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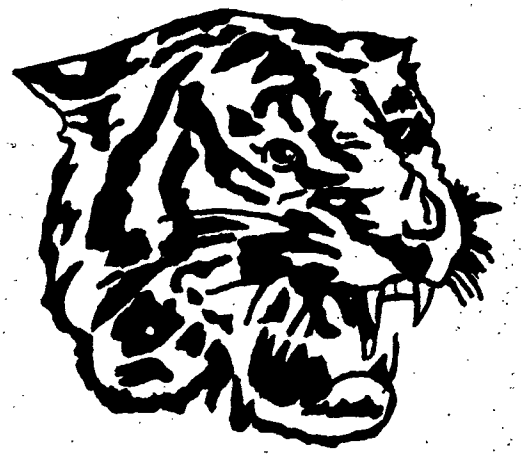
HEADQUARTERS

TASK GROUP 7.4



TIGERCAT

OPERATION ORDER NO. 2-53

HOWELL M. ESTES, JR.
BRIGADIER GENERAL, USAF
COMMANDER

Declassified
DoD Dir 5200.11
3/13/67/B

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HEADQUARTERS
TASK GROUP 7.4, PROVISIONAL
Kirtland Air Force Base, New Mexico
6 October 1953 1800T

OPERATIONS ORDER
NUMBER 2-53

CHART REFERENCES:

a. World Aeronautical Chart (404) 1:1,000,000

b. Sectional Aeronautical Charts (San Diego, Los Angles, San Francisco) 1:500,000.

TASK ORGANIZATION:

a. Headquarters, Task Group 7.4, Provisional.
Brigadier General Howell M. Estes, Jr.

b. Strategic Air Command Detachment.
Colonel Lester E. Richardson

c. Military Air Transport Service Detachment.
Lieutenant Colonel Mahlon B. Hammond

d. Air Force Special Weapons Center Detachment.
Lieutenant Colonel James A. Watkins

e. Wright Air Development Center Detachment.
(To be designated)

DEFINITIONS:

a. M-Day..... Mission Day, 27 October 1953, weather permitting, or 28 October as alternate.

b. H-Hour..... Detonation Time, 0900 U.

c. Ground Zero..... San Nicolas Island Air Field, California.

d. Overall Control... Supervisory Control of all aircraft participating in the operation, exercised either directly or through subordinate control agencies.

e. Direct Control.... Movement control of designated aircraft exercised through direct and frequent radio contact.

1. GENERAL SITUATION:

Joint Task Force SEVEN has directed Task Group 7.4 to plan and execute an air rehearsal exercise from San Diego Naval Air Station, California, on 27 October 1953. This exercise has been coordinated with and approved by the Chief of Naval Operations, USN, Strategic Air Command, Military Air Transport Service, and the Air Research and Development Command have agreed to provide necessary air units. This exercise is assigned the identification name of "TIGER CAT".

a. Enemy Forces: Not Applicable.

b. Friendly Forces:

(1) San Diego Naval Air Station will assist in support of the exercise.

(2) Task Group 7.3 will make the USS ESTES available for the exercise.

2. MISSION:

To test planned operational procedures and communications for a forth coming joint operation.

3. TASKS FOR SUBORDINATE UNITS:

a. The AFSWC Detachment is responsible for planning and supervising the arrival, parking and departure of all Air Force aircraft at San Diego Naval Air Station. In addition, it will provide Navigator-Controllers for the B-36 control aircraft and provide and operate the following aircraft in accordance with instructions outlined in this order:

(1) Twelve (12) F-84G Sampler Aircraft.

(2) One (1) C-47 VHF Relay Aircraft.

b. The Strategic Air Command Detachment will provide and operate the following aircraft in accordance with instructions outlined in this order:

(1) One (1) RB-36 Control and Photo Aircraft.

(2) One (1) B-36 Aircraft to simulate Effects Measurement.

c. The Military Air Transport Service Detachment will provide and operate the following aircraft in accordance with instructions outlined in this order:

(1) Three (3) C-54 Photo Aircraft.

(2) Two (2) SA-16 SAR Aircraft.

(3) One (1) WB-29 Weather Aircraft.

d. Wright Air Development Center Detachment will provide and operate one (1) B-47 aircraft to simulate Effects Measurement.

x. GENERAL INSTRUCTIONS:

(1) Supervisory control of the air operation will be exercised from the USS ESTES, positioned 15 miles west of ground zero.

(2) An Air Operation Center will be operated by Task Group 7.4 at San Diego Naval Air Station. This AOC will exercise direct control of all TIGER CAT air operations in the San Diego area.

(3) Sampling will be practiced on a simulated cloud at 40,000 feet altitude, moving at 30 knots on a true course of 311° from ground zero.

(4) Aquatic survival equipment will be carried on all aircraft and all crew personnel will be thoroughly familiar with aircraft ditching and water survival procedures applicable to type of aircraft flown.

(5) A post mission critique will be held at 0900 hours at the San Diego Naval Air Station Briefing Room on the day following the exercise for the purpose of evaluating the rehearsal and making recommendations pertaining thereto.

(6) An additional rehearsal may be scheduled on 30 October if determined necessary by the Commander, Task Group 7.4 Provisional.

(7) Each unit or element of the Task organization will submit a detailed mission report to the Commander, Task Group 7.4, Provisional, within ten (10) days after the conclusion of the exercise.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

a. Command:

(1) Command Posts: TG 7.4, AOC, San Diego Naval Air Station, California. (Ashore)

TG 7.4, USS ESTES. (Afloat)

All Detachments, AOC, San Diego Naval Air Station, California.

b. Communications:

(1) See Annex "H".

c. Time:

(1) All rehearsal operations will be conducted using Pacific Standard (U) time.

HOWELL M. ESTES, JR.
Brigadier General, U. S. A. F.
Commander

ANNEXES:

Annex A	Schedule of Events
Annex B	Aircraft Arrival and Departure Schedule
Annex C	Aircraft Parking and Taxing Plan
Annex D	Aircraft Mission Execution Schedule
Annex E	H-Hour Aircraft Positions and Flight Patterns
Annex F	Mission Profile Chart
Annex G	Aircraft Flight and Control Procedures
Annex H	Communications
Annex I	Emergency Procedures
Annex J	Administration
Annex K	Security
Annex L	Joint Agreements
Annex M	Danger Areas

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2	12 - 13	Comdr, SAC, Offutt AFB, Nebraska
2	14 - 15	Comdr, ARDC, Baltimore, Maryland
1	16	Comdr, AMC, Wright-Patterson AFB, Ohio
2	17 - 18	Comdr, WADC, Wright-Patterson AFB, Ohio
3	19 - 21	Comdr, MATS, Andrews AFB, Washington 25, D.C.
2	22 - 23	Comdr, AFSWC, Kirtland AFB, New Mexico
1	24	Comdr, AWS, Andrews AFB, Washington 25, D.C.
1	25	Comdr, ARS, Andrews AFB, Washington 25, D.C.
1	26	Comdr, PACDIVMATS, APO 953, c/o PM, San Francisco, Calif.
1	27	Comdr, 4930th Test Support Group, APO 187, c/o PM, San Francisco, California
5	28 - 32	Comdr, 4925th Test Group (Atomic), ATTN: 4926th Test Squadron (Sampling), Kirtland AFB, New Mexico
3	33 - 35	Comdr, 8th Air Force, Carswell AFB, Texas
1	36	Comdr, 11th Air Rescue Squadron, APO 953, c/o PM, San Francisco, California
2	37 - 38	Comdr, Lookout Mountain Laboratory, Hollywood, Calif.
1	39	Comdr, Air Defense Command, Ent AFB, Colorado
3	40 - 42	Comdr, Western Air Defense Force, Hamilton AFB, Calif.
1	43	Comdr, Air Proving Ground Command, Eglin AFB, Florida
1	44	Comdr, 55th Strat Recon Sq Med Weather, McClellan AFB, California
1	45	Comdr, 57th Weather Recon Sq (Strat), APO 953, c/o PM, San Francisco, California
		JOINT TASK FORCE SEVEN AGENCIES
10	46 - 55	Comdr, JTF 7, Washington 25, D.C.
3	56 - 58	Comdr, TG 7.1, Box 1663, Los Alamos, New Mexico
2	59 - 60	Comdr, TG 7.2, APO 187, c/o PM, San Francisco, Calif.
2	61 - 62	Comdr, TG 7.3, US Navy Gun Factory, Washington 25, D.C.
1	63	Comdr, TG 7.5, Santa Fe Operations Office, Albuquerque, New Mexico
		DEPARTMENT OF DEFENSE AGENCIES
1	64	Chief, AFSWP, Box 2610, Washington 25, D.C.
1	65	CG, AFSWP, Sandia Base, New Mexico
		ARMY AGENCIES
1	66	C/S, U.S. Army, Washington 25, D.C.

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NAVY AGENCIES

1	67	CNO, Washington 25, D.C.
2	68 - 69	Comdr, USS ESTES AGC-12, FPO, San Francisco, Calif.
4	70 - 73	Comdr, U.S. Naval Air Station, San Diego 35, Calif.
2	74 - 75	Comdr, U.S. Naval Air Missile Test Center, Pt Mugu, Port Hueneme, California
1	76	Comdt, 11th Naval District, 1027 West Broadway, San Diego 30, California
2	77 - 78	Comdr, Air Pacific, Naval Air Station, San Diego, Calif.

HEADQUARTERS, TASK GROUP 7.4, PROVISIONAL, UNITS

1	79	Comdr, TG 7.4
1	80	Deputy Commander
1	81	Chief of Staff
5	82 - 86	Director of Operations
2	87 - 88	Director of Personnel
5	89 - 93	Director of Materiel
2	94 - 95	Comptroller
1	96	Security Officer
13	97 - 110	Adjutant

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SECURITY INFORMATION

Annex A
In 2 Pages

ANNEX A

TO

OPERATIONS ORDER NO. 2-53

SCHEDULE OF EVENTS

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ANNEX A
TO
OPERATIONS ORDER NO. 2-53

SCHEDULE OF EVENTS

HEADQUARTERS
TASK GROUP 7.4, PROVISIONAL
Kirtland Air Force Base, New Mexico
6 October 1953 1800 T

1. Rehearsal date (M Day) is established as 27 October 1953.

2. H Hour is established as 0900 U.

3. TG 7.4 SCHEDULE OF EVENTS:

M - 6 Days
(21 Oct 53)

Participating unit planners, advance maintenance detachments and AOC personnel arrive on site at San Diego Naval Air Station.

M - 3 Days
(24 Oct 53)

All participating aircraft, extra air crews where applicable, Ground Crews, Observers and all other participating personnel arrive on site at San Diego Naval Air Station.

M - 1 Day
(26 Oct 53)

Crew and Official Visitor briefings completed. Commander TG 7.4, Director of Operations and Controllers board USS Estes.

H - 4 Hours
*(0500 U 27 Oct 53)

USS Estes arrives at H Hour position.

H + 1 Day
*(28 or 29 Oct 1953)

Critique of Rehearsal. Rerun decision made. If no rerun necessary, all personnel and aircraft return to home stations.

H + 3 Days
(30 Oct 53)

Rerun if necessary

* If weather does not permit operation on 27 October, mission will be conducted on 28 October 53.

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H + 4 Days
(31 Oct 53)

Rerun critique as required and all personnel and aircraft return to home stations.

HOWELL M. ESTES, JR.
Brigadier General, U. S. A. F.
Commander

OFFICIAL:

PAUL H. FACKLER
Lt Colonel, USAF
Director of Operations

~~SECRET~~

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Annex B

In 2 Pages

ANNEX B

TO

OPERATIONS ORDER NO. 2-53

AIRCRAFT ARRIVAL AND DEPARTURE SCHEDULE

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SECURITY INFORMATION

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ANNEX B
TO
OPERATIONS ORDER NO. 2-53
AIRCRAFT ARRIVAL AND DEPARTURE SCHEDULE

HEADQUARTERS
TASK GROUP 7.4, PROVISIONAL
Kirtland Air Force Base, New Mexico
6 October 1953, 1800T

1. AIRCRAFT ARRIVAL:

a. Listed below are landing times for "TIGER CAT" aircraft arriving at San Diego Naval Air Station, California. All times listed are Pacific Standard (U Zone) Time.

