



HEADQUARTERS
BOMBER COMMAND

OPERATION ORDER No 26/58.

OPERATION "GRAPPLE Z"

Copy No.....

Headquarters Bomber Command,
Royal Air Force,
High Wycombe,
Buckinghamshire

25-71
June, 1958

OPERATION ORDER NO.26/58 (GRAPPLE "Z")

References:

Operation "Grapple Z" Air Plan No. (To Follow)
Bomber Command Operation Order No.2/58 ("Grapple Y").

Time Zone used throughout the Order: GMT (Z)

Task Organisation:

No.1 Group commanded by:-
[REDACTED]

No.3 Group commanded by:-
[REDACTED]

Central Reconnaissance Establishment commanded by:-
[REDACTED]

Royal Air Force Wittering commanded by:-
[REDACTED]

Royal Air Force Wyton commanded by:-
[REDACTED]

Royal Air Force Heaswell commanded by:-
[REDACTED]

Royal Air Force Upwood commanded by:-
[REDACTED]

No.49 Squadron commanded by:-
[REDACTED]

No.58 Squadron commanded by:-
[REDACTED]

No.76 Squadron commanded by:-
[REDACTED]

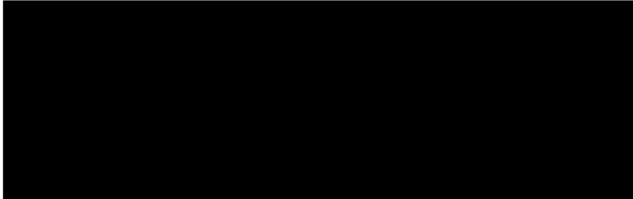
1. SITUATION

a. Enemy Forces. Not applicable.

b. Friendly Forces. Royal Navy, Army, Transport and Coastal Command units.

c. Attachments and Detachments. Elements of No.'s 49 and 58 Squadrons will be detached to Christmas Island with reserves at Royal Air Force Wittering and Wyton respectively. No.76 Squadron, at present detached to Edinburgh Field, South Australia, will position elements forward at Christmas Island as and when ordered by Headquarters Task Force "Grapple".

.../2. MISSION



2. MISSION

- a. To move the Valiant and Canberra P.R.7 elements of Task Force "Grapple" to Christmas Island via Canada and the United States.
- b. To ensure the four staging posts established on the North American route to Christmas Island are alerted for Valiant/Canberra route servicing.
- c. To make arrangements for the rapid ferry of equipment from United Kingdom to Christmas Island.
- d. To administer the Bomber Command element of Task Force "Grapple" while it is overseas.

3. EXECUTION

a. Information. Nuclear trials will take place in the South Pacific during the third quarter of 1958. A Royal Air Force Task Group is being formed to provide air support necessary to undertake the trials, which will involve the dropping of 'air-burst' weapons. The Bomber Command element of the Air Task Group will be responsible for the airdrop, cloud sampling, high level Meteorological reconnaissance and cloud tracking, together with limited high level photography of each burst. Additionally, equipment will be flown from the United Kingdom to Christmas Island. Coastal Command aircraft will be used for low level meteorology, cloud tracking and Search and Rescue. Transport Command are providing transport support.

b. Composition of the Force. The total composition of the Bomber Command element is as follows:-

- (1) Eight Valiant aircraft and ten crews.
- (2) Five Canberra PR 7 aircraft and six crews.
- (3) Eight Canberra B.6 aircraft and ten crews.
- (4) Servicing support forces for Christmas Island, Edinburgh Field, and North American staging posts (including Honolulu).

c. Disposition of the Force

(1) Valiants

(a) 4 aircraft and 4 crews at Christmas Island (Potential Droppers).

(b) 2 aircraft and two crews positioned along route (reserve ferry aircraft and crews).

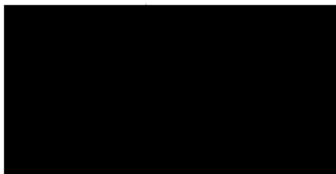
(c) 2 aircraft and 4 crews at R.A.F. Wittering for load carrying duties (to be supplemented, as required by arrangement with H.Q.B.C.).

(2) Canberra PR 7's

(a) 5 aircraft and 6 crews at Christmas Island.

(b) 2 aircraft and 2 crews at R.A.F. Lyton (reserve act. recce. aircraft crews).

.../(3) Canberra B.6's



(1)

[REDACTED]

(3) Canberra B.6's

(a) 6 aircraft and 10 crews at Christmas Island.

(b) 2 aircraft and 3 crews at Edinburgh.

d. COMMAND AND CONTROL

(1) United Kingdom and En Route. The Air Officers Commanding No.'s 1 and 3 Groups are to exercise Command and Operational Control of their respective aircraft whilst in the United Kingdom, en route from the United Kingdom to Hickam AFB, and from Hickam AFB to the United Kingdom, and en route from the United Kingdom to Edinburgh or from Edinburgh to the United Kingdom. On arrival at Hickam AFB Command and Operational Control will be assumed by the Task Force Commander. At Edinburgh Field Command and Control will be exercised by the Air Officer Commanding No.1 Group or No.3 Group, depending on which controls the Squadron to which the aircraft belongs.

(2) Christmas Island. Administrative facilities will be provided by Royal Air Force, Christmas Island, but Headquarters Bomber Command is to be responsible for functional and administrative control of the Bomber Command element while it is at Christmas Island. Operational Control will be vested in the Commander Task Force "Grapple". Technical Control (other than special weapons and equipment requirements) will be exercised by Headquarters Bomber Command, through Headquarters Task Force "Grapple". Headquarters No.1 and No.3 Groups responsibilities will then be confined to the preparation and despatch of relief or reinforcement aircraft, aircrew, ground crew and other personnel in accordance with instructions which may be issued from time to time by Headquarters Bomber Command.

(3) R.A.A.F. Edinburgh. On completion of "Grapple Y" and until leaving Edinburgh to join Task Force "GrappleZ", No.76 Squadron will be detached from R.A.F. Hemswell to R.A.A.F. Edinburgh and is to be controlled as follows:-

(a) Operational Control is to be exercised by Headquarters No.3 Group.

(b) Administrative and Technical Control (other than special equipment requirements) will be exercised by Headquarters Bomber Command. Headquarters Task Force "Grapple" will assume Operational Control of No.76 Squadron elements from the time they leave Edinburgh en route to Christmas Island until their arrival back at Edinburgh.

(4) Staging Posts. Control of Hickam A.F.B. Staging Post will be exercised direct by Headquarters Task Force "Grapple" from Christmas Island. Headquarters Transport Command will exercise control (other than special weapons requirements) of the following staging posts:- Goose Bay, Offutt A.F.B., and Travis A.F.B. A Bomber Command Liaison Officer is established at each staging post, operationally responsible to the Air Officer Commanding No.3 Group for the handling of all Bomber Command aircraft movements through the staging posts.

e. Duration of the Detachment. All units can expect to be detached from their home bases for approximately two months (over 61 days). Separate movement instructions will be issued to each unit as they become available.

[REDACTED]

[REDACTED]

f. Flying Effort

(1) Valiants

(a) Christmas Island. A total of 188 hours for four aircraft (plus transit time).

(b) Load Carriers. A minimum of 45 hours per aircraft at the commencement of each transit flight ex U.K.

(2) Canberra P.R. 7's

(a) Christmas Island. A total of 455 hours for five aircraft (plus transit time).

(b) United Kingdom. Not specified, 2 aircraft as reserves only.

(3) Canberra B.6's

(a) Christmas Island. A total of 225 hours for six aircraft (plus transit time).

(b) Edinburgh. Not specified, 2 aircraft as reserves only.

g. Assembly Points

(1) Valiants. The Valiant element is to assemble at Royal Air Force Wittering.

(2) Canberra P.R.7. The Canberra P.R.7 element is to assemble at Royal Air Force Wyton.

(3) Canberra B.6. The Canberra B.6 element is in position at R.A.A.F. Edinburgh. Additional or replacement personnel are to assemble at Royal Air Force Leamswell for onward routing to Edinburgh.

h. Additional/Reserve/Replacement Aircrew.

(1) When the responsible medical authority informs the O.C. 76 Squadron that an individual has reached the accepted limit of radiation or at any other time that replacements are required the O.C. 76 Squadron is to signal Headquarters Bomber Command (Attention S.P.S.O.) for replacements.

