25X1A
Approved For Release 2000/05/31 : CIA-RDP89B00551R000600090002-4

[illegible], SORTIE NUMBER, [illegible] 11 April 1956 [redacted] 22 Mission A-1011 USCM PHOT NAVIGATION A-1

TAKE-OFF AND CLIMB CONDITIONS:

CLOUDS (AMOUNT, TYPE, TOPS AND BASES) 1/8 AC Bases Est 6M TOPS 7M, 3/8 THIN CI BASES EST 30M TOPS 31M

VSBY 50+ TEMP ____ NORMAL WIND COMPONENT ZERO PARALLEL WIND COMPONENT 4K ICING NONE

TURBULENCE LGT 48M, 51 TO 52M, 59 TO 60M CONTRAILS PERSISTANT 28M TO 32M

ROUTE:				A		B		C			D	E	MISSISSIPPI RIVER	F			
CHECK POINT	OFF	WTN	3611	ABQ	TCC	AMA	TIK	3596	LIT	MEM	3486	3586		3693			
TIME (Z)	1445	1511	[illegible]	1610		1655		1735		1815	1844	1852	1121	1143			
ALTITUDE		60.5		64.2		64.8		65.2		65.8	67.0	67.2	67.2	67.5			
CLOUDS		1	1 3	1	2	1	1	1	3		1 4		1 3	1 4			
CONTRAILS		NONE OBSERVED															
TURBULENCE		NONE															
VISIBILITY		50+ AT FLIGHT ALTITUDE															
WIND		AS FORECAST															
TEMPERATURE																	

ANY ATMOSPHERIC PECULIARITIES NOTICED AND REMARKS: NONE

LET DOWN AND LANDING:

CLOUDS (AMOUNT, TYPE, TOPS AND BASES) 4/8 AC BASES 15M MSL TOPS 17M MSL, 4/8 CI BASES EST 30M TOPS 32M

VSBY 50+ NORMAL WIND COMPONENT ZERO PARALLEL WIND COMPONENT 18K ICING NONE

TURBULENCE NONE CONTRAILS NONE OBSERVED

DIFFICULTIES IN WHICH ATMOSPHERIC CONDITIONS WERE A FACTOR NONE

FORECAST ISSUED: CLIMB WIND 190/60 ROUTE WINDS: WTN TO A CALM, A TO B 360/10, B TO C 325/10, C TO MISSISSIPPI RIVER 290/10, MISSISSIPPI RIVER TO D TO E 290/10, E TO MISSISSIPPI RIVER 280/10, MISSISSIPPI RIVER TO F 270/10, F TO CUSHING OKLA 325/10, CUSHING OKLA TO G 360/10, G TO SPRINGER NEW MEXICO 050/10, SPRINGER NEW MEXICO TO H 100/10, H TO KANAB UTAH 040/10, KANAB UTAH TO WTN 340/10

ROUTE CLOUDS: WTN TO ABQ TO AMA CI AND AC CAT 3, AMA TO FSM CI AND AC CAT 4, FSM TO 3594 CI CAT 3, 3594 TO LIT CI CAT 2, LIT TO MSL CAT 1, MSL TO HSV TO MSL CI CAT 2, MSL TO 3693 CI CAT 1, 3693 TO 3694 CI CAT 2, 3694 TO FSM CI CAT 3, FSM TO G TO FMN TO 3712 CI AND AC CAT 4, 3712 TO WTN CI AND AC CAT 3

wtn terminal; 100 SCTD 300 THIN SCTD 25 SSW 10 TO 15 FROM 0630P TO 1000P.
40 SCTD 100 SCTD VRBL BRKN 300 THIN BRKN 25 SW 20/30 FROM 1000P TO 1900P

CLIMB INFO: LGT PERSISTANT CONTRAILS 30M TO 55M, LGT TURBULENCE 28M TO 35M AND 45M TO 55M, TROPOPAUSE 31M
LGT TURBULENCE AT FLIGHT ALTITUDE FROM 3505 TO 3599 AND 3699 TO 3705

(Form to follow on with data)

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DOCUMENT NO. 143322A
NO CHANGE IN CLASS. ☐
☐ DECLASSIFIED
CLASS. CHANGED TO: TS (S) C
NEXT REVIEW DATE: 8-4-06
AUTH: HR 70-2
DATE: 8-4-86 REVIEWER: 100368

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DATE, SORTIE NUMBER, ...