NO. OF AIRCRAFT	TYPE	DATE	TIME
2	F-84	M-6	1030
2	SA-16	M-3	0945
1	C-47	M-3	1000
1	C-47	M-3	1015
10	F-84	M-3	1100
1	B-36	M-3	1200
1	B-36	M-3	1230
1	WB-29	M-3	1245
1	C-54	M-3	1300
1	C-54	M-3	1315
1	C-54	M-3	1330
1	B-47	M-3	1345

b. The two (2) SA-16's will refuel immediately after landing and one crew will standby their SA-16 in contact with the tower ready for immediate takeoff in the event of an emergency. This standby status will remain in effect until 1345 or until all the aircraft listed above have landed.

2. AIRCRAFT DEPARTURES:

a. Listed below are the takeoff times for "TIGER CAT" aircraft departing San Diego Naval Air Station, California. All times listed are Pacific Standard (U Zone) Time.

NO. OF AIRCRAFT	TYPE	DATE	TIME
10	F-84	M/1	1300
1	C-54	M/1	1315
1	C-54	M/1	1330
1	C-54	M/1	1345
1	B-36	M/1	1400
1	B-36	M/1	1415
1	B-47	M/1	1430
1	WB-29	M/1	1445
1	C-47	M/1	1500
1	C-47	M/1	1505
2	SA-16	M/1	1510
2	F-84	M/2	1000

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b. The crew of one SA-16 will stand by their aircraft in contact with the tower ready for immediate take off in the event of an emergency of any of the departing aircraft. This stand by status will remain in effect until all the aircraft scheduled for departure on M/1 have departed.

HOWELL M. ESTES, JR.
Brigadier General, U. S. A. F.
Commander

OFFICIAL:

PAUL H. PACKER
Lt. Colonel, USAF
Director of Operations

[redacted]

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ANNEX C

In 1 page

ANNEX C

TO

OPERATIONS ORDER NO. 2-53

AIRCRAFT PARKING PLAN

TASK GROUP 7.4
OPRS ORDER NO. 2-53
ANNEX C

RESTRICTED

SECURITY INFORMATION

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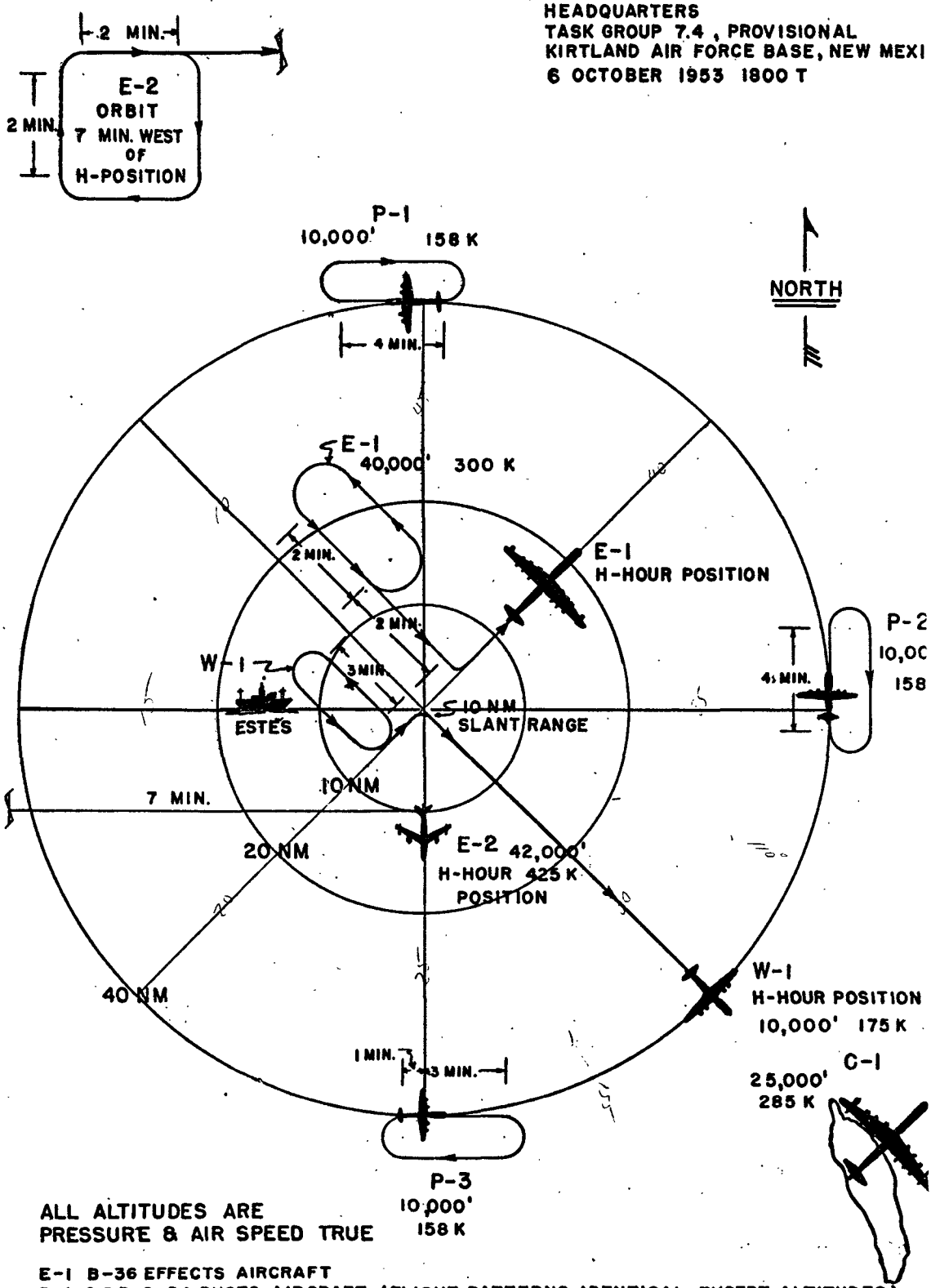
ANNEX E
TO
OPERATIONS ORDER NO. 2-53

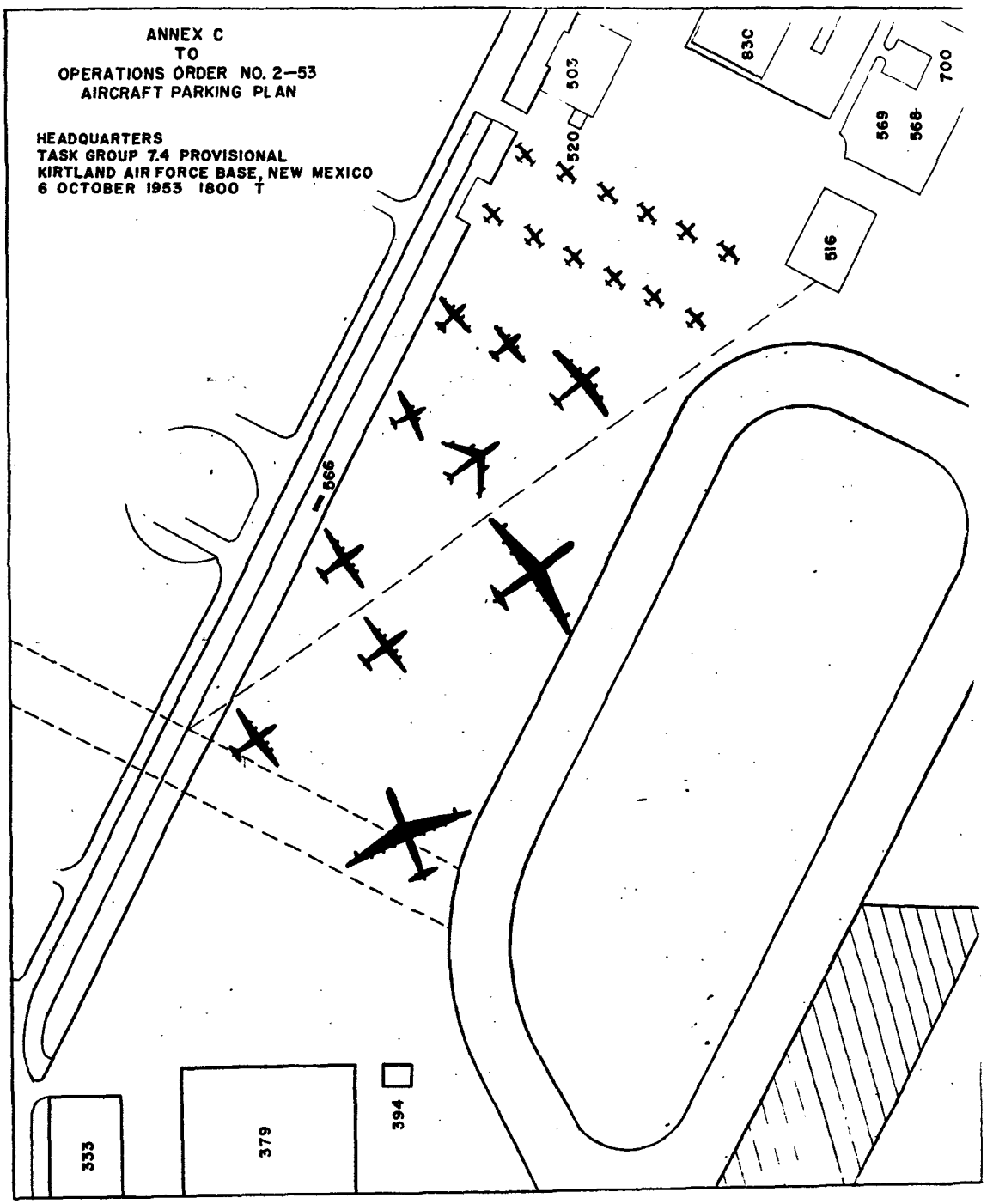
H-HOUR AIRCRAFT POSITIONS & FLIGHT PATTERNS

HEADQUARTERS
TASK GROUP 7.4 , PROVISIONAL
KIRTLAND AIR FORCE BASE, NEW MEXI
6 OCTOBER 1953 1800 T



ALL ALTITUDES ARE
PRESSURE & AIR SPEED TRUE

E-1 B-36 EFFECTS AIRCRAFT
P-1, 2 & 3 C-54 PHOTO AIRCRAFT (FLIGHT PATTERNS IDENTICAL EXCEPT ALTITUDES)
W-2 WB-29 WEATHER AIRCRAFT
C-1 RB-36 PHOTO & CONTROL AIRCRAFT (DETAILED POSITIONING INFORMATION
E-2 B-47 EFFECTS AIRCRAFT CONTAINED IN ANNEX D)


ANNEX C
TO
OPERATIONS ORDER NO. 2-53
AIRCRAFT PARKING PLAN
HEADQUARTERS
TASK GROUP 7.4 PROVISIONAL
KIRTLAND AIR FORCE BASE, NEW MEXICO
6 OCTOBER 1953 1800 T
503
830
700
569
568
520
516
566
333
379
394

SECRET

Annex D

In 2 pages

ANNEX D

TO

OPERATIONS ORDER NO. 2-53

AIRCRAFT MISSION EXECUTION SCHEDULE

SECRET

ANNEX D
TO
OPERATIONS ORDER NO. 2-53
AIRCRAFT MISSION EXECUTION SCHEDULE

SAMPLING AND SAMPLING SUPPORT AIRCRAFT

Acft Type	Code Name	Start Engine	Position 1	Position 2	Position 3	Position 4	Position 5	Position 6
F-84	Red 1&2	H-0:05	H/0:03	H/0:23	H/0:30	H/0:45	H/0:47	H/1:08
F-84	Red 3&4	H/0:12	0:20	0:40	0:50	1:05	1:09	1:30
F-84	White 1&2	0:36	0:44	1:04	1:10	1:25	1:30	1:51
F-84	White 3&4	0:55	1:03	1:23	1:30	1:45	1:52	2:13
F-84	Blue 1&2	1:13	1:21	1:41	1:50	2:05	2:13	2:34
F-84	Blue 3&4	1:32	1:40	2:00	2:10	2:25	2:35	2:56
F-84	Red 1&2	2:00	2:08	2:28	2:40	2:55	3:17	3:38
F-84	Red 3&4	2:37	2:45	3:05	3:20	3:35	3:50	4:11
F-84	White 1&2	3:04	3:12	3:32	3:50	4:05	4:22	4:43
F-84	White 3&4	3:32	3:40	4:00	4:20	4:35	4:54	5:15
F-84	Blue 1&2	4:00	4:08	4:28	4:50	5:05	5:26	5:47
F-84	Blue 3&4	4:28	4:36	4:56	5:20	5:35	5:59	6:20
F-84	Red 1&2	4:58	5:06	5:26	5:50	6:05	6:29	6:50
F-84	Red 3&4	5:28	5:36	5:56	6:20	6:35	6:59	7:20
B-36	Charlie 1	H-2:40	H-1:55	* H-0:30	0:15	7:00	7:45	8:40
SA-16	Sugar 1	-1:15	-1:00	/0:10	0:15	4:00	4:40	5:55
SA-16	Sugar 2	/1:45	/2:00	/3:00	4:00	7:00	8:00	9:38

