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ABBREVIATED JOINT MESSAGEFORM
and/or CONTINUATION SHEET

SECRET

PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
ACTION	RAY W. SCHRECENGOST JR	LLOYD D. WHITNEY	
INFO	LTCOL, USAF, DDCO	MAJ, USAF, DDCOM	

SECRET JAN 68 CITE [redacted] 2324

1-SIGCEN 25X1
1-CMDR
1-DCO 25X1
1-DCOM

IMMEDIATE [redacted]

REF: [redacted], BX6847 25X1

FOR LTCOL TRENTMAN/MAJOR WHALEN

REQUEST VERIFICATION OF LINE NUMBERS 022 AND 052.

BOTH ARE CLIMBS TO 3.19 MACH. WIND IS THE SAME, TC IS ONLY 15 DEGREES DIFFERENT, BUT CLIMB DISTANCE IS 80 NM DIFFERENT.

E O M

25 YEAR RE-REVIEW

CONTROL NO.	TOR/TOD	PAGE NO.	NO. OF PAGES	MESSAGE IDENTIFICATION	INITIALS
		1	1		

REGRADING INSTRUCTIONS

SECURITY CLASSIFICATION

SECRET

DD FORM 1 173-1 REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

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ABBREVIATED JOINT MESSAGE FORM
and/or CONTINUATION SHEET

SECRET

PRECEDENCE	RELEASED BY	DRAFTED BY	PHONE
ACTION	RAY W. SCHRECENGOST JR	LLOYD D. WHITNEY	
INFO	LTCOL, USAF, DDCO	MAJ, USAF, DDCOM	

SECRET JAN 68 CITE [redacted] 2884 1-SIGCEN 25X1
1-CMDR
IMMEDIATE [redacted] 1-DCO 25X1
1-DCOM
REF: [redacted], BX6847 25X1

FOR LTCOL TRENTMAN/MAJOR WHALEN

REQUEST VERIFICATION OF LINE NUMBERS 022 AND 052.

BOTH ARE CLIMBS TO 3.19 MACH. WIND IS THE SAME, TC IS ONLY 15 DEGREES DIFFERENT, BUT CLIMB DISTANCE IS 80 NM DIFFERENT.

E O M

CONTROL NO.	TOR/TOD	PAGE NO.	NO. OF PAGES	MESSAGE IDENTIFICATION	INITIALS
		1	1		

REGRADING INSTRUCTIONS | SECURITY CLASSIFICATION SECRET

DD FORM 1 NOV 63 173-1 REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

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DOCM

NNNNZCZC606ZCZCA208

148/242350Z ZFF-1 ZP[redacted] 25X1

BT

XXXXX

[redacted] 039 25X1

T O P S E C R E T 242346Z JAN 68 CITE [redacted] 7317 25X1

IMMEDIATE [redacted] 25X1

[redacted] 25X1

REF BX 6847

EXPOSURE SETTINGS CONTAINED IN R-81 WILL

BE ADJUSTED BY [redacted] X AT APPROX H-12. 25X1

T O P S E C R E T

BT

NNNN

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1011
1411
1455

1:35
1:31
2
3.2 1:05
1:53
45
98
1:38
1:42 above 3.0
27
1:43
70
1:10

RGR TF

TEX

PLEASE PASS TO COLAMUNDSON QUERY JACK AT DEBRIEF AS TO WHETHER HE COULD DETERMINE GROUND COVER ON EACH AP PASS SPECIFICALLY WE ARE INTERESTED AS THE NEW CAMERA SETTINGS WE GAM GAVE YOU WERE BASED ON LATER WECEN DATA IF HE COULD DETECT SNOW OR NO COVER WOULD BE PRIMARILY THE INFO THAT WE ARE INTERESTED IN

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ice in bays & rivers
not much snow
brown overcast

is addition to [redacted] 25X1
para H. Pilot reported
ice in bays and
rivers but little
snow. Country had
a brown appearance
rather than white.

