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SUPPORTING DOCUMENTS

EASTERN AIR DEFENSE FORCE

VOLUME I

DIRECTORATE OF HISTORICAL SERVICES

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Chapter V

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561.	Chart, "EADF Organization and Command Relationships.
564.	SECRET Eastern Air Defense Force Emergency War-Mobilization Plan 1-53, Hq EADF, 1 Jul 53.
569.	CONF Memorandum of Agreement signed by General Nathan B. Twining and Admiral Robert B. Carney, 17 Dec 53.
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647[1].	Ltr, Hq USAF to Comdr ADC, AFOAC-S/M, "MARS Operation During CONELRAD Alert," 30 Jul 53.
647[2].	Ltr and Incls, Hq EADF to Comdrs ADivs (Def), "CONELRAD Plans," 1 Feb 54.

CHAPTER VI

REAPPRAISAL OF 1953 REORGANIZATION

651[1].	SECRET Report, Program Analysis and Control Committee Meeting, Hq EADF, undated.
651[2].	CONF IRS, EAOCE-C to EAOOT, EAODO, EAOPM, "Requirements for FY 55 Concept," 29 Sep 53.
652[1].	SECRET Ltr, Maj Gen J.V. Crabb to Maj Gen M. R. Nelson, 30 Jun 53.
652[2].	SECRET Ltr, Hq EADF to Comdr ADC, EAOPM 300.7, "(Restricted) ADC Program," 7 Jul 53.
653.	Ltr and Inds, Hq EADF to CG ADC, EAOPM 320.3, "T/D for Air Division (Defense) Headquarters under the Proposed 1955 Organizational Structure," 10 Jun 53.
655.	SECRET Ltr and Incls, Hq EADF to Comdr ADC, EAOPM 320.3, "Recommended EADF Organization for 1955 (Restricted)," 27 Oct 53.
656.	SECRET DF, EAODR to EAODO, "Conference on Lincoln Transition System," 28 Aug 53.

APPENDIX I

ORGANIZATIONAL CHANGES WITHIN THE COMMAND

659.	EADF GO 48, 24 Jul 53.
661.	EADF GO 58, 14 Sep 53.
662.	EADF GO 62, 8 Oct 53.

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Doc. No.	Subject
663.	EADF GO 70, 23 Nov 53.
667.	EADF GO 47, 22 Jul 53.
668.	EADF GO 61, 5 Oct 53.
669.	EADF GO 51, 10 Aug 53.
670[1].	EADF GO 68, 16 Nov 53.
670[2].	EADF GO 71, 10 Dec 53.
671.	EADF GO 64, 19 Oct 53.
673.	EADF GO 72, 14 Dec 53.
676.	EADF GO 65, 30 Oct 53.
677.	EADF GO 67, 4 Nov 53.
679.	EADFR 24-15", Mission of the 4700th Air Base Group, 1 Sep 53.
680.	EADF GO 63, 12 Oct 53.
684[1].	TWX, ADOMO 27329, Hq ADC to Comdr EADF, 18 Sep 53.
684[2].	Ltr, Dept of AF to Comdr ADC, 322 (AFOMO 777h), "(Unclassified) Inactivation of the 9th and 17th Liaison Squadrons," 14 Sep 53.
685.	EADF GO 59, 22 Sep 53.
686.	EADF GO 66, 2 Nov 53.

APPENDIX III

CHANGES IN KEY PERSONNEL IN HEADQUARTERS, EADF

693[1].	EADF GO 50, 8 Aug 53.
693[2].	EADF GO 53, 12 Aug 53.
693[3].	EADF GO 57, 19 Aug 53.

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Doc. No.	Subject
694[1].	EADF GO 46, 22 Jul 53.
694[2].	EADF GO 54, 13 Aug 53.
694[3].	EADF GO 55, 17 Aug 53.
695.	EADF GO 44, 3 Jul 53.
696[1].	EADF GO 52, 12 Aug 53.
696[2].	EADF GO 56, 18 Aug 53.
697.	EADF GO 45, 9 Jul 53.
698.	EADF GO 73, 28 Dec 53.
699.	Hq EADF, Air Defense Command Roster of Key Personnel, 31 Jul 53.

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SECURITY INFORMATION

FILE: HEADQUARTERS

EASTERN AIR DEFENSE FORCE

SUBJECT: Primary Mission of Picket Vessel

INTEROFFICE ROUTING SLIP

#1 12 Aug 53

No.	Date	From	To	Number and date each entry—show date of dispatch. Show staff division or office in FROM—TO columns. Sign each entry legibly—show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
		EAOOT	EAOCE EAOCP EAODO	By dispatch from Eastern Sea Frontier the primary mission of the picket vessel is changed from testing and evaluating communications to that specified in ComEastSeaFron Instruction 03320.2 which is stated below: "The primary mission of picket vessels shall be as specified by Commander Eastern Sea Frontier, unless superseding instructions are promulgated by higher authority. The primary mission of picket vessels shall be to provide a distant means to detect, report and track airborne targets approaching by overseas paths and to control available aircraft to intercept and identify such targets and destroy those determined to be hostile." FISCHER 796 OLDS 600
	#2 13 Aug 53			
		EAOCE-C	EAOCP	Picket Vessel communications have been established temporarily using direct voice communications to the ADDC pending CNO decision on permanent communications system. JONES/mvr 488 BROOKS 396
	#3 19 Aug 53			
		EAOCP	EAODO	Good. EAODO

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SECURITY INFORMATION

FILE:

HEADQUARTERS
EASTERN AIR DEFENSE FORCE

SUBJECT: Picket Vessel Communications

INTEROFFICE ROUTING SLIP

#1 11 Jun 53

No.	Date	From	To	Number and date each entry—show date of dispatch. Show staff division or office in FROM—TO columns. Sign each entry legibly—show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
		EAOCE	EADO EADVC EAOOT (Further Comment)	1. Attached report forwarded for your information. 2. It should be pointed out that the control and administrative net described in paragraph 3 of basic report is composed of a telephone link between ADDC and Beavertail, followed by a radio teletype link between Beavertail and 3 picket vessels sharing the same frequency. This means that ADDC - PV traffic is called in by phone to Beavertail, written down by the Beavertail monitor, teletype tape perforated, and tape transmission made. I don't think any message can thus be passed in under 4 to 5 minutes. The procedure is further complicated by the fact that all 3 picket vessels are sharing the same radio teletype frequency. Such an arrangement will probably not adversely affect naval administrative traffic, weather, or flight plans, but can the passage of control information (passing of fighters, etc.) tolerate a delay of this magnitude? 3. Reference paragraph 4a, each (26th and 32d) air division is reassigning one division UHF channel to picket vessels. Each aircraft will carry the designated division PV frequency in Channel 9. Each picket vessel will have 4 common USAF channels: (1) Distress, (2) Joint GCI Common, (3) 26th Air Division selected frequency, and (4) 32d Air Division selected frequency. 4. Reference paragraph 4f, deficiencies as they existed have been corrected. Further, tests concluded on 30 May were considered satisfactory, in that they revealed the tested telling circuits to operate in an efficient and reliable manner.

1 Incl
Rept of Informal Conf
at Beavertail Rad Fac,
Jamestown, R.I.

BROOKS
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ARMY-U.S.M.A. WEST POINT, N.Y.-30M 1-26-53 2 DN

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FILE:

HEADQUARTERS
EASTERN AIR DEFENSE FORCE

SUBJECT: Picket Vessel Communications

INTEROFFICE ROUTING SLIP

#2 24 Jun 53

No.	Date	From	To	Number and date each entry—show date of dispatch. Show staff division or office in FROM—TO columns. Sign each entry legibly—show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
		EAOOT	EAOCE EAODO EADVC	1. Reference Comment #1, paragraph 2: Personnel at Beavertail Radio Facility were queried again regarding the time delay likely to be encountered on the administrative and control net with an answer essentially the same as originally stated in that there would be a normal delay no greater than one minute with the added possibility of a delay up to two minutes. It was explained that the message would be manually relayed but would not include the step of perforating a tape. 2. Further study and consideration of the delay factor in passing control of fighters resolved the problem. Passing control of fighters requires the receiving controller to acknowledge receipt of control instantaneously and the delay of one minute would be excessive. In view of the above, it was determined that passing control could be made on the telling net with no adverse effects. While passing control of fighters, a delay of 30 seconds is anticipated in passing of plot information to the ADDC, but this should not have adverse effects for the picket vessel will be effecting the interception. 3. Thus, a recommendation will be made to change the name of the nets to telling and control and to administrative, respectively, and the passing of control will be effected over the telling and control net. 4. Naval representatives at Beavertail stated that the Navy plan of picket vessel communications was up for consideration by CNO and approval was expected in the near future. The proposed Navy communications plan in its final form has not been received in this command officially but naval representatives have indicated that the plan is flexible enough to permit minor changes as above and others that EADF may propose without higher naval command approval.

FISCHER 796 SECURITY INFORMATION RESTRICTED OLDS 600

1 Incl - n/c

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27 May 1953

MEMO TO: EAOCE
EAODO
EADVC

SUBJECT: Report of Informal Conference at Beavertail Radio Facility, Jamestown, Rhode Island

1. An informal conference was held at Beavertail Radio Facility, Jamestown, Rhode Island, between representatives of COMCORTRON 16, Beavertail Radio Facility and EADF to discuss communications and operations problems regarding picket vessel operations.

2. Commander Abhau, COMCORTRON 16, led the discussion on communications problems and presented a communications plan which he felt would set picket vessel communications on a permanent basis and would be capable of handling up to three picket vessels on station. To handle six picket vessels, the radio facility at Beavertail would have to be doubled. He explained that the plan presented was not a "cure all" nor was it an optimum but it is a simple, adequate and feasible plan that could be implemented with the minimum of time and expense.

3. In general, the plan involves a central relay and monitoring station at Beavertail through which all messages between ADDCs and picket vessels will flow (emergency communications excepted, explained below). The plan basically provides for two communications nets. The telling net is reserved for passing of radar plots and is instantaneous and no delay occurs at the relay station. A delay of not more than one minute occurs at the monitoring and relay station on the control and administrative net. This net will be used for passing control of interceptor aircraft and for tactical messages such as weather data, flight plans, etc. A monitoring officer, on continuous duty, will supervise the control and administrative net and insure control messages priority over administrative traffic. In the event that the relay and monitoring station at Beavertail is destroyed or incapacitated, emergency communications procedure would be effected and entails direct voice communications between ADDCs and picket vessels similar to the previous picket vessel communications system.

4. Operation problems were discussed as follows:

a. Passing control of fighters: Lack of crystals for Air Force frequencies precluded the picket vessels from taking control of Air Force interceptors in the past. However, this situation is presently cleared up and passing of control has been accomplished many times in the last two months. Arrangements have been made with the defense wing at Otis for continuing training in this phase.

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b. Exchange of controllers for cross training: Mutual agreements have been prepared in this phase of training and it is expected that the exchange of controllers will be accomplished with North Truro and Brunswick in the near future. The same program will then be conducted with the 26th Air Division.

c. Picket vessel stations: Commander Abhau, COMCORTRON 16, brought up the possibility of changing or rearranging the priority of picket vessel stations. It was pointed out that present stations and priority numbers were assigned after careful consideration was given to all factors. It is believed that no advantage would be gained by changing the designated stations at this time.

d. Review of picket vessel capabilities: A comprehensive report of radar and communications equipment aboard each picket vessel submitted by COMCORTRON 16 is to be reworked so that the terminology may be more clearly understood by Air Force personnel.

e. Distribution of EADF directives to COMDESLANT: An appeal was made to Commander Abhau to investigate directive distribution with the view of reducing it numerically.

f. FPT telephone circuits: Beavertail Radio Facility personnel explained the telephone communications to ADDCs were not performing to contract standards. The Directorate of DC&E, this headquarters, is taking action with the Telephone Company to rectify this situation.

5. The proposed Navy plan for communications will be studied by this headquarters when it is officially submitted in writing through normal Navy command channels.

E. A. FISCHER s/t/
COMDR, USN
Ext. 679

/s/t/ ROBIN OLDS
Lt. Col., USAF
Director of O&T
Ext. 600

2 Incls
1. List of Conferees
2. Diagram of Proposed Comms Sys

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23 Nov. 1953

Report on Operation with Three Picket Vessels on Station is filed under:

K412.01
Jul-Dec. 1953
Vol. 2
(3-1891-2B)

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FM COMDR 762D AC&W SQ NORTH TRURO MASS
TO COMDR EADF STEWART AFB NEWBURGH NY

INFO COMDR 32D ADIV /D/ HANCOCK FLD EASTWOOD STA 6 SYRACUSE NY
COMDR 4707TH DEF WG OTIS AFB FALMOUTH MASS

/RESTRICTED/ ACQOOT 06126 PD REF EADF MSG EAOOT-A 22623, 4707TH DEF WG MSG ACFOOT-A 6262 THE FOL INFO IS SUB EXCHANGE OF AIR CONTROLLERS WITH NAVE IS IMPLEMENTED TWO 1635'S AND TWO 1631'S WILL BE WITH NAVE FROM 29 JUNE-3 JULY PD TWO 1635 AND TWO 27350 WILL BE WITH NAVY FROM 6 JULY - 13 JULY PD NAVE CONTROLLERS WILL BE WITH THIS UNIT DURING SAME PERIOD PD A PICKET VESSEL WILL BE AT PROVINCETOWN FROM 29 JUNE - 2 JULY ALL AIRMAN IN C&E AND OPS WILL MAKE VISIT TO SHIP PD PILOTS AND RO'S FROM OTIS WILL ALSO VISIT SHIP PD

26/1813Z JUNE

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HQS EADF
BY AUTHORITY OF: COMDR EADF
DATE: 7 AUG 1953
INITIALS: ehw

11

EASTERN AIR DEFENSE FORCE

GENERAL COMMENTARY
ON STATE OF
COMBAT READINESS

MONTH OF

JULY 1953

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PART I

OVERALL EASTERN AIR DEFENSE FORCE COMBAT READINESS

	May	Jun	Jul
* Combat Readiness of Eastern Air Defense Force	63%	67%	67%
** Combat Readiness of Fighter Squadrons	42%	47%	50%
Combat Readiness of AC&W Squadrons	80%	82%	81%
Combat Readiness of Air Base Units	80%	81%	80%

* Weights of 2-2-1 for Fighter, AC&W and Support respectively, have been selected by the Command Data Analysis Committee for application in these computations.

** Weighted factors for Non-AI squadrons are reduced as follows:

June through August .6 of weighted score

COMPUTATION FORMULA FOR JULY

COMBAT READINESS

Type Unit	No. Sqs	Weighted Score
Fighter	30 x 2 = 60	14,857 x 2 = 29,714
AC&W	31 x 2 = 62	25,091 x 2 = 50,182
Air Base	15 x 1 = 15	12,017 x 1 = 12,017
	137	91,913

91,913 ÷ 137 = 67%

* NOTE: The 3% increase in the Fighter Units resulted from receipt of UE Aircraft which increased the training hours flown. Computation changes in Detection Time to Scramble caused the 1% drop in AC&W Units. The loss of the 4681st AB Squadron decreased the Combat Support Units 1%.

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PART II

COMBAT READINESS BY FUNCTION

	May	Jun	Jul
PERSONNEL			
Fighter-Interceptor Squadrons	54%	52%	49%
AC&W Squadrons	76%	76%	77%
Air Base Units	81%	81%	86%
MATERIEL			
Fighter-Interceptor Squadrons	64%	61%	65%
AC&W Squadrons	69%	70%	72%
Air Base Units	79%	80%	78%
OPERATIONS			
Fighter-Interceptor Squadrons	73%	71%	75%
AC&W Squadrons	88%	90%	88%
Air Base Units	70%	77%	76%

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PART III

COMBAT READINESS OF AIR DIVISION BY TYPE UNIT

AIR DIVISION	OVERALL READINESS			FIGHTERS			AC&W			COMBAT SUPPORT		
	MAY	JUN	JUL	MAY	JUN	JUL	MAY	JUN	JUL	MAY	JUN	JUL
26th	63%	65%	66%	44%	50%	50%	83%	84%	83%	81%	80%	78%
30th	64%	66%	69%	38%	43%	46%	79%	82%	79%	78%	81%	81%
32d	66%	70%	70%	44%	51%	53%	82%	84%	83%	81%	82%	83%
TOTAL EADF	63%	67%	67%	42%	47%	50%	80%	82%	81%	80%	81%	80%

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DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS

PART IV

PERSONNEL

1. Shortage of authorized AFSC's due to new TO&E	1. As allocations are made to Air Divisions and Defense Wings based on the total manning of the career Field subdivisions action will be required by the wing headquarters to sub-allocate properly to insure that these units which are reorganizing under new T/O's are allocated additional personnel to compensate for the increase in authorizations.
2. Crews TDY for transition training.	2. This requirement will steadily decrease. The last class of experienced pilots enter F-86D training 14 August 53. Future training will only be available to recent flying school graduates or pilots who have not attended phase I, instrument phase only.
3. Low experience level of recently assigned pilots.	3. In almost every instance, newly graduated pilots from ATRC were applied against our requisitions. These new pilots were distributed equitably throughout EADF to bring the manning level of all units to a comparable status.
4. Training of maintenance personnel on new aircraft not up to desired standard.	4. OJT, Schools, Mobile Training Units and Tech Reps are partially correcting this deficiency. Problem will be considerably reduced upon completion of conversion program.

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FIGHTER UNITS

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS
MATERIEL	
1. Percent of serviceable equipment (other than aircraft and communications equipment) on hand low due to conversion to AI Aircraft.	1. Shortages due to contractor's inability to furnish required items on schedule. Situation improving gradually.
2. Lack of computer test sets and pressure tranducer checker prevents proper ground testing on F-86D armament. Also a shortage of radar flight simulator and E-4 Fire Control Systems spares exist.	2. Delivery of computer test sets and radar spares is slow due to a manufacturing lag. Delivery of tranducers and simulators is improving.
3. Non-availability of rockets and/or storage space prevents turn around when rockets are fired, F-86D's.	3. Current Status

Unit	Rockets on hand
Andrews	6,336
Burlington	2,500
Dover	2,250
Greater-Pitt	2,000
Griffiss	0
Kinross	0
Langley	10,000

Rocket Storage Facilities

1 Igloo complete (6,336 cap)
5 Igloos combat level capacity on base
2 Igloos 2,250 total capacity
1 Interim igloo (2,000 cap). 8000 stores at Letterkenny Depot M/F Greater Pitt.
1 Igloo, 10% completed (cap 5,000)
1 Igloo, 5,000 rocket capacity
2 Igloos located at Oyster Point (combat level capacity)

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3. Current Status (Cont'd)

FIGHTER UNITS

Unit	Rockets on Hand	Rocket Storage Facilities
McGuire	2,700	2 Igloos on base, 2,700 capacity
New Castle	2,250	1) Interim storage (2,250 cap) complete - 7,550 stored at Delaware Ordnance Depot
Niagara	5,000	7 Igloos (10,000 cap) at Bell A/C 17 miles from base
O'Hare	96	10,000 Stored at Savannah Ordnance Depot
Oscoda	0	1 Igloo, 53% complete
Otis	19,664	23 Igloos (combat level capacity)
Presque Isle	0	1 Interim 2,250 rocket capacity
Selfridge	2,000	1 Interim storage (10,000 cap) 1 Igloo - 26 x 60 feet
Stewart	0	No rocket storage facilities Plans submitted
Suffolk	2,700	1 Interim storage (2,700 cap) 98% complete
Truax	2,000	1 Interim Igloo 2,250 cap (back up storage will be built at Badger Ord Depot)
Westover	7,500	2 Igloos (combat level capacity)
Wright-Patterson	2,160	1 Interim storage Igloo (cap 2,160)
Youngstown	0	1 Interim Igloo (cap 2,000) complete. 10,000 Rockets being shipped to Revenna Ord Depot for Youngstown

AC&W UNITS

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS
PERSONNEL	
1. Lack of Communications Officer.	1. EADF wide shortage of Communications Officers.
2. Shortage of radar operators and inexperienced directors	2. EADF wide shortage of controllers - 75% manned.
MATERIEL	
1. The determination of the UHF coaxial lead-ins makes the UHF communications unreliable. Replacements not readily available.	1. AMC has new type cable under procurement. Availability date is unknown.

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DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS
AC&W UNITS	
OPERATIONS AND TRAINING	
1. Four PPI scopes on hand and three programmed are insufficient to handle two fighter squadrons, a SAC Bomber Wing and active air defense handled by unit..	1. PPI scopes available to this command have been reallocated to all units. Additional scopes will be allocated as they become available.
2. EXistence of only one land line between certain adjacent stations inadequate during normal operations. During peak periods, or maximum operations, situation becomes intolerable.	2. Contracts have been let for installation of adequate entrance facilities of VOice Wire Communications. Estimated date of completion is approximately six months.
3. Lack of height finder seriously affecting C/R of squadron. Height information prerequisite to all weather type (F-86D) aircraft assigned squadron.	3. Present percentage of height finder installation is 93% complete in EADF area. 100% installation of primary height finders will be completed within 60 days.
PERSONNEL	
1. Overseas movement of skilled personnel, no replacements.	1. The bulk of personnel allocated this command are semi-skilled and the majority of personnel withdrawn are at skilled and supervisory levels. This situation may be somewhat alleviated by an extensive OJT program, accelerated MTU training, and adherrance to projects "Guidance" and Alignment". In addition, utilization of Training Command courses should be encouraged; additional spaces requested if required so as to increase the units operational effectiveness in the least possible time.
COMBAT SUPPORT UNITS	
OPERATIONS AND TRAINING	
1. No GCA.	1. 527th Air Defense Group,

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COMBAT SUPPORT UNITS

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS
OPERATIONS AND TRAINING (Cont'd)	
	Wurtsmith AFB, CPN-4 Serial No. 87 presently being installed.
	4700th Air Base Group, Stewart AFB, MPN-1 Serial No. 82 has been shipped from Presque Isle to the depot for overhaul prior to shipment to Stewart AFB for interim installation, pending activation of permanent equipment. Estimated installation date - 3d Quarter Fiscal Year 1954.
	517th Air Defense Group, Burlington, MPN-1 Serial Number 183 has been shipped from Wurtsmith to Burlington Municipal Airport for interim installation. Facility will be installed 1st Quarter Fiscal Year 1954.
	518th Air Defense Group, Niagara Falls. MPN-1 Serial Number 137 is being shipped to Niagara Falls as an interim facility pending availability of CPN-4 Serial No. 81.

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PART V

SPECIAL COMMENTARIES

1. EASTERN ARMY ANTIAIRCRAFT COMMAND

188 AAA batteries (47 battalions) are programmed for the Army Antiaircraft Command for AA defense of vital localities in the EADF region. 168 batteries, or 90 per cent, are presently assigned. The average operational capability of the command for the month of July 1953 was 87.3 per cent. This average was based on the operational status of the batteries on-site as against the number of batteries assigned to the command.

2. EASTERN SEA FRONTIER

Commander Eastern Sea Frontier conducts detailed negotiations and forms the major direct operating link between the Navy and the Eastern and Central Air Defense Forces for preparation of agreements, plans and procedures to provide for effective temporary participation by units of available naval forces in the air defense for Eastern and Central U.S. under emergency conditions.

Simulated emergency conditions existed during exercise Tail Wind which exercised plans and procedures for naval participation in air defense on a no warning basis. All naval force elements which possessed air defense potential were utilized and exercised during Tail Wind. However, participation was not 100 per cent. In general, naval participation was considered good. Numerous discrepancies developed which proved the worth of the exercise and opened areas which require further study, evaluation and indoctrination.

Fighters: Navy fighter potential temporarily based ashore decreased to nine squadrons. Three squadrons presently undergoing transitional training are expected to have improved their pilot qualifications and their air defense potential should have increased for this period. Exclusive of training accomplished during Tail Wind, naval fighter training in air defense has increased greatly in the past two months. The average daily navy fighter availability reported by units tied in by full period talk circuits was 49 for the month of July.

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AEW Aircraft: Navy single engine AEW aircraft participated in Tail Wind and were available for air defense utilization during the month. Multi-engine AEW aircraft were available for air defense during the month and participated in Tail Wind. Communication tests will be conducted during the month of August using HF frequencies assigned by USAF.

Picket Vessel: The primary mission of the picket vessel prior to its withdrawal by the Navy on 13 July continued as test and evaluation of communications. The picket vessel was on station #4 when Tail Wind commenced and remained on station for the exercise. The standby picket vessel was ordered on station #3 by the Navy and reported on station during Tail Wind. Picket vessel performance during Tail Wind was disappointing for reasons not known fully at this time. Communication problems continue to exist. Investigation in this matter is continuing. Joint training and indoctrination of Navy and Air Force personnel with picket vessel operations increased greatly in July despite the picket vessel being on station for less than one half the period. Navy and Air Force controllers were exchanged during two picket vessel cruises early in the month. A picket vessel made a visit to Provincetown and men and officers exchanged visits with North Truro. Pilots and ROs from Otis also visited the ship. Picket vessels are presently utilized for a special requirement of the Navy; however, a picket vessel will be on station starting 10 August 1953.

AA: All Navy AA potential was tied in with appropriate AAOCs during Tail Wind.

3. ANG (Inactive Status)

The authority to order specified ANG units into active Federal service under the conditions of a military emergency expired 30 June 1953. Congress adjourned without taking action to renew or extend this authority.

ADC and/or the defense force commanders no longer have the delegated authority to order any ANG M-Day units to active service. The call to active service can only be accomplished by action of the President of the United States through Congress.

EADF still retains responsibility for the summer training of all ANG units with an M-day assignment to the command.

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4. ROYAL CANADIAN AIR FORCE

The RCAF Air Defense Command is presently composed of three F-86 and two CF-100 (AW) squadrons. The composite strength is 66 F-86 and 11 CF-100 type aircraft. In addition eight auxiliary squadrons composed of 40 Vampire and 24 F-51 type aircraft (8 aircraft per squadron) are available within 12 hours in the event of an emergency.

Two operational training units, the 1st (F) OTU composed of 40 F-86 aircraft and the 3d (AW) OTU composed of 18 CF-100 aircraft are available. The 3 regular F-86 squadrons will be deployed to Germany on approximately 27 August 1953.

5. GROUND OBSERVER CORPS

Comparison of total organized observation posts on 30 June 1953 and 31 July 1953 as follows:

	30 June	31 July
Total Posts Organized	5106	5113
Required Posts	6520	6509
Per cent of Required vs Organized	78.2	78.3

In the "Operation Skywatch" area an average of 1215 observation posts were manned each day for the month of July as compared with an average of 1183 for June. An average of 1215 observation posts manned per day is 18.7 per cent of the requirement for 100 per cent detection by GOC in the "Skywatch" area for July as compared with 18.1 per cent for June. This increase is attributed to the following:

a. Advertising Council campaign

b. Favorable weather conditions

c. Air defense exercise "Operation Tailwind"

GEORGE F. SMITH
Brigadier General, USAF
Actg Commander

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Director of Historical Services	1

External

Headquarters, Air Defense Command	2
Headquarters, 26th Air Division (Defense)	1
Headquarters, 30th Air Division (Defense)	1
Headquarters, 32d Air Division (Defense)	1
Total Distribution	15

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EASTERN AIR DEFENSE FORCE

GENERAL COMMENTARY
ON STATE OF
COMBAT READINESS

MONTH OF

August 1953

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PART II - Combat Readiness by Function

PART III - Combat Readiness of Air Divisions by Type Unit

PART IV - Deficiencies and Limiting Factors
Major Improvement Trends

PART V - Special Commentaries

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PART I

OVERALL EASTERN AIR DEFENSE FORCE COMBAT READINESS

	Jun	Jul	Aug
* Combat Readiness of Eastern Air Defense Force	67%	67%	70%
** Combat Readiness of Fighter Squadrons	47%	50%	53%
Combat Readiness of AC&W Squadrons	82%	81%	83%
Combat Readiness of Air Base Units	81%	80%	83%

* Weights of 2-2-1 for Fighter, AC&W and Support respectively, have been selected by the Command Data Analysis Committee for application in these computations.

** Weighted factors for Non-AI squadrons are reduced as follows:

June through August .6 of weighted score

COMPUTATION FORMULA FOR AUGUST

COMBAT READINESS

Type Unit	No. Sqs	Weighted Score
Fighter	29 x 2 = 58	15,334 x 2 = 30,668
AC&W	31 x 2 = 62	25,632 x 2 = 51,264
Air Base	15 x 1 = 15	12,521 x 1 = 12,521
	135	94,453

94,453 ÷ 135 = 70%

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PART II

COMBAT READINESS BY FUNCTION

	Jun	Jul	Aug
PERSONNEL			
Fighter-Interceptor Squadrons	52%	49%	51%
AC&W Squadrons	76%	77%	80%
Air Base Units	81%	86%	87%
MATERIEL			
Fighter-Interceptor Squadrons	61%	65%	65%
AC&W Squadrons	70%	72%	71%
Air Base Units	80%	78%	81%
OPERATIONS			
Fighter-Interceptor Squadrons	71%	75%	67%
AC&W Squadrons	90%	88%	89%
Air Base Units	77%	76%	76%

* Percentage decrease due to low combat readiness of pilots qualified in aerial gunnery.

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PART III

COMBAT READINESS OF AIR DIVISION BY TYPE UNIT

AIR DIVISION	OVERALL READINESS			FIGHTERS			AC&W			COMBAT SUPPORT		
	JUN	JUL	AUG	JUN	JUL	AUG	JUN	JUL	AUG	JUN	JUL	AUG
26th	65%	66%	66%	50%	50%	51%	81%	83%	83%	80%	78%	82%
30th	66%	69%	71%	43%	46%	52%	82%	79%	80%	81%	81%	82%
32d	70%	70%	73%	51%	53%	57%	81%	83%	87%	82%	83%	86%
TOTAL EADF	67%	67%	70%	47%	50%	53%	82%	81%	83%	81%	80%	83%

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PART III

COMBAT READINESS OF AIR DIVISION BY TYPE UNIT

AIR DIVISION	OVERALL READINESS			FIGHTERS			AC&W			COMBAT SUPPORT		
	JUN	JUL	AUG	JUN	JUL	AUG	JUN	JUL	AUG	JUN	JUL	AUG
26th	65%	66%	66%	50%	50%	51%	84%	83%	83%	80%	78%	82%
30th	66%	69%	71%	43%	46%	52%	82%	79%	80%	81%	81%	82%
32d	70%	70%	73%	51%	53%	57%	84%	83%	87%	82%	83%	86%
TOTAL EADF	67%	67%	70%	47%	50%	53%	82%	81%	83%	81%	80%	83%

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PART IV

FIGHTER UNITS

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS
PERSONNEL	PERSONNEL
1. Shortage of skilled aircraft maintenance personnel.	1. Continued withdrawals and separations of airmen qualified in the senior and supervisory skill levels coupled with pipeline replacements in the helper and apprentice level skills continues to be the foremost factor in the deficiencies noted. Further compounding this problem is the necessary training of skilled technicians on new equipment as a result of the current conversion program. This situation will continue until alleviated as a result of comprehensive OJT programs, extensive use of the Air Training Command facilities, and completion of pending Airman Proficiency Testing Cycles.
2. Shortage of qualified pilots available to meet present operational requirements.	2. Based on aircraft currently assigned, this command had 1.7 pilots per assigned aircraft. The non-availability of qualified pilots to perform our operational requirements is due, in most part, to the number of newly assigned pilots from ATRC, who have less than one-hundred (100) hours jet flying time, and who have not been assigned for sufficient length of time to become qualified in UE aircraft. Another factor which reduces our available pilot strength in excessive TDY for schooling, ferrying aircraft, both on Project High Flight and within ADC.

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FIGHTER UNITS

MATERIEL

1. A lack of test equipment, spare parts, and radar equipment is causing a high AOCP rate in F-86D and F-94C Squadrons.	1. Many items presently installed on subject aircraft are completely new or redesigned. It will take time for civilian production to satisfy demand for these items.
2. Non-availability of rockets and/or storage space prevents aircraft turn around when rockets are fired.	2. Rockets are available, in some cases, storage is off base. Turn around storage facilities are approved for FY-54 construction; however, no approved quantity distance criteria has been furnished this headquarters.

OPERATIONS AND TRAINING

1. Transfer of interim aircraft by approximately 15 squadrons converting to F-86D's is curtailing flying activities.	1. The majority of conversion will be accomplished by approximately 1 January. General flying activity and flying training should increase accordingly.
2. High reservice time on F-86D seriously hampers effective operation.	2. This is due to the newness of equipment, rocket loading, etc., and should decrease to approximately 20 minutes when units become more familiar with the equipment.
3. Lack of required navagational aids continues to limit combat readiness.	3. Navigational aids are programmed for all bases and AACS advises that operating crews are in training.

PERSONNEL

1. Shortage of qualified aircraft controllers.	1. During the past ninety (90) days, this command has lost a total of ninety-six (96) Aircraft Controllers through either the RIF, overseas or to other ZI commands. This loss leaves the command with only 244 Aircraft Controllers

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assigned against an authorization of 444, or 55% manning in this specialty. Of those Aircraft Controllers assigned, 152 are qualified at the entry level. In an effort to alleviate this condition somewhat, authority has been delegated to Air Division Commanders to select from assigned ROs a sufficient number of personnel to man each AC&W Squadron up to their minimum operational requirements, as established by the Air Division Commanders concerned. This will result in the assignment of approximately fifty (50) ROs to Controller duties. Upon completion of this action, additional ROs will be assigned to Controller duties, based on the capability of the command to furnish ROs for this purpose.

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AC&W UNITS

MATERIAL

1.	Condition of UHF coaxial cables continues to be a problem. In periods of inclement weather, moisture enters cables and causes the UHF to be unreliable.	1. AMC has new type cable under procurement. Availability date is unknown.
2.	Lack of UHF spare parts and lack of weather proofing for UHF antennas reduces UHF effectiveness.	2. UHF spares present a decreasing problem. With reference to weather proofing of antennas, a fix has been determined at Rome Air Force Depot. The situation will improve, as AMC teams arrive at AC&W Squadrons to accomplish necessary work.
3.	HF equipment obsolete. Lack of Ralyard systems for adjustment after frequency changes reduces transmitter efficiency.	3. Replacement equipment (Wilcox 99A) is capable in AMC. The only delays expected in this program are pipeline time, installation time and facilities in which to place them

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at certain locations.

COMBAT SUPPORT UNITS

PERSONNEL

1. Shortage of officer personnel.	1. This command is manned at approximately 68% in officer personnel. The recent loss of approximately 400 officers in the current reduction in force program has created critical shortages in many career fields, i.e., supply, installations, communications, etc. There is no apparent solution with available resources. In an effort to alleviate shortages at the earliest possible date, requisitions were submitted as soon as losses became known or were anticipated.

MATERIEL

1. Many items on automatic supply distribution have not been received. Supply action on F-86D items is slow.	1. Many items presently installed on subject aircraft are completely new or redesigned. It will take time for civilian production to satisfy demand for these items.
2. Some F-86D parts not stock listed. Normal F-86D spare parts and J-47 engine build-up kits and components not received.	2. Most spares have been stock listed. Receipt of normal spares is adequate. However, non-receipt of certain critical items is hampering the tactical effort. Lack of engine build-up kits increases engine change time by approximately 12 hours. Cause of this shortage is inability of civilian production to keep up with demand.
3. Delay in receipt of parts for a fix on after-burner and tailpipe is limiting operation of F-86D aircraft.	3. Command will be completely re-equipped with modified after-burner fuel control

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valves by approximately 20 October 1953.

1ST RADAR CALIBRATION SQ

PERSONNEL

1. Shortage of officer personnel.	1. At the present time, a critical shortage of Filter Center Detachment Commanders and Filter Training Officers does exist within this command. Immediate requirement exists for nine (9) Detachment Commanders and forty-eight (48) Training Officers. This headquarters is taking action to man Detachment Commander positions which will be accomplished by 21 September. Authority has been granted to Air Division Commanders to select officers from Defense Wings under their operational control to man these positions. Requisitions have been submitted for all positions in our GOS; however, in most cases, these requisitions have not been filled.

COMPTROLLER

1. Lack of sufficient "62" funds if critically effecting the interest of civilian volunteers. "99" funds available are insufficient to handle the expense of vehicles.	1. An increase in budget allotment has been received for all filter center detachments of this command for both the "99" and "02" requirements.

PERSONNEL

1. Shortage of navigators.	1. The 1st Radar Calibration has been manned at less than 50% in Navigators continuously during the past 12 months, notwithstanding the fact that outstanding requisitions have

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been on record during the entire period. At the present time, there are 11 navigators assigned the 1st Radar Calibration Squadron against an authorization of 28. This problem cannot be resolved within the resources available to this headquarters.

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SPECIAL COMMENTARIES

V-8 Report

1. EASTERN ARMY ANTIAIRCRAFT COMMAND

188 AAA batteries (47 battalions) are programmed for the Army Antiaircraft Command for AA devense of vital localities in the EADF region. 168 batteries, or 90 per cent, are presently assigned. The average operational capability of the Command for the month of August 1953 was 90.2 per cent. This average was based on the operational status of the batteries on-site as against the number of batteries assigned to the command. This is an increase of 2.9 per cent over July 1953.

2. EASTERN SEA FRONTIER

The Commander of Eastern Sea Frontier has many specific responsibilities under the provisions of the Joint CES-EADF-CADF Agreement for Air Defense. Two specific functions are quoted below:

a. "Preparation of a supporting plan for air defense of the Eastern and Central Air Defense Forces Region."

b. "Direction of action to insure compliance with approved rules of flight for friendly aircraft approaching or penetrating designated restricted areas."

To fulfill the first function, CESF has distributed a new Operations Plan 4-53, 27 April 1953, titled "Navy Support of Air Defense of the Eastern and Central U.S." which serves as an accurate guide for naval participation in air defense. The second function is a problem area although "compliance with approved rules of flight" has been assured. Naval aircraft operating in the Atlantic ADIZ have been a continuous source of "unknowns" dur to inadequate communications or late receipt of flight plan information at ADDCs. CESFs instruction 02380.1, recently issued, should greatly reduce this identification problem. The instruction prescribes procedures in detail whereby Navy carriers and aircraft can contact the AC&W system direct by HF radio to pass flight plan and identification data which is hoped will reduce unnecessary scrambles.

Fighters: Navy fighter potential temporarily based ashore increased to eleven squadrons. All squadrons are considered to be in good operational condition and have a high potential for air defense. Naval fighter training in air defense has continued at a high degree. The average daily Navy fighter availability reported by units tied in by

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full period talk circuits was 37 for the month of August. Naval Reserve fighter aircraft, in general, have a limited air defense potential especially against high fast targets and their utilization in an emergency is envisioned as against low flying targets. The Naval Reserve does possess, however, eight jet fighters located at NAS Glenview capable of high performance intercept missions.

AEW Aircraft: A communication test between Navy AEW multi-engine aircraft and ADDCs of the 26th Air Division was conducted on the 19th of August. Results of the test were disappointing and further tests are scheduled for 3 - 4 September. Single engine AEW status remains the same.

Picket Vessel: Picket vessel operation was resumed on the 10th of August. The mission has been changed from test and evaluation of communications to that of active participation in air defense. Picket vessel communications is presently conducted directly with the ADDCs concerned. The Navy communication plan of relaying all picket vessel communication through Beavertail Radio Facility proved successful but it has not been approved for use by Chief of naval operations. A mutual exchange of controllers between picket vessel and ADDCs is a continuing program of joint training; also, the passing of control of AF fighters to the picket vessel.

Radars: The status of Navy radars integrated into the air defense system remains the same. In the past, very little training has been accomplished between ADDCs and Navy radars and represents a fertile field of endeavor.

3. AIR NATIONAL GUARD (INACTIVE STATUS)

Letter from ADC, ADOOT-B 325 x 381, 25 August 1953, Subject: "Mobilization of the Air National Guard" stated that USAF is attempting to receive delegation of presidential authority to "call" Air National Guard units into active military service under section 4, Act of 21 January 1903, 32 Stat. 776. ADC anticipates that this headquarters (EADF) will further receive subject delegation of authority if approval is granted. AFR 45-51, as amended, now governs ordering the Air National Guard into into active military service.

Summer encampment has been completed by all Air National Guard units having an "M" day assignment to EADF.

4. ROYAL CANADIAN AIR FORCE:

The RCAF Air Defense Command is presently composed of the following:

a. Three CF100 Squadrons (2 training and 1 forming) with a UE of 12 aircraft per squadron.

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b. One Day Fighter Operational Training Unit with 40 Sabre aircraft. This unit has an operational capability of 12 aircraft in an emergency.

c. One All-weather OTU with a limited operational capability.

d. Five Auxiliary Squadrons with a UE of 8 Vampires each available on 12 hours notice.

e. Three Mustang Squadrons with a UE of 8 Mustangs each available on 12 hours notice.

f. 10 Auxiliary ACW Squadrons.

g. Four Regular Force Composite AA Batteries.

The aircraft strength of the regular squadrons during the period is estimated as follows:

a. 445 (AWF) Squadron. This squadron now has a strength of 12 CF100 aircraft.

b. 423 (AWF) Squadron. This squadron now has a strength of 6 CF100 aircraft. This number will be increased to 12 as aircraft become available.

c. 440 (AWF) Squadron. This squadron will form at Bagotville on 1 October 1953 and will be brought up to a strength of 12 CF100 aircraft as the aircraft become available.

5. GROUND OBSERVER CORPS.

Comparison of total organized observation posts on 31 July 1953 and 31 August 1953 as follows:

	31 July	31 August
Total Posts Organized	5113	5191
Required Posts	6509	6480
Per Cent of Required vs Organized	78.3	80.1

In the "Operation Skywatch" area an average of 1430 observation posts were manned each day for the month of August as compared with an average of 1215 for July. An average of 1430 observation posts manned per day is 27.5 per cent of the requirement for 100 per cent detection by GOC in the "Skywatch" area for August as compared with 23.8 per cent for July. This increase is attributed to the following:

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a. Advertising Council Campaign

b. Favorable weather conditions.

c. Air Defense Exercise "Operation Tailwind".

GEORGE F. SMITH
Brigadier General, USAF
Vice Commander

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Headquarters, 32d Air Division (Defense)	1
Total Distribution	14

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EASTERN AIR DEFENSE FORCE

GENERAL COMMENTARY
ON STATE OF
COMBAT READINESS

MONTH OF

September 1953

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PART I

OVERALL EASTERN AIR DEFENSE FORCE COMBAT READINESS a.

	Jul	Aug	Sep
*Combat Readiness of Eastern Air Defense Force	67%	70%	68%
** Combat Readiness of Fighter Squadrons	50%	53%	53%
Combat Readiness of AC&W Squadrons	81%	83%	81% b.
Combat Readiness of Air Base Units	80%	83%	84%

* Weights of 2-2-1 for Fighter, AC&W and Support respectively have been selected by the Command Data Analysis Committee for application in these computations.

** Weighted factors for Non-AI squadrons are reduced as follows:

September through November .5 of weighted score

COMPUTATION FORMULA FOR SEPTEMBER

COMBAT READINESS

Type Unit	No. Sqs	Weighted Score
Fighter	28 x 2 = 56	14,709 x 2 = 29,418
AC&W	26 x 2 = 52	20,993 x 2 = 41,986
Air Base	14 x 1 = 14	11,736 x 1 = 11,736
	122	83,140

83,140 ÷ 122 = 68%

a. Does not include 58th & 437th FIS, 646th, 656th, 665th, 765th & 773d AC&W Squadrons, 519th AD Gp.

b. Decrease due primarily to loss of operational type personnel.

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PART II

COMBAT READINESS BY FUNCTION

	Jul	Aug	Sep
PERSONNEL			
Fighter-Interceptor Squadrons	49%	51%	52%
AC&W Squadrons	77%	80%	78%
Air Base Units	86%	87%	87%
MATERIEL			
Fighter-Interceptor Squadrons	65%	65%	66%
AC&W Squadrons	72%	71%	71%
Air Base Units	78%	81%	82%
OPERATIONS			
Fighter-Interceptor Squadrons	75%	67%	67%
AC&W Squadrons	88%	89%	89%
Air Base Units	76%	76%	82%

* Percentage decrease due to low combat readiness of pilots qualified in aerial gunnery.

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PART III

COMBAT READINESS OF AIR DIVISION BY TYPE UNIT

AIR DIVISION	OVERALL READINESS			FIGHTERS			AC&W			COMBAT SUPPORT		
	JUL	AUG	SEP	JUL	AUG	SEP	JUL	AUG	SEP	JUL	AUG	SEP
26th	66%	66%	64%	50%	51%	53%	83%	83%	83%	78%	82%	83%
30th	69%	71%	70%	46%	52%	55%	79%	80%	78%	83%	82%	84%
32d	70%	73%	68%	53%	57%	49%	83%	87%	86%	83%	86%	85%
TOTAL EADF	67%	70%	68%	50%	53%	53%	83%	83%	82%	80%	83%	84%

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PART IV

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS
1. Shortage of qualified crews due, primarily, to new A/I aircraft.	1. Due to the number of fighter squadrons now undergoing conversion to new A/I equipment, along with those recently converted, and the number of newly-graduated pilots assigned this command, there is a critical shortage of combat crews. This situation should be alleviated in the very near future as a considerable number of F-94C and F-86D school graduates have been assigned this command with an additional 125 committed by December 1953. Another factor which reduces our available pilot strength is excessive TDY for schooling, ferrying aircraft, both on Project High Flight and within ADC.
2. Shortage of qualified refueling and ground handling crews caused high reservicing time.	2. There is an acute shortage of petroleum personnel even though current manning reports indicate an overage. AFR 35-464A directed reclassification of all personnel skilled in this field; however, manning documents have never been changed to reflect a true authorization in this field. This headquarters has been advised of corrective action now pending in Headquarters USAF. The overages presently reflected have resulted in further heavy overseas levies. As these personnel depart, these shortages will become increasingly acute.
3. Shortage of qualified E4, 5 and 6 Fire Control Systems Mechanics.	3. The shortage of personnel qualified as E4, 5 and 6 Fire Control Systems Mechanics will exist until sufficient Airmen can be given formal training in this field. Maximum utilization is being made of available schools to accomplish this training. Most airmen pre-

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DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS
	viouslytrained in E-1 and E-2 accomplish this training. Most airment previously trained in E-1 and E-2 Fire Control Systems are not eligible to pursue further training due to early separation dates and cannot be effectively OJT'd.
	Authorization has been granted this headquarters to overman each F-94C and F-86D Fighter-Interceptor Squadron with 15 additional Weapons Mechanics (462-8) to compensate for incorrect authorizations for Rocket Handling personnel. This command presently has assigned approximately 71% of the Weapons Mechanics required.
MATERIEL	
1. Primary mission aircraft not combat ready due to status of radar test equipment for E-4 Fire Control System - (All F-86D Squadrons).	1. Lack of computer test sets and tranducers constitute the equipment most needed for maintenance of the Fire Control Systems. This equipment is to be furnished direct from Hughes Aircraft Corporation in accordance with ADC established priorities. Alleviation of this problem is not yet in sight. Production of spares and test equipment required throughout the airframe and engine systems on F-86D, F-94C, and F-89C aircraft is too low to meet demand. Only minimum requirements can be expected until 1954 according to AMC.
2. Shortage of UE Aircraft.	2. Shortage of UE aircraft will be alleviated within ninety (90) days according to current program. No slippage is anticipated. The basic report affords an erroneous effect on combat readiness because of this shortage. No

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DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS
	credit is given for having six (6) each aircraft on hand of the type from which the unit converted.
OPERATIONS AND TRAINING	
1. Low number of hours flown in UE aircraft.	1. The low experience level of maintenance crews, existing shortages of test equipment and replacement parts and extensive conversion program which is nearing completion have been major factors in reducing the hours flown. This situation should improve as civilian production agencies provide parts to meet demand and crews reach a higher state of training in UE aircraft after completion of conversion.
2. Lack of rocket storage facilities on base adversely affects reservice time.	2. Rockets are available to all EADF squadrons equipped with E-4 and 5 Fire Control Systems. However, in several instances rocket storage is off base. Suitable storage facilities have been approved for the FY-54 construction.
3. Lack of suitable recovery systems.	3. Navigational aids are programmed for all bases and AACS advises that operating crews are not operational due to a shortage of training personnel.
PERSONNEL	
1. Shortage of Adjutants, Supply Officers and Electronics Officers in AC&W Squadrons.	1. Adjutants - A Command-wide shortage of Administrative and Personnel Officers exists with 161 officers assigned against an authorization of 217. Outstanding requisitions are on hand for 65 offi-

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DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS
PERSONNEL	
	cers in these specialties.
	Supply Officers - There is a command-wide shortage of Supply Officers AFSC 6424; 174 authorized with only 113 assigned. Outstanding requisitions exist for a total of 57, with 5 officers in the pipeline to this command.
	Electronics Officers - Critical shortages in this field have existed throughout the past 12 months. Presently, there are 56 officers, AFSC 3044, assigned against an authorization of 123. Outstanding requisitions exist for 56 Officers at this time.
2. Shortage of Aircraft Controllers.	2. Action has been taken to assign 67 Radar Observers who were surplus as Radar Observers to duty as Aircraft Controllers. This was sufficient to meet minimum requirements in all units. Action is being taken to reassign as many additional officers from sources within this command to Controller duties as can be made available without adversely effecting the operational capability of the Fighter-Interceptor Squadrons.
MATERIEL	
1. Lack of weatherproofing UHF antenna (based on past experience) during winter months.	1. Lack of weatherproofing UHF antennas will impede effectiveness of AC&W squadrons during the winter months. Three maintenance teams have been requested from Rome Air Force Depot. To date, only one team has been furnished. Informal information indicates a lack of qualified personnel available at Rome with which to staff additional teams. Further,

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DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS
	existing shortage of RG11 coaxial cable hampers completion.
PERSONNEL	
1. No qualified POL operators familiar with storage and pump system with no replacement of personnel available.	1. See #2 under Personnel Section, Fighter Units, as pertains to petroleum storage personnel.
2. Lack of complete flight crews and calibration teams.	2. 1st Radar Calibration Squadron is 50% manned in AFSC 29373 and presently has assigned the only 29373's in the command.
GROUND OBSERVER SQUADRONS	
1. Lack of experienced officer personnel.	1. In view of the fact that qualified officers have not been made available to this command in sufficient numbers to fill existing shortages, newly-commissioned 2d Lieutenants have been assigned these duties. In most instances, these officers have less than 6 months active military service and no knowledge of our Air Defense System. Action has been taken by this headquarters to fill each filter center detachment with a qualified commander. This headquarters has recommended a program similar in nature to the ROTC Instructor Procurement Program to fill these positions with qualified volunteer officers. This proposal is now pending approval at Headquarters USAF.

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SPECIAL COMMENTARIES

V-8 REPORT

1. EASTERN SEA FRONTIER:

Under the provisions of the ESF-EADF Agreement for Training, the training of naval interceptor pilots by AC&W squadrons has gradually increased during the past year and a half, reaching a peak during July and August of 1953 when over 40 training missions were accomplished each month. The length of time naval aircraft were under the direction of AC&W squadrons varied from 20 minutes to over four hours with a general average of approximately one hour and 15 minutes per mission. The training of Air Force pilots under the control of picket vessels has been accomplished intermittently during the past six months. Numerous difficulties were gradually overcome until at present, the training is accomplished in an almost routine manner. Effective and continuing liaison between concerned AC&W squadrons and the picket vessel is necessary to consistently accomplish successful training missions.

In general, joint training is progressing favorably, especially within the 26th Air Division (Defense); however, increased activity in this phase of operations could well be made.

Fighters: Navy fighter potential temporarily based ashore decreased to eight regular squadrons for this period. Most of the above squadrons have been shore based for relatively long periods and are now in advanced phases of training and are in good operational condition. The Navy all-weather fighter F2H-3 is becoming more and more operational in fleet squadrons which increases the Navy's AI capability. One such squadron is located at NAS Oceana. The average daily Navy fighter availability reported to ADDCs by units tied in by full period talk circuits was 99 for the month of September; a substantial increase over the daily average of the previous month despite a reduction of the number of squadrons shore based. This was largely due to a revision of instructions and more indoctrination. Naval reserve fighter status is numerically stable and its air defense capability remains as last reported.

AEW Aircraft: AEW communication tests with AC&W squadrons are continuing with the latest test results not known at present. Communication tests are also scheduled in October between AEW aircraft and picket vessels with a goal that an integrated AEW/Picket Vessel/AC&W squadron communications system may be evolved. Single engine AEW status unchanged.

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Picket Vessel: The picket vessel mission remains as active participation in air defense. Joint training and passing of control of Air Force fighters was slow except for the latter part of September when it hit an all time high. One more picket vessel has the APS-8 height finder radar installed making the total of two ships so equipped. A third ship is scheduled for height finder gear in the near future. Picket vessel communications with AC&W squadrons remain as last reported pending CNO approval of the automatic relay system.

Navy Shore Based Radar: Naval radar integrated in the air defense systems remains the same.

AA: Naval AA potential is integrated with appropriate AAOC's.

2. EASTERN ARMY ANTIAIRCRAFT COMMAND:

Forty-seven AAA battalions are programmed for the Army Antiaircraft Command for AA defense of vital localities in the EADF region. Forty-three battalions, or 91.5 per cent, are presently assigned. The average operational capability of the command for the month of September 1953 was 89.2 per cent. This is a decrease of 0.1 per cent less than August 1953. This average was based on the operational status of the batteries on-site as against the number of batteries assigned to the command.

3. AIR NATIONAL GUARD (INACTIVE STATUS):

ADC has still been unable to obtain delegation of Presidential authority to call the ANG into active military service in an emergency.

In the event of an emergency, present procedures for calling the ANG into active service are contained in AFR 45-51, as amended. These procedures are time consuming, and the delay involved could result in non-utilization of air forces that could spell the difference between victory and disaster in the initial phase of any planned attack upon the continental U. S.

Present figures indicate there are nearly two hundred conventional fighters of the ANG ready for active air defense in the EADF area alone.

4. GROUND OBSERVER CORPS:

Comparison of total organized observation posts on 31 August 1953 and 30 September 1953 as follows:

	31 August	30 September
Total Post Organized	5191	5227
Required Posts	6480	6493
Per Cent of Required vs Organized	80.1	80.4

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In the "Operation Skywatch" area an average of 1367 observation posts were manned each day for the month of September as compared with an average of 1430 for August. An average of 1367 observation posts manned per day is 25.2 per cent of the requirement for 100 per cent detection by GOC in the "Skywatch" area for September as compared with 27.5 per cent for August. This decrease is attributed to the following:

a. Many volunteers returning to school.

5. RCAF-ADC EASTERN CANADA:

The RCAF ADC forces available in eastern Canada for normal operation are:

a. Three CF100 squadrons with a composite strength of 26 aircraft.

b. Six regular GCIs and three EWs on 24-hour operation.

c. Nine filter centers and associated GOC areas operational for emergencies or exercises.

d. Five regular airdromes, three secondary airdromes, two advance bases and 11 emergency strips capable of jet operation are operational with varying degree of logistics available.

In addition, the following forces are available in case of military emergency:

a. Seven auxiliary fighter squadrons composed of 32 vampires and 24 F-51 aircraft.

b. Nine auxiliary AC&W squadrons personnel to be deployed to the regular sites.

c. Ground Observer Corps will commence 24-hour operation.

GEORGE F. SMITH
Brigadier General, USAF
Vice Commander

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EASTERN AIR DEFENSE FORCE

GENERAL COMMENTARY
ON STATE OF
COMBAT READINESS

MONTH OF

OCTOBER 1953

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PART I

OVERALL EASTERN AIR DEFENSE FORCE COMBAT READINESS a.

		Aug	Sep	Oct
*	Combat Readiness of Eastern Air Defense Force	70%	68%	74%
**	Combat Readiness of Fighter Squadrons	53%	53%	63% (b)
	Combat Readiness of AC&W Squadrons	83%	81%	81%
	Combat Readiness of Air Base Units	83%	84%	82%

* Weights of 2-2-1 for Fighter, AC&W and Support respectively, have been selected by the Command Data Analysis Committee for application in these computations.

** Weighted factors for Non-AI squadrons are reduced as follows:

September through November .5 of weighted score

COMPUTATION FORMULA FOR SEPTEMBER

COMBAT READINESS

Type Unit	No. Sqs	Weighted Score
Fighter	29 x 2 = 58	18,327 x 2 = 36,654
AC&W	31 x 2 = 62	25,211 x 2 = 50,422
Air Base	15 x 1 = 15	12,370 x 1 = 12,370
	135	99,446

99,446 ÷ 135 = 74%

a. Does not include 330th FIS

b. Increase due to application of "N/A", for weapons qualifications, all F-86D and F-94C Squadrons.

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PART II

COMBAT READINESS BY FUNCTION

	Aug	Sep	Oct	
PERSONNEL				
Fighter-Interceptor Squadrons	51%	52%	54%	
AC&W Squadrons	80%	78%	79%	
Air Base Units	87%	87%	87%	
MATERIEL				
Fighter-Interceptor Squadrons	65%	66%	68%	
AC&W Squadrons	71%	71%	71%	
Air Base Units	81%	82%	80%	
OPERATIONS				
Fighter-Interceptor Squadrons	67%	67%	90%	*
AC&W Squadrons	89%	89%	88%	
Air Base Units	76%	82%	52%	**

* Percentage increase due to application of "N/A" for weapons qualification, all F-86D and F-94C Squadrons.

** Percentage decrease due to installation of GCA equipment, without qualified operating personnel.

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PART III

COMBAT READINESS OF AIR DIVISION BY TYPE UNIT

AIR DIVISION	OVERALL READINESS			FIGHTERS			AC&W			COMBAT SUPPORT		
	AUG	SEP	OCT	AUG	SEP	OCT	AUG	SEP	OCT	AUG	SEP	OCT
26th	66%	64%	75%	51%	53%	69%	83%	83%	82%	82%	83%	82%
30th	71%	70%	73%	52%	55%	62%	80%	78%	79%	82%	84%	82%
32d	73%	68%	72%	57%	49%	59%	87%	86%	85%	86%	85%	82%
TOTAL EADF	70%	68%	74%	53%	53%	63%	83%	81%	81%	83%	84%	82%

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PERSONNEL

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN AND STATUS
FIGHTER SQUADRONS	Fighter Squadrons
1. Shortage of assigned air crews.	1. Effective manning is based upon the percentage of authorized crews assigned. Based upon the requirement for 1.5 air crews per assigned Non-AI and F-86D aircraft, and 2.0 other AI aircraft, command-wide crew manningis considered adequate.
2. Low experience level of assigned pilots.	2. The following factors will materially increase the experience level of combat crews: (1) The extensive flying training program, for newly assigned pilots, now being conducted within Fighter-Interceptor Squadrons. (2) The utilization of all available school quotas to the 86D and 94C Schools. (3) The assignment of approximately 67 seasoned ATRC: T-33 pilot instructors to Fighter-Interceptor Squadrons, many of whom have already reported for duty.
3. Required training is being retarded as a result of excessive TDY commitments of experienced pilots on Project "Hi Flite" and F-86D, F-94C ferrying projects.	3. Positive recommendation for reduction of TDY commitments are being forwarded to HQ ADC.
4. Shortage of qualified refueling and ground handling crews.	4. There still exists an acute shortage of petroleum personnel since the requested increase in authorization in this AFSC has not as yet been received. Continued levies for overseas in this AFSC, based on reflected overages to our present authorization, will cause this AFSC to remain critically short until such time as the requested increase in authorization has been approved.

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PERSONNEL

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN AND STATUS
Fighter Squadrons (Cont'd)	Fighter Squadrons (Cont'd)
	Recent gains of weapons mechanics indicate that this aspect of the deficiency no longer exists. These gains will result in the command being approximately 119% manned in this career field even after allowing for the 11 space increase for each F-86D and F-94C fighter squadron.
5. Shortage of E4, E5, and E6 Fire Control Systems Mechanics.	5. The shortage of qualified E4, E5, and E6 Fire Control Systems mechanics remains critical. In addition to being only 43% manned, this career field is extremely heavy at the apprentice level, while critically short at the skilled and supervisory level. Pending assignment of school grads and further training of assigned personnel, this problem will continue to show no marked improvement.
AC&W SQUADRONS	AC&W SQUADRONS
1. Shortage of Adjutants and Supply Officers.	1. The shortages in these fields still exist. Requisitions have been placed to fill existing shortages.
2. Shortage of Electronics Officers.	2. Noticeable progress has been made in the manning of these specialties. Known gains through Jan 54 will raise manning to approximately 75%.
3. Shortage of Aircraft Directors.	3. By 1 Dec 53, this command will be manned 100% in Aircraft Directors. The experience level, however, is considered critically low with only 33% fully qualified. This percentage will rise to approximately 45% upon arrival of committed fully qualified personnel during the months of November and December and through extensive OJT in squadrons.

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PERSONNEL

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN AND STATUS
SUPPORT UNITS	SUPPORT UNITS
1. Shortage of Flight Crews - 1st Radar Calibration Squadron.	1. The 1st Radar Calibration Squadron has been manned at less than 50% in Navigators continuously during the past 12 months, notwithstanding the fact that outstanding requisitions have been on record during the entire period. This problem cannot be resolved within the resources available to this headquarters.
GROUND OBSERVER SQUADRONS	GROUND OBSERVER SQUADRONS
1. Shortage of Officer Personnel.	1. Headquarters, ADC advised this headquarters, 4 Nov 53, that ten officers have been committed to EADF for assignment to Ground Observer Squadrons in AFSC 7524. All officers are graduates from the Ground Observer School at Tyndall. We were also advised that all outstanding requisitions for Ground Observer Squadron personnel would be filled within 60 days from the Ground Observer School and from "fine screening" of oversea returnees.

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MATERIEL

DEFICIENCIES & LIMITING FACTORS	ACTION TAKEN OR STATUS
FIGHTER SQUADRONS	FIGHTER SQUADRONS
1. E-4 Fire Control Systems - Spare Parts, Test Equipment, Experience of Maintenance Personnel.	1. Spare parts are slowly becoming available, and test equipment availability is improving. Experience of maintenance personnel has improved during this period. Although there is a serious lack of highly qualified personnel, the overall personnel qualification picture has improved.
2. Shortage of special tools - Test equipment and ground handling equipment.	2. This is a decreasing problem in that civilian production will approach level of demand in the near future. Critical items of test gear are being expedited by HQ ADC.
3. Moisture in airborne Radar Gear causes low Combat Readiness.	3. All units are being advised to use all protective measures to minimize this problem. These protective measures include canopy covers, proper sealing, aircraft placed in readiness hangars whenever possible, etc.

MAJOR IMPROVEMENT TRENDS

Shortage of UE Aircraft no longer exists.

AC&W SQUADRONS	AC&W SQUADRONS
1. Lack of assignment of stock numbers for GPK-7 (IFF) results in confusion when requisitioning spares.	1. Action being taken to get new parts catalogs distributed to all AC&W Squadrons.
2. Replacement of cracked UHF coaxial cables is required as moisture will penetrate the cables in periods of bad weather.	2. Three weather-proofing temas from Rome Air Force Depot are presently in the field.

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OPERATIONS

DEFICIENCIES & LIMITING FACTORS	ACTION TAKEN OR STATUS
FIGHTER SQUADRONS	FIGHTER SQUADRONS
1. Low number of hours flown in UE Aircraft.	1. Shortages of test equipment, replacement parts and low experience level of maintenance crews continues to affect the number of hours flown. This situation has shown a slight improvement and this trend should continue as additional test equipment and replacement parts become available.
2. Lack of rocket storage facilities on base adversely affects reservice time.	2. Rockets are available to all EADF squadrons equipped with E4 and E5 Fire Control Systems. However, in several instances rocket storage is off base. Suitable storage facilities have been approved for the FY-54 construction.
3. Lack of suitable recovery systems.	3. Navigational aids are programmed for all bases and AACS advises that: (1) Priorities for installation of GCA have been established. (2) A minimum of one qualified team, augmented by training personnel, will be provided for each newly activated unit. (3) Personnel reassignment should be completed by early December.

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SPECIAL COMMENTARIES

V-8 REPORT

1. EASTERN SEA FRONTIER:

Fighters: Navy fighter squadrons temporarily based ashore increased to eleven. Four squadrons recently returned from overseas are now in a period of leave and reorganization and cannot be considered as operational. The remaining seven squadrons are in good operational condition. Navy fighters shore based are approximately as follows:

Jet daylight	- 146	Props AI	- 45
Jet AI	- 78	Props daylight	- 13

The above figures reflect possessed aircraft only and the number that may be assigned for air defense is not known. The average daily fighter potential as reported to ADDCs by navy units tied in by EPT circuits was 128 for the month of October.

AEW Aircraft: Communication tests with AC&W squadrons and picket vessel are continuing with results thus far not known. One test was conducted in October and more are scheduled for November. The AEW squadron, VW-2, based at NAS, Patuxent River, has possessed aircraft as follows:

WV-1 (Connie)	- 1
PB-1W (B-17)	- 7

The single engine AEW squadron, VC-12, based at NAS Quonset Pt, has possessed aircraft of approximately 40 ADs less detachments. Its status with air defense is unchanged.

Picket Vessels: The picket vessel mission remains as active participation in air defense, and a month's normal operation was accomplished. Joint training of directors and passing of control of AF interceptors is continuing at a satisfactory level. A test operation of 3 PVs on station at one time is planned for November.

Navy Shore Based Radar: Naval radar integrated in the air defense system remains the same.

Naval AA: AA potential is integrated with associated AAOCs.

2. EASTERN ARMY ANTIAIRCRAFT COMMAND:

Forty-seven AAA battalions are programmed for the Army Antiaircraft Command for AA defense of vital localities in the EADF region. Forty-four battalions, or 93.6 per cent, are presently assigned. The average operational capability of the command for the month of October 1953 was 86.2 per cent. This is a decrease of 3 per cent less than September 1953. This average was based on the operational status of the batteries on-site as against the number of batteries assigned to the command.

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3. AIR NATIONAL GUARD (INACTIVE STATUS):

USAF is still attempting to receive delegation of Presidential authority to order or call the ANG to active Federal service in the event of an emergency. USAF has indicated that upon receipt of such authority, it will be further delegated to ADC.

Present procedures for ordering the ANG into active Federal service are contained in AFR 45-51.

The ANG units having an M-day assignment to EADF have approximately 180 conventional type and 20 jet type fighters equipped for interception of enemy airborne weapons. The delayed use of these fighters in an emergency would seriously hamper ADC's ability to successfully repel any such attack upon the Continental U.S.

4. GROUND OBSERVER CORPS:

Comparison of total organized observation posts on 30 September 1953 and 31 October 1953 as follows:

	30 September	31 October
Total Posts Organized	5227	5196
Required Posts	6493	6497
Per Cent of Required vs Organized	80.4	80.0

In the "Operations Skywatch" area an average of 1317 observation posts were manned each day for the month of October as compared to an average of 1367 for September. An average of 1317 observation posts manned per day is 24.3 percent of the required 100 per cent participation by GOC in the "Skywatch" area for October, as compared to 25.2 per cent for September. This decrease is attributed to the following:

a. Many volunteers returning to school.

b. Unfavorable weather conditions.

5. RCAF-ADC EASTERN CANADA:

The RCAF ADC forces available in Eastern Canada for normal operation are:

a. Three CF100 squadrons with a composite strength of 21 aircraft.

b. Three ADCCs, six GCI and one EW Station on 24-hour operation, two EW Stations on 16-hour operation and three EW Stations with limited operational capability.

c. Nine filter centers and 2275 Observer Posts operational for emergencies or exercises.

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d. Ground Observer Corps Northern Division consisting of 338 observation posts in continuous operation above 55 degrees north.

e. Five regular airdromes, 3 secondary airdromes, 2 advance bases and 11 emergency strips usable for jet operation are operational with varying degrees of logistic support available.

f. Four regular force composite AA battalions operational but not deployed to wartime sites.

In addition, the following forces are available in case of military emergency:

a. Seven auxiliary fighter squadrons composed of 32 Vampires and 24 F-51 aircraft.

b. Nine auxiliary AC&W Squadrons' Personnel to be deployed to the operating sites.

c. Ground Observer Corps will commence 24-hour operation.

d. Five reserve heavy AA regiments will deploy to the GDAs.

D. N. NANCE
Colonel, USAF
Chairman, Command
Data Analysis Committee

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EASTERN AIR DEFENSE FORCE

GENERAL COMMENTARY
ON STATE OF
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MONTH OF

NOVEMBER 1953

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PART I

OVERALL EASTERN AIR DEFENSE FORCE COMBAT READINESS

	Sep	Oct	Nov
* Combat Readiness of Eastern Air Defense Force	68%	74%	73%
** Combat Readiness of Fighter Squadrons	53%	63%	63%
Combat Readiness of AC&W Squadrons	81%	81%	80%
Combat Readiness of Air Base Units	84%	82%	82%

* Weights of 2-2-1 for Fighter, AC&W and Support respectively, have been selected by the Command Data Analysis Committee for application in these computations.

** Weighted factors for Non-AI Squadrons are reduced as follows:

September through November .5 of weighted score

COMPUTATION FORMULA FOR NOVEMBER

COMBAT READINESS

Type Unit	No. Sqs	Weighted Score
Fighter	30 x 2 = 60	18,806 x 2 = 37,612
AC&W	31 x 2 = 62	24,708 x 2 = 49,416
Air Base	15 x 1 = 15	12,334 x 1 = 12,334
	137	99,362

99,362 ÷ 137 = 73%

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PART II

COMBAT READINESS BY FUNCTION

	Sep	Oct	Nov
PERSONNEL			
Fighter-Interceptor Squadrons	52%	54%	*58%
AC&W Squadrons	78%	79%	79%
Air Base Units	87%	87%	87%
MATERIEL			
Fighter-Interceptor Squadrons	66%	68%	69%
AC&W Squadrons	71%	71%	71%
Air Base Units	82%	80%	81%
OPERATIONS			
Fighter-Interceptor Squadrons	67%	90%	**86%
AC&W Squadrons	89%	88%	84%
Air Base Units	82%	71%	72%

* Increase of 4% due to return of qualified crews from TDY, particularly at training schools.

** Decrease of 4% due to grounding of F-86D's for approximately 14 days for T/O compliance.

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PART III

COMBAT READINESS OF AIR DIVISION BY TYPE UNIT

AIR DIVISION	OVERALL READINESS			FIGHTERS			AC&W			COMBAT SUPPORT		
	SEP	OCT	NOV	SEP	OCT	NOV	SEP	OCT	NOV	SEP	OCT	NOV
26th	64%	75%	73%	53%	69%	67%	83%	82%	79%	83%	82%	83%
30th	70%	73%	72%	55%	62%	60%	78%	79%	79%	84%	82%	82%
32d	68%	72%	72%	49%	59%	61%	86%	85%	83%	85%	82%	81%
TOTAL EADF	68%	74%	73%	53%	63%	63%	81%	81%	80%	84%	82%	82%

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DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS
FIGHTER SQUADRONS	
1. Shortage of air crews.	1. F-86D Squadrons are using 2.0 pilots per authorized aircraft as manning standard (Section III, Paragraph 4a, ADCM 55-6). Based upon the requirement for 1.5 air crews per assigned Non-AI and F-86D aircraft, and 2.0 for other AI aircraft, per ADC Letter, file ADPPP-A 452.1, subject: Pilot Manning, 26 October 1953, command-wide crew manning is considered adequate.
2. Disproportionate ratio of supervisory to inexperienced pilots.	2. The assignment of approximately 67 seasoned ATRC; T-33 pilot instructors to Fighter-Interceptor Squadrons, many of whom have already reported for duty will increase the experience level.
3. Required training is being retarded as a result of excessive TDY commitments of experienced pilots on Project "Hi Flite" and F-86D, F-94C ferrying projects.	3. The requirement for EADF F-86D ferry pilots was reduced to 7 pilots during the month of November. Continuing steps are being taken to reduce the EADF participation in "Hi Flite".
4. Shortage of qualified refueling and ground handling crews.	4. January manning documents include authorizations for 13 additional airmen in the petroleum career field. Consequently, manning will change from 119% under current authorizations to 45% under new authorizations. Overseas levies should decrease and pipeline allocations should increase proportionately thereby alleviating the current shortage.
5. Shortage of E4, E5, and E6 Fire Control Systems Mechanics.	5. Although approximately 95% manned in all skill levels combined, we are approximately 35% manned at the five skill level and 10% manned at the seven skill level. On-the-job training and attendance at various formal

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DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS
	schools, will alleviate this situation somewhat in the near future.
AC&W SQUADRONS	
1. Shortage of Adjutants and Supply Officers.	1. The shortages in these fields still exist. Requisitions have been placed to fill existing shortages.
2. Shortage of Electronics Officers.	2. Noticeable progress has been made in the manning of these specialties. Known gains through January 1954 will raise manning to approximately 75%.
3. Shortage of Aircraft Directors.	3. The manning in this field will increase to approximately 95% with an additional 117 officers expected to report by 15 January 1954 from the ATRC. The skill level has remained unchanged with approximately 33% of those assigned being fully qualified.
SUPPORT UNITS	
1. Shortage of Flight Crews.	1. The 1st Radar Calibration Squadron has been manned at less than 50% in Navigators continuously during the past 12 months, notwithstanding the fact that outstanding requisitions have been on record during the entire period. This problem cannot be resolved within the resources available to this headquarters.
GROUND OBSERVER SQUADRONS	
1. Shortage of Officer Personnel.	1. Headquarters, ADC advised this headquarters, 4 November 1953, that ten officers have been committed to EADF for assignment to Ground Observer Squadrons in AFSC 7524. All officers are graduates from the Ground Observer School at Tyndall. We were also advised

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	DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS
PERSONNEL		that all outstanding requisitions for Ground Observer Squadron personnel would be filled within 60 days from the Ground Observer School and from "fine screening" of overseas returnees.
	FIGHTER SQUADRONS	
	1. F-86D Squadrons grounded for approximately 14 days, except for emergency scrambles, for T.O. compliance causing high out-of-commission rate, thereby seriously hampering effectiveness.	1. The technical orders causing the grounding of aircraft have been complied with.
	2. Lack of test equipment (FCS, auto-pilot, etc.) to maintain various systems causes low in-commission rate.	2. Spare parts are slowly becoming available, and test equipment availability is improving. Experience of maintenance personnel has improved during this period.
MATERIEL	3. Rocket storage facilities inadequate, either because of temporary nature, or their excessive distance from alert areas.	3. Site plans have been submitted and are presently awaiting approval of higher headquarters. In some instances, the procurement of land has caused the rocket storage facilities to be an excessive distance from the alert areas.
	4. Leaking fuel cells cause high out-of-commission rate in all F-94C squadrons.	4. Lockheed Aircraft Corporation and Hq AMC are researching this problem for a suitable fix, as a result of emergency URs submitted by units of this command.
	5. Moisture in airborne radar gear causes low combat readiness.	5. Proper sealing of aircraft, and aircraft being placed in readiness hangars whenever possible, will greatly reduce low combat readiness picture. Canopy covers have been modified to include the nose of F-94C type aircraft.

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DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS
AC&W SQUADRONS	
1. Replacement of cracked UHF coaxial cables is required, as moisture will penetrate the cables in periods of bad weather.	1. Weather-proofing teams have completed approximately 30 percent of this modification. A drip-loop modification to the cables will greatly reduce the effect of the moisture and may even eliminate the requirement for replacing the cables.
MATERIEL	
MAJOR IMPROVEMENT TREND	
1. Lack of assignment of stock numbers for GPX-7 (IFF). Results in confusion when requisitioning spares.	1. Manufacturers' Parts Lists have been furnished AC&W Squadrons.
FIGHTER SQUADRONS	
1. 58th Fighter-Interceptor Squadron Commander's Estimate of 8%.	1. The 58th Fighter-Interceptor Squadron Commander's commentary is evidently based on the findings of Project Lock-On. This headquarters will effect all possible corrective action; however, in most instances definite courses of action will necessarily depend on receipt of Project Lock-On on final report. The intensified training program now being conducted by EADF will alleviate some of the problem areas. It is the opinion of this headquarters that a similar test conducted on any other AI unit of EADF would disclose the same general deficiency areas.
OPERATIONS	
2. Low number of hours flown in F-86D aircraft.	2. The low percentage on utilization are due partially to several grounding TOs. However, shortages of test equipment, replacement parts and low experience

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OPERATIONS

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS
FIGHTER SQUADRONS	
	level of maintenance crews continue to reduce the in-commission status.
3. Low percentage of successful interceptions.	3. A large number of these percentages are due to identification prior to intercept, target fade and weather. Considering the reasons, this trend is a by-product of the system and in most cases does not indicate an adverse effect on the command.
4. Lack of suitable recovery systems.	4. Navigational aids are programmed for all bases and AACS advises that: (1) Priorities for installation of GCA have been established. (2) A minimum of one qualified team, augmented by training personnel, will be provided for each newly activated unit.
5. Low experience level of majority of assigned pilots.	5. The following factors will materially increase the experience level of combat crews: (1) The extensive flying training program, for newly assigned pilots, now being conducted within Fighter Interceptor Squadrons. (2) The utilization of all available school quotas to the 86D and 94C Schools.
AC&W SQUADRONS	
1. Most units are lacking in trained personnel for new equipment, in addition to shortages of directors, operations and communications personnel.	1. This trend should improve upon completion of training of newly assigned directors (formerly RO's) and the assignment of operations and communications personnel.

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SPECIAL COMMENTARIES

V-8 REPORT

1. EASTERN SEA FRONTIER:

Fighters: Regular navy fighters temporarily based ashore are approximately as follows:

Jet daylight	- 91	Prop daylight	- 0
Jet AI	- 80	Prop AI	- 46

Navy reserve fighters based at 10 locations are as follows:

Jet daylight	- 19	Prop daylight	- 386
Jet AI	- 0	Prop AI	- 0

The average daily fighter potential reported to ADDCs by Navy units was 118 for month of November.

AEW Aircraft: Multi-engine AEW aircraft based at NAS Patuxent River:

WV-1 (Connie) 1
PB-1W (B-17) 7

Single engine AEW aircraft based at NAS Quonset Point is 40 less detachments. Procedures for the use of AEW aircraft remain unchanged.

Picket Vessel: One picket vessel on station participating in active air defense and one on 24-hour standby. Air-to-ground communications limited because Navy has not purchased required UHF crystals. A recent test proved that HF communications were adequate for three picket vessels on station at one time. Joint training of air controllers is good. Training on passing control of AF interceptors to picket vessel has slowed down considerably.

Shore Based Radar: The status of five Navy radars tied into the air defense system remains the same. Studies are being conducted to determine whether two Navy radars could be integrated for use as backup for nearby AC&W squadrons.

Naval AA: Naval AA potential is integrated with associated AADCs.

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2. GROUND OBSERVER CORPS:

Comparison of total organized observation posts on 31 Oct 53 and 30 Nov 53 is as follows:

	31 October	30 November
Total posts organized	5196	5129
Required posts	6497	6467
Per cent of required vs organized	80.0	79.3

In the "Operation Skywatch" area an average of 1289 observation posts were manned each day for the month of November as compared with an average 1317 for the month of October. An average of 1295 observation posts manned per day is 24 per cent of the requirement for 100 per cent detection in the skywatch area for November as compared with 24.3 per cent for October. This decrease is attributed to:

a. Unfavorable weather conditions

b. Approaching holiday season

3. RCAF-ADC EASTERN CANADA:

The RCAF ADC forces available in Eastern Canada for normal operation are:

a. Three CF100 squadrons with a composite strength of 21 aircraft.

b. Three ADCCs, six GCI and one EW Station on 24-hour operation, two EW Stations on 16-hour operation and three EW Stations with limited operational capability.

c. Nine filter centers and 2275 Observer Posts operational for emergencies or exercises.

d. Ground Observer Corps Northern Division consisting of 338 observation posts in continuous operation above 55 degrees north.

e. Five regular airdromes, 3 secondary airdromes, 2 advance bases and 11 emergency strips usable for jet operation are operational with varying degrees of logistic support available.

f. Four regular force composite AA battalions operational but not deployed to wartime sites.

In addition, the following forces are available in case of military emergency:

a. Seven auxiliary fighter squadrons composed of 32 vampires and 24 F-51 aircraft.

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b. Nine auxiliary AC&W Squadrons' Personnel to be deployed to the operating sites.

c. Ground Observer Corps will commence 24-hour operation.

d. Five reserve heavy AA regiments will deploy to the GDAs.

DONALD W. NANCE
Colonel, USAF
Chairman, Command
Data Analysis Committee

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DISTRIBUTION

Headquarters, EADF

Commander	1
Inspector General	1
Director of Services for Management Analysis	3
Director of Historical Services	4

External

Headquarters, Air Defense Command	2
Headquarters, 26th Air Division (Defense)	1
Headquarters, 30th Air Division (Defense)	1
Headquarters, 32d Air Division (Defense)	1
Total Distribution	14

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EASTERN AIR DEFENSE FORCE

GENERAL COMMENTARY
ON STATE OF
COMBAT READINESS

MONTH OF

DECEMBER 1953

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PART I

OVERALL EASTERN AIR DEFENSE FORCE COMBAT READINESS

	Oct	Nov	Dec
* Combat Readiness of Eastern Air Defense Force	74%	73%	72%
** Combat Readiness of Fighter Squadrons	63%	63%	61%
Combat Readiness of AC&W Squadrons	81%	80%	80%
Combat Readiness of Air Base Units	82%	82%	82%

* Weights of 2-2-1 for Fighter, AC&W and Support respectively, have been directed by Headquarters, Air Defense Command.

** Weighted factors for Non-AI Squadrons are reduced as follows:

December through February .4 of weighted score

COMPUTATION FORMULA FOR DECEMBER

COMBAT READINESS

Type Unit	No. Sqs	Weighted Score
Fighter	26 x 2= 52	15,808 x 2 = 31,616
AC&W	28 x 2= 56	22,419 x 2 = 44,838
Air Base	14 x 1= 14	11,512 x 1 = 11,512
	122	87,966

87,966 ÷ 122 = 72%

Following organizations not included in Parts I, II, and III of this report:

49th, 97th, 432d, and 433d Fighter Interceptor Squadrons
648th, 752d and 913th AC&W Squadrons
517th Air Defense Group

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PART II

COMBAT READINESS BY FUNCTION

	Oct	Nov	Dec
PERSONNEL			
Fighter-Interceptor Squadrons	54%	58%	58%
AC&W Squadrons	79%	79%	77%
Air Base Units	87%	87%	88%
MATERIEL			
Fighter-Interceptor Squadrons	68%	69%	74%
AC&W Squadrons	71%	71%	71%
Air Base Units	80%	81%	80%
OPERATIONS			
Fighter-Interceptor Squadrons	90%	86%	*68%
AC&W Squadrons	88%	84%	86%
Air Base Units	71%	72%	69%

* Decrease due to change in reporting item 12, ADC Form 74.

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PART III

COMBAT READINESS OF AIR DIVISION BY TYPE UNIT

AIR DIVISION	OVERALL READINESS			FIGHTERS			AC&W			COMBAT SUPPORT		
	OCT	NOV	DEC	OCT	NOV	DEC	OCT	NOV	DEC	OCT	NOV	DEC
26th	75%	73%	72%	69%	67%	65%	82%	79%	82%	82%	83%	81%
30th	73%	72%	71%	62%	60%	54%	79%	79%	78%	82%	82%	81%
32d	72%	72%	74%	59%	61%	62%	85%	83%	83%	82%	81%	85%
TOTAL EADF	74%	73%	71%	63%	63%	61%	81%	80%	80%	82%	82%	82%

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PERSONNEL

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS
FIGHTER SQUADRONS	
1. Shortage of aircrews.	1. F-86D Squadrons are using 2.0 pilots per authorized aircraft as manning standard (Section III, Paragraph 4a, ADCM 55-6). Based upon the requirement for 1.5 air crews per assigned Non-AI and F-86D aircraft, and 2.0 for other AI aircraft, per ADC letter, file ADPPP-A 452.1, subject: Pilot Manning, 26 October 1953, command-wide crew manning is considered adequate.
2. Disproportionate ratio of supervisory to inexperienced pilots.	2. Assignment of ATRC instructor pilots and a decrease in assignment of recent school graduates, coupled with increase in flying experience of assigned pilots, has raised pilot experience level slightly.
3. Required training is being retarded as a result of excessive TDY commitments of experienced pilots on Project "Hi Flite" and F-86D, F-94C ferrying projects.	3. December "Hi Flite" commitments increased to 14 as compared to 7 during November.
4. Shortage of E4 and E5 Fire Control Systems Mechanics.	4. Effective manning has increased slightly; however, supervisor and senior skill level manning continues to be critical. OJT and formal schooling will slowly increase effective manning.
MAJOR IMPROVEMENT TREND	
1. Shortage of qualified refueling and ground handling crews.	1. Increase in authorization, intensive OJT and subsequent classification action has resulted in alleviation of this problem.
AC&W SQUADRONS	
1. Shortage of adjutants and supply officers.	1. The shortages in these fields still existing shortages.

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DEFICIENCIES & LIMITING FACTORS	ACTION TAKEN OR STATUS
AC&W SQUADRONS (Cont'd)	
2. Shortage of electronics officers.	2. Current manning including known gains remains at approximately 75%.
3. Shortage of aircraft directors.	3. Current manning is 87% of authorized.
COMBAT SUPPORT UNITS	
1. Shortage of Flight Crews (1st Radar Calibration Squadron)	1. The 1st Radar Calibration Squadron has been manned at less than 50% in Navigators continuously during the past 12 months, notwithstanding the fact that outstanding requisitions have been on record during the entire period. This problem cannot be resolved within the resources available to this headquarters.
GROUND OBSERVER SQUADRONS	
1. Shortage of officer personnel.	1. Manning to include known gains is approximately 80%.
MATERIEL	
FIGHTER SQUADRONS	
1. F-86D Squadrons grounded by interim T.O. caused high out-of-commission rate.	1. T. O. is being complied with, aircraft slowly being returned to in-commission status. Continued groundings retard training and further complicate maintenance problems on already complex equipment.
2. Shortage of aircraft spares (particularly F-86D)	2. AOCP and ANFE rates remain high due to pipeline delays in procurement and distribution of critical parts. Area AMA activity people are treating this as a special subject on all field visits.
3. Shortage of E4 and E5 Fire Control System Components and Test Equipment.	3. Non-availability of Hughes manufactured bits and pieces are still causing excessive ANFE rates. Only 9% of certain test equipment (pressure transducers)

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DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS
FIGHTER SQUADRONS (Cont'd)	
	is available. Delivery from contractor on other spares and test equipment requires 30 to 270 days.
4. Shortage of support equipment for new aircraft.	4. Certain items of ground handling and additional test equipment continue to be critical. Situation is slowly improving.
5. Shortage of F-86D flight simulator.	5. Production insufficient to provide simulators at each F-86D installation. Spares continue critical.
6. Rocket storage facilities inadequate, either because of temporary nature, or their excessive distance from alert areas.	6. Site plans have been submitted and are presently awaiting approval of higher headquarters. In some instances, the procurement of land has caused the rocket storage facilities to be an excessive distance from the alert areas. Problem being studied to effect more suitable solution.
7. Leaking fuel cells cause high out-of-commission rate in most F-94C squadrons.	7. Lockheed Aircraft Corporation and Hq AMC are researching this problem for a suitable fix, as a result of emergency UE's submitted by units of this command.
8. Moisture in airborne radar gear causes low combat readiness.	8. Canopy covers have been modified to include the nose of F-94C type aircraft. The proper scaling of aircraft and aircraft being placed in readiness hangars whenever possible, will improve combat readiness status Suitable fix has not been provided.
9. Insufficient ground power equipment.	9. Requirement for 6 mobile, diesel powered ramp units per readiness hangar was reduced by higher headquarters to 4. Requirement has been reiterated.

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DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS
AC&W SQUADRONS	
1. Cracked UHF coaxial cables require replacement.	1. Approximately 90% of cables have been modified. Modification of remainder must await warmer weather.
SUPPORT UNITS	
1. Lack of aircraft crash barriers.	1. Requirement exists for barrier at each base where EADF Fighter-Interceptor Squadrons are stationed. Hq USAF has approved the installation of one crash barrier at Stewart Air Force Base. Fabrication and erection will take place shortly after receipt of ARDC plans from Hq ADC.
OPERATIONS	
AC&W SQUADRONS	
1. Most squadrons are lacking in trained directors.	1. The skill level of directors increase considerably upon completion of the training program now being conducted. This will include OJT for ROs who have been assigned duty as directors.
2. Inadequate ECM Training Facilities.	2. Three ECM aircraft assigned to EADF are incapable of fulfilling command requirements for ECM training. Requirement exists for larger aircraft capable of carrying six ECM positions plus "chaff". Radar calibration B-29s are to be used as "chaff" aircraft to partially alleviate the problem.
3. Inadequate seaward warning.	3. Present equipment does not provide adequate warning of aircraft approaching from seaward. Picket Vessels on station with trained crews, establishment and operation of AEW squadrons and Texas Towers should provide an acceptable solution to the problem. Training of AEW crews,

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DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS
AC&W SQUADRONS	
	and maintenance of communications will present individual problems.
4. Inadequate low altitude surveillance.	4. Because of radar wave propagation characteristics, there is now adequate coverage at altitudes below 5,000 feet. Thus hostile aircraft can penetrate the double perimeter coverage in some areas of EADF without being detected. Eight First Phase mobile radar sites and three Second Phase mobile radar sites are planned for the EADF area. First Phase sites are scheduled to be operational in the calendar year 1954. Six First Phase mobile radar sites are planned for Canada as a part of the double perimeter coverage. These should be operational by 1955. An increase in the number of participating ground observers and an increase in the number of volunteers at those posts is required to provide the air defense system with the necessary low altitude surveillance. EADF is taking all possible action to increase low altitude surveillance capability within the limits of funds and personnel available.
FIGHTER SQUADRONS	
1. Low number of hours flown in F-86D aircraft.	1. The low utilization rates are primarily due to grounding of the F-86D. However, the low experience level of maintenance personnel and shortages of test equipment and replacement parts continue to be major factors contributing to this deficiency.

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DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS
FIGHTER SQUADRONS	
2. Low percentage of successful intercepts.	2. This percentage is largely a by-product of the system resulting from identification prior to intercept, target fades and in a few instances weather.
3. Crew training in E-4 and subsequent fire control systems.	3. Rocket firing is not presently for combat readiness in aircraft equipped with lead collision course fire control systems. Since scored rocket firing will not be conducted at home stations a current evaluation of crew proficiency cannot be made without scope recording equipment and no such equipment is available to date.
4. Lack of suitable recovery systems.	4. Fighter Squadrons are assigned to bases which possess inadequate Navigational Aids. Adequate Navigational Aids are programmed but speed-up of installation is necessary to provide minimum facilities. Of particular concern is the delayed activation of new GCA units due to a critical shortage of GCA operators.
5. Low experience level of majority of assigned aircrews.	5. This deficiency is aggravated by the grounding of the F-86D aircraft. The following factors will materially increase the experience level of combat crews: (1) The extensive flying training program, for newly assigned pilots, now being conducted within EADF; (2) The utilization of all available school quotas to 86D and 94C schools.

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DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS
COMBAT SUPPORT UNITS	
1. Inadequate manning standars for RADF units.	1. Established manning standards as outlined in AF Manual 150-1 are inadequate and unrealistic for manning under the USAF austerity program. Personnel engaged in preparation of manning tables in subordinate units are not trained in manpower utilization and require a "yard stick" or standard for determining personnel requirements.
2. Inadequate HF Emergency Communications System.	2. Present equipment is inadequate and new equipment has not been issued. Complete implementation program, with installation priorities has been approved by ADC but supply delays continue to exist.
3. Inadequate Identification Systems.	3. With the advent of the Nike Guided Missile a requirement exists for positive identification other than by Fighter-Interceptors. Existing methods have proved inadequate except the Multiple Corridor System. The development and utilization of the SIF feature of MARK X IFF should have an advantageous effect on this problem. With the E-4, E-5 and E-6 Fire Contrl System, a requirement exists for more precise control of Fighter-Intereeptor aircraft. This headquarters is preparing a directive to instruct field personnel in proper procedures for controlling aircraft equipped with these fire control systems. Headquarters ADC is developing a computer to aid directors in giving precise collision course vectors.

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DEFICIENCIES & LIMITING FACTORS	ACTION TAKEN OR STATUS
COMBAT SUPPORT UNITS	
4. Crash Rescue Equipment.	4. Request was submitted to Hq ADC on 12 June 1953 recommending the replacement of all but five crash rescue boats with amphibious helicopters. Hq ADC concurred with this request; however, Hq USAF has stipulated that crash rescue boats will be retained until helicopters have been in operation a minimum of six months, during which period comparison tests between boats and helicopters will be conducted.

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PART V

SPECIAL COMMENTARIES

V-8 REPORT

1. RCAF-ADC EASTERN CANADA:

The RCAF-ADC forces available in eastern Canada for normal operation are:

a. Three all-weather squadrons and one day squadron with a composite strength of 36 CF100s and 12 F-86s.

b. Three ADCCs, six GCIs and two EW stations on 24-hour operation, one EW on 16-hour operation and three EWs with limited operational capability.

c. Nine filter centers and 2,480 observation posts operational for emergencies or exercises (filter centers always manned 24 hours a day).

d. Ground Observer Corps Northern Division consisting of 450 observation posts in continuous operation above 55 degrees north.

e. Five regular airdromes, three secondary airdromes, two advanced bases and eleven emergency strips usable for jet operations are operational with varying degrees of logistic support available.

In addition, the following forces are available in case of military emergency:

a. Eight auxiliary day fighter squadrons composed of 32 Vampires and 36 F-51 aircraft.

b. Ten auxiliary AC&W Squadrons' personnel for deployment to the existing operating sites.

c. One day fighter OTU with a UE of 40 Sabres, 12 available for operations, and one all-weather OTU with a UE of 49 CF100s, 12 available for operations.

d. Ground Observer Corp will commence 24-hour operation.

e. Three regular force composite AAA battalions and five reserve heavy AAA regiments will deploy to the gun defended areas.

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V-8 REPORT

Eastern Sea Frontier

Fighters: Regular navy fighters temporarily based ashore are approximately as follows:

Jet day	163	Prop day	0
Jet AI	73	Prop AI	49

The average daily fighter potential reported to ADDCs by Navy units was 91 for month of December. Naval reserve fighters based at 10 locations are as follows:

Jet day	15	Prop day	316
Jet AI	0	Prop AI	0

AEW Aircraft: Multi-engine AEW aircraft based at NAS Patuxent River:

WV-1 (Connie)	0
PB-1W (B-17)	7
P4M-1Q (Patrol)	4

Single engine AEW based at NAS Quonset Point is 41 less detachment of 12 aircraft. Procedures for the use of AEW aircraft remain unchanged.

Picket Vessel: One picket vessel on station and one on 24-hour standby. Picket vessel UHF communication problems show improvement. A plan to utilize standby picket vessel for joint training has been jointly approved.

Shore-Based Radar: Status of five navy radars tied into the air defense system remains the same. Studies regarding use of Navy radars as backup are continuing.

Naval AA: Naval AA potential is integrated with associated AAOCs.

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GOC COMMENTARY

The comparison of organized posts during the month of December versus the month of November is unavailable this reporting period. However, a small decline is anticipated in both organized and active posts due to:

a. Unfavorable weather conditions.

b. Lack of interest of volunteers due to the decreased air traffic condition during winter months.

DONALD W. NANCE
Colonel, USAF
Chairman, Command
Data Analysis Committee

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Headquarters, 30th Air Division (Defense)	1
Headquarters, 32d Air Division (Defense)	1
Total Distribution	14

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FILE: HEADQUARTERS 12
EASTERN AIR DEFENSE FORCE

SUBJECT: Air-to-Ground Communication Checks with Picket Vessels

INTEROFFICE ROUTING SLIP

#1 30 Nov 1953

No.	Date	From	To	Number and date each entry—show date of dispatch. Show staff division or office in FROM—TO columns. Sign each entry legibly—show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
		EAOOT	EAODO	1. The attached report is forwarded for your information. 2. Preparation for "Lock-on" undoubtedly influenced the number of fighters that have been made available for work with the picket vessel. With "Lock-on" now in progress at Otis Air Force Base, and current emphasis on basic aircrew training, it is anticipated that fighter participation with picket vessels has been negligible since this report. FISCHER 796 OLDS 600 1 Incl Ltr, Comdr Eastern Sea Frontier, Subj as above, 20 Nov 53

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ARMY-U.S.M.A. WEST POINT, N.Y.-20M-2 ON 4-23-51

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HEADQUARTERS
COMMANDER EASTERN SEA FRONTIER
90 CHURCH STREET
New York 7, N. Y.

FF15-3:520:hmn
A6
Ser 0477

Nov 20, 1953

From: Commander Eastern Sea Frontier
To: Commander, Eastern Air Defense Force

Subj: Air-to-ground communications checks with picket vessels

1. In accordance with the verbal request made by COL McColpin, Deputy for Operations EADF, to COL Decker, EADF Liaison Officer EastSeaFron, the following extract is quoted from the report of USS JOYCE (DER 317) covering period 13-20 October 1953 while on Station 5 as radar picket vessel:

"The JOYCE did not participate in any EADF exercises during the period covered by this report. The number of aircraft controlled by this vessel was as follows:

Date	13	14	15	16	17	18	19	20
	2	0	1	1	0	0	0	0

Positive control of the air-craft was not possible on the 13th due to poor UHF communications. No intercepts were made on the 15th because of a defective pressure regulator on one aircraft, which made it necessary for both planes to return to base. Intercepts were impossible on the 16th due to the fact that only one aircraft was turned over for control by the JOYCE and it had only 20 minutes fuel left."

/s/t/ W. D. ROWLEY
Assistant Chief of Staff

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HEADQUARTERS
26TH AIR DIVISION (DEFENSE)
ROSLYN, NEW YORK

26ADECT 676.3 23 Nov 1953

SUBJECT: Picket Vessel Communications Test

TO: Commander
Eastern Air Defense Force
Stewart Air Force Base
Attn: Director of Operations & Training
Newburgh, New York

1. On 5-6 November, a test was conducted in the vicinity of site P-45 to determine, among other things, the communications required to pass control of fighter aircraft from GCI stations to Picket Vessels.

2. In general, the following observations were made:

a. The operations plan dictated high frequency contact between site P-45 and Picket Vessel station number 1 on channel "A" and contact between site P-45 and Picket Vessel station number 2 on channel "E". Primary purpose of this HF communication was to provide a sure means for assuring that control of fighter aircraft to the Picket Vessels had been accomplished and to exchange target or other pertinent information between the shore site and the Picket Vessels.

b. To ascertain type and power output of transmitting equipment required, a BC 191 was used on channel "A" and a BC 610 on channel "E". It was found that the BC 610 was satisfactory but the BC 191 has insufficient power for the distance involved.

c. As a further test of communications, a net was established whereby two Picket Vessels and the shore station were all on the same frequency. This arrangement was found to be the most satisfactory and efficient. Traffic load will never be great enough to preclude all stations operating in a single net. The secondary advantage is that this arrangement eliminates one man who normally would have to be monitoring the second frequency. This, of course, also releases one transmitter and one receiver for other use.

d. CW and commercial station interference was evident on both HF channels but did not appreciably hamper communications.

e. Overall UHF communication between aircraft, shore station, and Picket Vessels was considered good.

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26ADECT 676.3 Subject: Picket Vessel Communications Test

3. As a result of the Picket Vessel Tests, the following recommendations are made:

a. That only one HF frequency be used between any GCI Station and the one or more picket vessels to which the GCI station will pass control of aircraft.

b. That a second HF frequency be designated as alternate to be used when the primary frequency is rendered useless because of interference, etc., or when the traffic load becomes too heavy to handle on one frequency. To provide for such an instance, provision must be made for availability of transmitters and receivers to operate on two frequencies simultaneously.

c. Future operations orders or SOP's should very clearly outline the communication and electronic functions expected to be carried out by each AC&W Squadron.

FOR THE COMMANDER:

/s/t/ E. H. GAILLOT
Major USAF
Adjutant

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FILE: HEADQUARTERS 20
EASTERN AIR DEFENSE FORCE

SUBJECT: Picket Vessel Operations Order

INTEROFFICE ROUTING SLIP

No. 1 - 3 Jul 53

No.	Date	From	To	Number and date each entry—show date of dispatch. Show staff division or office in FROM—TO columns. Sign each entry legibly—show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
		EAOOT	EAOCP EAOCE Return to EAOOT	1. Attached picket vessel operations order is forwarded for your information. 2. A recent message received from Commander Eastern Sea Frontier stated that the picket vessel would be withdrawn from station for the period 13 July to 10 August 1953. t/ FISCHER t/ OLDS 1 Incl Naval Speed Ltr, A4-3, 29 Jun 53

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ARMY-U.S.M.A. WEST POINT, N.Y.-3GM 1-26-53 2 ON

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HEADQUARTERS
EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N.Y.

EAOPM 322 14 Sep 53

SUBJECT: (Restricted) Airborne Early Warning and Control Program

TO: Commander
32d Air Division (Defense)
Hancock Field, Eastwood Station #6
Syracuse, New York

1. To assist your headquarters in planning for the forthcoming AEW&C program for Otis Air Force Base, the following information is submitted:

a. AEW&C units are programmed to activate as follows:

UNIT	ACTIVATION DATE
960th Sq (4702d Sq - T/D)*	June 1954
961st Sq	Jan 1955
551st Gp	Jan 1955
962d Sq	Apr 1955

*Note: Following the activation of the second AEW&C squadron and the group headquarters at Otis Air Force Base, the entire organization will be changed from T/D to T/O structure and the aircraft and electronic maintenance units will be activated at this time. It is planned to train aircrew and maintenance cadre personnel for the 4702d Squadron at McClellan Air Force Base. The exact number and type of cadre personnel available for Otis AFB will be made known as soon as possible.

b. Current delivery schedules for the RC-121D aircraft indicates that the first aircraft will probably be delivered to Otis in June 1954. Commencing in July 1954, the delivery rate will be two aircraft per month until the completion of the contract. The first thirty RC-121D aircraft are to be utilized in equipping the AEW&C units programmed for Otis Air Force Base.

2. It should be noted that the information contained herein is program information and as such is subject to change.

BY ORDER OF THE COMMANDER:

t/ ROBERT J. ORTELT
Major, USAF
Asst. Adjutant

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HEADQUARTERS
EASTERN AIR DEFENSE FORCE
Stewart Air Force Base
Newburgh, N. Y.

EAOPM 322 31 Dec 53

SUBJECT: (Unclassified) Problem Areas Involved in Support of the AEW&C

TO: Commander
Air Defense Command
Ent Air Force Base
Colorado Springs, Colorado

1. In response to a query from your headquarters concerning problem areas involved in support of the AEW&C program, a draft of a proposed staff study which has been prepared by this headquarters if forwarded for your information. It should be emphasized that completed staff action has not been effected; however, the conclusions and recommendations included in the study are generally the viewpoints of this headquarters.

2. In conjunction with the data contained in the staff study, your attention is invited to unclassified letter, AIO 600, Headquarters 564th Air Defense Group, Subject: Acquisition of Facilities, Camp Edwards, Otis AFB, Falmouth, Massachusetts, 17 August 1953 and the 3d and 4th Indorsements thereto, wherein the proposals to build up the facilities of Otis AFB either on the East or West side of the base have not been resolved. Until a firm decision is reached on these proposals, no construction, which includes facilities for the AEW&C units can be started. It is imperative that positive and immediate action be taken to resolve the aforementioned problem concerning the master plan for Otis AFB, so that construction can be commenced.

FOR THE COMMANDER:

1 Incl
Staff Study (4 cys)

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D R A F T

SUBJECT: Staff Study

I. PROBLEM:

1. To investigate the EADF capability to accomplish the Airborne Early Warning and Control (AEW&C) program according to information available in this headquarters. (Unclassified)

II. FACTORS BEARING ON THE PROBLEM:

2. Organization. An AEW&C Group is programmed to be stationed at Otis AFB, with the first squadron to be activated in June 1954. Mission of this group will be to provide seaward extension of radar surveillance and control. (A second group, assigned to WADF, will be stationed at McClellan AFB, Sacramento, Calif.) The AEW&C group will be assigned 30 RC-121D aircraft. The AEW&C group will consist of the group headquarters, three tactical squadrons (ten aircraft each), an electronic maintenance squadron, and a periodic aircraft maintenance squadron. Additional personnel will be supplied to Otis AFB to provide normal base support.

3. Unit Activation Schedule. (Secret)

Unit	Date	Location	Number of Acft	Type of Organization
*4712th Sq	1 Jun 54	Otis AFB	10	T/D
961st Sq	1 Jan 55	Otis AFB	10	T/D
551st Gp	1 Jan 55	Otis AFB	--	T/O
962d Sq	1 Apr 55	Otis AFB	10	T/O

NOTE: Upon activation of the second squadron and group, to include group headquarters, maintenance squadron and electronics maintenance

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squadron, the entire organization is changed from T/D to T/O structure. At this time the unit designation of the 4712th Squadron is changed to 960th Squadron.

* Cadre from 1st squadron activation at Otis AFB to be provided from trained personnel of the 4701st Squadron at McClellan AFB.

4. Aircraft Production Schedule. (SECRET)

Type of Acft	Number	Dates
RC-121D	7	Jun-Sep 1954
RC-121D	6	Oct-Dec 1954
RC-121D	6	Jan-Mar 1955
RC-121D	6	Apr-Jun 1955
RC-121D	5	Jul-Sep 1955
Total	30	

5. Following is an estimate of the personnel and aircraft build-up of the AEW&C units from June 1954 when the first unit is activated to September 1955 when last aircraft is received:

Period	Orficers	Airmen	Aircraft
June 1954	32	168	2
Jul-Sep 1954	50	180	7
Oct-Dec 1954	74	382	13
Jan-Mar 1955	400	1000	19
Apr-Jun 1955	550	1425	25
Jul-Sep 1955	660	1710	30

6. Personnel. (Unclassified)

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a. Strength. The personnel requirement for each AEW&C group is based on the following factors: (a) 30 RC-121C or D aircraft; (b) 24 hour operations; (c) crew of 18 and a crew ratio of 2.5 per aircraft; (d) each aircraft to operate 172 hours per month. The breakdown of required personnel is listed below:

Activity (one base)	Strength Officers	Airmen
Gp Hq	12	30
AEW Tactical Sq	208	281
AEW Tactical Sq	208	281
AEW Tactical Sq	208	281
Periodic Maintenance Sq	7	507
Electronic Maintenance Sq	7	128
	650	1508
Support Augmentation		
T/DA	10	202
	660	1710
Total military aggregate for one base	2370	

b. Personnel Build-up. The AEW&C aircraft delivery schedule extends over a period of 15 months, which necessitates the activation of the first squadron on a table of distribution. During the period of personnel build-up, operations will be limited as follows: (a) 100 hours per month per aircraft; (b) crew of 12 members; (c) crew to aircraft ratio, 1.2 to 1. It is desired that sufficient manpower be available by January 1955 to commence full operation.

c. Training.

(1) The initial cadre of personnel (for first squadron

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activated at McClellan AFB) was formed from those officers formerly assigned to the AEW&C project, plus a limited number of key personnel from ADC. These officers and airmen comprised the nucleus for the formation of the first squadron. They will receive their specialized training from two main sources. Pilots, flight engineers and key aircraft maintenance personnel will be trained at the Lockheed Flight and Maintenance Schools. All specialized electronics training will be accomplished under Navy supervision at FATEUPAC with the final systems training being completed at the Lockheed factory.

(2) Personnel required to man the additional units will be drawn from Air Training Command schools for four engine pilots, navigators, radio operators, flight engineers and aircraft maintenance personnel. The Navy FATEU Program will provide all specialized electronics training.

7. Communications. (Restricted)

a. Ground-Air Communications. The AN/ART-28 radar relay transmitter and the AN/ARR-27A radar relay receiver will be thoroughly tested and evaluated during the initial phase of the program. High frequencies in the two to twelve mcs band will be employed to provide reliable communication between AEW&C aircraft and ground stations. All data gathered by AEW&C aircraft (radar, ECM and visual) will be told to the central

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communication point. Identification and weapons control information will be passed from the central communication point to the aircraft. Voice communication is planned in the interest of speed; however, under some conditions it is anticipated that radio telegraph (CW) must be employed for reliability. Each AEW&C aircraft is being equipped with two liaison type radio sets for air-to-ground communications. It is planned to install four ground radio stations; two on each coast with one in each air defense sector. These stations are to be strategically located in each sector to provide optimum communications. Each station is to be equipped with four operating positions using 2.5 KW transmitters (Wilcox 96-D) and dual diversity receivers (Hammerlund SP-600-JX-6 receivers) employing highly efficient antennas.

b. Air-to-Air Communications. (Unclassified) Communications between AEW&C and interceptor aircraft will be accomplished through use of UHF radio sets. Communications between adjacent AEW&C aircraft will be maintained by UHF where practicable with high frequencies as a secondary means.

c. Radio Frequency Requirements. (Unclassified)

(1) High Frequencies. A minimum of 16 high frequencies (eight day and eight night) authorized for 400 watt power output with voice and CW emission will be required for use on each coast for ground-air communications. This requirement is based on the following:

(a) Four aircraft will operate simultaneously on each coast.

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(b) Each aircraft must be capable of transmitting simultaneously on two channels, as indicated in a and b above.

For ideal clear channel and rapid communications, a total of 32 frequencies (16 day and 16 night) would be required. However, in view of the shortage of high frequencies together with the probability that all aircraft will not be required to transmit at the same time on all channels, this requirement has been reduced fifty per cent.

(2) UHF Frequencies. UHF frequencies for air-to-air use will be made available from tactical frequencies presently assigned to Air Defense Command.

8. Installations. (Unclassified)

a. Considerable construction of facilities at Otis AFB will be required to support the AEW&C group. Various items of construction have been included in the FY 54 and 55 construction program. However, since these FY 54 and 55 items will not be available in time to support the initial phases of the program, construction or acquisition of limited interim facilities will be required to include at least the following:

(1) Nose docks.

(2) Technical supply space.

(3) Engineering shop.

(4) Electronic maintenance shop.

(5) Ramp space.

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(6) Av/gas storage.

(7) Method of protecting electronic equipment during removal of radome.

(8) Squadron operations buildings.

(9) BOQ, barracks and mess hall space.

b. The ultimate facility requirements are as follows:

(1) Hangar and shop space to accommodate 50 per cent of the assigned aircraft.

(2) Engine build-up shop.

(3) Electronic maintenance shop.

(4) Wash rack.

(5) Technical supply space.

(6) Ramp space to park 30 C-121D aircraft.

(7) Warehouse space.

(8) Fuel storage (50,000 gallons per day ultimate consumption rate).

(9) Tactical squadron operations buildings (3).

(10) Administrative space for group and (5) squadrons.

(11) BOQ and mess hall space for officers.(60 per cent of assigned officers normally use dining facilities provided. 20 per cent of assigned officers normally occupy BOQ space.)

(12) Barracks and mess hall for airmen. (70 per cent of assigned airmen normally use dining facilities provided.

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80 per cent of assigned airmen are normally quartered on base.)

III. DISCUSSION:

9. This portion of the study will be devoted to a discussion of our ability to support the program outlined in paragraphs 6 through 8 above.

10. Reference paragraph 6 - Personnel.

a. Information available from Headquarters ADC indicates that fully qualified cadre personnel will be furnished in sufficient numbers (32 officers and 168 airmen) to activate the 4712th Squadron as programmed. These personnel are presently in training and are authorized overages in the 4701st Squadron at McClellan Air Force Base, California.

b. Superficial study indicates that personnel will not be available from our own resources to provide the majority of the personnel build-up portion of the program. These personnel will conceivably have to come from pipe line sources. We can requisition officer personnel 90 days in advance of needs; however, airmen personnel are not requisitioned, but are supplied on the basis of recurring statistical reports. In any event three months is the maximum advance period when accurate personnel figures are known. Since outside support is required, careful planning will be necessary to assure that ADC and USAF do everything possible to support the personnel build-up program.

11. Reference paragraph 7 - Communications.

The Directorate of Communications and Electronics, this headquarters, has studied the AEW&C Communications program as outlined and

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has determined it to be a feasible program that can be accomplished providing reliable air-to-ground frequencies are assigned. One of the two ground radio stations scheduled for installation in the EADF region will be completed and operational by 4th quarter FY54 and the second station by 1st quarter FY55. It is noted that these completion dates coincide with the activation of the first AEW&C squadron, thereby assuring land based receiving stations to support the program.

12. Reference paragraph 8 - Installations.

a. It is apparent that a definite problem will exist in securing interim and ultimate facilities for support of the AEW&C program. Discussion of this problem follows:

Interim Facilities.

(1) Nose docks. Nose docks are budgeted for in 1955 funds and based on normal construction progress, will not be available for 24 to 30 months following congressional approval of expenditure of funds. This means that programmed docks will probably not be available until after all 30 aircraft have been received at Otis AFB. Interim construction of nose docks will be expensive and funds for such construction are not available. Representatives of the Deputy for Materiel, this headquarters, are investigating the possibility that MATS may have a portable type nose dock that can be used as a interim facility.

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(2) Technical Supply Space, Engineering Shop, Electronic Maintenance Shop, Squadron Operations Buildings. These facilities will have to be established in buildings presently available at Otis and/or tents may have to be erected to house some activities. Facilities which have been requested in the Camp Edwards area may offer a possible solution to this problem.

(3) Ramp Space, Av/gas Storage. Parking space for AEW&C aircraft will be available, although it will be necessary to disperse aircraft to different parts of the field. Reference av/gas, an 8,000 bl bulk jet storage tank will be completed at Otis in February 1954. Upon completion of this project, the existing bulk jet storage of 5,030 bl could be utilized for av/gas storage until such time as the 7,500 bl av/gas storage authorized in Otis FY 54 PWP and/or 30,000 bl av/gas storage authorized in Otis FY 55 PWP is completed. Adequate av/gas will be available under such a plan.

(4) Protecting Electronic Equipment During Removal of Radome. No interim method appears feasible at this time pending completion of the maintenance hangar authorized in Otis FY 54 PWP.

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(5) BOQ's, Barracks, Mess Halls.

Transfer from the Department of the Army of sufficient Camp Edwards buildings to provide this space has been requested. No problem is anticipated here except possible crowding during rehabilitation of these buildings.

Ultimate Facilities.

(6) Following facilities are programmed for Otis AFB in direct support of the AEW&C program.

Auth FY-54 Item Description	Status of Constr	Estimated Completion
Apron, Hangar, acss-30,000SY	0	*
Apron, maint - 12,000SY	0	*
Apron, optnl - 45,041SY	0	*
Warmup pad - 5,200SY	0	*
Bulk, avgas - 7,500BL	0	*
Hangar, maint - 112,580SF 39-01-44	0	*
Shop, arm & Electrn-23,000SF 35-58-02	0	*
Shop, engine build-up-18,400SF 35-57-03	0	*
Shop, org, maint-18,000SF	0	*
Included in FY-55 PWP		
Apron, acss, hng - 55,623 SY	0	**
Apron, acss, maint - 10,222SY	0	**
Apron, park, oper - 38,015SY	0	**
Bulk, avgas - 30,000BL	0	**

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Ops, Sq #4B (op/hq/sup/) 18,000SF	0	**
Hangar, nose/w, multi Pur 93,270SY 39-01-48	0	**

NOTE: * Start of construction and completion of items authorized in Otis FY-54 Public Works Program is dependent on final decision of higher headquarters concerning master planning of Otis AFB and utilization of Camp Edwards facilities. It is estimated that said items will be completed approximately one year after start of construction.

** Approximately 24 to 30 months after congressional approval.

(7) Upon the completion of the facilities at Otis AFB listed in paragraph (6) above, together with the securing of already requested Camp Edwards facilities, complete support of the AEW&C program can be effected with the exception of wash rack facilities.

IV: CONCLUSIONS:

13. The initial manning phase of the personnel program is provided for by an adequate cadre of trained personnel from the 4701st Squadron. All necessary action has been taken to date on this portion of the program.

14. The personnel build-up portion of the program will require continued action by this headquarters to insure availability of adequate personnel from our own and pipe line sources. The following data, not available to this headquarters at the present time, will be required for planning purposes:

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a. Time phased personnel requirements by AFSC for all AEW&C units. (At present the only manning document available is the tentative T/D for the 4712th AEW&C Squadron. No data is available for the organizations programmed subsequent to June 1954.

b. A forecast of pipe line sources available during FY 55 by AFSC. This information is not normally available more than 90 days in advance.

15. The Communications program can be accomplished as scheduled.

16. The Installations program has slipped to a point where no initial support of the AEW&C program is possible. The construction and/or acquisition of interim facilities will be necessary pending completion of PWP items specifically programmed in support of AEW&C operations.

17. When all programmed AEW&C facilities are completed at Otis AFB, Installations support of the AEW&C program will be adequate.

V. RECOMMENDATIONS:

18. Recommend that the AEW&C program be continued as scheduled.

19. Recommend that DP, this headquarters, make a continuing study of the personnel build-up requirements of the AEW&C program, including the placing of personnel in appropriate training schools. Further, that ADC be informed of our inability to support the program from our own personnel sources and the consequent requirement for outside support.

20. That the office of the Deputy for Materiel, this headquarters, propose a plan to provide interim AEW&C maintenance facilities at Otis AFB, with special emphasis placed on the electronic maintenance requirements.

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21. That a message be sent to ADC (either personal TWX or message from General Nelson to General Chidlaw) stating that the FY 54 construction items in support of the AEW&C program should be approved and construction started without further delay or further serious hampering of AC&W operations will result.

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MESSAGEFORM

13 Jan 54

HQ EADF STEWART AFB NEWBURGH NY

TO: COMDR 4707TH DEF WG OTIS AFB FALMOUTH MASS

DWOMO D19 SECRET

EAOPM-C 35 . RURMSG DWOMO D19. ADC Program Book dtd 1 Oct 53 indicates the 4712th AEW&C Sq w/b actd at Otis in June 54 as a T/D unit w/ a str of 74 off and 382 amn. Upon act of 961st AEW&C Sq and 551st AEW&C Gp in Jan 55, this unit w/b rdsgd the 960th AEW&C Sq and reorg as a T/O unit w/ a str of 181 off and 292 amn. Cys of pertinent T/D's and T/O's w/b fwdd your hq when aval. This info was furnd your hq in info cy of Secret Ltr, this hq, Subj: (Restricted) AEW&C Program, file EAOPM 322, dated 14 Sept 1953, to Comdr 32d ADiv (Def).

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s/ COOK for PARSONS

EAOPM 111530 Jan 54 613

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DISPOSITION FORM

SECURITY CLASSIFICATION (If any)

25

FILE NO.

SUBJECT: Support of the AEW&C Program

TO: EAODR FROM: EAPDP DATE: 23 Nov 53 COMMENT NO. 1

1. Information available from Headquarters, ADC, indicates that fully qualified cadre personnel will be furnished in sufficient numbers to activate the 4712th Squadron as programmed. These personnel are presently in training and are authorized overages to the 4701st Squadron at McClellan Air Force Base, Calif.

2. Paragraph 2e, Comment 1, infers that personnel in sufficient numbers to adequately man the organizations will be furnished from pipeline sources. Superficial study indicates that manning solely from EADF resources will extend beyond the commands capability, due to projected shortages in most career fields required.

3. Extensive study will be required to determine the capability of this command to support the AEW&C program beyond initial activation. This study must necessarily be based upon the following data, which is not available to this headquarters at the present time.

a. Time phased and total personnel requirements by AFSC for all organizations, i.e., operational, maintenance, support, etc. At present the only manning document available is a tentative T/D for the 4712th AEW&C Squadron. No data is available for the organizations programmed subsequent to June 1954.

b. A forecast of pipeline sources available during FY 55 by AFSC. This information is not normally available beyond the period 90 days ahead.

4. Reference paragraph 4, comment 1, the following comments are furnished:

a. We have put a total of 14 officers and 45 airmen into the 4701st Squadron at McClellan. See inclosure #1.

b. A total of 32 officers and 168 airmen will be furnished as cadre from the 4701st for activation of the 4712th Squadron. See inclosure #2.

c. See paragraph 3 above.

2 Incls:
1. Pers rsgnd to 4701st Sq
2. Pers avail for 4712th Sq

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Hq EADF
BY AUTH OF: Comdr
20 Jul 53

HEADQUARTERS
EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N.Y.

EAOCE 676.3

SUBJECT: (UNCLASSIFIED) Air/Ground Communications Reliability

TO: Commander
Air Defense Command
Ent Air Force Base
Colorado Springs, Colorado

1. In compliance with message of your headquarters, ADOCE-C 20891, 13 Jul 53, Colonel Nelson S. Brooks, this headquarters, attended a conference on air/ground communications reliability as it affects the AEW Program at the Lincoln Laboratory, MIT, on 16 Jul 53. The following persons were in attendance at the conference:

Name	Representing
Brooks, N.S., Col, USAF	ADC (DC&E, Hq EADF)
Debettencourt, J. T.	Lincoln Laboratory
Hubbard, M. M.	Lincoln Laboratory
Lindstrand, C. B., Col	Ops Plans - Dir of Ops, USAF Hq
Little, D. S., Capt	U.S.N.R. (American Airlines)
Morrow, W. E.	Lincoln Laboratory
Norman, L.S., Jr., Maj, USAF	Dir of Comm, Hq USAF
Oakley, W. H., Capt, USAF	Dir of Comm & Elect, Hq EADF
Smullin, L. D.	Lincoln Laboratory
Steinhardt, J.	O.E.G.
Wall, M. A.	Lincoln Laboratory
Wiesner, J. B.	Lincoln Laboratory

2. The conference was opened by Dr. Hubbard of the Lincoln Laboratory, who stated that since a great amount of effort is presently being placed upon the development of radar for the proposed AEW Program and since it was necessary that no part of the AEW System be overlooked during the development phase, Lincoln Laboratory desired to discuss the program, determine communications requirements, and assure themselves that there was no requirement for the development of any piece of new communications equipment or procedure to support the program.

3. The formal discussion period was opened by Dr. Smullin, who briefly outlined the AEW plans and presented the general concept of operation as understood by personnel of Lincoln Laboratory. Points covered by Dr. Smullin were as follows:

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Hq EADF EAOCE 676.3 Subject: (UNCLASSIFIED) Air/Ground Communications Reliability

a. That since the distant early warning line on the west coast would be located at a distance requiring approximately 5 hours flying time from that line to the west coast, and since the east coast line would require 2 to 3 hours flying time, it was felt that the communications channel must be available between AEW aircraft and shore-based stations at least every 15 minutes for reporting purposes.

b. AEW aircraft would tell plots to the land-based system by GEO REF Position.

c. That the identification function would not be performed by the AEW aircraft, but would be accomplished ashore.

4. Following the statements made by Dr. Smullin, Dr. Steinhardt of O.E.G. presented the operational concept as his group presently envisions it. This concept followed a brief review of the background of picket vessel operations and covered the following points in connection with the proposed Cape Race - Bermuda barrier line for AEW operations.

a. The line would be composed of three picket vessels and eleven AEW aircraft on station. Picket vessels would be stationed 300 miles apart and would be utilized primarily as communications centers and command post locations. In connection with the latter, it was envisioned that each identified hostile aircraft would be trailed by an early warning aircraft. However, the decision that an AEW aircraft would leave a station to trail any target would be made by the personnel aboard the picket vessel.

b. Picket vessels would utilize radar equipment to provide high altitude coverage.

c. The communications system would include air/surface voice channels between the AEW aircraft and the picket vessel. All traffic intended for the air defense system ashore would be sent ashore by the picket vessel utilizing CW.

d. Although it is the present opinion that at no time will aircraft-picket vessel spacing be such that VHF air/surface communications are not feasible, in the event that this system is not found to be practical, the AEW VHF transmitted message can be received and relayed to the picket vessel by another AEW aircraft at closer proximity to the picket vessel.

e. It is believed that the above outlined barrier will provide a 95% probability of detection factor against targets penetrating the area.

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Hq EADF EAOCE 676.3 Subject: (UNCLASSIFIED) Air/Ground Communications Reliability

f. It has been estimated that the annual operating cost (not to include capital investment) to maintain the three picket vessels on station will amount to $12,000,000. The estimate of the annual operating cost for the entire system, including both picket vessels and AEW aircraft, will amount to approximately $45,000,000.

g. Following the comments of Dr. Steinhardt, the group discussed briefly current air/ground capabilities and limitations, with particular interest devoted to both military and commercial air/ground practices in the Pacific area. Mr. Little of Eastern Airlines presented as a serious problem that of maintaing HF air/ground communications at any time that the aircraft is located in cloud formations. It has been the experience of Eastern Airlines that under such conditions, HF reception aboard the aircraft is impossible because of precipitation static.

5. It was concluded by the group that until operational experience is available on the utilization of such a system, there was no requirement to devote any major research and development effort on air/ground communications equipments or practices, since no problems will be presented by this type of operation that do not exist today.

6. Dr. Hubbard closed the meeting, stating that copies of the minutes would be forwarded to participants. Colonel Brooks requested that a copy also be forwarded to Hq ADC.

FOR THE COMMANDER:

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HEADQUARTERS
EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N. Y.

MINUTES OF PROGRAM ANALYSIS AND CONTROL COMMITTEE MEETING

In compliance with provisions of EADF Staff Memorandum 14-5, 17 August 1953, a regular meeting of the Program Analysis and Control Committee was held 30 October 1953. During the meeting the following items were discussed:

1. (Secret) The AEW&C Program

a. The AEW&C Program was discussed in reference to the progress of construction of necessary facilities required to support the AEW&C units, and whether the program as currently indicated in the October ADC Program document is feasible or not. During the discussion, it was pointed out that the ADC Program document indicated that the first AEW&C squadron would be activated in June 1954, and to date construction of facilities to support this unit have not been started. In addition, it was pointed out that until it is resolved whether the facilities for the AEW&C units will be constructed on the East or West side of Otis Air Force Base, no construction can be started. It was also noted that a portion of the facilities for the AEW&C units were included in the 1955 public works program and would not be available at the time of the activation of the first AEW&C unit.

b. Action to be taken. A committee was appointed to investigate the capability of EADF to support the AEW&C Program based on personnel and facilities that will be available. Providing the committee determines that EADF is not capable of supporting the AEW&C Program as indicated in the program document, the committee will present their findings to the appropriate staff and/or command agencies of EADF for review and necessary action.

2. (Secret) Radar Extension Program

a. The Ad Hoc Committee appointed to investigate the feasibility of reprogramming all AC&W units currently programmed for activation

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Minutes of Program Analysis and Control Committee Meeting (Cont'd)

and deployment from Grenier Air Force Base to Otis Air Force Base reported that in view of the five additional squadrons that are now programmed for activation and deployment from Grenier Air Force Base, the capability of Otis Air Force Base to support this additional workload without additional support personnel is doubtful and further recommended that the AC&W squadrons be activated and deployed from Grenier Air Force Base as programmed.

Walter H. Williamson
WALTER H. WILLIAMSON
Colonel, USAF
Chairman

APPROVED

Carroll W. McColpin
CARROLL W. MCCOLPIN
Colonel, USAF
Deputy for Operations

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MESSAGEFORM

FROM: Comdr, ADC, Ent AFB, Colo.
TO: Comdr, EADF, Stewart AFB, NY

21 Dec 53

INFO: USAF Instl Repr, New England Div, CE, USA, Boston, Mass.
COFS, USAF, Washington, DC

ADMIS O-40 36133. Subject is acquisition of facilities, Camp Edwards, to accommodate 4712th AEWC due Otis AFB June 1954. Construction programmed in FY-54 and 55 Public Works Programs cannot be made available in time to accommodate 4712th AEWC. Therefore urgent that temporary arrangements be made with Dept of the Army for use of existing facilities Camp Edwards as soon as possible for interim period required for accomplishing new construction at Otis. Request that formal acquisition request be prepared in accordance with AFR 87-1 and submitted to reach this headquarters not later than 10 January 1954. Request should cover acquisition by revocable permit with Dept of the Army for those facilities required to accommodate above mentioned activity; also, acquisition and relocation of one (1) building at Camp Edwards of sufficient size to store electric equipment in vicinity of flight line, Otis AFB. This headquarters taking separate action to acquire portable nose docks. Your headquarters will be advised this matter. Further, request that ADC Form 109 be prepared and submitted by separate correspondence covering requirements this program.

Dated: 21 Dec 53

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Commander Escort Squadron SIXTEEN
Care of Fleet Post Office
Newport, Rhode Island

CES16/WCA:ewq
File: A6
Serial: 002
12 June 1953

From: Commander Escort Squadron SIXTEEN
To : Commander Eastern Sea Frontier
Via : Commander Destroyer Force, U.S. ATLANTIC FLEET

Subj: Airborne Early Warning (AEW) Aircraft Employed with Naval Radar Picket Forces; Communications for

Ref: (a) COMEASTSEAFROM Secret Ltr. A16-1, Serial 00146, of 20 May 1953
COMEASTSEAFROM Secret Ltr. A4-3, Serial 0075, of 23 March 1953

1. By reference (a) and the first endorsement thereto, Commander Escort Squadron SIXTEEN was assigned the task of investigating communication methods for use when AEW aircraft are employed to augment naval radar pickets under the operational control of commander Eastern Sea Frontier. Commander Escort Squadron SIXTEEN conferred with representatives of Airborne Early Warning Squadron TWO (VW-2) on 4 June 1953 and, as a result of that conference, offers the following comment and recommendations.

2. Basic Principles.

a. All circumstances indicate the desirability of integrating the naval AEW aircraft with the naval vessels assigned to picket duty and the system of naval communications established for this function.

b. Best results will be obtained when an AEW aircraft is associated with a picket vessel using the AEW terminal equipment in the ship, VHF communications between the aircraft and the ship, and the ship reporting all contacts in its normal manner. This is true because of the following circumstances:

(1) AEW aircraft when operating directly with the AC&W Squadrons have had difficulty in obtaining GEOREF grid positions of contacts with the accuracy required by the AC&W Squadrons for identification purposes.

(2) AEW aircraft have experienced the same, or possibly even greater, difficulty in direct HF communications with the AC&W Squadrons as have the picket vessels.

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c. When the number of ships assigned duty as picket vessels is too limited to permit the desired coverage with the arrangement of sub-paragraph 2b above, then the AEW aircraft should be handled in the same fashion as a picket vessel to the limit of the capacity of the Beavertail Relay and Monitor Station.

d. When circumstances preclude either of the arrangements of sub-paragraph 2b or 2c above, relay through a picket vessel is still considered more reliable than direct, unmonitored communications with the AC&W Squadrons, even though distance necessitates the use of HF communications between the AEW aircraft and the picket vessel.

3. Current Difficulties.

Certain current circumstances make it difficult to develop a firm, permanent plan for AEW communications at this time.

a. Although it is assumed in reference (a) that the Beavertail Relay and Monitor Station will have the capacity to serve three picket vessels with automatic remote control relay has not yet been approved and the Beavertail Relay and Monitor Station will not have the requisite radio equipment and landlines to serve three picket vessels for some time after a plan has been approved. Thus, methods which can actually be used at present will be subject to modification when a permanent communication plan is put into operation for the picket vessels.

b. The number of frequencies presently available in the HF band is not adequate to serve an augmented picket force.

c. The optimum system of communications for AEW aircraft is dependent, at least in part, upon both the number of picket vessels that will be deployed in an emergency. The number of ships and aircraft available determine how many of the presently assigned picket stations will be manned, and best employment of existing or proposed communications depends on the latter. This command is not cognizant of the plans for the deployment of radar picket forces in an emergency.

d. For the above reasons a single, simple communications plan for AEW aircraft cannot be made effective at present. In consideration of the matters discussed above and the content of paragraphs 3 and 4 of reference (a), the following proposals are submitted:

4. Preferred Method.

a. Assumption.

(1) A ship is occupying the picket vessel station adjacent to the assigned AEW aircraft station.

b. Procedure.

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(1) Aircraft contacts 770th AC&W Squadron, Palermo, on VHF 133.20 mcs when airborne. Palermo passes to Beavertail, for relay to picket vessel, the station assignment and ETA. Beavertail passes required information to ship concerned.

(2) Picket vessel energizes YE equipment when expecting aircraft. Aircraft closes picket vessel to establish initial contact and insure proper identification.

(3) Aircraft adjusts patrol to maintain reliable contact via radar, AN/SRR-4 automatic AEW radar relay, and VHF with the picket vessel. Basic patrol is a 40 mile barrier centered about 40 miles to seaward of the picket vessel.

(4) Picket vessel converts AEW contacts to GEOREF grid positions and reports them to the AC&W Squadron concerned in the same manner as radar contacts originating in the ship. Ship uses AN/SRR-4 equipment as primary means of obtaining AEW radar contacts. Aircraft parallels AN/SRR-4 equipment by reporting all contacts to the ship via VHF. Contacts should be reported as range and bearing from ship when possible, otherwise as range and bearing from aircraft.

(5) Picket vessel will provide navigational information and vectoring as requested by aircraft.

(6) Aircraft to ship communications.

Initial contact on 133.20 mcs (guarded continuously by picket vessels). Then shift to 141.48 mcs as primary (Or other channel as designated by Commander Eastern Sea Frontier) with 133.20 mcs as secondary. Back up VHF communications with following HF: Day 6895 kcs, night 3445 kcs (or other channel as designated by Commander Eastern Sea Frontier).

5. First Alternate Method.

a. Assumptions.

(1) The picket vessel station adjacent to the assigned AEW station is not occupied.

(2) The number of picket vessels on station is less than the capacity of the Beavertail Relay and Monitor Station. (At the present time two picket vessels; in the future, three picket vessels.)

b. Procedure.

(1) Aircraft contact 770th AC&W Squadron, Palermo, on VHF 133.20 mcs with airborne. Palermo passes to Beavertail the station

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assignment and ETA. Beavertail advises aircraft via Palermo of HF channel assignment. HF channel assigned will be selected from those authorized for picket vessel communications, but not in use by picket vessels on station. Beavertail passes necessary information to cognizant AC&W Squadron.

(2) Upon arrival on station, aircraft converts contacts to GEOREF grid positions and reports to cognizant AC&W Squadron via HF channel assigned. At present this would be direct communications with the AC&W site, monitored by Beavertail. In the future it is expected that this communication would be via the Beavertail Relay and Monitor Station with automatic remote control relay to the AC&W Squadron.

6. Second Alternate Method.

a. Assumption.

(1) The picket vessel station adjacent to the assigned AEW is not occupied.

(2) The number of picket vessels on station is equal to or greater than the capacity of the Beavertail Relay and Monitor Station. (At the present time two picket vessels, in the future, three picket vessels.)

b. Procedure.

(1) Aircraft contacts 770th AC&W Squadron, Palermo, on VHF 133.20 mcs when airborne. Palermo passes to Beavertail the station assignment and ETA. Beavertail advises aircraft via Palermo that HF relay is to be used, and gives call sign and station number of picket vessel which will relay. Beavertail alerts picket vessel and cognizant AC&W Squadron. Where a choice exists, Beavertail will select picket vessel to act as relay with consideration for distance between AEW aircraft and picket vessel and the sub-sectors of responsibility of cognizant AC&W Squadrons.

(2) AEW aircraft converts contact to GEOREF grid positions and reports via HF to picket vessel for relay to the picket vessel's AC&W Squadron.

(3) When AEW aircraft and picket vessel are operating in the sub-sectors of different AC&W Squadrons, the contact is passed by cross-telling to the proper AC&W Squadron.

(4) Aircraft to ship communications.

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Use following HF channels: day 6895 kcs, night 3445 kcs (or other channel as designated by Commander Eastern Sea Frontier).

7. Specific Comment on References.

a. Paragraph 3b of reference (a) suggests the possibility of a AEW aircraft sharing a HF circuit in use by a picket vessel. This is considered very undesirable as an HF voice telling net saturates at a level of three or four raids. Circuit sharing would reduce the saturation level as neither station would have a clear channel. It is estimated that one AEW contact and one ship's contact would saturate a shared HF circuit.

b. If the ship and the AEW aircraft are not on adjacent stations, and thus not within VHF range, in most cases they will be in the sub-sectors of responsibility of different AC&W squadrons. This, a contact made by the AEW aircraft would be relayed to the ship via HF, passed to the ship's AC&W Squadron, and passed by cross-telling to the cognizant AC&W Squadron. This is undesirable, but is more acceptable than circuit shareing.

c. It should be observed that these difficulties do not arise when there is a ship on the picket station adjacent to the assigned station of the AEW aircraft. In this case the AEW aircraft should relay via the picket vessel in accordance with paragraph 4 above. In brief, referring to sub-paragraph 3d of reference (a), VHF relay is recommended, HF relay is considered less satisfactory but acceptable, while common circuit usage is considered unacceptable.

d. It is observed that there is a conflict in the AEW station assignments made in sub-paragraphs 3b and 3c of reference (a) and the note following that paragraph. That is "Patrol BAKER" is described as near Picket Station #5 but referred to as near Picket Station #1, while the situation in regard to "Patrol CHARLIE" is reversed.

8. Proposed Tests.

a. It is understood that AEW Squadron TWO can undertake test of the porposed systems of communications at a level in the order of two sorties per week. Commander Escoret Squadron SIXTEEN would be pleased to participate in such tests, which are believed necessary both in order to develop the best system of communications, and for the training of picket vessel, monitor station, and aircraft personnel.

b. For test purposes it is considered that a fairly high level of traffic is desirable. Sorties from 0600 to 1100 and from 1500 to 2000 local time would be most effective in this respect. Also, the tests could be conducted in the vicinity of any busy, manned picket vessel station. That is, tests whould be effective in the vicinity of

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picket vessel stations #2, #4, or #5 even though no assigned AEW station is planned in the vicinity of picket vessel station #2. Tests in the vicinity of picket vessel stations #1 and #3 would be handicapped by lack of traffic.

