RESPECTIVELY. 25X1

D. PAGE 3-1. PAGE NUMBER CHANGE TO REFLECT SUGGESTED RENUMBERED PAGES (PARA 1D ABOVE).

2. CONSOLIDATION EFFECTED WITH SUBSEQUENT ELIMINATION OF 16 PAGES CERTAINLY PROVIDES A MORE CONCISE PICTURE OF THE PHASE SUPPORT REQUIREMENTS AND WILL EXPEDITE EXTRACTING NECESSARY INFORMATION IN

COORDINATING OFFICERS

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PAGE 2

TO INFO CITE

THE FORMULATION OF PLANS.

END OF MESSAGE

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INTRODUCTION

1. General Situation

The primary mission of Detachment "G" is to maintain the capability to conduct reconnaissance overflights of denied territory for collection of photographic and electronic intelligence data. This unit will therefore maintain a quick reaction capability to deploy an appropriate detachment to a designated location in order to conduct an operational mission 48 hours after arrival or 12 hours after the detachment commander declares the unit operationally ready.

2. Purpose

The purpose of this Mobility Plan is to define responsibilities and establish organizational deployment procedures. In addition to operational deployments under Phase I, II, or III conditions, defined in paragraph 3, the procedures of this OPLAN are also applicable to ferry missions.

3. Definitions

a. Forward Detachment: A segment of Detachment "G" that has been deployed away from its home station as directed by Project Headquarters.

b. OL Commander: That person designated as the deployment commander.

c. Staging Team: A segment of either the deployed detachment or Detachment "G" that may be deployed to perform specific tasks of a limited nature as directed by Project Headquarters.

d. Phase I Deployment: The movement of a forward detachment to a preselected site with one U-2R aircraft and the minimum personnel and equipment required to perform one reconnaissance overflight mission. Includes up to four sorties to destination and four sorties to return to Edwards AFB.

e. Phase II Deployment: The movement of a forward detachment to a preselected site with one U-2R aircraft and the necessary personnel and equipment required to perform five or six reconnaissance overflights missions. Includes up to four sorties to destination and four sorties to return to Edwards AFB. Total period of the deployment usually will not exceed thirty days.

f. Phase III Deployment: The movement of a forward detachment to a preselected site with one or more U-2R aircraft and the necessary personnel and equipment required to sustain overflight missions for a period of more than thirty days. The forward detachment to be capable of supporting one U-2R for ninety days or two U-2R aircraft for forty-five days, assuming that at least limited resupply by air is available.

4. Administration

Proposed changes to this OPLAN will be submitted to the Director of Operations for review and coordination. Changes will be approved by the Detachment "G" Commander as "page changes" and submitted to all recipients of this OPLAN.

Det "G"
Edwards AFB
29 July 1969

PLAN: 1-69 (Mobility Plan)

References:

1. Project Headquarters Mission Directive 50-10-27, Det "G"
2. Project Headquarters Manual 50-1055-1, Reports Control Manual
3. Project Headquarters Manual 50-1055-3, Flight Planning Manual
4. Project Headquarters Manual 50-1055-4, Deployment Planning Manual
5. Project Headquarters Manual 50-1055-5, U-2 Tactical Doctrine
6. Project Headquarters Operations Plan 4-67

Task Organization: Detachment "G"

1. SITUATION

a. General:

Detachment "G" under the purview of its mission directive, must maintain a capability to deploy personnel and equipment to forward locations and to conduct such operations as may be directed by Project Headquarters. The purpose of this plan is to establish standardized deployment procedures, supplement appropriate headquarters directives and provide for operational deployment forms and checklists. While this OPLAN is directive in nature, variances with established procedures must be anticipated in order to afford maximum operational flexibility.

b. Friendly Forces:

The following forces are those which command or support all operational deployments of detachment "G" as indicated.

(1) Project Headquarters: will plan, direct, and control all operational deployments, issue implementing directives, coordinate airlift and search and rescue support with appropriate DOD agencies, and direct prepositioning of assets and/or personnel as required.

(2) JRC: will provide such support and/or appropriate radar suppression as requested by Project Headquarters.

(3) Hqs USAF (AFIGOS): will provide such support as requested by Project Headquarters to include airlift and logistic support, search and rescue and appropriate operational coordination with USAF/DOD agencies.

c. Assumptions:

That sustained and/or simultaneous deployments will not be directed by Project Headquarters. If required, then testing, training and other operations at Edwards AFB may be discontinued unless Detachment "G" is augmented by additional personnel.

2. MISSION

To deploy U-2 aircraft and supporting forces from Edwards AFB to selected world wide operating locations for the purpose of conducting covert reconnaissance missions over denied territory or other activities as directed by Project Headquarters.

3. EXECUTION

a. Concept of operations:

(1) Detachment "G" will maintain a fast reacting capability for operational deployment as directed by Project Headquarters under

the concept of a Phase I, II, or III deployment, as defined in the introduction to this operations plan. In developing and maintaining personnel/logistic support requirements, the following "operational risk" factor will also be considered. Deployed personnel/logistic support will be minimized to that essential for anticipated operational missions. Back-up or spare equipment will only be included when, by an experience factor, it is considered an essential item of support.

(2) Unit deployment will normally be proceeded by advanced warning from Project Headquarters not later than 24 hours prior to movement.

(3) After being alerted for movement, the commander will designate the deployment commander as the senior authority for the operation.

(4) The planning and execution of any deployment will be under a phased concept of operation as follows:

(a) Pre-deployment; to include all preparations and activities which must be accomplished prior to departure from Edwards AFB.

(b) Deployment; commences at the time the U-2 and support aircraft departs from Edwards and ends upon their arrival at destination.

(c) Operational Employment; includes all operations after arrival at destination including support of testing, training, and operational missions as required.

(d) Redeployment; commences from the time the U-2 and support aircraft departs the deployed base of operations until their return to Edwards AFB.

(e) Critique.

b. UNIT TASKS

(1) Each Director will:

(a) Maintain supporting annexes to this plan as indicated. All implementing instructions will be in accordance with appropriate Project Headquarters directives, the concept of operation outlined in paragraph 3a, and conform to deployment procedures established by Project Headquarters OPLAN 4-67.

(b) Submit to the Director of Operations a list of personnel by number who will accompany each type of deployment. Personnel requirements will be consolidated as an appendix to the operations Annex A.

(c) Submit to the DM a list of equipment required for each type of deployment. Materiel requirements will be consolidated as an appendix to the Materiel Annex F.

(d) After the completion of each deployment, submit within ten working days a critique of activities including recommendations for improvement of future operations. These will be reviewed and submitted to Project Headquarters as required.

(2) The Director of Operations will maintain a base survey file of all locations which have, in the past, been suitable for U-2 operations and which are anticipated to be used again. As a minimum this should include [redacted] 25X6 and carrier operations. Both general and specific operational information regarding these airfields will be included. Base survey

procedures, checklists, etc., are contained in Annex A, Appendix 8.

4. ADMINISTRATION, LOGISTICS, AND PERSONNEL

a. Administration; upon receipt of deployment instructions, all communications pertaining to the operation will be coordinated with the designated detachment commander and a separate correspondence file will be maintained by the Admin Section through the pre-deployment phase of operations. Commencing with actual deployment, all correspondence will be prepared and maintained by the administrative clerk assigned to the deployment operations officer.

b. Logistics; Reference Annex F.

c. Personnel; Reference Annex A, Appendix 1.

5. COMMAND AND SIGNAL

a. Project Headquarters is the command authority for all deployments and operational missions flown in accordance with this plan. Implementation will be by appropriate operations orders.

b. Command of transport aircraft provided in support of deployments will be retained by MAC or SAC as appropriate; direct coordination with airlift headquarters will be as authorized by Project Headquarters.

c. During deployments, the designated detachment commander will be directly responsible for all phases of the operation and will immediately advise Project Headquarters and the commander, Detachment "G" of any contingency which would adversely affect successful completion of the deployment.

25X1 [redacted]

Commander

Annexes:
- A. Operations
- B. Life Support
- C. Security
- D. Communications
- E. Support
- F. Materiel

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DISTRIBUTION:

Headquarters	-5
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Director of Materiel	-2
Director of Operations	-2
Director of Life Support	-1
Director of Security	-1
Avionics	-1
Spares	-6
Master (Admin)	-1

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Det "G"
Edwards AFB
29 July 1969

ANNEX A TO OPLAN 1-69

OPERATIONS

REFERENCE: Annex A, Project Headquarters OPLAN 4-67

1. GENERAL

Annex A, Project Headquarters OPLAN 4-67 details the broad operational requirements and details for deployment. The purpose of this annex is to provide detailed implementing instructions which will be followed in conducting operations throughout all phases of deployment.

2. CONCEPT OF OPERATIONS

After being alerted for deployment, the commander Detachment "G" will select the detachment operations officer who will also be the alternate detachment commander. As such he will become the focal point for all information and communications concerning the operation; he will be directly responsible to the detachment commander for the conduct of operations throughout the deployment.

3. DEPLOYMENT OPERATIONS

a. Pre-deployment Activities

(1) After receiving a mission alert from Headquarters, the detachment operations officer will notify all sections of pertinent deployment information and request names of personnel scheduled for deployment; a master personnel roster will be prepared and forwarded

to the mission commander, Administrative, Personnel, Security and Medical Sections. A master personnel listing for planning is included as appendix 1.

(2) Notify Base Operations of the transport aircraft arrival time, support requirements as determined by the Director of Materiel, parking space required, etc.

(3) Contact the transport aircraft unit of assignment and request names of personnel who will accompany the aircraft. This may be received directly from Headquarters by separate message. This list will be forwarded to the Administrative Section for billeting reservations and to Security.

(4) Schedule a briefing which will be attended by all personnel scheduled for deployment. This meeting will be conducted by the detachment commander and will include section briefings concerning all aspects of the deployment. Briefings will be given by the Detachment "G" Commander, Deployment Commander, Operations, Materiel, Administration, Medical and Security Sections. Items to be included in the operations portion of the briefing are contained in Appendix 2.

(5) The Transport aircraft and U-2 ferry routes will normally be established by Headquarters. As soon as possible after receipt, operations personnel will coordinate departure route information with Los Angeles Center. Names of Center I-3 cleared personnel are available from Security. When possible, the first ferry "leg" departing the ZI will be via DD Form 175; the remaining ferry "legs" may be in the black if required.

(6) Insure that enroute coordination will be accomplished as soon as possible but in no case not less than twenty-four hours prior to the arrival of the U-2 and support aircraft. If feasible, an individual will be selected to personally accomplish this coordination. Details of coordination may vary depending on deployment requirements, however as a minimum, coordination will include those items listed in Appendix 3.

(7) A deployment handbook will be prepared which should contain operational data in sufficient detail so as to provide a practical degree of operational standardization on all deployments. While each operation will differ to a degree depending upon requirements, the following data should be applicable to all deployments:

(a) Flight timing schedules.

(b) Flight plan work sheet.

(c) Route of flight.

(d) Frequency card (navigational aids)

(e) Destination information.

(f) Abort criteria.

(g) U-2 channelization.

(h) Operations orders.

(i) Crew/passenger manifest.

25X1 (j) Master [redacted] schedule.

(k) Copy of deployment TDY orders.

(l) Alternate airfield information.

(m) GMT conversion schedule.

(8) After arrival of the transport aircraft, the designated detachment operations officer will conduct a general briefing for the crew; reference Appendix 4. This will normally be accomplished the day preceeding deployment.

(9) A passenger manifest listing all Detachment "G" personnel who will accompany the deployment will be provided. (This listing is subject to review by the Detachment "G" and Deployment Commander.) Sufficient copies will be prepared to cover each leg of the deployment and given to the transport crew during their initial briefing.

(10) A frequency card for U-2 channelization will be prepared which will be used during deployment. This information will be given as soon as possible to the maintenance, navigation and communications sections.

(11) After the number of seats aboard the transport aircraft have been determined, a priority list will be established with priority given to the [redacted] Driver, Flight Planner, Life Support and Maintenance personnel. 25X1

(12) The designated detachment operations officer will coordinate with the transport personnel the flight following equipment carried aboard the U-2, i.e., [redacted] and establish 25X1

checkout procedures. U-2 TACAN channelization requirements will be forwarded to the Director of Materiel.

(13) Requirements for GE radios and portable UHF equipment will be determined by the designated detachment commander; section call signs will be established and attached to each GE radio.

(14) Obtain from the Chief of Communications, who will determine the [redacted] frequencies, the date and time that will be used on all ferry legs. [redacted] equipment including readout will be carried aboard the transport aircraft.

25X1

25X1

(15) Obtain a list of training and maintenance mission numbers that will be used during the deployments; operational mission numbers will be assigned by Headquarters.

(16) The designated detachment operations officer will determine operations support required, i.e., forms, checklists, manuals, tape recorders, etc. This support should be pre-established dependent upon operational requirements.

(17) An operations deployment checklist is included in this OPLAN as Appendix 5.

b. Deployment Procedures for Simultaneous Deployment of the Article and the Transport Aircraft

(1) Departure

(a) Personnel scheduled for deployment will normally assemble at North Base as directed in the deployment briefing.

Normally if a KC-135 is used, departure will be from main base; AC-141 will normally depart from North Base.

(b) All personnel will board the transport aircraft one hour prior to the U-2 departure. [redacted] personnel will launch the U-2 from North Base. 25X1

(c) The formal mission briefing will be conducted at least 2½ hours prior to the U-2 takeoff. The transport A/C will be invited to attend. A deployment briefing guide is contained as Appendix 6.

(2) Enroute Procedures (Airborne)

(a) The Deployment operations officer will occupy the transport aircraft jump seat; a separate UHF radio will be available for communications with the U-2.

(b) The transport aircraft will have all engines started prior to the scheduled U-2 engine start and each aircraft will confirm a "go" status on the assigned tactical frequency.

25X1 (c) [redacted] checks will be given on the hour every hour after take-off. This will be monitored by [redacted] personnel aboard 25X1 the transport aircraft and an "ops normal" reply given by the operations officer.

(d) Back-up UHF and SSB frequencies will be established for each leg. In addition, when airborne, the Ops Officer will inform the U-2 of the SSB frequency being monitored by the support aircraft and all changes as they occur.

(e) The operations officer will monitor the position of the U-2 throughout the ferry flight and will advise bearing and distance information during the "ops normal" report. At any time the U-2 deviates 20NM or more from the flight plan, the U-2 pilot will be so advised. Flight following aboard the support aircraft may be accomplished using any combination for the following: (1) Air to Air TACAN with DME and azimuth presentation. (2) X-Band beacon range and bearing information available from the navigator's radar scope. (3) UHF (DF), when available, bearing information is available from the No. 2 ADF needle when the function switch is placed in the ADF position and UHF transmissions are being received from the U-2. NOTE: Systems 2 and 3 will become unreliable after the transport aircraft passes the U-2.

(f) The operations officer will keep the transport aircraft commander advised of the U-2 position; after passing the U-2 the transport aircraft should not exceed 200 NM lead distance and the transport aircraft commander will be requested to adjust speed accordingly.

(g) Destination weather will be monitored throughout the flight and the U-2 pilot will be advised of present and forecast conditions as appropriate. Weather reports may be obtained from the transport aircraft co-pilot who maintains HF contact with appropriate control agencies throughout the flight.

(h) During any portion of the ferry flight, an abort by one aircraft will be cause for abort by the other and both aircraft will recover at the same airfield with the transport aircraft recovering first whenever possible.

(i) After transport aircraft recovery, the operations officer will inform the U-2 pilot of destination weather, runway conditions, etc., and will monitor the U-2 recovery on UHF radio.

(3) Enroute Procedures (Recovery, Ron and Launch)

(a) Recovery

(1) The transport aircraft, upon landing, will be met by the local base coordinator at the first available taxiway. Transportation will be available for the recovery team personnel who will depart the transport aircraft with recovery equipment. The recovery team will then proceed to the U-2 landing area and the transport aircraft will taxi to the assigned parking ramp.

(2) When in position, the mobile control officer will establish UHF contact with the U-2 and monitor recovery.

(3) After landing, the recovery team will install the pogos and the U-2 will taxi to the assigned parking area.

(4) Essential debriefing items will be covered immediately after landing. Follow-up items may be discussed with the pilot in the facility assigned to Life Support.

(5) The operations officer will send a [redacted] message. This will be given to the communications officer after landing. The transport aircraft landing time will be entered in the remarks section.

(b) Ron

(1) The deployment commander and/or operations officer will be the focal point of contact. GE portable radios will be assigned to section chiefs as required.

(2) Unless otherwise advised, personnel will refer to the deployment timing schedule for enroute activities.

(3) As a general rule, vehicles provided the section chiefs will remain under their control until departure. A driver should be assigned accordingly. When in use, the vehicles will carry a GE portable radio.

(c) Launch

25X1 (1) Prior to departure the operations officer will give the [redacted] departure message, to the communications officer who will establish procedures for transmission after the U-2 launch.

(2) With the exception of the maintenance team, PE Technician, Security Officer and the Operations Officer, all other personnel will board the transport aircraft one hour prior to the scheduled U-2 takeoff time. A supply representative may be required at this time to perform last minute loading functions.

(3) After engine start the operations officer will confirm a "go" status with both aircraft.

(4) After launching the U-2, maintenance personnel will retrieve the pogos and all remaining personnel will board the transport aircraft. This procedure must be expedited as quickly as possible due to the short intervening time between the U-2 and transport aircraft launch.

(4) Destination Procedures

(a) Before arrival at destination, the mission commander will designate an unloading team if required. All other personnel will be transported to quarters after arrival.

(b) The supply representative will be responsible to insure that all section equipment is off-loaded from the transport aircraft and transported to an area designated by the detachment commander. After all equipment has been off-loaded at this location, each section will be responsible for movement to designated work areas.

c. Operational Employment

(1) General: Within 48 hours after arrival at a forward location, the detachment will be expected to be operationally ready. Under direction of the detachment commander, each section will, immediately upon arrival, establish procedures and implement plans to support flying operations at the earliest possible time.

(2) Base Coordination

(a) Cover for the operation will be in accordance with Headquarters guidance and directives.

(b) As soon as possible after arrival, the detachment commander will meet with the local base and/or station chief to coordinate detachment activities and requirements.

(c) The operations officer will be responsible to insure that coordination is accomplished with the following base activities as applicable.

(1) Base operations; local departure and recovery procedures, NOTAMS, radio aids, runway/taxiway condition, search and rescue facilities, etc.

(2) Base weather; establish support requirements.

(3) Crash crew; briefing on U-2 rescue procedures.

(4) TOC; establish procedures for coordination of takeoff and recovery times; brief on runway procedures; become familiar with local operational mission. Provide TOC with weekly flying schedule.

(5) Coordinate in-country mission clearances as required with appropriate agency personnel.

(3) Reports: Required reports from the staging team or forward detachment will be in accordance with project headquarters manual [redacted] The operations officer will be responsible for the

25X1

timely submission of all detachment reports required during and training and/or operational missions. The standard Det "G" operations order will be published for each mission; briefing and debriefing forms and procedures for local training missions will be standard.

(4) Operational mission forms and checklist are contained in Appendix 7.

d. Redeployment Operations: will be conducted in accordance with paragraphs a and b. Details of planning and coordination remain the same.

e. Critique; within five working days after redeployment to Edwards, the mission operations officer will forward to the mission commander an operations summary of essential activities during the deployment including recommendations as required.