* San Clemente Island

CODE:

Position 1 - Take off
Position 2 - Arrival in Command Ship Area (Outbound from Base)
Position 3 - Arrival in Cloud Area
Position 4 - Departure from Cloud Area
Position 5 - Departure from Command Ship Area (Inbound to Base)
Position 6 - Landed

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OTHER AIRCRAFT

Acft Type	Code Name	Start Engine	Position 1 (Take off)	Position 2 (On Orbit)	Station At H-Hour	Position 5 (Depart Station)	Position 6 (Landing)
WB-29	William 1	H-4:15	H-3:45	H-0:30	* Dist 40 NM Brng 135° alt 12 M tail aspect.	H/0:05	H/8:10
B-36	Easy 1	H-4:00	H-3:30	H-2:00	Dist 15 NM Brng 045° alt 40 M tail aspect.	H/0:02	H/1:00
C-54	Peter 2	H-2:50	H-2:20	H-1:30	Dist 40 NM Brng 090° alt 10M L side aspect.	H/0:02	H/0:50
C-54	Peter 1	H-2:45	H-2:15	H-1:30	Dist 40 NM Brng 000° alt 10M R side aspect.	H/0:02	H/1:03
C-54	Peter 3	H-2:40	H-2:10	H-1:30	Dist 40 NM Brng 180° alt 10M L side aspect.	H/0:02	H/0:40
C-47	Reflector 1	H-1:40	H-2:00	H-1:00	Over northern tip of San Clemente Island alt 10M	H/4:20	H/5:20
C-47	Easy 2	H-2:00	H-1:40	H-1:00	Dist 12 NM Brng 180° alt 42M tail aspect.	H/0:05	H/0:30

* WB-29 H Hour position - WB-29 will perform weather reconnaissance and reporting as directed by AOC and Command Ship from take off until H-30 minutes. After H Hour, WB-29, under Command Ship control, will perform weather reconnaissance and act as VHF relay aircraft between Command Ship and Control B-36.

HOWELL M. ESTES, JR.
Brigadier General, U. S. A. F.
Commander

OFFICIAL:

PAUL H. TACKLER
Lt Colonel, USAF
Director of Operations

SECRET

ANNEX E

TO

OPERATIONS ORDER NO. 2-53

H HOUR AIRCRAFT POSITIONS AND FLIGHT PATTERNS

ANNEX F

TO

OPERATIONS ORDER NO. 2-53

MISSION PROFILE CHART

ANNEX F
TO
OPERATIONS ORDER NO. 2-53
MISSION PROFILE CHART

HEADQUARTERS
TASK GROUP 7.4, PROVISIONAL
KIRTLAND AIR FORCE BASE, NEW MEXICO
6 OCTOBER 1953 1800 T

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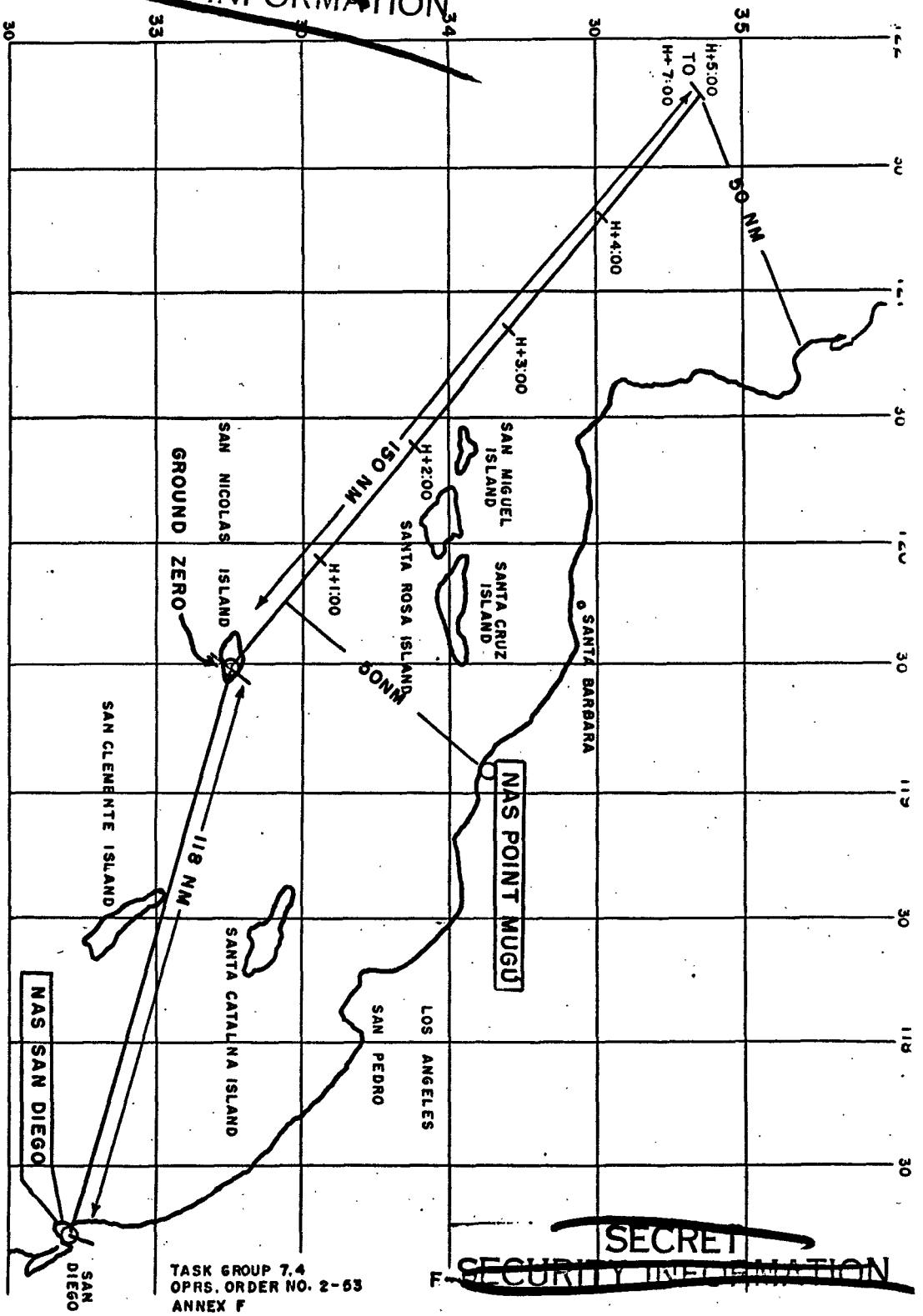

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SECURITY INFORMATION

CONFIDENTIAL

ANNEX G

In 2 pages

with 2 appendices

consisting of 7 pages

ANNEX G

TO

OPERATIONS ORDER NO. 2-53

AIRCRAFT FLIGHT AND CONTROL PROCEDURES

CONFIDENTIAL

SECURITY INFORMATION

ANNEX G
TO
OPERATIONS ORDER NO. 2-53

AIRCRAFT FLIGHT AND CONTROL PROCEDURES

HEADQUARTERS
TASK GROUP 7.4, PROVISIONAL
Kirtland Air Force Base, New Mexico
6 October 1953 1800T

1. All aircraft will take off at times and achieve H Hour positions specified in ANNEX D.

2. All aircraft will perform missions at altitudes and air speeds specified ANNEX E.

3. All aircraft will turn APX-6 IFF to position two (2) immediately upon take off and remain on this position until otherwise instructed by controllers.

4. All aircraft will call the San Diego Naval Air Station AOC, call sign Dirty Face, on VHF Channel C immediately after take off and remain under the direct control of the AOC until fifty (50) miles out on course. At this point they will inform Dirty Face of their position and that they are switching to their respective command ship VHF channels. Further instructions for each aircraft are contained in Appendicies 1 through 7. When returning to base, each aircraft will switch to VHF Channel C when fifty (50) miles out from San Diego Naval Air Station and report to Dirty Face. Aircraft will remain under the direct control of Dirty Face until they report the field in sight or report over high cone if field is IFR. At this point, they will be instructed by Dirty Face to switch to VHF Channel B for landing instructions. Time hacks will be provided by the Command Ship on VHF Channel F.

5. All aircraft commanders will submit detailed mission reports to the AOC immediately upon landing. These reports will include all difficulties encountered in accomplishing their own missions and discrepancies noted in other phases of the operation. The Control B-36, Photo, Effects and Weather aircraft will also report their specific positions at H Hour in terms of second and mileage error.

6. List of Appendices:

1. F-84 Sampler Flight Procedures
2. B-36 Control Aircraft Flight Procedures
3. B-36 Effects and B-47 Effects Flight Procedures
4. C-54 Photo Flight Procedures
5. WB-29 Weather Flight Procedures
6. SA-16 Flight Procedures
7. C-47 VHF Relay Flight Procedures
8. AOC Control Procedures (To be added later)

9. CIC Control Procedures (To be added later)

10. Control B-36 Control Procedures (To be added later)

HOWELL M. ESTES, JR.
Brigadier General, U. S. A. F.
Commander

OFFICIAL:

Paul H. Fackler

PAUL H. FACKLER
Lt Colonel, USAF
Director of Operations

APPENDIX I
TO
ANNEX G

F-84 SAMPLER FLIGHT PROCEDURES

1. When fifty (50) miles out from base, F-84's will call the Command Ship, Boundary Tare, on VHF Channel F. Boundary Tare will take over direct control of the F-84's at this point and vector them to San Nicolas Island checking IFF modes enroute. In the event radio contact cannot be made on Channel F, VHF Channels C or E will be used to establish contact with Boundary Tare. Boundary Tare will then vector F-84's to the position of the B-36 control aircraft, call sign, Cassidy. Cassidy will also be monitoring Channel F. When Cassidy establishes radar contact with the F-84's, he will so notify Boundary Tare and the F-84's simultaneously on Channel F. Boundary Tare will then release direct control of the F-84's to Cassidy.

2. The Cassidy rendezvous controller will vector the F-84's to his position, then have the F-84's switch to VHF Channel E for sampler control. This control will be exercised by the sampler controller aboard the Control B-36 whose call sign is also Cassidy. Sampling will be conducted at a pressure altitude of 40,000 feet. A simulated cloud sampling mission, lasting approximately fifteen (15) minutes, will be flown. When this mission is completed, or in the event an F-84 becomes lost, the sampler controller will instruct the aircraft to switch back to VHF Channel F and the Cassidy rendezvous controller will vector the F-84's back to Cassidy or to Boundary Tare as appropriate.

3. When Boundary Tare establishes positive radar contact with the F-84's, inbound to base from the sampling area, he will so notify Cassidy and the F-84's simultaneously. He will assume direct control of the F-84's at this point. Boundary Tare will vector the F-84's over the Command Ship and to the base. When the F-84's reach a point fifty (50) miles out from the base they will so notify Boundry Tare. Boundary Tare will release direct control of the F-84's to Dirty Face at this point and instruct them to call Dirty Face on Channel C.

4. F-84 call signs will be as follows:

1st Flight - Tiger Red 1 and 2

2nd Flight - Tiger Red 3 and 4

3rd Flight - Tiger White 1 and 2

4th Flight - Tiger White 3 and 4

5th Flight - Tiger Blue 1 and 2

6th Flight - Tiger Blue 3 and 4

(Repeat sequence for succeeding flights)

APPENDIX 2
TO
ANNEX G

B-36 CONTROL AIRCRAFT FLIGHT PROCEDURES

1. When fifty (50) miles out from San Diego Naval Air Station, the B-36 control aircraft, call sign Cassidy, will call the command ship, call sign Boundry Tare, on VHF Channel F and remain under Boundary Tare control throughout the mission. Cassidy will proceed to the northern tip of San Clemente Island climbing to a pressure altitude of 25,000 feet. Cassidy will begin wind runs to culminate in arrival over the northern tip of San Clemente Island, heading 45° true, at H Hour. The allowable tolerance for H Hour position is plus or minus ten (10) seconds.