9. Recommended Action.

The following action by Commander Eastern Sea Frontier is recommended.

a. Furnish the Commanding Officer, AEW Squadron TWO, with the geographic location of the picket vessel stations. (It is understood that while AEW Squadron TWO receives copies of Commander Eastern Sea Frontier's Operation Orders for picket vessels, the geographic location of the stations assigned is not known.)

b. Furnish the Commanding Officer, AEW Squadron TWO, with the list of HF frequencies in use for picket vessel communications so that the AEW aircraft can be ready to communicate on assigned frequencies.

c. Authorize test of the preferred communication method proposed in paragraph 4 above and of the second alternate communication plan proposed in paragraph 6 above.

d. Defer test of the first alternate communication method proposed in paragraph 5 above until the Beavertail Relay and Monitor Station has been equipped in accordance with an approved picket vessel communication plan.

e. Give consideration to the VHF and HF channel requirements if several AEW aircraft are to operate simultaneously.

f. Clarify the designations of AEW patrol stations in reference (b).

g. Give consideration to use of AEW aircraft as a stop-gap in case of equipment failure in the "on station"picket vessel. (In this connection it is believed that when a picket vessel goes "off station" unexpectedly as a result of an equipment failure, an AEW aircraft could be on station within six hours while the relief picket vessel will require twelve to twenty-four hours to reach station.)

10. By copy of this letter, the Commanding Officer, AEW Squadron TWO, is requested to comment on the proposals contained herein.

t/ W. C. ABHAU

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SECURITY INFORMATION

36

NAVAL SPEED LETTER

CES16/WCA:ewq
File: A6
Serial: 0143

17 October 1953

TO: Commanding Officer
Airborne Early Warning Squadron TWO (VW-2)
U.S. Naval Air Station
Patuxent River, Maryland

Subj: Test of communication methods

Ref : (a) COMCORTRON SIXTEEN Secret Ltr. A6, Serial 002, of 12 June 1953
(b) CO VW-2 Secret Ltr. J15-7, Serial 0014, of 7 July 1953
(c) CO VW-2 Msg 162023Z of October 1953

1. In order to facilitate reference to the various methods of communications to be tested, the following code is established:

Method ABLE - The method proposed in paragraph four of reference (a) using automatic radar relay and VHF.

Method BAKER - The method proposed in paragraph five of reference (a) using HF between AEW aircraft and AC&W Squadron.

Method CHARLIE - The method proposed in paragraph six of reference (a) using HF between AEW aircraft and picket vessel.

Method DOG - The method proposed in reference (b) using Mark 10 IFF and HF between AEW aircraft and picket vessel.

2. Test of Method ABLE on 20 and 22 October scheduled in reference (c) is confirmed.

t/ W. C. ABHAU

ADDRESS: COMMANDER ESCORT SQUADRON SIXTEEN
CARE OF FLEET POST OFFICE
NEW YORK, NEW YORK

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37

Commander Escort Squadron SIXTEEN
Care of Fleet Post Office
Newport, Rhode Island

CES/WCA:gb
File: A6-2 (1)
Ser: 0177
21 December 1953

From: Commander Escrot Squadron SIXTEEN
To: Commander Eastern Sea Frontier

Subj: Interim Report on Airborne Early Warning Aircraft operations with Naval Radar Picket Vessels

Ref: (a) COMEASTSEAFRON conf. ltr. FF15-3/A6/FC serial 0344 of 24 Aug 1953

Encl: (1) CO VW-2 conf. ltr. A6-2 serial 0212 of 11 Nov 1953
(2) CO VW-2 conf. ltr, A2-6 serial 0218 of 23 Nov 1953

1. Reference (a) requested that tests be conducted of the various methods by which AEW aircraft might operate and communicate with naval radar picket vessels on missions in support of the Eastern Air Defense Force. Enclosures (1) and (2) are reports from the Commanding Officer, Airborne Early Warning Squadron TWO on these tests. An earlier report has been forwarded separately.

2. Four methods of communications are being tested. These are:

Method Able. Aircraft operates short distance to seaward of picket vessel. Bellhop equipment is used as primary information link, backed up by VHF/UHF. Picket vessel converts contact reports to GEOREF and relays to ADDC.

Method Dog. Aircraft operates at somewhat greater distance from picket vessel. Picket vessel tracks aircraft by Mark 10IFF, receives contact reports via VHF/UHF, converts to GEOREFF, and relays to ADDC.

Method Cahrlie. Aircraft may operate at considerable distance from picket vessel. Aircraft converts contacts to GEOREF and passes via HF to picket vessel for relay to ADDC. If aircraft and picket vessel are in different sectors of responsibility, the report is passed to cognizant ADDC by cross-telling.

Method Baker. Aircraft position is not a factor, and picket vessel is not involved. Aircraft reports directly to ADDC with relay and monitoring by Beavertail as required.

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In all methods the aircraft makes initial contact with the EADF system by contacting the ADDC Palermo via VHF/UHF when enroute to station.

3. Thus far five test missions have been conducted.

Date	Ship	Ship Station	Aircraft Station	Method
20 Oct	HARVESON	5	B	A
21 Oct	HARVESON	5	B	A
29 Oct	OTTERSTETTER	2	Near Station #2	-
3 Nov	JOYCE	3	C	C
12 Nov	HARVESON	5	B	A,D

4. Results.
In brief, the following results have been obtained.
20 Oct. Very poor, due primarily to intermittent mal-functioning of radar and unusually bad atmospheric conditions.

21 Oct. Good. Bellhop effective to range of about 50 miles with aircraft at 2000 feet. Best results on Route 2. All contacts made by AEW aircraft were also held by ship.

29 Oct. Very poor, due primarily to confusion regarding procedure. This is largely attributable to an encrypted message from Commander Escort Squadron SIXTEEN to VW-2 being delayed in handling. UHF communications were good, HF communications poor.

3 Nov. Procedure appeared to be effective, but test was inconclusive as there were no contacts. Communication was good between aircraft and picket vessel, but poor between picket vessel and ADDC.

12 Nov. Both Methods Able and Dog used satisfactorily. With aircraft at 2000 feet Bellhop was limited to 58 miles and IFF to 89 miles. Evaluation hampered by light traffic.

5. Comments.
a. Commander Escort Squadron SIXTEEN concurs in the opinions of the Commanding Officer, VW-2, as expressed in enclosures (1) and (2) and other correspondence.

b. Results to date are inconclusive and continuation of tests is indicated. It is believed that tests can be completed and permanent procedures adopted by April 1954.

c. All methods under test still appear to be feasible. Continuation of tests in their present form is recommended. However, it is considered that after further testing it will be possible and desirable to reduce the methods to two procedures for permanent use. These are:

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(1) A close-control procedure in which the picket vessel has a track of the AEW aircraft and makes the conversion to GEOREF. With aircraft at 2000 feet this method is effective to 80 miles with IFF tracking. IFF track will be supplemented by Bellhop when separation is less than 50 miles.

(2) A procedure for direct reporting by the aircraft to the ADDC, with both picket vessel and Beavertail monitoring and ready to relay if required.

d. There is a need for better dissemination of information regarding tests to all parties concerned including the EADF stations. This requires advance planning and is best accomplished if several flights are made during one week with exchange of observers.

e. Thus far the picket vessels have been more successful as a relay station than has Beavertail.

f. Both 6635 and 3445 kcs appear satisfactory for the assigned purpose.

6. Recommendations.

a. Concentrate future tests during the following periods when it is planned to have either JOYCE or HARVESON on Station 5, and exchange observers as proposed by the Commanding Officer, VW-2:

12-18 January
2-8 February
16-23 February
16-22 March

b. Make flights when air traffic is densest. It is suggested that 1400R-1800R is best period.

c. Eliminate use of VHF frequencies listed in paragraph 3e of reference (a) and substitute the following UHF frequencies:

280.2 mcs primary (T36)
387.4 mcs secondary (T170)

d. Make initial contact with ADDC, Palermo on 364.2 mcs rathan than VHF.

e. Concentrate on use of 6650 and 2798 kcs, reverting to use of 6635 and 3445 only if necessary.

f. Obtain data at other AEW aircraft up to 5000 feet.

g. Aircraft of VW-2 use picket vessels to relay position reports to New York Overseas Control

t/ W. C. ABHAU

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EADF SUMMARY

OF

RCAF ADC

(Eastern Canada)

Operational Installations and Facilities

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EADF SUMMARY OF RCAF
ADC (Eastern Canada)
Operational Instls
and Facilities
Date 1 November 1953

F O R E W A R D

1. The attached information is provided to the 30th and 32d Air Divisions (Defense) and subordinate squadrons in order to familiarize the appropriate units with the RCAF ADC (Eastern Canada) operational installations and facilities.

2. This booklet will be amended as additional information becomes available or amendments are required.

3. Such information will be displayed or disseminated as required by current directives and at the discretion of commanders.

4. Units requiring additional data are to request its inclusion in this summary through the normal channels.

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EADF SUMMARY OF RCAF
ADC (Eastern Canada)
Operational Instls and
Facilities

Date 1 November 1953

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CONTENTS

Annex 1 - RCAF ADC Radars - Eastern Canada (Secret)

Annex 2 - RCAF ADC Aerodromes - Eastern Canada (Unclassified)

Annex 3 - RCAF ADC Sectors and Sub-sectors - Eastern Canada (Secret)

Annex 4 - US - Canada Cross Border Reporting (Secret)

Annex 5 - Comparative USAF - RCAF AC&W Positions (Unclassified)

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ADC (Eastern Canada)
Operational Instls and
Facilities

Date 1 November 1953

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754th AC&W Squadron	10
661st AC&W Squadron	11
763rd AC&W Squadron	12
655th AC&W Squadron	13
764th AC&W Squadron	14
766th AC&W Squadron	15
765th AC&W Squadron	16
4706th Def Wg (For Squadron Distribution)	17 - 23
4708th Def Wg (For Squadron Distribution)	24 - 29
4707th Def Wg (For Squadron Distribution)	30 - 34
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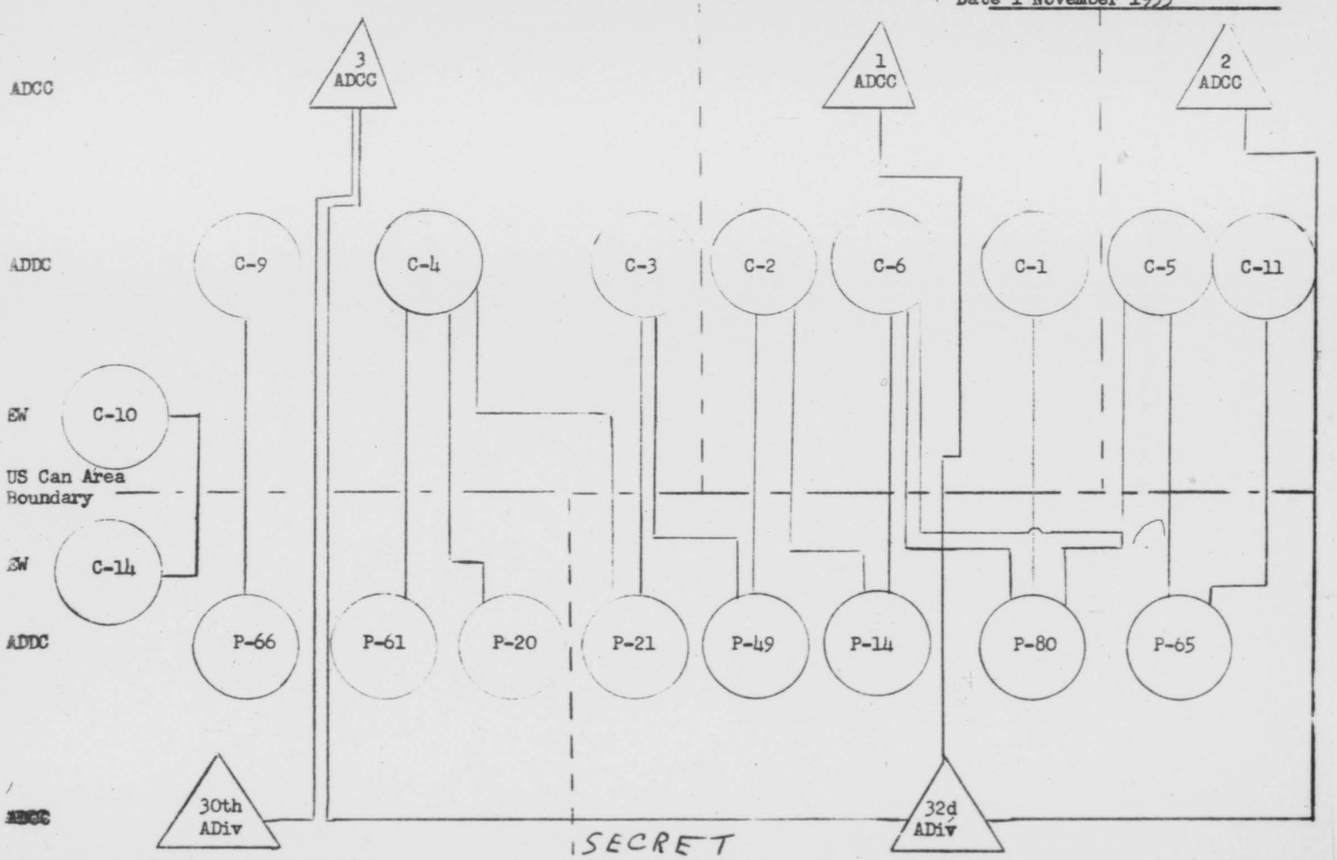
EADF SUMMARY OF RCAF ADC (Eastern Canada) Opnl Instls & Facs
Date 1 November 1953



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ANNEX 3

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RCAF ADC-SECTORS & SUB SECTORS
EASTERN CANADA

ANNEX 2
EADF SUMMARY
OF
RCAF ADC
(EASTERN CANADA)
OPERATIONAL INSTALLATIONS & FACILITIES, DATED 1 NOV 53

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BY AUTH OF CMDR EADF
DATE 2 DEC 53
INITIALS: RDS

C-10 RAMORE
C-8 SEMMETERRE
C-7 PARENT
C-4 MONT APICA
C-1 MOISIE
C-3A SYDNEY
C-9 FALCONBRIDGE
C-3 POYMOUNT
C-2 LAC ST DENIS
C-6 STE MARIE
C-5 ST-HUBERT
C-11 HALIFAX
C-12 EDGAR

64 AIR DIVISION (NEAC) INSET

LEGEND
SECTORS
SUB-SECTORS

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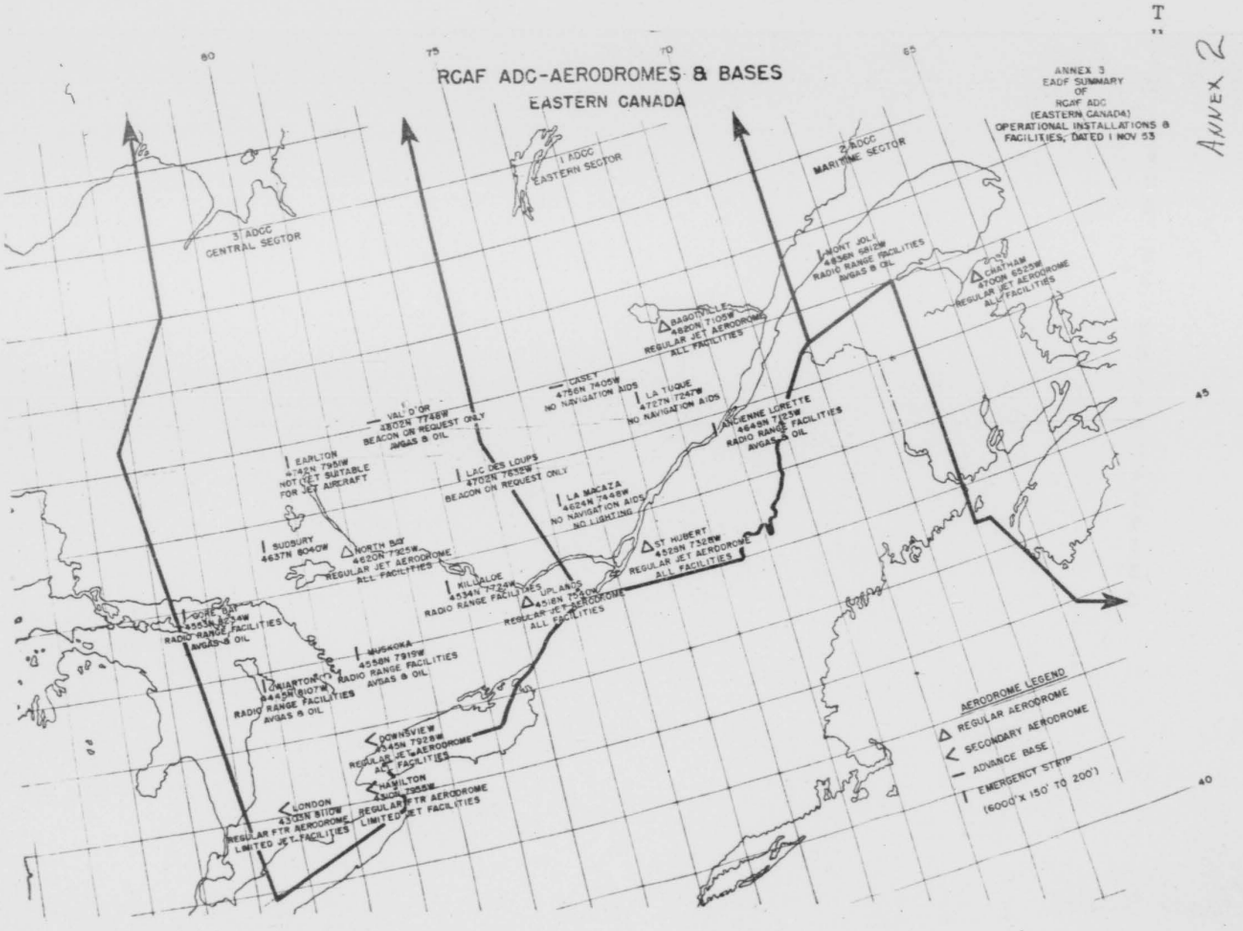

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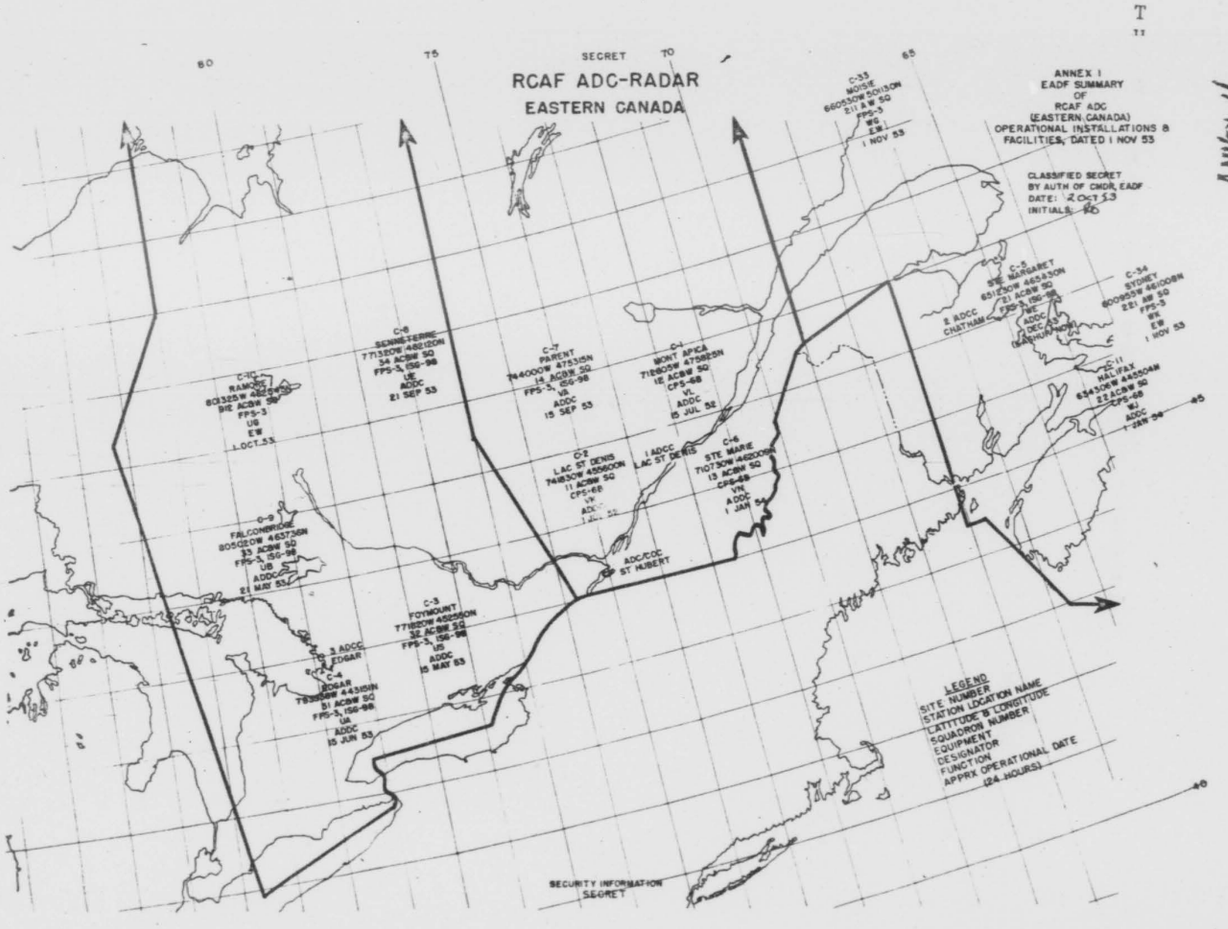

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ANNEX V
EADF SUMMARY OF RCAF
ADC (Eastern Canada)
Operational Instls and
Facilities

Date 1 November 1953

USAF-RCAF AC&W Comparative Positions

USAF	RCAF
COC	
Commander	Air Officer Commanding
Combat Operations Center Chief	Command Controller
COC Assistant Chief	Senior Controller
COC Duty Officer	COC Duty Controller
Control Technician	Operations "B"
ADCC	
Commander	Sector Commander
Control Center Chief	Senior Controller
Senior Controller	
Duty Controller	Duty Controller
Control Technician	Operations "B"
ADDC	
Commanding Officer	Commanding Off (Chf Controller)
Direction Center Chief	Senior Controller
Senior Director	Duty Controller
	Operations Controller
Director	Intercept Controller
	Fighter Marshal
Control Technician	Operations "B"
Air Surveillance Officer	Surveillance Controller
Air Surveillance Supervisor	Surveillance Supervisor
Movement Ident Officer	Ident Officer
Movement Ident Supervisor	NCO 1/C Ident
EW	
Detachment Commander	Commanding Off (Chf Controller)
Air Surveillance Officer	Senior Controller
Air Surveillance Supervisor	Operations Supervisor

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SECURITY INFORMATION

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SUBJECT: Radar Extension Program 26 August 1953

1. To augment the double perimeter air defense concept, USAF plans to extend radar coverage by providing radar sites in remote areas of Canada, Labrador, Greenland and Iceland to cover anticipated approach routes in the event of an attack on the United States.

2. At the present time EADF is responsible for manning three sites in Canada. These sites are operational although lashup equipment is being utilized.

Site	Sq	Location	Function	Personnel Off	Personnel Amn	Equipment
C-10	912	Raymore, Ont	EW	12	101	FPS3, TPS 10
C-14	913	Pagwa, Ont	EW	12	101	FPS3, TPS10
C-15	914	Armstrong, Ont	EW	12	101	FPS3, TPS10

3. The following sites will be gained from CADF following the 1955 boundary reorganization:

Site	Sq	Location	Function	Personnel Off	Personnel Amn	Equipment
C-16	915	Sioux Lookout, Ont	EW	12	101	FPS3, TPS10
C-17	916	Beausejour, Man	EW	12	101	FPS3, TPS10

4. In addition to the aforementioned units EADF is responsible for activating, manning, and deploying the following units:

Site No.	AC&W Sq	Activation Location & Date	Personnel Off	Personnel Amn	Programmed Deployment Date	Final Location
N-26	921	Grenier 26 May 53	7	97	18 Sept 53	St. Anthony, N.F.
N-27	922	" 26 May 53	7	97	"	Cartwright, Lab.
N-28	923	" 13 Jun 53	7	97	19 Oct 53	Hopedale, Lab.
N-29	924	" 13 Jun 53	7	97	18 Sept 53	Saglebay, Lab.
N-31	926	" 13 Jun 53	7	97	8 Sept 53	Forbisher Bay, Can.

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Site No.	AC&W Sq	Activation Location & Date		Personnel Off	Amn	Programmed Deployment Date	Location
H-1	933	Grenier	3QFY54	7	97	4QFY54	Keflavik, Ice.
H-2	667	"	"	7	97	"	" "
N-32	927	"	1QFY55	12	109	1QFY55	Thule, Greenland
N-33	928	"	"	12	109	"	(?)Ice Cap, Greenland
N-34	929	"	"	"	"	"	" " "
N-35	930	"	"	"	"	"	(?)BW-1, Narsarssvak
H-3	934	"	"	"	"	"	Keflavik, Ice.

The personnel to man these units will come from sources available to this command, and the level of the skills of the personnel assigned to these units should be comparable to the skills of the personnel assigned to operational AC&W units within EADF.

No unit training is to be conducted at the staging base, and unless firm deployment dates are received from the recipient command, these units should be maintained at record strength subsequent to activation in order that the personnel can remain in our system as long as possible.

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SECURITY INFORMATION

FILE: HEADQUARTERS 52

EASTERN AIR DEFENSE FORCE

SUBJECT: RCAF ADC FIGHTER FORCES

INTEROFFICE ROUTING SLIP

No. 1 - 16 Jul 53

No.	Date	From	To	Number and date each entry—show date of dispatch. Show staff division or office in FROM—TO columns. Sign each entry legibly—show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
		EAOOT	EAODO EADCG	1. The following extract of the Canadian Air Defense Command's Operations Plan for the period 1 July through 31 August 1953 is forwarded for your information: a. Regular forces available: * 414 Sq - 22 Sabres - Bagotville * 422 Sq - 22 Sabres - Uplands * 444 Sq - 22 Sabres - St. Hubert 445 Sq - 6 CF 100 - North Bay 423 Sq - 5 CF 100 - St. Hubert b. Auxiliary forces available within 12 hours in the event of an emergency: 401 Sq - 8 Vampires - St. Hubert 438 Sq - 8 Vampires - St. Hubert 400 Sq - 8 Vampires - Toronto 411 Sq - 8 Vampires - Toronto 442 Sq - 8 Vampires - Sea Island 443 Sq - 8 Mustangs - Sea Island 424 Sq - 8 Mustangs - Hamilton 420 Sq - 8 Mustangs - London c. Auxiliary forces available within 48 hours in the event of an emergency: (subsequent to mobilization, these units will come under the control of ADC) 402 Sq at Winnipeg 403 Sq at Calgary d. The aircraft strength of OUTs as follows: 1 (F) OTU - 40 Sabres 3 (AW) OTU - 5 dual and 13 CF 100 with 13 more allotted. t/ TAYLOR s/t/ OLDS * The 414, 422 and 444 Sqs will deploy to Germany on 27 Aug 53.

HQ EADF Form 8

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FILE NO.

SUBJECT: Report of Meeting, ADC-RCAF, Colorado Springs, 1 and 2 October 1953

TO: EAOPM, EAODO

FROM: EAOOT

DATE: 27 Oct 53

COMMENT NO. 1

1. The monthly planning conference was held on 1 and 2 October 1953 at Ent Air Force Base, Colorado Springs, Colorado, and attended by personnel from ADC RCAF, ADC USAF, NEAC, AAC, WADF, CADF and EADF.

2. Colonel Herbes presented the opening address and reminded the personnel of ADC publications to read as follows:

a. "ADC Briefing" will be published by 1 October, in distribution by 10 October 1953 (Secret).

b. Part II, "Air Defense Requirement Plan," programmed through 1960 will be in distribution by 1 December 1953 (Top Secret). Part I is out now (Top Secret).

c. "ADC Program through 1955," is in distribution (Secret).

3. Corrode. The Truman administration program set up a 20 million dollar fund to Western Electric Company to establish a test system of defense, "Corrode." At present, this system is operating in Alaska and Illinois. The Alaska system, testing cold weather operations, is telling to Anchorage. The Illinois system tells to New Jersey. This system is a combination of the McGill Fence and TPS-1D sets.

4. Lincoln. Lt. Col. Halley gave a general briefing on the Lincoln System and stated the first division would be equipped by 1959 and the last division by 1961. Lincoln Lab has published TM 20 and LL 113 Manuals on this project. ADC or USAF will have a TM out in August 1954.

5. Major Brownfield gave a new proposed concept of the 8 divisions' system in EADF according to the phase 1 and 2 planning. The first plan of a joint combined operation was not acceptable by Canada and the second accepted whereby the sovereignty of both nations was not jeopardized but complete cooperation maintained in detection and passing of flight information between sites. Under the new proposed 8 division system, the wings will be dropped. A plan was proposed to Canada whereby our subsectors would be extended into Canada for the double perimeter system. Canadian answer to this proposal will be forwarded. The future plans will be for all mobile or permanent sites to be called either surveillance or ADCC sites.

DD FORM 1 FEB 50 96 REPLACES NME FORM 96, 1 OCT 48, WHICH MAY BE USED.

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FILE NO.	SUBJECT

TO	FROM	DATE	COMMENT NO. 1

6. Problems on circuits and communication nets between Vancouver area and 25th Air Division were resolved as follows: American personnel will man the sites but will be under operational control of Canada. EADF's operations and communications sections were requested to draw up plans for communications between EADF and Canada for the 6M sites under operational control of Canada and forward telling to EADF. The present, three division system will be used as a basis for these plans.

7. The meeting on intelligence circuits, GOC and cypher circuits, was resolved as follows:

a. ADC is requesting RCAF to engineer a circuit between Canadian ADC and EADF to be called in during alert tests and emergencies. A request will be submitted to Canada and U. S. Telephone Companies to coordinate and assign engineered circuits the same number.

b. A request is being submitted to NEAC to have a loop placed on the teletype circuit from NEAC to St. Hubert so that messages may be forwarded direct to EADF from NEAC.

c. The Alaska circuit to site 37, 5 ADDC, Vancouver, will also be looped to the 25 th Air Division.

d. All Canadian GOC engineered lines will go to Canadian filter centers as programmed.

8. Canada has proposed a plan for radar maintenance coinciding with a test being conducted in Central Air Defense Force. Checking periods of one hour or less may be requested and peaking periods at any time in addition to four hours mandatory weekly and six hours mandatory monthly. A report will be forwarded to EADF for review and action, if desirable.

9. SCATER and CONELRAD. Canadian SCATER and CONELRAD plans are in process of being written. Plans are to cut off all commercial broadcasting stations and aids to navigation. Circuits to navigational aids are completed; circuits to commercial broadcasts will be completed by the time of the next meeting. Canada does not have enough stations in one city to establish cluster circuits. All

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Canadian radio stations will go off the air completely. Canada has no key plan for individual aids to navigation being left on. Individual request for key aids service for SAC aircraft will be accepted. Canadians will require SAC routes for navigational assistance. A representative from ADC will go to Canadian DOT to coordinate the SCATER and CONELRAD Plans. (Two language System has complications)

10. Canada requested a definite date for TOMCIS to become mandatory or regulatory. ADC was informed of the analysis on TOMCIS which will be forwarded to USAF for final decision. ADC will request MCIS be made mandatory for all aircraft; if not acceptable, then, only for U. S. military aircraft. ADC requested that the TOMCIS Analysis contain a statement that "AC&W units maintain direct communications with aircraft during identification." When Canadian stations are operational and U. S. AC&W units accept their identification on tracks, TOMCIS will be discontinued between Yarmouth and Nantucket.

11. Mark X SIF. a. First phase of Mark X SIF System will continue for approximately 9 months. The first ground installation was completed 22 August 1953 at 755th AC&W Squadron, Williams Bay, Wisconsin. The 662d and 664th installations are scheduled to begin installation 20 October 1953. The prototype airborne installations are scheduled for sometime during October 1953.

b. Second phase is scheduled to take place after the completion of phase one with an estimated completion time of 6 months. First test will be comprised of 28 ground stations and 250 airborne units.

c. The low frequency homer ARN-6 will be removed from the F-86D and F-94C and the ARN-14 VOR and the APX-25 SIF feature will be installed in its place.

d. Money has been allocated out of testing funds for the installation of 8 VOR ranges at selected bases. All other EADF bases have VOR ranges near enough for recovery.

12. Joint Identification. Western Air Defense Force reported that Canadian identification regulations are not as strict as U.S. regulations. Tolerances of 5 and 20 are not in the Canadian system. Both DOT and RCAF will remedy this prior to the next meeting.

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FILE NO.	SUBJECT	
TO	FROM	DATE / COMMENT NO. 1

13. Cross Border Training. Canada requested a controller and fighter cross-border training system be initiated. This was forwarded to USAF, approved and returned to St. Hubert on 30 September 1953. Canada and EADF are to exchange crews and units first; WADF later. Reference paragraph 59 of AFR 205-1, security was waived by ADC and USAF.

14. Cross Border Recovery of Aircraft.

a. Overfly of the border by both USAF and Canada during an emergency and by prearrangements is authorized.

b. Canada will submit information to EADF on equipment available for refueleing and starting. Starting units are the same but an adapter plug is needed between USAF jets and CF 100 aircraft.

c. Canada has received U. S. Jet Letdown Handbooks. Canada's Jet Letdown Handbooks are nearing completion and will be published for USAF border bases. These handbooks will contain information on Canadian bases only.

d. ADC requested that both Canada and U. S. compile information on radio equipment, frequencies, letdown procedures and ground equipment available at jet bases for recovery purposes. This information will be sent to ADC for exchange between EADF and Canada.

e. Canadian DOT and U.S. CAA traffic control procedures are identical. ADC is publishing a regulation on the reporting, passing and control of aircraft from GCI to CAA facilities.

f. Refueling agreements between Canada and U. S. have been finalized.

g. Armament agreements between Canada and U. S. are not completed.

h. USAF will provide ground equipment to RCAF and DOT bases. RCAF and DOT will furnish space and assistance.

i. ADC will push the over-all plan for cross country coordination; each defense force will establish their own separate agreements.

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j. USAF UHF loaned equipment is being installed at Canadian GCI stations. Loaned GCA and UHF equipment is being installed at air bases. GCA will be installed by March 1954 at major Canadian air force bases. Chatham will be the first GCI station to have UHF.

k. Canadian manufactured UHF equipment, fighter and ground, will not be installed until 1957.

15. Command Post Exercises.

a. Canada was not too familiar with canned exercises and the part they play in command post exercises. Until such time as Canadian fighter squadrons are back to TO strength, Canada will request that some of our fighter squadrons come to Canada to participate in exercises. In this way, their controllers will gain intercept experience and EADF fighter pilots cross border training.

b. NEAC requested permission to take part in ADC and EADF CPXs also.

c. ADC requested that EADF's regulation on CPXs be forwarded to RCAF through ADC. The ADC regulation is in the Canadian ADC file. NEAC and Canadian air defense units will be included in all future CPXs.

16. CIRVIS, REVIS, MERINT. These subjects were discussed by intelligence officers at a separate meeting at the same time during which the operations meeting was being held. The outcome is unknown.

17. Additional Comments.

a. CADF receives GOC and flight plan information from Training Group #14 in Winnipeg. The GOC track information comes from Winnipeg via the Hudson Bay Company private lines and Army lines from northern Canada through Edmonton. This accounts for the 6-hour delay at times on unknowns. EADF received GOC information from St. Hubert through the 32d Air Division.

b. NEAC has a published code word in their Northeast Aircraft Pilot's Handbook, giving assistance to any aircraft upon request.

c. Alaskan Air Command has the published code word "Security" for this same purpose.

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d. ADC stated that any aircraft wishing vector assistance around storms, etc., could contact any CAA installation and receive the code name of the AC&W unit in their area. A check will be made as to the availability of these COI radar squadron assigned call words to ARTCs, CAA, and Air Force towers in the vicinity of radar stations.

e. In reference to the availability of AC&W squadron COI call words, the following is submitted:

(1) ARTCs are on the distribution list to receive the COI series containing AC&W squadron call words.

(2) Local agreements between AC&W squadrons, CAA towers and Air Force towers establish procedures whereby an aircraft requesting radar assistance will be given the call word of the nearest AC&W squadron.

18. a. All items in Groups I, II and III of the attached agenda were discussed and completed by 1100 hours on 2 October 1953. All personnel were to return at 1500 hours to draw up an agenda for the next meeting at Ottawa.

b. Personnel from this headquarters did not remain. It was felt that the items for this agenda would have to come from the DO after being presented all information on this present meeting.

t/ SCHULTZ

t/ OLDS

1 Incl
Agenda

6

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CAA - DOT - SECURITY CONTROL MEETING - OTTAWA, 13 and 14 AUGUST, 1953

* * * * * * *

3. Standardization of ADIZ/CADIZ rules and procedures - The RCAF/AFHQ representative pointed out the difficulties being experienced in attempting to instruct RCAF personnel on current ADIZ/CADIZ rules and procedures in view of the differences existing between the Canadian and U.S. regulations and asked if these differences could be eliminated and common rules and procedures made effective for both Canadian and United States. The differences were then discussed individually.

3.1 The U.S. rules allow a tolerance of 5 minutes and 10 miles in estimate and route deviation while the Canadian tolerance is 5 minutes and 20 miles. It was pointed out that the higher Canadian tolerance is based upon the lack of radio aids to navigation near the northern boundary of the CADIZs. A suggestion was made that the Canadian regulation be changed to 5 minutes and 10 miles but that the RCAF/ADC units in areas where navigation aids are inadequate should be instructed to permit greater tolerance in view of the circumstances. The meeting agreed that this appeared to be a workable solution and would tend to decrease the number of interceptions necessary.

3.2 U.S. rules make position reports to any appropriate aeronautical facility acceptable regardless of whether the facility is located in Canada or in the United States. Current Canadian regulations, on the other hand, are technically more restrictive and in some cases may be difficult to comply with. RCAF/ADC and DOT representatives agreed that the rule should be standardized provided ADC administratively would recognize the difficulty in applying the amended rule in certain areas, as in 3.1 above.

3.3 If a pilot chooses to report an estimated time and place of penetration instead of reporting time over a reporting point of a CADIZ, U.S. rules require that this estimated time of penetration be given at least 15 minutes prior to time of penetration. RCAF/ADC representatives agreed on the advisability of changing the Canadian regulations to conform.

3.4 RCAF/ADC tabled a suggestion that the current Canadian regulations be changed to require the inclusion of altitude in DVFR flight plans, thus conforming with the U.S. regulations. The DOT representative could see no reason why such a change should not be made.

3.5 The four regulatory changes mentioned above will be covered in correspondence initiated by RCAF/ADC through AFHQ to DOT.
ACTION BY - ADC

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4. Handling of flight plans for certain very long range oceanic military flights-

Discussion was opened on this subject by a statement that the concerned U.S. and Canadian agencies do not always receive flight plans on long range oceanic military flights between Europe and the United States via Canada. This failure is particularly noticeable when flights over or north of Goose are involved. The current interim procedure to attempt to rectify the situation is to have the European originating station ensure that the flight plan message is addressed to KLGA (New York) which, in turn, will arrange that it reaches the appropriate U.S. and Canadian centres via either U.S. or Canadian communication cricuits. Although this procedure is producing the desired result, the onus of responsibility for ensuring that the flight plan reaches the proper Canadian centres rests on a U.S. communication agency rather than on an air traffic control agency. It was pointed out that Canada does not have a teletype circuit paralleling the ATC interphone circuit similar to the Service "B" circuits in the United States. The only way in which the Canadian centre initially receiving this flight plan could forward the message through Canadian channels to destination would be either to relay an abbreviated flight plan via the ATC interphone circuit from centre to centre or to place the flight plan on the Meteorological teletype system. The first of these procedures is not desirable from the point of view of air traffic control owing to the number of verbal relays involved and to the heavy utilization now being made of the interphone circuits, and the seond is not considered to be satisfactory in view of the current volume of traffic on the Meteorological circuits and of the delays which could be expected on such circuits. Of these two proposals, it would appear that the first would probably produce the best results, provided the ATC interphone system and personnel can carry the load. An alternative suggestion was made that all such flight plans be passed automatically to Gander centre for condensation of the subject matter, insertion of the addresses of the concerned Canadian centres and forwarding for transmission via U.S. Service "B" circuits and trans-border Meterorological circuits to the Canadian addressees. This latter suggestion would probably result, on occasion, in Canadian centres receiving flight plans on flights which do not enter their flight information regions, as the route information now contained in military flight plan messages is not always sufficiently detailed to permit Gander centre personnel to determine the exact route which will be followed and therefore, what centres would be most concerned with the flight. CAA agreed to explore with SAC the possibility of obtaining more accurate and detailed route information to facilitate the determination of the ATC centres which will be concerned with the flights. ACTION BY - CAA

CAA further agreed to ask for a SAC commitment to adhere to the flight plan route insofar as the point of penetration into either a CADIZ or control area is concerned, unless communication can be

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established with an aeronautical communication facility to advise of a coming change in flight plan. - ACTION BY - CAA

CAA is now studying the problem and will initiate correspondence on the matter to DOT. Their proposal will probably recommend more screening and plotting action on the part of Gander center than is now the case in view of the imminent 64th Division requirement for details on all such flights in addition to the general ADC requirement for information on flights passing through the domestic CADIZs. - ACTION BY - CAA

In conclusion, it was pointed out that this flight plan difficulty applies to eastbound traffic across Canada north of Green Airway No. 1 as well as to westbound traffic. RCAF/ADC agreed to initiate correspondence to DOT, defining their security control requirements with regard to these flights. ACTION BY - ADC

5. Co-ordination of planning and procedures for joint security control programme.
The RCAF/ADC representative outlined the current proposals for the establishment of a defence identification line, for new procedures relating thereto and for cancelling a portion of the existing international CADIZ. He requested that the publication of the new rules applicable to the defence identification line and the designation of the defence identification line be made simultaneously with proposed changes in the designation of the Vancouver and Lethbridge CADIZ boundaries. The CAA representative indicated that, while he was prepared to concur in the desirability of implementing the defense identification line programme from an operational viewpoint, he was not in a position to indicate CAA reaction to the proposal insofar as policy is concerned. The DOT representative advised that he was in the same position. The meeting recommended that the proposal be adopted by both CAA and DOT and implemented as soon as possible. The AFHQ representatives agreed to forward the details of the proposal with the recommendations of their department to DOT as soon as possible. ACTION BY - CAA, DOT, AFHQ

5.1 The CAA representative outlined difficulties being experienced in reporting, investigating and closing incident reports dealing with apparent violations of security regulations during trans-border operations. He suggested that CAA develop a streamlined procedure for processing such incident reports when U.S. or Canadian facilities or aircraft are involved. CAA will forward shortly a detailed proposal on this matter, in correspondence, to the DOT. ACTION BY - CAA.

6. With regard to the distribution of minutes, it was agreed that, in view of the classification of the minutes, DOT would forward 30 copies to CAA Headquarters, a certain number of which CAA will then forward to the ADC agencies concerned. DOT will also forward 12 copies to RCAF/ADCHQ and 5 copies to AFHQ. ACTION BY - CAA, DOT.

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RESTRICTED
SECURITY INFORMATION

88

DISPOSITION FORM

SUBJECT: (Restricted) Activation and Deployment of AC&W Units to NEAC

TO: EADVC FROM: EAOPM 29 August 53

1. This command has been responsible for activating, manning and deploying certain AC&W squadrons, that will become part of the radar extension program, to NEAC. Headquarters ADC outlined the responsibilities of this command in relation to these units in a classified letter, ADOPR 381, Subject: "(Restricted) Activation and Deployment of AC&W Units to NEAC", 2 January 1953. Although this letter directed the activation of the AC&W units prior to 30 June 1953, it also recommended that the units be held at record strength until such time as firm deployment dates were received. It was pointed out that, because of the limited shipping season in the NEAC area, if the units did not deploy before September 1953, in all probability the units would not be able to move before the following shipping season. This correspondence further indicated that arrangements had been made whereby NEAC would definitely indicate, at least 90 days prior to deployment, the date on which the unit should move, so that the units could be built up to full strength. In this manner, the personnel would be able to remain in the defense system until firm deployment dates were determined.

2. In accordance with instructions received from Headquarters ADC 14 May 1953, the following units were activated at Grenier AFB as indicated:

Squadron	Activation Date	Tentative Readiness Date	Authd Str Off	Amn
921	26 May 53	15 Aug 53	7	97
922	26 May 53	15 Aug 53	7	97
923	13 Jun 53	15 Aug 53	7	97
924	13 Jun 53	1 Sep 53	7	97
926	13 Jun 53	1 Sep 53	7	97

Action was taken to man these units and to prepare them for overseas shipment. By 1 August, these units were 100% manned and ready for shipment, in spite of the fact that less than 90 days was available to enable this command to fully man these units.

3. A message was received from Headquarters USAF on 11 August 1953 which changed the readiness dates as follows:

Squadron	Readiness Date
921	1 Sep 53
922	10 Sep 53
923	10 Sep 53
924	10 Sep 53
926	10 Sep 53

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SECURITY INFORMATION

SUBJECT: (Restricted) Activation and Deployment of AC&W Units to NEAC (Cont'd)

4. The latest change to the readiness dates was received 26 August 1953, which was as follows:

Squadron	Readiness Date
921	1 Sep 53
922	10 Sep 53
923	15 Oct 53
924	15 Jan 54
926	15 Jan 54

5. The aforementioned information does not include several changes to port call instructions or changes in the readiness dates for advance echelons that have been made since these units have been located at Grenier.

6. The latest change in the readiness dates for the AC&W units will result in the following percent of airmen becoming ineligible for overseas shipment by virtue of length of service remaining, and who must necessarily be replaced by personnel from our AC&W system:

Squadron	Percent Ineligible
923	5%
924	14%
926	25%

7. The greatest inconsistency or mis-utilization of personnel caused by the delay in readiness dates is the loss of the personnel from our AC&W system during the period while the personnel are awaiting shipping instructions at Grenier. It is not known whether it would be feasible to place these airmen on temporary duty at our AC&W sites or not, due to the relatively short time remaining prior to shipment.

8. In addition, it should be noted that some of the personnel have already been separated from their families for several months and must look forward to a year's separation as soon as actual shipping occurs, since families will not be able to join these personnel at the remote AC&W sites. A lowering morale is certain within the units, and this dissatisfaction, if voiced to members of Congress at some later date, could reflect against the integrity of the Air Force.

t/ PETERS

t/ WILLIAMSON

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MESSAGEFORM

13 OCT 53

FM COMDR EADF STEWART AFB NEWBURGH NY
TO COMDR ADC ENT AFB COLO SPGS COLO

/RESTRICTED/ EACST-3 35970. REF YOUR MSG ADCST-7 047 CMA 7 OCT 53.

RCS CLN AF-01 CMA ORGN STATUS C REPT AS OF 26 SEP 53 THROUGH 2 OCT 53,

IS RESBMD AS FOLS CLN

PARTS I THROUGH III - NEGATIVE.

PART IV CLN

DSGN	STA DEPTD	DT
921ST AC&W SQ	GRENIER AFB CMA N.H.	1 OCT 53
922D AC&W SQ	GRENIER AFB CMA N.H.	1 OCT 53

PARTS V AND VI - NEGATIVE.
13/2353Z Oct 5F1

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MESSAGEFORM

23 OCT 53

FM COMDR EADF STEWART AFB NEWBURGH NY

TO COMDR ADC ENT AFB COLO SPRINGS COLO

/RESTRICTED/ EACST-3 37152. RCS CLN AF-01 CMA ORGN STATUS C REPT FOR PD 22 THRU 23 OCT 53 FOLS CLN

PARTS I THRU III - NEGATIVE.

PART IV CLN

DSGN	STA DEPT	DT
923 AC&W SQ	GRENIER AFB CMA N. H.	19 OCT 53

PARTS V THRU VI - NEGATIVE.

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MESSAGEFORM

19 DEC 53

FM COMDR EADF STEWART AFB NEWBURGH NY

TO COMDR ADC ENT AFB COLO

EACDC-4 43886. RCS CLN AF-01 CMA ORGN STATUS C REPT FOR PD 17-19 DEC 53.

PART I - NEGATIVE

PART II

DSGN /FROM/	DSGN /TO/	ACTION	DATE	AUTHORITY
63 FIS	63 FIS	REORGD	18 DEC 53	GO 62 CMA EADF CMA 8 OCT 53
438 FIS	438 FIS	REORGD	18 DEC 53	GO 62 CMA EADF CMA 8 OCT 53

PART III

DSGN	ACTION	FROM	TO	DEPT	DATE	AUTHORITY
924 ACW SQ	REASGMT	ADC-EADF	NEAC	----	19 DEC 53	ADC MSG ADCST-7 35770 CMA 17 Dec 53

PART IV THROUGH VI - NEGATIVE

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MESSAGEFORM

28 DEC 53

FM COMDR EADF STEWART AFB NY

TO COMDR ADC ENT AFB COLO SPGS COLO

EACDC-4 44496. RCS CLN AF-01 CMA ORGN STATUS C REPT FOR PD 17-19 DEC 53 IS AMNDD AS FOLS CLN

PART VI

REPT FOR ABOVE PD AS READS CLN
924 AC&W SQ REASGMT ADC-EADF NEAC ---19 DEC 53 ADC MSG ADCST -7 35770 CMA 17 DEC 53

IS AMNDD TO READ CLN
926 ACW SQ REASGMT ADC-EADF NEAC ---19 DEC 53 ADC MSG ADCST-7 35770 CMA 17 DEC 53

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DISPOSITION FORM

FILE NO.

SUBJECT: Activation of NEAC AC&W Squadrons

TO: EAOPM FROM: EAPDP DATE: 7 Dec 53 COMMENT NO. 1

1. Reference conversation Lt. Col. Peters regarding the current ADC Program schedules activation of seven AC&W Squadrons at Grenier Air Force Base for subsequent deployment to NEAC. Based upon experience gained in the recent activation and deployment of five similar units, we believe this program is uneconomical for reasons outlined below.

a. The activation dates are based upon anticipated deployment approximately 90 days subsequent to activation. Slippage in deployment dates of two squadrons resulted in a considerable expense. Personnel assigned to units upon activation were selected on the basis of foregin service eligibility at time of deployment; consequently, extension of the deployment date required replacement of six officers and twenty airmen who had become ineligible for overseas. This resulted in travel expenditure not only of replacement personnel into Grenier, but additionally, the expense of PCS of the ineligible personnel from Grenier to other units within our system. Further, two squadrons of 105 men each lost approximately 18,900 man days as a direct result of a 3-month extension of deployment.

b. Notwithstanding the time lost as a result of slippage in deployment, the time beyond that spent in actual processing of individuals is a total loss. These squadrons were activated less equipment; and as such, could not conduct any unit training at Grenier. The value of assembling these personnel as a unit at any location other than the final operational site is negligible. In the case of the five previous activations, a conservative estimate of non-productive man days lost would be approximately 31,100 using as a basis 60 days between completion of individual processing and subsequent deployment.

c. Another costly factor should be considered, although it would be difficult to estimate the cost without a detailed cost study. That is the expense attributable to dependent travel. Under existing policy, eligible personnel (Officers, 1st three graders and A/1C with 7 years service) could move dependents to Grenier Air Force Base. At such time as the units moved, these dependents were eligible for another PCS to their choice of location within the ZI.

2. In view of the above, recommend that the squadrons be activated at final site location and that the personnel be reassigned through normal overseas withdrawals in numbers and on dates established by NEAC. This would eliminate considerable loss of manpower and monies. Personnel would flow thru personnel processing groups currently in operation where they would receive necessary overseas processing. Eligible dependent

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TO	FROM / DATE / COMMENT NO. 1

personnel would be entitled to only PCS travel normally provided upon overseas assignment of their military sponsor.

s/t/ DAVIS s/t/ MYERS

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HEADQUARTERS
EASTERN AIR DEFENSE FORCE
STEWART AIR FORCE BASE, NEWBURGH, N. Y.

75

EADFM 300.7 11 January 1954

SUBJECT: (Unclassified) Activation of AC&W Squadrons Programmed for NEAC

TO: Commander
Air Defense Command
Ent Air Force Base
Colorado Springs, Colorado

1. The October 1953 ADC Program document and classified message, your headquarters, ADOAP 2146, 28 October 1953, indicate that this command i s responsible for activating, manning and deploying from Grenier Air Force Base to NEAC seven AC&W squadrons as follows:

Unit	Programmed Activation Date
933d AC&W Squadron	May 54
667th AC&W Squadron	May 54
927th AC&W Squadron	1QFY55
928th AC&W Squadron	1QFY55
929th AC&W Squadron	1QFY55
930th AC&W Squadron	1QFY55
934th AC&W Squadron	1QFY55

2. This headquarters has been responsible for activating, manning and deploying five similar AC&W squadrons to NEAC from Grenier Air Force Base during the period May 53 to December 53. Based on experience gained by this headquarters during the aforementioned period, it has been determined that the program to activate and deploy AC&W units from Grenier Air Force Base as indicated in the ADC Program document is uneconomical and represents a mismangement of personnel resources. In conjunction with the foregoing statement, the following data is submitted:

a. The activation dates for the five AC&W squadrons previously activated and deployed from Grenier AFB were based on an anticipated unit deployment approximately 90 days subsequent to activation. Ninety days has been considered the minimum time necessary to draw the required personnel from the command and to assign these personnel to the units that are to be prepared for overseas movement. Not cons idering the time lost as a result of slippages in the deployment dates, the time spent by personnel of these units beyond that spent in actual processing for overseas movement can be considered a total loss, since the units were activated without equipment and therefore could not conduct unit training. In addition, it was not considered advantageous to

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place these personnel on temporary duty at an AC&W site for such a relatively short period of time. A conservative estimate of the non-productive man days lost in the case of the five AC&W squadrons, which were previously activated and deployed from Grenier AFB, would be approximately 31,000 man days, using as a basis 60 days between the completion of individual personnel processing and actual departure for overseas.

b. Slippages in the deployment dates for two of the squadrons resulted in considerable additional expense. Personnel assigned to units at the time of the activation were selected on the basis of foreign service eligibility at the time of deployment; slippages in deployment dates for these units necessitated replacement of six officers and 20 airmen who became ineligible for overseas shipment by virtue of length of service remaining. This action resulted in travel expenditure not only for replacement personnel into Grenier AFB but also the expense of the PCS movement of the ineligible personnel into Grenier AFB with further move to other units within the AC&W system at a later date. It is estimated that the three month slippage in the deployment date for two of the squadrons resulted in the loss of approximately 18,900 productive man days, since effective utilization of these personnel was not possible.

c. Another costly factor should be considered relative to the activation of these units, although it would be difficult to estimate the actual expense without making a detailed cost study. That is the expense attributable to dependent travel. Under existing directives, eligible personnel (officers, 1st three graders and A/1C with seven years service) could move dependents to Grenier AFB, since the movement of personnel was a PCS move to an Air Force installation and not to a Port of Embarkation. At such time as the units moved to a Port of Embarkation, these dependents were then eligible for another PCS move to a location of their choice within the Zone of Interior.

3. In view of the present uneconomical method of activating the AC&W units at Grenier AFB with subsequent deployment to NEAC as programmed, and considering the mismangement of personnel which results in the loss of many personnel from our AC&W system unnecessarily, it is strongly recommended that the current AC&W program be changed to reflect activation of these units at either NEAC or the ultimate site location and that personnel required to man these units be reassigned through normal overseas levies in numbers and on dates established by NEAC. Personnel would flow through normal personnel processing centers currently in operation where normal overseas processing could be received. No supply problems are anticipated since unit equipment, with

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EAOPM 300.7 Subject: (Unclassified) Activation of AC&W Squadrons Programmed for NEAC (Cont'd)

the exception of individual equipment authorized by T/A 1-1, is currently assembled by the Air Materiel Command and shipped direct to the Port of Embarkation, earmarked for the unit concerned. It is firmly believed that the foregoing recommended action will result in better utilization of personnel and a monetary saving that would run into thousands of dollars and is in keeping with the policies of the United States Air Force.

s/t/ GEORGE F. SMITH
Brigadier General, USAF
Vice Commander

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Hq EADF EAOPM 300.7 Subj: (Uncl) Act of AC&W Squadrons Programmed for NEAC

ADOAP (11 Jan 54) 1st Ind 29 Jan 54

HEADQUARTERS AIR DEFENSE COMMAND, Ent Air Force Base, Colorado Springs, Colorado

TO: Commander, Headquarters Eastern Air Defense Force, Stewart Air Force Base, Newburgh, New York

1. This Headquarters concurs in your recommendation and has requested Headquarters USAF to revise AC&W program to reflect on-site activation of certain of these squadrons.

2. For your information OPU-6 has deleted the 927th and 930th AC&W Squadrons and reflects the 928th and 929th AC&W Squadrons as activating in NEAC. Therefore, this command will be concerned only with the 667th, 933rd, and 934th Squadrons. You will be advised as soon as reply is received from Headquarters USAF.

BY ORDER OF THE COMMANDER:

t/ FREDERICH SMITH, JR.
Major General, USAF
Vice Commander

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SECURITY INFORMATION

HEADQUARTERS
4707TH DEFENSE WING
Otis Air Force Base, Falmouth, Mass.

DWOMO 320.2 6 October 1953

SUBJECT: Recommendation of Programmed Activation Site of AC&W Squadrons (672, 909, 905, 910, 645, 639, 644, 667 & 933d)

TO: Commander
32d Air Division (Defense)
Hancock Field
Eastwood Station 6
Syracuse, New York

1. Reference pages 159-161 Air Defense Command Program Booklet, 1 October 1953. This headquarters recommends that all Aircraft Control and Warning Squadrons programmed for activation during Fiscal Year 54 and 55 at Grenier Air Force Base, Manchester, New Hampshire, be reprogrammed for activation at Otis Air Force Base, Falmouth, Massachusetts, or some other Air Defense Command Base.

2. This recommendation is made in view of the fact that Grenier Air Force Base is no longer an Air Defense Command Base. To activate these Aircraft Control and Warning Units at Grenier Air Force Base will impose undue workload both upon the Air Defense Command Unit responsible for activating and manning the units and also upon Grenier Air Force Base, a Military Air Transport Service Base.

3. It is felt that adequate facilities can be made available at Otis Air Force Base to support properly the Aircraft Control and Warning Squadrons. In addition it is felt that to activate these units at an Air Defense Command Base would be much more efficient and economical from a standpoint of money, manpower and the other vital resources available to this command and to the Air Force.

4. Request that immediate action be taken to change the programmed activation site of all Aircraft Control and Warning Squadrons presently programmed for Grenier Air Force Base.

s/t/ OLIVER G. CELLINI
Colonel, USAF
Commander

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Hq 4707th Def Wg DWOMO 320.2 Subject: Recommendation on programmed Activation Site of AC&W Squadrons (672, 909, 905, 910, 645, 639, 644, 667 & 933d)

EAOPM 320.2 (6 Oct 53) 2d Ind 25 Nov 53

HQ EASTERN AIR DEFENSE FORCE, Stewart Air Force Base, Newburgh, N.Y.

TO: Commander, 32d Air Division (Defense), Hancock Field, Eastwood Station 6, Syracuse, New York

1. Current program information available at this headquarters indicates that a total of fourteen AC&W squadrons will be activated at Grenier Air Force Base during the 4Q FY54 and 1Q FY 55. Thirteen of these squadrons will be deployed either to NEAC or Canada during the 1Q FY55. The total authorized personnel strength for these units is approximately 130 officers and 1320 airmen, who must be housed, fed and furnished supplies and equipment during the same period of time that the first AEW&C unit is scheduled for activation at Otis Air Force Base. This headquarters considers that the facilities and personnel required at Otis Air Force Base to support thirteen squadrons during their activation, preparation for overseas movement, and deployment are not available. No additional personnel can be provided for this support under current ADC personnel authorizations.

2. Every effort is being made by this headquarters to preclude slippages in the deployment dates of future AC&W squadrons that are programmed for activation and deployment from Grenier Air Force Base, so that personnel to man these units can be retained in the present AC&W system as long as possible to insure maximum utilization of manpower.

3. Reference is made to paragraph 2 b, 1st Indorsement. The supplies and equipment required for the AC&W units deploying overseas consist of equipment authorized and listed under T/A 1-21. All other equipment and supplies will be assembled by AMC and shipped direct to the Port of Embarkation for subsequent shipment overseas.

4. Reference is made to paragraph 2 c, 1st Indorsement. No unit training will be accomplished by these units while they are located at Grenier Air Force Base preparing for overseas movement. As previously stated, the personnel to man these units will be retained in the present AC&W system as long as possible.

5. The Military Air Transport Service is currently programmed to provide the necessary support for these units at Grenier Air Force Base. In the event that adequate support is not provided, direct you notify this headquarters immediately.

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SECURITY INFORMATION

Hq 4707th Def Wg DWOMO 320.2 Subject: Recommendation on Programmed Activation Site of AC&W Squadrons (672, 909, 905, 910, 645, 639, 644, 667 & 933d)

6. In view of the personnel and facilities required to support the activation and preparation of this number of personnel and units for overseas movement, and considering the over-all program for Otis Air Force Base during this period, your proposal is not favorably considered.

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SECURITY INFORMATION

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HEADQUARTERS
4707TH DEFENSE WING
Otis Air Force Base, Falmouth, Mass.

DWOMO 320.2 3 Nov 53

SUBJECT: Recommendation on Programmed Activation Site of AC&W Squadrons

TO: Commander
Eastern Air Defense Force
Stewart Air Force Base
Newburgh, New York

1. Reference our classified letter, DWOMO 320, Subject: "Recommendation Programmed Activation Site of AC&W Squadrons" (672, 909, 905, 910, 645, 639, 644, 667 and 933rd), dated 29 October 1953.

2. Request the following units be included in the list of squadrons recommended for reprogramming. (927, 928, 929, 930 and 934th AC&W Squadrons)

3. Programming of above listed units was received at a late date, therefore, they were not included in letter referenced in paragraph one above.

t/ OLIVER G. CELLINI
Colonel, USAF
Commander

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25 August 1953

SUBJECT: EADF 1st Phase Mobile Radar Program

1. In addition to the 75 permanent radar sites established within ADC, USAF has approved a program to provide 44 1st phase mobile radar sites which will be located to provide low altitude coverage in areas where coverage is inadequate, and to fill existing gaps in the radar network which is required by the double perimeter air defense system.

2. The term mobile radar is a misnomer. Although each site is mobile, USAF and ADC have indicated that a capability of moving all technical facilities within two weeks would satisfy the requirement for mobility. Sites should be more correctly described as "semi-fixed", although "mobile". All radars will be tower mounted, the type of tower varying from a 25 foot steel tower furnished with the AN/FPS3 and AN/MPS-11, to a light wooden affair for the AN/TPs 1D. Prefabricated buildings will be used at all sites.

3. EADF is responsible for thirteen first phase mobile radar sites at this time, and upon completion of the 1955 boundary reorganization, EADF will gain seven additional sites for a command total of 20. Siting surveys for the sites which EADF is now responsible have been completed with exception of the six sites located in Canada. Construction on the sites for which surveys have been completed is expected to be finished approximately August 1954. The thirteen first phase sites are as follows:

Site	Sq	Location	Auth Str Off	Amn	Function	Equipment
M-102	672	Cape Sable, N.S.	6	76	Surveillance	TPS 1D
M 103	911	Groveton, N.H.	12	109	Direction Cen	MPS 11, MPS 14

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Site	Sq	Location	Auth Off	Str Amn	Function	Equipment
M-104	909	Wiarton, Ont.	6	76	Surveillance	TPS 1D
M-105	127 Becomes (677)	Alpena, Mich.	6	76	Surveillance	TPS-1D
M-106	113 Becomes (700)	Two Creeks, Wisc.	6	76	Surveillance	TPS-1D
M 107	910	Sutton, Ont.	6	76	Direction Center	TPS 1D, TPS 10D
M 108	905	Mattawa, Ont.	6	76	Direction Center	TPS 1D, TPS 10D
M 109	906	Grand Marais, Mich.	6	76	Surveillance	TPS 1D
M 110	907	Corea, Me.	6	76	Surveillance	FPS 8
M 119	639	Fire River, Ont.	12	109	Direction Center	MPS 7, MPS 14
M 120	645	Peninsula, Ont.	6	76	Direction Center	TPS 1D, TPS 10D
M 121	649	Bedford, Va.	12	109	Direction Center	FPS 8, TPS 10D
M 131	809	Owingsville, Ky.	6	76	Surveillance	TPS 1D

4. Following the 1955 boundary reorganization, the following units will be gained from CADF:

Site	Sq	Location	Auth Off	Str Amn	Function	Equipment
M 101	808	Rochester, Minn.	6	76	Surveillance	TPS 1D
M 115	111	Ft Fisher, N.C.	16	179	Direction Center	MPS 7, MPS 14
M 116	614	Englehard, N.C.	12	109	Direction Center	MPS 7, MPS 14
M 117	632	Roanoke Rapids, NC	6	76	Direction Center	FPS 8, TPS 10D
M 122	650	Dallas Center, Ia.	6	76	Direction Center	TPS 1D, TPS 10D

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Site	Sq	Location	Auth Str Off	Auth Str Amn	Function	Equipment
M 124	652	Aberdeen, N.C.	6	76	Direction Center	FPS 8, TPS 10D
M 130	810	Winston, Salen, NC	12	109	Direction Center	MPS 11, TPS 10D

5. The following data concerning activation, location and disposition of 1st phase mobile AC&W Squadrons is programmed as indicated:

Site	Sq	Activation	Location & Date	Location	B.O. Date
M 102	672	Grenier	4854	Cape Sable, N. S.	Unk
M 104	909	"	"	Wiarton, Ont.	Unk
M 107	910	"	"	Suttom, Ont.	Unk
M 108	905	"	"	Mattawa, Ont.	Unk
M 119	639	"	"	Fire River, Ont.	Unk
M 120	645	"	"	Peninsula, Ont.	Unk
M 115	111 (701)	"	Now	Ft Fisher, N.C.	May 54
M 112	112 (702)	"	"	Savannah, Ga.	Mar 54
M 106	113 (700)	"	"	Two Creeks, Wisc.	Aug 54
M 116	614	"	"	Englehard, N.C.	May 54
M 91	119 (703)	Otis	"	Texarkana, Ark.	Nov 54
M 105	1 Sept 127 (677)	Ft Williams	"	Alpena, Mich.	Jun 54
M 113	125 (792)	Ethan Allen	"	Charleston AFB,SC	Apr 54
M 114	128 (679)	Dow AFB	"	Fernandia, Fla.	Apr 54

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Site	Sq	Activation Location & Date	Now	Ultimate Location	B. O. Date
M 103	911	Hancock AFS	"	Groveton, N.H.	Unk
M 109	906	Willow Run Aprt	"	Grand Marais, Mich.	Jun 54
M 110	907	Hancock AFS	"	Corea, Me.	Mar 54
M 121	649	Roslyn, N.Y.	"	Bedford, Va.	May 54
M 131	809	Willow Run Aprt	"	Owingsville, Ky	May 54

The aforementioned units that have been activated are presently being maintained at record strength with the exception of the units located at Crenier, Otis, Ft Williams and Dow. These units are manned at a strength of one officer and two airmen. The 614th AC&W Sq is manned at record strength.

6. Original plans called for "on site" activation; however, the progress of construction at the sites was such that on site activation was impossible. The units programmed for on site activation were activated at the division headquarters site. The current plan is to move the units to the M-sites less personnel and equipment to eliminate an interim move.

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MESSAGEFORM

FM CG ADC ENT AFB COLO
TO CG EADF STEWART AFB NY

INFO: DIR INSTLS WASH DC
AF INSTL REPR NEW ENGLAND DIC COE

/SECRET/ CITE ADMIS C-2 1259 PD RECENT RECON OF SITE M-103 BY PERS OF NED CMA AFIRO NED YOUR HQ AND THIS HQ INDICATE THAT COST OF ACCESS ROAD WILL BE EXCESSIVE PD THERE ARE MANY PEAKS IN THE GENERAL AREA CMA SOME OF WHICH MAY BE ACCEPTABLE LOCATIONS PD LOCATION OF SITE AT YOUR DISCRETION PROVIDING REQUIRED COVERAGE IS OBTAINED PD PRIOR TO FINAL DECISION REF PRESENT PROPOSED LOCATION CMA REQ ADDITIONAL INTENSIVE MAP AND AERIAL RECON TO DETERMINE FINALLY WHETHER THERE IS NO ACCEPTABLE ALTERNATE PD AMONG OTHER LOCATIONS CMA GIVE CONSIDERATION TO CANNON MT AND MT CRANMORE CMA PRESENTLY SERVED BY TRAMWAY AND SKIMOBILE RESPECTIVELY PD CONCUR THAT MT WASHINGTON CANNOT BE CONSIDERED BECAUSE OF NON AVAILABILITY OF RADOME NECESSARY BECAUSE OF CLIMATIC CONDITIONS PD DESIRE RECON BE EXPEDITED PD REQUEST ADVICE AS TO EARLIEST POSSIBLE DATE ON WHICH RESULTS OF RECON MAY BE RCD PD

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SECURITY INFORMATION

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SUBJECT: Status of M-Sites 21 Aug 53

TO: Col Crittenden

1. First Phase

a. Groveton, N.H. (103) Type VI (12 O, 109 AM): OC&E Design Directive issued 17 Nov 52. Preliminary site layout plan, revised in accordance with new criteria issued by Hq ADC, 2 Apr 53. A recent cost survey for the construction of an access road to the site appeared to be excessive. As a result it was recommended by Hq ADC, that a further reconnaissance be conducted by this hqs in relocating the site. A new site has been selected and the Siting Report prepared by DC&E, this hqs. USAF IR, New England Division has been requested to ask New England Division to stop all design on the old site pending approval of the new site. New site is on State owned land. USAF IR has been requested to negotiate with the state for lease of land, but State of Vermont refuses to allow any type of Air Instl on Burkes Mountain, due to an expansion of recreational facilities planned for the near future. DC&E forwarded a TWX to ADC stating the original site location is the only one suitable. Decision is up to Hq ADC.

b. Alpena Mich. (105) Type V (6 O, 77AM): OC&E Directive issued 17 Nov 52. Firm site plan revised in accordance with Hq ADC letter, 2 Apr 53, and approved by USAF IR, Great Lakes Division, Middletown AMA, and Hq EADF, 29 Apr 53. Site plan approved by EADF Instl Planning Bd, 22 Jun, and forwarded to ADC same date. Real Estate planning report approved by EADF 16 Jun and Hq ADC notified same date. Final design to be completed Sept 53. Beneficial occupancy date designated June 54.

c. Two Creeks, Wis (106), Type V (6.0, 77 AM): OC&E Design Directive issued 20 Apr 53. Firm site plan approved by all agencies 18 Jun 53, by EADF Instl Planning Bd 19 Jun, and forwarded to ADC from this office, same date. Final design to be completed Nov 53, and beneficial occupancy date designated Aug 54.

d. Grand Marais, Mich (109) Type V (6 O, 77 AM): OC&E Directive issued 9 Dec 52. Firm site plan revised in accordance with Hq ADC ltr 2 Apr 53, and approved by USAF IR Great Lakes Division, Middletown AMA, and this hqs, 29 Apr 53. Site plan approved by EADF Instl Planning Bd 22 Jun and forwarded to ADC from this office same date. Real Estate planning report approved by this hqs 16 Jun 53 and ADC notified same date. Directive issued by ADC for lease of property with option to buy 29 Jun. Final design to be completed Sept 53 and

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Status of M-Sites (21 Aug 53) Cont'd)

e. Corea, Me (110) Type V (6 O, 77 AM): OC&E Design Directive issued, 17 Nov 52. Firm site plan revised in accordance with ADC ltr and this hqs, 8 May 53. Site plan approved by EADF Instl Planning Bd 22 Jun and forwarded to ADC, from this office, same date. Real Estate planning report approved by this Hq 14 Jul and ADC notified same date. Real Estate Directive issued 22 Jul 53. Design completed. Beneficial Occupancy date designated Mar 54.

f. Bedford Va. (121) Type VI (12 O, 109 AM): OC&E Design Directive issued 5 Nov 52. Firm site plan revised in accordance with ADC ltr 2 Apr 53. Site plan approved by all agencies 15 Jun 53, by EADF Instl Planning Bd 19 Jun and forwarded to ADC from this office, same date. Request for permit (Govt owned land) submitted by this hqs 6 Jul. Final design to be completed Sept 53 and beneficial occupancy date designated May 54. Acquisition of land approved by ADC (30 acres) 4 Aug.

g. Owingsville Ky (131) Type V (6 O, 77 AM): OC&E Design Directive issued 17 Dec 52. Firm site plan revised in accordance with ADC ltr 2 Apr 53. Firm site plan approved by all agencies 16 Jun, EADF Instl Planning Bd 23 Jun, and forwarded to ADC, from this office, same date. Real Estate planning report approved by this hqs 16 Jun 53 and ADC notified same date. Final design to be completed Sept 53 and beneficial occupancy date designated for May 54.

2. Second Phase:

a. Ft Dearborn, Portsmith, N. H. (132) Type V - Preliminary site survey report forwarded ADC 1 Jan 53. This office received information from DC&E that EASTARAACOM is trying to acquire this site for their own use, the decision as to whom will occupy the site is to be decided by higher headquarters. Site survey approved by ADC 30 July 53/

b. Elizabeth town Md (133) Type V. Preliminary site survey report forwarded ADC Feb 53. No other action to date.

c. Berlin, Md (134) Type V. Preliminary site survey report forwarded ADC Feb 53, no other action to date.

d. Carmi, Ill (137) Type V. Preliminary site survey report forwarded ADC March 53. ADC approved site survey report and forwarded same to Hq USAF for their approval 26 May 53.

3. Third Phase (Canadian Sites)

a. Cape Sable, N.S. (102))
b. Wiarton, Ont (104))

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Status of M-Sites (21 Aug 53) (Cont'd)

c. Sultan, Ont (107)	)	
d. Mattowa, Ont (108)	)	
e. Fire River, Ont (119)	)	Directive issued by ADC
f. Peninsula, Ont (120)	)	2 July for siting.

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DISPOSITION FORM

FILE NO.

SUBJECT: 1st Phase Mobile AC&W Program

TO: EAODO

FROM: EAOPM

DATE: 2 Dec 53

COMMENT NO. 1

1. The following information is forwarded to you to acquaint you with the latest changes to the 1st phase mobile AC&W program:

a. At the present time a total of ten first phase mobile AC&W squadrons are activated and are manned at reduced strength pending completion of the sites which the units will ultimately occupy. Six additional first phase mobile AC&W squadrons are programmed to activate in June 1954, and are programmed to occupy sites in Canada. The 16 AC&W squadrons are as follows:

Squadron	Present Location	Ultimate Location	Programmed Beneficial Occupancy Dt
700	Grenier AFB	Two Creeks, Wisc.	Nov 54
614	Grenier AFB	Englehard, N.C.	May 54
677	Ft Williams	Alpena, Mich.	Oct 54
792	Ethan Allen	Charleston AFB, S. C.	Apr 54
679	Dow AFB	Fernandia, Fla.	Apr 54
907	Hancock AFS	Corea, Me.	Unk
911	Hancock AFB	Groveton, N.H.	Dec 54
906	Willow Run Aprt	Grand Marais, Mich.	Sept 54
809	Willow Run Aprt	Owingsville, Ky.	Sept 54
649	Roslyn, N. Y.	Bedford, Va.	Sept 54
672	To be activated	Cape Sable, N.S.	Unk
909	at Grenier AFB	Wiarton, Ont.	Unk
910	--	Sulton, Ont.	Unk
905	--	Mattawa, Ont.	Unk
639	--	Fire River, Ont.	Unk
645	--	Peninsula, Ont.	Unk

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DISPOSITION FORM

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FILE NO.

SUBJECT: 1st Phase Mobile AC&W Program (Cont'd)

TO | FROM | DATE | COMMENT NO. 1

b. In conjunction with the preceding paragraph, three 1st phase mobile AC&W squadrons, which were originally ANG squadrons, have been returned to State control. Originally these three units were programmed to be located at CADF sites although they have been located at EADF bases. These units are as follows:

Squadron	Previous Location
111	Grenier AFB
112	Grenier AFB
119	Otis AFB

These units have been redesignated the 701st, 702d, and 703d AC&W Squadrons and have been activated at locations within CADF effective 1 December 1953.

c. It should be noted that three of the 1st phase mobile AC&W squadrons which were included in paragraph 1a are also programmed to occupy sites in CADF. Headquarters ADC has proposed to Headquarters USAF that these units be transferred to CADF less personnel and equipment. These units are as follows:

Squadron	Present Location
679th AC&W	Dow AFB
792d	Ethan Allen
614th	Grenier AFB

d. Siting surveys for all the 1st phase sites have been completed with the exception of the site for the 907th AC&W Squadron at Corea, Me. This site had previously been surveyed and construction had almost commenced; however, the Navy raised serious objections to an AC&W unit operating in the close proximity to their DF station, so instructions were received from Headquarters ADC to relocate the site in the same general area. A siting team from this headquarters is scheduled to resurvey this site in the near future.

e. The Oct 53 ADC Program document indicates that we will receive seven 1st phase mobile AC&W units from CADF following the 1955 boundary reorganization. These units are as follows:

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DISPOSITION FORM

FILE NO.

SUBJECT: 1st Phase Mobile AC&W Program (Cont'd)

TO | FROM | DATE | COMMENT NO. 1

Squadron	Ultimate Location	Function
808	Rochester, Minn.	Surveillance
701	Ft Fisher, N.C.	Direction Center
614	Englehard, N.C.	"
632	Roanoke Rapids, N.C.	"
650	Dallas Center, Ia.	"
652	Aberdeen, N.C.	"
810	Winston Salem, N.C.	"

Following the gain of these units, EADF will be responsible for a total of 20 1st phase mobile AC&W squadrons.

2. This directorate will keep you informed as changes to this program develop.

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CONFIDENTIAL

FILE: HEADQUARTERS

EASTERN AIR DEFENSE FORCE

SUBJECT: (Uncl) Relocation of Mobile Radar Site, M-110, Corea, Maine

INTEROFFICE ROUTING SLIP

#1 7 Dec 53

No.	Date	From	To	Number and date each entry—show date of dispatch. Show staff division or office in FROM—TO columns. Sign each entry legibly—show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
		EAOCE-E	EAODO EADCG (in turn)	1. In August 1952, the EADF radar siting team selected a location for First Phase Mobile Radar Site, M-110, in the vicinity of Corea, Maine. In December 1953, the U.S. Navy objected to the USAF radar because of its proximity (3/4 mile) to the U.S. Naval Radio Station, Winter Harbor, Maine, a radio intercept and direction finding installation operated for the Central Intelligence Agency. As a result of this, Hq USAF directed that M-110, then ready for construction, be relocated. 2. A possible alternate site recommended by both Hq USAF and Navy is the abandoned Coast Guard base at Jonesport, Maine, about 20 miles from Corea. To preclude further confusion, and at the request of Hq USAF, Major Kobel, siting team leader, proceeded to that headquarters on 4 December 1953, to coordinate the resurvey and to view a radar siting report previously prepared by the Navy for the Jonesport area. The following are the results of this meeting: a. General Blake, Director of Communications, USAF, stated that in his opinion, the lack of interservice coordination was not due to any action of EADF, since the siting team leader had contacted the local Naval Base Commander when the radar was sited at Corea and that no objection was raised at that time. b. The Navy stated that radars should not be located within 20 miles of radio and DF installations similar to that at Winter Harbor, Maine. Five mobile radar sites in other defense forces must be resited due to this requirement. c. A study of all available information pertaining to the alternate site at Jonesport, Maine, revealed that the base, abandoned in 1948, was in poor condition and that the terrain did not appear to be adaptable to air defense radar. d. Hq USAF re-stated their desire that the radar be relocated.

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HQ EADF Form 8

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ARMY-U.S.M.A. WEST POINT, N.Y.-3CM 1-26-53

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FILE:

HEADQUARTERS

EASTERN AIR DEFENSE FORCE

SUBJECT: (Uncl) Relocation of Mobile Radar Site, M-110, Corea, Maine

INTEROFFICE ROUTING SLIP

#1 7 Dec 53

No.	Date	From	To	Number and date each entry—show date of dispatch. Show staff division or office in FROM—TO columns. Sign each entry legibly—show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
		EAOCE-E	EAODO EADCG (in turn)	(CONTD) 3. After the meeting at Hq USAF, the siting team proceeded to Maine to relocate M-110, with instructions that the Coast Guard base at Jonesport would be visited before proceeding with the survey. Relocation of M-110 will result in a USAF loss of $30,000 expended on site design and TDY for the siting team. It will also mean that the site operational date will be delayed for at least a year. s/t/ NELSON S. BROOKS Colonel, USAF Dir, Comm & Elect

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ARMY-U.S.M.A. WEST POINT, N.Y.-3CM 1-26-53 2 ON

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HEADQUARTERS
EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N.Y.

28 August 1953

SUBJECT: Second Phase Mobile Radar Program

1. The Second Phase Mobile Radar Program has been approved by Headquarters USAF for implementation in FY 54, subject to ADC capabilities to provide the necessary personnel and equipment from resources presently programmed for ADC.

2. In addition to the first phase mobile radar sites established within ADC, Headquarters USAF has approved a program to provide additional mobile radar stations (second phase) for ADC which are required to complete the double perimeter concept around the three critical target areas within the United States, and to fill existing low level gaps along the Northeast and West coasts.

3. EADF is responsible for four sites at the present time, and upon completion of the 1955 reorganization, we will gain nine additional sites for a total of thirteen (13). Siting has been completed on the four sites for which we are responsible. These sites are as follows:

LOCATION OF MOBILE RADAR SITES (SECOND PHASE):

Site	Location	Sq	Function	Equipment	Personnel Off	Personnel Amn
SM132	Dearborn, N.H.	644	Surveillance	TPS-1D	6	76
SM133	Elizabeth Town, Pa.	690	Surveillance	TPS-1D	6	76
SM 134	Berlin, Md.	691	Surveillance	TPS-1D	6	76
SM137	Grayville, Ill.	704	Surveillance	TPS-1D	6	76

The following sites will be gained from CADF following the 1955 reorganization:

Site	Location	Sq	Function	Equipment	Personnel Off	Personnel Amn
SM136	Bowling Green, Mo.	699	Surveillance	TPS-1D	6	76
SM138	Swan River, Minn.	707	Direction Cen	MPS-7;MPS 14	12	109

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Subject: Second Phase Mobile Radar Program (Cont'd)

Site	Location	Sq	Function	Equipment	Personnel Off	Amn
SM139	Benson, Minn	721	Direction Cen	TPS-1D; MPS 8	12	109
SM140	Sioux City, Ia.	722	Surveillance	TPS-1D	6	76
SM141	Fall City, Neb.	723	Surveillance	TPS-1D	6	76
SM142	Eldorado Springs, Mo.	724	Surveillance	TPS-1D	6	76
SM143	Pocahontas, Ark	725	Direction Center	MPS-11;MPS-8	12	76
SM144	Martin, Tenn	730	Surveillance	TPS-1D	6	76
SM145	Berry Field,Tenn	799	Direction Center	TPS-1D;MPS-8	12	109

4. As automatic remoting equipment becomes available, some of the sites with surveillance functions will be able to reduce their personnel requirements, since it will be possible to remote information received at these sites to adjoining permanent sites.

5. All second phase mobile sites presently assigned to EADF will function as low altitude gap fillers and perform surveillance only. No height finding equipment will be provided.

6. No unit activations are authorized prior to 1st quarter FY 55.

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HEADQUARTERS
AIR DEFENSE COMMAND
Ent Air Force Base
Colorado Springs, Colorado

ADOCE-E 676.3 12 Dec 1953

SUBJECT: (Unclassified) USAF Policy on Mobile Radar Programs

TO: Commander
Eastern Air Defense Force
Stewart AirForce Base
Newburgh, New York

1. In planning of the aircraft control and warning network, this headquarters established the requirement for 79 mobile radars (44 first phase and 35 second phase). The purpose of these M and SM sites was to fill the gaps existing in the double perimeters surrounding three critical target areas and for providing a defense capability at certain other critical targets.

2. The total number and locations of the M and SM sites were established prior to the conduct of site surveys. As the site surveys were completed, it became apparent that certain site locations, as programmed, were not required. As a result, this headquarters requested USAF to approve relocation of the surplus sites to other areas requiring radar coverage.

3. Headquarters USAF recently stated the following policy in regard to relocation of sites:

"The policy in regard to those stations designated as M or SM sites which on re-evaluation are not required to fulfill the requirements of the program for which they have been made available will be:

"a. In those instances where originally programmed first phase sites are no longer required, these sites will be substituted for stations of the second phase program but still retain their M-site designation. This will make a site surplus to the second phase program.

"b. The personnel made available by the elimination of SM sites will be retained by ADC to be applied toward stated manpower deficiency in the first and second phase mobile program.

"c. Equipment made surplus by the deletion of sites will be reallocated to satisfy other approved USAF requirements."

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Hq ADC, ADOCE-E 676.3, Subj: (Uncl) USAF Policy on Mobile Radar Programs

4. It is Headquarters USAF policy that 44 first phase sites will be retained and the number of second phase sites will be reduced when re-evaluation of site locations indicates sites are not needed to furnish the radar coverage for which the M and SM sites were programmed.

5. Based upon the policy stated above, the relocation of M-123, Ft. Bidwell, Calif., to Winette, Montana, was disapproved. The site SM-134 at Berlin, Md., was re-designated as M-123, with the result that site number SM-134 was eliminated from the second phase program. Similarly, the relocation of SM-135 from Delmar, Ill., to Hettinger, N.D., was disapproved and eliminated from the program.

6. For your information, a "third" phase mobile radar program has been submitted to Headquarters, USAF for approval. The purpose of this program is to complete the perimeter defense of the continental U.S. and to extend westerly the contiguous coverage provided for the critical target areas of eastern U.S. Specific information will be furnished to your headquarters upon USAF approval of the program.

BY ORDER OF THE COMMANDER:

Info cy:
Comdr, RAFD

LEWIS E. SMITH
Captain, USAF
Asst Command Adj

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HEADQUARTERS
AIR DEFENSE COMMAND
Ent Air Force Base
Colorado Springs, Colorado

ADOPR 413.44 10 Sep 1953

SUBJECT: (UNCL) Relocation of M-123 and SM-135

TO: Director of Operations
Headquarters USAF
Washington 25, D. C.

1. Recent radar coverage reports indicate no need for prime radar sites at proposed locations for M-123 and SM-135. Investigation indicates necessary coverage can be provided in these areas by small gap-filler radar during approximately the same time period. In view of the above, the decision has been made to relocate these two facilities to the North Central section of the United States. The approximate locations will be as follows:

M-123 - Winnett, Montana	47°03'N	108°26'W
SM-135 - Hettinger, N.D.	46°10'N	102°30'W

2. Even though this move is of considerable magnitude and the new locations would not categorically fulfill the requirements that justified the radars in the original programs, these locations will fulfill a requirement for air defense that has since been approved by Headquarters USAF (Ref. AF Plan for Defense of the Continental United States, 31 December 1955). Further, these new locations are consistent with the double perimeter concept of air defense and would provide for a combat capability in depth through an area that has been designated as a logical approach route for attack on the United States.

3. Station operation at the new locations will be considerably different from that indicated in the ADC AC&W Function Study, 20 May 1953. A comparison between the old and new location in regard to station function and radar equipment is indicated below.

	Old Location		New Location	
	Function	Equipment	Function	Equipment
M-123	Sur. Sta	MPS-11, TPS-1D	Direction Center	MPS-11, TPS-10D
SM-135	Sur. Sta	TPS-1D	Direction Center	MPS-11, TPS-10D

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ADOPR 413.44 Subj: (UNCL) Relocation of M-123 and SM-135

The complete details for operation of these stations will be included in the revised AC&W Function Study now being developed.

4. In order to expedite new site surveys and effect the necessary programming changes, urgently request these new locations be approved with the least possible delay.

FOR THE COMMANDER:

JOSEPH D. HORNSBY
Lt Col., USAF
Asst Command Adj

Info cy to:
Comdr, WADF
Comdr, CADF
Comdr, EADF

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HEADQUARTERS
AIR DEFENSE COMMAND
Ent Air Force Base
Colorado Springs, Colorado

ADOPR 413.44 4 Sep 53

SUBJECT: (Restricted) Small Automatic Radar Program

TO: Deputy Chief of Staff, Operations
Headquarters USAF
Washington 25, D. C.

1. References:

a. First Indorsement, AFDRQ-AD/C, Headquarters USAF, 17 March 1953 to letter, no file number, Headquarters Air Defense Command, 21 January 1953, subj: (Uncl) Low Altitude Radar Coverage.

b. "Air Force Plan for the Defense of the Continental United States Against Air Attack", published 8 June 1953.

2. Reference 1 a. above approved in principle our requirement and initial deployment concept for low altitude radar. This requirement is generated by the necessity to have rapid and precise low altitude coverage on the perimeters and a low altitude tracking capability within the air defense system.

3. The present and programmed radar network is inherently incapable of providing surveillance below approximately 5,000'. To preclude undetected penetration of the system by air attack at low altitudes, small automatic radars will be deployed within the coverage of prime radars, permanent or mobile, to supply the needed low altitude data. Further, it will be necessary to automatically transmit this data to the scopes of the prime radar to permit rapid precise threat evaluation and weapon assignment.

4. The criteria for siting the small radars is to provide solid radar coverage down to 500 feet on the perimeter of the combat zone and on the outer perimeter of the double perimeter areas, and sufficient coverage within the double perimeter areas whereby a target at 500 feet altitude, traveling at 250 MPH, would not be out of surveillance for a period greater than approximately four (4) minutes. This degree of coverage for all practical purposes permits constant tracking on any hostile within these areas. At critical point targets outside the double perimeter areas, small radars will be employed where additional coverage is required to enable maximum utilization of the AA capability.

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Hq ADC ADOPR 413.44 Subj: (Restricted) Small Automatic Radar Program (Cont'd)

5. The transmission system requirements are as described in paragraph 3b., reference 1a. above. Current information indicates two (2) voice level circuits per installation will be required. At the present time the meager cost information available to this headquarters is not considered sufficiently reliable to hazard an overall cost estimate for this program. Recommend ARDC be contacted for detailed information regarding these two items.

6. Implementation of this program will require about 323 small radars (Incl #1) and will be accomplished in three (3) phases. The first phase will consist of deploying the radars in the double perimeter areas and across the North Central United States. This will require about 125 small radars. The second phase will consist of deploying small radars around the perimeter of the United States in support of the USAF Objectives Plan for Air Defense of the United States, 31 December 1955 (ref 1b.). This will require about 85 additional small radars. The third phase will consist of deploying small radars within the double perimeter areas to provide a low altitude tracking capability. This will require about 107 additional radars. Maintenance of this system will be performed by maintenance teams on a scheduled or as needed basis. It is estimated that a team consisting of three (3) maintenance men can provide maintenance for nine (9) small radars. These teams will be based at established military installations most convenient for maintenance purposes.

7. Approximately fifty-seven (57) of these radars will be in Canada. The portion of this program that pertains to Canada has been discussed with representatives of RCAF/ADC who concur in general with the requirement for low altitude coverage throughout the areas depicted.

8. When this program is complete, tested in actual exercises, and has proven that its surveillance capability is adequate, there probably will be no further need for the Ground Observer Corps except on a standby basis for emergency operations. It must be anticipated that a period of time will exist during the installation of the automatic radars when the operation of the GOC must continue on a 24-hour basis. An estimate of when the GOC can be released from this requirement can only be determined after firm delivery and installation schedules of the automatic radars have been established.

9. It is realized that many radars of this general type are being programmed for other missions within the U.S.. For example; AN/CPN-18's for military air bases, ASR-2 and ASR-3's for civilian

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airfields, TPS-1D's for AAA use, etc. Every effort is being made by this command to insure use of these radars to avoid duplication of installations. The problem of fully assuring minimum duplication of radars is, however, beyond the scope of this headquarters, and probably can only be properly accomplished at Department of Defense-Department of Commerce level. It is recommended that action be initiated by your headquarters to insure, insofar as possible, full coordination of use of all programmed radars in the U.S.

10. Request approval of the small radar program as it applies to the 1955-56 time period. Further request your headquarters take necessary budgetary action to insure procurement of the equipments in sufficient time to permit operational status of this program that is compatible with the attainment of the position outlined in refernce 1b. above. Upon receipt of your approval, site surveys will be expedited to determine exact number of equipments needed by phase and to develop a firm cost estimate for installation.

FOR THE COMMANDER:

1 Incl
Auto Radar Locations
for 1955 Air Def Plan

t/ JARRED V. CRABB
Major General, USAF
Chief of Staff

Info cys to:
Comdr, AMC
Comdr, ARDC
AOC, RCAF/ADC
Comdr, WADF
Comdr, EADF
Comdr, CADF

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SECURITY INFORMATION

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HEADQUARTERS
EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N.Y.

GENERAL ORDERS)
NUMBER 49)

30 July 1953

ANNOUNCEMENT OF RELIEF FROM ACTIVE MILITARY SERVICE OF ANG UNITS.....SECTION I
ACTIVATION AND ASSIGNMENT OF UNITS.....SECTION II

SECTION I

1. Announcement is made that the following Air National Guard Units are relieved from active military service in the United States Air Force, less personnel and equipment, and will revert to the control of the states indicated effective 1 September 1953.

UNIT	CONTROL OF
127th AC&W Squadron	State of Michigan
128th AC&W Squadron	State of Wisconsin

2. Authority: ADC General Orders Number 35, 15 July 1953.

SECTION II

1. Effective 1 September 1953, the following units (having been constituted and assigned to this command) are activated with station, strength, and T/O composition, as indicated:

UNIT & STATION	T/O COMPOSITION	AUTHD OFF	STR AMN
677th AC&W Squadron, Ft. Williams, Portland, Maine.	1-2129P, 1 Jan 52, 1 x Parts IICE, CH, OH, RC, SD, SE, SN; 1-2129P-B, 15 Nov 52, 1 x Part IIAC; 1-4101-B, 15 Mar 53, 1 x Part IICL; 1-8020, 1 Oct 52, 1 x Part IIE; 1-8035, 1 Apr 52, 1 x Part IIG; 2 x Part IIF	5	73

UNIT & STATION	T/O COMPOSITION	AUTHD OFF	STR AMN
679th AC&W Squadron, Dow Air Force Base, Bangor, Maine	1-2129P, 1 Jan 52, 1 x Parts IIAH, CA, CE, OA, RB, SD, SK, SN; 3 x Part IIOH; 1-2129P-B, 15 Nov 52, 1 x Part IIAC; 1-4101-B, 15 Mar 53, 1 x Part IICL; 1-8020, 1 Oct 52, 1 x Part IIE; 1-8035, 1 Apr 52, 1 x Part IIG; 2 x Part IIF	11	97

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GENERAL ORDERS NUMBER 49 (Cont'd)

2. Concurrent with activation, above units are assigned to the 4711th Defense Wing.

3. Personnel will be furnished from sources available to the defense wing concerned. Personnel rendered surplus by the relief of the 127th and 128th AC&W Squadrons from active military service will be used to the greatest extent practicable in manning these units.

4. The above units are Category D units and are authorized Unit Essential and Base Support Equipment as listed on their Unit Property Record Equipment Authorization Lists. The UPREAL's will be prepared based on Columns 3A and B of the MEAL and above T/O compositions. The UPREAL's and equipment of the Air National Guard units, 127th and 128th AC&W Squadrons, will be transferred to the units activated above; and all T/A equipment will be transferred to the new units or turned in to the appropriate supply officer.

5. Previous instructions pertaining to the manning and equipping of the 127th and 128th AC&W Squadrons remain in effect for the new units.

6. The precedence categories for the 677th and 679th AC&W Squadrons are the same as those established for the 127th and 128th AC&W Squadrons prior to their relief from active military service; any change will be as reflected in the subsequent issues of the USAF Operating Program--Priorities of Programmed Units.

7. Appropriate allotments will be obligated to the extent necessary in accordance with AFM 172-1, June 1949.

8. The pertinent provisions of the following directives are applicable:

AFM 171-6, 1 June 1950
AFM 181-5, June 1950

9. The 679th AC&W Squadron is entitled to the history, battle honors, and any colors belonging to the 679th AC&W Squadron which was inactivated on 6 February 1952. If desired, unit history may be obtained from the USAF Historical Division, Air University, Maxwell Air Force Base, Alabama.

10. Upon completion of action directed herein, report showing effective date and type of action will be made to the Commander, Eastern Air Defense Force, Attn: Director of Statistical Services. Report is to arrive within 24 hours after effective date by means of Air Force Organization Status Change Report (Reports Control Symbol AF-01) as required in Chapter XX, EADF Manual 171-2.

11. Authority: Letter, Department of the Air Force, 322 (AFOMO 601h), Subject: "(Unclassified) Constitution and Activation of the 677th Aircraft Control and Warning Squadron; Activation of Certain Other USAF Units,"

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GENERAL ORDERS NUMBER 49 (Cont'd)

1 June 1953, and 1st Indorsement thereto, from Air Defense Command, ADOMO 322, 24 June 1953.

BY ORDER OF THE COMMANDER:

OFFICIAL:

BARTON M. RUSSELL
Colonel, USAF
Acting Vice Commander

JOHN L. WARREN
Colonel, USAF
Adjutant

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HEADQUARTERS
EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N.Y.

GENERAL ORDERS)
NUMBER 60)

1 October 1953

ANNOUNCEMENT OF RELIEF FROM ACTIVE MILITARY SERVICE OF ANG UNIT .... SECTION I
ACTIVATION AND ASSIGNMENT OF UNIT ..... SECTION II

SECTION I

1. Announcement is made that the following Air National Guard Unit is relieved from active military service in the United States Air Force, less personnel and equipment, and will revert to the control of the state indicated effective 1 November 1953.

UNIT	CONTROL OF
125th AC&W Squadron	State of Missouri

2. Authority: ADC General Orders Number 43, 1 September 1953.

SECTION II

1. Effective 1 November 1953, the following unit (having been constituted and assigned to this command) is activated with station, strength and T/O composition, as indicated:

UNIT & STATION	T/O COMPOSITION	AUTHD STR OFF	AUTHD STR AMN
792d AC&W Squadron, Ethan Allen Air Force Base, Winooski, Vermont	1-2129P, 1 Jan 52, 1 x Parts IICE, CH, OH, RC, SD, SE, SN; 1-2129P-B, 15 Nov 52, 1 x Part IIAC; 1-4101, 1 May 52, 1 x Part IICL; 1-8020, 1 Oct 52, 1 x Part IIE; 1-8035, 1 Apr 52, 1 x Part IIG, 2 x Part IIF	5	73

2. Concurrent with activation, above unit is assigned to the 4711th Defense Wing.

3. Personnel will be furnished from sources available to the defense wing concerned. Personnel rendered surplus by the relief of the 125th AC&W Squadron from active military service will be used to the greatest extent practicable in manning this unit.

4. The above unit is a Category D unit and is authorized Unit Essential and Base Support Equipment as listed on its Unit Property Record Equipment Authorization List. the UPREAL will be prepared based on Columns 3A and B of the MEAL and above T/O composition. The UPREAL and equipment of the Air National Guard unit, 125th AC&W Squadron, will be transferred to the unit activated above; and all T/A equipment will be transferred to the new unit or turned in to the appropriate supply officer.

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GENERAL ORDERS NUMBER 60 (Cont'd)

5. Previous instructions pertaining to the manning and equipping of the 125th AC&W Squadron remain in effect for the new unit.

6. The precedence category for the 792d AC&W Squadron is the same as that established for the 125th AC&W Squadron prior to its relief from active military service; any change will be as reflected in the subsequent issues of the USAF Operating Program-Priorities of Programmed Units.

7. Appropriate allotments will be obligated to the extent necessary in accordance with AFM 172-1, June 1949.

8. The pertinent provisions of the following directives are applicable:

AFM 171-6, 1 June 1950
AFM 181-5, June 1950

9. Upon activation, the 792d Aircraft Control and Warning Squadron is entitled to the history, battle honors, and any colors belonging to the unit inactivated 4 June 1951. If desired, unit history may be obtained from the USAF Historical Division, Air University, Maxwell Air Force Base, Alabama.

10. Upon completion of action directed herein, report showing effective date and type of action will be made to the Commander, Eastern Air Defense Force, Attn: Director of Statistical Services. Report is to arrive within 24 hours after effective date by means of Air Force Organization Status Change Report (Reports Control Symbol AF-01) as required in Chapter XX, EADF Manual 171-2.

11. Authority: Letter, Department of the Air Force, 322 (AFOMO 684h), Subject: "(Unclassified) Activation of the 792d Aircraft Control and Warning Squadron," 1 August 1953, and 1st Indorsement thereto, from Air Defense Command, ADOMO 322, 18 August 1953.

BY ORDER OF THE COMMANDER:

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OFFICIAL:

JOHN L. WARREN
Colonel, USAF
Adjutant

GEORGE F. SMITH
Brigadier General, USAF
Vice Commander

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HEADQUARTERS
EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N.Y.

GENERAL ORDERS)
NUMBER 69)

23 November 1953

ANNOUNCEMENT OF RELIEF FROM ACTIVE MILITARY SERVICE OF ANG UNIT ... SECTION I
ACTIVATION AND ASSIGNMENT OF UNITS ..... SECTION II

SECTION I

1. Announcement is made that the following Air National Guard Units are relieved from active military service in the United States Air Force, less personnel and equipment, effective 1 December 1953, and will revert to the control of the State and/or District as indicated:

UNIT	CONTROL OF
111th AC&W Squadron	Pennsylvania
112th AC&W Squadron	Pennsylvania
113th AC&W Squadron	District of Columbia
119th AC&W Squadron	Tennessee

2. Authority: Air Defense Command General Orders Number 46, dated 30 September 1953.

SECTION II

1. Effective 1 December 1953, the following unit (having been constituted and assigned to this command) is activated with station, strength and T/O composition, as indicated:

UNIT AND STATION	T/O COMPOSITION	AUTHD STR OFF	AUTHD STR AMN
700th AC&W Squadron, Grenier Air Force Base, Manchester, N.H.	1-2129P, 1 Jan 52, 1 x Parts IICE, CH, OH, RC, SE; 1-2129P-B, 15 Nov 52, 1 x Part IIAC; 1-4101-B, 15 Mar 53, 1 x Part IICL	5	45

2. Concurrent with activation, above unit is assigned to the 4707th Defense Wing.

3. Personnel will be furnished from sources available to the defense wing concerned. Personnel rendered surplus by the relief of the 113th AC&W Squadron from active military service will be used to the greatest extent practicable in manning this unit.

4. The above unit is a Category D unit and is authorized Unit Essential and Base Support Equipment as listed in its Unit Property Record Equipment Authorization List. The UPREAL will be prepared based on Columns 3A and B of the MEAL and above T/O composition. The UPREAL of the 113th AC&W Squadron will be transferred to the unit activated above; and all T/A and UPREAL equipment will be transferred to the new unit, within authorized allowances, or turned in to the appropriate supply officer.

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GENERAL ORDERS NUMBER 69 (Cont'd)

5. Previous instructions pertaining to the manning and equipping of the 113th AC&W Squadron remain in effect for the 700th AC&W Squadron.

6. The precedence category for the new unit is established as that indicated for the Air National Guard unit being relieved from active military service; any changes will be reflected in subsequent issues of the USAF Operating Program - Priorities of Programmed Units.

7. The pertinent provisions of AFM 171-6, June 1950, as amended, will apply.

8. Upon completion of action directed herein, Organizational Status Change Report (Reports Control Symbol AF-01) will be prepared in accordance with Chapter XX, EADF Manual 171-2, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 24 hours after the effective date.

9. Authority: Letter, Department of the Air Force, 322 (ADOMO 723h), Subject: (Unclassified) Constitution and/or Activation of the 682d and Certain Other Aircraft Control and Warning Squadrons, 1 September 1953, with 1st Indorsement thereto, Air Defense Command, ADOMO 322, 25 September 1953, as amended by DAF letter, 322 (AFOMO 793h), same subject, 28 September 1953, with 1st Indorsement thereto, Air Defense Command, ADOMO 322, 8 October 1953; Letter, Air Defense Command, same subject, 8 October 1953; Message, Headquarters USAF, AFOMO-O 44068, 27 November 1953, and Message, Headquarters Air Defense Command, ADOMO 34060, 28 November 1953.

BY ORDER OF THE COMMANDER:

OFFICIAL:

GEORGE F. SMITH
Brigadier General, USAF
Vice Commander

JOHN L. WARREN
Colonel, USAF
Adjutant

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ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 124

12 Nov 53

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (*Originator*) HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP

SECURITY CLASSIFICATION: UNCLASSIFIED

PRECEDENCE FOR: ACTION: ROUTINE | INFORMATION

TO: COMDR ADC ENT AFB COLORADO SPRINGS COLO

☐ BOOK MESSAGE ☐ ORIGINAL MESSAGE

☐ MULTIPLE ADDRESS CRYPTOPRECAUTION ☐ YES ☒ NO

REFERS TO MESSAGE:

IDENTIFICATION: EAOPM 27680 CLASSIFICATION: UNCLASSIFIED

INFO:

EAOPM 39304 . This msg in two parts. PART 1. Ref uncld msg this hq EAOPM 27680, 31 Jul 53. All AC&W units which have been actd at ADiv hq sites in EADF are programmed for mvs w/i EADF. PART 2. Ref uncld msg your hq ADOMO 30431, 22 Oct 53. This hq recms that AC&W sqs that w/b mvd to CADF first phase mob radar sites fr EADF locations be mvd in their pres reduced str status and upon arr at the site which the sq will ultimately occupy, be manned to a level comparable to existing AC&W sqs in EADF w/pers fr the EADF AC&W sys. This action will preclude an interim PCS mv of pers required to bring sqs up to required str, since pers will not have to be trfd fr AC&W sqs in EADF to the base where sqs programmed for trf to CADF are located, w/ subq mv to CADF sites. This action will also prevent overloading the fac of bases where the aforementioned units are located.

SECURITY CLASSIFICATION: UNCLASSIFIED | PAGE 1 OF 1 PAGES

DRAFTER'S NAME (*and signature, when required*): LT COL C.K. PETERS

RELEASING OFFICER'S SIGNATURE

SYMBOL: EAOPM 071000 Nov 53 | TELEPHONE: 644

OFFICIAL TITLE

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

c9—10—58022-4 U. S. GOVERNMENT PRINTING OFFICE

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NBB C75
TDD207
YTE166TT
YMB112E
YYD134
JEDEN182
PP/RR JEDKF JEPHQ JEPNB JWPMC 444
DE JEDEN 112
P/R 202026Z ZNJ
FM COMDR ADC ENT AFB COLO
TO JEPMQ/COFS HQ USAF WASH DC
JEPNB/COMDR EADF STEWART AFB NY
INFO JWPMC/COMDR WADF HAMILTON AFB CALIF
JEDKF/COMDR KEC MO
/R E S T R I C T E D/ ADOMO 33309. TO DIR M&O. THIS MSG IN TWO PARTS. PART 1. 1. REQ DAF LTR AFOMO 723H SUBJ: (UNCLD) CONSTITUTION AND/OR ACT OF THE 682D AND CERTAIN OTHER AC&W SQS DTD 1 SEP 53 BE AMND TO C THE STA OF ACT OF THE FOLG UNITS AS INDICATED:

UNITS	FROM	TO
682ND AC&W SQ	GEIGER FLD, WASH.	KIRTLAND AFB, N. H.
683RD AC&W SQ	GEIGER FLD, WASH.	TINKER AFB, OKLA.
684TH AC&W SQ	GEIGER FLD, WASH.	KIRTLAND AFB, N. H.
685TH AC&W SQ	GEIGER FLD, WASH.	KIRTLAND AFB, N.H.
701ST AC&W SQ	GRENIER AFB, N. H.	DOBBINS AFB, GA.
702ND AC&W SQ	GRENIER AFB, N. H.	DOBBINS AFB, GA.
703RD AC&W SQ	OTIS AFB, MASS.	TINKER AFB, OKLA.

2. REQ SMOP A DAF LTR AFOMO 723H SUBJ AS ABOVE READS: THE UPREAL'S AND EQUIP OF THE UNITS LISTED IN PAR 3 W/B TRNSFD TO THE UNITS DIRECTED ACTD IN PAR 2; AND ALL T/AEQUIP W/B TRNSFD TO THE NEW UNITS OR TURNED IN TO THE APROP SUP OFF BE AMND TO READ: THE UPREAL'S OF THE UNITS LISTED IN PAR 3 W/B TRNSFD TO THE UNITS DIRECTED ACTD IN PAR 2; AND ALL T/A AND UPREAL EQUIP W/B TRNSFD TO THE NEW UNITS OR TURNED IN TO THE APROP SUP OFF. 3. JUSTIFICATION FOR ABOVE REQD ACT ARE CONTAINED IN PAR K PART II BELOW. PART II.. 1. REQ FOR MV OF THE FOLG UNITS IS SUBMITTED IAW SEC III PAR g AFR 75-20, 25 JUN 53. A. 614TH AC&W SQ 679TH AC&W SQ, 658TH AC&W SQ, 792ND AC&W SQ. B. T/O UNITS. C. UNITS WILL MV LESS EQUIP. D. UNITS WILL MV LESS PERS. E. END. F. UNITS WILL MV FR STA AS FOLS: 614TH AC&W SQ FR GRENIER AFB, 679TH AC&W SQ FR DOW AFB, 688TH AC&W SQ FR GEIGER FLD, 792ND AC&W SQ FR ETHAN ALLEN AFB. G. UNITS WILL MV TO STA AS FOLS: 614TH, 679TH AND 792ND AC&W SQS TO DOBBINS AFB; 688TH AC&W SQ TO TINKER AFB. HQ. MV IS PCS. I. PRES ASGMT AND DESIRED ASGMT AS FOLS:

UNITS	PRES ASGMT	DESIRED ASGMT
614TH AC&W SQ	4707TH DEF WG	35TH ADIV
679TH AC&W SQ	4711TH DEF WG	35TH ADIV
688TH AC&W SQ	4702ND DEF WG	33RD ADIV
792ND AC&W SQ	4711TH DEF WG	35TH ADIV

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J. NO EQUIP TO ACCOMPANY UNIT. K. SUBJ UNITS ARE PROGRAMMED FOR SITES IN THE CADF AREA. THIS REQ IS CONSISTENT WITH OUR PREVIOUS REQ FOR ASGMT OF MOV AC&W SQS TO THE DIV HQ OF ULTIMATE ASGMT. REF DAF LTR AFOMO 397H SUBJ: (UNCLD) CONSTITUTION AND ACT OF THE 808TH AC&W SQ AND CERTAIN OTHER USAF UNITS: ACT OF THE 634TH AC&W SQ AND CERTAIN OTHER USAF UNITS DTD 18 MAR 53 AND AMND DAF LTR AFOMO 492H SAME SUBJ DTD 17 MAY 53, REQ HQ ADC MSG ADOMO 1219 DTD 22 MAY 53 AND HQ USAF MSG AFOMO-A 57143 DTD 26 MAY 53. L. NOT REQUIRED SINCE UNITS W/B MANNED AT RECORD STR. M. SINCE UNITS ARE TO BE RETAINED AT RECORD STR W/NO EQUIP UNTIL BENEFICIAL OCCUPANCY DT OF PERM LOC COORD NOT BELIEVED NEC. N. NO APPL. O. NO TVL INVOLVED. P. THE LOC OF THESE UNITS AS REQ W/B TEMP UNTIL SUCH TIME AS FAC ARE READY AT THE ULTIMATE AC&W SITE. SQS WILL REMAIN AT A REDUCED STR UNTIL MV IS MADE TO PERM LOC.
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HEADQUARTERS
EASTERN AIR DEFENSE FORCE
STEWART AIR FORCE BASE, NEWBURGH, N. Y.

126

EAOPM 370.5

15 December 1953

SUBJECT: Movement Orders, 679th and 792d Aircraft Control and Warning Squadrons

TO: Commander
4711th Defense Wing
Presque Isle Air Force Base
Presque Isle, Maine

1. Effective 24 December 1953, the following units are moved, less personnel and equipment, from and to stations as indicated:

UNIT	PRESENT STATION	NEW STATION
679th AC&W Squadron	Dow Air Force Base Bangor, Maine	Dobbins AFB Marietta, Ga.
792d AC&W Squadron	Ethan Allen AFB Winooski, Vt.	Dobbins AFB Marietta, Ga.

2. These movements constitute a Permanent Change of Station. Concurrent with above action, the units are relieved from assignment to Eastern Air Defense Force and are assigned to Central Air Defense Force for further assignment to the 35th Air Division (Defense).

3. Provisions of paragraph 38c, AFR 35-13 dated 10 April 1953 will be complied with by both the 4711th Defense Wing and the gaining command.

4. Upon completion of action directed herein, Organization Status Change Report (RCS AF-01) will be submitted in accordance with current directives.

5. Authority: Letter, Department of the Air Force, AFOOP-OC 370.5, 2 December 1953, Subject: "Movement Directive, 614th, 679th, 688th and 792d Aircraft Control and Warning Squadrons.

BY ORDER OF THE COMMANDER:

t/ GEORGE F. SMITH
Brigadier General, USAF
Vice Commander

OFFICIAL:

s/t/ JOHN L. WARREN
Colonel, USAF
Adjutant

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SECURITY INFORMATION

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HEADQUARTERS
EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N. Y.

EADFM 370.5 11 August 1953

SUBJECT: (Unclassified) Movement Orders, 908th Aircraft Control and Warning Squadron

TO: Commander
30th Air Division (Defense)
Willow Run Airport
Belleville, Michigan

1. Effective 12 August 1953, the 908th Aircraft Control and Warning Squadron is moved less personnel and equipment from Willow Run Airport, Michigan, to Great Falls Air Force Base, Great Falls, Montana.

2. This movement constitutes a Permanent Change of Station and involves no expense to the Government. Concurrent with the above action, unit is relieved from assignment to Eastern Air Defense Force and is assigned to Central Air Defense Force for further assignment to the 29th Air Division (Defense).

3. Provisions of paragraph 38c, AFR 35-13 dated 10 April 1953 will be complied with by both the 30th Air Division (Defense) and gaining command.

4. All official information regarding this movement, the safeguarding of which is necessary in the interest of national security, will be classified accordingly and termed "Security Information."

5. Upon completion of action herein, report of action taken will be made by means of the Air Force Organization Status Change Report (RCS AF-01).

6. Authority: Letter, Department of the Air Force, AFOOP-OC 370.5, 22 July 1953, Subject: (Unclassified) Movement Directive, 908th Aircraft Control and Warning Squadron; and 1st Indorsement thereto, Headquarters ADC, ADOMO 370.5, 6 August 1953.

BY ORDER OF THE COMMANDER:

t/ BARTON M. RUSSELL
Colonel, USAF
Acting Vice Commander

s/t/ JOHN L. WARREN
Colonel, USAF
Adjutant

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HEADQUARTERS
EASTERN AIR DEFENSE FORCE
STEWART AIR FORCE BASE, NEWBURGH, N. Y.

EAOPM 370.5 15 December 1953

SUBJECT: Movement Orders, 614th Aircraft Control and Warning Squadron

TO: Commander
4707th Defense Wing
Otis Air Fo rce Base
Falmouth, Massachusetts

1. Effective 24 December 1953, the following unit is moved, less personnel and equipment, from and to stations as indicated:

UNIT:	PRESENT STATION	NEW STATION
614th AC&W Squadron	Grenier Air Force Base Manchester, N. H....	Dobbins Air Force Base, Marietta, Ga.

2. This movement constitutes a Permanane Change of Station. Concurrent with above action, the unit is relieved from assignment to Eastern Air Defense Force and is assigned to Central Air Defense Force for further assignment to the 35th Air Division (Defense).

3. Provisions of paragraph 38c, AFR 35-13 dated 10 April 1953 will be complied with by both the 4707th Defense Wing and the gaining command.

4. Upon completion of action directed herein, Organization Status Change Report (RCS AF-01) will be submitted in accordance with current directives.

5. Authority: Letter, Department of the Air Force, AFOOP-OC 370.5, 2 December 1953, Subject: "Movement Directive, 614th, 679th, 688th and 792d Aircraft Control and Warning Squadrons.

BY ORDER OF THE COMMANDER:

t/ GEORGE F. SMITH
Brigadier General, USAF
Vice Commander

s/t/ JOHN L. WARREN
Colonel, USAF
Adjutant

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BRIEFING BY COL HOLLICK, DIRECTOR OF CIVIL DEFENSE, 23 MARCH 1954 129

Gentlemen:

This presentation is organized into five (5) parts. After my general summation of the program, I will be followed by representatives from Military Personnel, Operations and Unit Training, Communications and Electronics, and Plans, Programs, Organization and Manpower, who will cover specific items falling within the purview of their respective offices which effect and are closely related to the Ground Observer Corps program.

My business is Civil participation within Air Defense. As Director of Civil Defense in this headquarters, I am responsible for implementing and supervising policies, regulations and directives pertaining to the Ground Observer Corps. To allay any thoughts by the personnel here assembled as to the permanency and future requirements of the Ground Observer Corps in Air Defense, I would like to read a portion of a statement made by the Honorable Roger Lewis, Assistant Secretary of the Air Force at the recent Civil Defense - Ground Observer Corps Conference held in Colorado Springs on 7-8 January 1954:

"You are familiar with the absolutely essential quality of certain work for which the Ground Observer Corps is responsible. I would like to go a step further and assert that the Ground Observer Corps is necessary if we are to have the best defense against any attack. The splendid work you are doing in organizing and building the Ground Observer Corps is essential to the defense of our country. It compliments and completes the work of the Air

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Force and other military services. There is no foreseeable end to this requirement".

Referring to Chart 1, organizationally within our three air divisions we have a Ground Observer Squadron assigned to each division. These squadrons are organized into filter center detachments, varying from 5 in the 32d ADiv to 9 in the 30th ADiv, responsible for establishing, organizing, and operating twenty-two filter centers.

The mission of the Ground Observer Corps is mainly that of detection and tracking of unknown aircraft supplementing those functions performed in EADF by electronic means. As depicted in the second chart, geographically, we roughly cover 490,000 square miles of real estate in which 45% of the industrial potential and 52% of U. S. population is located. Our objective is to produce an effective low altitude surveillance system by organizing civilian volunteer observation posts into units which will be able to perform their assigned role in defending our area in the event of an attack. Since Air Defense is the concern of every citizen in the United States, it cannot be effected solely by the military. The scope and character of the Air Defense mission requires the full cooperation and participation of hundreds of thousands of civilians and a greater variety and number of organizations and agencies, both military and civilian, than have ever before been joined in a common military effort. By referring to the first overlay, I can give you an indication of the enormity of the program within our twenty-two filter center detachments wherein EADF had as of 28 February 162,518 civilian volunteers manning 5,106 observation posts. Comparatively, we had 73% of our required posts organized in January 1953 while our January 1954 figure was 78% organized.

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Similarly, we had 15% of our posts active in January 1953 while our figure had risen to 29% active in January 1954. Although a slow improvement is noted, we have about one-half of the civilian volunteers actually needed to accomplish our objective. As many of you know, we are building extensive radar systems throughout our area, however, radar has limitations. Since it operates on a "line-of-sight" principle, it cannot follow the curvature of the earth. This leaves a low altitude gap below 5,000 feet. Now we all know there is programmed low altitude gap filler radar units. Yet, as of this date, our first unit has not been produced. In summary then, without the GOC we would have no low altitude surveillance.

Referring to the next overlay. Upon approval of the 1955 reorganization plan by ADC, EADF will gain seven additional filter centers presently located at Minneapolis, Omaha, Des Moines, Nashville, Knoxville, Charlotte and Durham, covering approx 305,000 sq miles with a population of 15,602,000, and beginning with the third quarter, Fiscal Year 55, six additional detachments will be organized.

Recently, Headquarters USAF published a Ground Observer Corps Policy wherein the implementation of responsibility for the Ground Observer Corps is contingent upon the performance of four functions, i.e., recruiting, administration, training and operation. Although these four functions are recognized as an Air Defense Command responsibility, it is highly desirable that Federal and State Civil Defense Agencies assist in this mission. A natural division of functions would provide that the

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State accomplish recruiting and administration, and the Air Defense Command, the training and operation of the Corps. Further, in AFR 355-5, published 15 December 1953, covering Responsibilities and Policy Regarding the Ground Observer Corps, all echelons of command were informed of Air Force responsibility for recruitment, administration, training and operation of the Ground Observer Corps, and prescribes the policy for cooperation of local commanders. In accepting these responsibilities, we are all aware of the tremendous costs involved in fulfilling these functions, particularly that of manpower, and have taken the position that where possible the respective States will continue with their present program of recruiting and administering civilian volunteers aided by us. Pending the reaching of agreements with our associated States, the USAF will continue to do all in its power to encourage and where necessary recruit civilian volunteers for the Ground Observer Corps program.

Referring again to the recent ADC Conference, it was the conclusion of the Policy Committee that the Air Force contact the various States to obtain specific information on the State Civil Defense laws before any satisfactory agreement can be reached. We in EADF presently have agreements with Maryland and Ohio. In a recent discussion with members of ADC, a regulation will be published directing our state coordinators to enter into discussion with a view to reaching agreements with the respective States.

Turning now to our progress. First, participation figures in the Ground Observer Corps program over the past year reflect an increase of 387 observation posts; an increase of 704 active volunteers; and an in-

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crease of 15,060 enrolled volunteers.

Second, Filter Center Relocation Projects: Relocation of Syracuse, Baltimore, Columbus and Trenton Filter Centers is in progress and space has been located and alternate plans submitted. We estimate that these four filter centers will be completely moved and operating in their new locations by 15 June. The only remaining project of immediate concern to us is the relocation of the South Bend Filter Center, which has been delayed since March 1953 pending a decision on air division boundaries under the 1955 Air Defense concept. Since under this concept both South Bend and Grand Rapids Filter Centers would fall in the same AC&W subsector, and since the area served by the South Bend Filter Center would normally be located outside of its assigned division area, a request has been forwarded to Air Defense Command for relocation of the South Bend Filter Center to Indianapolis, Indiana.

Third, Realignment Program: In connection with the move of the South Bend Filter Center, we have recommended to Air Defense Command the realignment of the Grand Rapids, Columbus, Canton and South Bend Filter Centers with their associated AC&W subsectors under the 1955 Air Defense concept.

Thus far we have accomplished the realignment of the Harrisburg and Pittsburgh Filter Center areas, and approval for realignment of the Trenton Filter Center has been received from ADC. Arrangements for a new plotting table and the transfer of the observation posts between the Trenton Filter Center and their adjacent filter centers is currently in progress. Considerable coordination between the American Telephone and

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Telegraph Company and its associated telephone companies, the adjacent filter centers, and the State Civil Defense Agencies is required on each realignment project. A new plotting table must be built for each filter center being realigned, and temporary additions must be made to the plotting boards of the adjacent filter centers until such time as they, in turn, are realigned and receive their new tables. Progress in this realignment program has of necessity been slow since we have not as yet received firm air division boundaries. However, we have gone ahead with realignment of those filter centers which are unlikely to be affected by division boundaries. This was possible since the current subsector areas are based primarily on radar coverage, and it is expected that the subsector areas will remain essentially the same under the 1955 concept.

Fourth, Filter Center Air-Conditioning Projects: During the past two summer seasons, numerous complaints were received from filter center volunteers about unfavorable working conditions. As a result, air-conditioning and/or adequate ventilating equipment has been requested by nearly all of the filter centers in the EADF region. In Louisville, Columbus and New Haven, the building owner has provided for the air-conditioning. During January, this year, projects were approved and funded for Manchester, Albany, White Plains, Roanoke and Richmond. We realize that many of the filter centers in our area are in the region where air-conditioning is not normally authorized, therefore, comfortable working conditions must be provided for individuals working in a volunteer status by substituting adequate ventilating systems.

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Lastly, Filter Center Backup Program: Considerable concern has been expressed by various State Civil Defense Agencies as to the vulnerability of our filter centers to sabotage or destruction during an A- or H-Bomb attack. This headquarters took the initiative and, in coordination with AT&T, developed a backup plan which is to be used in the event of destruction or the disabling of a filter center. The plan calls for the automatic routing of Flash Calls to a first or second alternate filter center. All filter centers have been instructed to have a suitable overlay prepared of the area which they may be called upon to serve during an emergency. The system is designed to trigger automatically if the telephone operator is unable to reach the normal filter center on any of the trunks serving that filter center. As a result of our backup plan, ADC has required a similar plan from Central and Western Air Defense Force.

Through the recent publication of two ADC Regulations, namely 36-23, covering Policies and Procedures for Manning Ground Observer Squadrons, the length of tour in Ground Observer Squadrons has been established at two years; and ADC Regulation 45-1 entitled "Utilization of AirForce Inactive Duty Reservists", covers Mobilization Designee Authorizations. I would now like to introduce Col. Kuntz who will cover our military personnel aspects.

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HEADQUARTERS
EASTERN AIR DEFENSE FORCE
STEWART AIR FORCE BASE, NEWBURGH, N. Y.

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EADPM 322

3 Oct 53

SUBJECT: Organization of the Ground Observer Squadron

TO: Commander
30th Air Division (Defense)
Willow Run Airport
Belleville, Michigan

1. The organization of the ground observer squadrons has been the subject of considerable study within this headquarters and your command. As a result of these studies, this headquarters believes that the present organizational structure of these squadrons is not the best arrangement in support of the mission of the ground observer squadron and each detachment thereof.

2. Since the purpose of the Ground Observer Corps is to provide surveillance intelligence to augment that same type of information provided by the system of radars, with particular emphasis on those areas, either below or not covered by the radar screen, it appears that the military organization provided to supervise and train the Ground Observer Corps personnel should be a part of the organization charged with the responsibility for collecting and using that surveillance information through the radar system. In terms of organization, we believe that the mission of each of the present ground observer squadron detachments should be incorporated into the mission of the AC&W squadron to which it is operationally responsible, and that the detachment provided should be an integral part of that AC&W squadron. This will result in the discontinuance of the present ground observer squadrons and the organization of detachments of AC&W squadrons in lieu of the present ground observer squadron detachments. With the loss of the squadron headquarters, it is recognized that your staff will need to be augmented by about two officers and two airmen to assist you in carrying out your responsibilities in relation to the civil elements of the system. A portion of the troop spaces made available through the discontinuance of this squadron headquarters will be utilized for this purpose.

3. With this type organizational structure, we believe more interest in the Ground Observer Corps will result in all levels of command, down to and including AC&W squadron level, and, consequently, increased utilization will be made of the Ground Observer Corps. We further believe that this structure will require, in addition to you and your staff, your wing commanders and their staffs, as well as AC&W

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squadron commanders, to actively participate in the civilian elements of the air defense system. This is particularly true in the public relations aspect.

4. Headquarters Air Defense Command has approved this organizational structure for use within your division on a test basis until 1 January 1954. Upon completion of the test period, and as a result of the test, the decision will be made on the future status of the ground observer squadrons.

5. In order to implement this test within your division without effecting any actual organizational changes, it is planned to attach the present ground observer squadron detachments to the appropriate AC&W squadron for all purposes, and to utilize two officers and two airmen from the squadron headquarters as members of your staff in the civil defense functional area. It is desired that you prepare a plan for implementing this test. Your plan should include all actions that will be required to be taken prior to implementation and the time schedule necessary for completion of those actions; as well as the AC&W squadron to which each detachment will be attached, required administrative or operational procedures, and the indoctrination of subordinate units and civilian organizations of the proposed change, reasons therefor, etc. It is further desired that upon completion of your plan, it be submitted to this headquarters for review. At that time, you will be authorized to initiate the test. In order that the test period may be of such duration as to adequately conclude the test by 1 January 1954, it is desired that your plan be prepared as expeditiously as possible and forwarded to this headquarters.

BY ORDER OF THE COMMANDER:

t/ ROBERT J. ORTELT
Major, USAF
Asst. Adjutant

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Hq EADF EAOPM 322 Subject: Organization of the Ground Observer Squadron

DO 322 (3 Oct 53) 1st Ind 15 Oct 53

HQ 30TH AIR DIVISION (DEFENSE), Willow Run Airport, Belleville, Mich.

TO: Commander, Eastern Air Defense Force, Stewart Air Force Base, Newburgh, New York

1. The plan as requested in basic correspondence is inclosed for your approval.

2. It is requested that, for the duration of this test, the AC&W squadrons be permitted to process delinquent GOC telephone bills direct to ADC with information copies to the intervening headquarters.

3. In order not to close out funds, it is intended that no transfer of funds will be made. However, if a permanent change is made at the end of the test, proportionate shares of funds available will be transferred to the appropriate organizations.

4. It is anticipated that in the event of a permanent change, the supply procedures now in effect will remain statis; and there will be no change in support bases.

5. If this plan is approved any time prior to 25 October 1953, it is planned to implement the test on 1 November 1953. If approval is after 25 October 1953, the plan will be implemented within five days of receipt of the approval by this headquarters.

FOR THE COMMANDER:

1 Incl
Opns Plan No. 4-53.

t/ MERLE A. HOOTMAN
Major, USAF
Adjutant

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Hq EADF EAOPM 322 Subject: Organization of the Ground Observer Squadron

EAOPM 322 (3 Oct 53) 2d Ind 3 Nov 53

HQ EASTERN AIR DEFENSE FORCE, Stewart Air Force Base, Newburgh, N. Y.

TO: Commander, 30th Air Division (Defense), Willow Run Airport, Belleville, Michigan

1. Your attached plan for implementing the test organization of the ground observer squadron has been reviewed by this headquarters. This headquarters concurs in your proposed alignment of ground observer squadron detachments and AC&W squadrons. However, your plan is not considered to be adequate in scope or correct in detail, particularly as it pertains to correct nomenclature as applied to the 4671st Ground Observer Squadron and to the various detachments of that squadron.

2. It is directed that you review your plan for implementation of this test and that it be corrected and/or adjusted to include the following required actions:

a. The Commander, 30th Air Division (Defense) will issue a general order attaching the appropriately numbered detachment of the 4671st Ground Observer Squadron to the appropriate AC&W squadron for administration (except personnel accountability), operational control, and logistical support. The general order will indicate the effective date of this attachment.

b. The Commander of the 30th Air Division (Defense) will issue special orders attaching the personnel of the appropriately numbered detachment of the 4671st Ground Observer Squadron to the appropriate AC&W squadron without change of duty station, and to be effective on the same date as the attachment of the detachment.

c. The responsibilities of the Commanders of the 4706th and 4708th Defense Wings are not changed as a result of this test, i.e., each wing commander exercises command jurisdiction over his assigned units.

d. The commander of each AC&W squadron to which a detachment of the 4671st Ground Observer Squadron is attached will exercise such jurisdiction over the detachment as is spsecified in the general orders effecting the attachment.

e. Inasmuch as it is necessary that personnel accountability be retained by the 4671st Ground Observer Squadron, all personnel actions resulting in the assignment to or the reassignment from the 4671st Ground Observer Squadron must be effected or directed by your headquarters.

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f. Prior to the date of the attachment of the detachment of the 4671st Ground Observer Squadron to the appropriate AC&W squadron, all appropriate military units and civilian organizations will be indoctrinated in all phases of the test, reasons therefor, etc.

g. In order to assure that there is a clear understanding of the detachment commander's responsibilities to the AC&W squadron commander, the AC&W squadron commander will prepare the Officer Effectiveness Report on the appropriate detachment commander. The AC&W squadron commander should utilize any and all information available to him, such as any information that the State Ground Observer Corps Coordinator might provide.

h. Each affected AC&W squadron and the 4671st Grouns Observer Squadron will be provided with a mission directive reflecting the change in responsibilities for the period of this test only.

3. Your request contained in paragraph 2, 1st Indorsement is approved.

4. It is directed that this test be implemented as soon as possible, consistent with the requirements stated above.

5. It is directed that you submit a narrative type report at the completion of the test period, to include your evaluation of the test, problem areas encountered, and corrective actions taken or recommended, and your recommendation reference continuation of this type organization on a permanent basis. This report is exempt from Report Control Symbol in accordance with paragraph 9, AFR 174-1.

1 Incl
n/c

t/ GEORGE F. SMITH
Brigadier General, USAF
Vice Commander

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Briefing by Colonel Kirkendall

March 23d/1954

Briefing on GOC Reorganization

1. On 26 March 1953, this headquarters received a letter from ADC which enclosed a copy of a memorandum from the DCS/Operations to the Vice Commander in reference to the GOC position. This memorandum indicated that ADC was considering the elimination of ground observer squadrons in the future, and forming ground observer detachments which would be formed by T/D augmentation of the AC&W unit to which they report.

2. In view of this impending change in operation of the GOC, this headquarters decided to make a study to determine the feasibility of implementation during the present time. Results of this study indicated that it would be desirable for the following reasons:

a. That it would increase the understanding of, and concern for, the GOC program by personnel of this command and would be a morale booster to both the filter center Air Force personnel and the civilian workers since they would be able to more closely associate themselves with the AC&W squadron to whom they report sitings, and thus feel they are playing a more important part in the accomplishment of that mission. In turn the AC&W squadron would take a greater interest in filter center operation and personnel.

b. Elimination of the Ground observer squadrons would effect a personnel savings since its functions would be assumed by various AC&W squadrons without any increase in personnel strength. This savings could

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then be applied to form a civil defense staff at the division headquarters, as well as, provide personnel to meet other known requirements.

c. In the future, when several air divisions will be added to EADF, it is not likely that additional ground observer squadrons would be provided since ADC had already indicated its future plans to control filter center personnel by AC&W unit commanders.

3. It was decided to run a test in the 30th Air Division in order to see if the recommended reorganization would actually work out. This test began on 1 December 1953. In order to simulate the proposed reorganization conditions as nearly as possible, the ground observer detachments were attached to the various AC&W squadrons to whom they report and control over those filter centers was exercised by the AC&W squadron commander.

4. Report on the test was received by this headquarters from the 30th Air Division which bore out the desirability of eliminating ground observer squadrons and the formation of detachments of AC&W squadrons which would be authorized by T/DA for operation of the filter centers. In view of the advantages to be gained the report was forwarded to ADC with the recommendation that:

a. This headquarters be granted authority to discontinue the 4671st Ground Observer Squadron at the earliest practicable date.

b. Two officers and two airmen spaces from the GO squadron headquarters be allotted to the air division headquarters to perform the functions of a Directorate of Civil Defense.

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c. Remaining spaces, saved, be returned to each air division headquarters personnel sections to provide for a C&A team.

d. Concurrent with discontinuance of the 467lst GOS, the personnel spaces presently allotted to each ground observer squadron detachment be transferred and authorized as a T/DA to AC&W Squadrons as indicated below: (These spaces will be used to organize detachments of AC&W Squadrons for purpose of operating the filter centers)

467lst GOS Detachment	AC&W Squadron
1	782
2	755
3	781
4	661
5	664
6	662
7	784
8	783
9	673

e. Authority be granted to adopt a similar organization in the 26th and 32nd Air Divisions (Defense) subsequent to a thorough briefing of their personnel.

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REVISED MANNING FOR FILTER CENTER OPERATION

On 14 November 1953 Headquarters ADC advised this command by letter file ADOMO 320.3 that [A meeting was held at Headquarters ADC on 8 and 9 December 1953 to establish command-wide manning standards reflecting proper and economical manning of GOC Air Defense Filter Centers.] Majors Samuel D. Berman and Jerome Schwieskert represented Headquarters EADF at this conference.

[As a result of the manning standards developed at the conference, the personnel authorization for Filter Center operation in this command was increased by 13 officers and 212 airmen] (Headquarters ADC has informally advised that the plates for new manning tables for the filter centers were submitted to ADC Stat Control on 15 March and should reach this headquarters on or about 1 April 1954. Effective date of the revised manning tables is not known at this time) [These standards should become effective a bout 1 May of this year.]

2 Incls
1-Manning Stds
2-Proposed Space Allocation

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MANNING STANDARD FOR GOC OBSERVATION POST TRAINING TEAMS AND FILTER CENTERS

1. Composition of GOC Observation Post Training Teams:

(1) Two (2) airmen assigned to train each 40 required observation post or major fraction thereof (21).

(2) One (1) officer to supervise three training teams (120 required observation posts). It was decided that one officer will supervise three airmen teams. When sufficient required observation posts exist for an additional team, another officer will be assigned and each will supervise two airmen teams, i.e.: One (1) officer - Three (3) teams - 120 required observation posts; Two (2) officers - Four (4) teams - 141 - 160 required observation posts; Three (3) officers - Seven (7) teams - 261 - 280 required observation posts, etc.

(3) Grade and title assignment to the GOC section will be as follows:

(a) Officer	- Lt.	7524	-	GOC Tng Officer
(b) Airmen	- M/Sgt. or T/Sgt.	75270	-	GOC Tng Supervisor
	S/Sgt.	75230	-	GOC Tng Specialist

The airmen rank within this section will be set up percentage wise to establish career planning.

2. Composition of the filter center administrative office:

a.

One (1) Major Commander	- 7024	-	Administrative Officer - Detachment
One (1) Lt.	- 7024	-	Administrative Officer - Adjutant
One (1) M/Sgt.	- 70270	-	Administrative Supervisor
One (1) A/1C	- 70250	-	Senior Clerk
One (1) S/Sgt.	- 72150	-	Information Specialist
One (1) A/1C	- 64151	-	Supply Specialist

Total: Two (2) Officers and Four (4) Airmen.

b. When any filter center exceeds 360 required observation posts, one additional clerk, AFSC 70250, (S/Sgt) will be assigned to the administrative office.

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c. When a filter center exceeds 600 required observation posts, one additional supply specialist, AFSC 64151 (A/1C) will be assigned to the administrative office, another will be added when posts exceed 1400.

2. Composition of Filter Center Operations:

a. One (1) Captain - 7524 - Educational Specialist
One (1) M/Sgt. - 75270 - Filter Center Supervisor
One (1) T/Sgt. - 75250 - Filter Center Specialist
Three (3) S/Sgts. - 75230 - Filter Center Specialists

(This is an over-all standard for all centers and can be reduced in Standby Centers by Headquarters ADC).

Total: One (1) officer and five (5) airmen.

3. Composition of a GOC Squadron Headquarters:

a. One (1) Lt. Co. - AFSC 0026 - Squadron Commander. Ground Observer Squadrons will be authorized a Major, AFSC 7024, until the squadron has over 100 military personnel assigned at which time a Lt. Col. will be authorized. (All Ground Observer Squadrons in EADF have more than 100 personnel authorized).

b. One (1) Captain - 7524 - Operations Officer

c. One (1) Lt. - 7024 - Adjutant

d. One (1) M/Sgt. - 70270 - Administrative Supervisor
One (1) S/Sgt. - 70250 - Senior Clerk
Three (3) A/1C - 70230 - Clerks

(Airman spaces will vary from two (2) to four (4) depending upon number of detachments in squadron).