[redacted] 25X1

Director of Operations

Appendicies:

1 - Personnel Listing
2 - Pre-Deployment Briefing Guide
3 - Enroute Coordination
4 - Transport Crew Briefing Format
5 - Pre-Deployment Operations Checklist
6 - U-2 Ferry Briefing
7 - Operational Checklists/Forms
8 - Base Survey Procedures for Deployment Operations

Revised 1 Mar 71

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APPENDIX 2

PRE-DEPLOYMENT BRIEFING GUIDE

1. FERRY TIMING SCHEDULE: Distribute a copy of the following schedule if required.

a. Depart Area = T/O - 1+30 _____ (Main Base Departure)

b. Load A/C = T/O - 1+00 _____

c. Door Close = T/O - 0+30 _____

d. Take-off _____

e. Time enroute _____

2. A/C Limitations:

a. Do not operate electronic equipment, razors, tape recorders, radios, etc.

b. Seating priority; Drivers, [redacted] Maintenance, PE. 25X1

c. Oxygen; do not use for inflating air cushions.

d. Limited space restricts movement.

e. Latrine procedures.

3. Enroute stops/Destination Procedures:

a. U-2 recovery procedures.

b. Quarters.

c. Unloading requirements at destination; each section to have one individual responsible for equipment and material.

d. Use of GE radios.

PRE-DEPLOYMENT BRIEFING GUIDE (cont.)

e. Vehicle; use and drivers for all enroute stops.

f. Customs requirements.

APPENDIX 3

ENROUTE COORDINATION

1. Itinerary

The individual selected to accomplish enroute coordination will insure that his name, I-3 clearance and itinerary are forwarded by Headquarters to each base of intended coordination.

2. Contacts

Normally, each base will have an individual, I-3 cleared, who will be contacted upon arrival. Names of contacts will be coordinated in the Security briefing prior to departure.

3. Support Requirements: Support at each base will include, but not necessarily be limited to the following items:

a. Transportation:

(1) If available, five staff cars or a suitable substitute, will be required at each enroute stop and permanently assigned to: (1) Commander/Operations (UHF equipped); (2) Transport A/C Crew; (3) Life Support; (4) U-2 Maintenance Crew; (5) Communications/ Security. In addition, Life Support will be provided an air conditioned vehicle for pilot transfer. If base transportation is not available, then rental cars should be considered.

(2) One or more buses, depending on the total number of personnel will meet the support aircraft and provide transportation for personnel to their quarters upon arrival and return to the aircraft for departure.

(3) Fork Lift. (Keep Navy fork lift operators away from U-2).

(4) Fire truck (if the U-2 is refueled from the accompanying aircraft, i.e., KC-135).

(5) A towing vehicle.

(6) Utilization of all vehicles will be in accordance with Annex A, Deployment Procedures. The coordinating officer should brief the local base coordinator to insure that he is completely familiar with our operational requirements and procedures.

b. Billeting:

(1) Arrangements should be made at each location for central billeting whenever possible.

(2) At least two rooms should be air conditioned, assuming tropical locations, at each location and assigned to the drivers who will have single occupancy.

c. Messing:

(1) If recovery or launch is scheduled at times inconsistent with local messing facilities, then the enroute coordinator must assure that provisions are made for the driver and supporting personnel.

(2) Alert the in-flight kitchen of flight lunches that will be required. These will be picked up by the transport engineer.

d. Security:

(1) All unit personnel and the transport aircrew will have standard flight line badges. Insure that these will be accepted by

local security or make arrangements as necessary.

(2) Arrange a 24-hour guard for the support aircraft and the U-2.

(3) A safe should be made available to store classified materiel.

e. Aircraft Parking:

(1) If available, hangar space will be used for the U-2 for overnight or extended parking.

(2) For recovery, initial ramp space should be selected which will allow for parking the U-2 and transport aircraft. A power cart should be available immediately after shut-down.

f. Facilities:

(1) A room must be provided for mission planning, pre-breathing, and flight briefings. This should be located as close to Base Operations as possible.

(2) Space must be made available, preferably in the host base communication center, for secure handling of staff communications. Requirements will be coordinated with the communications section prior to departure.

g. Maintenance:

(1) The enroute coordinator will check or arrange for the availability of all items identified in the DM enroute checklist

contained in Annex F, Appendix 4. Final determination of requirements will be coordinated with the Director of Materiel prior to departure.

h. Miscellaneous:

(1) The local airfield fire chief should be brief on U-2 crash rescue procedures.

(2) The local base coordinator should be prepared to furnish the ferry flight commander and/or operations officer with a billeting roster reflecting the names, bldg. numbers, and room numbers of all personnel on the ferry flight. In addition, this roster should contain names of key personnel (base) with their telephone numbers.

APPENDIX 4

TRANSPORT CREW BRIEFING FORMAT

1. The classification of this briefing is _____.

2. The purpose of this mission is to ferry a U-2 from _____ to _____ with the transport A/C monitoring the position of the U-2 throughout the flight and providing air sea rescue if required.

3. You have been provided a ferry timing schedule which will be followed unless otherwise advised. The details of this briefing will apply to all ferry legs.

4. It is requested that the U-2 ferry operations officer occupy the jump seat in order to maintain constant communication with the U-2.

5. For the first leg, the transport A/C will start engine at _____ and take-off at _____. The U-2 will start engine at _____ and will take-off at _____.

6. After engine start the U-2 will contact the transport A/C on channel _____. Frequency _____ (back up channel_____ frequency _____), at which time an incommission status will be confirmed by both aircraft.

7. Call sign for the U-2 is _____and the transport A/C _____.

8. Enroute communication between aircraft will be maintained as follows:

UHF

A. Primary: Channel _____ Frequency _____

B. Secondary: Channel _____ Frequency _____

SSB

A. _____ MCS from _____ to _____

B. _____ MCS from _____ to _____

9. Request the co-pilot keep the U-2 operations officer informed of all SSB frequency changes as they occur: SSB will be used as backup communications.

10. The U-2 operations officer will monitor the relative position of the U-2 during the entire flight through the use of _____ and _____.

11. At :55 past each hour it is requested that the navigator inform the U-2 operations officer of U-2's relative bearing and distance: This will be passed to the U-2 pilot during hourly [redacted] checks. 25X1 The navigator will also inform the U-2 operations officer when the U-2 is abeam each "Duckbutt" SAR aircraft. This information is used to advise the SAR aircraft to proceed as briefed.

12. In case of a U-2 emergency while airborne, the transport A/C will proceed immediately to the position of the U-2, summon assistance if required, and provide air sea rescue cover as necessary. If the U-2 aborts to an emergency or alternate airfield, the transport A/C will

also abort and if possible land preceeding the U-2 in order to provide recovery assistance.

13. Upon reaching destination, the transport A/C will be met by at least one flight line vehicle immediately upon clearing the active runway. The recovery team will disembark at this point via the forward hatch: The transport A/C will then proceed to the designated parking area.

14. It is requested that your flight engineer arrange for flight lunches for all personnel.

15. You have been furnished copies of the cargo and personnel manifest.

16. Questions?

APPENDIX 5

PRE-DEPLOYMENT OPERATIONS CHECKLIST

	DATE	INITIALS
1. Alert sections		
2. Notify main base of transport aircraft arrival time & requirements (if required).		
3. Obtain transport aircraft personnel roster.		
4. Schedule deployment briefing.		
5. Coordinate departure route LA center.		
6. Enroute coordination as required.		
7. Prepare ferry handbook.		
8. Distribute ferry timing schedule.		
9. Prepare passenger manifest.		
10. Establish U-2 Channelization.		
11. Coordinate with transport aircraft personnel flight following equipment check-out.		
12. Determine requirement for portable UHF/VHF radio equipment.		
13. Obtain [redacted] enroute HF frequencies.		
14. Determine transport aircraft seating priority.		
15. Schedule transport crews briefings.		
16. Determine operations support requirements and forward to Materiel.		

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	DATE	INITIALS
17. Determine list of mission numbers for training sorties.		
18. Prepare enroute messages.		
25X1 19. Transmit [redacted] to ALL STATIONS CONCERNED.		
20. Other.		

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Appendix 5

APPENDIX 6

U-2 FERRY BRIEFING

1. The classification of this briefing is TOP SECRET.

2. This is the general briefing for HQS ferry mission #_____ to be flown by Mr. _____ on _____. The purpose of this mission is to ferry _____ from _____ to _____. This aircraft is a _____ model with/without slippers/drop tanks.

3. Your take-off is scheduled for _____: Fuel load _____gal. Time enroute to destination is _____: Fuel reserve at B/D _____. Flight profile is _____: Max ferry cruise _____ EPR.

4. Equipment carried _____

5. Systems carried _____

_____ drag chute is/is not installed.

6. Special briefings: Maintenance _____: Navigation _____; Weather _____.

7. Communications:

A. Your aircraft has been rechannelized for this ferry mission.

B. Your Call Sign is _____: Transport A/C is _____.

C. Enroute communication with the transport A/C will be maintained as follows:

	UHF	SSB
Primary Channel	____Freq.____.	From _____to_____:_____MCS
Second. Channel	____Freq.____.	From _____to_____:_____MCS

D. After engine start, contact the transport A/C on channel 19; at this time an in-commission status will be confirmed by both aircraft. Ops personnel on board the transport A/C will continue to monitor your clearance and departure.

E. Twenty minutes after take-off give the [redacted] check and every hour thereafter: Ops control will give an "A-Okay". 25X1

F. The transport A/C will monitor the relative position of the U-2 during the entire flight by _____ and will provide air sea rescue service as may be required.

G. Operate SSB as briefed by the Navigator for the entire flight. SSB will be your back-up if UHF becomes inoperative. In this case the transport A/C will come up to the SSB frequency you are monitoring. Be advised that after the transport A/C passes your position, UHF radio contact may be lost.

H. If any problems develop, advise the transport A/C immediately: Transmit in the clear if necessary. They will be able to give you range and bearing information at any time.

8. Miscellaneous:

[redacted] 25X1

B. Flying safety is paramount. If you lose your navigational equipment, you are required to abort. The transport A/C will monitor your position at all times and will render assistance as may be required.

C. If one aircraft aborts, both will abort and land at the same base.

9. Destination procedures:

A. The transport A/C will monitor your penetration and landing; inform him of all UHF frequency changes.

B. If it is VFR at destination, descend off airways remaining clear of restricted areas and contact tower for landing instructions. If IFR, contact _____ approach control using your normal call sign for penetration instructions.

C. After landing, stop on the runway or diagonal for POGO installation: after pogos are installed follow the vehicle to the parking area. Leave flaps down.

10. Questions:

11. This includes the briefing for HQS ferry mission number _____.

APPENDIX 7

OPERATIONAL CHECKLISTS/FORMS

The attached operational checklists and forms are designed to be used during deployments to insure timely and complete reporting and provide for standardized operational briefing guides.

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MISSION ALERT CHECKLIST

GENERAL:

MISSION NUMBER _____ TOC COORDINATION _____

AIRCRAFT NUMBER _____ INT BRIEFING _____

PILOT _____ SECTION ALERT _____

OPS ORDER _____ CONFIGURATION _____

MISSION FOLDER _____ SYSTEMS _____

MESSAGE LOG

	TITLE	FROM	TIMING	RECEIVED TIME	RECEIVED NUMBER
55	Alert	HQ	NLT 24 Hrs prior to launch		
57	Msn advisory	HQ	ASAP after alert		
61	Msn plan	HQ	NLT 12 Hrs prior to launch		
63	Intelligence	HQ	NLT 12 Hrs prior to launch		
65	Delay report	HQ	If launch is delayed		
70	GO-NO-GO	HQ	NLT 2 Hrs prior to launch		
95-A	Courier support	HQ	Immediately after alert		
133-A	Msn WX Fcst	WECEN	As required from [redacted]		25X1
133-B	Route winds	WECEN	As required from [redacted]		
134	GO-NO-GO WX	HQ	After mission plan briefing		
135	GO-NO-GO FCST	WECEN	As requested in [redacted]		25X1

25X1

MISSION NUMBER _____ MISSION REPORTS CHECKLIST DA 25X1

	TITLE	FROM	SUSPENSE	ADDRESSEES	TIME	NUMBER
25X1 58	[redacted] Monitor	Commo	ASAP after alert			
64	Initial Report	OPS	NLT 6 hrs prior to launch			
65	Delay Report	OPS	If launch delayed 1 hr or more			
72	Departure Report	OPS	Immediately after acft launch			
73	Abort Report	OPS	See Reports Control Manual			
74 Pt 1	Landing Report	OPS	Immediately after Acft lands			
74 Pt 2	Landing Report	OPS	NLT 1 hr after aircraft lands			
80	Unusual Incident Report	OPS	ASAP after landing			
84	Initial Sortie Report	OPS	NLT 4 hrs after aircraft lands			
85	Sortie Report	OPS	ASAP after aircraft lands			
91	Target Report	INTEL	NLT 4 hrs after tracker film develop			
95	Take Progress	SECUR	Immediately after arrival/departure Enroute Take			
95A	Courier Designation	SECUR	24 hrs prior to departure			
101	"B" Config Report	Maint	NLT 12 hrs after acft lands			
102	Tracker Report	Maint	ASAP After aircraft lands			
103	Flash Report after processing	Maint	ASAP after sufficient film processed to determine camera opns			
104	Film Evaluation	Maint	NLT 24 hrs after processing			
105	ELINT Commo	Commo	NLT 4 hrs after pilot debriefing			
106	"D" Configuration	Maint	NLT 12 hrs after acft lands			

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MISSION REPORTS CHECKLIST (Cont'd)

	TITLE	FROM	SUSPENSE	ADDRESSEES	TIME	NUMBER
107	"H" Config	Maint	NLT 12 hrs after acft lands			
108	FFD-3 Config Report	Maint	NLT 12 hrs after acft lands			
109	Iris Config Report	Maint	ASAP after landing			
137	Post Mission	P.I.	ASAP after tracker film developed			
X	ATD Message	SECUR	Immediately after depart of courier			

25X1

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COMMAND POST LOG

1. MISSION NUMBER _____ PILOT _____ DATE _____

2. CALL SIGNS AIRCRAFT _____ DIVERT _____

COMMAND POST _____ SSB CHANGE _____

RECALL _____ OTHER _____

3. PROGRESS CHECKS		SCHEDULED	ACTUAL
GROUND "A"			
TAKE-OFF			
LANDING			
	#1		
	#2		
	#3		
	#4		
	#5		
	#6		
	#7		

25X1

4. MISSION ACTIVITY

TIME (Z)	OCCURRENCE

TOP SECRET

TACTICAL ACTION LOG

MISSION NBR _____ PILOT _____ DATE _____

ACTIVITY

NUMBER	LATITUDE	LONGITUDE	ALTITUDE	TIME

FLIGHT PLANNING MISSION CHECKLIST

CHECK	RECHECK	ITEM
		1. PREPARE ENVELOPE AND FOLDER.
		2. CHECK [redacted] 25X1
		3. MARK FLIGHT LINES AND TARGETS ON [redacted]
		4. CHECK EXTREME LATITUDES AND LONGITUDES.
		5. TRIM CHARTS, ALLOWING FOR EMERGENCY AIRFIELDS.
		6. PLOT FLIGHT LINES AND TARGETS WITH LETTERS (SEE FLT PLAN SOP FOR PIN POINT TARGETS).
		7. CHECK ALL TURNING POINTS.
		8. PLOT ROUTE WITH LEADONS TO FLIGHT LINES BEING NUMBERED (IF APPLICABLE).
		9. JOIN CHARTS.
		10. MEASURE TRACKS AND DISTANCE.
		11. RECHECK TRACKS AND DISTANCE - TOTAL DISTANCE.
		12. CALCULATE NO WIND TIME.
		13. CHECK TAKE-OFF TIME WITH CONTROL POINTS.
		14. CHECK ADIZ, EXIT AND ENTRY POINTS (COORDINATES AND TIME) FOR ACFT, RESCUE AND TANKER AS APPLICABLE.
		15. LAY OUT CHARTS ON BOARDS.
		16. SPECIAL EQUIPMENT ANNOTATIONS - SYS VI, IX, XII, AND XIII, AS APPLICABLE.
		17. OTHER ANNOTATIONS:
		A. CONTRAIL INSTRUCTIONS.
		B. CYCLING OF CONFIGURATION. MODE ON AND OFF PTS.
		C. CUT OFF PTS IF FUEL APPRECIABLE AMOUNT BELOW CURVE TO EVASIVE ACTION OR OTHER FACTORS.

FLIGHT PLANNING MISSION CHECKLIST

CHECK		RECHECK	ITEM
			D. [redacted] 25X1
			E. MISSION SUCCESS REPORT (IF APPLICABLE).
			F. GEAR UP AND SPEED BRAKES IN CHECKS.
			18. MEASURE FLIGHT LINE DISTANCES AND CHECK FILM TIME.
			19. PLOT EMERGENCY AIRFIELDS AND RADIALS.
			20. PLOT RADIO AIDS.
			21. NOTIFY PI WHEN CHARTS ARE READY TO MAKE OVERLAYS.
			22. PLOT FUEL CURVE AND FUEL RESERVE.
			23. COMPLETE TRACKER PROGRAMMER FORM.
			24. MAKE WIND FLIGHT PLAN. RECHECK ALL ADIZ TIMES, ETD'S, ETA'S, FOR ACFT INVOLVED.
			25. ASSIST OPS IN PREPARATION OF [redacted] 25X1
			26. COMPLETE DOPPLER INFORMATION.
			27. COMPUTE CELESTIAL. PLOT CELESTIAL.
			28. PUT MAPS ON BOARDS.
			29. BLACK ARROWS AND BOARD NUMBERS.
			30. BRIEFING FORM.
			31. ATTEND BRIEFING.
			32. REVIEW MISSION WITH PILOT.

FLIGHT PLANNING MISSION CHECKLIST

PILOT FOLDER

CHECK		RECHECK

1. FLIGHT PLAN (GREEN CARD & CLEARANCE IF REQUIRED.
2. MAPS AND CHARTS.
3. CHECK LISTS (ACFT-CONFIG-DOP-SYS).
4. EMERGENCY GLIDE STICK.
5. EMERGENCY FIELD CHART.
6. PENCILS (6), DIVIDERS, PLOTTER AND MASTER WATCH (HACKED).
7. APPLICABLE HI-ALT FLIPS, TERMINAL PUBLICATIONS, AND ENROUTE SUPPLEMENT(S).

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TOP SECRET

FLIGHT PLANNING MISSION CHECKLIST

GM		R/CH
AFTER LANDING		

1. FILL OUT DEBRIEFING FORM.
2. ATTEND DEBRIEFING (REVIEW GREEN CARD AND MAPS PRIOR TO DEBRIEFING).
3. ASSIST IN PREPARATION OF [redacted] 25X1
4. MISSION FOLDER TO PHOTO INTERPRETER.
5. SCORE MISSION (IF APPLICABLE).
6. FUEL DATA DOR HQS AS REQUIRED.
7. MISSION SUCCESS ANALYSIS FOR COMMANDER'S SUMMARY.

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TOP SECRET

OPERATIONAL MISSION BRIEFING

1. THIS IS THE GENERAL BRIEFING FOR OPERATIONAL MISSION _____ TO BE FLOWN BY MR _____ ON _____. THE OVERALL CLASSIFICATION OF THIS BRIEFING IS _____.

2. FLIGHT DATA: THE AIRCRAFT CALL SIGN IS _____ TAIL # _____ WHICH IS A _____ MODEL. SCHEDULED PRE-BREATHING TIME IS _____, STATION TIME IS _____, AND TAKE-OFF _____.

3. SPECIAL BRIEFINGS:

_____ WILL NOW COVER AIRCRAFT MAINTENANCE.

_____ WILL BRIEF ON NAVIGATION.

_____ WILL GIVE THE WEATHER BRIEFING.

4. COMMUNICATIONS:

A. UHF RADIO CHANNELS ARE:

TOWER AND MOBILE _____.