(2) Departure details for additional/reserve/replacement aircrew will be arranged by Headquarters Bomber Command (Equip. 3(b)).

j. Servicing Party Departure Dates. Departure details for the Valiant and Canberra P.R.7 servicing parties at Christmas Island are given at Annex "C". Departure dates for personnel at Edinburgh will be advised separately (not to all).

k. Aircraft Movement Dates

(1) Valiants. Four Valiants to be in position at Christmas Island by 31st July, 1958. Separate instructions will be issued (not to all) for the Valiants transporting loads from U.K. to Christmas Island.

.../(2) Canberra P.R.7's.

[REDACTED]

[REDACTED]

(2) Canberra P.R.7's. Three Canberra P.R.7's to be in position at Christmas Island by 2nd August, 1958, and the other two by 10th August, 1958.

(3) Canberra B.6's. Six Canberra B.6's to be in position at Christmas Island by 2nd August, 1958.

(4) All Elements. With the exception of No.76 Squadron, all Bomber Command elements are to return to their parent units when released by the Task Force Commander. No.76 Squadron element is to return to Edinburgh Field, Australia.

1. Itinerary

(1) Valiant Aircraft. This does not apply to Valiants transporting loads from U.K. to Christmas Island.

(a) Outbound

Goose Bay - nightstop
Travis AFB - nightstop
Hickam AFB - Double nightstop
Christmas Island - stop.

(b) Inbound

Hickam AFB - Double nightstop
Travis AFB - nightstop
Goose Bay - nightstop
Wittering - stop.

Note: If necessary, aircraft may stage through Offutt AFB but if a nightstop is made there, only one nightstop should be made at Hickam AFB in order to maintain the scheduled arrival at Christmas Island.
The Itinerary for the Valiants transporting loads from U.K. to Christmas Island will be advised separately by Headquarters Bomber Command (not to all).

(2) Canberra P.R.7 Aircraft

(a) Outbound

Aldergrove - refuel only
Goose Bay - nightstop
Offutt AFB - nightstop
Travis AFB - nightstop
Hickam AFB - Double nightstop
Christmas Island - stop

[REDACTED]

.../(b) Inbound

[REDACTED]

(b) Inbound

Hickam AFB - Double nightstop
Travis AFB - nightstop
Offutt AFB - nightstop
Goose Bay - nightstop
Wyton - stop

(3) Canberra B.6 Aircraft

Australia to Christmas Island

Amberley	} Nightstops at Squadron Commander's discretion.
Nandi	
Canton	
Christmas Island	

(4) All Aircraft. Fuel loads for all transit flights are to be the maximum compatible with the maximum permissible landing weight at the aircraft's destination.

m. Movement Signals

- (1) All signals concerning movements of personnel and/or aircraft to and from Australia are to include "H.Q. HOME COMMAND R.A.A.F., PENRITH, N.S.W." in the list of addressees. This is not to be confused with "HOME COMMAND RAF".
- (2) All arrival/departure signals are to be repeated to Headquarters Bomber Command and to the parent Group.
- (3) All movement signals concerning flights through the United States are to include "Flight Clearance Number 53871" in the text.

n. Diplomatic Clearance

- (1) Eastabout. Normal diplomatic clearance is to be obtained by the parent Group Headquarters in accordance with the instructions contained in A.M.O. A.85/58 as amended.
- (2) Westabout. Block diplomatic clearance for all "Grapple" aircraft is being obtained by the Headquarters Task Force "Grapple" and the only notification required is normal flight plan action plus an additional flight warning signal to be originated by the parent Group Headquarters, in accordance with the procedures advised separately by this Headquarters (not to all).

o. Customs Clearance. Parent stations are to obtain customs clearance in accordance with A.M.O. A.104/57. Inbound customs clearance at parent airfields will be arranged by this Headquarters as and when necessary.

p. Air Traffic Control. Normal Air Traffic Control procedures are to be observed. Air Traffic Clearance is to be in accordance with AP.3322 and A.M.O. A.85/58 as amended.

.../q. Mobile Briefing

[REDACTED]

- [REDACTED]
- q. Mobile Briefing. If considered necessary, the parent Group Headquarters is to arrange for aircrew concerned to visit No.1 A.I.D. Northolt, for up-to-date briefing on flying and Air Traffic Control procedures overseas.
- r. Maps and Charts. Topographical Maps and Plotting Charts required to cover the route are to be ordered by units concerned from this Headquarters. Stocks of maps and charts will be held at Christmas Island but only for training and operational flights within the local area of operations.
- s. Nominal Rolls
- (1) No.'s 49, 58 and 76 Squadrons. Nominal rolls of officers and airmen aircrew proceeding on detachment are to be forwarded to this Headquarters, marked "For attention of S.P.S.O.". Nominal rolls for ground airmen also proceeding are to be forwarded and marked "For attention C.D.O.".
- (2) See Annex "C" regarding provision of nominal rolls for airlift parties.
- t. Accommodation en Route. Accommodation and messing at staging posts en route will be arranged by the Bomber Command Liaison Officer in conjunction with the Transport Command Detachment Commander.
- u. Training in the United Kingdom
- (1) Valiant Crews. The Officer Commanding, No.49 Squadron is responsible for training crews to the requisite standard within the terms of this Headquarters letter BC/S.84326 dated 19th June, 1958. When planning the training programme, the experience gained by aircrews during previous operations of this nature may be taken into account.
- (2) Canberra P.R.7 Crews. The Officer Commanding, No.58 Squadron, is responsible for training crews within the terms of this Headquarters letter BC/S.84326 dated 5th September, 1957, as amended by letter of even reference dated 6th January, 1958. Any previous experience that crews may have gained of this type of operation may be taken into account when planning the training programme.
- v. Training in Australia. The Training Directive issued to No.76 Squadron in this Headquarters letter BC/S.84326 dated 13th June, 1958, is to be effective in preparation for "Grapple Z". O.C. No.76 Squadron is responsible for ensuring all replacement aircrews achieve a satisfactory standard within the terms of the directive before participating in the operation.
- w. Training at Christmas Island. The training of Valiant, Canberra B.6 and P.R.7 crews while at Christmas Island will be the responsibility of the Task Force Commander.
- x. Bomber Command Standing Orders and Instructions
- Bomber Command Standing Orders and Instructions are to be observed except where operational requirements render this impossible or impracticable.
- y. Operational Equipment. [REDACTED] equipment to be fitted to aircraft will be notified when known. All Valiant aircraft engaged on this operation are to be fitted with underwing tanks.

[REDACTED]

.../z. Reports.

2. Reports. Three copies of a brief report on the detachments are to be forwarded by the Squadron/Detachment Commanders, through parent Group Headquarters, to arrive at Headquarters Bomber Command within four weeks of completion of "Grapple 2".

4. ADMINISTRATION AND LOGISTICS

- a. Airlift Arrangements. Airlift instructions are at Annex "C".
- b. Equipment Arrangements. Equipment instructions are at Annex "D".
- c. Kitting Arrangements. Kitting instructions are at Annex "E".
- d. Technical Arrangements. Technical instructions are at Annex "F".
- e. Financial and Accounting Arrangements. Financial and Accounting instructions are at Annex "G".
- f. Medical Arrangements. Medical instructions are at Annex "H".
- g. Security and Intelligence.

(1) Security instructions will be issued separately. (not to all).

(2) No classified information is to be released to the press or the public, nor are aircraft to be shown to or internally photographed by unauthorised personnel.

(3) All Valiant aircraft are to be positively guarded while on the ground.

(4) Vetting Requirements

(a) "P.V.T." The following personnel are to be submitted to "P.V.T." clearance under the terms of A.C.O. 10/56:-

- (i) All aircrew of No.'s 49, 58 and 76 Squadrons.
- (ii) All first-line servicing personnel of No.49 Squadron.
- (iii) All B.C.A.S. personnel detached for this operation.
- (iv) All Bomber Command Liaison Officers at staging posts.

(b) "N.V." All other personnel are to be NORMAL VETTED.

h. Discipline

(1) The senior officer of each party is granted the powers of a Detachment Commander in accordance with Q.R. 1068, until arrival at Christmas Island or R.A.A.F. Edinburgh.

(2) On arrival at Christmas Island, all personnel will be under the command of the Task Force Commander.

(3) On arrival at R.A.A.F. Edinburgh, all personnel will be under the command of the Officer Commanding, No.76 Squadron, who has the disciplinary powers of a Detachment Commander under Q.R. 1068.

/j. Dress.