Total: Three (3) officers and five (5) airmen.

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UNIT	RECOMMENDED AUTHORIZED MANNING		PRESENT AUTHORIZED MANNING	
4670th GOS HQ	OFF 3	AIRMEN 6	OFF 3	AIRMEN 6
Det #1 - New Haven				
Administrative	2	4		
Filter Center Operations	1	5		
O.P. Training	2	8		
TOTAL	5	17	5	12
Det #2 - White Plains				
Administrative	2	4		
Filter Center Operations	1	5		
O.P. Training	1	6		
TOTAL	4	15	5	12
Det #3 - Trenton				
Administrative	2	4		
Filter Center Operations	1	5		
O.P. Training	1	6		
TOTAL	4	15	5	12
Det #4 - Harrisburgh				
Administrative	2	4		
Filter Center Operations	1	5		
O. P. Training	3	16		
TOTAL	6	25	5	16
Det #5 - Pittsburgh				
Administrative	2	4		
Filter Center Operations	1	5		
O. P. Training	3	18		
TOTAL	6	27	5	16
Det #6 - Baltimore				
Administrative	2	4		
Filter Center Operations	1	5		
O. P. Training	2	12		
TOTAL	5	21	5	15
Det #7 - Richmond				
Administrative	2	4		
Filter Center Operations	1	5		
O. P. Training	2	8		
TOTAL	5	17	5	12
Det #8 - Roanoke				
Administrative	2	4		
Filter Center Operations	1	3		
O. P. training	2	12		
TOTAL	5	19	4	9
SQUADRON TOTAL	43	162	42	110

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UNIT	RECOMMENDED AUTHORIZED MANNING		PRESENT AUTHORIZED MANNING	
4671ST GOS HQ	OFF 3	AIRMEN 6	OFF 3	AIRMEN 6
Det #1 - Springfield				
Adminstrative	2	5		
Filter Center Operations	1	3		
O. P. Training	4	22		
TOTAL	7	30	5	15
Det #2 - Chicago				
Administrative	2	6		
Filter Center Operations	1	5		
O.P. Training	6	32		
TOTAL	9	43	6	22
Det #3 - South Bend				
Administrative	2	4		
Filter Center Operations	1	5		
O.P. Training	3	18		
TOTAL	6	27	6	18
Det #4 - Grand Rapids				
Administrative	2	6		
Filter Center Operations	1	5		
O. P. Training	6	32		
TOTAL	9	43	6	19
Det #5 - Columbus				
Administrative	2	5		
Filter Center Operations	1	5		
O. P. Training	3	18		
TOTAL	6	28	6	18
Det #6 - Canton				
Administrative	2	4		
Filter Center Operations	1	5		
O. P. Training	2	12		
TOTAL	5	21	5	15
Det #7 - Louisville				
Administrative	2	4		
Filter Center Operations	1	3		
O.P. Training	2	10		
TOTAL	5	17	4	9
Det #8 - Lexington				
Administrative	2	4		
Filter Center Operations	1	3		
O. P. Training	2	10		
TOTAL	5	17	4	9
Det #9 - Green Bay				
Administrative	2	5		
Filter Center Operations	1	5		
O.P. Training	5	32		
TOTAL	8	42	6	18
SQUADRON TOTAL	63	274	51	149

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UNIT	RECOMMENDED AUTHORIZED MANNING		PRESENT AUTHORIZED MANNING	
	OFF	AIRMEN	OFF	AIRMEN
4673d GOS HQ	3	5	3	5
Det #1 - Buffalo				
Administrative	2	4		
Filter Center Operations	1	5		
O. P. Training	1	6		
TOTAL	4	15	5	13
Det #2 - Syracuse				
Administrative	2	4		
Filter Center Operations	1	5		
O.P. Training	1	8		
TOTAL	4	17	5	15
Det #3 - Albany				
Administrative	2	4		
Filter Center Operations	1	5		
O. P. Training	3	14		
TOTAL	6	23	5	15
Det #4 - Manchester				
Administrative	2	5		
Filter Center Operations	1	5		
O.P. Training	4	20		
TOTAL	7	30	6	15
Det #5 - Bangor				
Administrative	2	4		
Filter Center Operations	1	5		
O.P. Training	2	14		
TOTAL	5	23	5	15
SQUADRON TOTAL	29	113	29	78
EADF TOTAL	135	549	122	337

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BRIEFING BY COL BROOKS, DIRECTOR OF COMMUNICATIONS & ELECTRONICS 142
23 March 1954

BRIEFING ON GOC COMMUNICATIONS

During the next few minutes I will briefly outline for you the communications services required to support the Ground Observer Program within EADF, the manner in which these services are provided, and the various improvements that are either being made at this time or are contemplated in the near future. The scope of GOC communications can better be appreciated when it is realized that there are approximately 5,000 Ground Observer Posts reporting to 22 Filter Centers within the EADF area. Such a system requires a telephone network within EADF for which we pay more than one and a half million dollars annually.

To make maximum use of the information provided by the Ground Observers, circuits must be provided between the individual observers and the Filter Centers to which they report. Filter Centers require circuits for forward telling to the Air Defense Direction Centers and they also require overlap telling circuits to adjacent Filter Centers.

We presently have three methods whereby Ground Observer observations are forwarded to the Filter Center. First, in the case of the Ground Observer Corps, calls are made over regular long distance telephone facilities to the Filter Center concerned. This method is currently being improved upon by a second method which is the introduction of cluster circuits where such circuits offer an economical advantage. A cluster circuit is a multi-point loop circuit connecting the Filter Center to a number of individual Ground Observation Posts. The number of posts appearing on any one circuit will vary from 3 to 9, depending upon the traffic load to be carried and the cost in engineering the circuit. In such a circuit, every post hears every other post during transmission periods.

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Today there are 27 of these cluster circuits terminating in the White Plains Filter Center. Although the White Plains Filter Center is the first to make use of the cluster circuits within EADF, the same type of system is presently being installed in the New Haven Filter Center. Economic justification of properly planned clusters is attested to by the fact that in the White Plains area, each Ground Observer call placed over a cluster system costs an average of six cents as compared to an average forty cent toll per call over the old system.

We also receive observations from certain fishing vessels off the northeast coast of the United States. Observations made by these vessels are transmitted through normal commercial ship-to-shore radio telephone facilities. This is the third method previously referred to. At the shore station, the incoming call from the ship is patched into Bell Telephone facilities and a collect call is placed from the shore station to the Filter Center concerned. In this manner, the person aboard the vessel talks directly to the Filter Center. In an effort to familiarize everybody concerned with the procedures involved, the fishing vessels are authorized to make one practice or drill call to Filter Center monthly. It has been noted that reporting procedures have improved considerably as a result of these practice calls. A similar program is planned for vessels operating on the Great Lakes. These vessels are ordinarily on the lakes in April and the program will be watched closely to determine the effectiveness of communications. (Chart 1).

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Forward telling from Filter Center to Direction Center is accomplished by the use of full period talk circuits, engineered military circuits, and toll terminals. In the case of the 18 Filter Centers operating in the Sky Watch Program, one full period talk circuit is provided between the Filter Center and its associated Direction Center. In the case of the other 4 Filter Centers, one toll terminal is normally used for the passage of GOC traffic and one engineered circuit is available for activation during emergency or exercise periods.

There is also a requirement for liaison and cross-telling between Filter Centers. These facilities are provided by the use of full period talk circuits interconnecting all of the Filter Centers. In an effort to increase the flexibility of these circuits and at the same time, obtain maximum utilization of these circuits for which we were paying full time rates, a multi-point switching arrangement has been designed and installed at our Filter Centers. (Explain Chart 2)

The changes in communications circuits required by the realignment of the Harrisburgh and Pittsburgh Filter Center areas have been completed and the realignment of circuits for the Trenton area is being accomplished at this time. In addition, the Filter Centers in Baltimore, Columbus, Trenton and Syracuse have been or are being relocated. These relocations require a complete in-service move of all communications equipment and leased circuits.

The ability of the Ground Observer to tell us what he sees in the air is decreased or lost during inclement weather and during the hours of

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darkness. However, an acoustical device is now being made available to help him perform his job during those times, and to allow him to do other work while listening for the alarm. This acoustical device is a non-directional device designed to activate an alarm during periods of sustained audio build-ups. Although it affords a little gain, it should be emphasized that it is not primarily an amplifying device which allows reception of sound over distances that are not normally heard with the human ear. The frequency response of this device is also about the same as that of the human ear. Test models of this a coustical aid are at EADF now for distribution to Filter Center Commanders for further testing to determine how it may be used to its greates advantage and whether any improvements can be made in design or construction.

On 1 October 1953, Air Defense Command assumed responsibility for the issuance of Commercial Service Authorizations (CSA) and the payment of government telephone bills for tactical circuits. Considerable effort has been expended in an effort to eliminate the problem of delinquent telephone bill payments. At the present time, most telephone bills are being paid in ten days or less. About two weeks ago I attended a conference at the AT&T Company to which each subsidiary Bell Company had sent representatives. These representatives enthusiastically commended ADC for the promptness with which bills are now paid, and unanimously requested the AT&T Company to forward to ADC a formal expression of appreciation for the tremendous improvement made. The telephone companies servicing EADF have been requested to notify us of any bills that become outstanding so that

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we may both make a direct effort to have the bill paid, and to also enable us to advise Filter Center Commanders in instances where their responsibilities in the matter are not being properly discharged.

ADC is now executing General Service Contracts with the numerous small independent telephone companies supporting the GOC program. This will permit ADC to more quickly issue CSA's to these companies, which then become the authorization to pay the telephone bills.

In conjunction with the realignment of Filter Center areas and surveys for new cluster systems, a few instances have been noted where Filter Centers have included Ground Observer Posts in their proposed loops which have subsequently been put into another area upon completion of realignment. This necessitates a new survey by the telephone company and involves needless expense. Filter Center Commanders should have sufficient advance knowledge of realignment to allow them to plan accordingly and they have been so advised.

Although ADC is presently footing the bill for the aircraft flash calls in the fishing vessel project, it is believed that special consideration should be gien to those flash calls coming into shore facilities off the coast of Newfoundland, Labrador, and Canada. It might be of greater value and less cost to process these calls into Canadian Filter Centers rather than to call the information into our Filter Centers.

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AIR DEFENSE COMMAND
Ent Air Force Base
Colorado Springs, Colorado

OFFICE OF THE COMMANDER 22 Jul 1953

Major General Morris R. Nelson
Commander
Eastern Air Defense Force
Stewart Air Force Base
Newburgh, New York

Dear Morrie,

I have noted with growing concern in recent months several instances of extremely poor public relations at filter centers. The nature of most of these cases leads me to believe that some filter center commanders are not suited to the unusual responsibilities which Ground Observer Corps duty carries. For example, at least twice that I know of, filter center commanders have written ill-advised letters to civilians which have caused unpleasant repercussions.

You realize, I'm sure, that filter center personnel are the Air Force's "front line" of public relations at the present time. They represent virtually the only close contact with the military for thousands of American citizens throughout the nation. Their words and deeds have a profound influence on public sentiment toward the Air Force far out of proportion to their relatively small numbers. And, of course, their performance determines, to a large degree, the success of the GOC itself.

Competent filter center commanders who evoke favorable reactions from the civilians with whom they come in contact can be of inestimable value to the Air Force in building public good will. Conversely, lack of such competence in the eyes of the private citizen can nullify our efforts to create public confidence.

I realize that we just don't have enough top-notch officers to go around. The type of man who makes the ideal filter center commander is also in high demand elsewhere in the Air Force. I feel, however, that in view of the impact which filter center activities have on public opinion of the Air Force, increased stress must be placed on the selective screening of officers for GOC duty.

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Ltr fr Gen Chidlaw to Maj Gen Nelson dtd 22 Jul 53

Even officers well suited to the job, however, can make serious mistakes if they do not receive adequate guidance concerning matters which may be unfamiliar to them. I have been informed of instances where filter center commanders entered into unauthorized agreements with lessors of property occupied by filter centers. As could be expected, misunderstanding occurred, resulting in adverse public sentiment and Congressional interest.

With these thoughts in mind, I hope you will see to it that all division commanders in your command take on the responsibility for improving the situation. All staff agencies should be apprised of the problems and directed to exercise closer supervision over the filter centers, scrutinizing all aspects of their operation to insure that they are a credit to the Air Force.

I suggest that staff visits to filter centers be stepped up so that better control can be maintained and difficulties nipped in the bud. I also feel that filter center commanders should be called together more frequently for briefings on the various aspects of filter center operation and administration.

To assist your division commanders in tightening their control over filter centers, I am directing my staff to take a personal interest in the aforementioned problems. I will be most interested to see any comments you may have.

Sincerely,

B. W. CHIDLAW
General, USAF
Commander

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BRIEFING BY LT COL KUNTZ, DIRECTOR OF MILITARY PERSONNEL, 23 MARCH 1954

GROUND OBSERVER PROGRAM

Officers

I. MANNING

The manning in the Ground Observer Squadrons with EADF, 30 June 1953, was approximately 51% with only 21 officers assigned who possessed the necessary experience to effectively carry out the program.

During the months of June, July and August 1953, this headquarters conducted an extensive screening in order to further man this program. A total of 13 officers was assigned.

During the period January 1953 to August 1953, continued efforts were made by this headquarters in an effort to obtain a higher manning priority for this program. The main effort, in this connection, was to influence Headquarters USAF toward utilizing officers who applied for recruiting duty, but who could not be used in that program. Headquarters USAF did not concur in this action, notwithstanding the approval of Headquarters ADC.

The next move was to publish an EADF Regulation whereby all EADF officers could apply for Ground Observer duty. This was accomplished after a similar regulation was proposed to Headquarters USAF for Air Force-wide participation, through application. The proposal to Headquarters USAF was not successful and EADF Regulation 36-7 was published on 5 May 1953. To date, records reveal that 7 officers were assigned to our Ground Observer program through application.

Following these actions, a school was established in ATRC whereby officers could be trained for this program. The main assistance gained

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through the school was the training of personnel who were already in the program. Only 6 officers were actually gained from the school from outside sources.

In November 1953, Headquarters ADC advised this headquarters that USAF was pursuing a new approach toward manning the Ground Observer Program. This was to be done by the selection of only qualified overseas returnees as made available by overseas commanders. To date, 9 officers have been gained through this medium, with 27 currently in the pipeline (reporting dates during March, April and May, current).

Our current and projected manning in this program is as follows:

	AUTHD	ASGD	PERCENTAGE
Current:	120	80	66
Projected:	120	107	89

On 1 January 1954, Headquarters ADC published a regulation, ADCR 36-23, Subject: "Policies and Procedures for Manning Ground Observer Squadrons." This regulation places the manning responsibility of these organizations on the defense force commanders with a 2 year freeze on all personnel assigned to this duty. This will insure greater stability and provide sufficient time to secure adequate replacements prior to the loss of Ground Observer Squadron personnel.

PART II. UTILIZATION OF AIR FORCE INACTIVE DUTY RESERVISTS

A program was devised by Headquarters ADC whereby Inactive Reservists could participate in the Ground Observer program. Concurrent with the establishment of this program, ADC published ADCR 45-1, 18 January 1954, Subject: "Utilization of Air Force Inactive Duty Reservists," to implement this program.

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For the purpose of this discussion, Inactive Duty Reservists are categorized as follows:

a. Mobilization Assignees: Personnel who must be assigned to a T/D position - with pay.

b. Mobilization Designees: Personnel who may be assigned to any duty where they can be trained - without pay.

Previous attempts to effect the utilization of reservists in this program proved unsuccessful as points could not be awarded toward promotion or retirement for this type duty. With the publication of ADCR 45-1, both Mobilization Assignees and Designees may receive points for participation in this program, provided such participation is restricted to filter centers. Points may not be awarded for observer duty at observation posts. Headquarters ADC and Headquarters USAF are primarily interested in the utilization of Mobilization Desingnees in view of the budgetary limitations placed on the utilization of Mobilization Assignees. However, the regulation provides for both types of officers to apply for duty in their respective categories.

All reserve officers who have been active to any degree receive copies of ADCR 45-1, along with application forms and other pertinent information relative to this program. Upon receipt of applications from reserve officers for Ground Observer duty, such applications will be reviewed by the Director of Civil Defense, this headquarters, and forwarded to ADC for determination as to acceptability. Upon acceptance of the applicant, the appropriate ConAC Air Force of assignment will issue Air Force Reserve Orders, in accordance with current directives,

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announcing the Mobilization Training Designation to ADC and this headquarters with training attachments to specific filter centers.

Airmen

I. MANNING

During the latter part of 1952, Headquarters ADC advised this command that there would be a substantial increase in the manning requirements for GOC units. It was further indicated that previous requirements for 273 career field personnel would be reduced, the majority of which requirements would be converted to the 752 career field. In view of a lack of 752 career field personnel within the command, a screening was conducted by wings and divisions for the purpose of determining those individuals possessing attributes considered necessary for GOC duty. Concurrent with advising Headquarters ADC of shortages in the 752 career field, action was taken by this headquarters to reassign personnel selected as a result of the above referenced screening to the GOC program. Subsequent assignment of selected personnel to GOC duty resulted in GOC units being approximately 88% manned against overall authorization. Although the individuals were selected on the basis of personal integrity, appearance and other qualifications necessary for contact with the civilian populace, their assignment to GOC activities was not considered too successful in that they did not, for the post part, possess the training or experience required for instructor type duty.

In May 1953, Headquarters ADC advised that Headquarters USAF, Air Training Command, and Technical Training Air Force, has concurred in a

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plan to screen surplus airmen in the 752 career field at Parks, Lackland and Sampson Air Force Bases to determine those individuals qualified and desired for a GOC duty assignment. As a result, airmen in this category were interviewed by ADC representatives, and 92 of such individuals were ultimately assigned to EADF. These airmen were implemented into the EADF GOC program during late 1953; their assignment has proven highly successful and resulted in an increased effectiveness throughout the command.

Manning of GOC units within EADF, as of 28 February 1954, was 97% in all AFSC's. Increased manning over that existing as of 30 June 1953, coupled with the fact that personnel received from ATRC and TTAF were well qualified for a program of this nature, has resulted in a high level of effectiveness. Programmed losses as a result of ETS projected for the next 6 months reflects that approximately 7% of assigned personnel in the 752 career field will require replacements. In view of the importance to GOC activities and the necessity for retaining its present level of effectiveness, it is desired that losses in this and other career fields be replaced by personnel possessing the same high level of qualification. Accordingly, action is being taken to insure that higher headquarters is cognizant of projected losses so that every action may be taken to procure suitable personnel sufficiently in advance of projected losses so as to enable their being fully proficient at the time the losses occur. The present procurement system, which is based on a 3 month lead, is not considered adequate for this purpose. Accordingly, a

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roster of losses by AFSC projected 6 months will be forwarded to Headquarters ADC on a continuing basis. This action on our part, coupled with appropriate action by higher headquarters, will enable this command to meet GOC commitments more fully.

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EADFR 36-7 149

EADF REGULATION)
:
NUMBER 36-7)

HEADQUARTERS EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N.Y.
5 May 1953

OFFICER PERSONNEL

Application for Assignment to Ground Observer Duty

1. Purpose. To prescribe the procedures by which officers qualified by aptitude, experience, and interest may apply for Ground Observer duty.

2. Scope. a. Applications may be submitted by all officers assigned to Eastern Air Defense Force to be considered for any of the following Ground Observer assignments:

(1) GOC State Coordinator
(2) Commanding Officer Ground Observer Squadron
(3) Filter Center (GOS Det) Commanding Officer
(4) GOS Operations Officer
(5) GOS Personnel & Administration Officer
(6) Filter Center Operations & Training Officer
(7) Filter Center Observation Post Training Officer

b. Job descriptions and authorized ranks for each of the above assignments are indicated on Attachment 1 to this regulation.

3. Qualifications. The importance of selecting only the highest calibre of officers for this duty cannot be over-emphasized, as there is in this program an excellent opportunity to gain further favorable impressions for the Air Force through Air Force-Community relationship. Ground Observer officers should be aggressive, but also conduct themselves with a maximum of tact, be personable, and possess military bearing and appearance of the very highest order. In addition to above, officers applying for ground observer duty must:

a. Be within the grades of first lieutenant through lieutenant colonel.

b. Be USAF, USAFR or ANGUS currently on active duty. (USAFR and ANGUS officers must have at least 24 months remaining on current tour as of the date of application.)

c. Have a Foreign Service Selection Date not more than 3 years prior to commencement of ground observer tour.

d. Be rated or non-rated.

e. Have at least 4 years of active military service which must include 6 months' continuous active service immediately prior to date of application.

f. Possess some ability as a public speaker.

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g. Be recommended for ground observer duty by immediate commanding officer. In making the recommendation, the commanding officer should consider the fact that the ground observer officer is constantly in the public view, often as the sole Air Force representative in a particular area.

h. Be capable of performing applicable duties as outlined in Attachment 1.

4. Applications. Applications may be submitted by qualified officers through normal channels to this headquarters. Requests for waivers of any of the desired qualifications listed herein must be fully substantiated from a military standpoint by the applicant. Each subordinate commander will insure that all applications are forwarded to this headquarters. Applications should contain the following information:

a. Name, grade, and AFSN.

b. Present station and duty assignment.

c. Date of last PCS.

d. Foreign Service Selection Date.

e. Primary and Additional AFSCs.

f. If rated, type of rating and whether currently on flying status.

g. Civilian and/or military occupational experience which may be considered as qualifying the applicant for ground observer duty.

h. Choice of assignments. (List three states in order of preference.) States under jurisdiction of this command are:

Connecticut	Maryland	Ohio
Delaware	Massachusetts	Pennsylvania
Illinois	Michigan	Rhode Island
Indiana	New Hampshire	Vermont
Kentucky	New Jersey	Virginia
Maine	New York	Wisconsin

i. If non-regular, date of termination of current tour.

5. Interview and Screening. The immediate commanding officer will interview each applicant and will screen and indorse each application submitted, offering appropriate recommendations. Each suceeding commanding officer will also indorse each application, offering appropriate comments. In the event applicants are not recommended or available for this duty, reasons will be indicated.

6. Determination of Availability. Determination of availability will be made by this headquarters.

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7. Assignment. Every effort will be made, consistent with the needs of this command, to assign officers to ground observer duty in the state of first choice. However, it is desired that officers volunteer for ground observer duty because of a genuine interest in this type of duty and not merely to obtain assignment to any specific area. Normally, assignment will be accomplished within 3 months after receipt of application at this headquarters. Applications of officers not assigned within this period will be returned with a statement of the reason for non-assignment. Applicants will be frozen at current station for a period of 30 days from the date of receipt of application in this headquarters. All applications submitted by personnel assigned to defense wings will be forwarded through the appropriate air division.

8. Tour of Duty. The normal tour of duty for personnel assigned to ground observer duty will be 3 years. Upon completion of tour of duty, officers will be reported to this headquarters for reassignment.

9. Dissemination. Commanding officers will insure that maximum publicity is given to the contents of this regulation and that all interested personnel be given an opportunity to apply.
(EAPDP)

BY COMMAND OF MAJOR GENERAL NELSON:

OFFICIAL:

JOHN L. WARREN
Colonel, USAF
Adjutant General

GEORGE F. SMITH
Brigadier General, USAF
Vice Commander

1 Attachment
Job Descriptions and
Authorized Ranks

DISTRIBUTION:
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I GROUND OBSERVER CORPS STATE COORDINATOR

The State Coordinator represents the commanding general of the air division to which assigned, in the office of the State Director of Civil Defense or his designated representative, in all matters pertaining to Civil Air Defense with emphasis on the Ground Observer Corps. The specific functions of the State Coordinator are as follows:

1. Assists the state organization in selecting and organizing observation posts.

2. Explains through lectures, conferences and other public information media, the purpose of the Ground Observer Corps.

3. Assists the State Director of Civil Defense, when requested, on matters pertaining to the organization, operation and training of the Ground Observer Corps and other Civil Air Defense matters involving air divisions of this command.

4. Assists the filter center officers in the instruction of Ground Observer Corps personnel when requested.

5. Explains or clarifies to the State Director of Civil Defense the Air Force position of responsibility in all matters related to Civil Defense.

6. Performs such other functions as may be directed.

7. Reports to air division commander changes in state policy regarding the Ground Observer Corps and other pertinent Civil Defense matters.

GRADE: Lt Colonel or Major

II. GROUND OBSERVER SQUADRON COMMANDER

The commanding officer of a Ground Observer Squadron exercises command jurisdiction over the headquarters and filter center detachments of the squadron. He is responsible to the commanding general of the air division (defense) to which attached or assigned for the following specific functions within his assigned sector of responsibility:

1. Training of the headquarters, filter center detachments, and individuals of the United States Air Force assigned to his squadron to the proficiency prescribed by applicable training standards or Air Force Regulations of the 35-400 series.

2. Training of the civilian volunteers of the Ground Observer Corps within his assigned sector to the proficiency prescribed by applicable training standards. For those job positions for which there is a counterpart within the military establishment, the applicable Air Force Regulations of the 35-400 series will be utilized.

3. Maintenance of necessary administrative records of observation posts and filter centers within assigned sector to reflect accurately

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operational capability of installations and the proficiency level of personnel.

4. Conduct of participation in air defense exercises, maneuvers, and combined operations of the Ground Observer Corps in assigned sector in accordance with approved plans.

5. Maintenance of liaison with local agencies of Civil Defense organizations on Ground Observer Corps matters within assigned sector.

6. Initiate and conduct a public relations program relative to the Ground Observer Corps within assigned sector.

7. Supplying and equipping headquarters, filter center detachments and individuals of the Air Force assigned to his squadron.

8. Submission of recommendations concerning the requirements for training, equipment, personnel, proficiency standards, and desired capabilities of the Ground Observer Corps within assigned sector.

9. Advising the commanding general, air division (defense) to which attached or assigned of the operational status and capabilities of the Ground Observer Corps in assigned sector.

10. Submission of reports as required by higher headquarters.

GRADE: Lt Colonel or Major

III. FILTER CENTER DETACHMENT COMMANDER

Filter center detachment commander, in addition to exercising command of the assigned military personnel, is responsible for the following specific functions:

1. Operational control of the filter center.

2. Maintenance of a constant training program for civilian volunteer members of the filter center.

3. Supervision and conduct of a training program to be implemented by field visits of military personnel assigned to filter centers to instruct civilian volunteers of the Ground Observer Corps observation posts in the methods and procedures of operation.

4. Maintenance of continuous liaison with the appointed filter center civilian administrative supervisor, and with the military Ground Observer Corps Coordinator on duty in the office of the State Director of Civil Defense.

5. Rendering all possible assistance in keeping with established policies when requested by State Directors of Civil Defense and/or civilian observation post supervisors.

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6. Submission of regular and periodic reports as required.

7. The detachment commander must be judicious in dealing with civilian volunteers to man the filter center. His daily contact with the populace places him in the limelight and his actions and those of the personnel he commands will reflect directly on the Air Force as a whole. The success of his mission depends on his ability to establish a good working relationship between his military personnel and the civilian volunteers.

GRADE: Major or Captain

IV. GROUND OBSERVER SQUADRON OPERATIONS OFFICER

1. Supervises the implementation of operational plans and directives from higher headquarters.

2. Prepares standard operating procedures for filter centers and observation posts within the squadron in accordance with plans and policies received from higher headquarters.

3. Prepares training directives and supervises the training of filter center and observation post volunteers in accordance with training standards, unit proficiency directives, and other pertinent directives from higher headquarters.

4. Prepares plans and operations orders for Ground Observer Corps exercises within the squadron area and supervises such operations.

5. Makes field visits to filter centers and observation posts to ascertain the degree of proficiency of personnel and equipment.

6. Makes recommendations for improved operations and training techniques and facilities to squadron commander.

7. Acts for the squadron commander in his absence.

GRADE: Captain or 1st Lt.

V. GROUND OBSERVER SQUADRON PERSONNEL AND ADMINISTRATION OFFICER

Assists the squadron commander in all administrative duties. Supervises all functions of the orderly room and is responsible for the proper administrative processing of correspondence and directives prepared by ground observer squadron headquarters. Responsible for the coordination and dissemination of all policies formulated and issued by the commanding officer. Supervises individual training and Special Services activities for military personnel assigned the Ground Observer Squadron and detachments. Performs all functions incident to records of officers and airmen assigned to the ground observer squadron. Prepares and maintains all reports, rosters, records, and correspondence pertaining to personnel matters, including school quotas, processing applications and requests for orders.

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Performs procedures relative to procurement processing, assignment, classification, promotion, separation, and management of assigned personnel.

GRADE: Captain or 1st Lt.

VI. FILTER CENTER OPERATIONS AND TRAINING OFFICER

The filter center training officer's duties are unique in that they work with volunteers from all strata of society. They must sell the people, as well as impart knowledge. They may be called upon to speak before civilian groups or local gatherings to aid the local Civil Defense officials in obtaining additional volunteers. In general, their duties include the following specific functions:

1. Conducting training classes for civilian volunteers enrolled in the filter center in accordance with instructions from their commanding officer and directives of higher headquarters.

2. Preparing training aids for use in the training of filter center volunteers.

3. Maintaining records on the training accomplished.

4. Assisting their commanding officer in performing other functions connected with filter center operations, as may be required.

GRADE: Captain or 1st Lt.

VII. FILTER CENTER OBSERVATION POST TRAINING OFFICER

1. Supervises the training of civilian observation post volunteers in accordance with directives from higher headquarters.

2. Schedules field trips by mobile training teams within sector assigned.

3. Recommends to proper civil officials locations or relocations of observation posts.

4. Maintains liaison with civil defense officials throughout the sector assigned and upon request assists them in recruiting efforts for the Ground Observer Corps. In many instances this will require personal participation and talks to public gatherings.

5. Prepares training aids for use in training observation post volunteers.

6. Maintains records on the training accomplished.

7. Assists the filter center commanding officer in other functions as directed.

GRADE: Captain or 1st Lt.

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DISPOSITION FORM

FILE NO.

SUBJECT Personal letter to Gen Nelson from Gen Chidlaw (Poor Public Relations at Filter Centers)

TO EADVC FROM EAPDP DATE 6 Aug 53 COMMENT NO. 1

1. This office agrees fully with the comments contained in General Chidlaw's letter and has made every possible effort to get the right type of individual into our Ground Observer Squadrons. This action consisted of the following:

a. Action taken by this headquarters:

(1) On 11 March 1953, this office directed the reassignment of 12 officers from the EADF units to our Ground Observer Squadrons because of the critical shortage of qualified officers within our Ground Observer Squadrons. This action was the result of a complete screening of all officers assigned to this command and was based on the qualifications and desires of officers for GOC type duty.

(2) On 5 May 1953, this office disseminated EADF Regulation 36-7, (copy attached) which establishes procedures whereby any officer assigned to an EADF unit may make voluntary application for GOC duty. Since publication of the regulation, we have had three applications for such duty.

(3) This office has received several applications from officers assigned to EADF units who desire duty with the Recruiting Service. Recent applications were received from Captain Wilbur R. Lamm, AO 537292, 4708th DW; Capt Frank W. Chermak, AO 708324, 30th ADiv and Capt Robert J. Pellerin, AO 590056, 4707th Def Wg. In each case, we recommended disapproval in view of our shortage of officers qualified for and performing duty in the GOC and in view of the fact that qualifications for recruiting duty are much the same as the qualifications for the GOC. We indicated that if applications were disapproved by USAF, we would assign subject officers to duty with GOC. Headquarters USAF disapproved our requests and in each case, stating "that the objection of the officers present command is not sustained in view of the requirement for recruiting officers during Fiscal Year 1954."

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b. Recommended action to be taken by higher headquarters:

(1) On 30 January 1953, letter, EADVC 381, subject: Manning of Ground Observer Squadrons and Filter Centers was forwarded to ADC recommending that a procedure be established by Headquarters USAF which would permit world-wide application, on a voluntary basis, of personnel for GOC duty. This recommendation was disapproved by USAF on the basis "that it would be impracticable to add to the problem of instability by attempting to stabilize one more activity, although it is conceded that stabilization in that particular activity would be desirable." On 16 June 1953, 4th indorsement to above cited letter, was forwarded to your office recommending that we go back to ADC with amendments to our basic proposal which we felt would eliminate "freezing" of GOC personnel and thereby overcome USAF's objections to our original plan. Your office returned correspondence with recommendations that "we use a different approach with same data". Correspondence with our further recommendations is being returned to your office this date.

(2) On 27 March 1953, we prepared a personal letter from Major General Nelson to Major General Smith, in which we recommended that consideration be given by Headquarters USAF to making available to ADC, those officers who were not usable by the recruiting service. This recommendation was disapproved because of "increased requirements for recruiting personnel during Fiscal Year 1954".

2. It is felt that information outlined in paragraph 1a, above, indicates that this command does not have the capability of furnishing qualified commanders for each of our filter centers unless we get much needed help from ADC and USAF. Our letter of 30 January 1953, recommended the establishment of procedures which would provide for "selective screening of officers for GOC duty" (as referred to in General Chidlaw's letter).

3. Recommend that immediate action be taken at ADC and/or USAF level to:

a. Prevent the application of new pilots, recently recalled

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FILE NO.	SUBJECT

TO	FROM	DATE	COMMENT NO. 1

Reserve officers and/or officers vulnerable for overseas assignment against our requisitions for ground observer personnel.

b. Reconsider recommendations contained in our 30 January 1953 letter, as amended.

c. Determine whether GOC duty is to be given a high manning priority. Loss of personnel referred to in paragraph 1a(3) "robs" this command of officers who have the qualifications to become highly competent filter center commanders.

t/ KENTZ t/HIGHT

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HEADQUARTERS
EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N. Y.

EADP 381 28 Aug 53

SUBJECT: Manning of Ground Observer Squadrons and Filter Centers

TO: Commander
Air Defense Command
Ent Air Force Base
Colorado Springs, Colorado

1. Despite the continued high priority given by this headquarters toward the manning of ground observer squadrons, we have never been able to maintain a satisfactory level. Moreover, in some instances, we have not been able to secure filter center commanders with the personality and known how of Air Force procedures so desirable in this key position where the ability to meet and favorably impress the public is vital to the Air Force interest.

2. The principal difficulty encountered in obtaining an adequate number of individuals qualified to become filter center commanders has been the limited resources of this command from which to make selections. This resource has been further limited by the current reduction in officer strength. We have submitted recommendations to your headquarters designed to broaden the selectivity basis by permitting officers, Air Force wide, to apply for this duty. Our letters, file EADVC 381, subject: Manning of Ground Observer Squadrons and Filter Centers, 30 January 1953, and letter, same subject, file EAPDP 381, 24 August 1953, contained our recommendations. From a realistic viewpoint, it appears obvious that if the recommendations, referred to above, are approved by Air Force, there will be a substantial time interval before worthwhile assistance is forthcoming. In the meantime, the number of officers assigned to filter center duty continues to decrease due to heavy attrition. Our ability to obtain qualified replacements from the normal nonrated and nontactical pilot source available to us is considerably lessened by the critical requirement for these same highly qualified officers in nontactical and administrative positions command wide. It is evident that normal requisitioning procedures are of little value in providing filter center commanders since during the period 20 May - 19 June 1953, three recalled officers and 20 newly commissioned 2d lieutenants were received to command the filter center positions.

3. Inasmuch as the number of highly qualified nonfighter pilot officers remaining within this command will not in the foreseeable future be sufficient to meet the many requirements, it appears obvious

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that our screening for filter center commanders must now include fighter pilots. The input of fighter pilots has raised our manning level to an extent that we can now afford to use a limited number of officers in other key assignments. The fact that a number of our filter centers are now commanded by junior officers who do not have the prerequisite qualifications, and the fact that we are faced with the early loss of additional filter center commanders, makes it imperative that this command take early action to provide replacements. Notwithstanding the many vacancies that will occur in all skill areas by losses from the reduction program, this headquarters proposes to give first priority to manning the filter centers.

4. To enable this headquarters to select the highest caliber individuals from within our resources to command the filter centers, it is requested that the restrictions on assignment of fighter pilots, AFR 36-76, be amended to permit the assignment of a sufficient number of those found qualified for duty as filter center commanders.

FOR THE COMMANDER:

s/t/ R. H. THOM
Lt. Col, USAF
Asst Adjutant

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Hq EADF EAPDP 381 Subject: Manning of Ground Observer Squadrons and Filter Centers

ADPP-P 381 (28 Aug 53) 1st Ind 6 Oct 53

HQ AIR DEFENSE COMMAND, Ent Air Force Base, Colorado Springs, Colorado

TO: Commander Eastern Air Defense Force, Stewart Air Force Base, Newburgh, New York

1. Your request to utilize fighter pilots to man Ground Observer Squadrons and Filter Centers is not favorably considered. Any pilot with a fighter-interceptor potential is subject to reassignment to a fighter-interceptor squadron. The result would be even greater instability in these positions than now exists.

2. The recommendation by your headquarters that personnel, Air Force-wide, be permitted to volunteer for Ground Observer and Filter Center duties has been sent to Headquarters USAF. Pending disposition of this request, request the following actions be taken in the order listed below:

a. Screen current manning status in all fields in which personnel can be found who have the requirements for GOC and Filter Center duties and then equalize the manning of the GOC and Filter Center positions with the other fields.

b. Assign non-operational (other than limited resource specialty) pilots to GOC and Filter Center duties.

c. After the above action has been completed, advise this headquarters the number of GOC and Filter Center positions still unmanned or inadequately manned. If a manning problem still exists, this headquarters will request authority from Headquarters USAF for a limited use of fighter pilots in the positions as an interim expedient to accomplish:

(1) Full utilization of surplus fighter pilots;

(2) 100% interim manning of GOC and Filter Center positions pending use of USAF world-wide volunteers.

BY ORDER OF THE COMMANDER:

s/t/ WALTER W. ROBINSON
Colonel, USAF
Command Adjutant

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HEADQUARTERS
Eastern Air Defense Force
Stewart Air Force Base, Newburgh, N. Y.

EADVC 381 30 Jan 53

SUBJECT: Manning of Ground Observer Squadrons and Filter Centers

TO: Commanding General
Air Defense Command
Ent Air Force Base
Colorado Springs, Colorado

1. This Command is concerned over the high turnover rate of personnel assigned to the ground observer squadrons and filter center detachments. During the period of 1 September 1952 through 30 November 1952, 23 ground observer squadron officers were lost to this command for one reason or another. Twelve of those reassigned did not possess the qualifications required of officers for this type duty. During this period the average assigned strength of officer personnel in ground observer squadrons of this command was 100 and this reassignment resulted in a turnover rate of 92% per year which is considered excessive.

2. These officers are required to make, develop and maintain contacts with civilian volunteers who cannot understand why such a high turnover rate is necessary. It is considered essential that ground observer squadron personnel be permitted to remain at an assigned duty station, providing they are qualified, for a period of time which will insure maximum benefit from their assignment in the ground observer program. Unless this is done, there will develop unfavorable relations between the military and civilian volunteers, with a resultant decrease in the effectiveness of the overall ground observer program.

3. The present and future officer manning status of Eastern Air Defense Force ground observer squadrons is as follows:

Air Div	Grd Obsr Sq	Authd	Asgd	* Known losses thru 30 Apr 53	Projected Shortage
26th	4670th	43	42	14	15
30th	4671st	35	31	8	12
32d	4673d	27	25	7	9
		105	98	29	36

*Known losses resulting from release of reserve officers and does not include normal losses resulting from overseas levies, zone of interior reassignment action, etc.

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4. Officers being received against requisitions as replacements do not:

a. Provide for stability as they are generally new second lieutenance who have not had prior foreign service and are therefore vulnerable for overseas assignment. Your attention is invited to your Record of Officer Assignments for the period 18 December 1952 through 2 January 1953 which indicates that ten second lieutenants, AFSC 7524, are being assigned to the 30th and 32d Air Divisions for ground observer squadrons.

b. Generally possess the experience, background and/or desire for ground observer squadron duty.

5. Based on past experience, it is my opinion that present manning procedures for the ground observer squadrons will not result in a stable, efficient and smooth-functioning ground observer program. This can only be accomplished by screening and selecting personnel possessing qualifications other than just an AFSC and a desire for ground observer squadron duties.

6. It is recommended that action be immediately taken to develop a procedure which will permit Air Defense Command to screen and select officer and enlisted personnel for ground observer duty based on the same principles as Air University uses to select personnel for duty as AFROTC instructors (Air Force Regulation 35-6) and Continental Air Command selects personnel for recruiting duty (Air Force Regulations 36-34 and 39-52). The success of these commands to provide suitable manning for their activities is due to their having an opportunity to screen and select personnel who desire such duty and the entire resources personnel-wise of the United States Air Force is available for this selection.

7. It is felt that only through the establishment of a similar Air Defense Command policy will we be able to alleviate our ground observer squadron manning problem and provide the required high-calibre personnel necessary to conduct an aggressive program with the civilian population. Attached as Inclosure #1 and #2 are drafts of recommended Air Force Regulations which we feel would permit Air Defense Command to accomplish this end.

2 Incls
1. Proposed AFR re Asgmt of Offs for Grd Obsr Dy
2. Proposed AFR re Asgmt of Amn for Grd Obsr Dy

s/t/ GEORGE F. SMITH
Brigadier General, USAF
Vice Commander

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Hq EADF EADVC 381 Subject: Manning of Ground Observer Squadrons and Filter Centers

ADPPM 381 (30 Jan 53) 1st Ind 26 Feb 53

HQ AIR DEFENSE COMMAND, Ent Air Force Base, Colorado Springs, Colorado

TO: Chief of Staff, Headquarters USAF, Washington 25, D. C.

1. The only system which now exists for obtaining information on low flying aircraft in or approaching the Air Defense system is the Ground Observer Corps. It is anticipated that this situation will exist for some years.

2. As the basic letter points out, this command is having difficulty in keeping military personnel in place long enough for civilian volunteers to get to know them and for them to be effective on the job. This instability is hampering the Ground Observer Corps program, and solution of the problem is not within the capability of this command.

3. Recommend adoption of the plan stated in basic letter, but request that personnel assigned to GOC activities for specified tours not be counted in Air Defense Command personnel strength when levying overseas quotas. This request is made so that the remaining ADC personnel will not undergo a more rapid turnover; however, if the basic plan is jeopardized by this contingency, the request for segregation in computing overseas quotas will be withdrawn.

2 Incls
n/c

s/t/ FREDERIC H. SMITH, JR.
Major General, USAF
Vice Commander

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Basic ltr fr Hq Eastern Air Defense Force, Stewart AFB, Newburgh, N. Y. Subject: "Manning of Ground Observer Squadrons and Filter Centers", dtd 30 Jan 53, file EADVC 381

2d Ind AFPMP-1-B

Department of the Air Force, Hq USAF, Washington 25, D. C., 1 Apr 53

TO: Commanding General, Air Defense Command, Ent Air Force Base, Colorado Springs, Colorado

1. The problems that have been outlined in the preceding correspondence are fully appreciated, and are being experienced by many Zone of Interior commands. One of these problems, instability, has long been a matter of much study. In an effort to meet this problem, specified tours have been provided for certain instructors, recruiting, and some procurement personnel. The full effect that these actions have had on the stability of the balance of the force is now being realized and as a result it may be necessary to drastically reduce the number of positions in this protected area in the near future. For the present it would be impracticable to add to the problem by attempting to stabilize one more activity, although it is conceded that stabilization in that particular activity would be desirable.

2. In view of the foregoing, the requests contained herein are not favorably considered.

BY COMMAND OF THE CHIEF OF STAFF:

2 Incls
n/c

s/t/ JOHN H. MC CORMICK
Major General, USAF
Director of Military Personnel

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Hq EADF EADVC 381 Subject: Manning of Ground Observer Squadrons and Filter Centers

ADPPM 381 (30 Jan 53) 3d Ind 28 Apr 53

HQ AIR DEFENSE COMMAND, Ent Air Force Base, Colorado Springs, Colorado

TO: Commanding General, Eastern Air Defense Force, Stewart Air Force Base, Newburgh, New York

1. The desirability of such a program for Ground Observer Corps personnel, as outlined by your headquarters, cannot be denied.

2. In addition to our previous indorsement recommending approval on this course of action, representatives of this headquarters discussed this matter at Headquarters, United States Air Force, at a recent personnel conference. Because of forthcoming changes on selection and freezing of military in related type duties, Headquarters, United States Air Force has given Air Defense Command no recourse on the disapproval contained in the 2d Indorsement.

2 Incls
n/c

s/t/ FREDERIC H. SMITH JR.
Major General, USAF
Vice Commander

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HEADQUARTERS
EASTERN AIR DEFENSE FORCE
STEWART AIR FORCE BASE, NEWBURGH, N. Y.

158

EADP 381 24 Aug 53

SUBJECT: Manning of Ground Observer Squadrons and Filter Centers

TO: Commander
Air Defense Command
Ent Air Force Base
Colorado Springs, Colorado

1. The quality of the personnel manning our ground observer squadrons and filter centers has shown little improvement over the past year despite the increased emphasis placed on the operation of these organizations. It is realized that the problem is not limited solely to the selection of individuals to man the ground observer squadrons and filter centers. Considerable of the difficulties encountered may be attributed to sporadic supervision and inadequate guidance by the echelons responsible for the administrative control of these organizations. Corrective action has been initiated in this respect and noteworthy progress has been made.

2. Consideration has been given to the selection of these ground observer corps personnel with a view toward restricting assignments in this field to officers with above average effectiveness indices and personality traits necessary for this liaison type duty. However, in view of the limited resources available to this command from which such selections may be accomplished, this program has proven ineffectual. Furthermore, officers with these qualifications are critically required in important tactical and administrative positions command wide.

3. As a means of broadening our selectivity basis, we previously proposed by letter, subject as above, 30 January 1953, that personnel to man the filter centers and ground observer squadrons be selected on an Air Force-wide basis similar to the method used to acquire recruiting personnel and AFROTC instructors. However, this recommendation was disapproved by Headquarters USAF on the premise that the Air Force did not wish to stabilize another category of personnel due to the ramification on overseas availability lists. It was not our intention that these personnel be placed in a preferred category; our primary objective was to permit the selection of personnel from outside the resources of the Air Defense Command, thus making available in sufficient quantity, mature, experienced, and qualified officers with the inherent desire and personality necessary for this type duty. It was further intended that

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the personnel so chosen would have a foreign service selection date of 1950 or later which in itself was the only provision for stabilization desired.

4. Of major importance among the considerations supporting the selection of officers on an Air Force-wide basis is the immediate and far-reaching impact on public sentiment generated by an efficient and effective ground observer corps program. The officers in command of these units, by virtue of their assignments, have intimate contact with a large segment of the public. This situation demands that only hand-picked officers be assigned to such a critical position from a public relation standpoint. Moreover, these officers should be selected with emphasis on their personality and ability to meet the public with administrative proficiency of secondary importance. It can readily be seen that personnel possessing these qualifications in any one command would be extremely limited in quantity.

5. This matter is deemed of sufficient urgency to justify a request for a re-evaluation of our proposal to select these officers on an Air Force-wide basis. Accordingly, a proposed Air Force regulation is attached for your consideration with a view toward early publication. The current officer reduction program underway within the Air Force is further reducing our capability to man these critical positions within the limits of our current and projected officer availability. Therefore, it is requested that this matter receive your expeditious consideration leading toward an early decision.

2 Incls
1. AFR 36-
2. AFR 39-

t/ GEORGE F. SMITH
Brigadier General, USAF
Commander

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HQ EADF EAPDP 381 Subject: Manning of Ground Observer Squadrons and Filter Ce nters

ADPP-P 381 (24 Aug 53) 1st Ind 23 Sep 53

HQ AIR DEFENSE COMMAND, Ent Air Force Base, Colorado Springs, Colorado

TO: Chief of Staff, Headquarters USAF, Washington 25, D. C.

1. This headquarters is fully cognizant of the problem of properly manning Ground Observer Squadrons and Filter Centers and whole-heartedly concurs with the recommended solution contained in the basic communication.

2. Opening these positions to volunteers will have several advantages:

a. Self-screening by the individual, since few will volunteer who do not have the native ability and desire to work with the civilian public.

b. Increased motivation usually associated with volunteers for a particular duty.

c. Greater efficiency of personnel assigned these duties since the wider screening should result in assignment of personnel with a high development of specific skills required by these positions.

d. A morale advantage associated with each device which permits an individual to effect his own assignment.

3. It is suggested that the plan and the regulation for effecting it are in complete harmony with the direction of current career planning in the Air Force.

FOR THE COMMANDER:

2 Incls
n/c

t/ JARRED V. CRABB
Major General, USAF
Chief of Staff

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HEADQUARTERS
AIR DEFENSE COMMAND
Ent Air Force Base
Colorado Springs, Colorado

ADPPR-RSP 300.8 18 Dec 53

SUBJECT: Proposed ADC Regulation

TO: Commander
Eastern Air Defense Force
Stewart Air Force Base
Newburgh, New York

Forwarded for your review and comments is a proposed ADC Regulation, "Policies and Procedures for Manning Ground Observer Squadrons." The regulation must be published as soon as possible, and preferably not later than 1 January 1954. It is, therefore, necessary that your comments arrive by message at this headquarters, Attn: Personnel Plans and Research, not later than 29 December 1953.

BY ORDER OF THE COMMANDER:

1 Incl
Proposed ADC Reg

s/t/ PAUL J. LIEHR
Major, USAF
Asst Command Adj

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ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 2 193

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator) HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP

SECURITY CLASSIFICATION: UNCLD

PRECEDENCE FOR: ACTION: ROUTINE | INFORMATION

☐ BOOK MESSAGE ☐ ORIGINAL MESSAGE

☐ MULTIPLE ADDRESS CRYPTOPRECAUTION ☐ YES / XX NO

REFERS TO MESSAGE: IDENTIFICATION | CLASSIFICATION

TO: COMDR ADC ENT AFB COLO SPRINGS COLO

INFO:

EAPMP-O 44667 . Urltr ADPPR-RJP 300.8, subj: "Proposed ADCR", 18 Dec 53. This msg in four parts. Part I. It appears that the maj difficulty in manning Grd Obsr Sqs this comd have been overcome; that of obtaining sufficient pers w/the proper quals. The pub of EADFR 36-7 whereby offs this comd may apply for Grd Obsr dy; the assistance furnd by the ATRC Sch and the assistance being provd by Hq USAF are considered sufficient to keep this program fully manned. This hq was advised recently by Offs Div, Deputy for Pers, your hq, that Hq USAF could prov a limited no of pers for Grd Obsr dy fr os rtrn who possess the nec quals provd ea rqn for this type pers was properly identified. Part II. Def Force Comdrs now have responsibility for adequate manning of Grd Obsr Sqs. The Grd Obsr Sq has long had in EADF No 1 manning priority. Air Division Comdrs personally appr asgmts and rqmts of all offs in Grd Obsr Sq. In view of this the only obvious benefit of an ADCR would be to encourage and auth quald off to apply for this dy

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JOINT MESSAGEFORM

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FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP | SECURITY CLASSIFICATION

PRECEDENCE FOR: | ACTION | INFORMATION

TO:

☐ BOOK MESSAGE | ☐ ORIGINAL MESSAGE

☐ MULTIPLE ADDRESS | CRYPTOPRECAUTION ☐ YES ☐ NO

REFERS TO MESSAGE:

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INFO:

ADC Wide. This would require listing of dy stas and personal quals criteria similar to that listed in EADFR 36-7. Part III. The folg gen comments are furnd relative to policies outlined in your proposal: (a) Par 5b; placing all offs who are quald for Grd Obsr dy in an ADC Ltd Resource Sp category would inc a large portion of the off str of this comd. In view of the no of offs this action would affect the admin burden imposed, coupled w/the pres and prospective manning of EADF Grd Obsr Sqs, this action is not recmd. (b) Par 5c; the atchmt of ltrs of appreciation and commendation to the OER is in conflict w/par 4, USAFR 36-10. (c) Par 5h; in view of the auth geld this hq to rag offs w/i this comd as deemed nec, advising your hq of the reasons for removal of an off fr the Grd Obsr Program will impose add admin workload on this and your hq w/no apparent gain. Part IV. Do not recm put of Proposed ADCR. If, however, one is issued, recm it only stress importance of adequate manning w/quald indiv and inc dy stas throughout

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JOINT MESSAGEFORM

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SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

DATE-TIME GROUP | SECURITY CLASSIFICATION

PRECEDENCE FOR: | ACTION | INFORMATION

TO:

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ADC for which quald vols may apply. In add splts be afforded the opportunity to indicate choice of two (2) geographical areas of asgmt.

SECURITY CLASSIFICATION: UNCLD | PAGE 2 OF 2 PAGES

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t/ CAPT A LOCKEE

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DISPOSITION FORM

SUBJECT: Comment No. 1

TO: Col Nance
EAODO

FROM: EAOCD

DATE: 27 Jul 53

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1. A conference was held at the Parramore Island Coast Guard light boat station on 21 July at the invitation of Rear Admiral Wood, Commander, 5th Coast Guard District. In addition to Admiral Wood, the conference was attended by Major Renney, Commanding Officer of the 771st AC&W Squadron and the undersigned.

2. Admiral Wood was entertaining Lt Gen Bruce of the Army on a fishing trip and invited the Air Force members to discuss three proposals for integrating Coast Guard activities in air defense.

3. Before departing on the fishing trip, Major Renney and the undersigned visited the Parramore Island lookout tower which has been integrated as an observation post in Operation Skywatch. The Coast Guard sentry was well aware of the procedures for reporting aircraft flash messages and showed us the Form 6--3 log of aircraft recently reported. They have a commanding seaward view since the tower is about 125 feet high.

4. The first proposal by Admiral Wood was in connection with preparation of plans for integrating the commercial fishing fleet into Operation Skywatch. Commercial fishing vessels have ship-to-shore radio over which they can report to the Coast Guard shore stations. Aircraft flash reports could thereby be relayed by the Coast Guard stations to the filter center. Admiral Wood stated that a survey is being currently conducted by the 5th Coast Guard District to determine what areas are being fished at certain times of the year so that an indication may be derived of what coverage would be realized by integration of these vessels. He further stated that it would be impossible to integrate these vessels before an emergency arises because the current frequency used by the fishing vessels is extremely crowded and would not be able to take the additional load imposed by aircraft flash reporting. During an emergency, a separate frequency will be given to these vessels for reporting submarine activity and he feels that aircraft can also be reported on that frequency. Admiral Wood pointed out that commercial fishing concerns were being surveyed and permits are being prepared for issuance to the vessels for operating during the emergency. Before these vessels can proceed to their fishing grounds they would be required to pick up the permit and at this time he feels it would be appropriate to hand them a packet of instructions for reporting aircraft sightings as well as instructions for reporting submarine activity.

5. The second proposal by Admiral Wood involved tieing in the land line loop of the 5th Coast Guard District (indicated in green on Inclosure #1) to the Fort Custis radar. This would permit the radar station to alert

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any of the Coast Guard stations on that map to look for unusual activity to give additional visual information on targets which appear on the Fort Custis radar scope. Admiral Wood is interested in running a test on this proposal. He was advised that it would be investigated further to determine whether sufficient lines existed to accomplish the tie-in. This proposal will be submitted to the 26th Air Division for further investigation.

6. The third proposal consisted on providing FM radio equipment to the Fort Custis radar so that the radar can listen in on the harbor defense frequency. In this way, Fort Custis radar would be aware of any emergency which arises and would be in a position to take immediate action by vectoring either Navy or Air Force aircraft to the scene. In addition, Admiral Wood pointed out that the Coast Guard maintains a ship (circled in black on Inclosure #2) at the outer approaches of the harbor and invited Major Renney to send one of his officers out to the ship to determine whether the radar on that ship could be integrated into the air defense system. He stated that the radar has approximately an 80 mile sweep and could probably be used to extend the coverage of the Fort Custis radar or to supplement it during periods when they were off the air. Major Renney agreed to investigate this further.

7. Admiral Wood's proposals will be submitted to the 26th Air Division for further investigation and development. This office will also submit a letter to the Commander, Eastern Area Coast Guard in an effort to establish similar arrangements with other Coast Guard Districts.

2 Incls

s/t/ SATHER

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HEADQUARTERS
EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N. Y.

EADCE 381 11 Aug 53

SUBJECT: Formulation of Plans for the Use of Fishing Vessels in the GOC Program

TO: Commander
Eastern Area Coast Guard
80 Lafayette Street
New York 13, New York

1. Information available at this headquarters indicates that many United States fishing vessels are equipped with radio-telephone equipment capable of contacting USCG shore radio facilities from considerable distances. The reporting of aircraft by these vessels would materially increase the air surveillance capability of the Ground Observer Corps in the Atlantic coastal and Great Lakes areas.

2. In the interest of making maximum use of existing facilities to increase the Ground Observer Corps capability, this headquarters considers that plans should be developed at the earliest possible date for integrating this capability into the Ground Observer Corps system.

3. This matter does not appear to fall within the purview of paragraph 1 (Operational Command), your publication, Subject: Instructions for U.S. Coast Guard Units Participating in U.S. Air Force "Operation Skywatch," dated 1 July 1953. In view of this, authority is requested for direct coordination between Air Divisions of this Command and corresponding Coast Guard Districts for the purpose of developing plans for the use of fishing vessels in Ground Observer Corps Operations.

4. This matter has been discussed informally between Admiral Wood, Commander Fifth Coast Guard District and Lt Colonel Sather, Director of Civil Defense, this headquarters, during a recent meeting at Parramore Island Coast Guard Station.

FOR THE COMMANDER:

t/ THURSTON H. BRAATEN
Captain, USAF
Asst Adjutant

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RESTRICTED

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Commander EASTERN AREA
80 Lafayette Street
New York 13, N. Y.

13 August 1953
A5
Serial 458

RESTRICTED SECURITY INFORMATION

From: Commander, Eastern Area
To : Commanding General, Eastern Air Defense Force
Stewart Air Force Base, Newburgh, New York

Subj: Formulation of Plans for the Use of Fishing Vessels in the Ground Observer Corps Program

Ref : (a) Your Restricted ltr EAOCD 381 of 11 August 1953

1. Receipt of reference (a), is acknowledged. Your request has been referred to the Commandant, U. S. Coast Guard, Washington, D. C., for consideration.

Copy to:
CCGD 5(d)
Comdt (OC)

s/t/ C. H. PETERSON
Acting

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FM HQ EADF STEWART AFB NEWBURGH NY
TO BEKC/COM 5TH COAST GUARD DISTRICT NORFOLK VA
INFO JEPNY/COM 26TH AD DEF ROSLYN NY
BEGDC/COM EAST AREA COAST GUARD 80 LAFAYETTE ST NY 13 NY
AF GRND
/R E S T R I C T E D/ EAOCD 31544. ATTN ADM WOOD. THIS MSG REF TO YOUR REQUEST TO 26TH AIR DIVISION /DEF/ REGARDING IMPLEMENTATION OF AIRCRAFT REPT BY FISHING VESSELS. LTR /RESTRICTED/ CMA THIS HQ TO COM EACC CMA SUBJECT CLN "FORMULATION OF PLANS FOR THE USE OF FISHING VESSELS IN THE GROUND OBSERVER CORPS PROGRAM CMA" DATED 11 AUG 53 CMA FWDD TO YOU FOR INFO HAS BEEN FWDD BY COM EACC TO COMDT USCG FOR CONSIDERATION. FURTHER ACTION IN THIS MATTER IS BEING HELD IN ABEYANCE AWAITING REPLY TO ABOVE MENTIONED LTR.
FOR 26TH AIR DIVISION /DEF/ ONLY CLN URMSG 26ADOCD 5312.

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SECURITY INFORMATION

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 174

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FROM: (Originator)
HQ EADF, STEWART AFB, NEWBURGH NY

DATE-TIME GROUP | SECURITY CLASSIFICATION

PRECEDENCE FOR: | ACTION | INFORMATION
ROUTINE

☐ BOOK MESSAGE | ☐ ORIGINAL MESSAGE

☐ MULTIPLE ADDRESS | CRYPTOPRECAUTION ☐ YES ☐ NO

REFERS TO MESSAGE:

IDENTIFICATION | CLASSIFICATION
NY

TO:
COMDR, 26TH AD (DEF) ROSLYN NY
COMDR, 30th AD (DEF) WILLOW RUN APRT
BELLEVILLE MICH
COMDR,32D AD (DEF) HANCOCK FLD
EASTWOOD STATION 6, SYRACUSE

INFO: COMEASTAREACOGARD, 80 LAFAYETTE ST, NY

EAOCD 34209. Desire you initiate coordination with all appropriate CoGard Dists having corresponding areas of responsibility with your command for the purpose of developing plans for the use of fishing ves in Ground Observer Corps Operations. Plans to be contingent upon approval of Comdt, USCG for use of CoGard Comm Fac. Auth for direct coordination contained in msg fr ComEastAreaCoGard, dtg 172149Z Sep 53 to 1st, 3d, 5th, 7th and 9th CoGard Dists with info this Hq and msg fr ComEastAreaCo Gard to this command, dtg 172130Z Sep 53. Info copies of coordinated plans will be fwd this Hq.

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DRAFTER'S NAME (and signature, when required)
t/ Maj S.D. Berman

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EAOCD 1515, 22 Sep 53

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FILE: HEADQUARTERS 176 1

EASTERN AIR DEFENSE FORCE

SUBJECT: Proposed Test Plan for Utilization of Fishing Vessels in GOC Program

INTEROFFICE ROUTING SLIP

No.1 - 16 Nov. 53

No.	Date	From	To	Number and date each entry—show date of dispatch. Show staff division or office in FROM—TO columns. Sign each entry legibly—show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
		EAOCD	EAOOT EAOPM (In Turn)	1. The attached letter from the 5th Coast Guard District with 1st Indorsement by the 26th Air Division is forwarded for your consideration. (Action, if necessary, by EAOPM). 2. Do not concur with paragraph 2 of 1st Indorsement by 26th Air Division. Believe that it would be much easier for the conversion from longitude and latitude to Georef to be made in the Filter Centers on an overlay as suggested by the 5th Coast Guard District rather than training each individual fisherman in the use of Georef. 1 Incl t/ BERMAN t/ SATHER Ltr fr 5th CGd w/1st Ind & 6 Incls

HQ EADF Form 8

Do not detach from correspondence.

ARMY-U.S.M.A. WEST POINT, N.Y.-30M 1-26-53 2 ON

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UNITED STATES COAST GUARD

Address Reply to
COMMANDER
5th Coast Guard District
Box 540, New Post Office Bldg.
Norfolk 1, Va.

28 October 1953

FROM: Commander, Fifth Coast Guard District
TO: Director of Civil Air Defense, 26th Air Division (Defense)
Roslyn, New York

SUBJ: Proposed Test Plan for Utilization of Fishing Vessels in GOC Program

Ref: (a) DIR CIVIL AIR DEF 26TH Air Division ltr dated 20 October 1953

1. Enclosed are two copies of AF Manual 50-12 with additional enclosures to illustrate the material proposed for issue to participating fishing vessels at this time. You will note the same concept but considerable revision from the material previously prepared. It is believed the material is self-explanatory and the comments to follow relate primarily to the comments in reference (a) and to material developed with personnel familiar with marine radio operations.

2. Your suggestion of having vessels log or record in some way the number of aircraft sighting is adopted as will be noted in the instruction sheet. You may note that the method of reporting the number of sightings is incorporated in the instructions for the submission of a monthly position report.

3. You will notice in the proposed instructions that we have asked the reporting fishermen to start transmitting their radio report when directed to go ahead by the operator regardless of whether the filter center accepting the message is the same as the position name being used. This illustrates a very vital consideration involved in the proposed plan. It is of the utmost importance that as far as the fishermen are concerned the system be the utmost in simplicity and subject to change for only the most essential reasons. A reporting fisherman for example should not be concerned as to which filter centers are currently in operation, which marine operator will accept certain area calls, etc., nor be discouraged from trying more than one operator if necessary (if in Norfolk area trying Charleston operator if he can't get Norfolk operator for example).

4. Establishing correct procedures through simple instructions to the marine operator is vastly easier than complicating things in the slightest for the fishermen. For illustration, a few samples are given below. Please refer to the area chatlet and to the proposed instructions and

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note the minor differences in this proposal and the 20 October conference report plan of using the Trenton, Baltimore, and Richmond filter centers and the marine operators at Charleston, Norfolk, Wilmington, Philadelphia and New York. For these examples it is assumed that operators at Boston, Wilmington, New York, Norfolk and Charleston have, at the operating position, the instructions to follow and that filter centers have been directed to acknowledge reports by reporting fishermen with same filter center name as given by the fisherman reporter.

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INSTRUCTIONS FOR MARINE OPERATORS

When vessels calls "Air craft Flash" followed by the name of a city, place call to appropriate filter center and advise center that a vessel is making a report and giving _____ as the code work.

Code Word Connections

TRENTON ---------- To Trenton filter center

BALTIMORE -------- To Baltimore Filter center

RICHMOND --------- To Richmond filter center

DURHAM ----------- To Richmond filter center

CHARLOTTE -------- To Richmond filter center

INSTRUCTIONS FOR FILTER CENTERS

When advised by a marine telephone operator that a call is being directed to the center but the code names used is that of another filter center accept the call but clearly indicate that the call is being accepted as or for the filter center having the same name as the code name used.

EXAMPLE 1

Vessel in Baltimore area places his call through the operator at Charleston. Operator routes call to Baltimore. Baltimore filter center accepts call.

EXAMPLE 2

Vessel in Durham area places call through Norfolk marine operator. Operator routes call to Richmond filter center but the person receiving call answers as CHARLOTTE filter center or as accepting call for Charlotte filter center.

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5. You will note in the instructions that a copy of the radio report submitted is to be placed in mail as soon as possible and that this is for checking purposes. The idea was that marine operators (and possibly filter center operators) could be supplied with suitable forms to listen in and copy verbatim the reports as received. These reports would be saved and matched with mailed radio reports copies not only to check on accuracy of reporting but also to assist in a progressive campaign to correct and improve reporting on an individual basis. It is understood interception and resending of data is easily within the capabilities of marine operator positions.

6. The idea of shifting the reporting basis to GEOREF has been very carefully reviewed and it is our very firm conviction that it will be far easier and more satisfactory to make the shift from a chart (1000-CR) at a filter center than to indoctrinate each of the thousand off individual fishermen who may be involved eventually. We have marked one copy of a chart (enclosed) to illustrate what could be mounted in each appropriate filter center to be used to obtain GEOREF coordinates from positions submitted in latitude and longitude.

7. Your suggestion of another meeting to smooth up the final arrangements is excellent and we will leave it up to you as to who else should attend. I would suggest Tuesday, November 3rd any time desired in my office. This early date is desired as it is hoped we could have all material ready for a special team from here to start on the road on 9th of November so as to be well along by the starting date of 1 December. Considerable personalized instruction and indoctrination will be necessary and will require all the time possible.

8. It is requested that my office be advised on Monday, the 2nd, regarding the Tuesday date if agreeable and that whenever conference arranged that those present be prepared to make final arrangements and clearance on completed draft of instructions.

t/ R. E. WOOD
Rear Admiral, U. S. Coast Guard

Encl:
(1) AF Manual 50-12 (2 copies)
(2) SPECIAL INSTR FOR REPORTING OF SUB. SIGHTINGS
(3) SPECIAL INSTR FOR REPORTING OF AIR SIGHTINGS
(4) Chartlet (Aircraft Flash Report Code)
(5) Air. sighting message verification report
(6) INSTR for radio equipped commercial fishing vessels in GOC program

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**Marine Aircraft Flash Calls
Coastal Harbor Vessels
Atlantic Ocean.**

The following covers discussion at the 26th Air Division Headquarters on October 19, 1953 with Col Geary and Lt. Parrish, Office of Civil Defense; Maj. Yaworski, AC&W, regarding use of Atlantic Coast fishing vessels as off-shore observation posts via commercial Coastal Harbor telephone facilities.

After a considerable amount of exploration of the adaptability of this type of service to this use both on the Great Lakes and along the Atlantic Coast, Eastern Air Defense Force has directed their Air Divisions to implement some sort of program with the Atlantic Coast Guard Districts involved. In view of the fact that the 5th Coast Guard District, under the command of Admiral Wood at Norfolk, has shown considerable interest to this activity, agreements have been reached to conduct a trial from December 1 through January 31.

The vessels involved include 47 Trawlers and 113 Menhadens, each of which will be furnished with necessary instructions by the Coast Guard. These instructions will include, (1) a suitable map for converting gepgraphical location to a corresponding grid coordinate, (2) appropriate instructions for placing "Marine Aircraft Flash" calls to the closest shore station, (3) a request to place one "Marine Aircraft Flash" call covering an actual aircraft sighting during December and another during January, (4) a request to maintain a "stroke record" log of all aircraft sighted by days during the test period, and (5) franked post cards which

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will be mailed to the Air Force giving position of the ship at the beginning of each of the two months. At least for the period of the trial, no attempt will be made to identify the vessels placing the "Marine Aircraft Flash" calls. Each Coastal Harbor operator who might become involved in these calls, (New York; Philadelphia, Norfolk, Va.; Charleston, N.C.), will be supplied with special routing instructions for directing these calls to a particular area of a designated filter center, either Richmond, Va. or Trenton, N.J. The calls will be received in the filter center, appropriately plotted on a suitable plotting board, logged in a special log record, passed to the GCI station and overlapped to adjacent filter centers as now covered in Standing Filter Center Instructions. Arrangements will be made for cross-telling between GCI stations as required. After a study of rate zones, projected filter center water areas, and radar coverage, the following routing of calls was agreed upon for purposes of the trial. Calls received at the New York and Philadelphia Coastal Harbor Shore Stations will be routed to the Dogwood Area of the Trenton Filter Center and those from Norfolk and Charleston to the Degnon Area of the Richmond Filter Center. It appears that a majority of the above calls will be charged at the minimum Coastal Harbor rate of $ 1.00.

Following the trial, analyses will be made to determine the adequacy of the coverage of the Coastal area by this type of vessel, volume of Aircraft Flash calls which might be expected, time drags inherent in this method of reporting, difficulties encountered in integrating these sightings into the GOC System, capability of correlating this material with radar sightings.

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Coastal Harbor Operation

Following outlines some general operational features of the Coastal Harbor service on the Atlantic Coast.

Signalling from the shore station to a particular vessel is by means of code dialing. Signalling from the vessel to the shore station is by means of "voice" signal. Each shore station is assigned a transmitting frequency and a receiving frequency. The vessel has some control over the shore station reaches, (within the range of its transmitter), by means of frequency selection. Some shore stations may have more than one working frequency. The vessels are tuned to their receiving frequency for a particular shore station thus they do not hear their own signal or each other on these frequencies, each vessel hearing only the land station to which its receiver is tuned. When the channel is in use, a signal which is audible to any other vessel attempting to use that frequency is transmitted from the shore station. Separate frequencies are assigned for inter-communication between ships.

An international calling frequency, 2182 megacycles, is now in use on the Great Lakes vessels and will be adopted on Atlantic Coast vessels about July 1, 1954. By use of this frequency, land stations will call the ships and the ships may call the land station. This frequency will be used more or less as an order circuit telling a particular ship to come to its working channel. Under the FCC ruling, no messages should be transmitted on this frequency, however, it could be used as a means of securing priority for "Marine Aircraft Flash" calls, without interrupting conversation on the working channel.

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In exploring the currently available means by which a vessel might obtain precedence in the use of the channel, there are now in use two international codes, one of which is "May Day", the signal of distress, the other "Pan", which covers safety of navigation. We propose that a third "Marine Aircraft Flash", be introduced for clearing the channel for these calls.

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AMERICAN TELEPHONE AND TELEGRAPH CO.
Long Lines Department
32 Avenue of the Americas
New York 13, N. Y.

Lt. Col. H. Sather, Dir., Civil Air Defense,
Eastern Air Defense Force

November 27, 1953

For your information.

G. D. Montgomery
s/ Military Communications Manager

Dear Mr.

For some time, the Air Force and the U.S. Coast Guard have been exploring the possibilities of extending the areas of G.O.C. surveillance to include the Atlantic and Pacific coastal areas and the Great Lakes, by utilizing vessels provided with Coastal Harbor telephone equipment as off-shore observation posts.

Reports of aircraft sightings in these areas are considered extremely valuable as Early Warning, provided the reports can be integrated into the existing land lines system and correlated with other available surveillance information.

In an effort to appraise some of the many tactical, operational and communication factors involved, the Air Defense Command has authorized the 26th Air Division, in cooperation with the 5th Coast Guard District, to conduct a two-month trial beginning December 1, 1953.

Attachment I outlines some of the general features of the trial and Attachment II covers the communications situation as it involves Telephone Company operation and responsibilities. Also attached is a copy of Mr. Palmer's letter to the General Traffic Managers regarding preparations for the trial.

Assuming that the results of the trial are favorable, we anticipate that the utilization of qualified vessels of certain types will be extended to include those plying all U. S. coastal waters and the Great Lakes, particularly in the off-shore areas of "Skywatch" Filter Centers.

We will inform you of the outcome of the trial and the future progress of the program. In the meantime, we will be happy to discuss with you any questions which may arise or any particular portions of the plan in which you might be interested.

Yours Very truly,

G. D. Montgomery
s/t/Military Communications Manager

Attachments I and II
Mr. Palmer's letter dated
November 25, 1953

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ATTACHMENT I

Ground Observer System

Trial of Off-Shore Surveillance
5th Coast Guard District
December 1, 1953 through January 31, 1954

General

The trial will involve a fleet of approximately 160 fishing vessels registered in the 5th Coast Guard District, which extends along the Atlantic Seaboard from the southern Delaware boundary to the Southern North Carolina boundary.

The approximate area from which aircraft sightings will be reported begins out of sight of land and extends seaward to the limits of the radio range of the vessel.

Reports will be made over commercial Coastal Harbor telephone facilities and will be identified by the phrase, "Marine Aircraft Flash".

Coastal Harbor land radio telephone stations involved will be New York, N. Y.; Philadelphia, Pa.; Norfolk, Va.; and Charleston, S. C.

Filter Centers involved will be Trenton, N.J. served by the New York and Philadelphia Coastal Harbor land radio-telephone station and Richmond, Va. served by the Norfolk, Va. and Charleston, S. C. Coastal Harbor land radio-telephone stations.

Calls will be plotted in the filter center on a portable plotting table and processed in the same manner as land-line Aircraft Flash calls, i.e., "told" to the GCI, "Overlapped" to an adjacent filter center if operational, etc. Each call will be recorded on a special log which will show, date; time received; time delay from sighting to report; no. and type of aircraft and direction of flight; name and location of reporting vessel, etc. Following the test, appraisal will include such items as, adequacy of coverage of the area, no. of sightings, time elements involved, ability to integrate these sightings into the G.O.C. System, ability to correlate these reports with radar sightings, adequacy of communications facilities, cost, etc.

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ATTACHMENT II

GROUND OBSERVER SYSTEM

Trial of Off-Shore Surveillance
5th Coast Guard District
December 1, 1953 through January 31, 1954

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Telephone Company Procedures

1. The portions of Aircraft Flash Call Procedures (Div. C Sec 41 of Toll Operating Practice) which apply, will be extended to Coastal Harbor Land radio-telephone stations involved, (New York, N. Y.; Philadelphia, Pa.; Norfolk, Va.; and Charleston, S. C.).

2. Calls covering aircraft sightings will be placed as "Marine Aircraft Flash (Area Name)" followed by the name of the vessel and rate zone if other than the local zone. "Area Name" serves Air Force and Coast Guard purposes and will be ignored by land radio-telephone operators.

3. All Marine Aircraft Flash calls received at New York or Philadelphia land radio-telephone stations will be routed to the Dogwood area of the Trenton Filter Center and those received at Norfolk or Charleston will be routed to the Degnon area of the Richmond Filter Center.

   (a) Trenton Filter Center - Dogwood Area - Trenton 6-1526
   " " " - Overflow - Trenton 5-1401

   Richmond Filter Center-Degnon Area - Richmond 7-1891
   " " " -Overflow - 65-521

4. Marine Aircraft Flash calls will be given radio channel precedence, however, conversations in progress will not be interrupted, at least during the period of the trial.

5. Marine Aircraft Flash calls will be charged to the Filter Center Telephone as is the case with land-line Aircraft Flash calls.

   (a) The Military Coordinator will review this trial with appropriate Accounting Department representatives in order that calls will be properly charged.

6. The Military Coordinator should arrange to secure on the following business day, (1) a record of each day's calls on which the charges are more than one dollar. (This record will include for each day the time of the call, name of the ship, and the charges), and (2) the total number of calls. The Military Coordinators' representatives serving the Richmond and the Trenton Filter Centers will agree with the Filter Center Detachment Commander and the land radio-telephone station on a procedure for forwarding this information to the Filter Center.

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7. The Military Coordinator will keep this office informed of items of interest or information as the trial progresses. These items may include such features as delays in completion of Marine Aircraft Flash calls resulting from channel congestion, transmission, length of conversation, comments received from ships, volume of Marine Aircraft Flash Calls as compared with total CH calls, calls abandoned because of delay, (if known), irregular procedures, etc.

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Aircraft Flash Calls from Ships

AMERICAN TELEPHONE AND TELEGRAPH COMPANY
195 Broadway, New York 7, N.Y.
Exchange 3-9800

Albert C. Palmer
Traffic Operations Engineer

November 25, 1953

Heretofore, Aircraft Flash calls from ground observers have been limited to observation posts served by land telephones. We are advised, however, that such calls may in the future be received from ships and that the Air Force plans a trial of this beginning Dec 1, 1953 in two filter center areas, Richmond, Virginia and Trenton, New Jersey. The trial will involve 4 Coastal Harbor offices, namely New York, Philadelphia, Norfolk, and Charleston, South Carolina. The procedures in Toll Operating Practice, Division C, Section 41 will apply except that the calling party will announce the call as "Marine Aircraft Flash."

In the 4 areas involved, it will be necessary, of course, to instruct Coastal Harbor operators in these procedures and to provide the required position routing information which should be posted at the Coastal Harbor positions in accordance with the procedure described in our letter of April 24, 1953, entitled "Air Defense Warning Calls - Traffic Routing Directions." The Aircraft Flash calls from ships will not in all cases be routed to the same filter center, or filter center reporting area, as calls received at the same toll office from land observation posts. The Military Coordinator will advise Traffic as to the filter center location and number to be reached on calls fr ships, and the Traffic Routing Engineer will determine the appropriate routings. Also, the Military Coordinator will discuss arrangements for keeping any necessary records on call volumes and services.

If we can be of any further help, Mr. W. C. Albertson at Extension 2055, will be glad to assist.

Yours very truly,

s/t/A. C. Palmer

Traffic Operations Engineer

To all Gen'l Traffic Mgrs
(copies sent to Military
Coordinators)

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HEADQUARTERS
26TH AIR DIVISION (DEFENSE)
Office of the Director for Civil Air Defense
Roslyn, N. Y.

26ADOCD 324.5 20 Oct 53

SUBJECT: Proposed Test Plan for Utilization of Fishing Vessels in GOC Program

TO: Commander
Eastern Air Defense Force
Stewart AFB
Newburgh, N. Y.

1. Conference was held 19 Oct 53 to establish communication plans for the proposed test of 1 Dec 53. Those present were as follows:

Bell Telephone Company - Mr. Steiger
26th Air Division (Def) - Lt Col Geary, Major Yaworski, 1st Lt Parrish

2. The following communications plan will be used during the test of fishing vessels air surveillance capability on 1 Dec 53.

a. Trenton, Baltimore and Richmond Filter Centers will prepare temporary extensions to present plotting boards enabling them to plot air craft flash calls.

b. Trenton will receive all calls emanating through Wilmington, Philadelphia and New York. They will overlap and tell to Baltimore those aircraft in the Baltimore area for plotting purposes. They will also notify the GCI site who on overlap areas will cross tell to the corresponding GCI.

c. Richmond will receive all calls emanating fr Norfolk, Va. and Charleston S.D. They will also overlap and tell to Baltimore as well as their own GCI site. Those calls which would be in the Charlotte or Durham Filter Center area will be held at Richmond. This is because these Filter Centers are on standby status and also have no activated hot lines to the GCI sites. At the conclusion of the test an analysis will be made and recommendations forwarded as to surveillance potential and the advisability of activating these filter centers for 24 hour participation.

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3. The dividing line for receiving calls is 38° 18' north latitude and 75° 48' west longitude to a point 37° north latitude and 72° 25' west longitude. The georef grid coordinates ar QJ 1218 CH 3500. Trenton to receive all calls north of this line and Richmond those south.

4. Mr. Steiger is now coordinating with the Bell Telephone System the correct routing procedure and the alerting of operators to process each call.

5. The anticipated average cost per aircraft flash for the above w/b one (1) dollar.

6. It is thought desirable during the test period that all vessels keep a log on the number of planes observed per month. This will furnish implementation of the program is initiated. Admiral Wood will be consulted on the feasibility of the above recommendation.

cc. Admiral Wood
Mr. Steiger
Maj Yaworski

t/ JAMES R. GEARY JR.
Lt Colonel, USAF
Director of Civil Air Defense

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HEADQUARTERS
26TH AIR DIVISION (DEFENSE)
ROSLYN, N. Y.

26ADOCD 7 Jan 54

SUBJECT: Marine Aircraft Flash Test Utilizing Fishing Vessels for Period 1 - 31 December 1953

TO: Commander
Eastern Air Defense Force
Stewart Air Force Base
Newburgh, New York

1. Marine aircraft flash reporting was initiated on a test basis 1 December 1953, with approximately eighty (80) enrolled. There are approximately 220 fishing vessels enrolled to date. There were two (2) fishing vessels which refused to participate due to religious reasons.

2. The Sun Oil Company with fifteen (15) oil tankers wished to participate and were enrolled 15 December 1953. It was felt desirable by both the Commander of the 5th Coast Guard District, Rear Admiral R. E. Wood, and this headquarters to have one (1) company with 100% participation as a selling point for other companies when and if full implementation is desired.

3. All fishing vessles report into one (1) of four (4) Coastal Harbor land radio telephone stations, New York, Philadelphia, Norfolk and Charleston. The marine operators place the calls received at New York and Philadelphia with the Trenton Filter Center and thoss received at Norfolk and Charleston with the Richmond Filter Center. Baltimore Filter Center having no GCI surveillance over the water is overlap told by Richmond or Trenton Filter Centers for plotting purposes only. Charlotte and Durham Filter Centers are on standby status and their calls, to date are held by the Richmond Filter Center of which there have been two (2) Drill calls.

4. All marine aircraft flash reports by fishing vessel participants are given in the normal GOC aircraft flash reporting procedure with one (1) exception that the position is given in latitude and longitude. The filter centers convert the latitude and longitude into GEOREF grids for telling to the GCI.

5. The initial calls quickly showed the need for further training of all concerned and after a conference with Admiral Wood, a series of communication drills or tests were conducted utilizing some participating fishing vessels and Coast Guard vessels.

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The average time delay dropped from approximately four (4) minutes to one (1) minute thirty (30) seconds. All vessels are now required to make one (1) Drill (test) call when they initially start participating and one (1) every thirty (30) days thereafter unless an actual sighting has been reported in that period.

6. The following are the Marine Aircraft Flash calls received during the period of 1 - 31 December 1953:

CALLS	FILTER CENTER	
	Richmond	Trenton
Drill (test)	20	2
Actual sighting	4	2
Average cost per call	$ 1.05	$ 1.00
Total cost for period	$25.20	$ 4.00

Of the actual sighting reported two (2) were correlated with the GCI with excellent results. The ones which were not correlated were due to inexperience in receiving and errors in reporting which caused an excessive time delay.

7. The lack of greater activity in Marine Aircraft Flash reporting is felt to be due to curtailed fishing activity due to inclement weather on 15 December, when all fishing vessels reported their position (as required) to the Commander 5th Coast Guard District, their was only one (1) fishing vessel at sea, all others being in dock.

8. The utilization of coastal freighters and oil tankers in addition to the fishing vessels is felt to be highly desirable for the following reasons:

a. Operation is within definite routes and by definite schedule.

b. Inclement weather does not affect their operation.

c. One (1) office controls a group of vessels making for easier coordination and control.

d. The support of the larger organizations would be a definite asset to the GOC Program.

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26th ADiv (Def) Subj: Marine Aircraft Flash Test Utilizing Fishing Vessels for Period of 1 - 31 December 1953

9. This headquarters and the Commander, 5th Coast Guard District, Rear Admiral R. E. Wood, feel that even though participation was limited for the first month of the test due to inclement weather the results obtained indicate feasibility, practicability and desirability of incorporating this program within the Air Defense Early Warning System.

FOR THE COMMANDER:

3 Incls:
1. Marine A/C Flash Rpt
2. Ltr to Sun Oil
3. Comun drill (test)

s/t/ E. H. GAILLOT
Major, USAF
Adjutant

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HEADQUARTERS
EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N. Y.
OFFICE OF THE DEPUTY FOR OPERATIONS

2 Sep 53

In Reply Refer to: EAODO

Colonel Wilton H. Earle
Director of Civil Air Defense
Hq Western Air Defense Force
Hamilton Air Force Base
Hamilton, California

Dear Colonel Earle:

In reference to your letter of 18 August 1953, pertaining to aircraft reporting by ships at sea, we have not as yet been able to achieve such an operation.

As regards the Atlantic Seaboard we have requested the cooperation of the Coast Guard in working out a plan to utilize the large Atlantic fishing fleet in such an effort. Copies of this correspondence are attached for your information.

On the Great Lakes we have the support of the U.S. Lake Carriers Association. At the moment we are trying to work out the means by which vessels of the association can transmit reports to shore stations and in turn to Filter Centers. Commercial ship to shore radio telephone, which can place the ship in direct contact wi th the Filter Center, and VHF Voice and/or HF CW relayed through Coast Guard shore stations are being investigated.

I will keep you informed of our progress in this matter and would appreciate it if you would do the same.

Sincerely,

t/ DONALD W. NANCE
Colonel, USAF
Assistant Deputy for Operations

2 Incls
1. Ltr fr Hq EADF to Eastern Area CG, dtd 11 Aug 53
2. Ltr fr Eastern Area CG to Hq EADF, dtd 13 Aug 53

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HEADQUARTERS
30TH AIR DIVISION (DEFENSE)
Willow Run Airport, Belleville, Michigan

DCO 319.1 22 Oct 1953

SUBJECT: Great Lakes Ground Observer Corps Reporting

TO: Commander
Eastern Air Defense Force
Stewart Air Force Base
Newburgh, New York

1. Reference message your headquarters EAOCD 34209, 26 September 1953. Lt Colonel Walter E. High, the GOC Coordinator for the state of Michigan, visited the Ninth Coast Guard District Headquarters in Cleveland, Ohio, for the purpose of determining the ability of the Coast Guard to handle Aircraft Flash calls from Great Lakes shipping. The following points were discussed:

a. The stations in the Great Lakes area operate on only 75 watts, thus making their range about 25 miles maximum. The frequency which is now used by the ships (2182) is very over crowded, and permission to use this frequency would have to come from the Federal Communications Commission. It was pointed out that better results could be obtained if permission could be secured to use 2003 frequency or some other frequency which can only be granted by the Federal Communications Commission.

b. The Coast Guard Stations do not maintain a monitored watch of the radio, i.e., the personnel do other duties about the station during their watch. Some one at the station would no doubt get any call that came in. However, the Coast Guard felt the time delay in getting the call through to the Filter Center might be too great to be of value. The Coast Guard stated that, in order to handle such calls properly, it would require them to have men permanently assigned to receive messages from ships. In view of the foregoing limitations, it was recommended that the Coast Guard not be utilized for the passing of Aircraft Flash calls and that we adopt a plan to use commercial stations for passing Aircraft Flash calls.

c. It was the opinion of the Coast Guard that, due to the small number of fishing vessels on the Great Lakes, they would not be of much use in the GOC program. The equipment they generally have is antiquated and, in most cases, not powerful enough to relay Aircraft Flash calls to the Radio Link Stations.

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DCO 319.1 Subject: Great Lakes Ground Observer Corps Reporting

2. The Coast Guard has recommended the use of ships belonging to the Lake Carriers Association as being best suited to accomplish the GOC mission on the Great Lakes. This association is the largest of the bulk carriers on the Great Lakes, having approximately 450 ships under its control. Colonel High has previously contacted the president of the Lake Carriers Association and was assured that the organization would cooperate in the GOC program. Further contact with the Lake Carriers Association will be made by this headquarters to fully determine the capability and adequacy of this association to perform the GOC program on the Great Lakes. If this association can satisfy or partially satisfy the GOC requirement on the Great Lakes, and if the Company is willing to cooperate to the extent required, this headquarters will determine whether agreements can be completed at this level. Should GOC agreements with the Lake Carriers Association be required at a higher level, your headquarters will be notified.

3. To further explore the establishment of a GOC aircraft reporting system on the Great Lakes, it is recommended that a conference be held at which a representative from the following organizations and companies attend.

a. Lake Carriers Association /

b. A Radio Link Station Representative

c. American Telephone and Telegraph Company

d. Michigan Bell Telephone Company

e. Federal Communications Commission (30th AD Representative)

f. EADF Civil Air Defense

g. 30th Air Division Civil Air Defense and Communications Representative

4. If this proposed conference is approved by your headquarters, it is recommended that a representative from this headquarters contact the Lake Carriers Association to determine what date would be suitable for them to attend this conference.

5. Request comments and guidance on the above recommendations.

FOR THE COMMANDER:

MERLE A. HOOTMAN
Major USAF
Adjutant

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Hq 30th ADiv (Def) DCO 319.1 Subj: Great Lakes Ground Observer Corps Reporting

EAOCD 319.1 (22 Oct 53) 1st Ind 30 Oct 53

HQ EASTERN AIR DEFENSE FORCE, Stewart Air Force Base, Newburgh, N.Y.

TO: Commander, 30th Air Division (Defense), Willow Run Airport, Belleville, Michigan

1. Reference paragraph 3, basic letter, concur with the proposal to hold a conference to further explore the establishment of surface vessel reporting in the Great Lakes.

2. It is considered that a date during the first week in December would be appropriate for such a conference. This period would closely correspond to the cessation of shipping operations on the Great Lakes due to winter conditions and would allow sufficient time to coordinate operational procedures prior to the resumption of shipping in the spring. Mr. Stieger of the American Telephone & Telegraph Company has been queried and will be available during the above mentioned period.

3. Desire the other organizations indicated in your letter be contacted by your headquarters regarding the availability of suitable representatives during the period mentioned. Further desire this headquarters be notified as soon as possible of the date chosen for subject conference or of any objection to the period indicated. Upon receipt of a firm conference date, this headquarters will notify representatives of the American Telephone & Telegraph Company and will extend an invitation to Central Air Defense Force to be represented at the conference, in view of the portion of Lake Superior which is included in the Minneapolis Filter Center area.

BY ORDER OF THE COMMANDER:

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HEADQUARTERS
EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N.Y.
OFFICE OF CIVIL DEFENSE

In reply refer to: EAOCD 4 Nov 53

Colonel George J. Ola
Director of Civil Air Defense
Central Air Defense Force
P. O. Box 528
Kansas City, Missouri

Dear Colonel Ola:

In accordance with your recent telephone conversation with Major Berman of this office, pertaining to aircraft reporting by surface vessels, the following is submitted for your information.

We have been in coordination with Eastern Area Coast Guard regarding the cooperation of Coast Guard units corresponding with the Eastern Air Defense Force region in this matter. Correspondence with Eastern area Coast Guard, together with their replies and out instructions to air divisions of this command pertaining to surface vessels reporting, is attached for your information. As you will note, the Commandant, USCG does not desire Coast Guard communications which are considered to be hostile. Our thought, in which the Coast Guard agrees, is to use commercial radio telephone facilities. Major Gorton has been approached on this subject and has indicated that Air Defense Command will approve the use and cost of commercial ship-to-shore radio telephones for this purpose.

As a result of a meeting between this headquarters and Admiral Wood, Commander, Fifth Coast Guard District, sometime ago, and a recent meeting between Admiral Wood and representatives of the 26th Air Division and the American Telephone & Telegraph Company, Air Defense Command has been requested to approve a two month's test of aircraft reporting by fishing vessels along that portion of the Atlantic Coast under the jurisdiction of the Fifth Coast Guard District. A copy of the report of the latter meeting and message from this headquarters to Air Defense Command requesting approval for the test is attached for your information.

As the area concerned includes a seaward extension of portions of the Charlotte and Durham Filter Center areas, we will request representatives of Central Air Defense Force to meet with the Fifth Coast Guard District and representatives of this command to determine the extent of your participation in this test after receipt of approval from Air Defense Command.

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In the Great Lakes area we have the support of the U.S. Lake Carriers Association. At the moment, we are trying to work out the means by which vessels of the association can transmit reports to shore stations and in turn to filter centers. In view of Coast Guard policy indicated above, commercial ship-to-shore radio will undoubtedly be used and it is contemplated that Air Defense Command will be requested to approve a test of surface vessel reporting on the Great Lakes in the near future.

You will be kept advised of developments in this regard and we will coordinate your participation in such a test prior to its initiation.

Any additional information or recommendations you may have regarding this matter will be appreciated.

Sincerely,

t/ HARLEY SATHER
Lt. Col., USAF
Director, Civil Defense

7 Incls
1. Cy ltr Hq EADF dtd 11 Aug 53 w/ind
2. Cy msg Comdr East Area CG dtd 4 Sep 53
3. Cy msg to Comdr, East Area CG dtd 16 Sep 53
4. Cy msg to 26th ADiv dtd 16 Sep 53
5. Cy msg Hq EADF dtd 11 Oct 53
6. Cy ltr Hq EADF dtd 12 Oct 53 w/in & 3 Incls
7. Cy ltr Hq 26th ADiv dtd 20 Oct 53

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FILE NO.	SUBJECT
	Information for WADF

TO	FROM	DATE	COMMENT NO. 1
EAIIG THRU: EAODO	EAOPM	10 Dec 53	

1. The attached comments with inclosures were filed in Plans Division, EAOPM, by mistake, probably due to the wording of Comment #2. Also, arrangements for the Commanders' Conference, JDP-NEUS delayed preparation of this report.

2. In response to paragraph 1, b, Comment 2, the following information is provided.

a. Present status and evaluation of organization change in GOC in 30th Air Division. The 30th Air Division is conducting a test of an organizational change placing filter centers under the control of AC&W stations, retaining the State Civil Defense director and two airmen in Division Headquarters. While this reorganization will save personnel spaces and provide closer liaison between GOC and the Direction Centers, it is more directly aimed at increasing operational effectiveness of the Ground Observer system through greater use of GOC reports by the responsible ADDC. As mentioned, the reorganization is presently on a test basis and will continue until the first of January. Reference an evaluation of the effectiveness of the change, an assessment will not be available until the end of the test. At that time the report will be sent to ADC and made available to Defense Forces and Divisions.

3. Fishing Vessel Reporting. Test of the value of including offshore trawlers and vessels of the menhaden fleet was initiated on 1 December and will run for 60 days. Purpose of the test is to evaluate the effectiveness of voluntary participation by these sources in the Ground Observer Corps system and assess the operational practicability of the system set up for this test. Following the test, reports will be submitted by the 26th Air Division (Defense), in whose sector the test is being conducted, with recommendations for retention and enlargement of this program. Attachments define the operation of the present test and proposed operation. It might be added that aggressive action and considerable planning effort has been voluntarily extended by the 5th Coast Guard District in whose area the test is being conducted.

DD FORM 1 FEB 50 96 REPLACES NME FORM 96, 1 OCT 48, WHICH MAY BE USED.

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FILE NO.

SUBJECT: Information for WADF (cont'd)

TO | FROM | DATE | COMMENT NO. 1

4. A parallel program is being investigated on the Great Lakes. The 30th Air Division (Defense) is researching the problem for this headquarters, dealing mainly with the Great Lakes Carrier Association, which appears to be the most productive link at this time. Approximately 150 cargo vessels are involved and during periods of open water on the lakes form a stream of potential reporting sources from Duluth through the Great Lakes chain.

WILSON
620

KIRKENDALL
460

6 Incls
Added - 4 Incls
3. Ltr 5th CG Dist, 29 Oct 53, Subj: Proposed Test Plan for Util of Fishing Vessels in GOC Program
4. Ltr fr 5th CG Dist to Individual Fishing Vessels
5. Minutes of Conference, 6 Nov 53
6. GOC Guide w/Ltrs of Instr

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HEADQUARTERS
AIR DEFENSE COMMAND
Ent Air Force Base
Colorado Springs, Colorado

ADCOT-B1 8 Jan 1954

SUBJECT: Aircraft Surveillance in the Great Lakes Area

TO: Commander
Eastern Air Defense Force
Stewart Air Force Base
Newburgh, New York

1. Recent conversations with representatives of EAOCD indicate that preliminary discussions have been held with the Great Lakes Shipping Association in an effort to obtain aircraft surveillance information over the Great Lakes. It is understood that It Col High, Ground Observer Corps Coordinator for the state of Michigan, has been designated as project officer to arrange conferences with the Great Lakes Shipping Association for this purpose.

2. Your headquarters is designated as having primary interest in this project and will effect necessary coordination with all interested agencies. Arrangements will be made with the Great Lakes Shipping Association to obtain necessary reports of aircraft sightings from crew members operating lake carriers. Reporting procedures will be developed by your headquartens. Routing and billing for calls originating from lake vessels will be determined in conjunction with American Telephone and Telegraph Company. Headquarters CADF and lower echelons of CADF will be coordinated with and will participate jointly in promulgating this plan. Representatives will be furnished by CADF as requested.

3. Attached for your information is a copy of material recently forwarded this headquarters by CADF.

BY ORDER OF THE COMMANDER:

/s/t/ RECTOR C. DACUS
Captain, USAF
Asst. Command Adj.

1 Incl
Ltr, 4672d GOS, Subj:
How the Minn Fil Cen can
Obtain GOC Surveillance
for Lake Superior, 5 Dec 53

Info cy:
Comdr, CADF

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Hq ADC ADOOT-B1 Subject: Aircraft Surveillance in the Great Lakes Area

EAOPM (8 Jan 54) 1st Ind 15 Jan 54

HQ EASTERN AIR DEFENSE FORCE, Stewart Air Force Base, Newburgh, N. Y.

TO: Commander, 30th Air Division (Defense), Willow Run AF Station, Belleville, Michigan

1. Attached correspondence is forwarded for your information.

2. Representatives of Central Air Defense Force and the 32d Air Division (Defense) should be invited to attend all future meetings on aircraft surveillance reporting in the Great Lakes area. Such representatives should assist in the development of plans and procedures for reporting in their specific region and sector of the Great Lakes.

BY ORDER OF THE COMMANDER:

1 Incl
n/c

J. W. FOUNTAIN, JR.
Major, USAF
Asst Adjutant

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OFF-SHORE G.O.C. PROGRAM

Great Lakes

Following are notes concerning a conference with Air Force, Associated Company and Lake Carrier Association representatives held in the offices of the Lake Carrier Association, Rockefeller Building, Cleveland, Ohio on January 13, 1954. In attendance were:

Admiral Spencer, President of Lake Carrier Association
Messrs. Horton and Wilkinson, Representatives of Ship Owners
Colonel High, State Coordinator for Michigan
Capts. Sandini and Olsen, 30th Air Division
Messrs. Jeffers and Lyle, Michigan Bell Telephone Company
Mr. Steiger, Military Communications Manager's office

Colonel High opened the conference by reviewing various Air Force requirements and considerations leading to the exploration of the practicability of utilizing Lake vessels as an extension to the G.O.C. program. Admiral Spencer, speaking for the ship owners, expressed their willingness to cooperate to the fullest extent in this program. After a thorough discussion of various anticipated obstacles, listed below, a decision was reached to attempt to initiate a trial when navigation opens around the latter part of March.

1. Overloading available radio channels.
2. Distance limitations of radio reporting to shore stations.
3. Duplications of reports caused by close grouping of ships.
4. Ability to select a specific shore station.
5. Land line route congestion between shore station and appropriate filter center.
6. Time interval from sighting to report to appropriate G.C.I.

Proposed Operating Features

Lake Superior

West of 86 degrees longitude to Duluth Shore Station. Will route to Green Bay Filter Center. Green Bay overlapping to Minneapolis as necessary.

East of 86 degrees longitude to Rogers City, Michigan Shore Station. Rogers City to route to Grand Rapids Filter Center overlapping to Green Bay as necessary.

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Lake Huron

North of 44 degrees latitude to Rogers City. Rogers City to route as above.

South of 44 degrees latitude to Detroit Shore Station. Route to Grand Rapids Filter Center.

Lake Michigan

North of 44 degrees latitude to Port Washington, Wisc. Shore Station. Port Washington to route to Green Bay Filter Center overlapping to Chicago Filter Center as necessary.

South of 44 degrees latitude to Chicago, Ill. Shore Station. Route to Chicago Filter Center overlapping to Green Bay as necessary.

Lake Erie

West of 80 degrees longitude to Lorain, Ohio Shore Station. Lorain to route to Canton Filter Center. Canton overlapping to Columbus and Pittsburgh as necessary.

East of 80 degrees longitude to Buffalo, N.Y. Shore Station. Route to Buffalo Filter Center. Buffalo overlapping to Pittsburgh as necessary.

Lake Ontario

To Buffalo Filter Center. Buffalo overlapping to Syracuse as necessary.

Each ship will attempt to reach the specified shore station. If unable to do so, an attempt will be made to devise a procedure which will permit the ship to reach an adjacent shore station. If a ship is not able to reach a shore station in 3 minutes, the call will be abandoned.

Because of anticipated close proximity of groups of vessels, some ground rule will be laid down for reducing duplicate reports. This is possible on the Great Lakes since all ships maintain an "open" loudspeaker on the universal calling channel, 2182 megacycles.

Initially, no attempt will be made to interrupt calls in progress on the radio channels.

General

Lake Carrier Association represents approximately 336 ships, about 90% of which are registered at Cleveland, Ohio. This represents about 85% of the public carriers plying the Great Lakes.

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Admiral Spencer states ships must announce name and call letters at beginning and end of a call.

Lake Carrier Association Communication Consultant is C.M. Jensky of Jenske and Bailey Company, Washington, D.C.

Ships do not give location by latitude and longitude but by approximate location in relation to charted land falls. Locating by Georef grid would be no problem inasmuch as "ice charts" are based on an arbitrary grid system. Ships travel pre-determined lanes which are generally near shore and straight line between ports or between projecting land falls.

After Air Force has submitted plan to Admiral Spencer, he will present it to the Board of Directors for approval. He will then write to member companies submitting plans and arranging for Air Force to train ships' officers. On each vessel, a master and three mates will be involved in placing Marine Aircraft Flash calls.

Each shipping company holds a spring meeting with its masters prior to the opening of navigation. Suggestion was made that Air Force attempt to outline the plan to the masters at these meetings furnishing them with necessary instructions which the masters would then relay to the mates. An alternate plan would be to have Air Force training teams contact the officers at their home ports. Masters and officers are usually with their ships approximately two weeks before the ship leaves port in the Spring.

Air Force will prepare necessary charts or maps showing Georef grids and approximate reporting area boundaries to be furnished the ships.

Military Communications Manager's office will prepare a draft of the operating procedures to be submitted to the Air Force for approval and negotiation with the Independent Companies and the ship owners.

The Michigan State Coordinator will make initial contacts with the independent radio companies involved (Lorain County Telephone Company, - Lorain, Ohio; Port Washington, Wisc.; Duluth, Minn. (Central Radio Telegraph Company, - Rogers City, Mich. (Radio Marine Corporation of America, - Buffalo, N.Y.)

Admiral Spencer states their ships are not using the two megacycle or six megacycle bands. They are using two frequency assignments in the four and one in the eight megacycle band.

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HEADQUARTERS
4672D GROUND OBSERVER SQUADRON
Saint Paul 11, Minnesota

5 December 1953

SUBJECT: How the Minneapolis Filter Center can obtain Ground Observer Corps surveillance for Lake Superior

Chart and Map References - Aeronautical Planning Chart (AP-9) and Sectional Aeronautical Chart (Duluth X-6)

Units Participating

a. Minneapolis Filter Center

b. Northwestern Bell Telephone Company

c. Lorrain Radio Corporation

d. Great Lakes Shipping Association

1. General Situation:

a. The Minneapolis Filter Center and its area of responsibility were placed on twenty-four (24) hour duty in July 1952. Through the use of the Ground Observer Corps, additional air surveillance was obtained for this area. Reports on aircraft movement from the shipping on Lake Superior is desired. Lake Superior is in the North Eastern portion of the Minneapolis Filter Centers area of surveillance. (Attachment #1) Reports from this area would be valuable for providing early warning as Lake Superior is within the Penetration Zone. At the present time Ground Observer Corps aircraft movement information is not being received from this area which is approximately 14,000 square miles.

b. In formulating this plan it has been assumed that the Northwestern Bell Telephone Company and the Lorrain Radio Corporation will cooperate and provide the necessary communications facilities. It is also assumed that through coordination the aid of the Great Lakes Shipping Association will be obtained to allow Ground Observer Corps reporting from ships.

2. Mission: To gather aircraft movement information from that portion of Lake Superior within the Minneapolis Filter Center's area of responsibility.

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3. Tasks for participating units.

a. Minneapolis Filter Center will:

(1) Coordinate with the Northwestern Bell Telephone Company to provide services and billing on Aircraft Flash Messages originating from Lake Superior.

(2) Coordinate with the Great Lakes Shipping Association and appoint and train a crew member of each vessel to be an Observation Post Supervisor.

(3) Coordinate with the Lorrain Radio Corporation to authorize the use of ship to shore radio facilities for transmitting Aircraft Flash Messages.

b. Northwestern Bell Telephone Company will provide the necessary long distance lines for the transmission of Aircraft Flash Messages.

c. The Lorrain Radio Corporation will provide the necessary radio telephone service for the transmission of Aircraft Flash Messages and the radio telephone link at Corporation Transmitter Receiver Station.

d. Great Lakes Shipping Association members will allow the necessary people to volunteer for Ground Observer Corps duty abroad the associations ships.

4. Operations and Training.

a. All large vessels plying the Great Lakes have a watch, or some person who is on duty, responsible to the Captain for the safety of the vessel. Through coordination with the Great Lakes Shipping Association reporting of Aircraft could be included in that duty. The Filter Center could train a ships officer who would act as the Observation Post Supervisor and train the additional personnel who stand watch to report aircraft. The Observation Post Supervisor would be trained while in port at Duluth or Superior by a Mobile Training Team.

b. The Filter Center would provide ADC Form 6-3, Aircraft Flash Message Forms and brief personnel on reporting of aircraft by four (4) digit code. As a ship is progressing along a certain course the personnel on duty could refer to a Geo-ref map provided by the Filter Center and convert the ships present position into four (4) digit Geo-ref code for locating the ships position at the Filter Center. (Attachment #2).

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5. Communications.

a. Most vessels engaged in Great Lakes trade are equipped with radios serviced by the Lorrain Radio Corporation, which maintain transmitter receiver stations along the shores of the Great Lakes. Some vessels have Bell Telephone Mobile Radio equipment.

b. Aircraft Flash Messages originating from ships serviced by the Lorrain Radio Corporation would be transmitted by radio to Transmitter-Receiver Stations and then be patched into the Bell Telephone System to the Filter Center. The necessary equipment is installed and available at Lorrain Corporation stations. (Attachment #3).

c. Ships serviced by Bell Telephone Mobile Telephone service would place an Aircraft Flash Message through a Mobile Telephone service point and the message would be patched and carried by long distance line to the Filter Center. (Attachment #4)

d. The cost of an Aircraft Flash Message for both systems is as follows. The average Aircraft Flash Message is transmitted in 12 seconds. Cost for 3 minutes period (Minimum rate):

Bell Telephone Mob Tele Svs	Lorrain Radio Corporation
	Lorrain Radio Link $1.25
TOTAL COST $.65	NW Bell Telephone .65
	TOTAL COST $1.90

This system would not involve additional billing arrangements as the Lorrain Radio Corporation and Bell Telephone have agreements to reimburse each for services. All calls would be billed by Northwestern Bell Telephone who in turn would reimburse the Lorrain Radio Corporation. All that would be necessary to implement this service is an ADC Form 55 (OP Telephone Clearance) to be cleared on each ship agreeing to participate in this program.

e. Through proper coordination and establishing a priority on Aircraft Flash Messages, calls with the Lorrain Radio Corporation - little or no delay would be encountered in processing Aircraft Flash Messages.

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

AFOAI-MUR/1 25 September 1953

SUBJECT: Air Conditioning Policy

TO: Commander
Air Defense Command
Ent Air Force Base
Colorado Springs, Colorado

1. Pending revision of AFR 91-8, dated 7 November 1951, the following changes to the Regulation are effective immediately:

a. Paragraph 2, delete entirely and substitute the following:

a. Policy

a. The local purchase, installation, and/or modification of air conditioning, refrigerating, evaporative cooling, dehumidifying and/or mechanical ventilating units or systems if prohibited except when approved specifically in each case by the commander of the major air command concerned, and except as provided for in b, c and d below.

b. The local purchase, installation, and/or modification of air conditioning, refirgerating, evaporative cooling, dehumidifying and/or mechanical ventilating units or systems using funds appropriated for acquisition and construction of real property must be approved specifically in each case by the Director of Installations, Headquarters USAF, or his authorized representative.

c. The alteration and/or modification of existing cold storage plants must be approved specifically in each case by the Director of Installations, Headquarters USAF.

d. The installation of ventilating systems under 10,000 cubic feet per minute capacity may be approved by the base commander.

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e. The authority delegated in a and d above, to the commander of the major air command, and/or base commander, is subject to current fund and project approval authority limitations and will not be redelegated to a lower echelon. Each project will be reviewed by the echelon exercising approval authority to assure: (1) that it constitutes an essentiality for the mission of the activity; (2) that it conforms to the technical design criteria given in Section II of this Regulation and, (3) that qualified personnel are available in the base Installations Engineer Organization to maintain the equipment properly, or that adequate arrangements can be made for such maintenance by the using service.

f. The installation of air conditioning, mechanical ventilation, dehumidifying and evaporative cooling systems is permitted for building and facilities listed in paragraph 5 at locations where sustained climatic conditions would otherwise impair the use of the space for its intended purpose. However, the inclusion of a specific facility within this table does not in itself constitute a justification for the installation of air conditioning, evaporative cooling or mechanical ventilation. Evaporative cooling systems will be installed for comfort applications only. Air conditioning or evaporative cooling will not be installed for comfort applications where the normal assigned personnel concentration is less than one man per 100 square feet.

b. Paragraph 3, add the subheading: "f. Dehumidifying Systems".

c. Paragraph 4, add the subheading: "d. Dehumidifying Systems - the process using a mechanical or absorption refrigeration system or a chemical absorption system, allied equipment and controls for the control of humidity without regard to dry bulb temperature".

d. Paragraph 5a, delete the chart on pages 2 and 3, substitute the attached chart, Inclosure No. 1.

e. Table on summer weather zones, Attachment No. 1 to AFR 91-8. Delete entirely and substitute the attached table of summer weather zones, Inclosure No. 2.

f. Paragraph 6b, delete entirely and substitute the following:

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SUBJECT: Air Conditioning Policy

"b. Exceptions to Allowable Systems. Requests for approval of exceptions to the allowable systems as given in paragraph 5a will be forwarded through appropriate channels to the Director of Installations, Headquarters USAF. The requests may be by letter and will contain the following:

(1) Full justification for consideration as an exception to the allowable type of system, including benefits to the Air Force to be derived thereby and why these benefits are not possible with the system allowed in paragraph 5a of this regulation.

(2) Statement indicating the approximate cost of the proposed installation, including all allied costs such as new utilities and building modifications.

After a proposed installation using maintenance and operation funds has been approved by Headquarters USAF, as an exception to allowable systems, a completed project request will be submitted to the major air command for approval, as required by the provisions of 6a above.

2. All installations of air conditioning systems will be made in strict accordance with all the technical provisions of Section II of AFR 91-8, 7 November 1951. The air conditioning of an entire building with a single refrigerating plant is encouraged.

3. Attached is a partial list of bases within your command indicating the number of hours during the six warmest months of the year that the wet bulb equals or exceeds 67°F and the dry bulb equals or exceeds 80°F. The necessary additional weather data will be obtained from Air Weather Service as provided for in Inclosure No. 2.

BY ORDER OF THE CHIEF OF STAFF:

3 Incls
1. Chart
2. Table of Weather Zones
3. Base Weather Data

t/ H. W. EHRGOTT
Brig. General, USAF
Deputy Director of Installations
Deputy Chief of Staff, Operations

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DISPOSITION FORM

TO: EAODO FROM: EAOCD 18 Dec 53

1. Complaints of uncomfortable working conditions in filter center plotting rooms from dissatisfied volunteers have been a recurring problem each summer. This problem can be expected to come up again next summer, and may be a source of embarassment to this command and the Air Force unless a concerted effort is made to eliminate these unsatisfactory conditions.

2. Requests for air conditioning have at one time or another been submitted by the majority of filter centers in this command. To date, only four of the twenty-two filter centers in Eastern Air Defense Force region have air conditioned operations rooms. Projects were approved for essentiality at the following filter center locations for FY 1954 Major Repair and Minor Construction Program:

Baltimore, Md.	Richmond, Va.	White Plains, NY
Manchester, NH	Roanoke, Va.	Syracuse, NY
Albany, NY	Lexington, Ky.	Harrisburg, Pa.
Buffalo, NY	Trenton, NJ	

Of these, Headquarters USAF has approved the projects for Roanoke, Richmond, Manchester and Albany as an exception to the policies stated in AFR 91-8; however, funds were not made available for any of the above projects in the FY 1954 budget.

3. The Directorate of Installations (Mr. Grattan) has advised that the only source of funds for filter center air conditioning would be to divert funds authorized for other projects. In this connection, he stated that the projects for which funds have been provided are high priority, ADC directed projects and so far construction costs have run high compared with the estimates. He further stated that he could think of only one possible source where funds may be diverted. That is in connection with air conditioning of flight simulator buildings. The flight simulators come with an air conditioning unit as an associated part of the simulator itself. Therefore, the need for air conditioning the building is questionable.

4. It is requested that a relative priority be established to determine whether the funds now available for air conditioning flight simulator buildings should be diverted to filter center air conditioning projects which have been approved by Headquarters USAF.

t/ SATHER

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HEADQUARTERS
AIR DEFENSE COMMAND
Ent Air Force Base
Colorado Springs, Colorado

ADMIS 0-20 20 January 1954

SUBJECT: Air Conditioning Policy for Ground Observer Filter Centers

TO: Commander
Eastern Air Defense Force
Stewart Air Force Base
Newburgh, New York

1. Previous to the issuance of letter AFOAI-MUR/1, Headquarters USAF, 25 September 1953, Subject: "Air Conditioning Policy", all requests for air conditioning Ground Observer Filter Centers have had to be approved by Headquarters USAF as an exception to Air Force policy.

2. In many past requests for air conditioning of filter centers, the training room and operations room only were to be conditioned, whereas in other requests, the training room, operations room, lounge and administrative spaces were to be air conditioned. Future requests from those filter centers falling within the weather zone where air conditioning may be approved, will confine the space to be conditioned to only the training and operations room.

3. All project requests submitted to this headquarters for consideration and approval will be accompanied by full factual justification, and will conform to all of the requirements of AFR 93-3, AFL 85-2, and paragraph 6, AFR 91-8, 7 November 1951, and the addendum thereto as mentioned in paragraph 1 above. For any proposed project, under current monetary limitations and restrictions, an essentiality review is required, and funds must be made available within the authorized fund program. Requests for project approval as an exception to Air Force policy is discouraged.

4. Air conditioning of a filter center, located in a building not owned by the Federal Government, will require a Certificate of Necessity signed by the Office of the Secretary of the Air Force, before the installation can be approved, providing the estimated cost of the project exceeds 25% of the annual rental of the space.

BY ORDER OF THE COMMANDER:

s/t/ ROBERT E. L. KNAPP
Colonel, USAF
Deputy Director of
Installations

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HEADQUARTERS
EASTERN AIR DEFENSE FORCE
STEWART AIR FORCE BASE, NEWBURGH, N. Y.

193

EAOCD 676 29 Sep 53

SUBJECT: Filter Center Emergency Backup

TO: Commander
Central Air Defense Force
P.O. Box 528
Kansas City, Missouri

1. The destruction or sabotage of a filter center communications system would mean the loss of low level air surveillance information for the filter center area so affected. In order to preclude such an occurrence within the Eastern Air Defense Force region, a filter center emergency backup plan is being developed at this headquarters in coordination with the American Telephone and Telegraph Company.

2. Indicated on Inclosure #1 is a list of the EADF filter centers. Under each filter center is listed a primary backup filter center and a secondary backup filter center.

3. The American Telephone and Telegraph Company has informed this headquarters that telephone companies in the areas concerned will be able to route calls from observation posts associated with a non-operational filter center to the primary or secondary backup filter center indicated on the attached list. The American Telephone and Telegraph Company is preparing a standard operating procedure for the implementation of backup operations by telephone companies concerned. This SOP will be distributed to local telephone companies and filter centers concerned.

4. Request filter centers of your command indicated as back-up for EADF filter centers on the attached list be instructed to prepare maps adequate to plot and track information received from observation posts in the areas to be supported. These charts to be kept available and readily accessible. Provisions should also be made for a table on which subject charts can be placed in order that "flash calls" can be taken over the overflow and administrative telephone positions.

5. A formal operations plan will be developed by this headquarters for EADF filter center emergency backup operations. This plan will be coordinated with your headquarters prior to publication.

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EAOCD 676 Subject: Filter Center Emergency Backup

6. Prior to the publication of a formal plan, the implementation of any backup operation requiring the participation of CADF filter centers will be coordinated with your headquarters.

7. In the event your command desires to develop a similar plan, EADF filter centers will be instructed to participate where necessary to backup CADF filter centers.

FOR THE COMMANDER:

1 Incl
List of EADF fil cens

s/t/ J. W. FOUNTAIN, JR.
Major, USAF
Asst Adjutant

CAD 676 (29 Sep 53) 1st Ind 15 Oct 53

HQ CENTRAL AIR DEFENSE FORCE, P.O. Box 528, Kansas City, Missouri

TO: Commander, Eastern Air Defense Force, Stewart Air Force Base, Newburgh, New York

1. With reference to paragraph 4, basic letter, appropriate Filter Centers of this command will be instructed to cooperate to the fullest extent in the Filter Center emergency backup plan. In order that each Filter Center may be provided with required Filter Center area maps, request you forward either maps or overlays of the following Filter Centers to this headquarters; Richmond, Roanoke, Lexington, Louisville, Springfield and Green Bay. These maps should include the overlap area of each Filter Center.

2. This headquarters is considering adoption of the backup plan and will appreciate information on communications problems and their solutions. You will be advised in detail of requirements for participation of Filter Centers of your command when the plan is implemented.

FOR THE COMMANDER:

1 Incl
w/d

s/t/ W. L. MOONEY
CWO USAF
Asst. Adj.

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FILTER CENTER
EMERGENCY BACKUP PLAN

26TH AIR DIVISION

1. Baltimore Filter Center
   1st Richmond
   2d Trenton

2. Harrisburg Filter Center
   1st Syracuse
   2d Trenton

3. New Haven Filter Center
   1st White Plains
   2d Albany

4. Pittsburgh Filter Center
   1st Canton
   2d Harrisburg

5. Richmond Filter Center
   1st Roanoke
   2d Durham

6. Roanoke Filter Center
   1st Richmond
   2d Charlotte

7. Trenton Filter Center
   1st Baltimore
   2d Harrisburg

8. White Plains Filter Center
   1st New Haven
   2d Trenton

30th AIR DIVISION

1. Canton Filter Center
   1st Columbus
   2d Buffalo

2. Chicago Filter Center
   1st Springfield
   2d Green Bay

3. Columbus Filter Center
   1st Lexington
   2d Canton

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30th AIR DIVISION (Cont'd)

4. South Bend Filter Center
   1st Grand Rapids
   2d Columbus

5. Lexington Filter Center
   1st Louisville
   2d Knoxville

6. Louisville Filter Center
   1st Lexington
   2d Nashville

7. Springfield Filter Center
   1st Louisville
   2d Des Moines

8. Green Bay Filter Center
   1st Minneapolis
   2d Chicago

9. Grand Rapids Filter Center
   1st South Bend
   2d Columbus

32D AIR DIVISION

1. Bangor Filter Center
   1st Manchester
   2d None

2. Manchester Filter Center
   1st Bangor
   2d Albany

3. Albany Filter Center
   1st Manchester
   2d Syracuse

4. Syracuse Filter Center
   1st Harrisburg
   2d Albany

5. Buffalo Filter Center
   1st Syracuse
   2d Canton

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Discussion of Proposed Filter Center Emergency Backup Plan --

Under a variety of conditions, the normal filter center to which Aircraft Flash calls are routed, the central office serving the filter center, or both, may become inoperative for an indefinite period of time. In addition to actual bombings or sabotage, normal operation might be affected by such things as cable or line failures, equipment failures, fire at filter centers or at the central office, work stoppages, etc. In an effort to minimize the adverse effect to the operation of the Ground Observer Corps resulting from these conditions, a plan has been devised for routing Aircraft Flash calls from a particular area to a specified alternate filter center. Under the plan, the central office at which the Aircraft Flash call originates, upon positive notification or information that the filter center cannot be reached, will re-direct the call to an adjacent filter center using an arbitrary universal reporting area code. The inward operator receiving such calls at the alternate filter center location will complete them to the overflow trunks. At the overflow table, where these trunks terminate, a miniature replica of the inactive filter center will be provided for plotting purposes. Telling to the appropriate GCI will be by means of establishing a call over back-up toll terminal facilities.

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Telephone Procedures

Originating Toll Center

If an Aircraft Flash call cannot be completed to the normal filter center, the operator will immediately notify her Service Assistant or Chief Operator who will replace the special Aircraft Flash call switchboard bulletins with those which provide for routing such calls to the alternate filter center. (The alternate Aircraft Flash call switchboard bulletins should also be placed upon official notification through normal Telephone Company channels.) All calls to the alternate filter center will be

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routed to the inward or 121 operator at the terminating toll center by use of normal Aircraft Flash call procedures using "Spitfire" as the reporting area code name.

Note: There may be some sacrifice in speed in routing calls which could in Number 4 dial toll offices, of which there are several now serving filter centers, these calls will terminate at operators' positions from which there is no access to local terminals, therefore, a position transfer to a "1154" operator or to a manual inward position, will be necessary. This delay, however, seems to be justified in order to permit flexibility in filter center control in disposing of these calls, particularly in cases where the overflow trunks are inadequate to handle the volume of incoming traffic. Results of a proposed trial of the plan will permit appraisal of this condition.

Calls will continue to be routed to the alternate filter center until positive notification that the normal filter center has been restored to service.

Terminating Toll Center

Aircraft Flash calls received with the reporting area code "Spitfire" will be completed to the trunk designated "overflow" or "Spitfire" or dialed to the appropriate number provided, and the condition reported to the Service Assistant or Chief Operator. Subsequent calls will be completed in the same manner. If all overflow trunks are busy "Trunks busy" report will not be passed to the originating operator but the condition will be reported to the Service Assistant. In these cases the Service Assistant will request disposition of the call from the

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filter center detachment commander and the call completed to either a trunk in another reporting area or to an administrative telephone as directed.

Action of Telephone Filter Center Representative

In order to achieve the most effective results from the operation of this plan, every effort should be made to retain or establish one "hunting" group of overflow trunks into the filter center. The practice of assigning certain overflow trunks to each of the existing reporting areas or of retaining the overflow trunks on an individual line, non-hunt basis, should be discontinued. In every case where dial trunks are provided on the overflow group, a multiple appearance in the manual inward board should be provided, if it is possible to do so.

Upon receipt of information from the filter center that an adjacent filter center is out of service and that the alternate plan has been placed in operation, notification to originating toll centers in the area of the filter center affected should be expedited through previously established Telephone Company channels. Likewise, information to the effect that the affected filter center has been restored to ser vice should be disseminated to originating toll centers involved as promptly as possible. Such notifications will minimize the amount of unproductive operator and circuit time.

Procedure at Alternate Filter Center

Upon receipt of an Aircraft Flash call at the overflow positions from an area which is not on the plotting table, accept and acknowledge the call in the usual way and report the condition to the detachment commander

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or officer in charge. The officer in charge will attempt to reach the filter center in whose area the reporting post is located over the overlap telling line. If no answer is obtained, he will request information from his own GCI station over the GCI telling line. If no information regarding the inoperative filter center is available from this source, he will place a call over the back-up toll terminal to the proper telephone number which has been previously provided for the GCI station responsible for the affected filter center area. In placing this call, the prescribed phrase, "Do Not Monitor" shall be used and should information received indicate that the alternate plan should be placed in operation, this call will remain established as a GCI telling line for calls received from the affected filter center area. If the alternate plan is to be placed in effect, the temporary plotting facilities which have been previously provided shall be placed in operation near the overflow tables and personnel assigned for plotting and telling purposes. As soon as it is conveniently possible the Telephone Company's filter center representative should be informed of the situation.

General

Under certain circumstances, routing of calls and/or transmission factors from certain particular areas to the first alternate filter center might be adversely affected making it seem advisable to route calls from certain central offices in the area to the second alternate filter center. This should not be done, however, unless the first alternate filter center cannot be reached or unless the Air Force so requests. Although use of two alternates at the same time might present certain Air Force operational difficulties such as filtering, reporting to the proper GCI, etc., it

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appears to be the only practical means of completing and accepting Aircraft Flash calls from the maximum number of operational observation posts. Such cases will be kept to a minimum and considered on an individual basis.

Obviously, there are shortcomings in this proposed plan and there is no assurance that all calls from all observation posts can be completed to an alternate filter center under all or any conditions. This is particularly true where both the filter center and its serving central office are not operational. However, the plan appears to offer the most satisfactory method for covering the great variety of conditions which might affect operation of the filter center, at little or no cost to the Air Force and employing a minimum of special Telephone Company operating procedures.

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HEADQUARTERS
CENTRAL AIR DEFENSE FORCE
1209 Walnut Street
Kansas City, Missouri

CAD 381

9 Nov 53

SUBJECT: Designation of Alternate Filter Centers

TO: Commander
Eastern Air Defense Force
Stewart Air Force Base
Newburgh, New York

1. Reference is made to paragraph 2, of 1st Indorsement to letter your Headquarters, subject: Filter Center Emergency Back-up, 29 September 1953 and to telephone conversation between Colonel Nance, your headquarters, and Major Woodring, this headquarters on 3 November.

2. Attached is a list of Central Air Defense Force Filter Centers with designated alternates. As may be noted, Green Bay, Lexington and Louisville Filter Centers within your Command have been designated as alternates. Filter Centers of this command which have alternates within your Command have been instructed to prepare appropriate maps and to furnish them to your Filter Centers at the earliest practicable date. They have also been authorized to contact those Filter Centers directly to work out any local details.

3. Request this headquarters be advised of any additional information which may be required to complete implementation of this project.

FOR THE COMMANDER:

1 Incl
Fil Cen Arng Alternate
Loc CADF (6 cys)

s/t/ QUENTIN RAND
Capt., USAF
Asst. Adjutant

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SECRET
SECURITY INFORMATION

20S

26 August 1953

SUBJECT: AC&W Program

1. The general requirement for air surveillance and weapon control is considered to be a continental radar network capable of detecting enemy aircraft, identifying, and directing combat forces in the air battle. Initial detection of an enemy attack for purposes of interception must be accomplished when the enemy aircraft is a minimum of 300 miles from a target area.

2. To achieve this detection at altitudes down to about 5,000 feet, a double perimeter of radar surveillance has been established around the three important target areas within the U.S., with the radar sited on the inner perimeter approximately 70 miles out from the edge of the target area and the outer perimeter established approximately 120 miles outside of the inner perimeter. The distance between radar sites on each perimeter should average approximately 120 miles apart dependent upon terrain. In addition, mobile radar sites, picket ships, and AEW&C aircraft will be utilized to complete this concept.

3. In deciding the deployment of the radar sites for the first and second phase mobile programs, it has been determined that the average prime radar can perform an operational radius of coverage of 120 statute miles against targets at 30,000 feet, and of 60 statute miles against targets at 5,000 feet. Only the permanent radar sites will be considered in this resume.

4. EADF is responsible for 28 permanent radar sites at the present time, and upon completion of the 1955 reorganization, we will gain twelve

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SUBJECT: AC&W PROGRAM (Cont'd)

additional sites for a command total of forty; these sites are as follows:

LOCATION OF AC&W SITES

Site	Location	Sq	Auth Pers Off Arm	Equipment
P9	Navesink, N.J.	646	33 265	CPS6B, CPS6B
P10	N. Truro, Mass.	762	33 265	CPS6B, CPS6B
P13	Brunswick, NAS,Me.	654	34 270	CPS6B, CPS6B
P14	Bellevue, Vt.	764	33 265	CPS6B, CPS6B
P16	Keweenaw, Mich.	665	12 113	FPS3, FPS5
P19	Antigo, Wisc.	676	12 113	FPS3, FPS4
P20	Selfridge AFB, Mich.	661	33 259	CPS6B, CPS6B
P21	Shawnee, N.Y.	763	33 265	CPS6B, CPS6B
P30	Mud Pond, Pa.	648	34 274	CPS6B, CPS6B
P31	Elkhorn, Wisc.	755	34 274	CPS6B, CPS6B
P34	Empire, Mich.	752	33 265	CPS6B, CPS6B
P43	Guthrie, W. Va.	783	12 113	FPS3, FPS4
P45	Camp Hero, N.Y.	773	16 183	FPS3, FPS5
P49	Watertown, N.Y.	655	16 183	FPS3, FPS5
P50	Schuylerville,N.Y.	656	16 183	FPS3, FPS5
P53	Rockville, Ind.	782	21 214	FPS10, FPS10
P54	Palermo, N.J.	770	16 183	FPS3, FPS5
P55	Quantico, Va.	647	16 179	FPS3, CPS4

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SUBJECT: AC&W PROGRAM (Cont'd)

LOCATION OF AC&W SITES

Site	Location	Sq	Auth Pers Off	Amn	Equipment
P56	Ft Custis, Va	771	16	183	FPS3, CPS4
P61	Port Austin	754	16	183	FPS3, CPS4
P62	Brookfield, Ohio	662	16	183	FPS3, FPS5
P63	Blue Knob Pk, Pa	772	16	183	FPS3, CPS4
P65	Charleston, Me	765	16	183	FPS3, FPS5
P66	Sault Ste Marie, Mich	753	16	183	FPS3, None
P67	Ft Custer, Mich	781	16	179	FPS3, None
P73	Bellefontaine, O	664	16	183	FPS3, None
P80	Caswell, Me	766	21	214	FPS10, FPS10
P82	Ft Knox, Ky	784	12	109	FPS3, FPS4
The following sites will be gained following the 1955 reorganization:					
P17	Leaf River, Minn	739	12	113	FPS3, FPS4
P18	Moulton, Minn	787	12	113	FPS3, FPS4
P-35	E. Farmington, Wisc	674	35	265	CPS6B, CPS6B
P42	Cross Mt, Tenn	663	21	214	CPS6B, CPS6B
P64	Kirkland, Mo.	790	21	214	CPS6B, CPS6B
P68	Fordland, Mo.	797	12	113	FPS3, FPS4
P69	Finland, Minn	756	16	187	FPS3, FPS6
P70	Belleville, Ill.	798	16	183	FPS3, FPS6
P71	Omaha, Neb	789	22	265	FPS3, CPS4

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SUBJECT: AC&W PROGRAM (Cont'd)

LOCATION OF AC&W SITES

Site	Location	Sq	Auth Pers Off	Amn	Equipment
P72	Olathe, Kansas	738	16	179	FPS3, FPS6
P81	Waverly, Iowa	788	21	223	CPS6B, CPS6B
P85	Hanna City, Ill	791	12	113	FPS3, FPS4

5. Upon the completion of the First and Second Phase Mobile Radar Programs, low altitude gaps (below 5,000 feet) will still be present. Therefore, a requirement exists to find a relatively inexpensive means of providing radar surveillance coverage in these gaps. The Ground Observer Corps partially alleviate this deficiency, but is not the best solution to the problem, due to lack of populated areas along the Northern border. Research and development currently under way offers some promise of a solution. A small limited range radar, deployed in large numbers throughout the double perimeter areas and providing automatic scope presentation remoted to the nearest prime radar site, appears to be a feasible solution.

6. A requirement still exists for the improvement of high altitude surveillance and tracking capability of the radar system. The criteria that must be fulfilled is tracking targets possessing a reflecting area of one square meter, travelling at speeds of MACH. 87 at altitudes up to 60,000 feet.

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SECURITY INFORMATION

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HEADQUARTERS
AIR DEFENSE COMMAND
Ent Air Force Base
Colorado Springs, Colorado

ADOCE-E 26 Jan 54

SUBJECT: (Unclassified) ADC Radar Equipment Requirements, Permanent Program (Revised)

TO: Director of Communications
Headquarters USAF
Washington 25, D. C.

1. Inclosed are copies of ADC's revised radar equipment requirements for the Permanent Program which represent this Command's firm requirements.

2. It is requested that these requirements receive prompt approval and that necessary changes be made to the PC documents. It is further requested that AMC be notified of the approval of these changes as soon as possible.

3. No further changes to this Permanent Program are contemplated except those resulting from recommendations received in the AMA surveys. These changes would be based upon terrain limitations of such magnitude that it would be impossible to install arctic type equipment. Excessive screening angles produced by arctic equipment may also contribute to these changes.

4. In the process of allocating the 21 arctic AN/FPS-6 radars programmed to this Command, it was necessary to allocate nine of these equipments in areas not requiring arctic protection. The sites involved are: P-8, P-12, P-37, P-40, P-54, P-57, P-60, P-61 and P-65. If possible, it is requested that your headquarters consider replacing the above arctic equipment with temperate or substitute temperate towers to reduce the time and cost of installation involved in stations not requiring this equipment.

In addition to the above, one more temperate AN/FPS-6 and one less arctic AN/FPS-6 have been allocated in the inclosed equipment list than have been programmed to ADC. No location is available for the FPS-6 (A) unless it is allocated to a site with a temperate AN/FPS-3. This command desires that the one AN/FPS-6 (A) be substituted for one AN/FPS-6 (T).

5. The arctic equipment for the AN/FPS-4 at P-17 is listed as not being programmed (reference attached revised list). It is requested

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that one additional arctic tower be programmed for use on this equipment to satisfy the total AN/FPS-4 arctic requirements.

6. Of the total number of AN/FPS-3's, AN/FPS-8's and AN/FPS-6's programmed for ADC, there are four AN/FPS-3's (three arctics, one temperate), two AN/FPS-8 arctics, and two FPS-6 arctics that have been held for installation in the 1st and 2d phase mobile program.

7. No equipment presently programmed to this Command has been allocated as emergency search or height equipment to fulfill second priority requirements.

8. The basic criteria and ground rules for determining arctic tower requirements were established by this headquarters as follows:

a. Arctic towers, for primary equipment, would be required in those areas where equipment damage is likely and weather conditions are such that maintenance would be hampered.

b. Temperate towers for the FPS-4, FPS-6 and FPS-8 are fabricated with a component shelter on the tower. Therefore, arctic towers for these equipments are not required in areas where weather conditions are such that these shelters would satisfactorily protect the components and the antenna would not be damaged by exposure.

c. Arctic towers, for emergency equipment, would be required only in those areas where equipment damage by exposrue would result.

9. Reference is made to ADC letter, subject: (Restricted) Installation of Radar Equipment AN/FPS-6 and AN/FPS-4 within Air Defense Command, classified secret and dated 15 September 1953. In view of the findings and recommendations received from Rome Air Force Depot regarding the inadvisability of siting FPS-6's in close proximity to the CPS-6B's, this headquarters has reallocated these FPS-6's to stations other than those employing CPS-6B radars. This change is incorporated in the revised radar program list, attached.

10. When Incl 1 is withdrawn or not attached, the classification of CONFIDENTIAL on this letter will be cancelled.

FOR THE COMMANDER:

1 Incl
Radar Equip Rqmts, P
Program (Revised) - 5 cys

t/ JOSEPH D. HORNSBY
Lt Col, USAF
Asst Command Adj

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CONFIDENTIAL
SECURITY INFORMATION

18 January 1954

Extract Of
ADC RADAR EQUIPMENT REQUIREMENTS
PERMANENT PROGRAM
(Revised)

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Site	Primary Search	Primary Height	Emergency Search	Emergency Height
*	*	*	*	*
P-9	CPS-6B	----	FPS-8 (T)	FPS-4 (T)
P-10	CPS-6B	----	FPS-8 (A)	FPS-4 (T)
*	*	*	*	*
P-13	CPS-6B	----	FPS-8 (T)	FPS-4 (T)
P-14	CPS-6B	----	FPS-8 (T)*	FPS-4 (T)*
*	*	*	*	*
P-16	FPS-3 (A)	FPS-6 (A)	FPS-8 (A)	FPS-5 (A)**
*	*	*	*	*
P-19	FPS-3 (A)	FPS-4 (A)	FPS-8 (A)*	FPS-4 (A)
P-20	CPS-6B	----	FPS-8 (T)*	FPS-4 (T)*
P-21	CPS-6B	----	FPS-8 (A)*	FPS-4 (T)*
*	*	*	*	*
P-30	CPS-6B	----	FPS-8 (A)*	FPS-4 (A)*
P-31	CPS-6B	----	FPS-8 (A)*	FPS-4 (A)*
*	*	*	*	*
P-34	CPS-6B	----	----	----
*	*	*	*	*
P-43	FPS-3 (A)	FPS-4 (T)	----	----
*	*	*	*	*

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SECURITY INFORMATION

Extract of ADC Radar Equipment Requirements Permanent Program (Cont'd)

Site	Primary Search	Primary Height	Emergency Search	Emergency Height
P-45	FPS-3 (A)	FPS-6 (A)	FPS-8 (T)	FPS-5 (T)
*	*	*	*	*
P-49	FPS-3 (A)	FPS-4 (T)	FPS-8 (T) *	FPS-5 (T)
P-50	FPS-3 (A)	FPS-6 (A)	FPS-8 (A)*	FPS-5 (A)**
*	*	*	*	*
P-53	FPS-10	----	----	----
P-54	FPS-3 (A)	FPS-6 (A)	FPS-8 (T)	FPS-5 (T)
P-55	FPS-3 (T)	FPS-6 (T)	FPS-8 (T)*	FPS-4 (T)
P-56	FPS-3 (T)	FPS-6 (T)	FPS-8 (T)	FPS-4 (T)
*	*	*	*	*
P-61	FPS-3 (A)	FPS-6 (A)	FPS-8 (T)*	FPS-4 (T)
P-62	FPS-3 (A)	FPS-4 (A)	FPS-8 (A)*	FPS-5 (A)**
P-63	FPS-3 (A)	FPS-4 (A)	----	----
*	*	*	*	*
P-65	FPS-3 (A)	FPS-6 (A)	FPS-8 (T)	FPS-5 (T)
P-66	FPS-3 (A)	FPS-6	FPS-8 (A)	FPS-5 (A)**
P-67	FPS-3 (A)	FPS-4	----	----
*	*	*	*	*
P-73	FPS-3 (A)	FPS-4 (T)	FPS-8 (T)*	FPS-4 (T)*
*	*	*	*	*
P-80	FPS-10	----	FPS-8 (T)	FPS-4 (T)
*	*	*	*	*
P-82	FPS-3 (T)	FPS-4 (T)	----	----
*	*	*	*	*

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SECURITY INFORMATION

Extract of ADC Radar Equipment Requirements Permanent Program (Cont'd)

Equipment not programmed:

Emergency Search -- 24 (FPS-8)
Emergency Height -- 16 (FPS-4)

* Equipment not programmed.

