

UNCLASSIFIED

K410.01-6  
July-27-1950  
1212  
RETURN TO  
RESEARCH STUDIES  
INSTITUTE  
U.S.A.F.  
HISTORICAL DIVISION

[REDACTED]  
NAFD

Excluded from General Declassification Schedule  
NAFD

16576  
91391

UNCLASSIFIED

CONTINENTAL AIR DEFENSE COMMAND

AND

AIR DEFENSE COMMAND

HISTORY

[REDACTED]  
NAFD



July - December 1955

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SUPPORTING DOCUMENTS

VOLUME XI

NOS. 44, 159, 282, 292, 351

Consisting of 194 Pages

RSI Cont. No.  
S18846

[REDACTED]  
NAFD

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3-3999-12  
44  
982

AIR DEFENSE COMMAND  
AC&W OPERATIONAL STATUS REPORT  
RCS: AF-Z20  
as of 2400, 10 Dec 55

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)
1.	9 AD 172	HqSec	Geiger AFB, Wash.	CC	-	-	-	-	F	100	-	-	-	-	40	100	100	F/F/F	-	-
2.	6	638	Curlew, Wash.	DC	FPS-3	FPS-6	-	FPS-6	F	100	100	5	-	5	53	100	100	F/F/F	8	6
3.	11	680	Yaak, Mont.	DC	FPS-3	FPS-6	-	FPS-6	F	100	100	30	-	5	45	100	100	F/F/F	7	5
4.	11A	680	Porthill, Idaho	SS	FPS-14	-	-	-	X-1-3	65	5	-	-	-	0	0	X/X/X	-	-	
5.	11B	680	Eureka, Mont.	SS	FPS-14	-	-	-	X-1-3	0	5	-	-	-	0	0	X/X/X	-	-	
6.	11C	680	Moyie Springs, Ida.	SS	FPS-18	-	-	-	X-1-3	0	5	-	-	-	0	0	X/X/X	-	-	
7.	32	636	Condon, Ore.	DC	FPS-3	FPS-6	-	FPS-6	F	100	100	5	-	5	85	65	100	F/F/F	8	6
8.	40	637	Othello, Wash.	DC	FPS-3	FPS-6	-	FPS-6	F	100	100	30	-	5	71	100	100	F/F/F	11	8
9.	60	760	Colville, Wash.	DC	FPS-3	FPS-6	-	FPS-6	F	75	100	20	-	5	65	100	100	F/F/F	11	6
10.	60A	760	Ione, Wash.	SS	FPS-14	-	-	-	X-1-3	0	5	-	-	-	0	0	X/X/X	-	-	
11.	118	634	Burns, Ore.	DC	MPS-7	FPS-6	-	FPS-6	S-3	100	95	20	-	20	27	85	60	S/S/F	8	0
12.	118A	634	Burns Junction, Ore.	SS	FPS-18	-	-	-	X-1-3	0	5	-	-	-	0	0	X/X/X	-	-	
13.	149	821	Baker, Ore.	DC	MPS-7	FPS-6	-	MPS-14	X-1-3	0	5	5	-	5	5	5	5	X/X/X	8	0
14.	150	822	Cottonwood, Ida.	DC	FPS-8	FPS-6	-	FPS-6	X-1-3	10	20	20	-	20	5	5	5	X/X/X	8	0
15.	151	823	Geiger AFB, Wash.	DC	MPS-7	FPS-6	-	MPS-14	X-1-3	5	5	5	-	5	5	5	5	X/X/X	11	0



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RCS: AF-Z20, as of 2400, 10 Dec 55

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)
16.	9 AD	153	825 Kamloops BC, Can.	DC	FPS-3	FPS-6	--	FPS-4	X-1-3	0	0	0	0	0	0	0	0	X/X/X	9 0

## REMARKS:

Line 2 - Colm 8: FPS-5 operational as interim height finder. Colm 15: Interim emergency radio equipment installed: 2 T4/FRC; 2 AN/TRC-1.

Line 3 - Colm 7: FPS-8 interim search 20% complete. Colm 8: FPS-4 operational as interim height finder. Colm 15: Interim emergency radio equipment installed: 3 T4/FRC; 1 SP600JX; 1 SCR-399; 1 BC-342.

Line 7 - Colm 8: FPS-4 operational as interim height finder.  
Colm 15: Interim emergency radio equipment installed: 4 T4/FRC; 3 SP600JX; 2 AN/TRC-1; 1 SCR-399.

Line 8 - Colm 8: FPS-5 operational as interim height finder.  
Colm 15: Interim emergency radio equipment installed: 6 T4/FRC; 4 SP600JX; 8 AN/TRC-1; 1 SCR-399.

Line 9 - Colm 8: FPS-5 operational as interim height finder.  
Colm 15: Interim emergency radio equipment installed: 2 T4/FRC; 1 SP600JX; 3 AN/TRC-1.  
Colm 7: FPS-8, interim search 20% complete.

Line 11 - Site operating as surveillance station status pertains to search capability only.

Line 15 - Colm 8: MPS-8 will be installed as interim height.

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RCS: AF-Z20, as of 2400, 10 Dec 55

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)
17.	25 AD	4 HqSec	McChord AFB, Wash.	CC	-	-	-	-	F	100	-	-	-	-	80	100	100	F/F/F	-	-
18.		1	635 McChord AFB, Wash.	DC	FPS-3	FPS-6	-	FPS-6	F	100	5	5	-	5	69	100	100	F/F/F	11	8
19.		12	761 North Bend AFS, Ore.	DC	FPS-3	FPS-6	-	FPS-6	F	100	100	21	-	20	100	100	100	F/F/F	8	6
20.		12A	761 Port Orford, Ore.	SS	FPS-14	-	-	-	X-1-3	5	5	-	-	-	-	5	5	X/X/X	-	-
21.		44	758 Neah Bay AFS, Wash.	DC	FPS-3	FPS-6	-	FPS-6	F	100	100	20	-	5	88	90	90	F/F/F	9	7
22.		46	757 Elaine AFS, Wash.	DC	FPS-3	FPS-6	-	FPS-6	F	100	5	20	-	5	75	100	100	F/F/F	11	9
23.		57	759 Naselle AFS, Wash.	DC	FPS-3	FPS-6	-	FPS-6	F	100	100	100	-	20	82	100	100	F/F/F	11	8
24.		100	689 Mt Hebo, Ore.	DC	MPS-11	FPS-6	MPS-11	FPS-6	X-2-3	97	30	30	30	30	35	30	30	X/X/L	8	0
25.		L-6	689 Portland, Ore.	SS	CPS-5	TPS-10D	-	-	F	100	100	100	-	-	100	100	100	F/F/F	0	4

## REMARKS:

Line 17 - TPS-1D utilized as mobile emergency radar in Air Div.

Line 18 - Colm 11: CPS-6B operational as interim search and height.  
Colm 15: Interim emergency radio equipment installed: 1 T4/FRC; 3 T158/FRT; 10 AN/TRC-1; 2 AN/PRR-12.Line 19 - Colm 7: FPS-8 interim search 95% complete.  
Colm 8: FPS-4 operational as interim height.Line 21 - Colm 7: FPS-8 interim search 20% complete.  
Colm 8: FPS-4 operational as interim height.Line 22 - Colm 5: FPS-10 operational as interim search and height.  
Colm 15: Interim emergency radio equipment installed: 5 AN/TRC-1; 1 SCR-499.

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RCS: AF-720, as of 2400, 10 Dec 55

25th ADiv (Contd)

REMARKS: (Contd)

- Line 23 -- Colm 7: FPS-8 interim search 20% complete  
Colm 8: FPS-5 operational as interim height.  
Colm 15: Interim emergency radio equipment installed: 4 T4/FRC; 1 SP600JX, 3 BC-342; 1 AN/TRC-1.
- Line 24 -- Colm 5: FPS-4 interim height 35% complete.
- Line 25 -- Lashup site L-6 fully operational at Portland, Ore. TPS-10D is on loan from ANG.

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RCS: AF-Z20, as of 2400, 10 Dec 55

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	
26.	26AD	3	HqSec	Roslyn, N. Y.	CC	-	-	-	F	100	-	-	-	-	100	100	100	F/F/F	-	-	
27.		9	646	Highlands AFS, N.J.	DC	CPS-6B	FPS-6	FPS-8	FPS-6	F	95	100	20	20	20	88	100	100	F/F/F	12	10
28.		9A	646	Gibbsboro, N. J.	SS	FPS-14	-	-	X-1	0	20	-	-	-	-	20	20	X/X/X	-	-	
29.		9B	646	Duttonville, N. J.	SS	FPS-18	-	-	X-1	0	20	-	-	-	-	20	20	X/X/X	-	-	
30.		30	64E	Benton AFS, Pa.	DC	FPS-3	FPS-6	-	FPS-6	F	100	5	20	-	20	97	20	100	F/F/F	9	8
31.		30C	64E	East Meredith, N. Y.	SS	FPS-18	-	-	X-1	0	20	-	-	-	-	20	20	X/X/X	-	-	
32.		30E	64E	Ulysses, Pa.	SS	FPS-14	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-	
33.		45	773	Montauk AFS, N. Y.	DC	FPS-3	FPS-6	FPS-8	FPS-6	F	99	100	100	30	30	54	80	100	S2/S2/ S2	12	10
34.		45A	773	Manorville, N. Y.	SS	FPS-14	-	-	X-1	0	20	-	-	-	-	20	20	X/X/X	-	-	
35.		45B	773	Chilmark, Mass.	SS	FPS-14	-	-	X-1	5	20	-	-	-	-	20	20	X/X/X	-	-	
36.		54	770	Palermo AFS, N. J.	DC	FPS-3	FPS-6	FPS-8	FPS-6	F	70	100	20	20	20	57	100	100	F/F/F	11	8
37.		55	647	Quantico Marine Base, Va.	DC	FPS-3	FPS-6	-	FPS-6	F	50	100	20	-	20	98	90	100	F/F/F	9	9
38.		55B	647	Hermanville, Md.	SS	FPS-14	-	-	X-1	0	20	-	-	-	-	20	20	X/X/X	-	-	
39.		55D	647	Manover, Pa.	SS	FPS-14	-	-	X-1	0	20	-	-	-	-	20	20	X/X/X	-	-	
40.		56	771	Cape Charles AFS, Va.	DC	FPS-3	FPS-6	FPS-8	FPS-6	F	100	100	30	35	5	63	100	100	F/F/F	9	9
41.		56A	771	Temperanceville, Va.	SS	FPS-14	-	-	X-1	18	20	-	-	-	-	20	20	X/X/X	-	-	
42.		56B	771	Bethany Beach, Del.	SS	FPS-14	-	-	X	0	20	-	-	-	-	20	20	X/X/X	-	-	

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RCS: AF-Z20, as of 2400, 10 Dec 55

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)
43. 26AD	56C	771	Elizabeth City, N.C.	SS	FPS-14	-	-	-	X	0	20	-	-	-	-	20	20	X/X/X	-	-
44.	63	772	Claysburg AFS, Pa.	DC	FPS-3	FPS-6	-	FPS-6	F	100	100	20	-	20	98	100	100	F/F/F	8	8
45.	121	649	Bedford, Va.	DC	MPS-11	FPS-6	-	FPS-6	X-2-3	95	93	5	-	5	90	93	93	X/X/X	7	7
46.	TT-3	773	Nantucket Shoal, Mass.	DC	FPS-3	FPS-6	-	FPS-6	X-1	0	5	5	-	5	5	5	0	X/X/X	8	0
47.	TT-4	646	Shoal (Unnamed)	DC	FPS-3	FPS-6	-	FPS-6	X-1	0	5	5	-	5	5	5	0	X/X/X	8	0

REMARKS:

- Line 26 - TPS-1C utilized as mobile emergency radar in Air Division.
- Line 27 - Colm 15: 2 SCR-188, 1 EC-638, 1 EC-639 and 1 EC-640 utilized as interim radio comm eqp.
- Line 30 - CPS-6B interim search and height 100% operational. Colm 15: 1 EC-610 interim HF point-to-point operational.
- Line 33 - FPS-5 interim height 100% operational. Colm 15: 2 SCR-399 and 3 EC-191 interim HF operational.
- Line 36 - FPS-5 interim height operational. Colm 15: 3 EC-610 interim HF point-to-point radio equipment operational.
- Line 37 - CPS-4, interim height operational (FPS-4 programmed interim height 20%).
- Line 40 - CPS-4, interim height operational. Colm 15: SCR-188 operational as interim HF point-to-point radio equipment.
- Line 44 - FPS-4 interim height operational.
- Line 45 - MPS-8 interim height 90% installed.



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	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	
48.	27AD	84	HqSec	Norton AFB, Calif.	CC	-	-	-	F	100	-	-	-	-	80	100	100	F/F/F	-	-	
49.		2	775	Cambria AFS, Calif.	DC	FPS-3	FPS-6	-	FPS-6	F	100	100	95	-	5	70	100	100	F/F/F	8	6
50.		15	669	Santa Rosa AFS, Calif.	DC	FPS-3	FPS-6	-	FPS-6	F	100	5	20	-	20	46	100	100	F/F/F	11	7
51.		39	670	San Clemente Island AFS, Calif.	DC	FPS-3	FPS-6	-	FPS-6	F	100	100	90	-	5	55	100	100	F/F/F	9	8
52.		39A	670	Malibu Beach, Calif.	SS	FPS-18	-	-	X-1-3	0	5	-	-	-	-	5	5	X/X/X	-	-	
53.		59	750	Boron AFS, Calif.	DC	FPS-3	FPS-6	-	FPS-6	F	100	5	20	-	5	78	100	100	F/F/F	9	8
54.		59A	750	Shafter, Calif.	SS	FPS-18	-	-	X-1-3	0	5	-	-	-	-	5	5	X/X/X	-	-	
55.		59B	750	Lone Pine, Calif.	SS	FPS-18	-	-	X-1-3	0	20	-	-	-	-	5	5	X/X/X	-	-	
56.		76	751	Mt Laguna AFS, Calif.	DC	FPS-3	FPS-6	-	FPS-6	S-2	100	100	100	-	20	60	100	100	S/S/S	11	8
57.		76A	751	Tecate, Calif.	SS	FPS-14	-	-	X-1-3	5	5	-	-	-	-	5	5	X/X/X	-	-	
58.		76B	751	San Ysidro, Calif.	SS	FPS-18	-	-	X-1-3	5	5	-	-	-	-	5	5	X/X/X	-	-	
59.		76C	751	Hipass, Calif.	SS	FPS-18	-	-	X-1-3	5	5	-	-	-	-	5	5	X/X/X	-	-	
60.		76D	751	Coyote Wells, Calif.	SS	FPS-14	-	-	X-1-3	5	5	-	-	-	-	5	5	X/X/X	-	-	
61.		128	659	Kingman, Ariz.	DC	MPS-7	FPS-6	-	MPS-14	S-2-3	100	96	20	-	96	54	95	100	S/F/F	7	6
62.		128A	659	Vidal Junction, Calif.	SS	FPS-18	-	-	X-1-3	0	20	-	-	-	-	20	20	X/X/X	-	-	
63.		128B	659	Searchlight, Ariz.	SS	FPS-18	-	-	X-1-3	0	20	-	-	-	-	20	20	X/X/X	-	-	

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	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)
64. 27AD	128C	659	Topock, Ariz.	SS	FPS-18	-	-	-	X-1-3	0	20	-	-	-	-	20	20	X/X/X	-	-
65.	128D	659	Poston, Ariz.	SS	FPS-18	-	-	-	X-1-3	0	20	-	-	-	-	20	20	X/X/X	-	-
66.	128E	659	Cadiz Summit, Calif.	SS	FPS-18	-	-	-	X-1-3	0	9	-	-	-	-	0	0	X/X/X	-	-
67.	162	864	Yuma AFB, Ariz.	DC	MPS-7	FPS-6	MPS-11	MPS-14	X-1-3	65	5	30	30	5	0	0	0	X/X/X	7	0
68.	162A	864	Tacna, Ariz.	SS	FPS-14	-	-	-	X-1-3	0	5	-	-	-	-	5	5	X/X/X	-	-
69.	162B	864	Corn Springs, Calif.	SS	FPS-18	-	-	-	X-1-3	0	5	-	-	-	-	5	5	X/X/X	-	-
70.	162C	864	Stone Cabin, Ariz.	SS	FPS-18	-	-	-	X-1-3	0	5	-	-	-	-	5	5	X/X/X	-	-
71.	162D	864	Palo Verde, Calif.	SS	FPS-18	-	-	-	X-1-3	0	5	-	-	-	-	5	5	X/X/X	-	-
72.	162E	864	Cactus City, Calif.	SS	FPS-18	-	-	-	X-1-3	0	5	-	-	-	-	5	5	X/X/X	-	-
73.	163	865	Las Vegas, Nev.	DC	FPS-3	FPS-6	-	MPS-14	X-1-3	52	5	5	-	5	0	5	5	X/X/X	7	0
74.	163A	865	Boulder City, Nev.	SS	FPS-18	-	-	-	X-1-3	0	5	-	-	-	-	5	5	X/X/X	-	-

REMARKS:

Line 49 - FPS-8 interim emergency search 91% complete. FPS-4 operational as interim height. Colm 15: Interim emergency radio equipment installed: 2 AN/TRC-1, 2 T4/FRC, 3 SP600JX.

Line 50 - FPS-10 operational as interim search. FPS-8 interim emergency search 20% complete. FPS-4 operational as interim height. Colm 15: Interim emergency radio equipment installed: 2 AN/TRC-1; 3 SP600JX; 1 SCR-399.

Line 51 - FPS-8 to be installed as interim emergency search. FPS-4 operational as interim height. Colm 15 - Interim emergency radio equipment installed: 2 AN/TRC-1.

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RCS: AF-Z20, as of 2400, 10 Dec 55

27th ADiv (Contd)

REMARKS: (Contd)

Line 53 - FPS-10 operational as interim search and height.

Colm 15: Interim emergency radio equipment installed: 4 AN/TRC-1

Line 56 - FPS-8 to be installed as interim emergency search. FPS-4 operational as interim height.

Colm 15: Interim emergency radio equipment installed: 1 AN/TRC-8, 1 AN/TRC-1.

Line 61 - Colm 5: MPS-7 to be replaced with MPS-7M. Site operating as surveillance station.

Line 67 - Colm 5: MPS-7 to be replaced with MPS-7M. MPS-11 to be installed as interim search. MPS-8 to be installed as interim height.

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	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)
75.	28 AD	48 HqSec	Hamilton AFB, Calif.	CC	CPS-5D	-	-	-	F	100	-	-	-	-	20	100	100	F/F/F	-	-
76.	33	777	Klamath AFS, Calif.	DC	FPS-3	FPS-6	-	FPS-6	F	100	100	20	-	20	85	100	100	F/F/F	7	5
77.	33A	777	Capetown, Calif.	SS	FPS-14	-	-	-	X-1	0	5	-	-	-	-	5	5	X/X/X	-	-
78.	37	776	Pt Arena AFS, Calif.	DC	FPS-3	FPS-6	-	FPS-6	F	100	100	20	-	20	59	100	100	F/F/F	9	7
79.	37A	776	Laytonville, Calif.	SS	FPS-14	-	-	-	X-1	0	5	-	-	-	-	5	5	X/X/X	-	-
80.	38	666	Mill Valley AFS, Calif.	DC	CPS-6B	FPS-6	-	FPS-6	F	100	100	10	-	10	72	100	100	F/F/F	11	8
81.	58	668	Mather AFB, Calif.	DC	FPS-3	FPS-6	-	FPS-6	F	100	5	15	-	15	50	100	100	F/F/F	11	8
82.	74	774	Madera AFS, Calif.	DC	FPS-3	FPS-6	-	FPS-6	F	100	100	20	-	20	65	100	100	F/F/F	8	6
83.	96	682	Almaden, Calif.	DC	MPS-7	FPS-6	-	MPS-14	X-1	0	22	22	-	22	22	22	21	X/X/X	10	0
84.	127	658	Winnemucca, Nev.	DC	FPS-3A	FPS-6	-	FPS-6	X-1	100	32	20	-	20	20	20	15	X/X/X	7	0
85.	127A	658	Quinn River Crossing, Nev.	SS	FPS-18	-	-	-	X-1	5	5	-	-	-	-	5	5	X/X/X	-	-
86.	127B	658	Unionville, Nev.	SS	FPS-18	-	-	-	X-1	5	5	-	-	-	-	5	5	X/X/X	-	-
87.	156	858	Fallon, Nev.	DC	MPS-7	FPS-6	-	MPS-14	X-1	52	22	22	-	21	16	22	22	X/X/X	7	0
88.	156A	858	Gabbs, Nev.	SS	FPS-18	-	-	-	X-1	5	5	-	-	-	-	5	5	X/X/X	-	-
89.	156B	858	Desert Peak, Nev.	SS	FPS-18	-	-	-	X-1	5	5	-	-	-	-	5	5	X/X/X	-	-
90.	156C	858	Lovelock, Nev..	SS	FPS-18	-	-	-	X-1	5	5	-	-	-	-	5	5	X/X/X	-	-
91.	157	859	Red Bluff, Calif.	DC	MPS-11	FPS-6	-	FPS-6	X-1	90	21	21	-	21	21	21	22	X/X/X	7	0

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RCS: AF-Z20, as of 2400, 10 Dec 55

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)
92. 28AD	164	866	Tonopah, Nev.	DC	MPS-7	FPS-6	-	FPS-6	X-1	65	25	20	-	20	20	20	21	X/X/X	7	0
93.	164A	866	Beatty, Nev.	SS	FPS-18	-	-	-	X-1	5	5	-	-	-	-	5	5	X/X/X	-	-
94.	164D	866	Bishop, Calif.	SS	FPS-18	-	-	-	X-1	5	5	-	-	-	-	5	5	X/X/X	-	-
95.	180	827	Klamath Falls, Ore.	DC	FPS-3	FPS-6	-	FPS-6	X-1	0	20	20	-	20	15	20	20	X/X/X	8	0
96.	180A	827	Yreka, Calif.	SS	FPS-18	-	-	-	X-1	5	5	-	-	-	-	5	5	X/X/X	-	-
97.	L-4	666	Ft Ord, Calif.	SS	CPS-5D	-	-	-	F	100	100	-	-	-	-	100	100	F/F/F	0	0

REMARKS:

- Line 76 - FPS-8 installed as interim emergency search, 90% complete. Two each FPS-4's operational as interim height.  
Colm 15: 1 4-channel system P-33 to P-37 (TRC-8) with relay at Mt Pierce installed; Cahto Peak relay not in circuit.  
One interim HF circuit to P-38, 100%.
- Line 78 - FPS-4, interim height being relocated, 30% complete. FPS-8 interim emergency search, 100% operational.  
Colm 15: Interim TRC-8 circuits to P-38, 100%, and to Cahto Peak Relay, Mt Pierce Relay to P-33, 50%. Two interim HF pt-to-pt systems, 100%.
- Line 80 - FPS-8 interim emergency search 95% complete. FPS-4, interim emergency height 95% complete.  
Colm 15: Six interim VHF channels operational. TRC-6 to P-48, 100%. TRC-8 systems to P-37, P-58, Travis AFB, Ft Barry, Moffett NAS and Alameda NAS - 100%.
- Line 81 - Colm 5: CPS-6B operational as interim primary search and height  
Colm 15: Interim TRC-8 system to P-38, 100%.
- Line 82 - FPS-4, interim height, 100% operational.  
Colm 15: TRC-8 system to Castle AFB, 65%. GRC-26 HF, 10%. 2 T-4/FRC circuits to P-58, 100%.
- Line 83 - MPS-8 interim emergency height 21% complete.
- Line 91 - MPS-8 interim emergency height, 20% complete.