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27 JAN 68 06 34Z

HDFXBKEAX MR

UDYGVONL311!":":782EIA062ALA876 YKA313

OO RUEIWW RUEIWF

DE RUALYK 154 0270515

ZNY XXXXX

O 270500Z ZFF1

BT

XXXXX

TO BE PROCESSED BY SPECIAL DESIGNEES ONLY

OPCEN 286 [redacted] 0121 [redacted] 063 25X1

ILLEGIB OPCEN PASS [redacted]

2705002 JAN

T O P S E C R E T [redacted], 68 CITE [redacted] 0079 25X1

IMMEDIATE [redacted] CABLE INFO IMMED [redacted] 25X1

[redacted] 122 25X1

A. BX6847

B. FILM EVALUATION REPORT

C. TYPE IC

D. FULTRON [redacted] 261/ XMX578/47 SEC/86 DEGREES F

E. 2.61/2.67 T.26 T.27

F. 3404/404-2-10-7

G. (1) GOOD

(2) GOOD

(3) HIGH

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(5) OPERATIONAL

(6) NORMAL

(7) 10 PERCENT OVER LAND 40 PERCENT OVER WATER

H. O.N. DISPOSITION TO E.K. THREE DUPE POS TO NATIONAL CUSTOMERS. SEVEN DUPE POS AND 1 DUPE NEG TO THEATRE CUSTOMERS. NORMAL STARTUP AND SHUT DOWN. MINUS DENSITY LINES WERE NOTED IN ALL FWD FRAMES 8" FROM LEADING EDGE AND 1 1/4" FROM TRAILING EDGE. A MINUS DENSITY LINE WAS OBSERVED IN ALL AFT FRAMES 2 1/4" FROM THE LEADING

25X1

EDGE AND EXTREMELY FINE PLUS DENSITY SCRATCH OCCURED 5/8" FROM LEADING EDEG INTERMITTENLY THROUGHOUT THE MISSION. DATA CHAMBERS WERE COCKED APPROXIMATELY 5 DEGREES TO LEFT OF PERPENDICULAR IN ALL FRAMES, CAUSING SOME DATA CHAMEBRS TO ENTER IMAGE AREA. EXCESSIVE BLURRING CAUSED BY CAGEING APPAPENT IN FRAMES 1247 TO 1265. FRAMES 1 THRU 4 TITLING IN IMAGE AREA. FRAMES 327 AND 328 HANDLING MARKS. FRAME 435 PINHOLES. MINUS DENSITY LINE 3/4" FROM TRAILING EDGE. OVERLAP IN FRAMES 1001 THRU 1036. DATA RECORDING CHAMBER DOUBLE EXPOSED ON 1023 AND 1024. 1355 THRU 1364 SHUTDOWN FACTORY SPLICE FRAME 1240. FRAME 1241 TRACKED OFF ON TRAILING EDGE.

T O P S E C R E T

BT

DCOM

NNNN

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Page Denied

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R-76 PR1

25X1

001 MISSION IDENT NKOREA
002 COMPUTER RUN DATE 24 JAN 68
004 MSN/RTE START TIME 1 HR 10 MIN ZUL
005 TURN RADIUS DATA 30.0 DEGREES BANK
006 TAKE-OFF WEIGHT 105700 LBS
007 DEPARTURE PT 2621N 12746E

008 BS NORTH KOREA CUSTOM
009 THIS IS A BX6847 MESSAGE
010 THIS IS A MESSAGE
011 FLIGHT PLAN FOR PRIMARY AIRCRAFT.
012 THIS ROUTE USES DEEP WORK AND SCOPE HEAT AR TRACKS.

013 014	RLSG	END LAT	SEGMENT LONG	FC	TC	WIND DIR/VEL	DFT COR	TH	VAR	MH	AIR TEMP	END ALT PRS/TRU	MACH	PC AB	KEAS	TAS	GND SPD	GND DST
015	AA01	2751.0N	12743.6E	CL	359	262/056	-08	351	+02	353	-04	300/304	0.65	0	330	415	422	90
01/10 016	AB01	3000.0N	12740.0E	CR	359	268/156	-19	340	+03	343	-37	300/304	0.80	0	292	479	480	129
017	AC01	3040.0N	12740.0E	AR	360	268/156	-19	341	+03	344	-37	300/304	0.80	0	292	479	483	40
018	XA01	2651.0N	12747.2E	CC	178	268/156	+18	196	+03	199	-37	346/362	0.85	100	298	509	507	229
019	XB01	2622.0N	12748.0E	DS	179	265/115	+12	191	+02	193	-25	200/207	0.88	0	348	540	532	29
02 020	AD01	3210.0N	12740.0E	AR	360	268/156	-19	341	+03	344	-37	300/304	0.80	0	292	479	483	90
021																		
022	PA01	3523.8N	12432.9E	CL	321	264/099	-05	316	+04	320	-63	793/785	1.86	0	371	1050	996	249
023	PB01	3605.0N	12350.5E	CC	320	246/031	-01	319	+05	324	-59	803/796	3.19	100	347	1818	1808	54
03 024	INS TURN POINT	3730.0N	12220.0E	ROLL IN	111.7 NM PRIOR													
025	PB02	3814.6N	12429.8E	CC	067	246/031	+00	067	+05	072	-59	813/805	3.19	100	339	1818	1842	155
026	PC01	3928.3N	12828.7E	CC	068	227/019	+00	068	+06	074	-59	825/819	3.19	100	331	1818	1829	200
027	PC02	4002.0N	13031.0E	CC	070	219/018	+00	070	+07	077	-57	824/818	3.19	100	329	1826	1835	100
028	PD01	4016.0N	13123.0E	CC	071	219/018	+00	071	+07	078	-57	776/766	3.19	60	346	1826	1834	42
04 029	INS TURN POINT	4058.9N	13415.1E	ROLL IN	137.4 NM PRIOR													
05 030	INS TURN POINT	3626.9N	13323.7E	ROLL IN	137.4 NM PRIOR													
031	PD02	3742.4N	13059.7E	CC	303	254/022	-01	302	+06	308	-58	792/783	3.19	60	362	1822	1801	348
032	PE01	3821.4N	12941.0E	CC	302	219/018	-01	301	+06	307	-57	793/784	3.19	60	354	1826	1817	73