** Arctic tower not programmed.

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HEADQUARTERS
AIR DEFENSE COMMAND
Ent Air Force Base
Colorado Springs, Colorado

ADMEL-2 413.44 21 July 1953

SUBJECT: (Unclassified) Installation of OA-347/CPS-6B Equipment

TO: Commander
Eastern Air Defense Force
Stewart Air Force Base
Newburgh, New York

1. Information received from Rome Air Force Depot indicates that the first installation of the OA-347/CPS-6B equipment will begin on or about 20 July 1953. Other installations will follow shortly. Sites which will receive the complete equipments, listed in order of priority, are: P-21, 38, 42, 10, 59, 46, 9, 15, 13, 80 and 47.

2. It is anticipated that the rest of the AN/CPS-6B and AN/FPS-10 sites will receive the portions of the modification kit necessary to allow individual beam selection and gating of the normal and MTI video.

3. The first three equipments will be installed under the supervision of the General Electric Co. The remainder of the installations will be made by teams from Rome Air Force Depot and Sacramento Air Materiel Area. Following the physical installation, a General Electric Co. specialized team will peak the equipment.

4. Request this information be disseminated to interested organizations of your command.

BY ORDER OF THE COMMANDER:

s/t/ THOMAS C. SAVAGE
Major, USAF
Asst Command Adj.

Info cys:
Comdr, Rome AF Dep,
Attn: MRMTNM
General Electric Co.,
Syracuse, N.Y.

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SECURITY INFORMATION

Hq ADC ADMEL-2 413.44 Subject: (Unclassified) Installation of OA-347/CPS-6B Equipment

EAMAC-CEM 413.44 (CPS-6B 1st Ind 29 Jul 53

HQ EASTERN AIR DEFENSE FORCE, Stewart Air Force Base, Newburgh, New York

TO: Commander, 4707th Defense Wing, Otis Air Force Base, Falmouth, Massachusetts

t/ T.H.B.

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HEADQUARTERS
656TH AIRCRAFT CONTROL & WARNING SQUADRON
Saratoga Springs, New York

31 July 1953

SUBJECT: Installation of Long Range Search Kit Modification for AN/CPS-6B (763rd AC&W Squadron, Lockport, N.Y.)

TO: DWMCE
4707 Defense Wing
Otis Air Force Base
Falmouth, Mass

1. Installation of Long Range Search Modification Kit was scheduled to start 0800 Monday, 20 July 1953. Personnel available to do the work were: Mr. Ralph Stearns, Mr. William Carress, G. E. Supervisors; one (1) General Electric Engineer; one (1) General Electric site representative; site maintenance personnel and two (2) 6-man AMC teams, from Rome & Sacramento Air Depots. The two (2) AMC teams were scheduled to work 12 hour shifts, and the site personnel were scheduled for three (3) 8 hour shifts.

2. Actual installation started at 1300 Wednesday, 22 July 1953. Monday and Tuesday 20 and 21 July were consumed in inventorying parts and in locating several boxes that had not been received, about 50% of the needed items. A check disclosed that most of the missing material was in a local freight terminal, where it was being held up by a trucker's strike. This was moved to the site by AF personnel. Some of the missing parts were located at a freight terminal in Lancaster, Pa. These were shipped to Rochester, NY, where the squadron picked them up on Wednesday, 22 July.

3. There were several items and parts missing which will be supplied and installed at a later date. These parts were: the motor generator control panel, those parts necessary to modify the TX RX control group, the selsyn control system, the antenna control unit, the angle mark generator, the platform data and control terminal box, and the slip ring assembly. Also missing at the time of modification were an H-frame for hoisting the TX RX assembly to the platform and a template for modifying the indicators. These items were not listed in the master packing list but may have been shipped.

4. The following work was accomplished:

a. An H-frame was fabricated locally using information from the "Service Bulletin for AN/CPS-6B (Early Warning Kit)".

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Subj: Installation of Long Range Search Kit for AN/CPS-6B (Cont'd)

b. TX RX cabinet was assembled and installed on rotating platform.

c. Modulator "A" was relocated on rotating platform.

d. Search sail with supporting structures, waveguides, and IFF antenna support was installed.

e. Motor generator was installed, less control panel which is to be supplied at a later date.

f. Control monitor group OA-331 was installed in the maintenance room.

g. Wall mounted junction boxes were installed.

h. Video selector switch boxes were installed on indicator.

5. The following work remains to be done and will probably be accomplished by the GE peaking team subsequent to delivery of the motor generator control panel;

a. Install serviceable magnetron.

b. Install motor generator control panel.

c. Modify platform data and control terminal box.

d. Modify slip ring assembly.

e. Modify transmitter receiver control group.

f. Complete modification of indicators.

g. Modify angle mark generator.

h. Modify selsyn control system.

i. Modify antenna control unit.

j. Cable EW kit components into system.

k. Peak system.

It is estimated that this work can be accomplished by the peaking team in 5 days, which will involve "off the air time" of approximately 2 to 3 days.

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Subj: Installation of Long Range Search Kit for AN/CPS-6B (Cont'd)

6. Discrepancies and difficulties encountered:

a. Not all material required was on hand. No master packing list was available to site personnel to check completeness of shipments made. It is recommended that a copy of the master packing list be supplied each site at which this installation is to be made. This will facilitate checking on the rather fundamental items of material actually delivered for the job. These master packing lists should be delivered from GE thru AMC.

b. The inboard support for the search sail did not fit properly on the mounting bracked on the antenna upper hub and had to be sprung into position. It is believed that this difficulty will be encountered at all sites.

c. The mounting studs on the march beam tilt actuator did not match the holes on the hinge section and holes had to be drilled to a larger size.

d. The magnetron, type QK-254, Serial #A-0026, was received at this site in an unserviceable condition. The mounting bolts securing the magnetron to what should have been adequate packing were not fastened and the magnetron was damaged beyond use.

e. No salt tablets were available for use by men working in the radome, where temperatures reached an estimated 120° to 130°.

7. Recommendations:

a. At this site the radome windows were removed, and the blowers run continuously to afford a comparatively rapid change of air inside the radome. This procedure seemed to alleviate the heat problem somewhat.

b. Considerable time was consumed removing and replacing screws in the rotating platform floor panels. It is suggested that the pneumatic impact tool provided for erection of the 6B tower be used with screw driver bits and sockets to facilitate handling of this and similar jobs.

c. A shortage of common hand tools such as screwdrivers, wrenches, and similar items in quantities sufficient to supply all personnel working on the job was encountered. It is recommended that special attention should be given this problem by both site and team personnel.

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Subj: Installation of Long Range Search Kit for AN/CPS-6B (Cont'd)

d. It is recommended that the shipping frames which are bolted to the ends of the trusses be removed from the trusses before they are moved to the radome.

e. The sites should make special provisions for the use of power tools and lights in the radome. It is believed that the outlets provided in the AN/CPS-6B radome are inadequate for this.

8. Personal Observations and Conclusions:

a. The spirit and cooperation by all parties concerned in the installation of modification kit was very good and this facilitated the installation.

b. The search kit should have been complete at the time of installation. As has been enumerated earlier in this report, several parts and units were missing, thus necessitating another trip to the radar site by installation personnel and further "time off the air" by the organization. At time of installation, it was unknown if the fault was with the supplying organization, or in the transportation of the items.

c. If all items had been present that were supposed to be at time of installation, modification kit still could not be used for a period of eight (8) months to a year because the motor generator control panel has not been built by manufacturer. This will necessitate still another trip to the site by installation personnel and more "time off the air" for the radar site. Since this was a well known fact, considerable time and expense might have been avoided had the installation been postponed until such time as the unit was complete and ready to operate.

9. Set was returned to the air at 0030, 25 July 1953.

/s/ WILLIAM M. SEXTON, JR.
Captain, USAF
AO-586394

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HEADQUARTERS
4707TH DEFENSE WING
Otis Air Force Base, Falmouth, Mass.

DWMCE 413.44 6 Aug 1953

SUBJECT: Installation of Long Range Search Kit Modification

TO: Commander
Eastern Air Defense Force
Stewart Air Force Base
Newburgh, New York

1. Attached as Inclosure #1 is On-Site Report of the representative from this headquarters to the 763rd AC&W Squadron, Lockport, New York.

2. It is apparent throughout this report that a more thorough planning program will be required at future installations, if we are to hold the purchase and installation costs of this equipment to a reasonable figure.

3. Cost feature of this equipment can readily be seen as referenced by paragraph 6d, Inclosure #1. This magnetron QK-254, Stock #3370-426000-1165 has a purchase price of twenty-five hundred (2500) dollars per tube. A U.R. was submitted but the dollar value was a total loss to the service.

4. Your consideration is requested in delaying future installations of this nature until complete effectiveness and maximum monetary values can be realized from the installation.

FOR THE COMMANDER:

NELSON M. OMAN
Major, USAF
Adjutant

1 Incl:
a/s

cc:
Comdr, 32d ADiv

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Hq 4707th Def Wg DWMCE 413.44 Subject: Installation of Long Range Search Kit Modification

EAMAC-CEM 413.44 (6 Aug 53) 1st Ind 27 Aug 1953

HQ EASTERN AIR DEFENSE FORCE, Stewart Air Force Base, Newburgh, New York

TO: Commander, Air Defense Command, Ent Air Force Base, Colorado Springs, Colorado

1. Forwarded for your information.

2. Inasmuch as this was a prototype installation, many of the difficulties experienced could not be foreseen. However, had there been more complete coordination between the installing activities and the site, many of the supply difficulties might have been corrected prior to arrival of the installation teams.

3. In order to preclude a recurrence of the difficulties mentioned in the accompanying correspondence at WADF sites programmed for this equipment, recommend this correspondence be brought to the attention of Western Air Defense Force. In addition, recommend the need for a master packing list be brought to the attention of Air Materiel Command. This headquarters will take action to preclude recurrence of difficulties at other sites of this command.

4. Reference paragraph 3, basic letter. The 763d AC&W Squadron has been advised that submission of DD Form 6 is required.

FOR THE COMMANDER:

1 Incl
n/c

J. W. FOUNTAIN, JR.
Major, USAF
Asst Adjutant

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HEADQUARTERS
ROME AIR FORCE DEPOT
Griffiss Air Force Base
Rome, New York

MRMTN 19 Jul 1953

SUBJECT: (Unclassified) Installation of AN/GPA-16 at P-31

TO: Commander
Air Proving Ground Command
ATTN: S/L W.D. Smith RAF
Eglin Air Force Base
Florida

1. Rome Air Force Depot representatives visited the 755th AC&W Squadron, Elkhorn, Wisconsin, 2, 3 July 1953, for the purpose of finalizing AN/GPA-16 installation plans. Planning was accomplished in accordance with Headquarters Air Materiel Command Project Directive No MCMTC-72, dated 21 April 1953 to Commander Rome Air Force Depot, AFR80-6.

2. The AC&W Squadron Commander, Major Harry Leas and staff were briefed on subject installation as follows:

a. Purpose of visit. P-31 had been selected as the location for the first AN/GPA-16 installation, which will be accomplished during the latter portion of July 1953 as a portion of a large scale operational suitability test established by the Air Proving Ground.

b. Installation precedence. The GPA-16 installed at P-31 will set the basic standard for 27 similar installations within EADF. On completion of all installations the capacity of the GPA-16 Selective Identification Feature (SIF) will be tested. APG suitability test is supported by a precedence rating of I-3, Ref OPU 53-8.

c. Installation requirements. Installation will be made on a permanent rather than a lashup basic, and will require an estimated 200 man hours to complete. Coders and structural supports will be installed in the Projection Booth. Installation will be accomplished in a manner designed to minimize possible interference with normal operational activity of the squadron. Facility will be installed by a Rome Air Force Depot engineer assisted by a team of 1st Communications Maintenance Squadron airmen. Reference Inclosure 1 for additional installation details.

d. Operating and Maintenance requirements. Reference Inclosure 2.

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HQ RAFD MRMTNM Subject: (Unclassified) Installation of AN/GPA-16 at P-31

3. It was agreed that the 755th AC&W Squadron and the Rome Air Force Depot would extend every effort to accomplish the subject installation with minimum delay and that close coordination with both activities would be maintained to insure timely resolution of any interfering problems throughout the period prior to and during installation of the subject facility.

FOR THE COMMANDER:

3 Incls
1. Inst Details
2. Op & Maint Rqmts
3. Misc

E. M. VAUGHN
Major, USAF
Chief, Communications Technical Division

Cys furn: EADF at Stewart AFB, Newburgh, N.Y.

30th Air Div at Willow Run Airport, Mich

755th AC&W Sq at Williams Bay, Wisconsin

RADC at Griffiss AFB, Rome, N. Y.

MAAMA at Olmsted AFB, Middletown, Pa

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HEADQUARTERS
664TH AIRCRAFT CONTROL AND WARNING SQUADRON
Bellefontaine, Ohio

27 August 1953

SUBJECT: Installation Report of AN/GPA-16 at P-31

TO: Commander
Eastern Air Defense Force
Stewart Air Force Base
Newburgh, New York
ATTN: EAOOT-FX

1. Installation of AN/GPA-16 equipment at P-31 was completed on 22 August 1953. Equipment consisted of the following components and serial numbers:

a. Six (6) Passive Decoders, serial number's 31, 43, 44, 56, 46, and 71. These are mounted two each (2) to a rack of which there are four racks. One Passive Decoder is being used as a spare.

b. One each (1) System Coordinator, serial number 4 which is mounted on a mounting rack.

c. Five each (5) Video Selector control boxes. No serial numbers assigned. Four each of these are mounted on the PPI scope (one each to a scope). One is used as a spare.

d. Five each (5) Code Selector boxes. No serial number assigned. Four each of these are mounted on the PPI Scope (one each to a scope). One is used as a spare.

e. One each (1) Master Control box. No serial number assigned. This box is mounted on the Chief Controllers PPI Scope.

f. Four each (4) mounting frames for mounting of the Passive Decoders and the System Coordinator.

g. One each (1) Fuse Switch Box for control of power to all units.

2. Installation of equipment was made with no time off the air of the Mark X equipment. This was accomplished by utilizing a two hour maintenance period to make all necessary cable connections.

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Subject: Installation Report of AN/GPA-16 at P-31 (Cont'd)

a. Mounting plates which are used to mount the code selector, Video Selector and Master Control to the PPI Scope were not correct as shown in the installation and operation manual. These plates were prefabricated of wood for initial installation. Mr. Bob Rebinowits, AMC installation team leader has notified Rome Air Force Base of this discrepancy and future installations will be made with the proper mounting plates.

3. A flight check was made to determine correct operation. No trouble developed in the ground equipment however the Coder which is used with the APX-25 was inoperative. A replacement Coder was obtained from the Stewart Warner Corp., Chicago, Illinois and the flight test was made. The equipment operated normally on SI, SI wrong, Pi, TI, mixed, Raw Video and Emergency. The IP position was not tested due to the APX-25 not being wired correctly. No defects were noted in the SIF position. The equipment was operated in the Mark X position with normal operating conditions being obtained. No defects were noted in the Mark X position.

4. Operations personnel were briefed and checked out in the operation of this equipment, and it is not expected that difficulties will occur due to two airmen, M Sgt. Everett Gerrard and T Sgt. Casimur Jarocki who have attended the factory school for maintenance and operation of this equipment.

5. Recommendations

a. In order to perform maintenance on this equipment without additional personnel and better accessability to the equipment it is recommended that the AN/GPA-16 be installed in the Radar Maintenance room instead of in the projection room as was done at the 755th AC&W Squadron, Williams Bay, Wisconsin. It should be noted that the sites that do not have a Artic tower are using the projection room as a training room and have the Philco Demonstrator and other training aids in this room. Space is available to mount this equipment in the Radar Maintenance Room.

b. That the pulse stretcher switch which is located in the Passive Decoder be relocated on the Video Selector box for operation by scope operator.

c. That the SI code selector control be located on the Chief Controllers for selection of SI code by the Controller.

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Subject: Installation Report of AN/GPA-16 at P-31 (Cont'd)

d. Proper ventilation of Passive Decodes cannot be maintained unless blower motors or other cooling methods are installed. It is recommended that blower motors be installed in each Passive Decoder for proper ventilation.

6. Test equipment was available for installation and operation of equipment however the simulated Coder was not considered adequate to meet any maintenance problem. The simulated Coder was left at the site for their use. Manufactureres publications for installation, operation, and maintenance of this equipment was available however USAF Technical Orders were not available.

7. All Mark X GPX-6 equipment was left installed for future use if required.

8. Personnel Contacted:

Capt. Robert V. Kurtz - Eastern Air Defense Force
Capt. Ned O. Scott - Radar Maintenance Officer, 755th AC&W Squadron
Mr. Bob Rebinowitz - AMC Installation Representative
Mr. Guye Womble - Stewart Warner Corp. Representative

9. Spare parts for the System Coordinator can be obtained direct from the Stewart Warner Corp., Chicago, Illinois in case of an emergency. Spare parts for the Passive Decoders will be obtained from Rome Air Force Depot. This will remain in effect until proper supplies become available.

/s/t/ ROBERT H. BELT
Captain, USAF
Project Officer

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HEADQUARTERS
EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N. Y.

EAMAC-CE 413.6

9 Oct 1953

SUBJECT: AN/GPA-16 Test Equipment

TO: Commander
Air Defense Command
Ent Air Force Base
Colorado Springs, Colorado

1. With the current program to install the GPA-16 equipment at our AC&W sites and the APX-25 airborne IFF equipment in our aircraft, our ability to maintain this equipment is causing us serious concern. To the best of our knowledge, a pulse generator capable of servicing the GPA-16 has not been produced.

2. Following is a recommended ECL required to service the GPA-16:

Multimeter	TS-352
VTVM	TS-375
Synchroscope	USM-24
Tube Tester	TV-7
Pulse Generator	Type Unknown

The pulse generator must be capable of simulating an airborne coder. The only known way to obtain this test set at present is to modify an airborne coder.

3. The attached installation report of AN/GPA-16 at P-31 is for your information. The recommendations made in paragraphs 5b and c are concurred in.

4. Request this headquarters be advised of the GPA-16 test equipment status.

FOR THE COMMANDER:

1 Incl
Ltr Hq 664th AC&W Sq
No File, 27 Aug 53,
Subj: Instl Rept of
AN/GPA-16 at P-31

s/t/ ROBERT J. ORTELT
Major, USAF
Asst. Adjutant

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Hq EADF EAMAC-CE 413.6, Subject: (Unclassified) AN/GPA-16 Test Equipment

ADMAC-1C 413.6 (9 Oct 53) 1st Ind 21 Oct 1953

HQ AIR DEFENSE COMMAND, Ent AFB, Colorado Springs, Colorado

TO: Commander, Air Materiel Command, Attention: MCMT and MCME, Wright-Patterson Air Force Base, Ohio

1. It is requested that the list of test equipment in paragraph 2 of basic letter be reviewed as to adequacy and a recommendation as to type of pulse generator for servicing the equipment listed in paragraph 1.

2. Since this equipment is already being installed, it is recommended that an interim letter be published covering this equipment.

FOR THE COMMANDER:

1 Incl
n/c

Headquarters AMC, Wright-Patterson Air Force Base, Ohio

TO: Commander, Rome Air Force Depot, ATTN: MRMT, Griffiss Air Force Base, Rome, New York

Basic correspondence with inclosure is forwarded for your information and necessary action.

BY ORDER OF THE COMMANDER:

1 Incl
n/c

/s/t/ MAURICE L. DYER
Colonel, USAF
Chief, Maintenance Engineering
Services Division
Directorate, Maintenance Engineering

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Hq EADF EAMAC-CE 413.6, Subject: (UNCLASSIFIED) AN/GPA-16 Test Equipment

MRMTNM (9 Oct 53) 3d Ind 4 Dec 1953

HQ ROME AIR FORCE DEPOT, Griffiss Air Force Base, Rome, New York

TO: Commander, Eastern Air Defense Force, ATTN: EAMAC-CE, Stewart Air Force Base, Newburgh, New York

1. The status of test equipment requested in paragraph 4 and the action taken on the recommendations of paragraph 3 of basic correspondence can be obtained from the EADF project monitor, Captain Harry M. Brittenham, EAOOT-FX, who has attended all coordinators conferences on this project for the purpose of efficient transfer of information and coordination of development.

2. For your immediate information, the pulse generator requirement referenced in paragraph 2 of the 1st Indorsement was initiated prior to the installation reported in inclosure to the basic. The unit is designated "Test Coder", Stewart Warner No 9903 (SECRET) and is being procured on an emergency basis.

3. An initial test equipment list has been forwarded to Air Materiel Command to be entered in ECL 20-30-9. Also, a request that an interim letter of authorization be published and disseminated to all interested activities has been forwarded to the appropriate headquarters.

FOR THE COMMANDER:

1 Incl
n/c

/s/t/ E. M. VAUGHN
Major, USAF
Chief, Communications Technical Division

Copy furn: Comdr, AMC, ATTN: MCMTC, Wright-Patterson AFB, Ohio

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DISPOSITION FORM

FILE NO.	SUBJECT	SIF Conference at Stewart Warner Corporation on 21 October 1953
TO	FROM	DATE / COMMENT NO. 1
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1. Production:

a. Stewart Warner has completed and sent to RADC approximately 20 GPA-16 units. The equipments are complete with the exception of cables. There are some production bugs in the units that are being rectified by Stewart Warner's representative at RADC.

b. The APX-25 is being produced at the rate of 50 units per month. There are one or two fixes to be made on them to bring them up to acceptable standards.

c. Stewart Warner is going to have sufficient acceptable standard units completed by the middle of November for RADC to complete the Air Force acceptance tests.

d. Funds are available and a sufficient number of test sets for the operational suitability test will be ordered immediately.

2. Operational Suitability Test:

a. The F-94C aircraft has been deleted from the Operational Suitability Test. Two block numbers of F-86D aircraft will be utilized for the test. The F-86Ds in the selected blocks will have to be assigned to the squadrons participating in the Operational Suitability Test.

b. The ARN-14 program has been deleted from the Operational Suitability Test. USAF Headquarters could not supply the necessary omni range facilities so the decision was made to remove the ARN-14 to make room for the APX-25 and retain the ARN-6 radio compass.

c. Beginning about July 1955 all F-86D aircraft will be returned to the factory for retrofit of electronic equipment. Prior to that time ADC has been asked to make a decision on the equipment it required to carry out its mission. The big three in the retrofit will be APX-25 SIF, ARN-21 TACAN and APX-26 or 27 Air to Air IFF.

d. Other systems to be considered for installation are: G. E. Datalink (Automatic Communications Control); CSTI - control surface tie in with auto pilot, control surfaces and fire control system.

e. There is a demonstration scheduled on or about the 1st of December for the joint services and to include Great Britain and Canada.

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DISPOSITION FORM

FILE NO.

SUBJECT: SIF Conference at Stewart Warner Corporation on 21 October 1953 (Contd)

TO | FROM | DATE | COMMENT NO. 1

3. General:

a. North American Aviation has been awarded the contract for prototype aircraft. The decision as to who will make the OST installations is not firm at this time. It will probably be done by AMC teams.

b. One GPA-16 is installed and two more are scheduled for completion this month. It was decided to hold up on any further GPA-16 installations until the APX-25 program advances to the installation stage.

c. The SIF program has been lowered to Air Force priority number three. It is believed that the priority will be returned to number one upon completion of presently scheduled operational projects.

d. APGC has written an SOP for the use of GPA-16 with APX-6 equipped aircraft and APX-25 with MK-10 equipped ground stations. Copies will be forwarded to this headquarters.

e. A list of emergency spares for the GPA-16 was obtained and will be turned over to the maintenance section.

f. The projected production rate of 650 APX-25 per month beginning 1 January 1954 is to be reduced pending a study by AMC. Commands other than ADC will be contacted to see how many units they can absorb. ADC will continue to have first priority but units in excess of what they can utilize will be offered to SAC, TAC, MATS, etc.

g. The program for installation of the APX-25 in all ADC aircraft, after the OST aircraft were completed, has been dropped in favor of the retrofit program beginning in July 1955. USAF Headquarters felt that before the APX-25 program could be completed the aircraft would be coming into the factory for retrofit and the work would all have to be done over again.

h. The firm program at this date is that 200 F-86D aircraft in Eastern Air Defense Force will be equipped with APX-25 as soon as possible for the operational suitability test. Twenty-eight GPA-16 equipments will be installed simultaneously for the operational suitability test.

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HEADQUARTERS
AIR MATERIEL COMMAND
WRIGHT-PATTERSON AIR FORCE BASE
DAYTON, OHIO

In reply refer to MCMSXY

14 Dec 51

SUBJECT: Responsibility for Aircraft Control and Warning System Equipment

TO: Commanding General
Middletown Air Materiel Area
Olmstead Air Force Base
Middletown, Pennsylvania

1. This letter rescinds Headquarters, AMC letters dated 29 August 1950, 26 September 1950, 18 January 1951, 10 March 1951 and 16 May 1951, subject: "Accountability for Aircraft Control and Warning System Radar Equipment."

2. The following procedure is outlined in order that a uniform accounting system may exist during the erection of AC&W sites.

3. Responsibilities.

a. The AMA having installation responsibility will:

(1) Maintain responsible jacket files for all property being stores for the site and for nonexpendable and recoverable property which has been shipped to the site. Such jacket files will be maintained individually by site.

(2) Designate a separate individual within their employment to be personally responsible for all equipment being utilized at each site. Personnel designated must be individuals other than the technicians effecting installation of the equipment.

(3) Establish and maintain a separate control register for each project jacket file. Control numbers will start with number 1 and will be prefixed by a symbol (letter and/or number) to indicate the site involved, ie., P40-51-10. In the event separate blocks of voucher numbers have been obtained from the base supply officer in support of a specific project, authority is granted to utilize such voucher numbers until completion of the project.

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b. Storage points other than the AMA having installation responsibility will:

(1) Maintain jacket file responsibility for all property being stored for the site pending shipment of such property to the site or the installing AMA.

(2) Forward to the AMA having installation responsibility, a copy of all shipping documents effecting shipment of non-expendable and recoverable property to a site. Such shipping documents will indicate that responsibility is transferred to the appropriate AMA.

4. General:

a. The respective storage points will ship all supplies and equipment to the designated installation site and/or the AMA having installation site and/or the AMA having installation responsibility, and transfer responsibility to the appropriate AMA. Responsibility for nonrecoverable property will be terminated by the storage points at the time of shipment to the site, however, copies of receiving documents indicating receipt by the site representative, will be forwarded to the appropriate AMA by the site representative. Such items are expended to the project by authority of the project number. Responsibility for all property which is shipped from a storage point to the AMA having installation responsibility will be transferred to the AMA.

b. The individual designated under paragraph 3a(2) above will sign a copy of all documents on which property is shipped to the site. The signed copy will be returned or forwarded to the AMA having installation responsibility as a custody receipt. Item shortages will be indicated by the site representative and necessary action taken by the AMA having installation responsibility to effect follow-up action on all shortages. The site representative will take immediate action to notify the appropriate AMA having installation responsibility of material damaged in shipment when received at the site from either an AF activity or from a manufacturer. Such action will permit prompt action by the AMA to effect reorder or replacement. In the event shipment is made direct to a site by a manufacturer the site representative will sign and forward a copy of the vendors shipping document to the AMA having installation responsibility. If a shipment is received at the site with responsibility marked for an activity other than the AMA having installation responsibility, the site representative will indicate the change of responsibility to the appropriate AMA and forward a signed copy of the shipping document to the AMA as a custody receipt document.

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c. Site representatives, designated in accordance with paragraph 3a(2) above, will assist in determining those items which are to be installed as a permanent part of the end item and/or major components, by the submission of an issue slip containing an installation statement to the appropriate AMA. In addition the issue slip will contain the site and AFSD number. The original copy of the issue slip will be cross-referenced to the voucher on which the items were received. This number will be entered opposite the applicable items referenced on the issue slip. The issue slip will then be filed in the jacket file in its proper numerican position. Responsibility for those items cross-referenced is terminated. All such items will then become a part of an end item for which responsibility will be transferred upon completion of the site.

d. Upon completion or acceptance of a site, the AMA having installation responsibility will itemize on AF Form 104B, by property class, or attached item listing, those nonexpendable and expendable recoverable items which will be transferred to the Air Force account designated by the Air Defense Command, or as mutually agreed upon by the Air Defense Command and the command having jurisdiction over the support base for the site concerned. Upon acceptance of the site, the AMA having installation responsibility will transfer responsibility for the equipment installed to the designated Air Force account number. Other nonexpendable and expendable recoverable items of equipment which are not considered to be part of the installation will be recalled or responsibility assumed in accordance with Section XI, Part I, AF Manual 67-1, as applicable.

BY COMMAND OF LIEUTENANT GENERAL RAWLINGS:

s/t/ W. B. PACKARD
Colonel, USAF
Deputy for Stock Control
Supply Division

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HEADQUARTERS
AIR DEFENSE COMMAND
Ent Air Force Base
Colorado Springs, Colorado

ADMSU-5 413.44 13 February 1952

SUBJECT: Accounting for AC&W Equipment

TO: Commanding General
Air Materiel Command
Attn: MCMSXY
Wright-Patterson Air Force Base
Dayton, Ohio

1. Units of this Command are encountering difficulty in accounting for radar equipment installed in the AC&W system. This headquarters desires to know the correct accounting procedure to be used at base and squadron level for radar sets installed in the AC&W system. Some of the radar sets involved are AN/CPS-6B, FPS-3, FPS-5 and 6.

2. The problem originates from the method that Air Materiel Areas have in transferring accountability. Some installing AMA's have transferred accountability to the base supply and AC&W sites by components, while other have shipped by complete sets.

3. The following procedures are listed:

a. Will base accountable officers account for and issue radar sets as such? For example, 1800-266496253 radar set AN/CPS-6B.

b. Or will base accountable officers account for and issue sets by major components? For example, 1800-211307315 IF amplified AM-304/CPS-6B.

c. If radar sets are accounted for as outlined in either para 3a or b above, will handbook of operating instructions be used to identify para 1-4, TO 16-30CPS6-6, 18 Oct 49, revised 31 Aug 50, lists major components and assemblies supplied with radar set AN/CPS-6B.

d. Or will T.O. maintenance parts list be used? For example, Table I, TO 16-55-428, 9 Jan 51, lists component parts for radar set AN/CPS-6B.

4. The above examples are cited as specific cases but would

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apply to any radar set and applicable technical order. It is the opinion of this Headquarters, based on past procedure for accounting and issuing radio and radar sets, that the method outlined in para 3a and c above, will apply. Request comments and/or concurrence so that a uniform accounting procedure may be established at base and squadron level within this Command.

FOR THE COMMANDING GENERAL:

s/t/ LEWIS E. SMITH
Captain, USAF
Ass't. Air Adj. Gen.

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Basic ltr fr ADC to AMC, Subj: Accounting for AC&W Equipment, dtd 13 Feb 1952

1st Ind

HQ AMC, Wright-Patterson AFB, Dayton, Ohio, 25 February 1952

TO: Commanding General, Air Defense Command, Ent Air Force Base, Colorado Springs, Colorado

1. This headquarters concurs with the opinion expressed in paragraph 4, basic letter. Base supply officers responsible for the supply support of AC&W activities should account for and issue subject equipment as complete sets.

2. Handbooks of operating instructions, when available, may be used to identify major components and assemblies supplied with radar sets. When such handbooks are not available, T.O. maintenance parts lists may be used for this purpose.

FOR THE COMMANDING GENERAL:

s/ A. J. HENDRICK
Major, USAF
t/ W. B. PACKARD
Colonel, USAF
Deputy for Stock Control
Supply Division

ADMSU-5 140 (13 Feb 52) 2d Ind 29 Feb 52

HQ AIR DEFENSE COMMAND, Ent Air Force Base, Colorado Springs, Colorado

TO: Commanding Generals, Air Defense Forces

1. Reference is made to basic letter and 1st Indorsement pertaining to correct procedure on accounting for radar sets issued by Base Supply Officer to AC&W activities.

2. Request this information be brought to the attention of all Base Supplies and AC&W units your Command.

BY COMMAND OF GENERAL CHIDLAW:

s/t/ LEWIS E. SMITH
Captain, USAF
Ass't Air Adj Gen

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HEADQUARTERS
AIR MATERIEL COMMAND
WRIGHT-PATTERSON AIR FORCE BASE
DAYTON, OHIO

20 March 1952

SUBJECT: Responsibility for Aircraft Control and Warning System Equipment

TO: Commanding General
Middletown Air Materiel Area
Olmstead Air Force Base
Middletown, Pennsylvania

1. This letter supplements the provisions of Headquarters AMC letter dated 14 December 1951, subject as above.

2. The following procedure outlines responsibilities of AMC activities relative to the transfer of communications and electronics supplies and equipment furnished on an automatic basis to permanent AC&W sites.

a. AMC activities are responsible for the delivery in full of all communications and electronic supplies and equipment scheduled to be furnished to each AC&W site. This includes replacement for items consumed during installation or testing of the equipment.

b. Any shortages of scheduled supplies and equipment, except for those items still listed as unshipped or in transit, will be requisitioned by the AMA representative at the site. A copy of each requisition will be furnished the AC&W responsible officer to prevent duplication of requests.

c. AMC activities will furnish the responsible supply officer of the AC&W site with a master listing of quantities and items authorized. This list will be annotated by the AMA site representative to include information regarding quantities shipped and estimated shipping dates for undelivered balances.

d. Final acceptance of the supplies and equipment will take place upon delivery in full of all communication and electronic supplies and equipment scheduled to be furnished by the AMC activity.

BY COMMAND OF LIEUTENANT GENERAL RAWLINGS:

s/t/ W. B. PACKARD
Colonel, USAF
Deputy for Stock Control
Supply Division

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HEADQUARTERS
EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N. Y.

EAMAC-CES 400 4 Aug 53

SUBJECT: Property Records for AC&W Equipment

TO: Commander
4709th Defense Wing
McGuire Air Force Base
Trenton, New Jersey

1. The condition of property records for technical equipment at "P" sites is not conducive to efficient and economical supply operation. This can be attributed to the lack or inadequacy of receiving records and the inability of electronic support base supply officers to assume accountability.

2. To correct this condition, this headquarters is instituting a program which will result in correct accounting for all technical property at "P" sites, and at the same time, provide existing and future AC&W stations with a means of keeping a running record of property by components. Due to the complexity of the equipment involved, and the research necessary to determine the accountability make-up of equipment, rectifying existing discrepancies must be accomplished in phases as follows:

Phase I Complete physical inventory of all equipment at "P" type AC&W stations.

Phase II Establishing records at "P" sites.

Phase III Assumption of accountability by Electronic Support Bases, including necessary adjustments to AMA shipping documents.

3. Information on implementing the various phases of this program will be forwarded in the near future.

BY ORDER OF THE COMMANDER:

cc: All Divisions

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HEADQUARTERS
EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N. Y.

EAMAC-CES 413.44 29 Sep 53

SUBJECT: Accounting for AC&W Equipment

TO: Commander
Air Defense Command
Ent Air Force Base
Colorado Springs, Colorado

1. Reference your letter ADMSU-5-413.44, subject as above, 13 February 1952, and subsequent 1st Indorsement (copy attached).

2. Many various interpretations have been received regarding referenced 1st Indorsement. It is the contention of this headquarters that all items supplied with the radars will not be considered a part of the set for accounting purposes. As an example, on the AN/CPS-6B:

a. Only items listed in Tables 1-1 and 1-2 of Technical Order 16-30CPS6-6 will comprise a radar set under Stock No. 1800-266496253.

b. Test equipment listed in Table 1-3 will be accounted for as individual items and issued as UPREAL or plant account items, depending on their inclusion in ECL 20-30-9.

c. All other recoverable items furnished, which are not a part of components, will be accounted for as individual items and issued through plant account.

3. Request clarification as to the correctness of above example which also would apply to other radars.

FOR THE COMMANDER:

1 Incl
Ltr ADMSU-5 413.44,
Hq ADC, 13 Feb 52
w/2 Inds

s/t/ J. W. FOUNTAIN, JR.
Major, USAF
Asst. Adjutant

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Hq EADF EAMAC-CES 413.44 Subj: Accounting for AC&W Equipment

ADMEL-4 413.44 (29 Sep 53) 1st Ind 13 Oct 53

HQ AIR DEFENSE COMMAND, Ent Air Force Base, Colorado Springs, Colorado

TO: Commander, Eastern Air Defense Force, Stewart Air Force Base, Newburgh, New York

In compliance with paragraph 3, your basic communication, it is suggested that you continue your present property accounting methods exactly as you have enumerated in paragraphs 2a, b, and c. This headquarters contemplates in the very near future to secure a decision on property accountability from Air Materiel Command, and until such a decision is received for implementation in the field it is advised that you continue under your present procedures.

BY ORDER OF THE COMMANDER:

1 Incl
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s/t/ RECTOR C. DACUS
Captain, USAF
Asst Command Adj

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HEADQUARTERS
EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N. Y.

AMAC-CES 400 25 September 1953

SUBJECT: "P" Site Property Records

TO: Commanders, Defense Wings

1. Reference letter EAMAC-CES 400, this headquarters, Subject: Property Records for AC&W Equipment, 4 August 1953.

2. Instruct all "P" sites of your command to immediately effect a complete physical inventory, by components, of all communications and electronics property in their possession. Results of this inventory will be recorded and retained at the site, separate from existing records, pending further instructions from this headquarters.

3. Non-recoverable spare parts need not be inventoried, but all other items will be included, even though they are not on an accountable officer's record. Any items received subsequent to inventory will be added with an appropriate reference to the shipping document on which received. A notation as to control number will be made for all items disposed of subsequent to inventory, but the inventory entry will not be deleted.

4. Stock number, nomenclature, quantity, and physical location will be noted for all items.

5. Upon completion of the inventory, a research will be made for each item to determine how it is presently accounted for (plant account, UPREAL, or none). Items carried as part of a larger component or set should be so noted on the inventory record. In addition, items carried on plant account will indicate the account number of the officer maintaining accountability.

6. Instructions on establishing permanent inventory records at sites and establishing or correcting accountable officer's records will be forwarded at a future date.

BY ORDER OF THE COMMANDER:

/s/t/ J. W. FOUNTAIN, JR.
Major, USAF
Assistant Adjutant

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HEADQUARTERS
MIDDLETOWN AIR MATERIEL AREA

In Reply
Refer to: MASD

Olmsted Air Force Base
Middletown, Pennsylvania
17 November 1953

SUBJECT: Report of Special Field Visit

TO:

EXTRACT

1. Purpose: To assist in resolving supply problems, to recommend measures for improving local supply operations, to assist in interpreting and implementing prescribed procedures and to determine the adequacy of prescribed procedures.

2. Date of Visit: 5 October to 30 October 1953.

3. Personnel Performing Visit: Mr. Harold D. Simmons, MAAMA Area Activities Field Representative; Mr. Thad Stover, MAAMA Communication Project Monitor (5 to 16 October 1953); and Captain Howard Schumacher, Communication Supply, Headquarters, EADF (5 to 15 October 1953).

4. All AC&W Sites under the Supply Support of Selfridge AF Base, were visited:

a. Selfridge AFB, Mt. Clemens, Michigan

b. 661st AC&W Squadron, Selfridge AFB, Mr. Clemens, Michigan

c. 662d AC&W Squadron, Brookfield, Ohio

d. 664th AC&W Squadron, Bellefontaine, Ohio

e. 752d AC&W Squadron, Traverse City, Michigan

f. 753d AC&W Squadron, Sault Ste. Marie, Michigan

g. 754th AC&W Squadron, Port Austin, Michigan

h. 781st AC&W Squadron, Battle Creek, Michigan

i. 782d AC&W Squadron, Rockville, Indiana

j. 783rd AC&W Squadron, Charleston, West Virginia

k. 784th AC&W Squadron, Fort Knox, Kentucky

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5. Problems Affecting Supply Procedures:

a. The method of maintaining accountability for equipment and material furnished the AC&W Sites was the major problem encountered. The procedure whereby the accountability is maintained by a support base, utilizing plant account procedures has thus far proven unsatisfactory. The electronic equipment has been in use at the Sites for approximately two to three years; however, the accountability is still being held by the installing AMA. This procedure is in accordance with AMC instructions that accountability will not be transferred until acceptance of the Sites is accomplished. As of this date, only "tentative" or "operational" acceptance has been accomplished. Inasmuch as the complete radio equipment (AGPP) had been supplied, the accountability for this equipment had been transferred by this AMA to AF 96 SO in June 1953; however, at the time of visit these shipping tickets had not been accomplished by the Sites in order that accountability could be picked up at the Support Base. Lack of knowledge of proper supply procedures by Site supply personnel and the inability to determine if the items had been received or were on hand, were the reasons given for this deficiency. Instances were noted that equipment was shipped to other activities without preparation of any paperwork or paperwork had been initiated but was no longer available. Reparable components were being shipped to the support base for repair but when the replacement item was returned to the Site, it had been issued through the Plant Account. In one instance, all C&W equipment had been picked up on record (AF Form 90A) by an inventory adjustment voucher as recommended by a command appointed Board of Officers. The transfer of accountability from the AMA would, in this case, be a duplication inasmuch as the items were already on record as a result of this action.

The deficiencies noted are largely attributed to the lack of supply experience and/or knowledge of personnel assigned to the supply function at the Sites and the large turnover of personnel due to reassignments, transfers, separations, etc. An example was noted that four inexperienced supply officers had been assigned the same account within a period of three months.

(1) It is recommended that the accountability be transferred to, and maintained by each individual AC&W Site. The confusion that now exists could be resolved at the Site, more accurate accountability and records could be established, and a tremendous amount of paperwork could be eliminated. The transfer of paperwork from the Storage Depot to the installing AMA to the Support Base and finally to the Site has caused considerable confusion and difficulty. It is opinion of the visiting representative that the correct and accurate processing of

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this paperwork is almost an impossibility due to reasons stated above and that this processing would require considerable expenditure of time and manhours. It is believed that a procedure whereby the accountability for all items would be picked up as a result of a physical inventory at the Site would be more practical and less costly than attempting to process the paperwork involved in transferring the accountability from the AMA's. This procedure has the concurrence of this Headquarters and all personnel contacted including personnel of the Sites and the Support Base. In the event that this procedure is not deemed advisable, consideration should be given and provisions made for preparation and processing of an excessive number of Reports of Surveys to account for all shortages that will exist. It is the opinion of the visiting representative that personnel assigned are qualified to maintain accountable records inasmuch as it is believed that accountable records are easier and more simple to maintain than the present combination of UPREAL and Plant Account records are involved with two (2) separate AF Bases. It is believed that the provisions of paragraph 2c, Section 3, Volume I, AF Manual 67-1, apply. As an alternate suggestion, supply personnel of AF 96 SO were in favor of maintaining jacket file accountability as prescribed in paragraph 25, Section 4, Volume II, AF Manual 67-1.

(2) Action Agency: Headquarters, AMC.

b. The problem was encountered as to the proper method of transferring accountability for all C&E equipment shipped to the AC&W Sites. Previous instructions from Headquarters, AMC, directed that the transfer would be accomplished by listing the stock number of a complete radar set. Although this method has been used by some AMA's, it does not appear practical inasmuch as the accountability was originally received at the storage points from the contractor and shipped to the Sites listing individual components. A considerable amount of individual components were furnished each Site as spares and will have to be accounted for as individual items. In transferring the accountability for shipments of components between Sites or processing reparable components to repair destinations. The accountability for these items must be handled as individual items. Instances were noted that different models (Modified items)

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or substitute items possessing different stock numbers were received for items returned for repair. This practice would create difficulties in accounting if accountability was maintained as a complete set.

(1) It is recommended that all radar and radio equipment furnished the AC&W Sites be accounted for as individual items as listed on the Master Packing List. This procedure is in accordance with AF policy in that all communication equipment is being accounted for by individual items rather than a complete set. All Supply Officers contacted indicated they would be reluctant to sign for complete sets due to the fact that known shortages existed and information was not available as to what a complete set consisted of. It is believed that the method of accounting for the equipment as individual components will be more simple and practicable than accounting for a complete set. This method is preferred by and has the concurrence of all supply personnel contacted.

(2) Action Agency: Headquarters, AMC.

c. Inasmuch as certain items (test equipment and tools) could be UPREAL, T/A (Plant Account) or C&W (Phase), Supply Officers at the Sites were having difficulty in determining which items belonged to which account or which account to satisfy in event of a shortage. As a result, it was noted that certain items of C&E equipment was being used to satisfy UPREAL and T/A shortages. Numerous items of Class 17-B tools had been lost or pilfered during the two and one-half to three years they have been in use; however, the droppage allowance could not be applied inasmuch as these items are not yet on the plant account of the support base. The problem was presented as to whether the possibility of now using a 2-1/2 or 3% droppage allowance after the accountability is finally transferred.

(1) It is suggested that AMC render a decision on these problems in order that all Sites may be properly advised.

(2) Action Agency: Headquarters, AMC.

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SECURITY INFORMATION

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MESSAGEFORM

FM COMDR ADC ENT AFB COLO
TO COMDR EADF STEWART AFB NY

27 OCT 53

/R E S T R I C T E D/ ADMEL-1 30950. FOR MAJ WOOLEVER, DM. REQ IMMED ACTION BE TAKEN TO SCREEN ALL OUTSTANDING ROCP'S TO DELT OR DOWNGRADE TO RNFP ILLEGITIMATE ROCP RQN. THE FIG OF 66 IS NOT SUBSTANTIATED BY SITES NOW CARRIED OFF THE AIR. ILLEGITIMATE ROCP'S DEFEAT THE ENTIRE ROCP PRO AND PREVENT PROPER TIMELY ACTION ON LEGITIMATE ROCP'S. AT THE PRESENT TIME EADF RT APRX 3 TIMES THAT OF WADF AND CADF.

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HEADQUARTERS
EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, New York

EADAC-CE 21 January 1954

SUBJECT: ROCP/RNFP Priority Requisitions

TO: Commanders, Air Divisions and Defense Wings

1. An examination and evaluation of our ROCP/RNFP requisitions, using the criteria established in AF Regulation 67-95 and ADC Regulation 67-21, reveal many abuses. Generally, the abuses may be categorized as follows:

a. The required item is for contractor supported equipment and the contractor was not contacted.

b. Excessive quantities requisitioned with an apparent intent to use the items for stock.

c. ROCP requisitions for back-up equipment and spare components when the primary equipment is operating.

d. The required item can be purchased locally and the requisitioning unit did not attempt to purchase it.

2. The following steps should be taken to satisfy a priority requirement. The local purchase regulations referred to are AF Regulations 70-16 and 70-19 and ADC Regulation 70-6.

a. Contractor supported equipment:

(1) Ascertain by telephone whether or not the item is immediately available at the electronic support base.

(2) If the item is not available at the electronic support base, do not place a requisition at this time. Telephone the supporting contractor and determine whether or not he has the item.

(3) If the contractor does not have the item and it falls within the provisions of local purchase regulations and is available, it should be purchased.

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(4) If it does not fall within the provisions of local purchase regulations or is not available through local purchase, a priority requisition should be submitted through military supply channels.

b. Non-contractor supported equipment:

(1) The electronic support base should be telephoned to determine whether or not the item is immediately available.

(2) If the item is not available at the electronic support base and falls within the provisions of local purchase regulations, it should be purchased.

(3) If it does not fall within the provisions of local purchase regulations or is not available through local purchase, a priority requisition should be submitted through military supply channels.

c. The submission of a priority requisition through military supply channels by the organization does not mean that their responsibility is terminated. After the priority requisition has been submitted, it should be followed-up frequently. Items may become available from the contractor or through local purchase long before they can be furnished through military supply. The organization must continuously investigate all sources of relief. If the item is obtained through other sources after the military requisition is submitted, immediate action must be taken to cancel the military requirement.

3. When an ROCP condition exists, commanders are enjoined to use their initiative, ingenuity and judgment to resolve the condition as quickly as possible. The procedures in paragraphs 2a and 2b are a guide that can be varied to suit the requirement. For example, if time is an essential factor and the required item can be obtained quicker by local purchase than by immediate issue from the support base, it should be purchased. However, all of the steps in paragraphs 2a and 2b should be investigated prior to submitting a requisition through supply channels.

4. a. It is not practicable to establish specific supply priority authorizations for our AC&W and air division headquarters squadron HF and VHF equipment because of the many exceptions. These nets are in the following general categories:

(1) Stand-by equipment used only when the primary means of communication fails.

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(2) Those regularly used to augment the primary means of communication.

(3) Those used for special missions such as the AFWeC ground terminal and navy reporting ground terminals.

(4) Those used as a primary means of communications.

b. Within each of the last three general categories, there may be elements of the other categories. For example, category (4) may use the HF nets for primary communication but may have a VHF air ground net that is only used in the event the primary means of communication fails, category (1).

c. Those equipments in general category (1) cannot be afforded ROCP priority supply action. It devalues the supply action that an ROCP requisition merits.

d. Commanders are enjoined to observe the content and intent of paragraph 4d, AF Regulation 67-95, which states in essence that an ROCP requisition should only be used when the site is not capable of performing its mission.

5. The emphasis that is being placed on getting parts through contractor support and local purchase provides a strong temptation to use these media to replenish site stock. The procedures and red tape are deliberately made easy in the interest of quick service. They must not be resorted to for this purpose. Abuses and adverse criticism will inevitably lead to restrictions and its many by-products. There is no substitute for good judgment and common sense. If it is difficult to obtain supplies through routine requisitions, this condition should be reflected through command channels by a report under ADC Regulation 67-4. Such reports are encouraged.

6. The term "local purchase" and its variations used in this letter do not mean that the item must be purchased in adjacent towns or in the immediate geographical area. "Local purchase" also includes purchases made from petty cas..

7. It is desired that this letter be brought to the attention of all interested personnel. Attached Headquarters Air Defense Command letter and 1st Indorsement was previously distributed to the field and is included for your information.

BY ORDER OF THE COMMANDER:

James C. Meredith

JAMES C. MEREDITH
1st Lt., USAF
Assistant Adjutant

1 Incl
Ltr Hq ADC, 28 Apr 53 & 1st Ind

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HEADQUARTERS
AIR DEFENSE COMMAND
Ent Air Force Base
Colorado Springs, Colorado

ADMEL-4 160 28 April 1953

SUBJECT: Local Purchase for ROCP/RNFP Conditions

TO: Commanding General
Eastern Air Defense Force
Stewart Air Force Base
Newburgh, New York

1. This headquarters continues to receive reports from Staff Visits and Inspection Reports where the squadron commanders reveal they may not use their petty cash to alleviate ROCP/RNFP conditions.

2. Under the present system, telephone calls are made to both the contractor and the Support Bases upon becoming ROCP/RNFP. If the item is not immediately available from either, an emergency situation is established as required by AFR 70-16. Consequently, it is not only the squadron commanders' prerogative to use petty cash but to ascertain the continuation of his mission, he should utilize ADOR 70-6 to the fullest.

3. Request your headquarters review the petty cash purchasing procedures at your various divisions to insure that the squadron commanders still have their privileges.

BY COMMAND OF MAJOR GENERAL SMITH:

/s/HECTOR C. DeCOS
Captain USAF
Asst Adj Gen

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Hq ADC ADMEL-4 160 Subject: Local Purchase for ROCP/RNFP Conditions

EAMS-PO 160 (28 Apr 53) 1st Ind 7 May 53

HQ EASTERN AIR DEFENSE FORCE, Stewart AFB, Newburgh, N.Y.

TO: Commanding Generals, Air Divisions (Defense)

Desire AC&W Squadron Commanders review the provisions of ADCR 70-6, AFR 70-16 and 7-16m and inform this headquarters, not later than 10 June 53, of difficulties encountered in the use of petty cash for the procurement of expendable items or non-personal services not immediately available from the support base.

BY COMMAND OF MAJOR GENERAL NELSON:

s/t HENRY S. DONALDSON, JR.
1st Lt , USAF
Assistant Adjutant

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HEADQUARTERS
EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N.Y.

EADFP 353 1 Sep 1953

SUBJECT: Cross Training of Radar Observers

TO: Commander
26th Air Division (Defense)
Roslyn, New York

1. The current officer release program has created many additional vacancies in certain critical areas. The most critical of these are Aircraft Controllers and Filter Center Training Officers. These positions are peculiar only to air defense activities; therefore, no immediate replacements can be obtained from outside sources.

2. Considering the loss of officers scheduled for release, this command will have an overall shortage of 143 Aircraft Controllers and 49 Filter Center Training Officers. These shortages must be filled, immediately, from sources available within this command if we are to sustain any degree of operational efficiency.

3. A study of our present manning status of radar observers indicates that we do have available from this source a substantial number of officers who can readily be trained as Aircraft Controllers and into filter center duties.

4. It is desired that you interview all experienced Radar Observers (those with at least 12 months' Radar Observer duty) assigned your command and determine those who are suitable for cross training into Aircraft Controller duties. During interviews, emphasis should be placed on the advantages to be gained through this training, such as eventual progression to command and staff positions and corresponding grade advancements. This action will serve as planning purposes only. No action will be taken to effect reassignment of any officers until such time as remaining reduction in force is completed.

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5. Insofar as possible, it is desired to use those officers who desire, and volunteer for, these duties. However, it may become necessary to select non-volunteer officers to fill these critical positions. Specific authority has been requested to cross train surplus Radar Observers. When this authority is received, and the final results on the pending reduction in force are known, this headquarters will direct action to implement this program. The initial phase will be the manning of AC&W units to meet minimum operational requirements as established by the air division commanders. This will be accomplished, insofar as possible, by reassignments within each air defense wing. In some instances, it will be necessary to reassign personnel between wings. Phase II of this program will be the manning of controller positions in AC&W units to full requirements and filter center positions to the maximum extent possible from this source.

6. Specific reassignment instructions and authority to issue orders will be forthcoming.

BY ORDER OF THE COMMANDER:

J. W. FOUNTAIN, JR.
Major, USAF
Asst Adjutant

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HEADQUARTERS
AIR DEFENSE COMMAND
Ent Air Force Base
Colorado Springs, Colorado

ADPP.200 1 Oct 53

SUBJECT: (Unclassified) Controller Shortage

TO: Commander
Eastern Air Defense Force
Stewart Air Force Base
Newburgh, New York

1. Reports of 31 August indicate your command has 300 controllers retainable through December 1953 with an authorization of 444. Records of officers assignment action from Headquarters USAF show a gain of 27 for Eastern Air Defense Force which will increase your December assigned to 327.

2. The Air Defense Command controller shortage has increased each month since December 1952. (Inclosure 1). The main reason for the decline is that the controller school output was diverted to fill overseas requirements. Although Air Defense Command did receive an input during the year, it was exceeded by Headquarters USAF directed losses, plus losses to discharge. (Inclosure 2).

3. This headquarters has forwarded a letter to Headquarters USAF outlining the past, current and projected controller shortage. It was requested that:

a. Immediate action be taken to assign to ADC sufficient controller personnel to increase the assigned strength to above 85% of authorization.

b. The controller school output be diverted to ADC until 100% of authorization is attained.

c. Air Defense Command not be levied on for overseas replacements for the remainder of FY 54.

d. Continual attention be given to this key career field so that losses to overseas and discharge will not exceed ADC gains for any future period.

e. More emphasis be placed on the quality, interest and aptitude of officers selected for the controller school.

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ADPP 200 Subj: (Unclassified) Controller Shortage

4. It is not known whether Headquarters USAF has the resources to provide immediate relief, but informal information suggests that ADC cannot expect a substantial input during FY 54. It is highly probable that the defense forces will have to fulfill controller requirements from existing officer resources for the remainder of FY 54.

BY ORDER OF THE COMMANDER:

2 Incls
1. Con (1631-35)
Gains & Losses (dup)
2. Con (1631-35)
Auth & Asgd by Mo (dup)

s/t/ JAMES S. PURDUM
Major, USAF
Asst Command Adj

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CONTROLLER (1631-35) GAINS AND LOSSES

HQ USAF DIRECTED LOSSES		KNOWN GAINS	
Jan 53	38	Jan 53	14
Feb	22	Feb	46
Mar	35	Mar	11
Apr	44	Apr	5
May	46	May	24
Jun	25	Jun	22
Jul	42	Jul	23
Aug	8	Aug	20
Sep	5	Sep	24
Oct	0	Oct	16
Nov	3	Nov	16
	268	Dec	10
			231

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CONTROLLERS (1631-35) AUTH AND ASGD BY MONTH

DATE	AUTH	ASGD DUTY	ASGD PRIM-DUTY SAME
Dec 52	998	808 - 80.9	726 - 72.7
Jan 53	998	774 - 77.5	703 - 70.4
Feb 53	1006	752 - 74.4	682 - 67.7
Mar 53			
Apr 53	1016	813 - 80.0	641 - 63.0
May 53	1032	788 - 76.3	648 - 62.7
Jun 53	1052	751 - 71.3	618 - 58.7
Jul 53	1052	721 - 68.5	662 - 62.9
31 Aug 53	1052	696 - 66.1	652 - 61.9

December 1953 Retainable 655 - 62%

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23 October 1953 217

MEMO TO: EAODO

SUBJECT: Conference 30 September 1953, Headquarters ADC

1. Representatives from ADC and defense forces discussed controller shortage and pilot overages within the command.

2. Programming for pilots is not changed, 1.5 for 86Ds and 2 for 89s and 94s. At present, ADC has 500 pilots over the authorized number and by January 1954 will have an overage of 750 pilots.

3. Controller shortages will continue, and to alleviate this condition as rapidly as possible, canvassing teams will be established at divisions and wings to interview pilots and ROs for possible conversion and training in the controllers field. Of the presently assigned controllers in ADC, 408 are 1635s and 332 are 1631s. (Entry level OJT)

4. The Controllers School at Yuma will handle 10 every 2 weeks during November, December and January. Following this period, it is estimated they will be able to handle 10 per week. During this school period, all controllers will receive 150 actual firing pattern interceptions.

5. ADC has requested USAF:

a. To establish controller proficiency requirements.

b. To increase the rank authorized for controllers and increase the rank for airmen in the operations field.

c. To establish a separate AFSC for ADC controllers so that their a bilities can be distinguished from the controllers used in AACS and Military Flight Service.

6. ADC requested USAF to assign the next 300 graduates from Tyndall Controllers School to our command. Answer to this request has not been received to date.

7. ADC requested USAF to establish a stabilization plan for critical specialists within ADC. Results of this request are forthcoming.

s/t/ ARMSTRONG

s/t/ OLDS

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HQ EADF STEWART AFB NEWBURGH NY UNCLD

ROUTINE

COMDR ADC ENT AFB COLO SPRINGS COLO

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EAPMP-OA 30961 . A rev of the curr manning status of our AC&W Sq, adjusted for losses resulting fr the curr RIF program, reveals that the comd is manned at only 65% in acft controllers, which is considerably lower than min level required to perform our msn. In view of the ltd sources aval to Hq USAF to secure pers to apply against our outstanding rqns, it is apparent that immed action must be taken w/i our own resources insofar as possible. With an actual rqmt of aprx 300 ROs (based on programmed dual-plane acft) and a programmed str of aprx 500 ROs this seems to be our only source fr which to man our AC&W Sqs w/acft controllers. The conversion of ROs to acft controllers is the only cr progression for ROs at this time, and it is considered in the best interest of the AF to make this conversion, immed, in view of the impending AEW Program. Req immed auth to rsg ROs to acft controllers on a rqmt basis. Rsgmts w/b restricted to those ROs who have compld at least one yr RO dy subsequent to graduation fr fly sch.

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CAPT A LOCKEE/gsg/

EAPMP-OA 27/1650 Aug 53 704 s/t/ J. W. FOUNTAIN, Jr.
Major, USAF
Asst Adjutant

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HEADQUARTERS
EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N.Y.

EADDP 353

4 Sep 1953

SUBJECT: Cross Training of Radar Observers

TO: Commander
26th Air Division (Defense)
Roslyn, New York

1. Reference is made to letter, this headquarters, file number and subject as above, 1 September 1953.

2. A recent study conducted at this headquarters reveals 148 Radar Observers over and above our minimum operational requirements by 1 October 1953. Requirements for Radar Observers have been established at 1.5 Radar Observers for each two place A/I equipped aircraft assigned, or 2 Radar Observers for each aircraft in commission, based on past average aircraft-in-commission rate. A further screening of those Radar Observers presently assigned reveals a total of 130 Radar Observers with at least 1 year's experience subsequent to graduation from flying school, and who can be given cross training into Aircraft Controller career field.

3. Further breakdown of information contained in paragraph 2, above, indicates that Radar Observer requirements for defense wings under your operational control is 116, with a total of 113 presently assigned and 59 in the pipeline. This results in an overage of 56, of which 34 are qualified for Aircraft Controller training.

4. Recent information received from your headquarters indicates the following minimum requirements for Aircraft Controllers within your AC&W squadrons. Present assigned Controllers are also indicated:

Squadron	Acft Controllers Minimum Rqmts	Assigned	Add'l Rqmts
646th	16	13	3
647th	9	5	4
648th	9	9	
770th	14	7	7
771st	9	9	
772nd	5	6	
773rd	14	7	7
TOTALS	76	56	21

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5. In view of the above, desire you take immediate action to implement the initial phase of this program with sources available within the 4709th and 4710th Defense Wings, giving primary consideration to those officers who are qualified and volunteer; however, non-volunteers may be utilized if required. Initial phase will consist of manning your AC&W squadrons to 100 per cent, based on minimum requirements. The provisions of paragraph 5c (1), (3) and (4), EADF Letter 35-3, are waived to effect this action.

6. Upon completion of above action, determination will be made at this headquarters as to the additional Radar Observers who may be placed in this training, based on new aircraft programmed and confirmation of allotted Radar Observers from Air Training Command. In this connection, authority has been granted to utilize non-volunteer Radar Observers in this training.

7. In order to provide this headquarters with the necessary information to implement the second phase of this program, it is desired that the names of those officers reassigned during implementation of phase I be furnished this headquarters not later than 16 September 1953.

BY ORDER OF THE COMMANDER:

R. H. THOM
Lt Col, USAF
Asst Adjutant

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MESSAGEFORM

FM COMDR ADC ENT AFB COLO

TO COMDR EADF STEWART AFB NY

4 Sep 1953

ADFP-P 26011. URMSG EAPMP-OA-30961. UR HQ POSSESSES AUTH FOR MOST EFFICIENT UTILIZATION OF R/O'S. HOWEVER, REQ IN ASGMT OF THESE PEOPLE TO CONTROLLER DY THE FOL FACTORS BE CONSIDERED: A. UTILIZATION OF R/O'S AS CONTROLLERS MUST BE MADE W/I UR CAPABILITY TAKING INTO CONSIDERATION THE FCST NEEDS. B. WHEN TWO CRITICAL AFSC'S ARE POSSESSED, THE RTD SPECIALTY WILL REC PRIM CONSIDERATION. THEREFORE, WHEN ADD R/O'S ARE NEEDED, IT MAY BECOME NEC TO RTRN CONTROLLER-R/O'S TO PRIM FLY DUTIES. C. REQ OFF IN NON-CRITICAL PSNS BE SCREENED FOR AVAL FOR CONTROLLER TNG. 04/2018Z SEP 3TP

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ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 253

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)
HQ EASTERN AIR DEF FORCE STEWART AFB
NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
6 Oct 53	UNCLASSIFIED
PRECEDENCE FOR: ACTION: ROUTINE	INFORMATION: ROUTINE
☐ BOOK MESSAGE	☒ ORIGINAL MESSAGE
☒ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

TO:
COMDR 26TH ADIV (DEF) ROSLYN NY

INFO:
COMDR 4709TH DEF WG MCGUIRE AFB
TRENTON NJ
COMDR 4710TH DEF WG NEW CASTLE CO APRT WILMINGTON DEL

EAPMP-O 35288. Subj is Cross Tng ROs. This msg in five parts.

Part I. Desire you take immed action to implement phase 2 of the RO-Acft Controller conversion program. Phase 2 will consist of manning your AC&W Sqs w/sufficient no of ROs to bring your Acft Controller strength up to 100 percent based on your actual rqmts as furnd this hq 3 Oct 53. Part II. Indicated below, by sqs, are your actual rqmts for Acft Controllers, acft Controllers asgd and add'l Controllers required to man your sqs 100 percent based on actual rqmts:

Sq	Actual Rqmts	Acft Controllers Asgd	Add'l Rqmts
646th AC&W Sq	18	16	2
648th AC&W Sq	11	7	4
773d AC&W Sq	14	13	1
647th AC&W Sq	11	9	2

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DRAFTER'S NAME (and signature, when required): CAPT ARCHIE S. LOCKEE/mk

RELEASING OFFICER'S SIGNATURE:

SYMBOL: EAPMP- O 61545 — TELEPHONE: 704 — OFFICIAL TITLE:

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 48, WHICH MAY BE USED.

16—38023-4 U. S. GOVERNMENT PRINTING OFFICE

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EAPMP-O 35288. (Cont'd)

Sq	Actual Rqmts	Acft Controllers Asgd	Add'l Rqmts
770th AC&W Sq	14	13	1
771st AC&W Sq	11	7	4
772d AC&W Sq	7	5	2
TOTALS	86	70	16

The no of ROs to be rsgd to any AC&W Sq, your comd, will not exceed in any case the no indicated as add'l rqmts for any AC&W Sq. Part III. Desire you exercise extreme care in effg the asgmt of ROs to Acft Controller dy in order to insure that only those ROs who have at least 1 yr Ro experience subq to grad fr fly sch are affected by this action. You are reminded that the utilization of ROs in RO dys has first priority. Therefore, you will insure that you retain sufficient experienced pers to maintain the desired opnl eff of your tac orgns. Part IV. For your info, this comd w/b manned at 104 percent in plts by 31 Dec 53, based on 1.5 plts per asgd acft. In view of this, auth is granted to screen your plts w/a view toward their possible asgmt to Acft Controller dy to bring your Controller manning to desired levels. Again, you are cautioned against the withdrawal of your experienced pers below the desired standard. The total no of ROs and plts rsgd by auth of this msg will not exceed your add'l rqmts as indicated in Part II of this msg. In this connection, your attn is invited to msg this hq, EAPMP-OCC 35066, 6 Oct 53. Part V. In order that contd programming be conducted at this hq relative to the eff utilization of off pers, desire you compl phase 2 of this program ASAP. Further, desire you furn this hq names of offs selected w/indications of AC&W Sq asgmts ASAP, but NLT 14 Oct 53.

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DISPOSITION FORM

Subject: Officer Manning

TO: EAPMP FROM: EAPMP-O 3 Mar 54

1. Manning Trend:

As of 30 June 1953, this command was authorized a total of 4,607 officers with 3,375 assigned, or 73% manned. As of 31 January 1954, this command was authorized a total of 4,518 officers with 3,732 assigned, or 82% manned.

2. Critical Areas:

a. During the first half of fiscal year 1954, manning in the following occupational areas was considered far below the desired level. In order to present a manning trend in the areas indicated, the manning status as of 30 June 1953 and 31 January 1954 is indicated:

	30 Jun 53	31 Jan 54
Communications & Electronics	51	78
Installations Engineering	111	83
Transportation	56	100
Supply	64	77
Personnel	63	76
Education and Training	77	63

b. To be more specific regarding the manning of critical areas, the manning in the following AFSC's has been of greatest concern:

AFSC	Percent Manned
1635	93%
3034	76%
3044	75%
5516	42%
6424	67%

c. The Aircraft Controller - Director manning level has increased from 55% to about 95% during the first half of this fiscal year. This great increase resulted from the withdrawal of Radar Observers from tactical fighter squadrons along with a small number of overseas returnees. The good Installations Engineering picture in 30 June 1953 resulted from the large number of college graduates with engineering degrees being withdrawn from support units within EADF and assigned to Installations duties in the early part of 1953. The heavy withdrawal of these officers for overseas, coupled with the RAD program, leaves the manning in this field on the critical list.

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SUBJECT: Officer Manning (Cont'd)

3. Field Grade Manning:

a. The field grade manning in EADF has ranged between 51% and 64% during the first half of fiscal year 1954. Listed are current percentages, by grade:

	AUTHD	ASGD	PERCENTAGE
Major	452	304	67%
Lt Colonel	188	99	52%
Colonel	71	51	72%
TOTALS	711	454	63%

The low manning in field grade officers has resulted in many junior officers filling these higher positions who do not possess the qualifications and experience to do so; thus reducing effectiveness.

b. A survey conducted on requisitions submitted by this headquarters for the months of December 1953 through April 1954 revealed a total of 246 field grade officers were requisitioned. Of the number requisitioned, a total of 43 were filled, 9 of which were filled with company grade officers. This would indicate that approximately 25% of all field grade requisitions which are filled with company grade officers, resulting in a low field grade manning.

4. Utilization of Officers with Limited Resource Specialties:

a. Considerable difficulty is being experienced in utilizing certain officers who possess limited resource specialties, particularly those in the Operational Occupational area. This difficulty is attributed to two factors; (1) the changes in limited resource specialties which occur through amendment of AFR 36-75, and (2) attempts by this headquarters to keep fighter-interceptor squadrons equally manned in pilots.

b. This headquarters has monitored the utilization of officers possessing limited resource specialties very closely; yet, with the shortage of field grade officers, it has been necessary to assign company grade officers who possess limited resource specialties to Major or Lt Colonel positions which do not require these special qualifications. Although the provisions of AFR 36-75 are not being fully complied with, it is felt that better utilization is being obtained with the officers concerned.

t/ LOCKER/704

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HEADQUARTERS
AIR DEFENSE COMMAND
Ent Air Force Base
Colorado Springs, Colorado

ADPP-P 220.01 24 Sep 53

SUBJECT: Recommendation for Shred-Out AFSC 27350-D and 27370-D

TO: Commander
Eastern Air Defense Force
Stewart Air Force Base
Newburgh, New York

1. The problem of providing controllers in our AC&W squadron has come to the attention of this headquarters repeatedly in the past several months. During our current shortage, several ideas have been advanced as a means of alleviating the shortage. Among them was the idea of using enlisted controllers.

2. Although this idea may not be new, it is one that should be explored as a possible means of solving some of the problems that have occurred in manning these positions solely with officer personnel.

3. It is therefore requested that your headquarters explore the suitability, feasibility and acceptability of the attached plan and job descriptions and advise this headquarters of your comments and recommendations.

BY ORDER OF THE COMMANDER:

s/t/ JOHN J. HAYES
CWO, USAF
Asst Command Adj

1 Incl:
Ltr, ADF PPM 322, Subj: Recm for Shred-Out AFSC 27350-D and 27370-D, 28 Aug 53, w/2 Incl

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Hq ADC ADPP-P 220.01 Subject: Recommendation for Shred-Out AFSC 27350-D and 27370-D

EAPMP-AM-A (24 Sep 53) 1st Ind 24 Jan 54

HQ EASTERN AIR DEFENSE FORCE, Stewart AFB, Newburgh, New York

TO: Commander, Air Defense Command, Ent Air Force Base, Colorado Springs, Colorado

1. In compliance with basic letter, operational tests, the results of which are attached hereto, were conducted at each of the three Air Divisions of this headquarters. The results of conducted tests have been evaluated by the Manpower and Operational Staff Sections at this headquarters. Although such tests are not conclusive because of the limited period of time in which conducted and certain other factors, they are considered sufficiently complete to enable the following determinations and recommendations:

a. Determinations.

(1) It is feasible to train qualified airmen for Director Technician duties provided the individuals utilized are carefully selected and have an adequate background in Aircraft Control and Warning work.

(2) Use of Enlisted Directors would provide a means of solving the existing critical shortage of Officer Controllers.

(3) The acceptance of such a plan would greatly increase the morale of the airmen involved by the creation of incentive for such airmen to accept greater responsibility.

(4) There has been a natural reluctance on the part of some pilots to accept directions from non-commissioned personnel.

b. Recommendations.

(1) Recommend that a qualified Officer Director be on duty at all times to direct tactical situation.

(2) Recommend qualified airmen be sent to an appropriate formal Controllers Training Course before being entrusted with the duties and responsibilities of Duty Director.

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Hq ADC ADPP-P 220.01 Subject: Recommendation for Shred-Out AFSC 27350-D and 27370-D

EAPMP-AM-A (24 Sep 53) 1st Ind (Cont'd)

(3) Recommend that the tests be conducted for a longer period of time to allow better evaluation.

(4) Recommend that former rated pilots presently serving in airman grades be considered as a profitable source for this type duty since such personnel possess the prerequisites for formal or informal training as Directors.

2. In summary, it is the opinion of this headquarters that the proposed plan of the utilization of carefully selected and qualified airmen for Director duty is feasible and acceptable. However, prior to the inception of such a plan on a broad scale, it is recommended that the airmen selected be required to attend a formal course similar to that presently prescribed for Officer Directors. It is anticipated that a considerable period of time will be required to overcome reluctance of pilots to rely on the judgement and decisions of airmen personnel. This factor, although considered of major proportions at the present time, should dissipate with continued relationship between the two.

FOR THE COMMANDER:

4 Incls
1. n/c
Added 3 Incls
2. Recm Shred-Out AFSC 27350-D and 27370-D, 26th ADiv (Def)
3. Recm Shred-Out AFSC 27350-D and 27370-D, 30th ADiv (Def)
4. Director Shortage, 32d ADiv (Def)

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HEADQUARTERS
AIR DEFENSE FORCE

PFM 322

SUBJECT: Recommendation for Shred-Out AFSC 27350-D and 27370-D

TO: Commander
Air Defense Command
Ent Air Force Base
Colorado Springs, Colorado

1. Air Defense Force Aircraft Control and Warning Squadrons, which are required to perform an air intercept mission, are authorized officer controllers, AFSC 1635, to actually perform the direction of fighter-interceptor aircraft. The number of officers, AFSC 1635, presently authorized each Aircraft Control and Warning Squadron varies with the type of radar equipment and future authorizations will vary with the location of the Aircraft Control and Warning unit and its mission.

2. There is a definite requirement for officer controllers at every Aircraft Control and Warning squadron which has, or will have, an air intercept direction mission. The most important function the officer controller performs is making tactical decisions. For example;--- should all available fighters be employed against this raid or that raid; should all the available fighter aircraft be split to intercept more than one track; should CAP be employed; should scramble be withheld until the pattern of unknown air activity gives a better indication of the intentions of the unknown track; should airborne fighters be returned to home base or landed at some other base because of the present tactical or weather conditions.

3. With the present officer controller shortage, the controller on duty in the operations room is frequently the only controller on duty at the time. If this officer is involved in actually conducting intercepts at the radar scope, little if any opportunity exists for him to keep the overall tactical and weather situation in mind to enable him to make decisions similar to those enumerated above.

4. For nearly ten years now the Air Force has entrusted the operation of GCA units to airmen. The safety of scores of personnel is literally in the hands of a GCA airman director as he transmits instructions to pilots of our largest, most costly aircraft approaching through bad weather for that most critical phase of flight-landing. It would seem to follow logically that the task of directing fighter,

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or other tactical aircraft on operational missions could likewise be placed in the hands of airmen GCI directors, under the supervision of an aircraft controller who would make the tactical decisions. Examples of delegated duties that could be performed by airmen GCI directors are: interceptions, let-down through overcast, fighter recovery, and routine navigational assistance to aircraft. Should such action be taken, two immediate conditions, would result:

a. The requirement for officer controllers, AFSC 1635, a job which presently offers little opportunity for advancement above the rank of Major would be drastically reduced. Only one officer controller would be required for each eight (8) hour shift (four per squadron).

b. The incentive for airmen to desire assignment in the 273 career field sub-division could be immeasurably increased. If a young airman knew that he could eventually actually tell a tactical pilot what heading to fly, at what altitude to fly and how fast to fly in order to destroy a target, such knowledge would lead him to desire such work. Competition among airmen to receive such an assignment may be so keen as to insure that only highly qualified airmen would eventually attain such an assignment.

5. Recommend two new Air Force Specialties and Shred-Out Codes - Senior Aircraft Control and Warning Operator/Director, AFSC 27350-D and Aircraft Control and Warning Supervisor/Director, AFSC 27370-D be considered Air Defense Command-wide. Inclosure 1 is the Air Defense Force 1955 Concept for required officer controllers, AFSC 1635, comparing the present manning requirements against the future manning requirements if airman directors were utilized. Inclosure 2 is the Air Force Specialty for shred-out code of Senior Aircraft Control and Warning Operator/Director, AFSC 27350-D. Inclosure 3 is the Air Force Specialty for shred-out code of Aircraft Control and Warning Supervisor Director, AFSC 27370-D.

FOR THE COMMANDER:

1 Incl
1. w/d
2. AFS for 27350-D
3. AFS for 27370-D

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HEADQUARTERS
32D AIR DIVISION (DEFENSE)
Hancock Field, Eastwood Station 6
Syracuse, New York

OOT-A 200.3 25 Sep 53

SUBJECT: Director Shortage

TO: Commander
Eastern Air Defense Force
Stewart Air Force Base
Newburgh, New York

1. This division is presently experiencing difficulty in properly manning the radar stations with directors, AFSC 1635. Since they are the "action officers" conducting Air Defense, it is our responsibility to insure that the system is furnished with well qualified personnel capable of conducting the program.

2. As a solution to this shortage, request authority to conduct a plan utilizing airmen as "Director Technicians" for a period of thirty (30) days at a designated Air Defense Direction Center.

3. The plan is as follows:

a. Qualifications:

(1) A minimum of one year holding AFSC 27370.

(2) A minimum of eight months duty as Control Technician.

(3) A minimum of three years in the AC&W field.

(4) Possess all the qualifications desired in a top airman.

b. Working Conditions:

(1) A qualified director AFSC 1635 will supervise and instruct all airmen assigned this duty. (This division will stress that officers with AFSC 1631 will not conduct the test.)

(2) All final decisions concerning rules of engagement, scramble and recovery rest with the supervisor.

(3) The airman will have a primary duty as "Director Technician" and no additional duty in the ADDC.

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c. A detailed report will be submitted to this headquarters at the completion of the test. The report will be as follows:

(1) Name of airman, grade, and serial number.

(2) Length of time, airman was control technician.

(3) The number of successful interceptions day and night, and number of unsuccessful interceptions day and night.

(4) Length of time, airman actually controlled interceptor aircraft at an overseas station; and the approximate number of interceptions.

(5) Analysis of airman's performance by supervising officer (1635).

d. The squadron commander will be directly responsible for monitoring the safe conduct of this program plus the assignment of airmen as "Director Technicians".

e. The Squadron Operations Officer will report:

(1) Overall efficiency of airmen.

(2) Overall efficiency of radar station with airmen as "Director Technicians".

(3) Morale of airmen and incentive created as a result of this plan.

(4) Criticism or recommendations of future employment of airmen controllers.

(5) Criticism or recommendations by fighter pilots controlled by airmen, after completion of each interception (a daily log will be kept by supervisor).

f. The Defense Wing will be requested to freeze the airmen being tested in this program. Names of airmen will be furnished by the AC&W Squadron conducting the test.

4. The following are the advantages to be gained by this command if the plan is adopted:

a. Augment the director strength with approximately two to four airmen per station.

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b. Provide a better and more qualitative progression from AFSC 27370 to 27000, superintendent.

c. Create an incentive for airmen to become directors and to further their advancement in the AC&W career field.

FOR THE COMMANDER:

t/ FREDERICK E. YORK
Major, USAF
Adjutant

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Hq 32d Air Division (Defense) OOT-A 200.3 Subject: Director Shortage

EAPMP 200.3 (25 Sep 53) 1st Ind

HQ EASTERN AIR DEFENSE FORCE, Stewart AFB, Newburgh, New York

TO: Commander, 32d Air Division (Defense), Hancock Field, Eastwood Station #6, Syracuse, New York

1. This headquarters concurs with the planned utilization program outlined in basic letter.

2. Your plan concerning the use of airmen as aircraft controllers arrived in this headquarters simultaneously with a similar plan from Headquarters Air Defense Command for appropriate test. To accomplish this, each air division assigned this command will conduct their own program of utilizing airmen in certain aircraft controller positions.

3. Inasmuch as your plan has considerable merit it is desired that you carry out the program as described in basic letter rather than the plan furnished by Air Defense Command and forward the results to this headquarters not later than 1 December 1953.

4. Upon receipt of the results of tests from all air divisions, this headquarters will forward a study concerning the program to Headquarters Air Defense Command with appropriate recommendations and comments.

BY ORDER OF THE COMMANDER:

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HEADQUARTERS
AIR DEFENSE COMMAND
ENT AIR FORCE BASE
Colorado Springs, Colorado

27 Mar 1954

ADPPR-RSP

SUBJECT: Recommendation for Shred-Out AFSC 27350-D and 27370-D

TO: Commander
Eastern Air Defense Force
Stewart Air Force Base
Newburgh, New York

1. Reference is made to letter, this headquarters, ADPP-P 220.01, subject as above, dated 24 September 1953 and 1st Indorsement, your headquarters, 25 January 1954. After reviewing the comments from your headquarters and other defense forces, it has been concluded that use of NCO's for manning controller positions is not justified.

2. Though this decision precludes consistent use of airmen to man the officer controller positions, it does not preclude cross training of selected NCO's into controller duties so that they can assist when needed.

3. Action now being taken by Headquarters USAF provides the prospect that the controller shortage in the Air Defense Command will be eliminated.

BY ORDER OF THE COMMANDER:

/s/ Jarred V. Crabb
JARRED V. CRABB
Major General, USAF
Chief of Staff

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EADFR 50-22

EADF REGULATION)
:
NUMBER 50-22)

HEADQUARTERS EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N.Y.
29 August 1953

TRAINING

Director, Fighter-Interceptor (ADDC and GCI)

(Supersedes EADF Proficiency Directive No. 1, 15 May 52, as amended, and EADF Training Directive No. 1, 15 May 52, as amended.)

1. Purpose. To achieve and maintain a level of director proficiency which will assure efficient utilization of air defense facilities in effecting timely interception of enemy airborne weapons.

2. Scope. This regulation is applicable to air divisions, defense wings, air defense direction centers and ground control intercept stations.

3. Responsibilities. a. Commanders of intermediate headquarters will provide facilities for and support the execution of this directive. No additional training requirement will be imposed which will interfere with the accomplishment of the training prescribed herein. An equitable distribution of available fighters and training facilities on a scheduled basis will be accomplished by air division and defense wing commanders.

b. Air division commanders will insure compliance with this directive by all echelons of command.

c. AC&W squadron commanders will carry out the specific training requirements prescribed by this directive.

4. Implementation. a. The training outlined in Attachment 1 is to be completed by each newly assigned director within sixty days after reporting for duty.

b. The training outlined in Attachment 2 is to be a continuous yearly program, starting 1 January of each year and terminating on the 31st of December of each year.

c. Directors assigned after the proficiency program has been initiated are required to complete only a proportional part of the proficiency requirements computed on a monthly basis. Unit commanders are to determine the phases or subjects to be accomplished in order to assure that the individual receives a well-rounded and over-all knowledge of his duties within the available time.

d. Procedures for utilization of the 15-J-1C target simulator are outlined in Attachment 3. This trainer may be utilized in accomplishing portions of the requirements outlined in Attachments 1 and 2 of this regulation.

e. Required reports are outlined in Attachment 4.

f. Total yearly hours will be accomplished with a proportional share of the total hours performed each month. Training accomplished will be tabulated on forms as indicated in Attachment 5, which will be requisitioned in

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EADFR 50-22

accordance with EADFR 5-3. These attached forms will be enlarged locally and used as wall charts within the command, and will clearly indicate each individual's status of proficiency.
(EAOOT)

BY ORDER OF THE COMMANDER:

OFFICIAL:

CARROLL W. McCOLPIN
Colonel, USAF
Acting Vice Commander

R. H. THOM
Lt Colonel, USAF
Asst Adjutant

5 Attachments
1. Training Directive
2. Proficiency Directive
3. Utilization of Target Simulator
4. Reports
5. EADF Form 91

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TRAINING REQUIREMENTS FOR DIRECTORS (1631-1635)

1. General. The minimum requirements to be accomplished by newly assigned directors are outlined in this Attachment. These requirements will be accomplished before a director is assigned operational duties under conditions of minimum supervision and prior to coming under the proficiency requirements outlined in Attachment 2 of this regulation.

2. Air division commanders will be responsible for the preparation and conducting of a written examination to be given to directors covering the phases listed in this Attachment.

AIR SURVEILLANCE PROCEDURES

1. Complete knowledge of duties and responsibilities of all surveillance positions in the assigned AC&W station as outlined in ADCR 55-29.

2. Complete knowledge of assigned station air surveillance responsibilities, the exact stations to which he is responsible for passing warning and overlap track information, and procedures for the flow of this data.

3. Complete knowledge of the current radar calibration charts of the assigned station and the practical application of calibration data to obtain equipment to performance characteristics.

4. Ability to estimate within plus or minus 2,000 feet the height of an aircraft by comparing the initial pick-up range with the known radar vertical lobe coverage charts as prepared from radar data calibration.

5. Complete knowledge and understanding of the proper employment of GOC information as outlined in EADFR 55-16.

6. A complete knowledge of the use of all communication facilities available.

MOVEMENT-IDENTIFICATION PROCEDURES

1. Complete knowledge of duties and responsibilities of the movement-identification positions within the assigned AC&W station.

2. A thorough understanding of the identification responsibilities and functions of the station in conjunction with Military Flight Service and CAA facilities as outlined in EADF SOP 55-3.

3. Complete knowledge of available communications lines installed to perform the identification functions.

4. Complete knowledge of civil airways, radio aids to navigation, and compulsory CAA reporting points within his station's assigned area of responsibility.

5. Complete knowledge of all other authorized methods of identification, i.e., multiple corridor system, VHF/DF, etc.

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CONTROL PROCEDURES

1. A thorough understanding of control functions, procedures, and responsibilities as outlined in EADFR 55-19 and ADCR 55-30.

2. A thorough understanding of the active air defense rules of engagement as specified in EADFR 55-14, as amended.

3. Knowledge of and proficiency in the use of air defense R/T procedures in accordance with ACP 165.

4. Knowledge of and proficiency in the use of applicable EADF and ADC COI's, particularly the 10, 11 and 14 series, covering authentication systems.

5. Knowledge of and proficiency in the use of available electronics and radio equipment at the assigned station.

6. Ability to utilize efficiently all available electronic and radio equipment under emergency operating conditions.

7. Knowledge of capabilities and limitations of friendly and enemy fighter and bomber aircraft.

8. Knowledge of enemy air offensive capabilities.

9. Complete knowledge of instrument let-down procedures and all radio navigational aids and facilities within the radius of one hundred (100) miles of the assigned AC&W station.

10. Complete knowledge of all coded control points within the normal control area of the assigned station.

11. Familiarity with all coded control points within a three hundred (300) mile radius of the assigned station.

12. Completion of at least five (5) actual successful day-type interceptions under the supervision of a skilled director.

13. Completion of at least five (5) actual successful all-weather type interceptions under the supervision of a skilled director.

14. Ability to recognize electronic jamming to minimize the effect of the jamming of the PPI scope and be able to successfully control through the jamming.

15. Ability to minimize jamming on radio control frequencies by employing prearranged MF and LF frequencies, or switching VHF and UHF channels in a predetermined manner and to eliminate preliminary calls and certain other non-essential phrases.

16. Ability to successfully control fighter aircraft in a PPI assist in a simulated instrument let-down to an air base.

17. Complete knowledge of lost aircraft and allied emergency procedures.

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18. Complete knowledge of the states of preparedness of fighter aircraft and their order of commitment.

19. Thorough knowledge of the use of broadcast control procedures in air defense operation.

20. An understanding of the use of trailer aircraft.

21. Thorough knowledge of ascent and recovery procedures as outlined in ADCR 55-30.

GENERAL PROCEDURES

1. Complete knowledge and understanding of the assigned AC&W station standing operating procedures.

2. Complete knowledge and understanding of defense wing, air division, EADF, ADC, and USAF operational directives which pertain to air defense.

3. Complete knowledge and proper utilization of available communications facilities; wire, HF, VHF and UHF radio, internal communication and ground-to-air.

4. Ability to supervise and instruct all operations personnel in the performance of their duties in respect to all phases of AC&W operations.

5. Familiarity with and ability to employ the acceptable tactics and doctrines in all pertinent phases and elements of the air defense system.

6. Knowledge of the principles of war and their application in air defense operations.

7. Knowledge of limited electronics maintenance responsibilities pertinent to AC&W operations.

8. Ability to recognize the presence of weather, ducting, temperature inversion and its effects on radio wave propagation.

9. Complete knowledge of the pulse and beam width of his radar equipment and their effects on target definition and presentation.

10. Ability to define all established types of interception and the advantages and disadvantages of each.

11. Complete knowledge of the use of antenna tilt indicators, adjustments and controls.

12. Complete knowledge of the use of all PPI indicator controls and adjustments.

13. A thorough working knowledge of all required forms, reports and directives applicable to AC&W operations and allied activities.

14. A thorough knowledge of the capabilities and limitations of AAA units and their proper employment in the air defense operations.

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PROFICIENCY REQUIREMENTS FOR DIRECTORS (1631-1635)

1. General. a. The requirements to be accomplished by the assigned directors are divided into two parts: 1. Active control requirements; 2. Ground requirements. Both parts contain briefing notes which outline the mission to be accomplished or instructions to be presented during the allotted time. All directors who have successfully completed the training requirements (Attachment 1) will meet the requirements outlined in this Attachment.

b. The annual requirements of both active control hours and intercepts, outlined under Part 2 of Attachment 2, are established as minimums. Only under conditions of equipment or facility shortage or limitations will portions of this directive be waived. In the event that the desired number of intercepts is accomplished in fewer hours than specified, the remaining hours should be utilized as usefully as possible, thus exceeding the minimum intercept requirements. Nothing in this directive is to be interpreted as limiting directors to the number of hours specified. If training facilities permit, squadron commanders should increase the training. Two hundred hours annually per director is considered a desirable goal. Radar target simulators may be used to accomplish 50 per cent of any phase of the active control requirements. Credit for interceptions employing the radar target simulator will be given on a basis of three simulated for one active interception.

2. Conduct of the Program. a. Unit commanders need not maintain close adherence to the sequence of subjects as indicated by this directive, but should prepare a schedule which will provide for the maximum utilization of manpower and available equipment.

b. In accomplishing the active control requirements portion of this Attachment, it is possible to perform two or more missions in one period, such as navigation assistance to aircraft, and practice or active interception. However, dual time logging will not be permitted. Split time logging will occur with the aggregate time total equal to the total time of active control participation.

c. No distinction is made between practice and active air defense interceptions.

d. In conducting the ground school portion of this directive, lecturing by direct reading is to be avoided. The majority of the ground subjects do not require formal classroom training or lectures. However, when lectures are required, the lecturer should prepare his subject well in advance and be prepared to answer intelligently any questions which may be introduced by the students during the course of instruction. The ground training program will be conducted by a combination of formal instruction, individual reading and study periods, supervising operations, and actual participation in the AC&W functions. The ground training phase will be scheduled by the direction center chief.

PART 1

ACTIVE CONTROL REQUIREMENTS

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1. Summary of Active Control Requirements to be Accomplished Annually:

	Mission		Hours	Intercepts
*a.	Interceptions	All-Weather	36	72
		Day	25	75
b.	Navigational Assistance to Aircraft		15	
c.	Fighter Recovery Procedures		20	
d.	Emergency Procedures		15	___
		TOTAL	111	147

2. Detailed Program.

		Hours	Intercepts
a.	Interceptions.	61	147
	(1) All-Weather (AI Equipped Aircraft)	36	72
	(a) Low Altitude (up to 20,000')	21	42
	(b) High Altitude (above 20,000')	15	30
	(2) Day	25	75
	(a) Low Altitude (up to 20,000')	15	45
	(b) High Altitude (above 20,000')	10	30

b. Navigational Assistance to Aircraft. 15
(This phase may be under actual or simulated conditions in accordance with local procedures.)

c. Fighter Recover Procedures. 20
(In conjunction with airdrome surveillance unit, GCA, or actual PPI assists by controller.)

d. Emergency Procedures. 15
(To include partial equipment malfunction and/or radar and VHF jamming on control frequencies.)

*Normally the determination of day or all-weather type interceptions is to be made from weather conditions existing in the target vicinity. However, the control procedures and method of attack utilized in the interception will determine the credit for the type of interception (day or all-weather). All-weather type of interceptions will normally be performed with AI equipped aircraft. However, in the absence of AI equipped aircraft, practice all-weather interceptions will be performed with non-AI equipped aircraft and training credit established.

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PART 2

GROUND REQUIREMENTS

1. Yearly Requirements.	Hours
a. Movement Identification Procedures	300
b. Surveillance Procedures	300
c. Control Procedures	100
*d. Communications	50
*e. Air Defense Tactics and Doctrines	30
f. Maintenance	25
g. Operational Intelligence	100
*h. Operational Forms, Directives, and Reports	50
*i. Indoctrination Courses and Familiarization Visits	75

2. Details of the Program. The above requirements are to be accomplished through a combination of scheduled classes, individual study and reading, and active participation or supervision in the various phases and teams of ADDC operations. Formal instruction and lectures will be held to a minimum and should be generally confined to those subjects marked with asterisk.

a. Movement-Identification Procedures - To include active supervision and participation in movement-identification functions of ADDC operations; furthermore, to include familiarization in CAA and MFS procedures and functions and all lines of communications.

b. Surveillance Procedures - To include active supervision and participation in the surveillance functions of ADDC operations. To include the capabilities and limitations of all available means of electronic and visual surveillance with associated communications facilities.

c. Control Procedures - To include a thorough familiarization and instruction in policies and techniques of intercept control in both normal and emergency operation conditions, during day and all-weather conditions, to include a thorough knowledge of the mechanics of the intercept problem and vector analysis.

d. Communications - To include familiarization, instruction and practical utilization of all internal, point-to-point, and ground-to-air communications facilities available to the ADDC station.

e. Air Defense Tactics and Doctrines - To include a complete knowledge and the application of the acceptable tactics and doctrines for the employment of all elements and weapons of the air defense system.

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PART 2

GROUND REQUIREMENTS

1. Yearly Requirements.	Hours
a. Movement Identification Procedures	300
b. Surveillance Procedures	300
c. Control Procedures	100
*d. Communications	50
*e. Air Defense Tactics and Doctrines	30
f. Maintenance	25
g. Operational Intelligence	100
*h. Operational Forms, Directives, and Reports	50
*i. Indoctrination Courses and Familiarization Visits	75

2. Details of the Program. The above requirements are to be accomplished through a combination of scheduled classes, individual study and reading, and active participation or supervision in the various phases and teams of ADDC operations. Formal instruction and lectures will be held to a minimum and should be generally confined to those subjects marked with asterisk.

a. Movement-Identification Procedures - To include active supervision and participation in movement-identification functions of ADDC operations; furthermore, to include familiarization in CAA and MFS procedures and functions and all lines of communications.

b. Surveillance Procedures - To include active supervision and participation in the surveillance functions of ADDC operations. To include the capabilities and limitations of all available means of electronic and visual surveillance with associated communications facilities.

c. Control Procedures - To include a thorough familiarization and instruction in policies and techniques of intercept control in both normal and emergency operation conditions, during day and all-weather conditions, to include a thorough knowledge of the mechanics of the intercept problem and vector analysis.

d. Communications - To include familiarization, instruction and practical utilization of all internal, point-to-point, and ground-to-air communications facilities available to the ADDC station.

e. Air Defense Tactics and Doctrines - To include a complete knowledge and the application of the acceptable tactics and doctrines for the employment of all elements and weapons of the air defense system.

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f. Maintenance - To include a knowledge of limited maintenance responsibilities of available electronic equipment as it pertains to ADDC operations.

g. Operational Intelligence - To include a current knowledge of friendly and enemy capabilities, tactics, techniques, and latest pertinent developments in air defense operations.

h. Operational Forms, Directives and Reports - To include a thorough working knowledge of required forms, reports and directives applicable to ADDC and associated operations.

i. Indoctrination Courses and Familiarization Visits - To include periodic attendance in special indoctrination courses conducted by various air defense units to maintain proficiency and to gain knowledge of the latest developments in equipment and procedures incidental to air defense operations (Example: Controller-Intercept Pilot Cross Training Program). To include familiarization visits to various elements and units of the air defense system.

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UTILIZATION OF TARGET SIMULATOR (15-J-1C)

1. General. The synthetic trainer is a device designed to supplement normal, routine, training of directors and other operations personnel. Conscientious utilization of this trainer will greatly improve the over-all efficiency through the presentation of realistic air defense missions. Directors are encouraged to use the Target Simulator at every available opportunity, and every effort will be made to simulate actual air defense and offensive operations. The chief director will, at periodic intervals, test the efficiency, tactics, accuracy and procedures of each crew through this means.

a. Maximum effective use will be made of the assigned radar target generator trainers. Quarterly utilization and status reports will be submitted in accordance with AFR 67-74 on AF Form 451.

b. Local training outlines and physical installation of the training devices will be designed to supplement local training programs. NAVEXOS P-634 (Navy Manual for maintenance and operation of the 15-J-1C trainer) will be used as guide in these phases.

c. The contents of this Attachment will be considered a minimum training requirement for all concerned. It must be understood that the Target Simulator is a training device and, as such, can serve to increase the proficiency of each individual within the control room.

d. Problems encountered in this training program, the solution of which is beyond the unit and air division ability, will be brought to the attention of the Director of Operations and Unit Training, EADF.

RESPONSIBILITY

1. Responsibilities as outlined below are applicable to the utilization of the Synthetic Trainer.

a. The AC&W squadron commander will insure that a standard training program is initiated and maintained for effective utilization of the 15-J-1C synthetic trainer.

b. The chief director will:

(1) Prescribe specific missions.
(2) Supervise crew proficiency and schedule additional training as necessary.
(3) Coordinate with adjoining stations in the preparation of synthetic missions.
(4) Coordinate with the communications and the radar officers for the proper training of synthetic equipment operators.
(5) R/T procedures and simulated target heights will be employed and stressed.
(6) Both non-AI and AI type intercepts against targets of varying speeds to give low and high interceptor overtake speeds will be scheduled.

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(7) Insure that individuals concerned are familiar with the contents of this regulation.

c. The senior director will:

(1) Be responsible for the proper utilization of the Synthetic Trainer.
(2) Have at least two airmen trained in the operation of the Target Simulator and R/T procedures.
(3) Conduct special synthetic missions at every available opportunity in order to maintain a high state of crew proficiency.
(4) Insure that all synthetic tracks cross told and forward told to adjacent ADDC's or to the ADCC are properly classified in accordance with paragraph d, letter this headquarters EAOOT-A 360.1, 2 June 1953.
(5) Insure that all synthetic plots are recorded on a separate recorder's log.
(6) Simulate, as closely as possible, the performance characteristics of fighter aircraft employed by EADF. (Exceeding those limitations will develop extremely dangerous control practices and thus completely defeat the intent of the Simulator.)
(7) Be responsible for the conduct of all simulator missions prescribed by higher authority.

d. Crew members will:

(1) Operate the target simulator only with consent of the senior director.
(2) Handle all simulator targets as directed by the senior director.

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REPORTS

1. Reports. a. All individual AC&W squadrons authorized directors (AFSC 1631 or 1635) will submit monthly reports. This report will be prepared on 8 x 10½ white bond paper with the unit designation, RCS: 1-ADC-V8 (EADF 1) and "as of" date plainly marked on the report. Subject report will be submitted along with ADC Form 75.

b. Each report will include the following information by individual AC&W squadron for the report period:

(1) Number of assigned directors.
(2) Number of assigned directors available for duty participating in the training directive outlined in Attachment 1.
(3) Number of assigned directors participating in the proficiency program outlined in Attachment 2.
(4) Number of assigned directors available for duty. This figure should be the sum of items 2 and 3.
(5) Total number of AI type interceptions accomplished by the participating directors.
(6) Total number of day type interceptions accomplished by the participating directors.
(7) Total number of ground training hours accomplished by the participating directors.
(8) Remarks to include any additional factors relative to director proficiency.

2. Reporting Data. a. Preparing Agency: Each AC&W squadron assigned directors (AFSC 1631 or 1635).

b. Consolidating Agency: EADF.

c. Frequency: Monthly.

d. As of Date: Prepared monthly as of the last day of each month.

e. Due Date: Four working days following as of date.

f. Method of Transmission: Mail.

g. Number of Copies: Original and two copies to this headquarters, Attn: Director of Services for Management Analysis.

h. Security Classification: Restricted.

i. Upon notification of implementation of Project EASA, this section of the report will be discontinued.

j. Reports Control: RCS: 1-ADC-V8 (EADF-1) is assigned.

Attachment 4 to EADF 50-22

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EADF FORM 91 29 AUG 53	CONTROLLER TRAINING SUMMARY CONTROLLER GROUND TRAINING REQUIREMENTS				FOR *MONTH*			AC&W SQUADRON	
CONTROLLERS NAME AND DESIGNATOR NUMBER	MOVEMENT IDENTIFICATION PROCEDURES (300 HOURS REQUIRED)	SURVEILLANCE PROCEDURES (300 HOURS REQUIRED)	CONTROL PROCEDURES (100 HOURS REQUIRED)	COMMUNICATIONS (50 HOURS REQUIRED)	AIR DEFENSE TACTICS AND DOCTRINES (300 HOURS REQUIRED)	MAINTENANCE (25 HOURS REQUIRED)	OPERATIONAL INTELLIGENCE (100 HOURS REQUIRED)	OPERATIONAL FORMS, DIRECTIVES AND REPORTS (50 HOURS REQUIRED)	INDOCTRINATION COURSES AND FAMILIARIZATION VISITS (75 HOURS REQUIRED)

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CONTROLLER TRAINING SUMMARY ACTIVE CONTROL REQUIREMENTS	FOR *MONTH*	AC&W SQUADRON

CONTROLLERS NAME AND DESIGNATOR NUMBER	NUMBER OF AI INTERCEPTS (72 REQUIRED)		NUMBER OF DAY INTERCEPTS (75 REQUIRED)		NUMBER OF HOURS DEVOTED TO NAVIGATIONAL ASSISTANCE (15 HOURS REQ.)	NUMBER OF G C I FIGHTER RECOVERIES ACCOMPLISHED (40 REQUIRED)	EMERGENCY PROCEDURES (15 HOURS REQUIRED)
	UP TO 20,000 (42 REQUIRED)	ABOVE 20,000 (30 REQUIRED)	UP TO 20,000 (45 REQUIRED)	ABOVE 20,000 (30 REQUIRED)			

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HEADQUARTERS
EASTERN AIR DEFENSE FORCE
Stewart Air Force, Newburgh, N. Y.

EAOOT-A 353 4 Jan 54

SUBJECT: Director Training During "Balloon Pump"

TO: Commander
26th Air Division (Defense)
Roslyn Air Force Station
Roslyn, New York

1. It is the desire of this headquarters that during the 90-day period of reduced air defense commitments a strenuous AC&W controller and director training schedule be coordinated with that of fighter-interceptor pilots. Recent exercises and special operations such as "Lock-On" have pointed out the need for this training.

2. Particularly, special emphasis should be placed on lead collision course set-up and control by ADDC directors.

3. In addition to the requirements of EADF Regulation 50-22, the following will be accomplished by each AC&W squadron during this period.

a. At least ten AI and ten non-AI intercepts per director per month.

b. Maximum utilization of the 15-J-1C in controlling lead collision course intercepts. Chief directors will personally supervise this training and simulate small speed differentials between target and interceptors. No more than a one degree per second rate of turn should be simulated for the interceptor.

4. Re-emphasis will be placed on concerned personnel's knowledge of ADC Regulations 55-30, 55-29, 55-9, 55-10, EADF Regulations 55-19, 55-14 and EADF SOP 55-7.

5. It is recommended that AC&W squadron chief directors meet with associated fighter-interceptor squadron operations officers to coordinate flying to be accomplished under ADDC control during this period.

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6. ADCC chief controllers will increase emphasis on a thorough knowledge of and compliance with ADC Manual 55-Test.

BY ORDER OF THE COMMANDER:

J. W. FOUNTAIN, JR.
Major, USAF
Asst Adjutant

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SECURITY INFORMATION

EADF REGULATION)
NUMBER 55-14)

HEADQUARTERS EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N.Y.
22 October 1953

OPERATIONS

(Unclassified) Procedures for Intercept, Recognition and Engagement in Air Defense Operations

(Supersedes EADFR 55-14, 20 Apr 53, 55-14A, 1 May 53)

1. Purpose. a. To prescribe rules and procedures for intercept, recognition, and engagement in active air defense operations.

b. To supplement the provisions of ADCR's 55-9, 55-10, 55-21, 55-30, 55-35, 55-39, 55-40 and 55-41.

2. Scope. The provisions of this regulation apply to air divisions (defense), air defense wings, air defense groups, fighter-interceptor squadrons and AC&W squadrons assigned to this command. All other forces will comply with the provisions of this regulation while under operational control of EADF.

3. Definitions. a. Active Air Defense Mission: When an aircraft is ordered on a scramble or flight and/or is diverted from an airborne mission for the purpose of recognizing and/or destroying a known enemy aircraft or an unknown target.

b. Recognition: The visual act, by the interceptor crew, of obtaining descriptive information of an unknown airborne object (reference ADCR 55-19) and passing the information to the ADDC. This information will be utilized to establish further identification by those AC&W squadrons possessing the identification function. Initial and subsequent identifications will be made by AC&W squadrons. Interceptor crews do not have an identification function except in the instance of an unknown committing a hostile act. (Reference ADCR 55-10 for hostile acts)

c. Seaward Limits: Eastward from the Atlantic coastline to the limits of radar surveillance and/or controlled fighter-interceptor capability.

d. Emergency Scramble: A scramble ordered by the air division commander and under air defense readiness or warning conditions when the weather at the scramble base is below the minimums prescribed by the air defense group commander and/or commander of tenant interceptor squadrons in accordance with paragraph 4g, ADCR 55-30.

4. Scramble, Recognition, and Engagement Procedures. a. Fighter-interceptor pilots upon receipt of scramble orders will effect scramble action in

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compliance with the scramble procedure applicable at that time, i.e., VFR, SARP, etc.

b. Air defense group commanders and/or commanders of tenant squadrons will establish precipitation and normal base weather minimums under provisions of paragraph 4g of ADCR 55-30. When weather conditions are below the minimums which have been established, the interceptor pilot will decline a normal scramble. When this weather condition exists, the division commander may order an "emergency scramble" under conditions of air defense readiness or warning, and the interceptor pilot will then effect scramble action.

c. Air defense group commanders and fighter-interceptor squadron commanders of separate squadrons located on bases under the jurisdiction of other commands will notify the commander of the appropriate AC&W squadron when the local weather approches, falls below, or rises above the established minimums. (Includes normal and precipitation minimums.) Air division (defense) commanders will insure that "emergency" scramble procedures are established so as to preclude any delay while effecting scrambles under below minimum IFR conditions.

d. The commander of the AC&W squadron will forward to the commander of the appropriate air division (defense) (ADCC) all "tally-ho" reports as the information becomes available; information will not be delayed awaiting a complete report. Immediately upon receipt, the commander of the air division (defense) (ADCC) will relay this information to the Commander of EADF (COC).

e. Interceptions of transport-cargo type aircraft will be conducted in strict compliance with ADCR 55-21; any deviation therefrom will constitute a violation of flying regulations. Paragraph 6 of ADCR 55-21 does not limit the interceptor to any minimum distance for recognition; however, every possible attempt will be made to complete the necessary action at the greatest possible distance from the unknown aircraft.

f. Practice intercepts on civilian aircraft will not be made under any circumstances. Civilian aircraft will be intercepted only when necessary to accomplish the air defense mission and/or the aircraft is in violation of an ADIZ or prohibited area.

g. VFR: Intercepts of aircraft other than transport-cargo type aircraft will be governed by the following provisions:

(1) Fly a course parallel to and at least 1,000 feet distant from the course of the intercepted aircraft and effect a slow, well-controlled rate of closure until no closer than absolutely necessary to effect recognition as is required by paragraph 5f, ADCR 55-10.
(2) Avoid crossing in front of the intercepted aircraft, bringing hot guns to bear on the unknown or executing maneuvers such as dives, climbs, or vertical turns that might be considered dangerous or reckless flying by the occupants of the intercepted aircraft.

h. Recognition by aircraft maneuvers, signals, or inter-plane communication will not be attempted except as required by the interception of SAC aircraft (four engines or more) (EADF COI 12-1).

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i. The following policy for committing interceptor forces will govern EADF air defense operations. Deviations from this policy may be made at the discretion of the air division commanders:

(1) Scrambles for recognition will normally be made by elements of two aircraft except when operational factors are present that would indicate the employment of one aircraft to be a more feasible operation.

(2) All intercepts of hostile tracks will be made with sufficient aircraft to insure a reasonable probability of destruction of the hostile aircraft. This plan will be followed regardless of the fact that it may utilize all available interceptors - leaving nothing to meet subsequent attacks. Normally, in accordance with best available analysis, four interceptors per hostile should be adequate commitment, except that when interceptors are equipped with rockets, two interceptors per hostile should provide the necessary kill potential.

(3) Non-AI equipped interceptors will be utilized to intercept unknown tracks for recognition purposes at night when visibility at target altitude is unlimited and the moon is at least one-half full phase in one of the following ways:
(a) Commit two non-AI interceptors per unknown track.
(b) Commit one non-AI interceptor in formation with one lead AI interceptor per unknown track.

(4) Non-AI equipped interceptor will be utilized to intercept hostile tracks at night in one of the following ways:
(a) Commit four non-AI interceptors per hostile track.
(b) Commit two flights of one non-AI interceptor in formation with one lead AI interceptor per hostile track.

5. Control. In the event that a mass raid is under interceptor attack in day VFR conditions by more than one separate flight, section, or squadron, the senior director of the controlling AC&W squadron will designate an "attack commander." This designation will be made considering all pertinent factors, i.e., nominee first in battle area, nominee's fuel available in terms of time in battle area, his relative position to mass attack (high, low, behind, or in front), known commander ability of nominee, types of aircraft involved, and any other pertinent factors. Joining interceptor elements will be passed to control of the attack commander as they enter the battle area, utilizing a common VHF-UHF frequency. New "attack commanders" will be appointed by the controling senior director as the situation warrants.

a. The "attack commander" designated under the provisions of paragraph 5, above, will effect the following to the best of his ability commensurate with the dictates of the current battle situation:

(1) Effect immediate radio discipline.
(2) Establish and maintain maximum possible flight integrity of friendly forces with due consideration given to the relative position of attack aircraft and available friendly units.
(3) Dispatch the friendly forces to attack the hostiles in a manner that will best utilize the friendly capability.

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(4) Release friendly units with sufficient fuel remaining to insure their recovery, provided the battle conditions warrant such action.
(5) Maintain close liaison with the ADDC directors.
(6) Take any other necessary action to effectively destroy all hostile aircraft.

b. In the event of a "hand-over" of the "attack commander" from one ADDC to an adjacent ADDC, the following information will be passed by the releasing director to the director assuming control in addition to that information required by paragraph 7a(1)(a), (b), (c) and (d), ADCR 55-30.

(1) The call sign of the appointed "attack commander."
(2) The call sign of the flight leader who last joined the mass attack to assist the director in appointing a new "attack commander," when needed.
(3) Tactical call signs of all element leaders under control of the "attack commander."

c. During periods of restricted visibility, AI interceptors will be governed by the following:

(1) After an AI interceptor crew gives a "Judy" to the ADDC director, closing on the target will be a responsibility of the air crew.
(2) Should ADDC radar pips begin merging before AI radar contact by AI crew, interception will be broken off by the director and a new positioning attempted.
(3) If AI interceptor's weapon is "bent," the interception will be broken off by the director prior to radar pips merging provided visual contact has not been made. If visual contact has not been made, the pilot will inform the director at the time of breakoff and comply with instructions of director.

d. AAA: (1) All possible assistance and information will be given the AAA by directors in order that these weapons may be used effectively. Directors will consider the employment of AAA weapons of equal importance to the employment of the interceptor weapon to insure the highest degree of target kill (reference EADF SOPs 355-1 and 355-2).
(2) Commanders of AC&W squadrons will report the AAA action status of defended areas to the commanders of air divisions (defense) (ADCC) when the status is other than normal.

6. General. a. Hostile acts will be as specified in ADCR 55-10. (The singular act of having bomb bay doors open does not constitute a hostile act.)

b. Procedures for air defense operations over Canadian territory will be as specified in ADCR 55-35.

c. Special attention will be given by all interceptor crews to the provisions of paragraphs 6a(2) and 6b of ADCR 55-10.

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d. For interceptions outside an ADIZ, except in cases of known or suspected violations, the need for further recognition ceases when the interceptor pilot recognizes the airborne object to be a friendly civilian aircraft or friendly military cargo-type aircraft.

7. Responsibilities. Air division commanders are responsible for insuring that:

a. All commanding officers, interceptor crews, directors, controllers, and other personnel concerned are fully cognizant of the provisions of this regulation and all applicable directives from Headquarters ADC and USAF relative to air defense operations.

b. The provisions of paragraph 7a, above, will be complied with by use of written examinations to be completed a minimum of once each 90 days and in all cases prior to initial duty assignment in active air defense. Examinations may be prepared as specified by division commanders but will be changed regularly to insure comprehensive coverage.

8. Modification or Revocation. a. Authority is delegated to air division (defense) commanders to modify or revoke the provisions of this publication when considered necessary during an emergency.

b. Action to modify or revoke these procedures may be effected through tactical voice circuits by using the authentication code and such action, when effected, will require a subsequent notification by electrical message with Commander, this headquarters, as addressee.

9. References. The following references are applicable:

a. ADCR's 55-5, 55-9, 55-10, 55-21, 55-30, 55-35, 55-39, 55-40 and 55-41.

b. Joint regulation AR 96-210, CNO Letter 1775P53, and AFR 60-22, Subject: "Recognition of Military Aircraft in Certain Areas."

c. Part 620, Regulation of the Administrator, CAA, Subject: "Security Control Air Traffic" and amendments thereto. (EAOOT)

BY ORDER OF THE COMMANDER:

GEORGE F. SMITH
Brigadier General, USAF
Vice Commander

OFFICIAL:

JOHN L. WARREN
Colonel, USAF
Adjutant

DISTRIBUTION:
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EADFR 55-14A

EADF REGULATION)
:
NUMBER 55-14A)

HEADQUARTERS EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N.Y.
17 November 1953

OPERATIONS

(Unclassified) Procedures for Intercept, Recognition and Engagement in Air Defense Operations

(Amends EADFR 55-14, 22 Oct 53)

* * * *

4. Scramble, Recognition and Engagement Procedures.

* * * *

f. The following provisions will govern all practice intercepts:

(1) Practice intercepts on civilian aircraft will not be made under any circumstances. Civilian aircraft will be intercepted only when necessary to accomplish the air defense mission and/or the aircraft is in violation of an ADIZ or prohibited area.

(2) Practice intercepts may be directed or flown against known military aircraft only on a prearranged basis: pre-arrangement may be accomplished through utilization of VHF or UHF communications. Initial call will be made by director or interceptor crew to the pilot of intended target aircraft (must be military). If the pilot of the target aircraft concurs, intercept and/or simulated tactical pass action may be conducted. Simulated tactical passes will be made so that the interceptor will at no time approach closer than 300 yards from the target aircraft. If the pilot of the target aircraft approves only intercept action, the mission will be conducted to provide a break-away that cannot be construed as any form of simulated tactical pass.

* * * *

5. Control.

* * * *

e. Employment of Trailer Aircraft (reference ADCR 55-30). Air division commanders will insure that trailer aircraft are employed on all hostile aircraft as follows:

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EADFR 55-14A

(1) Conventional type fighter-interceptor aircraft will be employed as trailers whenever possible.
(2) When necessary, the senior controller at the ADCC will scramble additional aircraft in time to provide recovery of trailers already employed and still maintain continuity of aerial surveillance.
(3) Procedures for aircrews of trailer aircraft will be as outlined in ADCR 55-30.

* * * *

(EAOOT)

BY ORDER OF THE COMMANDER:

GEORGE F. SMITH
Brigadier General, USAF
Vice Commander

OFFICIAL:

JOHN L. WARREN
Colonel, USAF
Adjutant

DISTRIBUTION:
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EADF REGULATION)
:
NUMBER 55-19)

HEADQUARTERS EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N.Y.
29 August 1953

OPERATIONS

Responsibility for Aircraft Control

(Supersedes EADFR 55-19, 27 May 53)

1. Purpose. a. To prescribe the responsibility for aircraft control.

b. To insure that all personnel participating in or directly connected with operation of aircraft are cognizant of their responsibility for providing proper procedures, aids, and facilities in the effective utilization of aircraft.

2. Scope. The provisions of this regulation apply to all personnel assigned and/or attached to this command.

3. Procedures for Tactical Aircraft. Aircraft control of all fighter-interceptor aircraft assigned to this command will be governed by the following:

a. Air defense group commanders and/or commanders of bases other than EADF will be responsible for aircraft control during the following conditions:

(1) Take-off. In parking area, taxiing, take-off, climb-out to a point where either an ADDC, AC&W squadron, or controller takes over or the aircraft proceeds to a position where no aid within the base control zone is being utilized; i.e., termination of VFR control procedures, cleared of tower frequency, navigational aids of another location other than base of take-off are employed.
(2) Landing. Responsibility for control will be assumed when aircraft contacts base tower, employs navigational aids located within base control zone, enters VFR control area, or IFR control procedures and will include landing pattern, landing, taxiing, and parking.

b. Fighter-interceptor squadron commanders will be responsible for aircraft control during following conditions:

(1) During training flights from time the aircraft passes from air defense group commander's and/or base commander's control as outlined in paragraph 3a(1), above, and will continue until such time as the aircraft returns under the provisions of paragraph 3a(2), above.
(2) Cross-country flights from the time the aircraft is released from the air defense group commander's and/or base commander's control as outlined in paragraph 3a(1), above, until such time as the aircraft proceeds to an EADF base and comes under the provisions of paragraph 3a(2), above. If the aircraft is to land at a non-EADF base, control will remain with the fighter-interceptor squadron commander until such time as the aircraft is actually being directed through facilities located at the base of intended landing.

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(3) During all operations from non-EADF bases, except those times specified as responsibility of the AC&W squadron commander and listed in paragraph 3c, below. Fighter-interceptor squadron commanders will insure that their assigned aircraft are operated in strict compliance with instructions and procedures as specified by the base commander when the base concerned is non-EADF.

c. Commanders of AC&W squadrons will be responsible for aircraft control during the following conditions:

(1) Beginning with the time initial contact is made as outlined in paragraph 4a(4), ADCR 55-30, and will continue until such time as the provisions of paragraph 4a(6), ADCR 55-30, are complied with. In addition to the notification required by this ADC Regulation, the AC&W squadron commander will be responsible for notifying the fighter squadron commander and air division commander. This additional notification will include the time of change, location of aircraft, and purpose of change in operational flying being conducted. Responsibility will continue with the AC&W squadron commander until such time as the provisions of paragraph 3a, above, apply or until the aircraft is actually being directed for landing through facilities located at a non-EADF base. Tactical voice circuits may be utilized for notification of change, and a log of the notification will be maintained by both officers.

(2) When aircraft are diverted from training or cross-country flights to participate in active air defense missions. This assumption of control is authorized and will require notification by the AC&W squadron commander of the diverting ADDC to the appropriate fighter-interceptor squadron commander that the action has been effected. A record of these changes will be maintained as outlined in paragraph 3c(1), above. Termination of this control will be as outlined in paragraph 3c(1), above.

(3) When any aircraft (includes liaison, radar calibration, cargo-transportation, bomber, interceptor, emergency, etc.) contacts the director for purpose of accomplishing a particular mission or requesting navigational or emergency assistance. During any phase of the above outlined flying conditions, the AC&W squadron commander will insure that the aircraft is vectored so as to remain clear of air-space restricted areas, prohibited areas, warning areas, obstacles, other aircraft, etc. If a distressed aircraft is proceeding toward a danger, restricted or prohibited area and cannot alter course due to the nature of the emergency, the AC&W commander will inform the pilot of the area he is approaching and, if possible, will take action to notify the agency concerned of the possible overfly of their restricted area. All other over-flys of restricted areas will be as outlined in AFR 60-16. Control of interceptor aircraft over a gun defended area will be as outlined in paragraph 14d of EADF SOP 355-1. Pilots will be notified when thunderstorms or other hazards to flight are in the projected line of flight.

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(4) When aircraft are scrambled or vectored to assist an aircraft in distress under provisions of paragraph 10, ADCR 55-30, or ADC letter, "Emergency Procedures for Radar Assistance for Aircraft in Distress in Continental U. S. and Adjacent Areas."
   (a) Directors will divert or vector fighter-interceptor aircraft to investigate distress signals only after first ascertaining that appropriate rescue agencies cannot effectively investigate the distress signal. When rescue agency aircraft are in the immediate area, fighter-interceptor aircraft will revert to primary mission unless specifically needed for rescue assistance.
(5) When aircraft are scrambled and/or vectored to intercept Keystone able tracks, faker aircraft, Big Photo or other authorized targets of opportunity.
(6) When aircraft are scrambled and/or vectored for the purpose of obtaining in-flight pilot weather reports.

4. Procedures for Non-Tactical Aircraft. Aircraft control of all non-tactical aircraft assigned to this command and all aircraft not assigned EADF will be governed by the following:

a. Air defense group commanders will be responsible for non-tactical aircraft control during the following conditions:

(1) Take-off. In parking area, taxiing, take-off, climb-out to a point outside the base control zone and/or control area; i.e., termination of VFR control procedures, cleared of tower or approach control frequency.
(2) In-Flight. All local flights which will monitor tower or approach control frequency.
(3) Landing. Responsibility for control will be assumed when the aircraft contacts base tower, approach control, employs base navigational aids, or aircraft enters VFR control zone, and will include landing pattern, taxiing, and parking.

b. All EADF unit commanders will be responsible for aircraft control during the following conditions:

(1) Cross-country flights from the time the aircraft is released from the air defense group commander's control as outlined in paragraph 5a(1), above, or non-EADF base commander's control. Control will remain with the unit commander until such time as the aircraft is actually being directed by a tower or approach control facility located at the base of intended landing.
(2) During all operations from non-EADF bases. Unit commander will insure that their assigned aircraft are operated in strict compliance with instructions and procedures as specified by the base commander or airport manager.
(3) During all operations not specified as being the direct responsibility of another commander as outlined in paragraphs 3 and 4a, above. This will include specific mission

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directives such as radar calibration flights, ECM flights, ferry flights, etc. Provisions of AFR 60-16 will be complied with at all times.

5. Responsibilities. a. Commanders of air divisions (defense), defense wings, air defense groups, fighter-interceptor squadrons, and AC&W squadrons are responsible for insuring that all concerned personnel comply with the provisions of this regulation. Air division commanders will insure that the commanders concerned effect necessary action to provide proper aircraft control during the responsibility periods as outlined in paragraphs 3 and 4, above.

b. Provisions of this regulation will not be construed to relieve the squadron commander of his responsibility for assigned aircraft at any time. Aircraft commanders will comply with the provisions of AFR 60-16 and CAR 60 when applicable.

c. Squadron commanders will be responsible for insuring that their pilots are familiar with the provisions of AFR 60-16, CAR 60, and EADF SOP 355-1, in addition to the provisions of this regulation. (EAOOT)

BY ORDER OF THE COMMANDER:

CARROLL W. McCOLPIN
Colonel, USAF
Acting Vice Commander

OFFICIAL:

JOHN L. WARREN
Colonel, USAF
Adjutant

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SECURITY INFORMATION 283 4

RESTRICTED EADF SOP 55-7

EADF STANDING OPERATING PROCEDURE NUMBER 55-7

HEADQUARTERS EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N.Y.
19 August 1952

OPERATIONS

Operational Responsibilities

(Supersedes EADF SOP 55-7, 9 Jul 51)

SECTION I - PURPOSE

1. To prescribe duties for supervisory operational personnel within the AC&W system.

SECTION II - SCOPE

2. The procedures prescribed herein are applicable to all personnel assigned to operations sections of air defense control centers (ADCCs), air defense direction centers (ADDCs), ground control intercept stations (GCIs) and early warning stations (EW).

SECTION III - RESPONSIBILITIES

3. The supervisory control personnel of air defense control centers, air defense direction centers, ground control intercept stations and early warning stations are charged with the direction, coordination, and employment of all allocated means of air defense.

SECTION IV - FUNCTIONS AND DUTIES

4. The general duties of personnel assigned to operations sections at various echelons are outlined below.

SECTION V - AIR DEFENSE CONTROL CENTER (ADCC)

5. The combat operations section of the ADCC is composed of the chief controller, the COC duty officer(s), the duty controller(s), the surveillance and identification officers, and control technicians. The duties of each are: (For Operational Flow Chart see Attachment 1)

a. Chief Controller. The chief controller is directly responsible to the Deputy for Operations and the division commander. He is responsible for the efficient operation of the ADCC. Normally, his duties require him to devote his time to administrative and supervisory matters. Specifically, the chief controller will:

(1) Implement the commands, directives, and plans of the division commander.
(2) Be familiar with the capabilities, limitations, and tactics of friendly and hostile forces and provide

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tactical information to control personnel on impending operations.

(3) Be familiar with all orders and directives emanating from higher echelons which affect the operational functions of the air defense system.

(4) Be familiar with fighter capabilities and limitations, location and deployment plans.

(5) Be familiar with the capabilities, limitations, and electronic characteristics of all equipment in use within his division.

(6) Be responsible for the assignment of personnel of his section to operating crews.

(7) Prepare schedules for controllers and crews to insure that the ADCC is capable of maximum performance at all times.

(8) Prepare and keep up to date manning lists for alert commitments.

(9) Establish procedures for the collection of operations information, reports, and records as required.

(10) Monitor all recurring and special operational reports to insure that they are submitted promptly and accurately.

(11) Supervise a continuing training program designed to qualify and improve proficiency in duty assignments of personnel assigned to the ADCC. (Ref ADCM 50-23)

b. COC Duty Officer (Senior Controller). The COC duty officer is responsible to the chief controller. He is the direct representative of the division commander while on duty, and any decisions or interpretations concerning operations within the division are made in his name. Specifically, he will:

(1) Be thoroughly familiar with all operations plans, orders, and directives emanating from his or higher headquarters.

(2) Supervise the coordination of operations throughout the division so as to insure a smooth flow of information.

(3) Insure that fighter alert status at all bases meets the minimum requirements. (Ref current ADC operations order)

(4) Keep well informed on the weather situation throughout his area of responsibility.

(5) Be thoroughly familiar with his division's functions and duties with respect to AAA. (Reference appropriate division and higher headquarters SOPs and tactical regulations, Headquarters Eastern Army Antiaircraft Command.)

(6) Supervise the commitment of defense forces in the sector to insure successful defensive action against any hostile force or forces.

(7) Request additional fighter forces from the defense force or adjacent division commander when the situation warrants such action.

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(8) Direct the state of preparedness of those air defense elements, e.g., fighters, AAA, etc., not previously committed but which have been allocated to him by higher authority. (Reference current ADC operations plan and ADCR 55-39)

(9) Grant authority to suspend operations of a station for normal maintenance in conformance with the tactical situation and established maintenance schedules. (Reference EADFR 66-2)

(10) The COC duty officer should be prepared to take over direction of the tactical situation whenever the need arises.

(a) This situation will arise whenever multiple targets appear on the ADCC board and, in the opinion of the duty officer, action is required on his part to insure that all targets are intercepted. He will then:

1. Specifically designate to the ADDCs the targets to intercept, including the call sign of the fighters to use on the intercept.
2. In the event an interception is missed, COC should, if necessary, designate an appropriate ADDC with back-up fighters to intercept track so as to insure a successful interception.

(11) Direct or approve the use of broadcast control procedures.

(12) Direct or approve the employment of aircraft for CAP or ground alert. It is mandatory that the COC duty officer exercise positive control over the commitment of fighter forces to prevent the total depletion of ready aircraft within the division. To allow this situation to arise would result in the division commander being exposed to attack with no available positive defense.

(13) Coordinate the action of forces for air defense with other forces operating within the area: e.g., civilian agencies such as CAA, FCC, FCDA; Strategic Air Command; Tactical Air Command; Navy; Army; Coast Guard and Air Rescue Services.

(14) To implement the type of alert status (air defense readiness, warnings white, yellow, and red) according to existing regulations or upon instruction from higher authority. (Reference ADCR 55-40, ADCR 55-41 and ADCM "Air Defense Measures.")

(15) Fully brief the relieving COC duty officer on current and pending operational matters.

c. Duty Controller. The duty controller is responsible to the COC duty officer for the supervision of the operating crew on duty in the ADCC. He is responsible for the proper functioning of the following:

(1) Control Section.

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(2) Surveillance and Identification Sections.
(3) Liaison Section.

Specifically, he will:

(1) Be familiar with all air defense activities within the sector.
(2) Assist the COC duty officer in maintaining coordination between subordinate, lateral, and higher commands.
(3) Disseminate the type of alert status according to existing regulations and local directives upon instruction from the COC duty officer.
(4) Supervise the control technician's maintenance of a log, enter all pertinent operational messages in order of event, such as changes in procedures and any pertinent tactical messages, air defense warnings, etc.
(5) Where overlays are made, carefully monitor and check for correctness.
(6) Warn endangered radar stations of storm movements and direct measures to be taken in the safeguarding of equipment.
(7) Fully brief the relieving duty controller.

d. Control Technician. The control technician is the duty controller's administrative assistant. He must be qualified to provide timely information concerning operations and will maintain continued liaison with the ADDCs and adjacent ADCCs in the interest of coordination. He must be well versed in the duties and responsibilities of all control personnel and procedures. He will:

(1) Transmit pertinent information to the COC, ADDCs, adjacent divisions, GCI stations, and fighter bases, such as identification information, warnings, both actual and tests, and the current tactical picture.
(2) Transmit reports to higher headquarters, such as fighter and radar status, ocean station reports, unusual objects or incidents, aircraft accidents, and others as directed.
(3) Be thoroughly familiar with means and type of communications available to the controller. He will send and receive messages for the controller.
(4) Use extreme care on transmitting or receiving messages and take necessary steps to insure that messages are understood by all concerned and properly authenticated when necessary.
(5) Record in the log provided all matters as required by current SOPs and as instructed by the controller, such as special operational messages and results of interceptions giving time and locations of all tally-ho's and pounces.

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(6) Fully brief the relieving control technician concerning all current and pending operations. He will check all communications lines terminating at the controller's position upon reporting on duty and at such other times as directed.

e. Air Surveillance Section. (1) The air surveillance section consists of the air surveillance officer, air surveillance supervisor, and the necessary plotters and tellers, to collect and display all air defense information. (Reference ADCR 55-29 for specific details on surveillance procedures)

(2) The air surveillance officer is responsible to the duty controller for accomplishing those duties assigned him and for the training and supervision of the personnel assigned to the air surveillance crew. (Note: Frequently the surveillance officer is also in charge of the identification section.) His duties include:

(a) Organizing personnel into an efficient operating crew and assuring compliance with operations schedules published by the chief controller.
(b) Direct air surveillance crew change-over to insure a minimum of disruption of activities.
(c) Insuring that adequate coordination and overlap procedures are being carried out between stations throughout the division and adjacent ADCCs.
(d) Supervising the collection, presentation, and dissemination of data pertaining to air activity in the sector.
(e) Specifying the priority of telling-plotting action for designated tracks when required to clarify or expedite the display of the air situation. (Reference ADCR 55-29, page 25, paragraph 5)
(f) Directing the use of mass raid telling-plotting action as the situation requires. (Reference Section IV, ADCR 55-29)
(g) Directing the elimination of tracks determined to be duplications in the air situation display and the elimination of identified tracks in order to concentrate on unknown targets at the direction of the COC duty officer.
(h) Correcting track designations when they are in error.
(i) Analyzing the air surveillance system and advising the COC duty officer of its current capabilities and limitations.
(j) In the absence of an ECM officer, supervising the utilization of all means available to eliminate or minimize the effects of ECM upon the system.

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(k) Insuring that primary and back-up means of communication are operative.
(l) Conducting a continuing training program designed to qualify and maintain proficiency in duty assignments of all personnel in an air surveillance crew.
(m) Fully briefing the relieving surveillance officer.

f. Air Surveillance Supervisor. The air surveillance supervisor is the administrative assistant to the air surveillance officer and is responsible to him. He coordinates all air surveillance activities and maintains a constant check of the plotting board to insure the accurate display of the air picture. His duties include:

(1) A check of all lines of communication terminating at the surveillance position upon reporting to duty and at such other times as directed.
(2) Giving time checks to all stations upon reporting to duty and at such other times as requested by ADDC stations. (Reference ADCR 55-29, page 24)
(3) The training and proficiency of all tellers, plotters, and recorders.
(4) The familiarization of all crew members with operations in progress or anticipated.
(5) The rotation of personnel within his operating crew to equalize the work load, maintain all-around proficiency of crew personnel, and above all to insure that all positions are manned. This requirement must be accomplished according to local COC policies.
(6) The supervision of air surveillance personnel in the performance of their duties and the provision of relief and rest periods as required.
(7) The checking of surveillance information appearing on the plotting and status boards and the maintenance of completeness, accuracy, and adherence to established procedures.
(8) Notification of the air surveillance officer immediately when jamming of any type is reported.
(9) Providing such assistance as required by the air surveillance officer.
(10) Relaying to higher headquarters unknown and jamming reports. (Reference EADF SOP 101-2)
(11) Thoroughly briefing the relieving surveillance supervisor.

g. Identification Section. The duties of the identification section are to monitor the functions of the identification section at the ADDCs. This section is normally composed of an identification officer, technician, and associated assistants. (Note: It is permissable at this level to eliminate the identification officer and place the section under the supervision of the surveillance officer.) Their duties include:

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(1) Responsibility for determining whether or not detected tracks are correlated by flight plan or one of the other means authorized by EADF SOP 55-3.
(2) Responsibility for the prompt and accurate submission of identification zone and prohibited area violation reports by the ADDCs.
(3) Assisting the ADDCs in attempting to identify unknown tracks when the ADDC is unable to do so through available facilities.
(4) Supervising the training programs used by the ADDCs to train identification teams.
(5) A declaration by the air defense force commander that a track is declared hostile will be passed by the identification section at the ADCC to the identification officer at the ADDC. (Reference Section IV, paragraph j, EADF SOP 55-3)
(6) Keeping well informed on all current identification procedures. (Reference EADF SOP 55-3)
(7) Preplotting anticipated tracks accurately and correcting ADDC identification sections when they are in error.
(8) Close coordination with identification sections in all stations within the division and with adjacent units is a necessity.
(9) Coordinating with civil and military air movements information centers to insure rapid and accurate flow of information necessary for identification purposes.

SECTION VI - APPLICABLE PORTIONS

6. a. The following portions of this SOP are applicable in whole or in part to ADDCs, GCIs, and EW stations. ADDCs will be held responsible for performing all of the functions outlined in the following paragraphs. (Note: GCI and EW stations will be held responsible only for those portions as assigned in their missions. For instance, GCI stations do not normally scramble fighters so that portion would not be applicable to them. EW stations do not normally effect identification or control of aircraft, so those sections are not applicable in their case.)

b. For Operational Flow Chart, see Attachments 2 and 3.

SECTION VII - AIR DEFENSE DIRECTION CENTER (ADDC), GROUND CONTROL INTERCEPT (GCI), EARLY WARNING (EW)

7. a. Chief Director. The chief director must be a qualified aircraft controller (1635). He is responsible to the squadron commander for the efficient operation of the ADDC and subordinate units. His duties include:

(1) The implementing and strict adherence to standard operating procedures.

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(2) Insuring that personnel engaged in operations are proficient in their duties.
(3) The scheduling of directors and their crews for operation of the ADDC.
(4) Responsibility for assigning personnel of his section to operating crews.
(5) The briefing of all personnel concerned on commands, directives, or regulations issued by higher echelons which affect operational performance of the subsector.
(6) Maintaining records on operations and training to reflect a true status of proficiency and capabilities.
(7) Submitting all recurring and special reports as required, such as controller proficiency, jamming, violation of identification zones, controller's affidavits, etc.
(8) Thorough familiarity with the characteristics, capabilities, and limitations of his equipment. Knowledge of the tactics of friendly and hostile forces and providing such information to control personnel.
(9) Preparing schedules for controllers, crews, and maintaining up to date manning lists for alert commitments.
(10) Establishing procedures for dissemination of operational information.
(11) Supervising a continuing training program designed to qualify and improve proficiency in duty assignments for his personnel. (Reference EADF SOPs 50- Series and EADF Proficiency Directive No. 1 and EADF Training Directive No. 1)
(12) Coordinating all activities with the communications and electronics section.

b. Senior Director. The senior director is a qualified aircraft controller (1635). He is responsible to the chief director for the conduct of operations personnel during his tour of duty. He is further responsible to the air defense control center for the conduct of air operations. He is the officer in charge of tactical control within his subsector. His duties include:

(1) The scrambling of previously allocated fighters for the interception of designated targets. (Reference Section IV, EADF SOP 55-22)
(2) The assignment of targets by track designation and fighters by call sign to directors for interception.
(3) Directing and controling employment of aircraft for combat air patrol or ground alert. In this respect, the director must use his own judgment when and where to use aircraft on CAP. Normally, it is best to use conventional type aircraft for this purpose.
(4) The coordination of fighter defenses with antiaircraft batteries within his subsector.