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RCS: AF-Z20, as of 2400, 10 Dec 55

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)
98. 29AD	83	HqSec	Malmstrom AFB, Mont.	CC	-	-	-	-	S	100	-	-	-	-	95	100	100	S/S/S	-	-
99.	24	681	Cutbank AFS, Mont.	DC	FPS-3	FPS-6	FPS-8	FPS-6	S-2-3	90	100	20	35	20	63	100	85	S/S/S	7	5
100.	24A	681	Browning, Mont.	SS	FPS-14	-	-	-	X	3	5	-	-	-	-	5	5	X/X/X	-	-
101.	24C	681	Sweetgrass, Mont.	SS	FPS-14	-	-	-	X	70	5	-	-	-	-	5	5	X/X/X	-	-
102.	25	778	Havre AFS, Mont.	DC	FPS-3	FPS-6	FPS-8	FPS-6	F	100	100	20	20	5	77	100	100	F/F/F	7	5
103.	25A	778	Galata, Mont.	SS	FPS-14	-	-	-	X	67	5	-	-	-	-	5	5	X/X/X	-	-
104.	25B	778	Hogeland, Mont.	SS	FPS-14	-	-	-	X	75	5	-	-	-	-	5	5	X/X/X	-	-
105.	26	779	Opheim AFS, Mont.	DC	FPS-3	FPS-6	FPS-8	FPS-6	F	100	100	20	20	20	65	100	100	F/F/F	7	4
106.	26A	779	Whitewater, Mont.	SS	FPS-14	-	-	-	X	70	5	-	-	-	-	5	5	X/X/X	-	-
107.	26D	779	Whitetail, Mont.	SS	FPS-14	-	-	-	X	55	5	-	-	-	-	5	5	X/X/X	-	-
108.	27	780	Fortuna AFS, N. D.	DC	FPS-3	FPS-6	FPS-8	FPS-6	F	75	100	5	20	5	60	100	100	F/F/F	7	4
109.	28	786	Minot AFS, N. D.	DC	FPS-3	FPS-6	FPS-8	FPS-6	F	98	100	20	20	5	84	100	100	F/F/F	7	4
110.	28A	786	Niobe, N. D.	SS	FPS-14	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
111.	29	785	Finley AFS, N. D.	DC	FPS-3	FPS-6	FPS-8	FPS-6	F	100	100	20	35	20	60	100	90	F/F/F	7	5
112.	29A	785	Sheyenne, N. D.	SS	FPS-14	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
113.	29B	785	Grafton, N. D.	SS	FPS-14	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
114.	29C	785	Valley City, N. D.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-

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RCS: AF-Z20, as of 2400, 10 Dec 55

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)
115.	29AD	29D	785 Dawson, N. D.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
116.		97	740 Ellsworth AFB, S. D.	DC	MPS-7	FPS-6	-	MPS-14	S-2	100	95	5	-	100	100	95	100	S2/S2/S2	8	8
117.		98	902 Miles City, Mont.	DC	MPS-7	FPS-6	-	MPS-14	S-3	100	95	5	-	100	89	100	100	S/S/F	7	5
118.		99	903 Gettysburg, S. D.	DC	MPS-7	FPS-6	-	MPS-14	X-1	100	75	20	-	75	20	20	20	X/X/L	7	0
119.		99A	903 Ashley, N. D.	SS	FPS-18	-	-	-	X	0	0	-	-	-	-	5	5	X/X/X	-	-
120.		99B	903 Westfield, N. D.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
121.		99C	903 Redfield, S. D.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
122.		133	625 Hastings NAD, Nebr.	DC	FPS-3	FPS-6	-	FPS-6	X	0	5	5	-	5	13	5	5	X/X/X	7	0
123.		133A	625 Mankato, Kans.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
124.		133B	625 Belgrade, Nebr.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
125.		134	695 Lake Andes, S. D.	DC	FPS-3	FPS-6	-	FPS-6	X	0	5	5	-	5	13	5	5	X/X/X	7	0
126.		134A	695 Bloomfield, Nebr.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
127.		134B	695 Howard, S. D.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
128.		134C	695 Gannvalley, S. D.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
129.		147	801 Malmstrom AFB, Mont.	DC	MPS-7	FPS-6	-	FPS-6	X	0	20	20	-	5	13	5	5	X/X/X	8	0
130.		147A	801 Pendroy, Mont.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
131.		177	706 Dickinson, N. D.	DC	FPS-3	FPS-6	-	FPS-6	X	0	5	5	-	5	13	5	5	X/X/X	8	0

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RCS: AF-Z20, as of 2400, 10 Dec 55.



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	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)
132. 29AD	177A	706	Carson, N. D.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
133.	177B	706	Alexander, N. D.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
134.	178	694	Lewiston, Mont.	DC	FPS-3	FPS-6	-	FPS-6	X	0	5	5	-	5	13	5	5	X/X/X	8	0
135.	178A	694	Dodson, Mont.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
136.	179	716	Kalispell, Mont.	DC	FPS-3	FPS-6	-	FPS-6	X	0	5	5	-	5	13	5	5	X/X/X	8	0
137.	179A	716	Columbia Falls, Mont.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
138.	201	731	Sundance, Wyo.	DC	FPS-3	FPS-6	-	FPS-6	X	0	5	5	-	5	13	5	5	X/X/X	8	0
139.	L-7	801	Malmstrom AFB, Mont.	DC	TPS-1D	MPS-8	-	-	S-2	100	100	100	-	-	50	100	100	S/S/S	4	4

REMARKS:

Line 99 - FPS-4 interim height 100% operational.  
Line 102 - FPS-4 interim height 100% operational.  
Line 105 - FPS-4 interim height 100% operational.  
Line 108 - FPS-4 interim height 100% operational.  
Line 109 - FPS-4 interim height 100% operational.  
Line 111 - FPS-4 interim height 100% operational.  
Line 129 - MPS-8 interim height 20% complete.

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RCS: AF-Z20, as of 2400, 10 Dec 55

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)
140. 30 AD	23	HqSec	Willow Run, Mich.	CC	-	-	-	-	F	100	-	-	-	-	100	100	100	F/F/F	-	-
141.	16	665	Calumet AFS, Mich.	DC	FPS-3	FPS-6	-	FPS-6	F	83	100	35	-	20	70	100	100	F/F/F	8	7
142.	19	676	Antigo AFS, Wis.	DC	FPS-3	FPS-6	-	FPS-6	F	85	100	20	-	20	53	95	100	F/F/F	12	8
143.	20	661	Selfridge AFB, Mich.	DC	FPS-3	FPS-6	-	FPS-6	F	100	5	5	-	5	93	100	100	F/F/F	12	12
144.	20A	661	Burnside, Mich.	SS	FPS-14	-	-	-	X-1	0	20	-	-	-	-	20	20	X/X/X	-	-
145.	20C	661	Flatrock, Mich.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
146.	20D	661	Clyde, Ohio	SS	FPS-18	-	-	-	X	0	0	-	-	-	-	0	0	X/X/X	-	-
147.	31	755	Williams Bay AFS, Wis.	DC	FPS-3	FPS-6	-	FPS-6	F	100	5	5	-	5	48	100	100	F/F/F	12	8
148.	34	752	Empire AFS, Mich.	DC	CPS-6B	FPS-6	-	FPS-6	F	70	100	20	-	20	58	100	100	F/F/F	9	8
149.	34A	752	Petoskey, Mich.	SS	FPS-14	-	-	-	X-1	0	20	-	-	-	-	20	20	X/X/X	-	-
150.	43	783	Guthrie AFS, W. Va.	DC	FPS-3	FPS-6	-	FPS-6	F	100	100	5	-	5	47	100	100	F/F/F	8	6
151.	53	782	Rockville AFS, Ind.	DC	FPS-10	FPS-6	-	FPS-6	F	90	100	5	-	5	28	100	100	F/F/F	8	6
152.	53B	782	Mooreville, Ind.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
153.	61	754	Port Austin AFS, Mich.	DC	FPS-3	FPS-6	-	FPS-6	F	100	100	20	-	20	67	95	90	F/F/F	9	8
154.	62	662	Brookfield AFS, Ohio	DC	FPS-3	FPS-6	-	FPS-6	F	100	100	20	-	20	100	100	100	F/F/F	9	8
155.	66	753	Sault Ste Marie AFS, Mich.	DC	FPS-3	FPS-6	-	FPS-6	F	90	95	92	-	20	60	86	100	F/F/F	9	8
156.	67	781	Ft Custer, Mich.	DC	FPS-3	FPS-6	-	FPS-6	F	100	100	20	-	20	58	95	100	F/F/F	8	8

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RCS: AF-Z20, as of 2400, 10 Dec 55

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)
157. 30 AD	67A	781	Midland, Mich.	SS	FPS-14	-	-	-	X-1	0	20	-	-	-	-	20	20	X/X/X	-	-
158.	67C	781	Saugatuck, Mich.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
159.	67E	781	Goshen, Ind.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
160.	73	664	Bellefontaine AFS, Ohio	DC	FPS-3	FPS-6	-	FPS-6	F	85	100	20	-	20	53	100	100	F/F/F	9	7
161.	73A	664	Upland, Ind.	SS	FPS-14	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
162.	73B	664	Paulding, Ohio	SS	FPS-14	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
163.	82	784	Ft Knox, Ky.	DC	FPS-3	FPS-6	-	FPS-6	F	100	100	20	-	5	95	100	100	F/F/F	8	8
164.	105	677	Alpena, Mich.	SS	TPS-1D	-	-	-	X-2-3	100	91	-	-	-	20	20	20	X/X/X	-	-
165.	106	700	Two Creeks, Wis.	SS	TPS-1D	-	-	-	X-3	95	51	-	-	-	91	40	92	S3/S3/ S3	-	-
166.	109	906	Grand Marais, Mich.	SS	TPS-1D	-	-	-	X-2-3	100	35	-	-	-	20	20	85	X/X/X	-	-
167.	131	809	Owingsville AFS, Ky.	SS	TPS-1D	-	-	-	X-3	100	50	-	-	-	100	100	100	X/X/X	-	-
168.	137	704	Carmi, Ill.	SS	TPS-1D	-	-	-	X-3	99	35	-	-	-	20	20	20	X/X/X	-	-

REMARKS:

- Line 140 - TPS-1D utilized as mobile emergency radar in Air Division.  
 Line 141 - FPS-5 interim height 100% operational. Colm 15: 2 T-4/FRC utilized for interim HF point-to-point radio.  
 Line 142 - FPS-4 interim height 100% operational, backup FPS-4 on hand but not installed. Colm 15: 1 BC-191 and 3 SP-600 receivers being utilized for interim HF point-to-point radio.  
 Line 143 - CPS-6B interim search and height 100% operational. Colm 15: 2 T-4/FRC utilized for interim HF point-to-point.  
 Line 147 - CPS-6B interim search and height 100% operational. Colm 15: 3 SCR-188 utilized as interim HF point to point radio.  
 Colms 12 & 14 - Figures reduced. No CE Scheme, previous

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RCS: AF-220, as of 2400, 10 Dec 55

REMARKS: 30th Air Division

- Line 150 - FPS-4 interim height 100% operational  
Colm 15: BC-639 and BC-640 utilized as interim HF point-to-point radio.
- Line 151 - Colms 12 & 14. Figures reduced. No CE Scheme. Previous report in error.
- Line 153 - FPS-4 interim height 100% operational. Colm 15: SCR-188 and EC-191 interim HF point-to-point radio being utilized.  
Colm 16: 6 10-line units TA-277 programmed but not installed.
- Line 154 - Colm 8: FPS-5 interim height operational, FPS-4 programmed 20% completed.
- Line 155 - FPS-5 interim height operational.  
Colm 16: GTA-6A installed and operational except for 13 additional 10-line units to be installed by OCAMA.
- Line 156 - FPS-4 interim height 20% complete.  
Colm 15, SCR-188 and SP-600 being utilized as HF radio (point-to-point).
- Line 160 - FPS-4 interim height 20% complete.  
Colm 15: SCR-188 being utilized as interim HF radio.
- Line 163 - FPS-4 interim height operational.  
Colm 15: SCR-188 being utilized as interim HF radio.

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RCS: AF-Z20, as of 2400, 10 Dec 55

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)
169.	31 AD	36 HqSec	Snelling AFS, Minn.	CC	-	-	-	-	F	100	-	-	-	-	20	100	100	F/F/F	-	-
170.	17	739	Wadena AFS, Minn.	DC	FPS-3	FPS-6	-	FPS-6	F	100	100	100	-	5	65	100	100	F/F/F	8	4
171.	17B	739	Bagley, Minn.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
172.	18	787	Chandler AFS, Minn.	DC	FPS-3	FPS-6	-	FPS-6	F	100	100	95	-	5	57	100	95	F/F/F	10	8
173.	18A	787	Fairmont, Minn.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
174.	18B	787	Beresford, S. D.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
175.	35	674	Osceola AFS, Wis.	DC	CPS-6B	FPS-6	-	FPS-6	F	100	100	5	-	5	67	100	100	X/X/X	9	8
176.	35A	674	Askov, Minn.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
177.	35B	674	Northfield, Minn.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
178.	69	756	Finland AFS, Minn.	DC	FPS-3	FPS-6	-	FPS-6	F	80	100	100	-	20	82	95	85	F/F/F	9	6
179.	69A	756	Franklin, Minn.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
180.	71	789	Omaha AFS, Nebr.	DC	FPS-3	FPS-6	-	FPS-6	S-3	95	100	97	-	5	61	95	95	S/S/S	8	6
181.	71A	789	Virginia, Nebr.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
182.	81	788	Waverly AFS, Iowa	DC	FPS-10	FPS-6	-	FPS-6	S-2	100	100	5	-	5	46	90	100	S/S/S	8	5
183.	85	791	Hanna City AFS, Ill.	DC	FPS-3	FPS-6	-	FPS-6	F	93	100	5	-	5	46	95	90	F/F/F	8	4
184.	101	808	Rochester, Minn.	SS	TPS-1D	-	-	-	X-1	100	75	-	-	-	20	20	20	X/L/L	-	-
185.	122	650	Dallas Center, Iowa	SS	TPS-1D	-	-	-	X-3	100	75	-	-	-	20	20	20	X/L/S	-	-

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	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)
186. 31 AD	132	692	Baudette, Minn.	DC	FPS-3	FPS-6	-	FPS-6	X	5	5	5	-	5	20	5	5	X/X/X	8	0
187.	132A	692	Big Falls, Minn.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
188.	138	707	Grand Rapids, Minn.	DC	FPS-3	FPS-6	-	FPS-6	X	27	20	5	-	5	10	20	20	X/X/X	8	0
189.	139	721	Willmar, Minn.	DC	FPS-8	FPS-6	-	FPS-6	X	21	5	5	-	5	10	5	20	X/X/X	7	0
190.	139B	721	Bemis, S. D.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-

## REMARKS:

- Line 169 - Colm 15: 1 BC-610 and 2 BC-191 operational as interim HF point-to-point.  
 Line 170 - FPS-4 interim height 100% operational.  
 Line 172 - FPS-4 interim height 100% operational.  
 Colm 15: 2 Wilcox transmitters on hand but not installed. SCR-188 installed as interim point-to-point.  
 Line 180 - FPS-4 interim height 100% operational.  
 Line 182 - Colm 15: BC-191-N installed as interim HF pnt-to-pnt. 3 Wilcox 99A's on hand awaiting installation team.  
 Line 183 - FPS-4 interim height 100% operational. Colm 15: SCR-188 installed as interim HF point-to-point.  
 Line 184 - Colm 18: Status due to delay of installation of TPS-1D.  
 Line 185 - Colm 18: Status due to delay of installation of TPS-1D.  
 Line 189 - FPS-4 interim height 20% complete.

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RCS: AF-Z20, as of 2400, 10 Dec 55

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	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)
191.	32 AD	5 HqSec	Syracuse, N. Y.	CC	-	-	-	-	F	100	-	-	-	-	100	100	100	F/F/F	-	-
192.	10	762	North Truro AFS, Mass.	DC	CPS-6B	FPS-6	FPS-8	FPS-6	F	55	100	20	20	20	60	95	100	F/F/F	12	10
193.	10A	762	Westboro, Mass.	SS	FPS-14	-	-	-	X-1	25	20	-	-	-	-	20	20	X/X/X	-	-
194.	10B	762	Ft Dearborn, N. H.	SS	FPS-14	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
195.	TT-1	762	Cashes Ledge	DC	FPS-3	FPS-6	-	FPS-6	X-1	0	5	5	-	5	5	5	0	X/X/X	22	0
196.	TT-2	762	Georges Shoal	DC	FPS-3	FPS-6	-	FPS-6	X-3	95	20	20	-	20	20	20	0	X/X/X	22	0
197.	13	654	Brunswick NAS, Me.	DC	FPS-3	FPS-6	FPS-8	FPS-6	F	92	5	20	20	20	57	100	100	F/F/F	9	9
198.	13A	654	Sedgwick, Me.	SS	FPS-14	-	-	-	X-1	0	20	-	-	-	-	20	20	X/X/X	-	-
199.	TT-5	654	Brown's Bank	DC	FPS-3	FPS-6	-	FPS-6	X-1	0	5	5	-	5	5	5	0	X/X/X	8	0
200.	14	764	St Albans AFS, Vt.	DC	CPS-6B	FPS-6	-	FPS-6	F	90	100	20	-	20	67	90	98	F/F/F	9	10
201.	14B	764	Blue Mtn Lake, N. Y.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
202.	21	763	Lockport AFS, N. Y.	DC	CPS-6B	FPS-6	-	FPS-6	F	100	100	20	-	20	69	100	100	F/F/F	9	9
203.	21A	763	Brockport, Mass.	SS	FPS-14	-	-	-	X-1	0	20	-	-	-	-	20	20	X/X/X	-	-
204.	49	655	Watertown AFS, N. Y.	DC	FPS-3	FPS-6	-	FPS-6	F	90	100	20	-	20	51	20	100	F/F/F	9	8
205.	49A	655	Sutters Corners, N. Y.	SS	FPS-14	-	-	-	X-1	0	5	-	-	-	-	5	5	X/X/X	-	-
206.	49B	655	Oswegatchie, N. Y.	SS	FPS-14	-	-	-	X-1	0	5	-	-	-	-	5	.5	X/X/X	-	-
207.	50	656	Saratoga Springs	DC	FPS-3	FPS-6	-	FPS-6	F	100	100	25	-	20	85	100	100	F/F/F	12	10

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RCS: AF-Z20, as of 2400, 10 Dec 55

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)
208. 32 AD	50A	656	New Preston, Conn.	SS	FPS-14	-	-	-	X-1	0	20	-	-	-	-	20	20	X/X/X	-	-
209.	50E	656	New Salem, Mass.	SS	FPS-14	-	-	-	X-1	0	20	-	-	-	-	20	20	X/X/X	-	-
210.	65	765	Charleston AFS, Me.	DC	FPS-3	FPS-6	-	FPS-6	F	96	100	20	-	20	72	100	100	F/F/F	9	8
211.	65A	765	Topsfield, Me.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	0	0	X/X/X	-	-
212.	80	766	Caswell AFS, Me.	DC	FPS-10	FPS-6	FPS-8	FPS-6	F	100	100	20	20	20	91	100	100	F/F/F	8	8
213.	80A	766	Eagle Lake, Me.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
214.	80B	766	Bridgewater, Me.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
215.	102	672	Barrington, NS, Can.	DC	FPS-3	FPS-6	-	FPS-4	X-1	0	5	5	-	5	5	0	0	X/X/X	7	0
216.	103	911	North Concord, Vt.	DC	MPS-11	FPS-6	-	MPS-14	X-1	50	20	5	-	20	20	20	20	X/X/X	8	0
217.	104	644	Rye, N. H.	SS	TPS-1D	-	TPS-1D	-	X-3	100	25	-	25	-	20	20	100	X/L/S	-	-
218.	110	907	Bucks Harbor, Me.	DC	MPS-11	FPS-6	FPS-8	FPS-6	X-1-3	100	20	20	5	20	20	20	20	X/X/X	8	0

REMARKS:

Line 191 - TPS-1C utilized as mobile emergency radar in Air Division.

Line 192 - Colm 15: 4 T-4/FRC, 3 BC-610, 1 BC-191, 1 TRC-1, 1 TRC-8 being utilized as interim HF pt-to-pt radio.

Line 197 - CPS-6B interim search 100% operational.

Colm 15: 2 T4/FRC, 2 BC-610, 1 BC-191, 3 BC-779, 1 BC-342 being utilized as interim HF pt-to-pt radio.

Line 200 - Colm 15: 4 T4/FRC, 3 BC-779, 2 BC-342, 1 BC-610 utilized as interim HF pt-to-pt radio.

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RCS: AF-Z20, as of 2400, 10 Dec 55

32 Air Division (Contd)

REMARKS: (Contd)

- Line 204 - FPS-5 interim height operational.  
Colm 15: 3 BC-779, 1 SCR-188, 3 BC-610 being utilized as interim HF pt-to-pt radio.
- Line 207 - FPS-5 interim height operational.  
Colm 15: BC-610 and BC-614 utilized as interim HF pt-to-pt radio.
- Line 210 - FPS-5 interim height operational.  
Colm 15, 1 BC-610, 2 BC-191, 2 SP-600 utilized as interim pt-to-pt radio.
- Line 212 - Colm 15: 2 BC-610 utilized as interim HF pt-to-pt radio.
- Line 218 - Colm 7: CPS-5 interim search 20% complete.

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RCS: AF-Z20, as of 2400, 10 Dec 55

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)
219.	33 AD	86 HqSec	Tinker AFB, Okla.	CC	-	-	-	-	F	100	-	-	-	-	20	100	100	F/F/F	-	-
220.		47 793	Hutchinson NAS, Kans.	DC	FPS-10	FPS-6	-	FPS-6	F	100	95	5	-	5	57	95	95	F/F/F	7	6
221.		47A 793	Ellsworth, Kans.	SS	FPS-14	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
222.		47B 793	Wilsey, Kans.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
223.		52 746	Tinker AFB, Okla.	DC	FPS-10	FPS-6	-	FPS-6	F	100	100	5	-	5	55	100	100	F/F/F	7	6
224.		64 790	Kirkville AFS, Mo.	DC	FPS-10	FPS-6	-	FPS-6	F	95	100	5	-	5	50	100	100	F/F/F	8	7
225.		68 797	Fordland AFS, Mo.	DC	FPS-3	FPS-6	-	FPS-6	F	100	100	5	-	5	67	85	100	F/F/F	8	6
226.		68A 797	Gateway, Ark.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
227.		68B 797	Bergman, Ark.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
228.		68C 797	Bendavis, Mo.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
229.		68D 797	Bolivar, Mo.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
230.		70 798	Belleville AFS, Ill.	DC	FPS-3	FPS-6	-	FPS-6	F	100	98	20	-	5	56	100	100	F/F/F	8	7
231.		70A 798	Arcadia, Mo.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
232.		72 738	Olathe NAS, Kans.	DC	FPS-3	FPS-6	-	FPS-6	F	100	100	5	-	5	63	100	100	F/F/F	9	8
233.		75 741	Lackland AFB, Tex.	DC	FPS-3	FPS-6	-	FPS-6	F	100	100	20	-	20	62	100	100	F/F/F	7	5
234.		77 796	Bartlesville AFS, Okla.	DC	FPS-10	FPS-6	-	FPS-6	F	100	100	5	-	5	55	100	95	F/F/F	7	6
235.		77A 796	Ottawa, Okla.	SS	FPS-14	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-

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RCS: AF-Z20, as of 2400, 10 Dec 55

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)
236. 33 AD	77A	796	Ottawa, Okla.	SS	FPS-14	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
237.	77B	796	Savonburg, Kans.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
238.	77C	796	Reese, Kans.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
239.	77D	796	Winfield, Kans.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
240.	78	745	Duncanville AFB, Tex.	DC	FPS-10	FPS-6	-	FPS-6	F	100	100	5	-	5	55	100	100	F/F/F	9	8
241.	79	747	Ellington AFB, Tex.	DC	FPS-10	FPS-6	FPS-6	FPS-6	F	100	100	5	20	5	90	100	100	F/F/S	8	8
242.	79A	747	Fannett, Tex.	SS	FPS-14	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
243.	79B	747	Van Vleck, Tex.	SS	FPS-14	-	-	-	X	13	5	-	-	-	-	5	5	X/X/X	-	-
244.	88	688	Amarillo AFB, Tex.	SS	MPS-7	FPS-6	-	FPS-6	L-2	100	100	5	-	5	58	100	100	X/X/X	4	2
245.	89	683	Sweetwater, Tex.	SS	MPS-11	FPS-6	-	FPS-6	X-3	100	35	20	-	20	20	90	100	X/X/X	3	0
246.	91	703	Texarkana, Ark.	DC	MPS-7	FPS-6	-	MPS-14	CL-2- 3	100	98	5	-	100	20	100	99	CL/CL/CL	7	1
247.	125	653	England AFB, La.	DC	MPS-7	FPS-6	-	MPS-14	CL-2- 3	100	95	5	-	100	71	91	100	CL/CS/S	8	7
248.	143	725	Walnut Ridge, Ark.	DC	MPS-11	FPS-6	-	FPS-6	X-1	85	20	20	-	20	10	20	20	X/X/X	8	0
249.	143A	725	Salem, Ark.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
250.	143B	725	Piggott, Ark.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
251.	187	732	Ozona, Tex.	DC	FPS-3	FPS-6	-	FPS-6	X	0	20	20	-	5	20	5	5	X/X/X	7	0

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RCS: AF-220, as of 2400, 10 Dec 55

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)
252. 33AD	187A	732	McCamey, Tex.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
253.	187B	732	Comstock, Tex.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
254.	188	733	Eagle Pass, Tex.	DC	FPS-3	FPS-6	-	FPS-6	X	0	5	5	-	5	13	5	5	X/X/X	7	0
255.	188A	733	Carrizo Springs, Tex.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
256.	189	742	Zapata, Tex.	DC	FPS-3	FPS-6	TPS-1D	FPS-6	X	0	5	5	5	5	13	5	5	X/X/X	7	0
257.	189A	742	Delmita, Tex.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
258.	189B	742	Laredo, Tex.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
259.	190	811	Port Isabel, Tex.	DC	FPS-3	FPS-6	-	FPS-6	X	0	5	5	-	5	13	5	5	X/X/X	8	0
260.	191	813	Rockport, Tex.	DC	FPS-3	FPS-6	-	FPS-6	X	0	5	5	-	5	13	5	5	X/X/X	8	0
261.	191A	813	Riviera, Tex.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
262.	191B	813	Palacios, Tex.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
263.	192	814	Gray AFB, Tex.	DC	FPS-3	FPS-6	-	FPS-6	X	0	5	5	-	5	13	5	5	X/X/X	7	0
264.	193	815	Lufkin, Tex.	DC	FPS-3	FPS-6	-	FPS-6	X	0	5	5	-	5	13	5	5	X/X/X	7	0
265.	194	812	Lake Charles AFB, La.	DC	FPS-3	FPS-6	TPS-1D	FPS-6	X	0	5	5	5	5	13	5	5	X/X/X	8	0
266.	194A	812	Weeks Island, La.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-

REMARKS:

Line 223 -- Colm 15: 1 BC-610 and 1 BC-342 installed as interim HF.