****** T O P S E C R E T ******

25X1

001
002
003
004
005
006
007
007 DTG 219 MIN T/O FUEL 25.2
008
009
010
011
012

013 014	DTG	ACCUM DIST RTE-MISSION		SEG TIME	ACCUM TIME ROUTE	ACCUM TIME MISSION	ETA	LB/HR P/ENG	GROSS WGT	FUEL REM	MFR	SUN ANG	ZN	ZN/ MIN	RB	COMMENT
015	129	90	90	12.8	0+12.8	0+12.8	0122.8Z	17.6	98200	42.5	17.7	32	140	0.3	149	LEVEL
016	130	219	219	16.1	0+29.0	0+29.0	0139.0Z	7.9	93952	38.1	14.4	33	145	0.3	165	ARCP
017	90	259	259	05.0	0+33.9	0+33.9	0143.9Z	7.0	92782	37.1	13.2	33	146	0.3	165	FUEL DECSN
018	29	489	489	27.1	0+27.1	1+01.0	0211.0Z	7.5	86020	30.3	8.0	39	152	0.3	316	TO KADENA
019	0	518	518	03.3	0+30.4	1+04.3	0214.3Z	4.3	85550	29.8	7.5	40	153	0.3	322	KADENA
020	414	349	349	11.2	0+45.1	0+45.1	0155.1Z	15.4	87032	31.3	7.5	33	150	0.3	169	END AR
021	END AIR REFUEL - ONLOAD 35967 POUNDS.								123000	67.3	64.0	MOR TO CONTINUE 32618 LBS.				
022	165	249	598	15.0	0+15.0	1+00.1	0210.1Z	41.4	102300	46.6	43.3	30	151	0.3	195	STAY MAX AB
023	111	303	652	01.8	0+16.8	1+01.9	0211.9Z	24.9	100805	45.1	41.8	30	151	0.3	192	03
024																
025	479	457	807	05.0	0+21.8	1+06.9	0216.9Z	29.1	95962	40.3	37.2	28	153	0.3	86	PASS 1
026	279	657	1007	06.6	0+28.4	1+13.5	0223.5Z	23.0	90909	35.2	32.3	29	160	0.3	92	
027	179	757	1106	03.3	0+31.6	1+16.7	0226.7Z	22.3	88458	32.8	29.9	29	163	0.3	93	
028	137	799	1149	01.4	0+33.0	1+18.1	0228.1Z	16.1	87706	32.0	29.2	29	164	0.3	93	
029																04 05
030																
031	114	1147	1497	11.6	0+44.6	1+29.7	0239.7Z	17.8	80826	25.1	22.5	32	166	0.3	224	
032	41	1220	1570	02.4	0+47.0	1+32.1	0242.1Z	15.0	79624	23.9	21.4	31	166	0.3	225	06