GCI AND COMMAND POST _____.

APPROACH CONTROL _____.

GCA _____.

25X1

B. SSB FREQ ARE ANNOTATED ON THE FLIGHT LOG. [redacted] PROCEDURES NORMAL.

C. NOTAMS:

RBNS: _____.

VORS: _____.

RADARS: _____.

AIRFIELDS: _____.

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UHF/DF:

5. LAUNCH AND DEPARTURE PROCEDURE:

6. SPECIAL INFLIGHT PROCEDURES (AS APPLICABLE)

7. RECOVERY PROCEDURES

8. INTELLIGENCE:

ROB ENROUTE:

AOB ENROUTE:

MOB ENROUTE:

EMERGENCY ESCAPE ROUTE AND PROCEDURES:

COVER STORY:

9. COMBAT AIR SUPPORT AND SAR FACILITIES AND PROCEDURES

10. OTHER:

NAVIGATION BRIEFING FORM

MISSION NBR:_____ PILOT_____

AIRCRAFT NBR:_____ DATE_____

1. USING STANDARD DEPARTURE, CLIMB ON COURSE WITH INITIAL HEADING_____

_____.

2. FLY A _____ PROFILE, FLY _____ FROM _____ TO _____ THEN CLIMB UP TO _____. YOUR PENETRATION ALTITUDE IS _____. THE MINIMUM PENETRATION ALT IS _____.

3. A. DETAILS OF YOUR ROUTE ARE: _____

_____

_____

_____

B. SCHEDULED FLIGHT LINES ARE COLORED IN RED, THESE ARE: _____

_____

C. THE TOTAL DISTANCE IS _____NM.

D. TIME FROM TAKE-OFF TO BEGIN DESCENT IS ____ HOURS ____ MINS. ADD ____ MINS FOR DESCENT AND LAND, THE TOTAL FLIGHT TIME WILL BE _____ HOURS _____ MINS.

4. FUEL ON BOARD IS _____ GALLONS, PREDICTED FUEL AT B/D POINT IS _____ GALS. LOW FUEL CUT OFF _____ GALLONS AT POINT _____.

5. SYSTEMS OPERATION PROCEDURES ARE NORMAL:

A. 6-21, 12B, O/S, HATCH & TKR HTRS, MSTR SW ON AT T/O 13 STBY, DOPPLER LAND/SEA, CPTR TGT _____ AT _____.

B. 6 SELECT BOTH, RIGHT, LEFT AT _____.

BOTH, RIGHT, LEFT AT _____.

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OPERATIONAL MISSION DEBRIEFING

1. THIS IS THE GENERAL DEBRIEFING FOR OPERATIONAL MISSION _____.

FLOWN BY MR _____ on _____. THE OVERALL CLASSIFICATION OF

THIS DEBRIEFING IS _____.

2. A SCHEDULED TAKE-OFF TIME OF _____ WAS ACCOMPLISHED (DELAYED FOR ___ MIN)

FOR A TOTAL FLIGHT DURATION OF _____.

3. GENERAL DEBRIEFINGS: (COMMENTS)

A. MAINTENANCE _____.

B. ENGINE _____.

C. AUTO PILOT _____.

D. COMMUNICATIONS _____.

E. SPECIAL EQUIPMENT _____.

F. SEXTANT AND TRACKER _____.

G. PERSONAL EQUIPMENT _____.

H. PILOTS COMMENTS _____.

I. DETACHMENT COMMANDERS COMMENTS _____.

4. RESTRICTED DEBRIEFING:

A. NAVIGATION _____.

B. WEATHER _____.

25X1 C. _____.

D. INTELLIGENCE _____.

5. THIS CONCLUDES THE DEBRIEFING FOR OPERATIONAL MISSION _____.

_____
DEBRIEFING OFFICER

NAVIGATION DEBRIEFING

MSN NO. _____ ACFT _____ LAND _____ Z

DATE _____ PILOT _____ T/O _____ Z

TOT TIME _____

1. CONFIG OPERATION:
2. FLIGHT LINE WX:
3. DEVIATIONS FROM ROUTE:
4. SIGNIFICANT OBSERVATIONS

1. _____	6. _____	11. _____
2. _____	7. _____	12. _____
3. _____	8. _____	13. _____
4. _____	9. _____	14. _____
5. _____	10. _____	15. _____

PILOT'S COMMENTS

5. GREEN CARD DATA:
6. CHART INFORMATION:
7. DOPPLER OPERATION:
8. SYSTEMS OPERATION:
9. FLIGHT TIME: _____ MIN (EARLY) (LATE)
10. FUEL AT B/D: _____ GAL (ABOVE) (BELOW)
11. CONFIG TYPE: _____ SYSTEM: _____ TRACKER ON ___ OFF ___
12. SUN ANGLES: START _____ END _____ MAX _____

CONFIG OPERATION

MODE	ON	STBY/OFF	CTR	MODE	ON	STBY/OFF	CTR

REMARKS: _____

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APPENDIX 8

BASE SURVEY PROCEDURES FOR DEPLOYMENT OPERATIONS

1. Purpose. To outline procedures for conducting suitability surveys and maintaining current operating base information.

2. Responsibility. The Director of Operations is responsible for the implementation of the base survey program and the maintenance of completed survey reports.

3. General.

a. Concept of Deployments/Base Surveys:

(1) The deployed operational detachment will operate as an operating location (OL) and will be numerically designated by calendar year, i.e., OL 69-1, OL 69-2, etc.

25X1

25X1

(2) Base surveys will normally be accomplished by at least one representative from the 1130th ATTG in addition to personnel as designated by Project Headquarters

b. Base Survey Requirements:

(1) While it may be desirable that each deployment operate from a surveyed base, the 1130th ATTG will be prepared to operate from other bases on a world wide basis.

(2) To establish a procedure for the collection of deployment base information, the attached survey checklists have been prepared for use in the following manner:

(a) Base surveys will be directed and/or approved by Project Headquarters; a survey team leader will be appointed as the senior authority responsible for the conduct of the survey.

(b) The basic survey checklist contains general items of information in addition to a briefing guide which may be used as required in conducting an initial base orientation briefing.

(c) Specific survey checklists are included as attachments; these will be completed by personnel designated by the survey team leader.

(d) Upon completion, the survey checklists and all related information will be compiled into a base survey folder which will be maintained by the Director of Operations. Information will be updated as required.

Appendix:

Base Survey Information

_____
(Name of Base)

1. Survey Team Composition:

	NAME	AREA	OFFICE PHONE
1.			
2.			
3.			
4.			
5.			

2. Base Information:

Name: _____

Nearest Town: _____

Base Switchboard (Include Area Code, if applicable): _____

_____

Host Unit/Command: _____

Geographical Coord: _____

Local Time (GMT ±): _____

3. Base Personnel Contacted:

NAME	OFFICE PHONE	HOME PHONE	CLEARANCE
A. Commander:			
B. Dep Commander:			
C. Materiel:			

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D. Communications: _____

E. Operations: _____

F. Security: _____

G. Civil Engineer: _____

H. Base Coordinator: _____

I. Other: _____

4. Orientation - Briefing for Host Base Commander (This briefing should be conducted by the head of the survey party with assistance as required from other team members involving their area of responsibility.)

A. Introduction of team members/authority and relationships:

B. Concept of deployment operations:

(1) Purpose/Duration of Deployment.

(2) Aircraft Involved.

(3) No. of people/Priority of Tasks.

(4) Cover/Security Requirements.

C. Materiel:

(1) Major Facilities Required.

(2) Major Transport Required (Include Air/Rail/Water).

(3) AGE

(4) Billeting/Messing.

(5) Hangar/Photo Lab/Air Cond Facilities.

(6) POL

(7) Cargo Loading/Downloading Area/Equipment.

Subject	Assigned Personnel
C. Security	
D. Communications	
E. Administration	
F. Materiel	

Operations Checklist

1. Essential items of information which should be obtained for inclusion in 1130th Deployment Folder:

   A. Airfield Chart

   B. VFR Traffic Patterns

   C. Local Flying Area Chart

   D. IFR Approach/Departure Information

   E. Air Traffic Control Charts

   F. Airline Schedules (If airfield used by civilian carriers)

   G. ADIZ/OAC/FIR Charts

   H. Restricted Areas Chart

   I. Floor Plans/Pictures of Operations to include facilities for Command Post, Operations Office, Flight Planning, Mission & Briefings.

   J. Climatological Studies/Information

   K. VFR/IFR Clearance Procedures

   L. Host Country Clearance Requirements.

2. Runway Information:

	Primary	Secondary	Other
A. Heading			
B. Length			
C. Width			
D. Surface			
E. Load Limits			

Runway Information (cont.):

	Primary	Secondary	Other
F. Approaches			
G. Arresting Gear			
H. Obstructions			

3. Taxiways:

A. Width	
B. Load Limits	

4. Lighting:

	Yes	No
A. Runway		
B. Boundary		
C. Approach		
D. Strobe		
E. Beacon		
F. Approach slope indicator		
G. Obstruction lights		
H. Taxiway		

5. Weather:

A. Station on/off base		
B. Forcaster		
C. Observer		
D. Access to weather Central		
E. Seasonal variations		
F. Hazards to flight		

8. Normal Aircraft Utilization/Control:

A.	Unit No.	Type	Operator	Telephone Number	Remarks
(1)					
(2)					
(3)					
(4)					

B. Tactical Operation Center:

(1) Hours of Operation _____

(2) Prior Coordination required _____

9. General:

Life Support Checklist

1. Medical:

A. Medical Facilities Available

(1) On Base _____ Size _____ Telephone No. _____

(2) Off Base _____ Size _____ Telephone No. _____

B. Medical Officer(s) Assigned

(1) Name _____ Telephone No. _____ Flight Surgeon _____

(2) Name _____ Telephone No. _____ Flight Surgeon _____

C. Type of Endemic Diseases _____

_____

D. Any Recent/Expected Epidemics _____

E. Emergency Medical Vehicle available for our use _____

F. Base Air Rescue/Evacuation Aircraft available for support _____

_____

G. Local Health/Sanitary Conditions and Problems _____

_____

H. Type facilities available for pilot quarters and messing _____

_____

I. Nearest Recompression Chamber _____

Hours of Operation _____

Means of Emergency Communication with Chamber _____

Best and quickest means of transporting patient to chamber _____

_____

2. Personal Equipment:

A. Laundering/Drying machines available for pilots clothing _____

B. Air conditioning/Dehumidifying work area_____

C. Shower/Latrine facilities in P.E. work area_____

D. Distances from living area to messing and work area_____

E. Availability of Bulk Oxygen and LOX for prebreathing_____

_____

F. Type furniture available for P.E. area:

(1) Tables_____

(2) Chairs_____

(3) Prebreathing Chair_____

G. Distance from Work/Prebreathing area to launch area_____

H. Type of power and number of electrical outlets in P.E. work area:

(1) 110-115 V, 60 cps_____

(2) 208 V, 1 phase with 20 amps minimum_____

(3) Number outlets_____

I. Air conditioned pilot transfer van available_____

3. Survival:

A. Exdemic customs, mores and beliefs pertinent to possible survival situation_____

_____

B. Area environmental hazards

(1) Toxic/Dangerous Fish_____

(2) Reptiles_____

(3) Animals_____

(4) Water/Climatic Conditions_____

_____

C. Items in host survival kits which might be considered for use in ours: _____

_____

D. Local emergency survival communications or signalling recommended:

_____

E. Nearest AARS Unit: _____

(1) Reflex time _____

(2) Recovery equipment and devices used _____

_____

(3) Range of Coverage _____

Security Checklist

1. Physical Security:

A. Perimeter Protection _____

(1) Fences - type, strand, height, etc. _____

_____

(2) Foot Patrols _____

(3) Guard System _____

B. Entrances:

(1) Number - hours of operation _____

_____

(2) Guards at entrance _____

(3) Badging or identification system employed _____

_____

C. Lighting: _____

_____

D. Adjacent Roads:

(1) Volume of Traffic _____

(2) Nature _____

E. Adjacent Offices and Buildings:

(1) Number _____

(2) Occupancy _____

F. Work Areas - General description to include:

(1) Proximity to other activities _____

_____

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(2) Adjacent Terrain _____

(3) Condition of doors, windows, etc. _____

_____

(4) Specific Location _____

_____

(5) Sketch of interior _____

_____

G. Aircraft Parking Areas: _____

_____

2. POL Storage:

A. Location and General description _____

_____

_____

B. Security features (Fencing, lighting, guards, etc.) _____

_____

_____

3. Security for Classified Documents:

A. Safe equipment available _____

B. Destruction of Classified Material:

(1) Incinerators _____

(2) Other means _____

4. Base Security:

A. Organization _____

B. No Personnel _____

C. AFSC Flight Line Badge acceptable _____

D. Telephone Numbers _____

_____

5. Miscellaneous:

A. Mail Address _____

B. Cameras _____

C. Spirits _____

D. Weapons _____

Communications Checklist

1. Host Base Flight Services

   A. Contact Organization _____

   B. Location _____

   C. Telephone No. _____

SERVICE	BAND	PRIMARY	SECONDARY	HOURS	OPERATOR
Emergency	VHF				
	UHF				
Tower	VHF				
	UHF				
Approach Cntl	VHF				
	UHF				
Airways	VHF				
	UHF				
Departure Cntl	VHF				
	UHF				
Ground Cntl	VHF				
	UHF				
VFR Advisory	VHF				
	UHF				
IFR Advisory	VHF				
	UHF				
Metro	VHF				
	UHF				
Communications	VHF				
	UHF				
Radio	VHF				
	UHF				
HF Radio	HF(A-3)				
SSB Radio	HF(A3j)				

Remarks:

2. Host Base Telecommunications Service:

A. Contact:

(1) Organization _____

(2) Location _____

_____

(3) Telephone Number _____

_____

(4) Hours of Operation _____

_____

B. Will accept over the counter traffic? _____

(1) In five letter groups _____

(2) In scramble tape _____

C. Describe primary circuit routing between Host Base ComCenter and [redacted] (Air) (include all automatic and manual relay points, description of basic circuitry between each point as microwave, HF RITY, Landline, cable). _____

_____

_____

_____

_____

_____

_____

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D. Describe primary circuit routing between Host Base ComCenter and nearest point where transfer to (which) DOD circuitry can be effected. _____

E. Outline, or provide instructional documents covering, procedural formats permissible for passage through Host Base ComCenter, using primary circuitry. _____

F. Provide information as in C, D, and E above for alternate and/or emergency routing which may be available through the Host Base ComCenter. _____

G. Estimate of normal handling time for messages of various precedences transmitted and/or received through the Host Base ComCenter and _____. _____

H. As G above, for messages to/from nearest DOD entry point. ____

I. Indicate capability to provide dedicated circuit connections between Guest Unit and Host Base ComCenter. _____

Between Guest Unit and _____ through cross-connection utilizing host base services. _____

Between Guest Unit and nearest DOD entry point. _____

J. Describe any weaknesses in Host Base and/or Host Bast ComCenter facilities which might preclude complete reliability and speed of services.

K. For Host Base information, the Guest Unit requirement for Telecommunications Support is predicated upon four hour service between the Guest Unit and the nearest entry point to selected DOD entry points: The service requirement is bi-directional, with particular emphasis on messages incoming to the Guest Unit. For a small percentage of the traffic, bearing high external precedences, a service time of two-hours is mandatory.

Describe (if not already included above) any services and/or facilities which might be available through the Host Base in satisfaction of the requirement as given. _____

_____

_____

_____

3. Host Base Telephone Services:

A. Describe in detail the telephone services which can be made available for use by the Guest Unit. For reference, the Guest Unit would hope to obtain: (a) 5 to 7 lines with instruments in the area which will house the Command/Operational sections, distributed (in order of precedence) to (1) Command Post, (2) Communications, (3) Commander, (4) Administration, (5) Flight Planning, (6) Life Support, and (7) Operations; (b) 3 lines with instruments in the area which will house the Shops/Personal Equipment units, distributed to (1) Maintenance, (2) Security, and (3) Personal Equipment. All lines would ideally connect through the Host Bast Switchboard and allow inter-connection to any Host Base component. Additionally, commercial toll service availability is desired strongly, particularly for the Command Post, Communications and Commander lines: this toll service capability should include overseas international connections.

_____

_____

_____

4. Detachment Communications Requirements:

A. Facility:

(1) Two rooms, each approximately 12 x 12 feet, or one large room of equivalent total space, are required for the Guest Unit Communications Section. These rooms must adjoin, with connecting door or passageway, and the wall of one of these rooms must be within 20 feet of the area selected for use as the Guest Unit Command Post. Access to the outside area allocated for erection of Guest Unit atennas must be convenient and involve cable runs of less than 100 feet if at all possible.

(2) Provide a detailed sketch or print of the area which will be used by the Command Post and Communications. Indicate distances and dimensions accurately. Note constructional features to be encountered. Note occupancy of all areas within fifty feet of the area selected for use by Communications.

B. Power:

(1) The Guest Unit Communications Section requires 110/208 VAC three-wire or 230 VAC two-wire, 50/60 cycle power, although it can accomodate various configurations of power with interface transformers to obtain the desired power.

(2) The room which will house Guest Unit Telecommunications services requires a minimum of 10 Kilowatts power, distributed through a minimum of six outlets.

(3) The room which will house Guest Unit Radio Services requires a minimum of 10 Kilowatts power, provided that the Host Base Telecommunications Service will handle all Guest Unit traffic. If the Guest Unit is to provide their own communications service for telecommunications purposes, this requirement is increased to 25 Kilowatts.

(4) Annotate the sketch provided above to indicate all power outlets, their individual capacities and power line routing to the nearest power distribution panel. Indicate the route and distance involved for installation of temporary power cabling between a convenient distribution panel and the Communications Section area. Identify the type of power, frequency, voltage, current capacities of individual lines, (installed or to be installed), number of phases, etc., and whether neutral or grounded lines are included. Indicate

the reliability which can be expected of normal (primary) power sources, and the availability/reliability of emergency alternative power. _____

C. Antenna Space:

(1) The Guest Unit Communications Section has a minimum requirement for an outside area (within 100 feet of the Communications Section housing) of 100 square feet free of any or all obstructions which would impede the erection of one vertical and one horizontal antenna utilizing mastwork to be supplied by the Guest Unit.

(2) Provide a detailed sketch of the area which will be available for use by the Guest Unit Communications Section for installation of antennas. Relate this sketch to the location of the area where the Communications Section will be housed, and indicate any obstructions such as buildings, runways, foliage, etc., which may obstruct operations. _____

D. Signal Lines:

(1) If the Host Base is to provide Telecommunications service for the Guest Unit, provide full details on the characteristics of signal lines which will interconnect the two components. For information, the Guest Unit is normally able to accomodate any two or four wire service using either neutral or polar keying at current levels above 20 milliamperes and below 60 milliamperes (two wire service implies half-duplex operation, while four wire service normally implies full-duplex operation). The Guest Unit normally expects to operate at a 75 baud rate, but can accomodate other rates under selected conditions.