- [REDACTED]
- j. Dress. All service personnel are to travel in uniform unless otherwise ordered.
 - k. Married Quarters. All personnel in occupation of married quarters or hirings are permitted to remain in occupation if they so wish.
 - l. General. All communications on administrative matters are to be addressed direct to Headquarters Bomber Command unless otherwise stated in this operation order.
 - m. Carriage of Official Papers
 - (1) All official papers required by Royal Air Force personnel proceeding overseas are to be forwarded through Whitehall Registry (Overseas Section) in accordance with the procedure contained in A.P. 3086.
 - (2) Under no circumstances are official papers to be forwarded in unaccompanied baggage.
 - n. Postal Addresses. Postal addresses are at Annex "J".
 - o. Statistical Returns.
 - (1) B.C. Form No. Stats 2238 - Monthly Squadron Flight Analysis - B.C.R.I. No. 18/57 refers.
 - (2) B.C. Form No. Stats 2241 - Monthly Operational Squadron Crew Report - B.C.R.I. No. 2/58 refers.
 - (3) B.C. Form No. Stats 2261 - Weekly Overseas Detachment Situation Report - B.C.R.I. No. 9/58 refers.

Note - Copies of the above-quoted B.C.R.I.s are obtainable from the Command Statistics Officer, Headquarters Bomber Command.

5. COMMAND AND SIGNALS

- a. Details of Signals instructions are at Annex "B".
- b. Signals to Staging Posts. To avoid delay in receipt of signals, all signals to staging posts should commence "FOR RAF DETACHMENT GRAPPLE"
- c. Codeword. This operation is to be known as Operation "Grapple Z" This codeword is classified Confidential and its meaning SECRET.

6. ACKNOWLEDGEMENT INSTRUCTIONS

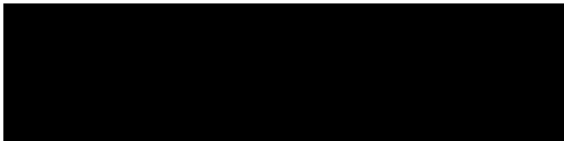
ACKNOWLEDGE.

[REDACTED]
Air Chief Marshal,
Air Officer Commanding-in-Chief
BOMBER COMMAND


Authentication

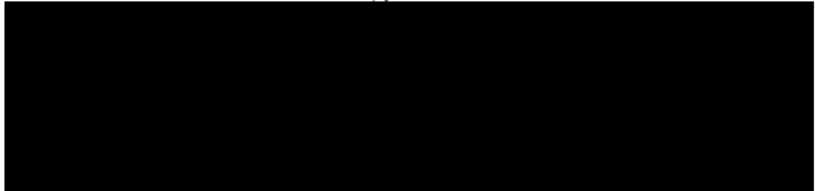
[REDACTED]
Group Captain Operations,
BOMBER COMMAND

.../ANNEXES



ANNEXES

- "A" - Distribution List.
 - "B" - Signals Arrangements.
 - "C" - Airlift Arrangements.
 - "D" - Equipment Arrangements.
 - "E" - Kitting Arrangements.
 - "F" - Technical Instructions.
 - "G" - Financial and Accounting Instructions.
 - "H" - Medical Arrangements.
 - "J" - Postal Addresses.
- 



SIGNALS ARRANGEMENTS

H.F. W.T. and R.T. Valiant Aircraft

1. Aircraft are to be fitted STR 183 equipment and are to have the following crystals available for use as required during the transit flight.

Transmit Frequency in Kc/s and Service

- (a) 3095 U.K. H.F. D.F. (Night)
- (b) 4720 Christmas Island A.T.C.C. (voice) Malden Island A.T.C.
- (c) 5611.5 Gander Shannon
- (d) 5695.5 U.K. H.F. D.F. (Day) U.S.A.F. Military Emergency
- (e) 5710.5 Travis, Hickam
- (f) 6730.5 U.S.A.F. and Canada Reporting (Voice).
- (g) 6738 U.S.A.F. Voice and Hickam
- (h) 6760.5 Pacific A.T.C.C's
- (j) 8364 U.S.A. Pacific Area Distress
- (k) 8862.5 N. Atlantic Guard (Voice)
- (l) 8888 Gander Westbound Flights
- (m) 8913.5 N. Atlantic Guard (Voice)
- (n) 8947.5 Gander Goose
- (o) 9022 H.Q.B.C.
- (p) 9026.5 Pacific A.T.C.C's Voice
- (q) 11209 Christmas Island A.T.C.C. (Voice)
- (r) 11247 H.Q.B.C. Pacific Weather
- (s) 11228 U.S.A.F. (Voice)
- (t) 11272 Christmas Island A.T.C.C.
- (u) 13215.5 Pacific A.T.C.C's, Travis, Hickam
- (v) 13384.5 New York O.A.C.
- (w) 15016 U.S.A.F. Voice Hickam
- (x) 17966.5 N. Atlantic Route
- (y) 18003.5 H.Q.B.C.

2. Crystals for the following frequencies are to be ordered and fitted as indicated:-

(a) 6702 Kc/s (Christmas Island A.T.C.C. - Continuous). To be inserted at Hickam.

(b) 4710.5 Kc/s (Bomber Command Emergency H.F. R/T). To be fitted at Goose Bay for the return flight.

.../H.F. R/T -



H.F. R/T - Canberra ER7 (Westabout)

3. Canberra aircraft fitted STR 18B are to include the following frequencies in their crystallisation.

<u>Transmit Frequency in Kc/s</u>	<u>Service (all voice)</u>
(a) 3023.5	I.C.A.O. Airfield Local
(b) 3095	U.K. H.F. D.F. (Night)
(c) 4710.5	B.C. H.F. R.T. Emergency
(d) 4720	Christmas Island A.T.C.C. Malden Island A.T.C.C.
(e) 5641.6	Iceland
(f) 5671.5	N. Atlantic. Gander
(g) 5695.5	U.K. H.F. D.F. (Day)/U.S.A.F. Emergency
(h) 5710.5	Travis, Hickam
(j) 6730.5	U.S.A.F. and Canada Reporting
(k) 6760.5	Travis, Hickam
(l) 6738	U.S.A.F. (Voice Hickam)
(m) 8364	U.S.A.F. Pacific Area Distress
(n) 8888	Gander Westbound Flights
(o) 8913.5	N. Atlantic Guard
(p) 9026.5	Travis, Hickam
(q) 11209	Christmas Island A.T.C.C.
(r) 11228	U.S.A.F. Voice
(s) 13204.5	Iceland Gander Eastbound Flights
(t) 13234.5	Gander, N. Atlantic
(u) 15016	U.S.A.F. (Voice), Hickam

V.H.F. R/T - Westabout

4. All aircraft are to be fitted twin ER 1987 installations and crystallised as follows:-

.../... - 118.1 I.C.A.O. Local

DISTRIBUTION LIST

	<u>Copy No.</u>	<u>Method</u>
Headquarters No. 3 Group	1 - 3	By Post
C.R.E. Brampton	4	
R.A.F. Wittering (Incl. No. 49 Sqn)	5 - 7	
R.A.F. Wyton (Incl. No. 50 Sqn)	8 - 10	
R.A.F. Hemswell	11	
Officer Commanding No. 76 Squadron, Edinburgh, South Australia.	12 - 14	By Air Mail
Bomber Command Liaison Officer (Grapple) Mickam A.F.B.	15	
Bomber Command Liaison Officer (Grapple) Tavis A.F.B.	16	
Bomber Command Liaison Officer (Grapple) Offutt A.F.B.	17	
Bomber Command Liaison Officer (Grapple) Goose Bay	18	
P.S.O. to C-in-C.	19	By Hand
S.A.S.O.	20	
A.O.A.	21	
S.T.S.O.	22	
Gp. Capt. Ops.	23	
Gp. Capt. Pol.	24	
Gp. Capt. Trg.	25	
Gp. Capt. Org.	26	
C.S.O.	27	
S.P.S.O.	28	
S.E.S.O.	29	
P.M.C.	30	
C.A.	31	
C. Eng. O.	32	
C. Arm. O.	33	
Admin. Plans.	34	
Tech. Plans.	35	
Equip. 3.	36	
Radio (A)	37	
C.I.O.	38	
D.S.P.S.O.	39	
C.D.O.	40	
C.Stats.O.	41	
Org. 1(a).	42	
Ops. A.T.	43	
C.F.S.O.	44	
C.Met.O.	45	
Ops. 4.	46	
Form 540.	47	
Equip. 3(b).	48	
Ops. 1(c).	49	
File	50	

/Cont'd.....