2. Upon completion of this mission, Cassidy will proceed directly to San Nicolas Island airfield climbing to a pressure altitude of 35,000 feet. Cassidy will then begin flying a series of race track patterns to simulate sampling of a cloud moving on a true course of 311° at a speed of thirty (30) knots from San Nicolas Island.

3. The Cassidy rendezvous controller will remain on Channel F in continual contact with Boundary Tare, call F-84's enroute to and from the sampling area and accompanying SA-16 aircraft. The first SA-16 aircraft, call sign Stable I, will be turned over to Cassidy for control by Boundary Tare at H plus 15 minutes and remain under Cassidy control until H plus four (4) hours at which time it will be vectored back to Boundary Tare for direct control. The second SA-16 aircraft, call sign Stable II (2), will be vectored to Cassidy by Boundary Tare arriving at H plus four (4) hours. Boundary Tare will turn the direct control of this aircraft over to Cassidy when Cassidy announces he has Stable II in radar contact. Stable aircraft will remain on Channel F ready for emergency instructions which will be issued by Cassidy or Boundary Tare.

4. As Cassidy picks up incoming F-84's on his radar, he will announce this fact to the concerned F-84's and Boundary Tare simultaneously on Channel F. At this point, Cassidy will be delegated direct control of F-84's by Boundary Tare. Cassidy will have F-84's switch to IFF modes 1 or 3 for identification if required. The Cassidy rendezvous controller will switch direct control of F-84's to the Cassidy sampler controller on VHF Channel E. When F-84's complete sampling, or in the event they become lost, the Cassidy sampler controller will instruct them to switch back to Channel F and vector them to Cassidy or Boundary Tare as required. Boundary Tare will assume direct control of fighters departing the sampling area on VHF Channel F when positive radar contact is made with the approaching fighters. Boundary Tare will continuosly monitor both VHF Channels E and F and standy by to assist Cassidy in event of any emergency. If VHF contact is lost with Boundary Tare, Cassidy will call Boundary Tare on HF frequency 4220 or relay transmissions through the WB-29 VHF relay aircraft, call sign Wilson, on VHF Channel F. Wilson will be positioned under the control of and by Boundary Tare at a point midway between Boundary Tare and Cassidy from H plus 2½ hours until completion of the mission. At H plus five (5) hours, Cassidy will be at a point 150 nautical miles northwest of San Nicolas Island. Cassidy will remain in this area until the sampling operation is completed, simulating that the cloud becomes stationary at this point. When the sampling operation is completed, Cassidy will be vectored back to base by Boundary Tare. Boundary Tare will release direct control of Cassidy to Dirty Face when Cassidy reaches a point fifty (50) miles out from base.

APPENDIX 2
TO
ANNEX G

B-36 CONTROL AIRCRAFT FLIGHT PROCEDURES

1. When fifty (50) miles out from San Diego Naval Air Station, the B-36 control aircraft, call sign Cassidy, will call the command ship, call sign Boundry Tare, on VHF Channel F and remain under Boundary Tare control throughout the mission. Cassidy will proceed to the northern tip of San Clemente Island climbing to a pressure altitude of 25,000 feet. Cassidy will begin wind runs to culminate in arrival over the northern tip of San Clemente Island, heading 45° true, at H Hour. The allowable tolerance for H Hour position is plus or minus ten (10) seconds.

2. Upon completion of this mission, Cassidy will proceed directly to San Nicolas Island airfield climbing to a pressure altitude of 35,000 feet. Cassidy will then begin flying a series of race track patterns to simulate sampling of a cloud moving on a true course of 311° at a speed of thirty (30) knots from San Nicolas Island.

3. The Cassidy rendezvous controller will remain on Channel F in continual contact with Boundary Tare, call F-84's enroute to and from the sampling area and accompanying SA-16 aircraft. The first SA-16 aircraft, call sign Stable I, will be turned over to Cassidy for control by Boundary Tare at H plus 15 minutes and remain under Cassidy control until H plus four (4) hours at which time it will be vectored back to Boundary Tare for direct control. The second SA-16 aircraft, call sign Stable II (2), will be vectored to Cassidy by Boundary Tare arriving at H plus four (4) hours. Boundary Tare will turn the direct control of this aircraft over to Cassidy when Cassidy announces he has Stable II in radar contact. Stable aircraft will remain on Channel F ready for emergency instructions which will be issued by Cassidy or Boundary Tare.

4. As Cassidy picks up incoming F-84's on his radar, he will announce this fact to the concerned F-84's and Boundary Tare simultaneously on Channel F. At this point, Cassidy will be delegated direct control of F-84's by Boundary Tare. Cassidy will have F-84's switch to IFF modes 1 or 3 for identification if required. The Cassidy rendezvous controller will switch direct control of F-84's to the Cassidy sampler controller on VHF Channel E. When F-84's complete sampling, or in the event they become lost, the Cassidy sampler controller will instruct them to switch back to Channel F and vector them to Cassidy or Boundary Tare as required. Boundary Tare will assume direct control of fighters departing the sampling area on VHF Channel F when positive radar contact is made with the approaching fighters. Boundary Tare will continuosly monitor both VHF Channels E and F and standy by to assist Cassidy in event of any emergency. If VHF contact is lost with Boundary Tare, Cassidy will call Boundary Tare on HF frequency 4220 or relay transmissions through the WB-29 VHF relay aircraft, call sign Wilson, on VHF Channel F. Wilson will be positioned under the control of and by Boundary Tare at a point midway between Boundary Tare and Cassidy from H plus 2½ hours until completion of the mission. At H plus five (5) hours, Cassidy will be at a point 150 nautical miles northwest of San Nicolas Island. Cassidy will remain in this area until the sampling operation is completed, simulating that the cloud becomes stationary at this point. When the sampling operation is completed, Cassidy will be vectored back to base by Boundary Tare. Boundary Tare will release direct control of Cassidey to Dirty Face when Cassidy reaches a point fifty (50) miles out from base.

APPENDIX 3
TO
ANNEX G

B-36 and B-47 EFFECTS FLIGHT PROCEDURES

The B-36 effects aircraft, call sign Elaine 1, and the B-47 effects aircraft, call sign Elaine 2, will take off at times specified in Annex D and climb to assigned altitude. When fifty (50) miles out from base, these aircraft will call Boundary Tare on VHF Channel E. Boundary Tare will vector both aircraft to their designated pre-H Hour orbit positons, having these aircraft check all IFF modes enroute. Upon reaching prescribed orbit positions, these aircraft will establish wind run patterns to culminate in H Hour positions designated in Annex D. H Hour position tolerances are plus or minus five (5) seconds. Positioning will be the responsibility of the aircraft commander and his navigator. Boundary Tare will provide time hacks, monitor the flight paths of these two (2) aircraft and issue them any required emergency instructions. Boundary Tare will also provide weather and upper air wind information as required. Immediately following H Hour, these aircraft will be vectored back to base by Boundary Tare. Boundary Tare will release direct control of these aircraft to Dirty Face when they are fifty (50) miles out. If Boundary Tare cannot be contacted on Channel E, Elaine aircraft will establish contact with Boundary Tare on Channel F.

APPENDIX 4
TO
ANNEX G

C-54 PHOTO FLIGHT PROCEDURES

C-54 aircraft, call signs Pewter 1, 2, and 3, will call Boundary Tare on VHF Channel C when fifty (50) miles out from base. These aircraft will remain under the direct control of Boundary Tare on Channel C until completion of their missions. Boundary Tare will have each aircraft check IFF equipment on all modes and vector each aircraft to its respective H Hour position as designated in Annex D. Each Pewter aircraft will begin wind runs to achieve its proper H Hour position, maintaining a pressure altitude of 10,000 feet. Each Pewter aircraft will be required to make good its designated H Hour position with Boundary Tare providing only periodic time hacks and positioning information. This procedure will be followed so that in the event of VHF radio failure just prior to H Hour, aircraft may still make good designated H Hour positions. Position tolerances are + or - 15 seconds. Both Pewter and Boundary Tare must hold radio conversation on Channel C to an absolute minimum. Immediately following H Hour, Boundary Tare will provide Pewter aircraft with a steer for base and retain direct control of Pewter aircraft until they reach a point fifty (50) miles out from base at which time Dirty Face will assume direct control.

CONFIDENTIAL

APPENDIX 5
TO
ANNEX G

WB 29 FLIGHT PROCEDURES

On takeoff, the WB 29, call sign Wilson, will perform weather reconnaissance in the San Diego area under the control of Dirty Face on VHF Channel C. All significant weather within a forty (40) mile radius of San Diego will be reported. If the weather is satisfactory for continuation of the mission, Wilson will be directed to proceed to Boundary Tare's position. When fifty (50) miles out from San Diego Naval Air Station, Wilson will notify Dirty Face that he is switching to Boundary Tare control. At this point, Wilson will call Boundary Tare on VHF Channel F and remain under Boundary Tare control until completion of the mission. Boundary Tare will vector Wilson to San Nicolos Island and Wilson will report weather enroute. Wilson will then proceed northwest under control of Boundary Tare and report any significant weather along the sampling corridor. Wilson will be vectored back to Boundary Tare at approximately H minus thirty (30) minutes and perform a simulated upwind weather mission culminating in the H Hour position designated in Annex D. H Hour position tolerances are + or - 30 seconds. Wilson will operate at pressure altitude of 10,000 feet. Immediately following H Hour, Wilson will perform additional weather reconnaissance as directed by Boundary Tare and act as a VHF relay station between Boundary Tare and Cassidy. Boundary Tare will vector Wilson back to base at approximately H plus seven (7) hours and maintain control of Wilson until the aircraft is fifty (50) miles out from base at which time Dirty Face assumes direct control. In the event Wilson is unable to contact Dirty Face on Channel C, he will notify the San Diego Naval Air Station tower on Channel B and relay required information to Dirty Face through the tower on this channel. In the event Wilson is unable to contact Boundary Tare on Channel F, he will call Boundary Tare on Channel C.

CONFIDENTIAL

APPENDIX 6
TO
ANNEX G

SA 16 FLIGHT PROCEDURES

Two (2) SA-16's, call signs Stable 1, and Stable 2, will take off individually and at times specified in Annex D. They will call Boundary Tare on VHF Channel F when fifty (50) miles out from base and Boundary Tare will assume direct control of these aircraft. Boundary Tare will have Stable aircraft check IFF equipment and will vector them to a rendezvous with the B-36 Control aircraft, call sign Cassidy. When Stable aircraft reach Cassidy's position, Boundary Tare will so notify Cassidy and Stable aircraft simultaneously on VHF Channel F. Boundary Tare will then turn Stable aircraft over to Cassidy for direct control. Stable aircraft will fly at a pressure altitude of 10,000 feet and a position as near directly beneath Cassidy as possible. This will be accomplished by Stable aircraft tuning their radio compass to Cassidy's homer frequency. Cassidy will continually track Stable aircraft on his downward-looking radar. In the event of emergency, Cassidy or Boundary Tare will issue control instructions to Stable aircraft as outlined in Annex I. When relieved from duty in the Sampling area at times specified in Annex D, Stable aircraft will be vectored to Boundary Tare by Cassidy. When Boundary Tare establishes positive radar contact with Stable aircraft, he will so notify Cassidy and Stable aircraft simultaneously. Boundary Tare will take over direct control of Stable aircraft at this point and vector them to base. When Stable aircraft reach a point fifty (50) miles out from base, Boundary Tare will release direct control of them to Dirty Face. Stable aircraft will be prepared to land or drop life rafts if required, and will maintain HF radio contact with the appropriate SAR Headquarters in the San Diego area throughout the mission.