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RCS: AF-Z20, as of 2400, 10 Dec 55

33d Air Division (Contd)

REMARKS:

Line 224 - Colm 15: 2 Wilcox 99A's on hand but not installed.  
Line 225 - FPS-4 interim height 75% complete.  
Line 230 - FPS-4 interim height 100% operational.  
Colm 11: AB-196 tower being replaced with AB-199.  
Line 232 - FPS-4 interim height 100% operational.  
Line 233 - FPS-4 interim height 100% operational.  
Colm 15: HF pt-to-pt radio equipment being installed.  
Line 244 - TFS-10D interim height 100% operational.  
Line 245 - TFS-10D interim height installation 35% complete.  
Line 248 - MPS-8 interim height 35% complete.  
Line 254 - MPS-8 interim height 5% complete.  
Line 256 - MPS-8 interim height, 5% complete.  
Line 259 - MPS-8 interim height, 5% complete.  
Line 260 - MPS-8 interim height, 5% complete.  
Line 265 - MPS-8 interim height, 5% complete.

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RCS: AF-Z20, as of 2400, 10 Dec 55

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	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)
267.	34 AD	41 HqSec	Kirtland AFB, N. M.	CC	-	-	-	-	F	100	-	-	-	-	35	100	100	F/F/F	-	-
268.	7	769	Continental Divide AFS, N.M.	DC	FPS-3	FPS-6	-	FPS-6	F	100	100	20	-	5	100	100	100	F/F/F	8	6
269.	8	767	Tierra Amarilla, AFS, N. M.	DC	FPS-3	FPS-6	-	FPS-6	L-2	100	100	5	-	5	100	100	100	L/L/F	8	6
270.	51	768	Moriarty AFS, N. M.	DC	FPS-3	FPS-6	-	FPS-6	L-2	100	100	5	-	5	95	100	100	L/L/L	8	5
271.	90	686	Walker AFB, N. M.	DC	MPS-7	FPS-6	-	MPS-14	X-3	100	45	20	-	60	48	65	100	X/L/L	8	0
272.	90A	686	Orla, Texas.	SS	FPS-14	-	-	-	X	0	5	-	-	-	5	5	5	X/X/X	-	-
273.	90D	686	El Paso Gap, N. M.	SS	FPS-18	-	-	-	X	0	5	-	-	-	5	5	5	X/X/X	-	-
274.	92	684	Tucson, Ariz.	DC	MPS-7	FPS-6	-	MPS-14	X	83	20	5	-	20	15	20	20	X/X/X	9	0
275.	92A	684	Sells, Ariz.	SS	FPS-14	-	-	-	X	0	5	-	-	-	5	5	5	X/X/X	-	-
276.	92C	684	Benson, Ariz.	SS	FPS-14	-	-	-	X	0	5	-	-	-	5	5	5	X/X/X	-	-
277.	93	904	Winslow, Ariz.	SS	MPS-11	FPS-6	-	FPS-6	X-2-3	100	20	5	-	5	13	20	20	X/X/X	3	0
278.	94	687	West Mesa, N. M.	DC	MPS-7	FPS-6	-	MPS-14	X-1	70	35	20	-	20	20	20	20	X/X/X	9	0
279.	95	685	Las Cruces, N. M.	DC	MPS-7	FPS-6	TPS-1D	MPS-14	S-2	100	100	5	75	100	100	100	100	S/S/S	8	8
280.	95A	685	El Paso, Tex.	SS	FPS-14	-	-	-	X	0	5	-	-	-	5	5	5	X/X/X	-	-
281.	95B	685	Columbus, N. M.	SS	FPS-14	-	-	-	X	0	5	-	-	-	5	5	5	X/X/X	-	-
282.	95C	685	Alamogordo, N. M.	SS	FPS-18	-	-	-	X	0	5	-	-	-	5	5	5	X/X/X	-	-

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RCS: AF-Z20, as of 2400, 10 Dec 55

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)
283. 34 AD	95D	685	Engle, N. M.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
284.	95E	685	Truth or Consequences, N. M.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
2	95F	685	Sierra Blanca, Tex.	SS	FPS-14	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
286.	181	612	Ajo, Ariz.	DC	FPS-3	FPS-6	-	FPS-6	X	0	5	5	-	5	13	5	5	X/X/X	8	0
287.	181A	612	Horn, Ariz.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
288.	181B	612	Covered Wells, Ariz.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
289.	182	816	Nogales, Ariz.	DC	FPS-3	FPS-6	FPS-11	FPS-6	X	0	5	5	5	5	13	5	5	X/X/X	8	0
290.	182A	816	Elfrida, Ariz.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
291.	183	826	Hachita, Ariz.	DC	FPS-3	FPS-6	-	FPS-6	X	0	5	5	-	5	13	5	5	X/X/X	8	0
292.	183A	826	Animas, N. M.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
293.	183B	826	Apache, Ariz.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
294.	184	675	Valentine, Tex.	DC	FPS-3	FPS-6	-	FPS-6	X	0	5	5	-	5	13	5	5	X/X/X	7	0
295.	186	697	Pyote, Tex.	DC	FPS-3	FPS-6	TPS-1D	FPS-6	X	0	5	5	5	5	13	5	5	X/X/X	7	0
296.	L-1	686	Walker AFB, N. M.	DC	CPS-5D	-	-	-	F	100	100	-	-	-	100	100	100	F/F/F	8	2
297.	L-2	684	Davis-Monthan AFB, Ariz.	DC	TPS-1D	-	-	-	L-2	100	100	-	-	-	100	100	100	L/L/L	3	3
298.	L-3	687	Kirtland AFB, N. M.	DC	CPS-5D	CPS-4	TPS-1D	-	F	100	100	100	0	-	100	100	100	F/F/F	8	8

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34th ADiv (Contd)

REMARKS:

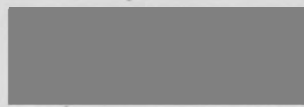
Line 268 - FPS-5 interim height 100% operational.  
Line 269 - FPS-5 interim height 100% operational. Colm 9, shortage of directors.  
Line 270 - Colm 8: FPS-5 interim height 100% operational  
Colm 9: Shortage of ground radio repairmen, ground radio operators, Comm Center specialists.  
Line 271 - MPS-14, MPS-7 and UHF, VHF and HF equipment on site and awaiting installation team.  
Line 274 - Colm 8: TPS-10D interim height 20% complete.  
Line 277 - Colm 5: MPS-11(A) installation delayed due to difficulty in installation of AB-313 tower and inclement weather.  
Line 278 - Colm 8: TPS-10D interim height 20% complete.  
Line 279 - MPS-8 interim height 95% complete.  
Line 286 - Colm 8: FPS-4 interim height 5% complete.  
Line 289 - Colm 8: FPS-4 interim height 5% complete.  
Line 291 - Colm 8: FPS-4 interim height 5% complete.  
Line 294 - Colm 8: FPS-4 interim height 5% complete.  
Line 295 - Colm 8: FPS-4 interim height 5% complete.

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299.	35 AD	87 HqSec	Dobbins AFB, Ga.	CC	-	-	-	-	F	100	-	-	-	-	20	100	100	F/F/F	-	-
300.	42	663	Lake City AFS, Tenn.	DC	FPS-10	FPS-6	-	FPS-6	F	100	100	5	-	5	83	100	100	F/F/F	8	8
301.	111	908	Dobbins AFB, Ga.	DC	MPS-11	FPS-6	-	FPS-6	X-1	25	20	5	-	5	20	20	20	X/X/X	8	0
302.	111A	908	Jeffersonville, Ga.	SS	FPS-18	-	-	-	X-1	0	20	-	-	-	-	20	20	X/X/X	-	-
303.	111B	908	Barnesville, Ga.	SS	FPS-18	-	-	-	X-1	0	20	-	-	-	-	20	20	X/X/X	-	-
304.	111C	908	Piedmont, Ala.	SS	FPS-18	-	-	-	X-1	0	5	-	-	-	-	5	5	X/X/X	-	-
305.	112	702	Hunter AFB, Ga.	DC	MPS-7	FPS-6	FPS-8	MPS-14	S-3	100	100	5	20	30	85	100	100	S/S/S	8	8
306.	112A	702	Parris Island MS, S. C.	SS	FPS-14	-	-	-	X-1	0	20	-	-	-	-	20	20	X/X/X	-	-
307.	112C	702	Alma, Ga.	SS	FPS-18	-	-	-	X-1	0	5	-	-	-	-	5	5	X/X/X	-	-
308.	113	792	No. Charleston, S.C.	DC	MPS-7	FPS-6	FPS-8	MPS-14	F	99	95	5	40	95	55	100	96	X/X/X	8	0
309.	113A	792	Burgess, S. C.	SS	FPS-18	-	-	-	X-1	0	5	-	-	-	-	5	5	X/X/X	-	-
310.	113B	792	Georgetown, S. C.	SS	FPS-14	-	-	-	X-1	0	20	-	-	-	-	20	20	X/X/X	-	-
311.	114	679	Jacksonville NAS, Fla.	DC	-	FPS-6	FPS-8	MPS-14	X-1	0	-	5	5	5	13	5	5	X/X/X	8	0
312.	114A	679	Bunnell, Fla.	SS	FPS-14	-	-	-	X-1	0	5	-	-	-	-	5	5	X/X/X	-	-
313.	114B	679	Blythe, Ga.	SS	FPS-14	-	-	-	X-1	0	5	-	-	-	-	5	5	X/X/X	-	-
314.	115	701	Ft Fisher, N. C.	DC	MPS-7	FPS-6	MPS-11	MPS-14	CL-1-3	84	90	5	25	80	20	30	25	L/S/S	8	0





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315.	35 AD 115B	701	Ft Bragg MR, N. C.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-
316.	116	614	Cherry Point MCAS, N. C.	DC	-	FPS-6	FPS-8	FPS-6	X-1	0	-	5	5	5	13	0	0	X/X/X	8	0
317.	116B	614	Englehard, N. C.	SS	FPS-14	-	-	-	X-1	0	20	-	-	-	-	20	20	X/X/X	-	-
318.	116C	614	Hollyridge, N. C.	SS	FPS-14	-	-	-	X-1	0	20	-	-	-	-	20	20	X/X/X	-	-
319.	117	632	Roanoke Rapids, N.C.	DC	MPS-11	FPS-6	-	FPS-6	X-1	100	35	20	-	20	28	50	20	X/L/S	8	0
320.	126	657	Houma NAS, La.	DC	MPS-7	FPS-6	TPS-1D	MPS-14	X-2-3	95	91	5	75	91	80	90	100	L/S/S	8	4
321.	126A	656	New Orleans, La.	SS	FPS-14	-	-	-	X-1	0	20	-	-	-	-	20	20	X/X/X	-	-
322.	129	660	MacDill AFB, Fla.	DC	MPS-7	FPS-6	MPS-11	MPS-14	S-3	99	99	5	5	60	40	97	95	S3/F/F	8	0
323.	129A	660	Wintergarden, Fla.	SS	FPS-14	-	-	-	X-1	0	20	-	-	-	-	20	20	X/X/X	-	-
324.	129B	660	Inverness, Fla.	SS	FPS-14	-	-	-	X-1	0	20	-	-	-	-	20	20	X/X/X	-	-
325.	130	810	Winston Salem, N. C.	DC	MPS-11	FPS-6	-	FPS-6	X-1	0	20	20	-	5	20	20	20	X/X/X	8	0
326.	144	730	Union City, Tenn.	DC	FPS-8	FPS-6	-	FPS-6	X-1	0	5	5	-	5	20	20	20	X/X/X	3	0
327.	145	799	Joelton, Tenn.	DC	MPS-11	FPS-6	-	FPS-6	X-1	8	20	5	-	5	10	20	20	X/X/X	7	0
328.	145A	799	Bradyville, Tenn.	SS	FPS-18	-	-	-	X-1	0	5	-	-	-	-	5	5	X/X/X	-	-
329.	159	861	Aiken, S. C.	DC	FPS-3	FPS-6	-	MPS-14	X-3	75	20	20	-	20	20	20	20	X/X/X	9	0
330.	159A	861	Norwood, Ga.	SS	FPS-18	-	-	-	X-1	0	5	-	-	-	-	5	5	X/X/X	-	-

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	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)
331.	35 AD 159B	861	Gray Court, S. C.	SS	FPS-18	-	-	-	X-1	0	5	-	-	-	-	5	5	X/X/X	-	-
332.	165	867	Flintstone, Ga.	DC	MPS-11	FPS-6	-	FPS-6	X-1	20	20	5	-	5	20	20	20	X/X/X	8	0
333.	195	627	Crystal Springs, Miss.	DC	FPS-3	FPS-6	-	FPS-6	X-1	0	20	20	-	5	10	20	20	X/X/X	7	0
	196	693	Foley, Ala.	DC	FPS-3	FPS-6	TPS-1D	FPS-6	X-1	0	5	5	5	5	10	20	20	X/X/X	8	0
335.	196B	693	Gulfport, Miss.	SS	FPS-18	-	-	-	X-1	0	5	-	-	-	-	5	5	X/X/X	-	-
336.	197	698	Thomasville, Ala.	DC	FPS-3	FPS-6	-	FPS-6	X-1	0	20	20	-	5	10	20	20	X/X/X	8	0
337.	198	678	Tyndall AFB, Fla.	DC	FPS-3 (ATRC)	FPS-6 (ATRC)	-	FPS-6	X-1-2	0	100	100	-	5	10	20	20	X/X/X	8	0
338.	198A	678	Carrabelle, Fla.	SS	FPS-14	-	-	-	X	0	20	-	-	-	-	20	20	X/X/X	-	-
339.	198B	678	Eglin AFB, Fla.	SS	FPS-14	-	-	-	X	0	20	-	-	-	-	20	20	X/X/X	-	-
340.	199	609	Eufaula, Ala.	DC	FPS-3	FPS-6	-	FPS-6	X-1	0	20	20	-	5	10	20	20	X/X/X	7	0
341.	200	691	Cross City, Fla.	DC	FPS-3	FPS-6	-	FPS-6	X-1	0	20	20	-	5	5	0	0	X/X/X	8	0
	200A	691	Perry, Fla.	SS	FPS-18	-	-	-	X-1	0	5	-	-	-	-	5	5	X/X/X	-	-
343.	200B	691	Lake City, Fla.	SS	FPS-18	-	-	-	X	0	5	-	-	-	-	5	5	X/X/X	-	-

REMARKS:

- Line 301 - MPS-8 interim height 20% complete.
- Line 305 - TPS-10D interim height 100% operational.
- Line 308 - MPS-8 interim height 95% complete.
- Line 311 - Colm 5: Navy FPS-8 programmed as primary search. FPS-8 interim search 5% complete. TPS-10D interim height programmed.

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35th ADiv (Contd)

REMARKS (Contd)

Line 314 - MPS-8 interim height 70% complete.  
Line 316 - FPS-8 interim search 5% complete. Colm 5: Navy FPS-8 programmed as primary search. FPS-8 interim search 5% complete.  
          TPS-10D interim height 5% complete.  
Line 319 - TPS-10D interim height 51% complete.  
Line 320 - TPS-10D interim height 90% complete.  
Line 322 - Colm 15: SCR-499 interim HF pt-to-pt operational.  
Line 325 - MPS-8 Interim height 20% complete.  
Line 327 - TPS-10D interim height 20% complete.  
Line 329 - TPS-10D interim height 20% complete.  
Line 332 - TPS-10D interim height 20% complete.  
Line 334 - MPS-8 interim height 5% complete.  
Line 341 - MPS-8 interim height 20% complete.

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	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)
344.	4750 AD Wg	4750 Yuma, Ariz.		EW-GCI	CPS-5D	CPS-4	CPS-5D	-	F-CF	100	100	100	100	-	90	20	100	F/F/F	10	8
REMARKS: Colm 9 - Presently fully operational as EW under control of 27th ADiv. AS GCI, site is capable of full operations but presently utilized by the WEC for controller training. Colm 16: AN/GTA-6 programmed; AN/TTQ-1 presently in use is considered lashup equipment.																				
345.	C-10	912 Ramore, Ont, Can.	SS	FPS-3	TPS-502	FPS-502	-	F	100	100	100	100	-	100	100	100	F/F/F	5	5	
346.	C-14	913 Pagwa River, Ont, Can.	SS	FPS-3	TPS-502	FPS-502	-	F	100	100	100	100	-	100	100	100	F/F/F	5	5	
347.	C-15	914 Armstrong, Ont, Can.	SS	FPS-3	TPS-502	FPS-502	-	F	100	100	100	100	-	100	100	100	F/F/F	5	5	
348.	C-16	915 Sioux Lookout, Ont, Can.	SS	FPS-3	TPS-502	FPS-502	-	F	95	100	100	97	-	100	100	100	F/F/F	5	5	
349.	C-17	916 Beausejour, Man, Can.	SS	FPS-3	TPS-502	FPS-502	-	F	99	100	100	100	-	100	100	100	F/F/F	5	5	
350.	C-19	917 Puntzi Mt, BC, Can.	SS	FPS-3	TPS-502	FPS-502	-	F	100	100	100	95	-	100	100	100	F/F/F	4	4	
351.	C-20	918 Baldy Hughes Mt., Prince George, BC, Can.	SS	FPS-3	TPS-502	FPS-502	-	F	85	99	95	99	-	100	100	100	F/F/F	5	5	
352.	C-21	919 Saskatoon, Alb, Can.	SS	FPS-3	TPS-502	FPS-502	-	F	100	100	100	100	-	100	100	100	F/F/F	5	5	

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PERMANENT JOINT BOARD ON DEFENSE  
CANADA - UNITED STATES

FILE NUMBER 405

JOURNAL OF  
DISCUSSIONS AND DECISIONS  
AT THE  
MEETING OF THE BOARD HELD  
AT FORT BLISS, EL PASO, TEXAS  
JANUARY 16-20, 1956

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PERMANENT JOINT BOARD ON DEFENSE  
 CANADA - UNITED STATES

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 AT FORT BLISS

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PERMANENT JOINT BOARD ON DEFENSE  
CANADA - UNITED STATES

Journal of

Discussions and Decisions

at the

Meeting of the Board held at the Anti-Aircraft Artillery and Guided Missile  
Center, Fort Bliss, El Paso, Texas, January 16-20, 1956.

(UNCLASSIFIED) The following members participated in the meeting:

CANADIAN SECTION

General the Honourable  
A. G. L. McNaughton, Chairman

Rear-Admiral H. N. Lay,  
Royal Canadian Navy.

Major-General N. E. Rodger,  
Canadian Army

Air Vice Marshal C.R. Dunlap,  
Royal Canadian Air Force

Mr. R. E. Macdonnell,  
Department of External Affairs

Mr. T. H. Barton,  
Department of External Affairs,  
Secretary

UNITED STATES SECTION

Dr. John A. Hannah  
Chairman

Major General James E. Briggs  
U.S. Air Force

Major-General Russell Vittrup  
U.S. Army

Rear Admiral Charles W. Wilkin  
U.S. Navy

Mr. R. G. Miner,  
Department of State

Mr. J. L. Nugent,  
Department of State,  
Secretary

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The following were also present:

Colonel C. W. Turcot,  
Canadian Army

Group Captain M. Lipton,  
Royal Canadian Air Force

Commander J. E. Korning,  
Royal Canadian Navy

Colonel N.P. Ward, III,  
U.S. Army

Colonel T. J. Dayharsh  
U.S. Air Force

Captain N. M. Head,  
U.S. Navy

Colonel S.N. Porter,  
U.S. Air Force

Colonel H. C. Blake,  
U.S. Army

The U. S. Chairman welcomed Major-General N.E. Rodger, the newly-appointed Canadian Army Member of the Board. The Canadian Chairman said that he too wished to welcome General Rodger. He added that he had worked with General Rodger on many occasions in past years and that he was personally very pleased to be associated with him.

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1. ~~(SECRET)~~ MID-CANADA EARLY WARNING LINE

The Canadian Air Force Member referred to Item I of the Board's Journal for its meeting of November 1955, and reported on the progress of the construction of the Mid-Canada Early Warning Line. He said that the program was progressing according to plan, and that it was expected that sections of the line would come into operation by the target date of December 31, 1956, with the balance shortly thereafter.

He then referred to his remarks at the last meeting of the Board concerning plans for rearward communications from the eastern section of the DEW and Mid-Canada lines and the proposal that these be handled by a link from Goose Bay to Seven Islands and Rimouski. It had since been confirmed that, due to the commercial aspect, the U.S. Air Force was unable to participate in the capitalization of these communications by funding for or paying a provisioning charge for them. As a consequence, it had become necessary for the RCAF to study further how the rearward communications requirement for the eastern section of the Mid-Canada Line could be met. When this study had been completed, there would, of course, be further consultations with the U.S. Air Force.

The Canadian Air Member said that, as mentioned at the last meeting of the Board, it was planned that, apart from the operational and control functions of the line, which would be the responsibility of the RCAF, the line would be manned by civilian personnel. It had been established that several Canadian electronic firms were able and willing to undertake this task and arrangements to negotiate a contract for this purpose were now in hand.

2. ~~(SECRET)~~ PROGRESS OF THE CANADA-UNITED STATES MILITARY STUDY GROUP

The U.S. Air Force Member said that the Military Study Group had not met recently, but that it appeared that consideration of proposals for the Atlantic seaward extension of the DEW line might necessitate a meeting in the near future.

3. ~~(SECRET)~~ DISTANT EARLY WARNING SYSTEM - LAND SEGMENT

The U.S. Air Force Member referred to Item 3 of the Board's Journal for November 1955, and reported on the progress of the Distant Early Warning System. He said that construction was proceeding according to plan and

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drew attention to the report prepared by the DEW Project Office. He then called upon Lt-Col. G.S. Weart, U.S. Air Force, to brief the Board on the situation with respect to Pacific and Atlantic seaward extensions to the line. In the case of the Pacific extension, the U.S. Joint Chiefs of Staff had decided that, instead of running the line from Kodiak to Hawaii, it should be extended down the Aleutian Islands chain to Adak and thence to Midway. This would make it possible to increase the number of land-based radars and reduce the requirement for picket ships and aircraft. The U.S. Air Force Member said that the U.S. Joint Chiefs of Staff had referred this plan to the Canadian Chiefs of Staff Committee for concurrence, and the Canadian Air Force Member reported that the Canadian Chiefs of Staff Committee had agreed.

Lt. Col. Weart then described the latest U.S. thinking with respect to the Atlantic extension. The U. S. Air Force Member emphasized that as yet this was not an approved plan, but was now before the U.S. Joint Chiefs of Staff for consideration.

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The U.S. Chairman referred to Item 4 of the Board's Journal for July 1955 concerning the views of the Canadian Government regarding the policy to be followed in operating and manning the DEW system and to so much of Item 3 of the Board's Journal for October 1955 as concerned the manning and operation of the rearward communications from the DEW line in Canada, and the Canadian Chairman's restatement and clarification of the terms on military command of the area and the operational control of friendly aircraft. The U.S. Chairman then stated that the U.S. Government accepted the Canadian policy statement referred to and agreed that it be the basis upon which the DEW line in Canada would be manned and operated during the initial operating phase.

The U.S. Chairman then suggested that it would be useful if a complete statement of these conditions could be appended to the Journal of the current meeting. The Board agreed that this should be done. (See Appendix "A".)

The U.S.

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The U.S. Navy Member then reported the substance of a meeting held on December 12, 1955, between U.S. and Canadian officials concerning arrangements for the continuing sea re-supply of the section of the DEW line between Barter Island and Shepherd Bay, starting in 1957. He said that it was proposed that the ships required should be made available to the Canadian Government from U.S. shipping resources. A variety of ships were required, including some small tankers.

The Canadian Chairman said that he would draw the attention of the Canadian authorities to the comments made by the U.S. Navy member. He then called upon the External Affairs Member to make a statement concerning the policy of the Canadian Government with respect to the sea re-supply of DEW line stations between Barter Island and Shepherd Bay.

The External Affairs Member said that he was authorized to inform the Board that Canada would be prepared to assume responsibility for development organization of Western Arctic sea supply of the DEW line from Barter Island eastward, by way of the MacKenzie River route, on the understanding:

- a) That the necessary vessels suitably converted for the lateral move-

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ment would be provided from U.S. sources.

b) That the undertaking would be on a reimbursable basis.

c) That the supply of the DEW line stations would be integrated, on a basis to be agreed, with the supply of settlements and general civil carrying along the Canadian portion of the coast.

He added that Northern Transportation Company, an agency of the Canadian Government, had been designated as the Canadian agency for planning and organization of the undertaking.

The U.S. Navy Member welcomed the decision of the Canadian Government to undertake the continuing sea re-supply in the Western Arctic. He added that the U.S. authorities were studying the legal aspects involved in making the requested ships available to the Canadian Government.

The Canadian Chairman then outlined the arrangements being developed to facilitate the movement of DEW line cargo via the Mackenzie River route. Plans were under consideration for a wharf, warehousing and oil storage facilities to be established by Canadian agencies at Tuktoyaktuk during the summer of 1956

so that

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so that they would be ready for use in 1957. The movement of the town of Aklavik from the western to the eastern channel of the Mackenzie was proceeding as planned, and it was expected that the construction of an air strip at the new Aklavik site would be well advanced during the summer of 1956. In addition it was hoped that a road from Hay River to Mills Lake might be built in order to avoid difficult ice conditions in Great Slave Lake at the beginning of the navigation season. This would make it possible to start moving cargoes down the Mackenzie two to three weeks earlier than otherwise.

The Canadian Naval member suggested that the problem of repairing and maintaining the ships that were to be left in the Western Arctic during the winter be given early consideration. He suggested further that it might be desirable to have the U.S. Navy send in mobile ship repair facilities during the 1956 season, and leave them at Tuktoyaktuk for use until such time as permanent arrangements could be made.

The Canadian Chairman said that the Canadian authorities were actively studying the problem of the sea resupply of DEW line stations in the eastern Canadian Arctic, in order to determine what Canada could do in this area.