	No.	Method
Air Ministry (D.D.Ops. (b))		
" " (A.F.L. 2)	51	By Post
" " (Nav. 5B)	52	
" " (E. 36)	53	
" " (O. 5)	54	
" " (T.F. "Grapple")	55	
" " (Accounts 1C)	56 - 58	
" " (" 2B)	59	
" " (" 3B)	60	
" " (" 8A)	61	
" " (F. 1C)	62	
" " (F. 2D)	63	
" " (F. 3C)	64	
	65	
Headquarters Transport Command	66	By Post
Headquarters Coastal Command	67	
Headquarters Home Command R.A.F.	68	
Headquarters No. 1 Group (Includes for S.Met.O.)	69 - 75	
No. 1 I.D. North	76	
[REDACTED]	77 - 84	
U.K.S.L.S. (Air) Ottawa Canada	85 - 86	By Air Mail
B.J.S.M. (RAF STAFF) Washington, D.F.P.O. 2.	87 - 88	
U.K.J.S.L.S. (Air) Melbourne, Victoria.	89 - 90	
R.A.F. Holding Unit (Australia)	91	
H.Q. A.T.G. "Grapple", D.F.P.O. 170.	92 - 93	
O.C. R.A.F. Detachment, Hickam A.F.B.	94	
O.C. R.A.F. Detachment, Travis A.F.B.	95	
O.C. R.A.F. Detachment, Offutt A.F.B.	96	
O.C. R.A.F. Detachment, Goose Bay	97	
R.A.F. Upwood	98	
R.A.F. Upwood (Accountant Officer)	99	By Post
SPARES	100 - 110	

[REDACTED]

A - 118.1 I.C.A.O. Local
 B - 119.7 I.C.A.O. Approach
 C - 117.9 C.A.C.
 D - 134.1 U.S.A.F. RAFCOM G.C.A.
 E - 126.7 Canada Reporting/Ocean Stations
 F - 126.18 U.S.A.F. Common/Christmas Island A.T.C.C./Malden Island A.T.C.C.
 G - 135.9 Trans-Canada-U.S. Reporting
 H - 137.88 Canada-U.S. Common
 I - 126.9 Gander, Montreal, Moncton F.I.R.
 J - 121.5 International Distress
 K - 142.74 Barbers Point V.I.F./D.F.
 L - 116.46 U.K. F.I.S.
 M - 133.02 Wittering App. (U.K. - Goose)
 N - 127.9 Ocean Weather Ships Common
 O - 118.9 Oakland Honolulu A.T.C.C.'s
 P - 136.8 Canada-U.S. Common
 Q - 122.2 Trans-Canada Reporting
 R - 119.1 Goose Gander Towers
 S - 137.43 B.C.2
 T - 121.5 International Distress

5. Crystals for the following frequencies are also to be carried and used as required:-

120.3 Oakland, Honolulu and Intermediate Reporting (Replaces 133.02 in channel M at Goose Bay).

116.46)
 117.9) To be fitted at Goose Bay on return to U.K.

115.58 For use at Christmas Island.

Radio Aids to Navigation

6. M.F. Beacon and Radio Ranges. - Aircraft fitted radio compass may use M.F. Beacons and Radio Ranges as listed in current R.A.F.A.C.'s and A.C.P.'s. The M.F. Beacons and Christmas and Malden Islands will operate on:-

	<u>Kc/s</u>	<u>Code</u>
(a) Christmas Island	310	CI
(b) Malden Island	325	MU

.../7.

[REDACTED]



7. Eureka Beacons. Rebecca Mk.4 installations are to be calibrated as per E.C.S.O. and I's (Air Staff) Part VI (Signals) Order No.6. The Eureka Mk.7 at Christmas and Malden Islands will operate as follows:-

	<u>Ground TX</u>	<u>Ground RX</u>	<u>Code</u>
(a) Christmas Island	230	225	CK
(b) Malden Island	223	228	MU

8. There will also be a low power Eureka Mk.2 at Christmas Island which will be available "on request" only, operating on:-

<u>Ground TX</u>	<u>Ground RX</u>
218	213

9. I.L.S. The following frequencies are to be included in I.L.S. crystal installations:-

	<u>Localiser</u>	<u>Glide Path</u>	
A.	109.5	332.6	Xmas Island (Mk.VII Plotting Table)
B.	110.3	335.0	U.S.A.F.
C.	109.9	333.8	Goose Bay
D.	109.7	333.2	Waddington
E.	108.4	334.1	Upwood
F.	111.5	332.9	Watton/Finningley
G.	108.6	329.9	Gaydon
H.	111.9	331.1	Binbrook
I.	108.7	330.5	Marham
J.	110.8	330.2	Wyton
K.	111.4	332.3	Cottesmore
L.	111.2	331.7	Wittering

Route Procedures

10. Standard I.C.A.O. route procedures as given in R.A.F.M.C's and A.C.P's are to be observed.

Loss of V.H.F. and/or U.H.F. Procedure - Goose Bay

11. In cases where pilots are unable to contact Goose Approach Control on the assigned V.H.F. or U.H.F. frequencies, a procedure has been established whereby contact can be made on H.F. through Goose Airways.

12. The following procedure may be used by aircraft having H.F./R.T. capability when V.H.F. and U.H.F. are unserviceable:-



.../(a).

0



(a) Contact Goose Airways on one of the following frequencies:-

11228	Kc/s.
5710.5	"
6730.5	"
13215.5	"

(b) Request Goose Airways patch to Goose Approach on the selected frequency.

(c) When contact made with Goose Approach, use the standard R/T procedure of ending all transmissions with "OVER" or "OUT". This will enable Goose Airways operator to select transmit or receive as required.

(d) When facility no longer required, advise Goose Airways to disconnect contact.

13. This procedure is to be used only when no other method of radio contact with these agencies is possible.

14. This procedure is applicable to Goose Airways, Goose Radar, Goose G.C.A., A.D.C. Radar (callsign: PENTALL) and Forecast Service. The pilot will request Goose Airways to connect him with any of these agencies as required.

Callsigns

15. Transit callsigns will be issued by Headquarters No.3 Group. From Goose Bay to Christmas Island, Voice callsign will be "RAFJLE" followed by the aircraft airframe number.

16. Callsigns for use during the operation will be issued by Task Force Headquarters.

Spare Radio Crystals

17. Two spare radio crystal packs will be provided, containing two of each V.H.F., H.F. and I.L.S. crystal fitted to Valiant or Canberra aircraft. They are to be carried in the first outbound Valiant and Canberra.



[REDACTED]

[REDACTED]

AIRLIFT ARRANGEMENTS for PERSONNEL PROCEEDING ON
GRAPPLE 'Z' DETACHMENTS

Transport

1. Officers Commanding Royal Air Force HEMSWELL, WITTING and WYTON are to provide transport from parent unit to airfield of departure unless otherwise specified.

Air Movements Authority (Form 260)

2. Except for personnel travelling in Bomber Command aircraft, Royal Air Force HEMSWELL, WITTING and WYTON are to issue Form 260 to each passenger in accordance with A.M.O. N.354/57. Alternatively, one Form 260, supported by a nominal roll, may be prepared and handed to the officer or S.M.C.O. in charge of individual aircraft parties.

Catering Arrangements

3. (a) Royal Air Force WITTING and WYTON are to be responsible for providing in-flight meals and aircrew energy foods for all personnel airlifted from their respective stations to the first night stop.
- (b) Bomber Command "in-flight" meal packs, suitably prepared, are to be used for operational aircraft.
- (c) Transport Command Scales are to be used for passengers in Transport Command aircraft.

Airlift Arrangements

4. Headquarters, Task Force Grapple will arrange air movement for the support parties of Nos. 49 and 58 Squadrons. Details will be advised to all concerned.

Return Arrangements

5. Arrangements will be advised later regarding return to the United Kingdom of both personnel and equipment on completion of Operation "Grapple Z".

6. Baggage Arrangements

Accompanied Baggage. Accompanied baggage is not to exceed:-

- (i) Officers 80 lbs. NOTE:- Aircrew travelling in support aircraft will be allowed an additional 40 lbs. accompanied baggage for flying clothing.
- (ii) Airman 66 lbs.

Of this allowance 14 lb. may be carried in the cabin of the aircraft as hand luggage. Tropical kit and essential flight requirements should be included in hand baggage in order to avoid disturbance of main baggage.

MEB.