CONFIDENTIAL
SECURITY INFORMATION

CONFIDENTIAL

APPENDIX 7
TO
ANNEX G

C-47 FLIGHT PROCEDURES

One (1) C-47 will stand by for emergency re-supply missions at San Diego Naval Air Station from M minus three (3) days until completion of the mission. The Senior Air Controller in the Air Operations Center will run a roster of stand-by crews for this mission. These crews must be available on one (1) hours' notice. A second C-47, call sign Reflector, will take off on mission day from San Diego Naval Air Station as specified in Annex D and proceed to the northern tip of San Clemente Island. This aircraft will act as an automatic VHF relay station between Dirty Face and Boundary Tare. Reflector will call Boundary Tare on VHF Channel C when fifty (50) miles out from base. When over the northern tip of San Clemente Island, Reflector will report his position to Boundary Tare. Reflector will establish contact with Boundary Tare on HF frequency 4220, the common HF reporting net between the San Diego AOC and Boundary Tare. Reflector will continue to monitor VHF Channel C but will not transmit on this channel unless necessitated by emergency. Reflector will use HF Channel 4220 for necessary transmissions to Dirty Face or Boundary Tare, but will observe strict radio discipline while doing so. If the VHF relay equipment operates satisfactorily, there should be very little contact with either Boundary Tare or Dirty Face required. Upon completion of its mission, Reflector will be vectored back to base by Boundary Tare. Boundary Tare will release direct control of Reflector to Dirty Face when fifty (50) miles out from Base.

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CONFIDENTIAL

ANNEX H

In 4 pages

With 2 Appendices

Consisting of

6 pages.

ANNEX H

TO

OPERATIONS ORDER NO. 2-53

COMMUNICATIONS

CONFIDENTIAL

ANNEX H
TO
OPERATIONS ORDER NO. 2-53
COMMUNICATIONS

HEADQUARTERS
TASK GROUP 7.4, PROVISIONAL
Kirtland Air Force Base, New Mexico
6 October 1953, 1800 T

1. GENERAL CONCEPT OF COMMUNICATIONS-ELECTRONICS OPERATIONS.

a. Communications-Electronics facilities for "TIGER CAT" will consist of the following:

(1) Airborne communications and navigational aids installed in participating aircraft. These will be as outlined in Annex D to Headquarters Task Group 7.4 Operations Order No. 1-53, in so far as possible.

(2) HF, VHF, radar and IFF facilities aboard the Command Ship, USS Estes.

(3) HF and VHF radiotelephone and landline telephone services in the AOC on North Island Naval Air Station. Facilities and equipment will be furnished by the Naval Air Station.

(4) An IFF Interrogator in the AOC.

(5) Navigational Aids as listed in the current Radio Facility Charts, United States.

(6) Administrative messages traffic will be passed over existing teletype facilities.

b. The primary purpose of C-E facilities is to assist in the control, navigation, and positioning of aircraft. All radio communications used for this purpose will be voice. VHF radio circuits will be the primary means utilized by the AOC, the CIC and aircraft for control purposes. In addition, one HF radio circuit between the AOC and the CIC will be used for telling control information and as back-up for air-ground VHF circuits in case VHF contact is lost. Primary positioning facilities will consist of the air search radar of the Command Ship with the attendant CIC radar scopes using IFF returns from aircraft, all of which will have IFF transponders. Sampling control will be centered aboard the RB-36 Control Aircraft using combination APS-23-APX-6 Interrogator Search Radars scanning both upward and downward. All radars will be utilized to obtain headings for navigational purposes.

c. A C-47 aircraft will be stationed off San Clemente Island at 10,000 feet altitude to serve as an automatic VHF relay station between the CIC and the AOC.

d. The WB- 9 aircraft will be stationed midway between the CIC and the simulated cloud area during sampling operations to serve as a manual VHF relay station between the control RB-36 aircraft and the CIC.

2. FREQUENCY PLAN

a. Participating aircraft will have their AN/ARC-3 voice command radio sets channelized on following frequencies:

CHANNEL	FREQUENCY	PRIMARY PURPOSE
A	XMIT 135.9 MC REC 135.0 MC	CAA AIRWAYS
B	126.18	Control Tower
C	138.42	To AOC for position reports and IFF checks
D	121.5	Emergency
E	151.20	SAMPLING Control Air-to-Air
F	139.68	Rendezvous and enroute control
G	136.8	GCA Search
H	134.1	GCA Final

b. The C-47 VHF relay aircraft will transmit and receive on 135.54 mcs to the CIC and on 151.92 mcs to the AOC.

c. Appendix 1 outlines in detail the VHF channelization and utilization.

d. An HF radiotelephone circuit will be operated between the CIC, Command Ship and the AOC, San Diego Naval Air Station. Following frequency is authorized:

4220 KCS

(1) Aircraft with HF liaison radio sets installed will have their transmitters preset on the above frequency. Aircraft are authorized to use this frequency if VHF contact is lost.

e. The RB-36 Control Aircraft will have its AN/ART-13 homing beacon transmitting on 410 KCS.

f. All aircraft equipped with the Mark 10 IFF transponder will have it set on transmitting frequency 1100 megacycles (Channel 10) and receiving frequency 1020 megacycles (Channel 5). Airborne and surface Mark 10 IFF Interrogators will transmit on 1020 megacycles (Channel 5) and receive on 1100 megacycles (Channel 10).

g. The Command Ship CIC will have an AN/URD-2 VHF/DF. Aircraft will call BOUNDARY TAPE on any established VHF channel and ask for a DF STEER.

3. CALL SIGNS, CODE WORDS, IDENTIFIERS

CALL SIGNS

IDENTIFICATION	VOICE CALL SIGN
F-84's	TIGER (Red, white and blue flights)
Control RB-36	CASSIDY

IDENTIFICATION	VOICE CALL SIGN
Effects A/C	ELAINE 1 and 2
Photo C-54's	PEWTER 1, 2 and 3
SAR A/C	STABLE 1 and 2
WB-29	WILSON
C-47 VHF RELAY	REFLECTOR
VIP A/C	VIKING 1, 2 etc
AOC	DIRTY FACE
CIC	BOUNDARY TARE

CODE WORDS

Take-Off	Position 1
Arrive Estes or Orbit Area	Position 2
Arrive Sampling Area	Position 3
Leave Sampling Area	Position 4
Depart Estes or Orbit Area	Position 5
Land	Position 6
Cloud	Gilda

IDENTIFIERS

RB-36 Control A/C	AXZ

IFF CODE

CODE	MEANING
PARROT	IFF MARK X
SQUAWK	Turn IFF on Normal (Mode 1)
SQUAWK 2	Turn IFF to Mode 2
SQUAWK 3	Turn IFF to Mode 3
SQUAWK MAY DAY	Turn IFF to Emergency
SQUAWK FLASH	Turn IFF to I/P Position
SQUAWK LOW	Turn IFF to LOW Position (Master Control)
SQUAWKING	Showing IFF in Mode and Position Indicated
PARROT LAZY	Turn IFF to Standby position (Master Control
STRANGLE PARROT	Turn IFF off

[redacted]

SECURITY INFORMATION

4. COMMUNICATIONS SECURITY

a. Transmission security and radiotelephone procedure are covered in Appendix 2 to this Annex. All users of voice radio circuits are required to comply with procedures as outlined in Appendix 2.

HOWELL M. ESTES
Brigadier General, U.S.A.F.
Commander

2 Appendices
1. VHF Channelization
2. Communication Security

OFFICIAL:

Richard S. Nugent

RICHARD S. NUGENT
Lt Colonel, USAF
Communication Officer

NOTES:

1. C-47 (REFLECTOR) will have ARC-3 Channels as below.
   The VHF Relay will work AOC on 151.92 MCS and
   The CIC on 135.54 MCS. REFLECTOR will coordinate with CIC and A on 4220 KCS.
2. All HF Liaison Transmitter will be preset on 4220 KCS.

VHF CHANNELIZATION

APPENDIX 1
TO
ANNEX H
OPRS ORDER NO. 2-53

CHANNEL	FREQ	DESCRIPTION	F-84 Samplers (TIGER)	B-36 Control (CASSIDY)	B-36,B-47 Effects (ELAINE)	C-54 Photo (PEWTER)	WB-29 Weather (WILSON)	SA-16 Helicopter SAR (STABLE)	AOC North Island (DIRTY FACE)	CIC COMMAND SHIP (BOUNDARY TARE)
	135.90 (T) 135.00 (R)	CAA RADIO RANGE			ALL AIRCRAFT TO CAA RADIO RANGE STATIONS					
	126.18	CONTROL TOWER AOC CONTROL (SECONDARY)			ALL AIRCRAFT TO CONTROL TOWERS (SECONDARY TO AOC)					
	138.42	PRIMARY AOC CONTROL AOC to all aircraft CIC to PEWTER 1, 2 & 3 CIC to any aircraft in emergency REFLECTOR to AOC and CIC (Emerg only)	To AOC (P) To CIC if required	To AOC (P) To CIC if required	To AOC (P)	To AOC (P) PEWTER 1,2 &3 To CIC (P)	To AOC (P)	To AOC (P)	To all acft	Pre-shot: To PEWTER 1,2 &3 To any acft in emerg (Scope controllers 1,2 &3) Post-shot: To any acft in emergency (Scope Controllers 2)
	121.50	EMERGENCY		ALL AIRCRAFT FOR EMERGENCY & EMERGENCY VHF/DF (CIC Monitors)						Guards & Transmits Post-shot: (Scope Controller 1 guards)
	151.20	PRIMARY SAMPLING CONTROL CASSIDY to TIGER acft (Primary Sampling Control) CIC to ELAINE 1 & 2 (Primary Control) CIC to any aircraft in emergency	Post-shot: To CASSIDY for sampling control (P) ALL AIRCRAFT TO CIC IN EMERGENCY	Post-shot: To TIGER for sampling control (P)	Pre-shot: To ELAINE 1 & 2 To CIC (P)					Pre-shot: To ELAINE 1 & 2 To any acft in emerg (Scope controllers 4 & 6) Post-shot: To CASSIDY & TIGER acft (Secondary) To any acft in emerg (Scope controller 4)
	139.68	PRIMARY RENDEZVOUS & ENROUTE CONTROL CASSIDY to TIGER acft (Primary Rendezvous Control) CIC to TIGER acft (Primary Enroute Control) CIC to CASSIDY (Primary Control) CASSIDY & CIC to STABLE 1 & 2 (Primary Control) CIC to WILSON (Primary Control) Time Hack AN/ARA-8 Homing (TIGER acft only)	Post-shot: To CIC & CASSIDY for enroute & rendezvous control (P) for AN/ARA-8 Homing	Pre-shot: To CIC (P) Time Hack Post-shot: To CIC (P) To TIGER acft for rendezvous control (P)	Time Hack	Time Hack	Pre-shot: To CIC (P) Time Hack Post-shot: VHF relay standby	Pre-shot: STABLE 1 & 2 to CIC (P) Time Hack Post-shot: STABLE 1 & 2 CASSIDY & CIC (P)		Pre-shot: To WILSON (Primary) To CASSIDY (Primary) To STABLE 1 & 2 (Primary) Time Hack (Scope Controller 5) Post-shot: To TIGER acft (Primary) To CASSIDY (Primary) To STABLE 1 & 2 (Primary) (Scope controller 5)
	136.80	GCA SEARCH GENERAL BACK-UP	ALL AIRCRAFT GCA SEARCH GENERAL BACK-UP FOR OTHER CHANNELS (CIC GUARDS & TRANSMITS)							Back-up for C, E, & F Post-shot: (Scope controller 3 Guards)
	134.10	GCA FINAL GENERAL BACK-UP	ALL AIRCRAFT GCA FINAL GENERAL BACK-UP FOR OTHER CHANNELS (CIC GUARDS & TRANSMITS)							Back-up for C, E, & F

SECURITY INFORMATION

APPENDIX 2
TO
ANNEX H
OPERATIONS ORDER NO. 2-53

COMMUNICATIONS SECURITY

The following material on communications security, based in general on information contained in ACP 125 (A), is published here for the guidance of all personnel and for compliance by those personnel using radiotelephone circuits.

1. The basic radiotelephone procedure prescribed herein shall be used for radiotelephone communications.

2. Classified information will not be discussed over high frequency radiotelephone circuits.

3. Classified information will not be transmitted over very high frequendy radiotelephone circuits.

4. Operational Brevity Codes should be promulgated for transmission of classified operational information. Such codes should be submitted to this Headquarters for approval prior to being placed in use.