Administration/Support Checklist

1. The following publications should be obtained for inclusion in the 1130th Deployment Folder:

A. Base map which depict main buildings, roads, functional areas, etc.

B. Local Area Road Map.

C. Base Telephone Directory.

D. Nearest Town Telephone Directory.

E. Officers Mess dress requirements, hours of operation, facilities, etc.

F. NCO Mess dress requirements, hours of operation, facilities, etc.

G. Local base/off base transportation scheduled (rail/bus/airline).

H. Pictures of local facilities (poloroid or TV film).

2. Billeting:

A. On Base

(1) NCO quarters _____

(2) Other _____

(3) Distance from work area _____

(4) Transportation available _____

(5) Cost _____

B. Off Base

(1) Most suitable facility _____

(2) Number of rooms _____

(3) Dining Room _____

(4) Bar _____

(5) Telephone number _____

(6) Cost _____

3. Messing Facilities:

	Operator	Hours	Cost	Capacity
O Club	_____	_____	_____	_____
NCO Club	_____	_____	_____	_____
Field Mess	_____	_____	_____	_____
Flight Line	_____	_____	_____	_____
Other	_____	_____	_____	_____

4. Transportation:

A. Base motor pool available _____

(1) Regular Bus Run _____

(2) Staff cars available for assignments _____

(3) Staff cars available for pick-up _____

(4) Motor pool telephone no. _____

B. Rental cars available _____

(1) Nearest Company _____

(2) Telephone Number _____

(3) Cost _____

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5. General Area:

A. Local Customs:

(1) Liquor _____

(2) Cameras _____

(3) Wearing Apparel _____

B. Customs regulations _____

C. Visa/Passport Requirements _____

D. Political Climate

(1) Local leaders _____

(2) Dissindent elements _____

(3) Control exercised over dissidents _____

6. Finance:

A. Type currency used _____

B. Exchange Rate _____

C. Exchange procedures _____

7. Remarks:

Materiel Checklist

1. Hangar and shop spaces (general):

A. Dimensions of unobstructed inside space _____

B. Dimensions of unobstructed entrance with doors fully open

_____

C. Maximum and minimum hangar interior temperatures with doors closed _____

D. Type and adequacy of interior hangar lighting _____

E. Telephone numbers _____

F. Adequacy of fire protection equipment _____

G. Minimum avionics requirements:

(1) 15 x 20 feet.

(2) Dust free.

(3) Secure.

(4) Power = 28 V.D.C., 110 V 50/60 cycle AC, and 115 volt 400 cycle 3 phase 40 amp AC.

H. Special equipment requirements:

(1) 15 x 15 feet.

(2) Dust free.

(3) Secure.

(4) Power = 110 V 50/60 cycle AC.

(5) Air conditioning mandatory for take storage.

I. Minimum processing requirements:

(1) 10 x 12 feet.

(2) Power = 220 V AC 60 cycle (50 cycle acceptable), 3 phase (single phase acceptable) A/C.

(3) Water = minimum 3 gal/min flow, pure (mineral free) 25 possible and temperature 75° (85°F maximum).

2. Hangar and shop power requirements:

A. 115/200 volt, 400 cycle, 3 phase, 15 KVA _____

B. 110 volt, 60 cycle, single phase, 30 AMPS _____

C. 28 volt DC, 200 AMPS _____

D. Are power distribution boxes available? _____

E. Power distribution cables:

(1) 115 volt, 3 phase 400 cycle cables should reach from source to 2/3 of the way across the hangar floor.

(2) 110 volt 50/60 cycle cables should reach from source to 2/3 of the way across the hangar floor.

(3) 28 VDC cables should reach from source to 2/3 of the way across the hangar floor.

F. Is 220 or 440 volt AC power available and if so is it delta of wye connected? _____

G. What types of electrical connectors required? _____

3. Hangar equipment requirements:

A. Stands - desired height 60 inches or - 6 inches _____

B. Availability of tow bar for support aircraft: C-141, C-135, C-130, C-123 _____

C. Starting air source (USAF MA-1A, MA-2 or equivalent).

(1) Minimum flow 110.0 lbs per minute.

(2) Minimum pressure - 45 psi absolute.

D. Starting electric power source (USAF MD-3, MA-2 or equivalent).

(1) 29 volt DC, 200 amps.

(2) 400 cycle, 3 phase, 15 KVA.

E. LOX requirements (15 gal/day/article)

(1) Capacity of carts _____

(2) Number of carts available _____

(3) Resupply time _____

F. Gaseous breathing oxygen requirements (require - 65°)

(1) -65° dew point.

(2) 2 full cylinders available.

G. Gaseous nitrogen requirements:

(1) 1800 PSI minimum _____

(2) 2 full cylinders available _____

H. Compressed air requirement = pressure range 0 to 100 PSI _____

I. Hydraulic mule requirements (USAF, D-5 or equivalent)

(1) 3000 psi operating pressure _____

(2) 5 gal/min., minimum operating flow _____

J. Cabin pressure tester requirement (USAF MB-1 or equivalent)

(1) 8 psi operating pressure _____

(2) 200 cube ft/min. operating flow _____

K. Aircraft tug requirement (USAF MB-2 or jeep equivalent)

(1) 3000 to 4000 lb draw bar pull _____

(2) Pintle hooks at both ends desirable _____

(3) Must have smooth clutch _____

L. Recovery vehicle requirement (USAF six passenger P/U, 3/4 ton or equivalent)

(1) Minimum of 5 passenger with cargo bed. _____

M. Portable air conditioner for drivers _____

4. POL Equipment and Facilities:

A. Refueling trucks available at location _____

(1) Type _____

(2) Capacity _____

(3) Quantity available _____

(4) Single point NATO nozzle highly preferred. If not available we need:

(a) Length of over the wing hoses _____

(b) Size of end fittings _____

(c) Thread guage of end fittings _____

(5) Are replacement filters available _____

B. Drum storage area.

(1) Approximate area of fenced-in storage yard _____

(2) Time and distance to article refueling area from storage area _____

C. Types/designations of bulk fuel available _____

_____

5. Cargo and material handling equipment:

A. Forklifts (heaviest piece; 4,500 lbs. Forks must be 3½ feet or more in length).

(1) Number available _____

(2) Capacity _____

B. Flat beds (require local drivers)

(1) Number available _____

(2) Length of beds _____

(3) If no flat beds - how many 2½ ton stake beds or equivalent

_____

C. Is there any 436L cargo handling equipment _____

D. Time and distance betwen upload/download area and hangar area

_____

6. Article miscellaneous data:

A. Typical zero fuel weight - 18,800 lbs.

B. Typical max takeoff gross weight - 37,975 lbs.

C. Length over all - 63'1".

D. Wing span - 103'4".

E. Approximate height of top of vertical stabilizer on sulky - 16'11".

F. Turning radius while taxing - 189'.

G. Distance between pogos - 57'4"

H. Distance between main axle and tail wheel axle - 261.80" (approximately 21"10").

I. Distance between main gear wheels center to center - 13.75".

J. Wheel loading, mains, if available - 230 psi.

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Edwards AFB
1 August 1969

ANNEX B TO OPLAN 69-1

LIFE SUPPORT

REFERENCE: Annex I, Project Headquarters OPLAN 4-67

1. GENERAL

This annex prescribes procedures and responsibilities of the Director of Life Support which will be followed in the conduct of deployment operations. It should be recognized that contrary to 1130th procedures, the Medical Section is responsible for the total welfare and health of all deployed personnel.

2. PREDEPLOYMENT ACTIVITY

a. The Director of Life Support will:

(1) Determine composition of the Life Support team; names will be forwarded to the mission Operations Officer.

(2) Review total Life Support requirements with the preplanned equipment list contained in Annex F. Changes in weight and cube will be submitted ASAP to the Director of Material.

(3) Brief advance party of Life Support needs enroute and at deployment site, to include:

(a) Air conditioned pilot transfer vehicle.

(b) Air conditioned and secure prebreathing area.

(c) Availability of LOX for prebreathing and ventilation of drivers.

(d) Power requirements for test equipment.

(e) Adequate driver preflight messing facility.

b. The Medical Section will:

(1) Determine immunization requirements and immunize all personnel not up to date. When completed, immunization records will be turned over to Security.

(2) Inventory and stock medical kits and equipment.

(3) Research area for endemic diseases or unusual health problems.

(4) Conduct medical portion of predeployment briefing for all deployment personnel to include:

(a) Clothing suggested for climate enroute and at deployment site.

(b) Local insect and reptile population and threats presented.

(c) Local VD rate and precautions.

(d) Local food and drinking water available and precautions.

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c. The Personal Equipment Section will:

(1) In conjunction with Survival Section, select survival and rescue equipment to be used for all phases of deployment.

(2) Brief pilots on:

(a) Type of flight equipment to support mission.

(b) Ejection procedures and emergency procedures.

(3) Pack mobility boxes with equipment to be used enroute and at deployment sites.

d. The Survival Section will:

(1) Review survival, escape and evasion training records on all drivers selected for deployment. Conduct additional training as required.

(2) Research type of terrain that all flight routes will cover.

(3) Give drivers selected a refresher briefing on survival on types of terrain that is to be covered, and rescue facilities available.

(4) Give drivers selected a refresher briefing on seat kit contents and all survival and rescue gear.

3. DEPLOYMENT OPERATIONS

a. The Medical Section will:

(1) Perform pre-flight physicals on drivers.

(2) Be constantly available to treat sick or injured.

(3) Assist P.E. if additional manpower needed.

(4) Monitor the living and dining facilities for drivers and assigned personnel.

b. The Personal Equipment Section will:

(1) Recover driver and equipment ASAP after article lands.

(2) Locate personal equipment and LOX area.

(3) Post flight pilot equipment.

(4) Pre-flight pilot equipment for next flight.

(5) Dress and pre-breath pilot.

(6) Load test and prebreathing equipment on support aircraft.

(7) Transfer pilot to article.

(8) Install equipment in article and perform pilot hookup.

(9) Drain unused LOX from hand held ventilators and board support aircraft.

4. OPERATIONAL EMPLOYMENT

a. The Medical Section will:

(1) Set up area for medical section to carry out preflight physicals and medical aid to personnel. Perform daily sick call for deployment personnel.

(2) Obtain vehicle for use as ambulance.

(3) Set up liaison with local health authorities.

(4) Ascertain the extent of local crash facilities, fire fighting equipment, etc. Establish crash rescue procedures for local area.

(5) Provide transportation for drivers to and from quarters on mission days.

(6) Establish and monitor pre-flight eating facilities for drivers.

4. b. The Personal Equipment Section will:

(1) Locate and establish personal equipment work area.

(2) Locate LOX facility and establish resupply as needed.

(3) Establish procedures for utilization of pilot transfer vehicle when needed.

(4) Perform all preflight and postflight activities in accordance with established procedures in conjunction with scheduled flying.

(5) Keep representative constantly available during flying periods for any consultations as required.

(6) Brief crash rescue crews on emergency cockpit procedures.

5. REDEPLOYMENT (Same as Deployment Operation, para 3.)

6. CRITIQUE

After return to Detachment "G", each section will submit to the Director of Life Support a summary of activity conducted during the deployment. Particular emphasis will be placed on areas for improvement to enhance future operations. The Director of Life Support will review all reports, add comments and recommendations as required, and submit a final report to the Deployment Commander within five days after return to Edwards AFB.

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[redacted]

Director, Life Support

1130th ATTG
Edwards AFB
1 August 1969

ANNEX C TO OPLAN 1-69

SECURITY

REFERENCE: Annex C to Project Headquarters OPLAN 4-67

1. GENERAL

Security requirements for deployment phases of the 1130th ATTG Operations will be consistent with the requirements maintained during operations at EAFB. In addition to the above, directives and guidance contained in Annex C, Project Headquarters OPLAN 4-67 will be adhered to and incorporated into the deployment security procedures.

2. DEPLOYMENT OPERATIONS

a. Predeployment Requirements: The senior security officer will insure that the following actions will be taken after being alerted for a deployment.

(1) Identify for the mission Operations Officer the members of the security deployment team.

(2) Review total security materiel requirements with the preplanned equipment listing contained in Annex F. Changes in weight and cube will be submitted soonest to the Director of Materiel.

(3) Coordinate enroute security arrangements/requirements with the advance party in accordance with procedures established in Appendix 3, Annex A.

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b. Documentation: The following documentation will be assembled by the Security Staff prior to departure:

(1) TDY orders - These will be prepared by the Director of Support and forwarded to Security after publication.

(2) Passports - Received from the Director of Support.

(3) Immunization records - Received from the Director of Life Support and will be inserted in each passport.

(4) Government drivers licences - Licences will be prepared as required.

(5) Flight line badges - Unless otherwise directed, the standard AFSC Form 106a will be prepared for all personnel scheduled for deployment.

(6) Identification cards - DD Form 489 (Non-Combatant Identification Card) will be prepared as needed.

c. Briefings:

(1) Detachment - A deployment briefing will be conducted for all participating personnel. A Security Staff member will provide a comprehensive briefing to include the following subject matters:

(a) Operation cover story

(b) Use of cover orders

(c) Personal conduct

(d) Host government/US relations; political climate

(e) Counter intelligence activities at all locations to be visited during the operation.

(f) Mailing procedures/requirements.

(h) U.S. Customs regulations and DOD Customs requirements.

(i) Transportation and control of classified materials - establish deadline for receipt of all accompanying classified material.

(2) Drivers - A special drivers briefing will be conducted by the Director of Security to include appropriate cover considerations applicable to the U-2 pilots schedule to participate in the deployment.

(3) Air crews - After arrival of the transport aircrew, a member of the Security Staff will conduct such briefings as required.

d. Deployment Requirements:

(1) Control of Classified Materials:

(a) On the day of deployment the Security Staff will collect all classified materials which will accompany the deployment party. The senior security officer will assume custodial responsibility for all classified documents during the travel cycle of the deployment and he will provide for its protection while at the operating location.

(b) The materials will be inventoried for the record by document number, Top Secret control or other identifying number, and a copy of this inventory will be retained by the Detachment Top Secret Control Officer and/or the Detachment

Security Office. A copy will accompany the senior deploying Security Officer for inventory purposes during the course of the deployment as well as serve as a manifest of all classified material on the deployment.

(c) The Detachment Security Office will provide an adequate safe keeping container for the shipment and storage of all classified deployment documents. It will be appropriately color coded for identification and will serve to transport and to store documents during the travel cycle and while at the deployment site. The safe keeping equipment will be documented so as to be exempted from censorship.

(d) A document control log will be maintained by the Senior Security Officer for recording the transfer of custody of classified documents to Detachment personnel during the course of the deployment.

(e) Inventories of the deployment classified documents will be made by the Senior Security Officer at en route and destination stops to assure that all classified materials are accounted for. An inventory will be conducted once daily while at any interim or permanent operating location. Physical searches will be conducted at each support aircraft off loading point to assure that all classified materials have been removed from the aircraft.

(f) Any deficiency in the inventory of classified documents or loss of documents will be immediately reported to

Project Headquarters in order that timely action to relocate the documents may be initiated.

(2) A designated security representative will be responsible for a head count of all personnel aboard the support transport aircraft; discrepancies will be reported to the mission commander prior to departure.

(3) For all enroute deployment stops the Security Staff will:

(a) Cover all U-2 takeoffs and landings.

(b) Provide for 24 hour surveillance of the U-2 and the transport aircraft. If Security Police are provided as additional guards, then detailed instructions will be furnished in addition to an access list of authorized personnel permitted in or around either aircraft.

(c) Security of the article is of paramount importance at all locations; when possible hangar space will be provided. Regardless of parking location or facilities, traffic lanes will be established around the U-2 which will be roped off at all times. When parked outside during hours of darkness, the security officer will determine the requirement for additional protective lighting, e.g., wing tip and fuselage blinker lights.

(d) Perform other such security functions as deemed necessary or required by the mission commander.

e. Phase III Operational Deployments:

(1) After arrival at destination, the security staff will perform all functions and activities normally conducted in support of U-2 operations at Edwards. Additional requirements will include the following:

(a) Establish liaison with host base law enforcement facilities.

(b) Rebrief all deployment personnel on host base security restrictions, requirements, off/on base conduct, counter intelligence/espionage activities.

(c) Establish local procedures for the custody, collection, and destruction of classified material.

(d) Survey all areas involving classified material and if required and feasible arrange for counter audio inspections.

(e) For all operational missions, security functions will be accomplished in accordance with current Idealist requirements.

f. Redeployment - Will be conducted in accordance with deployment procedures, reference para 2d above.

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/Director of Security

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ANNEX D TO OPLAN 69-1

COMMUNICATIONS

REFERENCE: Annex D, Project Headquarters OPLAN 4-67

1. GENERAL

Annex D, Project Headquarters OPLAN 4-67 details the communications equipment, limitations and support required during Phase I, II, or III deployments. This annex provides implementing instructions, procedures and responsibilities in support of deployment operations.

2. DEPLOYMENT COMMUNICATIONS

a. Predeployment activity

(1) After being alerted for deployment, the communications officer will:

(a) Review the communications requirements for the entire deployment and confirm or establish detailed final communications required for all legs and terminals involved in the operation.

(b) Select field team members and designate the field team leader.

(c) Assist and supervise the field team leader in selection of equipment, materials, and services required to support all aspects of the total OPLAN.

(d) Provide a detailed communications briefing to the Unit Commander, Mission Commander, and Mission Operations Officer. This briefing will include the communications concept of operation at each location and limitations that may be experienced due to equipment and/or communications services provided by supporting agencies.

(e) Forward to the mission operations officer, a listing of personnel scheduled for deployment.

(f) Review total communications equipment requirements with the preplanned equipment listing contained in Annex E. Changes in weight and cube will be submitted ASAP to the Director of Materiel.

(2) Field Team Leader

(a) Develops equipment, material, and service requirements for all aspects of total OPLAN communications needs.

(b) Assigns individual and/or section responsibilities for assembly and testing of equipment, materials to be used within the OPLAN.

(c) Coordinates activities of other sections/members in activities noted below.

(d) Reviews the appropriate communications appendix to insure currency of communications routes and terminal telephone numbers. (Reference Appendix 1; East deployment, Appendix 2; West deployment).

(e) Provides for installation of enroute [redacted] equipment aboard ferry aircraft and testing for satisfactory operation. 25X1

(f) Coordinates non tactical radio requirements with mission operations officer.

(3) Communications Center (team member)

(a) Establishes validity of circuitry, contact personnel, and communications procedures to be employed at way or terminal stations involved in total mission.

(b) Assembles cryptographic materials to be used at all stations involved, prepares needed procedural guidance materials for each circuit, and assembles administrative supplies needed for all communications activities.

(c) Monitors and assists Wire Equipment Section in assembly, test and packing of staff communications equipment.

(4) Wire Equipment Section (team member)

(a) Assembles and tests all cryptographic and staff communications terminal/line equipment selected for use at way or terminal stations.

(b) Arranges for and supervises or assists in packing of all staff communications equipment, including arranging for secure guard service on classified equipment.

25X1 (5) [redacted] Section (team member)

(a) Obtains approximate ferry (mission) flight track and timing from Operations Flight Planning. Determines enroute radio

coverage to be provided and prepares signal plan to be utilized, including selection of clear channel frequencies. Confirms or assigns valid operational call signs and code words for radio use.

(b) Obtains approximate flight track and timing data for all other aspects of the OPLAN, and assembles necessary aids for action similar to paragraph 5a supporting other legs/missions of the total OPLAN.

(c) Assembles and disseminates procedural guidance materials for use by enroute/ferry/terminal/recovery stations.

(d) Monitors and assists engineering section in assembly, test and packing of [ILLEGIB] equipment.

(e) When final track and timing data becomes available from Operations Flight Planning, prepares and submits [redacted] for ferry (mission) leg of OPLAN. 25X1

(6) Enginerring Section (team member)

(a) Assembles and tests all [redacted] and staff radio equipment, including interface with wire equipment if appropriate. 25X1

(b) Arranges for and supervises or assists in packing of all radio communications equipment.

b. Deployment Operations

(1) The Field Team Leader will coordinate with the Mission Commander on all matters relating to enroute communications. At each

location he will be responsible for transmitting the [redacted] Landing Report and [redacted] Departure Report.