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(5) Informing adjacent stations when the probability of passing control of fighters exists.
(6) Directing the tactical use of trailer aircraft. (Reference Section IV, paragraph 9, EADF SOP 55-22)
(7) Direct communication with the COC duty officer (senior controller) at the ADCC and carrying out all instructions for same.
(8) Monitoring the actual control of interceptions and missions.
(9) Giving all assistance possible to friendly aircraft lost or in distress. (Reference Section IV, paragraph 10, EADF SOP 55-22)
(10) Insuring that air intelligence, identification, fighter status, and weather information are disseminated and displayed according to current procedures.
(11) Insuring that a log is maintained, listing the activities by event, action taken, and results.
(12) Supervising all functions of the ADDC.
(13) Placing into operation the plan for minimizing the effect of jamming when such activity is detected. (Reference EADF SOP 101-2)
(14) Thorough familiarity with all capabilities and limitations of facilities, radar, fighters, and anti-aircraft, which are or may be utilized for air defense of the subsector.
(15) Transmitting alerts according to directives to specified military and civilian posts, such as filter centers, when so directed by proper authority.
(16) Insuring that the entire ADDC coordinates with the AAA liaison section and the "on site batteries." (Reference EADF SOP 355-1) He is responsible for designating the tracks to the AADC to be engaged by the AAA weapons.
(17) Insuring that all means of communication are operational and to take corrective steps when found deficient.
(18) To order and maintain a specified alert status of forces for air defense assigned or allocated to the subsector.
(19) Supervising and coordinating the activities of the air surveillance, identification, and liaison sections within the ADDC.
(20) Directing the operations of subordinate GCI and EW stations when necessary. Assigning control missions to the GCI station as required.
(21) Thorough familiarity with rules of engagement. (Reference EADF SOP 60-2)
(22) Implementing the use of mass raid telling procedures when the situation warrants. (Reference Section IV. ADCR 55-29)
(23) Directing his controllers when to go to broadcast control procedures as the local tactical situation dictates. (Reference Section IV, paragraph 6, EADF SOP 55-22)

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c. Director. A director is a qualified aircraft control officer (1635). He must be thoroughly proficient in close and broadcast control procedures, R/T, and in the operation of their equipment. One or more will be on duty at all times. A minimum of two will be on duty during alert periods. They are responsible to the senior director for the successful carrying out of interceptions and missions assigned to them. The director, when controlling fighters, will be seated at a PPI scope and will have a clear view of the vertical plotting board and status boards. A communication system will provide him with a selection of radio channels for controlling fighter aircraft. He may be connected by interphone to any other position within the ADDC. His duties include:

(1) Conducting the actual control of fighters to insure the successful interception of targets assigned to him.

(a) This requirement places a heavy responsibility upon the director to use his own judgment in an intelligent manner. No one can enumerate in writing the exact details with which to run all interceptions. Only general procedures can be set down. However, standard procedures and correct R/T procedure must be rigidly adhered to. (Reference ACP 165, ADCR 55-30, EADF SOP 55-22, all available control manuals, including Navy's Radelght-Able. Note: The latter may be obtained by requisition direct from Air Materiel Command, Wright-Patterson Field, using the identification number OPNAV 34-P-0800.

(2) Informing the senior controller on the progress of the intercept missions.
(3) Knowledge of all pertinent publications, such as SOPs, COIs, JANAPs, ACPs, and control manuals.
(4) Thorough proficiency with means of combating communication jamming. (Reference EADF SOP 55-14)

d. Control Technician. The control technician is the senior director's administrative assistant. As the crew chief, he must be well versed in the duties and responsibilities of all control personnel. His duties include:

(1) Being thoroughly informed at all times of the air picture in order to provide timely information concerning operations to his senior director, the ADCC, and adjacent ADDCs.
(2) Scrambling aircraft when directed to do so by the senior director.
(3) Relaying messages when necessary for the senior director, ADCC, and adjacent stations, insuring their accuracy and completeness.

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(4) Maintaining a controller's log, transcribing all pertinent tactical information, such as scramble action, results of interception, and special messages, in order of sequence according to local directives.
(5) Maintaining required forms and reports, such as fighter and radar status, aircraft accidents, unusual objects, etc. (Reference EADF SOP 15-3)
(6) Fully briefing the relieving control technician concerning current and pending operations.

e. Intercept Technician. The intercept control technician is the director's assistant. He may assist one or more directors in the conduct of air interceptions. His duties include:

(1) Obtaining height, identification, or status information required by the controller in the conduct of intercept missions.
(2) Dead reckoning the progress of missions when required to do so by the controller.
(3) Maintaining a running record of each flight as necessary to compute fuel comsumption and limit of endurance, in order to furnish up-to-the-minute fuel and ammunition status to the director.
(4) Passing to the senior director information on the progress of the mission. (This is necessary so that the controller may focus his undivided attention on the scope. It is essential that the intercept technician relieve the director of details and distracting influences.)

f. Surveillance Officer. The air surveillance officer is responsible to the senior director for the successful completion of surveillance and identification functions. The surveillance section consists of the necessary scope operators, plotters, tellers, recorders, and supervisors to present the air picture. (Note: It is permissible, where local conditions warrant, to group the identification section under the supervision of the surveillance officer.) The surveillance officer's duties include:

(1) The supervision and coordination of all surveillance activities.
(2) Insuring that an accurate display of the air situation exists.
(3) The dissemination of surveillance information to the ADCC, adjacent ADDCs, and associated antiaircraft artillery operations centers. He will insure that accurate overlap telling procedures are being carried out at all times.
(4) Insuring that effective coordination is being carried out with adjacent stations.

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(5) Supervising the presentation of air surveillance information on the plotting board in such a manner as to allow an accurate evaluation and to provide a basis for the initiation of appropriate action.

(a) Directing the use of priority telling action for designated tracks when required to expedite the display of the air situation. (Reference ADCR 55-29, page 25, paragraph 5)
(b) Directing the dropping of friendly tracks to concentrate on unknown tracks as approved by the senior director.
(c) Supervising the use of mass raid telling-plotting action as required. (Reference ADCR 55-29)
(d) Directing the elimination of tracks determined to be duplications.
(e) Correcting track designations when required.

(6) Responsibility for the coordination and display of track information obtained from supplementing means of air surveillance. Example: AAA radar, GOC filter centers, early warning radar, augmentation radar (Navy, Marine, etc.), picket vessels, and AEW aircraft.
(7) Responsibility for direction of EW surveillance, such as designating certain sectors to search, keeping particular tracks under surveillance, reporting procedures, etc.
(8) Analyzing the air surveillance system and advising the senior director of its current capabilities and limitations; keeping the senior director advised of the current painting capabilities of the search set and HRI.
(9) Insuring that emergency means of communication are operative. (Reference EADF SOP 55-13)
(10) Warning subordinate and lateral stations of dangerous storm movements.
(11) Supervising "spotted dog," "blip counts," and scope photo procedures as required. (Reference EADF SOP 55-1 and ADCM 55-2)
(12) The conducting of a continuing training program designed to qualify and maintain proficiency in duty assignments of all personnel in an air surveillance crew.

g. Air Surveillance Supervisor. The air surveillance supervisor is responsible, during his tour of duty, to the air surveillance officer for the scheduling and accomplishment of relief periods for the radar operators ("B" SCAN, PPI, HRI, and IFF) and other surveillance personnel. This airman is well-qualified in aircraft control and warning operations and has demonstrated outstanding ability at each of the positions within the surveillance section. His duties include:

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(1) Reporting for duty sufficiently in advance to allow for crew briefing and to thoroughly familiarize all crew members with operations in progress or anticipated.
(2) Changing operating crews after receiving permission from the air surveillance officer, assuring that each position is manned by a member of the crew.
(3) Being familiar with the operation in progress and cognizant of projected changes affecting the current air situation.
(4) Supervising the air surveillance personnel in the performance of their duties in the operations room and checking the display of information on the plotting and status boards to insure completeness, accuracy, and adherence to established procedures.
(5) Checking presentation indicators to assure that the range settings specified by the air surveillance officer are accomplished and maintained until a change is directed. Recommended settings are two hundred miles for long range surveillance and eighty miles for short range search.
(6) Inspecting recorder's logs periodically during his tour of duty and collecting completed log sheets for filing at the end of the duty period. (See Sample Log, ADCR 55-26)
(7) Reporting malfunctions of equipment to maintenance personnel.
(8) Notifying the air surveillance officer immediately when any interference affecting the surveillance equipment is detected.
(9) Receiving time check from the ADCC at the beginning of the tour of duty and as often thereafter as required. Supervising the synchronization of the operations room clocks with interceptor bases, filter center and AAOC. (Reference ADCR 55-29)

h. Detailed duties and procedures for surveillance crew personnel will be found in ADCR 55-29.

i. Identification Section. The identification section is responsible for the prompt, accurate identification of all air activity detected within the area of responsibility. Duties of personnel: (Variations in the following list of duties are authorized to meet local conditions.)

(1) Movements-Identification Officer (Aircraft Controller 1635). These duties may be performed by the Air Operations Supervisor ---27370. (Note: Frequently, the MIO and ASO duties are combined.)

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(a) Is responsible to the senior director for the prompt and accurate identification of all established tracks which require identification within the assigned subsector. (Section V, EADF SOP 55-3, specifies which tracks require identification.)
(b) Prepares and supervises the training program of the M&I team in coordination with the chief director.
(c) Coordinates on matters relative to M&I functions with the M&I or surveillance officer at the ADCC, adjacent ADDCs, and security or AMIS controllers at appropriate ARTCCs.
(d) Supervises all personnel assigned to the M&I Section in the execution of their duties.
(e) Checks with ADCC, CAA-ARTCC, and other possible sources for additional information on tracks which he is unable to identify initially.
(f) Establishes the identification of tracks by using one of the identification methods prescribed in Section IV, EADF SOP 55-3.

(2) Air Operations Supervisor (27370).

(a) Is responsible to the movements-identification officer for the operation of the Movements-Identification Section.
(b) Insures that the identification, as established, is reported to the height tote clerk, ADCC, adjacent ADDCs when necessary, and to other agencies as required.
(c) Initiates identification zone and prohibited area violation reports as required by ADCR 55-24; submits forms to the senior director for completion. Also is responsible for telephone call to ARTCC, as required by ADCR 55-24.
(d) Assists the M&I officer in his duties, as delegated.
(e) Correlates preplotted tracks on the M&I preplot board with tracks plotted on the vertical plotting board and establishes identification of such tracks in accordance with flight correlation limits of 5 minutes fore and aft and/or 20 miles from center line of proposed flight track.

(3) Air Operations Specialist (Flight Plan Clerk -- 27350)

(a) Receives and records flight plan data from flight plan dissemination agencies (CAA, MFS, etc.) on flight plan log. (See Attachment B to EADF SOP 55-3)

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(b) Maintains the identification and flight plan log. (See Attachment B to EADF SOP 55-3)

(4) Senior Air Operations Specialist (Preplot Clerk --27350)

(a) Preplots tracks on the M&I Preplot table based on flight plan data received from flight plan clerk. (See Attachments C and D to EADF SOP 55-3)

(b) Informs the height tote clerk of the identification of tracks.

(c) Notifies the M&I officer and/or the air operations supervisor of tracks which cannot be correlated.

(5) Civil Aeronautics Administration security or AMIS controllers at air route traffic control centers. (Note: Duties are outlined in "CAA Federal Airways Air Traffic Control SOP for Security Control of Air Traffic," 1 May 1951.)

SECTION VIII - UNIT OPERATIONS SOP

8. Unit operations SOPs will contain detailed local instructions and procedures for the accomplishment of all requirements established by this regulation. (Reference EADF SOP 55-15)

BY COMMAND OF MAJOR GENERAL NELSON:

OFFICIAL:

GEORGE F. SMITH
Brigadier General, USAF
Vice Commander

R. H. THOM
Lieutenant Colonel, USAF
Asst. Air Adj. General

3 Attachments
1. Operational Flow Chart ADCC
2. Operational Flow Chart ADDC and GCI
3. Operational Flow Chart EW

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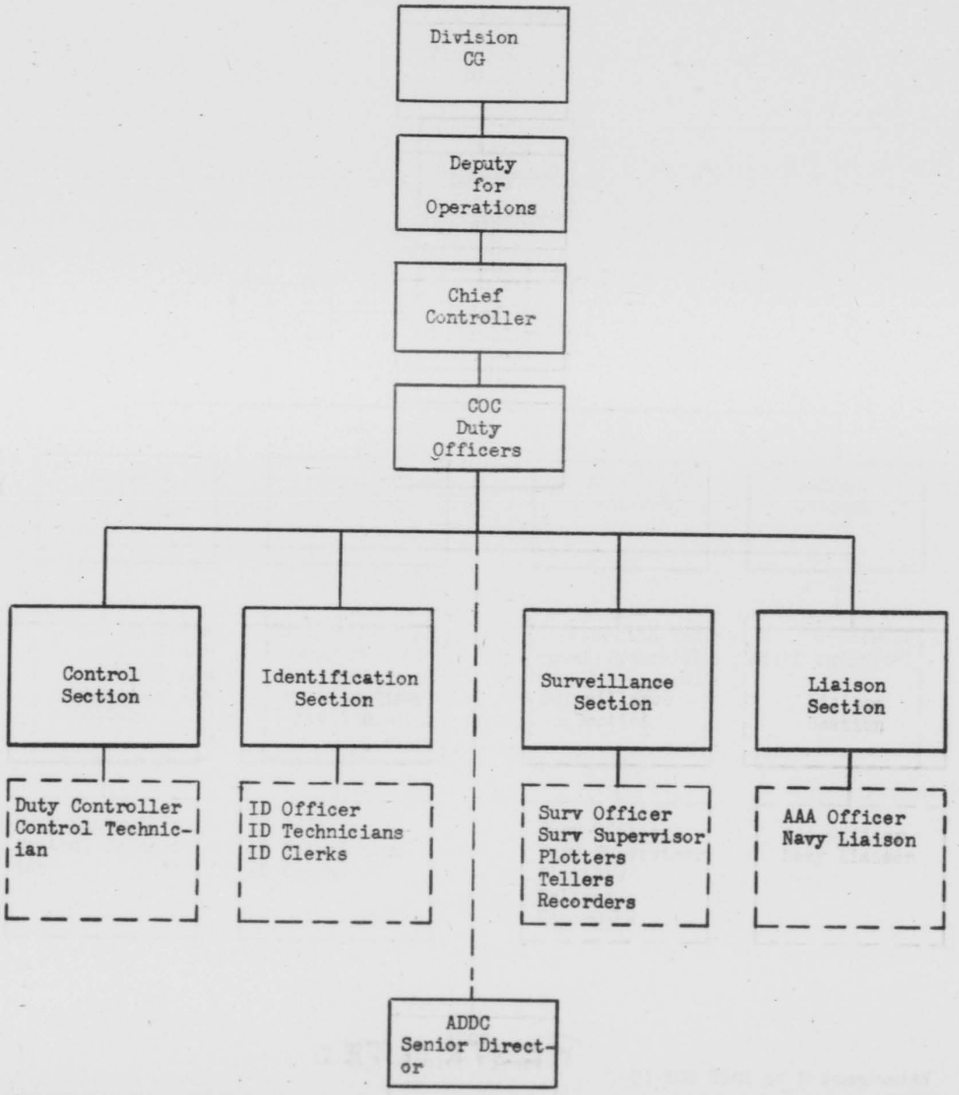
OPERATIONAL FLOW CHART

ADCC



Attachment 1 to EADF SOP 55-7

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OPERATIONAL FLOW CHART

ADDC and GCI

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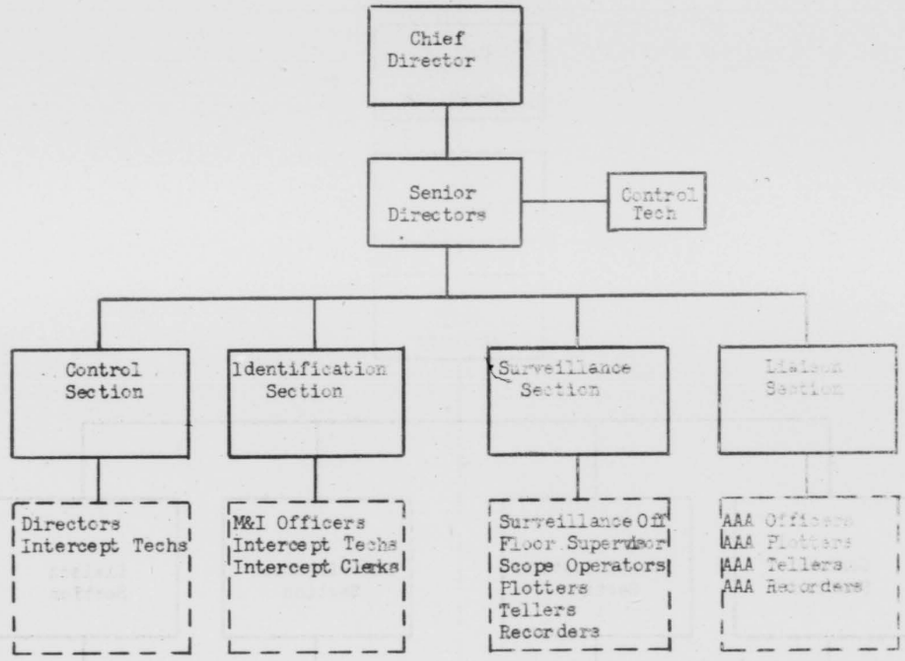

Attachment 2 to EADF SOP 55-7

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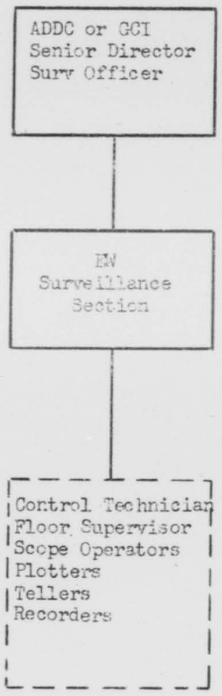
OPERATIONAL FLOW CHART

EW



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SECURITY INFORMATION

EADF STANDING OPERATING PROCEDURE NUMBER 55-7A

HEADQUARTERS EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N.Y.
22 October 1952

OPERATIONS

Operational Responsibilities

(Amends EADF SOP 55-7, 19 Aug 52)

* * * *

SECTION V - AIR DEFENSE CONTROL CENTER (ADCC)

5. The combat operations section of the ADCC is composed of the director of combat operations, chief controller, the COC duty officer(s), the duty controller(s), the surveillance and identification officers, and control technicians. The duties of each are: (For Operational Flow Chart see Attachment 1)

a. Director of Combat Operations. The director of combat operations is responsible to the Deputy for Operations and the division commander for the efficient operation of the ADCC. He is assisted by a chief controller in performing the necessary administrative and supervisory control functions. Specifically, they will:

* * * *

BY COMMAND OF MAJOR GENERAL NELSON:

OFFICIAL:

R. H. THOM
Lieutenant Colonel, USAF
Asst Air Adjutant General

GEORGE F. SMITH
Brigadier General, USAF
Vice Commander

1 Attachment
Amended Operational
Flow Chart ADCC

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(Replaces Attachment 1 to EADF SOP 55-7)

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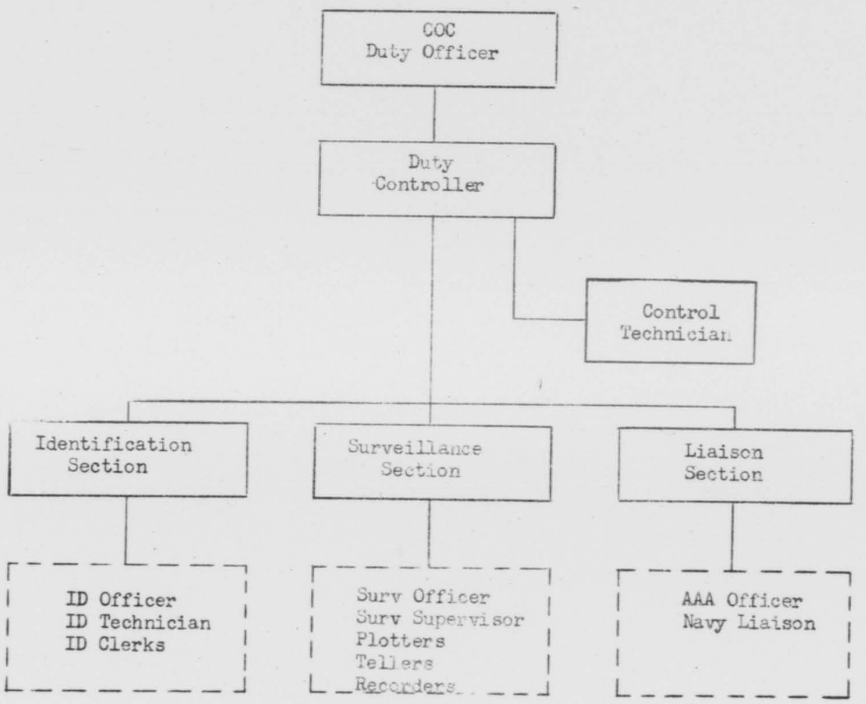
OPERATIONAL FLOW CHART

ADCC



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EADFR 50-9

EADF REGULATION)
:
NUMBER 50-9)

HEADQUARTERS EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N.Y.
20 August 1953

TRAINING

Interceptor Crew-Controller-Director Cross Training Program

(RCS: EADF-T4)

(Supersedes EADFRs 50-9, 4 Apr 52; 50-9A, 3 May 52; 50-9B, 10 Dec 52, and EADF SOP 50-3, 14 Jun 51)

1. Purpose. To prescribe a program for operational cross training of directors, controllers and interceptor aircrews within EADF.

2. Responsibility. The commander of each air division (defense) will be responsible for implementation of this program for aircraft directors and controllers of his command, and for interceptor aircrews of fighter units under his operational control.

3. Applicability. This cross training will be applicable to all directors and controllers and to all interceptor pilots and radar observers of interceptor aircrews of EADF.

4. Cross Training Program. Each controller, director, day interceptor pilot, and AW aircrew will complete the program outlined below, each calendar year. All assigned personnel will complete their training under this directive by 31 December of each year.

a. Interceptor Pilots. Will attend the training program outlined in Attachment 1 of this regulation at ADDC's designated by the air division commander. Day interceptor pilots and AW aircrews will attend annually.

b. Radar Observers. When possible, with their assigned pilots, will attend annually the training (outlined in Attachment 1) at ADDC's designated by the air division commander.

c. Directors and Controllers. Will attend annually the training program (outlined in Attachment 2) at fighter bases designated by the air division commander.

5. General. a. The attendance of pilots, R/O's, directors and controllers will be schedules proportionately throughout the calendar year.

b. Selection of the ADDC's and fighter bases to conduct this training program will be made to insure that adequate facilities to accomplish an effective and worthwhile program are available. The air division commander will insure that an adequate number of directors and controllers are scheduled for each training program at an interceptor base to insure the efficient conduct of the program. The defense wing commander will insure that an adequate number of interceptor crews are scheduled for each training program at the designated ADDC to insure the efficient conduct of the program. The suggested programs outlined in Attachments 1 and 2 are not directive in respect to content or duration.

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c. A workable method for evaluating the effectiveness of this training program and a means for acting on recommended solutions to operational problems, as presented by the designated training supervisors, will be established by the appropriate air division commander and defense wing commander.

6. Reporting Data. a. Title of Report: Interceptor Crew-Controller-Director Cross Training Program.

b. Frequency: Annual.

c. As of Date: 31 December of each year.

d. Due Date: 15 January of each year.

e. Method of Transmission: Letter.

f. Security Classification: Restricted.

g. Number of copies: Three.

h. Form Number: None.

i. Reporting Responsibilities: Individual AC&W squadron reports and individual interceptor squadron reports will be submitted through proper channels to Headquarters EADF.

j. Addressee of Report: This headquarters, Attn: Director of Statistical Services.

k. Requiring EADF Agency: Directorate of Operations and Unit Training.

7. Reports Control Symbol. RCS: EADF-T4 is assigned.

8. Records Disposition Instructions. Reports required by this regulation will be maintained by the preparing agency for a minimum period of one year after which they may be removed from the files and destroyed. This headquarters will maintain a record file of these reports.

9. Attachments 4 and 5 are furnished to afford the individual GCI director, fighter-intercept pilot, and AW aircrews a means of self-improvement in the execution of intercept missions.

a. These check lists may be used at the discretion of the air division commander, upon the completion of the designated interceptions, for exchange between interceptor pilots and directors. The exchanged check lists will serve as a constructive and tangible basis for discussion during the scheduled pilot director cross training program.

b. The air division (defense) commander will insure that all GCI directors, intercept pilots, and AW aircrews under their command are thoroughly

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familiar with the applicable check list. Check lists will be reproduced locally and disseminated as required.
(EAOOT)

BY ORDER OF THE COMMANDER:

OFFICIAL:

JOHN L. WARREN
Colonel, USAF
Adjutant

J. W. FOUNTAIN, JR.
Major, USAF
Asst Adjutant

5 Attachments
1. Suggested Tng Program for Ftr-Intcp Plts and R/O's
2. Suggested Tng Program for Dirs and Controllers
3. Plt Dir Cross Tng Rept Format
4. Intcp Plt Proficiency Ck List
5. GCI Controller Proficiency Ck List

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SUGGESTED TRAINING PROGRAM FOR FIGHTER-INTERCEPTOR PILOTS AND R/O's IN AIR DEFENSE DIRECTION CENTERS

1. Purpose. To indoctrinate fighter-interceptor pilots and R/O's in the capabilities and limitations of the electronic equipment used at ADDC's and in the ground operational problem incident to interception.

2. General. Periodic detail of interceptor pilots with their R/O's will normally be effected for a period of one day at ADDC's - designated by air division commanders. The air division commander should insure that the site or sites involved will be active in GCI missions during the indoctrination periods. When a station cannot accomplish GCI missions as scheduled, an extension of the indoctrination period may be ordered so that the trainee may observe and participate in control work. The ADDC concerned should be notified well in advance of this scheduled training to make arrangements for conducting the program.

3. Outline of Program. a. Morning. Personnel detailed for the program will be met and briefed by the direction center chief of the station at the specified place and time, and a tour conducted of all electronic facilities. During this tour, the use, capabilities, and limitations of electronic equipment involved should be briefly explained and demonstrated by the designated training supervisor.

b. Afternoon. Personnel will be scheduled to observe operations in the control room and to become familiar with all operating positions. Utilization of the pilots and R/O's at the various positions is preferred. At all times, a qualified duty director will be present to answer any questions relative to operational procedures. During the periods of conducted GCI operations, the pilots and R/O's should observe the directors at the scope, and the duties of the senior director, and be free to ask any questions relative to the operations. It is desirable that both pilots and R/O's be given an opportunity to actively control a practice interception from the scope in order to fully understand the capabilities and limitations of the installed equipment. When aircraft are not available for practice intercepts, the 15-J-1C may be utilized.

4. The active participation in the operation of a GCI station and the observation of directors in the performance of their duties during interception missions should provide interceptor pilots and radar observers with a fair understanding of the problems and operating principles involved in the ground phase of GCI operations, thus enhancing the efficiency of the pilot-RO director team in air defense operations.

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SUGGESTED TRAINING PROGRAM FOR DIRECTORS AND CONTROLLERS AT DESIGNATED FIGHTER WING BASES WITHIN EASTERN AIR DEFENSE FORCE

1. Purpose. To prescribe periodic assembly of all directors and controllers within the air divisions for the purpose of refreshing them in the mechanics of the intercept problem, acquainting them with the problems encountered by fighter-interceptor pilots and R/O's in their phase of the GCI mission, and providing an opportunity for directors and controllers to develop improvements in the operational air defense phase of GCI work.

2. General. The suggested program is based on a two-day period at a fighter base designated by the air division commander. The program should be arranged to allow flexibility in the daily schedule to compensate for adverse weather conditions affecting the flight phase of the program. The selection of the fighter base by the air division commander conducting the program should be based upon the extent of available facilities essential to the presentation of a well-rounded program. The fighter squadron concerned should be given adequate advance notice of the reporting date of the controllers and directors for this scheduled training in order to make the necessary arrangements prerequisite to an effective program.

3. Outline of Program. a. Morning of First Day.

(1) First Period. Assembly at specified time and place for a brief talk by the wing, group, or squadron commander.
(a) At this time, the program and the importance of the aircrew-controller-director team can be revised and emphasized by the designated training supervisor. Special instructions relative to the over-all school program and personal accommodations can be issued. Course outlines and other hand-outs, with a brief resume of the program may be effected during this period. One hour.

(2) Second Period. May be utilized in formal classroom training involving problems and techniques relative to the latest developments in GCI operations and a review of the mechanics of the intercept problems. One hour.

(3) Third Period. A conducted tour of various operational and maintenance facilities available at the base. A conducted tour of nearby electronic facilities to include, if available, a GCA trailer, a VHF/DF van, and the instrument approach facilities at the base. One hour.

(4) Fourth Period. May be scheduled at one of the fighter squadrons' operation rooms and so conducted to acquaint the controllers and directors with the general operations of the squadron, personnel involved, duties and responsibilities of the pilots and R/O's personal equipment involved in flight operations and cockpit familiarization with the pertinent tactical aircraft. Individual controllers and directors should be teamed with an interceptor pilot and R/O, with a definite schedule and indoctrination program arranged. One hour.

(5) Fifth Period. May be scheduled at the same squadron operations room as in the fourth period with all available assigned pilots and R/O's present. Discussion between the

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pilots, R/O's and the controllers and directors on any pertinent problems that exist, should be led by the squadron commander or squadron operations officer. A general statement and review of current fighter operational problems that will concern the controller and directors will be given. One hour.

(6) Sixth, Seventh and Eighth Period. Normally will consist of the flight phase of the program. The directors should be divided into two groups and scheduled in the following manner:

(a) The first half of these three periods: The first group of controllers-directors will be scheduled to fly in the C-47 or similar type aircraft as target aircraft in practice GCI Missions. The interceptor should be a T-33 or other suitable two-place aircraft in which the second director will be scheduled to fly as observer in the GCI Mission.

(b) The second half of these three periods: The procedure will be reversed so that they may observe both phases. Three hours.

b. Morning of the Second Day. The director-controller group may visit an adjacent ADDC to observe actual operations in the control of fighter aircraft engaged in GCI Missions and recovery of fighter aircraft under instrument conditions (in conjunction with the air base instrument approach control system, and under simulated emergency conditions of various types to include PPI assets under GCI control.) The ADDC selected should be so arranged that the latest available techniques and electronic equipment are explained and demonstrated.

c. Afternoon of the Second Day. This period is scheduled for the F-86 simulator and so conducted to acquaint the controllers and directors with the general characteristics of the F-86, its capabilities and limitations.

(1) A general discussion should be led by the designated training supervisor of the program with the intent of solving any problems pertaining to the operational phase. Specific problems and recommended solutions by the controllers and directors should be secured by the training supervisor and presented to the wing and air division commanders for consideration. It is suggested that a means for the controllers and directors to evaluate the effectiveness of the program be introduced at this time to improve subsequent programs.

4. It is anticipated that the controllers and directors will obtain an understanding of the operating problems pertaining to the ground and flight phase of the air and interception mission. A means for standardization of the operational procedures is available through this program and it is expected that direct results of this standardization will be apparent in the increased efficiency in the director-interceptor aircrew team. The program also provides for the exchange of new ideas and the means for solving operational problems which adversely affect the efficiency of the air defense effort. The program further provides a method for presenting recommended solutions to the proper authorities for action.

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PILOT DIRECTOR CROSS TRAINING REPORT

(RCS: EADF-T4)

_____ Air Division (Defense) _____ Date
(As of Date)

PART I - DIRECTORS-CONTROLLERS

1. Number of directors and controllers attending training this calendar year. _____

2. Number of directors and controllers that have not received training this calendar year. _____

3. Number of directors and controllers that have received training in the F-86 simulator this calendar year. _____

4. Number of directors and controllers that have not received training in the F-86 simulator this calendar year. _____

PART II - DAY PILOTS

1. Number of day pilots attending training this calendar year. _____

2. Number of day pilots that have not received training this calendar year. _____

PART III - AW PILOTS

1. Number of AW pilots attending training this calendar year. _____

2. Number of AW pilots that have not received training this calendar year. _____

PART IV - RADAR OBSERVERS

1. Number of R/O's attending training this calendar year. _____

2. Number of R/O's that have not received training this calendar year. _____

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INTERCEPT PILOT PROFICIENCY CHECK LIST

(To be completed by the director in evaluating the intercept mission as directed by air division (defense) commander. To be used by the pilot as a guide for his part in the proper procedure of a standard well-handled interception.)

DATE _____

SCRAMBLE TIME _____Z

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I. General

1. Designator call of interceptor pilot under control. _____
Example: Bucket 24

2. Was the intercept considered successful in every respect? yes _____ no _____.

If negative answer above, circle the pertinent unsuccessful or negative statements below as applicable. Use Remarks Section for complete coverage as necessary.

*3. Was the scramble effected within the time limit commensurate with the pilot's state of alert?

4. Did the pilot follow the initial vector and angels given in the scramble order?

5. Did the pilot establish initial voice contact with you on Fox channel?

*6. Was the pilot passed to your control properly by adjacent GCI stations involved?

7. Was voice contact changed to the appropriate VHF control channel and satisfactorily maintained?

8. Did the pilot inform you at the time he reached the ordered angels?

*9. Did the pilot complain of excessive interference on either Fox or tactical control channel?

10. Did the pilot request channel suitability check of you?

11. Did the pilot use concise R/T voice procedure?

12. Did the pilot use proper R/T terminology in accordance with ACP 165?

13. Did the pilot repeat all vectors and changes of angels given by you?

14. Did the pilot hold steady headings and angels as directed?

15. Did the pilot execute all requested vectors and changes in angels promptly and accurately?

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16. Was the VHF channel free of unnecessary chatter between aircraft? If not, between what elements? _____.

17. Did the flight under control fly sufficiently close formation at all times so that a good radar return was assured? If not, at what times did the formation appear to break up?

18. Did the pilot, upon tally-ho, secure sufficient target information and relay to you for proper identification of the target?

19. Did the pilot keep the target under surveillance until such time as the target was properly identified by you?

20. Did the pilot maintain contact with the target after the tally-ho and until proper identification was made?

21. Did the pilot experience difficulty in effecting tally-ho due to faulty height information concerning the target?

22. Did the pilot indicate that he was not aware of the capabilities and limitations of the director's electronic equipment by certain actions of the pilot? If so what specific actions?

23. Did the pilot keep you informed of any weather being encountered?

24. Constructive remarks:

*Note: These phases result from equipment or system functions and the immediate pilot or director may or may not possess control over them.

II. Night or Low Visibility Intercept

1. Did the pilot inform you whether his weapon was sweet, sour, or bent?

2. Did the pilot experience difficulty in making a visual on the target when within sufficient range?

3. Did the pilot-R/O team "judy" and obtain a visual on the target?

4. Did the pilot request "pigeons" upon completion of intercept?

SIGNATURE OF DIRECTOR _____

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GCI CONTROLLER PROFICIENCY CHECK LIST

(To be used by the pilot in evaluating the intercept mission as directed by the air division (defense) commander. To be used by the GCI director as a guide for his part in the proper procedures of a standard well-handled interception)

DATE _____

SCRAMBLE TIME _____Z

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I. General

1. Designator call sign of the director handling the interception. Example: Shinbone 4.

2. Was the intercept mission successful in every respect? yes _____ no _____.

If negative answer above, circle the pertinent unsuccessful or negative statements below as applicable. Use remarks section for complete coverage as necessary.

*3. Was the scramble for the interception ordered properly through normal states of availability and alert?

4. Was the initial vector and desired angels of the interceptor given by the director in the scramble order or at least prior to take-off?

*5. Did the director establish initial voice contact on Fox Channel?

6. Did the director request VHF channel change to the appropriate squadron tactical control channel for further contact?

7. Did the director request channel suitability and interference check from you?

8. Did the director use concise R/T procedure?

9. Did the director use proper voice terminology at all times in accordance with ACP 165?

10. Did the director inspire confidence in you by his general attitude and handling of the intercept?

11. Did the director notify you when he had you in contact on his weapon and reassure you by giving you your location relative to designated coded check points?

12. Did the director keep in contact with you without long periods of radio silence?

13. Did the director periodically assure you by giving you your location relative to designated check points at various times while under his control?

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14. Did the director request "what state" from you when assuming control?

15. Did the director request "what state" of you while under his control sufficiently to insure that you landed with a safe margin of fuel at the completion of the mission?

16. Did the director give you the following target information concisely, completely and timely?

a. Angels of target.

b. Number of aircraft in target.

c. Location of target clock direction from you.

d. Location of target in miles from you.

e. Approximate relative speed of target.

f. True course of target.

g. The closing path of you to target.

h. The identity of target.

17. Did the director give you the above information periodically prior to intercept as changes occurred in the information and in more rapid succession as you approached the target?

18. Did the director give you your rate of closure on the target prior to intercept?

19. Did the director give you altitude information on the target that was accurate within plus or minus 1000 feet?

20. Did you feel at any time that the director was not sure of himself during the interception or positive as to the information given you? If so, when and for what reason apparent to you?

*21. Did the director keep you informed of any weather changes en route or at your home base that may have occurred during the intercept that would be of interest to you?

22. Did the director speak clearly at all times?

23. Did the director require that you repeat back all vectors and changes in angels given to you?

24. Did the director keep you informed of all aircraft in your vicinity while under his control?

*25. Were you passed properly to adjacent GCI directors on your return to home base?

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26. Did the director advise you of alternate procedures in the event of communications failure or jamming was experienced of communications?

27. Did the director give any directions that would indicate he was not aware of the capabilities and limitations of your aircraft? If so, what?

28. Constructive remarks:

*Note: These phases result from equipment or system functions and the immediate pilot or director may or may not possess control over them.

II. Day Interception.

1. Did the director position you above the target for initial attack?

2. Did the director position you up sun from the target for your initial attack?

3. Did the director give you vectors that were possible to execute at all times during the interception?

4. Was the last vector given you by the director to the target one that gave you and your flight a normal pursuit curve approach into the target for attack position?

5. Did the director assess properly your maximum rate of turn at the altitude involved in the interception to allow for proper positioning into target?

6. Did the director position you properly in angle-off for best results for the type of target involved?

7. Did the director give you accurate "pigeons" upon your request?

III. Night or Low Visibility Intercept with Airborne Radar Operative.

1. Did the director position you properly for "judy" within acceptable limitations?

2. Did the director regulate properly your rate of closure on the target?

3. Did the director attempt to position you properly if "judy" was not made on the first attempt?

4. Did the director keep you advised at all times of any other aircraft in the target vicinity?

5. Did the director give you information either negative or positive relative to any ECM employed by the target aircraft?

6. Did the director secure an IFR clearance for you as desired?

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7. Did the director give you "punch" at the proper time?

8. Did the director indicate that he was aware of the capabilities and limitations of your AI equipment by certain directions that were given or not given you?

9. Did the director keep you informed and vector you clear of any thunder showers or intense precipitation areas in your vicinity?

10. Did the director give you accurate "pigeons" upon your request?

IV. Night or Low Visibility Intercept with Day Fighter or with All-Weather Fighter with Airborne Radar Inoperative.

1. Did the director secure your IFR clearance as desired?

2. Did the director keep you informed at all times of other aircraft in your vicinity?

3. Did the director position you slightly below the target for initial attack position?

4. Did the director position you properly in relation to the sun, moon, or cloud cover for maximum target visibility?

5. Did the director position you astern for your intercept?

6. Did the director limit your rate of closure on the target so that visual contact and your ability to stay visual with the target was possible?

7. Did the director keep you informed and vector you clear of thunder showers or intense precipitation areas while under his control?

8. Did the director attempt to vector you again to the target for a visual, if contact was not made or lost upon the first pass?

9. Did the director give you accurate "pigeons" upon your request?

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SIGNATURE OF INTERCEPT PILOT _____

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EADF REGULATION)
:
NUMBER 51-6)

HEADQUARTERS EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N.Y.
15 August 1953

FLYING TRAINING

Flying Training for AC&W Personnel

(Supersedes EADFR 51-6, 28 Jun 52)

1. Purpose. To prescribe procedures to insure the maintenance of flying proficiency among AC&W personnel.

2. References. AFR 60-2, AFR 60-17, ADCR 51-1 and ADCR 51-3.

3. General. There is a tendency for the over-all flying proficiency and, in turn, the morale and efficiency of AC&W pilots to retrogress due to the distant geographical location of many AC&W units from the air bases to which they are assigned for flying. These officers, traveling at their own expense, often find difficulty in getting necessary time off from AC&W duties and in coordinating flight and instructor pilot schedules. However, they are no less responsible for meeting minimum flying requirements.

4. Responsibility. Commanders of AC&W squadrons and commanders of units to whom AC&W personnel are attached for flying are responsible for establishing and coordinating AC&W flight schedules.

5. Procedure. a. The commander of each AC&W unit will forward to the commander of unit of attachment a monthly list of his rated officers and the periods of time they will be available for flying.

b. The operations officer of the unit of attachment will publish weekly flight schedules for AC&W personnel at least fifteen days prior to the day of flight. These schedules will be based upon the lists of availability as submitted by AC&W unit commanders.

c. AC&W pilots will be scheduled for diversified types of flights to insure completion of their annual flying requirements. Necessary instructor and check pilots will be made available.

d. A weekly copy of the AC&W flight schedules will be submitted to the AC&W units concerned. Schedules will be directive upon individuals involved and will be as inflexible as unforeseen exigencies (weather, illness, unusual maintenance problems, etc.) will permit.

e. Whenever possible, AC&W pilots should be picked up by an aircraft at the "N," "NG," "P," or "PC" airport nearest the location of their AC&W unit. This procedure will not only facilitate the obtaining of flying time but will in many cases alleviate the necessity of the AC&W pilot driving many road miles to obtain his flying requirements.

6. Periods of Intensified Training. a. Before an AC&W pilot is ordered to combat flying, he will be provided an opportunity for intensive flying

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training. Commanders will release such officers from all AC&W duties and place them on TDY status to the organization to which they are attached for flying for a period sufficient to accomplish twenty hours of diversified flying training, or such portion thereof as directed reporting dates permit.

b. AC&W pilots will be released for flying duty for a period sufficient to meet the provisions of AFR 60-17 prior to being transferred to another command.

c. Upon being assigned to AC&W units, pilots who are deficient in AFR 60-2 and 60-4 requirements will be released to the appropriate unit for flying duty prior to assuming AC&W duties. The period involved will be sufficient to enable the pilot to become current in all flying requirements.

d. In each instance when compliance with paragraph 6a, b or c, above, is impossible, a complete explanation will be submitted through command channels to this headquarters.
(EAOOT)

BY ORDER OF THE COMMANDER:

BARTON M. RUSSELL
Colonel, USAF
Acting Vice Commander

OFFICIAL:

JOHN L. WARREN
Colonel, USAF
Adjutant

DISTRIBUTION:
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SECURITY INFORMATION

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ECM BRIEFING

By Col. N.S. Brooks, Director of Communications and Electronics

2 April 1953

The policy for the implementation of electronic countermeasures within Air Defense Command is as follows: "Air Defense Command must be prepared to utilize to the maximum those electronic countermeasures devices and techniques which economically give value received in increased air defense capability.

1. Anti-Jamming

To insure efficient operation of air defense electronic equipment despite enemy electronic countermeasures, comprehensive anti-jamming devices and techniques must be utilized, and personnel must be well trained in the use of these devices and techniques.

2. Passive Detection

Electromagnetic radiations of intruder aircraft and guided missiles will be used to provide early warning information, and to augment identification capabilities.

3. Ground-Based Jamming

The high cost and low reliability of ground-based jamming equipment currently in use make it uneconomical for early application to area or population targets. The use of ground-based jamming for protection of pinpoint targets, requiring high bombing accuracy, appears profitable and should be pursued. Research and development should continue along lines to defend area and population targets."

Any device or system that depends on the radiation and/or reception of electromagnetic waves can be completely and relatively easily inter-

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fered with or jammed. Little information is available on Soviet capabilities in the electronic countermeasures field. However, we must assume that the Soviet capability is at least as good as that of the U.S., and our actions must be influenced accordingly. Since 1946, the Soviet has placed a very high priority on the development of all ECM equipment. They have spent considerable time and effort in the jamming of Voice of America radio stations. These operations have proven very successful from the Soviet point of view. It is logical to assume that concurrent with the development of equipment and techniques for this purpose, an attempt has been made to design jamming equipment to operate in other portions of the frequency spectrum, which would include radar systems. We know that subsequent to the war they acquired all records of German research and much German equipment and personnel.

Before we go further, what are electronic countermeasures? The loosely used term ECM actually includes two separate and distinct types of activity. Here we see it broken down.

CHART I

During the next few minutes, I will outline for you both the electronic countermeasures and counter countermeasures available within the Eastern Air Defense Force in the discharge of its air defense responsibilities. I will first outline the electronic countermeasures upon which we must depend to counteract electronic systems and devices which it is anticipated that any hostile force will employ, and following this I will outline the electronic counter countermeasures which we use to protect our own electronic systems.

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Any attacking force can be expected to use in varying degrees, depending upon the situation, various pieces of electronic equipment installed in the aircraft to be utilized for the attack.

CHART 2

CHART 3

The radio compass undoubtedly would be used to navigate or home on any broadcast station within our geographical area, whose location could be definitely determined. To deny the use of this type of facility to an attacking force, our CONELRAD Plan has been devised.

CONELRAD, or the Control of Electromagnetic Radiations, is a plan to confuse the enemy, and to deny him the use of our commercial radio stations as an aid to navigation. At a given signal from the ADCC, all broadcast stations within the sector remove their signals from the air. From that point on, no identification is made by any broadcast station until so authorized by the FCC. Those stations which participate in the CONELRAD Program then switch their frequencies to eight 640 or 1240 Kcs. This frequency shift is accomplished within 5 minutes. Each station utilizes a power usually varying between 5 and 10 kilowatts, but in no instance over 10 kilowatts. Non-directional antennas are used by all stations. From this point on, any one of a number of systems for broadcasting may be used by the stations concerned as predetermined by the FCC.

Today, there are located within the EADF area of responsibility 901 commercial medium frequency broadcast stations. Of this number, 410 are participants in the CONELRAD Program. The remaining 491 stations will

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immediately leave the air upon the implementation of CONELRAD, along with all TV and FM stations. Although a few operational procedures require practice toward perfection, the system is now in existence and can be made operational. Plans are being made for a test of the system within the next month.

Although the medium frequency broadcast station is by far the most important radio service which must be curtailed since complete listings, frequencies, and locations are available to the general public, CONELRAD will not be fully effective until its operation has extended to all radio stations, high frequency as well as medium frequency. This extension is now under study by the FCC and the Department of Defense, and in all probability will result in a determination that some services are necessary in the national interest and will be permitted to operate, while others are non-essential and will be removed from the air. The identity and location of those stations permitted to operate will of necessity be concealed.

The second piece of equipment which would be basic in any attacking aircraft is the HF radio receiver. This piece of equipment could and would be used to advantage in the reception of our radio ranges for navigational purposes. The obvious countermeasure in this instance is the removal of the radio range station from the air, and such removal is included in the plan for the implementation of SCATER.

SCATER, or the Security Control of Air Traffic and Electronic Radiations is implemented by division commanders within their areas of responsibility, and is designed to deny to an attacking force any assistance

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from U.S. navigational aids. Any or all navigational aids may be removed from the air, dependent upon the situation. Dependent upon the type of alert, facility removal would in all probability begin with loran, low frequency radio ranges, and low frequency radio beacons. The shutdown can extend as far as VHF radio ranges, ILS, or any other navigational aid, military or civilian.

Little is now available to counter any radar navigational or bombing systems carried by hostile bombers. While it is certainly possible theoretically to camouflage target areas by covering them with a non-reflecting surface, or to simulate targets and navigational check points by the installation of reflecting devices, these measures are so expensive that it does not appear practical to utilize them. The high cost and low reliability of current jamming equipment makes it uneconomical for early application to area or population targets. However, it is profitable to utilize this equipment for the protection of pinpoint targets requiring high bombing accuracy. ADC is fully aware of the need for ground-based jammers. Within the next year, six X-band ground jammers will be made available to ADC. This is primarily test rather than operational equipment, but it is believed that worthwhile training and system testing can be accomplished, as well as the development of system procedures for the integration of operational jammers into our defense system. These installations will be made at potential targets requiring high bombing accuracy.

The characteristics for S and X-band ground jammers have been cansolidated in the AN/MLQ-2 ground jammer. The first production model of this

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piece of equipment is now being produced by Gilfillan. Information on cost or capabilities is not known at this time, but if the equipment meets requirements, it may be available in 1955 or 1956.

Now for a brief examination of our counter countermeasures program. The mission of the Eastern Air Defense Force is to detect, identify, intercept, and destroy any hostil aircraft penetrating our area of responsibility. Today, the performance of such a task is difficult, if at all possible, without the use of extensive electronic systems and devices. We have those systems and devices, but we must be assured that they will properly function during a time when countermeasures are being employed against them by the attacking forces.

CHART 4

We have ground-based radar for detection, we have IFF for identification, effective interception is predicated upon the existence of a reliable ground/air communications link, and more and more we will depend upon airborne radar for the final phase of interception and destruction. The attacking force can certainly be expected to utilize countermeasures against our ground-based radar. It is practically certain that such a force would drop chaff or other reflecting surfaces to confuse our scope operators. Unless we are able to utilize the radar equipment, despite the application of these countermeasures, we stand little chance of detecting and accurately locating the target in space. Therefore, our operators must be trained to operate the system through this type of interference.

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CHART 5

To provide this training, we have within the Eastern Air Defense Force an ECM Flight of 3 B-25 aircraft. A typical training mission includes visits to an AC&W site by the ECM Flight, at which time lectures and training films are presented to the operators. This instructional period is designed to familiarize the operators with the conditions under which they may be forced to operate, to train them to identify the type of countermeasure being employed against the radar, and to further train them in methods in which the target can be continuously tracked through the interference, assuming of course that the equipment they are operating is not completely blanketed by the false returns.

Following this ground training program, the ECM aircraft flies within the area of pickup of the site undergoing training and drops chaff to provide the operators an opportunity to operate under actual conditions as they would exist if such a countermeasure were being utilized against the station. The B-25 aircraft of the ECM Flight also have electronic jammers installed and the same procedures are employed in the training of operators to identify and work through electronic jamming. However, the capacity of the aircraft is such that it is not possible to install all of the desired electronic jamming equipment. These aircraft are able to carry only one S-band and 2 L-band jammers along with the associated equipment. This equipment is inadequate to jam two or more radar sites simultaneously, or even one radar of the multiple beam variety as the

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CPS-6B or FPS-3. Further, the size also limits the amount of chaff which can be carried in the aircraft on any given mission. This latter limitation makes it necessary for the aircraft to land at frequent intervals to obtain additional chaff. To adequately train radar operators within the Eastern Air Defense Force, approximately 6,000 flying hours are required annually by ECM aircraft, whereas approximately 2,000 hours annually are available to us. It does not appear at this time that there will be any increase in the number of aircraft for ECM training purposes. Consideration is being given to the assignment of larger aircraft capable of carrying the required equipment, but this is probably a considerable time off. Both of these problems have been presented to Air Defense Command. That headquarters recently attempted to replace the B-25 aircraft with Convairs, but this request was disapproved by Hq USAF.

Regarding the protection of our ground radar systems, we can expect work in the next year on wider tuning ranges of radar sets to minimize the effects of spot jamming, and provisions for operators of multiple beam radars to observe any one or combination of beams as desired. Since each beam is on a separate frequency, it is obvious that the capability of observing any single beam will minimize the effects of spot jamming.

We are presently using 2 multiple beam type radars - the FPS-3 and the CPS-6B. The FPS-3 uses 2 beams, either of which can be observed separately. However, only one beam of the 5 on the CPS-6B can be utilized separately. We have been informally advised by General Electric engineers that the scheduled modification of 5 of our 6B sites will permit up to

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about 15 combinations of separate or multiple beam selection for observation. By 1956, we can expect higher powered radars and more effective anti-jamming circuitry. Subsequent to 1956, we might expect to see pulse to pulse frequency shift radars which will give random frequency operation within certain limits, and also, increased frequency dispersion among radars to avoid crowding many signals in any one small frequency band.

The second air defense function, or that of identification of aircraft approaching our area of responsibility, is not at the present time susceptible to the application of electronic countermeasures by the enemy, in that dependence is not now placed in electronic systems for identification.

The third function or the interception of hostile aircraft is entirely dependent upon reliable ground/air communications, and this system at the present is the most vulnerable to enemy action. This link would probably pay the enemy the greatest dividend for effort expended. When it is realized that any given UHF channel can be jammed with a power of 5 watts, at a cost of 3,000 pounds, and that the enemy jamming of the ground/air communications link becomes more effective as the interceptor approaches the jamming aircraft, it can be seen that the situation becomes critical at increased interception ranges made possible by greater radar range and more efficient interceptor aircraft. However, the jamming aircraft is limited in power output and will in all probability be limited to omnidirectional antennas. This means that to effectively combat enemy jamming of this type, a higher power and/or directional antennas must be used by the ground station. Since the jamming is effective only during the period subsequent to the takeoff of the intercept aircraft and prior to the time

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the installed airborne radar takes over, the extension of the range of the airborne radar will materially aid in the solving of this problem. The incorporation of a directional antenna on the fighter aircraft will be useful in decreasing jamming effectiveness as well as possible use in homing on the jamming transmission. An automatically oriented airborne antenna, which is constantly pointed towards the ground radar station, would provide an amount of gain equivalent to a tremendous increase of the power of the ground station.

Realizing the vulnerability of this portion of the air defense system, it has been given considerable attention. All possible measures have been taken to protect the link with available resources, and new equipment presently being received will permit the use of additional protective measures. Each aircraft of the ECM Flight has installed 2 VHF jammers. ECM training missions include the use of these jammers against the ground/air link of the air defense system.

Each ADDC maintains a radio transmitter tuned in the broadcast band to exercise broadcast control over interceptor aircraft in the event of jamming. This system is tested once monthly by each station during certain early morning hours. However, the equipment is obsolete transmitting equipment of the 1930 vintage, with which radio personnel are not too familiar and further the equipment is extremely critical in its adjustment. As a consequence, the maximum capability of the equipment is not being realized. To improve the latter condition, we are now closely monitoring the monthly tests, and ascertaining that personnel are as thoroughly familiar with the available equipment as possible.

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As for the protection of our ground/air link, we can expect, within the next year or so, the use of directional antennas, higher power for ground equipment, use of multiple transmission channels, channel rotation, and possibly the use of radio broadcast stations for control purposes. USAF has already approved a requirement for one 1000 watt UHF amplifier and directional antenna for each Class II and Class III station. The equipment will be shipped to AC&W stations in accordance with established priorities as soon as it is available. Subsequent to 1956, we might well expect to see control data superimposed on the radar signal.

The final or destructive phase of our mission will become increasingly dependent upon the use of airborne radar equipment. Since the AI radar beam is highly directional, the enemy will be forced to resort to spot and directional jamming for effective neutralization. The only measure available to us at present to counteract the jamming of this equipment is the training of our operators to utilize the equipment despite jamming efforts. This training also is provided by the ECM Flight during interceptions made on ECM aircraft while those aircraft are dropping chaff. Aircraft of the Strategic Air Command also provide training in this respect during those joint exercises engaged in by Strategic Air Command and the Air Defense Command. At that time, full use is made of chaff against interceptor aircraft by the Strategic Air Command. A program of training, utilizing electronic jamming has been accomplished within the Eastern Air Defense Force utilizing an experimental airborne X-band jammer. This jammer was exceptionally effective against the airborne radar, however, the

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equipment was on loan from the Wright Air Development Center and has been returned because of equipment failure. However, Air Defense Command has placed a requirement on Hq USAF for one of these airborne jammers to be installed in each ECM aircraft assigned. This will provide adequate training in the use of AI radar. The effectiveness of this type of jammer is such that training in itself is inadequate. Not only extensive training, but perhaps equipment redesign as well will be required to overcome this type of jamming. We do not have too much of a tangible nature to look forward to; perhaps the use of tunable magnetrons in airborne radar intercept equipment, the development of circuits to minimize the effects of jamming and continued research and development along general lines.

As previously stated, passive detection might be termed a countermeasure, in that it can be used to home on or to get a bearing on any radar signal emitted by an attacking force, or it might be termed a counter countermeasure, in that it can be used to provide the same information from any jamming transmission directed toward our ground-based radar stations. This system appears to hold great promise as a means of long-range warning, since passive detection utilizes a one-way transmission path as compared to a two-way path for active radar detection. One passive detection station will give azimuth but not range. To determine range or to fix a signal, it is necessary to use the triangulation method which all of you are familiar with as used by VHF/DF stations. The potential weakness of the system is the problem of ghosts. Ghosts occur when two or more passive detection stations take DF bearings on separate aircraft trans-

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mitting on the same frequency under the impression that they are plotting the same aircraft. This effect will be minimized if and when highly accurate frequency calibration and added identification capability, based on signal characteristics, are developed. Three passive detection stations are presently located within the 26th Air Division for an evaluation of the system and the establishment of operational procedures. Although the equipment is capable of detecting and tracking airborne radar signals of the APQ-13 type radar to approximate line-of-sight ranges and is capable of taking DF bearings on such signals with an accuracy of $\pm 2^{\circ}$, the system is seriously limited by the type of equipment presently available. This equipment is not equipment that has been designed for this type of operation, but consists of components of various types of airborne electronic gear put together to perform the passive detection function. One serious limitation is its low probability for signal intercept, since it is required to intercept in frequency as well as in azimuth. This means that before a signal is detected, the antenna of the passive detection station and the antenna of the aircraft undergoing detection must be pointed at each other and, at the same time, the receiver being used at the passive detection site must be tuned to the same frequency as the radar transmitter in the aircraft. This system, as presently used in the 26th Air Division, is an interim measure which has little or no tactical value but is providing valuable training to passive detection personnel and is enabling the necessary degree of coordination between passive detection and ground radar operational personnel in the augmentation of radar information

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by the passive detection site. If the enemy maintains electronic silence to evade passive detection, then the system has paid for itself, in that he has been denied valuable electronic information.

Much remains to be done in the way of providing adequate equipment for passive detection. As previously mentioned, the equipment presently used has many built-in limitations that render it unsuitable as an operational system. We have been advised informally that these limitations are being removed in a piece of equipment presently on the drawing boards at Wright. This equipment, which will probably be designated the AN/APD-1 will use a Della Rosa antenna and a wide open front end which will increase the probability of intercept by receiving signals from all directions and at all frequencies simultaneously. Instantaneous bearings will then become possible. This equipment certainly will not be available until subsequent to 1956. Until that time, present indications are that there will be no passive detection activity within the Eastern Air Defense Force, as the equipment presently in operation at the 26th Air Division will soon be redeployed to Canada for early warning extension.

CHART 6

In summary, our present countermeasures appear to be adequate with the exception of ground-based jammers. We can expect to install jammers only at a few targets requiring high bombing accuracy until 1956 or later when the MLQ-2 jammer may be available and adequate for our purposes.

Regarding our counter countermeasures program, we badly need (1) airborne and ground radar that is less susceptible to electronic jamming;

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(2) a more effective ground/air communications link when subjected to countermeasures; (3) properly designed PD equipment;and (4) more and bigger ECM aircraft to provide the required amount of training. Although ground radar improvements can be expected by 1956, no tangible improvements can be foreseen for airborne radar in the near future. Some improvement in the protection of the ground/air link might be expected in the next few months with the ultimate objective in sight around 1956. We might have the answer to the PD equipment problem around 1956 also, but there is no alleviation in sight to meet the requirements by type and numbers of ECM aircraft for training purposes.

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BY AUTH: CG ADC
DATE: 18 Feb 1953
Initials: TCS

HEADQUARTERS
AIR DEFENSE COMMAND
Ent Air Force Base
Colorado Springs, Colorado

ADCCE-E 353 24 Feb 1953

SUBJECT: (Unclassified) ECM Training

TO: Commanding General
Eastern Air Defense Force
Stewart Air Force Base
Newburgh, New York

1. Inspection reports at this headquarters reveal that ECM training and anti-jamming procedures at unit level require additional emphasis.

2. To improve this situation, it is requested that each Air Defense Force take immediate action to accomplish the following:

a. Equally apportion airborne ECM training among all units, particularly those receiving little or no SAC "Big Photo" activity.

b. Intensify jamming of air/ground communications.

c. Review pertinent ECM training directives.

d. Accomplish maximum airborne ECM training commensurate with available B-25J ECM aircraft.

e. Prohibit utilization of ECM aircraft for administrative purposes.

f. Execute an over-all aggressive program of ECM training and indoctrination.

g. Monitor and assist subordinate units in the conduct of local ECM training programs.

3. Pending finalization of passive detection requirements, further manning of qualified ECM officers AFSC 3024 against current TO&E authorization for AC&W Squadrons will be held in abeyance. In the meantime, it is desired that each squadron appoint a qualified officer, preferably a radar maintenance officer, to the additional duty of ECM officer. This officer will be responsible for developing a ground ECM training program, procuring training material and films, coordinating airborne ECM training missions, and establishing unit anti-jamming procedures.

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to
Ltr/Hq,EADF,ADOCE-E 353, Subject: (Unclassified) ECM Training (Cont'd)

4. In view of the threat of ECM to AI fighter-interceptor aircraft, it is further desired that a qualified officer with an electronics and/or communications background be appointed to the additional duty of ECM officer at each AI equipped fighter squadron. Responsibilities will be the same as stated in paragraph 3 above.

5. This headquarters has under preparation a directive that establishes Air Defense Command's Electronic Warfare (ECM) Policy, assigns responsibilities and outlines the requisites of such policy. Publication and dissemination to subordainate units is contemplated in the near future.

6. The importance of an effective ECM program must not be overlooked. A stimulated effort toward improving the ECM and ECCM capabilities of the command must be developed and maintained by all concerned.

BY COMMAND OF MAJOR GENERAL TODD:

/s/t/ THOMAS C. SAVAGE
Major, USAF
Asst Adj Gen

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HEADQUARTERS
EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N.Y.

EADOT-E 353

25 Apr 53

SUBJECT: (Unclassified) ECM Training

TO: Commanding General
26th Air Division (Defense)
Roslyn, New York

1. Information received from ADC indicates that on the basis of inspection reports received in that headquarters, ECM training and anti-jamming procedures at unit level require additional emphasis.

2. A conference will be scheduled at this headquarters in the near future to discuss an ECM training program which is being formulated. Division ECM officers will be invited to attend this conference to review pertinent ECM training directives, lesson plans, and lectures which will be utilized throughout the command in furtherance of the ECM training requirement.

3. Emphasis by this headquarters will be placed on the following phases in order to improve ECM training throughout subordinate activities:

a. Equal apportionment of airborne ECM training for all units, commensurate with availability of B-25J aircraft.

b. Intensification of jamming of air-to-ground communications.

c. Execution of an over-all indoctrination course for division ECM officers and unit radar maintenance officers through the compilation and distribution of lesson plans and lectures pertaining to electronics countermeasures and counter-countermeasures.

d. Monitor and assist subordinate units in conducting their local training programs.

4. Pending finalization of passive detection requirements, further manning of qualified ECM officers, AFSC 3024, against current TO&E authorizations for AC&W squadrons will be held in abeyance. In the interim, it is desired that each AC&W squadron appoint a qualified officer, preferably the radar maintenance officer, to the additional duty of ECM

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EACOT-E 353 Subject: (Unclassified) ECM Training (Cont'd)

officer. This officer will be responsible for supervising the current ECM training program, coordinating airborne ECM training missions, and the establishment of unit anti-jamming procedures. Material for this program will be prepared and distributed by this headquarters.

5. In view of the threat of electronics countermeasures to AI interceptor aircraft, it is further desired that a qualified officer with electronics and communications background be assigned the additional duty of ECM officer at each AI equipped fighter-interceptor squadron. The responsibilities of this officer will be the same as those outlined in paragraph 4, above.

BY COMMAND OF MAJOR GENERAL NELSON:

ROBERT J. ORTELT
Capt., USAF
Asst. Air Adj Gen

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FILE: 278

HEADQUARTERS
EASTERN AIR DEFENSE FORCE

SUBJECT: Assignment of TB25K Aircraft (Contd)

INTEROFFICE ROUTING SLIP

#2 21 Jul 1953

No.	Date	From	To	Number and date each entry—show date of dispatch. Show staff division or office in FROM—TO columns. Sign each entry legibly—show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
		EAOCT	EAOPM	1. Your attention is invited to attached copy of letter from this headquarters to ADC. Pending reply to this letter, it is planned to retain the B-25Ks within the units to which they are presently assigned as indicated below:

UNIT	NO OF B-25Ks ASGD
46th FIS	1
5TH FIS	2
96th FIS	1
332d FIS	1
433d FIS	3
58th FIS	2
74th FIS	2
57th FIS	2
95th FIS	1
27th FIS	2
525th ADG	1
575th ADG	1
Total	20

2. When present conversion plans of units are completed, EADF will have 5 units remaining that will have need of the B-25K as presently equipped. These units are:

UNIT	NO OF B-25Ks ASGD
433d	1
438th	1
5th	1
74th	1
57th	1
Total	5

3. It is realized that the assignment of aircraft indicated in paragraph 1 above is not in keeping with the intent of AFL 150-10 or the original plan as furnished EAOPM by this directorate. However, frequent rapid transfer of aircraft from unit to unit was necessary in the interest of practical training for our tactical units when UE aircraft were grounded for extended periods of time or prior to receipt of UE aircraft. Assignment of aircraft to the 575th and 525th

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HEADQUARTERS
EASTERN AIR DEFENSE FORCE

SUBJECT: Assignment of TB25K Aircraft (Contd)

INTEROFFICE ROUTING SLIP

#2 (Contd)

No.	Date	From	To	Number and date each entry—show date of dispatch. Show staff division or office in FROM—TO columns. Sign each entry legibly—show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
		EAOOT	EAOPM	ADGs was due to the pending reassignment of the 61st Ftr-Intcp Sq and the reactivation of the 332d Ftr-Intcp Sq respectively. 4. Because of reasons stated in attached letter to ADC, and other operational factors as listed above, it is impossible to furnish a firm plan for the assignment of B-25Ks and adhere to such a plan over an extended period of time. It is intended that permanent assignment of aircraft will be as listed in paragraph 2 above until the units receive UE aircraft equipped with other than APG-33. 5. In the future, your directorate will be notified as soon as possible of any changes in the present assignment of the B-25K aircraft. SIPLE 489 OLDS 600 2 Incls 1. n/c - Added 1 Incl 2. Cy ltr fr EADF to ADC, Subj: Utilization of TB-25K Acft, EAOOT-FT 452.1

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HEADQUARTERS
EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N.Y.

EAOOT-FT 452.1 21 Jul 1953

SUBJECT: Utilization of TB-25K Aircraft

TO: Commander
Air Defense Command
Ent Air Force Base
Colorado Springs, Colorado

1. Eastern Air Defense Force has twenty B-25K aircraft assigned to Fighter-Interceptor Squadrons. The original purpose was to furnish pilots and radar observers with practical experience and training in intercept methods utilizing like-type equipment installed in UE aircraft.

2. After completion of present conversion plans, only five units remaining in EADF will be able to derive any practical training from the B-25K. The remaining units now possess or will convert to the F-94C and the F-86D aircraft, equipped with UHF radio and APG-40 or 37 type radar. The B-25K's are equipped with VHF radio and APG-33 type radar. This situation does not afford the tactical crews practical training or experience, other than additional pilot proficiency in conventional type aircraft and/or practice in intercept techniques by the pilot and radar observer utilizing equipment that is not in consonance with the equipment with which they should become most familiar. In addition, maintaining two different types of radar by units that already possess the F-94C and F-86D is not feasible.

3. A solution to this situation would be to equip the B-25K's assigned to F-94C and F-86D units with UHF radio and APG-40 or 37 type radar. However, from information furnished to this headquarters, there is an acute shortage of this equipment, making it unlikely that it will become available for installation in other than tactical aircraft in the near future.

4. In view of the above, there are three courses of action open to this headquarters:

a. Remove installed radar equipment and equip the B-25K for ECM use.

b. Remove installed radar equipment and utilize the B-25K as MIT aircraft.

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c. Transfer excess B-25K's out of the command.

5. Before a plan of action can be initiated, it is requested that an answer to the following questions be furnished this headquarters:

a. Availability of APG-37 and/or 40 and UHF equipped B-25 Aircraft for assignment to this command.

b. Availability of APG-37 and/or 40 radar and UHF equipment for installation in presently assigned B-25K.

6. If the answers to a and b of paragraph #5 above are in the negative, request permission to remove installed radar equipment from B-25K's possessed by units not having APG-33 radar installed in UE aircraft, and utilize them for MIT or ECM aircraft. Aircraft that would be surplus under this plan would be reported as available for transfer to other commands.

FOR THE COMMANDER:

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FILE: HEADQUARTERS 273

EASTERN AIR DEFENSE FORCE

SUBJECT: Electronic Counter-Measure Training

INTEROFFICE ROUTING SLIP

#1 27 Aug 53

No.	Date	From	To	Number and date each entry—show date of dispatch. Show staff division or office in FROM—TO columns. Sign each entry legibly—show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
		EAOOT	EAODO	1. The following action has been taken, or will be, in regard to recommendations cited in basic communication. a. The feasibility of modifying B-29 aircraft is now under study by this headquarters. 32d ADiv (Def) will be advised of action taken regarding future modification when approved by USAF. b. A letter is being forwarded to ADC requesting permission for this headquarters to communicate directly with Air Training Command, Keesler AFB, for utilization of their C-54-J jamming aircraft in EADF's area of responsibility. c. It is believed that ADCR 51-4, Annex III, "ECM Record Runs and Spot Jamming Attempts," should be reviewed with the following recommendations in mind. (1) Radar units of ADC be permitted to utilize all anti-jamming measures available to them on all attempted record runs by SAC aircraft. At the present time, ADC units are not permitted to utilize their electronic counter-countermeasures capabilities on record runs. The end result is that SAC operators are lulled into a false sense of security, in believing they can jam any radar signal with little or no trouble. It is my firm belief that any hostile nation would use to the utmost every anti-jamming feature incorporated in their radar equipment. (2) That one spot or practice record run be made for every record run attempted. d. Latest information from ADC indicates that the 16 B-25Ks that this hq declared as surplus to our tactical sq requirements will be lost to the command. It was proposed that we retain these aircraft as combination ECM-MIT acft; however, Hq USAF has indicated

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FILE: HEADQUARTERS
EASTERN AIR DEFENSE FORCE

SUBJECT: Electronic Counter-Measure Training (Contd)

INTEROFFICE ROUTING SLIP

No.	Date	From	To	Number and date each entry—show date of dispatch. Show staff division or office in FROM—TO columns. Sign each entry legibly—show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
				that ADC would get approximately 10 B-25Js in place of the 16 B-25Ks. Hq EADF Flt Sec intends to make available 3 of these B-25Js to the ECM Flt for modification and use as required. An IRS has left EAOOT to EAMDM outlining in detail the proposed modification and requesting the necessary action to be taken. 2. The ground simulator program is not intended to train crews in the art of nullifying electronic counter-measures, but to teach crews both operational and maintenance, the proper procedures to follow in case they do experience electronic jamming. Invaluable training may be obtained by controllers in tracking aircraft through all conditions, generated by electronic jammers, if the ground simulator is utilized in conjunction with known tracks as they appear on the scope. 3. At the present time, ECM personnel of Headquarters EADF are in contact with personnel of APG, WADC, RADC and the 376th Bomb Wg (SAC). Informal conferences are held to discuss improvements for existing electronic counter measures equipment and techniques and also new equipment and new techniques. 4. Under the present authorization of three ECM aircraft, when maintenance and periodical inspections occur, the installed usable electronic counter measures equipment has to remain idle on the ground. By assigning three additional B-25s fitted with racks and antennas, we will be able to keep all available electronic counter measures equipment in the air on a continual basis thus increasing the number of electronic counter-measures training hours approximately 100 per cent. CRAWFORD 391 OLDS 600 1 Incl Ltr fr 32d ADiv OOT 311 Subj: As above 13 Aug 53 (Conf) (2 cys)

HQ EADF Form 8

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ARMY-U.S.M.A. WEST POINT, N.Y.-20M-2 ON 4-22-51

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HEADQUARTERS
32D AIR DIVISION (DEFENSE)
Hancock Field, Eastwood Station 6
Syracuse, New York

OOT 311

13 August 1953

SUBJECT: Electronic Counter-measure Training

TO: Commander
Eastern Air Defense Force
Stewart Air Force Base
Newburgh, New York

1. The electronic counter-measure airborne training for the ACCW squadrons, AI fighter, and AAA units within this division is inadequate. During the fiscal year 1953 the aforementioned units received 14.5%, 2.5% and 9% respectively, of their required training.

2. This division cannot maintain an aggressive training program and formulate the required policies and procedures for the employment of active electronic counter-measures if the ECM aircraft are not made available. The necessity for an active airborne training program which will provide long range benefits can be appreciated. This can only be accomplished through extensive employment of electronic counter-measures. Past experience in SAC exercises has indicated that it is necessary to immediately overcome the tactical advantage gained by the use of electronic counter-measures. Therefore, the following recommendations are submitted for your consideration:

a. Equip the B-29's of the 1st Radar Calibration Squadron at Griffiss Air Force Base with electronic jamming transmitters for utilization within Eastern Air Defense Force.

b. The Training Command makes available to Eastern Air Defense Force C-54 electronic jammers out of Keesler Air Force Base. It is desired that these aircraft penetrate our sector twice a week on routes furnished by this division.

c. More frequent training flights be made by SAC and TAC units in this sector to permit evaluation of their ECM effectiveness. We can thus employ our own counter-measure techniques to evaluate the effectiveness of our air defense system.

d. Authority be granted to equip aircraft within each division, B-25K's and C-47's, with chaff dispensers.

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Hq 32d AD(D) OOT 311 Subject: Electronic Counter-measure Training

3. This division is not completely satisfied with the ground simulator ECM Program as it does not provide sufficient training for maintenance crews.

4. A coordinated program for the improvement of electronic counter-measures equipment and techniques, both active and passive, is a definite requirements. Continued emphasis is being placed on training of personnel and associated equipment. We are falling short of our goals in the present ECM Program due to a general lack of facilities to accomplish this training.

s/t/ ROBERT S. ISRAEL, JR.
Colonel, USAF
Commander

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Hq 32d ADiv (Def) OOT 311 Subject: Electronic Counter-measure Training

EAOOT-E 311 (13 Aug 53) 1st Ind 14 Sep 53

HQ EASTERN AIR DEFENSE FORCE, Stewart Air Force Base, Newburgh, New York

TO: Commander, 32d Air Division (Defense), Hancock Field, Eastwood Station 6, Syracuse, New York

1. This headquarters realizes the inadequacies of the ECM Training Program and the following action has been taken in regard to the recommendations cited in basic communication with a view toward increasing the ECM Training Program.

a. The feasibility of modifying B-29 aircraft is now under study by this headquarters. Your headquarters will be advised of action taken regarding future modification when approved by USAF.

b. A letter has been forwarded to Air Defense Command requesting permission for this headquarters to communicate directly with Air Training Command, Keesler Air Force Base, for utilization of their C-54-J jamming aircraft in EADF's area of responsibility.

c. This headquarters has reviewed Air Defense Command Regulation 51-4, Annex III, "ECM Record Runs and Spot Jamming Attempts," and is forwarding to Air Defense Command the following recommendations:

(1) Radar units of Air Defense Command be permitted to utilize all anti-jamming measures available to them on all attempted record runs by SAC aircraft. At the present time, Air Defense Command units are not permitted to utilize their electronic counter-counter-measures capabilities on record runs. The end result is that SAC operators are lulled into a false sense of security, in believing they can jam any radar signal with little or no trouble. It is my firm belief that any hostile nation would use to the utmost every anti-jamming feature incorporated in their radar equipment.

(2) That SAC increase the number of missions flown in EADF's area of responsibility and that one spot or practice record run be made for every record run attempted.

d. Latest information from Air Defense Command indicates that the 16 B-25Ks that this headquarters declared as surplus to our tactical squadron requirements will be lost to the command. It was proposed that

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EAOOT-E 311 Subject: Electronic Counter-measure Training (Cont'd)

we retain these aircraft as combination ECM-MIT aircraft; however, Headquarters USAF has indicated that Air Defense Command would get approximately ten B-25Js in place of the 16 B-25Ks. It is intended that three of these B-25Js will be made available for modification for ECM training.

2. The ground simulator program is not intended to train crews in the art of nullifying electronic countermeasures, but to teach crews both operational and maintenance, the proper procedures to follow in cast they do experience electronic jamming. Invaluable training may be obtained by controllers in tracking aircraft through all conditions, generated by electronic jammers, if the ground simulator is utilized in conjunction with known tracks as they appear on the scope.

3. At the present time, ECM personnel of Headquarters EADF are in contact with personnel of APG, WADC, RADC and the 376th Bomb Wing (SAC). Informal conferences are held to discuss improvements for existing electronic countermeasures equipment and techniques and also new equipment and new techniques.

4. Unter the present authorization of three ECM aircraft, when maintenance and periodical inspections occur, the installed usable electronic countermeasures equipment has to remain idle on the ground. By assigning three additional B-25s fitted with racks and antennae, we will be albe to keep all available electronic countermeasures equipment in the air on a continual basis, thus increasing the number of electronic countermeasures training hours approximately 100 per cent.

t/ GEORGE F. SMITH
Brigadier General, USAF
Vice Commander

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EADF REGULATION)
NUMBER 50-20)

HEADQUARTERS EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N.Y.
14 August 1953

TRAINING

Anti-Jamming Training

(Supersedes EADFR 50-20, 8 Jul 52 and EADF SOP 50-1, 8 Aug 52)

1. Purpose. To prescribe the policy for the conduct of anti-jamming training within EADF.

2. General. EADF will conduct an airborne ECM program which will provide anti-jamming training for AC&W squadrons, AEW&C squadrons, all-weather fighter-interceptor squadrons', AAA batteries and other units that require such training.

3. Responsibilities. a. The EADF ECM Section will be responsible for the scheduling, planning and performance of ECM missions. These missions will be planned and executed in such a manner as to provide maximum realistic tactical training for all activities concerned.

b. Participating squadron commanders are responsible for assuring that maximum anti-jamming training is realized by all available operational personnel during scheduled ECM exercises. This includes making necessary arrangements to provide fighter aircraft when requested by the ECM team in order to provide practice interceptions under radar and VHF communications jamming conditions.

4. Procedures. a. During ECM missions, all ECM methods and tactics possible with available equipment and aircraft will be used against EADF radar and communications.

b. All anti-jamming devices and techniques will be utilized by the affected activity during each ECM mission in order to familiarize operating personnel with the effectiveness of each anti-jamming procedure under all conditions of ECM. The squadron ECM officer should be present during each mission to supervise the anti-jamming training.

c. Jamming of VHF and UHF communications will be restricted to EADF tactical frequencies and USAF/RCAF tactical common frequency. Communications jamming will be restricted to intermittent periods of 15 minutes duration with ECM aircraft monitoring 133.20 mc and/or 142.92 mc.

d. In order to permit coordination between EADF ECM aircraft and EADF radar stations or fighter aircraft without undue risk of compromising security, the following authorized code words are listed with their definitions:

(1) MUSIC - Electronic Jamming
(2) RAIN - Window Jamming
(3) SUGAR JIG - Stop the jamming. This transmission should be used only in emergency and explained on ADC Form 143.

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EADFR 50-20

(4) CHARLEY EASY - Jamming Effectiveness. Reference ADCR 51-4 for photos and conditions.

5. ECM Mission Coordination. Prior to each ECM mission, the following information will be forwarded to ECM Flight Section to the appropriate ADCC or EADF COC by the most expeditious means:

a. Date of mission.

b. Aircraft serial number.

c. Aircraft call sign.

d. Pilot's last name.

e. Type of flight plan.

f. Point of departure.

g. Destination.

h. Routing and altitudes.

i. Actual departure time.

j. Estimated time en route.

k. Estimated true airspeed.

l. Aircraft will monitor following VHF.

m. Alert following sites for this mission.

6. References. ADCRs 50-17 and 51-4.

(EAOOT)

BY ORDER OF THE COMMANDER:

JOHN L. WARREN
Colonel, USAF
Adjutant

OFFICIAL:

JOHN L. WARREN
Colonel, USAF
Adjutant

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Hq EADF
By Authority of: CG
Date: 6 August 1952
Initials: Kwb

EADF SOP 50-1

EADF STANDING OPERATING PROCEDURE NUMBER 50-1)

HEADQUARTERS EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N.Y.
8 August 1952

TRAINING

Standing Operating Procedures for EADF
Airborne Electronic Countermeasures Training of AC&W Sites

(Supersedes EADF SOP 50-1, 9 Apr 51)

SECTION I - PURPOSE

1. To establish standing operating procedures for the conduct of airborne ECM training of AC&W sites by EADF ECM aircraft.

SECTION II - SCOPE

2. These procedures will apply to all air divisions and AC&W squadrons in EADF and to the EADF ECM Flight Section.

SECTION III - GENERAL

3. Airborne ECM training will be performed against all AC&W sites in EADF to enable personnel to be adequately trained to more effectively cope with any unfriendly attempt to lessen the effectiveness of the Air Defense System.

4. Whenever possible during these demonstrations, a qualified ECM officer will be present in the Operations Room of the ground station to supervise and evaluate this training.

5. A continued effort will be made to perfect tactics and techniques that will be of benefit to the overall defense system.

SECTION IV - RESPONSIBILITIES

6. The Flying Safety Officer of the ECM Flight Section will be responsible for the conduct and safety of the airborne ECM training operations.

7. The ECM Flight Section will be responsible for:

a. Planning missions, which will include distances to be flown, altitudes to be maintained, bands to be searched, routes to be flown, and other decisions pertinent to each specific mission.

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b. Preparing and submitting ECM observers report as outlined in Section VI of this SOP.

c. Communicating with the appropriate CAA facility at least 30 minutes in advance when chaff is to be dropped within 120 miles of Washington National Airport or within 50 miles of any other CAA ASR. (In accordance with USAF letter, AFOOP-FL, 1 Jul 52, subject, Procedures for Coordinating Chaff Operations)

8. The AC&W unit commander will make necessary arrangements for transportation, housing and messing facilities of ECM crews, and will also provide adequate classroom facilities for the presentation of training aids and discussion, in accordance with published ECM schedules.

9. The AC&W commander will make necessary arrangements to provide fighter aircraft when requested by the ECM team (observer) in order to provide practice interceptions with the GCI station under radar and VHF radio jamming conditions.

10. An ECM training schedule will be prepared by Hq EADF and advance notification of training will be given to organizations concerned.

SECTION V - PROCEDURES

11. Aircraft and radio stations will monitor and transmit on 142.92 mcs when engaged in ECM activity. If contact is unsatisfactory on this frequency, 133.20 mcs will be used.

12. Electronic transmitters and "window" will be used, individually or in combination, against EADF's ground search radar ("L" and "S" bands) and ground height finder radar ("S" and "X" bands).

13. Jamming of EADF's ADDC fighter control communications will be restricted to Channel "E" (Group Tactical), Channel "C" (Squadron Tactical), and Channel "F" (USAF/RCAF Tactical common) of fighter aircraft equipped with AN/ARC-3 radio. For fighters equipped with SCR-522 radio, Channel "A" (USAF/RCAF common) and Channel "C" (Group or Squadron Tactical) will be jammed. VHF jamming will be restricted to periods of 15 minute duration with ECM aircraft monitoring 142.92 mcs.

14. In order to permit coordination between EADF ECM aircraft and EADF radar stations without undue risk of compromising security, the following code phrases are authorized for use as indicated below:

a. In the event that an EADF AC&W site is so effectively jammed that it cannot perform its primary mission, the station may request that the airborne jammer in its vicinity be turned off immediately.

(1) The authorized transmission to be used by the GCI station in requesting that the electronic jammer be turned off is,

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"(Aircraft Call Sign) from (Station Call Sign), 'SIERRA JULIETT'".

(2) The authorized transmission to be used in requesting the turning off of the VHF radio jammer is, "(Aircraft Call Sign) from (Station Call Sign), 'METRO JULIETT'".

(3) Acknowledgement will be made by the training aircraft on receipt of either of these transmissions.

b. When it is necessary for the jamming aircraft to communicate with the EADF ground radar for the purpose of establishing whether or not the desired radar equipment is being jammed, the following transmission is authorized: "(Station Call Sign) from (Aircraft Call Sign), 'COCA ECHO'". Each ground radar replying will state, "(Aircraft Call Sign) from (Station Call Sign), 'COCA ECHO' (0-5)". (Photographs referred to below may be found in Annex 1 to ADC Reg 51-4).

(1) Condition 0 - Refer Photo a.

(a) No visible jamming.

(2) Condition I - Refer Photo b.

(a) Only a small strobe of noise visible. Very few aircraft could be screened by this condition.

(3) Condition II - Refer Photo c.

(a) Complete saturation of the receiver on the main lobe, but jammer signal strength not great enough to cause interference on side lobes.

(4) Condition III - Refer Photo d.

(a) Complete saturation of the receiver on the main lobe. Noise on the side lobes visible for about 90° on each side of the blanked portion. Overall sensitivity of the receiver is reduced.

(5) Condition IV - Refer Photo e.

(a) Complete saturation of receiver on the main lobe and major side lobes. Noise visible over entire scope. Overall sensitivity of receiver greatly reduced, but some targets still visible.

(6) Condition V - Refer Photo f.

(a) Many sectors where the receiver is completely saturated, remainder of scope obliterated by heavy noise. Radar set is of no tactical use.

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c. AC&W sites may communicate with ECM aircraft for the purpose of ascertaining whether or not a jammer is operating by means of the following transmission: "(Aircraft Call Sign) from (Station Call Sign), 'JULIETT OSCAR'". The ECM aircraft will acknowledge this transmission by replying, "(Station Call Sign) from (Aircraft Call Sign), 'ROMEO'", if transmitting or "NEGATIVE", if jamming is not on the air.

d. If the jamming aircraft is unable to effectively operate against the radar station, and there is reason to believe that there may be malfunctioning of the station's radar equipment, the following transmission will be used, "(Station Call Sign) from (Aircraft Call Sign), 'Is your weapon bent?'". Each ground radar station will state, "(Aircraft Call Sign) from (Station Call Sign), 'Weapon is not bent'", if equipment is functioning properly, or "Weapon is bent", if equipment is not functioning properly.

SECTION VI - REPORTS

15. Observer's Report. Immediately following completion of each ECM mission, the ECM observer of each aircraft will submit a report to include the following:

a. Duration of flight.

b. ECM operating time.

c. Altitude.

d. Number of personnel present.

e. Type of Training.

(1) Indoctrination.
(2) Demonstration.
(3) Intercepts.

f. Results of ECM activity and training.

g. Any special electronics activity. These reports will be forwarded to Hq EADF, Attn: DC&E, no later than 2 days after completion of the mission.

16. Report of Jamming. a. Each AC&W site experiencing jamming from EADF ECM aircraft will submit completed ADC Form 21 in accordance with the provisions of ADCR 100-5, par 5. ADC Form 21 will be clearly marked "TRAINING" and will be submitted to reach this headquarters in one copy. Copies of training reports will not be forwarded to Hq ADC. ADC Form 21 is classified SECRET when filled in.

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b. When reporting jamming resulting from training missions, Reports Control Symbol 2-ADC-V4 will apply.

BY COMMAND OF MAJOR GENERAL NELSON:

OFFICIAL:

GEORGE F. SMITH
Brigadier General, USAF
Vice Commander

R. H. THOM
Lieutenant Colonel, USAF
Asst Air Adjutant General

DISTRIBUTION:
B (Navy Category II & V)

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EADF REGULATION)
:
NUMBER 55-25)

HEADQUARTERS EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N.Y.
31 October 1953

OPERATIONS

Employment of Scope Cameras at AC&W Stations

(Supersedes EADF SOP 55-1, 22 Oct 52)

1. Purpose. To establish standard requirements for taking PPI scope photos by all EADF AC&W units possessing scope cameras and to summarize scope photo requirements in a single directive.

2. Responsibilities. a. AC&W squadron commanders will insure compliance with this regulation.

b. Air division commanders will insure proper evaluation of scope photographs at air division level.

3. Procedures. Scope camera photographs will be taken under the following conditions:

a. Air Defense Exercises. (1) All conditions of radar jamming, both mechanical and electronic (EADF SOP 101-2 and ADCR 100-5).
(2) Conditions of scope target saturation caused by aggressor aircraft.
(3) Typical attack formations displayed by aggressor aircraft.
(4) Unusual and extreme initial pick-up ranges encountered.
(5) Initial and final attack phases of day and all-weather interceptions performed against aggressor aircraft to give a sequential picture of interception.
(6) Any unusual sightings or occurrences not covered above (AFL 200-5).

b. Normal Operations. (1) All conditions of radar jamming or interference encountered (EADF SOP 101-2 and ADCR 100-5).
(2) Unusual and extreme initial pick-up ranges experienced.
(3) Unusual airborne objects tracked (AFL 200-5).

4. General. a. During air defense exercises, as outlined in 3a, above, unless otherwise specified by directives governing a specific exercise, scope photo film will be processed at the nearest film processing unit and intelligible results, in the form of finished positive prints, will be forwarded through the parent air division to Headquarters EADF, ATTN: Director of Operations and Unit Training. The parent air division and Headquarters EADF will each be furnished a single positive print. The print will be submitted to reach Headquarters EADF not later than 15 days after the last day of the exercise. A negative report by unit is not required. Brief annotations and explanation will be attached by frame to indicate the following:

(1) Date, zebra time.
(2) Station number.
(3) Senior director on duty.

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(4) Target indicated.
(5) Fighter indicated.
(6) Range scale and delay, if any, employed on PPI scope.
(7) Any necessary descriptive remarks to include:
  (a) Beam video selection (VL, VM, VMM, VCLM, VU, etc.).
  (b) Other than normal video display such as MTI, anti-clutter, DBB, STC, etc., and the gated distance of MTI when employed.
(8) Reference Attachment 1 (EADF Form 4) for jamming report requirements.

b. In the instance of scope photographs taken under normal operating conditions, as specified in 3b, above, finished positive prints will be forwarded, as specified by 4a, above, to reach Headquarters EADF not later than 15 days after the occurrence of the condition. Processing of the film will be done at the nearest film processing unit.

c. In addition to the scope photo requirements of the parent air division and Director of Operations and Unit Training, EADF, (see paragraphs 4a and b, above) duplicate scope photo prints will be processed under the following directives:

(1) Scope photos taken under conditions in paragraphs 3a(6) and 3b(3), above, will be submitted in accordance with AFL 200-5.
(2) Scope photos taken under conditions in paragraphs 3a(1) and 3b(1), above, will be submitted in accordance with EADF SOP 101-2 and ADCR 100-5. In addition, the information on EADF Form 4 will be submitted with each photo to ADC in all instances of jamming.

d. Security classification of scope pictures will be in accordance with AFR 205-1 and AFR 205-4.

5. Supply of Forms. Initial distribution of EADF Form 4 will be made to headquarters defense wings. Resupply will be in accordance with EADFR 5-3. (EAOOT)

BY ORDER OF THE COMMANDER:

GEORGE F. SMITH
Brigadier General, USAF
Vice Commander

OFFICIAL:

JOHN L. WARREN
Colonel, USAF
Adjutant

1 Attachment
EADF Form 4

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B (Plus AC&W Sqs); H

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SECRET *(When filled in)*

ECM SCOPE DATA *(A completed copy of this form will be attached to each print)*

DATE (Z)	TIME (Z)	FRAME #	SITE P.	BIG PHOTO ☐ BIG CANYON ☐ EADF ECM ☐ HOSTILE ☐ UNKNOWN JAM ☐

A. TARGET INFORMATION *(If known)*
RANGE
AZIMUTH
ALTITUDE

B. SCOPE RANGE INFORMATION: LONG ☐ SHORT ☐ MEDIUM ☐
RANGE
DELAY *(If any)*

C. BEAM SELECTION: LOWER ☐ UPPER ☐ MTI MIXED AND NORMAL ☐
VL VM VMM VCLM

D. MTI STATUS
OFF ☐ ON ☐

E. ANTI-JAMMING MEASURES TAKEN: CHANGE FREQUENCY ☐ STC ☐ FTC ☐ ANTI-CLUTTER ☐
DETUNE LOCAL OSCILLATOR ☐ DBB ☐ OTHER

F. SWEEP TRACE AZIMUTH *(If visible)*

G. RANGE, AZIMUTH AND DESCRIPTION OF EACH ECM INDICATION ON SCOPE *(Indicate on photo face with ink)*

H. EXAMINED AND RELEASED BY RESPONSIBLE OFFICER

SIGNATURE *(Name, rank and title)*

EADF FORM 31 OCT 55 4

Attachment 1 to EADFR 55-25

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By AFSHRC
Date: DEC 12 1974

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HISTORICAL DATA

FOR PERIOD 1 JULY TO 31 DEC 1953

SUPPORTING DOCUMENTS

EASTERN AIR DEFENSE FORCE

VOLUME III

DIRECTORATE OF HISTORICAL SERVICES

STEWART
AIR FORCE BASE

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By AFSHRC
Date: DEC 12 1974

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ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 1 400

DECLASSIFIED
AF/IGSPB Ltr, 13 Dec 1973
By AFSHRC DEC 12 1974
Date:

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (*Originator*) HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP

SECURITY CLASSIFICATION: UNCLASSIFIED

PRECEDENCE FOR: | ACTION: DEFERRED | INFORMATION

TO: CONDR ADC ENT AFB COLO SPRINGS COLO

☐ BOOK MESSAGE ☒ ORIGINAL MESSAGE

☐ MULTIPLE ADDRESS CRYPTOPRECAUTION ☐ YES ☒ NO

REFERS TO MESSAGE:

IDENTIFICATION | CLASSIFICATION

INFO:

/RADNOTE fr N/Gen Nelson to Gen Chidlaw/ I am concerned by the current status of GCA recovery facilities w/i my cond. During the bad wea mos approaching, the lack of these facilities will seriously reduce the all wea capability of our units. It is understood that a critical shortage of opr pers USAF wide prevents the activation of the required recovery facilities. Pending pub of a USAF GCA activation priority list, the instl and activation of GCA units has come to a virtual standstill/ We have twelve Bs which do not have GCA on an opnl status. At two of these Bs (O'Hare and Griffiss), equip is instld, but is on a tng status due to the lack of pers. At six of our Bs (Burlington, Youngstown, Wurtsmith, New Castle, Suffolk and Dow (SAC)), equip is on hand, but has not been instld pending the pub of the USAF GCA activation priority list. (USAF has recently dird the instl of these GCA units, but the manning and activation will depend on the priority list.) Kinross, Dover and Niagara have GCA units en route. The unit programmed

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DRAFTER'S NAME (*and signature, when required*) | RELEASING OFFICER'S SIGNATURE

1951 Cost No. 06530

SYMBOL | TELEPHONE

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AF/IGSPB Ltr, 13 Dec 1973
By AFSHRC DEC 12 1974
Date:

DD FORM 1 OCT 49 173 REPLACES NME FORM 173 MAY BE USED. WHICH MAY BE USED.

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ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (*Originator*) HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP | SECURITY CLASSIFICATION

PRECEDENCE FOR: | ACTION | INFORMATION

TO:

☐ BOOK MESSAGE ☐ ORIGINAL MESSAGE

☐ MULTIPLE ADDRESS CRYPTOPRECAUTION ☐ YES ☐ NO

REFERS TO MESSAGE:

IDENTIFICATION | CLASSIFICATION

INFO:

for Stewart is in depot overhaul and will not be aval until Mar 54 unless some reprogramming of GCA units is accomplished. It is urged that strong efforts be made to place these Rs in the densely populated and highly industrialized eastern zone as high as possible on the USAF GCA activation priority list. Meanwhile, req that sufficient AACS pers be furnd ASAP to place all EADF GCA units on tng status, capable of provg emerg recovery. If EADF GCA units can not be manned w/newly tnd or pipeline pers, it is recommended that quald AACS GCA oprs presently assigned to non-tac AFBs' GCA units be reassigned to AACS detachments serving this comd.

SECURITY CLASSIFICATION: UNCLASSIFIED | PAGE 2 OF 2 PAGES

DRAFTER'S NAME (*and signature, when required*): t/ Maj G A Hartl | RELEASING OFFICER'S SIGNATURE

SYMBOL: EAOOT-PM 041530 Nov | TELEPHONE: 624 | OFFICIAL TITLE

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ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 2 400

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SECURITY INFORMATION

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FROM: (Originator)
HQ EADF, Stewart AFB, Newburgh, N.Y.

DATE-TIME GROUP	SECURITY CLASSIFICATION
PRECEDENCE FOR:	ACTION / INFORMATION
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

TO:
Comdr, 26th ADiv (Def), Roslyn, N.Y.
Comdr, 30th ADiv (Def), Willow Run Aprt, Belleville, Michigan
Comdr, 32nd ADiv (Def), Hancock Fld, Eastwood Sta 6, Syracuse, N. Y.

INFO:
Comdr, 4706th Def Wg, O'Hare Intnl Aprt Park Ridge, Ill.
Comdr, 4707th Def Wg, Otis AFB, Falmouth, Mass.
Comdr, 4708th Def Wg, Selfridge AFB, Mt. Clemens, Mich,
Comdr, 4709th Def Wg, McGuire AFB, Trenton, N. J.
Comdr, 4710th Def Wg, New Castle County Aprt, Wilmington, Del.
Comdr, 4711th Def Wg, Presque Isle AFB, Presque Isle, Maine.
Comdr, 4700th Air Base Gp, Stewart AFB, Newburgh, N.Y. (COURIER COPY)

EAOCB-C 29435 . Informal info recd this Hq indicates that USAF GCA activation priority list has been published. The folg is USAF priority asgd EADF bases: No. 3 O'Hare, No. 9 Suffolk, No. 11 Wurtsmith, No. 14 New Castle, No. 15 Youngstown, No. 18 Niagara, No. 19 Kinross, No. 22 Ethan Allen, No. 23 Dover, No. 24 Stewart. Instl of new units to be made in order of priority provg allied const incg cable instls compld. Aggressive action must be taken to assure compl of allied const at each base. Min of one skilled team suppld by trainees to be asgd to activate new units and cont opr of existing units. All GCA units in EADF limited opnl by Jan. Essential that max tng runs be

SECURITY CLASSIFICATION	PAGE 1 OF 2 PAGES
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SYMBOL / TELEPHONE	OFFICIAL TITLE

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JOINT MESSAGEFORM

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FROM: (*Originator*) HQ EADF, Stewart AFB, Newburgh, N.Y.

DATE-TIME GROUP	SECURITY CLASSIFICATION
PRECEDENCE FOR:	ACTION / INFORMATION
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

TO:

INFO:

made at each base to raise proficiency of GCA oprs.

SECURITY CLASSIFICATION	PAGE 2 OF 2 PAGES
DRAFTER'S NAME (*and signature, when required*) t/ Capt Jones	RELEASING OFFICER'S SIGNATURE
SYMBOL EAOCE-C 101530 Nov 53	TELEPHONE
	OFFICIAL TITLE

DD FORM 1 OCT 49 173 REPLACES NME FORM 175, 1 MAY 48, WHICH MAY BE USED.

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SECURITY INFORMATION

FILE: HEADQUARTERS
EASTERN AIR DEFENSE FORCE

462

SUBJECT: Crash Barrier for Jet Aircraft

INTEROFFICE ROUTING SLIP

No. 1 - 22 Jun 53

No.	Date	From	To	Number and date each entry—show date of dispatch. Show staff division or office in FROM—TO columns. Sign each entry legibly—show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
		EAODR	EAOOT EAMDM EAMIS EAODR	1. Reference is made to the employment of aircraft arresting gear as outlined in 5th Air Force letter 55-1 (Tab A), article on page 26 of Air Weapons Review (Tab B) concerning the same equipment, and comments by Flying Safety, this headquarters (Tab C). 2. This directorate believes the arresting gear to have excellent potential in a combat theater where fully loaded aircraft are operating from relatively short runways of variable conditions. 3. The following should be included in an evaluation of this equipment to determine its feasibility for EADF use: a. The approximate cose of the barrier as obtained from Maj Newman, ARDC, is $14,000. b. Would these barriers be erected at the end of every runway on each base? c. What hazard is involved in landing and taking-off over the erected barrier? d. What hazard is involved having the steel stanchion located at each edge of the runway? e. What is the result of an aircraft striking the barrier after a wheel-up landing (or with nose gear collapsed)? f. How will programed drague chutes affect the requirement for this equipment? g. What operational procedures would be developed to insure that the equipment was ready when needed? h. What manpower would be required for operation and maintenance? 4. In reviewing the accidents within the past year which could have been lessened or avoided by

HQ EADF Form 8

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FILE:

HEADQUARTERS
EASTERN AIR DEFENSE FORCE

SUBJECT:

INTEROFFICE ROUTING SLIP

No.	Date	From	To	Number and date each entry—show date of dispatch. Show staff division or office in FROM—TO columns. Sign each entry legibly—show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
				the use of this equipment (reference Flying Safety's Comment, Tab C) and the article on page 26 of Tab B, this directorate cannot determine that a requirement for this type equipment exists within ADC without further study through interested staff agencies of this command. 5. Request comments. t/ STUCK t/ KIRKENDALL Dir/Reqmts 3 Incls 1. 5th AF Ltr, 4 May 53 (Tab A) 2. Air Weapons Review Vol 1, No. 2, Apr 53 (Tab B) 3. Flying Safety's Comment (Tab C)

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SECURITY INFORMATION

FILE: HEADQUARTERS
EASTERN AIR DEFENSE FORCE

SUBJECT: Crash Barrier for Jet Aircraft

INTEROFFICE ROUTING SLIP

No. 2 - 7 Jul 53

No.	Date	From	To	Number and date each entry—show date of dispatch. Show staff division or office in FROM—TO columns. Sign each entry legibly—show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
		EAOOT	EAMDM EAMIS EAODR	1. Reference par 2: Concur. 2. a. Reference par 3a: Initial cost of $14,000 is justifiable IF adequate determination is made at each base of the necessity for a crash barrier. b. Reference par 3b: Recommend construction only at the ends of runways possessing little or no overrun areas (e.g., Pittsburgh, Stewart, etc.). Acceptance by CAA and jointly occupied air bases is questionable. c. Reference par 3c: No information on which to base answer. d. Reference par 3d: If the system can be operated automatically either from mobile control or the control tower then it would appear no hazard exists concerning the steel stanchion. It is assumed this heavy post will lie horizontally except when needed. e. Reference par 3e: Unknown f. Reference par 3f: No affect until all EADF interceptors are equipped with drogue chutes. g. Reference par 3g: See paragraph d, above, and consider that in the majority of instances, pilot will have sufficient time to request use of barrier; especially when barriers are remotely controlled from a vantage point such as mobile control or the control tower. h. Reference par 3h: No comment. i. Reference par 3i: No comment. 3. This office believes that use of the subject crash barrier is limited in its application to EADF operations. Only a few of our bases have runways, both short in length and lacking in overruns. In most cases, construction programming has taken care

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FILE: HEADQUARTERS
EASTERN AIR DEFENSE FORCE

SUBJECT: Crash Barrier for Jet Aircraft (Cont'd)

INTEROFFICE ROUTING SLIP

No.	Date	From	To	Number and date each entry—show date of dispatch. Show staff division or office in FROM—TO columns. Sign each entry legibly—show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
				of short runways which are intended for future use.
				3 Incls n/c t/ OLDS

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ARMY-U.S.M.A. WEST POINT, N.Y.-3CM 1-26-53 2 DN

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AIR DEFENSE COMMAND
Ent Air Force Base
Colorado Springs, Colorado

Office of the Commander 10 December 1953

Major General Morris R. Nelson
Commander
Eastern Air Defense Force
Stewart Air Force Base
Newburgh, New York

Dear Nellie:

Your recent correspondence, as well as that from Del and Wee, has pointed up the requirement for a runway barrier system. We realized that your recommendations were very valid and took steps some months ago to alleviate the situation, particularly at those bases where winter conditions combined with relatively short runways constitute a serious accident potential.

Wright Air Development Center is studying the feasibility of using a barrier of the type developed in Korea. Our most recent information indicates that they have accepted this barrier as an interim measure for all jet aircraft except the F-89. They are continuing their study with a view toward utilization by all jet fighter aircraft. USAF has not yet approved any barrier as standard airfield equipment. Therefore, each installation will have to be considered on its own merits.

For those bases at which the immediate installation of a barrier is desired, a waiver of airfield clearance criteria must be obtained from USAF Headquarters. If the base is controlled by civilian agencies, the installation must also be approved by the Civil Aeronautics Administration. If agreement cannot be reached with the Regional Office of the CAA, your requirements for such coordination should accompany the request for waiver.

After the clearance waiver has been received, it is possible to install the anchor plates and support bases with available P458 funds within the $2000 funding and approval limit authorized the Base Commander. In the event additional budget authorization and funds are required, a revised financing plan may be submitted to this headquarters containing complete justification for the increase. The necessary equipment, including chains, straps, hardware, etc., may be procured and issued as Plant Account Property separate from the Real Property construction project. The heavy

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chain used in the construction of the barrier is the most costly item. The Navy has, in some instances, agreed to loan anchor chain on Memorandum Receipt.

A copy of the detailed drawings and the installation manual will be forwarded to your command. Any deviation from these instructions should be cleared through this headquarters.

This procedure, although somewhat unorthodox, is the only immediate method of obtaining the desired equipment. Any suggestions you may have that will aid Del and Wee in obtaining some of the heavier equipment will be welcome.

Sincerely,

t/ FREDERIC H. SMITH, JR.
Major General, USAF
Vice Commander

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CONFIDENTIAL

405

DISPOSITION FORM

SUBJECT: F-86D and F-94C Landing Roll

TO: EAMDM
EAOFS
EAODO

FROM: EAOOT

14 Dec 53

1. Reference telephone conversation between Col Nance and Lt/Col Armstrong concerning the above subject, it is recognized that the F-94C and F-86D aircraft are very heavy and there is a problem in stopping them after landing. Conditions of snow, ice and water or any combination of these aggravate this condition to varying degrees. The need for proper and immediate snow removal will not be discussed here. All bases now supporting F-94C or F-86D operations have at least one runway 7,000 feet or longer with the exception of Dover which has 6950 feet. The published landing information on the F-86D is as follows for sea level and 2000 feet altitude:

Acft Weight	Power On	Power Off	Sea Level Over 50' Obst.		2000 ft Over 50' Obst.	
16,000 lbs.	130 Kts.	130 Kts	2600'	3500'	2800'	3600'
14,000 lbs.	125 Kts.	125 Kts	2300'	3100'	2400'	3100'

In reality, the F-86D with 100 gallons of fuel approximates the weight of an F-86E or F-86F fully loaded (internally) with fuel and should not require an excessive amount of runway for landing.

2. Attached is a copy of a message from ADC to AMC regarding drag chute modification for F-86D aircraft. Also attached is a brief regarding present status of snow tires for F-86D aircraft. In view of these, it appears that all action that can be taken on the mechanical side of this problem has been effected.

3. It is believed that further action involves improving landing techniques. Published landing speeds must be adhered to and proper braking is required after touch-down. Proper instruction and indoctrination during the present training program should do much to solve the landing problem.

4. Defense group and squadron commanders will have to carefully control flying during periods when runway conditions due to the direct relation this would have to scramble action.

5. The Operational Suitability Test, Final Report Oct 52 of F-86D, makes no mention of excessive landing roll; however, the pilots' flight handbook gives a minimum-run landing technique. The procedure is 160K final turn, approach 120 to 130 knots with 75 to 85% rpm. Retard

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SUBJECT: F-86D and F-94C Landing Roll (Cont'd)

throttle when landing is assured and lower nose wheel quickly after touchdown. Use hard intermittent braking, but do not allow wheels to slide. Technique is the same for snow and ice.

6. F-94Cs have drag chutes so proper technique is the primary means of resolving the problem as pertains to them.

7. Squadrons of the 30th ADiv are evidently not experiencing great difficulty in stopping the F-86D. Reference Incl 3.

8. It is recommended that the effort toward getting mechanical improvements, i.e. drag chutes, snow tires and crash barriers continue, that squadrons strive to improve landing techniques and that procedures outlined in par 4 above be adhered to. It is realized that this action does not solve the problem, but it is believed that when the mechanical improvements have been realized the problem should no longer exist.

t/ MILLER t/ OLDS

3 Incls
1. Msg to ADivs and Def Wgs fr EADF
2. Brief on Curr Status of snow and Ice Grip Casings for F-86Ds
3. 2d Ind fr 30th ADiv to Comdr, 529 AD Gp Subj: Opr of the F-86D Acft, DCOFO 360, 2 Dec 53.

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485

File No.
EAMDM 600.1

DISPOSITION FORM

Comment # 1

SUBJECT: Runway Arrestor Barriers

TO: EAAAG - EADVC

FROM: EAMDM

24 Dec 53

1. Status of proposal for installation of Runway Arrestor Barrier System is as follows:

a. Letter this headquarters, EAODR 452.04, 13 August 1953, subj: Aircraft Arresting Gear, stated that requirement existed for crash barriers on instrument runways at EADF bases. Base priority was proposed under two groupings, based on runway conditions and weather.

b. ADC message, ADMIS-P-21 32926, 17 November 1953, requested authority for installation at Stewart and stated that policy was under study for all bases where use of F-86D aircraft proposed.

c. USAF message, AFOAI 59768, 3 December 1953, okayed installation at Stewart (cost not to exceed $2000 without prior reference to USAF) and granted lateral clearance waiver (AFR 56-1) for 1 year.

d. ADC message, ADMIS-P-2 36136, 11 December 1953, quoted USAF message referenced in c above, and stated that standard plans and installation manual were being developed by ARDC and would be forwarded by ADC to this headquarters upon receipt.

e. Letter this headquarters, EAMIS 600.1, 16 December 1953, to 4700th Air Base Group, transmitted ADC message referenced in d.

f. A new base priority listing for installation of barrier was established by EAODR and EAOFS on 17 December 1953.

2. As soon as plans and installation data are available action will be taken to expedite procurement of supply items for installation at Stewart. Follow-up on status of plans and installation data will be forwarded to ADC on 31 December 1953 if not received by that date.

3. When barrier has been erected and evaluated at Stewart, determination will be made regarding installation at other bases where EADF fighter-interceptors are based.

DM: Haven't we committed [?] to an installation of barrier program already? If so, why further evaluation proceedings?

s/ GPS

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SUBJECT: Runway Arrestor Barriers (Cont'd)

4. Regarding final paragraph of General F. H. Smith's letter to General Nelson, no suggestions can be made at this time, although some information will surely develop as the initial project progresses.

s/t/ CRITTENDEN

s/ FORD
t/ GRAY

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DISPOSITION FORM Comment # 2

File No. EAMDM SUBJECT: Runway Arrestor Barriers

TO: EAAAG, EADVC FROM: EAMIS 4 Jan 54

1. Evaluation in this instance refers to the engineering and some operational aspects of the job. For instance; such items as method of control, tension, location relative to runway etc., if not determined by operation of a pilot-model may result in considerable expense and wasted effort if the program is entered into on a large scale.

2. Installation will be implemented at all bases where the barrier is desired, in accordance with the priority listing prepared by EAODR, if the construction plans, materials and costs do not present obstacles fatal to the work accomplishment. Definite answers to these factors can be obtained through use of the Stewart installation as a pilot-model.

3. No reply to General Smith's Special "X" file letter is indicated since the nature of its content is to provide information. Request fanfold be killed.

s/t/ CRITTENDEN t/ GRAY

DO:

In view of possible early erection of Stewart barrier desire required studies and SOP's be made concerning its operational use.

s/ GFS

O&T:

Action ref Gen Smith's comments.

s/ CM

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DISPOSITION FORM

FILE NO.	SUBJECT	
	Air-Sea Rescue Requirements	

TO	FROM	DATE	COMMENT NO. 1
EAOPM EAODR	EAOOT		

1. A re-evaluation of the effectiveness of present rescue facilities existing or planned at EADF bases is certainly desirable in the face of manpower, monetary considerations and equipment involved. In an effort to secure some kind of emergency equipment at our bases, everyone involved has been willing to accept anything that floats and consider it money in the bank as far as accomplishing the rescue mission.

2. In reviewing reports on the effectiveness of marine detachments few boats are operational and certainly none capable of sustained operations, such as patrolling gunnery ranges.

3. Small boats are of no value in Great Lakes or off-shore waters. Recommendations in paragraph 2b concurred in.

4. Difficulty of obtaining docking, refueling, maintenance, living space, messing, transportation and communications have still not been satisfactorily solved at some EADF base rescue sites.

5. Reference paragraph 3, comment 1, the following exceptions are submitted:

BASE	REQUIREMENT
Niagara Falls Muni Aprt	1 - 63' (Niagara NAS range D-94) 1 - Helicopter
Kinross Air Force Base	1 - 63' boat 1 - 42' boat 2 - Helicopters (Hammond Bay Gunnery Range)
Wurtsmith Air Force Base	2 - 63' boats 2 - Helicopters (Upper Lake Huron Range)
Selfridge Air Force Base	2 - 63' boats (Lower Lake Huron Range) 1 - Helicopter
TRUAX Air Force Base	1 - 43' boat (Sheboygan Range) 1 - 63' boat

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FILE NO.	SUBJECT Air-Sea Rescue Requirements (Contd)

TO	FROM	DATE	COMMENT NO. 1

O'Hare International Aprt	1 - Helicopter (Glenview NAS Range)
Presque Isle Air Force Base	2 - Helicopters (Griehaven Sea Island Range)
Dover Air Force Base	2 - Helicopters (Wilmington and McGuire Gunnery Ranges)
Burlington Muni Airport	1 - 42' boat 1 - 24' boat (Lake Champlain for Approaches)
Griffiss Air Force Base	1 - 63' boat 1 - Helicopter (Lake Erie Range)
Pt Betsie Range	1 - 63' boat

6. Attached for your information and use are copies of the present air-sea rescue facilities available in the Eastern Sea Frontier and Great Lakes area. In addition to these facilities, Flight "D" of the 5th ASR Squadron is available at Selfridge AFB with the following air-sea rescue aircraft:

5 SA-16
1 Helicopter
1 C-82

ARDC has one Air Force crash boat in dry dock on Lake Erie. SAC has one 85 foot and one 42 foot boat on the Griehaven Seal Island Range near Dow Air Force Base, and TAC has one 42 foot boat at Dover and Glenview NAS has one crash boat at Glenview.

7. As the most economical approach, in manpower equipment and cost, the ultimate answer to the rescue problem is one where amphibious helicopters and SA-16 or PBY aircraft are used. Aircraft personnel who also have a utilization to the Air Force, when not engages in rescue work, seem to present a much better situation than the present hybrid rescue machine. Such matters as communicatinns, maintenance of equipment on the airbase, control of personnel and services to crews are more logically solved. Most of the seagoing craft mentioned are vulnerable to any sea-state which precludes operation of the type amphibious aircraft mentioned.

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t/ HARTL

t/ GLENN T. EAGLESTON
Colonel, USAF
Director of O&T

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FILE NO.	SUBJECT
	Air-Sea Rescue Requirements (Cont'd)

TO	FROM	DATE	COMMENT NO. 1

3 Incls:
Added 2 Incls -
2. US Coast Guard Search
& Rescue Facs
3. Appendix II to Annex E
Orp Order CINCLANTFLT No. 1-52

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DISPOSITION FORM

FILE NO.	SUBJECT			
	Air-Sea Rescue Requirements			
TO	FROM	DATE	COMMENT NO. 1	
EAOOT EAOPM	EAODR	26 Mar 53		

1. Analysis of the EADF air-sea rescue program reveals that the following bases have on hand and/or are programed to receive the following equipment during FY 54:

Base	Programed	On Hand
Niagara Falls	2 - 63', 1 - 24', 1 - 18' boats	---
Kinross	1 - 18' boat	---
McGuire	2 - 63', 2 - 24' boats	---
Wurtsmith	2 - 63', 1 - 24', 1 - 18' boats 2 amphibious helicopters	2 - 63', 1 - 24' boats
Otis	2 - 63', 1 - 24' boats 2 amphibious helicopters	2 - 63' boats 17 Mar 53 ---
New Castle	1 - 24', 1 - 18' boats	---
Burlington	1 - 40', 2 - 24' boats 2 amphibious helicopters	1 - 42', 1 - 24' boats ---
Selfridge	2 - 63', 1 - 24', 1 - 18' boats 2 amphibious helicopters	1 - 42', 1 - 36', 1 - 24' boats
Suffolk	2 - 63', 2 - 24' boats 2 amphibious helicopters	1 - 63', 1 - 24' boats
Stewart	1 - 24' boat	---
Truax	1 - 24' boat	1 - 42' boat
O'Hare	2 amphibious helicopters	---
Presque Isle	2 amphibious helicopters	---
*Dover	1 - 40', 1 - 24', 1 - 18' boats 2 amphibious helicopters	Unknown MATS base ---
*Langley	4 - 63', 1 - 40', 2 - 24', 2 - 18' boats	Unknown TAC base

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SUBJECT: Air-Sea Rescue Requirements (Cont'd)

Base	Programed	On Hand
*Dow	1 - 85', 1 - 63', 1 - 24' boats	Unknown SAC base

*Bases of other commands where EADF interceptor Squadrons are tenants.

Sheboygan, Mich Reg	2 - 63', 1 - 24', 1 - 18' boats	---
Lake Erie, Mich Reg	2 - 63', 1 - 24', 1 - 18' boats	---
Point Betsie Region	2 - 63', 1 - 24' boats	---

2. In the interests of economy and efficient, reliable rescue service for EADF combat crews, it is the opinion of this directorate that we do not have a requirement for all of this programed rescue equipment at our interceptor bases for the following reasons:

a. Northern bases in the EADF region have a year-around requirement for amphibious helicopters, instead of the programed crash boats, because the lakes surrounding these bases are frozen during the winter months rendering crash boats useless

b. In many cases, the programed crash boats are too small to operate successfully in the rough water surrounding these bases. (Inclosure #1)

c. Many bases programed for crash boats are in close proximity to excellent rescue facilities of other services - US Coast Guard and US Navy -- i.e., McGuire and Langley.

3. Below is a proposed EADF air-sea rescue requirement by base, which would provide adequate rescue service for our units:

Base	Requirement
Niagara Falls	2 - 63' boats 2 amphibious helicopters
Kinross	2 - 63' boats 2 amphibious helicopters

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SUBJECT: Air-Sea Rescue Requirements (Cont'd)

Base	Requirement
McGuire AFB	No requirement, air rescue furnished by other services
Wurtsmith	2 amphibious helicopters
Otis	2 - 63' boats 2 amphibious helicopters
New Castle	No requirement
Selfridge	2 - 63' boats 2 amphibious helicopters
Suffolk	2 - 63' boats 2 amphibious helicopters
Stewart	No requirement
Truax	1 - 42' boat?
O'Hare AFB	2 amphibious helicopters
Presque Isle	2 " "
Dover	2 " "
Sheboygan, Mich Reg	2 - 63' boats
Lake Erie Region	2 - 63' boats
Point Betsie Region	2 - 63' boats

4. As an example, the following aircraft are assigned to perform rescue missions within the area of the 26th Air Division (Defense), and coordination has been established which will allow control by the ADCC and vectoring by ADDC's:

a. Flight "A", 5th Air Rescue Squadron, Westover AFB, Mass:

4 - SA-16
1 - H-5
1 - C-82

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SUBJECT: Air-Sea Rescue Requirements (Contd)

b. USCG station, Brooklyn, N.Y.:

2 - PBM	2 - JRF (Gruman Goose)	1 - HO3S
2 - UF-1	1 - HO4S (H-19)	
3 - PBY	4 - HTL (Available)	

c. USCG station, Elizabeth City, N.J.

3 - PBM	1 - R5D	1 - HO5S
4 - PB-1G	1 - JRB	
4 - JRF	2 - HO4S	

d. USCG station, Salem, Mass:

1 - PBM	2 - JRF	1 - HO5S
3 - UF-1	1 - HO3S	

5. The following US Navy aircraft are assigned a primary mission of rescue. These aircraft are equipped with the necessary communications equipment to permit control by ADCCs:

a. NAS, Atlantic City: 1 PBY and 1 TBM.
b. NAS, Norfolk, Va: 1 PBM and 1 HO3S.
c. NAS, Chincoteague, Md: 1 PBM, 1 PBY and 1 HO3S.
d. NAS, Quonset Point, RI: 1 UF and 2 AFs.
e. NAS, Quantico, Va: 1 HRS
f. NAS, Lakehurst, N.J.: 12 Blimps, 2 JRBs, 2 FMBs, 2 FF6s, 1 R4D & 1 HO3S.
g. NAS, Patuxent River, Md: 1 PBY, HO3S available.

6. The primary aircraft utilized for rescue duty within the area of the 26th Air Division (Defense) are as follows:

a. SA-16 (USN, USCG UF-1)

A twin engine amphibious type aircraft utilized for overwater flights capable of open sea landings in moderate sea conditions.
Normal cruising speed 140 knots.
Maximum cruising speed 190 knots.
Normal fuel hours 6.
Maximum fuel hours 16.

b. PBM

A twin engine patrol seaplane utilized for extended overwater flights capable of open sea landings.

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SUBJECT: Air-Sea Rescue Requirements (Contd)

Normal cruising speed 119 knots.
Normal hours fuel 18.8
Maximum hours fuel 23.4

c. PBT (Catalina)

A twin engine amphibious aircraft utilized for extended overwater flights capable of open sea landings.
Normal cruising speed 105 knots.
Normal hours fuel 21.
Maximum hours fuel 25.

d. PB-1G (USAF B-17)

A four engine patrol bomber converted to rescue use by the addition of a droppable A-1 life boat.
Normal cruising speed 135 knots.
Normal hours fuel 17.6.
Maximum hours fuel (One Bombay) 21.8.

e. R5D (USAF C-54)

A four engine transport aircraft converted to rescue use, equipped with droppable life rafts and other survival equipment.
Normal cruising speed 135 knots.
Normal hours fuel 22.5.
Maximum hours fuel 28.5.

f. JRF (Grumman Goose)

A twin engine utility amphibious aircraft utilized for inshore (protected water) landings.
Normal cruising speed 115 knots.
Normal hours fuel 5.2.

g. H-5 (USN, USCG HO3S)

A general utility 4-place helicopter utilized for transporting personnel to and from areas where fixed wing landing facilities are unavailable.
Normal cruising speed 65 knots.
Normal hours fuel 4.

h. H-19 (USN, USCG HO4S)

A general utility helicopter capable of over 2000 pounds

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SUBJECT: Air-Sea Requirements (Cont'd)

payload and able to operate above 10,000 feet.
Normal cruising speed 75 knots.
Normal hours fuel 4.

7. It is recommended that this headquarters restate our air-sea rescue requirements (paragraph 3) to Hq ADC.

8. Request comments.

1 Incl
Rescue Boats

t/ SCHULTZ

t/ KIRKENDALL
Dir/Rqmts

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REAL ESTATE HISTORY

SELFRIDGE AFB, MT. CLEMENS, MICHIGAN

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CONTENTS

Section I A Introduction
B Definitions
C General

Section II Real Estate History

Section III Tenant History and Status

Section IV Problems

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SECTION I

A Introduction

1. The purpose of this document is to acquaint the staff with:

a. Air Force real estate interests and rights in air bases utilized by this command, and

b. The status of written and tacit agreements concerning the logistic support received and furnished by EADF units, and

c. Existing and foreseeable problems in real estate and joint use functions.

B Definitions

Avigation Easement:	A document involving no real estate interest, but merely committing the owner of a definitely specified area of land to refrain from constructing thereon, or permitting to be constructed thereon, a building above a stated maximum height. Avigation easements are required beyond the ends of runways to insure that the criteria of approach zones is observed and, at the same time, eliminating the necessity for more costly purchase of the land in fee. The owner may be permitted to utilize the area for agriculture purposes.
Cross Servicing Agreements:	Services performed, or supplies, materials or equipment furnished by one department, for and at the request of one or more other departments, for which such other departments are charged. (Ref AFR 172-8)
Easement for Right of Way:	A document granting only permission to enter upon premises for a specific purpose, such as to install, maintain and remove a pipe line, pole line, or road, etc.

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Facilities: "Any unit or number of units of man-made structures or items of construction, together with all installed equipment, used in the performance of an Air Force function." (Ltr DAF - AFOMI 141.81 dated 20 August 1953)

Fee Title: Real Property, for which the anticipated tenure of occupancy will justify the expenditure of funds, or for which the appraised annual rental will determine the acquisition of title to be more economical to the Government, is purchased outright. Although title is vested in the Government, very often existing rights of commercial concerns, municipalities, or individuals will be reserved and maintained; such as rights-of-way for utility lines, roads, or joint egress and ingress. These reservations are numerated in the deed obtained by the Government.

Joint Use: a. "Joint use is defined as the basing of an activity of a major Air Force command upon an installation assigned under the command jurisdiction of another major Air Force command. A joint use agreement covering facilities and areas required by the tenant unit will be made...*** Joint use agreements are not to be confused with Logistical Support Agreements which are consummated when logistic support services are received by, or rendered to an Air Force activity between major Air Force commands; or Cross Servicing Agreements, which are consummated when logistic support services are received or rendered between the USAF and other government agencies." (Quoted from ADC Reg 87-1)

b. "The air defense forces, when directed by this headquarters, are responsible for making agreements which establish the terms of licenses to be issued to the Air National Guard for the use of ADC facilities by units of Air National Guard. The air defense forces represent the Air Defense Command in negotiating such agreements." (ADC Reg 87-1)

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License:	A document issued to authorize an action which otherwise would be considered to be trespassing. This form of document is issued to grant occupancy of National Guard units of facilities and land belonging to the Government. It is also issued to transportation companies, bus and taxi, to permit their entrance to military installations.
Logistic Support Agreements:	Services performed or supplies, materials or equipment furnished by one air force command for and at the request of another command for which such other command may or may not be charged. (AFR's 11-4, 11-40, 85-5, 87-2, ADCR 87-1, 400-1, EADFR 400-1.)
Negotiated Lease:	Grants the Government the right of occupancy and use of premises, including land and buildings, or portions of buildings, which are privately-owned, or owned by State, Municipalities, or other non-government agencies. Depending upon individual circumstances, the conditions and provisions incorporated in the lease clearly define the obligations imposed upon both the Government and the Lessor. Regardless of the other terms of the lease, the policy governing leases acquired for the military departments by the Corps of Engineers requires that the Government reserve the privilege of cancellation; generally by a 30-day notice, but, in some cases, 60 or 90 days.
Outgrant:	Any document, lease, permit, license or easement granted for the use of Air Force - owned real property. Generally, under existing conditions, in which no Air Force facilities are "inactive", the issuance of such documents stems from a specific request by a utility company for power lines, or from an adjacent land owner for the use of water supply, or a portion of unused land for agricultural purposes.

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Permit:	A document issued to cover the occupancy by one military or Government agency of land and facilities under the jurisdiction of another like agency. This kind of document is invariably revocable at the will of the secretary of the military department, or head of the Government agency granting it.
Real Property:	"Real Property includes land, and interests therein, leaseholds, buildings, improvements and appurtenances thereto, and also includes piers, docks, warehouses, rights-of-way, and easements, whether temporary or permanent, and improvements permanently attached thereto. It does not include machinery, equipment, or tools which have not been affixed to or which have been severed or removed from any such lands or buildings." (AFR 87-1)
Restrictive Easement:	Obtained to restrict all construction within a definite area, prescribed by criteria, around the perimeter of the construction, or safety area, of ammunition storage igloos. As in the case of the avigation easement, this document also grants no real estate interest and the owner may, at his own risk, cultivate the land.
Right-of-Entry:	An informal document granting the right to enter the premises to be acquired, for inspection or exploratory purposes only, pending the execution and distribution of a formal document covering occupancy.

C General

1. Real Estate

a. The following regulations, together with related directives, govern all real property activities of the Air Force:

(1) AFR 87-1, 7 October 1952 - Acquisition.

(2) AFR 87-2, 12 January 1953 - Command Jurisdiction and Concurrent Use of Air Force Installations.

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(3) AFR 87-3, 18 February 1953 - Granting the Use of Air Force Property.

(4) AFR 87-4, 10 October 1952 - Disposal.

(5) AFR 87-6, 14 November 1952 - Utilization of Air Force Installations and Civil and Government Airports.

(6) AFR 87-15, 5 September 1950 - Army and Air Force Basic Real Estate Agreements.

(7) AFR 93-1, 25 January 1951 - Air Force Real Property Records.

b. Following approval through channels of real property actions, which require either the acquisition of additional property or disposal of property declared excess to the needs of the Air Force, the matter is turned over to the Corps of Engineers; to the appropriate District Office, if within the authority of .DC, or the Office, Chief of Engineers if approval of Headquarters US.F is required. This policy is defined in AFR 87-15, quoted as follows:

****

"3. Functions and responsibilities. - a. General. - The Department of the Air Force will utilize the services of the Chief of Engineers, Department of the Army, for the acquisition and disposition of real estate, subject to such adjustments as from time to time are jointly determined to be necessary by the Secretaries of the two Departments. b. When requirement exists. - Upon determination that a requirement exists for the acquisition of additional real estate, or interests therein, the Department of the Air Force will request the Chief of Engineers, Department of the Army, to proceed with the acquisition of such real estate. Real estate to be so acquired includes both command and industrial property. The request for acquisition will contain the location of the site selected, a citation of the funds to be used, the installation and the name of disbursing officer responsible for payment.

****

"d. When no requirement exists. - Upon determination that real property is not required for its needs and the discharge of its responsibilities, the Department of the Air Force will notify

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the Chief of Engineers, Department of the Army, to that effect. The Chief of Engineers, Department of the Army, will accomplish disposal of such real property in accordance with applicable laws and regulations.

****

"f. Legal records. - The Department of the Army will act as custodian of legal records pertaining to real property of the Department of the Air Force and will furnish to the Department of the Air Force, if required, copies of instruments relating to acquisition, disposition, or temporary usage of real property for the Department of the Air Force."

2. Agreements

a. Cross servicing agreements are required and may be negotiated by commanders concerned when support of a unit of another department is involved. No approval by higher headquarters is required.

b. Logistic support agreements. Existing directives and regulations set forth logistic support responsibilities in such detail as to make written agreements unnecessary. Commanders may negotiate written agreements when they feel such agreements are desirable.

c. Joint use agreements are required when units of other major commands, or of the Air National Guard, jointly utilize facilities on bases of this command.

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SECTION II

REAL ESTATE HISTORY

SELFRIDGE AFB, MT. CLEMENS, MICHIGAN

1. Selfridge Field is located in the southeastern part of the lower peninsula of Michigan, about two miles east of Mt. Clemens and 25 miles northeast of Detroit. The average elevation of the field is approximately 580 feet above mean tide at New York.

2. The site presently occupied by Selfridge AFB was purchased sometime prior to 1916 by Henry B. Joy, then President of the Packard Motor Company. He planned to use the field in connection with aviation experiments to be made by his company. During this period, the names Joy Aviation Field and Packard Aviation Field were interchangeably applied to the airport.

3. The US Army became interested in the field in 1917 and, 1 July of that year, leased it from Mr. Joy. The Government received an option of renewal, or purchase, for the sum of $190,000. At the time the base was thought to consist of 649.29 acres, but a later appraisal showed that there were actually 665.5 acres.

4. The status of the field remained in doubt after World War I. The Government felt that the purchase price of $190,000, stipulated in the original lease, was too high. When the Government offered $150,000, the Joy estate then raised its price to $200,000. Finally, in June 1919, the Government settled matters by instituting condemnation proceedings.

5. By March 1943, purchases had increased the size of the reservation by 2303.5 acres. An additional 19.483 acres had been leased and 100.85 acres acquired through avigation easements.

6. The present acreage of Selfridge, including fee owned and lesser interests is 3,316.498, detailed as follows:

a. Fee owned:

(1)	Base proper	2978.38 Acres
(2)	Gratiot transmitter site	19.13 Acres
(3)	Joy transmitter site	21.97 Acres
(4)	Chesterfield Radio Range	17.00 Acres
(5)	Visual OMNI Range	0.17 Acres
(6)	Selfridge Homes	29.101 Acres
(7)	Hall Road widening	6.74 Acres
(8)	Railroad spurs	3.153 Acres
	TOTAL FEE-OWNED	3075.644 Acres

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b. Lesser interests:

(1)	Transmission Line Easement	19.07 Acres
(2)	Obstruction Light Easement	67.86 Acres
(3)	Avigation and Sewer Easements	153.924 Acres
	TOTAL LESSER INTERESTS	240.854 Acres

Grant Total—3,316.498 Acres

7. Funds in the amount of $5,500 have recently been made available for the purchase of restrictive easements over 21.29 acres of land, required in connection with the on-base ammunition storage area.

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SECTION III

TENANT HISTORY AND STATUS

SELFRIDGE AFB, MT. CLEMENS, MICHIGAN

A. TENTH AIR FORCE HEADQUARTERS

1. Original occupancy of Hq 10th Air Force at Selfridge AFB was in 1950. Files of this headquarters do not contain records pertaining to the arrangements made prior to this move of 10th Air Force due to the fact that this command had not been activated at that time.

2. In November 1951 the Joint Use Agreement between Hq EADF and 10th Air Force was finally arranged, providing for the occupancy of Selfridge by that headquarters and providing for the various support furnished by the base. This agreement assigned 8 administrative buildings, 6 barracks buildings, communications building, and several storage buildings for the use of 10th Air Force. Minor adjustments have been made from time to time but the basic arrangements remain the same.

B. AFRCTC

1. By letter dated 3 September 1946 from Hq Army Air Force agreements were initiated for the occupancy of Selfridge AFB by reserve training units. The effective date of occupancy was 1 October 1946. At that time Joint Use Agreements were arranged between the Commander, 56th Fighter Wing and the reserve units.

2. Again in 1951 with the proposed reactivation and expansion of the AFRCTC new agreement, effective 1 November 1951, was worked out. At that time buildings Nos. T-727, T-730, T-731, T-732, T-733, T-738, T-739, T-742, and T-751 were assigned for exclusive use of the AFRCTC. In 1953 because of the greatly expanded activities it became necessary to negotiate a new agreement. As a result, a new agreement dated 30 March 1953 was negotiated and approved. This provides for an ultimate strength of 50 F-80 type aircraft, approximately 14 administrative, training, and supply buildings, and one hangar. Also in 1953 ConAC programmed for a hangar for the use of the AFRCTC which was finally approved and funded to alleviate critical lack of hangar space.

C. 49TH AIR RESCUE SQUADRON, MATS

1. The 49th Air Rescue Squadron has been located at Selfridge AFB since the assumption of jurisdiction by this command. At present they are assigned hangar No. 7 for exclusive use and six other buildings for administration, supply, and housing.

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D. 28TH AAA GROUP

1. In December 1952 this command was instructed by Hq ADC to grant an immediate right of entry to the 28th AAA Group to use certain facilities at Selfridge AFB. A meeting was held at this headquarters with representatives of the base and wing as well as the Eastern Army Anti-Aircraft Command, and arrangements satisfactory to all concerned were worked out. As a result the Air Force has issued a permit to the Department of the Army, effective 1 December 1952, for a period of five years. This permit authorizes the Army to utilize four existing buildings, to establish necessary tactical and administrative communications, and to utilize certain parking areas. This action integrates the combat operations of the AAC with those of the AC&W Squadron located on the base.

E. NIKE INSTALLATION

1. By letter dated 8 July 1953, Commanding General, Army Anti-Aircraft Command requested that the Department of the Army acquire certain areas at Selfridge AFB for the construction of NIKE launching sites. This letter was referred by the Department of the Army to the Chief of Engineers, who in turn referred it to Hq USAF. Correspondence was forwarded down to this headquarters and our comments and recommendations were forwarded to Hq ADC by 5th Indorsement dated 19 October 1953. Hq ADC, in turn, by 6th Indorsement recommended that a revocable permit be granted to the Army for the installation of the NIKE I at Selfridge AFB. As a result a permit was issued to the Department of the Army, for a term of ten years beginning 1 January 1954, to utilize a portion of Selfridge AFB for the installation of two missile battery sites and the installation of two temporary launching sites pending the construction of the permanent facilities.

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REAL ESTATE HISTORY

MCGUIRE AFB, NEW JERSEY
(Formerly Ft. Dix Army Air Base)

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SECTION I

A Introduction

1. The purpose of this document is to acquaint the staff with:

a. Air Force real estate interests and rights in air bases utilized by this command, and

b. The status of written and tacit agreements concerning the logistic support received and furnished by EADF units, and

c. Existing and foreseeable problems in real estate and joint use functions.

B Definitions

Avigation Easement:	A document involving no real estate interest, but merely committing the owner of a definitely specified area of land to refrain from constructing thereon, or permitting to be constructed thereon, a building above a stated maximum height. Avigation easements are required beyond the ends of runways to insure that the criteria of approach zones is observed and, at the same time, eliminating the necessity for more costly purchase of the land in fee. The owner may be permitted to utilize the area for agriculture purposes.
Cross Servicing Agreements:	Services performed, or supplies, materials or equipment furnished by one department, for and at the request of one or more other departments, for which such other departments are charged. (Ref AFR 172-8)
Easement for Right of Way:	A document granting only permission to enter upon premises for a specific purpose, such as to install, maintain and remove a pipe line, pole line, or road, etc.