5. Communications Security

a. In the interest of security, transmission by radiotelephone will be as short and concise as possible consistent with clearness. Since personnel other than trained operators frequently operate radiotelephone equipment, all personnel must be cautioned that transmissions by radiotelephone are subject to enemy interception and therefore have no security.

b. Adherence to prescribed procedure is mandatory. Unauthorized departures from or variations in prescribed procedure invariably create confusion, reduce reliability and speed, tend to nullify security precautions, and are prohibited. If the procedure prescribed herein does not cover a specific operating requirement, resorting to initiative and common sense should suffice.

c. The following basic rules are essential to transmission security and shall be strictly enforced on all military radiotelephone circuits.

(1) No transmission shall be made which has not been authorized by proper authority.

(2) The following practices are specifically forbidden:

(a) Violation of radio silence.

(b) Unofficial conversation between operators.

(c) Excessive tuning and testing.

(d) Transmitting the operator's personal sign or name.

(e) Unauthorized use of plain language.

(f) Use of other than authorized prowords.

(g) Unauthorized use of plain language in place of applicable prowords or operating signals.

(h) Linkage or compromise of classified call signs and address groups by plain language disclosures or association with unclassified call signs.

(j) Profane, indecent or obascene language.

(3) The following practices are to be avoided:

(a) Use of excessive transmitting power.

(b) Excessive time consumed in tuning, changing frequency, or adjusting equipment.

(c) Transmitting at speeds beyond the capabilities of receiving operators.

6. Phonetic Alphabet

a. When necessary to identify any letter of the alphabet, the phonetic alphabet listed below shall be used:

Letter	Spoken as	Letter	Spoken as
A	ABLE	N	NAN
B	BAKER	O	OBOE
C	CHARLIE	P	PETER
D	DOG	Q	QUEEN
E	EASY	R	ROGER
F	FOX	S	SUGAR
G	GEORGE	T	TARE
H	HOW	U	UNCLE
I	ITEM	V	VICTOR
J	JIG	W	WILLIAM
K	KING	X	XRAY
L	LOVE	Y	YOKE
M	MIKE	Z	ZEBRA

b. Difficult words or groups within the text of plain text messages may be spelled using the phonetic alphabet and preceded by the proword "I SPELL". If the operator can pronounce the word to be spelled, he will do so before and after the spelling to identify the word.

c. Where a text is composed of pronounceable words, they will be spoken as such. Where a text is encrypted, the groups, even though occasionally pronounceable, are to be transmitted by the phonetic equivalents of the individual letters and without using the proword "I SPELL".

7. Pronunciation of Numberals

a. To distinguish numberals from words similarly pronounced, the proword "FIGURES" may be used preceding such numbers.

b. When numerals are transmitted by radiotelephone, the following rules for their pronunciation will be observed.

Numeral	Spoken as	Numeral	Spoken as
0	ZERO	5	FI-YIV
1	WUN	6	SIX
2	TOO	7	SEVEN
3	THUH-REE	8	ATE
4	FO-WER	9	NINER

8. Proword

Prowords are pronounceable words or phrases which have been assigned meanings for the purpose of expediting message handling on circuits where radiotelephone procedure is employed. In no case shall a proword or a combination of prowords be substituted by the operator for the textual component of a message. The following prowords are authorized for general use.

PROWORD	EXPLANATION
ALL AFTER	The portion of the message to which I have reference is all that which follows _____.
ALL BEFORE	The portion of the message to which I have reference is all that which precedes _____.
CORRECTION	An error has been made in this transmission. Transmission will continue with the last word correctly transmitted. An error has been made in this transmission (or message indicated). The correct version is _____. That which follows is a corrected version in answer to your request for verification.
DISREGARD THIS TRANSMISSION	This transmission is in error. Disregard it. This proword shall not be used to cancel any message that has been completely transmitted and for which receipt or acknowledgement has been received.
FIGURES	Numerals or numbers follow.
I READ BACK	The following is my response to your instructions to read back.
I SAY AGAIN	I am repeating transmission or portion indicated.
I SPELL	I shall spell the next word phonetically.
I VERIFY	That which follows has been verified at your request and is repeated. To be used only as a reply to VERIFY.
OUT	This is the end of my transmission to you and no answer is required or expected.
OVER	This is the end of my transmission to you and a response is necessary. Go ahead; transmit.
READ BACK	Repeat this entire transmission back to me exactly as received.

RELAY (TO) - - - Transmit this message to all addressees or to the address designations immediately following.

ROGER - - - - - - - I have received your last transmission satisfactorly.

SAY AGAIN - - - - Repeat all of your last transmission. Followed by identification data means "Repeat _____ (portion indicated)."

SILENCE - - - - - Cease transmission immediately. Silence will be maintained until instructed to resume.

SILENCE LIFTED - Silence can be lifted only by the station imposing it or higher authority.

SPEAK SLOWER - - Your transmission is at too fast a speed. Reduce speed of transmission.

THAT IS CORRECT - You are correct, or what you have transmitted is correct.

VERIFY - - - - - - Verify entire message (or portion indicated) with the originator and send correct version. To be used only at the discretion of or by the addressee to which the questioned message was directed.

WAIT - - - - - - - I must pause for a few seconds.

WAIT OUT - - - - I must pause longer than a few seconds.

WILCO - - - - - - - I have received your message, understand it, and will comply. To be used only by the addressee. Since the meaning of ROGER is included in that of WILCO, the two prowords are never used together.

WORD AFTER - - - The word of the message to which I have reference is that which follows _____.

WORD BEFORE - - - The word of the message to which I have reference is that which precedes _____.

WORDS TWICE - - - Communications is difficult. Transmit (ting) each phrase (or each code group) twice. This proword may be used as an order, request or as information.

WRONG - - - - - - - Your last transmission was incorrect. The correct version is _____.

9. General

a. To utilize circuit time more efficiently all messages or their substance should be written down prior to transmission. Those messages which must be delivered by the receiving operator to another person or which are preceded by the proword "MESSAGE FOLLOWS" shall be written down.

b. Transmissions by radiotelephone shall be as short and concise as practicable consistent with clarity. The use of standard phraseology enhances brevity.

c. Transmissions over radiotelephone should be clear with natural emphasis on each word except the prescribed pronunciation of numerals, and should be spoken in natural phrases, not word by word.

d. To avoid interfering with other traffic, an operator shall listen in to make certain that a circuit is clear before making an transmissions thereon.

10. Establishing Communications

Before conducting regular traffic over radiotelephone circuits, it may be necessary to make contact with the other station (s) involved to acsertain that communications is possible.

11. Signal Strength and Readability

a. A station is understood to have good signal strength and readability unless otherwise notified. Strength of signals and readability will not be exchanged unless one station cannot clearly hear another station.

b. A station that wishes to inform another of his signal strength and readability will do so by means of a short and concise report of actual reception, such as "Weak, but readable", "Strong, but distorted", "Loud and clear", etc. Reports such as "Five by five", "Four by four", etc., will not be used to indicate strength and quality of reception. A station desiring to know how his transmission is being received will transmit "How do you hear me?", "What is my readability?", "Report my signals", etc.

RESTRICTED

Annex I

In 5 pages

ANNEX I

TO

OPERATIONS ORDER NO. 2-53

EMERGENCY PROCEDURES

[redacted]

RESTRICTED

ANNEX I
TO
OPERATIONS ORDER NO. 2-53
EMERGENCY PROCEDURES

HEADQUARTERS
TASK GROUP 7.4, PROVISIONAL
Kirtland Air Force Base, New Mexico
6 October 1953, 1800T

1. PURPOSE:

a. The purpose of this Annex is to outline responsibilities and procedures to be followed by pilots and aircraft controllers in the event of an aircraft emergency during the operational phase of "EXERCISE TIGER CAT".

2. RESPONSIBILITIES:

a. All pilots and controllers will be responsible for a detailed knowledge of the procedures outlined in this Annex. Responsibility for carrying out these procedures lies directly with the pilot of any aircraft in an emergency and the aircraft controller on the Command Ship, AOC, or Control B-36 controlling that aircraft.

3. GENERAL:

a. Procedures outlined herein will apply to all aircraft involved in "EXERCISE TIGER CAT".

b. Specific emergencies other than those outlined below will be conducted in accordance with Technical Order Emergency Operating Instructions, existing SOP's and emergency procedure briefings.

c. This Annex is published in brief SOP form in order that pilots and controllers can become intimately familiar with its contents.

4. PROCEDURES:

a. Emergencies requiring bailout and/or immediate forced landings.

(1) Pickle I: Presence of fire or other conditions requiring immediate bailout.

(2) Pickle II: Emergencies requiring a forced landing but not an immediate bailout within gliding distance of a landing area.

(3) Pickle III: Emergencies requiring a forced landing but not an immediate bailout and not within gliding distance of a landing area.

(4) Pickle IV: Complete power failure.

b. Responsibilities of pilot.

(1) Pickle I:

(a) Switch IFF to emergency mode.

(b) Inform controller of intentions if time permits.

(c) If bailout is over water:

1. Prepare parachute for quick escape upon impact.

2. Board dingy as soon as possible.

3. Stand by to signal rescue plane.

(d) If bailout is over land:

1. Try to reach some means of communications and notify authorities.

2. If communications are not available try to reach a position which will be visible from the air.

3. Spread parachute on the ground as signal, build a signal fire if possible and remain nearby.

(2) Pickle II:

(a) Switch IFF to emergency mode.

(b) Follow any emergency procedures applicable by T.O., SOP, or briefing.

(c) Inform nearest controller of aircraft condition.

(d) Follow directions controller gives to nearest suitable landing area.

(e) If no communications possible, proceed to nearest landing area and land.

(3) Pickle III:

(a) Switch IFF to emergency mode.

(b) Follow any emergency procedures applicable by T.O., SOP, or briefing.

(c) Inform controller of aircraft condition.

(d) Follow controllers directions. Controller will direct aircraft toward suitable ditching or bailout area.

(e) If no communications possible, establish maximum glide and hold last emergency heading given by controller.

(f) If decision is made to bail out, do so no lower than 6000 feet.

(4) Pickle IV:

(a) Take any emergency action necessary to attempt to regain power.

(b) Proceed along last vector given by controller to nearest suitable landing, ditching or bailout area.

(c) Do not panic! Controller has noted the disappearance of your signal. He will dispatch rescue aircraft to intercept you just as though you had communicated with him.

c. Responsibilities of Controller.

(1) Pickle I:

(a) Establish identity of aircraft.

(b) Determine altitude and position of bailout.

(c) Apply time of descent and mean wind to bailout position and establish most probable position.

(d) Dispatch suitable companion aircraft to orbit the emergency until the arrival of SAR aircraft or until fuel dictates departure of companion aircraft. (Minimum altitude of companion aircraft to be 10,000 feet).

(e) Give a vector and ETE to the SAR aircraft which will take it to the most probable position.

(2) Pickle II:

(a) Determine the altitude and identity of the aircraft.

(b) Give the aircraft a vector and ETE to the nearest suitable landing area.

(c) In the clear, give the pilot: Name of landing area, weather, radio and blind landing aids available, runway length, field elevation and a word picture of the general area where the landing is to be made.

(d) Have suitable companion aircraft render any assistance possible (fuel permitting).

(e) Relay pertinent information concerning the emergency to home station when time permits.

NOTE: Immediately upon noting the failure of his communications, the pilot in distress

will use the information given by the controllers' last 15 minute report and will immediately proceed along the emergency vector given him until bail-out at 6,000 feet or until he ditches.

(4) Pickle IV:

(a) Determine the altitude and identy of the aircraft.

(b) Dispatch one (1) SAR aircraft to the most probable position of immediate bailout.

(c) Dispatch another SAR aircraft to intercept a bailout on course to the landing, ditching, or bailout area given in the last 15 minute report.

(5) Information given on 15 minute reports will include:

(a) Request information of how many pounds of fuel remaining in aircraft.

(b) Give aircraft vector and distance to home station.

(c) Give aircraft vector and distance to suitable landing area.

(d) Give aircraft vector and distance to suitable ditching or bailout area.

(e) Give ETE of SAR facilities to probable bailout point.

(f) Give aircraft latest available weather at nearest suitable landing area and home station.

d. Other emergencies not requiring bailout and/or immediate forced landing.

(1) Follow emergency procedures outlined in applicable Technical Orders, SOP's or emergency briefings.

(2) If emergency indicates possible need for SAR facilities the pilot will:

(a) Switch IFF to emergency mode.