The Board agreed that it was most important that U.S. and Canadian officials concerned with the problem of the sea resupply of the Western Arctic should meet at an early date so that all actions which would have to be taken prior to and during the 1956 navigation season could be settled upon.

The U.S. Chairman stated that the U.S. has admiration for the qualities of business-like administration and thrift exhibited in operations of the Canadian Government. He stated that it is the desire of the United States that Canada assume the responsibility for providing an adequate transportation system through the Mackenzie River to carry the supplies required for DEW line installations from Barter Island on the west to Shepherd Bay, and the United States is willing to make arrangements to make available certain ships and craft as tentatively agreed upon at the December 12th meeting of the representatives of the two countries. The U.S. is assuming that the transportation operation will be carried out by the Canadian Government in the same manner as though operated for an agency of the Canadian Government so as to make the cost to the U.S. for freight carried over this route as low as possible. It is assumed that the contributions in ships, etc., made by the U.S. will be given

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due consideration in differentiating between rates charged the U.S., and other customers for transportation service.

He further stated that the U.S. authorities appreciated the effort being made by Canada to assume this Lockensie River resupply responsibility.

The Canadian Air Force Member then referred to arrangements for the airlift during the spring of 1956. It had been noted that the out-size cargo to be carried by the U.S. Air Force would be generated at U.S. bases and that the only Canadian assistance required for this phase of the operation would be the en-route support of a much smaller number of C-124s than had originally been planned. However, if it became necessary for the U.S. Air Force to supplement the efforts of Canadian commercial air carriers, then it could be expected that the U.S. Air Force would have to make more extensive use of Fort Churchill and Naino.

The U.S. Air Force Member agreed that this would be the case. He expressed the hope that it would be possible to hold the commercial air carriers reasonably close to the planned movement of cargo and that, if the tonnages moved fell short of those planned, they could be made up by the U.S. Air Force assistance from

time to time throughout the operation, rather than by means of a crash program towards the end of the season. The Canadian Chairman agreed that this was most desirable and stated that these views would be drawn to the attention of the Department of Transport.

The Canadian Naval Member then referred to the request by the U.S. Navy that HMCS Labrador be made available for the supply of DEW line sites in the eastern Arctic during the 1956 season. The Naval Member of the Canadian Joint Staff in Washington had been instructed to inform the Chief of Naval Operations, U.S. Navy, that this request would be met and that HMCS Labrador would be made available for the period 10 July to 15 October 1956 for these duties. The Canadian Naval Member said that a request had also been received from the Chief of Naval Operations asking if the services of Captain O.C.S. Robertson, RCN, could be made available as a major operational commander during the 1956 DEW line supply operations. Unfortunately, the ill health of Captain Robertson had made it impossible to comply with this request, although it was hoped that arrangements could be made to have him serve in a liaison capacity in the later stages

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stages of the 1956 operations and to be available for 1957 operations. The Canadian Chairman said that the Canadian authorities were pleased and honored to receive the request for Captain Robertson's services and regretted that it could not be fully met. The U.S. Navy Member said that the circumstances were understood and that the assistance of Captain Robertson, even on a more limited basis than that originally proposed, would be greatly appreciated.

The Board noted that revisions to the security policy statement for the DEW line had been approved by the authorities of both countries and that the statement had been declassified.

The U.S. Air Force Member pointed out that the logistic problem in connection with the DEW line was becoming increasingly complex and he suggested that, in the future, the logistic support of the DEW line should be made a separate item on the Board's agenda. The Board agreed that this should be done.

4. (UNCLASSIFIED) U.S. GOVERNMENT REQUEST FOR EXEMPTION FROM PROVINCIAL AND MUNICIPAL TAXATION ON JOINT DEFENSE PROJECTS.

Referring to Section 4 of the Board's Journal for November 1955, the U.S. State Department Member reported that Drake-Merritt Company, a Pinetree contractor, had definitely decided to bring suit in equity for the return of taxes paid under protest in 1952 and 1953 to the Parish of Simonds. The Company would also seek an injunction against the imposition of 1954 taxes by the Parish. He said the case had been scheduled to come to trial on January 10 and that he believed it was already in progress. According to the State Department Member's understanding, the issue of the suit was whether property taxes had been properly assessed to Drake-Merritt and its predecessor, Frazer-Brace. He said he thoroughly doubted that the United States Government would choose to become a party in the case.

5. ~~(SECRET)~~ EVALUATION OF SOUND SURVEILLANCE STATION "FOX" - PROJECT "CAESAR"

The Canadian Naval Member reported that the Chief of Naval Operations, U.S. Navy, had proposed that the Royal Canadian Navy undertake the operational evaluation of station "FOX" located at Shelburne, Nova Scotia. The Royal Canadian Navy had concurred in this proposal and an exchange of letters was taking place which it was expected would complete the necessary arrangements.

The Royal Canadian Navy was unable to provide all the facilities necessary to carry out this task, and the assistance of the U.S. Navy in the provision of certain requirements had been requested. It was anticipated that the Royal

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SECRET  
APPENDIX "A" to Item 3  
of the Journal for the  
January 1956 meeting of  
the Permanent Joint  
Board on Defense, Canada-  
United States.

AGREED POLICY CONCERNING THE OPERATION AND MANNING OF  
THE DEW SYSTEM IN CANADA DURING THE INITIAL PHASE OF  
OPERATION.

I. Extract from Item 4 of the Journal of the July 1955 Meeting of the Per-  
manent Joint Board on Defense:

"The Canadian Chairman said that the Canadian Government had given careful consideration to the proposals advanced by the U.S.A.F. Member at the last meeting of the Board and that he was authorized to inform the Board of the Canadian Government's views, as follows:

"1. The Canadian Government believed that the principle of vesting responsibility in a single agency, which was being applied during the construction phase of the project, should extend into the phase of the initial operation, at least so far as the line itself was concerned, until the system had been thoroughly tested and proven to be operationally effective.

"2. For this reason, the Canadian Government was agreeable, subject to the limitations set forth in the following paragraphs, that the authorized U.S. agency might man and operate that portion of the DEW system in Canada for the first three years of its operation. Prior to the conclusion of this period the wishes of the Canadian Government concerning its future participation in the manning and operation of the system would be made known.

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"3. The United States might man and operate the system by civil contract, if desired, subject to the same general conditions, where applicable, as were agreed to for the construction phase of the system. In this connection the Canadian Government required that sub-contracts for air communications, and the operation and maintenance of airstrips, should be placed with Canadian entities.

"4. The Canadian Government specifically reserved from the above authorization the rearward communications links. These facilities were of particular interest to Canada and a decision had not yet been reached by the Canadian Government as to its views regarding their operation. When the Canadian views had been determined, in about three months, the United States authorities would be informed.

"5. Canada reserved the right to participate actively, to the extent dictated by Canadian interests, including taking over the manning and operation of all or any part of the system on Canadian territory, at the expiration of the initial three year period of operation.

"6. Canada desired that an R.C.A.F. Officer or Officers should be integrated into the staff of each of the four main stations in Canadian territory.

"7. Although the U.S. would be responsible for administration and control of its personnel, both military and civilian, and although the responsibility for the efficient technical operation of the system would rest with the U.S.A.F. through its prime contractor, the military command of the area and operational control of the system within Canadian territory would be the responsibility of the R.C.A.F."

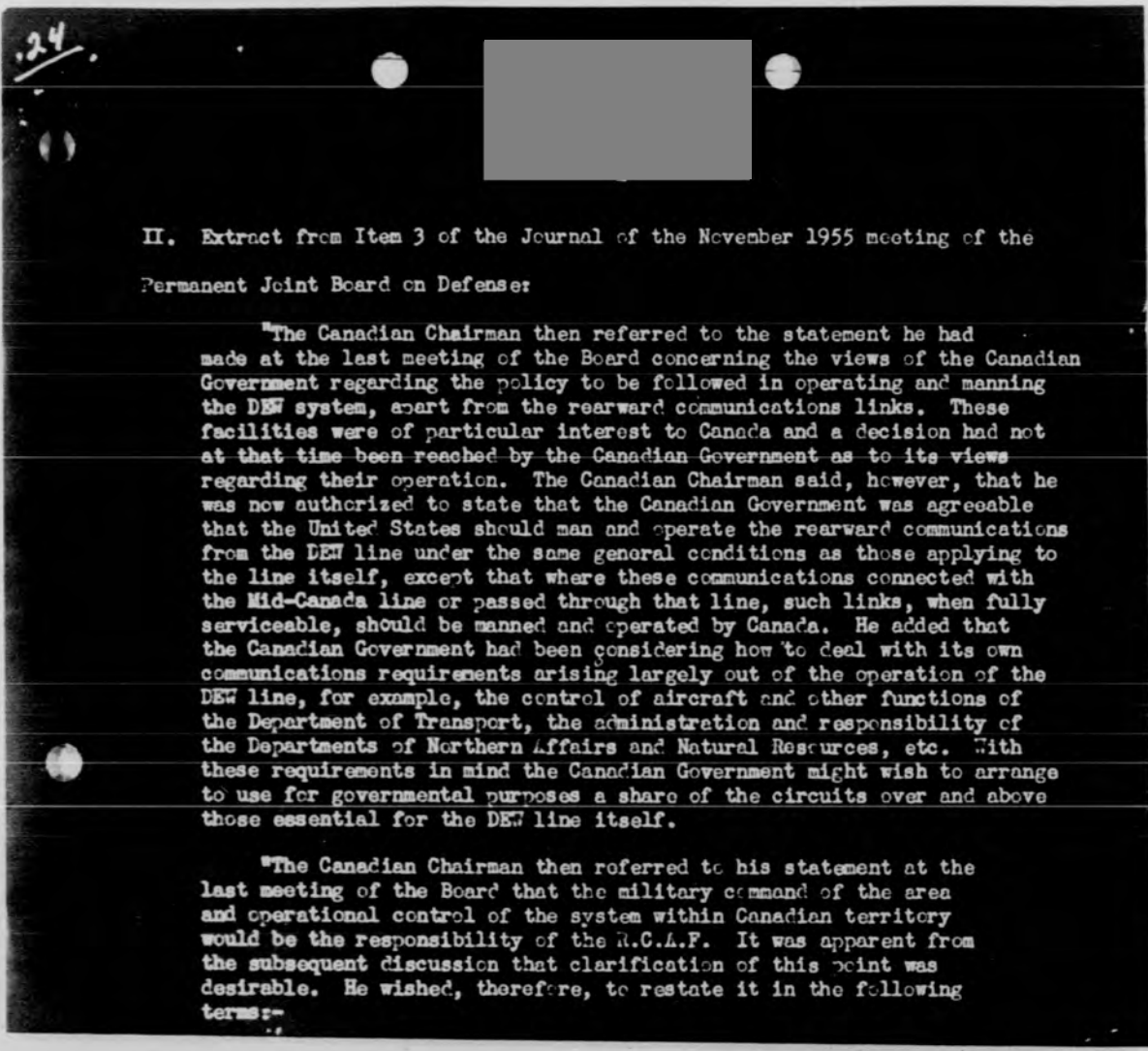
II. Extract ..

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II. Extract from Item 3 of the Journal of the November 1955 meeting of the Permanent Joint Board on Defense:

The Canadian Chairman then referred to the statement he had made at the last meeting of the Board concerning the views of the Canadian Government regarding the policy to be followed in operating and manning the DEW system, apart from the rearward communications links. These facilities were of particular interest to Canada and a decision had not at that time been reached by the Canadian Government as to its views regarding their operation. The Canadian Chairman said, however, that he was now authorized to state that the Canadian Government was agreeable that the United States should man and operate the rearward communications from the DEW line under the same general conditions as those applying to the line itself, except that where these communications connected with the Mid-Canada line or passed through that line, such links, when fully serviceable, should be manned and operated by Canada. He added that the Canadian Government had been considering how to deal with its own communications requirements arising largely out of the operation of the DEW line, for example, the control of aircraft and other functions of the Department of Transport, the administration and responsibility of the Departments of Northern Affairs and Natural Resources, etc. With these requirements in mind the Canadian Government might wish to arrange to use for governmental purposes a share of the circuits over and above those essential for the DEW line itself.

The Canadian Chairman then referred to his statement at the last meeting of the Board that the military command of the area and operational control of the system within Canadian territory would be the responsibility of the R.C.A.F. It was apparent from the subsequent discussion that clarification of this point was desirable. He wished, therefore, to restate it in the following terms:-



"Military command of the area will be a Canadian responsibility. Operational control of friendly aircraft in the area will be handled in accordance with procedures in effect or jointly arranged by the appropriate authorities in the United States and Canada."

III. Extract from Item 3 of the Journal of the January 1956 Meeting of the Permanent Joint Board on Defense:

"The U.S. Chairman referred to Item 4 of the Board's Journal for July 1955 concerning the views of the Canadian Government regarding the policy to be followed in operating and manning the DEW system and to so much of Item 3 of the Board's Journal for October 1955 as concerned the manning and operation of the rearward communications from the DEW line in Canada, and the Canadian Chairman's restatement and clarification of the terms on military command of the area and the operational control of friendly aircraft. The U.S. Chairman then stated that the U.S. Government accepted the Canadian policy statement referred to and agreed that it be the basis upon which the DEW line in Canada would be manned and operated during the initial operating phase."

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CONTINENTAL AIR DEFENSE COMMAND  
ENT AIR FORCE BASE, COLORADO SPRINGS, COLORADO

OPERATIONS PLAN  
SERIAL NO. 6-55  
1 NOVEMBER 1955

NAVY AUGMENTATION

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CONTINENTAL AIR DEFENSE COMMAND  
 [Redacted] Base, Colorado Springs, Colo.  
 1 November 1955

OPERATIONS PLAN  
Serial No. 6-55

Chart or Map References: None

Task Organization:

- a. Air Defense Command
- b. Army Antiaircraft Command
- c. Naval Forces, Continental Air Defense Command
- d. Joint Eastern Air Defense Force
- e. Joint Central Air Defense Force
- f. Joint Western Air Defense Force

1. General Situation.

The Continental Air Defense Command is assigned the mission of defending the continental United States against air attack. In carrying out this mission, CINCONAD, in coordination with commands concerned, is directed to establish procedures and methods of operation for all forces made available for the air defense of the continental United States.

This plan is for the guidance and direction of subordinate commanders in planning for emergency employment in the air defense of the continental United States of available naval forces with an air defense capability which have other primary missions, and for joint training of these naval forces. Such forces will be made available by the following major naval commands:

Atlantic Fleet  
 Pacific Fleet  
 Naval Air Training Command  
 Eastern Sea Frontier  
 Western Sea Frontier  
 United States Marine Corps

This plan supports CINCONAD PLAN 1-55, Air Defense of the Continental United States (CONUS 1-55) and U. S. Naval Basic Defense Plan for Continental United States (NBDP 1-55).

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a. Enemy Forces. See Annex A, Intelligence.

b. Friendly Forces.

- (1) Canadian Air Defence Command will provide interceptor aircraft, antiaircraft, and ACW facilities in accordance with combined operating procedures.
- (2) Military Air Transport Service will provide air rescue, Military Flight Service, and AACS services in accordance with normal operating procedures.
- (3) Other Major Commands of the United States Air Force will provide assistance in air defense as outlined in current operations plans.
- (4) U. S. Navy and Marine Corps Forces will provide, in an emergency, ships and aircraft to augment the capabilities of the Continental Air Defense Command.

c. Assumption. None

2. MISSION.

CINCONAD will establish realistic procedures governing the participation of Navy and Marine Corps augmentation forces in the air defense of the continental United States and, through close coordination and joint training, insure that those forces made available to CINCONAD can be utilized for maximum effectiveness in the defense of the continental United States against air attack.

3. TASKS OF SUBORDINATE COMMANDERS.

a. Commander, Air Defense Command

- (1) Provide limited logistics support to Navy and Marine Corps augmentation forces which may be deployed to ADC bases.

b. Commanding General, Army Antiaircraft Command

- (1) Effect necessary coordination with COMNAVFORCONAD relative to employment of available Navy and Marine Corps AA weapons in prescribed antiaircraft defenses.

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c. Commander Naval Forces, Continental Air Defense Command

- (1) Coordinate with appropriate fleet and training command commanders for provision and support of Navy and Marine Corps augmentation forces and training of these forces for continental air defense.
- (2) In coordination with commanders concerned, promulgate CINCONAD procedures and methods of operation for use by Navy and Marine Corps augmentation forces.
- (3) Provide CINCONAD with required information relative to the status and operating characteristics of Navy and Marine Corps augmentation forces and facilities capable of emergency employment in air defense of continental United States.
- (4) In coordination with Sea Frontier Commanders provide for the control of fire of the antiaircraft batteries of vessels in port by the Joint Air Defense Division Commander through the appropriate AAOC, if one is established, otherwise through the Navy AA control centers of the appropriate Naval Base Commander.
- (5) Provide for the operational control of CINCONAD available fleet and sea frontier ships and suitable type aircraft temporarily allocated for employment in the seaward extension of the contiguous radar coverage. Such operational control will be exercised through the Naval Regional Component Commander.

d. Commanders, Joint Eastern and Western Air Defense Forces.

- (1) Prepare supporting plans to this plan. Coordinate such plans with the Navy and Marine Corps Commands furnishing augmentation forces through the Naval Regional Component Commander.
- (2) Issue interim directives governing the participation of Navy and Marine Corps augmentation forces in air defense as required to supplement those issued by CINCONAD. Promulgate pertinent excerpts from these directives through the Naval Regional Component Commander to commanders who may furnish Navy and Marine Corps augmentation forces.

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- (3) Plan and conduct air defense exercises employing Navy and Marine Corps augmentation forces.
- (4) Brief Navy and Marine Corps augmentation forces on air defense tactics and operating procedures and provide other information as necessary to insure their effective performance in the air defense mission.

x. General Instructions.

- (1) Navy and Marine Corps augmentation aircraft and naval shore radar facilities made available for the operational control of the CINCONAD during an emergency will report for operational control at the JOINT AIR DEFENSE DIVISION level.
- (2) Instructions governing the participation of Navy and Marine Corps augmentation forces in air defense will be based on approved JCS doctrines and procedures. In matters not covered by such JCS approved doctrines and procedures, interim directives governing these operations will be issued by CINCONAD. COMNAVFORCONAD is responsible for the promulgation of pertinent excerpts from these CINCONAD directives to commanders who may furnish Navy and Marine Corps augmentation forces.
- (3) JOINT AIR DEFENSE FORCE COMMANDERS may issue additional locally required directives pertaining to air augmentation forces. NAVY REGIONAL COMPONENT COMMANDERS, and COMNAVFORCONAD in the case of JCADF, will be responsible for promulgating pertinent excerpts from these directives and issuing locally required directives for use by naval augmentation forces.
- (4) Availability of Navy and Marine Corps forces for air defense:

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- [REDACTED]
- (a) Determination of the requirement for temporary employment of available Navy and Marine Corps forces and facilities in air defense is to be made by the cognizant Joint Air Defense Force Commander.
  - (b) The availability of naval forces for emergency air defense employment will be determined by the cognizant naval commander.
  - (c) Lateral coordination for the allocation of Navy and Marine Corps forces is to be effected in the following manner:
    - 1. "Warning RED" - Attack by hostile aircraft imminent. Local coordination for the allocation of Navy and Marine Corps forces and facilities is to be effected, although such coordination is limited to those forces which can be used immediately and to which direct communications are provided. Commander, Joint Air Defense Force will coordinate with the commanders of the Navy and Marine Corps forces located in his region on the allocation of all other forces and facilities.
    - 2. "Warning YELLOW" - Attack by hostile aircraft is probable. Commander, Joint Air Defense Forces will decide whether local coordination by the Commanders, Joint Air Defense Division, within limitations imposed in sub-paragraph 1 above, is to be effected and will advise parallel Navy and Marine Corps Commanders concerned of such decision.
    - 3. "Warning WHITE" - Attack by hostile aircraft is improbable, (all clear). This normally will release all agencies from Warning RED or YELLOW.

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- [REDACTED]
4. Increased state of preparedness - Degrees of readiness, other than "air defense readiness", whereby measures are instituted by CINCONAD to increase the combat potential available for air defense for relatively long periods of time. Joint Air Defense Forces may notify appropriate Navy and Marine Corps commanders of this condition. Any requests for allocation of Navy and Marine Corps forces under this condition will be coordinated directly between Joint Air Defense Forces and the parallel Navy and Marine Corps commanders concerned.
5. Air Defense Readiness - A degree of readiness whereby the ACW systems and the fighter interceptor aircraft of ADC, AAA units under the operational control of CONAD and such other forces as may be available for air defense are placed in a state of maximum immediate operational preparedness. This condition is designed to obtain maximum combat potential for relatively short periods of time. Joint Air Defense Forces will notify the appropriate Navy and Marine Corps commands of this condition. Any requests for allocation of Navy and Marine Corps forces under this condition will be coordinated directly between Joint Air Defense Forces and the parallel Navy and Marine Corps commands concerned.
- (5) Operational control, as defined in paragraph 5, of certain Navy and Marine Corps forces and facilities actively employed in air defense is to be exercised by Commanders of respective Joint Air Defense Divisions as provided in this plan. Authority for redeployment of these forces shall remain with the appropriate Navy and Marine Corps commanders.

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- (6) Navy and Marine Corps forces or facilities under the operational control of Joint Air Defense Division Commanders shall be governed by the directives of the Continental Air Defense Command and of the Air Defense Command in the conduct of air defense operations.
- (7) For the purpose of this plan, an emergency will be considered to exist:
- (a) Upon Presidential Proclamation and/or Congressional declaration that a state of war exists.
  - (b) As declared by the Joint Chiefs of Staff.
  - (c) Automatically upon air attack upon the Continental United States.
  - (d) (b) (1)

(8) This plan is effective for planning upon receipt and for implementation in an emergency as defined in paragraph 3.x.(7).

4. Logistics.

- a. In accordance with current logistics plans.
- b. Naval logistics support will normally be provided for Naval augmentation forces and facilities participating in the air defense of the United States.
- c. Redeployment of Naval augmentation forces to Air Force bases is not anticipated; however, should this occur, limited logistics support will be provided by the Air Force commander concerned.

5. Command and Signal Matters.

- a. Communications. In accordance with effective JANAF's, ACP's and special instructions issued by COMNAVFORCONAD in compliance with paragraph 3.c.(2).

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b. Command.

- (1) The Commander in Chief (CINCONAD) will exercise operational control over all forces assigned or otherwise made available by the Joint Chiefs of Staff for defense of the continental United States against air attack. During the periods that augmentation forces of the Army, Navy and Marine Corps, and Air Force are employed in air defense of the continental United States, operational control of such forces shall be temporarily vested in CINCONAD and will be redelegated to Joint Air Defense Division commanders for the conduct of air defense operations. The operational control exercised by CINCONAD will consist of the following:
- (a) Direct the conduct of the tactical air battle including the engagement and disengagement of air defense weapons.
  - (b) Control of fighters.
  - (c) Specify the conditions of alert.
  - (d) Station the early warning elements of the command and their control elements.
  - (e) Locate and deploy the combat elements of the command in accordance with plans approved by the Joint Chiefs of Staff.
- (2) The operational control over forces having been made temporarily available from other commands, will be relinquished when the imminence of the threat has dissipated or when the attack is ended. In the event that the commander who made the forces available


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should consider that his primary mission requires their return to their permanent command assignments, he should first make appropriate requests to the Air Defense commander; if such request is not granted his next recourse is to the Joint Chiefs of Staff.