****** T O P S E C R E T ******

033 034	RLSG	END LAT	SEGMENT LONG	FC	TC	WIND DIR/VEL	DFT COR	TH	VAR	MH	AIR TEMP	END ALT PRS/TRU	MACH	PC AB	KEAS	TAS	GND SPD	GND DST
06 035	INS TURN POINT	3843.0N	12856.0E	ROLL IN	41.2 NM PRIOR													
036	PE02	3828.1N	12806.6E	CC	249	219/018	+00	249	+06	255	-57	797/789	3.19	60	351	1826	1804	77
037	PF01	3714.2N	12420.6E	CC	248	227/020	+00	248	+06	254	-59	806/799	3.19	60	343	1818	1792	193
07 038	INS TURN POINT	3640.0N	12245.0E	ROLL IN	83.7 NM PRIOR													
039	PF02	3524.4N	12329.7E	CC	155	246/032	+01	156	+05	161	-59	812/805	3.19	60	338	1818	1812	131
040	PG01	3156.7N	12524.8E	CC	155	246/032	+01	156	+04	160	-59	820/817	3.10	60	324	1767	1760	229
041	PH01	2818.4N	12716.0E	DS	156	258/092	+04	160	+03	163	-70	290/293	2.12	0	408	1177	1193	239
08/5 042	PI01	2800.0N	12725.0E	CH	157	263/132	+13	170	+02	172	-38	300/303	0.88	0	324	525	562	20
043	PJ01	2722.0N	12742.0E	AR	158	268/156	+16	174	+02	176	-37	300/313	0.80	0	292	479	530	41
044	XA01	2650.9N	12745.2E	CC	175	265/128	+14	189	+02	191	-30	360/377	0.85	100	298	516	516	31
045	XB01	2622.0N	12748.0E	DS	175	265/119	+13	188	+02	190	-26	200/207	0.88	0	343	539	538	29
09/10 046	PK01	2718.0N	12744.0E	AR	156	265/128	+13	169	+03	172	-30	300/313	0.80	0	297	486	527	4
047	INS TURN POINT	2710.6N	12747.7E	ROLL IN	8.1 NM PRIOR													
048	INS TURN POINT	2706.1N	12730.3E	ROLL IN	8.1 NM PRIOR													
049	PK02	2714.1N	12728.9E	AR	351	265/128	-16	335	+02	337	-30	300/312	0.80	0	297	486	477	24
10 050	PL01	3000.0N	12700.0E	AR	351	263/138	-17	334	+02	336	-39	300/303	0.80	0	291	477	472	168
051																		
052	QA01	3501.3N	12423.3E	CL	336	264/098	-05	331	+04	335	-63	798/790	2.00	0	397	1129	1099	329
053	QB01	3704.1N	12313.3E	CC	335	246/031	-01	334	+05	339	-59	813/806	3.19	100	341	1818	1813	135
11 054	INS TURN POINT	3820.0N	12228.0E	ROLL IN	83.9 NM PRIOR													
055	QB02	3855.4N	12405.5E	CC	066	227/019	+00	066	+06	072	-59	822/814	3.19	100	332	1818	1829	132
056	QC01	4050.4N	13006.9E	CC	068	227/018	+00	068	+07	075	-58	836/831	3.19	100	325	1822	1832	300
057	QC02	4058.0N	13034.0E	CC	070	219/018	+00	070	+07	077	-56	831/825	3.19	100	323	1831	1839	22
12 058	INS TURN POINT	4119.5N	13153.3E	ROLL IN	63.5 NM PRIOR													
13 059	INS TURN POINT	3937.1N	13332.1E	ROLL IN	63.5 NM PRIOR													