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Facilities: "Any unit or number of units of man-made structures or items of construction, together with all installed equipment, used in the performance of an Air Force function." (Ltr DAF - AFOAI 141.81 dated 20 August 1953)

Fee Title: Real Property, for which the anticipated tenure of occupancy will justify the expenditure of funds, or for which the appraised annual rental will determine the acquisition of title to be more economical to the Government, is purchased outright. Although title is vested in the Government, very often existing rights of commercial concerns, municipalities, or individuals will be reserved and maintained; such as rights-of-way for utility lines, roads, or joint egress and ingress. These reservations are numerated in the deed obtained by the Government.

Joint Use: a. "Joint use is defined as the basing of an activity of a major Air Force command upon an installation assigned under the command jurisdiction of another major Air Force command. A joint use agreement covering facilities and areas required by the tenant unit will be made...*** Joint use agreements are not to be confused with Logistical Support Agreements which are consummated when logistic support services are received by, or rendered to an Air Force activity between major Air Force commands; or Cross Servicing Agreements, which are consummated when logistic support services are received or rendered between the USAF and other government agencies." (Quoted from ADC Reg 87-1)

b. "The air defense forces, when directed by this headquarters, are responsible for making agreements which establish the terms of licenses to be issued to the Air National Guard for the use of ADC facilities by units of Air National Guard. The air defense forces represent the Air Defense Command in negotiating such agreements." (ADC Reg 87-1)

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License:	A document issued to authorize an action which otherwise would be considered to be trespassing. This form of document is issued to grant occupancy of National Guard units of facilities and land belonging to the Government. It is also issued to transportation companies, bus and taxi, to permit their entrance to military installations.
Logistic Support Agreements:	Services performed or supplies, materials or equipment furnished by one air force command for and at the request of another command for which such other command may or may not be charged. (AFR's 11-4, 11-40, 85-5, 87-2, ADCR 87-1, 400-1, EADFR 400-1.)
Negotiated Lease:	Grants the Government the right of ~~occupancy~~ and use of premises, including land and buildings, or portions of buildings, which are privately-owned, or owned by State, Municipalities, or other non-government agencies. Depending upon individual circumstances, the conditions and provisions incorporated in the lease clearly define the obligations imposed upon both the Government and the Lessor. Regardless of the other terms of the lease, the policy governing leases acquired for the military departments by the Corps of Engineers requires that the Government reserve the privilege of cancellation; generally by a 30-day notice, but, in some cases, 60 or 90 days.
Outgrant:	Any document, lease, permit, license or easement granted for the use of Air Force - owned real property. Generally, under existing conditions, in which no Air Force facilities are "inactive", the issuance of such documents stems from a specific request by a utility company for power lines, or from an adjacent land owner for the use of water supply, or a portion of unused land for agricultural purposes.

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Permit:	A document issued to cover the occupancy by one military or Government agency of land and facilities under the jurisdiction of another like agency. This kind of document is invariably revocable at the will of the secretary of the military department, or head of the Government agency granting it.
Real Property:	"Real Property includes land, and interests therein, leaseholds, buildings, improvements and appurtenances thereto, and also includes piers, docks, warehouses, rights-of-way, and easements, whether temporary or permanent, and improvements permanently attached thereto. It does not include machinery, equipment, or tools which have not been affixed to or which have been severed or removed from any such lands or buildings." (AFR 87-1)
Restrictive Easement:	Obtained to restrict all construction within a definite area, prescribed by criteria, around the perimeter of the construction, or safety area, of ammunition storage igloos. As in the case of the avigation easement, this document also grants no real estate interest and the owner may, at his own risk, cultivate the land.
Right-of-Entry:	An informal document granting the right to enter the premises to be acquired, for inspection or exploratory purposes only, pending the execution and distribution of a formal document covering occupancy.

C General

1. Real Estate

a. The following regulations, together with related directives, govern all real property activities of the Air Force:

(1) AFR 87-1, 7 October 1952 - Acquisition.

(2) AFR 87-2, 12 January 1953 - Command Jurisdiction and Concurrent Use of Air Force Installations.

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(3) AFR 87-3, 18 February 1953 - Granting the Use of Air Force Property.

(4) AFR 87-4, 10 October 1952 - Disposal.

(5) AFR 87-6, 14 November 1952 - Utilization of Air Force Installations and Civil and Government Airports.

(6) AFR 87-15, 5 September 1950 - Army and Air Force Basic Real Estate Agreements.

(7) AFR 93-1, 25 January 1951 - Air Force Real Property Records.

b. Following approval through channels of real property actions, which require either the acquisition of additional property or disposal of property declared excess to the needs of the Air Force, the matter is turned over to the Corps of Engineers; to the appropriate District Office, if within the authority of ADC, or the Office, Chief of Engineers if approval of Headquarters USAF is required. This policy is defined in AFR 87-15, quoted as follows:

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the Chief of Engineers, Department of the Army, to that effect. The Chief of Engineers, Department of the Army, will accomplish disposal of such real property in accordance with applicable laws and regulations.

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"f. Legal records. - The Department of the Army will act as custodian of legal records pertaining to real property of the Department of the Air Force and will furnish to the Department of the Air Force, if required, copies of instruments relating to acquisition, disposition, or temporary usage of real property for the Department of the Air Force."

2. Agreements

a. Cross servicing agreements are required and may be negotiated by commanders concerned when support of a unit of another department is involved. No approval by higher headquarters is required.

b. Logistic support agreements. Existing directives and regulations set forth logistic support responsibilities in such detail as to make written agreements unnecessary. Commanders may negotiate written agreements when they feel such agreements are desirable.

c. Joint use agreements are required when units of other major commands, or of the Air National Guard, jointly utilize facilities on bases of this command.

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SECTION II

REAL ESTATE HISTORY

MCGUIRE AFB, NEW JERSEY
(Formerly Ft. Dix Army Air Base)

1. The original site of McGuire AFB was examined from the air for Camp Dix authorities by Major (then Captain) David R. Wolverton as early as 1926, but for the following ten years a single wind sock served as the only indication that the vacant field was an airport. In 1937, however, at a meeting attended by Col. Robert S. Knox, Commanding Officer of Camp Dix, Major Copsey of the New Jersey National Guard and Major Wolverton, plans were formulated to clear the ground for airfield construction. As a result of assistance obtained from the Works Projects Administration, two Army CCC companies were put to work cutting back the woods that surrounded the existing runways. In 1940, satisfactory progress led to the procurement of additional funds in the form of War Department appropriations and direct Federal Grants.

2. For the expansion of the field, the Government purchased 1700 acres of land in October 1940. Although final title was not secured until March 1943, the Government had already taken possession of 92 acres which the National Youth Administration had previously leased from the Boy Scouts of America. In August 1942, the property known as the Wrightstown Triangle was purchased.

3. Although the airfield functioned as an adjunct to Ft. Dix until 3 July 1942, when it was assigned to the First Air Force, its exact date of activation or designation as Ft. Dix Army Air Base is unknown. The base was redesignated McGuire AFB 19 January 1948, in honor of Major Thomas B. McGuire, who, at the time of his death in January 1945, was the top ranking ace on duty in the Southwest Pacific.

4. The records of this headquarters indicate acquisition of land at McGuire AFB as follows:

a. 2506.45 acres-reassigned from Ft. Dix.
b. 0.63 acres (easement)-reassigned from Ft. Dix.
c. 92.00 acres-transferred from Army, 13 March 1950.
d. 439.00 acres-transferred from Army, 29 April 1952.
e. 16.50 acres-transferred from Army, 10 January 1953.
f. 0.30 acres-transferred from Army, 9 October 1953.

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5. Subsequent to the Air Force assumption of jurisdiction over the 2598.45 acres of land, indicated in paragraphs 4a and 4b above, the additional land was requested and approved for transfer from the Army for the following purposes: 439 acres for ammunition storage; 16.5 acres for sewage disposal; and 0.03 acres for navaids.

6. It is anticipated that McGuire AFB will be transferred to the jurisdiction of Military Air Transport Service some time during the fiscal year beginning 1 July 1954.

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SECTION III

TENANT HISTORY AND STATUS

MCGUIRE AFB, NEW JERSEY
(Formerly Ft. Dix Army Air Base)

A. AIR NATIONAL GUARD

1. On 22 December 1950 the State of New Jersey was granted a revocable license to use and occupy a portion of McGuire AFB for ANG purposes. The terms of the license included a statement that United States reserved the right to use the property included in this license, or any part, including all buildings and improvements, for such purposes as the Department of the Air Force deems necessary in the interest of National Defense. On this area the Corps of Engineers constructed a parking apron, a hangar, a warehouse, a motor vehicle shop, and a paint and dope building. These improvements were completed in the fall of 1951. However, they were not occupied by the National Guard, but through verbal agreement of Brigadier General Charles and Colonel Mack of the New Jersey National Guard, were used by EADF units.

2. In May 1951 an amendment to this license was executed to provide rights of way for various utility lines.

3. With the complete reactivation of McGuire AFB and its proposed expansion for use by MATS, the Master Plan required that a portion of the Guard area be used by the Air Force. In January and February 1953 several meetings were held with the National Guard, USAF Installations Representative, and the base. As a result the license was amended on 5 May 1953 to delete portion of the Guard area, thus making it available for Air Force use and in turn to provide another area for National Guard use.

4. At present the Air Force continues to use the State-owned improvements. Several buildings at another part of the field have been made available to the Guard as an interim informal arrangement pending the return of the Guard facilities.

5. The complete planning and phased construction for McGuire AFB makes it appear that it will be advantageous to all agencies to relocate the permanent Guard area. At a series of meetings attended by representatives of Hq ADC and Hq MATS it has been informally determined that the present Guard-owned facilities should be retained for Air Force use and provisions made elsewhere for the Guard. This proposal has not yet been made to the State.

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SECTION IV

PROBLEMS

MCGUIRE AFB, NEW JERSEY
(Formerly Ft. Dix Army Air Base)

1. Final resolution of the Air National Guard location has not yet been made. Action to complete this has been withheld in order that all problems concerning master planning, phasing of construction, and transfer of jurisdiction to MATS can be ironed out. A conference is scheduled in March 1954 to consider the firm date for transfer of jurisdiction. Concurrent with, and subsequent to, this meeting the proposal to shift the Air National Guard area must be taken up.

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REAL ESTATE HISTORY

WURTSMITH AFB, OSCODA, MICHIGAN

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Restrictive Easement:	Obtained to restrict all construction within a definite area, prescribed by criteria, around the perimeter of the construction, or safety area, of ammunition storage igloos. As in the case of the avigation easement, this document also grants no real estate interest and the owner may, at his own risk, cultivate the land.
Right-of-Entry:	An informal document granting the right to enter the premises to be acquired, for inspection or exploratory purposes only, pending the execution and distribution of a formal document covering occupancy.

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1. Real Estate

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(3) AFR 87-3, 18 February 1953 - Granting the Use of Air Force Property.

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(5) AFR 87-6, 14 November 1952 - Utilization of Air Force Installations and Civil and Government Airports.

(6) AFR 87-15, 5 September 1950 - Army and Air Force Basic Real Estate Agreements.

(7) AFR 93-1, 25 January 1951 - Air Force Real Property Records.

b. Following approval through channels of real property actions, which require either the acquisition of additional property or disposal of property declared excess to the needs of the Air Force, the matter is turned over to the Corps of Engineers; to the appropriate District Office, if within the authority of NDC, or the Office, Chief of Engineers if approval of Headquarters USAF is required. This policy is defined in AFR 87-15, quoted as follows:

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"3. Functions and responsibilities. - a. General. - The Department of the Air Force will utilize the services of the Chief of Engineers, Department of the Army, for the acquisition and disposition of real estate, subject to such adjustments as from time to time are jointly determined to be necessary by the Secretaries of the two Departments. b. When requirement exists. - Upon determination that a requirement exists for the acquisition of additional real estate, or interests therein, the Department of the Air Force will request the Chief of Engineers, Department of the Army, to proceed with the acquisition of such real estate. Real estate to be so acquired includes both command and industrial property. The request for acquisition will contain the location of the site selected, a citation of the funds to be used, the installation and the name of disbursing officer responsible for payment.

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"d. When no requirement exists. - Upon determination that real property is not required for its needs and the discharge of its responsibilities, the Department of the Air Force will notify

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the Chief of Engineers, Department of the Army, to that effect. The Chief of Engineers, Department of the Army, will accomplish disposal of such real property in accordance with applicable laws and regulations.

****

"f. Legal records. - The Department of the Army will act as custodian of legal records pertaining to real property of the Department of the Air Force and will furnish to the Department of the Air Force, if required, copies of instruments relating to acquisition, disposition, or temporary usage of real property for the Department of the Air Force."

2. Agreements

a. Cross servicing agreements are required and may be negotiated by commanders concerned when support of a unit of another department is involved. No approval by higher headquarters is required.

b. Logistic support agreements. Existing directives and regulations set forth logistic support responsibilities in such detail as to make written agreements unnecessary. Commanders may negotiate written agreements when they feel such agreements are desirable.

c. Joint use agreements are required when units of other major commands, or of the Air National Guard, jointly utilize facilities on bases of this command.

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SECTION II

REAL ESTATE HISTORY

WURTSMITH AFB, OSCODA, MICHIGAN

1. Wurtsmith AFB, formerly known as Oscoda AFB, is located in Iosco County, Oscoda Township, State of Michigan. It lies approximately 5 miles northwest of the City of Oscoda, Michigan. It includes and is adjacent to old Camp Skeel, a gunnery site for Selfridge Field.

2. Camp Skeel Airport was originally constructed as an auxiliary field for the defense of Sault Ste. Marie and the Straits of Mackinac, in northern Michigan. The first building was erected in 1925, although an extensive development program was not undertaken until the summer of 1942. The base was designated Oscoda Army Air Field, a sub-base of Selfridge Field, 24 March 1943.

3. The original reservation of Oscoda AFB, now Wurtsmith, consisted of 1374.85 acres purchased in fee from the State of Michigan in 1935 and 4.47 acres, leased from the Township of Oscoda, also in 1935.

4. Subsequent to 1940, an additional 145.711 acres have been acquired in fee, 2163.49 acres by lease and 667.25 acres by easements; sewer line, obstruction light and avigation.

5. At the present time, the total acreage, comprising Wurtsmith AFB, is as follows:

a.	Fee owned	1520.56 Acres
b.	Leased	2167.96 Acres
c.	Easements	667.25 Acres
	TOTAL	4355.77 Acres

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SECTION III

TENANT HISTORY AND STATUS

WURTSMITH AFB, OSCODA, MICHIGAN

1. No tenants are presently located at this base.

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REAL ESTATE HISTORY

STEWART AFB, NEWBURGH, NEW YORK

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SECTION I

A Introduction

1. The purpose of this document is to acquaint the staff with:

a. Air Force real estate interests and rights in air bases utilized by this command, and

b. The status of written and tacit agreements concerning the logistic support received and furnished by EADF units, and

c. Existing and foreseeable problems in real estate and joint use functions.

B Definitions

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Cross Servicing Agreements:	Services performed, or supplies, materials or equipment furnished by one department, for and at the request of one or more other departments, for which such other departments are charged. (Ref AFR 172-8)
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Fee Title:	Real Property, for which the anticipated tenure of occupancy will justify the expenditure of funds, or for which the appraised annual rental will determine the acquisition of title to be more economical to the Government, is purchased outright. Although title is vested in the Government, very often existing rights of commercial concerns, municipalities, or individuals will be reserved and maintained; such as rights-of-way for utility lines, roads, or joint egress and ingress. These reservations are numerated in the deed obtained by the Government.
Joint Use:	a. "Joint use is defined as the basing of an activity of a major Air Force command upon an installation assigned under the command jurisdiction of another major Air Force command. A joint use agreement <u>covering facilities and areas</u> required by the tenant unit will be made...*** Joint use agreements are not to be confused with Logistical Support Agreements which are consummated when logistic support services are received by, or rendered to an Air Force activity between major Air Force commands; or Cross Servicing Agreements, which are consummated when logistic support services are received or rendered between the USAF and other government agencies." (Quoted from ADC Reg 87-1) b. "The air defense forces, when directed by this headquarters, are responsible for making agreements which establish the terms of licenses to be issued to the Air National Guard for the use of ADC facilities by units of Air National Guard. The air defense forces represent the Air Defense Command in negotiating such agreements." (ADC Reg 87-1)

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Negotiated Lease:	Grants the Government the right of occupancy and use of premises, including land and buildings, or portions of buildings, which are privately-owned, or owned by State, Municipalities, or other non-government agencies. Depending upon individual circumstances, the conditions and provisions incorporated in the lease clearly define the obligations imposed upon both the Government and the Lessor. Regardless of the other terms of the lease, the policy governing leases acquired for the military departments by the Corps of Engineers requires that the Government reserve the privilege of cancellation; generally by a 30-day notice, but, in some cases, 60 or 90 days.
Outgrant:	Any document, lease, permit, license or easement granted for the use of Air Force - owned real property. Generally, under existing conditions, in which no Air Force facilities are "inactive", the issuance of such documents stems from a specific request by a utility company for power lines, or from an adjacent land owner for the use of water supply, or a portion of unused land for agricultural purposes.

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Permit:	A document issued to cover the occupancy by one military or Government agency of land and facilities under the jurisdiction of another like agency. This kind of document is invariably revocable at the will of the secretary of the military department, or head of the Government agency granting it.
Real Property:	"Real Property includes land, and interests therein, leaseholds, buildings, improvements and appurtenances thereto, and also includes piers, docks, warehouses, rights-of-way, and easements, whether temporary or permanent, and improvements permanently attached thereto. It does not include machinery, equipment, or tools which have not been affixed to or which have been severed or removed from any such lands or buildings." (AFR 87-1)
Restrictive Easement:	Obtained to restrict all construction within a definite area, prescribed by criteria, around the perimeter of the construction, or safety area, of ammunition storage igloos. As in the case of the avigation easement, this document also grants no real estate interest and the owner may, at his own risk, cultivate the land.
Right-of-Entry:	An informal document granting the right to enter the premises to be acquired, for inspection or exploratory purposes only, pending the execution and distribution of a formal document covering occupancy.

C General

1. Real Estate

a. The following regulations, together with related directives, govern all real property activities of the Air Force:

(1) AFR 87-1, 7 October 1952 - Acquisition.

(2) AFR 87-2, 12 January 1953 - Command Jurisdiction and Concurrent Use of Air Force Installations.

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(3) AFR 87-3, 18 February 1953 - Granting the Use of Air Force Property.

(4) AFR 87-4, 10 October 1952 - Disposal.

(5) AFR 87-6, 14 November 1952 - Utilization of Air Force Installations and Civil and Government Airports.

(6) AFR 87-15, 5 September 1950 - Army and Air Force Basic Real Estate Agreements.

(7) AFR 93-1, 25 January 1951 - Air Force Real Property Records.

b. Following approval through channels of real property actions, which require either the acquisition of additional property or disposal of property declared excess to the needs of the Air Force, the matter is turned over to the Corps of Engineers; to the appropriate District Office, if within the authority of ADC, or the Office, Chief of Engineers if approval of Headquarters USAF is required. This policy is defined in AFR 87-15, quoted as follows:

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"3. Functions and responsibilities. - a. General. - The Department of the Air Force will utilize the services of the Chief of Engineers, Department of the Army, for the acquisition and disposition of real estate, subject to such adjustments as from time to time are jointly determined to be necessary by the Secretaries of the two Departments. b. When requirement exists. - Upon determination that a requirement exists for the acquisition of additional real estate, or interests therein, the Department of the Air Force will request the Chief of Engineers, Department of the Army, to proceed with the acquisition of such real estate. Real estate to be so acquired includes both command and industrial property. The request for acquisition will contain the location of the site selected, a citation of the funds to be used, the installation and the name of disbursing officer responsible for payment.

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"d. When no requirement exists. - Upon determination that real property is not required for its needs and the discharge of its responsibilities, the Department of the Air Force will notify

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the Chief of Engineers, Department of the Army, to that effect. The Chief of Engineers, Department of the Army, will accomplish disposal of such real property in accordance with applicable laws and regulations.

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SECTION II

REAL ESTATE HISTORY

STEWART AFB, NEWBURGH, NEW YORK

1. Stewart Field was laid out on lands belonging to the City of Newburgh and its construction was, in part, financed by Federal funds. In 1932, the City of Newburgh offered to share its option on the land with the Government, but, at the time Federal officials demurred. On 28 October 1935, however, the City did deed over the property, reserving five acres for use as a municipal airport. In May of the following year the President signed a Congressional Act authorizing acceptance of the land.

2. On 9 September 1936, title to the partially completed airport was procured for West Point by the War Department. When the existing acreage proved inadequate for handling new aircraft, the City was requested to relinquish its claim to the five reserved acres--an action which it took 20 February 1939 for a consideration of one dollar. The Field Commander, however, assured City officials that civilian planes would be allowed to use the field to a limited extent.

3. The Newburgh City Council, in October 1939, adopted an ordinance donating the entire tract to the Government "in fee simple and absolute." Apparently a New York State Law restricting the transfer of local property by gift or sale to the Federal Government made actual ownership doubtful, despite the prior granting of a deed by the City. On 22 March 1940, Governor Lehman of New York signed a bill clarifying the transfer of title and, on the following 29 October, the 226 acre airfield was finally transferred to the Government for one dollar.

4. Early in 1941, the Government made additional purchases of 1,100 acres from various owners. The official acreage of Stewart Field in 1942 was as follows:

Original donation from City of Newburgh --	221.8 acres
Thirty-nine additional parcels acquired --	1394.98 acres
TOTAL	1616.78 acres
Auxiliary Fields --	1359.18 acres
	2975.96 acres

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5. Unofficial information available in this headquarters indicates that the 39 parcels acquired by the Government from private owners cost approximately $250,161. All cost records regarding the original construction on Stewart have been retired and are not readily available.

6. In 1947, Stewart Field was declared excess to the needs of West Point. However, as it was not declared surplus to the needs of the Department of Defense, the custody and accountability for the field was placed in the hands of the District Engineer, New York District, Corps of Engineers.

7. In 1949, a determination having been made that Stewart Field was suitable as a site for Headquarters Eastern Air Defense Force, it was removed from its excess, or inactive, status and jurisdiction and accountability were withdrawn from the Corps of Engineers and transferred to Headquarters Air Defense Command.

8. Included as auxiliary fields for Stewart, but declared surplus to the needs of the Department of Defense in 1947, were: 349.18 acres of land at Montgomery, New York; 909.2 acres of land at Walkill, New York, and approximately 100 acres at Poughkeepsie, New York. These fields were deeded to the respective towns, with the usual recapture rights reserved by the Government.

9. The auxiliary field at Poughkeepsie has not, as yet, been required by this command. However, in 1950, a requirement arose for the acquisition of real estate to provide for the installation of communications facilities for Stewart Field. Montgomery Field was selected as being sufficiently large for the installation of both the transmitter and receiver sites. Therefore, an agreement, No. NYDRE (..) 737, was entered into 1 March 1952 with the County of Orange covering such use, without rental, for so long as required by the Government during the existence of the national emergency.

10. Subsequently to the reacquisition of the Montgomery Field, it was discovered that its area was not sufficiently large to permit the construction of both the transmitter and receiver sites. Walkill Field was then taken under consideration. Although this field could have been recaptured, or leased, this action would have entailed the retention of its airfield characteristics and the restoration of these characteristics upon the discontinuance of its use by the Air Force. Therefore, as the field had neither been utilized, nor intended to be utilized, by Ulster County, which held title, the County was requested and agreed, to deed the land back to the Government. The County's decision to take this action was influenced by the promise of the CAA to, at some future time, assist it

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in locating and building another airport at a more suitable site. This assistance could not be granted as long as the County held title to a field, regardless of whether it was used or not.

11. The records of this headquarters indicate the present acreage at Stewart to be as follows:

a.	Fee Owned:	
	(1) Stewart proper	1674.24 acres
	(2) Walkill Auxiliary Field	628.00 acres
	*(3) Former Radio Range Ridge Road, New Windsor	10.60 acres
	Total Fee Owned	2312.84 acres
b.	Lesser Interests:	
	(1) Stewart-perpetual easement for storm sewer	24.67 acres
	(2) Montgomery Auxiliary Field-Use Contract	349.18 acres
	(3) Walkill Auxiliary Field-Avigation Easements	281.2 acres
	(4) Former Radio Range-Runway Access Road	0.45 acres
	(5) Present Radio Range-Lease	5.15 acres
	Total Lesser Interests	635.98 acres
	GRAND TOTAL	2948.82 acres

*Former Radio Range being considered as a site for a VPN13 navigational aid, which has been included as an item in the FY-55 Program. Approval of this program will determine whether all, or a portion of this acreage, can be declared excess.

12. Small outgrants of rights-of-way have been approved. These consist of:

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a. Sewer line right-of way to the Dayton Development Corporation, for use in connection with the Wherry Housing units.

b. Right-of-way over approximately two acres to the New York State Highway Commission for the New York State Thruway.

13. Proposed and included in the FY-53 and FY-54 Construction Programs, but for which final approval has not been granted and funds released, are the following items:

a. Ammunition Storage Area-approximately 332 acres.

b. Runway Extension - approximately 336 acres.

c. Alert Hangar - approximately 68 acres.

d. Snake Hill Obstruction Lighting - approximately 1.75 acres.

e. ILAS Marker - approximately 1.00 acres.

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SECTION III

TENANT HISTORY AND STATUS

STEWART AFB, NEWBURGH, NEW YORK

A. USMA PREPARATORY SCHOOL

1. Following World War II Stewart Field was a Class II installation under the administrative control of the United States Military Academy. By General Order No. 45, Department of the Army, 24 June 1948, Stewart Field was transferred to the Department of the Air Force. Departments of the Army and the Air Force letter, 30 August 1948, subject: Jurisdiction of Stewart AFB, actually provides the arrangements under which the Preparatory School remained at Stewart Field. This letter provides that the Commanding Officer, Stewart Field, will continue to accommodate and maintain facilities for the school at the strength approved by the Department of the Army, and in the event Air Force operational activities require relocate at Stewart Field notification will be given not less than six months in advance of the opening classes in September of that particular year. Since 1948 the Air Force has supported the school at this installation. In 1953 because of the arrival of Hq Eastern Army Anti-Aircraft Command at Stewart Field, it was necessary to relocate the particular facilities used by the School. This was accomplished in the summer of 1953 and the September 1953 classes started in these new buildings.

B. HQ EASTERN ARMY ANTI-AIRCRAFT COMMAND

1. Hq ADC letter, ADOOT-D-300, 18 December 1952, subject: Integration Policy Elements of ADC and Army Anti-Aircraft Command, laid down the basic policy for the integration of these two commands. Consequently, following receipt of this letter arrangements were worked out for the move of EAAAC headquarters to Stewart Field. Several buildings formerly utilized by the Preparatory School were made available for the use of EAAAC and following minor alterations in the summer of 1953 the headquarters moved, effective 14 September 1953.

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REAL ESTATE HISTORY

SUFFOLK COUNTY AFB, WESTHAMPTON, LONG ISLAND, NEW YORK

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"3. Functions and responsibilities. - a. General. - The Department of the Air Force will utilize the services of the Chief of Engineers, Department of the Army, for the acquisition and disposition of real estate, subject to such adjustments as from time to time are jointly determined to be necessary by the Secretaries of the two Departments. b. When requirement exists. - Upon determination that a requirement exists for the acquisition of additional real estate, or interests therein, the Department of the Air Force will request the Chief of Engineers, Department of the Army, to proceed with the acquisition of such real estate. Real estate to be so acquired includes both command and industrial property. The request for acquisition will contain the location of the site selected, a citation of the funds to be used, the installation and the name of disbursing officer responsible for payment.

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"d. When no requirement exists. - Upon determination that real property is not required for its needs and the discharge of its responsibilities, the Department of the Air Force will notify

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the Chief of Engineers, Department of the Army, to that effect. The Chief of Engineers, Department of the Army, will accomplish disposal of such real property in accordance with applicable laws and regulations.

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"f. Legal records. - The Department of the Army will act as custodian of legal records pertaining to real property of the Department of the Air Force and will furnish to the Department of the Air Force, if required, copies of instruments relating to acquisition, disposition, or temporary usage of real property for the Department of the Air Force."

2. Agreements

a. Cross servicing agreements are required and may be negotiated by commanders concerned when support of a unit of another department is involved. No approval by higher headquarters is required.

b. Logistic support agreements. Existing directives and regulations set forth logistic support responsibilities in such detail as to make written agreements unnecessary. Commanders may negotiate written agreements when they feel such agreements are desirable.

c. Joint use agreements are required when units of other major commands, or of the Air National Guard, jointly utilize facilities on bases of this command.

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SECTION II

REAL ESTATE HISTORY

SUFFOLK COUNTY AFB, WESTHAMPTON, LONG ISLAND, NEW YORK

1. Late in 1941, the Real Estate Division of the New York District, Corps of Engineers, upon authorization of the CAA, began to acquire land in Suffolk County, New York, for the construction of an airfield. Owners were given annual leases and, for the period of the leases, or for as long as the Government desired, property holders forfeited all rights and privileges to the land, except title. By late 1942, when the CAA began a survey of the proposed landing field, a total of 11,500 acres had been leased. Some difference of opinion exists as to this total acreage, however. According to a real estate map of August 1943, found in Volume VI of "Organizational Development, Northeast Air District and First Air Force, 19 November 1940—31 December 1943," Supplementary Appendix to Chapter 2, includes additional properties. According to this document, the Government, besides leasing the 1189.20 acre Suffolk County Airport, had leased 9947.10 acres and purchased 960.33 acres for the Suffolk County Gunnery Training Center. The total acreage of these three properties is 12,105.63; somewhat more than indicated by the 1942 figures.

2. The original purpose in building the airport had been to train pilots. In 1942, however, the Army requested that the CAA continue construction, so that the site could serve as a gunnery range for advanced pilots and as a training field for fighter aircraft. On 15 June 1943, 1198.20 acres of vacant and unimproved land, known as the Suffolk County Airport, were leased by the Government from Suffolk County for one dollar. The lease was to expire six months after the end of the unlimited national emergency.

3. Building construction began in March 1943 and the field was activated 17 May 1943 as a sub-base of Mitchel Field and a gunnery base for the First Air Force. The cost of betterments of the land leased from the County amounted to $3,930,968.

4. The Airport, 1198.20 acres, having been determined to be excess to the needs of the Government, was so declared to War Assets Administration, 11 January 1946. That agency surrendered the leasehold to the County by Indenture 13 February 1947. Recapture rights were reserved by the Government.

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5. Subsequent to return of the leased property to the County, it entered into a lease with a Mr. Walter E. McGinty for the term 1 May 1948 to 30 April 1958, with a 10 year renewal option. Mr. McGinty, by instrument dated 29 July 1948, assigned the lease to National Aircraft Maintenance Corporation (NAMCO). Under certain conditions, including recapture by the Government, the lease could be terminated. The County of Suffolk purportedly revoked the lease of NAMCO effective 31 December 1950, and the case was placed in litigation.

6. The National Aircraft Maintenance Corporation, 30 July 1948, sub-let the major portion of the building layout to Arabian Oil Company for the term 1 August 1948 to 31 July 1953, with 5 year renewal option.

7. The above information is given to indicate the situation at Suffolk in 1950, at the time the use of the airport was desired by the Air Force.

8. Suffolk County, a political sub-division of the State of New York, cooperated fully with the Corps of Engineers, the negotiating agency, and the Air Force, and did not attempt to block any recapture of exclusive use, as required. The Aviation Committee of the County Board of Supervisors evidenced a preference to turn the airport and its flying facilities to the Government. The County did, however, desire that the Arabian Oil Company be permitted continued occupancy, to enable the community to receive the revenue therefrom. The County also desired to have civilian flying authorized on designated runways.

9. Following considerable discussion on the matter, a determination was made that the Air Force required exclusive use of the airport. In order to protect the County from litigation by its tenants, also in order to evict these tenants, the Government, by letter 12 March 1951, exercised its right of recapture of the land and improvements thereon.

10. Following recapture, it was not until 1 April 1953 that the Government entered into a lease, No. W 30-075eng5463, effective, for rental purposes, from March 1951, the date of repossession. This lease covers both the original area of 1198.2 acres and an additional area of 52 acres, purchased by the County as an addition to the base and not subject to recapture.

11. The County, prior to recapture by the Government, constructed buildings and facilities without the aid of the Federal Government. For these facilities, the Government was obligated to pay an annual rental, based on an appraisal mutually agreeable to both parties. The failure of the County and Corps of Engineers to reach an agreement on this appraisal, caused the long delay in the execution of the lease. The rental decided upon as being reasonable was $16,700.00 per annum.

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12. The Government now has under lease approximately 1276.50 acres and under avigation easements approximately 570 acres, totalling 1846.50 acres.

13. Included in the FY-55 Program, awaiting approval, are 17 acres in fee and 3 acres for runway easement for the construction of a family housing area

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SECTION III

TENANT HISTORY AND STATUS

SUFFOLK COUNTY AFB, WESTHAMPTON, LONG ISLAND, NEW YORK

1. No tenants are presently located at this base.

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REAL ESTATE HISTORY

OTIS AFB AND CAMP EDWARDS, FALMOUTH, MASSACHUSETTS

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b. The status of written and tacit agreements concerning the logistic support received and furnished by EADF units, and

c. Existing and foreseeable problems in real estate and joint use functions.

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Easement for Right of Way:	A document granting only permission to enter upon premises for a specific purpose, such as to install, maintain and remove a pipe line, pole line, or road, etc.

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Facilities:	"Any unit or number of units of man-made structures or items of construction, together with all installed equipment, used in the performance of an Air Force function." (Ltr DAF - AFOAI 141.81 dated 20 August 1953)
Fee Title:	Real Property, for which the anticipated tenure of occupancy will justify the expenditure of funds, or for which the appraised annual rental will determine the acquisition of title to be more economical to the Government, is purchased outright. Although title is vested in the Government, very often existing rights of commercial concerns, municipalities, or individuals will be reserved and maintained; such as rights-of-way for utility lines, roads, or joint egress and ingress. These reservations are numerated in the deed obtained by the Government.
Joint Use:	a. "Joint use is defined as the basing of an activity of a major Air Force command upon an installation assigned under the command jurisdiction of another major Air Force command. A joint use agreement covering facilities and areas required by the tenant unit will be made...*** Joint use agreements are not to be confused with Logistical Support Agreements which are consummated when logistic support services are received by, or rendered to an Air Force activity between major Air Force commands; or Cross Servicing Agreements, which are consummated when logistic support services are received or rendered between the USAF and other government agencies." (Quoted from ADC Reg 87-1) b. "The air defense forces, when directed by this headquarters, are responsible for making agreements which establish the terms of licenses to be issued to the Air National Guard for the use of ADC facilities by units of Air National Guard. The air defense forces represent the Air Defense Command in negotiating such agreements." (ADC Reg 87-1)

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Negotiated Lease:	Grants the Government the right of occupancy and use of premises, including land and buildings, or portions of buildings, which are privately-owned, or owned by State, Municipalities, or other non-government agencies. Depending upon individual circumstances, the conditions and provisions incorporated in the lease clearly define the obligations imposed upon both the Government and the Lessor. Regardless of the other terms of the lease, the policy governing leases acquired for the military departments by the Corps of Engineers requires that the Government reserve the privilege of cancellation; generally by a 30-day notice, but, in some cases, 60 or 90 days.
Outgrant:	Any document, lease, permit, license or easement granted for the use of Air Force - owned real property. Generally, under existing conditions, in which no Air Force facilities are "inactive", the issuance of such documents stems from a specific request by a utility company for power lines, or from an adjacent land owner for the use of water supply, or a portion of unused land for agricultural purposes.

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Permit:	A document issued to cover the occupancy by one military or Government agency of land and facilities under the jurisdiction of another like agency. This kind of document is invariably revocable at the will of the secretary of the military department, or head of the Government agency granting it.
Real Property:	"Real Property includes land, and interests therein, leaseholds, buildings, improvements and appurtenances thereto, and also includes piers, docks, warehouses, rights-of-way, and easements, whether temporary or permanent, and improvements permanently attached thereto. It does not include machinery, equipment, or tools which have not been affixed to or which have been severed or removed from any such lands or buildings." (AFR 87-1)
Restrictive Easement:	Obtained to restrict all construction within a definite area, prescribed by criteria, around the perimeter of the construction, or safety area, of ammunition storage igloos. As in the case of the avigation easement, this document also grants no real estate interest and the owner may, at his own risk, cultivate the land.
Right-of-Entry:	An informal document granting the right to enter the premises to be acquired, for inspection or exploratory purposes only, pending the execution and distribution of a formal document covering occupancy.

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a. The following regulations, together with related directives, govern all real property activities of the Air Force:

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(2) AFR 87-2, 12 January 1953 - Command Jurisdiction and Concurrent Use of Air Force Installations.

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(3) AFR 87-3, 18 February 1953 - Granting the Use of Air Force Property.

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(5) AFR 87-6, 14 November 1952 - Utilization of Air Force Installations and Civil and Government Airports.

(6) AFR 87-15, 5 September 1950 - Army and Air Force Basic Real Estate Agreements.

(7) AFR 93-1, 25 January 1951 - Air Force Real Property Records.

b. Following approval through channels of real property actions, which require either the acquisition of additional property or disposal of property declared excess to the needs of the Air Force, the matter is turned over to the Corps of Engineers; to the appropriate District Office, if within the authority of .DC, or the Office, Chief of Engineers if approval of Headquarters US F is required. This policy is defined in AFR 87-15, quoted as follows:

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"3. Functions and responsibilities. - a. General. - The Department of the Air Force will utilize the services of the Chief of Engineers, Department of the Army, for the acquisition and disposition of real estate, subject to such adjustments as from time to time are jointly determined to be necessary by the Secretaries of the two Departments. b. When requirement exists. - Upon determination that a requirement exists for the acquisition of additional real estate, or interests therein, the Department of the Air Force will request the Chief of Engineers, Department of the Army, to proceed with the acquisition of such real estate. Real estate to be so acquired includes both command and industrial property. The request for acquisition will contain the location of the site selected, a citation of the funds to be used, the installation and the name of disbursing officer responsible for payment.

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"d. When no requirement exists. - Upon determination that real property is not required for its needs and the discharge of its responsibilities, the Department of the Air Force will notify

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the Chief of Engineers, Department of the Army, to that effect. The Chief of Engineers, Department of the Army, will accomplish disposal of such real property in accordance with applicable laws and regulations.

****

"f. Legal records. - The Department of the Army will act as custodian of legal records pertaining to real property of the Department of the Air Force and will furnish to the Department of the Air Force, if required, copies of instruments relating to acquisition, disposition, or temporary usage of real property for the Department of the Air Force."

2. Agreements

a. Cross servicing agreements are required and may be negotiated by commanders concerned when support of a unit of another department is involved. No approval by higher headquarters is required.

b. Logistic support agreements. Existing directives and regulations set forth logistic support responsibilities in such detail as to make written agreements unnecessary. Commanders may negotiate written agreements when they feel such agreements are desirable.

c. Joint use agreements are required when units of other major commands, or of the Air National Guard, jointly utilize facilities on bases of this command.

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SECTION II

REAL ESTATE HISTORY

OTIS AFB AND CAMP EDWARDS,
FALMOUTH, MASSACHUSETTS

1. Otis AFB, located on the former Massachusetts Military Reservation near Camp Edwards, Massachusetts, was named for Lt. Frank J. Otis of the Massachusetts National Guard, who was killed in 1937 while on a cross-country flight.

2. Examination of the history of the field has failed to reveal the names of the original owners of the property.

3. Between 1935 and 1940 the field was cleared and grass runways laid out, with the financial aid of the WPA. During this period Otis Field was used chiefly by the 101st Observation Squadron of the Massachusetts National Guard for its annual two week training program.

4. Although the exact date upon which the Federal Government acquired the property is not known, the first organization actually to be stationed at the base arrived in July 1941. By 1943, for an unknown consideration, the War Department had purchased 750.8 acres and had acquired by easement 252.1 additional acres. The field served as a sub-base for Westover Field, Massachusetts, until 30 April 1944, when it was temporarily turned over to the Navy Department. Although the Navy continued to utilize the base, the Air Force resumed control in 1948.

5. The land comprising Otis AFB, at the time of its occupancy by the Air Force, fell into two categories:

a. Government-owned land, 1112 acres, under the jurisdiction of the Department of the Army.

b. Land, 361 acres, owned by the Commonwealth of Massachusetts, leased to the Department of the Army and permitted to the Department of the Navy on 25 September 1944. This permit was later amended to provide for its use by the Navy for the duration of the National Emergency and six months thereafter. It was again amended on 25 February 1947 to provide for the revocable use and occupancy of the field as long as required by the permittee. This area is presently occupied by the Air Force without permit, under "Squatters Rights."

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6. The Department of the Army disapproved all requests to transfer Otis to the jurisdiction of the Air Force until February 1952, at which time a formal request was initiated and processed through channels, to the Office, Chief of Engineers, and Headquarters, Department of the Army, G-4. This request included the concurrence of the local Army Commander in the boundaries of Otis and the transfer of the 1112 acres to the Air Force, together with the leases with the Commonwealth of Massachusetts covering occupancy of land owned by that agency. Due to the necessity of preparing a full legal description of the boundaries applicable to the Government-owned land; the consummation of required Congressional Committee clearances, appraised value of the land, improvements, etc., the transfer has not, as yet, been formally made and documented.

7. During Fiscal Year 1951, avigation easements over approximately 68.5 acres were obtained over privately-owned land off the northeastern end of the North-East-South-West runway.

8. As a means of obtaining facilities for housing, storage, automotive maintenance, etc., non-existent on Otis Field proper, the use of several buildings and areas located on the adjacent Camp Edwards, were obtained by permit, 15 October 1948, from the Department of the Army. As the need for additional facilities increased, this need was fulfilled by applicable amendments to this permit.

9. On or about 25 November 1952, this headquarters was informally notified that the Department of the Army had determined that Camp Edwards would revert to only a caretaker status approximately 15 January 1953. Headquarters First Army issued an official notification of this action on 2 December 1952.

10. The Air Force was given the opportunity to select the facilities required for Otis, but this action also involved the acquisition and operation of additional facilities and assumption of certain functions, activities, equipment and real estate, presently a part of the Camp Edwards operations. These requirements included operation of the following: water pumping and distribution system, sewage disposal system, communications center (telephone exchange), Class I and III supplies, the coal yard, structural fire protection for Otis, the hospital and the field and sale commissary.

11. Since December 1952 consideration has been given to the extent to which construction should be planned on Otis AFB and to what area, including improvements, of Camp Edwards should be acquired. Also,

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the method of acquisition, by permit or by transfer, has been under contemplation between Hq USAF and the Department of the Army for some time.

2. Hq [illegible] has recently taken action to have an Architect-Engineer firm prepare a master plan for construction of operational facilities on Otis AFB: ramps, hangars, etc. Upon approval of this plan, the transfer of required land and facilities at Camp Edwards will be consummated.

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SECTION III

TENANT HISTORY AND STATUS

OTIS AFB AND CAMP EDWARDS, FAMOUTH, MASSACHUSETTS

A. AIR NATIONAL GUARD

1. In late 1953 the National Guard Bureau proposed to Hq USAF that plans be developed for the use of Otis AFB as a permanent summer encampment base for three wings of the Air National Guard. The Guard Bureau asked if facilities could be made available on a limited basis for summer encampment for the summer of 1954 and if an area could be made available for construction of facilities for permanent use.

2. Higher headquarters has been notified that summer encampments can be supported at Otis AFB for the coming summer only and that no commitment can be made for the permanent location because of the unresolved development plan of the field.

3. Meetings were held in January 1954 with representatives of the Massachusetts Air National Guard, National Guard Bureua, EADF, and the base. Although aircraft parking space will be critical it was agreed that detailed plans for the summer encampment could be worked out.

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PROBLEMS

OTIS AFB AND CAMP EDWARDS, FALMOUTH, MASSACHUSETTS

1. As the Guard Bureau and the State National Guard units are very anxious to use Otis AFB each year for summer encampments, development planning should include their requirements, if at all possible. Although we have made no commitment beyond the summer of 1954, the Architect-Engineer contract presently being let for the development of the master plan for Otis AFB should include consideration of the Air National Guard requirements.

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REAL ESTATE HISTORY

PRESQUE ISLE AFB, PRESQUE ISLE, MAINE

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SECTION II

REAL ESTATE HISTORY

PRESQUE ISLE AFB, PRESQUE ISLE, MAINE

1. Presque Isle Airport, located about one mile from the center of the City of Presque Isle and consisting of 428.40 acres, was purchased from the City of Presque Isle for one dollar on 12 August 1941, with the stipulation that the City should have a 90 day option on the property if and when the Secretary of War declared that military necessity no longer required its retention.

2. Plans for the original airport were made as early as 1930, when the Presque Isle Airport Company, a private corporation, purchased 200 acres of land for the construction of an airfield. In 1937, after various owners had failed to make a success of the project, the City paid off the mortgage and took over the field. Extensive modernization and expansion of facilities were undertaken in the Spring of 1940 with State and Federal aid. In July of that year, an Army Air Corps Board examined the property and decided to utilize it in the National Defense Program.

3. To the original tract secured from the City, the Government from time to time added land for lengthening runways, constructing observation towers and making other improvements. Condemnation proceedings had to be instituted in the majority of cases in which the Government initiated similar action against holders of the original property procured from the City, after it was found that good title to a number of tracts had been questioned. Although the record of the proceedings in the cases are not available in this headquarters, it is known that the Government did pay $2,100 for a 12 acre section of this property.

4. By 3 August 1945 the Government had purchased or secured the use of 111 separate parcels of land, varying in size from the original 428.40 acres to 0.19 acres.

5. Presque Isle AFB was occupied by the Air Force from 26 July 1947 to date, with the exception of the period from 13 January 1950 to 1 January 1951, during which time the City of Presque Isle had a right-of-way over a portion in anticipation of leasing. This lease was not consummated. Therefore, recapture rights were not necessary.

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6. In 1943 the Government purchased 185.5 acres of land about four miles southeast of the airfield for use during World War II as a receiver site in conjunction with the communications and operations system. During March 1953 this acreage became excess to the needs of Presque Isle. After an investigation into its possible use for an ammo storage site or in connection with a proposed communications installation had resulted in its being determined to be unsuitable and uneconomical, this headquarters declared it excess to its needs 17 September 1953. It is presently in the process of being declared as being in a surplus category.

7. A total of 2111 acres of land, including the above 185.5 acres, have been acquired to date for Presque Isle. This consisted of 1674.71 acres acquired in fee and the balance in lesser interests, easements, licenses, leases and permits. Of the total acreage acquired, 231.95 acres have been relinquished. 72.98 acres of this area were deeded to the City of Presque Isle by the Federal Security Agneyc by Quitclaim Deed, 10 July 1951, and the balance consisted of easements and leases which were allowed to expire. Upon disposal action being taken in connection with the 185.5 acres, this will leave a total of 1693.65 acres under Government jurisdiction at Presque Isle.

8. Included as a line item in the FY-55 Program is the construction of an ammunition storage area. The area in which this construction will be accomplished is located on Government-owned land, however, in providing the clearance area required by regulations, it will be necessary to acquire fee title to 88 acres and restrictive easements, including a right-of-way for a road relocation, over approximately 151 acres. This land has also been included in the FY-55 Program.

9. The following small areas have also been included as line items in the FY-55 Program:

a. Three acres in fee for GRC-27.

b. One acre-runway easement for GRC-27.

c. One acre--runway easement for middle marker.

d. One acre--runway easement for outer marker.

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SECTION III

TENANT HISTORY AND STATUS

PRESQUE ISLE AFB, PRESQUE ISLE, MAINE

1. There are no other military units at Presque Isle AFB. Outleases are in existence for the use of Capital Airlines and Northeastern Airlines, each of which has approximately 40 to 50 flights per month. No problems are known in this connection.

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REAL ESTATE HISTORY

KINROSS AFB, SAULT STE. MARIE, MICHIGAN

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SECTION I

A Introduction

1. The purpose of this document is to acquaint the staff with:

a. Air Force real estate interests and rights in air bases utilized by this command, and

b. The status of written and tacit agreements concerning the logistic support received and furnished by EADF units, and

c. Existing and foreseeable problems in real estate and joint use functions.

B Definitions

Avigation Easement:	A document involving no real estate interest, but merely committing the owner of a definitely specified area of land to refrain from constructing thereon, or permitting to be constructed thereon, a building above a stated maximum height. Avigation easements are required beyond the ends of runways to insure that the criteria of approach zones is observed and, at the same time, eliminating the necessity for more costly purchase of the land in fee. The owner may be permitted to utilize the area for agriculture purposes.
Cross Servicing Agreements:	Services performed, or supplies, materials or equipment furnished by one department, for and at the request of one or more other departments, for which such other departments are charged. (Ref AFR 172-8)
Easement for Right of Way:	A document granting only permission to enter upon premises for a specific purpose, such as to install, maintain and remove a pipe line, pole line, or road, etc.

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Facilities:	"Any unit or number of units of man-made structures or items of construction, together with all installed equipment, used in the performance of an Air Force function." (Ltr DAF - AFOAI 141.81 dated 20 August 1953)
Fee Title:	Real Property, for which the anticipated tenure of occupancy will justify the expenditure of funds, or for which the appraised annual rental will determine the acquisition of title to be more economical to the Government, is purchased outright. Although title is vested in the Government, very often existing rights of commercial concerns, municipalities, or individuals will be reserved and maintained; such as rights-of-way for utility lines, roads, or joint egress and ingress. These reservations are numerated in the deed obtained by the Government.
Joint Use:	a. "Joint use is defined as the basing of an activity of a major Air Force command upon an installation assigned under the command jurisdiction of another major Air Force command. A joint use agreement <u>covering facilities and areas</u> required by the tenant unit will be made...*** Joint use agreements are not to be confused with Logistical Support Agreements which are consummated when logistic support services are received by, or rendered to an Air Force activity between major Air Force commands; or Cross Servicing Agreements, which are consummated when logistic support services are received or rendered between the USAF and other government agencies." (Quoted from ADC Reg 87-1)
	b. "The air defense forces, when directed by this headquarters, are responsible for making agreements which establish the terms of licenses to be issued to the Air National Guard for the use of ADC facilities by units of Air National Guard. The air defense forces represent the Air Defense Command in negotiating such agreements." (ADC Reg 87-1)

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License:	A document issued to authorize an action which otherwise would be considered to be trespassing. This form of document is issued to grant occupancy of National Guard units of facilities and land belonging to the Government. It is also issued to transportation companies, bus and taxi, to permit their entrance to military installations.
Logistic Support Agreements:	Services performed or supplies, materials or equipment furnished by one air force command for and at the request of another command for which such other command may or may not be charged. (AFR's 11-4, 11-40, 85-5, 87-2, ADCR 87-1, 400-1, EADFR 400-1.)
Negotiated Lease:	Grants the Government the right of occupancy and use of premises, including land and buildings, or portions of buildings, which are privately-owned, or owned by State, Municipalities, or other non-government agencies. Depending upon individual circumstances, the conditions and provisions incorporated in the lease clearly define the obligations imposed upon both the Government and the Lessor. Regardless of the other terms of the lease, the policy governing leases acquired for the military departments by the Corps of Engineers requires that the Government reserve the privilege of cancellation; generally by a 30-day notice, but, in some cases, 60 or 90 days.
Outgrant:	Any document, lease, permit, license or easement granted for the use of Air Force - owned real property. Generally, under existing conditions, in which no Air Force facilities are "inactive", the issuance of such documents stems from a specific request by a utility company for power lines, or from an adjacent land owner for the use of water supply, or a portion of unused land for agricultural purposes.

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Permit:	A document issued to cover the occupancy by one military or Government agency of land and facilities under the jurisdiction of another like agency. This kind of document is invariably revocable at the will of the secretary of the military department, or head of the Government agency granting it.
Real Property:	"Real Property includes land, and interests therein, leaseholds, buildings, improvements and appurtenances thereto, and also includes piers, docks, warehouses, rights-of-way, and easements, whether temporary or permanent, and improvements permanently attached thereto. It does not include machinery, equipment, or tools which have not been affixed to or which have been severed or removed from any such lands or buildings." (AFR 87-1)
Restrictive Easement:	Obtained to restrict all construction within a definite area, prescribed by criteria, around the perimeter of the construction, or safety area, of ammunition storage igloos. As in the case of the avigation easement, this document also grants no real estate interest and the owner may, at his own risk, cultivate the land.
Right-of-Entry:	An informal document granting the right to enter the premises to be acquired, for inspection or exploratory purposes only, pending the execution and distribution of a formal document covering occupancy.

C General

1. Real Estate

a. The following regulations, together with related directives, govern all real property activities of the Air Force:

(1) AFR 87-1, 7 October 1952 - Acquisition.

(2) AFR 87-2, 12 January 1953 - Command Jurisdiction and Concurrent Use of Air Force Installations.

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(3) AFR 87-3, 18 February 1953 - Granting the Use of Air Force Property.

(4) AFR 87-4, 10 October 1952 - Disposal.

(5) AFR 87-6, 14 November 1952 - Utilization of Air Force Installations and Civil and Government Airports.

(6) AFR 87-15, 5 September 1950 - Army and Air Force Basic Real Estate Agreements.

(7) AFR 93-1, 25 January 1951 - Air Force Real Property Records.

b. Following approval through channels of real property actions, which require either the acquisition of additional property or disposal of property declared excess to the needs of the Air Force, the matter is turned over to the Corps of Engineers; to the appropriate District Office, if within the authority of DC, or the Office, Chief of Engineers if approval of Headquarters US F is required. This policy is defined in AFR 87-15, quoted as follows:

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the Chief of Engineers, Department of the Army, to that effect. The Chief of Engineers, Department of the Army, will accomplish disposal of such real property in accordance with applicable laws and regulations.

****

"f. Legal records. - The Department of the Army will act as custodian of legal records pertaining to real property of the Department of the Air Force and will furnish to the Department of the Air Force, if required, copies of instruments relating to acquisition, disposition, or temporary usage of real property for the Department of the Air Force."

2. Agreements

a. Cross servicing agreements are required and may be negotiated by commanders concerned when support of a unit of another department is involved. No approval by higher headquarters is required.

b. Logistic support agreements. Existing directives and regulations set forth logistic support responsibilities in such detail as to make written agreements unnecessary. Commanders may negotiate written agreements when they feel such agreements are desirable.

c. Joint use agreements are required when units of other major commands, or of the Air National Guard, jointly utilize facilities on bases of this command.

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SECTION II

REAL ESTATE HISTORY

KINROSS AFB, SAULT STE. MARIE, MICHIGAN

1. Kinross AFB, formerly an auxiliary field for Selfridge AFB, is located in Chippewa County, about 20 miles southwest of Sault Ste. Marie, Michigan.

2. In 1951, upon activation as an Air Force Base and prior to expansion, the real estate interests at Kinross consisted of the following, which had been acquired by the Government in 1942:

a.	Fee owned	360 Acres
b.	Leased	1,000 Acres
c.	Avigation easements	240 Acres
	TOTAL	1,600 Acres

3. The City of Sault Ste. Marie held the airport under lease from the Government. This lease expired 23 February 1952 and was not renewed. However, two former sub-lessees, Capital Airlines, Inc., and Trans-Canada Airlines, were permitted to remain. Captial Airlines, Inc., was given a 5 year lease covering an area of approximately 2.75 acres, together with access road, taxiways, and landing and take-off privileges. An existing hangar, located on the field, was moved to this site, for use by Capital. An annual rental of $2,488 is paid to the Government for this hangar. In addition, the Government is paid landing fees, based on the weight-frequency formula.

4. Subsequent to activation by the Air Force, the International Oil Company, a contractor to the Government, had been granted a lease, No. DA 20-064eng897, 1 June 1952, for five years, to occupy about 0.12 acres, adjacent to the Capital's area, on which a hangar, belonging to the Oil Company has been placed. This tenant is charged an annual rental of $25.00, although, being a Government contractor, no landing fees are charged.

5. Several private operators of planes in that area have also been granted temporary rights to utilize the runways.

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6. For the expansion of the field, real estate interests have been acquired, as follows:

a. Lease, No. DA 20-064eng936, 1 May 1952, with the Minneapolis, St. Paul and Sault Ste. Marie Railroad Company, for railroad siding and aircraft fuel unloading and tank facilities--1.02 acres.

b. License, 15 July 1952, from Michigan State Highway Department for ingress and egress roads--1.10 acres.

c. Lease, No. DA 20-064eng771, 1 February 1952, with Frank and Corinne Oster, for extension of runway--80.00 acres.

d. Lease, No. W 2288eng520, 20 August 19??, with State of Michigan, with 7 supplements, the 7th dated 1 May 1953, covering 2818.60 acres of land, including the original 1000, required for expansion--2818.60 acres.

e. Lease, No. DA 20-064eng728, 1 February 1952, with H. J. Taber and C. Marsman, to maintain flight hazard criteria over all land lying within the clear, approach, or transition zones for the NW end of the NE/SW runway--40.00 acres.

7. In addition to the above interests, numerous options to purchase permanent avigation easements are being received, which will later be replaced by executed documents. These options cover small tracts and range from $10.00 to $100.00 each. The total acreage covered by these easements is estimated to be about 2500.

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SECTION III

TENANT HISTORY AND STATUS

KINROSS AFB, SAULT STE. MARIE, MICHIGAN

1. No tenants are presently assigned to this base.

2. Leases have been given for the use of the base by Capital Airlines and Trans-Canada Airlines. These concerns maintain and operate a small terminal. There are several other intermittent users including Marshfield Airways, International Oil Company, Richard B. Wolfe, and the Spruce Lumber Company. It is required that all users have two-way radios.

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REAL ESTATE HISTORY

O'HARE INTERNATIONAL AIRPORT, PARK RIDGE, ILLINOIS

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Restrictive Easement:	Obtained to restrict all construction within a definite area, prescribed by criteria, around the perimeter of the construction, or safety area, of ammunition storage igloos. As in the case of the avigation easement, this document also grants no real estate interest and the owner may, at his own risk, cultivate the land.
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(6) AFR 87-15, 5 September 1950 - Army and Air Force Basic Real Estate Agreements.

(7) AFR 93-1, 25 January 1951 - Air Force Real Property Records.

b. Following approval through channels of real property actions, which require either the acquisition of additional property or disposal of property declared excess to the needs of the Air Force, the matter is turned over to the Corps of Engineers; to the appropriate District Office, if within the authority of ADC, or the Office, Chief of Engineers if approval of Headquarters USAF is required. This policy is defined in AFR 87-15, quoted as follows:

****

"3. Functions and responsibilities. - a. General. - The Department of the Air Force will utilize the services of the Chief of Engineers, Department of the Army, for the acquisition and disposition of real estate, subject to such adjustments as from time to time are jointly determined to be necessary by the Secretaries of the two Departments. b. When requirement exists. - Upon determination that a requirement exists for the acquisition of additional real estate, or interests therein, the Department of the Air Force will request the Chief of Engineers, Department of the Army, to proceed with the acquisition of such real estate. Real estate to be so acquired includes both command and industrial property. The request for acquisition will contain the location of the site selected, a citation of the funds to be used, the installation and the name of disbursing officer responsible for payment.

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"d. When no requirement exists. - Upon determination that real property is not required for its needs and the discharge of its responsibilities, the Department of the Air Force will notify

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the Chief of Engineers, Department of the Army, to that effect. The Chief of Engineers, Department of the Army, will accomplish disposal of such real property in accordance with applicable laws and regulations.

****

"f. Legal records. - The Department of the Army will act as custodian of legal records pertaining to real property of the Department of the Air Force and will furnish to the Department of the Air Force, if required, copies of instruments relating to acquisition, disposition, or temporary usage of real property for the Department of the Air Force."

2. Agreements

a. Cross servicing agreements are required and may be negotiated by commanders concerned when support of a unit of another department is involved. No approval by higher headquarters is required.

b. Logistic support agreements. Existing directives and regulations set forth logistic support responsibilities in such detail as to make written agreements unnecessary. Commanders may negotiate written agreements when they feel such agreements are desirable.

c. Joint use agreements are required when units of other major commands, or of the Air National Guard, jointly utilize facilities on bases of this command.

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SECTION II

REAL ESTATE HISTORY

O'HARE INTERNATIONAL AIRPORT, PARK RIDGE, ILLINOIS

1. O'Hare Field, Chicago International Airport, Park Ridge, Illinois, is located about 20 miles northwest of the downtown business district of Chicago, lying south of Higgins Road and west of Mannheim Road.

2. The Government acquired the land for O'Hare Field during World War II, by condemnation proceeding filed in the District Court of the United States for the Northern District of Illinois, Eastern Division, in a cause therein known and docketed as: "United States of America, Petitioner, vs. 1347 Acres, more or less, in Cook County, Illinois and B. J. Lindmeier et al., Defendants, Civil Action No. 48124."

3. A large portion of the field was originally built by the Government as an Industrial Plant, with an adjacent airfield. Following World War II, from 1945 to 1950, space in the Industrial Plant was permitted to various Federal agencies.

4. That area of the field, consisting of the runways and related appurtenances, having been declared surplus to the needs of the Government, was assigned to the General Services Administration, as disposal agency, and title to approximately 1,073 acres was transferred to the City of Chicago by Quitclaim Deed, 21 March 1946. This Deed contained the usual provision granting the Government the right of recapture during the existence of any emergency declared by the President or the Congress.

5. The Government retained title to approximately 296 acres, consisting of the building area located in the northeast corner of the property. The improvements which had been constructed by the Government in this area, included an administration building, a large aircraft assembly plant, an aircraft paint shop, a maintenance hangar and shop and other smaller buildings, together with parking areas, etc.

6. In 1950, upon reactivation of the field by the Air Force, none of the existing buildings on the area reserved by the Government, with the exception of the paint hangar and a portion of the maintenance hangar could be utilized in the expansion program. This was due to a determination having been made at USAF level that the Aircraft Assembly Plant, together with its appurtenant buildings and vehicle parking areas, with the exception of the two buildings noted above, could not be considered in the program, as there was a possibility that the Plant might

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be reactivated for use by some Aircraft Corporation under contract by the Air Materiel Command. A short time later the proposed contract was abandoned.

7. On 1 January 1951, by General Order No. 2, Hq ADC, accountability and command jurisdiction over O'Hare Field was transferred from Continential Air Command to Air Defense Command. Under this jurisdiction and as only a part of the Plant was required by this command, AMC is permitted under Joint Use Agreement, to occupy portions for its use.

8. In 1951, the purchase of 84 acres of land east of and abutting the 296 acres retained by the Government, was consummated to permit the construction of barracks, mess halls and BOQ's. Family housing, included as an item in the FY-55 Program, will be constructed in this area, if approved.

9. Due to the City's planned program involving a greatly expanded area, approximately fourfold, the construction of a new runway system to replace the existing ones and to its objection to the location of the AFRCTC and Air National Guard units at O'Hare, continued resistance to granting requests of the Air Force has been experienced. In fact, the City has petitioned USAF repeatedly to remove the Reserve Units to some other airport.

10. In accordance with an item approved in the FY-54 Program, a site, containing approximately 395 acres of City-owned land was selected as being suitable for an ammunition storage area. The City refused to agree to the use of this area for the purpose intended. As, at that time, no alternate site had been located, the Corps of Engineers was issued a directive to initiate condemnation proceedings. However, prior to such action being taken in this direction, other and more suitable sites were located. Of these sites, an area within the boundaries of property owned by the Cook County Forest Preserve District and known as Busse Forest is, with the concurrence of the Cook County Commissioners, in the process of being acquired. The entire storage area, construction and clearance, will be within the boundaries of this Preserve.

11. After considerable time had been consumed in negotiations, Lease No. DA 11-032eng488, 15 June 1951, was executed. This grants the Air Force joint use of the runways, etc., and small areas for construction, such as the original alert hangar, taxiway, navaids, access roads, etc. A supplemental agreement, 30 April 1952, added approximately 35 acres of City-owned land. However, in reply to a recent request for an area around the alert hangar, only sufficiently large to construct two pockets on each side, the City has refused to agree, reiterating its

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statement that no agreement can be reached until the Reserve Units are removed. In accordance with the rights reserved in the Deed of 1946, this headquarters has recommended the exercise of the Government's recapture rights in order to obtain the necessary land.

12. One factor which has caused the Air Force concern is maintenance of the field. In accordance with the terms of the Quitclaim Deed, the Government has the right to use the airport at all times in common with others. This use, however, to be limited as may be determined at any time by the Civil Aeronautics Administration as necessary to prevent interference with use by other authorized aircraft, so long as such restriction does not limit Government use to 25% of the capacity of the airport. Government use to this extent to be without charge of any nature other than payment for damage caused by Government aircraft.

13. If the Government were to recapture the airport for exclusive use, it would be obligated to maintain. Otherwise, there is nothing in the Deed which requires the United States to pay a proportionate share of the costs of maintenance. A strict interpretation of the Deed would, in fact, make any payment by the Government unauthorized. However, it is recognized that, at the time of issuance of the Deed, 21 March 1946, the requirements of present day Air Force planes were not known. The City of Chicago is presently maintaining the runways and field to a standard acceptable to commercial planes and to the CAA. In order that the City would not be held responsible for costs beyond this standard, several attempts were made to enter into a separate service contract, whereby it would either accomplish maintenance to Air Force standards and be reimbursed for costs over and above CAA standards, or permit the Air Force to accomplish the additional work at its own expense. All negotiations have, to date, failed to persuade the City to enter into a written agreement and all such work has been performed by the Air Force under justification as emergency measures to insure the safe operation of Air Force planes.

14. At the present time, the Air Force owns, in fee, at O'Hare, an area of approximately 376 acres, which is used exclusively. The area under lease, which, with the exception of certain small indicated areas, is used jointly with others, consists of 729 acres.

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SECTION III

TENANT HISTORY AND STATUS

O'HARE INTERNATIONAL AIRPORT, PARK RIDGE, ILLINOIS

A. AIR NATIONAL GUARD

1. During the period following World War II the ANG occupied a considerable portion of O'Hare along with many other Government agencies. Upon Federalization the ANG moved out entirely. This move was hastened by the letting of contract to Fairchild Aircraft Corporation to put the plant back into producition, although this production was never actually accomplished. During 1952 considerable correspondence went back and forth to the Adjutant General and Hq USAF in an attempt to iron out the provisions for the reoccupancy of O'Hare.

2. As it appeared that there was considerable conflict in jurisdiction over the various facilities and the responsibility for providing for the Guard was not clearly determined, eventually a meeting was held at O'Hare on 10 February 1953. This meeting was attended by the ANG of Illinois, AMC, Tenth Air Force, The Air Museum, EADF, the wing, and base. After a great deal of discussion it was finally determined that the minimum requirements of the Guard could be provided. Briefly these requirements are: 30,000 sq. ft. of hangar, 15,000 sq. ft. of shop space, 46,000 sq. ft. of administrative space, 42,000 sq. ft. of supply space, 8,500 sq. ft. of automotive maintenance space. At this meeting, in addition to the allocation of this space, it was determined that a firm indefinite commitment for the use by the Guard could not be made, as it was conceivable that the plant might go back into production. Therefore, a reoccupancy provision was proposed to the effect that this and other industrial space would be completely evacuated for production programs on a progressive basis within six months of notification by AMC.

3. For several months following this meeting the ANG refused to accept this reoccupancy provision. Consequently, Hq USAF was asked to release this command from the commitment of providing for the Guard. Eventually as all efforts at relocating the Guard at some other installation failed, the State reluctantly accepted these provisions and a right of entry was issued on 16 November 1953. This right of entry was followed by a licenes to the State, accepted by the State Adjutant General on 26 January 1954.

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B. AFRCTC

1. Along with the other various Federal agencies occupying O'Hare, the AFRCTC was the main Air Force organization stationed there and had command jurisdiction over all Air Force functions until 1 January 1951. On that date O'Hare was transferred by ADC General Order to EADF.

2. At the same meeting on 10 February 1953 when arrangements for National Guard facilities were made, the allocation of space to be used by the AFRCTC was also firmed up. The AFRCTC was assigned 60,000 sq. ft. of hangar space, 20,000 sq. ft. of administrative space, and the major portion of buildings Nos. 10 and 11. At this meeting it was also determined that the Special Air Missions Flight, which is assigned to ConAC, would be a responsibility of the AFRCTC and would be provided for from those facilities assigned to the AFRCTC.

3. In October 1953 space assignment was re-arranged somewhat to provide that AFRCTC would use all of building No. 11 and that building No. 10 would be used in its entirety by this command.

C. AIR MATERIEL COMMAND

1. Although Air Force Plant No. 8 being a part of O'Hare is under the command jurisdiction of this command, it is classified as an Industrial Reserve facility and as such AMC has considerable interest in it. From the reactivation of O'Hare in 1951 until February 1953 conflicting opinions existed pertaining to the command control of the entire facility. At the 10 February 1953 meeting these opinions were considerably ironed out, although it is still recognized by all concerned that should the plant go back into production the bulk of it would have to be turned over to AMC.

2. At the February 1953 meeting AMC was allocated 1,223,000 sq. ft. of building No. 6, 15,000 sq. ft. of building No. T-4, 8,500 sq. ft. of building No. T-5. In addition to the use of these areas, AMC agreed to and was allocated the responsibility for the operation of the central utilities systems and the maintenance of building No. T-4, and the rail facilities including all of the trackage and switch engine. It was also determined at this meeting that AMC would provide necessary space for the Smithsonian Institute Air Museum from the space allocated to them. Minor re-arrangements of this agreement have been made to reduce the space used by AMC in building No. T-3 and this command presently utilizes all of that building.

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D. AIR MUSEUM, SMITHSONIAN INSTITUTE

1. The Air Museum has been determined to be a responsibility of AMC and is provided approximately 30,000 sq. ft. by that command.

E. HQ FIFTH ARMY, LIGHT AVIATION SECTION

1. This command is responsible for providing limited facilities for several light planes and helicopters assigned to Hq Fifth Army. Hangar space is provided as available and no specifically designated area is involved.

F. 1985TH AACS SQUADRON

1. In August 1952 Hq 1800th AACS Wing at Oklahoma City proposed the establishment of an AACS Squadron headquarters at O'Hare. This headquarters is an administrative unit having jurisdiction over the AACS detachments at a number of ADC bases including Truax Field, Wurtsmith AFB, Kinross AFB, and others. This activation was accomplished in the fall of 1952 and a Joint Use Agreement dated 24 December 1952 was completed providing support for the organization. Primarily only approximately 3,000 sq. ft. of administrative space plus logistic support is provided.

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SECTION IV

PROBLEMS

O'HARE INTERNATIONAL AIRPORT, PARK RIDGE, ILLINOIS

1. Air National Guard. No specific problems are known at this time. However, the ANG is, of course, very closely related to the overall use of O'Hare by the Air Force. The City of Chicago has raised strenuous objections to the establishment of the Guard at O'Hare.

2. AFRCTC. No specific problems are known at this time. However, the AFRCTC is, of course, very closely related to the overall use of O'Hare by the Air Force. The City of Chicago has raised strenuous objections to the establishment of the AFRCTC at O'Hare.

3. Air Materiel Command. No specific problems are known at this time. However, it is easily foreseeable that should AMC put the industrial plant back into production, the problem of providing for EADF units and other tenants will be almost insurmountable. It is not believed that such a decision will be made without the specific direction of Hq USAF in view of the many commitments and directives pertaining to the construction of additional facilities and the use of existing facilities which have been received.

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REAL ESTATE HISTORY

NEW CASTLE COUNTY AIRPORT, WILMINGTON, DELAWARE

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SECTION I

A Introduction

1. The purpose of this document is to acquaint the staff with:

a. Air Force real estate interests and rights in air bases utilized by this command, and

b. The status of written and tacit agreements concerning the logistic support received and furnished by EADF units, and

c. Existing and foreseeable problems in real estate and joint use functions.

B Definitions

Avigation Easement:	A document involving no real estate interest, but merely committing the owner of a definitely specified area of land to refrain from constructing thereon, or permitting to be constructed thereon, a building above a stated maximum height. Avigation easements are required beyond the ends of runways to insure that the criteria of approach zones is observed and, at the same time, eliminating the necessity for more costly purchase of the land in fee. The owner may be permitted to utilize the area for agriculture purposes.
Cross Servicing Agreements:	Services performed, or supplies, materials or equipment furnished by one department, for and at the request of one or more other departments, for which such other departments are charged. (Ref AFR 172-8)
Easement for Right of Way:	A document granting only permission to enter upon premises for a specific purpose, such as to install, maintain and remove a pipe line, pole line, or road, etc.

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Facilities:	"Any unit or number of units of man-made structures or items of construction, together with all installed equipment, used in the performance of an Air Force function." (Ltr DAF - AFOAI 141.81 dated 20 August 1953)
Fee Title:	Real Property, for which the anticipated tenure of occupancy will justify the expenditure of funds, or for which the appraised annual rental will determine the acquisition of title to be more economical to the Government, is purchased outright. Although title is vested in the Government, very often existing rights of commercial concerns, municipalities, or individuals will be reserved and maintained; such as rights-of-way for utility lines, roads, or joint egress and ingress. These reservations are numerated in the deed obtained by the Government.
Joint Use:	a. "Joint use is defined as the basing of an activity of a major Air Force command upon an installation assigned under the command jurisdiction of another major Air Force command. A joint use agreement <u>covering facilities and areas</u> required by the tenant unit will be made...*** Joint use agreements are not to be confused with Logistical Support Agreements which are consummated when logistic support services are received by, or rendered to an Air Force activity between major Air Force commands; or Cross Servicing Agreements, which are consummated when logistic support services are received or rendered between the USAF and other government agencies." (Quoted from ADC Reg 87-1) b. "The air defense forces, when directed by this headquarters, are responsible for making agreements which establish the terms of licenses to be issued to the Air National Guard for the use of ADC facilities by units of Air National Guard. The air defense forces represent the Air Defense Command in negotiating such agreements." (ADC Reg 87-1)

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License:	A document issued to authorize an action which otherwise would be considered to be trespassing. This form of document is issued to grant occupancy of National Guard units of facilities and land belonging to the Government. It is also issued to transportation companies, bus and taxi, to permit their entrance to military installations.
Logistic Support Agreements:	Services performed or supplies, materials or equipment furnished by one air force command for and at the request of another command for which such other command may or may not be charged. (AFR's 11-4, 11-40, 85-5, 87-2, ADCR 87-1, 400-1, EADFR 400-1.)
Negotiated Lease:	Grants the Government the right of occupancy and use of premises, including land and buildings, or portions of buildings, which are privately-owned, or owned by State, Municipalities, or other non-government agencies. Depending upon individual circumstances, the conditions and provisions incorporated in the lease clearly define the obligations imposed upon both the Government and the Lessor. Regardless of the other terms of the lease, the policy governing leases acquired for the military departments by the Corps of Engineers requires that the Government reserve the privilege of cancellation; generally by a 30-day notice, but, in some cases, 60 or 90 days.
Outgrant:	Any document, lease, permit, license or easement granted for the use of Air Force - owned real property. Generally, under existing conditions, in which no Air Force facilities are "inactive", the issuance of such documents stems from a specific request by a utility company for power lines, or from an adjacent land owner for the use of water supply, or a portion of unused land for agricultural purposes.

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Permit:	A document issued to cover the occupancy by one military or Government agency of land and facilities under the jurisdiction of another like agency. This kind of document is invariably revocable at the will of the secretary of the military department, or head of the Government agency granting it.
Real Property:	"Real Property includes land, and interests therein, leaseholds, buildings, improvements and appurtenances thereto, and also includes piers, docks, warehouses, rights-of-way, and easements, whether temporary or permanent, and improvements permanently attached thereto. It does not include machinery, equipment, or tools which have not been affixed to or which have been severed or removed from any such lands or buildings." (AFR 87-1)
Restrictive Easement:	Obtained to restrict all construction within a definite area, prescribed by criteria, around the perimeter of the construction, or safety area, of ammunition storage igloos. As in the case of the avigation easement, this document also grants no real estate interest and the owner may, at his own risk, cultivate the land.
Right-of-Entry:	An informal document granting the right to enter the premises to be acquired, for inspection or exploratory purposes only, pending the execution and distribution of a formal document covering occupancy.

C General

1. Real Estate

a. The following regulations, together with related directives, govern all real property activities of the Air Force:

(1) AFR 87-1, 7 October 1952 - Acquisition.

(2) AFR 87-2, 12 January 1953 - Command Jurisdiction and Concurrent Use of Air Force Installations.

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(3) AFR 87-3, 18 February 1953 - Granting the Use of Air Force Property.

(4) AFR 87-4, 10 October 1952 - Disposal.

(5) AFR 87-6, 14 November 1952 - Utilization of Air Force Installations and Civil and Government Airports.

(6) AFR 87-15, 5 September 1950 - Army and Air Force Basic Real Estate Agreements.

(7) AFR 93-1, 25 January 1951 - Air Force Real Property Records.

b. Following approval through channels of real property actions, which require either the acquisition of additional property or disposal of property declared excess to the needs of the Air Force, the matter is turned over to the Corps of Engineers; to the appropriate District Office, if within the authority of .DC, or the Office, Chief of Engineers if approval of Headquarters US.F is required. This policy is defined in AFR 87-15, quoted as follows:

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"3. Functions and responsibilities. - a. General. - The Department of the Air Force will utilize the services of the Chief of Engineers, Department of the Army, for the acquisition and disposition of real estate, subject to such adjustments as from time to time are jointly determined to be necessary by the Secretaries of the two Departments. b. When requirement exists. - Upon determination that a requirement exists for the acquisition of additional real estate, or interests therein, the Department of the Air Force will request the Chief of Engineers, Department of the Army, to proceed with the acquisition of such real estate. Real estate to be so acquired includes both command and industrial property. The request for acquisition will contain the location of the site selected, a citation of the funds to be used, the installation and the name of disbursing officer responsible for payment.

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"d. When no requirement exists. - Upon determination that real property is not required for its needs and the discharge of its responsibilities, the Department of the Air Force will notify

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the Chief of Engineers, Department of the Army, to that effect. The Chief of Engineers, Department of the Army, will accomplish disposal of such real property in accordance with applicable laws and regulations.

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"f. Legal records. - The Department of the Army will act as custodian of legal records pertaining to real property of the Department of the Air Force and will furnish to the Department of the Air Force, if required, copies of instruments relating to acquisition, disposition, or temporary usage of real property for the Department of the Air Force."

2. Agreements

a. Cross servicing agreements are required and may be negotiated by commanders concerned when support of a unit of another department is involved. No approval by higher headquarters is required.

b. Logistic support agreements. Existing directives and regulations set forth logistic support responsibilities in such detail as to make written agreements unnecessary. Commanders may negotiate written agreements when they feel such agreements are desirable.

c. Joint use agreements are required when units of other major commands, or of the Air National Guard, jointly utilize facilities on bases of this command.

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SECTION II

REAL ESTATE HISTORY

NEW CASTLE COUNTY AIRPORT, WILMINGTON, DELAWARE

1. Initial occupancy of New Castle County Airport was in November 1941 on the basis of Lease No. W 697eng3281, dated 26 November 1941, and extending through 30 June 1967. This lease covered approximately 1,284 acres of land owned by the County. In addition to this area leased from the County, Government purchased 36 additional acres.

2. On 21 March 1946 the installation and its facilities were declared excess and transferred to the War Assets Administration for disposal.

3. By Deed, dated 28 April 1949, effective 27 October 1947, War Assets Administration disposed of the Air Base to the Levy Court of New Castle County. Reserved for the use of the Government and not transferred to the County were the buildings in the so called Veterans area and a number of buildings used by the Army Organized Reserve Corps. In this transfer, of course, the Government retained the right of recapture over the entire facility.

4. The area known as the Veterans area was again leased from the County by Veteran's Administration Lease No. W 49-080eng939, 1 September 1946. This lease covered only the land as the buildings were still owned by the Government.

5. On 9 December 1947 the Corps of Engineers negotiated Lease No. W 30-075eng3436. This lease covered 21 buildings and 2 gasoline storage tanks to be used by the Delaware National Guard, including the USP&DO. On the basis of this lease State of Delaware made a maintenance contract with the Airport Commission to provide for maintenance of the buildings and to pay a proportionate share of the airport up-keep.

6. With the establishment of the AFRCTC the Corps of Engineers negotiated an additional Lease No. DA 49-080eng243, 4 April 1950. This lease covered those buildings and areas used by the AFRCTC including the Vetgrans area and cancelling Lease No. 939. With the expansion of the AFRCTC this lease was supplemented on 28 July 1950.

7. With the activation of New Castle County Airport in the fall of 1950, Supplement No. 2 was negotiated, effective 1 March 1952. This supplement, in addition to adding a large number of buildings and several additional areas to the Air Force, also transferred certain buildings

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from Lease No. 3436 to Lease No. 243. Both of these leases were transferred to the jurisdiction of Air Defense Command, effective 1 February 1951, by Department of the Air Force letter to Office, Chief of Engineers, file AFMAI-RO-2, 23 January 1951, subject: Leases for ANG Units Called Into Active Military Service. The Airport Commission and USP&DO of Delaware were notified of this action by letter from the Washington District, Corps of Engineers.

8. In addition to the documents acquiring the main base area from the County, several other transactions have taken place. By letters dated 6 March 1950 and 17 December 1951, the Veteran's Administration transferred jurisdiction or the buildings in their area to the Department of the Air Force.

9. An additional Lease No. DA 49-080engl379, between the Government and the New Castle County Airport Commission, was negotiated to cover those buildings which were recaptured. After lengthy negotiations it was necessary to exercise the right of recapture of certain buildings occupied by individuals of various business concerns on long term leases.

10. On 11 April 1952, Lease No. DA 49-080engl183 was made with the Delaware Power and Light Corporation to cover facilities in the Installations area which had been occupied for sometime without a formal document.

11. Because of the fact that the use of the Government's right of recapture was adversely effecting the County's efforts to expand the commercial operation, in the fall of 1952 County and the CAA proposed that certain areas be withdrawn from the recapture provision. Hq USAF on 25 February 1953 requested the comments of Hq ADC. Subsequently, this command considered this proposal and recommended that the area along side Dupont Boulevard and a small area on the south side of the field used by the County for heavy equipment maintenance be eliminated from the recapture provision.

12. Also in 1953 an area on the south side of the field was acquired for the relocation of Churchmens Road in order to provide for a clear zone on the main instrument runway which had been extended. The Government purchased a portion of this area for the road relocation, including several private houses all but one of which were demolished.

13. The construction of ammunition storage igloos has necessitated the acquisition of additional land on the north side of the field. This land has been acquired from several private owners by lease and the Delaware Power and Light Corporation through condemnation.

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14. The present Air Force interests in the airfield proper consist only of the right to use it jointly and in common with others. The County operates the field and accomplishes all maintenance. The County is reimbursed for a proportionate share of the cost of maintenance by a service contract. All improvements, construction, or alterations on the airport area are subject to the approval of the County.

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SECTION III

TENANT HISTORY AND STATUS

NEW CASTLE COUNTY AIRPORT, WILMINGTON, DELAWARE

A. NATIONAL GUARD

1. In December 1947 the Government leased facilities under Lease No. 3436 from the County for the use of the Delaware National Guard including USP&DO.

2. On 31 January 1951 this lease was transferred to the jurisdiction of Hq ADC. Subsequently, on 1 March 1952 a supplement to Lease No. 243 (the original AFRCTC lease) transferred a majority of the buildings used by the Delaware National Guard from Lease No. 3436 to Lease No. 243. In May 1952 Hq USAF informed this command that the Delaware National Guard would return to New Castle County Airport about 1 November 1952 and directed that a program be worked out to provide facilities for the Guard. A meeting was held on 7 July 1952, with all interested agencies, and a program based upon expected construction was worked out. This program provided that the Guard would ultimately occupy the same or equivalent facilities to those occupied prior to their Federalization. In addition it provided that the Guard would be given other space until certain EADF construction was completed. These arrangements were satisfactory and a license covering them was issued and accepted by the State, 2 February 1953.

3. On 13 October 1953 National Guard Bureau, at the instigation of the State, recommended to Hq USAF that all facilities to be occupied by the Guard be covered by a separate lease and that they be deleted from Lease No. 243.

4. A series of three meetings were held with the State representative in an attempt to work out arrangements satisfactory to everyone. In these meetings it was determined that suitable facilities would be made available. However, agreement has not been reached on the manner in which they are to be made available. As a result this command has recommended to Hq ADC that both the original Guard lease and the original AFRCTC lease be cancelled; that a new lease be negotiated to include all buildings and areas used by the Air Force; and that subsequent to the negotiation a license be issued to the State covering those facilities used by them. Additional provisions have been recommended to indicate that this lease is to provide for utilization by both the Air Force and the National Guard and that certain buildings are primarily intended

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for use of the National Guard. Recommendations were also made that the new lease eliminate the area along Dupont Boulevard for the exclusive use of the County and include the area on which a new parking ramp has been constructed for the exclusive use of the Air Force.

5. In summary, all facilities previously utilized by the Guard have been returned to their use or suitable substitutions have been made available in accordance with Department of Defense policy for the provision of like facilities to returning ANG units.

B. AFRCTC

1. As New Castle County Airport is not programmed as the permanent location for the AFRCTC in this area, no provisions have been made for permanent occupancy by that unit. Space substantially equivalent to their operational requirements has been provided. However, it is not necessary to return all facilities previously utilized by them as all of the base functions are performed by the EADF unit. Sufficient aircraft parking space to accommodate their present requirements has been made available.

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SECTION IV

PROBLEMS

NEW CASTLE COUNTY AIRPORT, WILMINGTON, DELAWARE

1. No real problems concerning joint use by the ANG is foreseen. Although the manner in which facilities are to be made available has not been agreed upon, complete spirit and intent of the Air Force policy for return of facilities has been satisfied. A proposed Joint Use Agreement has been forwarded to The Adjutant General of the State for his concurrence and/or comments.

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REAL ESTATE HISTORY

TRUAX FIELD, MADISON, WISCONSIN

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Permit:	A document issued to cover the occupancy by one military or Government agency of land and facilities under the jurisdiction of another like agency. This kind of document is invariably revocable at the will of the secretary of the military department, or head of the Government agency granting it.
Real Property:	"Real Property includes land, and interests therein, leaseholds, buildings, improvements and appurtenances thereto, and also includes piers, docks, warehouses, rights-of-way, and easements, whether temporary or permanent, and improvements permanently attached thereto. It does not include machinery, equipment, or tools which have not been affixed to or which have been severed or removed from any such lands or buildings." (AFR 87-1)
Restrictive Easement:	Obtained to restrict all construction within a definite area, prescribed by criteria, around the perimeter of the construction, or safety area, of ammunition storage igloos. As in the case of the avigation easement, this document also grants no real estate interest and the owner may, at his own risk, cultivate the land.
Right-of-Entry:	An informal document granting the right to enter the premises to be acquired, for inspection or exploratory purposes only, pending the execution and distribution of a formal document covering occupancy.

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1. Real Estate

a. The following regulations, together with related directives, govern all real property activities of the Air Force:

(1) AFR 87-1, 7 October 1952 - Acquisition.

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(6) AFR 87-15, 5 September 1950 - Army and Air Force Basic Real Estate Agreements.

(7) AFR 93-1, 25 January 1951 - Air Force Real Property Records.

b. Following approval through channels of real property actions, which require either the acquisition of additional property or disposal of property declared excess to the needs of the Air Force, the matter is turned over to the Corps of Engineers; to the appropriate District Office, if within the authority of ADC, or the Office, Chief of Engineers if approval of Headquarters USAF is required. This policy is defined in AFR 87-15, quoted as follows:

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"3. Functions and responsibilities. - a. General. - The Department of the Air Force will utilize the services of the Chief of Engineers, Department of the Army, for the acquisition and disposition of real estate, subject to such adjustments as from time to time are jointly determined to be necessary by the Secretaries of the two Departments. b. When requirement exists. - Upon determination that a requirement exists for the acquisition of additional real estate, or interests therein, the Department of the Air Force will request the Chief of Engineers, Department of the Army, to proceed with the acquisition of such real estate. Real estate to be so acquired includes both command and industrial property. The request for acquisition will contain the location of the site selected, a citation of the funds to be used, the installation and the name of disbursing officer responsible for payment.

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"d. When no requirement exists. - Upon determination that real property is not required for its needs and the discharge of its responsibilities, the Department of the Air Force will notify

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the Chief of Engineers, Department of the Army, to that effect. The Chief of Engineers, Department of the Army, will accomplish disposal of such real property in accordance with applicable laws and regulations.

****

"f. Legal records. - The Department of the Army will act as custodian of legal records pertaining to real property of the Department of the Air Force and will furnish to the Department of the Air Force, if required, copies of instruments relating to acquisition, disposition, or temporary usage of real property for the Department of the Air Force."

2. Agreements

a. Cross servicing agreements are required and may be negotiated by commanders concerned when support of a unit of another department is involved. No approval by higher headquarters is required.

b. Logistic support agreements. Existing directives and regulations set forth logistic support responsibilities in such detail as to make written agreements unnecessary. Commanders may negotiate written agreements when they feel such agreements are desirable.

c. Joint use agreements are required when units of other major commands, or of the Air National Guard, jointly utilize facilities on bases of this command.

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SECTION II

REAL ESTATE HISTORY

TRUAX FIELD, MADISON, WISCONSIN

1. Truax Field originated as Madison Municipal Airport. Upon its establishment by the City of Madison in 1939 it contained approximately 300 acres, owned by the City.

2. On 15 April 1942 the Government leased the 300 acres from the City under Lease No. W-782eng-93, acquired an additional 1732 acres in fee, and various easements over 17 acres. The 1732 acres was assembled from 229 separate tracts of land varying from one tenth of an acre to 162 acres. The easements included 12 separate tracts and covered such items as water mains, drainage ditches, road rights of way, etc.

3. Following World War II the base was declared surplus and by two quit claim deeds the Government transferred all of the base, except for 32.70 acres, to the City. These deeds, dated 3 March 1948 and 13 August 1948 contained standard recapture clauses providing that the Government would have the right to use the base, in whole or in part, in case of National Emergency.

4. The 32.70 acres not transferred to the City contained two mobilization type school buildings with attached heating plant. This area, somewhat centrally located in the community area, remained under the jurisdiction of the Department of the Army and was licensed to the State of Wisconsin. The State has utilized one of the buildings as a temporary Armory and has constructed a permanent motor vehicle maintenance building in this area. Of the entire 32.70 acres, 23 acres were transferred from the Army to the Air Force on 19 November 1953 by letter from the Secretary of the Army to the Secretary of the Air Force. The remainder of this area has been transferred to the State of Wisconsin in accordance with an Act of Congress passed 30 June 1950. The State plans to demolish the existing mobilization type buildings located on it and to construct a permanent Armory on this site.

5. As a need developed for the use of the airport by the Wisconsin Air National Guard several actions were taken:

a. Lease No. W-11-032-eng-2631 was negotiated by the Corps of Engineers with the City covering a portion of the parking apron and the fuel storage facilities.

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b. Lease No. W-11-114-eng-3969 was negotiated by Corps of Engineers with the City covering Building No. 308.

c. The City transferred by deed an area of approximately 11 acres to the Wisconsin State Armory Board. Title to this area was subject to the recapture right of the Government; therefore the Corps of Engineers negotiated Lease No. W-11-032-eng-2640 with the Wisconsin State Armory Board and the City of Madison. On this land, permanent Air National Guard facilities were constructed in 1950.

d. By letter dated 23 January 1951 Hq USAF directed that these leases, among many others included in this blanket order, be assigned to ADC. This was accomplished in the early part of 1951.

6. Upon Federalization of the National Guard and the reactivation of the base, a new lease was negotiated with the City. This lease, No. DA-11-032-eng-1457, 27 November 1951, extends through 30 June 1977. The annual rental is $10,000, which is for improvements made by the City without Federal aid. Additionally it specifically cancels the leases discussed in paragraph 5 above and places all facilities leased by the Government under the control of the Air Force, including the 11 acres on which the Air National Guard buildings were constructed. This lease, among other things retained exclusive use of certain areas for the City and also excluded Building No. 2509, the old theater, and Hangar No. 102 from use by the Air Force. It provided that the Government would have--"The right to use jointly with the City all those lands, runways, taxiways and appurtenances bounded in green on Exhibit A." This area comprises the airfield proper. Subsequently this lease was amended by Supplement No. 1 dated 19 September 1952. This supplement added Hangar No. 102 to the use of the Air Force and eliminated from the leased area the 32/ acres owned by the Government which had been included by mistake.

7. Under the terms of the lease the Air Force has little authority or jurisdiction over the airfield proper and any construction or alteration requires the approval and concurrence of the City and CAA. Also the Air Force is obligated to pay a proportionate share of the airfield maintenance and utilities. This is handled under a separate maintenance contract.

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SECTION III

TENANT HISTORY AND STATUS

TRUAX FIELD, MADISON, WISCONSIN

A. AIR NATIONAL GUARD

1. Air National Guard use of Truax Field was originally based on the three leases negotiated by the Corps of Engineers in 1947 and 1949. In addition approximately 11 acres of land were deeded by the City to the Wisconsin State Armory Board. This area was of course subject to the Government's recapture rights, therefore it was also included in the above mentioned leases as the Corps of Engineers considered it necessary prior to the expenditure of Federal funds. On this 11 acres the Engineers built a hangar, a vehicle maintenance building and a supply building. These were for the Air National Guard under Public Law No. 766 of the 80th Congress and title to them lies with the State under this law.

2. In March 1952 The Adjutant General, through the Guard Bureau, informed the Air Force that the return of the ANG units to State control on 1 November 1952 would require the return or replacement of the State owned buildings. A series of meetings and correspondence resulted in a joint use agreement between CADF and the Guard in December 1952. With the continued buildup of the Guard units, the December 1952 agreement gradually became unworkable. In April 1953, EADF (the base having been transferred from CADF on 15 February 1953) was notified that additional facilities were required by the Guard unit. As the result, a meeting was held at Truax Field on 5 June 1953, attended by The Adjutant General, and representatives of EADF, 30th Air Division, 4706th Defense Wing, and 520th Air Defense Group. Complete agreement could not be reached on the joint use of the totally inadequate existing facilities nor the plan for ultimate replacement of the Guard facilities, therefore at the request of The Adjutant General a proposed joint use agreement, which was tentatively agreed upon in principle was forwarded to him on 9 June 1953. This agreement was returned without action on 22 June 1953, with many objections listed.

3. In the preparation of the Air Force FY-55 Public Works Program, a hangar was proposed to replace the State hangar still being used by the Air Force. Another meeting was held at Truax Field on 9 October 1953 attended by representatives of Hq USAF, Hq ADC, and the National Guard Bureau, as well as the persons attending the 5 June 1953 meeting. The Wisconsin National Guard representatives were assured by Hq USAF and the Guard Bureau that the construction of the proposed hangar would be

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supported at those levels and that Guard requirements had been included in the master planning of the base. As a result final agreement was reached and a formal agreement prepared, signed and approved. This agreement is substantially the same as that prepared 5 June 1953 except for minor modifications. A copy is inclosed.

B. NATIONAL GUARD

1. Following World War II and the disposal of Truax Field, a portion of the retained area was used by the State on a revocable license from the Army. The existing original radio building was used as a temporary Armory for ground units and a permanent motor vehicle maintenance building was constructed.

2. In 1952 a bill was introduced in Congress to transfer the area used by the State, approximately 8.8 acres, to the State. The State proposed to build a permanent Armory on this site which projects well into the Air Force area. On 7 August 1952, Hq USAF, by letter, requested the recommendations of Hq ADC on this transfer. Hq ADC in turn passed it to CADF and it was sent on to the base. No objections were raised and the bill was passed by Congress.

3. Prior to the Congressional action, this headquarters had objected to the proposal and recommended that another area be made available which would not interfere with possible Air Force expansion. This exchange of areas was discussed with The Adjutant General of the State on 5 June 1953 and at that time he agreed to the proposal in principle. Following this meeting the EADF recommendations were forwarded to Hq ADC and Hq USAF.

4. On 30 December 1953 The Adjutant General wrote to the Guard Bureau making substantially the same proposal which we had made. The exception to complete agreement is that The Adjutant General desires that the motor vehicle building be replaced from Federal funds immediately adjacent to the Armory which will be under construction in the Spring of 1954. This headquarters cannot justify spending Air Force funds to acquire the existing building but can utilize it if it is made available. Correspondence has been forwarded to Hq ADC to this effect in February 1954.

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AIR DEFENSE COMMAND
JOINT USE AGREEMENT

BETWEEN

The AIR FORCE BASE COMMANDER, TRUAX FIELD, representing the AIR DEFENSE COMMAND

and

The AIR NATIONAL GUARD BASE DETACHMENT COMMANDER representing the ADJUTANT GENERAL, STATE OF WISCONSIN

1. It is mutually agreed between the above mentioned organizations, that the activities of the 128th Fighter Interceptor Wing Air National Guard will be a Tenant Unit of the Air Defense Command installation, Truax Field, Madison, Wisconsin.

2. The 128th Fighter Interceptor Wing Air National Guard will be provided the following listed facilities in the phasing indicated.

a. Immediate phase.

(1) Building No. 400, hangar, shall be jointly used as follows:

(a) Northeast side of the hangar will be occupied by the United States Air Force units; this includes Rooms 135, 136, 137, 138, 139, 140, 141, 142, 118, 143, 145 on the first floor and Rooms 201, 203, 204 and 205 on the second floor.

(b) The Wisconsin Air National Guard will occupy the remaining lean-to areas.

(c) Room 147, parachute room, will be utilized by the Air Force until completion of the Air Force parachute facility, at which time the Air Force facility will be utilized jointly. The United States Air Force units will assume responsibility for the packing, repair and inspection of parachutes belonging to the Air National Guard, and such maintenance of other items of personal equipment as necessitated by the lack of this facility in the Wisconsin Air National Guard.

(2) United States Air Force units will make available to the Wisconsin Air National Guard sufficient hangar floor space during periods of training to accommodate roll call formations for Air National Guard personnel. The amount of space will be as agreed by the Air National Guard Base Detachment Commander and the Air Force Commander.

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Hangar floor space in Hangar #100 for aircraft maintenance will be made available to the Air National Guard as available and agreed upon by the respective commanders.

(3) Building No. 401, motor pool, shall be operated by the Air National Guard; however, sufficient facilities will be made available to the Air Force for necessary servicing and maintenance. Additional space as required will be coordinated with the Air National Guard Base Detachment Commander.

(4) Building No. 402, warehouse, will be occupied entirely by the Air National Guard.

(5) Aircraft parking space will be as allocated by the Air Force Commander.

b. Interim phase.

(1) Upon completion and occupancy of the Readiness Hangar now under construction, Hangar No. 102 will be made available to the Wisconsin Air National Guard except for the area utilized by Base Operations and Weather Sections, which will remain under the control of the Air Force Commander.

(2) Upon implementation of paragraph 2b(1), Buildings #203 a , 208 will be utilized by the Air National Guard.

c. Final phase.

(1) The area adjacent to the east ramp as indicated on the current master plan will be made available to the state of Wisconsin for the construction of a replacement hangar, which is to be utilized permanently by the Wisconsin Air National Guard. Pursuant to the Secretary of Defense policy as outlined in letter from Headquarters, USAF, subject: Command Responsibility for Providing Facilities for the Reserve Force, dated 12 September 1951, and in view of the fact that Building No. 400, the state-owned Air National Guard hangar, cannot be returned without seriously interferring with the Air Defense mission, it is recommended that a suitable substitute hangar be constructed in this area, as programmed.

(2) Replacement in this area of Building No. 401, Motor Vehicle Maintenance Facilities, and Building No. 402, Supply Facilities, is not recommended as these buildings will be returned to the control and use of the State of Wisconsin as excess to the program requirements of this command.

3. The assignment of the above listed facilities and areas for the immediate phase and the interim phase is subject to change or withdrawal depending upon the needs or changes in primary mission of the Air Defense Command installation.

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4. The Air Defense Command installation Commanding Officer will provide the Tenant Unit with normal real property maintenance of installations functions in accordance with Air Force Regulation 85-9 dated 29 December 1949.

5. Major new construction requirements of the Tenant Unit as recommended for the final phase will be submitted by the Tenant Unit to the Air Defense Command installation Commanding Officer for processing through Air Defense Command channels to Headquarters, USAF.

6. This agreement becomes effective this date, 9 October 1953.

/s/Harry W. Shoup
HARRY W. SHOUP, Lt Col
Commander
520th Air Defense Group

/s/ Paul Fojtik
PAUL FOJTIK, Colonel
Base Detachment Commander
Wisconsin Air National Guard

Approved:

/s/E. L. Tucker
E. L. TUCKER, Brig Gen
Commander
30th Air Division

/s/ Ralph Olson
RALPH OLSON, Maj Gen
State Adjutant General
Wisconsin National Guard

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SECTION IV

PROBLEMS

TRUAX FIELD, MADISON, WISCONSIN

1. Air National Guard. The present arrangement is satisfactory for operation during this interim period. The final solution is dependent upon the construction of a replacement hangar which has been proposed in the FY-55 Public Works Program. If this plan is completed it will provide satisfactory arrangement for the use of Truax Field by both the Air Force and the Air National Guard. However, should this hangar not be constructed, this particular problem will be rather serious as insufficient operational facilities exist to provide for all units on the base.

2. National Guard. As outlined in Section III proposals to provide facilities for the Ground Guard in an area somewhat separated from the Air Force portion have been made. If the land areas can be exchanged with the State there will be no further problem. If this cannot be accomplished the result will be the construction of a permanent Armory owned by the State within the overall Air Force area.

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REAL ESTATE HISTORY

GREATER PITTSBURGH AIRPORT, CORAOPOLIS, PENNSYLVANIA

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SECTION I

A Introduction

1. The purpose of this document is to acquaint the staff with:

a. Air Force real estate interests and rights in air bases utilized by this command, and

b. The status of written and tacit agreements concerning the logistic support received and furnished by EADF units, and

c. Existing and foreseeable problems in real estate and joint use functions.

B Definitions

Avigation Easement:	A document involving no real estate interest, but merely committing the owner of a definitely specified area of land to refrain from constructing thereon, or permitting to be constructed thereon, a building above a stated maximum height. Avigation easements are required beyond the ends of runways to insure that the criteria of approach zones is observed and, at the same time, eliminating the necessity for more costly purchase of the land in fee. The owner may be permitted to utilize the area for agriculture purposes.
Cross Servicing Agreements:	Services performed, or supplies, materials or equipment furnished by one department, for and at the request of one or more other departments, for which such other departments are charged. (Ref AFR 172-8)
Easement for Right of Way:	A document granting only permission to enter upon premises for a specific purpose, such as to install, maintain and remove a pipe line, pole line, or road, etc.

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Facilities:	"Any unit or number of units of man-made structures or items of construction, together with all installed equipment, used in the performance of an Air Force function." (Ltr DAF - AFOAI 141.81 dated 20 August 1953)
Fee Title:	Real Property, for which the anticipated tenure of occupancy will justify the expenditure of funds, or for which the appraised annual rental will determine the acquisition of title to be more economical to the Government, is purchased outright. Although title is vested in the Government, very often existing rights of commercial concerns, municipalities, or individuals will be reserved and maintained; such as rights-of-way for utility lines, roads, or joint egress and ingress. These reservations are numerated in the deed obtained by the Government.
Joint Use:	a. "Joint use is defined as the basing of an activity of a major Air Force command upon an installation assigned under the command jurisdiction of another major Air Force command. A joint use agreement covering facilities and areas required by the tenant unit will be made...*** Joint use agreements are not to be confused with Logistical Support Agreements which are consummated when logistic support services are received by, or rendered to an Air Force activity between major Air Force commands; or Cross Servicing Agreements, which are consummated when logistic support services are received or rendered between the USAF and other government agencies." (Quoted from ADC Reg 87-1) b. "The air defense forces, when directed by this headquarters, are responsible for making agreements which establish the terms of licenses to be issued to the Air National Guard for the use of ADC facilities by units of Air National Guard. The air defense forces represent the Air Defense Command in negotiating such agreements." (ADC Reg 87-1)

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License:	A document issued to authorize an action which otherwise would be considered to be trespassing. This form of document is issued to grant occupancy of National Guard units of facilities and land belonging to the Government. It is also issued to transportation companies, bus and taxi, to permit their entrance to military installations.
Logistic Support Agreements:	Services performed or supplies, materials or equipment furnished by one air force command for and at the request of another command for which such other command may or may not be charged. (AFR's 11-4, 11-40, 85-5, 87-2, ADCR 87-1, 400-1, EADFR 400-1.)
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the Chief of Engineers, Department of the Army, to that effect. The Chief of Engineers, Department of the Army, will accomplish disposal of such real property in accordance with applicable laws and regulations.

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SECTION II

REAL EST..TE HISTORY

GREATER PITTSBURGH AIRPORT, CORAOPOLIS, PENNSYLV.NIA

1. On 4 May 1944, the Government entered into a lease, at a nominal rental, with the County of Allegheny, Commonwealth of Pennsylvania, for the use of facilities at the Greater Pittsburgh Airport, then called the Moon Township Airport. This use consisted of exclusive and unrestricted use of approximately 102 acres of land for Air Force construction purposes and joint use with commercial, private and other non-military aircraft of parking areas, landing areas, runways, taxi strips and related facilities.

2. The lease remained in effect following World War II, although utilized only by the Air National Guard, Air Reserve and the Navy until being reactivated for Air Defense Command use.

3. Implementation of the Fighter-Deployment Program determined the area previously leased from Allegheny County to be inadequate. Specifically, the following actions required the acquisition of additional real estate interests:

a. The extension of a runway to within a short distance of the boundary of County-owned land necessitated the acquisition of avigation easements over privately-owned land.

b. The construction of the alert hangar and surrounding clearance area required the leasing of privately-owned land.

c. The construction of barracks, BOQ's, etc., required the acquisition in fee of land, perpetual flowage and sewage easements and the leasing of additional County-owned land.

d. The lack of facilities for storage and BOQ space, which were programmed but not constructed, necessitated the leasing of off-base privately-owned real property. A portion of this property has become excess and has been turned over to the jurisdiction of the Air Reserve, which agency had need for additional quarters. However, it is anticipated that the balance will be required for the greater part of Fiscal Year 1954.

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e. Exclusive of the airfield proper, utilized jointly with others, the Air Force now has some form of real estate interest; leasehold, fee title, or easements, over approximately 250 acres at Greater Pittsburgh. In addition, approximately 465 acres of privately-owned land are in the process of being acquired for an ammunition storage area. This acquisition was approved and funded in the Fiscal Year 1954 Construction Program.

f. An area of off-base land, approximately 15 acres, has been included as an item in the FY-55 Public Works Program for the construction of family housing units. This item has not been approved or funded.

4. An amendment to the lease of May 1944 is presently in the process of being negotiated and executed, which, when completed, will reflect the current true boundaries of land now leased from the County. This headquarters has been advised by the Corps of Engineers that, upon completion of a survey being conducted to determine the exact limits of land to be leased around a County-owned sewage disposal plant, which is being retained by the County, the amendment will be executed and distributed.

5. The provisions and conditions of the original lease will remain the same; the Air Force to have exclusive use and jurisdiction over the construction area, known as Parcel No. 2, but, other than joint use of the airfield facilities, to have no authority or jurisdiction over the airfield proper. Any construction, alteration or removal of existing facilities in that area, must first receive the concurrence and approval of the County and be in accordance with CAA regulations. Also, the Air Force is obligated to pay its proportionate share of the repair and maintenance, expenses for utilities, etc., for the airfield proper and the total cost of maintenance and utilities in the area used exclusively. Maintenance and utility costs are being handled by a contract with the County, separate and apart from the lease document.

6. Negotiations with the County officials have, to date, been on an amicable and cooperative basis. The County has recently stated that, although all County-owned land deemed necessary would be available, it preferred that the acreage be kept at the minimum commensurate with the actual needs for construction, or other use.

7. Greater Pittsburgh Airport was transferred from the jurisdiction of Continental Air Command to Air Defense Command, upon activation and move of that Command to Colorado Springs.

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SECTION III

TENANT HISTORY AND STATUS

GREATER PITTSBURGH AIRPORT, CORAOPOLIS, PENNSYLVANIA

A. AIR NATIONAL GUARD

1. Initial occupancy of Greater Pittsburgh Airport by the Air National Guard was authorized by letter from the Washington District Engineer, acting for the Air Force, on 12 March 1947. This Right-of-Entry authorized the ANG to use apron space, storage space in the hangar, administrative space, and classroom space, and to utilize jointly the hangar space and all aircraft operating facilities, effective 1 January 1947. This occupancy was concurrent with that of the AFRCTC already located there and the cost of operation of the airfield and its facilities was apportioned between the two units.

2. During the period that the ANG used Air Force facilities, the State went forward with its plan for the permanent Guard facility. The State leased an area from the County and construction started on the Guard area. These facilities, now complete, were constructed from Guard Bureau funds on the land leased by the State and are therefore not under the jurisdiction of the Air Force. Upon their completion in 1951 the Guard moved to that area and their right-of-entry to the Air Force area was cancelled with the exception of: "*** joint use of all aircraft operating facilities, together with right of ingress and egress to and from said facilities." This right is subject to the following conditions:

a. That the right hereby granted is temporary only and is subject to revocation at any time by the United States Department of the Air Force.

b. That condition of flight operation, security and crash fire fighting shall be the responsibility of the Officer of the United States Department of the Air Force having immediate jurisdiction over the said facilities.

c. That the exercise of the right hereby granted shall be without cost or expense to the United States, and use of the said Air Force aircraft operating facilities shall be subject to such rules and regulations as the Officer of the United States Department of the Air Force having immediate jurisdiction over the said facilities may, from time to time, prescribe.

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3. In May 1953, construction of a parachute building for Air Force use was stopped in accordance with the policy of the Weikert Review Board. Following that action, the Defense Group requested and received from the Guard a commitment for joint use of the parachute facility owned by the State. No formal agreement, as such, was made as it is not considered necessary by the ANG. Included in the answer from the ANG was the statement that there is no intention to deny the use of the facility so long as a need exists.

B. AFRCTC

1. Following World War II the 2239th AFRTC was established utilizing the Air Force facilities at Greater Pittsburgh. The AFRCTC assigned to ConAC had jurisdiction over the Air Force portion of the field and in turn allowed joint use by the Navy and the ANG.

2. At present Greater Pittsburgh Airport is programmed as a location of the 2253d AFRCTC, however, over the past year this assignment has changed several times. Originally it was programmed for this base; however, in October of 1952 the Air Force Installations Board approved its move to Allegheny County Airport and this command was informed that we no longer had any responsibility for programming or providing AFRCTC replacement facilities at Greater Pittsburgh. In February of 1953, however, a meeting was held at Pittsburgh including representatives of First Air Force, Headquarters USAF and Allegheny County. This meeting was for the purpose of negotiating for utilization of facilities at Greater Pittsburgh. The concern of the County was to the effect that additional military activity might interfere with commercial flying. It was stated at this meeting that the Air Force could not consider Allegheny County because of the excessive costs involved for rehabilitation and construction. After considerable discussion the County agreed to the use of Greater Pittsburgh by AFRCTC provided that an agreement for two years was made limiting the number of Reserve aircraft to 12 and the number of flights on any one day to 30. USAF has agreed to these limitations and plan to continue negotiations with the County. The present status of these negotiations is not known.

3. This command programmed in the FY-55 Public Works Program for the construction of a multi-purpose building to accommodate the AFRCTC activities. This building, if approved and constructed, will include space for administration, training, supply and storage, and Airmen housing. This line item has been approved by the USAF Installations AdHoc Committee. Also included in the FY-55 Public Works Program was an item for 3,370 square yards of aircraft parking apron, however this item was deleted by the committee.

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4. Recent informal information from Headquarters First Air Force reveals that the permanent location of the AFRCTC is still under consideration and that it is very possible that the AFRCTC may be moved from the Pittsburgh area.

5. At present the major portion of the AFRCTC is located in the City of Pittsburgh in space leased by First Air Force for this purpose. In addition, the leased "Speyer Estate" formerly utilized by the base has been transferred to the jurisdiction of the AFRCTC. The base now provides parking space for eight (8) aircraft, 1600 square feet in the hangar lean-to for operations and 180 square feet for link trainers.

C. DEPARTMENT OF THE NAVY

1. During the period that Greater Pittsburgh Airport was operated by the AFRCTC and prior to the activation of an ADC unit, an agreement was made with the Commander, Akron Naval Air Station for the Navy to conduct limited Reserve flying on one weekend per month and to erect a Quonset hut in the Air Force area. A permit was issued 16 November 1950. In May 1951 after the activation of the ADC unit it became obvious that there was no location for erection of the hut and the permit which had been issued was revoked.

2. Upon revocation of the original permit of 16 November 1950, a new permit was issued. This permit authorized the use of all available Air Force facilities once a month for any one weekend with not to exceed eight (8) aircraft. It was subject to the usual restrictions; i.e., no expense to the Air Force, subject to base rules and regulations, no interference with Air Force operations, etc., and of course, revocable at will by the Air Force.

3. In April 1953 the Navy proposed to the base that their operation be expanded and stated that in addition to aircraft parking space, their requirement included accommodations for forty (40) seamen and one hundred (100) officers, administrative space and classroom space.

4. In view of the over-crowding at Pittsburgh, this headquarters recommended that the permit be revoked and the Navy be informed that the Air Force could no longer provide support. A meeting was held at the base in October 1953 with representatives of the Navy, the ANG and the Defense Group. It was agreed at this meeting that the available facilities are so limited that the Navy requirements cannot be met. It was also learned that the Navy concurs in the revocation and actually desire it in order that they may proceed with negotiations with the County for the use of Allegheny County Airport which will serve their needs better.

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SECTION IV

PROBLEMS

GREATER PITTSBURGH AIRPORT, CORAOPOLIS, PENNSYLVANIA

1. Joint occupancy of the base by the Pennsylvania ANG presents no problem whatsoever. We provide no support for the Guard and in fact, receive limited support from them, i.e., the use of the parachute facility.

2. The location of the AFRCTC at Pittsburgh presents a problem of over-crowding of the ramp and operational facilities. Due to the limited area available to the Air Force, only a small amount of parking space could be programmed and even this was deleted. It appears that this factor, together with the concern of the City may eventually result in the move of the AFRCTC, eliminating our problems concerning it.

3. At present a problem of over-crowding of ramp and operating facilities exists, due to the joint occupancy on the part of the Navy. Action has been taken by this command to revoke the existing permit to the Navy. This action has their concurrence. In addition, the Navy has initiated the necessary action to acquire facilities at Allegheny County Airport, which will eventually result in their move from Greater Pittsburgh.

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REAL ESTATE HISTORY

YOUNGSTOWN MUNICIPAL AIRPORT, YOUNGSTOWN, OHIO

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SECTION I

A Introduction

1. The purpose of this document is to acquaint the staff with:

a. Air Force real estate interests and rights in air bases utilized by this command, and

b. The status of written and tacit agreements concerning the logistic support received and furnished by EADF units, and

c. Existing and foreseeable problems in real estate and joint use functions.

B Definitions

Avigation Easement:	A document involving no real estate interest, but merely committing the owner of a definitely specified area of land to refrain from constructing thereon, or permitting to be constructed thereon, a building above a stated maximum height. Avigation easements are required beyond the ends of runways to insure that the criteria of approach zones is observed and, at the same time, eliminating the necessity for more costly purchase of the land in fee. The owner may be permitted to utilize the area for agriculture purposes.
Cross Servicing Agreements:	Services performed, or supplies, materials or equipment furnished by one department, for and at the request of one or more other departments, for which such other departments are charged. (Ref AFR 172-8)
Easement for Right of Way:	A document granting only permission to enter upon premises for a specific purpose, such as to install, maintain and remove a pipe line, pole line, or road, etc.

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Facilities:	"Any unit or number of units of man-made structures or items of construction, together with all installed equipment, used in the performance of an Air Force function." (Ltr DAF - AFOAI 141.81 dated 20 August 1953)
Fee Title:	Real Property, for which the anticipated tenure of occupancy will justify the expenditure of funds, or for which the appraised annual rental will determine the acquisition of title to be more economical to the Government, is purchased outright. Although title is vested in the Government, very often existing rights of commercial concerns, municipalities, or individuals will be reserved and maintained; such as rights-of-way for utility lines, roads, or joint egress and ingress. These reservations are numerated in the deed obtained by the Government.
Joint Use:	a. "Joint use is defined as the basing of an activity of a major Air Force command upon an installation assigned under the command jurisdiction of another major Air Force command. A joint use agreement covering facilities and areas required by the tenant unit will be made...*** Joint use agreements are not to be confused with Logistical Support Agreements which are consummated when logistic support services are received by, or rendered to an Air Force activity between major Air Force commands; or Cross Servicing Agreements, which are consummated when logistic support services are received or rendered between the USAF and other government agencies." (Quoted from ADC Reg 87-1)
	b. "The air defense forces, when directed by this headquarters, are responsible for making agreements which establish the terms of licenses to be issued to the Air National Guard for the use of ADC facilities by units of Air National Guard. The air defense forces represent the Air Defense Command in negotiating such agreements." (ADC Reg 87-1)

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License:	A document issued to authorize an action which otherwise would be considered to be trespassing. This form of document is issued to grant occupancy of National Guard units of facilities and land belonging to the Government. It is also issued to transportation companies, bus and taxi, to permit their entrance to military installations.
Logistic Support Agreements:	Services performed or supplies, materials or equipment furnished by one air force command for and at the request of another command for which such other command may or may not be charged. (AFR's 11-4, 11-40, 85-5, 87-2, ADCR 87-1, 400-1, EADFR 400-1.)
Negotiated Lease:	Grants the Government the right of occupancy and use of premises, including land and buildings, or portions of buildings, which are privately-owned, or owned by State, Municipalities, or other non-government agencies. Depending upon individual circumstances, the conditions and provisions incorporated in the lease clearly define the obligations imposed upon both the Government and the Lessor. Regardless of the other terms of the lease, the policy governing leases acquired for the military departments by the Corps of Engineers requires that the Government reserve the privilege of cancellation; generally by a 30-day notice, but, in some cases, 60 or 90 days.
Outgrant:	Any document, lease, permit, license or easement granted for the use of Air Force - owned real property. Generally, under existing conditions, in which no Air Force facilities are "inactive", the issuance of such documents stems from a specific request by a utility company for power lines, or from an adjacent land owner for the use of water supply, or a portion of unused land for agricultural purposes.

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Permit:	A document issued to cover the occupancy by one military or Government agency of land and facilities under the jurisdiction of another like agency. This kind of document is invariably revocable at the will of the secretary of the military department, or head of the Government agency granting it.
Real Property:	"Real Property includes land, and interests therein, leaseholds, buildings, improvements and appurtenances thereto, and also includes piers, docks, warehouses, rights-of-way, and easements, whether temporary or permanent, and improvements permanently attached thereto. It does not include machinery, equipment, or tools which have not been affixed to or which have been severed or removed from any such lands or buildings." (AFR 87-1)
Restrictive Easement:	Obtained to restrict all construction within a definite area, prescribed by criteria, around the perimeter of the construction, or safety area, of ammunition storage igloos. As in the case of the avigation easement, this document also grants no real estate interest and the owner may, at his own risk, cultivate the land.
Right-of-Entry:	An informal document granting the right to enter the premises to be acquired, for inspection or exploratory purposes only, pending the execution and distribution of a formal document covering occupancy.

C General

1. Real Estate

a. The following regulations, together with related directives, govern all real property activities of the Air Force:

(1) AFR 87-1, 7 October 1952 - Acquisition.

(2) AFR 87-2, 12 January 1953 - Command Jurisdiction and Concurrent Use of Air Force Installations.

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(3) AFR 87-3, 18 February 1953 - Granting the Use of Air Force Property.

(4) AFR 87-4, 10 October 1952 - Disposal.

(5) AFR 87-6, 14 November 1952 - Utilization of Air Force Installations and Civil and Government Airports.

(6) AFR 87-15, 5 September 1950 - Army and Air Force Basic Real Estate Agreements.

(7) AFR 93-1, 25 January 1951 - Air Force Real Property Records.

b. Following approval through channels of real property actions, which require either the acquisition of additional property or disposal of property declared excess to the needs of the Air Force, the matter is turned over to the Corps of Engineers; to the appropriate District Office, if within the authority of CDC, or the Office, Chief of Engineers if approval of Headquarters USAF is required. This policy is defined in AFR 87-15, quoted as follows:

****

"3. Functions and responsibilities. - a. General. - The Department of the Air Force will utilize the services of the Chief of Engineers, Department of the Army, for the acquisition and disposition of real estate, subject to such adjustments as from time to time are jointly determined to be necessary by the Secretaries of the two Departments. b. When requirement exists. - Upon determination that a requirement exists for the acquisition of additional real estate, or interests therein, the Department of the Air Force will request the Chief of Engineers, Department of the Army, to proceed with the acquisition of such real estate. Real estate to be so acquired includes both command and industrial property. The request for acquisition will contain the location of the site selected, a citation of the funds to be used, the installation and the name of disbursing officer responsible for payment.

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"d. When no requirement exists. - Upon determination that real property is not required for its needs and the discharge of its responsibilities, the Department of the Air Force will notify

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the Chief of Engineers, Department of the Army, to that effect. The Chief of Engineers, Department of the Army, will accomplish disposal of such real property in accordance with applicable laws and regulations.

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"f. Legal records. - The Department of the Army will act as custodian of legal records pertaining to real property of the Department of the Air Force and will furnish to the Department of the Air Force, if required, copies of instruments relating to acquisition, disposition, or temporary usage of real property for the Department of the Air Force."

2. Agreements

a. Cross servicing agreements are required and may be negotiated by commanders concerned when support of a unit of another department is involved. No approval by higher headquarters is required.

b. Logistic support agreements. Existing directives and regulations set forth logistic support responsibilities in such detail as to make written agreements unnecessary. Commanders may negotiate written agreements when they feel such agreements are desirable.

c. Joint use agreements are required when units of other major commands, or of the Air National Guard, jointly utilize facilities on bases of this command.

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SECTION II

REAL ESTATE HISTORY

YOUNGSTOWN MUNICIPAL AIRPORT, YOUNGSTOWN, OHIO

1. The Youngstown Municipal Airport is situated in the State of Ohio, County of Trumbull, Vienna Township, approximately ten miles north of the City of Youngstown, on State Route No, 90.

2. On the date, 13 March 1951, of initial negotiations with the City officials of Youngstown toward the acquisition of the airport by the Air Force, the field consisted of 600 acres of land, 4 bituminous runways, 3,700 to 5,000 feet in length, an Administration Building and one hangar. The land was acquired in fee by the City at a cost of approximately $100.00 per acre, consequently, the Government has no recapture rights in the airport.

3. Construction of the airport was started in 1937 and completed in 1951, when operations were begun. With the improvements, the City officials estimated the value to be $3,000,000.

4. Lease No. DA 15-029engl241 was entered into with the City of Youngstown effective 1 June 1951, automatically renewable to 30 June 1976, but granting the Government the privilege of cancellation upon 30 days written notice to the City.

5. Under the above lease, the Government has exclusive use of two parcels of land, containing 144.75 acres of land, for construction purposes and joint and concurrent use of all existing runways, landing rights, instrument landing system, etc.

6. As the area of the airport, 600 acres, was not sufficient to permit expansion, approximately 583.94 acres of privately-owned land was purchased, under the Fiscal Year 1951 Program, for extension of the northwest-southeast runway, No. 14/32; construction of all operating and administrative facilities; clearance area and remote receiver and transmitter sites.

7. As a part of the Fiscal Year 1954 Program, it was proposed to acquire by purchase 145 acres and by restrictive easements 151.49 acres, for an ammunition storage area. However, permission has since been obtained from the Chief of Ordnance, Department of the Army, to utilize

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four existing igloos at the Ravenna Arsenal, located about 28.5 miles from the Youngstown Airport, in lieu of the construction of new facilities or privately-owned land. This construction, including the cost of the land, had been estimated to cost the Government $206,000, which amount this headquarters has recommended to be applied to making up deficiencies in current working estimates for such items as addition to the flight simulator building, etc., also included in the Fiscal Year 1954 Program.

8. Consideration is presently being given to the acquisition of approximately 65 acres of privately-owned land at Youngstown for the purpose of constructing facilities to meet the needs of the AFRCTC.

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SECTION III

TENANT HISTORY AND STATUS

YOUNGSTOWN MUNICIPAL AIRPORT, YOUNGSTOWN, OHIO

A. AFRCTC

1. Although there is no AFRCTC presently located at Youngstown Municipal Airport the official Air Force program provides this as a permanent location. Hq ConAC has been handling all programming for these facilities. In 1952 this command was queried as to the availability of facilities for use of the AFRCTC. Hq ConAC was informed that no facilities existed and that no reserve facilities could be supported at this time.

2. The original development plan indicated a requirement for the AFRCTC for approximately 90 acres of land, only 30 of which could be provided within the present boundaries. The Real Estate Planning Reports for the AFRCTC show that expansion of the base in this manner would cost in excess of $200,000; primarily road relocation cost and severance damages.

3. In February 1954 a meeting was held at Youngstown Municipal Airport attended by representatives of Hq ADC, Hq ConAC, USAF Installations Representative, and the District Engineer. At this meeting a new development plan was laid out which reduced the land acquisition to approximately 25 acres and eliminated the need for road relocation. Generally all AFRCTC facilities to be constructed under the ConAC program are now located within the existing boundaries. The acreage required is for location of family housing proposed in the FY-55 Public Works Program.

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PROBLEMS

YOUNGSTOWN MUNICIPAL AIRPORT, YOUNGSTOWN, CHIO

1. The problems of land acquisition have been resolved at the moment, however, it is easily foreseeable that the activation of an AFRCTC unit at this station will place considerable burden upon the installation in terms of logistic support.

2. As construction has not been started it will be necessary that the activation of the reserve organizations be delayed until such time as additional facilities are completed; otherwise already cramped facilities of the base will be over extended.

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REAL ESTATE HISTORY

NIAGARA FALLS MUNICIPAL AIRPORT, NIAGARA FALLS, NEW YORK

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Real Property:	"Real Property includes land, and interests therein, leaseholds, buildings, improvements and appurtenances thereto, and also includes piers, docks, warehouses, rights-of-way, and easements, whether temporary or permanent, and improvements permanently attached thereto. It does not include machinery, equipment, or tools which have not been affixed to or which have been severed or removed from any such lands or buildings." (AFR 87-1)
Restrictive Easement:	Obtained to restrict all construction within a definite area, prescribed by criteria, around the perimeter of the construction, or safety area, of ammunition storage igloos. As in the case of the avigation easement, this document also grants no real estate interest and the owner may, at his own risk, cultivate the land.
Right-of-Entry:	An informal document granting the right to enter the premises to be acquired, for inspection or exploratory purposes only, pending the execution and distribution of a formal document covering occupancy.

C General

1. Real Estate

a. The following regulations, together with related directives, govern all real property activities of the Air Force:

(1) AFR 87-1, 7 October 1952 - Acquisition.

(2) AFR 87-2, 12 January 1953 - Command Jurisdiction and Concurrent Use of Air Force Installations.

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(3) AFR 87-3, 18 February 1953 - Granting the Use of Air Force Property.

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(5) AFR 87-6, 14 November 1952 - Utilization of Air Force Installations and Civil and Government Airports.

(6) AFR 87-15, 5 September 1950 - Army and Air Force Basic Real Estate Agreements.

(7) AFR 93-1, 25 January 1951 - Air Force Real Property Records.

b. Following approval through channels of real property actions, which require either the acquisition of additional property or disposal of property declared excess to the needs of the Air Force, the matter is turned over to the Corps of Engineers; to the appropriate District Office, if within the authority of .DC, or the Office, Chief of Engineers if approval of Headquarters US.F is required. This policy is defined in AFR 87-15, quoted as follows:

****

"3. Functions and responsibilities. - a. General. - The Department of the Air Force will utilize the services of the Chief of Engineers, Department of the Army, for the acquisition and disposition of real estate, subject to such adjustments as from time to time are jointly determined to be necessary by the Secretaries of the two Departments. b. When requirement exists. - Upon determination that a requirement exists for the acquisition of additional real estate, or interests therein, the Department of the Air Force will request the Chief of Engineers, Department of the Army, to proceed with the acquisition of such real estate. Real estate to be so acquired includes both command and industrial property. The request for acquisition will contain the location of the site selected, a citation of the funds to be used, the installation and the name of disbursing officer responsible for payment.

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"d. When no requirement exists. - Upon determination that real property is not required for its needs and the discharge of its responsibilities, the Department of the Air Force will notify

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the Chief of Engineers, Department of the Army, to that effect. The Chief of Engineers, Department of the Army, will accomplish disposal of such real property in accordance with applicable laws and regulations.

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"f. Legal records. - The Department of the Army will act as custodian of legal records pertaining to real property of the Department of the Air Force and will furnish to the Department of the Air Force, if required, copies of instruments relating to acquisition, disposition, or temporary usage of real property for the Department of the Air Force."

2. Agreements

a. Cross servicing agreements are required and may be negotiated by commanders concerned when support of a unit of another department is involved. No approval by higher headquarters is required.

b. Logistic support agreements. Existing directives and regulations set forth logistic support responsibilities in such detail as to make written agreements unnecessary. Commanders may negotiate written agreements when they feel such agreements are desirable.

c. Joint use agreements are required when units of other major commands, or of the Air National Guard, jointly utilize facilities on bases of this command.

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SECTION II

REAL ESTATE HISTORY

NIAGARA FALLS MUNICIPAL AIRPORT, NIAGARA FALLS, NEW YORK

1. Niagara Falls Municipal Airport was first acquired for use by the Government 16 November 1942. This acquisition and construction consisted of the following:

a. Fee acres—19.09

b. Easement acres--.14

c. Leased acres—467.92

d. Cost of land--$8,925.00

e. Cost of removal of flight hazards, which right expired at the date of performance--$3,225.00.

f. Cost of Betterments--$3,096,489.00.

2. Upon the Airport becoming excess in 1945, the following items were declared to WAA on the dates indicated:

a. 25 December 1945--Fee acres, 19.09.

b. 1 March 1946--Leased acres, 467.92.

c. 14 November 1947--Easement acres, .14.

3. By Quitclaim Deed, 14 November 1947, the United States of America, acting by and through the War Assets Administration, deeded to the City of Niagara Falls, approximately 131.28 acres, together with all the interest in the indenture of Lease No. W 2288eng551, under which the 467.92 acres were occupied. Recapture rights were reserved by the Government.

4. By letter, 14 August 1951, addressed to the Mayor of the City of Niagara Falls, the Government exercised its right to have exclusive control and possession of 4.8 acres, together with the improvements located thereon. Immediately thereafter, negotiations were initiated toward the execution of a joint lease and service contract.

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5. Due to failure to reach an agreement on such items as the responsibility for non-recurring maintenance, caused by the City's failure to maintain the field in accordance with its obligation under the Deed; the amount of payment to be made to the City, etc., it was not until the latter part of 1953 that a final document could be drawn up. On 12 March 1954, this headquarters forwarded its concurrence in the agreement to Hq ADC. Upon approval by Hq USAF and final execution of the agreement, approximately $475,000 will be released for the purpose of placing the runways in good condition.

6. Since reoccupation in 1951, the Government has purchased approximately 550 acres of privately-owned land and has programmed the purchase of approximately 70 acres. Also, approximately 94 acres have been approved, although not entirely funded, for the acquisition of restrictive easements for the ammunition storage area.

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SECTION III

TENANT HISTORY AND STATUS

NIAGARA FALLS MUNICIPAL AIRPORT, NIAGARA FALLS, NEW YORK

A. AIR NATIONAL GUARD

1. During the period when there was no active Air Force organization at Niagara Falls Municipal Airport, Corps of Engineers leased, for the use of the ANG, facilities owned by the Carborundum Company. This lease, No. DA 30-075eng330, covered approximately 28½ acres of land together with buildings Nos. 4 and 5, containing 116,500 sq. ft. The actual rental is $24,000 per year. Subsequent to the activation of the ANG unit lease was amended, 24 April 1951, to provide for payment by by the Air Force as the Air Force had assumed jurisdiction of these facilities.

2. Although the Air Force assumed jurisdiction, a small portion of building No. 4 remained under the use of ANG. During the period from early 1951 to late 1953 there was a gradual phasing whereby, first, the Guard relinquished areas and the Air Force areas increased. Then, as Air Force construction was completed the process was reversed until finally on 1 October 1953 the entire facility had been returned to the Guard. Effective on that date jurisdiction of the lease was assumed by the ANG. At the present time we utilize a small portion of the ANG parking ramp, which in turn is assigned for the use of the AFRCTC.

B. AFRCTC

1. The main AFRCTC is located in the City of Buffalo and only limited flying operations are carried out at Niagara Falls Municipal Airport. Due to the very limited Air Force facilities, we have been able to provide only tarmac space for AFRCTC operations in the ANG area where the aircraft are parked. We also provide space, as available, in the hangar for maintenance, and housing for unmarried airmen.

2. As Niagara Falls Municipal Airport is programmed to be the permanent location for the AFRCTC in this area, Hq ConAC has programmed for the acquisition of land for the construction of permanent facilities. This land, located adjacent to the existing ANDF area, is presently being acquired. Construction has not yet started but is anticipated in the spring of 1954.

C. NAVY

1. The Naval Reserve Unit also operates from Niagara Falls Municipal Airport. However, it bears no relation to the Air Force operation. The facilities are leased by the Navy and the area is separate and apart from the Air Force.

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SECTION IV

PROBLEMS

NIAGARA FALLS MUNICIPAL AIRPORT, NIAGARA FALLS, NEW YORK

1. Air National Guard: None.

2. AFRCTC: Difficulties have been encountered by the base, particularly in supply support, due to the changing types of aircraft assigned. The base has agreed to support a maximum of 15 fighter type aircraft.

With the construction of the permanent reserve facilities, AFRCTC operations will gradually increase. As the AFRCTC eventually becomes a portion of the base many responsibilities for logistic and station support will have to be assumed. Careful attention to programming of personnel to meet increased requirements will be mandatory.

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REAL ESTATE HISTORY

ETHAN ALLEN AFB, WINOOSKI, VERMONT
(Formerly Burlington Municipal Airport and Ft. Ethan Allen)

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SECTION I

A Introduction

1. The purpose of this document is to acquaint the staff with:

a. Air Force real estate interests and rights in air bases utilized by this command, and

b. The status of written and tacit agreements concerning the logistic support received and furnished by EADF units, and

c. Existing and foreseeable problems in real estate and joint use functions.

B Definitions

Avigation Easement:	A document involving no real estate interest, but merely committing the owner of a definitely specified area of land to refrain from constructing thereon, or permitting to be constructed thereon, a building above a stated maximum height. Avigation easements are required beyond the ends of runways to insure that the criteria of approach zones is observed and, at the same time, eliminating the necessity for more costly purchase of the land in fee. The owner may be permitted to utilize the area for agriculture purposes.
Cross Servicing Agreements:	Services performed, or supplies, materials or equipment furnished by one department, for and at the request of one or more other departments, for which such other departments are charged. (Ref AFR 172-8)
Easement for Right of Way:	A document granting only permission to enter upon premises for a specific purpose, such as to install, maintain and remove a pipe line, pole line, or road, etc.

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Facilities:	"Any unit or number of units of man-made structures or items of construction, together with all installed equipment, used in the performance of an Air Force function." (Ltr DAF - AFOAI 141.81 dated 20 August 1953)
Fee Title:	Real Property, for which the anticipated tenure of occupancy will justify the expenditure of funds, or for which the appraised annual rental will determine the acquisition of title to be more economical to the Government, is purchased outright. Although title is vested in the Government, very often existing rights of commercial concerns, municipalities, or individuals will be reserved and maintained; such as rights-of-way for utility lines, roads, or joint egress and ingress. These reservations are numerated in the deed obtained by the Government.
Joint Use:	a. "Joint use is defined as the basing of an activity of a major Air Force command upon an installation assigned under the command jurisdiction of another major Air Force command. A joint use agreement covering facilities and areas required by the tenant unit will be made...*** Joint use agreements are not to be confused with Logistical Support Agreements which are consummated when logistic support services are received by, or rendered to an Air Force activity between major Air Force commands; or Cross Servicing Agreements, which are consummated when logistic support services are received or rendered between the USAF and other government agencies." (Quoted from ADC Reg 87-1)
	b. "The air defense forces, when directed by this headquarters, are responsible for making agreements which establish the terms of licenses to be issued to the Air National Guard for the use of ADC facilities by units of Air National Guard. The air defense forces represent the Air Defense Command in negotiating such agreements." (ADC Reg 87-1)

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License:	A document issued to authorize an action which otherwise would be considered to be trespassing. This form of document is issued to grant occupancy of National Guard units of facilities and land belonging to the Government. It is also issued to transportation companies, bus and taxi, to permit their entrance to military installations.
Logistic Support Agreements:	Services performed or supplies, materials or equipment furnished by one air force command for and at the request of another command for which such other command may or may not be charged. (AFR's 11-4, 11-40, 85-5, 87-2, ADCR 87-1, 400-1, EADFR 400-1.)
Negotiated Lease:	Grants the Government the right of occupancy and use of premises, including land and buildings, or portions of buildings, which are privately-owned, or owned by State, Municipalities, or other non-government agencies. Depending upon individual circumstances, the conditions and provisions incorporated in the lease clearly define the obligations imposed upon both the Government and the Lessor. Regardless of the other terms of the lease, the policy governing leases acquired for the military departments by the Corps of Engineers requires that the Government reserve the privilege of cancellation; generally by a 30-day notice, but, in some cases, 60 or 90 days.
Outgrant:	Any document, lease, permit, license or easement granted for the use of Air Force - owned real property. Generally, under existing conditions, in which no Air Force facilities are "inactive", the issuance of such documents stems from a specific request by a utility company for power lines, or from an adjacent land owner for the use of water supply, or a portion of unused land for agricultural purposes.

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Permit:	A document issued to cover the occupancy by one military or Government agency of land and facilities under the jurisdiction of another like agency. This kind of document is invariably revocable at the will of the secretary of the military department, or head of the Government agency granting it.
Real Property:	"Real Property includes land, and interests therein, leaseholds, buildings, improvements and appurtenances thereto, and also includes piers, docks, warehouses, rights-of-way, and easements, whether temporary or permanent, and improvements permanently attached thereto. It does not include machinery, equipment, or tools which have not been affixed to or which have been severed or removed from any such lands or buildings." (AFR 87-1)
Restrictive Easement:	Obtained to restrict all construction within a definite area, prescribed by criteria, around the perimeter of the construction, or safety area, of ammunition storage igloos. As in the case of the avigation easement, this document also grants no real estate interest and the owner may, at his own risk, cultivate the land.
Right-of-Entry:	An informal document granting the right to enter the premises to be acquired, for inspection or exploratory purposes only, pending the execution and distribution of a formal document covering occupancy.