(2) The [redacted] member of the communications field team will monitor the U-2 inflight activity as directed by the [redacted] Appropriate logs will be maintained. Readout data will be given to the enroute mobile officer for action as appropriate. Mission tapes will be retained in accordance with established directives.

(3) UHF mobile and/or non-tactical radio equipment, needed by operations and article recovery teams, will be issued at each location as directed by the Mission Commander.

(4) Wire section and ComCenter field team members

(a) Install, test, and activate needed staff communications equipment.

(b) Establish staff communications circuitry with Hqs, or preselected intermediate facility.

(c) Prepare and transmit when released, a circuit activation message addressed to [redacted] and other interested activities.

(d) Maintain conventional ComCenter services for use as needed.

(e) On notice, secure staff communications facility. Prepare, and transmit on release, closure notice addressed to [redacted] 25X1 25X1 [redacted] and other interested activities.

(f) Dis-assemble, repack, transport and upload all staff communications equipment aboard ferry aircraft.

25X1 (5) [redacted] and Engineering Section Team Members

(a) If pre-specified or needed, effect all actions necessary to unload and activate [redacted] Provide monitor as ILLEGIB 25X1 needed or specified in [redacted] traffic, utilizing techniques generally similar to those observed in "Employment Operations".

(b) Unless otherwise engaged, assist ComCenter personnel in staff communications services as needed.

25X1 (c) Prepare and secure release of [redacted] covering succeeding leg(s) of ferry and/or mission flights.

(d) Recover and test all non-tactical and mobile radio equipment when no longer needed by the users. Pack and store aboard the ferry aircraft for later use per plan.

c. Employment Operations

(1) Wire Section and ComCenter Team Members will:

(a) Accomplish all functions detailed in paragraph b(4) above.

(b) Test alternate route facilities, if available, by transmittal of several test messages. Solicit [redacted] transmittal of reverse-path test messages. 25X1

(c) Expand normal logging techniques to allow notation of:

(1) Time filed, time transmitted and ZDF action on originated messages, and;

(2) Time received on all incoming traffic.

25X1 (2) [redacted] and Engineering Section Team Members

(a) Install, test, and activate needed radio equipment 25X1 for [redacted] and command post operation.

(b) Establish required staff communications radio circuitry as specified, including interface with ComCenter equipment as appropriate.

(c) Expand non-tactical and/or UHF mobile radio network issuances to deployment team sections requiring ground service.

(d) Maintain staff radio circuitry as needed.

25X1 (e) Establish [redacted] service for all mission activities, including signal planning and preparation of [redacted] as needed. 25X1 Provide readout of in-flight data as appropriate for all flights, and maintain conventional logs. Retain mission tapes for disposition in accordance with established directives. Prepare and file [redacted] 25X1

25X1 [redacted] resumes within 24 hours of each flight termination.

(f) On notice, terminate [redacted] and/or staff radio activities. Dis-assemble, repack, transport and upload all equipment aboard ferry aircraft. 25X1 25X1

(g) Prepare and submit [redacted] for (first leg) recovery ferry flight.

(3) Field Team Leader

(a) Respond to Command/Operations requirements for modified or new communications services.

(b) Liaison with operational components of the deployment team, host base, and other elements as necessary in order to effect proper communications service.

(c) Obtain or provide appropriate security for all classified equipment and materials.

(d) Assume such other secondary duties as may be specified by the deployment commander.

d. Redeployment

(1) Wire and Engineering Sections: Recover all equipment from temporary storage, test for operational capability, modify or repair as needed for effective future service, and distribute for use or storage as pertinent to each item.

25X1 (2) ComCenter and [redacted] Sections: Recover all materials, evaluate for usability, dispose of obsolete portions, update and restore useful data, restore to service or distribute to proper storage.

(3) Redeployment procedures will be in accordance with deployment, paragraph 2b.

e. Critique

(1) The field team leader will critique all activities involved in the total mission/movement, with particular emphasis on problems subject to resolution and areas of potential improvement in future operations. This critique will be in the form of a detailed memorandum to the Chief of Communications, covering all basic aspects of the communications plan and its execution. This report should include notation of corrective actions or improvements which might pertain to future deployments, and suggest action components to be responsible for those changes. This will be submitted ASAP, but not later than three working days after return to [redacted] 25X1.

(2) The communications officer will review the critique, provide additional comments as required, and forward to the Mission Commander within five working days after redeployment to [redacted] has been completed. 25X1

[redacted] 25X1

Communications Officer

Appendices:

1 - Communications Routing/Eastward Deployment
2 - Communications Routing/Westward Deployment

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Det "G"
Edwards AFB
29 July 1969

ANNEX E TO OPLAN 69-1

SUPPORT

REFERENCE: Annex F, Project Headquarters OPLAN 4-67

1. GENERAL

The Director of Support responsibilities associated with any deployment will normally occur during the predeployment phase of operations. During extended deployments, under a Phase I or Phase II concept of operations, support personnel will be assigned to the Mission Operations Officer for administrative duties.

2. PREDEPLOYMENT ACTIVITY

a. After being alerted for deployment, the Director of Support will be responsible for:

(1) Issuing separate travel orders for military, civilians, and U.S. drivers. Appropriate USAF invitational travel orders will be issued when [redacted] drivers are involved. 25X1 25X1

Travel orders will use the [redacted] 25X1

(2) Reviewing passports for all personnel, updating them as required, and ensuring appropriate visas are obtained; when completed these will be turned over to Security.

(3) Determining civilian clothing authorization for airmen.

Revised 1 Mar 71

(4) Determining per diem requirements and formulating advance pay authorization.

(5) Selecting an individual (if other than the Director of Support or the Finance Officer) to act as the deployment finance officer and determining the amount of normal/emergency funds to be carried. The Finance Officer will provide this individual with a comprehensive briefing to include disbursement requirements, vouchering system, accountability, etc.

(6) Coordinating with the Chief of Supply, the transportation schedule for personnel and baggage from North Base if departure is scheduled from Main Base.

3. CRITIQUE

After deployment operations have been completed, the Director of Support will submit a written critique to the Mission Commander within five working days after return to Edwards.

[redacted] 25X1

Director of Support

1130th ATTG
Edwards AFB
1 August 1969

ANNEX F TO OPLAN 69-1

MATERIEL

REFERENCE: Annex E to Project Headquarters OPLAN 4-67

1. GENERAL

Referenced annex establishes materiel requirements in support of deployment operations. The purpose of this annex is to establish local materiel procedures and identify equipment which will normally be required to support a Phase I, II, or III deployment. While each operation may vary according to materiel requirements, each command section will identify items of support in appropriate appendices to this annex.

2. PREDEPLOYMENT ACTIVITY

a. After being alerted for deployment the Director of Materiel will:

(1) Determine composition of DM team; names will be forwarded to the Mission Operations Officer in addition to the name of the individual selected as the deployment DM.

(2) Brief the enroute coordinator on all items of DM support required at each location during deployment (Reference, appendix 3).

(3) Determine and coordinate U-2 fuel requirements at each location. If a C-135 A/C is used for transport; U-2 fuel requirements to be carried aboard the aircraft will be coordinated with Project Headquarters.

(4) During the predeployment briefing, the following items will be covered by the DM representative.

(a) Baggage handling at all enroute stops. Tags and hang up bags will be issued as appropriate.

(b) Transportation arrangements.

(c) Cargo loading requirements.

(5) Brief each section on the following: Duration of deployment; facilities/equipment available at deployment site; and the mission requirements or operational objectives. With these factors in mind the sections will determine which phase condition meets the parameters and if a package is required. The packages are based on operational objectives and/or facilities/equipment available.

(6) In conjunction with the Chief of QC and E determine the article(s) to be deployed.

(7) Determine and appoint the Deployment Director of Materiel if appropriate.

b. After being alerted for deployment the Chief of Supply will:

(1) Coordinate with Director of Materiel to make a tentative decision concerning phases, packages, peculiar requirements, etc., that

will be required for the deployment. Make a preliminary estimate of the total weight, cube, and personnel; determine the airlift requirement, and inform Headquarters immediately.

(2) Inventory the Phase kit(s) to be deployed and perform the following:

(a) Create a shortage list and keep current.

(b) Upgrade all requisitions on shortage list to priority.

(c) Continuous follow-up on all requisitions until time of deployment.

(d) Remove TOC items that will expire within 90 days.

(3) Cargo manifests and cargo.

(a) Send letter to all sections requesting both the cargo and cargo manifests and establish deadlines for both.

(b) Consolidate section manifests and prepare the loading manifest, keeping a running total of both weight and cube at all times.

(c) Receive cargo at the staging area and prepare it for loading.

(d) Plan aircraft load and placement of cargo aboard aircraft.

(4) Brief the supply man accompaning the deployment concerning, resupply point, resupply addresses, accounting procedures, etc.

(5) Coordinate with Director of Support transportation for deployment personnel and personal baggage (Annex E, paragraph 2a(7)).

(6) Load the cargo aircraft.

(7) Send message on cargo movement to Headquarters, etc.

c. After being alerted for deployment the Chief of Maintenance will:

(1) Coordinate with each section involved that cargo manifests are being prepared as scheduled per letter from supply.

(2) Coordinate with each section involved that cargo equipment is checked for operation, condition, and packaged if required, then placed in staging area assigned by supply.

(3) Review records of aircraft involved with QC to assure nothing is outstanding which could prevent mission accomplishment.

(4) Review with supply any FAK kit "shortages" that may exist.

(5) Determine AGE equipment host base is to provide and eliminate these items from our normal listings.

(6) At destination, if electrical wiring is required in hangar, make arrangements for maintenance electrician to accompany detachment.

d. The TAC Maintenance supervisor after being alerted for deployment will:

(1) Select aircraft to deploy in conjunction with Director of Materiel.

(2) Select personnel to deploy.

(3) Survey aircraft for proper service bulletins to configure aircraft for assigned mission.

(4) Accomplish all calendar and time inspection items on aircraft.

(5) Install required aircraft markings.

(6) Inventory and service deploying maintenance kit.

(7) Supply a manifest to the Supply section with weight and cube for maintenance kit. Manifest to indicate those items to be off loaded enroute.

(8) Check that all deploying personnel have passports and up-to-date immunization record.

(9) Deliver to Supply section all deploying cargo to designated area by designated time.

e. After being alerted for deployment the Chief of POL/LOX will:

(1) In conjunction with Director of Materiel (paragraph 2a(3) above) determine the requirements for JPT5 fuel.

(2) Determine total LOX cart requirements, to include the life support/PE requirement. Immediately inform the Chief of Supply on the number of LOX carts required.

(3) Determine type and amount of refueling equipment needed. Inform Chief of Supply of total weight and cubes.

(4) Submit cargo manifests and cargo to Supply at time and place specified by the Chief of Supply.

f. The avionics supervisor, after being alerted for deployment, will:

(1) Form a deployment team consisting of the necessary skills to perform the specified mission.

(2) In conjunction with the Chief of Maintenance and QC & E determine the compatibility of designated article with avionics equipment.

(3) Check all avionics and systems equipment required for the mission to insure that:

(a) All items are available and in operating condition.

(b) In conjunction with Chief of Supply, insure that items in FAK are available and in operating condition.

(c) Prepare and pack required test equipment and spares in rollaway bins and test carts.

(d) Submit cargo manifest and cargo to supply at the time and place specified by Chief of Supply.

(4) Coordinate airborne communications equipment/channelization requirements with the Director of Operations.

g. The Special Equipment Supervisor, after being alerted for deployment, will:

(1) Ascertain type deployment to include number of missions.

(2) Ascertain type and quantity of configuration(s) to be deployed.

(3) Ascertain type, quantity and availability of film required.

(4) Ascertain whether processing of Tracker and/or prime configuration material will be required. Determine type processing equipment and supplies required.

(5) Determine manning required to support deployment.

(6) Confirm availability of facilities to support configuration maintenance and processing. Determine requirement for staging tents.

(7) Ascertain whether tracker(s) and/or configuration(s) will be ferried in article(s) or packaged for support aircraft.

(8) Insure that required items have been drawn from supply, bench checked, and returned to supply for deployment of FAK.

(9) Insure that tracker(s), configuration(s), permanently installed equipment (driftsight, hand control, hatch, etc.), ground support, and test and processing equipment are fully checked and considered operational. Insure that equipment will remain operational for duration of deployment with respect to service bulletin and time change update.

(10) Insure that required film, support and test equipment, and miscellaneous shop and processing supplies have been determined,

packaged, labeled, and manifested as required. Insure that cargo has been positioned for loading as required.

h. After being alerted for deployment the Chief of QC & E will:

(1) In conjunction with DM (paragraph 2a(6) above) determine article(s) to be deployed.

(2) Review all A/C records on subject article to insure that:

(a) All necessary S/B's are complied with to support the systems/configs being deployed.

(b) All dated items in the article are replaced if they have less than 60 days to go.

(c) All problems on the article are identified and corrective action is taken.

(3) Assure that aircraft records are turned over to maintenance supervisor accompanying deployment for packing in proper box.

(4) Adequate supply of the following forms given to maintenance supervisor for packing:

(a) LOX servicing record.

(b) AFTO 781A.

(c) AFTO 781H.

(d) Post-preflight sheets.

(e) Debriefing forms.

(f) Engine run sheets.

(g) Turn around check list.

(h) One copy ATTG Regulation 60-7.

(i) Weight and balance forms.

(j) AFTO 781.

(5) Assure that 781 book is given to pilot at launch of article.

i. After being alerted for deployment Materiel Admin will:

(1) Update the DM Admin package with appropriate forms and directives that will be required.

(2) Obtain a list of all classified documents that will be required on deployment from the Materiel sections.

(3) Obtain and receipt for all classified documents from the Materiel sections.

(4) Prepare a classified document manifest. Note: A copy of the manifest will be provided the ranking Materiel Officer to deploy.

(5) Deliver manifest and all documents listed thereon includ- the DM Admin Package to the Top Secret Control Officer or Security Office as appropriate. A receipt will be obtained and remain on file in the DM Office until return of the deployment and the classified documents.

3. DEPLOYMENT

a. During the deployment the Director of Materiel will:

(1) Satisfy all material requirements through internal or external coordination, as required.

(2) Insure that the Commander is aware of the current status of all materiel activities and capabilities.

(3) Maintain close liaison with the Detachment Commander, other staff officers, and representatives of supporting agencies.

(4) Insure that subordinate activites are informed of any changes in schedules, problem areas, etc., that may affect work load schedules.

(5) Insure that sufficient manpower is available to off-load/on-load cargo at enroute stops.

(6) Insure that sufficient manpower is available to off-load cargo at deployment site and that all sections know where the cargo drop-off point is located.

b. The Chief of Supply, during the deployment, will insure that:

THE REMAINING PORTION OF THIS PAGE LEFT BLANK INTENTIONALLY

(1) Cargo is off-loaded and loaded as required by the Detachment.

(2) The supply man is available to make issues from the deployment kit as directed by the Director of Materiel.

(3) Proper supply procedures are adhered to IAW current directives.

(4) Other duties as assigned by the Detachment Commander.

c. During the deployment the Chief of Maintenance will:

(1) Supervise off-loading of necessary equipment required for preflight and launch of aircraft at enroute stops.

(2) Observe preflight checks and launch procedures assisting in any manner possible to make take-off times as scheduled.

(3) Accompany crew on recovery and launch of aircraft.

(4) Assure that all cargo equipment previously off-loaded is reloaded when there is no further need for same.

(5) Maintain close liaison with Detachment Commander and Operations staff for guidance and any changes that might occur.

d. During the deployment the TAC Maintenance Supervisor will:

(1) Be available in cargo aircraft for any discussions that could develop during ferry flight.

(2) If an enroute stop is made, will perform the following:

(a) Help the maintenance crew recover the aircraft at destination.

(b) Attend pilot debriefing.

(c) Plan the working of the flight squawks.

(d) Check on crew billeting.

(e) Check on crew transportation.

(f) Acquire knowledge of local taxiway regulations.

(g) Arrange with operations for use of radio mobile when radio control traffic is required.

(h) Re-check kit equipment after enroute off-loading and on-loading.

(i) Attend pilot briefing.

(j) Check on all Host Base equipment to insure that is has been returned.

(3) Prepare for recovery of aircraft at destination.

e. During the deployment the Chief of POL/LOX will:

(1) POL man will make self available to assist supply or maintenance.

(2) Periodically check LOX cart to insure pressure hasn't buildup.

f. During deployment the Avionics Supervisor will:

(1) Continue to coordinate with Director of Operations concerning comm/nav requirements.

(2) Perform maintenance and preflight checks between deployment sorties.

(3) Assist in downloading of cargo aircraft.

(4) Set up Avionics facilities in preparation for employment.

g. During the deployment phase the Special Equipment Supervisor will:

(1) Insure that article and/or equipment is preflighted for each launch. Attend briefings/debriefings as required.

(2) Insure proper storage of film during prolonged delays at intermediate stops.

4. OPERATIONAL EMPLOYMENT

a. During the employment phase the Director of Materiel will:

(1) Satisfy all materiel requirements through internal or external coordination as required.

(2) Insure that the Commander is aware of the current status of all materiel activities and capabilities.

(3) Maintain close liaison with the Detachment Commander, other staff officers, and representative of supporting agencies.

(4) Insure that subordinate activities are informed of any changes in schedules, problem areas, etc., that may effect work load schedules.

(5) Insure that all subordinate sections package their equipment and drop it off at the cargo staging area at the times specified.

(6) Insure that sufficient manpower is available to on-load the cargo and assist the supply representative.

(7) Insure that all personnel and all cargo is aboard the aircraft at the specified time.

b. During employment the Chief of Supply will insure that:

(1) Items required immediately on arrival are available to maintenance and Commo personnel.

(2) Aircraft is downloaded.

(3) Deployment kit is immediately arranged in an orderly fashion to facilitate issues of parts required in support of the mission.

(4) Available materials handling equipment is located and used in the best interests of the mission.

(5) That re-supply of items used from FAK is effected in the proper manner as expeditiously as possible.

(6) Items required to perform the mission which are not available from the FAK are acquired from the sources available in the shortest possible time.

(7) Arrange for a cargo staging area for return cargo.

(8) Check return manifests to insure the return of all deployed items to the home station.

(9) Take all necessary action to insure sufficient manpower and materials are available for uploading of aircraft.

(10) Supervise and assist uploading and tiedown of supplies and equipment in coordination with the aircraft load master until completion.

(11) Other duties as assigned by the deployment Commander.

c. The Chief of Maintenance, during the employment phase, will:

(1) Coordinate cargo equipment arrangement in setting up shop in new location.

(2) Observe any hazards which may be present in towing aircraft in and out of hangars, taxiways, etc., and take corrective action. If unable to correct, notify all personnel involved of these towing hazards.

(3) If any "AGE" is provided by host base make certain this equipment is in operating condition and satisfactory for our use.

(4) Make sure that our AGE is serviced, operating and in satisfactory condition.

(5) On notification of mission "Alert", all sections will be notified as to take-off time.

(6) Coordination between sections of countdown work schedule with adjustments made when necessary.

(7) Assure that all sections are following prescribed check lists in accomplishment of their work.

(8) Maintain close contact with detachment commander for guidance and notices.

(9) Coordinate with all sections that cargo equipment is prepared for loading and placed in an area designated by supply representative.

(10) Make certain the items necessary for launch are not loaded until they are no longer needed.

(11) After launch, make certain all remaining equipment is loaded.

d. During the employment the TAC Maintenance Supervisor will:

(1) Check forward base facilities for useability and required equipment.

(2) Acquire a list of base shop phone numbers and base personnel that will be needed.

(3) Keep in close contact with Squadron Command for new developments.

(4) Read message file.