E. E. PARTRIDGE  
General, USAF  
Commander in Chief  
Continental Air Defense Command


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*Hugh A. Parker*  
HUGH A. PARKER  
Major General, USAF  
DCS/Operations

ANNEX: A. Intelligence

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DCS/I.....	1 cy	NAVDEP 35th JADD.....	1 cy
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DCS/P.....	1 cy	NAVDEP 25th JADD.....	1 cy
DCS/C.....	1 cy	NAVDEP 27th JADD.....	1 cy
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ADRE.....	1 cy	COMFAIRJAX.....	1 cy
ADSEI.....	1 cy	COMFAIRALAMEDA.....	1 cy
AOPR.....	1 cy	COMFAIRWHIDBEY.....	1 cy
ADOCE.....	1 cy	COMALSEAFRON.....	1 cy
ADOOT.....	1 cy	COMCARIBSEAFRON.....	1 cy
ADOOT-B.....	1 cy	COMHAMSEAFRON.....	1 cy
ADOOT-B1.....	1 cy	COMHAMDEFCON.....	1 cy
ADOOT-B3.....	4 cys	COMONE.....	1 cy
ADOOT-C.....	1 cy	COMTHREE.....	1 cy
ADOOT-D.....	4 cys	COMFOUR.....	1 cy
ADOOT-E.....	1 cy	COMFIVE.....	1 cy
ADMIC.....	2 cys	COMSIX.....	1 cy
Comd Adj (Files).....	50 cys	COMLIGHT.....	1 cy
CNC.....	5 cys	COMNINE.....	1 cy
CNG.....	2 cys	COMELEVEN.....	1 cy
CINCLANTFLT.....	2 cys	COMTWELVE.....	1 cy
CINCPACFLT.....	2 cys	COMTHIRTEEN.....	1 cy
COMASTSEAFRON.....	2 cys	NAVAL WAR COLLEGE.....	1 cy
COMWESTSEAFRON.....	2 cys	CINCSAC.....	1 cy
COMDESLANT.....	1 cy	CINCAL.....	1 cy
COMGRUDESPAC.....	1 cy	CINCNE.....	1 cy
COMBATCORULANT.....	1 cy	TAC.....	1 cy
COMAIRLANT.....	2 cys	ATC.....	1 cy
COMAIRPAC.....	2 cys	APGC.....	1 cy
COMFIRSTFLT.....	2 cys	ARAACOM.....	2 cys
COMSECONDFLT.....	2 cys	AMC.....	1 cy
CONTRALANT.....	1 cy	ARDC.....	1 cy
COMTRAPAC.....	1 cy	NEAC.....	1 cy
COMOPDEVFOR.....	1 cy	AAC.....	1 cy
COMHUKLANT.....	1 cy	AU.....	1 cy
COMHUKPAC.....	1 cy	AU, Attn: AUL 6842.....	1 cy
COMSUBLANT.....	1 cy	ComAC.....	1 cy
COMSUBPAC.....	1 cy	MATS.....	1 cy
CGFMFLANT.....	1 cy	ARS.....	1 cy
CGFMFPAC.....	1 cy	AACS.....	1 cy
CGAIRFMFLANT.....	1 cy	AWS.....	1 cy

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MFS.....	1 cy
ADC (RCAF) .....	3 cys
CONARC.....	1 cy
JCADF.....	10 cys
JEADF.....	10 cys
JWADF.....	10 cys
CENARAACOM.....	1 cy
EASTARAACOM.....	1 cy
WESTARAACOM.....	1 cy
AIR DIVISION	
8th.....	3 cys
9th.....	3 cys
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58th.....	3 cys
85th.....	3 cys
DEFENSE WING	
4706th.....	1 cy
4707th.....	1 cy
4708th.....	1 cy
4709th.....	1 cy
4710th.....	1 cy
4711th.....	1 cy
4750th Air Def Wg (Wpns)....	1 cy
4602nd Air Intel Sv Sq.....	1 cy
3rd Wea.....	2 cys

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ANNEX A  
TO  
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SERIAL NO. 6-55  
INTELLIGENCE

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ANNEX "A"

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TOCONTINENTAL AIR DEFENSE COMMAND OPERATIONS PLANSERIAL NUMBER 6-55INTELLIGENCE

Ref: ADCM 200-1, Mission Intelligence  
 CONAD Weekly Intelligence Report  
 CONAD Intelligence Estimate

Headquarters  
 Continental Air Defense Command  
 Ent AFB, Colorado Springs, Colo.  
 1 October 1955

FOREWORD:

This Intelligence Annex is based on the Continental Air Defense Command Intelligence Estimate, 1 October 1955. It is designed to provide the best available intelligence concerning the probable enemy forces to be engaged by the Continental Air Defense Command. The originator of any operation or plan which is based on this annex should refer to the Intelligence Estimate, Continental Air Defense Command, which is revised the first of each month, for more current and detailed information.

1. ENEMY SITUATIONa. General

The most likely enemy of the United States is the USSR with its Satellites and Communist China. Principal forces which could be used against the continental United States are the Soviet Long Range Aviation, the long range submarine component of the Soviet Navy, and the sabotage potential of the Communist Party in the United States.

The USSR could attack any target in the United States. It probably would assign priority to those targets whose destruction would most disrupt the military, industrial, and economic fabric of the nation. In addition to the United States retaliatory capability, which would probably be a target for the initial attack, it is believed that the prime targets would also include industrial metropolitan areas and key facilities.

b. Enemy Air ForcesUSSR Long Range Aviation

Soviet Long Range Aviation, using weapons of mass destruction, is

[REDACTED]

~~is~~ recognized as the principal threat to the United States. Large numbers of medium bombers augmented by small numbers of heavy bombers constitute the principal delivery vehicles. These aircraft may now have a capability to air-launch guided missiles.

(1) Long Range Aviation

(a) Strength

It is estimated that the Soviet Long Range Aviation has approximately 800 BULL's available for operations against the United States. In addition, a significant number of BADGER turbojet medium bombers, together with a few BISON turbojet heavy bombers and BEAR turbo-prop heavy bombers, are considered to be operational.

(b) Airfields

It is believed that sufficient airfields exist in the USSR to accommodate all medium bombers available for strikes against the U.S. The USSR is credited with the capability of using airfields having natural or temporary surfaced runways during certain times of the year.

(c) Logistics

No logistical shortages or lags are known to exist which would hinder an initial attack upon the U.S.

(d) Technical Characteristics

1. BULL

The technical characteristics of the BULL aircraft probably are essentially the same as those of the latest B-29. Combat ranges are sufficient to reach targets in any part of the U.S. on one-way missions, and some targets on a two-way basis.

a. Armament

The earlier BULL aircraft were armed with 12.7 mm machine guns. Since 1951 all BULL's sighted



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have been armed with 23 mm cannons in all turrets. This is believed to be the standard armament installation for all BULL aircraft.

b. Radar, Navigation, and Bombing Equipment

Soviet radar, navigation, and bombing equipment on the BULL is estimated to be at least equal to that of the USAF B-29A and to be adequate for SLRA requirements.

2. BADGER

This bomber was introduced to the world for the first time at the 1954 Soviet May Day Show in Moscow. It is a twin-engine, turbojet swept-wing medium bomber aircraft comparable in size to the U.S. B-47. The engines installed in the BADGER are estimated to be axial flow types with a thrust output on the order of 20,000 pounds each.

a. Armament

It is estimated that defensive armament consists of two forward and one tail turret with 23 mm cannons installed.

b. Radar, Navigation, and Bombing Equipment

Radar, navigation and bombing equipment on the BADGER is estimated to be adequate for SLRA requirements.

3. BISON

The Soviets publicly displayed for the first time a four-engine, turbojet swept-wing bomber at the 1954 May Day Show in Moscow. The BISON is believed to be operational in very small numbers. This heavy bomber is comparable in size to the U.S. B-52. It is estimated that the same type engines are installed in both the BISON and BADGER.

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a. Armament

It is believed that defensive armament consists of three 23 mm gun turrets, two forward and one in the tail.

b. Radar, Navigation, and Bombing Equipment

Radar, navigation, and bombing equipment on the BISON is believed to be essentially the same as that installed on the BADGER and is considered adequate for SLRA requirements.

4. BEAR

The BEAR is a four-engine turboprop swept-wing heavy bomber.

a. Armament

No specific information concerning armament on the BEAR is available at this time.

b. Radar, Navigation, and Bombing Equipment

Radar, navigation, and bombing equipment on the BEAR is assumed to be adequate for Soviet requirements.

(e) ECM

Capabilities of the USSR in electronic countermeasures have probably progressed to the point where extensive ECM use would be attractive for degrading the United States defense system.

(f) Fighting Effectiveness

Soviet Long Range Aviation combat crews are regarded as well trained, highly qualified personnel with a high level of morale. They may be expected to press their attacks and to fight aggressively.

(g) Tactics and Techniques

Tactics will be adapted to the prevailing weather and to the objective selected. Single aircraft or formations

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of aircraft could approach at high or low level, depending upon the approach routes selected. They could attack selected targets in any type of weather and during daylight or darkness. Simultaneous penetration of the air defense system at multiple points at low level presently constitutes one of the most dangerous capabilities of the SIRA. In addition, the BISON is capable of exploiting the high altitude weakness of U.S. radar. Attacking aircraft could be expected to make use of electronic countermeasures.

(2) Guided Missiles

(a) Guided missiles which may have been developed with the help of German scientists and which could be used against North America are:

1. Surface-to-Surface Types

Winged, single-engine and two-engine pulse-jet powered missiles (V-1 type) with a maximum range of 200 n.m. These missiles possibly could be launched from submarines.

2. Air-to-Surface Types

Aircraft-launched guided missiles, up to an advanced development of the V-1 concept, could be carried by BULL, BADGER, BISON, or BEAR aircraft, although the aircraft ranges might be decreased.

(3) BW, CW and Nuclear Warfare Capabilities in Air Attack

(a) Biological Warfare

There are a variety of BW agents available to the Soviets for use against humans, animals and cereal crops.

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(b) Chemical Warfare

It is estimated that effective quantities of CW agents, including nerve gases, are available to the Soviets.

(c) Nuclear Warfare

Inasmuch as there have been explosions of nuclear weapons in the USSR, it is believed that the Soviets have a sizable stockpile of nuclear weapons. The Soviets are estimated to have the capability to produce weapons with yields as high as one megaton.

(4) Enemy Naval Forces

The long-range submarine force is the only element of the Soviet Navy which is considered to have a potential for air attack upon North America. It is possible that a limited number of Soviet long-range submarines could launch guided missiles against North American targets.

c. Enemy Ground Forces

The Soviet is estimated to have trained airborne troops in the Soviet Airborne Forces (VDV), with additional troops available from the Soviet Army which have had some air transport training. These could be used in commando-type operations against selected targets for staging and refueling.

2. INTELLIGENCE REQUIREMENTS (Essential Elements of Information (EEI))

Agencies having a collection capability will place emphasis on collecting and reporting information concerning the EEI listed below. The EEI are:

- a. The first positive indication that an attack is under way.
- b. Aerial Vehicle Characteristics
  - (1) Type.
  - (2) Recognition features.
  - (3) Variations in offensive and defensive armament from previous estimates.

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- (4) Variations in performance characteristics from previous estimates.
  - (5) Performance characteristics of aerial vehicles not previously identified.
  - (6) Vulnerabilities of particular aerial vehicles.
- c. Tactics in Penetration of U.S. Contiguous Radar
- (1) Geographical location, altitude, speed, course, and number by type of aerial vehicles.
  - (2) Size and configuration of formation.
  - (3) Vulnerabilities of particular tactics and formations.
  - (4) Types of ECM, tactics, and techniques employed.
  - (5) Utilization of weather and/or darkness.
- d. Target Strike Tactics
- (1) Tactics during bomb run and over target.
    - (a) Changes in altitude, speed, formation, and course.
    - (b) Evasive action.
    - (c) Formation in target area.
    - (d) Types of ECM, tactics, and techniques employed.
    - (e) Direction of attack.
    - (f) Size of force.
    - (g) Identification of type aerial vehicle dropping specific types of weapons.
    - (h) Speed and altitude at time of bombs away.
    - (i) Bombing techniques.
    - (j) Utilization of weather and darkness for cover.
- e. Targets
- (1) Systems attacked in U.S. to include total number of targets attacked, geographical location, identification and time of attack of each target.
  - (2) Damage inflicted on targets attacked.
  - (3) Type of weapon or weapons employed on each target.

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- (a) Nuclear.
1. Estimated type and yield.
- (b) Conventional
1. Type.
- (c) B.W.
1. Type of bacteria used.
- (d) C.W.
1. Type of chemical agent used.
- (e) Other.
1. Description of weapon and results.
- f. Withdrawal Routes and Tactics
- (1) Geographical location, altitude, speed, course, and number of aerial vehicles by type.
  - (2) Size and configuration of formation during withdrawal.
  - (3) Types of ECM, tactics, and techniques employed.
  - (4) Evasive action.
- g. Re-attack Capabilities
- (1) Estimate of probable targets to be attacked or re-attacked.
- h. New Technical Developments
- (1) Weapons delivery systems and vehicles.
  - (2) ECM.
    - (a) Offensive and defensive.
  - (3) All other new technical developments pertinent to air defense.
- i. Enemy Losses (To air defense and naval forces defending continental United States.)
- (1) Aircraft: Destroyed or damaged by number, type and location.
  - (2) Missiles: Destroyed or damaged by number, type and location.
  - (3) Naval: Submarines and ships destroyed or damaged by number, type and location.

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j. Agent Activity (Espionage, subversion and sabotage)

- (1) Who?
- (2) What?
- (3) When?
- (4) Where?
- (5) How?
- (6) Results?

3. INTELLIGENCE ACTIVITY

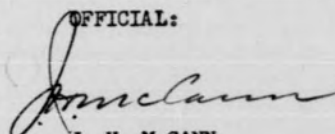
a. Reconnaissance

Photo reconnaissance will be accomplished on areas designated by CINCONAD, and processed by USAF 9th Air Force in accordance with the provisions of the current 9th Air Force Emergency War Plan 13-54 covering aerial reconnaissance within the Zone of Interior.

b. Reports and Distribution:

Reports and distribution will be in accordance with COMNAVFORCONAD Instruction 03320.1 and supporting instructions issued by Navy Regional Component Commanders.

OFFICIAL:



J. H. McCANN  
Colonel USAF  
Actg Deputy Chief of Staff, Intelligence

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AMENDMENT NO. 1  
TO  
CONAD OPERATIONS PLAN 6-55

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CONTINENTAL AIR DEFENSE COMMAND  
Ent Air Force Base, Colorado Springs, Colorado  
16 November 1955

OPERATIONS PLAN  
Serial No. 6-55

Amendment 1 to CONAD Operations Plan 6-55: (This Amendment cancels unclassified message this headquarters, COOOT-B3 45541, 6 November 1955)

\* \* \* \* \*

Paragraph 1, page 1, basic:

Delete United States Marine Corps  
Add Marine Air Reserve Training Command

\* \* \* \* \*

Change paragraph 1.b.(4), basic, to read:

(4) U. S. Navy and U. S. Marine Corps. The U. S. Navy will provide, in an emergency, ships and aircraft to augment the capabilities of the Continental Air Defense Command. The U. S. Marine Corps will provide, in an emergency, aircraft, air control facilities and antiaircraft artillery and missiles to augment the capabilities of the Continental Air Defense Command.

\* \* \* \* \*

Change paragraph 3.d., basic, to read:

d. Commanders, Joint Eastern, Central and Western Air Defense Forces.

\* \* \* \* \*

Change paragraph 3.d.(2) to read:

(2) Issue interim directives governing the participation of Navy and Marine Corps augmentation forces in air defense as required to supplement those issued by CINCONAD. Promulgate pertinent excerpts from these directives through the Naval Regional Component

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Commander (and through COMNAVFORCONAD in the case of JCADF) to commanders who may furnish Naval and Marine Corps augmentation forces.

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ANNEX: A. Intelligence

DISTRIBUTION:  
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OFFICIAL:

*Hugh A. Parker*

HUGH A. PARKER  
Major General, USAF  
DCS/Operations

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HEADQUARTERS

AIR DEFENSE COMMAND

ENT AIR FORCE BASE, COLORADO SPRINGS, COLORADO

OPERATIONS PLAN  
SERIAL NO. 8-55

1 December 1955

(U) AIR FORCE RESERVE

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HQ ADC  
OPR PLAN 8-55  
1 Dec 55

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HEADQUARTERS AIR DEFENSE COMMAND  
Ent AFB, Colorado Springs, Colorado  
1 December 1955

OPERATIONS PLAN  
Serial No. 8-55

CHART AND MAP REFERENCES: As required.

TASK ORGANIZATIONS:

- a. Continental Air Command - Lt. General Leon Johnson
- b. CADF - Major General J. V. Crabb
- c. EADF - Major General M. R. Nelson
- d. WADF - Major General R. F. Lynn

1. GENERAL SITUATION:

Summary of the Situation: In the event war is precipitated by an aerial attack upon the continental United States, the Air Defense Command must be augmented by all available fighter aircraft possessing an air defense capability. As part of the air defense augmentation force, ADC has been given operational control of twenty-seven (27) Air Force Reserve Fighter Bomber squadrons immediately after D-Day. These fighter-bomber units and their parent wings have M-Day assignments to Continental Air Command for the purpose of administrative and logistical support.

a. Friendly Forces:

- (1) Twenty-seven (27) AFRes Fighter Bomber squadrons have been given the mission of air defense for the immediate post D-Day period.

2. MISSION: To provide for the preparation, integration, utilization and support of AFRes Fighter Bomber squadrons committed to air defense.

3. TASK FOR PARTICIPATING AND SUBORDINATE UNITS:

a. CONTINENTAL AIR COMMAND will:

- (1) Require all AFRes Fighter Bomber squadrons to prepare alert plans which will enable them to have fifty percent (50%) of assigned aircraft, pilots and support personnel available within three hours after the initial recall notice is received by the unit. The remaining fifty percent (50%) are expected to be available within 24 hours after the initial recall notice is received.

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- (2) Require AFRes Fighter Bomber units to train in accordance with current ConAC Training Directives and ADC Tactics Manuals to attain maximum proficiency in air defense operations.
- (3) Encourage AFRes Fighter Bomber squadrons to participate in air defense exercises to the maximum extent possible.
- (4) Provide ADC with periodic reports of the combat capabilities of AFRes Fighter Bomber units. (RCS AF-V15, AFR 45-36, dated 28 September 1954).
- (5) Require liaison be established between AFRes Fighter Bomber units and the appropriate air defense divisions.
- (6) In conjunction with the ADC advisory unit, plan scramble and recovery procedures for AFRes Fighter Bomber units and bases for D-Day use. These procedures will be coordinated with the advisory air defense division and CAA agencies.
- (7) Require all AFRes Fighter Bomber units to maintain a current file of ADC operational publications. These publications will be furnished by the advisory air defense division.

b. AIR DEFENSE FORCES will:

- (1) Prepare supporting plans to this Operations Plan. The following factors will be considered in the preparation of supporting plans:
  - (a) AFRes units will not be included as task organizations prior to D-Day.
  - (b) Mobilization objectives are to have fifty percent (50%) of assigned aircraft, pilots and support personnel available for the air defense mission within three hours after the initial notice of mobilization is received by the unit. The remaining fifty percent (50%) are expected to be available within twenty-four (24) hours after recall.



- [REDACTED]
- (c) Wartime planning factors are attached as Annex C.
  - (d) Copies of Air Defense Force and Air Defense Division supporting plans will be forwarded to Headquarters, Air Defense Command.
- (2) Provide assistance to AFRes units in preparing alert plans.
  - (3) Assist and participate in planning scramble and recovery procedures for D-Day use by AFRes Fighter Bomber units and on AFRes bases.
  - (4) Encourage AFRes units to participate in ADC and local air defense exercises. Commanders of AFRes units that participate in these exercises will be invited to exercise critiques.
  - (5) Within their capability provide personnel and material to present lectures on air defense operations at AFRes drill periods when requested. Such personnel will be technically qualified in the field they represent.
  - (6) Provide AFRes units with current regulations and publications pertaining to the air defense mission.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

a. ADMINISTRATION:

- (1) Congress, upon declaration of war, will indicate to the President the number of AFRes units and the number of personnel required for mobilization. The President will then order the Air Force Reserve into active military service in such numbers as indicated by Congress. ConAC, as the representative of the Air Force, will order the AFRes into active military service. At this time ConAC will pass operational control of the AFRes Fighter Bomber squadrons to ADC for emergency air defense employment.

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- [REDACTED]
- (2) Operational control of the AFRes Fighter Bomber units will be further delegated from ADC through Air Defense Forces to Air Defense Divisions in whose areas the Fighter Bomber units are located.
  - (3) Unit integrity of the AFRes Fighter Bomber squadrons will be maintained after mobilization so that the unit may be returned intact to the parent wing at the conclusion of the air defense mission.
  - (4) The parent AFRes wing will maintain its mobilization assignment to ConAC until such time as its tactical squadrons are returned by ADC, at which time the entire wing will be reassigned to TAC.
  - (5) Subsequent to the recall of AFRes Fighter Bomber squadrons, ConAC will fill these units to authorized personnel strength from other AFRes resources.

b. LOGISTICS:

- (1) Personnel, supplies and equipment required to perform the air defense mission will accompany AFRes Fighter Bomber squadrons into active military service.
- (2) ConAC will provide and/or make arrangements for initial UE, base and field support, housekeeping essentials, operational and maintenance facilities, quarters and personnel required by AFRes Fighter Bomber squadrons to accomplish their air defense mission.
- (3) Air Defense Command will determine the type and quantity of combat ammunition, auxiliary fuel tanks and aircraft fuel required to support this plan and will take necessary action to include such requirements in the NIGHT LIFE portion of AFL 67-44 (Project AF-GEN).

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OPR PLAN 8-55  
1 DEC 55

- [REDACTED]
- (4) Major Air Commands and Air Defense Forces having jurisdiction over bases supporting AFRes forces outlined by Annex A will insure that Material Reserves are maintained in accordance with the NIGHT LIFE portion of AFL 67-44 (Project AF-GEN).
  - (5) Major Air Commands and Air Defense Forces having jurisdiction over bases maintaining Material Reserves outlined in Tabs A and P, Section III (NIGHT LIFE), AFL 67-44, will advise Headquarters ADC (Attn: ADMLO-1) when requirements are in place. In the event base requirements are not in place within 90 days after publication of this plan, Headquarters ADC will be advised of action being taken and/or the major limiting factors which prohibit the particular requirements from being fulfilled.

5. COMMUNICATIONS AND COMMAND MATTERS:

a. COMMUNICATIONS:

- (1) Air Defense Forces will:
  - (a) Specify tactical frequencies for use by AFRes Fighter Bomber squadrons.
  - (b) Assist AFRes Fighter Bomber squadrons in procuring and utilizing crystals to permit operation on GCI (common) joint USAF, Canadian, USN and UK fighter/bomber frequencies, and one ADC tactical frequency.
  - (c) Wherever possible utilize tactical call signs presently assigned AFRes Fighter Bomber squadrons.
  - (d) Coordinate Air/Ground communications with all interested agencies.



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- [REDACTED]
- (e) Arrange for engineered land line circuits from Control Centers and Direction Centers to AFRes Fighter Bomber squadrons air alert rooms. (GFP circuits are authorized to AFRes Fighter Bomber squadrons participating in air alert programs). Requirements will be submitted in accordance with CONAD Regulation 102-1, dated 18 March 1955, "Standard Wire Communications Network."
  - (f) Assist in planning navigational aids to be used after D-Day.
  - (g) Issue instructions for operation of point to point communications.
  - (h) Issue instructions for use of cryptographic facilities.
  - (i) Insure that AFRes Fighter Bomber squadron personnel receive indoctrination in Electronics Warfare and are familiar with current IFF operational procedures.

b. COMMAND.

- (1) Upon mobilization command of the AFRes Fighter Bomber squadrons will remain with the parent wing. However, operations orders will be passed directly from the appropriate air defense division to the AFRes Fighter Bomber squadron.

PARTRIDGE  
GENERAL

- ANNEX: A. Intelligence
- B. AFRes FBS to be Assigned to ADF on D-Day
  - C. Wartime Planning Factors

DISTRIBUTION:  
See Distribution List

OFFICIAL:

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HUGH A. PARKER  
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DISTRIBUTION

ADC OPERATIONS PLAN 8-55

<u>To</u>	<u>Number Cys</u>
Joint Strategic Plans Group . . . . .	1
CofS, USAF . . . . .	5
USAF	
AFOOP-OP . . . . .	2
AFOOP-OP-D . . . . .	1
AFOOP-OC-F . . . . .	1
AFOOP-OC-W . . . . .	1
USAF, Sety Svc . . . . .	1
USAF, IG . . . . .	2
NGB (AF Div) . . . . .	2
ADC	
Commander . . . . .	1
Vice Commander . . . . .	1
Chief of Staff . . . . .	1
DCS/O . . . . .	1
DCS/I . . . . .	1
DCS/M . . . . .	1
DCS/P . . . . .	1
DCS/P . . . . .	1
IG . . . . .	1
ADIIS . . . . .	2
ADOMA . . . . .	1
ADDOI . . . . .	2
ADDRE . . . . .	2
ADDST . . . . .	1
ADOPR . . . . .	1
ADOCB . . . . .	2
ADOOT . . . . .	1
ADCOOT-B . . . . .	1
ADCOOT-B1 . . . . .	1
ADCOOT-B3 . . . . .	4
ADCOOT-C . . . . .	1
ADCOOT-D . . . . .	4
ADCOOT-E . . . . .	1
ADMLO-1 . . . . .	2
ADMLO-2 . . . . .	1
ADMPC . . . . .	1
ADMAC-1A . . . . .	1
ADMAC-1B . . . . .	1
ADMSV-3C . . . . .	1
ADMIS . . . . .	1
Comd Adj (Reserve) . . . . .	50
ConAC . . . . .	5
ConAC (for further distr) . . . . .	100
AU . . . . .	1
CADF . . . . .	10
EADF . . . . .	10
WADF . . . . .	10
Air Def Divisions . . . . .	2 ea
TAC . . . . .	2
RCAF (ADC) . . . . .	1
3rd Wea . . . . .	2

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ANNEX A

TO


ADC OPERATIONS PLAN

SERIAL NO. 8-55

INTELLIGENCE

ANNEX A  
ADC OPR PLAN 8-55  
1 DEC 55

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ANNEX "A"TOAIR DEFENSE COMMAND OPERATIONS PLANSERIAL NUMBER 6-55INTELLIGENCE

Ref: ADCM 200-1, Mission Intelligence  
CONAD Weekly Intelligence Report  
CONAD Intelligence Estimate

Headquarters  
Air Defense Command  
Ent AFB, Colorado Springs, Colorado  
1 December 1955

1. ENEMY SITUATION

a. General

The most likely enemy of the United States is the USSR with its Satellites and Communist China. Principal forces which could be used against the continental United States are the Soviet Long Range Aviation, the long-range submarine component of the Soviet Navy and possible long-range missile units. The sabotage potential of the Communist Party in the United States must also be considered.

The USSR could attack any target in the United States. It probably would assign priority to those targets the destruction of which would most disrupt the military, industrial, and economic fabric of the nation. In addition to the United States retaliatory capability, which would probably be a target for the initial attack, it is believed that the prime targets would also include industrial metropolitan areas and key facilities.

b. Soviet Long Range Aviation

Soviet Long Range Aviation, using weapons of mass destruction, is recognized as the principal threat to the United States. Although numerically small compared to the huge Soviet tactical air component, the SLRA, backed by the Soviet stockpile of nuclear weapons, constitutes an air component of great destructive force.

(1) Weapons Carriers

At present the SLRA would depend upon the BADGER, BISON, BEAR and BULL aircraft and possibly air-launched guided missiles

[REDACTED]

as its weapons carriers for an attack on the North American continent.