C General

1. Real Estate

a. The following regulations, together with related directives, govern all real property activities of the Air Force:

(1) AFR 87-1, 7 October 1952 - Acquisition.

(2) AFR 87-2, 12 January 1953 - Command Jurisdiction and Concurrent Use of Air Force Installations.

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(3) AFR 87-3, 18 February 1953 - Granting the Use of Air Force Property.

(4) AFR 87-4, 10 October 1952 - Disposal.

(5) AFR 87-6, 14 November 1952 - Utilization of Air Force Installations and Civil and Government Airports.

(6) AFR 87-15, 5 September 1950 - Army and Air Force Basic Real Estate Agreements.

(7) AFR 93-1, 25 January 1951 - Air Force Real Property Records.

b. Following approval through channels of real property actions, which require either the acquisition of additional property or disposal of property declared excess to the needs of the Air Force, the matter is turned over to the Corps of Engineers; to the appropriate District Office, if within the authority of .DC, or the Office, Chief of Engineers if approval of Headquarters US.F is required. This policy is defined in AFR 87-15, quoted as follows:

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the Chief of Engineers, Department of the Army, to that effect. The Chief of Engineers, Department of the Army, will accomplish disposal of such real property in accordance with applicable laws and regulations.

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SECTION II

REAL ESTATE HISTORY

ETHAN ALLEN AFB, WINOOSKI, VERMONT

(Formerly Burlington Municipal Airport and Ft. Ethan Allen)

1. The Burlington Municipal Airport is located in South Burlington, Chittenden County, State of Vermont. In February 1951, the date upon which the Air Force occupied this base, the field consisted of approximately 590 acres, together with two City-owned hangars, two National Guard-owned hangars and a City-owned administration building.

2. The City of Burlington purchased the land from the property owners without financial aid from the Government. Therefore, the Government has no recapture rights.

3. In October 1946, the Government entered into a contract, No. W 19-016 eng622, with the City of Burlington for the use and occupancy of two parcels of land at the Airport, 27.61 acres, and joint use of the runways and appurtenances for the following purposes: Vermont Air National Guard and "Military Maintenance, Training and Defense." This contract was amended from time to time until 21 September 1948, at which time the Government had 26.5 acres under lease. The annual rental was nominal, but the City was paid for maintenance of the field, "an amount equal to 25% of the maintenance and operating costs for the period 1 January 1948 to 30 June 1948, of so much of the Burlington Airport (excluding therefrom that portion described as Lots 1 and 2) as is used by the State or for the State's benefit, either in whole or in part, the maximum charges to the State not to exceed the sum of $2,500; thereafter the charge to the State shall consist of an amount equal to 25% of the maintenance and operating charges of so much of the Burlington Airport (excluding therefrom that portion described as Lots 1, 2, 3, and 4), as is used by the State or for the State's benefit either in whole or in part."

4. In February 1951, upon Federalization of the Air National Guard unit at Burlington, the above lease was not cancelled, but was supplemented by Lease No. DA 19-016eng686, the original of which added approximately 3 acres, including two City-owned hangars, at an annual rental of $5,700.

5. By amendments, the latest dated 1 July 1952, the area utilized by the Air Force were increased to the following:

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a. 243.11 acres, more or less--for exclusive use.

b. 22.00 acres, more or less--joint use as far as landing is concerned, but an area on which USA has installed runway paving. etc.

c. Joint use of runways, taxiways and appurtenances.

d. The City of Burlington is paid an annual rental of $15,000 for the areas leased and, in consideration for joint use of the airfield proper, the Government agreed to maintain and operate at its own expense.

e. In addition to the areas leased, the Government has acquired in fee, FY-52, approximately 199 acres of privately-owned land on the northwestern end of the Northwest-Southeast runway and perpetual and assignable avigation easements over approximately 43 acres abutting this 199 acres, all at a cost of approximately $212,000. Also, approximately 42 acres were acquired in fee in FY-1952, on the southeastern end of the same runway. The owners of this area refused to negotiate and the condemnation case is still pending.

6. Inasmuch as the Air Force was unable to relinquish sufficient facilities to the Air National Guard unit, upon its deactivation, the Government entered into a new lease, No. DA 19-016eng2627, 16 October 1953, with the City of Burlington, covering occupancy of the so-called Old Administration Building, containing 2,560 square feet of space together with approximately 34,350 square feet of land with all of the appurtenances and privileges thereto. For these facilities the Government is paying an annual rental of $3,600.

7. Housing for units assigned to Burlington Municipal Airport was nonexistent. However, Fort Ethan Allen, an Army installation, was located almost immediately adjacent to Burlington. As over 200 buildings and structures, including barracks, quarters, warehouses, shops, etc., existed on this installation and, as the installation was inactive and excess to the needs of the Army, a request was initiated and approved for its transfer to the Air Force. The transfer was made effective in March 1952.

8. Ft. Ethan Allen, contains approximately 1,203 acres, having been acquired in fee for the Department of the Army. Action towards this acquisition began in 1892 and involved an expenditure for land, including rights-of-way for utilities, etc., of some $60,000.

9. The Fort Ethan Allen Artillery Range, also called the Underhill Range, was transferred to the Air Force together with the reservation. This Range consists of 11,219.70 acres of land owned in fee simple by the Government. The Range was never utilized to a great extent by the Air Force.

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A portion was permitted to the Westinghouse Electric Company for use in its contract with Air Materiel Command. In 1953, this command declared the Range excess to its needs and, upon receiving advice from Air Materiel Command that the entire Range was desired for use by the Westinghouse Company, this fact was so stipulated in the excess declaration. The matter is now is the process of consummation.

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SECTION III

TENANT HISTORY AND STATUS

ETHAN ALLEN AFB, WINOOSKI, VERMONT

(Formerly Burlington Municipal Airport and Ft. Ethan Allen)

1. Department of the Army--Vermont Military District.

a. Upon the transfer of Ft. Ethan Allen to the Department of the Air Force and its re-designation as Ethan Allen AFB, certain buildings and facilities were reserved by the Department of the Army. These include five officer family quarters, seven NCO family quarters, and four other buildings utilized for administration, warehousing and vehicle maintenance. This reservation required that the non-revocable permit to the Department of the Army be issued and further provided that the Air Force would accomplish all repairs and utilities to the buildings without reimbursement to the Air Force from the Army.

b. These facilities are utilized as Headquarters of the Vermont Military District and to house personnel assigned to that organization. Relationships have been cooperative and no difficulties have occurred.

2. Vermont National Guard. On 15 August 1951 the Adjutant General of Vermont, in anticipation of the transfer of Ft. Ethan Allen, requested that certain areas and facilities be made available on a five year revocable license from the Department of the Air Force. As Camp Johnson, the State National Guard Reservation, bounds Ethan Allen to the south, the facilities requested are primarily used as additions to those at Camp Johnson. After considerable adjustment, a strip along the southerly boundary, a motor vehicle maintenance area including a number of buildings, and a barracks building and other like facilities, were made available. A license was issued to the State of Vermont on 12 May 1953. On 21 July 1953 this license was amended to delete one building no longer required by the State. Second amendment, 23 December 1953, deleted another building. Action is presently underway to add one additional building to the license for use by the State as an Armory.

3. Vermont Air National Guard.

a. By letter dated 7 January 1953, the Vermont ANG asked for the return of certain facilities at Burlington Municipal Airport, required for the unit, which was released from active military service on 1 January 1952.

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b. As the Air Force was utilizing the two existing ANG hangars and the ramp area constructed for the ANG, they could not be returned at this time. A series of meetings were held in order to work out arrangements for the occupancy by both the ANG and the Air Force. As a result of these meetings the two civilian hangars owned by the City and previously used by the Air Force have been made available to the ANG. In addition the Old City Administration Building has been provided as a headquarters. This does not provide sufficient facilities for the operation. A vehicle maintenance building and area, a warehouse, and drill and classroom space, all located on Ethan Allen, have also been made available. This arrangement does not constitute the final solution of the joint use at Burlington as the existing Guard hangars are of a temporary nature and are not suitable for Air Force use; nor does the Guard unit consider them as adequate for their use any longer.

c. In the fall of 1953 a meeting was held at Burlington at which time a new Development Plan was proposed. This Development Plan proposes an area separate and apart from that of the Air Force for the development of permanent ANG facilities. The Air Force has no objection to this plan but does not recommend the retention of the existing Guard facilities for use as hangars.

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SECTION IV

PROBLEMS

ETHAN ALLEN AFB, WINOOSKI, VERMONT

(Formerly Burlington Municipal Airport and Ft. Ethan Allen)

1. Air National Guard. Complete solution as to the area to be used by the Guard has not been made at this time. Present Air Force plan is for the construction of all Air Force facilities and return of all Guard facilities. Construction of additional ramp and a hangar has been proposed in the FY-55 Public Works Program. Should the ANG construct permanent facilities in a new area, the existing hangars would be available for Air Force use as possible warehousing, storage of heavy maintenance equipment, etc. However, this headquarters does not recommend Air Force assistance to the Guard.

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SECURITY INFORMATION

481

HEADQUARTERS
EASTERN ARMY ANTIAIRCRAFT COMMAND
Stewart Air Force Base
Newburgh, New York

EAAC-PO 381 29 October 1953

SUBJECT: Antiaircraft Defense of Limestone Air Force Base

TO: Commander
Eastern Air Defense Force
Stewart Air Force Base
Newburgh, New York

Transmitted herewith, for your information, is one copy of (CONFIDENTIAL) message DA 951374, Department of the Army, 28 October 1953, to Army Antiaircraft Command, with information copy to this headquarters.

FOR THE COMMANDING GENERAL:

1 Incl
Copy DA Msg
DA 951374
28 Oct 53

s/t/ CLARENCE A. THOENEN
WOJG, USA
Asst Adj. Gen.

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SECURITY INFORMATION

FROM: TAG GEORGE THREE

TO: CG ARAACOM R 281917Z

INFO: OCHAFF FT MONROE
CG ARMY FOUR
CG EASTARAACOM

CITE: DA NINE FIVE ONE THREE SEVEN FOUR

MY MSG FOUR FIVE TWO NINE FOUR THREE AND URMSG NINE THREE SIX ADOAA DASH THREE PETER PETER AND OBOE NOTAL PD PARA AS RQST BY HQ USAF CMM FIVE THREE ONE AA BN WILL BE DEPLOYED ELLSWORTH AFB CMM SD DURING JAN ONE NINE FIVE FOUR PD RQST YOU INITIATE ACTION TO OBTAIN MVMT DIRECTIVE CMM TO INCLUDE SIX SEVEN SRMU PD PARA FOR YOUR INFO CMM HQ USAF HAS RQSTD UNITS BE ACT AND DEPLOYED TO CARSWELL AND LIMESTONE AF BASES DURING JUN FIVE FOUR CMM INDICATING THAT IF A UNIT BECOMES AVAL PRIOR TO JUN-FIVE FOUR IT SHOULD BE DEPLOYED TO CARSWELL PD PARA CURR PLANS ARE TO ACT ONE BN IN NOV FIVE THREE AND ONE BN 1 N DEC FIVE THREE FOR THESE BASES PD PARA PLANS TO DEFEND SEVEN AF BASES AS LISTED IN APP TWO TO ANNEX CHARLIE TO ADCEWMP ONE DASH FIVE THREE ARE REAFFIRMED

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SECURITY INFORMATION

A02

HEADQUARTERS
EASTERN AIR DEFENSE FORCE
Stewart Air Force Base
Newburgh, New York

EADFR 300 6 Mar 1953

SUBJECT: Move of EASTARAACOM to Stewart Air Force Base

TO: Commanding Officer
4700th Air Base Group
Stewart Air Force Base
Newburgh, New York

1. Reference letter this headquarters, subject as above, EADFR 300, 31 January 1953, 1st Indorsement, your headquarters, 10 February 1953, and letter your headquarters, subject as above, 19 February 1953. Two of the proposed plans to furnish the necessary administrative space for EASTARAACOM have been selected. These plans have been designated as Plan I and Plan II and will be referred to as such in the future. These plans are:

a. Plan I: Assign Building 900-3 to EASTARAACOM. Additional space of approximately 1500 sq ft may be required in an adjacent area.

b. Plan II: Assign Buildings 1216-Y, 1200-Y, 1202 -D, 2418-Y and 1600-X to EASTARAACOM.

2. All of these buildings have been inspected by Maj Gen Nelson and Brig Gen Hayden, and they have indicated a strong preference for Plan I.

3. Provision of barracks space and BOQ space on the same basis as provided for Air Force personnel is satisfactory.

4. Uncovered storage of vehicles in the motor pool is satisfactory, however, it has been requested that covered storage be provided for one sedan for the Commanding General.

5. Reference is made to paragraph 2a(1)(e), letter, Department of the Army and Department of the Air Force, AGAO-I 680.2, 5 May 1948 CSGSP-10 and AFMAI 680.2, subject: Jurisdiction of Stewart Field, 30 August 1948. It is requested that you contact the Commandant, USMA Preparatory

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EAOPR 300 Subject: Move of EASTARAACOM to Stewart Air Force Base
(Cont'd)

School and acquaint him with the overall situation and how it may effect him. His concurrence and/or comments are desired regarding the implementation of Plan I. If this plan is acceptable to the Preparatory School, move to another location on Stewart Air Force Base would be effected upon completion of the present Academic term.

BY COMMAND OF MAJOR GENERAL NELSON:

R. H. THON
Lt. Col., USAF
Asst Air Adj Gen

EAOPR 300 (6 Mar 53) 1st Ind 12 Mar 1953

HEADQUARTERS, 4700TH AIR BASE GROUP, Stewart AFB, Newburgh, N. Y.

TO: Commandant, United States Military Academy Prep School, Stewart Air Force Base, Newburgh, N. Y.

1. Your views are requested in the assignment of Building 900-3 to Eastern Army Anti-Aircraft Command as outlined in Plan I of basic letter. If additional space will be required by the Prep School to replace Building 900-3, such space will be made available from those buildings listed in Plan II of basic letter.

2. It is requested that you give this matter your consideration and advise this headquarters of your concurrence and/or comments at your earliest convenience.

FOR THE COMMANDING OFFICER:

Info Cy CG, EADF

/s/t/ WARREN W. McALLISTER
Major, USAF
Adjutant

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SECURITY INFORMATION

MAPR 300 (6 Mar 53) 2nd Ind FGD/ik

SUBJECT: Move of EASTARAACOM to Stewart Air Force Base

HQ, PREP SCH DET, 1802d Sp Regt, USMA, 8660 AAU, Stewart AFB, Newburgh, N. Y., 25 Mar 53

TO: Superintendent, USMA, West Point, New York.

1. The transfer of buildings resulting from suggested Plan I will increase somewhat the dispersion of the activities of the Preparatory School. This will result in lost marching time between classes estimated as thirty (30) minutes during the already crowded academic day (see Incl #1).

2. Buildings 1200-Y, 1202-D, 1216-Y, 1600-X and 2418-Y mentioned in basic communication have been examined by the undersigned and it is believed that, if required to do so, the academic activities now utilizing Building 900-3 can be transferred to the buildings mentioned above provided minor alterations are made therein (see Incl #2 and Incls #3, #4, #5, and #6).

3. It is felt that the needs of the Preparatory School can be met without the use of Building 2418-Y.

4. The adoption of Plan I will result in some loss of efficiency of the Preparatory School as outlined above but will not drastically curtail the accomplishment of its primary mission.

5. In order to prepare an appropriate reply to the 1st Indorsement, views of the Superintendent are sought.

6 Incls:
#1. Map of Stewart AFB (orig.only)
#2. Ltr - Academic Director
#3. Floor Plan, Bldg #1200-Y (orig. only)
#4. Floor Plan, Bldg #1202-D " "
#5. Floor Plan, Bldg #1216-Y " "
#6. Floor Plan, Bldg #1600-X " "

s/t/ F. G. DAVIS
Colonel, INfantry
Commandant

3rd Ind.

APPROVED

s/t/ F. A. IRVING
Major General, U.S.A.
Superintendent, U.S.M.A.

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SECURITY INFORMATION

MAPR 300 (6 Mar 53) 4th Ind FGD/ik

SUBJECT: Move of EASTARAACOM to Stewart Air Force Base

HQ, PREP SCH DET, 1802d Sp Regt, USMA, 8660 AAU, Stewart AFB, Newburgh, N. Y., 2 Apr 53

TO: Commanding Officer, 4700th AFG, Stewart AFB, Newburgh, N. Y.

1. The Superintendent, United States Military Academy, has authorized the Commandant of the Preparatory School to concur in the adoption of Plan I, provided the alterations set forth in Inclosure #2 and Inclosures #3, #4, #5, and #6 (floor plans) are made.

2. Affected activities are prepared to move as soon as the alterations mentioned above have been completed. It will not be necessary to wait until the end of the academic year.

6 Incl - n/c

s/t/ F. G. DAVIS
Colonel, Infantry
Commandant

EACPM 300 (6 Mar 53) 5th Ind 17 Apr 53

HEADQUARTERS, 4700TH AIR BASE GROUP, Stewart AFB, Newburgh, N. Y.

TO: Commanding General, Eastern Air Defense Force, Stewart AFB, Newburgh, N.Y.

1. Recommend approval.

2. If approval is granted, it is requested that authority be granted this headquarters to effect the plan as outlined in 2nd indorsement. Your attention is invited to paragraph 2b, letter this headquarters, subject, "Move of EASTARAACOM to Stewart Air Force Base," dated 19 February 1953, in reference to moving activities from the buildings concerned to other locations.

6 Incls
w/d

s/t/ CURVILLE W. COX
Major, USAF
Commanding

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FILE: HEADQUARTERS 487
EASTERN AIR DEFENSE FORCE

SUBJECT: Integration of Nike I Guided Missile into the Air Defense System

INTEROFFICE ROUTING SLIP

No. 1 - 30 Oct 53

No.	DATE	FROM	TO	Number and date each entry—show date of dispatch. Show staff division or office in FROM—TO columns. Sign each entry legibly—show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
		EAOOT	(THRU: EAODO EAODR) EAOCE	1. Forwarded for your information and necessary action. 2. The Deputy for Operations has indicated verbally approval of the plan outlined in attached Staff Study. 3. Headquarters Eastern Army Antiaircraft Command concurs as indicated in attached copy of their 1st Indorsement. 4. This plan requires additional communication facilities between ADCCs and from ADCCs to AAOCs within their respective areas of responsibility. 5. Request your directorate consider the relative merits of utilizing FPT landlines or additional teletype networks and take the necessary action to obtain the required communication facilities. t/ TRUESDELL t/ OLDS 1 Incl EADF Ltr, EAOAA 381, subj as above, 9 Sep 53 w/1 Ind and 1 Incl

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HQ EADF Form 8

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SECURITY INFORMATION

HEADQUARTERS
ARMY ANTIAIRCRAFT COMMAND
Ent Air Force Base
Colorado Springs, Colorado

ADOAA-4 601 8 Jul 1953

SUBJECT: Request for Acquisition of Government Owned Real Estate for Permanent NIKE Installations

TO: Assistant Chief of Staff, G4
Department of the Army
Washington 25, D. C.

1. Reference is made to Department of the Army, G3, message #934992, dated 272034Z March 1953, which directs this headquarters to submit piecemeal requests for acquisition of government owned lands determined suitable for NIKE I installations.

2. The reconnaissance for the location of NIKE I defenses of Detroit, Michigan, has resulted in the determination that deployment of one (1) permanent double NIKE I assembly area and two (2) permanent twelve launcher, revetted, type "C" launching batteries on Selfridge Air Force Base, Michigan, is an operational requirement.

3. In compliance with reference directive, it is hereby requested that portions of Selfridge Air Force Base, Michigan, be made available for the proposed NIKE deployment. The parcels of real estate required are as shown on map, Selfridge Air Force Base, Inclosure 1, hereto.

4. The depression angle from the control site to the launching site for both launching batteries is negligible. No excessive radar masks exist.

5. The District Engineer has examined the property and based on his viaual inspection there are no major construction or engineering problems anticipated.

6. The local installation commander has informally advised that use of the areas requested would not interfere with present operations of the field, but concurrence in the use of the portions of real estate required would have to be obtained from higher Air Force headquarters. Therefore, it is requested that the necessary Air Force concurrence be obtained by your office.

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ADOAA-4 601
SUBJECT: Request for Acquisition of Government Owned Real Estate for Permanent NIKE Installations

7. It is further requested, in addition to the portions of real estate requested for the permanent installations, that authority be extended to the use of portions of Selfridge Air Force Base, Michigan, for temporary deployment of two (2) NIKE I launching batteries with two control areas as indicated on the map, Selfridge Air Force Base, Inclosure 2, hereto. Inasmuch as these sites are temporary and will be occupied under field conditions, no permanent construction is required.

8. It is requested that necessary action be taken to make the required land available and that the Chief of Engineers be directed to issue such instructions as are required to cause initiation of the indicated NIKE construction at Selfridge Air Force Base at the earliest practicable date. In the writing of the appropriate real estate and construction directives, it is further requested that the operating agencies be instructed to extend full consideration to use of all available facilities at Selfridge Air Force Base which may be suitable and which may serve to economize in construction.

FOR THE COMMANDING GENERAL:

/s/ JOHN T. SNODGRASS
Colonel GS
Chief of Staff

2 Incls
1. Map showing perm sites
2. Map showing temp sites

Copies furnished:
G3 DEPTAR w/Incls
COFENGRS w/o Incls
CG Fifth Army w/o Incls
CG EASTARAACOM w/o Incls

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SECURITY INFORMATION

G4/C2 42864
SUBJECT: Request for Acquisition of Government Owned Real Estate for Permanent NIKE Installations

1st Ind 21 Jul 1953

DA, Office ACofS, Washington 25, D. C.

TO: Chief of Engineers, Building T-7, Gravelly Point, Virginia

Request necessary action be taken to acquire the proposed NIKE I site at Selfridge Air Force Base, Michigan, as described in correspondence.

BY DIRECTION OF THE ASSISTANT CHIEF OF STAFF, G-4:

2 Incl
n/c

/s/ B. R. WIMER
Colonel, GS
Chief, Facilities Br.
Service Division

680.44 Selfridge Air Force Base, Michigan - Department of the Army-ENGLM
Subject: Request for Acquisition of Government Owned Real Estate for Permanent NIKE Installations

(B/L 8 Jul 53) 2nd Ind 31 Jul 1953

DA, OCofEngrs, Washington 25, D. C.

TO: Deputy Chief of Staff, Operations, United States Air Force
ATTN: Director of Installations, Real Estate Division

Information is requested as to whether the subject request is approved.

FOR THE CHIEF OF ENGINEERS:

2 Incls n/c

/s/ H. O'NEILL
Acting Chief, Management
and Disposal Division
Real Estate

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SECURITY INFORMATION

BASIC: Ltr fr Hqs, Army Antiaircraft Command, Ent AFB, Subj: (Uncl) "Request for Acquisition of Government Owned Real Estate for Permanent NIKE Installations" dtd 8 Jul 53

AFOAI-ROO-2 3rd Ind 7 Aug 1953

Department of the Air Force, Headquarters, USAF, Washington 25, D. C.

TO: Commander, Air Defense Command, Ent Air Force Base, Colorado Springs, Colorado

1. Your comments and recommendations are requested relative to the use of a portion of Selfridge Air Force Base for a Permanent NIKE I installation.

2. Your immediate attention relative to this matter would be appreciated.

BY ORDER OF THE CHIEF OF STAFF:

2 Incls
n/c

s/t/ JOHN M. TROSSBACH
Lt Colonel, USAF
Actg Ch, Realty Opns Br, Real Estate Div.
Directorate of Installations, DCS/D

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SECURITY INFORMATION

Hq AAA Comd ADOAA-4 601 Subject: (Uncl) Request for Acquisition of Government Owned Real Estate for Permanent NIKI Installations

ADMDM 601 (8 Jul 53) 4th Ind 14 Sep 1953

HQ AIR DEFENSE COMMAND, Ent AFB, Colorado Springs, Colorado

TO: Commander, Eastern Air Defense Force, Stewart Air Force Base, Newburgh, New York

1. Your attention is invited to basic correspondence and previous indorsements.

2. Your comments and recommendations on this matter are requested at the earliest practicable date.

3. Request inclosures to this correspondence be returned to this headquarters.

BY ORDER OF THE COMMANDER:

2 Incls
n/c

MARSHALL S. ROTH
Brigadier General, USAF
Deputy Chief of Staff, Materiel

Info cy
Dir of Instls Hq USAF

EAOPM 601 (8 Jul 53) 5th Ind 19 Oct 1953

HQ EASTERN AIR DEFENSE FORCE, Stewart Air Force Base, Newburgh, New York

TO: Commander, Air Defense Command, Ent Air Force Base, Colorado Springs, Colorado

1. The usage of portions of real estate on Selfridge AFB for installation of the proposed NIKE I facilities is not favorably considered for the following reasons:

a. The area being considered for the missile assembly and administrative area is in close proximity to the existing ammunition storage area at Selfridge AFB, and the explosive distance criteria in AFR 86-6 would not be met. It is not feasible to move the present ammunition storage area.

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Hq AAA Comd ADOAA-4 601 Subject: (Uncl) Request for Acquisition of Government Owned Real Estate for Permanent NIKE Installations

5th Ind (Cont'd)

b. Information available to this headquarters indicates that the drop zone for spent rocket boosters would extend to the East from the proposed launching site (Incl 1) in an oval-shaped area for approximately two miles. This headquarters considers the dropping of these spent boosters to be an extremely dangerous situation, since a portion of the boosters, which weigh approximately 400 pounds, would fall on the flight line, main base and permanent housing area. It is believed that the probable damage to aircraft, housing and personnel that would result from the fall of the spent boosters would not only be prohibitive but would also seriously affect the morale and well-being of the personnel at Selfridge AFB and would in fact be detrimental to the accomplishment of the air defense mission at this base.

c. The installation of the proposed NIKE I battalion at Selfridge AFB would present a serious problem in the control of aircraft during combat conditions. Since Selfridge is programmed to retain at least two fighter-interceptor squadrons, a relatively large number of interceptors would be actively participating in active air defense missions. Aircraft utilizing the primary as well as the secondary runway at this base would be flying within the area through which the missiles would be launched, which is certain to interfere with scrambles and recoveries of our interceptors. Premature explosion or erratic missiles are possibilities that should also be considered.

d. Available information indicates that BOMARC facilities will be constructed in the vicinity of Selfridge AFB. In considering the installation of the proposed NIKE I battalion at Selfridge AFB, it is assumed that ARAACOM has coordinated this matter with your headquarters, taking into consideration our over-all weapons system. The question is whether it would be more practical as a long range plan to acquire an off-base piece of real estate on which the launchers for both types of missiles could be situated.

e. No major problems are visualized in the normal support of the proposed NIKE battalion at Selfridge AFB; however, no requirement as to the amount or type of support that will be required has been firmly established. Some additional support personnel, the number as yet undetermined, will undoubtedly be required. Some difficulty may be encountered in the housing of additional personnel, especially in the case of family housing.

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SECURITY INFORMATION

Hq AAA Comd ADAOO-4 601 Subject: (Uncl) Request for Acquisition of Government Owned Real Estate for Permanent NIKE Installations

5th Ind (Cont'd)

2. It is recommended that further study be made by ARAACOM as to the possibility of installing the proposed NIKE I facilities at a location in the Detroit area other than Selfridge AFB, with consideration given to locating NIKE and BOMARC launching facilities on the same piece of real estate as mentioned in paragraph 1d.

2 Incls
n/c

GEORGE F. SMITH
Brigadier General, USAF
Vice Commander

ADMIS 0-41 601 (8 Jul 53) 6th Ind 17 Nov 1953

HQ AIR DEFENSE COMMAND, Ent Air Force Base, Colorado Springs, Colorado

TO: Director of Installations, Headquarters USAF, Washington 25, D. C.

1. This headquarters has reviewed and informally discussed with representatives of Headquarters AAA Command, the objections raised in 5th Indorsement regarding the proposed installation of a NIKE I facility at Selfridge AFB.

2. The following comments are offered:

a. The area selected for the proposed Missile Assembly, Administration and Housing, violates the explosive quantity distance criteria for the existing ordnance storage area, as shown on Inclosure 1. However, representatives of Headquarters AAA Command informally advise that in all probability, this area will be greatly reduced in scope and size. The exact requirements, however, will have to be obtained by your headquarters from G-4, Department of the Army, Washington, D. C. At this time, if it is determined that the violation of the existing ammunition storage quantity distances remains, it is requested that this command be granted a waiver for exception of policy therefor.

b. Informal discussions also eliminated the objections raised in paragraph 1b, 5th Indorsement, regarding the problem of booster casing disposal. It is our understanding that a frangible booster casing has been successfully developed, which disintegrates at the same rate that the booster propellant burns. Therefore, there will be no dropping of booster casings.

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SECURITY INFORMATION

Hq AAA Comd ADAOO-4 601 Subject: (Uncl) Request for Acquisition of Government Owned Real Estate for Permanent NIKE Installations

ADMIS O-41 601 (8 Jul 53) 6th Ind (Cont'd)

c. The objections raised in paragraph 1c of 5th Indorsement regarding the installation of the rocket launchers in Area #1, also shown on Inclosure 1, have merit; however, it is now our understanding that G-4, Department of the Army, has given approval to Headquarters AAA Command to install these launchers underground. This will be accomplished by that command providing it is feasible from an engineering viewpoint. Further, any problems possibly created by interceptors and NIKEs operating within the same area are considered negligible.

d. Paragraph 2, 5th Indorsement, cannot be concurred in by this headquarters since the operations of the NIKE and the BOMARC are so distantly related, "time-wise", that it is not practical to consider a common area for the installation of both types of launching facilities.

3. This command therefore recommends that, in view of the informal information provided this headquarters by representatives of Headquarters AAA Command, a revocable permit be granted the Department of the Army for the installation of a NIKE I facility at Selfridge AFB. This recommendation, however, is conditioned upon the following:

a. That your headquarters obtain from the Department of the Army, G-4, firm requirements based on the latest approved plans for the operation of this facility at Selfridge which will indicate the number of personnel to be stationed at Selfridge, the minimum areas required for the facility, and any and all other information pertinent to this proposition.

b. That, if necessary, a waiver for exception to policy be given this command for the violation of the ammunition storage safety distances.

4. Although this command has no present or foreseeable requirement for the use of the areas selected by the AAA Command, it is pointed out that these areas are the only remaining areas available for AF use in the event a need for AF expansion develops at this base.

2 Incls
n/c

FREDERIC H. SMITH, JR.
Major General USAF
Vice Commander

Info cys to:
Comdr, Eastern ADF
Comdr, Selfridge AFB
Michigan

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MESSAGEFORM

HQ EADF STEWART AFB NEWBURGH NY UNCLASSIFIED

COMDR ADC ENT AFB COLORADO SPRINGS COLO DEFERRED

31 Dec 53

EAOPM 152. Ref is made to ltr Hq Army AA Comd, Ent AFB, ADOAA-4 601, Subj: Req for Acquisition of Govt Owned Real Estate for Perm NIKE Instls, 8 Jul 53 to the Dept of the Army, Washington, D.C. w/5th Ind fr Hq EADF to your hq. 6th Ind your hq, ADMIS O-41 601, 17 Nov 53, to Dir of Instls, Hq USAF was furnd this hq for info purposes. Req this hq be informed of the status of the above refd corr.

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MAJ R. P. HJELM/ck

EAOPM 310900 Dec 53 644

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DISPOSITION FORM

SUBJECT: Nike I, Ground-to-Air Guided Missile

TO: EAOCP, EAOFM, EAOCE, EAODO, EADVC

FROM: EAOOT

22 Dec 53

1. The following is a report of attendance at the Army Artillery School, Guided Missile Branch, Ft. Bliss, Texas.

2. Instruction was divided into three fields: aerodynamics, guidance and tactics. This report will deal primarily with that material taught by the Tactics Branch of the school.

3. I would like to qualify this report to the reader. The material dealt with at the Guided Missile School was classified, as were all student notes. At a later date issued reference material and notes will be forwarded to me. My report must at this date, however, remain un-detailed.

Description

4. Nike 1 is a ground-to-air guided missile, capable of engaging targets up to 1100 kts and 60,000 feet out to a maximum range of 25 miles. The missile is launched in a near vertical position and boosted to its initial speed of 2.5 mach by an unrestricted burning solid rocket booster. During the initial boost and stabilization period, the Nike missile is in free flight and not controlled by its guidance system. At launch plus three seconds the rocket booster has burned out and fallen free and the missile is stabilized. At this point the missile is capable of receiving and reacting to command guidance.

5. The command guidance system of Nike functions through an analogue computer comparing target present position data with missile present position data and continually recomputing a point of intercept. At any time that missile present position differs from the computer's planned position, electronic reactions are activated which cause missile fin deflections in proportion to the position error being noted. In the absence of position error, electrical energy is denied the missile control surfaces and they neutralize. At time to intercept minus 250 miliseconds, the computer ceases ending control surface deflection orders and shortly thereafter initiates the burst order to the missile arming device. The burst order will be initiated at a time which will allow the warhead fragments to dispurse into a spherical pattern at the point of intercept. This time (variable from time to intercept minus 250 miliseconds to time to intercept minus 100 miliseconds) will depend on the area in which the missile is approaching the target; i.e., head on, beam, stern.

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SUBJECT: Nike 1, Ground-to-Air Guided Missile (Cont'd)

Nike Ground Installation

6. A Nike battery will consist of: acquisition radar, target tracking radar, missile tracking radar, battery control van, radar control van, launcher control van and three launching sections of four launchers each, each launcher equipped with four missiles. The acreage required by a Nike installation is considerable and regardless of whether they are emplaced above or below ground a booster disposal (drop) area eight tenths of a mile in radius around each launcher will be required. In addition, the traverse rate in the missile tracking radar necessitates its being at least one-half mile from the nearest launcher.

Capabilities and Limitations

7. As presently constituted, one Nike battery is capable of controlling only one missile at a time. The guided missile school gives the rate of fire of a Nike battery as one missile per minute. However, the time of flight of a missile to 50,000 yards is 100 seconds and the time required by the missile tracking radar to traverse from a burst missile to the next missile selected to fire is 11 seconds. Assuming conditions where many aircraft are raiding a defense and where it is desirable to engage each raider at maximum range, the rate of fire of a Nike battery can more honestly be stated as one missile per two minutes.

8. The control of one missile, once launched, requires the full use of a target tracking radar, missile tracking radar and computer. Off the record, it was stated that Lt. General Lewis of ARAACOM has expressed interest in and desires research be done on the idea of providing Nike batteries with the capability of controlling more than one missile at one time.

9. The near vertical launch attitude of Nike, its three second boost-stabilization period during which no commands can be given, its velocity of 2.5 mach at booster separation and its 7G maneuver limitation all contribute to produce a dead or ineffective zone of rather sizeable proportions. Were Nike launched and given a 7G dive order as soon as it could receive one, it would inscribe a parabola, the peak of which would reach approximately 29,000 feet altitude and would contact the ground approximately 14,000 yards from the launcher. It is envisioned that this "dead zone" will, in a well balanced defense, be covered either by 90mm guns or adjacent Nike batteries.

10. Nike must have a point of reference from which to act on the command sent it by the computer. This is provided by a roll stabilization gyro contained in the missile and oriented by the computer, prior to

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launch, in the direction of the predicted point of intercept. This point of reference remains fixed during flight and the travel of the missile is limited to within 70° either side of the gyros point of orientation. Although this provides a limitation in the Nike system, it seems unlikely that a target could escape Nike's arc of operation without abandoning its mission.

11. The single shot kill probability or lethality of Nike has to date proven to be approximately 45 per cent. It is anticipated that controlled production and maintenance will raise even this impressive figure. Apropos of this, the manufacturer has provided two alternate means by which a battery commander can burst a missile. After the firing of a missile, if it is discovered that the target is friend rather than foe, the battery commander can refer to his automatic plotting boards which are plotting both missile and target relative to each other and relative to time to intercept. If missile and target are sufficiently separated, he can push the "command burst" button which immediately bursts the missile. If time to intercept, traffic, populated area, etc., precludes use of the command burst he can push the "burst disabled" button. This button, while depressed, prevents a burst order being sent to the missile and bursts the missile when released.

Comments

12. I came away from the Ft. Bliss Guided Missile School with several impressions. I feel that the Army has, in Nike, a tremendously powerful weapon. They have at the same time a tremendously complex weapon. Further complicating their problem is their inability to periodically operate and trouble shoot their weapon. It is true that White Sands Proving Ground is presently firing and testing many Nikes but the hundreds of missiles that go out to ARAACOM sites will never be fired until the enemy is overhead. The U.S. Navy felt that it had a powerful weapon in its torpedos but it is a recorded fact that many submarine skippers in the early years of World War II lined up targets in their periscopes only to see torpedo after torpedo make erratic runs past the target.

13. I feel that only a continuing and heavy firing schedule with Nike, a high state of training and maintenance within ARAACOM and an extremely high caliber of command at the Nike sites can insure lethality out of Nike.

14. There were, during the instruction on Nike tactics, several reference to the AAA defense commander's need for a means of identification other than that provided by the USAF. The fire direction center that is proposed as an AAOC for Nike defenses is quite an elaborate

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multi-van setup equipped with search radar. Track information, both that detected by the fire direction center's own radar and that received from other sources, is filtered in a room similar in setup to the Cambridge Research Center's "Quick Fix." It is here that the school feels an identification capability must exist. If USAF has failed to identify a track or is at the moment out of business for one reason or another or if the track has originated within the AAA radar net, the rather considerable early warning required by Nike dictates that all possible means of identification be immediately available at the fire direction center.

15. Once target data has been filtered and tracks established, the tracks are projected onto a large vertical plotting board separating the filter room from the operations room. Here the AAA defense commander and several assistant operations officers evaluate the threat to their defended area, decide upon the weapons to be utilized and designate to selected firing batteries the targets they are to engage.

16. There is in this system still a requirement for the operations officer to evaluate the threat, select the firing battery and voice tell the target coordinates. This is felt to be undesirable and a completely automatic system, the SC-414, is under study at Ft. Meade, Md. This great center, appearing not unlike the Lincoln Center to my untrained eye, is capable of automatic detection, identification, evaluation and designation. All the human need do is push the fire button at the Nike battery. When I questioned the need for depending on the retarded reactions of a human at the firing stage, it was pointed out that the decision to fire is a command decision which cannot be delegated.

17. Nike's acquisition radar appears to be its most vulnerable point with regard to ECM. The missile tracking radar transmits the commands to Nike and tracks a beacon contained in the missile. To jam this, the enemy would have to bet between the missile and its tracking radar -- an unlikely situation. The target tracking radar can as easily track electronic emissions as a reflecting surface and contains a "coast" circuit which, when well handled, can about immune it to chaff. However, before target tracking radar or missile tracking radar can be brought into the picture, the target must be presented on the acquisition radar PPIs. I need not elaborate on this.

18. The development of an air-to-ground missile which would permit a bomber's remaining beyond the range of Nike or similar short range ground-to-air missiles should not be an impossible task. In view of this and the millions of dollars to be sunk into each Nike site, the manned

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SUBJECT: Nike 1, Ground-to-Air Guided Missile (Cont'd)

or unmanned interceptor capable of engaging the enemy before he approaches our target complexes seems the best air defense buy, dollar for dollar.

s/t/ JOSEPHUS A. BRIGGS
Captain, USAF

Special note is made of AAA thinking on threat evaluation, target selection, identification, and control as reported by Capt. Briggs.

s/t/ ROBIN OLDS
Colonel, USAF
Dir of O&T

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HEADQUARTERS
ARMY ANTIAIRCRAFT COMMAND
Ent Air Force Base
Colorado Springs, Colorado

ADOAA-3 O&T 413.684 26 August 1953

SUBJECT: Operation of Radars

TO: Commanding General, Eastern Army Antiaircraft Command
Stewart Air Force Base, New York
Commanding General, Western Army Antiaircraft Command
Fort Baker, California

1. This letter supersedes letter, ADOAA-3 O&T 413.684, this headquarters, 12 August 1953, subject: "Operation of Acquisition Radars AN/TPS-1D." Request that all copies of superseded letter and inclosure be destroyed.

2. Reference is made to:

a. Operations Directive Number 7, this headquarters, 20 May 1953.

b. Letter, ADOAA-S 413.44, this headquarters, 3 July 1953, subject: "AN/TPS-1D Radars."

c. Letter, ADOAA-3 321, this headquarters, 17 December 1952, subject: "Operations, Organizations and Procedures."

3. During the conduct of Exercise Tailwind there were occasions when the Aircraft Control and Warning system failed to report hostile tracks to the AAOC's and the tracks were not detected by the antiaircraft defenses near which they flew since the defenses were in condition of readiness "Secure", as provided in paragraph 18c of reference 1a.

4. It is essential that immediate corrective action be taken to insure that all defenses, in the future, maintain sufficent surveillance to prevent surprise by hostile aircraft. It will be appreciated that there are three considerations involved:

a. Insuring a high performance capability of the radar.

b. Insuring a high state of training of operating and maintenance personnel.

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c. Maintenance of all-around surveillance to the end that the defense may never be surprised by hostile aircraft, regardless of whether or not the Aircraft Control and Warning system furnished necessary early warning.

5. It is not desired nor expected that the AN/TPS-1D radars alone be required to fulfill the surveillance mission outlined in paragraph 4c above. Defense commanders must insure that the AN/TPS-1D radars, the acquisition radars of the AAA Fire Control System M/T33, and/or equivalent (i.e., Mark VI) are employed in all cases in such manner as to most effectively and efficiently accomplish this surveillance mission.

6. It is essential, in addition, that the maximum number of surveillance radars not in operation at any given time be in an operable condition and capable of being placed in full operation with a minimum of delay whenever necessary.

7. Sufficient personnel must be on duty in the AAOC at all times to insure that all information obtained from the twenty-four (24) hour all-around surveillance is properly processed. Defense commanders must insure that all unusual targets (unusual formations, unusual routes of approach) are immediately reported by the AAOO on duty to the ADDC and that identification is requested. Plots on these targets from the ADDC and from the acquisition radar must be properly correlated. (Considerable assistance will often be furnished by the AA Controller at the ADDC through the telling of targets that might require identification prior to their reaching AA radar range.)

8. A corrected copy of Change 1 to Operational Directive Number 7, this headquarters, 20 May 1953, is attached hereto as an inclosure. This change has been designed to insure the accomplishment of the actions herein described and will be implemented in such manner that, in the future, regardless of the condition of readiness prevailing, all defenses maintain twenty-four (24) hour all-around surveillance.

9. Paragraph 14 of Inclosure 2 to reference 2c is amended to conform to the provisions of this directive.

10. The provisions of this letter do not amend, in any way, the requirements currently outlined in reference 2b wherein all AN/TPS-1D's not deadlined will be operated a minimum of sixteen (16) hours in each twenty-four (24).

BY COMMAND OF LIEUTENANT GENERAL LEWIS:

/s/ HARRY K. BJORNBERG
/t/ HARRY K. BJORNBERG
Captain AGC
Adjutant General

1 Incl.
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(Corrected Copy)
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EAAC-PO 413.684 (26 Aug 53) 1st Ind
SUBJECT: Operation of Radars

Headquarters, Eastern Army Antiaircraft Command, Stewart Air Force Base, Newburgh, New York, 4 September 1953

TO: See Distribution

1. Basic communication and its inclosure are transmitted for immediate compliance.

2. The provisions of reference 2 a, basic communication, have been incorporated in appropriate tactical regulations published by this headquarters. Copies of references 2 b and 2 c were forwarded to your headquarters.

3. This headquarters is coordinating with EADF in the development of standardized procedures to be followed throughout the command to insure the successful and efficient implementation of the concept expressed in the basic communication. The results of this coordinated action will be published in appropriate tactical regulations, when completed.

4. In order that the best possible procedures and systems may be established throughout the command, it is desired that copies of your SOP's, established at defense level, together with appropriate comments and recommendations in detail, be furnished this headquarters to include:

a. The duties of individuals concerned.

b. The criteria used, concerning the identification of tracks reported by ADDC's.

5. Sufficient copies of this communication are included for distribution down to battalion level.

BY COMMAND OF BRIGADIER GENERAL HAYDEN:

/s/ Darvin O. Patrick
/t/ DARVIN O. PATRICK
1st Lt, AGC
Adjutant General

1 Incl
n/c

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HEADQUARTERS
ARMY ANTIAIRCRAFT COMMAND
Ent Air Force Base
Colorado Springs, Colorado

CHANGE 1
OPERATIONS DIRECTIVE NUMBER 7

12 August 1953

OPERATIONAL PREPAREDNESS OF AA UNITS

1. Paragraph 18c (2) Operations Directive 7, this headquarters, 20 May 1953, is changed to read as follows:

"18. c. Secure

(2) The following minimum readiness will be maintained:

(a) All units will be prepared to assume BATTLE STATIONS in twenty (20) minutes or less.

(b) Command Posts and AAOCs will be adequately manned so that communications are operable and the defense can be expeditiously alerted.

(c) Sufficient surveillance radars will be in operation in each defense at all times to insure that hostile aircraft are unable to penetrate the defense undetected regardless of whether or not adequate early warning has been furnished by the AC&W system. AN/TPS-1D radars, acquisition radars of the AAA FCS M/T33 and/or equivalents will be utilized in such manner and combination as to most effectively and efficiently accomplish this mission.

(d) For each surveillance radar in operation as required in paragraph 18 c (2) (c) above an additional surveillance radar (AN/TPS-1D, AAA FCS M/T33 and/or equivalent) will be in a standby status capable of immediate operation with the energizing of the high voltage system and the transmission of radar emissions.

(e) All radars will be kept in the highest possible operating condition and will be capable of being placed in full operation with a minimum of delay whenever necessary."

2. After paragraph 19, Operations Directive 7, this headquarters, 20 May 1953, insert a new paragraph 20 as follows (the present paragraph 20 and all succeeding paragraphs will be renumbered accordingly):

"20. During normal conditions (in the absence of a "Military Emergency," "Air Defense Readiness" or an Air Defense "Warning"), antiaircraft defenses will be in a condition of readiness of Secure. Minimum requirements are prescribed in paragraph 18c, above. Regardless of the

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condition of readiness prevailing, sufficient radar surveillance will be maintained in each defense to insure that the defense is never surprised by hostile aircraft, whether or not adequate early warning information is furnished by the AC&W system. All unusual targets detected (unusual formations, unusual routes of approach, etc.) will be promptly reported by the defense commander or his representative to the ADDC with a request for identification and determination of the fact that the target has been previously detected by Air Force radar. The defense commander will insure that plots received from the acquisition radar and from the ADDC are properly correlated. (AA Controllers at ADDCs will be of considerable assistance in these matters by telling targets that might require identification to the AAOC prior to their reaching AA radar range.)"

BY COMMAND OF LIEUTENANT GENERAL LEWIS:

OFFICIAL:

JOHN T. SNODGRASS
Colonel GS
Chief of Staff

HARRY K. BJORNBERG
Captain AGC
Adjutant General

DISTRIBUTION: A, D, F

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SECURITY INFORMATION

EADFL 55-15

EADF LETTER)
:
NUMBER 55-15)

HEADQUARTERS EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N.Y.
23 October 1953

501

OPERATIONS

Antiaircraft Air Surveillance Procedures

(Effective until 23 Oct 54 unless sooner rescinded or superseded)

1. Purpose. To establish standing operating procedures to be used by AAOC and associated AC&W units in reporting air surveillance information furnished by acquisition and surveillance radars of the antiaircraft units employed within the EADF region.

2. Scope. These instructions are applicable to elements of this command and to antiaircraft units of the Eastern Army Antiaircraft Command employed in the air defense of the EADF region.

3. General. In order to insure uniformity of reporting (telling) procedures, the system outlined below is established for antiaircraft units; attention is directed to the fact that the furnishing of surveillance information by antiaircraft units is secondary to employment of radars in antiaircraft target acquisition and combat firing.

4. Procedures. Antiaircraft units will use established Eastern Army Antiaircraft Command procedures for collecting information on airborne targets. The following procedures are established for designating and reporting tracks to enable the ADDC to filter and utilize the information.

a. Track Number. AAOC will assign a track number to each initially detected target. Track numbers will be selected consecutively from a block of numbers from 301 to 399, inclusive, beginning at 0001Z each day, the block being repeated as required. When more than one AAOC reports to the same ADDC, this block will be split between the AAOCs. (Example: 301-349 and 350-399, etc.) Track designators of correlated tracks will be adjusted to use the track number assigned by the ADDC.

b. Alphabetical Identifier. AAOC will assign the alphabetical identifier assigned to the ADDC it is reporting to as a prefix to the track number.

c. Initial Reporting Sequence. All new targets will be reported, using the following sequence.

(1) The first item is the word "Track" to attract attention of all those interested in receiving the report.
(2) The second item is the grid reference and coordinates of the target, using the second and third breakdown of the World Geographic Reference System.
(3) The third item is the track number of the radar plot as prescribed in 4a and b, above. This track number will be used to specify the same target in future messages.
(4) The fourth item is the zebra time in minutes when target was observed. The zebra time in minutes is expressed from "Zero Zero" to "Five Nine" respectively.

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(5) The fifth item is the number of airborne objects.
(6) The sixth item is the spped of the target which will be given with two digits to indicate the known or estimated speed to the nearest 10 knots. (Example: "Speed two ten") When speed of target is not known, report "Speed Unknown."
(7) The seventh item is the altitude of the target in thousands of feet. The word "Thousand" will be used at the end of this item. When altitude of target is not known, report "Altitude Unknown."
(8) The eighth item is the remarks as required. (Example: "Orbiting Port")

Example of Initial Report is as follows:

(1) Track (to attract attention)
(2) At Baker Dog Two One Two Nine (grid coordinates of target)
(3) Dog Three Six One (track numbers for future reference)
(4) Time Zero Five (zebra time in minutes when target was observed)
*(5) Aircraft Two (number airborne objects)
*(6) Speed unknown (speed)
*(7) Altitude Six Thousand (altitude of target in thousands of feet)
*(8) Orbiting port (remarks as required)
*These items will only be told on the initial telling of the track and when changes in this information occur.

d. Subsequent Reports. Amplifying information will not be repeated unless it differs from previous reports. On all established tracks, plots will be told once each minute and/or five miles of target move.

e. Trigger Words. In voice transmission, "trigger words" such as "At," "Time," "Speed," etc., are used; therefore, if an item is missing, no statement to that effect is necessary.

f. Reporting of Altitudes. If no height information is obtained from radar equipment or visual reports, estimated altitudes will be reported. (Example: "Altitude estimated six thousand")

g. Contact Lost Report. When a target fades from the radar scope, it will be reported in the subsequent telling sequence under remarks as "Contact Lost." Routine reporting of that target will cease until radar contact has been reestablished. Contact lost targets (fades) will be dead reckoned; however, positions will not be reported to the ADDC. In all cases, if a contact lost condition exists for more than 15 minutes, a new track designator will be assigned to the target if it reappears. Any attempt to correlate this track with any previous tracks will not allow an acceptable margin for error. In all instances, the AAOC will report to the ADDC when an established track has faded. The term faded is defined as the condition that exists when an airborne object, being tracked by radar, departs the area of radar coverage and fades from view on the radar scope.

h. Cessation of Telling. AAOC will be instructed to cease telling tracks which have been correlated with tracks under ADDC surveillance.

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i. Split Tracks. If a track splits into two or more tracks but retains the original direction of flight, the only change in the reporting procedures will be in the number of aircraft if the actual number differs from the original estimate. If, however, the original track splits into two or more segments and these new segments deviate from the original direction of flight, the segments deviating will be reported using the initial reporting sequence. The segment that retains the course nearest to the original direction of flight will retain the original track designator.

j. Merging Track. When two or more tracks merge to form one track, that track will be reported as one track using the lowest track designator and the change in the "number of airborne objects" will be reported.

k. Mass Tracks (Raids). These tracks fall into two classifications, "Multiple Mass Tracks" and "Stream Mass Tracks." In either case, the track will show multiple targets, all with the same heading. In instances of multiple mass tracks, if the targets are so located as to be most conveniently and rapidly treated as a single track (within a 25-mile square), the track should be designated as a single multiple mass track. The position of the lead element should be reported along with the width and length of the group and the estimated number of airborne objects. The stream mass track is a group of targets in trail, the linear distance of which does not exceed 25 miles. This track should be designated as a single stream mass track. The position of the lead element should be reported along with the length of the stream and number of aircraft. If the stream exceeds 25 miles in length, each 25-mile element should be reported as an individual stream mass track. Mass tracks will be reported in the following sequence:

(1) Track.
(2) Multiple mass track or stream mass track.
(3) Grid coordinates of target.
*(4) Course.
(5) Track numbers.
(6) Zebra time in minutes when target was observed.
**(7) Width of track in miles.
*(8) Length of track in miles.
*(9) Number of airborne objects.
*(10) Speed.
*(11) Altitude.

Note: *These items will only be told on the initial sequence and when changes in this information occur.
**Not required for stream mass track report.

l. Tracks of Interceptors. Radar tracks reported to the ADDC which correlate as an interceptor will not be assigned the ADDC track designator. Tracks of fighter aircraft under control of the ADDC will be designated by the abbreviation of the call name and color code, plus additional amplifying information with appropriate note entered in the recorder's log. (Example: "Homeplate Red, Three" "HP R3")

m. Time Checks. Each ADDC will institute a procedure to insure that clocks will be synchronized with the antiaircraft units at least once every eight hours each day as prescribed in current directives.

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EADFL 55-15

n. Identification. Identification will be accomplished by the ADDC in accordance with EADF SOP 55-3.

5. Utilization of Information from AAA Radars. a. Utilization of acquisition and surveillance radars of antiaircraft units for supplemental surveillance will be coordinated between the ADDC and associated AAOC to provide adequate coverage and display of information pertinent to the air situation within the ADDC area of responsibility.

b. AAA radar surveillance will be exploited to the fullest extent possible to complete the picture of the air situation, particularly:

(1) for low altitude tracks in ADIZ areas,
(2) for low and high altitude tracks in ground clutter and gap areas,
(3) for backup when primary radar is inoperative.

c. Provision will be made for mutual support to include adjacent ADDCs in whose area of responsibility such radar surveillance data may be utilized through cross-telling.

d. In order to insure the validity and timeliness of AAA surveillance information, reporting in areas of high density traffic should be eliminated on coordinated agreement.

e. In the event of interference between AAA and AC&W radars, it will be the responsibility of the AC&W squadron commander to make necessary frequency sharing arrangements with AAA units to minimize the interference.

6. The procedures prescribed in this directive are on a trial basis only. Recommendations concerning modifications and additions to these procedures are desired and will be forwarded to Headquarters EADF through command channels. (EAOOT)

BY ORDER OF THE COMMANDER:

GEORGE F. SMITH
Brigadier General, USAF
Vice Commander

OFFICIAL:

J. W. FOUNTAIN, JR.
Major, USAF
Asst Adjutant

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EADF STANDING OPERATING)
PROCEDURE :
NUMBER 355-1A)

HEADQUARTERS EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N.Y.
28 October 1953

DEFENSE

Antiaircraft Operations in Air Defense

(Amends EADF SOP 355-1, 6 Jun 53)

* * * *

SECTION IV - PREPARATION FOR AIR ATTACK

* * * *

12. Antiaircraft Preparatory Fire.

* * * *

b.

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(2)

* * *

(e) Allow the local antiaircraft defense commander to order immediate preparatory fire after declaration of a "Warning Red" if, in his opinion, there is insufficient time to obtain a specific clearance to conduct preparatory fire. In this event, the local AA defense commander will immediately notify the ADDC of this decision and request that the area be cleared of all friendly aircraft. Each firing unit will be responsible for normal safety requirements.

* * * *

(EAOOT)

BY ORDER OF THE COMMANDER:

t/ GEORGE F. SMITH
Brigadier General, USAF
Vice Commander

OFFICIAL:

s/t/ R. H. THOM
Lt Colonel, USAF
Asst Adjutatn

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DISPOSITION FORM

FILE NO.	SUBJECT
	Electronic Countermeasures Training

TO	FROM	DATE	COMMENT NO.
EAMDM EAOCE EAOPM EADDR (IN TURN)	EAOOT	7 Aug 53	X 2

1. The B-29 aircraft can be modified for ECM purposes. It is possible to put six ECM positions in the rear pressurized compartment provided the scanner positions are used. If the scanner positions are not utilized, it will be possible only to get four ECM positions in the pressurized compartment. Ten ECM positions could be put in the B-29 if the rear bomb bay is sealed and the pressurized compartment is moved forward to the rear bomb bay. This will be an extensive modification. Using the rear pressurized compartment only, the B-29 aircraft now in the 1st Radar Calibration Squadron will have to have the floor lowered six inches. It will be a major modification to either put in six positions or to seal the bomb bay. Figures obtained from the 376th Bomb Wing at Barksdale AFB for one ECM position were 24,000 manhours for the first modified B-29, and for ships thereafter were 9,000 manhours, and finally these figures were reduced to 5,000 manhours.

2. There are a number of B-29 aircraft in SAC that have already been modified for six ECM RECON positions. These would require additional modification for jamming. It is felt that the modification and the time would be considerably less than would be required to modify B-29s now in EADF. Figures obtained from SAC on flying hours per month that could be expected from B-29 aircraft with reasonable good maintenance were 50 hours per month. Further research with the Hayes Aircraft Corp. at Birmingham, Alabama and personnel of the 1st Radar Calibration Squadron at Rome showed figures of 100 flying hours per month. It was stated by personnel of these two organizations (Hayes Aircraft Corp. and 1st Radar Calibration Squadron) that B-29s flying at altitudes required normally by ECM mission would make the difference between figures obtained from SAC who inevitably fly at considerably greater altitudes than ECM normally requires.

3. Approximately 12 B-29s would be required to accomplish our present ECM training requirements. Eighteen B-29s would be required to accomplish the ECM training mission by end of Fiscal Year 1954 and 24 B-29s to accomplish training mission by end of Fiscal Year 1956.

4. It is the opinion of the ECM Section that while the B-29 can be modified to carry from six to ten ECM positions and has sufficient range and altitude characteristics, the modifications required will be extensive and costly in any case and the B-29 does not match the capabilities fully needed by this section. It is believed that more suitable aircraft such as the C-54 or the Comvair could be obtained and modified at

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DISPOSITION FORM

FILE NO.	SUBJECT
	Electronic Countermeasures Tng (Contd)

TO	FROM	DATE	COMMENT NO. 1

less cost than the B-29s.

5. In view of ECM requirements at the end of Fiscal Year 1954 and 1956, ECM alone would require all B-29 aircraft assigned to the 1st Radar Calibration Squadron. It therefore does not appear practical to combine these two missions. ADC letter ADOCE-E 1676.3 dated 29 June 1953, Subject: Movement of ECM Flight, disapproved the movement of Headquarters EADF Flight Section to Rome, N.Y. and stated in effect that the Radar Calibration Squadron is to be discontinued to calibrate radar sites and was to be phased out in the near future.

t/ CRAWFORD

t/ OLDS

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Air Force West Point, N.Y., 16,000, 7-31-53, 2 ea.

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HEADQUARTERS
AIR DEFENSE COMMAND
Ent Air Force Base
Colorado Springs, Colorado

ADOOT-F 381 28 Apr 53

SUBJECT: (Unclassified) Army Antiaircraft Tracking Requirements

TO: Commanding General
Eastern Air Defense Force
Stewart Air Force Base
Newburgh, New York

1. The attached correspondence is forwarded for your information.

2. Desire your headquarters comply with AAA tracking requirements insofar as aircraft availability will permit.

3. Direct communication is authorized between units concerned to coordinate details.

BY COMMAND OF MAJOR GENERAL SMITH:

s/t/ THOMAS C. SAVAGE
Major, USAF
Asst. Adj. Gen.

1 Incl
Ltr, Hq USAF, Subj:
Army AAA Tracking Rqmts
(U), w/1st Ind, Hq ADC
and 1 Incl

Info Cy to:
CG, TAC
CG, ARAACOM

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Hq ADC ADOOT-F 381 Subject: (Unclassified) Army Antiaircraft Tracking Requirements

EAOOT-FT 381 (28 Apr 53) 1st Ind

HQ EASTERN AIR DEFENSE FORCE, Stewart Air Force Base, Newburgh, New York

TO: Commanding General, 30th Air Division (Defense), Willow Run Airport, Belleville, Michigan

1. The attached correspondence is forwarded for your information.

2. Desire you provide all assistance possible to the 8th AAA AW Bn, in accomplishing AAA tracking requirements insofar as availability of aircraft will permit.

3. Direct communication is authorized between units concerned to coordinate details.

BY COMMAND OF MAJOR GENERAL NELSON:

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n/c

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SECURITY INFORMATION

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

AFOOP 9 April 1953

SUBJECT: Army AAA Tracking Requirements (U)

TO: Commanding General
Air Defense Command
Ent Air Force Base
Colorado Springs, Colorado

1. Inclosed is a letter from Headquarters, Army Field Forces, which contains the consolidated requirements of the Army Field Forces for high speed tracking missions. These tracking requirements add up to a total of 144 on course hours per month. As stated in Inclosure 1, the desired on course speed for tracking missions is 400 miles per hour.

2. Until 30 June 1953, Tactical Air Command will be unable to provide any of the referenced tracking. Beginning 1 July 1953 when the conversion of fighter units to jet aircraft has progressed to the stage to permit an operational capability, Tactical Air Command should be able to furnish a small part of the outlined missions. With the activation of other fighter units and the return of two wings from overseas duty, TAC, should by March 1955, be able to fulfill all requests for missions of this type.

3. It is requested that your command fulfill the Army AA Commands AAA AW Tracking requirements, Inclosure 1, until such time as Tactical Air Command has the capability of assuming any part or all of this mission. As Tactical Air Command's capability increases, the requirement placed on Air Defense Command will progressively decrease.

4. Direct communication is authorized between your Headquarters, Headquarters Tactical Air Command and Headquarters Army AA Command for all purposes of this mission.

BY COMMAND OF THE CHIEF OF STAFF:

1 Incl
B/Ltr fr Army Field
Forces to CG TAC, Subj
as abv, 9 Mar 53

s/t/ KENNETH H. GIBSON
Colonel, USAF
Ch, Oprs & Commitments
Div., D/O

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Hq USAF, AFOOP, Subject: Army AAA Tracking Requirements (U)

ADOOT-F 381 (9 Apr 53) 1st Ind

HQ AIR DEFENSE COMMAND, Ent AFB, Colorado Springs, Colorado

TO: Director of Operations, Headquarters USAF, Washington 25, D. C.

1. Reference paragraph 3 of basic. This command will provide target aircraft for high speed tracking missions within existing capabilities. At the present time, however, ADC does not possess a jet capability in several of the areas listed in Inclosure No. 1. The low aircraft inventory and extensive conversion to new type aircraft do not permit deployment of fighters for this purpose.

2. ADC capability as concerns the units listed in Inclosure No. 1 is as follows:

a. 8th AAA AW Bn, Lucas, Mich. Only F-51s are available for approximately four months.

b. 10th AAA AW Bn, Geiger AFB, Wash. No aircraft available. F-86D aircraft will be assigned approximately 20 June 1953, depending on delivery schedule.

c. 52nd AAA AW Bn, Cp Roberts, Calif. Only F-51s available. F-94C aircraft will be assigned approximately 15 June 1953, depending on delivery schedule.

d. 459th AAA AW Bn, Presidio of San Francisco, Calif. F-94Bs presently available, F-86Ds and F-86Es to be assigned.

e. 466th AAA AW Bn, March AFB, Calif. F-86Ds available.

f. 531st AAA AW Bn, Limestone AFB, Me. A limited number of F-94Bs available.

3. It is anticipated that availability of F-86D aircraft will be limited by in-commission status. They also will possess a limited range at low altitudes.

FOR THE COMMANDING GENERAL:

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SECURITY INFORMATION

OFFICE, CHIEF OF ARMY FIELD FORCES
FORT MONROE, VIRGINIA

ATTNG-27 373(C) 9 Mar 53

SUBJECT: Army AAA Tracking Requirements

TO: Commanding General
Tactical Air Command
Langley Air Force Base
Virginia

1. Reference is made to your letter, TNOOT-OC 452.1, dated 12 January 1953, subject as above.

2. In compliance with the request contained in paragraph 2, reference letter, the following is a consolidated report of tracking requirements for Army AA Command AAA AW Units for high speed, maneuverable low level missions:

a. Units requiring missions:

8th AAA AW Bn, Lucas, Mich.
10th " " " , Geiger AFB, Wash.
52nd " " " , Cp Roberts, Calif.
459th " " " , Presidio of San Francisco, Calif.
466th " " " , March AFB, Calif.
531st " " " , Limestone AFB, Me. (Estimated to be assigned to Limestone on or about 1 November 1953)

b. Each of the above units will require 24 hours on course per month. This is based on a criteria of 3 2-hour missions per week per battalion.

c. The desired air speed on course is 400 miles per hour.

FOR THE CHIEF OF ARMY FIELD FORCES:

s/t/ A. B. CHATHAM
Lt Col, AGC
Asst Adj Gen

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29 OCT 53

JEPNB 03
PARAPHRASE NOT REQUIRED CONSULT CRYPTOCENTER BEFORE DECLASSIFYING
CRYPTO NBR 694
ROUTINE DTG 292249Z
FROM HQ ADC ENT AFB COLO SPGS COLO
TO 5F1/COMDR EADF STEWART AFB NY
LO3/COMDR WADF HAMILTON CALIF
NL1/COMDR CADF KSC MO
/C O N F I D E N T I A L/ ADOOT-B1 2162. USAF HAS APPROVED THIS COMD'S REQ TO SUBT OPNL SUITABILITY TESTS (PROJECT LOCK-ON) FOR LARGE SCALE WINTER EXERCISE, PREVIOUSLY SCD FOR DEC OF THIS YR.
30/EEE TORC: 30/0419Z OCT 68

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DISPOSITION FORM

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FILE NO.	SUBJECT			
	Exercise "Tailwind"			
TO EAODO	FROM EAOCP	DATE 15 Jul 53	COMMENT NO. 1	

1. These figures are forwarded per request of the Commander. These figures are taken from the information which was reported to EADF from the air divisions (defense) during Exercise "Tailwind".

2. GOC is in the process of preparing a summary similar to those which were drawn up on all Command Post exercises. Since the overall evaluation was assigned by Air Defense Command to the ADC Operations Analysis Section, no special reports have been required of air divisions (defense) by this headquarters.

3. During Exercise "Tailwind" EADF identified 108 faker tracks comprising 162 bombers. During the same period fragmentary information was received on 43 more tracks. These 43 never were identified and whether or not they were fakers could not be correlated by the ADC or SAC observers.

4. Against the 108identified faker tracks EADF scrambled 520 aircraft and of these 403 successfully pounced (reached position to initiate an attack).

5. AAA defenses engaged 12 faker tracks as follows:

Baltimore	1
Washington	4
New York	3
Philadelphia	2
Norfolk	1
Boston	1

t/ PAUL J. HURLEY
Lt Col, USAF
Chief, Cmbt Oprs Cen, 578

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SECURITY INFORMATION

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HEADQUARTERS
32D AIR DIVISION (DEFENSE)
Hancock Field, Eastwood Station 6
Syracuse, New York

GOT 373.14 29 Jul 53

SUBJECT: Operation "Tail Wind " - Discussion and Recommendations

TO: Commander
Eastern Air Defense Force
Stewart Air Force Base
Newburgh, New York

1. Operation "Tail Wind" brought to light several new problems. It is realized that some of these problems became apparent because this is the first major exercise since the defense wings were placed directly under the division, while others are continuing in nature.

2. On 17 July 1953 this headquarters conducted a critique which was attended by wing, group, and squadron commanders for the purpose of discussing the problems associated with Operation "Tail Wind". The primary problems which arose and over shich this headquarters has no control are as follows:

a. The first complaint registered was the fact that the exercise lacked realism as far as its beginning was concerned. This division was prepared to go into the exercise on the premise that no advance warning would be given. Unfortunately a group of Operations Analysis personnel and SAC Observers reported to this headquarters two days before the exercise began. Concurrently, SAC observers reported to AC&W squadrons in sufficient time to place everyone on the alert for the exercise. The appearance of these personnel quite naturally alerted all concerned. This practice does not provide for effective testing of alerting directives and procedures.

b. Concurrent with Operation "Tail Wind", the RCAF was conducting a similar exercise. Needless to say their faker aircraft caused this headquarters considerable concern. Since flight plan information was withheld our forces were scrambled to complete identification. In the future it is suggested that the Canadians be invited to participate in the exercise or that the ADC exercise be scheduled so as not to conflict with the RCAF exercise.

c. Considerable hardship would have been experienced by civil and military activities because of the extended periods of Warning Red and Yellow. In many cases Warning Red was given for the entire EADF area when there were no unknown targets within the 32d Air Division and

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32d Air Div (Def) OOT 373.14 Subj: Operation "Tail Wind" - Discussion and Recommendations

30th Air Division area of responsibility. One can readily envision the confusion and hardship which can result from the unwarranted use of Warning Red. In view of the above, it is suggested that Air Division commanders be authorized to outline specific target areas in their sectors of responsibility for purposes of issuing appropriate defense warnings commensurate to an actual or simulated tactical situation. Existing directives make no provisions for delineating between areas of high and low target densities. This is a vital issue necessary to preclude the cessation of all industrial production during a critical period.

d. During the course of the exercise 50% of all fighters were placed on five minutes and 50% on thirty minutes. This directive was received after the EADF area was placed on Warning White. Prior to this time all fighters were on five minutes. This action, during an actual emergency, could very well result in a dangerous situation because of pilot fatigue. It has been the understanding of this headquarters that fighter status during Warning White is a prerogative of the Division Commander.

e. Dissemination of intelligence information has been a command subject in all previous exercises. During "Tail Wind" this headquarters considered the information received as being inadequate to support the tactical situation. There was very little participation by subordinate units; consequently, it was difficult to hold their interest. It is, therefore, suggested that simulation of problems for subordinate units be given greater emphasis and every attempt be made to insure sufficient track and simulated difficulties for all units.

f. Fighter squadrons based at non-EADF bases experienced difficulty in obtaining support because the bases did not participate in "Tail Wind". (This was evident during non-duty hours and over the weekend.) During future exercises it would be desirous to invite the commands who control these bases to participate, if only for the purpose of supporting our fighter units.

g. The rules of engagement were not realistic in that the number of fighters required for a kill did not take into consideration the greater kill potential of rocket firing aircraft. It is suggested that the ratio of fighters to bombers for a kill be re-evaluated to conform with the greater potential of rocket firing aircraft.

s/t/ ROBERT S. ISRAEL, JR.
Colonel, USAF
Commander

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Hq 32d ADiv (Def) OOT 373.14 Subject: Operation "Tail Wind" - Discussion and Recommendations

EAOOT-FO 373.14 (29 Jul 53) 1st Ind 14 Sep 53

HQ EASTERN AIR DEFENSE FORCE, Stewart Air Force Base, Newburgh, New York

TO: Commander, 32d Air Division (Defense), Hancock Field, Eastwood Station #6, Syracuse, New York

1. Your discussion and recommendations on Operation "Tail Wind" have been reviewed by the staff of this headquarters and all action possible at Eastern Air Defense Force will be taken.

2. Most of the problem areas outlined were evident in all EADF divisions and, as such, will be included in this headquarters' over-all evaluation of the exercise.

3. Your forwarding of comments on this type exercise provides valuable information for utilization in planning of future exercises.

t/ GEORGE F. SMITH
Brigadier General, USAF
Vice Commander

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DISPOSITION FORM Subj: (UNCLASSIFIED) Operation "Tailwind" - Discussion

TO: EAMDM FROM: EAOOT Date: 7 Aug 1953
EAOIN
EAOCP
EAOCD
EAOOT

1. Attached letter from Commander, 32d Air Division (Defense) is forwarded for your information. Request comments on the subparagraphs of paragraph 2 as are applicable to your staff agency. Request comments be prepared in a manner suitable for submission to Hq ADC over the signature of the Commander, EADF, and this IRS be returned to Director of EAOOT for consolidation as soon as possible.

2. EAOOT comments are as follows:

a. Subparagraph a, paragraph 2, basic letter. It is realized that this is a necessary deterrent to a "no warning" exercise; however, recommend all possible action to reduce the number of observers to an absolute minimum.

b. Subparagraph b. Concur in the content and recommend future exercises be jointly conducted or separated by a period of time sufficient to preclude this condition and adequate flight plan information on Canadian fakers be furnished to this headquarters.

c. Subparagraph c. Concur with the intent of this recommended action. No further comment from EAOOT as this matter pertains to Civil Defense and the military portion does not seem to be in question.

d. Subparagraph d. The alert status during the exercise "Tailwind" was directed by Hq ADC under the provisions of paragraph 7b (2) (b) of ADCR 55-40. Recommend action on future exercises to reduce the immediate operational preparedness the maximum possible during a "Snowman" to reduce pilot fatigue.

e. Subparagraph e. No comment from this directorate as pertains to intelligence functions. However, from an Operations stand-point, this intelligence is highly desirable.

f. Subparagraph f. No comment from this directorate as pertains to support functions.

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Subj: (UNCLASSIFIED) Operation "Tailwind"
Discussion (Contd)

g. Subparagraph g. The number of fighters required for a kill were specified in the ground rules for this exercise and were adhered to by all EADF fighter units; however, it is recommended that consideration be given to rocket equipped aircraft for having a greater kill potential. A more realistic requirement would seem to be 2 rocket equipped interceptors for one hostile.

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1 Incl
Ltr fr 32d ADiv (Def)
Subj: Oprs "Tailwind" -
Discussion and Recms
OOT 373.14 (29 Jul 53)
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529

FILE NO.	SUBJECT			
	Exercise "Tail Wind"			
TO	EAODO	FROM EAOOT	DATE 19 Nov 53	COMMENT NO. 1

In compliance with your memorandum, 2 November 1953, EAOOT comments on Exercise "Tail Wind" are as follows:

Page 3, AC&W, Paragraph A

1. Concur. In the interim this headquarters will continue the policy of staging one CPX per month. Traffic loads will be steadily increased towards saturation.

2. This headquarters is currently consolidating and rewriting existing SOPs into regulations.

3. In addition to the force-wide CPX, it is recommended that each division conduct a monthly CPX. An absolute minimum of reports would be required from this exercise.

4. It is suggested that divisions be directed to consolidate opinions of AC&W squadron commanders as to additional personnel, equipment anc communications required to better handles saturation raids. These additions would be over and above short-time emergency use of present personnel and equipment.

Page 3, AC&W, Paragraph B

Concur.

Page 4, AC&W, Paragraph C

Recommend each division be directed to form a team of scope and surveillance experts to make instructional visits to sites. This headquarters will request information from ADC pertaining to 34th Air Division trainer.

Page 4, AC&W, Paragraph D

1. It is believed that "Quality Control", a procedure recently initiated by this headquarters, will reveal more accurately the high altitude detection and tracking abilities of the stations.

2. It is recommended that a study be made to equip all stations with a manned DR table to display high altitude and other plots to carry a spotty target across the system. If approved, this directorate will conduct the study.

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FILE NO.

SUBJECT: Exercise "Tail Wind"

TO | FROM | DATE | COMMENT NO. 1

Page 4, AC&W, Paragraph E

1. Concur with ADC.

2. Recommend manning documents provide for additional personnel to man the GOC line at the ADDC.

3. The manning of perimeter areas of the GOC should be emphasized, with less effort spent on the internal areas.

4. This directorate will query ADC as to results obtained from the RAF "RATS and TERRIER" program.

5. Tests will be conducted during December and January on the utilization of surface vessels for the GOC system.

Page 4, AC&W, Paragraph F

1. Concur.

2. This directorate will emphasize the increased use of trailer aircraft in future exercises.

Page 5, AC&W, Paragraph G

1. Concur.

2. Team of experts recommended in paragraph C, above, would provide increased emphasis on this point.

3. Recommend that ARDC continue efforts to produce a reliable long-range height finder.

Page 5, AC&W, Paragrah H

1. Concur.

2. It is anticipated that increased training obtained by division and force CPXs will alleviate this condition until the advent of the Lincoln Transition System.

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FILE NO.	SUBJECT Exercise "Tail Wind"	
TO	FROM	DATE / COMMENT NO. 1

Page 5, Countermeasures, Paragraph I

a. Concur.

b. Concur.

c. Concur.

Page 6, Identification, Paragraph A

Concur.

Page 6, Identification, Paragraph B

1. Concur.

2. It is recommended that all engineered overlap telling lines be activated in order to handle the increased flow of cross-told information.

Page 7, Identification, Paragraph C

This headquarters has recently published and distributed the unclassified portion of Plan "SCATER" to all subrodinate units and interested civilian agencies. The classified portion is presently being distributed on a "need-to-know" basis.

Page 7, Identification, Paragraph D

Concur.

Page 7, Fighter and Armament, Paragraph A

EAOOT conducted a study on this problem area during July, August and September of 1953, the findings of which are to be tested during Project "Lock-On." The EADF study was a consolidation of similar studies which were conducted by 26th, 30th and 32d Air Divisions (Defense), but included all available information from SAC, APGC and this headquarters. It appeared that several methods were feasible for employment of multiple interceptors against mass targets during minimum visibility; however, they have not been tested to date. The

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FILE NO.	SUBJECT Exercise "Tail Wind"	
TO	FROM	DATE COMMENT NO. 1

complete EADF study as approved by the Deputy for Operations was forwarded to WADF, CADF, ADC, 26th, 30th and 32d Air Divisions (Defense). Further action on this problem area is pending test action at squadron level during Project "Lock-On" and results of exercises during which these procedures are tested (i,e., Pigeontoe, Cap Rock).

Page 7, Fighter and Armament, Paragraph B

The augmentation forces allocated this command in the past (16 F-84Gs) have been relatively few and very little emphasis has been placed on increased cross training. Since EADF is to receive a larger percentage of available augmentation forces in the near future, EAOOT will review and if necessary revise EADF Operations Order 2-53, 10 March 1953, the operations order pertaining to briefing and training of augmentation forces. A rigid enforcement of the requirement to brief each unit every three months will be effected. Action has been taken by ADC through the major air command concerned to establish procedures whereby forces will be made available in the shortest possible time. It is recommended that an EADF briefing team be established and periodically make visits to augmentation units to present command briefings and ascertain the degree of knowledge of air defense procedures and directives.

Page 7, Fighter and Armament, Paragraph C

Concur. EADF units follow procedures in ADCR 55-30, paragraph 4.

Page 8, Fighter and Armament, Paragraph D

The employment of trailer aircraft as outlined in ADC Regulation 55-30 has been supplemented by procedures outlined in EADF Regulation 55-14, as amended. The supplementing procedures provide for continuous trailer action on all hostile aircraft. Responsibility for recovery of trailers and relief on station has been charged to the air division commander. Amendment A to EADF Regulation 55-14, which outlines these supplementing procedures, has not been published as of 4 November but is in draft form and is being routed for coordination.

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FILE NO.	SUBJECT	
	Exercise "Tail Wind"	
TO	FROM	DATE / COMMENT NO. 1

Page 8, Army Antiaircraft, Paragraph A

1. Concur.

2. Air divisions will be directed to instruct all directors at ADCCs to review EADF SOP 355-1 and to insure that its provisions are implemented in the future.

Page 8, Army Antiaircraft, Paragraph B

Concur. EADF Letter 55-15, 23 October 1953, has been distributed to all affected units.

Page 8, Army Antiaircraft, Paragraph C

Concur. Section V, paragraph 5f, EADF SOP 55-3, 12 July 1952, currently being revised, requires faker tracks to be carried through the system until lost. Since the date of this exercise, the early warning capabilities of the AA radar have been integrated into the air defense system.

Page 9, General, Paragraph A

Concur. Since the system is comparatively new, it is expected that results will improve with further training.

Page 9, General, Paragraph B

Concur.

t/ ARMSTRONG

t/ OLDS

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COPY

Major General Delmar T. Spivey
Commander
Central Air Defense Force
P. O. Box 528
Kansas City, Missouri

16 Sep 1953

Dear Del:

On 5 September I wrote you concerning your report on "Georgia Cracker" and mentioned our interest in your air to ground intelligence project. Meantime, we have received your very interesting brochure on project "Hells Bells."

Unfortunately, at the time of the Tail Wind" critique, we had not had it long enough to discuss it intelligently. Since that time we have gone over it in enough detail to make some definite comment and commitments.

In the first place your project fills a need which was again made apparent at the critique - the need for rapid collection and passing to the user of vital intelligence during the air battle. You and your people who have worked so hard on this are to be congratulated.

The remarks of various division commanders during the final morning of the critique well illustrated to me the need for standardization of Air Defense principles in every operational area, with due allowance for flexibility of application by the division commander. To apply that need to the "Hells Bells" concept will require initially more emphasis on standardization than on flexibility. After it is well established we can gradually introduce the flexibility.

Therefore, I have directed a program which will result in some refinement and alteration at this headquarters followed by an ADC supervised testing of "Hells Bells" in a division of both Eastern and Western. In working out this program we will call on your command from time to time for assistance and advice based on your experience.

After ironing out the resultant bugs we will then introduce the system command-wide with a Regulation and an SOP. Our goal is practiced operational use throughout ADC by 1 May 1954.

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Major General Delmar T. Spivey (Cont'd)

Meantime, feel free to continue with the project, as you desire, bearing in mind that in all probability a modified ADC-wide directive on the system will come out in early spring.

Sincerely,

B. W. CHIDLAW
General, USAF
Commander

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AIR DEFENSE COMMAND
Ent Air Force Base
Colorado Springs, Colorado

Office of the Commander 9 Oct 1953

Major General Morrie Nelson
Commander
Eastern Air Defense Force
Stewart Air Force Base
Newburgh, New York

Dear Morrie:

Following Exercise "Tailwind," Del Spivey presented me a very promising proposal on the "Hells Bells" procedure for the rapid collection and use of combat intelligence within the air defense system. He had previously reported a test of this procedure during Exercise "Georgia Cracker" in the 35th Air Division. A copy of that report was sent your headquarters on 10 September.

In a nutshell the procedure calls for aircrews to transmit to the controlling GCI any vital combat intelligence information, preceding transmission with the nickname "Hells Bells." This information is then relayed by expeditious means to Division and there evaluated and disseminated as appropriate.

Before final decision on the proposal I would like to have your ideas and those of Wee Todd. Accordingly, I have directed a supervised testing of "Hells Bells" in a Division of both Eastern and Western. Neither the test nor the system, if adopted, will involve additional money or personnel.

DCS/I will develop and monitor these tests in close coordination with DCS/O. We plan a test in Eastern during your first or second Division ADX after 1 November. I would like for you to designate as test units a fighter squadron and its associated GCI station in each of the first two Division ADX's planned for after 1 November and notify us by TWX. Burgess and his test group tentatively plan to arrive at your headquarters ahead of the exercise to brief all concerned. Prior to this, he will inform your staff in more detail.

Sincerely,

1 Incl
Cy ltr to Maj Gen Spivey
fr Gen Chidlaw, 16 Sep 53

s/t/ B. W. CHIDLAW
General, USAF
Commander

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16 October 1953

General Benjamin W. Chidlaw
Commander
Air Defense Command
Ent Air Force Base
Colorado Springs, Colorado

Dear Ben:

Reference your letter of 9 October 1953 describing the proposed "Hells Bells" intelligence reporting procedure. I agree with the requirement and believe that adequate procedures can be devised to obtain this type of intelligence without undue disruption of our communication system during the heat of battle. However, we must approach with caution placing any additional load on our already overloaded air-to-ground communication net.

We in EADF are aware of this problem and are constantly reviewing and revising procedures to better meet the requirement. Our first attempt was published in an EADFL 200-1, dated 18 June 1951. These procedures have been revised several times since then, the latest revision being EADFR 200-2, dated 2 October 1953. Our 200-2 Reg and the "Hells Bells" procedure appear identical, with minor exceptions in detailed EEI's and the use of an identifying code word.

As is the case with many of our proposed combat procedures, this system of reporting has not been adequately tested. I believe the use of a code word will enhance the success of this procedure and am desirous of conducting tests to iron out difficulties that may be encountered.

I have transmitted, by TWX, the information you requested as to specific squadrons to be used in future "Hells Bells" tests. However, I believe we cannot properly evaluate this procedure short of an all out test of our entire Air Defense System involving activity such as encountered during Exercise Tailwind.

Sincerely,

M. R. NELSON
Major General, USAF
Commander

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HEADQUARTERS
EASTERN AIR DEFENSE FORCE

538

SUBJECT: EADF CPX "Duck Blind"

INTEROFFICE ROUTING SLIP

#1 11 Dec 53

No.	DATE	FROM	TO	Number and date each entry—show date of dispatch. Show staff division or office in FROM—TO columns. Sign each entry legibly—show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
		EAOCP	EAAGH	EADF CPX "Duck Blind" originally scheduled for the month of December is postponed until further notice. Instructions, directives and other documents pertaining to this CPX will be retained pending re-scheduling of this exercise during the month of January. /s/t/ PAUL J. HURLEY Lt Col USAF Chief, Cmbt Oprs Gen, 578

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ARMY-U.S.M.A. WEST POINT, N.Y.

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EADF CPX "Duck Blind", December 1953

IMPLEMENTATION AND GROUND RULES, TWX EAOCP

FROM: Hq EADF, Stewart AFB, Newburgh, N.Y.

TO: Cmdr, 26th Air Div (Def), Roslyn, N.Y.
Cmdr, 30th Air Div (Def), Willow Run Airport, Belleville, Mich
Cmdr, 32d Air Div (Def), Hancock Airport, Eastwood Station #6, Syracuse, N.Y.
Cmdr, 4700th ABG, Stewart AFB, Newburgh, N.Y. (Courier)
CG, EASTARAACOM, Stewart AFB, Newburgh, N.Y.

INFO: Cmdr, ADC, Ent AFB, Colorado Springs, Colo.
Cmdr, ESF, 90 Church St., N.Y.C., N.Y.
Cmdr, ConAC, Mitchel AFB, N.Y.
CG, First Army, Governors Island, New York, N.Y.
CG, Second Army, Fort George C. Mead, Maryland
AOC, RCAF, ADC, ST Hubert, Quebec, Canada
Comdr, NEAC, Pepperall AFB, Newfoundland
Cmdr, CADF, P.O. Box 528, Kansas City, Missouri
Cmdr, WADF, Hamilton AFB, Calif.

1. A minimum warning CPX nicknamed "Duck Blind" is to be conducted in the EADF region IAW ADCR 55-34 during the month of December. This CPX, hereafter referred to as "Duck Blind" is designed to further the training of all participating units and to test the following:

a. Processing of strategic early warning and combat intelligence.

b. Introduction of AAA detected radar tracks.

c. Abbreviated weapons status reporting (canned).

d. EADF emergency communications.

e. Decision making capabilities at all levels.

2. EADF participating units will upon the declaration of "Cocked Pistol" or degree of simulated air defense warning, take action as directed by EADFR 55-17 as amended by paragraphs 3, 4, 9, 10 and 21 this message.

3. Fighter interceptor squadrons will not participate except selected squadron intelligence officers. Degree of participation by air defense wings and group headquarters will be at the discretion of appropriate air division commanders.

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Implementation and Ground Rules, CPX "Duck Blind" (Contd)

4. Under no circumstances will interceptors be scrambled or states of alert increased in support of this CPX.

5. EASTARAACOM will participate IAW current operations plans, operation orders and formal agreements.

6. ESF will actively participate in passing and receiving "Duck Blind" intelligence. Simulated employment of naval interceptors will be made IAW interceptor availability schedule as furnished ADDC's by the CPX planning committee.

7. The ANG and other augmentation forces will not participate; however, request for these forces will be made to headquarters EADF when "Duck Blind" intelligence warrants.

8. Canned CPX tracks introduced into the system will be classified as "Keystone Item" (KSI) and the letter X-Ray will be added to the normal prefix in the track designator for immediate identification on the plotting boards as "Duck Blind" tracks. Identification (friendly or faker) of "KSI" tracks will be made by the air division umpires, when they determine that such identifications would have been accomplished by means available to the air defense system, at which time the second suffix "Fox" will be designated as DB-20 aircraft. The term TU-4 will not be used.

9. Tactical action against CPX tracks (KSI and KSIF) will be simulated with the following provisions:

a. Simulated committment of fighter interceptors will be IAW EADFR 55-14 as amended. Interceptor committment will be limited to those made available by the interceptor availability schedule furnished ADDC's by the CPX planning committee.

b. AAA gun action and results will be simulated and in keeping with the performance characteristics of the AAA weapons effected by KSIF tracks.

c. Due to nonparticipation of fighter interceptor squadrons and difficulty in transferring canned interceptor availability schedules, no simulated deployment of forces will be made, however, decisions to deploy had not this restriction been imposed, will be recorded for inclusion in air division CPX report.

d. Fifteen J1C generators will be used to represent fighter aircraft scrambled to intercept CPX tracks with each "blip" representing four interceptor aircraft.

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Implementation and Ground Rules, CPX "Duck Blind" (Contd)

e. Weather minimums established IAW ADCR 55-30 and EADFR 55-14 will apply for simulated scrambles.

f. For computation of splashes, four machine gun equipped interceptors or two rocket equipped interceptors will be considered as having the capability of destroying one DB-20 type aircraft.

10. Project reduction procedures will be used to report simulated fighter status. This simulated status will be based upon the interceptor availability schedule as furnished the ADDC's, less simulated airborne aircraft. During the period of the CPX, normal V-7 reports will be submitted to cover alert committments required by ADC Ops Order 3-53.

11. Results of tactical action (splashes etc.) will be determined by the air division (defense) umpires and will be told to the appropriate AC&W squadron at the proper time for inclusion in the normal telling sequence. The umpire's decisions will be governed by such factors as:

a. EADFR 55-14 as amended.

b. Current weather.

c. Type of fighter interceptor aircraft committed.

d. Night and day attacks.

e. Other factors effecting the immediate situation.

12. Tactical and surveillance reporting will be in accordance with ADCR 55-29, 55-30 and ADC Manual 55-Test.

13. Only simulated intelligence and track data preplanned and disseminated by EADF CPX planning committee will be introduced into the system. Combat intelligence which is derived from this preplanned simulated intelligence may be introduced by subordinate units.

14. "Duck Blind" intelligence will be processed in accordance with EADFR 200-2 and ADCR 200-2 by the 26th and 30th Air Divisions (Def). The 32d Air Division (Def) will process "Duck Blind" intelligence IAW procedures used during "Blue Jay" as amended.

15. Intelligence annex to ADC Oprs Order 3-53 will apply to "Duck Blind". Instead of references to the Soviet Union or Soviet Air Force, the word "Saffronland" will be used during this CPX. All references to "TU-4" aircraft will be amended to read DB-20 during this CPX.

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Implementation and Ground Rules, CPX "Duck Blind" (Contd)

16. Air divisions (def) umpires and planning committee members will not reveal any information pertaining to "Duck Blind" except to individuals requiring information concerning the introduction of data into the system.

17. All actions directed by "Duck Blind" communications will be actually accomplished, except where simulation is specifically stated.

18. EADF to air divisions (def) engineered intelligence circuits may be activated as "Duck Blind" conditions warrant. Other engineered circuits will not be activated.

19. All communications concerning "Duck Blind" will be prefixed and suffixed by the phrase "Exercise Duck Blind".

20. "Duck Blind" will be terminated by a clear text, authenticated, telephone message from Hqs EADF.

21. Reports required by paragraphs 6a, 6b, 6c, 6d and 6f, EADFR 55-17 are waived for the purpose of "Duck Blind". However, the information required by these reports will be made a part of the air divisions (defense) summary of the CPX.

22. Reports required subsequent to "Duck Blind".

a. Each air division commander is responsible for the preparation of a detailed summary of "Duck Blind".

b. The format of this report will be similar to the one used by Hq EADF for past CPX's.

c. Three copies of the report will be mailed to Hq EADF NLT six working days subsequent to "Duck Blind". One copy of the report will be mailed to each of the other two air divisions (def).

d. Report will contain the following:

(1) Report and comment on all actions taken and/or directed as a result of all problems and simulated equipment and communications failures introduced by the CPX planning committee.

(2) General comments on the use of 15 J1C target generators during CPX's. Number of J4A units, operational and used by each station.

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Implementation and Ground Rules, CPX "Duck Blind" (Contd)

(3) Number of directors participating and number of interceptions attempted per director by each station.

(4) Effectiveness of emergency radio system including MARS.

(5) Effectiveness of alternate routing of traffic due to simulated land line failures.

(6) Suggested improvements in communications system.

23. Conditions of simulated air defense warnings will not be passed to GOC filter center, fighter interceptor squadrons or other nonparticipating agencies.

24. Concept of CPX "Duck Blind" - This CPX actively involves only Eastern Air Defense Force. The exercise will not include assistance from other commands, services and governments except for certain simulations which are for the purpose of maintaining reasonable realism.

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EADF CPX "Duck Blind"

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EADF Command Post Exercise "Duck Blind" previously scheduled for December 1953 has been rescheduled for the month of January 1954.

PAUL J. HURLEY
Lt Col USAF
Chief, Cmbt Opns Cen, 578

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HEADQUARTERS
EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N.Y.

EXTRACT

Daily Diary No. 216 11-13 Dec 53

* * * *

COMMAND POST EXERCISE "DUCK BLIND" EADF CPX "Duck Blind" originally scheduled for the month of Dec is postponed until further notice. Instructions, directives and other documents pertaining to this CPS will be retained pending rescheduling of this exercise during the month of Jan. (Lt Col Hurley/578)

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HEADQUARTERS
EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N. Y.

Daily Diary No. 176 7-8 Oct 53

* * * *

COMMAND POST EXERCISE "PIGSKIN" - (RESTRICTED) EADF will conduct a CPX nicknamed "Pigskin" during the month of Oct. Deputies for Personnel, Operations and Materiel have representatives on the planning committee. Each representative is responsible for a pre-exercise briefing of those concerned within their respective sections. Members of the committee will also act as umpires for the CPX and answer all queries that would normally be placed with nonparticipating agencies. EADF and EAAAC units will actively participate in the CPS. ESF will participate in the CPX. ESF will participate in accordance with current informal agreement. Lt Col Hurley (EAOCP) has been appointed chairman of the planning committee. (Capt Clevenger/783).

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SECURITY INFORMATION

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2 Nov 53

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/C O N F I D E N T I A L/ ADOOT-B 2182. OURMSG ADOOT-B 30943, 27 OCT 53. THE 58TH FTR INTCP SQ, OTIS AFB, MASS AND 762D AC&W SQ, NORTH TRURO, MASS WILL NOT BE REQUIRED TO PARTICIPATE IN CPX "AUTUMN LEAVES" DUE TO "PROJECT LOCK-ON" COMMITMENTS.
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FILE: HEADQUARTERS 542
EASTERN AIR DEFENSE FORCE

SUBJECT: 91st Strategic Reconnaisance Wing "Big Photo" Force

INTEROFFICE ROUTING SLIP

No. 1 - 9 Nov 53

No.	Date	From	To	Number and date each entry—show date of dispatch. Show staff division or office in FROM—TO columns. Sign each entry legibly—show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
		EAOOT	EAODO	1. Attached message to Commander, 30th ADiv, pertains to a proposed Big Photo mission composed of 5 YRB47 and 3 KC97 aircraft that will over-fly Wright Patterson, O'Hare and Truax on 12, 14 and 22 Nov. 2. The extent of 30th ADiv participation has been left to the discretion of ADiv Commander in view of the 30th's recent participation in "Cap Rock" and scheduled participation in "Snow Sled" on 7 Nov and "Bluejay" on 20 Nov 53. s/t/ MILLER t/ OLDS 1 Incl Msg to 30th ADiv Subj as above

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SECURITY CLASSIFICATION (If any)

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DISPOSITION FORM

FILE NO.	SUBJECT	
	Report on Exercise "Pigeontoe"	

TO	FROM	DATE	COMMENT NO. 1
EAODO	EAOOT	5 Nov 53	

1. The following is a brief summary of the tactical action and results of "Pigeontoe".

a. Exercise "Pigeontoe" was a SAC Big Photo mission conducted through the EADF region on 30 September 53, 7 Oct and 14 Oct. Strike force consisted of ten B-36 aircraft deploying to French Morocco on 30 Sep (1 B-36) and 7 Oct (9 B-36s). The return to Carswell AFB was made on 14 Oct (10 B-36s).

b. 30th ADiv summary: In the 30th ADiv all Big Photo tracks were identified and pounced. Twenty-three aircraft were scrambled during the period of the exercise and 29 successful intercepts were made. Of the 23 aircraft scrambled, only 5 were AI types. This was attributed to a low combat ready rate at the 97th Ftr-Intcp Sq, Wright-Patterson AFB, and due to the fact that strike aircraft did not pass near other AI bases; however, collision course intercepts were made by all five F-86Ds at 1½ minute intervals. Attacks were made from 90° beam to 0° stern approaches.

c. 32d ADiv summary: All B-36 tracks were detected and identified. A total of 94 interceptor aircraft were scrambled during this period. Seventy-nine interceptors completed successful interceptions. Weather conditions and 5 aborts were primarily responsible for missed intercepts. Of the 79 aircraft completing interceptions, 23 were AI type. Attacks were made from 90° beam approaches to 0° stern approaches.

d. Comments

(1) Very little ECM activity was experienced by AC&W units and the over-all effectiveness of the interference was negligible.

(2) Although weather conditions were generally poor in certain areas of the 32d ADiv, intercepts were expedited through the use of snake in-trail climb-outs where multiple interceptors were employed.

(3) A need for early scrambles and proper positioning for 90° beam collision course attacks was definitely indicated during this exercise.

(4) The use of the attack commander was attempted by the 47th FIS on two occasions during the exercise, but

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SECURITY CLASSIFICATION (If any)

FILE NO.

SUBJECT: Report on Exercise "Pigeontoe"

TO | FROM | DATE | COMMENT NO. 1

targets were so widely dispersed that the attempt at assignment of targets and specific tactics failed and control was reverted to the directors.

(5) It was determined that the tactic of scrambling AI aircraft in flights of four is by far inferior to the use of a radar snake formation during instrument conditions since the snake formation provides spacing for immediate individual passes on targets, unlimited maneuverability, allows each aircraft to conduct visual and radar search, and the hazards of close formation flights in turbulence under IFR conditions are negated. It is to be noted that a complete warm-up of radar equipment must be accomplished before a trail formation can be effective.

2. Pigeontoe was an excellent training exercise for aircrews and AC&W directors. Both participating air divisions displayed enthusiasm and recommended additional exercises of this nature to further the development of tactics for the multiple employment of interceptors and to effect better operational procedures between the direction center and the fighter squadron when mass scrambles are ordered.

s/t/ TAYLOR

s/t/ OLDS

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Air Force West Point, N.Y., 16,000, 7-31-53.

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FILE: 544-1

HEADQUARTERS
EASTERN AIR DEFENSE FORCE

SUBJECT: (Unclassified) 8th AF Exercise "Cap Rock"

INTEROFFICE ROUTING SLIP

No. 1

No.	DATE	FROM	TO	Number and date each entry—show date of dispatch. Show staff division or office in FROM—TO columns. Sign each entry legibly—show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
		EAOOT	EAODO	1. Ten B-36s participating in 8th AF exercise "Cap Rock" plan to penetrate our area of defense on 29 Oct 53 as indicated on the inclosed map. SAC bombers are planning an ECM penetration. 2. Penetration route is in that area of EADF not exercised during "Pigeontoe" which involved 10 B-36s on 7 and 14 Oct 53. 3. Recommend that a TWX be sent to 8th AF requesting that we be permitted to participate in exercise "Cap Rock" in the same manner as "Pigeontoe". Our participation would largely be confined to elements of the 30th ADiv (Def). t/ MILLER t/ OLDS 2 Incls 1. Ltr Hq 8th AF Subj: ECM Acty, 8 AF Oprs O 135-53 ODC2 373, 6 Oct 53 (dup) (2240) 2. Map on Exercise "Cap Rock"

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FILE: HEADQUARTERS 544 2
EASTERN AIR DEFENSE FORCE

SUBJECT: Exercise Cap Rock

INTEROFFICE ROUTING SLIP

No. 1 - 20 Nov 53

No.	Date	From	To	Number and date each entry—show date of dispatch. Show staff division or office in FROM—TO columns. Sign each entry legibly—show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
		EAOOT	EAOCP EAODO	1. Attached is an Operational Summary of 30th ADiv participation in exercise Cap Rock. 2. Exercise Cap Rock was an ECM penetration of the 30th ADiv sector by 10 B-36s of the 8th AF. The main striking force penetrated in a southwesterly direction at Sault Ste Marie with several stragglers penetrating south of this point. 3. The majority of intercepts were effected by F-86D aircraft. 4. As observed from EAOCP, the exercise appeared well executed and to be of considerable training value. 5. ECM activity was previously reported by EAOOT-A. 6. When Incl 1 is withdrawn or not attached, the classification of this IRS will be cancelled in accordance with paragraph 26g, AFR 205-1. t/ MILLER t/ OLDS 1 Incl Ltr 30th ADiv (Def) Subj: Summary of Opr Cap Rock, DCOFT 354.2 6 Nov 53 (Secret)

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FILE: HEADQUARTERS
EASTERN AIR DEFENSE FORCE

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SUBJECT: Exercise "Cap Rock"

INTEROFFICE ROUTING SLIP

No. 1 - 26 Oct 53

No.	Date	From	To	Number and date each entry—show date of dispatch. Show staff division or office in FROM—TO columns. Sign each entry legibly—show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
		EAOOT	EAODO EADCG Attn: Capt Immig	1. On 29 Oct 53, 10 B-36s of the 8th AF will make an ECM penetration of EADF defenses along a route from 55° 30'N 58° 30'W direct to Roswell, New Mexico. This route is along a line from Kinross to Truax on into CADF. 2. Our participation will be limited to interceptor and AC&W squadrons of the 30th ADiv. 3. SAC has asked us to effect coordination with Canadian radar sites. 4. Exercise Operations Order is being written by Maj Miller, Fighter-Operations, Ext 630. 5. Exercise nickname "Cap Rock". t/ MILLER t/ EMMERT

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FILE:

HEADQUARTERS
EASTERN AIR DEFENSE FORCE

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SUBJECT:

INTEROFFICE ROUTING SLIP

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				1. On 7 Nov 53, 18-21 B-36s of the 8th AF will make a southerly penetration of EADF defenses along a route from 55-29N, 87-50W to Jackson, Tenn. This course line is slightly west of Chicago. 2. Northerly flight will be through CADF region. 3. Fighter-Interceptor and AC&W units of the 30th ADiv will participate. EADF, ECM Training Section will conduct anti-countermeasure activity against the SAC aircraft, if equipment is available in time. 4. SAC aircraft will perform electronic jamming of "L" and "S" band radar along route. Random and continuous chaff will be dispensed. Chaff will be dispensed against all-weather fighters. 5. Exercise nickname "Snow Sled". 6. Exercise Operations Order has been written. s/t/ MILLER t/ OLDS

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FILE:

HEADQUARTERS
EASTERN AIR DEFENSE FORCE

546 1

SUBJECT: SAC Night Simulated Combat Mission

INTEROFFICE ROUTING SLIP

#1 1 Sep 53

No.	Date	From	To	Number and date each entry—show date of dispatch. Show staff division or office in FROM—TO columns. Sign each entry legibly—show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
		EAOOT	EAODO	1. Attached for your information is message from Commander, 2d Air Force requesting permission to conduct a night simulated combat mission through the 32d and 26th Air Divisions utilizing 45 B-47 aircraft. 2. The line of penetration referred to extends eastward from a point 180 miles NNE of Montreal to a point SSE of the Southern tip of Greenland, which indicates a return from England. Attacks will probably be made on southerly courses from north of Montreal en route to McDill AFB. 3. Considering that aircraft will be penetrating at night and probably at extremely high altitudes, it is recommended that this mission be conducted under "Big Photo" rules. It is considered that insufficient time is available to firm up details for an exercise and further it is believed that unless the Commander, 32d Air Division possesses all details, a state of concern could result from a high fast night penetration. 4. If desired, some aircraft from units of the 30th Air Division could be deployed to permit active participation by all three divisions. 5. Request your decision to permit advising ADC of our recommendations. TAYLOR 703 OLDS 600 1 Incl Msg fr Comdr 2d AF, 26 Aug 53

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SECURITY INFORMATION

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HEADQUARTERS
EASTERN AIR DEFENSE FORCE
STEWART AIR FORCE BASE, NEWBURGH, N.Y.

OPERATIONS ORDER

SERIAL NO. 43-53

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HQ EADF
OPRS O 43-53
18 Sep 53

This document consists of 14 pages.

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SECURITY INFORMATION

HEADQUARTERS EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N.Y.
18 September 1953

CONFIDENTIAL

OPERATIONS ORDER

SERIAL NO. 43-53

CHARTS OR MAP REFERENCES: As required

TASK ORGANIZATION:

Eastern Air Defense Force	Eastern Army Antiaircraft Command
26th Air Division (Defense)	35th AAA Brigade
30th Air Division (Defense)	45th AAA Brigade
32d Air Division (Defense)	53d AAA Brigade
	56th AAA Brigade

1. GENERAL SITUATION: During the period 29-30 September 1953, forces of the 2d Air Force (SAC) will conduct simulated aggressor attacks on targets within the Eastern Air Defense Force region.

a. Enemy Force:

(1) Faker forces will be composed of units of the 2d Air Force. B-47 type aircraft only will be used on this exercise.

(a) SAC aircraft will employ navigational lights in the steady-dim position during hours of darkness and while in U. S. Air Defense System prior to striking target and blinking dim immediately after striking target.

(b) During darkness, SAC aircraft will acknowledge completed intercepts by flashing "A" in blinker code until passing 36-00N latitude on the withdrawal.

(c) Identification procedures contained in JANAP 158 will apply in event of interception during hours of daylight.

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(d) SAC aircraft will not use IFF until after passing 36-00N latitude on the withdrawal.

(e) Recall and authenticating code words for SAC aircraft will be forwarded by this headquarters in a separate classified message.

(f) SAC aircraft will monitor 6738 kc as primary and 4725.5 kc as secondary frequencies in event a recall is necessary.

(g) No ECM or chaff will be used on this mission by SAC forces.

(h) Spurious transmissions to simulate control of fighters are not authorized.

(i) Aborting strike aircraft will request their position and flight plan be passed to radar.

(j) Flight plans will include the following notation: "Exercise strike Bluejay, Pass to ADCC only."

2. MISSION. a. The primary purpose of this mission is to conduct a partial test of assigned and attached operational units of EADF to successfully defend against high speed jet propelled type aircraft.

b. Secondary purpose of this exercise is to afford extensive training for EADF and EASTARAACOM units.

3. TASKS FOR PARTICULAR AND SUBORDINATE UNITS: a. Headquarters Eastern Air Defense Force will:

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(1) Exercise general supervision and coordination of the exercise as pertains to regular EADF units and units under the operational control of EADF.

(2) Prescribe deployment and redeployment of fighter aircraft to afford maximum utilization of available forces.

b. Eastern Army Antiaircraft Command will coordinate the participation of antiaircraft units in accordance with Mutual Agreement for the Air Defense of the United States, ARAACOM-ADC and EASTARAACOM Operations Order on Exercise "Bluejay".

c. Commanders of air divisions (defense) will:

(1) Exercise operational control of all EADF units assigned or deployed to their respective divisions.

(2) Assume operational control of participating AA units when such units are located at tactical sites within the air division sector of responsibility in accordance with existing agreements.

(3) Announce simulated air defense readiness and simulated conditions of air defense warnings in accordance with ADCR 55-34.

(4) If necessary, terminate the exercise by utilization of the recall word on frequencies listed in paragraph 1a (1) (f) above. Recall and authentication words will be forwarded to each division commander by a separate classified message.

x. General Instructions:

(1) Nickname of this exercise will be "Bluejay". All correspondence pertaining to this exercise will be preceded and followed by "Bluejay".

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(2) Exercise strike routes will be disseminated to division level only. Overlays of strike routes will be hand carried to divisions by their respective representatives who will attend AC&W conference at this headquarters 16-17 September 1953.

(3) Utilization of Non-AI interceptors during this exercise will be in accordance with the current ADC operations order and EADFR 55-14 as amended.

(4) Information relative to this exercise will not be disseminated to military personnel except on a "need-to-know" basis and no press releases will be made without prior approval of this headquarters.

(5) Intercepted aircraft which cannot be positively identified as fakers will be treated in accordance with current directives outlining intercept procedures and rules of engagement.

(6) Faker aircraft will have no distinguishing or special markings.

(7) Air-to-ground identification procedures during daylight hours will be in accordance with SACDAL.

(8) ADDCs, ADCCs will immediately call the next higher echelon by command line when the initial faker aircraft of the exercise is positively identified, in accordance with ADC Manual 55-Test.

(9) ADDCs will pass track information to all ADDCs in accordance with current directives. Telling will be accomplished until the track is out of radar range, regardless of interception results.

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(10) Tracks made by SAC aircraft participating in this exercise will be classified as "Faker".

(11) Faker tracks and pertinent tactical data will be told until such time as tracks have faded or departed the EADF system.

(12) The utilization of the term "splash" to simulate destruction of fakers is not authorized nor any term having the same meaning. Interceptors, upon completing the required number of training passes, will report "mission accomplished" to the controlling director. ADDCs and ADCCs will relay this information to the next higher echelon of command, in accordance with ADC Manual 55-Test.

(13) Withdrawal of strike aircraft will be in a southerly direction. Exact withdrawal routes have not been designated by SAC, but the routes will deviate from a southerly heading only as is required to provide spacing for landings.

(14) GOC participation will be normal. Twenty-four hour operation of standby GOC and those posts in Skywatch not on 24 hour operation is not required.

(15) Converting and activated squadrons may participate in this exercise at the discretion of the division and squadron commanders.

(16) Pilot Qualifications:

(a) Only those pilots possessing the following minimum qualifications will make tactical passes against faker aircraft.

1 500 hours total time

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2 100 hours in UE aircraft

3 20 hours in UE aircraft within preceding 90 days

4 8 hours in UE aircraft within preceding 30 days

(b) Those pilots not possessing the qualifications outlined in paragraph 15 (1) above will break off the attack at 1000 ft, call "Pounce", and take up a parallel heading to the strike force in order to determine strike force composition. Breakaway will be in a direction away from the faker aircraft. Recovery procedures will be normal.

(17) Lead collision course attacks by E-4 and E-5 Fire Control System equipped aircraft will be terminated at a minimum of 10 seconds-to-go and 1500 yards respectively. Therefore, no pilot qualifications will be specified. Lead collision course attacks will be made only:

(a) When the visibility at intercept altitude is 5 miles or greater

(b) With continuous visual checks of the target aircraft during the attack phase

(c) The attack angle (based on relative flight paths) will be no greater than 90° from the bomber's stern

(d) Under GCI control.

(18) During night or weather operations, AI equipped fighters may operate individually. A radar lock-on should not be made until target is defined as a single aircraft, or until other aircraft

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in the target formation are positively located by use of hand control. Extreme caution must be used after lock-on in attacking a formation. At night, navigation lights will be flashed off and on when the interception is completed or when the bomber discovers the fighter in an attack position. SAC aircraft will reply as outlined in paragraph 1a (1) (b) of this order. Identification will be further confirmed in accordance with JANAP 158 by means of the Aldis lamp, if possible.

(a) Break-off criteria for E-1 equipped fighters at night or in restricted visibility is as follows:

1 1000 yards prior to merging of the fighter and target radar returns on the PPI scope, if the fighter has not accomplished radar contact

2 500 yards, if no visual contact is made after AI contact has been established

3 At a point no closer than 300 yards to the bomber, when visual contact has been established.

(b) Break-off criteria for E-4 and E-5 equipped fighters at night or in restricted visibility is as follows:

1 Attacks will be made from stern quarter only

2 Overtake speed will be limited to 100 knots maximum

3 Break-off will be at a minimum of 10 seconds-to-go and 1500 yards respectively, unless visual contact has been established. Pilots will call "Pounce" at this point.

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4 Under no conditions will closure be made to less than 300 yards.

(19) Non-AI equipped fighters may be used for night intercepts provided:

(a) Continuous GCI tracking of target and fighter aircraft can be accomplished

(b) If fighter aircraft have an operational APX-6 Transponder

(c) Fighter aircraft under GCI control are kept separated from the target by a minimum of 2000 ft vertical and 2 miles horizontal clearance until visual contact is made. Minimum distance for final closure will be no less than 300 yards

(d) No interception is attempted when the visibility at the intercept altitude is less than 5 miles

(e) Fighter aircraft operate with running lights on

(f) They are utilized in accordance with the current ADC operations order and EADFR 55-14 as amended.

(20) During daylight visual interceptions, the fighter breakaway will be at a safe distance which will preclude any possibility of collision with the bomber aircraft, and will be accomplished a minimum distance of 200 yards.

(21) For purpose of providing maximum participation by AAA units, faker strikes will continue to be carried as faker as long as flight path indicates possible overfly of AA defenses.

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(22) Under no conditions will frontal-quarter attacks be made against strike aircraft.

(23) Trigger checks need not be accomplished between the fighters and the strike aircraft prior to the attack; however, this check will be made between the flight leader and wing man of interceptor flights or between ADDC directors and pilots of individual aircraft prior to conducting simulated passes on faker aircraft.

(24) To insure the location of all aircraft and to determine the flanks of all formations, the radar observer will constantly alternate between hand control and/or lock-on and the search position.

(25) When at any time the interceptor pilot determines he is in a hazardous position, the attack will be broken off and an attempt to reposition for another attack will be made.

(26) Interceptions which are performed wholly by ground control will terminate just prior to merging of the target and the interceptor on the control scope. In no instance will the distance between target and interceptor be less than one mile.

(27) Only those radar observers alert qualified or combat ready will be permitted to participate in this exercise.

(28) Weather minimums will be as are specified for each unit under the provisions of paragraph 4d of ADCR 55-30 or as established by the division commander for this exercise, whichever are higher.

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(29) During the period of this exercise, pilots will keep the directors informed as to the progress of the air battle insofar as Tally-Ho, Judy, Pounce and Mission Accomplished are concerned. Pilots will include times of above actions when reporting. ADDCs and ADCCs will relay this information to the next higher echelon in accordance with normal reporting procedures.

(30) Tactics

(a) During daylight hours, faker aircraft can be expected to be at extremely high altitudes in a box or stream formation. Air division (defense) commanders will utilize maximum interceptors, both AI and Non-AI for continuous attack to insure mission accomplisment.

(b) During the hours of darkness, the faker force can be expected to be at extremely high altitude spread over a wide area and to attack multiple targets in forces of from two to five aircraft in box or stream formation. Air division (defense) commanders will endeavor to keep these forces under continuous attack with multiple interceptors. Controllers will position AI interceptors so that they can pick up the target on their radar and be in position to effect a collision course beam approach interception. When interceptors have been vectored into proper position, they will use such tactics as necessary to effect mission accomplishment; however, provisions of paragraphs 3x (15) (16) (17) this order will be complied with.

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(c) Forces to be employed will be commensurate with active air defense commitments, safety, and the capability of AC&W equipment and personnel in directing multiple interceptors.

(d) Two rocket equipped or four gun equipped interceptors will have the assumed capability of completing a mission accomplishment on one faker aircraft.

(31) Reports of ADIZ violations will not be submitted on faker aircraft.

(32) Ground observers (Top Secret Clearance) from SAC will report to Hq EADF, Hq 26th Air Division (Defense), Hq 32d Air Division (Defense) and Sites P-30, P-9, P-14, P-50 and P-49 12 hours prior to mission execution and will be familiar with all aspects of SAC participation.

(33) Air division and defense wing commanders will insure that a copy of this operations order or all pertinent information herein is disseminated to each participating unit assigned or under their operational control.

(34) This exercise will terminate when all strike aircraft withdraw south of 36-00 north latitude.

(35) Base Defense Plans will not be placed in effect for thie exercise.

(36) Sites P-30, P-9, P-14, P-50 and P-49 will take radar scope photos during time SAC aircraft are under radar surveillance and will give raw film to the SAC observers prior to their departure.

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(37) During the period of this exercise, all current restrictions in the use of afterburners in F-86D aircraft will apply.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

a. Eastern Air Defense Force

(1) Administration

(a) Reports:

1 Air divisions (defense) will submit narrative reports on subject exercise. Reports to include:

a Summary of operation

b Tactics employed and relative success or failure of same

c Outstanding successes or failures of AC&W personnel and/or equipment

d Outstanding successes or failures of interceptor crews and/or aircraft

e Comments and/or recommendations.

2 Hq EADF (COC) will submit a narrative report to include only a and e above.

(b) PIO: (See paragraph 3x (4) of basic order).

(c) Funding: Costs incurred in connection with this exercise are properly chargeable to M&O Project 458 funds locally available.

(2) Logistics: As established.

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b. Eastern Army Antiaircraft Command: As established by EASTARAACOM.

5. COMMAND AND SIGNAL MATTERS.

a. Communications

(1) Greenwich time will be used.

(2) Faker aircraft will monitor 6738 kc as primary and 4725.5 kc as secondary frequencies in the event a recall is necessary.

(3) In the event contact between interceptor and faker aircraft is necessary, 364.20 mc will be utilized.

(4) Recall and authentication words will be forwarded to participating units by message.

(5) Air Ground Communications will be in accordance with SACDAI.

(6) Current ACPs, JANAPs, and EADF COIs will apply.

b. Command

(1) EADF: As established. Commander, EADF, will exercise operational control of Army forces made available during the period of this exercise.

(2) Command Post: COC, Headquarters EADF, Stewart Air Force Base, Newburgh, New York, telephone Newburgh 4900, Extensions 578 or 783.

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M. R. NELSON
Major General, USAF
Commander

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DISTRIBUTION:

5 Second Air Force, Barksdale Air Force Base, Shreveport, La.
5 ADC, St. Hubert, Quebec, Canada
5 26th Air Division (Defense), Roslyn, New York
5 30th Air Division (Defense), Willow Run Airport, Belleville, Michigan
5 32d Air Division (Defense), Hancock Field, Eastwood Sta 6, Syracuse, N.Y.
25 4706th Defense Wing, O'Hare International Airport, Park Ridge, Ill.
25 4707th Defense Wing, Otis Air Force Base, Falmouth, Mass.
25 4708th Defense Wing, Selfridge Air Force Base, Mt. Clemens, Mich.
25 4709th Defense Wing, McGuire Air Force Base, Trenton, N.J.
25 4710th Defense Wing, New Castle County Airport, Wilmington, Del.
25 4711th Defense Wing, Presque Isle Air Force Base, Presque Isle, Me.
5 EASTARAACOM, Stewart Air Force Base, Newburgh, N.Y.

INFORMATION COPIES:

5 ADC, Ent Air Force Base, Colorado Springs, Colorado
2 SAC, Offutt Air Force Base, Omaha, Nebraska
2 ARAACOM, Ent Air Force Base, Colorado Springs, Colorado
1 ConAC, Mitchel Air Force Base, Long Island, N. Y.
1 Military District Washington, Washington, D. C.
2 CADF, P. O. Box 528, Kansas City, Mo.
25 File

OFFICIAL:

Carroll W. McColpin

CARROLL W. McCOLPIN
Colonel, USAF
Deputy for Operations

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FILE: HEADQUARTERS 548
EASTERN AIR DEFENSE FORCE

SUBJECT: EXERCISE BLUEJAY (Restricted)

INTEROFFICE ROUTING SLIP

No. 1

No.	Date	From	To	Number and date each entry—show date of dispatch. Show staff division or office in FROM—TO columns. Sign each entry legibly—show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
		EAOOT	EAODO	1. Attached for your information are messages from Commanders of the 26th and 32d Air Divisions (Defense) requesting deployment of AI interceptors to their areas of responsibility during exercise "Bluejay" which will involve 45 B-47 aircraft flying at 35 to 41,000 feet during daylight hours and 40 to 46,000 feet during hours of darkness on 29-30 Sep 53. 2. Attached map shows proposed SAC mission plan and EADF interceptor bases. 3. 438th Squadron (F-94B) at Kinross AFB is still transitioning and are averaging only 3 or 4 aircraft in commission so should not be considered for deployment. 4. 13th and 56th Squadrons (F-86D) at Selfridge and 97th Squadron (F-86D) at Wright-Patterson should not be deployed due to afterburner restriction on the majority of these aircraft and the fact that without afterburners they cannot fly high enough to make an interception above 40,000 feet. 5. All other AI interceptor squadrons are within intercept ra dius of the proposed SAC flight paths or can be deployed by the division commander within his sector. 6. Recommend that we advise 26th and 32d Air Division Commanders that all available EADF AI interceptors will be involved in this exercise and that no deployment between divisions will be effected prior to the start of the exercise. t/ MILLER t/ OLDS 3 Incls 1. Msg fr 32d ADiv (S-1487) 2. Msg fr 26th ADiv (S-1521) 3. Map on SAC Msn Plan for Exercise "Bluejay"

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HQ EADF Form 8

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FILE: HEADQUARTERS 547

EASTERN AIR DEFENSE FORCE

SUBJECT: Exercise "Bluejay"

INTEROFFICE ROUTING SLIP

No. 1 - 6 Nov 53

No.	DATE	FROM	TO	Number and date each entry—show date of dispatch. Show staff division or office in FROM—TO columns. Sign each entry legibly—show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
		EAOOT	EAODO EADCG ATTN: CAPT IMMIG	1. Exercise "Bluejay" with strike force composed of 45 B-47s from 2d AF has been rescheduled for 20 Nov 53. This exercise was previously scheduled for September. 2. There are no major changes to original plan other than the elimination of some penetration tracks. 3. The exercise, as now planned, entails a daylight flight on a 350° heading thru 30th ADiv passing just west of Chicago and into Canada. The strike force spreads out into 5 penetration tracks west of James Bay and makes a night penetration of EADF region through the 32d ADiv sector at an altitude of 40-46,000 ft. The strike force fans out in the 32d ADiv sector to attack Washington, Baltimore, Lancaster, Binghamton, Philadelphia, Trenton and New York. 4. Necessary changes to the original operations order are being effected and will be forwarded to the field by 7 Nov 53. t/ MILLER t/ OLDS

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
Washington 25, D. C.

AFDRQ May 14, 1953

SUBJECT: F-94C, F-86D, and F-89 Squadron Operational Suitability Test

TO: Commanding General
Air Proving Ground
Eglin Air Force Base
Florida

1. Request your command initiate plans for conducting operational suitability test of Air Defense squadrons equipped with the following aircraft complete with latest fixes:

a. F-94C

b. F-86D

c. F-89

(Although F-89C aircraft have been assigned to operational organizations for some time, various deficiencies in the aircraft have prevented the assimilation of urgently needed operational deployment data. It is requested therefore that the F-89 be tested as a type with the scope and duration of test determined by Air Proving Ground Command and Air Defense Command.)

2. The objectives of these tests will include:

a. The suitability of the aircraft to perform the ADC mission.

b. Recommended tactics and techniques for the employment of the integral weapon system.

c. Skills required to operate and maintain the above aircraft, and recommended training criteria.

d. The logistic support required to maintain one F-94C, F-86D, and F-89 squadron at a maximum sustainable operational capability under simulated combat conditions.

e. The adequacy of TO's 1-1258 - 1 x Part 2, 1-1257 - 1 x Part 2, 2A, and 1-1257 - 1 x Part 2 to support, maintain, and operate an F-94C, F-86D and F-89 squadron under simulated combat conditions.

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Ltr to APGC, Subject: F-94C, F-86D and F-89 Squadron Operational Suitability Test (Cont'd)

3. These tests should be coordinated with established operational suitability test, and those functional tests being conducted by Air Research and Development Command, to avoid unnecessary duplication.

4. For purposes of these tests, the responsibility of other commands will be as follows:

Air Defense Command

One squadron (or agreed upon number between ADC and APGC) F-94C, F-86D and F-89 aircraft, at locations to be determined by ADC and APGC. Operational and administrative control of these units will remain under the Air Defense Command. These aircraft will be utilized for the purposes of this test only and will not be placed on alert status unless imminent attack is apparent.

Air Materiel Command

Detailed supply consumption, maintenance data, and logistic support required for the test will be collected by the AMC and supplied to the APGC for the final test report.

Air Research and Development Command

Qualitative deficiencies of the aircraft and supporting equipment will be evaluated by the ARDC and included in the test report.

Strategic Air Command

Aircraft will be made available for effective strike penetration to include the utilization of ECM or other methods of bomber defense against the selected Air Defense Sector, providing this effort does not materially effect the Stretegic Air Command mission.

5. The Air Proving Ground Command will be responsible for:

a. Preparation of plan for conducting test.

b. Coordinating this plan with other commands indicated above. The effect that these proposed tests will have on the other command activities in addition to their comments and recommendations are desired.

c. Directing and supervising the test in coordination with appropriate commands and the submission of reports.

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6. The Air Proving Ground Command will submit plans for the test programs by 15 June 1953. Physical test for a thirty day period will be conducted as soon thereafter as possible, commensurate with the status of unit training, availability of squadron aircraft, equipment, etc. Direct communication with all commands is authorized. Specific points not covered in this directive were discussed at a preliminary planning conference held in this headquarters 5 May 1953.

7. For planning purposes, these projects are assigned a USAF priority of 1A, and will override all other operational suitability test projects. The APGC, in coordination with ADC and AMC will determine additional precedence support required, and submit recommendations to this headquarters.

BY COMMAND OF THE CHIEF OF STAFF:

s/t/ Lewis L. Mundell
Colonel, USAF
Deputy Director of Rqmts

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Hq USAF AFDRQ Subj: F-94C, F-86D and F-89 Squadron Operational Suitability Test

(14 May 53) 1st Ind 12 June 1953

HQ AIR PROVING GROUND COMMAND, Eglin AF Base, Florida

TO: Director of Requirements, Headquarters USAF, Washington 25, D. C.

1. Listed as Inclosure 1 is the test plan requested in your letter.

2. It is recommended that a supply precedence of 1 be assigned these tests.

3. The code work "Lock-on" has been adopted to identify these tests. Part I will refer to the F-94C test, Part II will refer to the F-86D test and Part III will refer to the F-89C test.

4. If any delay or postponement is necessary in any Part of the tests, that and following Parts will be delayed by the same amount. The Air Proving Ground Command will be informed by the other commands of any reason for delay, and the APGC in turn will inform Headquarters USAF.

5. Air Training Command will be extended an invitation by the APGC to observe these tests.

6. The Commanding General, Air Defense Command, will determine the flying safety waivers to be granted pertaining to night black-out operations and weather minima.

7. It is required during these tests that the fighter aircraft will be flown on each mission in the full combat configuration. Rocket handling, armament systems maintenance, operational problems such as incomplete fireout, rocket effects on engine and airframe, etc., must be discovered and applied against unit capability. It is expected that ranges will be available in the vicinity of the operating sites to expend rockets on as many sorties as aircraft range limitations permit. Practice rockets will be utilized. The rocket firing is controlled in the same manner as in earlier aircraft equipped with machine guns. A three-position, guarded switch selects "camera and rockets, "camera only," or "off." The guard must be raised before the "camera and rockets" position can be selected. It is the opinion of the APGC that adequate safety measures exist, thereby permitting the carrying of practice rockets during these tests. The above requirement does not appear in the inclosed test plan, but is to be provided at the conference tentatively scheduled for 14, 15, and 16 July 1953 at Eglin Air Force Base when the test programs and detailed mission

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Hq USAF AFDRQ Subj: F-94C, F-86D and F-89 Squadron Operational Suitability Test

schedules are to be formulated. At that time it is expected that complete safety precautions will be delineated to the satisfaction of Strategic and Air Defense Commands so that this armament data, of paramount importance to the tests, will be collected.

8. It is requested that Headquarters USAF secure the cooperation of CAA for the conduct of these tests for the time periods and locations as indicated in the test plan. The APGC will furnish Headquarters USAF with the detailed missions to be conducted during these tests by no later than 15 August 1953.

9. It is requested that Headquarters USAF investigate the projected allocation of F-86D aircraft to ADC and Training Command for the period from now until 15 November 1953, the start of Part II of Project "Lock-on." It is apparent that the necessity for ADC to replace losses in F-84C units to FEAF with the F-86D, and the fact that Training Command is to have 150 F-86D's in place by 31 July 1953 will seriously jeopardize the programming of 25 F-86D's into the 94th All Weather Squadron at George AF Base, Calif.

10. There are several problems which concern the test of the F-89C. Comparatively few of these aircraft have been ordered and immediately after complete re-equipment the first two squadrons are due to be transferred from ADC to AAC. It is understood that a third squadron will be assigned to ADC in due course. It would appear, therefore, that in order to carry out a test with a complete F-89C squadron, a revised program of re-equipment is necessary which would allow one of the first two squadrons to receive all its aircraft before the other received any, and to delay the date of transfer to the AAC by at least two months. The alternative is to postpone the test until such time as the only ADC squadron is available. In view of the similarity of the F-89C to previous models of this type, the complications of transfer to another command, and the small number of aircraft programmed, it would appear that a test on this aircraft would not be worthwhile. It is recommended that the test not be carried out until the D model becomes available.

11. The inclosed test plan and statements and requests above were formulated at a conference held at the APGC on 11-12 June 1953. Commands represented were: Air Defense Command, Strategic Air Command, Air Materiel Command, Air Research and Development Command, Air Proving Ground Command, and the Air Force Directorate of Requirements.

FOR THE COMMANDING GENERAL:

1 Incl
Test Plan
CC: AMC, SAC, ADC, ARDC

s/t/ W. B. PUTNAM
Colonel, USAF
Deputy for Operations.

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HEADQUARTERS
AIR PROVING GROUND COMMAND
Eglin Air Force Base, Florida

SUBJECT: (Uncl) Test Plan for F-94C and F-89 Squadron Operational Tests, Project "Lock-On" (APG/ADA/76-A)

TO: Director of Requirements
Headquarters, USAF
Washington 25, D. C.

1. GENERAL:

a. Classification: Confidential.

b. Priority: Hq USAF - 1A, APGC - 1, Supply Precedence - I.

c. Location of Tests and Starting Dates:

Part I, F-94C - Otis AF Base, Mass., 1 October 1953
Part II, F-86D - George AF Base, California, 15 November 1953.
Part III, F-89C - Presque Isle AF Base, Me., 1 January 1954.

2. COMMAND RESPONSIBILITIES:

a. APGC:

(1) Coordinating and securing approval of this test plan with all the other Commands.

(2) Preparing the test programs and detailed mission schedules to accomplish the object and scope of the approved test plan (assisted by ADC and SAC).

(3) Sharing with ADC and SAC the responsibility for formulating the air rules to be followed, and including these in the test programs.

(4) Insuring that the conduct of the tests is in accordance with the test programs.

(5) Assembling the data collected by all the project officers during the course of the tests and preparing, publishing, and distributing the final reports.

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HQ APGC - Subect: (Uncl) Test Plan for F-94C and F-89 Squadron Operational Tests, Project "Lock-On" (APG/ADA/76-A) (Contd)

b. ADC:

(1) Providing squadron aircraft, personnel, base and AC&W facilities.

(2) Assisting APGC in the preparation of the test programs and mission schedules.

(3) Directing the test in the accomplishment of the test programs (to include communicating directly with SAC in scheduling target support.)

(4) Assisting APGC in the preparation of forms and charts for recording data during the course of the tests, and requisitioning and installing recording devices in all the test aircraft.

(5) Detailing Project personnel to assist in the collection of date for the final reports.

(6) Sharing with SAC and APGC the responsibility for formulating the air rules to be followed.

(7) Alerting SAC 72 hours in advance of the requirement for each mission designating time periods and area of simulated attack.

(8) Publishing NOTAMS warning of the exercises and alerting ATC prior to each mission.

(9) Providing operations analysis personnel for evaluating the collected data and recommending therefrom conclusions and recommendations for the final reports.

c. SAC:

(1) Providing bombardment aircraft for strike penetration employing chaff, ECM, evasive action, and other methods of bomber defense in accordance with the mission schedules.

(2) Assisting APGC in the preparation of the mission schedules concerning the employment of bombardment aircraft.

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HQ APGC - Subject: (Uncl) Test Plan for F-94C and F-89 Squadron Operational Tests, Project "Lock-On" (APG/ADA/76-A) (Contd)

(3) Sharing with ADC and APGC the responsibility for formulating the air rules to be followed.

(4) Securing necessary route clearance for the SAC aircraft for each mission.

(5) Detailing Project personnel to assist in the conduct of the tests and the collection of data for the final reports.

d. AMC:

(1) Insuring, in accordance with the precedence rating, that requisitions from the ADC squadrons are expedited to provide 100% authorized of applicable tables and lists of equipment and supplies prior to the start of each test, and during the tests.

(2) Assigning project officers for collecting detailed supply consumption, maintenance data, and logistic support required for inclusion in the test reports.

(3) Advising and coordinating on test programs in regard to logistical, supply and maintenance factors.

e. ARDC:

(1) Advising and coordinating on test programs in regard to usable development test data available.

(2) Evaluating qualitative deficiencies of the aircraft and supporting equipment for inclusion in the test reports.

(3) Assigning project personnel for implementing (1) and (2) above.

f. All Commands:

(1) Upon approval and acceptance of the test plan, the APGC will schedule a conference as soon as practicable to complete arrangements for preparation of the test programs. (14,15,16 July 1953 are the tentative dates for this conference.)

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HQ APGC - Subject: (Uncl) Test Plan for F-94C and F-89 Squadron Operational Tests, Project "Lock-On" (APG/ADA/76-A)(Contd)

3. OBJECT OF TESTS:

The object of these tests shall be to determine the capability of an Air Defense All Weather Squadron to perform its combat mission when equipped with one of the following aircraft: the F-89C, the F-86D, or F-94C. ("Combat mission" as defined by ADC.)

4. SCOPE OF THE TESTS: Major factors to be investigated:

a. The limit or breakdown of control when employing multiple fighters against multiple targets.

b. The extent to which control can be passed from one sector or GCI to another.

c. The effect on established time schedules and procedures when servicing or operating multiple fighters under war-time conditions of blackout.

d. The determination of the techniques and tactics for the lead collision course fighter when required to positively identify the target prior to launching an attack. (ADC Reg 55-9, dated 17 April 1952)

e. The determination of the maximum number and the techniques for employing lead collision course fighters in snake-climb and subsequent attack.

f. The adaptability of the aircraft to presently accepted methods of recovery.

g. The determination of the allowable time limits that the fire control systems may be kept at five minute alert.

h. Evaluation of adequacy of ground and aircrew training received in established schools.

i. Evaluation of airfield organization and facilities requirements in support of all weather interceptors engaged in war-time operations.

j. Evaluation or determination during the course of the tests:

(1) The adequacy of TO's, ECL's, UAL's, BAL's, TO&E's, etc.

(2) The adequacy of test equipment required to maintain the aircraft and fire control systems.

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HQ APGC - Subject: (Uncl) Test Plan for F-94C and F-89 Squadron Operational Tests, Project "Lock-On" (APG/ADA/76-A)(Contd)

(3) Recommended criteria for training.

(4) Capabilities and limitations of the aircraft to accomplish the Air Defense Command all-weather interceptor mission.

(5) The logistical support required for attaining and maintaining the maximum operational capability of the squadron under war-time conditions.

(6) Recommended tactics and techniques for the employment of the aircraft in the Air Defense System when operating against typical bomber raids employing countermeasures and evasion.

k. The determination of the capability of the lead-collision course fighter to carry out Broadcast control from the ground up.

5. TEST FACTORS:

a. Combat weight of all fighter aircraft for each of the tests is mandatory.

b. All night ground operations will be conducted under conditions of wartime blackout commensurate with the adaptability of the lighting systems of the airbases.

c. Equipment, facilities, personnel, stock levels of supplies, etc., will not be augmented for this test; however, 100% of authorized is desired at the start of the tests.

d. Spare part requirements will be satisfied only through normal supply methods and procedures.

e. All personnel, except aircrew, are considered representative of the average level of capability of the Air Defense Command.

f. No more than one technical representative for each major component or system of the aircraft will be permitted to participate in these tests.

g. All aircrew will be required to have a minimum of 25 hours flying experience on the type aircraft and to have a working knowledge of the operation and capabilities and limitations of the respective Fire Control Systems.

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HQ APGC - Subject: (Uncl) Test Plan for F-94C and F-89 Squadron Operational Tests, Project "Lock-On" (APG/ADA/76-AO)(Contd)

h. All squadrons will have had their type aircraft for three months operating time prior to the start of these tests.

i. The first 25% of missions with the F-86D and F-94C will be conducted during daylight (VFR at target altitudes), the remainder will be conducted at night and/or in weather.

j. No electrical or mechanical bias will be introduced into the fire control systems for these tests.

k. Instrumentation will be accomplished as required by the test program.

l. Flying hours programmed for these tests are: F-94C, 53 hours per month each aircraft; F-86D, 45 hours per month each aircraft.

6. REPORTING OF TESTS: These tests shall be expedited in every way possible. Each of the tests shall be completed within 30 days of the start of physical testing, and a final report will be issued within 30 days of the end of each test.

7. DISTRIBUTION OF REPORTS: The final reports will be given the following distribution:

a. AFDRQ

b. CG ADC

c. CG SAC

d. CG AMC

e. CG ARDC

Further distribution will be determined upon the completion of the tests.