(5) File 32 and 35 required reports.

(6) Check on billeting for crew.

(7) Arrange crew transportation.

(8) Prepare aircraft for mission requirements.

(9) Establish and maintain personnel records.

(10) Prepare aircraft for redeployment ferry flight.

(11) Inventory and service maintenance kit.

(12) Check that all maintenance personnel have paid and checked out of their billeting and have turned in their cars with proper accounting.

(13) Check on proper return of all Host Base equipment.

(14) Check that all facilities used are left in good condition.

(15) After boarding cargo aircraft recheck kit for enroute availability and be available to operations for discussions.

e. During the employment phase the Chief of POL/LOX will:

(1) Insure that a refueler (jet fuel only) is available and make the appropriate changes to meet our operational requirements.

(2) Set up the refueling kit for a dedruming operation if such is the case.

(3) Receive fuel, dedrum into the refueler, and take visual samples checking for color, water, and solids. (In the field the Esso hydro kit is utilized).

(4) Check that adequate LOX is on hand at all times.

(5) Assist maintenance and supply in operations deemed necessary.

(6) Check and consult with the local POL chief as to disposition of unused fuel and drums.

(7) Repack LOX and refueling equipment. Insure equipment reaches aircraft site.

(8) Call local POL section and inform where borrowed equipment is located.

(9) Assist supply in loading of aircraft.

f. During employment the Avionics Supervisor will:

(1) In conjunction with Chief of Maintenance establish a time frame for maintenance and for comm/nav and all systems preflight.

(2) Perform maintenance required to get articles ready for mission.

(3) Perform systems preflight.

(4) Perform comm/nav preflight.

(5) Brief pilot concerning systems portions of mission.

(6) Debrief pilot concerning systems portion of mission.

(7) Perform quick-look evaluation of mission from tapes and debriefing, and file proper reporting cables [redacted] 25X1

(8) Pack and mark tapes for delivery to Security.

g. During the employment phase the Special Equipment Supervisor will:

(1) Receive and inventory equipment/cargo from the support aircraft. Accomplish damage inspection.

(2) Locate and/or establish maintenance and processing facilities. Equipment as required.

(3) Insure that mission equipment and allied test and support equipment are operationally checked and poised.

(4) Preflight and install required equipment for operational mission, when required.

(5) Recover and download configurations after mission.

(6) Insure that film is processed and/or forwarded per instructions.

(7) Submit reports as required.

(8) Close-out section(s), package, manifest, and position equipment as required upon notification of redeployment.

5. REDEPLOYMENT

a. During the redeployment the Director of Materiel will:

(1) Satisfy all material requirements through internal or external coordination, as required.

(2) Insure that the Commander is aware of the current status of all materiel activities and capabilities.

(3) Maintain close liaison with the Detachment Commander, other staff officers, and representatives of supporting agencies.

(4) Insure that subordinate activities are informed of any changes in schedules, problem areas, etc., that may effect work load schedules.

(5) Insure that sufficient manpower is available to off-load/on-load cargo at enroute stops.

b. The Chief of Supply, during the redeployment, will insure that:

(1) Cargo is off-loaded and loaded as required by the Detachment.

(2) The supply man is available to make issues from the deployment kit as directed by the Director of Materiel.

(3) Proper supply procedures are adhered to IAW current directives.

(4) Other duties as assigned by the Detachment Commander.

(5) Upon return to home base, direct the unloading crew concerning the cargo and manifests.

c. During the redeployment the Chief of Maintenance will:

(1) Supervise off-loading of necessary equipment required for preflight and launch of aircraft at enroute stops.

(2) Observe preflight checks and launch procedures assisting in any manner possible to make take-off times as scheduled.

(3) Accompany crew on recovery and launch of aircraft.

(4) Assure that all cargo equipment previously off-loaded is reloaded when there is no further need for same.

(5) Maintain close liaison with Detachment Commander and Operations staff for guidance and any changes that might occur.

d. During the redeployment the TAC Maintenance Supervisor will:

(1) Be available in cargo aircraft for any discessions that could develop during ferry flight.

(2) If an enroute stop is made, will perform the following:

(a) Help the maintenance crew recover the aircraft at destination.

(b) Attend pilot debriefing.

(c) Plan the working of the flight squawks.

(d) Check on crew billeting.

(e) Check on crew transportation.

(f) Acquire knowledge of local taxiway regulations.

(g) Arrange with operations for use of radio mobile when radio control traffic is required.

(h) Re-check kit equipment after enroute off-loading and on-loading.

(i) Attend pilot briefing.

(j) Check on all Host Base equipment to insure that it has been returned.

(3) Prepare for recovery of aircraft at destination.

(4) Complete all personnel records.

(5) Insure that all maintenance personnel file itinerary with finance.

e. During the redeployment the Chief of POL/LOX will:

(1) POL man will make self available to assist supply of maintenance.

(2) Periodically check LOX cart to insure pressure hasn't buildup.

f. During redeployment the Avionics Supervisor will:

(1) Assist in loading of cargo aircraft.

(2) Perform maintenance and preflight checks between redeployment sorties.

(3) Continue to coordinate with Chief of Operations concerning comm/nav requirements.

(4) Prepare Avionics critique for Director of Materiel.

g. During the redeployment phase the Special Equipment Supervisor will:

(1) Insure that article and/or equipment is preflighted for each launch. Attend briefings/debriefings as required.

(2) Insure that proper storage of unused film during prolonged delay at intermediate stops is effected.

h. Upon return of deployment Materiel Admin will:

(1) Obtain all returning classified Materiel documents from the Top Secret Control Officer or Security Officer, as appropriate. Documents will be checked against original manifest to insure that each document has been returned. Any shortages will be brought to the attention of the Security Officer or Top Secret Control Officer, as appropriate.

(2) Distribute documents to appropriate Materiel sections. A receipt will be obtained finalizing the document control required on the deployment.

(3) Update the Materiel Admin package in anticipation of future deployments.

6. CRITIQUE

a. A written report, covering all aspects of the deployment with particular emphasis on problems encountered and recommendations for improvement, will be submitted to the Director of Materiel, by noon of the fourth working day after the return of the deployment, by the following:

(1) Chief of Supply.

(2) Chief of Maintenance.

(3) Senior Supervisor of Avionics.

(4) Senior Supervisor of Tac Maintenance.

(5) Senior Supervisor of Special Equipment.

(6) Chief of QC & E.

(7) Chief of POL/LOX.

b. The Director of Materiel will:

(1) Consolidate the reports, make additions/deletions and forward the consolidated report to the Commander on the fifth working day after the return of the deployment.

(2) Insure that corrective action is taken on the problems identified in the report.

(3) Review and implement the recommendations for improvement if feasible/practical.

25X1

Director of Materiel

APPENDICES:

1. Equipment Labeling & Marking.
2. Equipment/Cargo Manifests.
3. Enroute Checklist for USAF Bases.
4. Equipment Lists for Phase Kits and Special Packages

APPENDIX 1

EQUIPMENT LABELING AND MARKING

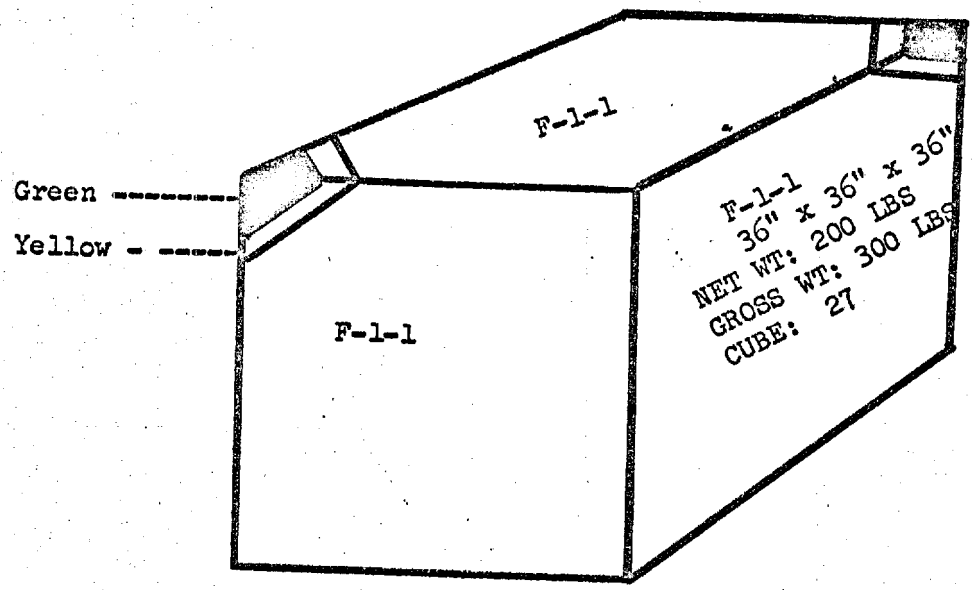
Each piece of equipment and each box that is to be carried on a deployment must be stenciled with the three part item (manifest) number (the first two parts of the number are assigned to the section indicated below); the dimensions in inches giving length, width, and height; and a color code that is assigned to each section as indicated below. The net weight of the contents as well as the gross weight must be stenciled on each piece along with the normal cube dimensions. An example of equipment marking is given below. Dimensions markings are required on one side only, where items can be identified as having a front, such as rollaways, footlockers, etc., markings will be placed there, otherwise the dimensions will be marked in any convenient visible place.

MANIFEST NUMBERS AND COLOR CODES

SECTION	NUMBER	COLOR
Command & Admin	B-1	White
Security	B-2	Yellow
Signal Center	C-1	Black
Avionics (Commo)	C-2	Black
(Systems)	C-(System number)	
Materiel (except Supply)	D-1	Yellow/Red

Supply	D-2	Brown
TAC Maintenance	D-3	Green
Special Equipment	D-4	Blue/Orange
Tracker	D-5	Blue/White
Ops & Weather	E-1	Blue
Flight Plan & Intell	E-2	Orange
Life Support (PE & MED)	E-4	Red
Delta	F-1	Green/Yellow
FFD-3	G-1	Black/White

EXAMPLE OF EQUIPMENT/CARGO MARKING FOR DELTA SHOP



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Appendix 1

APPENDIX 2

EQUIPMENT/CARGO MANIFESTS

1. Equipment/cargo manifests are prepared by the Supply section from the section manifests submitted to Supply. Normally the section manifest will be required two or three days before the cargo. A letter will be sent to all sections giving directions concerning the dates the cargo manifests are required and the time and place for the cargo to be delivered to the staging.area.

2. All sections will fill out the section manifest (See Appendix 1) submit negative replies to the above referenced letter. Manifests must contain the following information.

   a. The section and section representative.

   b. The manifest item number (see appendix 2, annex F).

   c. Description of item (see note on bottom of attachment 1).

   d. Security classification of item.

   e. Weight of the item including the container.

   f. Cube of the container.

3. For further information, refer to ATTG Regulation 67-6.

Attachment 1: Section manifest

SECTION MANIFEST

TO: Unit Supply 25X1 Date

FROM: SUPPLY (Section) (Section Loading Representative) 25X1

1. THE FOLLOWING CARGO WILL REMAIN ON AIRCRAFT AND RETURN TO DET "G":

ITEM NUMBER	DESCRIPTION	SECURITY CLASS	WEIGHT	CUBE
D-2-RA100	CARGO BIN, AIR TRANSPORTABLE	SECRET	1,287	87
+++	LAST ITEM +++			
	S A M P L E C O P Y			

* THOSE ITEMS TO BE OFFLOADED ENROUTE. TOTAL 1,287 87

NOTE: DESCRIPTION MUST BE INDICATED AS IT WILL APPEAR ON CARGO MANIFEST; THEREFORE, IT CANNOT BE CLASSIFIED. (DESCRIPTION EXAMPLES: NESTING CRATE, FOOTLOCKER, BOX, CARDBOARD BOX, GENERATOR, TOOL BOX, ETC.)

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Appendix 2 Atch 1

T O P S E C R E T

APPENDIX 3

ENROUTE CHECK LIST FOR USAF BASES

1. Maintenance equipment/support:

a. Two MD-3M's, electric power, one is a backup.

b. Two MA-1A's, air start units, one is a backup.

c. One forklift, at least 4,500 lb capacity.

d. Tug, aircraft, USAF type MB-4 or warehouse tug. Also covered in Annex A.

e. LOX carts on call.

f. Six passenger vehicle with cargo bed, a normal six passenger 3/4 ton P/U or equivalent. This requirement also covered in Annex A.

g. Hangar area for article with lights, power, and compressed air for pneumatic tools. If no hangar, need lights, power and compressed air on the flight line.

h. Normal KC-135 transient support or C-141, etc.

i. Gaseous oxygen and gaseous nitrogen on call.

2. POL Equipment/Support:

a. When using a KC-135 for refueling, we will need a fire truck at the refueling area during the refueling, normally 45 minutes after landing of the article.

b. When not using the KC-135 for refueling we will need the following, assuming JPTS is available:

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(1) A single point fuel truck.

(2) The fuel truck must have been completely drained and the filters changed.

(3) Fuel requirements for each sortie will be determined by operations.

3. Base Emergency Rescue Support:

a. Insure the fire chief is aware of the emergency rescue procedures concerning the article, also how to release the pilot from the seat.

b. The maximum fuel load on landing for each sortie will be determined by operations.

Attachment 1
Emergency Rescue

APPENDIX 4

EQUIPMENT LISTS FOR PHASE DEPLOYMENTS

This appendix contains lists of equipment by weight and cube for each section required during each phase of deployment. In addition, special packages are also listed which must be included depending on specific operational requirements.

SECTION DEPLOYMENT REQUIREMENTS (BY PHASE)

SECTION	PHASE I		PHASE II		PHASE III	
	Wt	Cube	Wt	Cube	Wt	Cube
Tac Maint	15,861	994.1	25,711	1,566.1	30,723	1983.8
POL	1,250	96.0	1,400	104.0	2,155	197.0
Supply	5,795	530.0	9,798	918.0	11,863	1102.0
Avionics	2,085	168.5	2,935	329.0	2,935	329.0
Commo	2,998	113.4	4,158	153.6	4,958	240.6
Personal Equip	730	42.5	980	56.5	1,172	65.5
Medical	120	5.0	270	10.0	512	18.6
Security	410	16.1	410	16.1	410	16.1
Operations	470	48.2	570	56.2	1,100	88.2
Tracker	100	6.0	125	6.0	150	6.0
TOTAL	29,819	2019.8	46,357	3215.5	55,978	4046.8

(1) For state-side deployments, subtract 1,709 lbs/73.1 cube.

(2) If host base, regardless of location, can provide following equipment, substract wt and cube accordingly:

Nitrogen Bottle	135	4.0
Power Unit	3,060	330.6
Rectifier	315	17.0

TAC MAINTENANCE

1. Phase I

ITEM NO.	DESCRIPTION	DIMENSIONS	WEIGHT	CUBE
D-3-103	Cart, Nitrogen (2 bottle)	30 x 32 x 58	395	31.2
D-3-104	Cart, A/P, Lox Service, Umbrella, Gyro Battery & Rack	49 x 24 x 56	510	38.1
D-3-105	Wheel Assy, P/O Compact Sulky	57 x 27 x 12	265	13.0
D-3-106	Tongue, Aft Sec. Compact Sulky	69 x 5 x 5	35	1.0
D-3-107	Tongue, Cen. Sec. Compact Sulky	72 x 5 x 5	37	1.1
D-3-108	Tongue, Fwd Sec. Compact Sulky	68 x 10 x 12	45	4.7
D-3-109	Rectifier, Large	30 x 22 x 42	315	16.0
D-3-111	Rollaway, Crew Chief	38 x 26 x 43	455	24.6
D-3-112	Tool Box, Crew Chief	30 x 18 x 22	195	6.9
D-3-113	Tool Box, Mechanic	30 x 16 x 18	145	5.0
D-3-114	Tool Box, Mechanic	30 x 16 x 18	145	5.0
D-3-115	Tool Box, Electrician	30 x 16 x 18	155	5.0
D-3-116	Ladder, Six Foot	72 x 21 x 6	19	5.3
D-3-117	Ladder, Six Foot	72 x 21 x 6	19	5.3
D-3-118	Wing Stands (2 each)	36 x 24 x 6	86	3.0
* D-3-119	Box, Adapter (Morelock)	31 x 15 x 17	114	4.6
* D-3-120	Box, Adapter (Morelock)	31 x 15 x 17	55	4.6
D-3-123	Engine Rails (2 ea) P/O RG 25	200 x 5 x 5	184	2.9
D-3-125	Tow Bar, Small (Broken Down)	116 x 6 x 12	97	10.5
D-3-129	Pogo's (2 each)	60 x 12 x 14	88	9.2
D-3-130	Screen, Intake Ducts (2 each)	48 x 35 x 33	64	34.8
D-3-134	Charger, Battery W/4 Batteries	38 x 21 x 49	556	22.6

TAC MAINTENANCE (Cont.)

	ITEM NO.	DESCRIPTION	DIMENSIONS	WEIGHT	CUBE
	D-3-136	Box, Nose Sling (3 Cradles in D-3-142)	65 x 13 x 9	150	4.4
*	D-3-137	Generator, 400 Cycle Output	52 x 38 x 42	1220	48.0
*	D-3-138	Box, Maintenance Electrician	35 x 17 x 20	320	6.1
	D-3-138A	Box, 5KVA Transformers	27 x 27 x 24	260	10.1
	D-3-138B	Transformer, 15 KVA (1 ea)	19 x 16 x 24	350	4.3
	D-3-138C	Transformer, 45 KVA (1 ea)	27 x 21 x 32	500	10.5
	D-3-138D	Loadcenter, Power Distribution Bx	62 x 33 x 31	960	36.7
	D-3-138E	Roll Wire, 250 Ft., #4/#5 (1 ea)	24 x 24 x 21	226	7.0
**	D-3-141	Power Unit, M32A	120 x 70 x 68	4100	330.6
	D-3-142	Box, Aft Section Tinkertoy	97 x 57 x 22	995	64.2
	D-3-143	Stand, Cockpit Entrance (Steps)	66 x 36 x 6	36	8.3
	D-3-144	Stand, C/Pit Entrance (Platform)	39 x 29 x 23	42	15.1
	D-3-145	Box, "A" Frame, Tinkertoy	107 x 26 x 18	453	29.0
	D-3-146	Jack Assy, Tinkertoy (RG245 Chock & RG246 Tie Rods, 2 ea in D-3-142	85 x 18 x 36	300	18.8
*	D-3-147	Box, Transformers & Cables	31 x 15 x 17	170	4.6
	D-3-149	Box, Electrical MSP & Tools	37 x 21 x 19	150	8.0
	D-3-153	Mobility Bin, #1	70 x 33 x 68	850	67.0
	D-3-154	Mobility Bin, #2	70 x 33 x 68	800	67.0
			TOTAL PHASE I	15,861	994.1

* = THESE ITEMS REQUIRED ON DEPLOYMENT TO RAF BASES

** = THESE ITEMS NOT REQUIRED WHEN HOST BASE CAN PROVIDE

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2. Phase II

ITEM NO.	DESCRIPTION	DIMENSIONS	WEIGHT	CUBE
D-3-201	Trailer, Staging	118 x 69 x 92	6805	399.0
D-3-202	Glockenspiel	56 x 30 x 12	675	6.0
D-3-203	Tester, Bleed (75GH172-15)	21 x 21 x 9	30	2.0
D-3-204	Hose, Hydraulic Gig		20	4.0
D-3-205	Hoses, Cabin Pressure Gig		20	4.0
D-3-206	Air Conditioner, A-3	85 x 53 x 54	2300	157.0
		TOTAL	9850	572.0
		TOTAL PHASE I	14757	934.2
		TOTAL PHASE II	24607	1506.2

3. Phase III

ITEM NO.	DESCRIPTION	DIMENSIONS	WEIGHT	CUBE
D-3-301	Cabin Pressure Gig	80 x 56 x 61	2,171	175.0
D-3-302	Hydraulic Gig	72 x 60 x 52	1,680	157.0
D-3-303	Air Compressor	54 x 29 x 55	450	40.0
D-3-304	Ladder, Six Foot	72 x 21 x 6	19	5.3
D-3-305	Ladder, Six Foot	72 x 21 x 6	19	5.3
D-3-306	Kit, Nitrogen Adapter	12 x 12 x 12	20	1.0
D-3-307	Box, Recovery	30 x 18 x 11	55	3.4
D-3-308	Box, Lox Service	37 x 21 x 19	130	8.0
D-3-309	Box, CSD Service Oil	11 x 11 x 19	30	1.1
D-3-310	Pogo's (2 ea)	60 x 12 x 14	88	9.2
D-3-311	Box, Headset	13 x 13 x 13	10	1.3

TAC MAINTENANCE (Cont.)