[REDACTED]

[REDACTED]

[REDACTED]

EQUIPMENT AND SUPPLY ARRANGEMENTS

Information

1. The Equipment and Supply organisation in the operation area will be centred in the Equipment Section, R.A.F. Station Christmas Island. The Senior Equipment Officer R.A.F. Station Christmas Island will be responsible for all aspects of Equipment and Supply administration and accounting at Christmas Island and Hickam A.F.B. This responsibility includes all equipment and supplies positioned and/or in use by Bomber Command aircraft.
2. Staging posts have been established at Goose Bay, Offutt A.F.B., Travis A.F.B. and Hickam A.F.B. to provide turn round and limited servicing facilities for Bomber Command aircraft. The Staging Posts at Goose Bay, Offutt and Travis are self accounting units administered by Headquarters Transport Command. The Staging Post at Hickam is parented by R.A.F. Station Christmas Island and administered by Headquarters Home Command.

3. Officer Commanding Equipment Squadron Royal Air Force Wittering is to arrange for an equipment officer to be on duty throughout the period of the operation, to action any demands which may be received outside normal working hours. The duty equipment officer need only be on call and other duty equipment personnel briefed of the action to be taken on receipt of any demands from the detached force.

Supply - R.A.F. Christmas Island

4. The Air Ministry has arranged the prepositioning of all vehicles, equipment and supplies necessary to support the Operation.

Method of Demand

5. All requirements are to be demanded only through the Senior Equipment Officer, R.A.F. Station Christmas Island.

Re-Supply


6. Demands for items required for Bomber Command aircraft are to be signalled to the appropriate No.40 Group Depot in the U.K. repeated to Headquarters Task Force Grapple (Rear), London and Headquarters Bomber Command, except for V.O.G./V.O.R. requirements which are to be dealt with as follows:-

V.O.G./V.O.R. Demands are to be signalled to R.A.F. Wittering repeated to Headquarters Bomber Command and Headquarters Task Force Grapple (Rear) London using the precedence "PRIORITY" and prefix "P.IA/VOC/ZERO/GRAPPLE" (or "P.IIA/VOR/GRAPPLE"). R.A.F. Wittering are to provide the items and arrange air despatch through the Air Ministry (Mov. 3) London. Despatch details being advised to all concerned, including airfield of departure, flight number, E.T.D. and E.T.A. where appropriate.

/Headquarters

[REDACTED]

0



Headquarters Task Force Grapple (Rear) London progress all "Grapple Re-Supply" demands (except V.O.G./V.O.R.). If the items demanded are not inabilities, Headquarters Task Force Grapple (Rear) London will request Headquarters Bomber Command to supply. If successful in meeting the demand from Command resources, Headquarters Bomber Command will send cancellation and issue/despatch details to all concerned.

Consignee and Accounting Unit Addressees.

7. All re-supply requirements are to be consigned and vouched to the addressees shown below and these addressees are to be quoted in full on all demands, transcriptions, vouchers, movement documents etc. The consignee address is particularly important as any deviation may result in delay in Customs clearance by the U.S. authorities and may thus jeopardise the Operation.

(a) Consignee

- (i) Packages up to 15 lbs. in weight and a maximum size of 24" x 24" x 26"

The Officer Commanding,
Royal Air Force Station,
Christmas Island.

B.F.P.O. 170.

(Grapple Re-Supply - for Christmas Island)

- (ii) Packages Over 15 lbs. in weight or over 24" x 24" x 26" in size

The Officer Commanding,
Royal Air Force Detachment,
Hickam Air Force Base,
Honolulu.

(Grapple Re-supply - for Christmas Island)

(b) Accounting Units Address.

The Officer Commanding,
Royal Air Force Station,
Christmas Island.

B.F.P.O. 170.

8. Special Instructions

- (a) Case Markings. All cases, containers, packages, etc. are to be marked clearly "GRAPPLE RE-SUPPLY" to facilitate recognition and rapid clearance of all consignments.

/(b)



(b) Forwarding of Consignments for Air Despatch. Consignors are to obtain call-forward instructions by telephone from Air Ministry (Movement 3) London as soon as consignments are ready for despatch. Air Waybills (Form 1380) are to be forwarded in accordance with instructions given by the call-forward authorities.

(c) Customs Clearance. To facilitate Customs clearance the value of each consignment is to be entered in Block No. 7 (Description of Contents) on all Forms 1380. It is emphasised that valuation is for Customs purposes only and the value, therefore, may be estimated by an officer. Reference is not to be made to the Air Ministry Finance Branches to obtain and exact value.

(d) Preparation of Forms 1380. Apart from the Customs valuation referred to in sub-para. (c) above, all Forms 1380 are to be marked clearly "GRAPPLE RE-SUPPLY" and are to be made chargeable to "AIR FORCE FUNDS". All bills for Royal Air Force, Civil Air Line and Civil Charter airfreight are to be charged initially against Air Force Funds. Recovery from Ministry of Supply will be effected under Air Ministry arrangements.

(e) Air Mail (Packages up to 15 lbs. in Weight and a Maximum Size of 24ins x 24 ins. x 26 ins.). Small "Grapple RE-SUPPLY" items are to be packed in packages not exceeding 15 lbs. in weight and 24 ins. x 24 ins. x 26 ins. in size, wherever possible. Such packages are to be addressed and marked as shown in sub-para. 7 (a), (i) above, and are then to be over-wrapped, addressed and forwarded for despatch by air mail, in accordance with A.P. 3297, Page 1, Para. 7, to:- The Under Secretary of State, Air Ministry R.C.S. (Overseas Section), London. S.W.1.

(i) Weekend Despatch Arrangement - Priority I Items. As there is no outgoing mail from Overseas Registry on Saturdays and Sundays, details of Priority I packages ready for despatch from consignor units on Fridays and Saturdays are to be reported by telephone to Air Ministry (Mov. 30) (After 17.00 hours on Fridays to the Resident Clerk) who will, when possible, give call-forward instructions for despatch by air freight. In such cases the packages concerned are to be re-addressed and marked in accordance with sub-para. 7(a) (ii) above and Forms 1380 are to be raised in accordance with sub-para. 8, (d) above. If no aircraft is available during the weekend, Mov. 30 (or the Resident Clerk as appropriate) will give instructions for Priority I items to be forwarded to Overseas Registry for despatch by air mail.

(ii) Weekend Despatch Arrangements - Priority II (DIV) Items. Priority II (DIV) packages ready for despatch from consignor Units on Fridays and Saturdays are to be forwarded to the Overseas Registry in the normal way at the first opportunity.

NOTE: Consignors are not use G.P.O. air mail. All postal consignments are to be despatched to the Overseas Registry.

Transit Flight Route

9. Supplies at Staging Posts. Air Ministry are arranging for the following to be available at staging posts:-

/(a).

- (a) Avtag/J.P.4.
- (b) Avels and Fluids.
- (c) H.P. Oxygen.
- (d) Compressed Air.
- (e) Nitrogen.
- (f) Specific to type engine/airframe spares.
- (g) Radio, radar and electrical spares.
- (h) Small range of instruments.
- (j) Starter Cartridges (C Canberra aircraft) (Emergency holding).

10. Facilities at Staging Posts. Air Ministry are arranging for the following facilities to be available at staging posts, either by prepositioning or by the use of alternative items:-

- (a) Pressure Refuelling.
- (b) Starting Facilities (Valiant). Trailer Electrical Servicing and Starting (4E/2400) quantity 1.
- (c) Servicing Equipment Comprising:-
 - (i) Small range Avon 109 and 204 tools.
 - (ii) Small range Canberra and Valiant tools.
 - (iii) Small range test Equipment.
 - (iv) 4E/1913 Trolley Servicing Elect. Mk.4 1
 - (v) 4E/3458 Chocks Aircraft 16
 - (vi) 4G/4220 Trolley H.P. Oxygen Charging 1
 - (vii) 4G/4221 Trolley Air Charging 1
 - (viii) 4G/4273 Trolley Nitrogen Charging 1
 - (ix) Access Equipment
 - (x) Towing Facilities (Valiant a/c - Goose Bay only).

V.O.G./A.O.G. Procedure

11. If a requirement arises en route which cannot be met from local resources, a "QD" signal - precedence "PRIORITY" - is to be sent, by the staging post equipment officer to:-

/(a)

0

(a) Valiant Aircraft. R.A.F. Wittering, repeated to Headquarters Bomber Command, prefixed "PLA/VOC/ZERO/GRAPPLE ROUTE REQUIREMENT" R.A.F. Wittering is to provide the item and arrange air despatch through Air Ministry (Movement 3) London, advising full despatch details to all concerned.

(b) Canberra Aircraft. Appropriate No. 49 Group depot repeated to Headquarters Bomber Command, prefixed "PLA/ADG/SAFE/GRAPPLE ROUTE REQUIREMENT".