(b) Inform controller of emergency and possible need for SAR facilities.

(c) Follow instructions of controller and advise of further developments along return route.

(3) If notified of an emergency under these conditions, the controller will:

(a) Give pilot all information listed under Pickle II of Controllers' Responsibilities.

(b) Keep constant check of progress and condition of aircraft.

e. Communications:

(1) All emergency channels, frequencies and call signs are outlined in Annex H, Communications.

(2) If all communications in the Control Aircraft fail, control will revert to the Command Ship Controller.

(3) If all communications in the Command Ship fail, control will revert to the Control Aircraft.

(4) All aircraft will be notified of change of control.

HOWELL M. ESTES, JR.
Brigadier General, U. S. A. F.
Commander

OFFICIAL:

Paul H. Fackler

PAUL H. FACKLER
Lt Colonel, USAF
Director of Operations

CONFIDENTIAL

ANNEX J

In 5 pages w/1 Appendix

consisting of 1 page

ANNEX J

TO

OPERATIONS ORDER NO. 2-53

ADMINISTRATION

[redacted]

CONFIDENTIAL

ANNEX J
TO
OPERATIONS ORDER NO. 2-53

ADMINISTRATION

HEADQUARTERS
TASK GROUP 7.4, PROVISIONAL
Kirtland Air Force Base, New Mexico
6 October 1953, 1800 T

1. GENERAL RESPONSIBILITIES:

a. The Commander of the Air Force Special Weapons Center detachment will designate a Headquarters Commandant and an acting First Sergeant for the combined task organization upon arrival at San Diego Naval Air Station. The Headquarters Commandant will be responsible for the following:

(1) Establish an orderly room in Building G (enlisted mens barracks) and administer all matters pertaining to billeting, messing, sick call, daily policing of barracks and area, charge of quarters, etc., for all airmen of the combined task organization.

(2) Establish and maintain a locator file, containing name, rank, building number, room number and telephone number of all officers assigned to the combined task organization.

(3) Establish and maintain a locator card system containing name, grade or title, building number, room number and telephone number of all military and civilian VIP's visiting the San Diego Naval Air Station for the purpose of observing the rehearsal.

(4) Establish and maintain a similar locator card system for all airmen personnel of the combined task organization.

2. FACILITIES:

a. The Naval Air Station will provide the following facilities:

(1) Quarters and mess for all officers and civilians of the combined task organization.

(2) Quarters and mess for all airmen of the combined task organization.

(3) Aircraft parking space for all aircraft of the combined task organization. (See Annex C for parking plan).

(4) Space in tower operations building number 516 for AOC.

(5) Space in tower operations building number 516 for briefing room.

(6) Space in building 503 for pilots lounge and ready room.

(7) Two (2) line shacks in the aircraft parking area for storage and security of task organization tool kits, spare parts, etc.

3. SUPPLY:

a. The Naval Air Station will provide POL, oxygen, hydraulic fluid, alcohol, distilled water, in accordance with the requirements established by the combined task organization.

b. Each detachment of the task organization will bring from their home station a small kit (en route maintenance kit) of aircraft spare parts and expendable supplies which they anticipate may be required to maintain their aircraft during the period of the rehearsal.

c. The Director of Materiel, Task Group 7.4, will establish an office at the San Diego Naval Air Station and will be responsible for handling all AOCP or emergency requirements of the combined task organization.

4. EQUIPMENT:

a. The Naval Air Station will furnish all aircraft ground handling equipment in accordance with the requirements established for the combined task organization.

b. Each detachment of the task organization will bring their own tool kits, special tools, etc., required to maintain their aircraft during the period of the rehearsal.

c. Each detachment of the task organization will bring equipment peculiar to their aircraft, such as, B-36 tow bars, B-36 ground power units, etc., except as indicated in subparagraph e below.

d. Each detachment will bring all required over-water survival equipment required for their aircraft. In this connection, no flying clothing and equipment of any nature will be available for issue to task organization personnel.

e. The Director of Materiel, TG 7.4 will preposition at the San Diego Naval Air Station, one (1) B-47 aircraft tow bar, one (1) C-26 ground power unit and one (1) "K Cart".

5. MAINTENANCE:

a. Each detachment of the task organization will provide sufficient maintenance personnel to accomplish all required maintenance on their aircraft during the period of the rehearsal.

b. Each detachment of the task organization will insure that their aircraft arrive at the San Diego Naval Air Station with sufficient flying time available to complete scheduled missions and return to their home stations prior to the next intermediate or major periodic inspection becoming due.

c. The authority to sign the exceptional release (block 17, part 2, AF Form 1) covering a red dash condition on any aircraft of the combined task organization, while at the San Diego Naval Air Station, is delegated only to the Director of Materiel, TG 7.4.

d. Field maintenance support from the Naval Air Station shops will be available only on an emergency basis. All requirements for field maintenance support will be submitted to the Director of Materiel, TG 7.4.

6. ACCOUNTING FOR SUPPLIES AND EQUIPMENT:

a. The authority to sign for or authorize appropriate Naval Air activities to issue supplies or perform services on a reimburseable basis or loan equipment to task organizations, is delegated only to Major Gorden R. Fulton, Staff Maintenance Officer, Headquarters, TG 7.4. All requests for Navy supplies, services, or equipment will be directed to this officer and under no circumstances will individuals of the task organization contact Naval activities direct.

b. A system of hand receipts will be established by the office of the Director of Materiel, TG 7.4 to maintain positive control and accountability for all Naval equipment loaded to activities of the task organization.

c. All issue documents governing the issue of supplies or services by the Navy and requiring reimbursement by the Air Force, will be annotated in such a way as to identify the task organization.

d. A priced copy of all issue documents will be furnished the office of the Director of Materiel, TG 7.4 simultaneously with the issue.

7. FUNDING:

a. All travel, temporary duty and transportation costs to and from the San Diego Naval Air Station will be borne by Headquarters, AFSWC.

b. Toll charges for all long distance telephone calls made by task organization personnel or authorized by task organization personnel, will be borne by Headquarters, AFSWC. The authority to make or authorize long distance calls will be delegated to a limited number of personnel in writing by the Commander, TG 7.4.

c. The funding for such local purchase of supplies and equipment determined essential to the rehearsal, will be accomplished by AFSWC funds available for this purpose. The Director of Materiel, TG 7.4, is delegated as the only certifying authority for the emergency local purchase of supplies and equipment to be funded from AFSWC funds.

d. Reimbursement for aircraft fuels and lubricants will be processed through AFSWC to Headquarters, Middletown Air Force Depot, Olmstead AFB, Middletown, Pa., in accordance with existing regulations governing cross-servicing agreements.

e. Reimbursement for rations of airmen will be on a similar basis by number of meals consumed, in accordance with existing regulations governing cross-servicing agreements.

f. Fund citation for participating organizations will be transmitted as soon as notification is received.

8. PERSONNEL AND ADMINISTRATION:

a. STRENGTH ACCOUNTABILITY: The strength accountability for all personnel placed on temporary duty at the San Diego Naval Air Station, California, will remain with the organization of permanent assignment.

b. LEAVES AND PASSES: Leaves and passes will be granted only under emergency conditions.

c. FLYING EVALUATION BOARDS: Flying Evaluation Boards will be appointed as is deemed necessary by the Commander, Task Group 7.4, Provisional, under the provisions of AFB 36-57.

d. CASUALTY REPORTING: Each Unit Commander will render casualty reports under the provisions of AFR 30-11 and furnish an information copy of the report to the Commander, Task Group 7.4, Provisional, Kirtland Air Force Base, New Mexico.

e. PAY: All personnel will be paid by their respective parent organizations.

f. MEDICAL: All personnel requiring medical attention will be treated by the Naval Air Station Infirmary in Building 14.

g. UNIFORM:

(1) Summer uniforms will be worn until 1 November 1953. Effective that date, winter uniforms will be worn by all personnel remaining at the Naval Air Station.-

(2) The fatigue uniform will be worn by those personnel requiring to wear same during normal working hours only.

(3) Commissioned Officers, Warrant Officers, and Master Sergeants may wear civilian clothing on the station when not on duty. Other enlisted personnel are not permitted to wear civilian clothing on the Naval Air Station.

h. SPECIAL SERVICES: The Naval Air Station Special Services Office will furnish facilities which are ordinarily available on any Air Force Base. (Note: A listing of all facilities will be given to personnel participating in this operation.)

i. RELIGIOUS SERVICES: The Naval Air Station will furnish Chaplain's services. Religious services in the Station Chapel are scheduled at the following hours each Sunday: 0845 and 1200 - Catholic; 1000 Protestant.

j. POST EXCHANGE: Adequate Exchange service will be furnished by the Naval Air Station to all Air Force personnel upon proper identification.

k. LEGAL JURISDICTION: Parent units will exercise Courts Martial jurisdiction.

9. LOGISTICAL AND OTHER ADMINISTRATIVE REPORTS:

a. Reports will be submitted as directed by Commander, TG 7.4 as the need arises.

10. MISCELLANEOUS:

a. Bedding -- Each detachment commander of the task organization will insure that each airman proceeding to San Diego Naval Air Station is issued the following prior to departure from his home station:

(1) Two (2) blankets, two (2) sheets and one (1) pillow case.

b. Wall Lockers -- Wall lockers will be available for all airmen's personal items of military clothing except Master Sergeants who may also have civilian clothing and it is recommended that each airman bring his own pad lock for the security of his personal clothing and equipment.

c. Schedule of Arrival at the San Diego Naval Air Station -- See Appendix 1 to Annex J for schedule of personnel arrival dates.

HOWELL M. ESTES, JR.
Brigadier General, U. S. A. F.
Commander

APPENDICES:

1. Unit Personnel Arrival Dates

OFFICIAL:

RAY M. HAWLEY
Colonel, USAF
Director of Materiel

CONFIDENTIAL

APPENDIX 1
TO
ANNEX J
TO
OPERATIONS ORDER NO. 2-53

UNIT PERSONNEL ARRIVAL DATES

HEADQUARTERS
TASK GROUP 7.4, PROVISIONAL
Kirtland Air Force Base, New Mexico
6 October 1953 1800 T

On Site M-6
(21 Oct 53)

UNIT	OFFICERS	AIRMEN
Hq Task Group 7.4	10	3
4926th Test Sq (S)	9	8
Test Services Unit (MATS)	4	0
WADC	1	0
Sub Total	24	11

On Site M-3
(24 Oct 53)

UNIT	OFFICERS	AIRMEN
Hq Task Group 7.4	7	0
Test Aircraft Unit		
4926th	34	18
SAC (8th AF)	22	43
Test Services Unit		
Air Rescue Service	6	8
Air Weather Service	5	7
Photo Detachment	9	15
WADC	17	0
Task Group 7.1 (Info Only)	6	0
Sub Total	106	91
Grand Total	130	102

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SECURITY INFORMATION

RESTRICTED

Annex K

In 2 pages

ANNEX K

TO

OPERATIONS ORDER NO. 2-53

SECURITY

RESTRICTED

SECURITY INFORMATION

RESTRICTED

ANNEX K
TO
OPERATIONS ORDER NO. 2-53

SECURITY

HEADQUARTERS
TASK GROUP 7.4, PROVISIONAL
Kirtland Air Force Base, New Mexico
6 October 1953, 1800T

1. SECURITY POLICY:

a. Participation by any organization in the forthcoming Exercise (nickname) "TIGER CAT" is Restricted. Personnel orders will reflect only TDY status and will be worded in such a manner as to avoid classification above "Restricted". Each individual is responsible for the security of the exercise and will be governed by provisions of Air Force Regulation 205-1, "Safeguarding Military Information", and such other special security directives as may be published pertinent to this Exercise.

2. RESPONSIBILITY:

a. The Commander, Task Group 7.4 will be responsible for military security measures concerned with Exercise "TIGER CAT" and will effect such coordination with participating agencies or services as to insure a thoroughly integrated and coordinated program to include:

(1) Clearance requirements.

(2) Visitor reception and control.

(3) Badge production and issue (as applicable).

(4) Clearance and visit confirmation.

(5) Identification surveillance.

(6) Security personnel forces (in conjunction with participating services).

(7) Methods of safeguarding classified military information.

(8) Such other security measures as will insure the strict yet expeditious enforcement of applicable security directives and agreements.