ITEM NO.	DESCRIPTION	DIMENSIONS	WEIGHT	CUBE
D-3-312	Box, Leap Frog	37 x 21 x 19	175	6.5
D-3-313	Bottle, Nitrogen	57 x 10 x 10	135	3.3
D-3-314	Box, Hydro Service Oil	19 x 11 x 11	30	1.3
		TOTAL	5012.	417.7
		TOTAL PHASE I & II	24607	1506.2
		TOTAL PHASE III	29619	1923.9

POL

1. Phase I

ITEM NR.	DESCRIPTION	DIMENSIONS	WEIGHT	CUBE
D-1-1	Pumper, Fuel	100" X 45" X 40"	1250	96.0
		TOTAL PHASE I	1250	96.0
2. Phase II				
D-1-7	Lab, Test Kit	37" X 21" X 19"	150	8.0
		TOTAL	150	8.0
		PHASE I	1250	96.0
		TOTAL PHASE II	1400	104.0
3. Phase III				
D-1-8	Cart, Lox	89 1/16" X 47 3/4" X 33 9/16"	630	85.0
D-1-9	Nesting Crate	37" X 21" X19"	125	8.0
		TOTAL	755	93.0
		PHASE II	1400	104.0
		TOTAL PHASE III	2155	197.0

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SUPPLY

ITEM NO.	DESCRIPTION	DIMENSIONS	NET	GROSS	CUBE
PHASE I					
D-2-RA-100	Rollaway	69 x 33 x 67	1,085	1,085	87.0
D-2-RA-101	Rollaway	69 x 33 x 67	960	960	87.0
D-2-RA-102	Rollaway	69 x 33 x 67	1,030	1,030	87.0
D-2-RA-103	Rollaway	69 x 33 x 67	850	850	87.0
D-2-RA-104	Rollaway	69 x 33 x 67	1,070	1,070	87.0
D-2-RA-105	Rollaway	69 x 33 x 67	600	600	87.0
D-2-J1	Nesting Crate	38 x 22 x 20	200	200	8.0
		TOTAL PHASE I	5,795	5,795	530.0
PHASE II					
D-2-RA-200	Rollaway	69 x 33 x 67	965	965	87.0
D-2-RA-201	Rollaway	69 x 33 x 67	680	850	87.0
D-2-RA-202	Rollaway	69 x 33 x 67	850	850	87.0
D-2-RA-203	Rollaway	69 x 33 x 67	880	880	87.0
D-2-RA-204	Wood Pallet	62 x 52 x 28	458	458	40.0
		TOTAL	3,833	4,003	388.0
		PHASE I	5,795	5,795	530.0
		TOTAL PHASE II	9,628	9,798	918.0
PHASE III					
D-2-RA-300	Rollaway	69 x 33 x 67	980	980	87.0
D-2-RA-301	Rollaway	69 x 33 x 67	650	850	87.0
D-2-RA-302	Wood Box	38 x 23 x 24	235	235	10.0
		TOTAL	1,865	2,065	184.0
		PHASE II	9,628	9,798	918.0
		TOTAL PHASE III	11,483	11,863	1,102.0

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AVIONICS

ITEM NO.	DESCRIPTION	DIMENSIONS	NET	GROSS	CUBE
PHASE I					
C-2-2	Rollaway	66 x 33 x 65	570	770	82.0
C-2-3	Sys VI Test Cart	29 x 50 x 40	565	565	33.5
C-2-4	Sys 12/13 Test Cart	37 x 30 x 63	650	650	49.0
D-2-Y-20	FAK Spares (Sys 20)	38 x 22 x 25	100	100	8.0
		TOTAL PHASE I	1,885	2,085	168.5
PHASE II					
C-2-5	Rollaway	66 x 32 x 65	515	600	87.0
C-2-6	Crate	78 x 40 x 40	275	350	73.5
		Total	790	950	160.5
		PHASE I	1,885	2,085	168.5
		TOTAL PHASE II	2,675	2,935	329.0

PHASE III

No additional items required - weight & cube same as Phase II.

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PERSONAL EQUIPMENT

1. Phase I

ITEM NO.	DESCRIPTION	DIMENSIONS	WEIGHT	CUBE
E-4-102R	Crate - Spares	35 X 20 X 18	100	6.0
E-4-103R	Box - Spare Parachute	33 X 25 X 12	70	4.5
E-4-104R	Crate - Pilot Equipment	35 X 20 X 18	100	6.0
E-4-105R	Crate - Pilot Equipment	35 X 20 X 18	100	6.0
E-4-106R	Crate - Pilot Equipment	35 X 20 X 18	100	6.0
E-4-108R	LOX Vent Unit	13 X 9 X 20	35	2.5
E-4-109R	LOX Vent Unit	13 X 9 X 20	35	2.5
E-4-110R	LOX Vent Unit	13 X 9 X 20	35	2.5
E-4-111R	Tool Box	21 X 9 X 14	45	2.0
E-4-113R	Portable Tester	23 X 19 X 9	55	2.5
E-4-114R	Box - Spare Seat Kit	22 X 19 X 12	55	2.0
		TOTAL PHASE I	730	42.5

2. Phase II

E-4-100R	Crate - Spares	37 X 21 X 18	150	8.0
E-4-101R	Crate - Spares	35 X 20 X 18	100	6.0
		TOTAL	250	14.0
		PHASE I	730	42.5
		TOTAL PHASE II	980	56.5

3. Phase III

E-4-115R	Box - Spare Seat Kit	22 X 19 X 12	55	2.0
E-4-117R	Box - Spare Parachute	33 X 25 X 12	70	4.5
E-4-118R	Dehumidifier	24 X 12 X 12	67	2.5
		TOTAL	192	9.0
		PHASE I & II	980	56.5
		TOTAL PHASE III	1,172	65.5

MEDICAL

1. Phase I

ITEM NO.	DESCRIPTION	DIMENSIONS	WEIGHT	CUBE
	Medical Bag	16 X 5 X 12	20	1.0
E-4-4	Medical Chest	31 X 20 X 11	100	4.0
		TOTAL PHASE I	120	5.0

2. Phase II

E-4-5	Medical Locker	35 X 20 X 13	150	5.0
		TOTAL	150	5.0
		PHASE I	120	5.0
		TOTAL PHASE II	270	10.0

3. Phase III

E-4-6a	Pharmacy Chest	21 X 12 X 16	81	2.3
E-4-6b	Pharmacy Chest	21 X 12 X 16	81	2.3
E-4-7	Surgical Locker	31 X 20 X 11	80	4.0
		TOTAL	242	8.6
		PHASE I & II	270	10.0
		TOTAL PHASE III	512	18.6

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SECURITY

...e I, II, III

ITEM NO.	DESCRIP...	DIMEN	WEIGHT	CUBE
B-2-1	Crash Kit (Footlocker)	33 X 17 X 13	90	4.0
	TOTAL PHASE I, II, + III		90	4.0

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OPERATIONS

1. Phase I

ITEM NO.	DESCRIPTION	DIMENSIONS	WEIGHT	CUBE
E-1-16	Cabinet	34 X 19 X 62	315	29.3
E-1-18	Map Case	36 X 24 X 1	20	2.0
E-2-8	Tracker Readout	26 X 36 X 32	85	13.0
E-1-19	TV Equipment	36 X 24 X 6	50	3.9
		TOTAL PHASE I	470	48.2

2. Phase II

E-1-17	Footlocker	23 X 47 X 25	100	8.0
		TOTAL	100	8.0
		PHASE I	470	48.2
		TOTAL PHASE II*	570	56.2

3. Phase III

E-1-8	Box, Flt Planning Material	41 X 23 X 43	360	23.0
E-1-15	Box, Flt Planning Material	41 X 4 X 46	75	5.0
E-2-12	Footlocker, P.I. Material	31 X 16 X 15	95	4.0
		TOTAL	530	32.0
		TOTAL PHASE I&II	570	56.2
		TOTAL PHASE III*	1,100	88.2

* If safekeeping facilities not available, add 600 lbs/12 cube.

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T-35 TRACKER

ITEM NO.	DESCRIPTION	DIMENSIONS	NET	GROSS	CUBE
PHASE I					
D-4-4	Nesting Box (1 ea T-35 & Material plus Misc)	35 x 19 x 16	75	100	6.0
PHASE II					
D-4-4	Nesting Box (2 ea T-35 & Material Plus Misc)	35 x 19 x 16	100	125	6.0
PHASE III					
D-4-4	Nesting Box (3 ea T-35 & Material Plus Misc)	35 x 19 x 16	125	150	6.0

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PACKAGE DEPLOYMENT REQUIREMENTS (BY PHASE)

PACKAGE	PHASE I		PHASE II		PHASE III	
	WEIGHT (Max/Min)	CUBE (Max/Min)	WEIGHT (Max/Min)	CUBE (Max/Min)	WEIGHT (Max/Min)	CUBE (Max/Min)
"A"	5,894	686.7	5,894	686.7	5,894	686.7
"B"	3,475/2,784	314.0/242.0	6,470/5,779	504.0/432.0	9,320/8,629	662.0/590.0
"D"	1,542	224.0	3,847	383.0	5,232	593.0
"E"	15,514	2,088.0	15,514	2,088.0	15,514	2,088.0
"H"	3,180/2,038	328.0/258.0	4,913/3,766	497.0/410.0	5,098/3,951	506.0/434.0
"P"	1,625	106.0	1,625	106.0	1,625	106.0
"T"	----	----	1,350	84.0	1,350	84.0
"U"	9,025	1,094.0	9,025	1,094.0	9,025	1,094.0
"Z"	2,703/2,065	356.0/294.0	4,610/3,707	484.0/412.0	5,735/4,832	534.0/462.0

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omitted.

PACKAGE "A"

CARRIER KIT

ITEM NO.	DESCRIPTION	DIMENSIONS	WEIGHT	CUBE
D-3-10	Box, Work Clothes	37 X 21 X 19	125	8.0
D-3-11	Box, Electricians	33 X 18 X 16	150	6.0
D-3-16	Box, Manuals & Paperwork	31 X 17 X 15	150	5.0
D-3-38	Cart, 2 Bottle Nitrogen	33 X 32 X 60	395	37.0
D-3-118	Cart, Whale Tail Equipment	120 X 60 X 48	1,065	200.0

Consists of:

D-3-175 Ladder, Six Foot
D-3-181 Ladder, Six Foot
D-3-188 Wing Stands (2 ea)
D-3-564 Tow Bar (1 ea)
D-3-588 Pogo's - Special (2 ea)
D-3-599 Box, Headset (1 ea)
25 Lb Shot Bags (10 ea)
Jack Assy, Lightweight (1 ea)
Chock, MLG (1 ea)
Turntable, MLG (1 ea)
Turning Rod, MLG (1 ea)
Turning Rod, TLG (1 ea)
Chock, MLG Follow-Along (1 ea)
Chock, TLG Follow-Along (1 ea)
Grease Plate (2 ea)
Tie Rod, MLG to TLG (1 ea)
Kit, Wing Foldup (1 ea)
Jig, TLG Door Rod (4 ea)
Rod, TLG Door (7 ea)
Pitot Cover (1 ea)
Scramble Handle Cover (1 ea)
"D" Ring Cover (1 ea)
Driftsight Cover (1 ea)
Pin, Hook Safety (1 ea)
Rod, Hook Latching (1 ea)
Quantities of: Grease, Rope, Rags
Nylon Drag Straps, Tie Down Straps

D-3-	Rollaway, Crew Chief	42 X 2 X 36	300	17.0
D-3-	Tool Box, Crew Chief	20 X 9 X 14	80	1.5

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PACKAGE "A" (Cont)

ITEM NO.	DESCRIPTION	DIMENSIONS	WEIGHT	CUBE
D-3-	Tool Box, Electricians	20 X 8 X 7	50	1.0
D-3-	Tool Box, Mechanics	20 X 8 X 7	50	1.0
D-3-	Tool Box, Mechanics	20 X 8 X 7	50	1.0
D-3-507	Dolly, Nose	64 X 57 X 64	1,320	185.0
D-3-520	Sulky, RG 38	82 X 26 X 246	530	140.0
D-3-583B	Box, Service Oil, CSD	44 X 25 X 20	60	12.5
D-3-599	Box, Headset	13 X 13 X 9	10	1.0
D-3-521B	Box, Leap-Frog	33 X 18 X 16	175	6.0
D-3-634B	Box, Service Oil, Hydraulic	19 X 13 X 11	29	1.5
D-3-652A	Stand, Cockpit Entrance (Steps)	5 X 36 X 64	36	6.7
D-3-652B	Stand, Cockpit Entrance (Platform)	22 X 26 X 39	42	12.9
D-3-660B	Box, Arresting Hook Kit & 1 Set of Hydraulic Hoses W/Q.D.'s	69 X 20 X 17	185	13.5
D-3-667	Box, Sling for Lifting Aircraft	17 X 88 X 44	1,092	30.1
		TOTALS	5,894	686.7

HOST PROVIDES:

1. Lox Servicing.
2. 28V DC External Power Unit.
3. 400 Cycle, 115V AC, External Power Unit.
4. Air Start Turbine.
5. Tug or Towing Vehicle.

PACKAGE "B" (MAXIMUM)

PHASE I (B-Config Transported in Support Aircraft)

ITEM NO.	DESCRIPTION	DIMENSIONS	NET	GROSS	CUBE
D-4-2	Nesting Box	36 x 20 x 17	150	150	7.0
D-4-5	Nesting Box	36 x 20 x 17	125	125	7.0
D-4-8	Power Cart	33 x 25 x 36	385	385	17.0
D-4-18A	Hatch Cart, Fold w/Hoist	48 x 48 x 12	312	312	12.0
D-4-21A	Tent Pkg w/SS	37 x 21 x 19	135	150	8.0
D-4-21B	Air Conditioner	38 x 32 x 30	300	355	22.0
D-4-25A	Hatch, Boxed	74 x 54 x 31	360	465	72.0
D-4-26	Purging Kit	18 x 22 x 8	38	38	3.0
D-4-31	Config w/Dog House,Mounts	70 x 47 x 65	410	765	126.0
D-4-50	Material (2 rolls, 2 empty)	25 x 26 x 18 ea	540	730	40.0
	PHASE I (MAXIMUM) TOTAL		2,430	3,475	314.0

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PACKAGE "B" (MINIMUM)

PHASE I (B-Config & Hatch in U-2)

ITEM NO.	DESCRIPTION	DIMENSIONS	NET	GROSS	CUBE
D-4-2	Nesting Box	36 x 20 x 17	150	150	7.0
D-4-5	Nesting Box	36 x 20 x 17	125	125	7.0
D-4-8	Power Cart	33 x 25 x 36	385	385	17.0
D-4-18A	Hatch Cart, Fold w/Hoist	48 x 48 x 12	312	312	12.0
D-4-21A	Tent Pkg w/SS	37 x 21 x 19	135	150	8.0
D-4-21B	Air Conditioner	38 x 32 x 30	300	355	22.0
D-4-26	Purging Kit	18 x 22 x 8	38	38	3.0
D-4-31	Dog House w/Carriage	70 x 47 x 65	410	539	126.0
D-4-50	Material (2 rolls, 2 empty)	25 x 26 x 18 ea	540	730	40.0
	PHASE I (MINIMUM) TOTAL		1,844	2,784	242.0

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PACKAGE "B" (MAXIMUM)

PHASE II (B-2 Config Transported in Support Aircraft)

ITEM NO.	DESCRIPTION	DIMENSIONS	NET	GROSS	CUBE
D-4-8	Power Cart	33 x 25 x 36	385	385	17.0
D-4-9	Support Rollaway	69 x 33 x 67	850	850	87.0
D-4-18A	Hatch Cart, Fold w/Hoist	48 x 48 x 12	312	312	12.0
D-4-21A	Tent Pkg w/SS	37 x 21 x 19	135	150	8.0
D-4-21B	Air Conditioner	38 x 32 x 30	300	355	22.0
D-4-25A	Hatch,Boxed	74 x 54 x 31	360	465	72.0
D-4-26	Purging Kit	18 x 22 x 8	38	38	3.0
D-4-31	Config w/Dog House & Mounts	70 x 47 x 65	355	765	126.0
D-4-50	Material (10 rolls)	25 x 26 x 18(ea)	1,350	2,300	70.0
D-2-BA1	FAK Spares	69 x 33 x 67	637	850	87.0
	PHASE II (MAXIMUM) TOTAL		4,722	6,470	504.0

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PACKAGE "B" (MINIMUM)

PHASE II (B-2 Config & Hatch Transported in U-2)

ITEM NO.	DESCRIPTION	DIMENSIONS	NET	GROSS	CUBE
D-4-8	Power Cart	33 x 25 x 36	385	385	17.0
D-4-9	Support Rollaway	69 x 33 x 67	850	850	87.0
D-4-18A	Hatch Cart, Folded w/Hoist	48 x 48 x 12	312	312	12.0
D-4-21A	Tent Pkg w/SS	37 x 21 x 19	135	150	8.0
D-4-21B	Air Conditioner	38 x 32 x 30	300	355	22.0
D-4-26	Purging Kit	18 x 22 x 8	38	38	3.0
D-4-31	Dog House w/Carriage	70 x 47 x 65	129	539	126.0
D-4-50	Material (10 rolls)	25 x 26 x 18(ea)	1,350	2,300	70.0
D-2-BA1	FAK Spares	69 x 33 x 67	637	850	87.0
	PHASE II (MINIMUM) TOTAL		4,136	5,779	432.0

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PACKAGE "B" (MAXIMUM)

PHASE III (B-Config Transported in Support Aircraft)

ITEM NO.	DESCRIPTION	DIMENSIONS	NET	GROSS	CUBE
D-4-8	Power Cart	33 x 25 x 36	385	385	17.0
D-4-9	Support Rollaway	69 x 33 x 67	850	850	87.0
D-4-18	Hydro Hatch Cart w/Hoist	67 x 51 x 37	520	520	73.0
D-4-19	Rewind Cart	42 x 26 x 43	342	342	27.0
D-4-21A	Tent Pkg w/SS	37 x 21 x 19	135	150	8.0
D-4-21B	Air Conditioner	38 x 32 x 30	300	355	22.0
D-4-25A	Hatch, Boxed	74 x 51 x 37	360	465	72.0
D-4-26	Purging Kit	18 x 22 x 8	38	38	3.0
D-4-31	Config w/Dog House, Mounts	70 x 47 x 65	355	765	126.0
D-4-50	Material (20 rolls)	25 x 26 x 18(ea)	2,700	4,600	140.0
D-2-BA1	FAK Spares	69 x 33 x 67	637	850	87.0
	PHASE III (MAXIMUM) TOTAL		6,622	9,320	662.0