In Flight Requirements

12. All aircraft are to carry "In-Flight" requirements of the following:-

- (a) Starter Cartridges (Canberra aircraft).
- (b) Engine Oil (OX.38).
- (c) Small range of selected spares.
- (d) Couplings for pressure refuelling.

MMB

KITTING ARRANGEMENTS

Airmen

1. Airmen are to be kitted complete to scale as laid down in A.P. 830, Volume 3, Part "C", Scale C.4, Column 9, with the following variations:-

- (a) Two pairs of shoes, black leather (reference 22D/431/457 are to be issued to each man in lieu of the one pair scaled.
- (b) Three pairs of Trousers, khaki drill, 1949 pattern (reference 22E/736/806) are to be issued to each man instead of the two pairs scaled.
- (c) One Hat, Jungle, (reference 22R/222-238) is to be issued to each man.
- (d) Four Shirts tropical (reference 22E/954/862) are to be issued to each man instead of three shirts scaled.
- (e) Two shirts Cotton Blue/Grey (reference 22E/134/144) are to be issued to each man instead of three shirts scaled.
- (f) Two pairs of 22D/805 - 816 Shoes Canvas E.G. to be issued to each man instead of 1 pair scaled.
- (g) The following items are to be deleted from scale C.4 for this Operation.

22B 131 - 133	Jersey Roll-over	1
22B 126 - 130	Gloves Knitted	1 pair
22E 71 - 73	Jackets KD GA	2
22F 913 - 933	Blouse No. 2 Dress	1
22F 934 - 954	Trousers No. 2 Dress	1


(h) The following "Notes" are also related to scale C.4 and the variations in para. 1(a) to (g) above:-

- (i) Plates and Mugs are to be issued to Scale.
- (ii) Caps Tropical are to be issued in addition to Hats, Jungle.
- (iii) White tape is to be issued for making up the Chevrons for Shirts tropical.
- (iv) The items at para. 1 (a) above are to be withdrawn from personnel and Forms 1383 issued.

Airmen are to proceed to Royal Air Force, Innsworth for kitting under arrangements made by Headquarters Bomber Command.

Officers

2. Officers are responsible for providing themselves with full Scale Home and Tropical kit.



3. As the normal tropical clothing allowance for officers is based on the purchase of minimum requirements in the U.K., and the subsequent purchase of the balance of the scale on arrival at destination, the allowance for officers qualified under the terms of A.I.O. A.329/56 has been specially supplemented in consideration of the absence of facilities for such purchases in the operational area. All Royal Air Force officers are, therefore, responsible for obtaining their tropical and other kit prior to departure from the U.K. and they will not be permitted to purchase Warrant Officer type uniform on arrival at Christmas Island. The only items which officers may purchase on pre-payment from Service stocks at Christmas Island are replacements for kit which has been lost, damaged or destroyed. Such purchases will be subject to the prior approval of C.O. Task Force Grapple 'Y' and will be charged at Vocational prices, plus 20% Departmental expenses.

Flying Clothing

4. All aircrew members are to be kitted with the appropriate type of flying clothing in accordance with scale C.21 of A.P. 830, Vol. 3 Part C.

5. Arrangements have been made by Headquarters Bomber Command for issues of the following special items of flying clothing to Valiant and Canberra aircraft crew members:-

(a) Suits Flying Tropical Mark 1 (reference 22C/1617-1624) Two per crew member.



(b) Suits air ventilated Mark I (reference 22C/1465-1472) Two per crew member (Canberra P.R.7 only).

(c) Suits Air ventilated Mark II (reference 22C/1465-1738) Two per crew member (Canberra B.6 only).

6. All crew members are to be in possession of two flying helmets and oxygen mask assemblies.

Working and Protective Clothing

7. Adequate Working and Protective Clothing is being prepositioned under Air Ministry arrangements.



[REDACTED]

[REDACTED]

TECHNICAL INSTRUCTIONS

1. Servicing Pattern

(a) Aircraft - Valiant, Canberra B.Mk.VI and P.R.3. As laid down in B.C.T.S.Is. Vol.1, Pt.4, Leaflet 2, Issue 9, Appendix 'A', Issue 7.

(b) Servicing Extensions. May be authorised by S.T.O. of Xmas Island within limits laid down in B.C.T.S.I., Vol.1, Part 4, Leaflet 2, Issue 9, Para.10.

2. Third and Fourth Line Servicing. Aircraft third and fourth line servicing arisings are to be actioned in accordance with instructions promulgated by D.D.Ops. (A.W.T.) copy to Headquarters Bomber Command.

3. Pre-departure Servicing

(a) All escape aid explosives, and emergency explosives are to have 61 days aeroplane life remaining from date of departure.

(b) To reduce the servicing on arrival, a Primary Two Star Servicing is to be carried out prior to departure.

4. Depth of Servicing. Detachment to be capable of carrying out First Line Servicing up to and including Primary Star.

(a) United Kingdom. Routine Second Line only for Valiant and Canberra P.R.3s.

(b) Edinburgh Field. Is to be used for Bench Testing of major components on rigs already positioned. Full facilities for Second Line servicing of the Canberra B.6 aircraft are being provided by R.A.F. Holding Unit Australia.

(c) Bay Servicing will be available for specialist equipments as follows:-

- (1) Electrical and Instrument.
- (2) Hydraulic and Power Controls.
- (3) Signals and Radar.
- (4) General workshop (less machine tools).
- (5) First Line general workshop.
- (6) Battery charging room.
- (7) Safety equipment.
- (8) Photographic.
- (9) Ejection seat.

5. S.I., S.T.I., and Modification Procedure

(a) Headquarters Bomber Command. This Headquarters will advise "Grapple" Rear Link on all aspects of S.I.s., S.T.I.s. and modifications on deployed aircraft and arrange that units take action as at sub-paragraph 5(b) under.

(b) R.A.F. Stations Wyton and Wittering. Parent units of the aircraft deployed in the operational area are on instructions from Headquarters Bomber Command to:-

- (1) Demand and/or manufacture parts required.
 - (2) Forward parts, drawings and details as instructed.
- [REDACTED]

6. Servicing assistance. - Second Line assistance required beyond the capacity of any staging post is to be requested by signal to Headquarters Bomber Command, copy to parent Group and station. Full details of servicing equipment and specialist personnel required are to be given including reference to any Q signals dispatched through equipment channels for associated spares.

7. Publications

(a) Headquarters No.3 Group are responsible that an adequate range of publications, including Travelling Notes, Servicing Schedules and Volume 1s are taken to cover transit flying to Christmas Island. Second Line, Day servicing and General publications for use by the force in Christmas Island will be available from the holdings as scaled in Engineer Plan 2/56.

8. Mechanical Transport. Standard R.A.F. M.T. is to be serviced in accordance with current instructions.

9. Defect Reporting. The S.T.O., Task Force "Grapple" is to submit Form 1022 (Copy to H.Q.B.C.) when, in his opinion, circumstances warrant immediate submission.

10. Routine Returns

(a) Special Occurrence Reports are to be rendered as and when necessary in accordance with instructions laid down in B.C.T.S.Is. in respect of Canberra and Valiant aircraft.

(b) The following routine technical returns are to be rendered to this Headquarters:-

(1) M.T. Nil.

(2) Radio Nil.

(3) Aircraft and Associated Equipment (Monthly)

Stats. Form 25A (for Canberra, Valiant).

Stats. Form 2250.

(4) Special Installation as called for by D.D.Ops. (A.W.T.).

(c) Mechanical Recording. Stats. Forms 1026(FW) and 1027(FW) are to be submitted in accordance with B.C.T.S.Is. Vol.1, Part 4, Leaflet 19, Paragraphs 17 and 18.

11. Pre-departure. Where the following flying hours are NCI available, then, in the case of aircraft, the next minor or minor star servicing will be carried out; in the case of engines, the engine will be changed prior to the force leaving the U.I.

Valiant	-	95 hours
Canberra P.R.7	-	136 hours
Canberra B.6	-	60 hours
Avon 204	-	150 hours
Avon 109 (P.R.7)	-	200 hours
Avon 109 (B.6)	-	100 hours

Any border-line cases are to be referred to this Headquarters for decision.

817 Servicing Personnel

(a) En Route. Details of the first line servicing personnel to be pre-positioned at staging posts to support the aircraft during transit flights are shown at annexure 1.

(b) Christmas Island. Details of the first line servicing personnel required to support the aircraft during the operations from Christmas Island are shown at annexure 2.