(a) Aircraft .....

1. Strength .....

It is estimated that the Soviet Long Range Aviation has over 1,000 medium and long-range bombers available for operations against the United States.

These bombers include over 200 turbojet BADGERS; over 20 turbojet BISONs, over 20 turboprop BEARS, and approximately 800 piston engined BULLS.

2. Airfields

An estimated 150 to 200 airfields in the USSR are presently or potentially capable of accommodating all medium and heavy bombers available for strikes against the United States. The SIRA is credited with the capability of using airfields having natural or temporary surfaced runways during certain times of the year.

3. Logistics

No logistical shortages or lags are known to exist which would hinder an initial attack upon the United States. Transportation and storage weaknesses would hamper extended military operations.

4. Bomber Characteristics and Attack Capabilities

a. BADGER

The BADGER is a twin-engine, turbojet swept-wing medium bomber, comparable in size to the U.S.

B-47, with a target altitude over 40,000 feet.

The estimated defensive armament consists of two forward and one tail turret with 23 mm cannons installed. Radar, navigation and bombing equipment is estimated to be adequate for SIRA requirements.

[REDACTED]

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b. BISON

The BISON is a four-engine turbojet swept-wing heavy bomber, comparable in size to the U.S. B-52. The defensive armament is believed to consist of two forward and one tail turret with 23 mm cannons installed. Radar, navigation, and bombing equipment is believed to be essentially the same as that on the BADGER and is considered adequate for SIRA needs.

c. BEAR

The BEAR is a four-engine turboprop swept-wing heavy bomber approximately midway between the BISON and BADGER in size. Armament, radar, navigation and bombing equipment on the BEAR are assumed to be adequate for SIRA requirements.

d. BULL

The technical characteristics of the BULL aircraft probably are essentially the same as those of the latest B-29. Combat ranges are sufficient to reach targets in any part of the U.S. on one-way missions, and a few targets on two-way missions. Standard armament is believed to be 23 mm cannon installations. Radar, navigation, and bombing equipment on the BULL is estimated to be at least equal to that of the USAF B-29A and to be adequate for SIRA requirements.

5. Maintenance and Serviceability

In general, maintenance is considered adequate and the serviceability rate will not seriously affect the SIRA's capability to attack the North American continent.

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6. Aerial Refueling

The SLRA is credited with an operational inflight refueling capability. No positive evidence is available on aerial refueling, but the Soviets have had access to Western know-how and have published numerous articles describing processes and systems of aerial refueling.

7. Electronic Countermeasures (ECM)

Capabilities of the USSR in electronic countermeasures have probably progressed to the point where extensive ECM use would be attractive for degrading the United States defense system.

Effective employment of electronic countermeasures is largely dependent upon knowledge of the electronic equipment to be countered. The SLRA ECM problem has been simplified, since espionage and U.S. technical publications have provided them with sufficient information on the types and capabilities of U.S. defensive electronic equipment to develop effective ECM.

8. Fighting Effectiveness of SLRA Personnel

Soviet Long Range Aviation combat crews are regarded as well-trained, highly qualified personnel with a high level of morale. They may be expected to press their attacks and to fight aggressively to and from the target.

9. Tactics and Techniques

Tactics or techniques which might be used by the SLRA in an attack on the continental U.S. will undoubtedly be adapted to the prevailing weather at time of attack and to the objectives selected. Single aircraft or formations of aircraft could approach at high or low

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level, depending upon the approach routes selected. They could attack selected targets in any type of weather and during daylight or darkness. Simultaneous penetration of the air defense system at multiple points and at low level presently constitutes one of the most dangerous capabilities of the SLRA. In addition, the BISON is capable of exploiting the high altitude weakness of U.S. radar. Attacking aircraft could be expected to make maximum use of ECM.

(b) Guided Missiles

Guided missiles which may have been developed with the help of German scientists, and which could be used against the United States are:

1. Surface-to-Surface Types

Winged, single-engine and two-engine pulse-jet powered missiles (V-1 type) with a maximum range of 200 n.m. are probably available and could be launched from submarines.

2. Air-to-Surface Types

Aircraft-launched guided missiles, up to an advanced development of the V-1 concept, could be carried by BADGER, BISON, BEAR or BULL aircraft, although the aircraft ranges would probably be decreased.

(2) Weapons

(a) Nuclear Weapons

The Soviets are believed to have nuclear weapons both in quantity and in quality, to inflict severe damage to the United States. Sufficient fissionable material is believed to be in current stockpiles to provide a major attack against the U.S. The types of weapons to use this fissionable material will be determined by military need.

[REDACTED]

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[REDACTED]

(b) Chemical Warfare

It is estimated that effective quantities of CW agents, including nerve gases, are available to the Soviets. Chemical weapons might be used against unprepared population centers to create shock and an adverse psychological effect, but the probability of a major CW attack against the U.S. is reduced by the greater military effectiveness of nuclear weapons.

(c) Biological Warfare

There are a variety of BW agents available to the Soviets for use against human beings, animals, and cereal crops. BW agents could be employed against the U.S. both overtly and covertly when such action would be required for a decisive victory. Isolated targets would be the logical choice for this type of weapon.

b. Enemy Naval Forces

The long-range submarine force is the only element of the Soviet Navy which is considered to have a potential for air attack upon North America. The over-all submarine strength of this component is estimated to be more than 300 submarines, the largest force in the world. It is possible that a considerable number of the Soviet long-range submarines could launch guided missiles against North American targets.

c. Enemy Ground Forces

The USSR is estimated to have trained airborne troops in the Soviet Airborne Forces (VDV), with additional troops available from the Soviet Army who have had some air transport training. These troops could be used in commando-type operations against selected targets.

d. Communist Party - USA

The USSR has the capability, through Communist agents and sympathizers in the United States, of supporting a Soviet air attack against the U.S. by means of sabotage, riots, assassinations, and similar activities.

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Violent methods, a part of Communist doctrine, must be expected against key personnel and installations of the U.S. The danger of prematurely alerting U.S. defenses, and the possibility of advance leaks in party plans make such actions more likely to be coincident with or immediately following an open attack on the U.S.

2. INTELLIGENCE REQUIREMENTS (Essential Elements of Information (EEI))

Agencies having a collection capability will place emphasis on collecting and reporting information concerning the EEI listed below. The EEI are:

- a. The first positive indication that an attack is under way.
- b. Aerial Vehicle Characteristics
  - (1) Type.
  - (2) Recognition features.
  - (3) Variations in offensive and defensive armament from previous estimates.
  - (4) Variations in performance characteristics from previous estimates.
  - (5) Performance characteristics of aerial vehicles not previously identified.
  - (6) Vulnerabilities of particular aerial vehicles.
- c. Tactics in Penetration of U.S. Contiguous Radar
  - (1) Geographical location, altitude, speed, course, and number by type of aerial vehicles.
  - (2) Size and configuration of formation.
  - (3) Vulnerabilities of particular tactics and formations.
  - (4) Types of ECM, tactics, and techniques employed.
  - (5) Utilization of weather and/or darkness.
- d. Target Strike Tactics
  - (1) Tactics during bomb run and over target.
    - (a) Changes in altitude, speed, formation, and course.
    - (b) Evasive action.
    - (c) Formation in target area.

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(d) Types of ECM, tactics, and techniques employed.

(e) Direction of attack.

(f) Size of force.

(g) Identification of type aerial vehicle dropping

specific types of weapons.

(h) Speed and altitude at time of bombs away.

(i) Bombing techniques.

(j) Utilization of weather and darkness for cover.

e. Targets

(1) Systems attacked in U.S. to include total number of targets attacked, geographical location, identification and time of attack of each target.

(2) Damage inflicted on targets attacked.

(3) Type of weapon or weapons employed on each target.

(a) Nuclear.

1. Estimated type and yield.

(b) Conventional.

1. Type.

(c) B.W.

1. Type of bacteria used.

(d) C.W.

1. Type of chemical agent used.

(e) Other.

1. Description of weapon and results.

f. Withdrawal Routes and Tactics

(1) Geographical location, altitude, speed, course, and number of aerial vehicles by type.

(2) Size and configuration of formation during withdrawal.

(3) Types of ECM, tactics, and techniques employed.

(4) Evasive action.

g. Re-attack Capabilities

(1) Estimate of probable targets to be attacked or re-attacked.

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h. New Technical Developments

- (1) Weapons delivery systems and vehicles.
- (2) ECM.
  - (a) Offensive and defensive.
- (3) All other new technical developments pertinent to air defense.

i. Enemy Losses (To air defense and naval forces defending continental United States.)

- (1) Aircraft: Destroyed or damaged by number, type and location.
- (2) Missiles: Destroyed or damaged by number, type and location.
- (3) Naval: Submarines and ships destroyed or damaged by number, type and location.

j. Agent Activity (Espionage, subversion and sabotage)

- (1) Who?
- (2) What?
- (3) When?..
- (4) Where?
- (5) How? ..
- (6) Results?\*

3. INTELLIGENCE ACTIVITIES

a. Reconnaissance

Responsibilities for aerial reconnaissance within the Zone of Interior have been allocated as follows:

- (1) Air Defense Command
  - (a) To designate damaged areas upon which photographic reconnaissance is required. Reference Appendix 1, Annex "A", 9th Air Force Emergency War Plan 13-54.
  - (b) To accomplish weapons impact evaluation as required by the ADC mission and report damaged areas as directed by paragraph 7.d.(15), Air Force Regulation 55-81.

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SPS

- (c) To relay immediately photo interpretation (PI) reports to Reconnaissance Branch, DI USAF, as received from TAC units as required by Appendix 2, Annex "H", 9th Air Force Emergency War Plan 13-54.
- (2) Headquarters USAF  
To direct TAC to accomplish the required mission as required by Appendix 1, Annex "H", 9th Air Force Emergency War Plan 13-54.
- (3) Tactical Air Command
- (a) When so directed by Headquarters USAF or Alternate Headquarters USAF, dispatch necessary photo reconnaissance aircraft to objective areas designated by ADC as outlined in 9th Air Force Emergency War Plan 13-54.
- (b) Upon completion of missions, process and dispatch photographs and PI reports as required by AFR 200-6 and 9th Air Force Emergency War Plan 13-54.
- (c) Deliver PI reports and photos as required by Appendix 2, Annex "H", 9th Air Force Emergency War Plan 13-54.
- b. Captured Enemy Personnel, Materiel and Documents  
Tactical intelligence exploitation of captured enemy personnel, materiel and documents is the responsibility of the 4602nd Air Intelligence Service Squadron (reference ADC Regulation 24-4, 3 January 1953).
- c. Supplementary Early Warning and Combat Intelligence  
United States Air Force Security Service will: (1) provide the Commander, ADC with supplementary early warning in an effort to determine the imminence of air attack; and (2) during and subsequent to air attack will supplement ADC reporting of enemy air routes, tactics, and courses of action. Reference is made to USAFSS Operation Plan 12-55 dated 1 July 1955.
- d. Reports and Distribution  
Combat intelligence reports and reporting procedures will be in accordance with CONAD Regulation 200-2 (Combat Intelligence Reports and Procedures).

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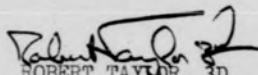


e. Interrogation of Pilots

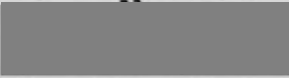
- (1) During hostilities, or joint Canadian-United States air defense exercises, any RCAF pilot engaged in air defense activities landing on an ADC-USAF air base will be interrogated in accordance with existing ADC-USAF interrogation procedures. The intelligence produced from the information resulting from the interrogation will be disseminated in accordance with CONAD Regulation 200-2, "Combat Intelligence Reports and Procedures."
- (2) During hostilities, or joint Canadian-United States air defense exercises, any United States pilot engaged in air defense activities landing on an ADC-RCAF air base will be interrogated in accordance with existing ADC-RCAF interrogation procedures. The intelligence produced from the information resulting from the interrogation will be disseminated in accordance with ADC-RCAF Air Staff Instruction, Intelligence Operations.

OFFICIAL:

PARTRIDGE  
GENERAL

  
ROBERT TAYLOR, 3D  
Brigadier General, USAF  
Deputy Chief of Staff/Intelligence

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ANNEX B

TO

ADC OPERATIONS PLAN

SERIAL NO. 8-55

MOBILIZATION ASSIGNMENTS FOR AFRES FIGHTER BOMBER UNITS

ANNEX B  
ADC OPR PLAN 8-55  
1 DEC 55

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ANNEX BTOADC OPERATIONS PLAN 8-55MOBILIZATION ASSIGNMENTS FOR AFRES FIGHTER BOMBER UNITS

(Note: Air Defense Force will further assign Air Force Reserve units to appropriate advisory Air Defense Divisions.)

	<u>TYPE ACFT</u>	<u>LOCATION</u>
1. <u>EASTERN AIR DEFENSE FORCE</u>		
89th FBW (Parent Wg)		L G Hanscom Fld, Mass
24th FBS	F-80C	L G Hanscom Fld, Mass
25th FBS	F-80C	L G Hanscom Fld, Mass (Moves to Griffiss AFB NY Dec 55)
26th FBS	F-80C	L G Hanscom Fld, Mass (Moves to Youngstown Aprt Ohio 1st Qtr FY 57)
445th FBW (Parent Wg)		
700th FBS	F-84E	Niagara Falls NAS, N Y
701st FBS	F-84E	Niagara Falls NAS, N Y (Moves to Toledo Express Aprt Ohio 2nd Qtr FY 58)
702nd FBS	F-84E	Niagara Falls NAS, N Y (Moves to Gtr Cincinnati Aprt Ohio 2nd Qtr FY 58)
439th FBW (Parent Wg)		
471st FBS	F-84E	Selfridge AFB, Mich (Moves to South Bend, Ind 2nd Qtr FY 58)(tentative)
472nd FBS	F-84E	Selfridge AFB, Mich (Moves to Willow Run Aprt Mich July 55)
438th FBW (Parent Wg)		
87th FBS	F-80C	General Mitchel Fld, Wisc
88th FBS	F-80C	General Mitchel Fld, Wisc (Moves to McConnell AFB Kan 2nd Qtr FY 58)
89th FBS	F-80C	General Mitchel Fld, Wisc (Moves to Rock Cty Aprt Wisc 2nd Qtr FY 58)

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EASTERN AIR DEFENSE FORCE (cont'd)

441st FBW (Parent Wg)		Dobbins AFB, Ga
99th FBS	F-84E	Dobbins AFB, Ga
100th FBS	F-84E	(Activates at Greensboro High Point N C 2nd Qtr FY 58)
301st FBS	F-84E	(Activates at Tampa Intl Aprt Fla Oct 55)
319th FBW (Parent Wg)		Memphis Muni Aprt, Tenn
46th FBS	F-84E	Memphis Muni Aprt, Tenn
50th FBS	F-80C	(Activates at Mobile, Ala Oct 55)
51st FBS	F-84E	(Activates at Chattanooga Tenn 2nd Qtr FY 58)

2. CENTRAL AIR DEFENSE FORCE

448th FBW (Parent Wg)		Hensley NAS, Texas
711th FBS	F-80C	Hensley NAS, Texas
712th FBS	F-80C	(Activates at Alvin- Callendar Aprt, New Orleans La July 56)
713th FBS	F-80C	(Activates at Muskogee Okla Oct 55)
440th FBW (Parent Wg)		Minn-St Paul Intl Aprt, Minn
95th FBS	F-80C	Minn-St Paul Intl Aprt, Minn
96th FBS	F-80C	Minn-St Paul Intl Aprt, Minn (Moves to Denver NAS Colo 2nd Qtr FY 58)
97th FBS	F-80C	Minn-St Paul Intl Aprt, Minn (Moves to Offutt AFB Neb 2nd Qtr FY 58)(tentative)

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3. WESTERN AIR DEFENSE FORCE

349th FBW (Parent Wg)

Hamilton AFB, Calif

312th FBS

F-80C

Hamilton AFB, Calif

313th FBS

F-84G

Hamilton AFB, Calif  
(Moves to Hill AFB Utah  
Oct 55)

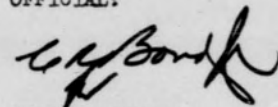
314th FBS

F-84G

Hamilton AFB, Calif  
(Moves to McClellan AFB  
Calif Oct 55)

PARTRIDGE  
GENERAL

OFFICIAL:



HUGH A. PARKER  
Major General, USAF  
DCS/Operations

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ANNEX C

TO

ADC OPERATIONS PLAN

SERIAL NO. 8-55

WARTIME PLANNING FACTORS  
FOR AFRES FORCES UNDER OPERATIONAL CONTROL OF ADC

ANNEX C  
ADC OPR PLAN 8-55  
1 DEC 55

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ANNEX C  
TO  
ADC OPERATIONS PLAN 8-55

WARTIME PLANNING FACTORS FOR AFRES FORCES UNDER OPERATIONAL CONTROL OF ADC

Line No.		AIRCRAFT MODEL AND SERIES								
		T33	F51DR	F80ADC	F84DEG	F84F	F86AE	F86F	F89B/C	F94AB
<u>UTILIZATION RATES</u>										
1.	TOTAL SORTIES <sup>1/</sup>									
a.	1st day	1	2	2	2	2	2	2	2	2
b.	2nd thru 6th day (per day)	1	1	1	1	1	1	1	1	1
c.	7th thru 30th day (per day)	1	1	1	1	1	1	1	1	1
d.	2nd thru 3rd month (per mo)	30	15	15	15	15	15	15	15	15
e.	thereafter (per month)	30	15	15	15	15	15	15	15	15
2.	FLYING HOURS PER SORTIE	2.0	2.0	2.0	2.2	2.0	1.5	1.5	2.0	1.5
<u>EXPENDITURE RATES</u>										
3.	FUEL (gal per hour)	350	65	400	370	490	405	500	700	450
4.	COMBAT AMMUNITION <sup>2/</sup>									
a.	1st day	0	80	80	80	80	80	80	80	80
b.	2nd thru 6th day (per day)	0	25	25	25	25	25	25	25	25
c.	7th thru 30th day (per day)	0	10	10	10	10	10	10	10	10
d.	2nd thru 3rd month (per mo)	0	5	5	5	5	5	5	5	5
e.	thereafter (per month)	0	1	1	1	1	1	1	1	1
5.	AUXILIARY FUEL (pylon) TANKS <sup>3/</sup>									
a.	1st day	0	0	0	0	80	80	80	0	0
b.	2nd thru 6th day (per day)	0	0	0	0	25	25	25	0	0
c.	7th thru 30th day (per day)	0	0	0	0	10	10	10	0	0
d.	2nd thru 3rd month (per month)	0	0	0	0	5	5	5	0	0
e.	thereafter (per month)	0	0	0	0	1	1	1	0	0

NOTES: <sup>1/</sup> Per aircraft in inventory. (For planning purposes, assume 25 UE and 3 T33 per squadron).  
<sup>2/</sup> Indicates percent (%) of sorties flown which expend total load of combat ammunition.  
<sup>3/</sup> Indicates percent (%) of sorties flown which expend two (2) pylon tanks. (For logistics planning purposes, expenditure of center line tip tanks will not exceed rates established by peacetime consumption).

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A PICTORIAL BRIEFING

OF

# THE CAPE COD SYSTEM

LINCOLN LABORATORY

MASSACHUSETTS INSTITUTE OF TECHNOLOGY

ONE JULY NINETEEN FIFTY FOUR



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MASSACHUSETTS [REDACTED] TECHNOLOGY

LINCOLN LABORATORY  
P. O. Box 73  
LEXINGTON 73, MASSACHUSETTS  
ADC Liaison Office

OPERATING PROJECT LINCOLN

TELEPHONE  
LEXINGTON 9-3370

20 July 1954

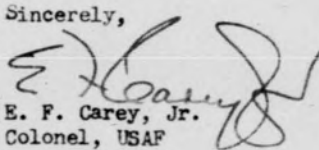
Brigadier General M. S. Roth  
Headquarters Air Defense Command  
Ent Air Force Base  
Colorado Springs, Colorado

Dear General Roth:

Enclosed is copy 14, series A, of the ADC Liaison Office's first formal publication -- "A Pictorial Briefing of the Cape Cod Experimental Air Defense System."

I trust that it will be of interest to you and that it will bring you up to date on recent Cape Cod System activities here at Lincoln Laboratory.

Sincerely,

  
E. F. Carey, Jr.  
Colonel, USAF

mgb  
Enc.

FANFOLD NO. (3) 358

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SHALL BE DOWNGRADED TO

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**351**  
This document consists of 29  
pages. Copy No. **14**  
of 120 copies.  
Series A

A PICTORIAL BRIEFING

OF THE

CAPE COD EXPERIMENTAL AIR DEFENSE SYSTEM

A proving ground for equipment and techniques to be  
incorporated in a typical 1957 air defense sector  
employing AN/FSQ-7.

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Prepared by the ADC Liaison Office

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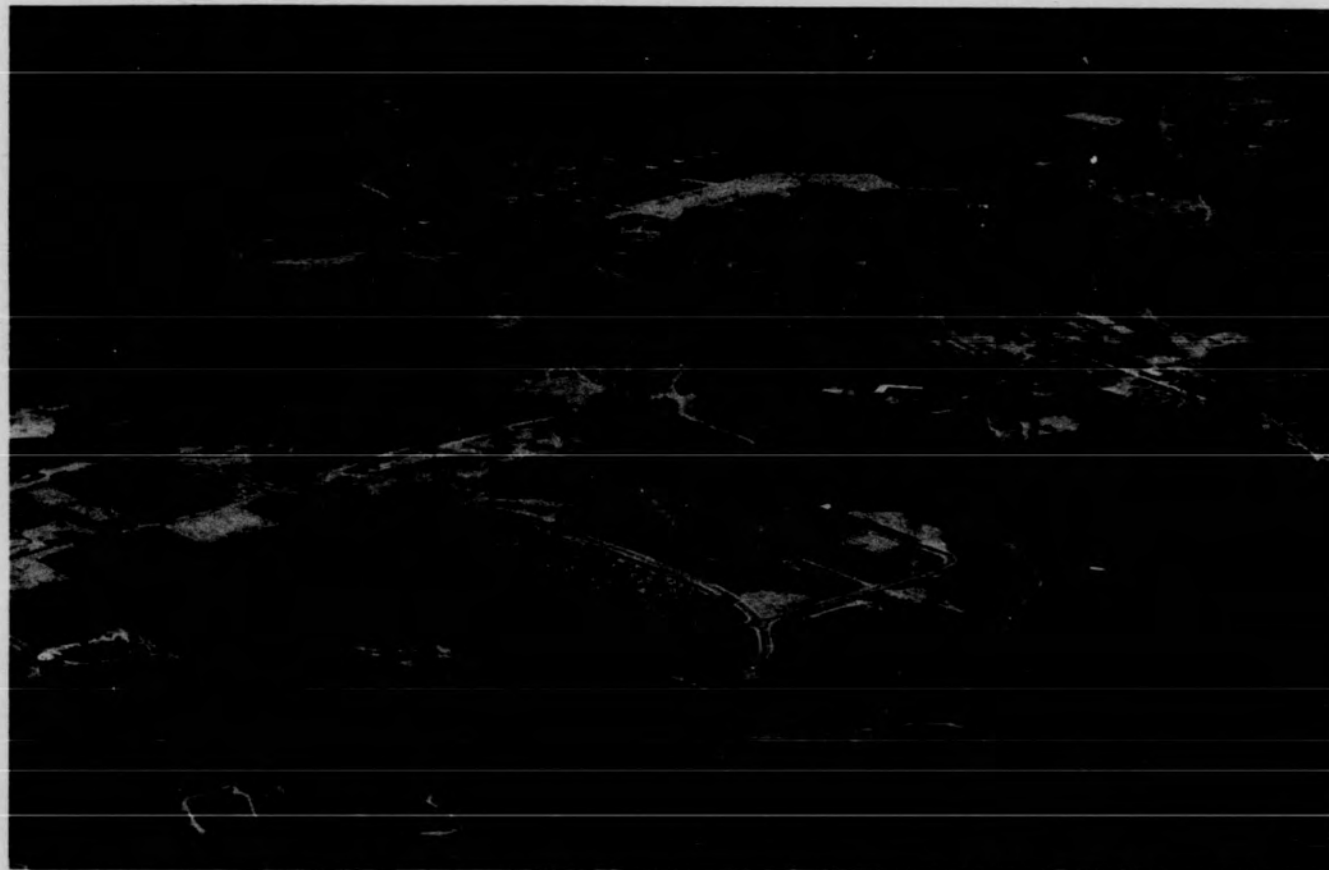
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LINCOLN LABORATORY Lexington, Massachusetts