11 April 1956 Workhorse 22 Mission A-1011

TAKE-OFF AND CLIMB CONDITIONS:
CLOUDS (AMOUNT, TYPE, TOPS AND BASES)
VSBY _____ TEMP _____ NORMAL WIND COMPONENT _____ PARALLEL WIND COMPONENT _____ ICING _____
TURBULENCE _____ CONTRAILS _____

ROUTE:		G		H		I	
CHECK POINT	TUL	3601	DHT	3708	3713	WTN	LAND
TIME (Z)	1943	2039		1326		2224	2248
ALTITUDE	67.5	68.2		68.9	68.9	68.6	
CLOUDS	4 /1 1	/1	4 1 /	3 /	4	/ 3	
CONTRAILS		UNKNOWN					
TURBULENCE		NONE					
VISIBILITY		50+					
WIND	AS FORECAST						
TEMPERATURE							

ANY ATMOSPHERIC PECULIARITIES NOTICED AND REMARKS: _____

LET DOWN AND LANDING:
CLOUDS (AMOUNT, TYPE, TOPS AND BASES)
VSBY _____ NORMAL WIND COMPONENT _____ PARALLEL WIND COMPONENT _____ ICING _____
TURBULENCE _____ CONTRAILS _____

DIFFICULTIES IN WHICH ATMOSPHERIC CONDITIONS WERE A FACTOR _____

FORECAST ISSUED:

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~~TOP~~ SECRET
(When form is filled in with data)

PHOTO [illegible]:
CODE [illegible] CLOUD DATA WITH VERTICAL DEVELOPMENT, THICK OR THIN, TYPE. VERTICAL CATAGORY OF CLOUD COVER. FOLLOWED BY FIVE FIGURE GROUP GIVING GROUN[illegible] CATAGORY AS FOLLOWS: 1ST FIGURE VERTICAL, 2D FIGURE 30° LEFT, 3D FIGURE 60° LEFT, 4TH FIGURE 30° RIGHT, 5TH FIGURE 60° RIGHT. CATAGORY [illegible] CLEAR, CATAGORY 2 0/8 TO 2/8, CATAGORY 3 3/8 TO 5/8, CATAGORY 4 6/8 TO 8/8

WTN TO 3611 CLEAR 111111 3611 TO 3508 THICK CI 444444 3508 TO 3507 THIN CI 211112 3507 TO 3407 THICK CI 311144 3407 TO 3403 CLEAR 111111 3403 TO 3502 FLAT AC 211112 3502 TO 3695 CLEAR 111111 3695 TO 3694 SC 333333 3694 TO 3591 THIN CI AND SC 333333 3591 TO 3590 SC 222222 3590 TO 3588 THIN CI AND SC 333333 3588 TO 3487 THIN CI AND SC 3444444 3586 TO 3587 THICK CI 444444 3587 TO 3588 FLAT SC AND CU 332232 3588 TO 3689 FLAT SC 333333 3689 TO 3690 FLAT SC 332233 3690 TO 3691 FLAT SC 343333 3691 TO 3692 THICK SC 343233 3692 TO 3693 THICK SC 444444 3693 TO 3694 FLAT SC 212211 3694 TO 3600 CLEAR 111111 3600 TO 3601 THIN CI 222211/ 3601 TO 3602 THIN CI 433333 3602 TO 3604 THICK CI 444444 3604 TO 3605 THIN CI AND FLAT SC 3333333605 TO 3706bTHICK SC 333333 3706 TO 3707 THICK CI AND THICK SC 343323 3707 TO 3710 THICK CI AND THICK SC 444444 END OF FILM REST TAKEN FROM PILOT DEBRIEFING 3710 TO WTN THIN CI AND FLAT AC 333333

FORECAST VERIFICATION: CLOUD FORECAST WAS ESSENTIALLY AS FORECAST EXCEPT BEGINNING AND END OF CLEAR AREA WAS 5 DEGREES WEST OF FORECAST POSITION. PILOT HIT CHECK POINTS ON TIME AND STATED WINDS APPEARED TO BE AS FORECAST. CONTRAILS ON CLIMB STARTED AT APPROXIMATELY THE FORECAST ALTITUDE BUT LASTED THROUGH A THINNER LAYER THAN FORECAST. WTN TERMINAL FORECAST WAS ESSENTIALLY CORRECT. TURBULENCE FORECAST FROM 28M TO 35M ON CLIMB WAS NOT ENCOUNTERED. HIGHER LEVEL TURBULENCE WAS FORECAST FROM 45M TO 55M AND WAS ENCOUNTERED AT 48M, 51 TO 52M AND 59 TO 60M ON CLIMB. TURBULENCE AT FLIGHT ALTITUDE FORECAST FROM 3505 TO 3599 AND 3699 TO 3705 WAS NOT ENCOUNTERED.

REMARKS:

ABBREVIATIONS USED:
P: PERSISTANT, NP: NON-PERSISTANT, L: LIGHT, M: MODERATE, S: SEVERE, H: HEAVY, C: CLEAR ICING, R: RIME ICING
○: CLEAR, /◐ LOW SCTD, /◑ LOW BRKN, /⊕ LOW OVC, /◐/ MIDDLE SCTD, /◑/ MIDDLE BRKN, /⊕/ MIDDLE OVC, ◐/ HIGH SCTD, ◑/ HIGH BRKN, ⊕/ HIGH OVC

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