3. SECURITY CRITERIA:

a. The following criteria will apply generally to all concerned with Exercise "TIGER CAT".

(1) Personnel Clearance: As determined by specific duty to be performed, each individual assigned to this Exercise or attached for duty will be investigated and cleared within the provisions of Air Force Regulation 205-6, "Personnel Security Investigations", or be considered a good security risk by the Commander of the organization, whichever may be applicable.

(2) Identification: Identification of personnel will be established by central clearance verification, access lists, and badge issue. Distinctive and separate badges will be issued to authorized visitors identifying them as non-assigned personnel.

[redacted] INFORMATION

4. SECURITY INFORMATION:

a. The safeguarding of all classified matter requires the strict and continued protection of oral, written and visual information concerning classified matter, as well as meticulous methods of manually processing such information and material to assure complete security. The handling and processing of classified matter will be confined to the minimum number of personnel consistent with effective prosecution of duties.

b. Each individual shall exercise the greatest care to avoid discussion of classified information in telephone conversations or within hearing of persons unauthorized to receive such information, and also to prevent inspection of or access to classified matter by unauthorized personnel.

c. Classified documents will be plainly and conspicuously marked or stamped in accordance with provisions of Air Force Regulation 205-1, dated 24 July 1953. Report of loss or compromise will be in accordance with paragraph 15, AFR 205-1.

d. Handling and transmission of classified matter will be in accordance with Section III, AFR 205-1.

e. Storage of classified information will be in accordance with paragraph 8, AFR 205-1.

f. Disposal of waste and authorized destruction of classified material will be in accordance with paragraph 9, AFR 205-1.

g. Physical security measures shall be individually determined with a view towards the establishment of "Exclusion Areas" with adequate protection of locations against unauthorized entry in order to provide the highest possible security by means of fencing, barriers, locks, screening, alarm devices, access lists, badge systems, etc.

h. Communications Security . . .. See ANNEX "H".

5. SECURITY GUARDS:

a. San Diego Naval Air Station will provide a maximum of eight (8) security guards during required hours from M-3 days through M-1 day.

b. These guards will be those normally charged with guarding classified Navy aircraft, but will not necessarily have security clearances.

c. The following will be placed under security control:

(1) Air Operation Center (AOC).

(2) Classified Aircraft.

(3) Conference room, during briefing prior to Exercise and debriefing succeeding the Exercise.

6. PUBLIC INFORMATION:

a. In accordance with established agreement between the Commander, Task Group 7.4 and COMAIRPAC there is to be no association with Exercise "TIGER CAT" and any other specific or hypothetical test, operation or exercise stateside or overseas, or any activity in relation to the Atomic Energy Program.

b. No press releases will be made by this headquarters or subordinate units. Only public information releases will be made by COMAIRPAC.

HOWELL M. ESTES, JR.
Brigadier General, U. S. A. F.
Commander

OFFICIAL:

WILLIAM R. HANNA
Lt Colonel, USAF
Personnel Security Officer

ANNEX L

In 5 Pages

~~CONFIDENTIAL~~
SECURITY INFORMATION

ANNEX L

TO

OPERATIONS ORDER NO. 2-53

JOINT TIGER/CAT AGREEMENTS

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ANNEX L
TO
OPERATIONS ORDER NO. 2-53
JOINT TIGER/CAT AGREEMENTS

1. The following agreements between interested U.S. Air Force and U.S. Navy agencies pertaining to TIGER/CAT were reached at a joint conference held on 22 Sep 1953 at San Diego Naval Air Station.

a. Operations:

(1) Air Force aircraft will arrive and depart San Diego Naval Air Station at times and on dates specified in Annex B to Task Group 7.4 Operations Order No. 2-53, a copy of which has been provided the Commander, San Diego Naval Air Station.

(2) San Diego Naval Air Station will make available to Task Group 7.4 all facilities required for aircraft operations from 0600 hours to 1800 hours on Mission Day which is 27 October 1953, weather permitting, with 28 October 1953 as alternate. If a rerun is scheduled, it will be held on M plus 3 days.

(3) Fleet Weather Central, San Diego Branch, will provide Task Group 7.4 with weather services as required, including briefings, current weather information and forecasts.

(4) A Task Group 7.4 Operations Officer will assist the San Diego Naval Air Station Tower Operator in an advisory capacity in controlling mission take offs and landings of Air Force aircraft.

(5) All Air Force pilots will comply with San Diego Naval Air Station flying regulations.

(6) San Diego Naval Air Station will coordinate traffic so as to insure that TIGER/CAT aircraft meet all take off and landing schedules.

(7) COMAIRPAC will coordinate the operation with all agencies having jurisdiction over warning, danger and operating areas affected by the operation and secure necessary clearances to operate in these areas. The operational area limits are defined as:

(a) A ten (10) mile wide corridor, the center of which is a direct line between San Diego Naval Air Station and the northern tip of San Clemente Island and a forty (40) mile wide corridor the center of which is a direct line between the northern tip of San Clemente Island and the San Nicholas Island Airfield and a point 35 degrees, 18 minutes North and 122 degrees, 20 minutes West. The operation will be conducted within these corridors from 0600 hours until 1800 hours on Mission Day at altitudes of 10,000 to 45,000 feet.

SECURITY INFORMATION

(b) A fifty (50) mile circle around San Nicholas Island from 0600 hours until 1000 hours on Mission Day at altitudes of 10,000 to 45,000 feet.

(8) Task Group 7.4 planning personnel will arrive San Diego Naval Air Station on 21 October 1953 to coordinate final details with Naval Air Station representatives.

(9) Aircraft participating in TIGER/CAT are authorized by Western Air Defense Force to operate freely and without making ADIZ reports in the areas and at times and altitudes specified in paragraph 7, above.

(10) WADF, the Naval Missile Test Center and other concerned agencies will be given detailed flight plans on all TIGER/CAT aircraft by Task Group 7.4. A conference will be scheduled in the near future to draw up a communications plan to insure coordination of this operation during its execution with all concerned agencies.

b. Communications:

(1) The San Diego Naval Air Station will furnish and install the following communications equipment for use by the Air Operations Center (AOC), located on the third floor of Building 516:

(a) Two (2) channels of VHF radio.

(b) One (1) channel of HF radio suitable for voice transmission and reception.

(c) One (1) hot-line telephone between the AOC and the pilot reading room.

(d) One (1) hot-line telephone from the AOC to the control tower.

(e) One (1) telephone connected to the Station Telephone Exchange.

(f) One (1) hot-line telephone between the AOC and the VIP briefing room, tentatively to be located on the first floor of Building 516.

(2) The San Diego Naval Air Station will provide necessary maintenance personnel to insure that facilities listed in sub paragraph (1), above, are operational for the period of use by the tenant agency.

(3) COMELEVEN will provide the following frequencies for the operation:

(a) Five (5) VHF frequencies suitable for contact between Air Force aircraft and the USS ESTES and/or AOC.

(b) Sufficient HF frequencies to insure communications between the USS ESTES and the AOC during the period of operation.

c. Security: ~~CONFIDENTIAL~~

(1) San Diego Naval Air Station will provide a maximum of eight (8) security guards during required hours from H minus 3 days through H plus 1 day. These guards will be those normally charged with guarding Navy aircraft but will not necessarily have security clearances.

d. Logistics:

(1) San Diego Naval Air Station will:

(a) Provide quarters and messing facilities for approximately 150 officers.

(b) Provide quarters and messing facilities for approximately 100 airmen (designate barracks number and mess).

(c) Provide aircraft parking space for TG 7.4 aircraft.

(d) Provide three (3) line shacks in parking area for storage and security of TG 7.4 tool kits, supplies and equipment, and a reading room for approximately 75 pilots.

(e) Provide refueling service as required for all TG 7.4 aircraft.

(f) Provide oxygen, hydraulic fluid, alcohol, distilled water, etc., in accordance with list of requirements furnished.

(g) Provide vehicles, ground handling and maintenance equipment in accordance with list of requirements furnished.

(h) Provide maintenance assistance, local manufacture or repair of aircraft under emergency conditions as requested by Director of Materiel, TG 7.4.

(i) Accomplish local purchase of any supplies, services, or equipment requested by the Director of Materiel, TG 7.4 as emergency requirement.

(j) Provide priced copies of all issue documents covering issue of all supplies, services and equipment to TG 7.4 personnel simultaneously with the issue.

(k) Authorize joint use of designated recreational facilities.

2. Representatives of organizations formulating the above agreements are listed below.

~~CONFIDENTIAL~~

~~SECURITY INFORMATION~~

[redacted]

ORGANIZATION	NAME
JTF-7	COL. W. S. COWART
	COL. F. C. BOWEN
	CDR. J. L. HALL
	LT. COL. R. A. HOUSE
	LT. COL. E. W. HUBBARD
	MAJOR W. R. BLAKE
	CDR. L. J. TINCHER
	AGC R. D. ACKERMAN
TASK GROUP 7.1	LT O. A. ROBERTS
	LT. D. O. COCHRANE
TASK GROUP 7.3	LCDR J. B. JOHNSON, JR.
TASK GROUP 7.4	BRIG. GEN H. M. ESTES
	COL. E. W. KESLING
	COL. R. H. HAWLEY
	LT. COL. H. B. ALLEN
	LT. COL. D. F. HARBOUR
	LT. COL. P. H. FACKLER
	LT. COL. B. E. FORREST
	LT. COL. R. S. NUGENT
	LT. COL. J. A. WATKINS
	MAJ. G. R. FULTON
	MAJ. J. M. HALL, JR.
	MAJ. J. T. COHN
	CAPT. M. POLAKOF
	CAPT. C. F. BICKHAM
	CAPT. W. HAKI
	MAJ. G. MCDOWELL
COMAIRPAC	CAPT. E. T. SANDS
	LCDR R. C. BARTON
CODE 90	CDR C. V. JOHNSON
	LCDR A. L. LEWIS
COMAIRPAC	CDR W. L. SAMPSON
COM 11	CDR R. Q. RANKIN
COMNAVS 11/12	CDR L. I. HIRD
NAS SAN DIEGO	CAPT. WALTER F. RODEE
	CDR PAGE KNIGHT
	CDR R. D. COX, JR.
	LT J. B. JEFFERIES
	LT V. T. KUBINA
	LCDR J. D. SMITH
	LCDR J. J. SCHEELA
	LT BOONE
USS ESTES	CAPT J. M. WATERHOUSE
	CDR J. H. MCLAIN
	LCDR D. O. VAN ORDEN
	LT H. R. MC CREERY
	LT C. E. PREBLE
	LT J. S. SAVILLE
	LT. R. K. THORNTON
	LT J. HOWARD
NAVMISTESTCEN	CDR D. J. VALSEY

[redacted]

[redacted]

MATS	MAJ V. P. MEAGHER MAJ W. E. WINSTON MAJ. A. L. CRUMPTON
SAC	LT. COL. CLAY THOMPSON M/SGT STILES
WADF	LT. COL. J. M. WINKLER
WADC	COVERT, R. B.

HOWELL M. ESTES, JR
Brigadier General, U. S. A. F.
Commander

OFFICIAL:

Paul H. Fackler

PAUL H. FACKLER
Lt Colonel, USAF
Director of Operation

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CONFIDENTIAL
SECURITY INFORMATION

~~RESTRICTED~~ Annex M

In 1 page

ANNEX M

TO

OPERATIONS ORDER NO. 2-53

DANGER AREAS

TASK GROUP 7.4
OPRS ORDER NO. 2 53
ANNEX M

~~RESTRICTED~~
~~SECURITY~~ INFORMATION

RESTRICTED

ANNEX M
TO
OPERATIONS ORDER NO. 2-53
DANGER AREAS

HEADQUARTERS
TASK GROUP 7.4, PROVISIONAL
Kirtland Air Force Base, New Mexico
6 October 1953, 1800 T

1. All aircraft arriving San Diego NAS will approach the station on the appropriate airway, except during exercise operations.

2. All danger areas indicated in the radio facilities chart will be carefully avoided, except that during the actual exercise prescribed air corridors will be used.

3. Aircraft will not fly over Point Loma, the City of Coronado, or the Naval Amphibious Training Base below 1500 feet altitude.

4. All pilots will familiarize themselves with the provisions of the San Diego NAS Operations Manual prior to exercise operations.

5. All aircraft departing San Diego will depart the station on the appropriate airway, except during exercise operations.