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PACKAGE "B" (MINIMUM)

PHASE III (B-Config & Hatch Transported in U-2)

ITEM NO.	DESCRIPTION	DIMENSIONS	NET	GROSS	CUBE
D-4-8	Power Cart	33 x 25 x 36	385	385	17.0
D-4-9	Support Rollaway	69 x 33 x 67	850	850	87.0
D-4-18	Hydro Hatch Cart w/Hoist	67 x 51 x 37	520	520	73.0
D-4-19	Rewind Cart	42 x 26 x 43	342	342	27.0
D-4-21A	Tent Pkg w/SS	37 x 21 x 19	135	150	8.0
D-4-21B	Air Conditioner	38 x 32 x 30	300	355	22.0
D-4-26	Purging Kit	18 x 22 x 8	38	38	3.0
D-4-31	Dog House w/Carriage	70 x 47 x 65	129	539	126.0
D-4-50	Material (20 rolls)	25 x 26 x 18(ea)	2,700	4,600	140.0
D-2-BA1	FAK Spares	69 x 33 x 67	637	850	87.0
	PHASE III (MINIMUM) TOTAL		6,036	8,629	590.0

NOTE: Present Material Stock Level:

A. 10 ea - 9J-46-6500

B. 6 ea - 9J-45-6500

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PACKAGE "D"

DELTA

ITEM NO.	DESCRIPTION	DIMENSIONS	NET	GROSS	CUBE
PHASE I PACKAGE					
F-1-1	Config Dolly	80 X 44 X 16	365	365	53
F-1-	Tool Box	18 X 10 X 12		50	2
F-1-5	Material (2 Boxes)	25 X 26 X 18	120	310	14
F-1-6	Hatch Cart	70 X 52 X 51	400	400	108
F-1-13	Hoist W/Adapter	66 X 44 X 12	75	75	20
D-4-14	Rewind Cart	42 X 26 X 43	342	342	27
			1302	1542	224
PHASE II PACKAGE					
F-1-2	Tool Chest	58 X 27 X 68	650	1000	62
F-1-3	Test Console	50 X 31 X 40	340	340	36
F-1-3	Cassette Cart	43 X 31 X 34	190	190	26
F-1-8	Material (5 boxes)	25 X 26 X 18	300	775	35
			1480	2305	159
PHASE III PACKAGE					
F-1-9	Config W/Dog House	81 X 44 X 62	375	765	128
F-1-10	Material (4 boxes)	25 X 26 X 18	240	620	28
			615	1385	156
		GRAND TOTAL	3415	5232	593

1. The following will be added when shop space is not available

A. D-4-21A Tent Package	37 X 21 X 19	135	150	8
B. D-4-21B Air Conditioner	38 X 32 X 30	300	355	22

2. Phase III Package - Delete F-1-9 & add the following when two articles are involved.

A. F-1-12 Hatch Cart	70 X 52 X 51	400	400	108
B. F-1-13 Config Dolly	80 X 44 X 16	365	365	53

3. When this package is to go separately to the Deployment Site all three phases will be required less certain select items dependent on the operations order. In addition to the above the following will be required.

D-3-650	Hatch (Boxed)	74 X 56 X 31	475	475	75
	Cradle	55 X 38 X 18	25	25	20
			500	500	95

PACKAGE "E"

TAC MAINT - ENGINE REMOVAL KIT

ITEM NO.	DESCRIPTION	DIMENSIONS	WEIGHT	CUBE
D-3-401	"A" FRAME-TINKERTOY (2nd Section)	109 x 22 x 15	440	21.0
D-3-402	Engine Hoist Track Assy (RG248)	117 x 8 x 5	186	2.7
D-3-403	Dolly, Engine Transportation	176 x 72 x 32	960	235.0
D-3-404	Engine/Cover - On Transportation Dolly	210 x 72 x 75	6000	656.0
		TOTAL	7,586	914.7

PACKAGE "H" (MAXIMUM)

PHASE I (H-Config Transported in Support Aircraft)

ITEM NO.	DESCRIPTION	DIMENSIONS	NET	GROSS	CUBE
D-4-1	Nesting Box	36 x 20 x 17	150	150	7.0
D-4-16	Camera Test Set	18 x 19 x 22	70	70	5.0
D-4-18	Hydro Hatch Cart w/Hoist	70 x 52 x 51	548	548	76.0
D-4-21A	Tent Pkg	37 x 21 x 19	135	150	8.0
D-4-21B	Air Conditioner	38 x 32 x 30	300	355	22.0
D-4-25	Hatch, Boxed	74 x 54 x 31	360	532	72.0
D-4-26	Purging Kit	18 x 22 x 8	38	38	3.0
D-4-27	Shutter, Spare w/Case	N/A	N/A	N/A	N/A
D-4-30	Config w/Dog House, Mounts	70 x 47 x 65	900	1,300	126.0
D-4-50	Material (1 roll)	15 x 15 x 12	17	37	2.0
	PHASE I (MAXIMUM) TOTAL		2,518	3,180	328.0

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IOEA-0839-69/3

PACKAGE "H" (MINIMUM)

PHASE I (H-Config & Hatch Transported in U-2)

ITEM NO.	DESCRIPTION	DIMENSIONS	NET	GROSS	CUBE
D-4-1	Nesting Box	36 x 20 x 17	150	150	7.0
D-4-16	Camera Test Set	18 x 19 x 22	70	70	5.0
D-4-18	Hydro Hatch Cart w/Hoist	70 x 52 x 51	548	548	76.0
D-4-21A D-4-21A	Tent Pkg	37 x 21 x 19	135	150	8.0
D-4-21B	Air Conditioner	38 x 32 x 30	300	355	22.0
D-4-26	Purging Kit	18 x 22 x 8	38	38	3.0
D-4-27	Shutter Spare w/Case	N/A	N/A	N/A	7.0
D-4-30	Dog House w/Carriage	70 x 47 x 65	285	685	126.0
D-4-50	Materiel (1 roll plus 1 empty)	15 x 15 x 12	25	42	4.0
	PHASE I (MINIMUM) TOTAL		1,451	2,038	258.0

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PACKAGE "H" (MAXIMUM)

PHASE II (H-Config Transported in Support Aircraft)

ITEM NO.	DESCRIPTION	DIMENSIONS	NET	GROSS	CUBE
D-4-9	Config Support Rollaway	69 x 33 x 67	850	850	87.0
D-4-16	Camera Test Set	18 x 19 x 22	70	70	5.0
D-4-17	Shutter Test Set	15 x 14 x 13	35	35	2.0
D-4-18	Hydro Hatch Cart w/Hoist	70 x 52 x 51	548	548	76.0
D-4-21A	Tent Pkg	37 x 21 x 19	135	150	8.0
D-4-21B	Air Conditioner	38 x 32 x 30	300	355	22.0
D-4-25	Hatch, Boxed	74 x 54 x 31	360	532	72.0
D-4-26	Purging Kit	18 x 22 x 8	38	38	3.0
D-4-30	Config w/Dog House, Mounts	70 x 47 x 65	900	1,300	126.0
D-4-50	Material (5 rolls)	15 x 15 x 12(ea)	185	185	9.0
D-2-H-1	FAK Spares	69 x 33 x 67	600	850	87.0
	PHASE II (MAXIMUM) TOTAL		4,021	4,913	497.0

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PACKAGE "H" (MINIMUM)

PHASE II (H-Config Transported in U-2)

ITEM NO.	DESCRIPTION	DIMENSIONS	NET	GROSS	CUBE
D-4-9	Config Support Rollaway	69 x 33 x 67	850	850	87.0
D-4-16	Camera Test Set	18 x 19 x 22	70	70	5.0
D-4-17	Shutter Test Set	15 x 14 x 13	35	35	2.0
D-4-18	Hydro Hatch Cart w/Hoist	70 x 52 x 51	548	548	76.0
D-4-21A	Tent Pkg	37 x 21 x 19	135	150	8.0
D-4-21B	Air Conditioner	38 x 32 x 30	300	355	22.0
D-4-26	Purging Kit	18 x 22 x 8	38	38	3.0
D-4-30	Dog House w/Carriage	70 x 47 x 65	285	685	126.0
D-4-50	Material (5 rolls)	15 x 15 x 12(ea)	185	185	9.0
D-2-H-1	FAK Spares	69 x 33 x 67	600	850	87.0
	PHASE II (MINIMUM) TOTAL		2,946	3,766	410.0

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PACKAGE "H" (MAXIMUM)

PHASE III (H-Config Transported in Support Aircraft)

ITEM NO.	DESCRIPTION	DIMENSIONS	NET	GROSS	CUBE
D-4-9	Config Support Rollaway	69 x 33 x 67	850	850	87.0
D-4-16	Camera Test Set	18 x 19 x 22	70	70	5.0
D-4-17	Shutter Test Set	14 x 14 x 13	35	35	2.0
D-4-18	Hydro Hatch Cart w/Hoist	70 x 52 x 51	548	548	76.0
D-4-21A	Tent Pkg	37 x 21 x 19	135	150	8.0
D-4-21B	Air Conditioner	38 x 32 x 30	300	355	22.0
D-4-25	Hatch, Boxed	74 x 54 x 31	360	532	72.0
D-4-26	Purging Kit	18 x 22 x 8	38	38	3.0
D-4-30	Config w/Dog House, Mounts	70 x 47 x 65	900	1,300	126.0
D-4-50	Material (10 rolls)	15 x 15 x 12(ea)	370	370	18.0
D-2-H-1	FAK Spares	69 x 33 x 67	600	850	87.0
	PHASE III (MAXIMUM) TOTAL		4,206	5,098	506.0

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PACKAGE "H" (MINIMUM)

PHASE III (H-Config & Hatch Transported in U-2)

ITEM NO.	DESCRIPTION	DIMENSIONS	NET	GROSS	CUBE
D-4-9	Config Support Rollaway	69 x 33 x 67	850	850	87.0
D-4-16	Camera Test Set	18 x 19 x 22	70	70	5.0
D-4-17	Shutter Test Set	15 x 14 x 13	35	35	2.0
D-4-18	Hydro Hatch Cart w/Hoist	70 x 52 x 51	548	548	76.0
D-4-21A	Tent Pkg w/SS	37 x 21 x 19	135	150	8.0
D-4-21B	Air Conditioner	38 x 32 x 30	300	355	22.0
D-4-26	Purging Kit	18 x 22 x 8	38	38	3.0
D-4-30	Dog House w/Carriage	70 x 47 x 65	285	685	126.0
D-4-50	Material (10 rolls)	15 x 15 x 12(ea)	370	370	18.0
D-2-H-1	FAK Spares	69 x 33 x 67	600	850	87.0
	PHASE III (MINIMUM) TOTAL		3,231	3,951	434.0

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T O P S E C R E T

DIA-0809-69/3

PACKAGE "P"

GENERAL PROCESSING

This package is required when any processing is required at the Deployment Site other than just tracker processing. When this package goes it supercedes the requirement for the Special Tracker Processing Package (Package "T").

ITEM NO.	DESCRIPTION	DIMENSION	NET	GROSS	CUBE
D-4-23	Versamat	51 X 33 X 62	1000	1000	60
D-4-24	Tank Farm	73 X 26 X 37	500	500	36
D-2-P-1	FAK Spares	38 X 22 X 20	125	125	10
			1625	1625	106

1. The following will be added when shop space is not available:

A.	D-4-21A Tent	37 X 21 X 19	150	8
B.	D-4-21B Air Conditioner	38 X 32 X 30	355	22
			505	30
		GRAND TOTAL	2130	136

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PACKAGE "T"

PHASE II/PHASE III

T-35 Tracker Processing Only

ITEM NO.	DESCRIPTION	DIMENSIONS	NET	GROSS	CUBE
D-4-3A	Nesting Box	36 x 20 x 17	150	150	7.0
D-4-3B	Nesting Box	35 x 19 x 16	150	150	6.0
D-4-12	Drier	55 x 26 x 22	285	285	18.0
D-4-13A	Processors (2 ea)	19 x 11 x 24	140	160	8.0
D-4-14	Screening St		70	100	15.0
D-4-23A	Tent Pkg	37 x 21 x 19	135	150	8.0
D-4-23B	Air Conditioner	38 x 32 x 30	300	355	22.0
	PHASE II or III TOTAL		1,230	1,350	84.0

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PACKAGE "Z" (MAXIMUM)

PHASE I (Iris Config Transported in Support Aircraft)

ITEM NO.	DESCRIPTION	DIMENSIONS	NET	GROSS	CUBE
D-4-18A	Folding Hatch Dolly w/Hoist & Adapter	48 x 48 x 9	232	232	12.0
D-4-21A	Tent Pkg w/SS	37 x 21 x 19	135	150	8.0
D-4-21B	Air Conditioner	38 x 32 x 30	300	355	22.0
F-1-16	Mobile Cargo Bin w/T&C Support	69 x 33 x 67	400	875	87.0
F-1-17	Material (1 roll)	31 x 31 x 19	135	250	10.0
F-1-19	Config on Dolly w/Mounts & Fiberglass Cover	66 x 45 x 84	334	750	145.0
F-1-21	Hatch, Boxed	72 x 54 x 31	360	487	72.0
	PHASE I (MAXIMUM) TOTAL		1,896	2,703	356.0

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PACKAGE "Z" (MINIMUM)

PHASE I (Iris Config & Hatch Transported in U-2)

ITEM NO.	DESCRIPTION	DIMENSIONS	NET	GROSS	CUBE
D-4-18A	Folding Hatch Dolly w/Hoist & Adapter	48 x 48 x 9	232	232	12.0
D-4-21A	Tent Pkg w/SS	37 x 21 x 19	135	150	8.0
D-4-21B	Air Conditioner	38 x 32 x 30	300	355	22.0
F-1-16	Mobile Cargo Bin w/T&C Support	69 x 33 x 67	400	875	87.0
F-1-17	Material (1 roll & 1 empty)	31 x 31 x 19	270	405	20.0
F-1-19	Config Dolly w/Lifting Sling & Fiberglass Cover	66 x 45 x 84	334	444	145.0
	PHASE I (MINIMUM) TOTAL		1,671	2,065	294.0

PACKAGE "Z" (MAXIMUM)

PHASE II (Iris Config Transported in Support Aircraft)

ITEM NO.	DESCRIPTION	DIMENSIONS	NET	GROSS	CUBE
D-4-21A	Tent Pkg w/SS	37 x 21 x 19	135	150	8.0
D-4-21B	Air Conditioner	38 x 32 x 30	300	355	22.0
F-1-16	Mobile Cargo Bin w/T&C Support	69 x 33 x 67	400	875	87.0
F-1-17	Material (5 rolls)	31 x 31 x 19(ea)	575	1,125	50.0
F-1-18	Hatch Cart, Hydro w/Hoist & Adapter	68 x 54 x 37	568	568	78.0
F-1-19	Config on Dolly w/Mounts and Fiberglass Cover	66 x 45 x 84	334	750	145.0
F-1-21	Hatch, Boxed	72 x 54 x 52	360	487	72.0
D-2-Z-2	FAK Spares	48 x 32 x 25	300	300	22.0
	PHASE II (MAXIMUM) TOTAL		2,972	4,610	484.0

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PACKAGE "Z" (MINIMUM)

PHASE II (Iris Config & Hatch Transported in U-2)

ITEM NO.	DESCRIPTION	DIMENSIONS	NET	GROSS	CUBE
D-4-21A	Tent Pkg w/SS	37 x 21 x 19	135	150	8.0
D-4-21B	Air Conditioner	38 x 32 x 30	300	355	22.0
F-1-16	Mobile Cargo Bin w/T&C Support	69 x 33 x 67	400	875	87.0
F-1-17	Material (5 rolls)	31 x 31 x 19(ea)	575	1,125	50.0
F-1-18	Hatch Cart, Hydro w/Hoist & Adapter	68 x 54 x 37	568	568	78.0
F-1-19	Config Dolly w/Lifting Sling & Fiberglass Cover	66 x 45 x 84	334	334	145.0
D-2-Z-2	FAK Spares	48 x 32 x 25	300	300	22.0
	PHASE II (MINIMUM) TOTAL		2,612	3,707	412.0

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PACKAGE "Z" (MAXIMUM)

PHASE III (Iris Config Transported in Support Aircraft)

ITEM NO.	DESCRIPTION	DIMENSIONS	NET	GROSS	CUBE
D-4-21A	Tent Pkg w/SS	37 x 21 x 19	135	150	8.0
D-4-21B	Air Conditioner	38 x 32 x 30	300	355	22.0
F-1-16	Mobile Cargo Bin w/T&C Support	69 x 33 x 67	400	875	87.0
F-1-17	Material (10 Rolls)	31 x 31 x 19(ea)	1,150	2,250	100.0
F-1-18	Hatch Cart, Hydro w/Hoist & Adapter	68 x 54 x 31	568	568	78.0
F-1-19	Config on Dolly w/Mounts and Feberglass Cover	66 x 45 x 84	334	750	145.0
F-1-21	Hatch, Boxed	72 x 54 x 52	360	487	72.0
D-2-Z-2	FAK Spares	48 x 32 x 25	300	300	22.0
	PHASE III (MAXIMUM) TOTAL		3,547	5,735	534.0

PACKAGE "Z" (MINIMUM)

PHASE III (Iris Config & Hatch Transported in U-2)

ITEM NO.	DESCRIPTION	DIMENSIONS	NET	GROSS	CUBE
D-4-21A	Tent Pkg w/SS	37 x 21 x 19	135	150	8.0
D-4-21B	Air Conditioner	38 x 32 x 30	300	355	22.0
F-1-16	Mobile Cargo Bin w/T&C Support	69 x 33 x 67	400	875	87.0
F-1-17	Material (10 Rolls)	31 x 31 x 19(ea)	1,150	2,250	100.0
F-1-18	Hatch Cart, Hydro w/Hoist & Adapter	68 x 54 x 31	568	568	78.0
F-1-19	Config Dolly w/Lifting Sling & Fiberglass Cover	66 x 45 x 84	334	334	145.0
D-2-Z-2	FAK Spares	48 x 32 x 25	300	300	22.0
	PHASE III (MINIMUM) TOTAL		3,187	4,832	462.0

TOP SECRET

PACKAGE "U"

PERSONAL EQUIPMENT BARE BASE

ITEM NO.	DESCRIPTION	DIMENSIONS	WEIGHT	CUBE
E-4-119R	Tent	37 X 12 X 12	150	8.0
E-4-120R	Air Conditioner	37 X 21 X 19	355	22.0
E-4-121R	Van - Pilot	234 X 106 X 103	8520	1064.0
		TOTALS	9025	1094.0

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Pages 196 and 197 intentionally omitted.

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3. When this package is to go separately to the Deployment Site all three phases will be required less certain select items dependent on the operations order. In addition to the above the following will be required:

D-3-648	Hatch (boxed)	74 X 56 X 31	428	428	75.0
G-1-10	Bracket	6 X 37 X 21	10	10	2.0

HOME RUN TYPE OPERATION

		WT.	Cube
MLG TIRE Assbly	(2)	170	7.0
TAIL WHEEL Ass	(2)	36	1.0
MLG JACK		131	5.5
TOWBAR		95	5.0
Box		160	8.0
POGOS		89	6.0
ACFT ELEC. Box		16	1.0
ENG OIL & BLSC GEAR		40	5.0
PORTABLE UHF		10	0.5
DRIVERS SUIT & 2 LOX UNITS		210	12.0
		871	51.0
FREIGHT PLANNER & MISC.		103	
		974	

* FIELD SAFE 245 lbs 8.0 cube.

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