13. Trade Training and Trade Testing is to be carried out in accordance with A.P.3282, Section 2, Chapters 1 - 4 inclusive. Headquarters Bomber Command Trade Testing Instructions, Headquarters Bomber Command Trade Training Instruction and such further instructions as will be issued direct to the Bomber Command element of the Task Force.

14. Armament. Detailed instructions on armament will be issued under separate cover to specified addressees only.

ROUTE SERVICING ESTABLISHMENTS

1. Bomber Command servicing elements are required to effect en route servicing of Valiant and Canberra aircraft at selected staging posts in Canada and America. The following airfields have been selected:-

- (a) Goose Bay.
- (b) Offutt A.F.B. (Omaha).
- (c) Travis A.F.B. (San Francisco).
- (d) Hickam A.F.B. (Honolulu).

2. The following posts have been established at the R.A.F. Staging Posts concerned:-

	Trade	Goose Bay	Offutt A.F.B.	Travis A.F.B.	Hickam A.F.B.
a	G.D. Officer				
b	Airframe Fitter	1 Sgt.	1 Sgt.	1 Sgt.	1 Sgt.
c	Engine Fitter	1 Cpl.	1 Cpl.	1 Cpl.	1 Sgt.
d	Elect. Fitter (Air)	1 Cpl.	1 Cpl.	1 Cpl.	1 Cpl.
e	Inst. Fitter (Nav.)	1 Cpl.	1 Cpl.	1 Cpl.	1 Cpl.
f	Inst. Fitter (Gen.)	1 Cpl.	1 Cpl.	1 Cpl.	1 Cpl.
g	Air Radar Fitter (CN)	Nil	Nil	Nil	Nil
h	Air Radar Fitter (MB)	Nil	Nil	1 Cpl.	Nil
i	Air wireless Fitter	1 Cpl.	1 Cpl.	1 Cpl.	1 Cpl.
k	Armament Fitter	1 Cpl.	1 Cpl.	1 Cpl.	1 Cpl.
l	Air Radar Mech. (D)	Nil	Nil	Nil	Nil
m	Air Radio Fitter	Nil	Nil	Nil	Nil
	Totals:-	8	8	9	8

3. A small range of spares will be positioned at the selected staging posts.

4. Arrangements will be made to fly out the above personnel to their respective detachment airfields. Airlift details are at Annex "C".

CHRISTMAS ISLAND
SERVICING ESTABLISHMENT

1. The Bomber Command Valiant and Canberra P.R.7 servicing element at Christmas Island will consist of the following First Line Air Servicing Elements:-

(a) Valiant (Four aircraft)

1 Flight Lieutenant
1 Pilot Officer
1 Flight Sergeant
5 Sergeants
17 Corporals
22 S.A.C.
9 L.A.C./A.C.
1 Chief Technician
3 Junior Technicians

60 Total

(b) Canberra P.R.7 (Five aircraft)

Flight Sergeant
Sergeants
Corporals
Junior Technicians
S.A.Cs. and A.Cs.

40 Total

2. Arrangements to transport the above personnel to and from Christmas Island will be made by Headquarters Task Force "Grapple".

[REDACTED]

[REDACTED]

RADIO SERVICING INSTRUCTIONS

Aircraft Radio Installations

1. Task Force aircraft will be fitted to meet the requirements of H.Q. A.T.F. "Grapple". This will normally comprise two TR1987's, standard intercom, SFR 18, and Radio Compass AD7092D. In addition Valiant aircraft will be fitted with Green Satin, Altimeter Mk. 6., Reboon Mk. 4, Loren Mk. 2, I.L.S., Decca Navigator and TR 1985/6 (four VHF sets in all).

Depth of Servicing

2. First-line servicing is to be carried out at Staging Posts and at Christmas Island. Second-line servicing is to be completed at Christmas Island.

Existing Servicing Facilities

3. Second-line servicing facilities for all radio installations are provided at Christmas Island.

Spares and Test Equipment

4. Spares and test equipment are not required.

5. Exchanges of equipment will be made from spares held at second-line at Christmas Island, and re-supply from the parent station will not be required.

Personnel

6. Squadron personnel established against the number of detached aircraft are to proceed with them.

7. In addition one radio tradesman from second-line is to be included for the Valiant aircraft detachment for recording purposes.

8. "Grapple" Headquarters will advise whether additional Air Radar Fitters (ARF) are required for second-line servicing of Green Satin, to meet manning difficulties.

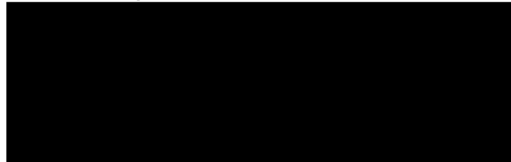
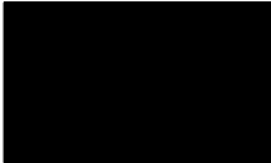
Servicing Records

9. Full servicing recording is to be maintained during the detachment.

Special Instructions

10. Care should be taken to protect radio equipment from the effects of dust and high humidity. The servicing workshops at Christmas Island are not ideal. Personnel are to be instructed to keep equipment sealed in pressure cans whenever possible. Desiccators should be changed regularly, at intervals of about five days.

[REDACTED]



Financial and Accounting Instructions
Bomber Command Personnel Proceeding
Overseas in Connection with Operation Grapple "Z"

Currency

1. Personnel may take with them sterling bank notes not exceeding £10 in value. All personnel are to be acquainted with the relevant currency restrictions set out in A.M.O. A.204/54. Australian Exchange Control Regulations forbid individuals leaving Australian territory with local currency in excess of A£4.

Tropical Kit Allowance

2. A.M.O. A.11/58 applies.

Briefing

3. All personnel are to be informed before departure of the procedure for obtaining advances of pay and allowances, of the currency regulations contained in A.M.O. A.204/54 and of the necessity for making financial provision for all domestic expenses during their absence.

Personnel Based at Christmas Island

4. (a) Officers. Accommodation and messing will be provided at public expense. The appropriate rates of local overseas allowances will be admissible. A.P. 3222 (Second Edition), Section 1, Chapter 10, paragraphs 1 to 8 is to be complied with. Advances of pay are to be dealt with in accordance with A.P. 3222 (Second Edition), Section 4, Chapter 3, paragraphs 31 to 38. Advances of pay will be cleared by the Accountant Officer, R.A.F. Christmas Island to Air Ministry Accounts 2. Advances of local overseas allowance will be notified to parent units for recovery through Form 504.

(b) Airmen. A.P. 3222B, Chapter 5, paragraph 57 is to be complied with, i.e., the Home attachment procedure for periods of over 21 days and up to three months is to be followed. Forms 4194D and 3896 are to be issued. Forms 4079 are to be despatched to the Accountant Officer, R.A.F. Christmas Island.

(c) The rates of local overseas allowance for Christmas Island are as follows:-

(i) Single accommodated rate for officers and airmen - five shillings per day.

(ii) Married unaccompanied accommodated rate for officers and airmen - six shillings per day.

/s.....



Personnel Proceeding to Australia to Re-inforce No. 76 Squadron

5. Officers and airmen will be accommodated and messed at public expense. The appropriate rates of local overseas allowance will be admissible. Officers and airmen are to be regarded as posted for accounting purposes. Action is to be taken in respect of officers as set out in A.M.O. A.144/58. Forms 1067 and Forms 4079 are to be despatched to the Accountant Officer, R.A.F. Support Unit Edinburgh Field.

Pay and Allowances in Transit through Transport Command Staging Posts (Except Hickham A.F.B.)

6. (a) Advances of pay and allowances may be drawn from Staging Post Imprest holders at Goose Bay, Travis and Offutt A.F.B.'s. Pay Books should be used for these advances.
- (b) Allowances will be admissible as follows:-
- (i) Goose Bay. Personnel will be messed and accommodated at Public Expense. The appropriate rate of local overseas allowance will be admissible.
- (ii) Travis A.F.B. Where officers are accommodated on the base at a nominal charge, messing and accommodation are to be paid individually by officers and the nightly rate of travelling allowance abated by one third will be payable in accordance with A.M.O. A.1/58. Where officers are necessarily accommodated in hotels, the full rate of travelling allowance will be payable in accordance with A.M.O. A.1/58. The U.K. rate of ration allowance will be admissible in conjunction with the 2/3rds and full rate of travelling allowance. Airmen will be messed and accommodated at public expense and will be entitled to 1/3rd of the nightly rate of travelling allowance under Note 2(b)(ii) of A.M.O. A.1/58.
- (iii) Offutt A.F.B. as for Travis.