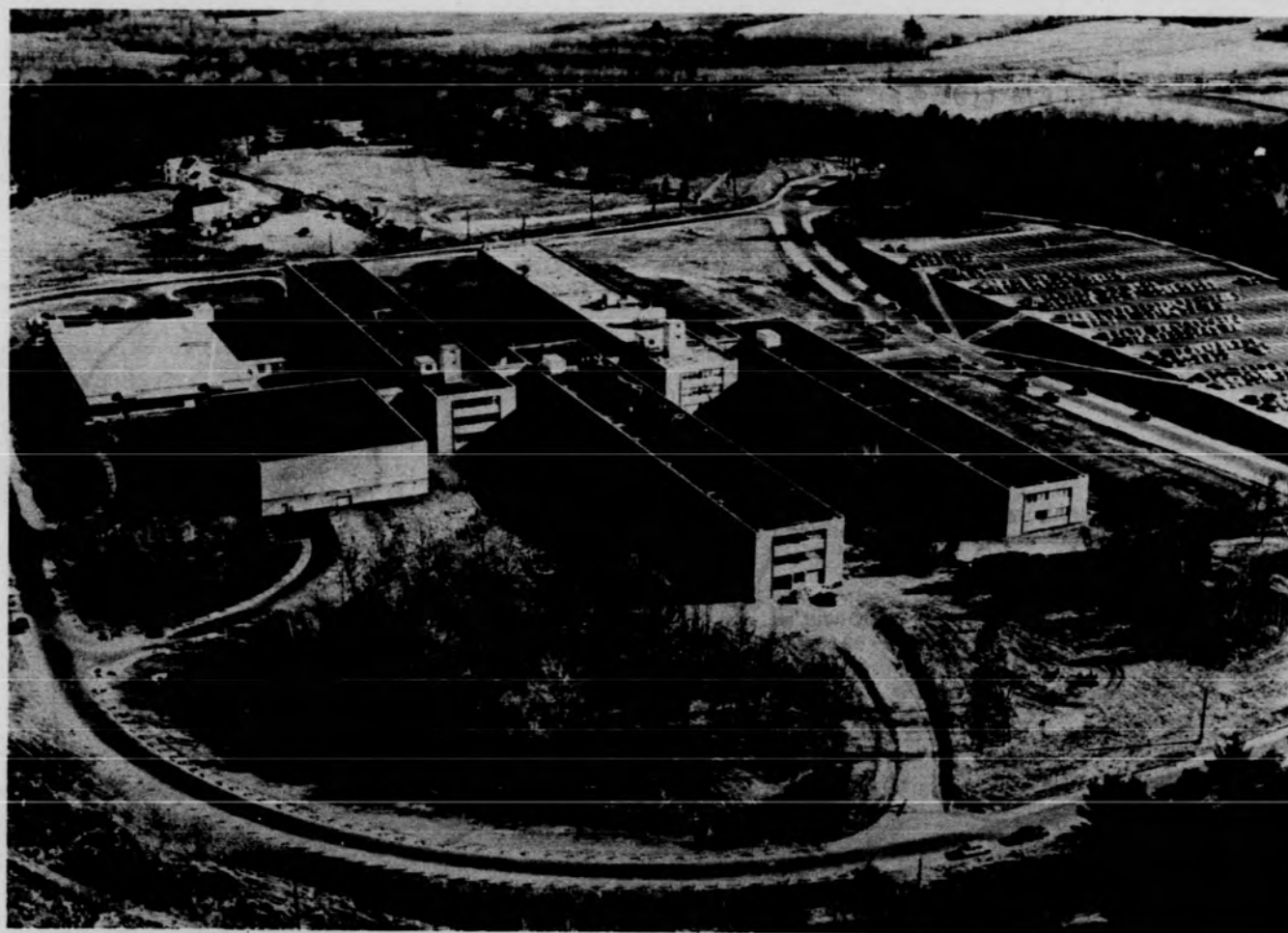
Aerial view looking northward  
toward Hanscom Air Force Base. ↑

Aerial view looking eastward and showing  
a blocked-in sketch of the proposed  
Direction Center in left foreground. →

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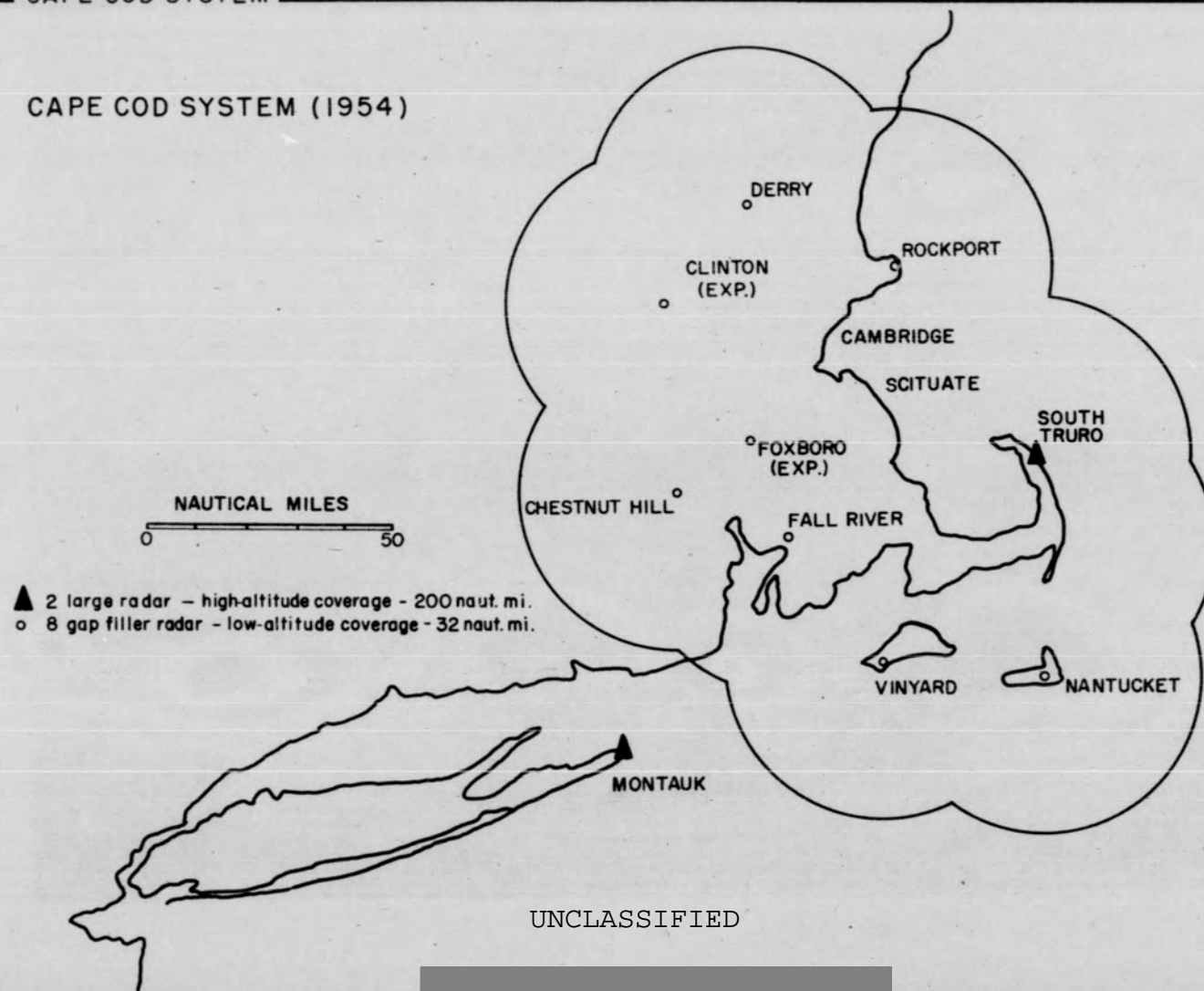


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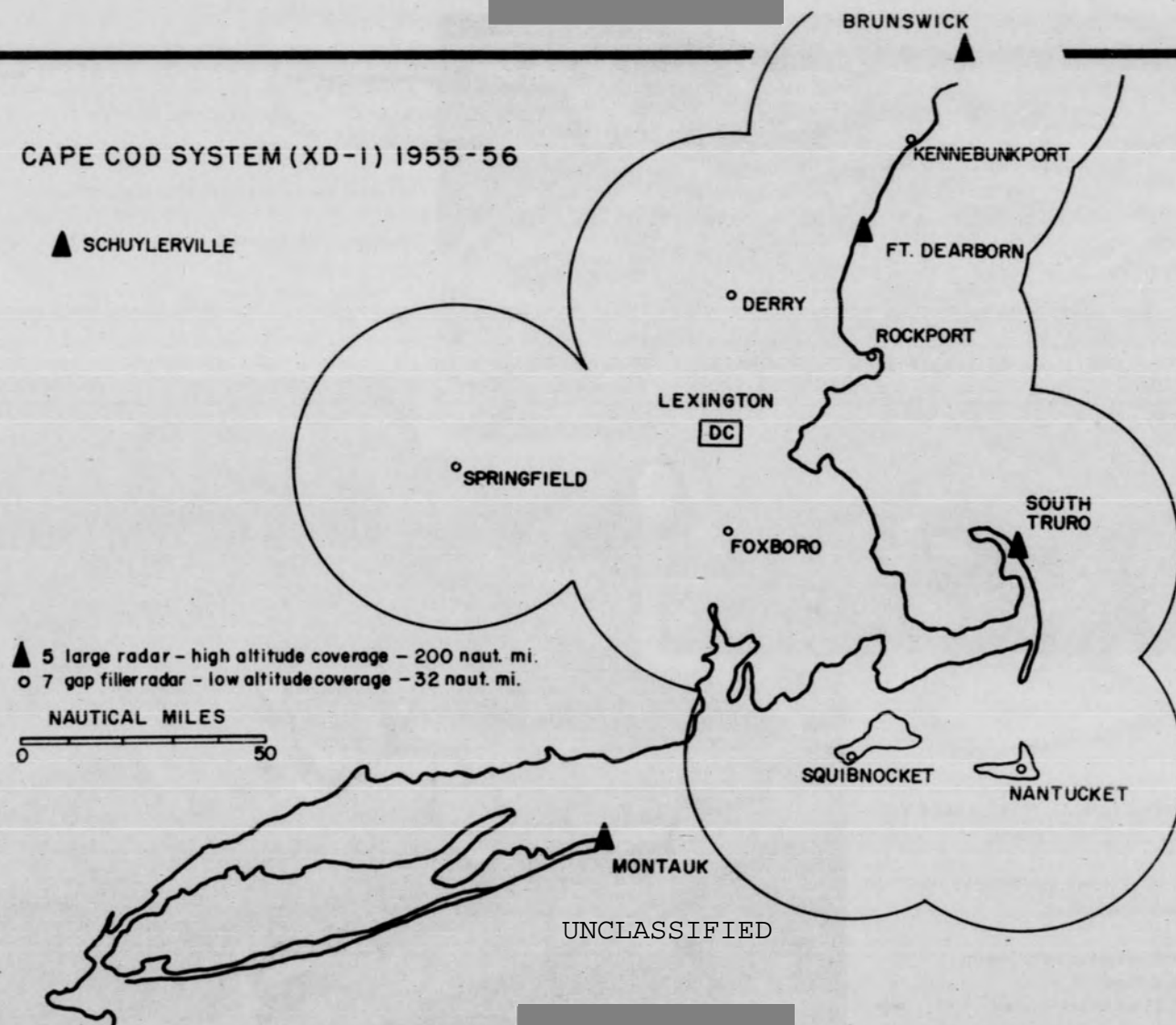
CAPE COD SYSTEM

## CAPE COD SYSTEM (1954)



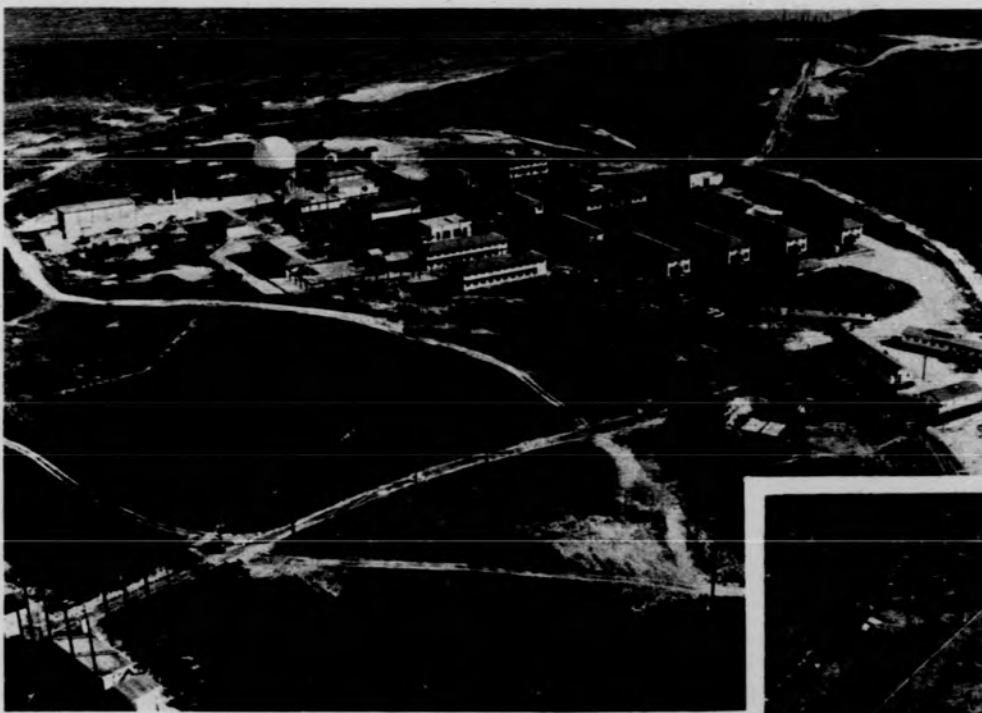
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CAPE COD SYSTEM (XD-1) 1955-56



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CAPE COD SYSTEM

NORTH TRURO, MASSACHUSETTS  
CPS-6B

Typical heavy or large radar installation.

Manning complement:  
33 Officers  
261 Airmen



CHESTNUT HILL, E. KILLINGLY,  
CONNECTICUT CPN-18

Typical of future gap-filler or low-  
altitude radar sites.

Present manning complement:  
4 Airmen  
1 Civilian technician



Will be unattended in the future system.

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PINE HILL, MASSACHUSETTS  
CPN-18

Typical of future gap-filler or  
low-altitude radar sites.



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CHATHAM, MASSACHUSETTS  
CPN-18



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HALIBUT POINT, CAPE ANN, MASS.

SCR-584, Search-modified



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NANTUCKET ISLAND

SCR-584, Search-modified



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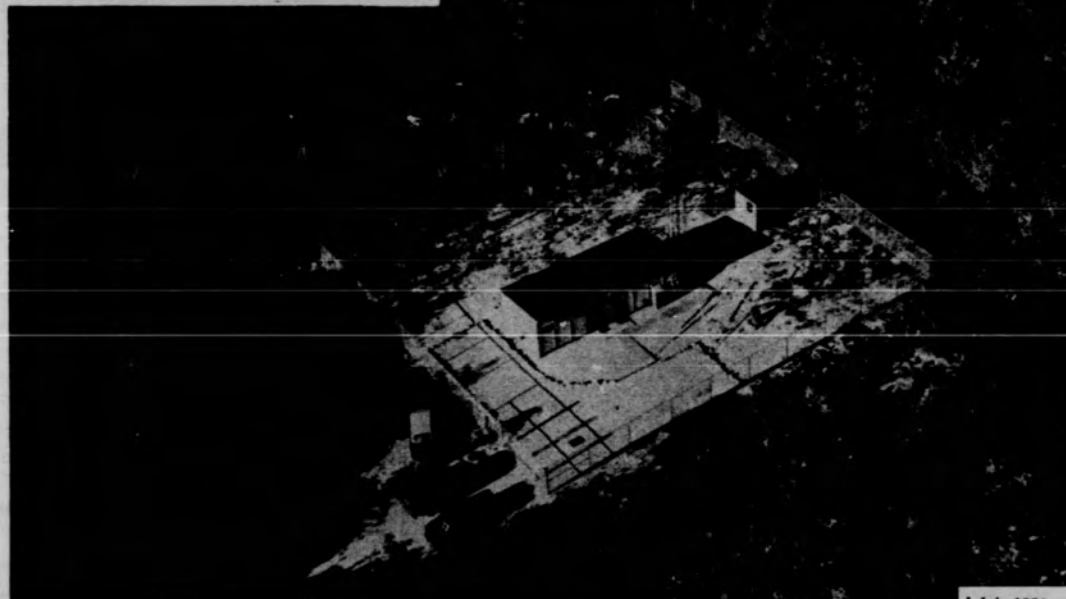
CAPE COD SYSTEM

CLINTON, MASSACHUSETTS

CPN-18



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CLINTON, MASSACHUSETTS

CPN-18





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CAPE COD SYSTEM

CLINTON, MASSACHUSETTS

showing experimental flip-flop SDV-type data transmission system. Men are performing preventive maintenance on the system.



CLINTON, MASSACHUSETTS

showing radar units and monitoring of PPIs for experimental tests. Future gap-fillers will be similar, but will be of the dual channel type and unattended, with remote indication of faults through automatic fault-finding equipment and roving maintenance system. They will also be capable of automatic or remote switching to a standby channel in the event of failure.

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WEAPONS BASES

---

HANSCOM AIR FORCE BASE  
Bedford, Mass.  
6520th Test Support Wing, AFCRC.

This is not representative of the ideal air defense layout, and will undergo a considerable expansion in the next two years to make it suitable for expanded high performance operation. At a future date it will house an active Air Defense Command interceptor squadron in addition to the support units.



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NAVAL AIR STATION  
South Weymouth, Mass.  
Naval Air Facility  
supporting Lincoln Laboratory.

Assigned equipment includes airships  
and patrol aircraft for AEW work, and  
naval interceptors.



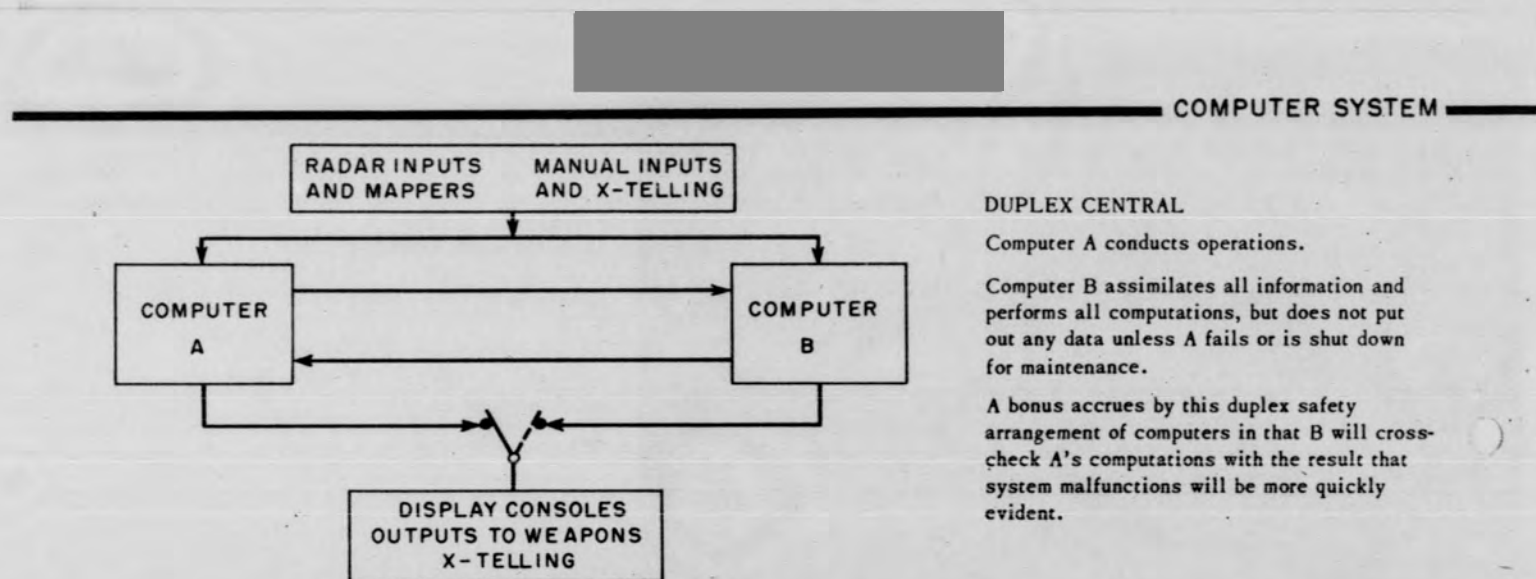
OTIS AIR FORCE BASE  
Falmouth, Mass.  
Air Defense Command Base,  
designed for air defense.

Aerial view looking southwest. In  
addition to the interceptor squadron now  
stationed here, there will be an ADC AEW  
Wing equipped with RC-121Ds



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#### DUPLEX CENTRAL

Computer A conducts operations.

Computer B assimilates all information and performs all computations, but does not put out any data unless A fails or is shut down for maintenance.

A bonus accrues by this duplex safety arrangement of computers in that B will cross-check A's computations with the result that system malfunctions will be more quickly evident.



The Whirlwind I Computer, designed in 1947, now used in the Cape Cod System.

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Control and test facility for Whirlwind I Computer.

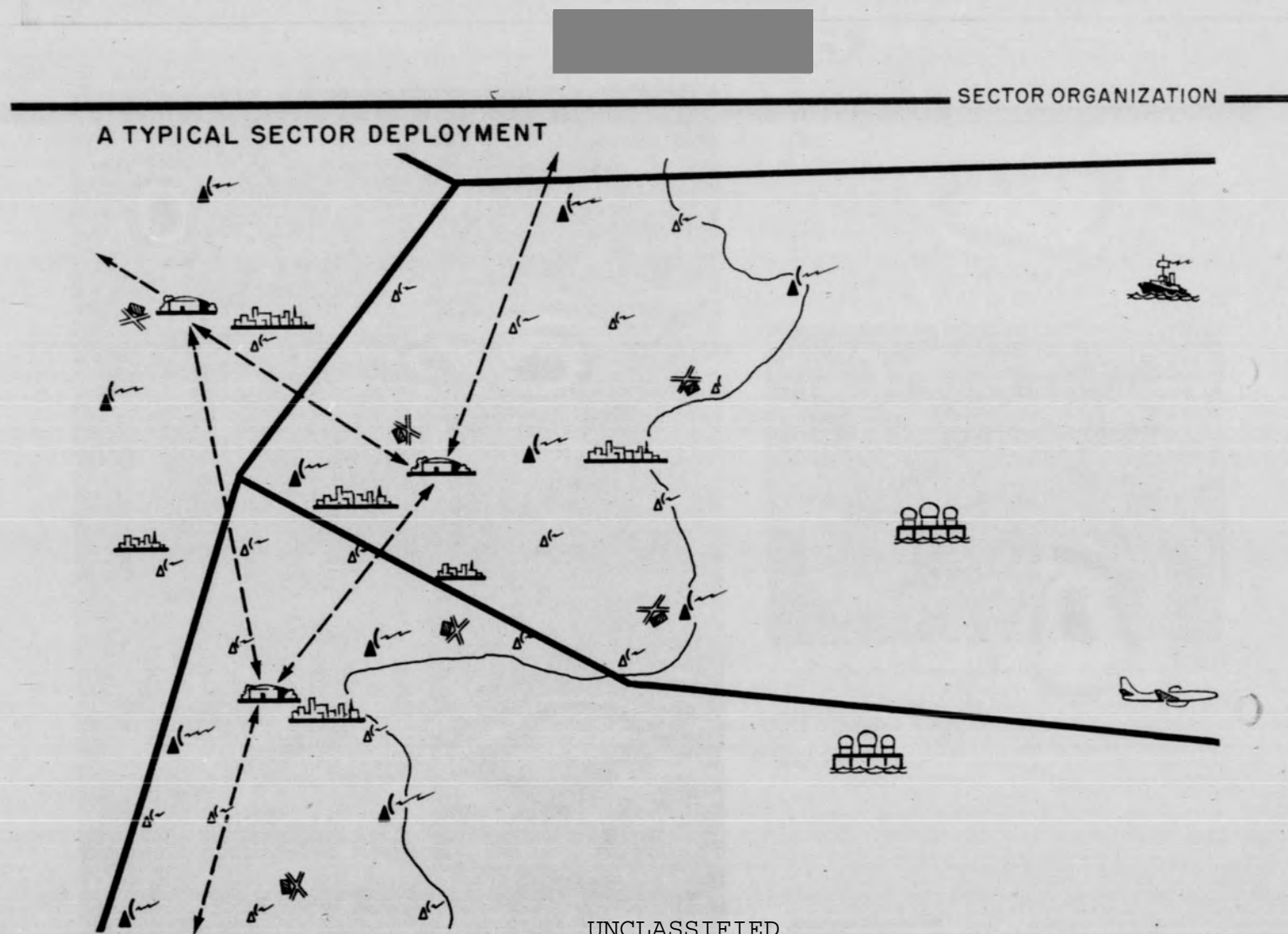
The FSQ-7 computing element will have increased capacity, specialized operations for air defense, and more compact construction.