****** T O P S E C R E T ******

033 034	DTG	ACCUM DIST RTE-MISSION		SEG TIME	ACCUM TIME ROUTE	ACCUM TIME MISSION	ETA	LB/HR P/ENG	GROSS WGT	FUEL REM	MFR	SUN ANG	ZN	ZN/ MIN	RB	COMMENT
035																
036	276	1297	1647	02.6	0+49.6	1+34.7	0244.7Z	16.5	78197	22.5	20.0	31	164	0.3	275	PASS 2
037	83	1490	1840	06.5	0+56.0	1+41.1	0251.1Z	13.8	75209	19.5	17.1	32	162	0.3	274	
038																07
039	487	1621	1970	04.3	1+00.4	1+45.5	0255.5Z	15.5	72984	17.3	14.9	34	162	0.3	006	REDUCE PWR
040	259	1850	2199	07.8	1+08.2	1+53.3	0303.3Z	12.5	69745	14.0	11.8	38	166	0.3	010	PR FR AR DS
041	20	2089	2438	12.0	1+20.2	2+05.3	0315.3Z	3.6	68300	12.6	10.3	42	171	0.3	011	BOTTOM OUT
042	53	2109	2458	02.1	1+22.3	2+07.4	0317.4Z	7.1	67800	12.1	9.8	43	172	0.3	002	ARCP 08
043	12	2150	2499	04.6	1+27.0	2+12.0	0322.0Z	7.6	66630	10.9	8.7	43	174	0.3	360	FUEL DECSN
044	29	2181	2530	03.6	0+03.6	2+15.7	0325.7Z	5.9	65923	10.2	8.0	44	175	0.3	346	TO KADENA
045	0	2210	2559	03.2	0+06.9	2+18.9	0328.9Z	4.4	65453	9.8	7.5	45	176	0.3	348	KADENA TACN
046	8	2154	2503	00.5	1+27.5	2+12.5	0322.5Z	1.9	66599	10.9	8.6	44	174	0.3	5	AR TRN PT
047																09
048																
049	167	2178	2527	03.0	1+30.5	2+15.6	0325.6Z	1.7	66430	10.7	8.5	44	174	0.3	199	
050	548	2346	2695	21.3	1+51.8	2+36.9	0346.9Z	14.8	55930	0.2	-2.0	41	180	0.3	206	END AR 10
051	END AIR REFUEL - ONLOAD 67070 POUNDS.								123000	67.3	59.9	MOR TO CONTINUE 59647 LBS.				
052	219	329	3024	18.0	0+18.0	2+54.9	0404.9Z	39.0	99600	43.9	36.5	36	183	0.3	212	STAY MAX AB
053	83	465	3160	04.5	0+22.5	2+59.4	0409.4Z	24.1	95983	40.3	33.1	34	183	0.3	209	
054																11
055	385	597	3292	04.3	0+26.8	3+03.7	0413.7Z	27.2	92083	36.4	29.6	32	185	0.3	119	PASS 3
056	85	897	3592	09.8	0+36.6	3+13.5	0423.5Z	22.1	84857	29.2	22.9	29	194	0.3	126	
057	63	918	3614	00.7	0+37.3	3+14.2	0424.2Z	22.3	84337	28.6	22.4	29	195	0.3	186	
058																12
059																13

****** T O P S E C R E T ******

060 061	RLSG	END LAT	SEGMENT LONG	FC	TC	WIND DIR/VEL	DFT COR	TH	VAR	MH	AIR TEMP	END ALT PRS/TRU	MACH	PC AB	KEAS	TAS	GND SPD	GND DST
062	QC03	3846.1N	13243.1E	CC	216	219/018	+00	216	+07	223	-56	847/844	3.19	100	319	1831	1805	219
063	QD01	3441.0N	12907.1E	CC	215	254/025	+01	216	+06	222	-56	807/800	3.10	60	318	1779	1752	300
064	QD02	3336.8N	12814.9E	CC	214	254/022	+00	214	+05	219	-57	811/805	3.10	60	330	1775	1751	77
14 065	INS TURN POINT	3318.0N	12800.0E	ROLL IN	22.5 NM PRIOR													
066	QD03	3255.5N	12759.3E	CC	181	254/022	+01	182	+04	186	-57	813/807	3.10	60	328	1775	1761	44
067	QE01	3052.0N	12755.5E	CC	181	270/039	+01	182	+03	185	-56	816/813	3.10	60	327	1779	1771	123
15 068	QF01	2622.0N	12748.0E	DS	181	263/121	+06	187	+03	190	-69	200/207	2.12	0	453	1180	1158	270

****** T O P S E C R E T ******

060 061	DTG	ACCUM DIST RTE-MISSION		SEG TIME	ACCUM TIME ROUTE	ACCUM TIME MISSION	ETA	LB/HR P/ENG	GROSS WGT	FUEL REM	MFR	SUN ANG	ZN	ZN/ MIN	RB	COMMENT
062	399	1137	3833	07.3	0+44.6	3+21.5	0431.5Z	23.8	78544	22.8	17.0	30	199	0.2	343	REDUCE PWR
063	99	1437	4133	10.3	0+54.9	3+31.8	0441.8Z	13.8	73800	18.1	12.7	34	199	0.3	343	
064	22	1515	4210	02.7	0+57.5	3+34.4	0444.4Z	12.8	72646	16.9	11.6	35	199	0.3	345	
065																14
066	393	1559	4254	01.5	0+59.0	3+35.9	0445.9Z	14.6	71918	16.2	10.9	36	199	0.3	17	PR FR DS HP
067	270	1682	4377	04.2	1+03.2	3+40.1	0450.1Z	12.8	70125	14.4	9.2	38	201	0.3	19	START DS PT
068	0	1953	4648	14.0	1+17.2	3+54.1	0504.1Z	3.7	68410	12.7	7.5	40	206	0.3	19	KADENA TACN 15

****** T O P S E C R E T ******

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