Officers and Airmen in Transit through Hickam A.F.B. (Honolulu)

7. (a) Officers and Senior N.C.O's in transit through Honolulu will be accommodated but will be required to pay for food individually. An allowance of \$4 per day will be paid to officers and \$3.75 to Senior N.C.O's by the Imprest Holder at Hickam A.F.B. Officers and Senior N.C.O's will thus be regarded as accommodated and messed at public expense and the appropriate accommodated rate of local overseas allowance will be admissible.
- (b) Corporals and below will be messed and accommodated free of charge. The appropriate accommodated rate of local overseas allowance will be admissible.
- (c) Rates of local overseas allowance for Honolulu are as follows:-

Cont'd.....



	<u>Single Accommodated</u>	<u>Married Unaccompanied Accommodated</u>
Air Vice Marshal and above	23. 0d.	26. 3d.
Air Commodore	21. 6d.	24. 9d.
Group Captain and Wing Commander	20. 0d.	23. 3d.
Squadron Leader and below.	18. 6d.	21. 9d.
Warrant Officer	12. 0d.	14. 0d.
Flight Sergeant	11. 0d.	13. 0d.
Sergeant	10. 0d.	12. 0d.
Corporal and below	9. 0d.	11. 0d.

Travelling Advances

8. Travelling advances may be issued in accordance with A.P. 3222 (Second Edition), Section 2, Chapter 5. Advances made to personnel proceeding to Australia are to be notified to R.A.F. Edinburgh Field for clearance. All other advances are to be cleared by parent units in accordance with the above quoted regulations.

Flight Imprests

9. (a) All officers and airmen may draw pay and allowances from Staging Post Imprest Holders if necessary. Flight Imprests should therefore not normally be required and should only be used in emergency. An Imprest Holder is to be appointed however, on each aircraft proceeding abroad on this operation. Letters of authority are to be issued in accordance with Air Ministry B/JF/45/Accts.1(e), dated 10th June, 1958 and Imprest Holders are to be briefed in writing on the Imprest procedure outlined in this Headquarters letter BC/71084/CA dated 2nd January, 1958.

(b) In the event of an imprest being used on the outward journey, the following procedure is to be followed:-

(i) Aircraft based at Christmas Island or in Australia.

Imprest account and balance of cash is to be handed in to the Accountant Officer at Christmas Island or Edinburgh Field as appropriate for clearance back to parent unit.

(c) Any Imprest used on the home journey is to be cleared to the parent unit in the normal manner.

10. Application is to be made to Air Ministry Accounts 1(e) for any foreign currency required for the purpose of making currency exchanges prior to departure to cover periods of transit.

Notes on Entitlement to and Provision of Dollar Funds

11. (a) Service Personnel.

(i) Proportion of Pay

Air Vice Marshal (and equivalent ranks)	\$9) For each period of 24 hours spent in transit across the U.S.A. and in Honolulu.
Air Commodore	\$7	
Group Captain	\$5	
Wing Commander	\$5	
Squadron Leader	\$4	
Up to Flt. Lt.	\$3	

/(ii).....



(ii) Travelling Expenses in U.S.A. (excluding Honolulu)

(1) Night Stops. For each overnight stop on ground where Service accommodation is NOT provided:-

Air Vice Marshal and above (and equivalent rank)	\$17.50	U.K. ration
Wing Commander to Air Cdre	\$14.00	allowance
Other Officers	\$10.50	payable in
Airmen	\$ 8.75	addition.

(2) Meals/Meal Boxes

For periods NOT covered by paragraph 11(a)(ii)(1) above, (i.e., because individuals are travelling overnight) NOT exceeding three meals or meal boxes, plus one extra meal box for each twenty-four hour period:-

Meals - \$2.00 each) U.K. ration allowance will
Meal Boxes - \$1.50 each) not be paid in addition.

(iii) Local overseas Allowance

Local overseas allowance is NOT payable in U.S.A. but for each overnight stop in Honolulu, personnel are entitled to local overseas allowance at the appropriate single accommodated rate set out in paragraph 7(c) above.

(b) Civilians. Estimated travelling expenses (including cost of meals and accommodation at Honolulu), plus an amount of dollars on the scale at (a)(i) above according to equivalent rank.

12. If service personnel are delayed at Hickam A.F.B. (Honolulu), cash issues may be made against pay and local overseas allowance entitlements as at 11(a)(i) and (iii) above for the period of the delay. Personnel based at Hickam A.F.B. may exchange sterling notes into dollar on arrival, within a limit of £10 a head.

Funds for Personnel in Honolulu on Temporary Duty

13. When service personnel visit Hickam A.F.B. (Honolulu) on authorised temporary duty, the sub-imprest holder may either exchange Australian currency or sterling into dollars or make cash advances as convenient. The total amount of dollars made available to an individual, excluding any amount issued under paragraph 7(a) above to pay for meals and accommodation, is not, however to exceed his dollar entitlement for the visit, i.e.

(a) The amount of local overseas allowance admissible at the appropriate single accommodated rate set out in paragraph 7(c) above.

and

(b) The amount of his pay entitlement for the period spent in Honolulu. When the period of the visit is over six weeks, this will be the entitlement shown in his pay book, but if the period of duty is for six weeks or less, then the entitlement is also to be restricted to the appropriate daily rate laid down in Appendix "C" to A.M.O. A.284/54, as amended by A.M.O. A.212/56.

[REDACTED]

[REDACTED]

MEDICAL ARRANGEMENTS

Employment Standard

1. All personnel taking part in the operation must have an employment standard not lower than A4G2. The medical officer of the parent station is to satisfy himself that they are fit for the operations and the proposed flight conditions.

Inoculations

2. Those who are to travel on the Western Route (i.e. via Canada, the United States and Honolulu) must have a current International Certificate of Vaccination and a current R.A.F. Certificate showing T.A.B.T. inoculation, both of which must be carried on their persons. Those who fly East (i.e. via Karachi) must carry in addition, current International Certificates showing that they have been protected against Yellow Fever and Cholera.

Health

3. Each individual is to be given a copy of Air Ministry Pamphlet 160 (Second Edition) "Your Health in Warm Climates".

4. The medical officer of the parent station is to brief all crews upon the procedure for reporting sick at any bases along the route at which no R.A.F. medical service is available, according to the terms of Bomber Command letter EC/S.89773/1ed. dated 12th December, 1957.

Disinsectisation of Aircraft

(a) Initial. In order to comply with Pakistan regulations, aircraft which leave this country to fly through Pakistan must receive an initial disinsectisation before they leave. This may be done at any Class I airfield under the direction of the S.A.O., who is to make the appropriate entry in the Aircraft's M.700. The disinsectisation may be carried out up to three weeks before departure, provided that the aircraft does not leave the United Kingdom during the interval.

(b) Routine. Disinsectisation of aircraft is to be carried out with Aerosol dispensers (33F/385) before all flights in which the next landing is to be in another territory in accordance with the instructions given below:-

Valiant and Canberra

PART OF AIRCRAFT	ACTION TO BE TAKEN		
	5 minutes Before Take-off	30 minutes Before Landing	Immediately After Landing
Cockpit and Nose Compartment	15 secs. with cockpit closed	15 seconds	Nil
Bomb Bay	45 seconds	Nil	45 seconds
Undercarriage Housing	45 seconds	Nil	45 seconds

58

6. The Canberras are to be equipped with the Command Modified Tropical Survival Arrangements. The Valiant is to carry one Mk. I survival pack (Tropical) for each crew member and passenger.

Flying Clothing

7. Aircrew should take with them a spare helmet and oxygen mask, a spare flying overall and a spare air ventilated suit (Canberras Only).

Blood Counts

8. All personnel who go to Christmas Island should have blood examinations made and the results recorded as laid down in A.L.O. A.128/53.

POSTAL ADDRESSES

1. The following postal addresses will apply:-

(a) GOOSE BAY

[REDACTED]
R.A.F. Detachment,
GOOSE BAY,
Inbriador,
Gannaga

(b) OFFUTT A.F.B.

[REDACTED]
Omaha,
Nebraska,
U.S.A.

(c) TRAVIS A.F.B.

[REDACTED]
San Francisco,
California,
U.S.A.

(d) HICOM A.F.B.

[REDACTED]
Unit/Squadron/Flight,
British Forces Post Office 171.

(e) CHRISTMAS ISLAND

[REDACTED]
Unit/Squadron/Flight,
British Forces Post Office 170.

(f) EDINBURGH FIELD

[REDACTED]
Unit/Squadron/Flight,
British Forces Post Office 151.

2. The words "British Forces Post Office" are to be written in full.