Memory Plane Unit. →



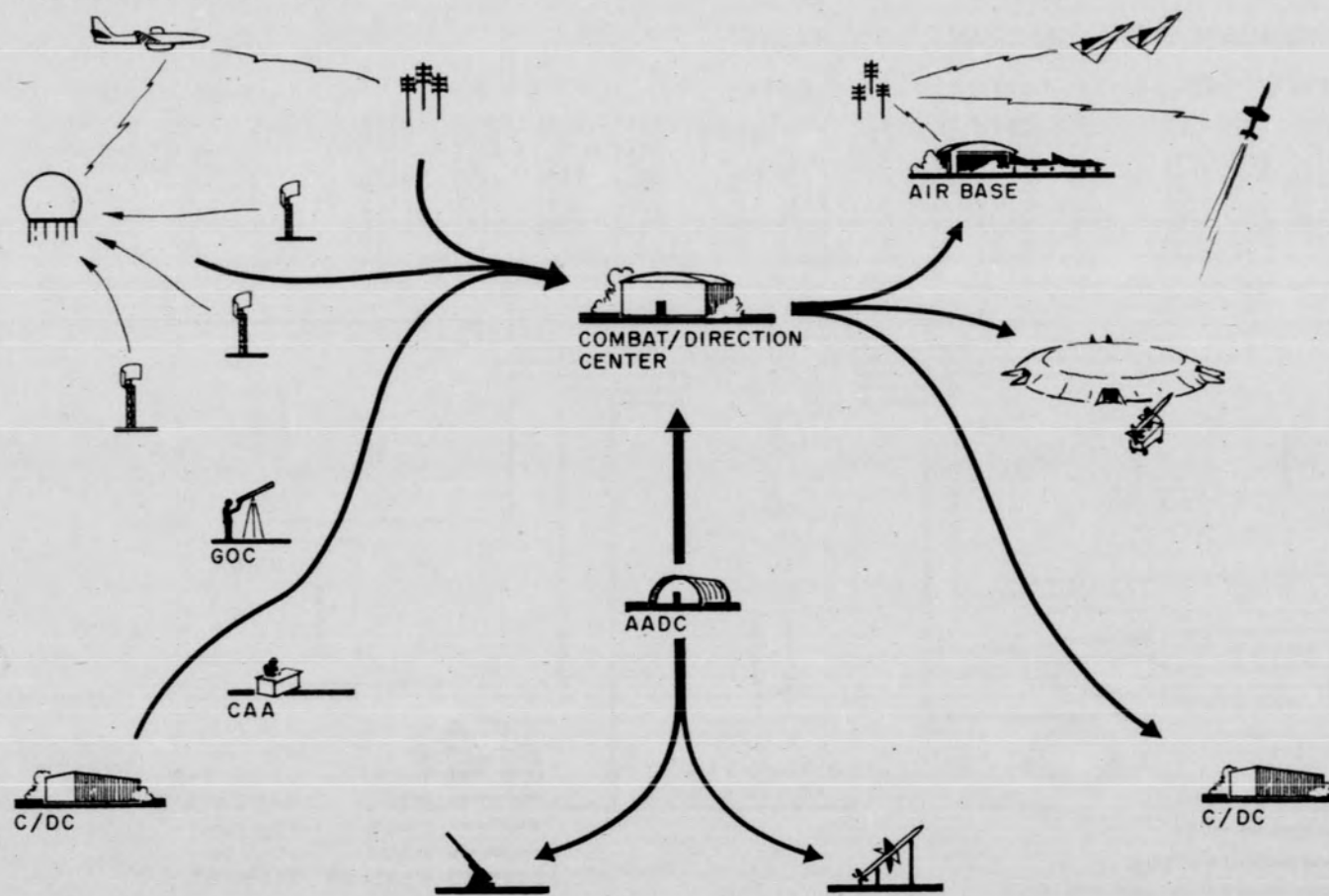
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TYPICAL FUNCTIONS

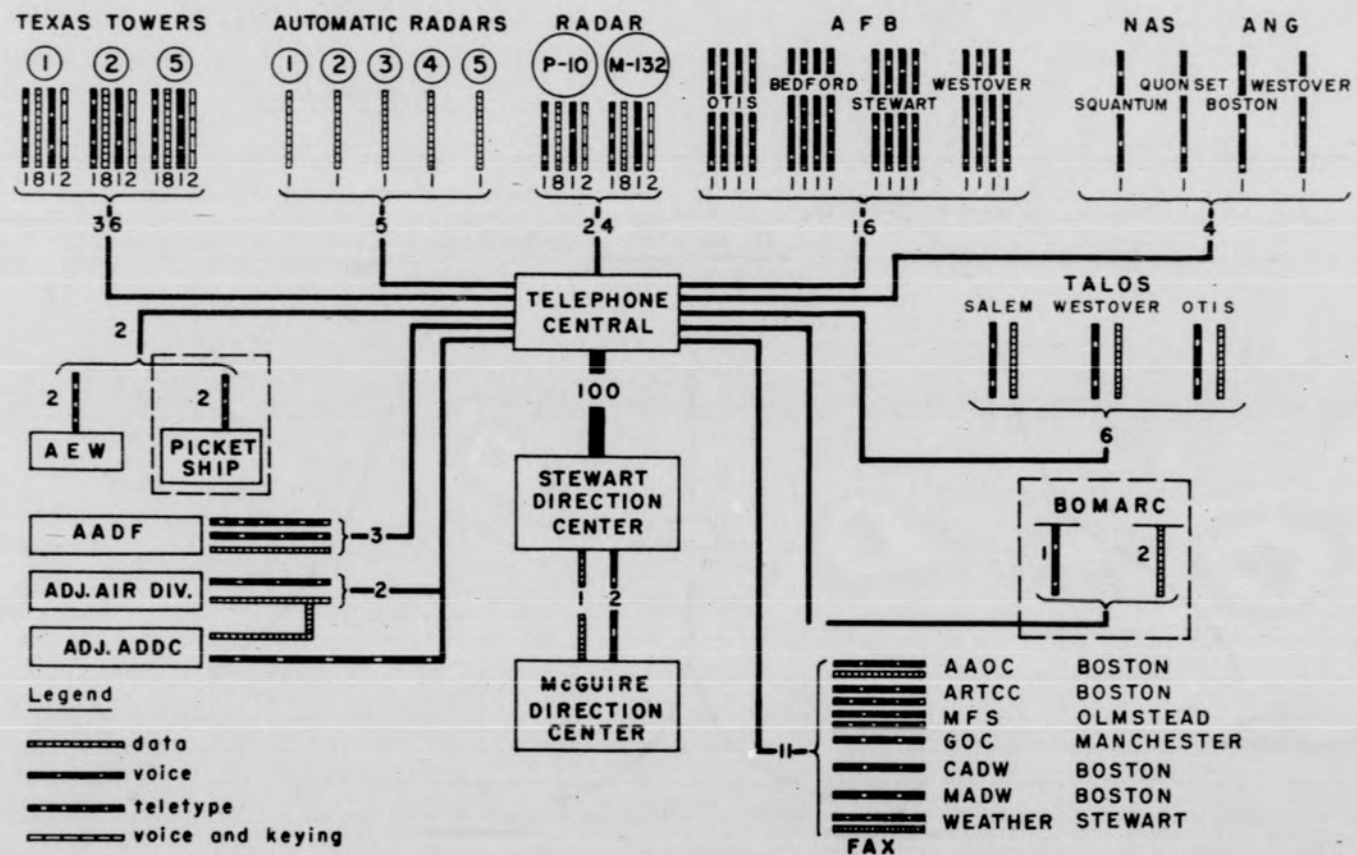


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SECTOR ORGANIZATION

COMMUNICATION DIAGRAM

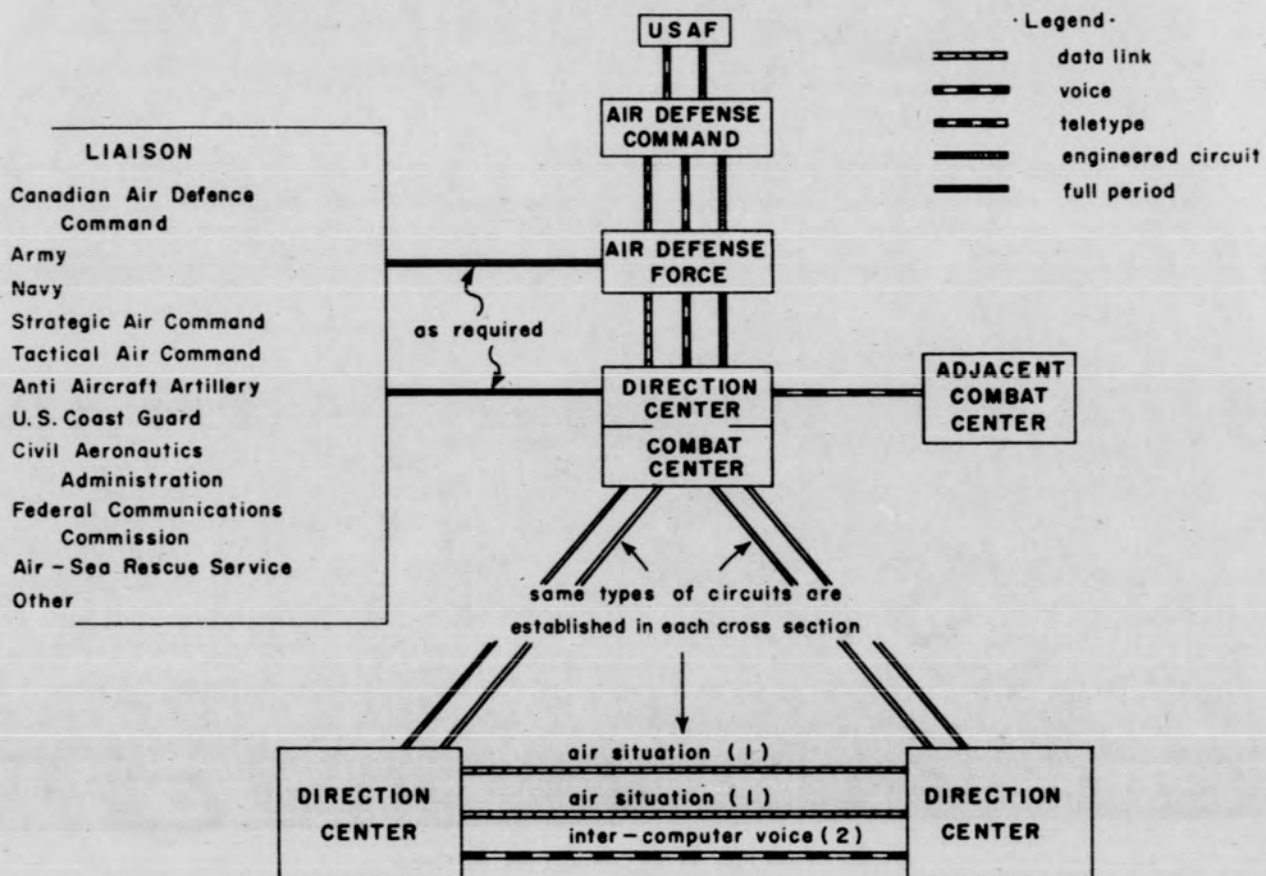


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TYPICAL LEASED CIRCUITS  
BETWEEN DIRECTION CENTERS and to HIGHER HEADQUARTERS



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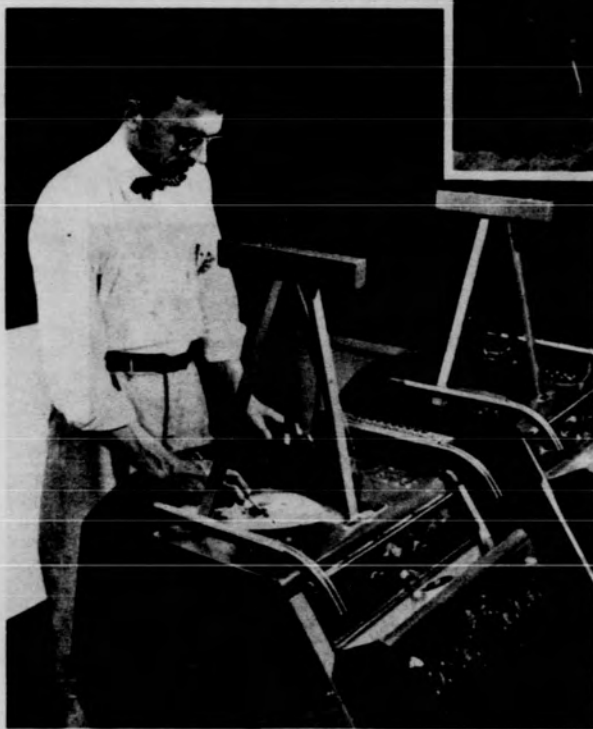


Proposed Floor Plan for the Combat/Direction Center

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↑ Identification section by means of which the ID officer can identify all tracks whose character is questionable.



Radar Mapping Unit

A semiopaque-semitransparent orange-colored liquid is applied to a radar mapping scope with a wick-type fountain pen to filter out ground and storm clutter as well as blue light before SDV data go to the computer.



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Air Surveillance Officer's position from which the track-while-scan, height-finding, and identification functions are supervised.

Similar equipment is provided for the tracking officers and track monitors, from which track-while-scan, auto and manual track initiation, and track monitoring are performed.



Weapons Director's position at which threat evaluation and weapon assignment against individual tracks is made in accordance with weapon allocations ordered by the Combat Center.

Subsector Commander's position at which he can supervise the air battle.



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HEIGHT-FINDER CONSOLE →



←  
An Intercept Director's position (center). The Intercept Technician would be at the Director's right and the Radio Operator at his left for voice data transmission when necessary.

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↑  
Typical track display with identification  
and track number shown. An FSQ-7A  
display would show up to better advantage  
by use of charactron display.

CHARACTRON TUBE



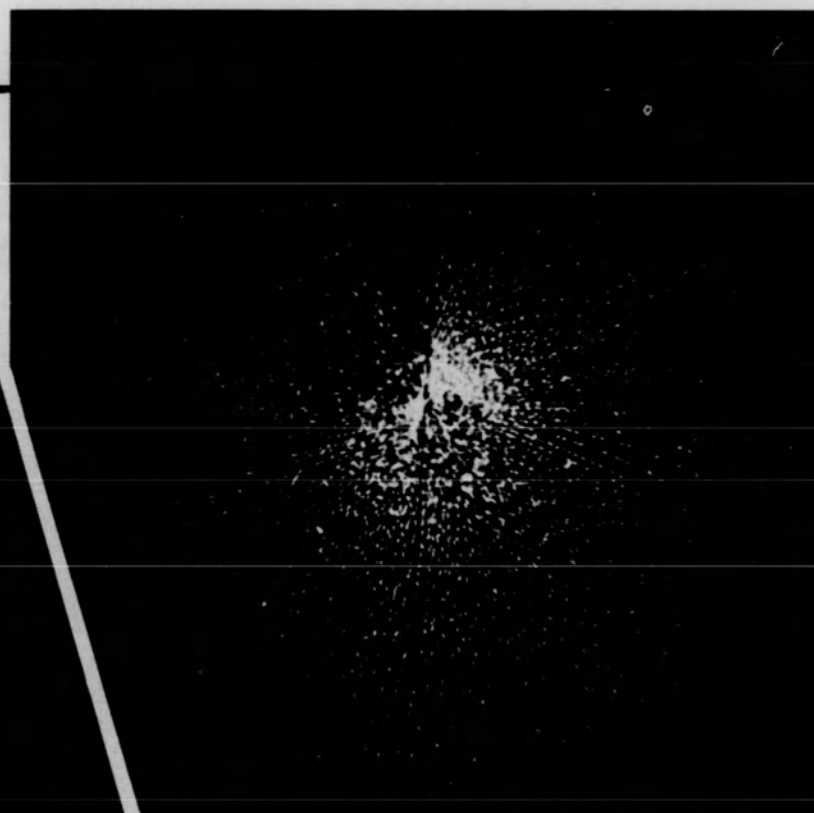
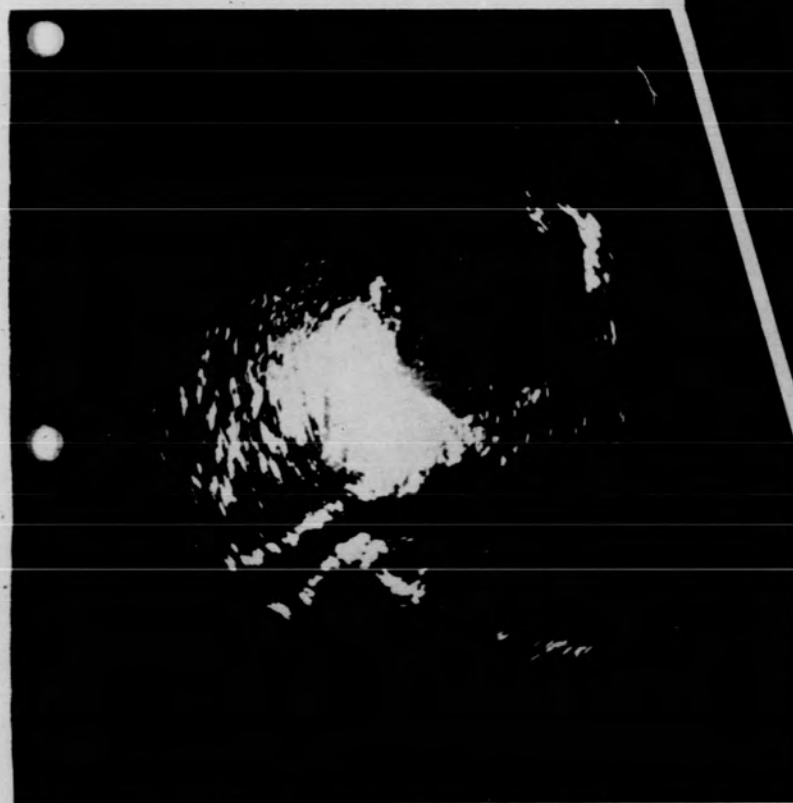
1. SHARPER DEFINITION
2. REDUCE NOISE
3. FASTER DISPLAY RATE
4. LARGER TUBE FACE

FSQ-7 DISPLAY SYSTEM IMPROVEMENTS

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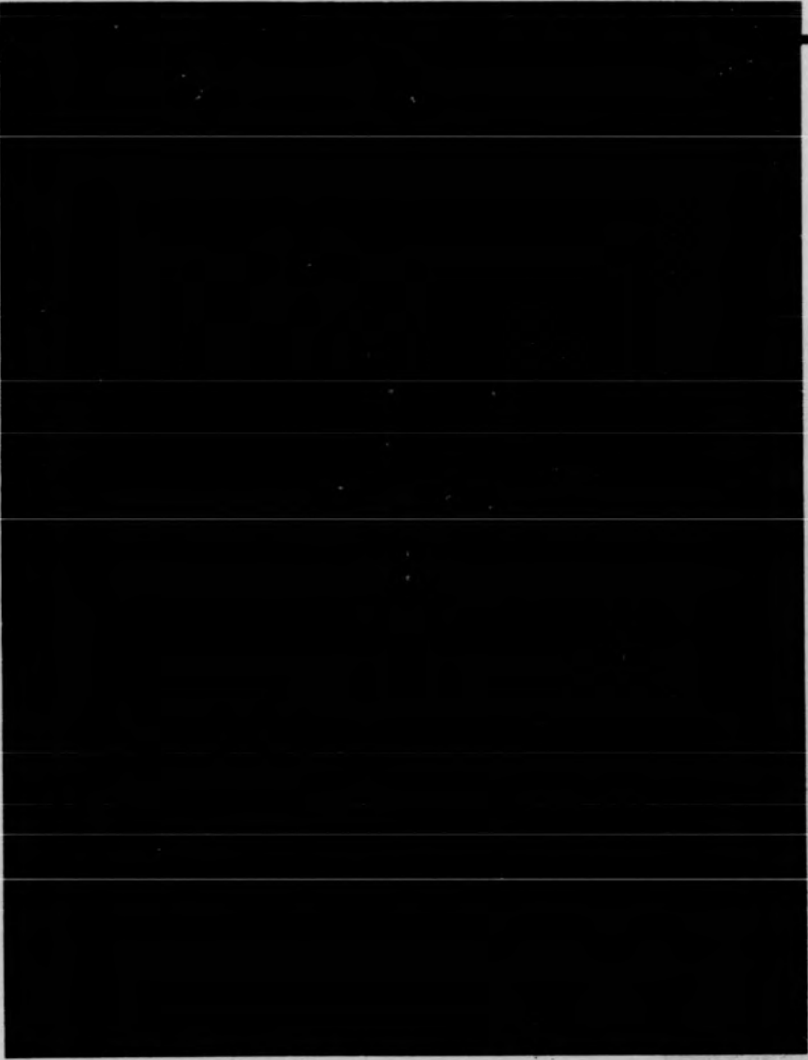
CPN-18  
Raw Video Data.



The same CPN-18 data  
with MTL.

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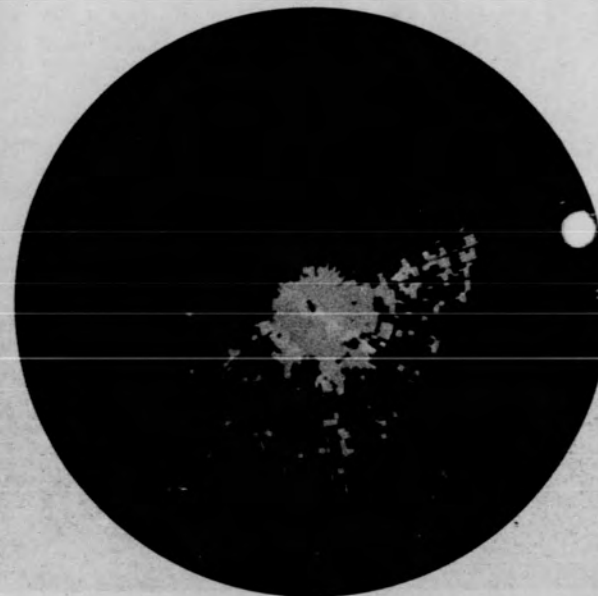
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A computer-generated display of combined radar data (10 to 15 consecutive scans) from one heavy and two gap-filler radars as seen at track initiator's scope. The trails do not show in the photograph.



SDV quantizes data into elements  $1.4^\circ$  in azimuth and  $1/2$  mile in range. Transmits over telephone lines with nominal voice bandwidth. The fine-grain data to be used on the long-range radars will quantize to  $0.2^\circ$  in azimuth and  $1/2$  mile in range.



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↑ Experimental ground-to-air data link site at Prospect Hill built by Collins Radio and operated by Air Force Cambridge Research Center. It is hoped to increase present 1-kw power to 10 kw within the year. Has an omni antenna as well as a high-gain directional (horn) antenna.



Computer display of raw video mixed with track data. Tracks are marked by a vector showing direction whose length shows speed.



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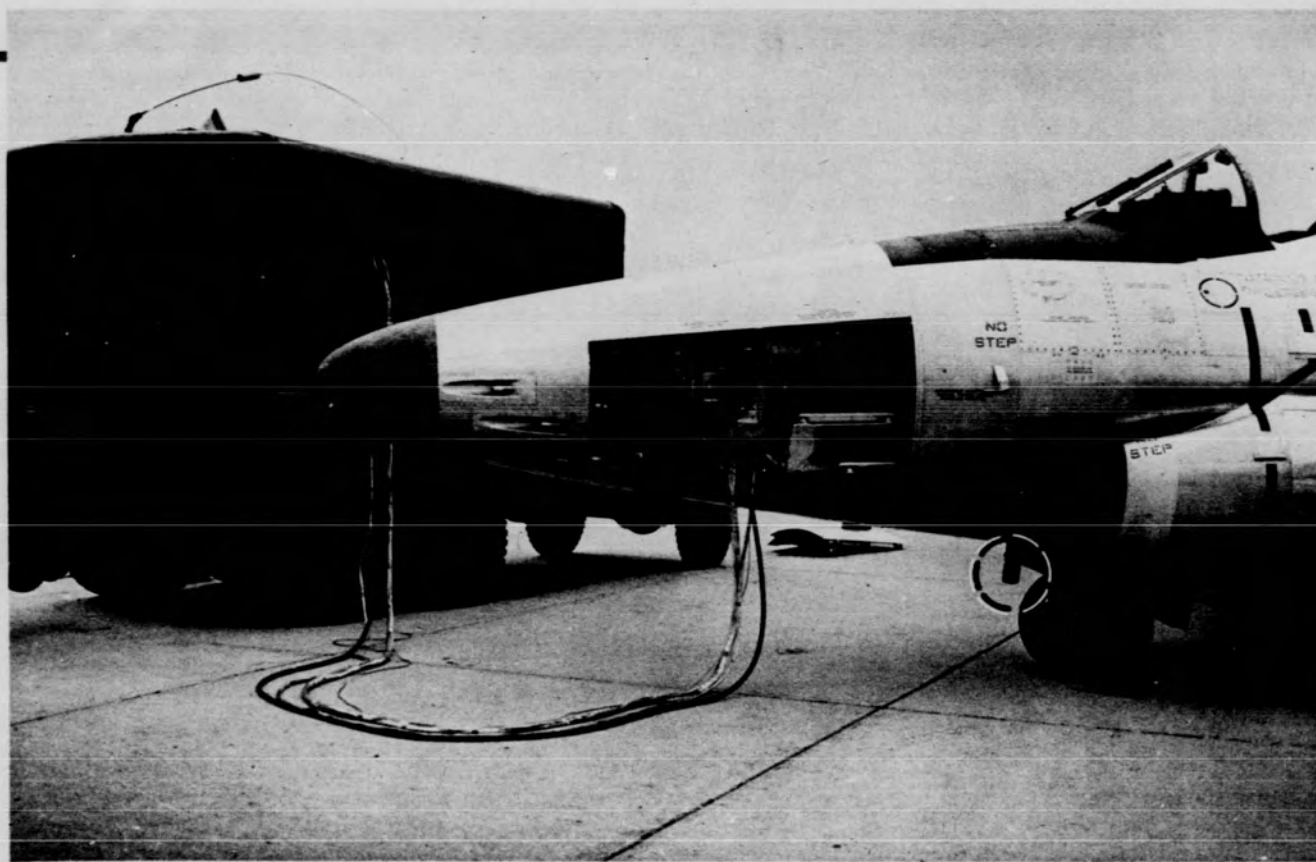
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F-89C cockpit showing data link visual indicator above upper right instrument panel glare shield. Future application will include direct tie-in to the interceptor fire control and flight control systems, as well as visual indicator.

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F-89C showing Collins data link installed in gun bays. The antenna is just forward of the nose wheels. Equipment in the truck is used to do preflight checking of the data link. The standard GE data link will be considerably smaller and lighter.

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