FOR THE COMMANDING GENERAL:

Copies furnished:
CG SAC
CG ADC
CG AMC
CG ARDC
CG ATRC

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ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 560

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SECURITY INFORMATION

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
20 July 53	CONFIDENTIAL
PRECEDENCE FOR: ACTION: ROUTINE	INFORMATION: ROUTINE
☐ BOOK MESSAGE	☒ ORIGINAL MESSAGE
☒ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☒ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

TO:

COMDR 30TH ADIV (DEF) WILLOW RUN
APRT BELLEVILLE MICH
COMDR 32D ADIV (DEF) HANCOCK FLD
EASTWOOD STA 6 SYRACUSE NY
COMDR 4706TH DEF WG O'HARE INTN
~~INFO:~~ APRT PARK RIDGE ILL
COMDR 4707TH DEF WG OTIS AFB
FALMOUTH MASS

INFO: COMDR 433D FTR INTCP SQ YUMA COUNTY AIRPORT YUMA ARIZ
COMDR 58TH FTR INTCP SQ OTIS AFB FALMOUTH MASS

EAOOT-FO C-1075. Ref ADC msg ADOOT-B 1611. APGC has been dird to conduct opnl suitability test (Proj Lock-On) on F-86D, F-94G and F-89C ADC Sqs. Objective of test is to determine capability of ADC AI Sqs to perform its cmbt msn when equipped w/one of the above acft. Tests w/b run consecutively starting Oct 53. Test in ea type sq will last aprx 30 days. Three sqs selected for these tests are 58th, 94th, 433d. These sqs w/b fully manned and equipped 30 days prior to test. Req proj offs be selected for these tests from pers of sqs concerned. Offs should be highly quald in specific acft and air def oprs. Further req these offs attend conf APGC aprx 7 days beginning 0800 CST 20 Jul 53. Purpose to finalize test plan and prep detailed test program. Names conferees and arr dts to be fwdd Capt R P Conniff Dir of Test Rqmts APGC, info this hq. Contact above-named off upon arr Eglin, tp 3261

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DRAFTER'S NAME (and signature, when required)

Sq Ldr Evans/jmca

RELEASING OFFICER'S SIGNATURE

SECURITY INFORMATION
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SYMBOL	TELEPHONE	OFFICIAL TITLE
EAOOT-FO 201630 July	703	

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 48, WHICH MAY BE USED.

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SECURITY CLASSIFICATION (If any)

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DISPOSITION FORM

FILE NO.	SUBJECT	Operational Suitability Test (Project "Lock-On") on F-89C and F-94C Aircraft

TO	FROM	DATE	COMMENT NO. 1
EAMDM, EAPDP, EAOPM, EAODO, EADVC	EAOOT		

1. Attached message ADOOT-E 1611, from Headquarters ADC, is forwarded for your information and any action deemed necessary.

2. Action taken by Directorate of O&T is as follows:

a. Project officers from 58th Fighter-Interceptor Squadron (Capt. Clifford E. Singley) and 433d Fighter-Interceptor Squadron (Capt. Richard A. Jones) were directed to report at Eglin Air Force Base. Officers arrived Eglin and participated in conference, purpose of which was to finalize the suitability test program and prepare detailed plans.

b. Informal information received as a result of a staff visit to this headquarters on 27 July 1953 by Lt. Col. Beam, 564th Air Defense Group, indicates that the test will commence 1 October 1953 with the actual exercise beginning 1 November 1953. Lt. Col. Beam will forward a copy of the USAF letter directing the tests and the APGC Operations Order governing the test to this headquarters. The correspondence will be routed for coordination upon receipt.

c. Lt. Col. Mestamaker, Headquarters ADC, verbally informed this directorate that the 58th Fighter-Interceptor Squadron and the 433d Fighter-Interceptor Squadron would be augmented by additional aircraft to bring each unit up to 27 UE aircraft by the end of this quarter. He further indicated that this additional equipping of the two units concerned should not affect the normal programming of like aircraft into other EADF squadrons.

3. Attached as Inclosure 2 is an extract from Headquarters APGC letter, Subject: "Test Plan for F-94C, F-86D and F-89 Squadron Operational Tests, Project 'Lock-On' (APG/ADA/76-A). Reference paragraph 5e, it is to be noted that ADC stated in their message, Inclosure 1, that units will be fully manned and equipped 30 days prior to test.

4. Additional information will be forwarded upon receipt.

s/t/ LDONEY

s/ ARMSTRONG
t/ OLDS

2 Incls
1. ADC msg, ADOOT-E 1611
2. Extract APGC Ltr, Subj as above

DD FORM 1 FEB 50 96 REPLACES NME FORM 96, 1 OCT 48, WHICH MAY BE USED

Air Force West Point, N.Y., 16,000, 7-31-53, 2 08.

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HEADQUARTERS
EASTERN AIR DEFENSE FORCE
Stewart Air Force Base
Newburgh, N. Y.

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OPERATIONS ORDER

SERIAL NO. 50-53

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HEADQUARTERS EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N.Y.
2 October 1953

CONFIDENTIAL

OPERATIONS ORDER

SERIAL NO. 50-53

CHARTS OR MAP REFERENCES: As required

TASK ORGANIZATION:

Eastern Air Defense Force
- 26th Air Division (Defense)
- 30th Air Division (Defense)
- 32d Air Division (Defense)
- 4706th Defense Wing
- 4707th Defense Wing

Eastern Army Antiaircraft Command
- 35th AAA Brigade
- 45th AAA Brigade
- 53d AAA Brigade
- 56th AAA Brigade

Eastern Sea Frontier

1. GENERAL SITUATION: USAF has directed the Commander of APGC to conduct operational suitability tests of the F-86D, F-94C and F-89C aircraft (Lock-on). These tests will be conducted with the support of ADC, SAC, ARDC and AMC. Project will begin 1 November 1953 and end about 22 March 1954.

a. The objectives of these tests will include:

(1) The suitability of the aircraft to perform the ADC mission.

(2) Recommended tactics and techniques for the employment of the integral weapon system.

(3) Skills required to operate and maintain the above aircraft and recommended training criteria.

(4) The logistic support required to maintain one F-94C, F-86D and F-89C squadron at maximum sustainable operational capability under simulated combat conditions.

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(5) The adequacy of TOs 1-1258 - 1x Part 2, 1-1257 - 1x Part 2, 2a, and 1-1257 - 1x Part 2 to support, maintain and operate an F-94C, F-86D and F-89C squadron under simulated combat conditions.

2. MISSION: The primary purpose of these tests is to determine the capability of an all-weather squadron to perform its combat mission within the air defense system when equipped with one of the following aircraft: F-94C, F-86D or F-89C. (Combat mission as defined by ADC).

3. TASKS FOR PARTICIPATING AND SUBORDINATE UNITS: a. Headquarters USAF has directed the following functions to be a responsibility of the commands indicated: (Reference USAF letter, Subject: F-94C, F-86D and F-89C Operational Suitability Test, File AFIRQ, 14 May 1953):

(1) ADC - Provide one F-86D, F-94C and F-89C squadron at locations to be determined by ADC and APGC (reference paragraphs 3e (1) and (2) this order). Operational and administrative control of these units will remain under the Air Defense Command. These aircraft will be utilized for the purposes of this test only and will not be placed on alert status unless imminent attack is apparent.

(2) AMC - Provide detailed supply consumption, maintenance data and logistic support required for the test and forward this information to APGC for the final test report.

(3) ARDC - Qualitative deficiencies of the aircraft and supporting equipment will be evaluated by ARDC and included in the test report.

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(4) SAC - Aircraft will be made available for effective strike penetration to include the utilization of ECM or other methods of bomber defense against the selected air defense sector, providing this effort does not materially effect the SAC mission.

(5) APGC will be responsible for:

(a) Preparation of plan for conducting test.

(b) Coordinating this plan with other commands indicated above. The effect that these proposed tests will have on other command activities in addition to their comments and recommendations are desired.

(c) Directing and supervising the test in coordination with appropriate commands and the submission of reports.

b. Headquarters Eastern Air Defense Force will:

(1) Exercise general supervision and coordination of this project as regards subordinate units and other units under the operational control of EADF.

(2) Provide assistance to ADC and AMC in fulfilling their responsibilities for equipping the 58th and 433d Fighter-Interceptor Squadrons on a 100% basis.

(3) Provide project team personnel as required by ADC.

(4) Assist in the compilation and submission of reports as directed by ADC.

c. Headquarters Eastern Army Antiaircraft Command will:

(1) Provide antiaircraft participation to the maximum extent possible.

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d. Headquarters Eastern Sea Frontier will:

(1) Provide normal picket vessel operations in accordance with Com Eastern Sea Frontier Instruction 03320.2.

e. Commanders, air divisions (defense) will:

(1) Provide the 58th Fighter-Interceptor Squadron from 1 November 1953 through 30 November 1953 for purpose of conducting the F-94C test of Project "Lock-on". During this period, the 58th Fighter-Interceptor Squadron will be utilized for active air defense only in event of a Warning Yellow or higher. States of alert for 58th Fighter-Interceptor Squadron during the test period will be specified by senior ADC member of the project team or as specified in the ADC approved APGC test plan.

(2) Provide the 433d Fighter-Interceptor Squadron from 20 February 1954 through 22 March 1954 for purpose of conducting the F-89C test of Project "Lock-on". During this period, the 433d Fighter-Interceptor Squadron will be utilized for active air defense only in event of a Warning Yellow or higher. States of alert for 433d Fighter-Interceptor Squadron during the test period will be specified by senior ADC member of the project team or as are specified in the ADC approved APGC test plan.

(3) Provide the AC&W support required for conducting each test to include the following:

(a) Receipt of SAC operations order on strike routes, the dissemination of which will not be below division level. The SAC operations order will be forwarded to the concerned division prior to initiation of each test phase of "Lock-on".

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(b) Normal cross-telling and coordination procedures between AC&W squadrons.

(4) Insure that scramble action on Project "Lock-on" tracks is limited to the interceptor squadron participating in the project at that time.

(5) Insure that the ADCC provides the AC&W squadron controlling the fighter-interceptor being tested with a minimum of 150 nautical miles early warning beyond the station's normal 10,000 foot radar coverage. This may be accomplished by utilization of SAC filed flight plans, prior identification, etc.

(6) Insure that active air defense alert commitments at Otis AFB and Truax AFB, during the test periods, are only based on the aircraft possessed by the squadron not undergoing the test. Reference current ADC operations order as amended for computation of alert commitments.

(7) Provide personnel for project team as will be specified in separate communication from this headquarters.

(8) Provide support and assistance to the "Lock-on" project team as is required for conduct of the tests.

f. Commanders, defense wings, will:

(1) Provide the required base support for the project team during the conduct of each test to include the following:

(a) Office space (approximately 1500 square feet)

(b) Office furniture (8 executive and 3 stenographers' desks and chairs).

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(c) Office equipment (normal supplies plus 4 typewriters and 1 field safe).

(d) Telephones(3 Class A and 1 tactical outlet).

(e) Transportation (1 staff car on call).

(f) Accommodations for approximately 20 field grade officers, 10 civilians of commensurate rank, plus 3 to 4 stenographers.

(2) Insure that active air defense scrambles are given priority over test scrambles, if they should occur simultaneously.

(3) Insure that Project "Lock-on" test support does not hinder the primary mission of the fighter-interceptor squadron not being tested.

(4) Provide personnel for the project team as will be specified by separate communication from this headquarters.

y. General:

(1) During the test period, aircraft and crews of squadrons undergoing the tests will not be on a state of active air defense alert higher than Released except in event of a Warning Yellow or higher.

(2) Air and ground rules governing all operations during Project "Lock-on" will be as currently outlined in USAF, ADC, EADF, division, wing, group and squadron publications. Deviations therefrom will be made only after approval by air division commander. If deviations are ordered which might result in a

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negative performance or adversely affect the safety of flight, this condition will be brought to the attention of the appropriate air division commander.

(3) AC&W support of this project will be commensurate with the current air defense tactical situation. The AC&W squadron which normally controls the interceptor squadron being tested will provide the primary control for these tests. Participation in these tests will not relieve the AC&W squadron commander of his primary responsibility and mission.

(4) The test plan as published by Commander of APGC and amended by ADC will be adhered to during the conduct of these tests. This adherence will be as is outlined in paragraph 3x (2), this order. Deviations from this plan will be authorized, if they are ordered by the Senior ADC Project Officer.

(5) Tactics for employment of multiple interceptors against mass targets during minimum visibility will be tested by 58th and 433d Fighter-Interceptor Squadrons during Project "Lock-on". These tactics were forwarded to Commanders, 30th and 32d Air Divisions by secret letter, this headquarters, 2 September 1953. Additional squadron SOPs relative to these procedures may be tested after fair trial is made of those forwarded to the divisions. Utilization of either will be at the discretion of the interceptor squadron commander and in accordance with paragraph 3x (2) this order.

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(6) Commanders of AC&W squadrons controlling the interceptor squadron being tested will insure that:

(a) The tactics referred to in paragraph 3x (5) are written as a squadron SOP for the directors' use.

(b) Procedures for the control of multiple interceptors are developed to provide proper attack positioning for aircraft equipped with E1, E4 and E5 Fire Control Systems.

(7) A copy of general points of agreement for the development of a test program for the F-94C, F-86D and F-89C squadron operational suitability test is attached as Appendix A to this order. This agreement was received from ADC and is included for information and planning purposes.

(8) 58th Fighter-Interceptor Squadron is relieved of ADC UPD training requirements for the month of November 1953.

(9) 433d Fighter-Interceptor Squadron is relieved of ADC UPD training requirements for the month of March 1954.

(10) Crew participation will be restricted to those that are combat ready under the provisions of ADCR 55-2 and EADFR 55-5 and 55-7.

(11) Air division and squadron commanders will insure that intercept action and simulated firing passes are made on Lock-on strike aircraft only. No practice intercepts will be conducted on civil aircraft. If an interception is being conducted and the target aircraft is determined to be other than Lock-on strike aircraft, the intercept will be dropped immediately and the provisions of ADCRs 55-10, 55-21 and EADFR 55-14 and 14A will apply for normal air defense identification.

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(12) Strike routes will penetrate in all quadrants of 762d and 755th AC&W Squadrons' radar coverage.

(13) Public information releases will not be made without prior approval of this or Headquarters ADC.

(14) Simulated warning conditions and actions required on such (for the test squadrons) will be in accordance with ADCRs 55-34, 55-39 and 55-40. Passage of simulated warnings will be confined to the concerned COC, ADCC, ADDC and interceptor squadron being tested.

(15) Tracks made by strike aircraft involved on Project Lock-on will be classified "Keystone Dog" and reported in accordance with ADCM 55-Test.

(16) All communications pertaining to this project will be preceded and terminated by the phrase "Project Lock-on".

(17) Reference Annex A this order: All references to "Joy" are interpreted to mean Tally-ho, Judy and/or Contact, and Part I paragraph g(2) as refers to "Lock-on" is interpreted to mean Pounce as outlined in ADCM 55-Test.

(18) Reference Annex A this order: All references to interceptor crews performing identification are interpreted to mean visual recognition to aid AC&W squadrons in identification excluding the committing of a hostile act. Interceptor crews do not have an identification function or capability except in case of a hostile act as outlined in ADCR 55-10.

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(19) GOC participation will be in accordance with present operating instructions as outlined in EADFR 55-16.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

a. Administration:

(1) Overmanning of the 58th Fighter-Interceptor Squadron is authorized in the airman armament field in conformance with letter, Headquarters ADC, ADCMO 320.3, subject: Armament Personnel Requirements, F-86D, F-94C and F-89D squadrons, 25 August 1953.

(2) Responsibility for manning the 58th Fighter-Interceptor Squadron and 762d AC&W Squadron has been delegated to the commander of the 4707th Defense Wing. Headquarters EADF will provide the required personnel that are not available to wing sources.

(3) Authority has been delegated to the Commander, 4707th Defense Wing, to utilize personnel assigned to the 111th AC&W Squadron who are NEOS on a PCS status and personnel assigned to the 924th and 926th AC&W Squadrons on a TDY status.

(4) Fighter-interceptor squadrons will be manned 100% by number in airmen (except as noted in paragraph 4a (1) above); however, the skill level manning will be comparable to other EADF units.

(5) Details for manning for 433d Fighter-Interceptor Squadron not covered within this operations order will be forwarded at a later date by this headquarters.

(6) The 58th Fighter-Interceptor Squadron will be manned at 44 complete crews; 39 crews now assigned are Alert Qualified (Reference

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ADCR 55-2) with an additional 5 Alert Qualified crews being assigned from the 437th Fighter-Interceptor Squadron. This manning is based on letter, Headquarters ADC, Subject: Manning 58th Fighter-Interceptor Squadron, Project Lock-on, file ADPP-P 200.3, 11 September 1953.

(7) M&O funds presently available to the Air Defense Groups at Otis Air Force Base and Truax Air Force Base are to be utilized for this operation.

b. Logistical:

(1) Headquarters EADF will render logistical supervision to 4706th Defense Wing, and 4707th Defense Wing, as prescribed in current AF, ADC and EADF directives.

(2) The commander of the 4706th Defense Wing will insure that the 520th Air Defense Group, Truax Air Force Base, Madison, Wisconsin, utilizes Precedence Rating I 60 days prior to start of test for 433d Fighter-Interceptor Squadron and this Prescribed Rating will revert to III-15 during the actual test. Normal supply procedures as set forth in AFM 67-1 will apply.

(3) The commander of the 4707th Defense Wing will insure that the 564th Air Defense Group, Otis AFB, utilizes Precedence Rating I, 60 days prior to start of test for 58th Fighter-Interceptor Squadron and this Prescribed Rating reverts to III-15 during the actual test period. Normal supply procedures as set forth in AFM 67-1 will apply.

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5. COMMUNICATIONS AND COMMAND MATTERS:

a. Communications:

(1) Air division commanders will insure strict compliance with ACP-165 and good communication discipline on all radio channels and wire communication circuits.

(2) SAC strike aircraft approaching from seaward may establish VHF contact with picket vessels and provide the vessel with position reports to insure the 150 nautical mile early warning requirement. Picket vessel commanders will pass all such position reports through normal communications facilities.

b. Command:

(1) Air Defense Organizations and Command Posts: Normal.

(2) Lock-on Project Team: 1 November 1953 - 10 October 1953, Otis Air Force Base, Falmouth, Massachusetts; 20 February 1954 - 31 March 1954, Truax Air Force Base, Madison, Wisconsin.

M. R. NELSON
Major General, USAF
Commander

DISTRIBUTION:

1 Director of Operations, Hq USAF, Washington 25, D. C.
5 ADC, Ent Air Force Base, Colorado Springs, Colorado
3 SAC, Offutt Air Force Base, Omaha, Nebraska
5 APGC, Eglin Air Force Base, Valparaiso, Florida
2 ARDC, P. O. Box 1395, Baltimore 3, Maryland
1 CADF, P. O. Box 528, Kansas City, Missouri

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8	26th Air Division (Defense), Roslyn, New York
10	30th Air Division (Defense), Willow Run Airport, Belleville, Michigan
10	32d Air Division (Defense), Hancock Field, Eastwood Station 6, Syracuse, New York
5	4706th Defense Wing, O'Hare International Airport, Park Ridge, Illinois
5	4707th Defense Wing, Otis Air Force Base, Falmouth, Massachusetts
1	4708th Defense Wing, Selfridge Air Force Base, Mt. Clemens, Michigan
1	4709th Defense Wing, McGuire Air Force Base, Trenton, New Jersey
1	4710th Defense Wing, New Castle County Airport, Wilmington, Delaware
1	4711th Defense Wing, Presque Isle Air Force Base, Presque Isle, Maine
3	564th Air Defense Group, Otis Air Force Base, Falmouth, Massachusetts
3	520th Air Defense Group, Truax Air Force Base, Madison, Wisconsin
3	58th Fighter-Interceptor Squadron, Otis Air Force Base, Falmouth, Mass.
1	437th Fighter-Interceptor Squadron, Otis Air Force Base, Falmouth, Mass.
1	432d Fighter-Interceptor Squadron, Truax Air Force Base, Madison, Wisconsin
3	433d Fighter-Interceptor Squadron, Truax Air Force Base, Madison, Wisconsin
1	CAA, Department of Commerce, First Region, Federal Building, New York International Airport, Jamaica, New York
1	FCC, Office of the Chief Supervisor, Washington 25, D. C.
25	File

OFFICIAL:

Carroll W. McColpin

CARROLL W. McCOLPIN
Colonel, USAF
Deputy for Operations

Annex A - Lock-on Proposed Test Program
Distribution - See Distribution List

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ANNEX A

TO

OPERATIONS ORDER

50-53

PROPOSED TEST PROGRAM

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HEADQUARTERS EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N.Y.

MAPS: As specified in order.

TASK ORGANIZATION: As specified in order.

1. GENERAL:

a. Introduction:

(1) This test was requested by letter from Headquarters USAF AFDRQ), subject, "F-94C, F-86D and F-89C Squadron Operational Suitability Tests," 14 May 1953.

b. Classification: CONFIDENTIAL

c. Priority: USAF-1A; APGC-1; Supply-III-15. (Supply precedence increases to I for 60 days prior to start of each test with precedence reducing to III-15 during 30 days of actual testing.)

d. Time Phasing:

(1) Location of test sites and starting dates are:

Part I: F-94C, 58th FIS, Otis AFB, Mass, 1 November 1953

Part II: F-86D, 94th FIS, George AFB, Calif., 5 January 1954

Part III: F-89C, 433d FIS, Truax AFB, Wisc., 20 February 1954

(2) Each squadron test will start on date indicated and continue for 30 consecutive days.

(3) A final meeting of all participating command representatives for one day at the test site will be programmed approximately two weeks before start of each test to effect final coordination

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(14 October 1953 for Part I at Otis AFB). All project personnel are to be in place at the test site three days before start of test (29 October 1953 for Part I).

2. BACKGROUND DATA:

a. Operational Concept:

(1) Tactical Requirement:

(a) Aircraft and crew status for test squadrons during period of test will be 4 aircraft on "Readiness," 4 aircraft on "At Ease," 4 aircraft on "Back-up" and 6 on "Reserve" - the remaining aircraft will be on "Released." Normal ADC-V7 reporting procedures will apply.

(b) When a test "warning" is received action required of the squadron (includes AC&W) will be as is currently required for Air Defense Readiness, Warning Yellow, Warning Red, etc. Timing of action will begin with receipt of test "warning." Base defense plans will not be implemented.

(c) During the period of tests if a test squadron is located on a two-squadron base, the active air defense alert commitment will be as is specified for single squadron base in the current ADC Operations Order for the squadron not involved in the test. Aircraft and crews of test squadrons will be available for active air defense missions only in event of a Warning Yellow or higher.

(d) AC&W squadrons normally controlling the fighter intercept test squadrons will support and scramble on test tracks. All other radar action will be normal; to include cross-telling, convey to AAOC, etc.

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(e) Tracks of strike aircraft will be classified as "Keystone Lock-on" and normal surveillance and cross-telling procedures will apply (ADCR 55-19).

(f) Strike aircraft markings will be normal.

(g) When test aircraft are on a maximum "Test Readiness" the normal squadron SOPs governing ramp location, taxi procedures, single or multiple aircraft take-off, scramble orders, etc., will apply.

(h) On two-squadron bases if a simultaneous scramble is required of the test squadron and the active air defense squadron, priority of scramble will be given to the active air defense squadron.

(2) Tactical Employment and Environment:

The tactical employment of the squadrons and environment of this test is to be within the established air defense system of the Continental United States. However, in order to gain the maximum information in the limited 30-day period, the test squadron will be used extensively and without the normal active support of adjacent interceptor squadrons as would be expected during wartime.

b. Status of Test Squadrons and Logistical Support:

(1) All test squadrons will have had at least some of their airplanes for three or more months. Thirty days prior to the start of each test they will be equipped with a full complement of 25 UE aircraft, plus 2 spare aircraft.

(2) Personnel, equipment, facilities, supplies, etc., will be authorized TO&E 30 days prior to start of each test with the exception of skill levels. Skill levels will be maintained at the average

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of the Air Defense Command. During conduct of test, supply and spare parts requirements will be satisfied through normal supply methods and procedures in order to insure accurate consumption data. (AMC will maintain a team of personnel from the appropriate Air Materiel Area at the test site to expedite procurement during the test, in the event that normal channels break down.)

(3) Only one technical representative per squadron per major component or system of the aircraft, except airframe, will be permitted to participate in the test. In accordance with present ADC policy, two airframe technical representatives will be permitted to participate.

3. OBJECT:

To determine the capability of an all weather interceptor squadron to perform its combat mission within the air defense system when equipped with one of the following aircraft: F-94C, F-86D or F-89C. (Combat mission as defined by ADC.)

4. SCOPE OF TEST:

This project will be conducted in keeping with the concept of complete weapons system training. The ADC squadron, equipped with the F-94C, F-86D or F- 89C aircraft, constitutes an integral part of the air defense system. For the purpose of these tests, the squadron of airplanes is considered the prime variable. Each test is separate, complete within itself, and is to be reported as such. The dissimilarity of site location climatic conditions, support facilities and personnel will be considerable and may restrict a direct comparison of results.

Major factors to be investigated will be divided into three parts:

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Part I will include all items of information which can be collected only in connection with controlled bomber strikes.

Part II will include those items which should be collected by tests not requiring bomber flights.

Part III will include those items about which adequate information can be gathered without setting up specific tests.

PART I

a. Design for strike missions.

The design of the controlled bomber flights will provide for variations in seven experimental conditions. These conditions are:

(1) Bomber type

(2) Number of bombers in the mission

(3) Altitude

(4) Electronic countermeasures

(5) Evasive action

(6) Day and night

(7) Density of attack

Detailed attack program is attached as Inclosure #1 (limited distribution only).

b. Data to be collected.

(1) Aircraft Alert (excluding crews)

(a) Number of aircraft combat ready.

(b) Number of aircraft limited combat ready (aircraft capable of combat missions with exception of fire control system).

(c) Time required to comply with changes in alert status.

(Above information to be evaluated each hour of the day.)

c. Scramble Action.

(1) Number of aircraft ordered scrambled. (Combat ready and limited combat ready.)

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(2) Number of aircraft airborne.

(3) Abort rate.

(4) Reasons for aborts.

(5) Time for scramble order to fighter airborne.

(6) Technique used for handling multiple fighters.

d. Identification of Unknown Targets:

(1) GCI-interceptor techniques for identification.

(2) Resulting relative position of interceptor to target at time identification is accomplished, in terms of probable target return fire. Suitability of this position for initiating an immediate attack.

(3) Time required to effect identification from GCI contact; from AI contact.

e. Interception.

(1) Number of aircraft attempting interception.

(2) Number of aircraft completing interception. (Combat ready and limited combat ready.)

(3) Number of SAC missions against which interception was attempted.

(4) Number of SAC missions which were successfully intercepted.

(5) Time from airborne to JOY.

(6) Relative position of interceptor and bomber at JOY, including range.

(7) Time required to climb.

(8) Number of simultaneous interceptions attempted by one controller.

(9) Number of simultaneous interceptions attempted by AC&W squadron.

(10) Reasons for failure to make AI contact.

(11) Capability of system when using broadcast control.

f. Interceptor Positioning for Initial Attack.

(1) Techniques for making lead collision course attacks with GCI control; with only broadcast control.

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(2) Techniques for making lead pursuit course or visual attacks with GCI control; with only broadcast control.

(3) AI radar detection ranges.

(4) Aircrew and GCI assessment of target formations.

(5) Aircrew ability to adjust approach angle after AI detection.

g. Air-to-Air Combat.

(1) Time for completion of first pass. Defined as from JOY to completion of first pass.

(2) Time from JOY to Lock-on.

(3) Number of aircraft that locked-on target.

(4) Relative position of interceptor and bomber upon lock-on.

(5) Number of aircraft successfully completing one simulated firing pass. (SAC approval has not been obtained to date for follow-through passes.)

(6) Time from break-off of first pass to second detection of the target.

(7) Number of aircraft successfully locking-on second target.

(8) Number of aircraft successfully completing two simulated firing passes. (Note paragraph g(5) above.)

(9) Time from second detection to completion of second pass.

(10) GCI capability to reidentify bomber and interceptor.

(11) Extent of control required when repositioned for reattack by GCI; by AI only.

(12) Firing approach utilized; beam, 110°, 135°, 160°, etc.

(13) REasons for failure to complete attack.

(14) Effect of reduced GCI capability due to raid saturation, ECM or excessive number of fighters.

h. Recovery of Interceptors.

(1) Time from break-off of last pass to contact with GCA.

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(2) Time from first GCA contact to touchdown

(3) Rate of recovery for entire squadron (number of aircraft).

(a) Under planned wartime conditions.

(b) Under existing peacetime conditions.

(c) Adequacy of aircraft recovery facilities.

(d) Effect of recovery capabilities on interceptor employment.

(e) Aircraft handling characteristics in adverse weather.

(f) Adequacy of present runways.

i. Turn-around.

(1) Time from touchdown of first interceptor in an element until the last interceptor in the element is ready to go again. (One aircraft up to entire squadron.)

(2) Re-service time. (Time from aircraft parked to again available for alert.)

PART II

(This part of the test will cover all those items which require measurement under variable test conditions, but which do not depend upon bomber flights.)

1. Effect of Warning on Alert Status

The object of this test is to determine the number of aircraft and crews that can be made available for five minute alert at various intervals of time following a warning of attack, i.e., no warning, 30 minutes, one hours, two hours, three hours. (Due to the necessity for obtaining as much data as possible on interceptor squadron capability against large bomber formations, three hours' early warning will be given the test squadron before approach time for the large strikes. Data on time required to increase alert commitments will be collected in connection with these bomber flights.)

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2. Rocket Firing Evaluation (not to include firing for accuracy)

Three missions of 20 aircraft will be fired. All aircraft on these missions will be fully armed. The following factors will be evaluated:

a. Number of rockets that follow prescribed flight pattern. (Reported by the pilot to ADC observers.)

b. Number of rockets that misfire. (To be recorded by the squadron.)

c. Time required to rearm the squadron and remarks as to problem areas. (To be recorded by ADC and squadron.)

PART III

(This part of the test will cover all those test items not requiring variable test conditions.)

1. Evaluation of Alert, Scramble and Base Facilities

a. Adequacy of squadron and base facilities as pertains to communications, maintenance, supply, transportation and services.

b. Base layout.

2. Table of Organization

a. Determination will be made of the adequacy of the following T/Os to support and maintain the respective squadrons under simulated combat conditions.

(1) T/O 1-1257 (P) for F-86D and F-94C

(2) T/O 1-1258 (P) for F-89C

3. Evaluation of Maintenance and Logistics Factors

a. Records will be maintained throughout the 30-day test period regarding malfunctions or damages incurred, equipment and systems reliability, maintenance requirements, ground handling problems and supply consumption data. Based upon this information, determination will be made of the logistic support required to maintain one F-94C, F-86D and F-89C squadron at maximum sustainable

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operational capability under simulated combat conditions. This will include:

(1) Compilation of detailed consumption data for Tables II, XVI, and XI spares with particular emphasis placed on the adequacy of those tables.

(2) Compile realistic manhour requirements as regards organizational and field maintenance of aircraft, engines and fire control systems.

(3) Compile realistic pipeline time data for all types of requisition.

(4) Evaluate the adequacy of test equipment for aircraft, engines and fire control systems.

(5) Evaluate the adequacy of ground support equipment.

(6) Determine the adequacy of engine stock levels and minor engine overhaul facilities.

(7) Determine the adequacy of organizational and field maintenance equipment authorized by ECL, UAL, BAL.

(8) Determine if technical publications are adequate and available.

(9) Poor design features of the airplane or systems that adversely affect turn-around or scramble.

4. Evaluation of Personnel Training

The collection of data, analysis and preparation of a report on this phase will be the responsibility of the Air Training Command. The following factors will be considered in this evaluation:

a. Air Crew

(1) Adequacy of formal schooling

(2) Specific OJT and facilities

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(3) Skill level required

(4) Recommended training criteria

b. Ground Crew (maintenance)

(1) Adequacy of formal schooling

(2) Specific OJT and facilities

(3) Skill level required

(4) Recommended training criteria

c. GCI Controller

(1) Adequacy of formal schooling

(2) Specific OJT and facilities

(3) Skill level required

(4) Recommended training criteria

5. Participating Commands and Responsibilities

a. Direct communication is authorized between APGC headquarters and all participating commands for matters pertaining to the conduct of this project.

b. The ATRC, although not specifically directed by Hq USAF to participate has accepted the invitation of the APGC to participate in this project. Project personnel of the ATRC attended the 20-24 July planning conference and concurred in the proposed command responsibilities.

c. APGC Responsibilities.

(1) Preparing the test programs and detailed mission schedules to accomplish the object and scope of the approved test plan (assisted by ADC and SAC).

(2) Sharing with ADC and SAC the responsibility for formulating the air rules to be followed, and including these in the test program.

(3) Insuring that the conduct of the tests is in accordance with the test programs.

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(4) Assembling the data collected by all the project officers during the course of the tests and preparing, publishing and distributing the final reports.

(5) In conjunction with ADC, alerting SAC 72 hours in advance of the requirement for each mission, designating time periods and area of simulated attack.

d. ADC Responsibilities

(1) Providing squadron aircraft, personnel, base and AC&W facilities in accordance with the test program. ADC will retain operational and administrative control of these items. The squadron aircraft will be utilized for the purposes of these tests only and will not be placed on alert status unless imminent attack is apparent.

(2) Assisting APGC in the preparation of the test programs and mission schedules.

(3) Assisting in the direction of the test in the accomplishment of the test programs.

(4) Assisting APGC in the preparation of forms and charts for recording data during the course of the tests, and requisitioning and installing recording devices in all the test aircraft.

(5) Providing project personnel, including operations analysis personnel, to assist in the collection, reduction and evaluation of data and recommending therefrom conclusions and recommendations for the final report. (See Inclosure #2 for ADC requirements.)

(6) Sharing with SAC and APGC the responsibility for formulating the air rules to be followed.

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(2) Assisting APGC in the preparation of the test programs and mission schedules.

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(4) Assisting APGC in the preparation of forms and charts for recording data during the course of the tests, and requisitioning and installing recording devices in all the test aircraft.

(5) Providing project personnel, including operations analysis personnel, to assist in the collection, reduction and evaluation of data and recommending therefrom conclusions and recommendations for the final report. (See Inclosure #2 for ADC requirements.)

(6) Sharing with SAC and APGC the responsibility for formulating the air rules to be followed.

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(7) Publishing NOTAMS warning of the exercise and alerting ATC prior to each mission.

e. SAC Responsibilities

(1) Providing bombardment aircraft for strike penetration employing chaff, ECM, evasive action, and other methods of bomber defense in accordance with the mission schedules.

(2) Assisting APGC in the preparation of the mission schedules concerning the employment of bombardment aircraft.

(3) Sharing with ADC and APGC the responsibility for formulating the air rules to be followed.

(4) Securing necessary route clearances for the SAC aircraft for each mission.

(5) Detailing project personnel to assist in the conduct of the tests and the collection of data for the final reports.

f. AMC Responsibilities

(1) Insuring, in accordance with the precedence rating, that requisitions from the ADC squadrons are expeditied to provide 100% authorized of applicable tables and lists of equipment and supplies prior to the start of each test, and during the tests.

(2) Advising and coordinating on test programs in regard to logistical supply and maintenance factors.

(3) Providing project officers to collect, reduce and evaluate detailed supply consumption, maintenance data, and logistic support required for inclusion in the test reports.

(4) Preparing and forwarding to APGC within ten days after completion of testing, a draft report covering that phase of participation in each test.

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g. ARDC Responsibilities.

(1) Advising and coordinating on test programs in regard to usable development test data available.

(2) Providing project personnel to collect, reduce and evaluate qualitative deficiencies of the aircraft and supporting equipment for inclusion in the test reports.

(3) Preparing and forwarding to APGC within ten days after completion of each squadron test, a draft report covering their phase of participation in each test.

h. ATRC Responsibilities.

(1) Advising and coordinating on test programs in regard to usable development test data available.

(2) Providing project personnel to collect, reduce and evaluate qualitative deficiencies of individual training as pertains to previous formal schooling and squadron OJT.

(3) Preparing and forwarding to APGC within 10 days after completion of each squadron test, a draft report covering their phase of participation in each test.

6. Conduct of Test

a. Preliminary Phase

(1) Personnel Training and Familiarization

(a) Only interceptor crews considered combat ready by the ADC will be utilized. (ADC Regulation 55-2 will apply.)

(b) The ATRC (CTAF) will attach two qualified instructor aircrews to each squadron about 2 weeks before start of test. These aircrews will remain with the squadron throughout the test in order to gain firsthand operational background and to assist the ATRC (CTAF) project officer in accomplishing his mission.

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(c) Prior to start of test the ADC squadrons will be provided with copies of the latest APGC reports on OST of the F-86D and F-94C aircraft. If the full reports are completed in time, important extracts, i.e., appendices on tactics and techniques and maintenance, will be forwarded as advance information.

(2) Instrumentation

(a) F-94C:

1. Pilot scope camera

2. Accurate radar range meter in R.O.'s cockpit, and veeder counter and tell-tale light in pilot's cockpit. Note: The training device is designed to permit lead collision course fighters to carry a simulated attack all the way to rocket release point while maintaining satisfactory aircrew surveillance of the target, and to record whether or not the interceptor reached the computed rocket release point. (Use of this equipment for follow through passes has not been approved by SAC to date.)

(b) F-86D:

1. Pilot scope camera or

2. ATRC device, consisting of 2 mirrors to establish scope image near center windscreen, veeder counter and tell-tale light. Mirrors and scope camera cannot be installed simultaneously. (Reference note in paragraph (2)(a)2. above.)

(c) F-89C: pilot scope camera.

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(d) No electrical or mechanical bias other than that required for the above modifications will be introduced into the fire control systems.

(e) Scoop or gun cameras will be harmonized and used to record target posision at time of simulated rocket or gunfire and during breakaway.

(f) GCI stations will employ scope cameras and overlays to record appropriate scope presentations.

(3) Aircraft Inspection:

Interceptors will not undergo interim or major inspections prior to start of test unless required by T/O.

(4) Interceptor Loading:

Interceptors will be flown at full combat loading on all missions.

(5) Photographs:

Representative still photographs will be made for use in the final report.

(6) Air Rules:

Air rules for operation will be formulated to the mutual satisfaction of the ADC, SAC and APGC. (In the event SAC will not permit follow through passes, Tail Wind air rules will apply.)

(7) CAA Coordination:

Profiles of SAC missions will be established at least 8 weeks before start of each test. The APGC will forward these profiles to Hq USAF at least 6 weeks prior to start of each test for subsequent coordination and approval, where necessary, by the CAA.

b. Main Phase:

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(1) Interceptor Squadrons:

(a) Tactical Employment:

1. Each test squadron will be operated in accordance with established ADC policies to accomplish its wartime mission under simulated combat conditions. This will include operations 24 hours a day under all weather conditions for 30 consecutive days. The ADC will establish the required aircraft in-commission and combat ready rate, and the state of readiness to be maintained.

2. The interceptors will be employed accordaint to the squadron combat mission to identify and/or make simulated attacks on the strike forces.

3. Should established tactics and techniques be determined as seriously inadequate, on-the-spot recommendations will be made by the ADC and APGC project officers for improvement and immediate incorporation into subsequent missions. Areas considered most likely for investigation and improvement are:

a. Procedures for identification of unknown targets by interceptor.

b. GCI techniques for placing the interceptor in optimum approach position for initial attack; for reattack; including those during conditions of ECM.

c. Aircrew techniques to alter approach course after detection to improve attack capability.

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d. Aircrew techniques for attacks through ECM and target evasion.

e. GCI and aircrew techniques for handling multiple fighters against multiple targets.

f. Techniques for recovery of multiple interceptors.

g. Interceptor scramble procedures.

(b) Aircraft Evaluation:

An evaluation of the airplane and allied systems will be made during the 30-day test period. However, the evaluation should avoid needless expenditure of effort and repetition of test data already available from APGC OST reports. Aircraft improvements made subsequent to the APGC OST should be investigated. It should not be necessary to schedule special missions to obtain this information, but rather it should be a natural product derived from operating the squadron under simulated combat conditions. Points for consideration:

1. Aircraft performance including platform stability during the attack phase aircraft.

2. All weather characteristics.

3. Aircraft range and endurance, including combat air patrol capability.

4. Suitability of the fire control system including overall reliability, AI detection and lock-on ranges, mapping and beacon features, and the effect of ECM.

(2) Airbase Layout:

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A study will be made of airbase layout and facilities requirements for support of the F-94C, F-86D and F-89C squadron to include:

(a) Aircraft parking, servicing and dispersal arrangements.

(b) Ammunition storage and loading.

(3) Use of ADC Strike Aircraft:

If air rules prohibit lead collision course interceptors from pursuing attack to rocket release point against strike aircraft, ADC will provide T-33 aircraft equipped with radar reflectors as targets for complete simulated firing passes. Interceptor pilots will accomplish 3 simulated firing passes each to provide scope photos of the entire attack phase.

(4) Collection of Data:

(a) Existing methods and forms already in use by test squadrons will be employed whenever possible for collecting test data. Project personnel should exercise care to insure that collection of data creates minimum interference with the combat efficiency of the unit. If the form used and data to be collected is different, and compilation hinders combat efficiency, the data should be collected by the project personnel or additional personnel attached to the organization. All data should be compiled and initial reduction accomplished as soon as possible to facilitate possible improvements in the conduct of test.

(b) New methods and forms for data collection should be provided to the test site at least two weeks before start of test to insure familiarization by ADC personnel.

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(c) Veeder counters, pilot scope cameras and scoop cameras will be used to record results and conditions of interceptor attack.

(d) GCI scope cameras and map overlays will be used to record GCI scope penetrations.

(e) The SAC project officer will furnish detailed records of SAC mission activities within 48 hours after each mission. These records will be in a reduced form suitable for immediate use by operations analysis personnel.

(f) Greenwich (Z) time will be used throughout the test.

(5) Analysis of Data:

(a) Analysis of all data will be accomplished in accordance with the method appropriate for the type data. Statistical data should be reduced to its simplest usable form and cross-plotted where necessary as soon as possible to facilitate improvements in the test and early preparation of the final report.

(b) Scope and scoop camera film will be processed by local facilities and analyzed daily by ADC personnel for prompt assessment of results and correlation with ADC aircrew de-briefing reports.

(c) GCI scope camera film will be processed by local facilities and analyzed daily by ADC personnel for assessment of results and correlation with SAC mission reports, GCI controller reports, and aircrew de-briefing reports.

(d) All operational data will be evaluated by ADC and APGC operations analysts.

(6) Project Team Personnel Requirements (See Inclosure #2)

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7. Final Reports:

A final report will be submitted by the APGC within 30 days after each squadron test.

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AMENDMENT I

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HEADQUARTERS EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N.Y.
20 October 1953

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AMENDMENT 1

OPERATIONS ORDER 50-53

CHARTS OR MAP REFERENCES: As required

TASK ORGANIZATION: As stated in basic order

1. Pages 5, 6, 7, 8, 9 and 10 of EADF Operations Order 50-53, 2 October 1953, will be removed and destroyed in accordance with AFR 205-1.

2. Pages 5, 6, 7, 8, 9 and 10 attached hereto will be inserted in EADF Operations Order 50-53, 2 October 1953.

3. Annex A to EADF Operations Order 50-53, 2 October 1953, will be removed and destroyed in accordance with AFR 205-1.

4. Annex A, attached hereto, will be attached to EADF Operations Order 50-53, 2 October 1953.

5. Annex B, attached hereto, will be attached to EADF Operations Order 50-53, 2 October.

M. R. NELSON
Major General, USAF
Commander

3 Incls
1. Revision pgs 5, 6, 7, 8, 9 and 10 EADF Opr O 50-53 2 Oct 53
2. Revision Annex A EADF Opr O 50-53 2 Oct 53 w/5 Appendices
3. Annex B, EADF Opr O 50-53, 2 Oct 53

DISTRIBUTION:
1 Director of Operations, Hq USAF, Washington 25, D.C.
5 ADC, Ent AFB, Colorado Springs, Colo

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10	30th Air Division (Defense), Willow Run Airport, Belleville, Mich.
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5	4706th Defense Wing, O'Hare International Airport, Park Ridge, Ill.
5	4707th Defense Wing, Otis AFB, Falmouth, Mass.
1	4708th Defense Wing, Selfridge AFB, Mt. Clemens, Mich.
1	4709th Defense Wing, McGuire AFB, Trenton, N. J.
1	4710th Defense Wing, New Castle County Airport, Wilmington, Delaware
1	4711th Defense Wing, Presque Isle AFB, Presque Isle, Me.
3	564th Air Defense Group, Otis AFB, Falmouth, Mass.
3	520th Air Defense Group, Truax AFB, Madison, Wisconsin
3	58th Fighter-Interceptor Squadron, Otis AFB, Falmouth, Mass.
1	437th Fighter-Interceptor Squadron, Otis AFB, Falmouth, Mass.
1	432d Fighter-Interceptor Squadron, Truax AFB, Madison, Wisc.
3	433d Fighter-Interceptor Squadron, Truax AFB, Madison, Wisc.
1	CAA, Department of Commerce, First Region, Federal Building, New York International Airport, Jamaica, N. Y.
1	FCC, Office of the Chief Supervisor, Washington 25, D. C.
25	File

OFFICIAL:

Carroll W. McColpin

CARROLL W. McCOLPIN
Colonel, USAF
Deputy for Operations

Annex A - Test Program for F-94C,F-86D,
and F-89C Sq Opnl Suitability
Tests, Proj No. APG/ADA/76-A
(Proj "Lock-on")
Distribution - See Distribution List

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(b) Normal cross-telling and coordination procedures between AC&W squadrons.

(4) Insure that scramble action on Project "Lock-on" tracks is limited to the interceptor squadron participating in the project at that time. This does not preclude scramble action against tracks reported to be Lock-on, but which have not been correlated as such.

(5) Insure that the ADCC provides the AC&W squadron controlling the fighter-intereeptor being tested with a minimum of 150 nautical miles early warning beyond the station's normal 10,000 foot radar coverage. This may be accomplished by utilization of SAC filed flight plans, prior identification, etc.

(6) Insure that active air defense alert commitments at Otis AFB and Truax AFB, during the test periods, are met as are specified in ADC Operations Order 3-53 as amended.

(7) Provide personnel for project team as will be specified in separate communication from this headquarters.

(8) Provide support and assistance to the "Lock-on" project team as is required for conduct of the tests.

f. Commanders, defense wings, will:

(1) Provide the required base support for the project team as is outlined in Annex A, this operations order.

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(2) Insure that active air defense scrambles are given priority over test scrambles, if they should occur simultaneously.

(3) Insure that Project "Lock-on" test support does not hinder the primary mission of the fighter-interceptor squadron not being tested.

(4) Provide personnel for the project team as will be specified by separate communication from this headquarters.

x. General:

(1) During the test period, aircraft and crews of squadron undergoing the tests will not be on a state of active air defense alert higher than Released except in event of a Warning Yellow or higher.

(2) Existing directives governing the conduct of air defense operations will apply during all phases of the test program. Deviations from these procedures may be requested by the Senior Project Officer. Requests for deviations will be presented to the division commander or higher authority, as appropriate, for approval prior to incorporation in the test program.

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(3) AC&W support of this project will be commensurate with the current air defense tactical situation. The AC&W squadron which normally controls the interceptor squadron being tested will provide the primary control for these tests. Participation in these tests will not relieve the AC&W squadron commander of his primary responsibility and mission.

(4) The test plan, 9 Oct 53, as published by Commander of APGC and amended by ADC will be adhered to during the conduct of these tests. This adherence will be as is outlined in paragraph 3x (2), this order. Test plan, 9 Oct 53, is attached as Annex A.

(5) Tactics for employment of multiple interceptors against mass targets during minimum visibility will be tested by 58th and 433d Fighter-Interceptor Squadrons during Project "Lock-on". These tactics were forwarded to Commanders, 30th and 32d Air Divisions by secret letter, this headquarters, 2 September 1953. Additional squadron SOPs relative to these procedures may be tested after fair trial is made of those forwarded to the divisions. Utilization of either will be at the discretion of the interceptor squadron commander and AC&W squadron commander and in accordance with paragraph 3x (2) this order.

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(6) Commanders of AC&W squadrons controlling the interceptor squadron being tested will insure that:

(a) The tactics referred to in paragraph 3x (5) are written as a squadron SOP for the directors' use.

(b) Procedures for the control of multiple interceptors are developed to provide proper attack positioning for aircraft equipped with E1, E4 and E5 Fire Control Systems.

(7) A copy of the APGC Test Program, 9 Oct 53, is attached as Annex A to this operations order.

(8) 50th Fighter-Interceptor Squadron is relieved of ADC UPD training requirements for the month of November 1953.

(9) 433d Fighter-Interceptor Squadron is relieved of ADC UPD training requirements for the month of March 1954.

(10) Crew participation will be as is specified in Amendment 1, Annex B, this operations order.

(11) Air division and squadron commanders will insure that intercept action and simulated firing passes are made on Lock-on strike aircraft only. No practice intercepts will be conducted on civil aircraft. If an interception is being conducted and the target aircraft is determined to be other than Lock-on strike aircraft, the intercept will be dropped immediately and the provisions of ADCRs 55-10, 55-21 and EADFR 55-14 and 14A will apply for normal air defense identification.

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(12) Strike routes will penetrate in all quadrants of 762d and 755th AC&W Squadrons' radar coverage.

(13) Public information releases will not be made without prior approval of this or Headquarters ADC.

(14) Simulated warning conditions and actions required on such (for the test squadrons) will be in accordance with ADCRs 55-34, 55-39 and 55-40. Simulated warnings will originate with the project team and be passed direct to the ADCC; further passage of this information will be confined to the concerned COC, ADCC, ADDC and interceptor squadron being tested.

(15) Tracks made by strike aircraft involved on Project Lock-on will be classified "Keystone Dog" and reported in accordance with ADCM 55-Test.

(16) All communications pertaining to this project will be preceded and terminated by the phrase "Project Lock-on".

(17) Territory within 250 nautical miles of the prime GCI site will be considered as "unfriendly" for the strike aircraft.

(18) Reference Annex A this order: All references to interceptor crews performing identification are interpreted to mean visual recognition to aid AC&W squadrons in identification excluding the committing of a hostile act. Interceptor crews do not have an identification function or capability except in case of a hostile act as outlined in ADCR 55-10.

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(19) GOC participation will be in accordance with present operating instructions as outlined in EADFR 55-16.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS:

a. Administration:

(1) Overmanning of the 58th Fighter-Interceptor Squadron is authorized in the airman armament field in conformance with letter, Headquarters ADC, ADCMO 320.3, subject: Armament Personnel Requirements, F-86D, F-94C and F-89D squadrons, 25 August 1953.

(2) Responsibility for manning the 58th Fighter-Interceptor Squadron and 762d AC&W Squadron has been delegated to the commander of the 4707th Defense Wing. Headquarters EADF will provide the required personnel that are not available to wing sources.

(3) Authority has been delegated to the Commander, 4707th Defense Wing, to utilize personnel assigned to the 111th AC&W Squadron who are NEOS on a PCS status and personnel assigned to the 924th and 926th AC&W Squadrons on a TDY status.

(4) Fighter-Interceptor squadrons will be manned 100% by number in airmen (except as noted in paragraph 4a (1) above); however, the skill level manning will be comparable to other EADF units.

(5) Details for manning for 433d Fighter-Interceptor Squadron not covered within this operations order will be forwarded at a later date by this headquarters.

(6) The 58th Fighter-Interceptor Squadron will be manned at 44 complete crews; 39 crews now assigned are Alert Qualified (Reference

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ANNEX A

TO

OPERATIONS ORDER

SERIAL NO. 50-53

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HEADQUARTERS
AIR FORCE OPERATIONAL TEST CENTER
Eglin Air Force Base, Florida

9 October 1953

SUBJECT: Test Program for F-94C, F-86D and F-89C Squadron Operational Suitability Tests, Project No. AFG/ADA/76-A (Project "Lock-On")

TO: Commander, Air Proving Ground Command, Eglin AFB, Florida
Commander, Air Defense Command, Ent AFB, Colorado
Commander, Air Materiel Command, Wright-Patterson AFB, Ohio
Commander, Strategic Air Command, Offutt AFB, Nebraska
Commander, Air Research & Development Command, Baltimore, Maryland
Commander, Air Training Command, Scott AFB, Illinois

1. GENERAL:

a. Introduction:

Headquarters, USAF, has directed Air Proving Ground Command, in coordination with ADC, AMC, SAC, ARDC, and ATRC, to conduct a Squadron Operational Suitability Test on F-94C, F-86D and F-89C type aircraft. (Reference letter Headquarters, USAF (AFDRQ), Subject: "F-94C, F-86D and F-89 Squadron Operational Suitability Tests," 14 May 1953). The tactical requirement for the three aircraft is to provide all-weather defense against hostile aircraft attacking through an integrated air defense network. Insofar as possible, this test is to be conducted under simulated combat conditions, within the air defense system. Certain controlled conditions will be established to insure that a measurable quantity of valid information will be available for final analysis. From this, the degree of suitability of the three separate systems will be determined, and recommended tactics and techniques for employment will be made for each type aircraft.

b. Description:

(1) The F-94C type aircraft is a two (2) place, single engine, jet aircraft, designed for operation as an all-weather interceptor. It is equipped with the E-5 FCS, employing the AN/APG-40 radar and an AN/APA-84 lead collision-course computer. The ordnance load is 48-2.75" FFAR rockets carried in the nose and two wing pods.

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(2) The F-86D is a single place, single engine, jet aircraft, designed for operation as an all-weather interceptor. It employs the E-4 FCS, consisting of the AN/APG-37 radar and an AN/APA-84 lead collision course computer. The ordnance load is 24-2.75" FFAR rockets, carried in a retractable pod mounted in the underside of the fuselage.

(3) The F-89C is a two (2) place, twin engine, jet aircraft designed for operation as an all-weather interceptor. It employs the E-1 FCS which incorporates the AN/APG-33 radar, the A-1CM gunsight and six (6) M24-A1 20 mm guns with 200 rounds of ammunition per gun.

c. Classification: Confidential. (Test results to be classified as required).

d. Priority of Test: USAF-1A; APGC-1; Supply 1-3. (Participating ADC Squadrons have been assigned precedence 11-21 for periods indicated: 58th Fighter-Interceptor Squadron, 1 September to 1 December 1953; 94th Fighter-Interceptor Squadron, 15 November to 15 February 1954; 433d Fighter-Interceptor Squadron, 20 December 1953 to 20 March 1954.)

e. Project Officers:

Air Proving Ground Command: Major E. R. Johnston.

Air Defense Command: Lt. Colonel P. E. Joyal.

Strategic Air Command: Major R. Kerchoff.

Air Materiel Command: Lt. Colonel R. L. Hetzel.

Air Research & Development Command: Major J. C. Newman.

Air Training Command: Major K. K. Daubin, TTAF, Major J. A. Nelson, CTAF.

2. OBJECT:

To determine the capability of an all-weather interceptor squadron to perform the combat mission within the Air Defense System when equipped with the F-94C, F-86D or F-89C aircraft.

3. SCOPE OF TEST:

The following factors will be investigated under the various conditions established in the subsequent sections and appendices of this program:

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a. Aircraft Availability.

b. Scramble Action.

c. Interception.

d. Attack (air-to-air combat).

e. Recovery of Interceptors.

f. Turnaround.

g. Sustained Operations.

h. Logistic Support.

i. Adequacy of Publications for Support and Maintenance.

j. Training and Skills Required.

4. METHOD OF CONDUCTING TEST:

a. Site, Location and Time Phasing:

(1) The test will be conducted on a 24 hour day basis at the sites indicated, for 30 consecutive days.

(a) Part I: F-94C, 58th Fighter-Interceptor Squadron, Otis Air Force Base, Massachusetts, 1 November 1953 (Radar Site P-10).

(b) Part II: F-86D, 94th Fighter-Interceptor Squadron, George Air Force Base, California, 5 January 1954 (Radar Site P-59).

(c) Part III: F-89C, 433d Fighter-Interceptor Squadron, Truax Air Force Base, Wisconsin, 20 February 1954 (Radar Site P-31).

b. Tactical Employment and Environment:

(1) The tactical employment of the squadrons and the environment of this test is to be within the established air defense systems of the continental United States. However, in order to gain maximum data in the limited thirty (30) day period, the test squadron and one prime GCI (ADDC) site will be used exclusivaly. The support of adjacent interceptor squadrons and radar stations will not be utilized as would be expected in war time conditions.

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The ADCC (Air Division) will be used in a monitoring capacity to insure that other radar stations and interceptor aircraft do not effect scramble missions on strike aircraft.

(2) Each squadron will be operated in accordance with established ADC policies and procedures, and in accordance with air rules set forth in Appendix I.

(3) Optimum aircraft and crew status during the period of test will be four (4) aircraft on "Readiness," four (4) aircraft on "At Ease," four (4) aircraft on "Back Up" and six (6) aircraft on "Reserve." The remainder of the total "possessed" aircraft will be on "Released." Normal ADC-V-7 reporting procedures will apply.

(4) Base defense plans will not be implemented for any of the test missions.

(5) Black-out operations will be employed, provided the test site is equipped for such a procedure and Air Defense Command has established policies for this condition.

(6) The base line for developing suitable integral weapon system tactics and techniques should be those already in use as standing operating procedures. Should established tactics and techniques be determined as clearly inadequate, on-the-spot recommendations will be made jointly by the ADC and APGC project officers for improvement and immediate incorporation into subsequent missions.

c. Test Preparation:

(1) The test aircraft will be instrumented prior to the start with the following:

(a) F-94C:

1. Pilot scope camera.

2. A tell-tale light installed in the pilot scope camera to indicate computed rocket release point.

3. Range-meter in the Radar Operator's compartment to indicate accurate range information below 2,000 yards.

4. Radar Operator's scope camera.

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(b) F-86D:

1. Scope camera.

2. Tell-tale light as per installation in F-94C.

(c) F-89C:

1. Pilot scope camera.

2. Radar operator's scope camera (if acceptable design can be effected).

3. Sight reticle camera.

(2) All scoop or gun camera (GSAP) installations will be operational to record target path in the case of fly-through missions, and rocket trajectory during firing missions.

(3) Cameras will be installed at the prime GCI site to record plots of strike and interceptor aircraft.

d. Test Conditions:

(1) All test squadrons have been equipped with some of the specified type aircraft for at least three (3) months. However, a full complement of 25 aircraft, plus two (2) spares, will be assigned not less than thirty (30) days prior to start of the test.

(2) Personnel, equipment, facilities, supplies, etc., will not be augmented for this test; however, 100% of authorized will be acquired, if possible, prior to the date of each phase. During the conduct of the test, normal supply procedures will be used to satisfy all requirements so that accurate consumption data will be collected.

(3) Only one technical representative per squadron per major component or system of the aircraft, except airframe, will be permitted to participate in the test. In accordance with present ADC policy, two airframe technical representatives will be permitted to participate.

(4) All personnel, except aircrews, will be considered representative of the average within the Air Defense Command.

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(5) The ATRC (CTAF) will attach one (1) qualified instructor aircrew to each squadron approximately one (1) week prior to start of each test. These crew members will remain throughout the test in order to gain first hand operational background and assist the ATRC (CTAF) Project Officer in collecting and evaluating data.

(6) Electrical or mechanical bias will not be introduced into the fire control systems.

(7) All aircraft will be flown at full combat loading or weight on all missions.

(8) Aircraft inspections will not be performed immediately prior to the start of test unless they are actually due.

(9) Greenwich time will be used for purposes of recording all missions.

e. Test Execution:

(1) Collection of data will be organized, generally, into three separate categories to include:

Category I: All items of information which can be collected only in connection with controlled bomber strikes.

Category II: Items of information which will be collected by tests not requiring bomber flights.

Category III: Factors which will be evaluated as a by-product of Part I and II.

(2) Category I of the test will be the evaluation of interceptor operation against approximately 275-300 bomber tracks during a thirty day period. (Reference Appendix IV consolidated Mission Schedule.) The data collected will provide a basis for determining the combat potential of an average unit and for recommending tactics and techniques. The following areas will be investigated:

(a) Interceptor and Crew Availability:

1. Number of aircraft available in a combat ready and limited combat ready status reported each hour.

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(Information contained in Appendix II, Form 3.)

2. Number of aircraft and crews under various degrees of warning and availability reported as required in ADC-V7 (Lock-on Form 7) reporting procedures.

(b) Scramble:

1. Number of fighters scrambled.

2. Abort rate, when occurred, and cause.

3. Time from ADCC scramble order to assigned altitude.

4. Procedure for GCI identification and contact of interceptor.

5. Method of control of multiple interceptors.

6. Time delays caused by civil air traffic restrictions.

(See Appendix II, Forms 1 and 2.)

(c) Interception:

1. GCI capability of positioning fighters under varying conditions of single and multiple fighters and targets.

2. Method of control (close or broadcast).

3. GCI, AI and visual detection range and position.

4. Time from airborne to contact.

5. The effect of raid saturation, ECM and evasive action on GCI and AI capability.

6. Estimate of the maximum number of simultaneous intercepts that can be handled.

7. Tactics and techniques of identifying unknowns.

(Data collected from Forms 1, 2 and 6 (Appendix II) and photo assessment.)

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(d) Attack:

1. AI Lock-on range (Judy).
2. Time from scramble to splash.
3. Pilot tracking accuracy.
4. Tactics and techniques used.
5. Reattack capabilities.
6. Effectiveness of initial and subsequent attacks.

(Data collected from "Lock-on", Forms 1 and 2, (See Appendix II) track overlays, and photo assessment.)

(e) Recovery:

1. Suitability of existing peacetime and proposed wartime recovery procedures.
2. Rate of recovery under various conditions of ceiling and visibility.
3. The effect of recovery rate on interceptor employment.
4. Minimum acceptable navigational aids.

(Data collected from Forms 1 and 2, (Appendix II) and monitoring by the project team.)

(f) Sustained Operations:

1. Time required for turnaround.
2. Operation under blackout conditions.
3. Personnel fatique versus crew utilization.
4. Effect of climatic conditions.

(Data collected from all forms in Appendix II and monitoring by the project team.)

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(3) Category II of the test will cover all areas which require measurement under variable conditions, but do not require target aircraft. Points of consideration are:

(a) Effect of Warning on Alert Status:

In keeping with Air Defense Command planned operations, approximately 3 hours of warning will be given on scheduled maximum effort raids.

1. Time required to bring all aircraft and crews up to a "Readiness" alert status. (5 minutes to airborne)

2. Breakdown areas and causes of trouble in recall of all personnel.

(Data collected from ADC-V7 form, Form 1 (Appendix II and monitoring by project team.)

(b) Rocket and Gun Firing Evaluation:

Three (3) firing missions will be scheduled (20 aircraft each mission) at altitudes of 25,000, 35,000 and 40,000 feet, provided air-to-air ranges are available. If only air-to-ground firing can be accomplished, only two (2) missions of 20 aircraft each will be fired. All firing will be accomplished in one day.

1. Erratic or unusual performance of rockets or ammunition expended.

2. Number of misfires and reasons therefor.

3. Time required to re-arm and turnaround when ordnance loading is performed.

4. Effect of rocket or gun blast damage on airframe and engine.

(Data collected from Forms 1 and 5 (Appendix II) and observation by project team).

(4) Category III of the test will include areas of investigation that primarily concern support agencies. Evaluation will be made throughout the test period on the following factors:

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(a) Evaluation of Base Facilities:

1. Adequacy of alert and scramble facilities.

2. Requirements for ground handling, parking and servicing.

3. Adaptability for blackout operations.

4. Ammunition storage and handling.

5. Communications available.

(b) Aircraft Evaluation:

An evaluation of the airplane and allied systems will be made during the 30 day test period. However, the evaluation should avoid needless expenditure of effort and repetition of test data already available from APGC OST reports. Aircraft improvements made subsequent to the APGC OST should be investigated. It should not be necessary to schedule special missions to obtain this information but rather it should be a natural product derived from operating the squadron under simulated combat conditions. Points for consideration:

1. Aircraft performance including platform stability during the attack phase aircraft.

2. All weather characteristics.

3. Aircraft range and endurance (including combat air patrol capability if normal squadron SOP.)

4. Suitability for the fire control system including over-all reliability, AI detection and lock-on ranges, mapping and beacon features, and the effect of ECM.

(c) Training:

A study will be conducted during each 30 day test period to determine the training level required to satisfactorily operate and maintain the test aircraft. Special emphasis should be placed on air crew, ground crew (maintenance), and GCI controllers with regard to:

1. Skill level required.

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2. Adequacy of formal schooling.

3. Specific OJT facilities required.

4. Recommended training criteria.

(d) Table of Organization:

Determination will be made of the adequacy of the following T/O's to support, maintain, and operate the respective squadrons under simulated combat conditions:

1. T/O 1-1257 for an F-86D or F-94C Squadron.

2. T/O 1-1258 for an F-89C Squadron.

(e) Maintenance and Logistics:

Records will be maintained throughout each 30 day test period regarding malfunctions and damages incurred, equipment and systems reliability, maintenance requirements, ground handling problems, and supply consumption. Based on this information, determination will be made of the logistic support required to maintain one F-94C, F-86D, and F-89C squadron at maximum sustainable operational capability under simulated combat conditions. This will include:

1. Consumption data and adequacy of authorized stock levels of spare parts.

2. Realistic maintenance manhour requirements as regards organizational, periodic, and field maintenance.

3. Adequacy of test equipment for aircraft, engine, and fire control system.

4. Adequacy of ground support equipment.

5. Adequacy of applicable publications, i.e., T/E's, T AL's, BAL's, ECL's, TO's, etc.

(f) Qualitative Deficiencies:

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A study will be conducted during each 30 day test period to evaluate the qualitative deficiencies of the F-94C, F-86D, and F-89C aircraft and supporting equipment.

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f. Data Collection:

(1) Necessary forms for data collection, other than those attached as Appendix II, will be provided by appropriate commands responsible for various areas of investigation. See paragraph 5 for command responsibilities.

(2) Radar scope, gun, and sight reticle cameras will be used to record results of interceptor missions.

(3) GCI radar scope cameras and map overlays will be utilized to record additional intercept information.

(4) The SAC project officer will provide detailed records and route overlays of each SAC bomber mission. These reports will be provided the APGC project officer not more than 4 days after completion of each mission. Subject route overlays will have a scale of 1:1000000 and will encompass only the area within 250 NM radius of the prime GCI site. The graphic presentation symbols will be those used on the SAC-ADC Exercise Overlay for SP-7 May. Reference Appendix II.

(5) The APGC "Lock-On" forms 1 through 7 (Reference Appendix II) will be submitted to the Reports Control Officer (Reference Organizational Chart, Appendix III) by 1200 hours (local time) daily, to cover the period ending 2400 hours (local time) of the previous day.

g. Analysis of Data:

(1) Each Team Section (Reference Appendix III) responsible for designated areas of investigation, will analyze information to obtain reduced data in useable form, on a daily basis.

(2) All film will be processed at the local test site, if possible, under supervision of APGC technicians. The film will be analyzed by ADC, CTAF and APGC project personnel for correlation with de-briefing and overlay reports.

(3) All operational data will be evaluated by APGC and ADC operations analysis.

5. PARTICIPATING COMMANDS AND RESPONSIBILITIES:

a. General:

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(1) Direct communications are authorized among all participating commands for matters pertaining to the conduct

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of this project.

b. APGC Responsibilities:

(1) Preparing the test programs and detailed mission schedules to accomplish the object and scope of the approved test plan (assisted by ADC and SAC).

(2) Sharing with ADC and SAC the responsibility for formulating the air rules to be followed, and including these in the test programs.

(3) Insuring that the conduct of the tests is in accordance with the test programs.

(4) Assembling the data collected by all the project officers during the course of the tests and preparing, publishing, and distributing the final reports.

c. ADC Responsibilities:

(1) Providing squadron aircraft, personnel, base and AC&W facilities in accordance with the test program. ADC will retain operational and administrative control of these items. The squadron aircraft will be utilized for the purpose of these tests only and will not be placed on alert status unless imminent attack is apparent.

(2) Assisting APGC in the preparation of the test programs and mission schedules.

(3) Assisting APGC in the preparation of forms and charts for recording data during the course of the tests, and installing recording devices in all of the test aircraft.

(4) Sharing with SAC and APGC the responsibility for formulating the air rules to be followed.

(5) Publishing NOTAMS warning of the exercises and alerting ATC prior to each mission.

(6) Assisting in directing the test in the accomplishment of the test programs.

(7) Providing project personnel to assist in the collection, reduction and evaluation of data for the final reports.

(8) Providing operations analysis personnel to assist in evaluating the collected data and recommending therefrom conclusions and recommendations for the final report.

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d. SAC Responsibilities:

(1) Providing bombardment aircraft for strike penetration employing ECM, evasive action, and other methods of bomber defense in accordance with the mission schedules.

(2) Assisting APGC in the preparation of the mission schedules concerning the employment of bombardment aircraft.

(3) Sharing with ADC and APGC the responsibility for formulating the air rules to be followed.

(4) Securing necessary route clearances for the SAC aircraft for each mission.

(5) Detailing project personnel to assist in the conduct of the tests and the collection of data for the final reports.

e. AMC Responsibilities:

(1) Insuring, in accordance with the precedence rating, that requisitions from the ADC squadrons are expedited to provide 100 percent of that authorized in applicable tables and lists of equipment and supplies prior to the start of each test, and during the tests.

(2) Advising and coordinating on test programs in regard to logistical, supply and maintenance factors.

(3) Providing project officers to collect, reduce and evaluate detailed supply consumption, maintenance data, and logistic support required for inclusion in the test reports.

(4) Preparing and forwarding to APGC, within ten days after completion of each squadron test, a report covering their phase of participation in each test.

f. ARDC Responsibilities:

(1) Advising and coordinating on test programs in regard to usable development test data available.

(2) Providing project personnel to collect, reduce and evaluate qualitative deficiencies of the aircraft and supporting equipment for inclusion in the test reports.

(3) Preparing and forwarding to APGC, within ten days after completion of each squadron test, a draft report covering their phase of participation in each test.

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g. ATRC Responsibilities:

(1) Advising and coordinating on test programs in regard to useable development test data available.

(2) Providing project personnel to collect, reduce and evaluate qualitative deficiencies of individual training as pertains to previous formal schooling and squadron OJT.

(3) Preparing and forwarding to APGC, within ten days after completion of each squadron test, a draft report covering their phase of participation in each test.

6. FINAL REPORTS:

a. Project personnel from AMC, ATRC, ARDC and SAC will remain at the test site, after completion of physical testing for approximately 3 to 5 days in order to accomplish final clarification of points of contention. Project personnel from APGC and ADC will remain at the test site for approximately 15 days to prepare the final report, unless sooner relieved by the Senior APGC Project Officer.

b. A final report will be submitted by ATRC, AMC and ARDC within ten days for inclusion as appendices to the APGC report.

c. APGC will submit a final report thirty days after completion of each test.

5 APPENDICES:

I - Rules for Air Operations
II - Data Cards & Charts
III - Organization Chart
IV - Personnel Annex
V - Logistics Annex

for: EDWARD W. SZANIAWSKI
Colonel, USAF
Commander

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APPENDIX 1

RULES OF AIR OPERATIONS

FOR

PROJECT LOCK-ON

1. ADC Squadrons

a. Aircrew qualifications will be as per ADC Regulation 55-2, dated 24 July 53, and SAC Regulation 51-6, dated 5 May 53. All aircrews will be certified combat-ready by the squadron commander. (Reference Annex B, this operations order, for corrected qualifications).

b. During daylight VFR visual interceptions, the interceptor breakaway will be at a safe distance which will preclude any possibility of collision with the target aircraft, and will be accomplished at a minimum distance of 300 yards.

c. Simulated lead collision course attacks by F-86D and F-94C interceptors:

(1) Attacks will be made only when the interceptor's fire control system is functioning properly.

(2) Attacks to simulated rocket release point will be made only:

(a) After sufficient experience has been gained by aircrews as the project progresses, and only by the most qualified as determined by the squadron commander.

(b) During daylight VFR conditions when the visibility at intercept altitude is 5 NM or greater.

(c) With the pilot making continual visual checks of the target aircraft during the attack phase. If target aircraft is not seen at 10 seconds to go, interceptor will break off attack.

(d) When the interceptor approach angle (based on relative flight paths) will be no more than 90° from the target's stern).

(e) When under GCI control.

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(3) Attacks during night or restricted visibility conditions (except under broadcast control), will be made under GCI control and when the interceptor approach angle (based on relative flight paths) will be no greater than 90° from the target's stern.

(a) Breakoff will be at a minimum of 10 seconds to go when the approach angle is between 45° and 90° from the target's stern.

(b) When the approach angle is less than 45° from the target's stern, the overtake speed will be reduced during the attack phase so as not to exceed a maximum of 50 knots at 10 seconds to go. Breakoff will be at 10 seconds to go unless visual contact has been established. If visual contact has been established, breakoff will be at a point no closer than 300 yards to the target aircraft.

(4) Attacks made under broadcast control during any visibility condition be broken off at:

(a) Twenty seconds to go, unless visual contact has been established.

(b) Ten seconds to go, if visual contact has been established, and if the pilot can assure that his approach angle is not more than 90° from the bomber's stern.

d. Breakoff criteria for attacks by F-89C interceptors during night or restricted visibility conditions will be as follows:

(1) One thousand yards prior to merging of the interceptor and target radar returns on the GCI scope, if the interceptor has not accomplished radar contact.

(2) Five hundred yards if no visual contact is made after AI contact has been established.

(3) At a point no closer than 300 yards to the target aircraft when visual contact has been established.

e. Interceptors will operate with navigation lights on during night conditions.

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2. Strike Aircraft

a. Strike aircraft will operate with navigation lights off during night conditions.

b. Territory within 250 NM of the prime GCI radar site is defined as "unfriendly" territory for strike aircraft.

c. All medium and high altitude strike aircraft will pass within 50 NM, and low altitude (below 3000 feet) strike aircraft will pass within 25 NM of the prime GCI radar site.

d. All B-47 strike aircraft will fly target approach routes through radar surveillance areas whereby they can be detected and adequate early warning provided when they are 200 NM from the prime GCI radar site; or if radar surveillance areas are not available at 200 NM, the B-47s will operate their AN/APX-6 beacons continuously from 250 NM into 150 NM from the prime GCI radar site in order to provide early warning.

e. Complete flight plan information on all strike aircraft will be furnished to project personnel at the ADDC.

f. Strike aircraft will use normal position reports at all times, whether in friendly or unfriendly territory. While in unfriendly territory, the remarks, "Friendly Lock-on", will be transmitted to the radio facility concerned. All "Lock-on" target aircraft tracks passed to the test ADDC will be held by the Movements and Identification Officer. Strike aircraft clearances will be marked in the remarks section, "Friendly Lock-on".

g. In event of an unforeseen emergency, the exercise will terminate by use of a code word which will be announced by separate classified message. Air defense units will require appropriate ground stations to transmit applicable code preceded by word "Emergency" on designated military emergency channel. Strike aircraft will request authentication word from station and upon receipt of same will alter flight from restricted or heavily populated areas and proceed to home stations.

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APPENDIX II

DATA CARDS & CHARTS

Data cards and charts to be inserted with the following numbers and titles:

FORM NO.	TITLE
1	Fighter Report
1-A	Interceptor Data Card
2	GCI Report
3	Aircraft Status
4	Rocket Firing Data
5	A/C Turn-Around

CHART NO.	TITLE
1	Project Lock-On Overlay Symbols
2	Ground Controlled Interception

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APPENDIX III

PROJECT "LOCK-ON" - APG/ADA/76-A

ORGANIZATION CHART

Snr Project Off APGC (1.0)
Snr Proj Off ADC (1.0)

Operations Off APGC (1.0)
Asst Ops Off ADC (1.0) SAC (1.0)

Clerks APGC (2A) ADC (2A)

Reports and Data Control APGC (1.0) ADC (1.0)

Draftsman ADC (1A)

Aircrew Interrogation APGC (1.0) ADC (4.0)

Design Deficiencies ARDC (1.0) (1.C)

Opns. Analysis APGC (1.C) ADC (2.C)

Film Assessment ADC (2.0)

Cartographic APGC (2A) (ADC (2A)

Instrumentation APGC (2.A) (ADC (1.A)

Motion Picture Camerman (Film Process) AGPC (2.A)

Training TTAF (1.0) CTAF (4.0)

Maintenance & Facilities Eval APGC (3.0) ADC (2.0)

Maintenance & Logistics AMC (1.) (7.C)

Manpower & Organization ADC (2.0)

GCI Proj Off APGC (1.0)

GCI Evaluation APGC (1.0) ADC (3.0) CTAF (1.0)

Operations Clerks APGC (2A)

LEGEND:
O - Officer
A - Airman
C - Civilian

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APPENDIX IV

PERSONNEL ANNEX

FOR

PROJECT NO. APG/ADA/76-A

1. A team composed of personnel from the participating command has been established to properly direct, supervise, and conduct this project. Team members previously agreed upon at planning conferences are listed below:

2. APGC:

No. Persons	Job Title	Duty
1	Senior Project Officer	Responsible for over-all direction, supervision and conduct of project.
1	Asst Senior Project Officer	Assists senior project officer.
1	Opns Analyst (Civ)	Conducts over-all evaluation of operational data.
1	Asst Proj Off (Reports)	Organizes test results and data to insure timely completion of final report.
2	Asst Proj Off (Aircrew)	Supervises aircrew debriefing and collection of interceptor data.
2	Proj Officer (GCI)	Supervises GCI data collection and evaluation at GCI site.
2	GCI Opns Clerk (Amn)	Collects and evaluates GCI data.
1	Tech Asst. Film Evaluation O	Instructs ADC film evaluation officer in initial evaluation of aircraft radar scope and scoop camera film. Returns to Eglin AFB after 10 days.

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No. Persons	Job Title	Duty
2	Motion Picture Cameraman (Amn)	Supervises and instructs ADC personnel in film processing to insure that the necessary film quality is maintained.
2	Instrumentation Personnel	Supervises camera maintenance loading and adjustment.
1	Asst Project Off, General Maintenance and Supply	To evaluate M&S from a tactical standpoint.
1	Asst Proj Off, Electronic Systems	To evaluate electronics from a tactical standpoint.
1	Asst Proj Off, Armament Systems	To evaluate armament from a tactical standpoint.
2	Cartographic Personnel (Amn)	Evaluates aircraft scope and scoop camera film.
2	Clerk-typist (Amn)	Performs clerical and typing duties.

TOTALS: 9 Officers
1 Officer (10 days only)
10 Airmen
2 Civilians
22

3. ADC:

No. Persons	Job Title	Duty
1	Senior Proj Officer	Assists APGC Senior Project Officer in direction of project and accomplishment of test program.
1	Asst Senior Project Officer	Assist ADC Senior Project Officer.

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No. Persons	Job Title	Duty
2	Opns Analyst (Civ)	Assist APGC Opns Analyst.
1	Asst Proj O (Reports)	Assists APGC Asst Project Officer (Reports).
4	Asst Proj O (Aircrew)	Assists APGC Asst Project Officer (Aircrew).
3	Asst Proj O (GCI)	Assists APGC Asst Project Officer (GCI).
2	Asst Proj O (Film Evaluation)	Evaluates aircraft radar scope and scoop camera film.
2	Cartographic Personnel	Evaluates aircraft radar scope and scoop camera film.
2	Asst Proj O (Maint and Supply)	Assists APGC Project Officer in evaluating M&S from a tactical standpoint.
2	Asst Proj O (Manpower)	Evaluates manpower requirements and T/Os.
2	Clerk-Typist (Amn)	Performs clerical and typing duties.
1	Draftsman (Amn)	Prepares charts and graphs of test data.

TOTALS: 16 Officers
2 Civilians
5 Airmen (Total not determined)
23

4. SAC: To consist of one officer to coordinate SAC missions and one officer (transient) from the participating SAC unit to brief on individual missions.

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5. AMC: To consist of seven persons to evaluate logistical and maintenance requirements. These will be: one officer from Hq AMC: four civilians from AMA's of which two will be for supply and two will be for maintenance and three technical representatives, one each for airframe, engine and armament.

6. ARDC: To consist of one officer and one civilian to evaluate qualitative deficiencies of the airplane and supporting equipment.

7. ARTC: To consist of three officers from CTAF to evaluate training requirements for aircrew and GCI controller, and one officer from TTAF to evaluate technical training requirements.

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APPENDIX V

LOGISTICS ANNEX

1. All logistical support for this test will be the responsibility of the ADC and AMC.

2. Supply:

a. Administrative Supplies and Space Requirements:

(1) The major items deemed necessary for the proper functioning of the project team are listed below:

(a) Approximately 3000 square feet of office floor space.

(b) Fourteen desks, flat top single steel (45 x 34 x 30½) or suitable flat top table substitute and four desks, typewriter. steel (60 x 34 x 30½) with compartment.

(c) Four typewriters.

(d) Three telephones with separate numbers for each instrument.

(e) One drafting table plus complete set of instruments and expendable materials for charts, etc.

(f) Fifteen chairs, office rotary, wood or steel, and four chairs, typist, steel rotary.

(g) Expendable office supplies (available for requisition as needed by the project team).

(h) One machine, calculating, 10 column, electric (Class 25A - Stock No. 8600 - 159376 - 556) or suitable substitute.

(i) One four drawer combination lock safe or a suitable substitute.

(j) Messing and billeting facilities for approximately 45 officers and civilians and 12 airmen.

b. Instrumentation Items, Photographic Supplies and Equipment:

(1) APGC will provide instrumentation for each of the 27 aircraft in the test squadron as noted, and (by delivery) will make

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the instrumentation available at test site at the earliest possible date.

(a) F-94C:

1. One pilot's radar scope camera.

2. One accurate range meter.

3. One tell-tale light for pilot's radar scope.

4. Radar operator's radar scope camera.

(b) F-86D:

1. One pilot's radar scope camera.

2. One tell-tale light for pilot's radar scope.

(c) F-89C:

1. One pilot's radar scope camera.

2. One gunsight reticle camera.

3. One radar operator's radar scope camera.

(d) The above items are to be returned to the APGC Project Team after each test and will not be transferred permanently to the ADC Squadron.

(2) APGC will supply the following photographic supplies, attempting delivery to test sites on dates indicated:

(a) 3600 each Class 10C, Stock No. 7400-(NISL), magazine, Type G, loaded with film photo type 3, Class "L" film, 16 mm, 50 ft, Emulsion No. 7232, local process.

1. 1400 magazines to be available on 15 October 1953.

2. 1400 magazines to be available on 1 December 1953.

3. 1400 magazines to be available on 1 February 1954.

(b) 300 each Class 10C, Stock No. 7400-(NISL), magazine type A-2, loaded with film photo type 3, class negative, 16 mm, 50 ft, Emulsion No. 5276, to be made available by 5 February 1954.

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(3) APGC will provide one GCI radar scope camera and adequate film for use at the ADC prime GCI site during each test. These cameras are to remain APGC property and are not to be transferred permanently to the ADC Squadron.

3. TRANSPORTATION: The ADC test site will provide the necessary local transportation for personnel of the test team. The requirements at each base will differ, therefore, the requirements will be agreed upon after arrival at each station. Approximately three vehicles of the half ton carry-all type will be necessary.

4. SERVICES:

a. Photography:

All film will be processed by the ADC facilities. These facilities should be capable of processing approximately 8000 ft of 16 mm and 100 ft of K-24 film daily.

b. Instrumentation:

(1) APGC personnel will supervise, at the respective squadron sites, installation of the following items by ADC crews:

(a) Accurate radar range meters and tell-tale lights for use in all F-94Cs and F-86Ds (range meter in F-86D aircraft excluded).

(b) Radar scope cameras for use in all F-94Cs, F-86Ds, and F-89Cs. Basic designs for these units were available as the result of their use on previous OSTs of these airplanes.

(c) Gunsight reticle cameras and mounts in all F-89C aircraft, also radar observer scope cameras if found feasible to install.

5. MISCELLANEOUS:

a. Materiel Expediting:

The provisions of APGC Letter 67-1 will be employed by all supply echelons to expedite required materials designated herein as APGC responsibility so as to preclude delays in test programs.

b. Disposition of Materiel:

(1) All APGC owned equipment utilized in the performance or support of this test will be returned to the APGC project team after each test and will not be transferred permanently to the ADC Squadron.

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(a) Supplies and equipment on hand upon completion of test will be turned in through normal supply channels unless required in the performance of other scheduled tests.

(b) Equipment furnished for this test will be restored to a serviceable condition by the using agency and returned to the lending unit immediately upon completion of the test or when no longer required for the test, whichever is sooner.

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ANNEX B

TO

OPERATIONS ORDER

SERIAL NO. 50-53

AMND 1
ANNEX B TO
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ANNEX B

TO

OPERATIONS ORDER

SERIAL NO. 50-53

AIRCREW QUALIFICATIONS

1. Reference paragraph 1a, Appendix 1, Annex A, this operations order. Entire Annex A is a publication of the APGC and as such was reproduced exactly in this operations order. However, the aircrew qualifications as are listed in Annex A are in error and the following will apply:

a. Aircrews that are combat ready under provisions of ADCR 55-2 and are qualified under provisions of SACR 51-6, may participate in all categories of the aerial phase of the test program and complete follow-through attacks.

b. Aircrews that are alert qualified under provisions of ADCR 55-2 and are qualified under provisions of SACR 51-6 may participate in all categories of the test action, but will at no time approach closer than 300 yards from the target aircraft.

c. Aircrews qualified as combat ready or alert qualified under provisions of ADCR 55-2, but not qualified under SACR 51-6 may participate in all categories of the test action but will not make simulated firing passes (no initiation of attack phase).

d. Aircrews not combat ready or alert qualified under the provisions of ADCR 55-2 will not be used during category 1 of the test action, but at squadron commander's discretion may participate in category 2 of the test action.

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2. Categories of test action are defined in paragraph 4e of Annex A this operations order.

M. R. NELSON
Major General, USAF
Commander

OFFICIAL

CARROLL W. McCOLPIN
Colonel, USAF
Deputy for Operations

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14 Aug 53

JEPNB 008
PARAPHRASE NOT REQUIRED CONSULT CRYPTOCENTER BEFORE DECLASSIFYING
CRYPTO NBR 341
ROUTINE 141553Z
FM HQ ADC ENT AFB COLO
TO COMDR EADF STEWART AFB NY
/C O N F I D E N T I A L/ ADOOT-B1 1765. SUBJ: PROJECT LOCK-ON. A 2 DAY CONF W/B CONVENED IN THIS HQ STARTING 0800 HR, 25 AUG 53, FOR PURPOSE OF DEV TEST PROGRAMS. REQ DEF FORCE AND SQ PROJECT OFFICERS ATTEND THIS CONF. OFFICERS SHOULD CONTACT LT COL BRAY, EXT 661, UPON ARR.
TORC 141816Z AUG 51

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O&UT CONFERENCE NOTES ON PROJECT LOCK-ON

1. Lock-on project team is headed by APGC and is primarily responsible to that headquarters for its action. The project team is responsible for supervision, direction and control of the operational suitability test (reference ADOOT-B 2068 and Annex IV Test Program, 9 October 1953). Reference paragraph 4b(6) Test Program, 9 October 1953, the project team may cause deviation from standard ADC and EADF operating procedures.

2. ADC is charged with the responsibility for maintenance of operational and administrative control of the interceptor units being provided for the test (reference paragraph 5c(1) Test Program, 9 October 1953).

3. ADC has stated that "ADC and EADF regulations will apply except when in conflict with test directive, in which case test directive will apply." (Reference ADOOT-B 2037).

4. It can be seen from the above that current regulations governing the conduct of air defense apply to the test program excepting where the test program document indicates necessity for deviation from those rules. Since the project team, as shown above, may cause deviation from standard procedures by virtue of their authority contained and implied in the test program, it is therefore apparent that ADC has agreed to a carte blanche deviation from standard procedures. However, the test program stipulates this command will maintain operational control. The basic conflict lies in the fact that operational control cannot be maintained by this headquarters when our rules and procedures formulated for the maintenance of that control may be deviated from or changed by an outside agency.

5. It is therefore recommended that the statement contained in

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ADOOT-B 2037 as quoted above be changed to read substantially as follows: "Existing directives governing the conduct of air defense operation will apply during all phases of the test program. Deviation from these procedures may be requested or recommended by the senior project officer. Requests or recommendations for deviation will be presented by the project team to the division commander or higher authority, as appropriate, for approval prior to incorporation in the test program." In this manner, ADC will be assured of a capability to maintain operational control.

6. An obvious alternative to the above recommendation would be to request ADC assign to APGC operational control of and responsibility for the affected interceptor squadrons during the period of the individual tests. Such control and responsibility to revert to ADC in the event of a declaration of a state of warning yellow or higher within the system. This office is of the opinion that operational control does not encompass command responsibility in this case. Therefore, it is believed that the alternative recommendation should not be adopted. APGC cannot conceivably understand the full implication of air defense operation. Deviations from standard procedures arbitrarily directed by their project team may very well result in hazardous conditions of flight and in unacceptable compromises of the air defense system.

7. It is understood that the 9 October test program, though not yet formally forwarded to us with implementing instructions by ADC, has been approved by that headquarters. Due to time factor involved, it is deemed essential that this headquarters take appropriate remedial action prior to receipt of the formal implementing directive for this test program.

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DISPOSITION FORM

Subj: Conference on Project Lock-On

TO: EAODO
EADVC
EAPDP
EAOCP
EAOPM
EAIIG
EACDC
EAOCE
EAOFS
EAOOT
(in turn)

FROM: EAOOT

1. A conference on Project Lock-On was conducted at Ent Air Force Base on 24 - 28 August 1953. Personnel attending were:

APGC

Lt Col J. W. Bennett	Directorate TAC Requirements
Lt Col W. E. Hartless	Project Officer
Major R.T. Goety	Project Officer
Dr. R.A. Porter	Chief Operations Analysis

ADC

Lt Col J.W. Bray	ADC Project Officer
Lt Col E.D. Guthrey	Management Analysis
Lt Col R.A. Shane	Management Analysis
Lt Col J.M. Konosky	Operations and Training
Major B.E. Davis	Deputy for Personnel
Major R.E. Gotchey	M&O
Major F. Mertley	Logistics
Major W. Stacey	M&O
Dr. R.H. Blythe	OPerations Analysis

WADF

Major R.B. Bell	Fighter Interceptor Division
Major L.L. Arasmith	Operations 94th FIS

EADF

Maj A.T. Murphy	4707th Defense Wing
Maj J.L. Moutier	Comdr, 433d FIS
Maj G.F. Gorgol	4706th Defense Wing
Capt B. Gray	Representative EADF - DM
Capt J.P. Looney	Representative EADF - DO
Capt. C.G. Zimmer	Exec. 58th FIS

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Subj: Conference on Project Lock-On (Contd)

RAND

Civ - Mr. N.C. Peterson
Civ - Mr. M.M. Levin

SAC

Three field grade officers arrived 27 August and names were not obtained.

2. Inclosure No. 1, Proposed Test Program, is attached for information only as the details were changed considerably during the conference. A new test program is being prepared in final form by APGC and ADC will forward same to all concerned by an implementing instruction letter. ADC does not plan to publish an operations order. SAC will publish an operations order to cover their portion of the test. Details of strike missions will be disseminated to defense force and division level only.

3. Alert requirements during period of test were tentatively set at four aircraft on "Readiness," four aircraft on "At Ease," four aircraft on "Back-Up", six aircraft on "Reserve" and the remainder of total "Possessed" on "Released." Normal ADC-V7 reporting provedures will apply.

4. Tentative alert decision for a test squadron located on a two squadron base is the active air defense alert commitment will be as is specified for a single squadron base in the current ADC Operations Order for the squadron not involved in the test. Aircraft and crews of the test squadron will be available for active air defense missions only in event of a Warning Yellow or higher.

5. Tracks of test strike aircraft will be classified Keystone (Lock-On) and other radar action will be normal; to include cross-telling, convey to AAOC, etc. AC&W squadrons normally controlling the fighter-interceptor test squadrons will support and conduct operations on test tracks.

6. The question of flying through with E-1, E-4 and E-5 fire control systems was not resolved. Lt Col Konosky and Lt Col Olson, O&T Hq ADC, are visiting Hq SAC to finalize the test program in this respect.

7. ADC will be required to furnish approximately 16 project personnel, all grades, for approximately 45 days TDY during test of each squadron. At 58th and 433d FIS test, EADF will be required to provide the following:

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Subj: Conference on Project Lock-On (Contd)

1 Asst. ADC So Project Officer	Field Grade from EADF
1 Asst. Project Officer (Reports)	Field Grade from EADF
4 Asst. Aircrew Project Officer	Company Grade from Division, Wing and Squadron
1 Asst. Project Officer (M&S)	Field Grade from EADF
1 Asst. Project Officer (M&O)	Field Grade from EADF
2 Film Evaluation Officer	Company Grade from Squadron
3 Asst. Project Officer (AC&W)	Field and Company Grade from EADF - Divisions and Wings
1 Operations Analyst	Civilian from EADF
1 Clerk-Typist	Civilian or airman from EADF
1 Draftsman	Civilian or airman from EADF

8. Rocket firing evaluation test problems were not resolved. At present there is no approved rocket range for firing at intercept altitude.

9. Supply - Supply precedence increases to I for 60 days prior to start of test with precedence reducing to III - 15 during 30 days of actual testing.

10. Neither AMC nor Prime Depot SMAMA had any representatives present. However, they have both Supply and Maintenance representatives at Otis working out full details of program for securing data.

11. Lists of shortages - personnel, GHE and test equipment - were presented by Major Murphy, 4707th DW "Project Officer", to the interested ADC Staff Sections.

LOONEY
703

OLDS
600

GRAY
432

GRAY
312

1 Incl
Proposed Test
Program (Conf)

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ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 552 4

CONFIDENTIAL
SECURITY INFORMATION

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)
HQ EADF STEWART AFB NEWBURGH NY

TO:
COMDR ADC ENT AFB COLO SPGS COLO

INFO:

DATE-TIME GROUP	SECURITY CLASSIFICATION
12 Aug 53	CONFIDENTIAL
PRECEDENCE FOR: PRIORITY	ACTION / INFORMATION
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☒ NO
REFERS TO MESSAGE:	
IDENTIFICATION: ADMAC-1668 ADOOT-E 1611	CLASSIFICATION: CONFIDENTIAL

EAOOT-FO 1173 . URMSG ADOOT-E 1611 dtd 16 Jul 53 and ADMAC 1668 dtd 28 Jul 53. This hqs in process of planning EADF action for project "LOCKON". Planning is result of info recd fr 58th FIS Project Off. To spt this action req folg info be fwdd as no ofl directives, other than the above cited TWXs have been recd at this hqs. Part A: Operations: (1) Exact starting dts of each test to include on site readiness dt for pers and equip and dt fly ops will begin. (2) What will alert status be for Otis and Truax during periods of tests. (3) Participation rules and min qual for aircrews. (4) Types and numerical strength of bomber formations. (5) Will penetrations be on a no warning basis and if so to what level of comd will strike info be disseminated. (6) Geographical limitations of test areas. (7) AC&W relation to all phases of test. (8) Special identification rules. (9) States of alert for test acft during test program and their availability for active air defense msns.

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SECURITY CLASSIFICATION	PAGE 1 OF 3 PAGES
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DRAFTER'S NAME (and signature, when required): Capt Looney/ban

RELEASING OFFICER'S SIGNATURE: SECURITY INFORMATION CONFIDENTIAL

SYMBOL: EAOOT-FO 111510 Aug 53

TELEPHONE: 703

OFFICIAL TITLE

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 48, WHICH MAY BE USED.

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HQ EADF STEWART AFB NEWBURGH NY

(10) Will there be an ADC project officer or team. (11) Who will publish opr O for complete test program. (12) Analysis spt to be required of this comd. (13) Will normal GCI freq be utilized for purposes of this test. (14) How many msns per acft ea day w/b required. (15) Opr repts that will be required at ea level of comd. (16) Will rockets be fired and if so what rules will govern. (17) Will the test oprs be governed by curr ADC and EADF regs. (18) Will track reptg be IAW ADCM 55-Test or sp instr. (19) Track classification of bomber acft employed on LOCKON. Part B: Material: (1) If rockets are to be fired what type and how many w/b used. Also will a req for these rockets be required fr this comd. (2) Can radar approach control cen at Otis AFB be completed and opr prior to start of test. (3) Aprx dt 58th FIS will rec acft to prov TO strength. (4) Req curr sv test on periodic insps F-94C acft at 58th FIS be discontinued and 50 hr periodic concept be adopted prior to initiation of project LOCKON. (5) Can supply priority and precedence rating asgd 58th FIS by ur msg ADMAC 1668 be utilized by base spt sq and AC&W sq under 4707th. Def Wg. (6) Can code 3 items be made aval for minor engine and air frame rep as fld maint capability permits. (7) Will sp forms be needed for recording maint and supply data. Part C: Personnel: (1) Will it be nec to man the 58th FIS and 433d FIS on a 100% basis by grade and skill level on TO vacancy and if so will EADF be

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HQ EADF STEWART AFB NEWBURGH NY

responsible for complete manning fr personnel now asgd. (2) Will manning act of these units be on a PCS or TDY status. (3) Will 58th FIS and 433d FIS spt units to include concerned AC&W sq rec add pers to spt the test opr. (4) What fund citation w/b cited in PCS and/or TDY orders of pers on LOCKON. (5) If PCS action is reqd will movement of dependents be auth. (6) If manning action results in surplus pers of those presently asgd what will their disposition be. (7) Will rqmt exist for F-94C and F-89C school graduates for all maint airman asgd this project.

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SECURITY INFORMATION

552

HEADQUARTERS
AIR DEFENSE COMMAND
Ent Air Force Base
Colorado Springs, Colorado

ADOOT-B

19 August 1953

SUBJECT: (Unclassified) Project LOCK-ON

TO: Commander
Eastern Air Defense Force
Stewart Air Force Base
Newburgh, New York

1. Attached for your information is a copy of the tentative points of agreement for the forthcoming operational suitability test (Project LOCK-ON). The test program for this project is still in the development stage and will not be finalized before the latter part of this month or early September.

2. At the present time it is anticipated that the project team will be made up of twenty (20) field grade officers, ten (10) civilians of commensurate rank, plus three (3) to four (4) stenographers. This team will require accommodations at test installations from approximately three days prior to commencement of each test until ten days after. Request this headquarters be advised if adequate accommodations can be made available for these personnel on the base or in the near vicinity. Other requirements for members of the test team for the same period of time include:

a. Office space (approximately one thousand (1,000) sq, ft.).

b. Office furniture (eight (8) executive and three (3) stenographers desks and chairs).

c. Office equipment (normal supplies plus four (4) typewriters).

d. Telephones (three (3) Class "A" and one (1) tactical outlet).

e. Transportation (one (1) staff car on call).

3. Defense Force and Division Headquarters may be called upon to furnish personnel to assist in the collection and reduction of exercise data. Qualifications and numbers required will be furnished at a later date.

BY ORDER OF THE COMMANDER:

1 Incl
Gen Pt of Agreement

s/t/ JAMES S. PURDUM
Major, USAF
Asst Command Adj.

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SECURITY INFORMATION

552

HEADQUARTERS
EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N.Y.

EACOT-FO 400.112 3 SEP 1953

SUBJECT: (Unclassified) Project Lock-On

TO: Commander
30th Air Division (Defense)
Willow Run Airport
Belleville, Michigan

1. Attached for your information is a copy of the tentative points of agreement for the operational suitability test of F-86D, F-89C and F-94C. The test program for this project is still in the development stage and will not be finalized before the latter part of September.

2. At the present time, it is anticipated that the project team will be made up of 31 personnel. Approximately four of these observers will be at the AC&W squadron and the remaining personnel will be at the fighter-interceptor squadron. This team will require accommodations at test installations from approximately three days prior to commencement of each test until ten days after. Desire this headquarters be advised if adequate accommodations can be made available for these personnel on the base or in the near vicinity. Other requirements for members of test team for same period of time include:

a. Office space (approximately 1500 square feet).

b. Office furniture (eight executive and three stenographer's desks and chairs).

c. Office equipment (normal supplies plus four typewriters).

d. Telephone (three Class "A" and one tactical outlet).

e. Transportation (one staff car on call).

3. Division, wing and group headquarters will be called upon to furnish personnel to make up the test team. Tentative requirements for planning purposes only are:

NOTE: Identical ltr sent to the 32d ADiv

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EAOOT-FO 400.112 Subject: (Unclassified) Project Lock-On

a. Four assistant aircrew project officers, Captain or Lieutenant.

b. Two film evaluation officers, Captain or Lieutenant.

c. Three GCI project officers, Captain or Lieutenant.

d. One clerk typist, civilian or airman.

4. Inclosure Number 1 was made available to wing and squadron project officers during ADC conference on Lock-On 24 August to 28 August 1953.

BY ORDER OF THE COMMANDER:

ROBERT J. ORTELT
Major, USAF
Asst. Adjutant

1 Incl
Outline of Test Program for F-94C, F-86D and F-89C Sq Opnl Suitability Test (Project Lock-On) (Conf) (1 cy)

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SECURITY INFORMATION

552 7

HEADQUARTERS
564th Air Defense Group
Otis Air Force Base, Falmouth, Massachusetts

BSO 400 3 September 1953

SUBJECT: Project LOCK-ON

1. The following represents Project LOCK-ON items discussed and mutually agreed upon on 1-3 September 1953 between Otis Air Force Base personnel and Air Materiel Command (SMAMA) representatives.

2. The persons attending the discussion which led to this agreement are:

Major Fornal	-	4707th Defense Wing
Major Murphy	-	4707th Defense Wing
Major Elarth	-	564th Air Defense Group
Captain Leva	-	Base Supply Officer
Lt. Wilson	-	58th Ftr-Intcp Squadron
Mr. D. E. Lackey	-	SMAMA
Mr. J. Saunders	-	SMAMA

a. Otis Air Force Base is submitting through channels a proposal that stenographic help be procured by Otis Air Force Base. In this connection, funds must be cited by the respective organizations utilizing the stenographers. If approved, SMAMA will be requested to cite funds for the employment of the GS-3 stenographers for thirty (30) days.

b. Otis Air Force Base Supply Officer will furnish SMAMA copies of all existing, outstanding and future LOCK-ON requisitions to permit expediting action by SMAMA.

c. The Base Supply Officer will furnish a daily teletype status listing, beginning 11 September 1953 to SMAMA indicating material received for Project LOCK-ON during the previous twenty-four (24) hour period. This listing will be as of 1500 hours daily and will enable the maintenance of a current status chart by the SMAMA project office. The format will include applicable requisition numbers, item numbers and quantity received.

d. Otis Air Force Base Supply Officer will conduct a pre-project inventory of all LOCK-ON material on hand as of 1 October 1953 and will advise SMAMA by teletype of current shortages.

e. Otis Air Force Base will immediately review all existing Project LOCK-ON requisitions to determine current status. Old requisitions that depot coding indicates material will not be available by 1 October 1953 will be cancelled, and new requisitions submitted citing

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Hq 564th AD Go BSO 400 Subj: Project LOCK-ON (Cont'd)

Unit Precedence I, Supply Priority S-2.

g. Continuous expediting action will be performed by SMAMA as copies of new requisitions are received, and on existing requisitions as required.

h. Otis Air Force Base Supply Officer will establish those controls necessary to insure that LOCK-ON material on hand is held for the sole use of the 58th Fighter-Interceptor Squadron during the forthcoming suitability test.

(1) In the event an unforseen emergency arises that necessitates use of any Project LOCK-ON material for other purposes, the material will be issued only by special authorization of the Base Accountable Supply Officer. Such authorization will be granted only if the item or items desired can be replaced prior to 1 November 1953. This supply control will continue throughout the suitability test.

i. Hq, Air Materiel Command or Air Materiel Command Depots shipping orders directing shipment of Project LOCK-ON material from Otis Air Force Base will be returned to the issuing activity with the explanation that this property is being held for project LOCK-ON. However, in the event the Unit Precedence of the consignee of the shipping order is higher than that assigned this project, the order will be complied with. Provisions stated in this paragraph will not be applicable subsequent to the completion of the F-94C suitability test.

j. Replenishment requisitions for routine based stocked items will not be screened or upgraded citing Project LOCK-ON Supply Precedence I.

k. The Base Supply Officer will consider Project LOCK-ON dueins when requisitioning additional material for Project LOCK-ON.

l. The Base Supply Officer will requisition a thirty-day stock level of Table II, XI, and XVI spares based on 1-25 F94C aircraft. It is realized that this procedure will result in a temporary over-stockage of supporting spares. However, this is necessary to insure one hundred percent availability of all authorized supplies on the deadline date and to permit continuity of operation by Otis Air Force Base during the pretest period. This does not constitute a one hundred percent coverage, but only that portion determined to be required after an analysis of past consumption on items involved.

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Hq, 564th AD Gp, BSO 400, Subject: Project LOCK-ON (Cont'd)

3. The above does not represent all inclusive actions required in the logistical support of the F-94C suitability test. However, they do represent the major factors concerning potential problem areas and an attempt to their resolutions.

t/ VERNON H. ELARTH
MAJOR, USAF
Director of Materiel

t/ NICHOLAS LEVA
CAPTAIN, USAF
Base Supply Officer

t/ JOSEPH H. SAUNDERS
SMAMA

t// DONALD T. MURPHY
SMAMA

t/ ARTHUR T. MURPHY
MAJOR, USAF
Materiel Supply Officer
Headquarters, 4707th Defense Wing

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FILE: HEADQUARTERS 552.8
EASTERN AIR DEFENSE FORCE

SUBJECT: Manning 58th Fighter-Interceptor Squadron Project Lock-On

INTEROFFICE ROUTING SLIP

#1 16 Sep 53

No.	Date	From	To	Number and date each entry—show date of dispatch. Show staff division or office in FROM—TO columns. Sign each entry legibly—show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
		EAPDP	EAOOT	1. Necessary action has been taken to man the 58th Fighter-Interceptor Squadron as directed by Headquarters Air Defense Command in accordance with the following criteria extracted from letter, Headquarters Air Defense Command, ADPP-P 200.3, subject: Manning 58th Fighter-Interceptor Squadron - Project Lock-On, 11 September 1953. a. Unit will be manned 100% by number and skill wise as other like units in Eastern Air Defense Force. b. Overmanning of the 58th Fighter-Interceptor Squadron is authorized in the armament field in conformance with letter, Headquarters Air Defense Command, ADOMO 320.3, subject: Armament Personnel Requirements, F-86D, F-94C and F-89D Squadrons, dated 25 August 1953. c. Personnel who are in excess of 199% authorized strength in any specified AFSC may be used to fill vacancies in the squadron created by personnel on TDY. In such cases this personnel may be retained in the squadron strength. Where vacancies created by personnel on TDY will not absorb the excess strength, the overage will be reassigned to other units until the end of the test. d. Personnel in the unit should be stabilized at the earliest practicable time for the duration of the test. This should not preclude, however, the attendance at schools of personnel already committed. e. Forty-four (44) pilots are required who are qualified in accordance with ADC Regulation 55-2, paragraph 3b(2) and 4b(2). Air Defense Command records indicate that twenty-one (21) qualified pilots are now assigned with seventeen (17) 1124B's and six (6) 1124A's scheduled to report on or before 1 October 1953. f. Forty-four (44) radar observers qualified in accordance with ADC Regulation 55-2, paragraph 3b(3) are required. Air Defense Command records indicate thirty-six (36) assigned with eight (8) programmed to report on or before 1 October 1953.

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FILE:

HEADQUARTERS
EASTERN AIR DEFENSE FORCE

SUBJECT: Manning 58th Fighter-Interceptor Squadron Project Lock-on

INTEROFFICE ROUTING SLIP

#1 (Contd) 16 Sep 53

No.	Date	From	To	Number and date each entry—show date of dispatch. Show staff division or office in FROM—TO columns. Sign each entry legibly—show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
		EAPDP	EAOOT	2. Manning status as of 11 September was as follows: a. Crews: (1) Required: 44 Pilots Assigned: 23 Pilots 17 (F-94C) pilots in pipeline - ETA 1 October - F-94C School Graduates 6 (F-86A) pilots (Nellis AFB) - ETA 12 October - will be exchanged for F-94C pilots with the 437th Fighter-Interceptor Squadron (2) Required: 44 Radar Observers Assigned: 39 Radar Observers with 7 in pipeline - ETA 1 October - From Radar Observer School at Tyndall Air Force Base, Florida b. Airmen: (1) Authorized: 249 Assigned: 310 (2) Unit will be manned 100% by number and skill wise comparable to other like units in Eastern Air Defense Force. In addition, 4707th Defense Wing has been granted authority to utilize personnel from 924th and 926th AC&W Squadrons at Grenier Air Force Base on a TDY basis. This headquarters will aid the 4707th Defense Wing in any difficulties encountered. /s/ KUNTZ 329 /s/t MYERS 494

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DISPOSITION FORM

Subject: Project "Lock-On" Comment #1

To: L/Col C. E. Ford From: Capt Gray Date: 17 Sep 53

1. Subject test in the 58th FIS, Otis AFB, beginning 1 November 1953 with 100% personnel and equipment in place by 1 October 1953.

2. The 58th FIS has been afforded a Precedence Rating of I, 60 days prior to the start of test (now in effect since 1 September) and will revert to III - 15 during the actual month of testing.

3. AMC representatives from prime depot at Sacramento AMA have already been through Otis and worked out the plan for the test and compiling of data needed. ADC and AMC have arranged for 13 new C-22C APU's to be in place for the test. Other critical items of test gear have already been secured or else loans have been worked to supply the squadron for test period.

4. ADC msg ADMAC-4 23967, 15 August, reference properly equipping the 58th FIS with 27 UE aircraft, is underway, and 27 each F-94C aircraft of the high serial numbers equipped to fire rockets are assigned from production at Lockheed Aircraft Corporation and will be available to the squadron by 25th September. A 4-man Lockheed Modification Team arrived 16 September 1953 at Otis to check and rework all Lock-On aircraft with necessary nose beef-up and flame-out kit for necessary rocket firing at intercept altitude.

5. Reference ADC msg ADMAC R-4 1694, concerning the 433d FIS with 27 UE F-89C aircraft with -33A engines. This movement has commenced and should be completed within the next 15 days.

6. Hq EADF will request the Northrop Spares Technician from Zonal Depot to visit the 433d FIS for the purposes of aiding squadron personnel in establishing stock levels and supply planning for this project.

7. The program to retrofit all -33A engines to -41 will start in the near future at Truax. Approximately 40 kits are now available at OCAMA.

8. Problem Area:

a. Still need plan from ADC.

b. Still need information reference rocket firing as to altitude, number of sorties, ranges available.

/s/ GRAY/763 /s/ RATTIE/432

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28 September 1953

ADC's Manning Instructions for Lock-On

1. In the forthcoming operational suitability tests of the F-94C to be conducted with the 58th Fighter-Interceptor Squadron and associated units, Eastern Air Defense Force is delegated the responsibility of manning the fighter squadron in conformance with the following criteria:

a. Unit will be manned 100% by number and skill wise as other like units in Eastern Air Defense Force.

b. Overmanning of the 58th Fighter-Interceptor Squadron is authorized in the armament field in conformance with letter, this headquarters, ADOMO 320.3, subject: Armament Personnel Requirements, F-86D, F-94C and F-89D Squadrons, dated 25 August 1953 (Incl 1).

c. Personnel who are in excess of 100% authorized strength in any specified AFSC may be used to fill vacancies in the squadron created by personnel in TDY. In such cases this personnel may be retained in the squadron strength. Where vacancies created by personnel on TDY will not absorb the excess strength, the overage will be reassigned to other units until the end of the test.

d. Personnel in the unit should be stablized at the earliest practicable time for the duration of the test. This should not preclude, however, the attendance at schools of personnel already committed.

EADF's Comments

A. Project Lock-On. Responsibility for manning the 58th Fighter-Interceptor Squadron and the 762d Aircraft Control and Warning Squadron rests at Wing level, with this headquarters furnishing personnel that are not available to wing sources. Units will be manned 100% by number; however, the skill level manning will be comparable to other EADF units. Authority was granted the 4707th Defense Wing to utilize personnel presently assigned the 111th Aircraft Control and Warning Squadron who are NEOS on a PCS status and personnel assigned the 924th and 926th Aircraft Control and Warning Squadron on a TDY status.

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FILE: 552.11

HEADQUARTERS
EASTERN AIR DEFENSE FORCE

SUBJECT:

INTEROFFICE ROUTING SLIP

#1 29 Sep 53

No.	Date	From	To	Number and date each entry—show date of dispatch. Show staff division or office in FROM—TO columns. Sign each entry legibly—show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
		EAMDM (HAMAC-ACS)	EAOOT ATTN: CAPT LOONEY	LOGISTICS: (1) Headquarters EADF will render logistical support to 4706th Defense Wing and 4707th Defense Wing, as prescribed in current AF, ADC and EADF directives. (2) The commander of the 4706th Defense Wing will insure that 520th Air Defense Group, Truax AFB, Madison, Wisc., utilizes Prescribed Rate I 60 days prior to start of test for 433rd FIS and this Prescribed Rating will revert to III-15 during the actual test. Normal supply procedures as set forth in AFM 67-1 will apply. (3) The commander of the 4707th Defense Wing will insure that the 564th Air Defense Group, Otis AFB utilized Prescribed Rate I, 60 days prior to start of test for 58th FIS and this Prescribed Rating reverts to III-15 during the actual test period. Normal supply procedures as set forth in AFM 67-1 will apply. CEF/JJR/432 GRAY/596

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28 OCT 53

JEPNB B22
NBB019
YTE 063
YMB029
YYB024
JEDEN015
RR DEWP JEPNB JWRWC 333
DE JEDEN 79
R 282030Z ZNJ
FM COMDR ADC ENT AFB COLO SPRGS COLO
TO JEPNB/COMDR EADF STEWART AFB NEWBURGH NY
JWPMC/COMDR WADF HAMILTON AFB CALIF
JEDWP/COMDR AMC WRIGHT PATTERSON AFB OHIO
/R E S T R I C T E D/ ADMAC-1 30996. ACTION FOR ADFS. INFORMATION FOR MAJ GEN IRVINE, AMC, REF LTR 14 OCT 53, SUBJ: SPT FOR PROJECT LOCK-ON. DURING THE BUILD-UP FOR PROJECT LOCK-ON, PARTICIPATING UNITS ARE TO BE ENCOURAGED IN EFFECTING DIRECT LN W/S PTG PRIME ACFT AMAS AND DEPS. IT IS NEC THAT PERTINENT INFO BE FREELY EXCHANGED TO ACHIEVE FULL ADVANTAGE OF THE LIMITED HIGH PRIORITY PERIOD AFFORDED THIS PROJECT. AMC HAS ADVISED THAT UNITS CONCERNED HAVE BEEN RELUCTANT TO EFFECT DIRECT CONTACT BECAUSE OF "THRU-CHANNELS" DIRECTIVES. REQ YOU ADVISE UNITS CONCERNED THAT DURING REPEAT DURING THE BUILD-UP PERIOD THAT DIRECT CONTACT W/DEPS ON MATTERS NORMALLY FWDD THROUGH CHANNELS IS AUTH, AND INFO CYS OF ACTIONS TO HIGHER HQ WILL SUFFICE. HOWEVER, IT MUST BE CLEARLY SPELLED OUT THAT THESE ACTIONS ARE ONLY AUTH DURING THE BUILD-UP PERIOD AND ARE RESCINDED EFFECTIVE THE DT THE EXERCISE BEGINS. AT SUCH TIME, NORMAL REPEAT NORMAL SUP SPT ACTIONS ARE TO BE REINSTATED AND ADHERED TO.
28/2031Z OCT JEDEN

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SECURITY INFORMATION

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JEPNB 03
PARAPHRASE NOT REQUIRED CONSULT CRYPTOCENTER BEFORE DECLASSIFYING
CRYPTO NBR 751
PRIORITY 292359Z
FM COMDR ADC ENT AFB COLO
TO COMDR AMC WRIGHT-PATTERSON AFB OHIO
COMDR MCCELLAN AFB CALIF
CHIEF OF STAFF USAF WASH DC
COMDR EADF STEWART AFB NY
COMDR CADF KANSAS CITY MO
COMDR WADF HAMILTON AFB CALIF
COMDR AIR PROVING GROUND EGLIN AFB FLA
/C O N F I D E N T I A L/ CITE ADMAC-12012. SMAMA HAS ISSUED SHIPPING INSTR TO AF-1549 SO NCCA TO SHIP F-94C SPARES TO OTIS AFB IN SUPPORT OF PROJ LOCKON. THIS COMD CANNOT REDUCE THE CAPABILITY OF OTHER SQS TO SUPPORT THIS PROJ. THE NECESSITY OF STANDING-DOWN 1 SQ WILL REDUCE ADC ABILITY FROM PERFORMING ITS MISSION. REQ THESE SPARES BE OBTAINED FROM OTHER SOURCES.

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ROUTING

JOINT MESSAGEFORM

CONFIDENTIAL
SECURITY INFORMATION

COMMUNICATIONS CENTER NO. 553

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)
HQ EADF STEWART AFB NEWBURGH NY

TO:
COMDR ADC ENT AFB COLO SPGS COLO

INFO:

DATE-TIME GROUP	SECURITY CLASSIFICATION
16 Oct 53	CONFIDENTIAL
PRECEDENCE FOR: PRIORITY	ACTION / INFORMATION
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☒ NO
REFERS TO MESSAGE:	
IDENTIFICATION: ADOOT-B 2068	CLASSIFICATION: CONFIDENTIAL

EAOOT-FO C-1459. This msg in 3 parts. Part 1. URMSG ADOOT-B 2068 and 14 Oct conf at Otis AFB and APGC test program for Project Lock-on, 9 Oct 53, which was informally presented at this conf. If this 9 Oct 53 test program is to govern conduct of the tests, req this hq be provd with an implementing directive to that effect. Part 2. Your attn is invited to: a. Par 4b(6) and par 1, Appendix IV of 9 Oct 53 test program which delineate the responsibility and scope of auth of the project team. b. Item A17 of your msg ADOOT-B 2037, 3 Oct 53, which dirs the conduct of ea test under ADC and EADF regs until such time as it conflicts with the test program and then the test program will take precedence. c. Par 5c(1) of 9 Oct 53 test program which charges ADC with responsibility for opnl and admin con of the various sqs being employed for test purposes. Provs of a and b, above, deny your hq the prerogative of exercising opnl con, yet these provs assure that responsibility for deviations fr estbd

SECURITY CLASSIFICATION	PAGE OF PAGES
CONFIDENTIAL	1 2

SECURITY INFORMATION
CONFIDENTIAL

DRAFTER'S NAME (and signature, when required): Capt J.P. Looney/pec

RELEASING OFFICER'S SIGNATURE:

SYMBOL: EAOOT-FO 161355 Oct 53 | TELEPHONE: 679

OFFICIAL TITLE:

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 48, WHICH MAY BE USED.

16-10-58933-4 U. S. GOVERNMENT PRINTING OFFICE

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HQ EADF STEWART AFB NEWBURGH NY

pros remains vested in ADC comd channels. Part 3. For purpose of assuring clear cut channels of auth and comd responsibility, it is recmd that: 1. Either compl opnl con be granted APGC for conduct of the tests with prov that ADC may reassume this con in event of a warning yellow or higher, or 2, the statement A17 contained in ADOOT-B 2037 be changed to read substantially as fols: "Existing directives governing the conduct of air def opr will apply during all phases of the test program. Deviations fr these pros may be reqd by the senior project off. Reqs for deviation w/b presented by the project team to the div comdr or higher auth, as aprop, for appr prior to incorporation in the test program". This hq strongly recms adoption of the latter course of action as assumption of opnl con by comds other than ADC does not necessarily entail assumption of responsibility in this case and could very well result in hazardous conds of flt and in unacceptable compromises of the air def system.

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COMMUNICATIONS CENTER NO.

593

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP: 20 Oct 53

SECURITY CLASSIFICATION:

PRECEDENCE FOR: ACTION: PRIORITY INFORMATION: PRIORITY

TO: COMDR 4707TH DEF WG OTIS AFB FALMOUTH MASS

☐ BOOK MESSAGE ☒ ORIGINAL MESSAGE

☒ MULTIPLE ADDRESS CRYPTOPRECAUTION ☐ YES ☒ NO

REFERS TO MESSAGE: IDENTIFICATION: CLASSIFICATION:

INFO: COMDR 32D ADIV (DEF) HANCOCK APRT EASTWOOD STA 6 SYRACUSE NY

EAODO 36616 . Cfmg telecon this date between Col Wilcox ur hqs and Col Myers this hqs, desire 4707DW make every effort to qual reqd no. Combat Ready Crews prior to 1 Nov 53 for asgmt to 58FIS to support project "LOCKON". Crews w/b combat ready as stipulated in ADCR 55-2. There w/b no compromise of Flying Safety or the alert capability of other 4707DW units. Beginning at 1100 hours EST 20 Oct 53 a report will be subm to Director of O&T this hqs by telephone every 72 hours until 1 Nov 53 giving the exact status of progress. In the event difficulty is anticipated or encountered which will impede the progress of this program this hqs w/b notified immed by fastest avail means.

SECURITY CLASSIFICATION: UNCLASSIFIED

PAGE 1 OF 1 PAGES

DRAFTER'S NAME (and signature, when required): DONALD W. NANCE COL USAF

RELEASING OFFICER'S SIGNATURE:

SYMBOL: EAODO

TELEPHONE: 612

OFFICIAL TITLE:

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 48, WHICH MAY BE USED.

16—80923-4 U. S. GOVERNMENT PRINTING OFFICE

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20 Oct 53

MEMORANDUM TO: Colonel Olds

(a) Received "hot line" call from Lt Colonel Joyal, ADC Project Officer for Lock-on. Reference air crew qualifications, paragraph 1a of Appendix 1, APGC test program, Lt Colonel Joyal states they (ADC) are attempting to have this paragraph changed to read substantially as follows:

"All air crews participating in Phase I (attacks against SAC bombers) will meet alert qualified qualifications as are outlined in ADC Regulation 55-2 except as pertains to minimum closure during firing passes and then only those crews qualified under SAC Regulation 51-6 will continue the attack."

(b) This, in essence, will provide the same ground rules for participation as were outlined for Exercise Tailwind. This change has not been firmed and he states he will give us the information as soon as possible. As of 1200 EST, 20 October, the SAC issue has not been resolved and Lt Colonel Joyal does not have any further information but will phone us as soon as it is available.

s/t/ LOONEY

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1. ADC is requesting the following change to paragraph 1a, Appendix 1, Rules of Air Operation for Project Lock-On.

a. Crews that are combat ready under ADCR 55-2 and qualified under SACR 51-6 can go to the rocket release point.

b. Crews alert qualified under ADCR 55-2 and qualified under SACR 51-6 must break off at 300 yards.

c. Crews qualified in accordance with ADCR 55-2 but not qualified under SACR 51-6 will not enter the attack phase.

d. Crews not combat ready or not alert qualified will not be used in category 1. These crews can be used in category 2.

Phoned in by Lt. Col. Joyal, ADC, 22 - 23 Oct 53

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SECURITY INFORMATION

553 S

/C O N F I D E N T I A L/ ADPPP-P 2150. ATTN: DCS/P. INFO GIVEN THIS HQ REVEALS THE FOL AIRCREW STATUS IN THE 58 FIS AT OTIS AFB: 22 CMBT READY, 12 CMBT ALERT, 10 NOT WUAL IAW ADCR 55-2. IT IS REQ THAT PLTS MAKING PASSES ON SAC BMRS MEET THE RQMTS OF SACR 51-6, THE PRIM RQMT OF WHICH IS 500 TOTAL FLY HRS. ONLY 22 OF THE ABOVE PLTS ARE SO QUAL. IT IS RECM THAT A MIN OF 30 PLTS, CMBT READY OR CMBT ALERT, IAW ADCR 55-2 AND SACR 51-6, BE PRES DOR DY IN THIS SQ DURING THE TEST.

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ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 593

CONFIDENTIAL

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
27 Oct 53	CONFIDENTIAL

PRECEDENCE FOR: ACTION: PRIORITY | INFORMATION

☐ BOOK MESSAGE | ☒ ORIGINAL MESSAGE

☒ MULTIPLE ADDRESS | CRYPTOPRECAUTION ☐ YES ☐ NO

REFERS TO MESSAGE:

IDENTIFICATION	CLASSIFICATION

TO:

COMDR 26 ADIV (DEF) ROSLYN NY
COMDR 30 ADIV (DEF) WILLOW RUN APRT
BELLEVILLE MICH
COMDR 32 ADIV (DEF) HANCOCK FLD
EASTWOOD STA 6 SYRACUSE NY
~~INFO:~~ XXXX
COMDR 4706 DEF WG O'HARE INTL APRT
PARK RIDGE ILL
COMDR 4707 DEF WG OTIS AFB FALMOUTH MASS
COMDR 564 AIR DEF GP OTIS AFB FALMOUTH MASS
COMDR 520 AIR DEF GP TRUAX AFB MADISON WISC
COMDR 58 FTR INTCP SQ OTIS AFB FALMOUTH MASS
COMDR 433 FTR INTCP SQ TRUAX AFB MADISON WISC
COMDR 437 FTR INTCP SQ OTIS AFB FALMOUTH MASS

EAOOT-FO C-1488. Proj Lock-on. This msg in 4 parts. Part 1. Waiver of filing a DD Form 175 as required in par 43 of AFR 60-16 is granted UP par 48b (1) for acft scrambles in connection w/proj Lock-on. The unit concerned will comply w/par 48b (2) of AFR 60-16. Part 2. In preparation for and during proj Lock-on, alert commitments for Otis AFB w/b computed on intcp acft possessed by 437 Ftr-Intcp Sq only, eff 0800 hrs 25 Oct 53 until 0800 hrs, 5 Dec 53. Part 3. EADF Opr O 50-53, 2 Oct 53, is being amndd and w/b fwdd to all concerned untis ASAP. Part 4. Parts 1 and 2 this msg authd by ADC msgs ADOOT-C 30577 and ADOOT-C 2130. Proj Lock-on.

SECURITY CLASSIFICATION	PAGE	OF	PAGES
CONFIDENTIAL	1	1	

DRAFTER'S NAME (and signature, when required)

CAPT J.P. LOONEY/mab

CONFIDENTIAL

RELEASING OFFICER'S SIGNATURE

SYMBOL	TELEPHONE	OFFICIAL TITLE
EAOOT-FO 28/1000	Oct 53 679	

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 48, WHICH MAY BE USED.

eD—10—68053-4 U. S. GOVERNMENT PRINTING OFFICE

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SECURITY INFORMATION

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JEPNB 05
PARAPHRASE NOT REQUIRED CONSULT CRYPTOCENTER BEFORE DECLASSIFYING
CRYPO NBR 634
PRIORITY 281759Z
HQ ADC ENT AFB COLO
TO COMDR EADF STEWART AFB NY
/C ONFIDENTIAL/ ADOOT-C 2147. UNTIL FURTHER NOTICE, THE FOL W/B SUBT FOR PAR 1A, APPENDIX I TO APGC LTR, TEST PROGRAM FOR F-94C, 9 OCT 53. MIN AIRCREW QUAL FOR PARTICIPATION IN CAT I W/B AS PER PAR 4, ADCR 55-2, 24 JUL 53. FURTHER RESTRICTIONS ARE AS FOLS: 1. ONLY AIRCREWS WHO MEET THE QUAL OF PAR 3, ADCR 55-2 and SACR 51-6, 5 MAY 53, WILL MAKE ATTACKS TO SIMULATED RKT RELS PT. 2. AIRCREWS WHO MEET THE RQMTS OF PAR 4 OF ADCR 55-2 AND SACR 51-6 WILL, UNDER NO CIRCUMSTANCES, APPROACH SAC BMRS CLOSER THAN 300 YDS. 3. AIRCREWS WHO ARE QUAL UNDER PAR 3 OR 4 OF ADCR 55-2 BUT DO NOT MEET THE RQMTS OF SACR 51-6, MAY NOT PARTICIPATE IN THE ATTACK PHASE. 4. AIRCREWS WHO DO NOT MEET THE QUAL OF EITHER PAR 3 OR 4, ADCR 55-2 WILL NOT PARTICIPATE IN CAT I BUT MAY PARTICIPATE IN CAT II AT SQ COMDRS DISCRETION.
TORC 281926Z OCT 56

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SECURITY INFORMATION

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29 OCT 53

JEPNB 42
PARAPHRASE NOT REQUIRED CONSULT CRYPTOCENTER BEFORE DECLASSIFYING
CRYPTO NBR 678
PRIORITY DTF 291530Z
FM CMDR 4707 DEF WG OTIS AFB MASS
TO CMDR ADC ENT AFB COLO
CMDR EADF STEWART AFB NY
/C O N F I D E N T I A L/ CITE DWO/TEST D 117. RE APPENDIX 1 APGC TEST PROGRAM PROJ LOCK-ON RULES OF AIR OPS. PAR 1A CHANGED TO READ "AIRCREW QUALIFICATIONS DESIRED AS PER ADC REG 55-2, DTD 24 JUL 53, AND SAC REG 51-6, DTD 5 MAY 53." LAST SENTENCE "ALL AIRCREWS WILL BE CERTIFIED COMBAT READY". DELETED. PAR 1 B DELETED. ADD TO PARA 1C(2)(A) THE FOLG (1) CREWS THAT ARE COMBAT READY UNDER ADCR 55-2 AND QUALIFIED UNDER SACR 51-6 CAN GO TO THE ROCKET RELEASE POINT. (2) CREWS ALERT QUALIFIED UNDER ADCR 55-2 AND QUALIFIED UNDER SACR 51-6 MUST BREAK OFF AT 300 yds. (3) CREWS QUALIFIED IAW ADCR 55A2 BUT NOT QUALIFIED UNDER SACR 51-6 WILL NOT ENTER ATTACK PHASE. (4) CREWS NOT COMBAT READY OR NOT ALERT QUALIFIED WILL NOT BE USED IN CATEGORY 1. THESE CREWS CAN BE USED IN CATEGORY 2.
TORC/29/1710Z OCT PT

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593

MESSAGEFORM

PRIORITY 13 Oct 53

FM HQ 4707TH DEF WG OTIS AFB FALMOUTH MASS
TO COMDR EADF STEWART AFB NEWBURGH NY

INFO: COMDR 32D ADIV (DEF) HANCOCK FLD SYRACUSE NY

DWPMP-O 5000 PD REF AIRCREW RQMTS FOR 58TH FIS IN PROJ QUOTE LOCK-ON UNQUOTE CMA NECESSARY FULLY QUALD PLTS ARE NOT AVAL FR LOCAL RESOURCES TO BRING SQ TO STRENGTH OF 44 PD EXTENSIVE RETROFIT PROG HAS INTERFERED WITH CREW TNG TO EXTENT ANTICIPATED STATUS OF 58TH FIS BY 1 NOV 53 WILL INCLUDE ABOUT 20 ONLY PARTIALLY QUALD PLTS PD WITH CURRENT BALANCE OF ONLY 19 FULLY QUALD CMA STRONGLY URGE YOU FURNISH 5 ADDL FULLY QUALD PLTS WITH MINIMUM OF 500 HRS AS AP PD PRESENT FULLY QUALD PLT STRENGTH OF 437TH FIS IS ONLY 14 INCLUDING COMDR AND DEY PERS PD TO WITHDRAW 5 FULLY QUALD PLTS FR 437TH FIS TO MAN 58TH FIS WILL COMPROMISE OPNL EFFECTIVENESS IN VIEW OF CONTINUAL ALERT RQMTS IMPOSED ON 437TH FIS DURING PROJ PD

26/1341Z OCT

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ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 553

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FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP: 17 Oct 53

SECURITY CLASSIFICATION: UNCLASSIFIED

PRECEDENCE FOR: ACTION: ROUTINE INFORMATION: ROUTINE

☐ BOOK MESSAGE ☐ ORIGINAL MESSAGE

☐ MULTIPLE ADDRESS CRYPTOPRECAUTION ☐ YES ☐ NO

REFERS TO MESSAGE:

IDENTIFICATION: CLASSIFICATION:

TO:

COMDR 4707TH DEF WG OTIS AFB
FALMOUTH MASS

INFO:

COMDR ADC ENT AFB COLO SPGS COLO
COMDR 32D ADIV (DEF) HANCOCK FLD SYRACUSE NY

EAPMP-OA 36474. Subj is pers rqmts for proj "Lock-On". Your msg DWPMP-O 5000 and confirming tp conversation Col Renwick your hq and Col Myers this hq. Hq ADC has advised this hq that offs gradg from the F-94C sch are qual to participate in subj proj. Desire you take immed action to man the 58th FIS w/44 CCr from those F-94C sch grads now asgd the 437 FIS. This w/provide for the retention of your experienced pers w/i the 437 FIS. In the interest of fly safety, desire you experience extreme care in the utilization of newly grad plts to insure that they are not placed on msns beyond their capabilities.

SECURITY CLASSIFICATION: UNCLASSIFIED PAGE 1 OF 1 PAGES

DRAFTER'S NAME (and signature, when required): A.S. LOCKEE/as/

RELEASING OFFICER'S SIGNATURE:

SYMBOL: EAPMP-OA 17/1100 Oct TELEPHONE: 704

OFFICIAL TITLE:

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 48, WHICH MAY BE USED.

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SECRET

554

30 Nov 53

JEPNB 005
PARAPHRASE NOT REQUIRED CONSULT CRYPTOCENTER BEFORE DECLASSIFYING
CRYPTO NBR 004
PRIORITY DTG 302217Z
FM AFDRQ-AD WASH DC
TO COMDR ADC ENT AFB COLO
COMDR AIR PROVING GROUND EGLIN AFB FLA
COMDR AMC WRIGHT PATT OHIO
COMDR EADF STEWART AFB NY
/S E C R E T/ CITE 59578. COMDR PASS TO PROJ OFFICER FOR PROJ LOCK-ON. REQ WAS RECD THIS HQ 30 NOV 53 BY TELEPHONE CONVERSATION BETWEEN COL ALBERT S KELLY THIS HQ, LT COL PHILLIP JOYAL ADC AND MAJ GOETZ APGC, TO EXTEND THE OPNS OF PROJ LOCK-ON FOR 2 ADDL DAYS DUE TO GROUNDING OF ACFT AT OTIS AFB. SUBJ EXTENSION IS APPROVED FOR 2 ADDL DAYS FOR COMPLETION OF ROCKET FIRING PORTION OF PROJ LOCK-ON.
TORC 010128Z DEC 60

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SECRET

FILE: HEADQUARTERS 554
EASTERN AIR DEFENSE FORCE

SUBJECT: Report on Project Lock-On

INTEROFFICE ROUTING SLIP

No. 1

No.	Date	From	To	Number and date each entry—show date of dispatch. Show staff division or office in FROM—TO columns. Sign each entry legibly—show actual signer. Draw a line across the page under each entry. Use full width of page for long entries.
		EAOOT-FO	EAOOT-F	1. Believe we should hold any further action on consolidation until Maj Fitton returns and makes his final report which should be a consolidation. 2. Ftr Tng should be afforded the opportunity to see this as it points up some deficiencies in their branch. 3. Upon withdrawal of Incl 1, classification of this IRS will be cancelled IAW par 26g, AFR 205-1. s/t/ LOONEY s/ MILLER 1 Incl Subj Rept w/ 3 Tabs
		No. 2 - 3 Dec 53		
		EAOOT-F	EAOOT	1. Concur with paragraph 1, Comment 1. 2. Fighter Training has extracted paragraphs 16, 19, 26 and 29 for future reference. 1 Incl n/c s/t/ BREATHWIT

HQ EADF Form 8

SECRET

Do not detach from correspondence.

ARMY-U.S.M.A. WEST POINT, N.Y.-30M 1-26-53 2 ON

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SECURITY INFORMATION

PROJECT "LOCK-ON"

PART I

A. PROBLEM:

To point out and discuss the problem areas proved or indicated by Part I (F-94C), Phase I (first ten days of the APGC test "LOCK-ON").

B. ASSUMPTIONS:

1. The skill level of assigned personnel is the skill level found in any Air Defense Squadron.

2. All target aircraft are identified as target (hostile aircraft) upon entering a two hundred and fifty (250) nautical mile radius of P-10 station.

3. Limited combat ready aircraft are those that are in a flyable condition and the rockets can be fired.

4. The method for determining the probability of a kill for rocket firing aircraft is as yet non-existent.

C. FACTS BEARING ON THE PROBLEM:

5. Airmen personnel of the 58th Fighter-Interceptor Squadron will work on a 44 hour week per man.

6. T/O 1-1257 AFS positions will be 100% manned.

7. All airmen assigned have not been working in the prescribed T/O positions previous to 1 November 1953.

8. All airmen assigned will perform duty in their specific AFS assignment during the first ten day period.

9. The alert commitment prescribed for this phase is four aircraft on five minute, four aircraft on thirty minute, four aircraft on one hour, and six aircraft on three hours.

10. The limited combat ready aircraft on five, thirty or one hour status cannot receive maintenance to bring them up to a combat ready status.

11. In many instances an F-94C cannot be maintained by the engineering and radar sections simultaneously.

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12. The F-94C periodic inspection is performed at twenty-five hour intervals while on other comparable aircraft the periodic inspections are performed at fifty hour intervals.

13. The F-94C fire control system is susceptable to malfunction during and after periods of rainy weather.

D. DISCUSSION:

14. Although highly unlikely in a non-continuous combat situation, the airmen personnel have been limited to a 44 hour man week so as to test the adequacy of the T/O under a continuous combat situation.

15. The prescribed T/O was followed precisely in order to prove or disprove all or any part of the T/O AFS positions. It was found by operating under the prescribed T/O that the aircraft in-commission rate went from nineteen (19) on 1 November 1953 to four (4) on 9 November 1953 and the combat ready rate declined from ten (10) on 1 November 1953 to one (1) on 9 November 1953. For the in-commission and combat ready rates for this period, see Tab I. During this nine day period it was found that a limited number of certain specialists were not utilized and that there was a definite need for more line mechanics. In order to more fully utilize personnel assigned, the changes as shown in Tab II were made at 1300Z 10 November 1953. These changes were made at the discretion of the 58th Fighter-Interceptor Squadron Commander with the view of getting the best utilization from the total number of maintenance personnel authorized.

16. The alert commitment of four aircraft on five minute, four aircraft on thirty minutes, four aircraft on one hour, and six aircraft on three hours appears unrealistic from the aircrew standpoint for a continuous 24 hour operation. For example, the present T/O 1-1257 authorizes fifty (50) pilots and fifty (50) radar operators. The above specified alert commitment as established by Air Defense Command requires twelve crews per shift. These forty-eight (48) crews (minus two for administration) can be divided into four shifts of twelve crews each to meet the alert commitment. Since there are one hundred and sixty-eight (168) hours in a week, each crew would have to work forty-two (42) hours per week. This does not allow any time for UPD training, ground training, simulator time, leave time, additional duties, etc., and stay within a reasonable work week.

17. The limited combat ready status for aircraft was extremely detrimental to the maintenance effort during the first nine (9) days operation. The policy used by ADC is to employ limited combat ready aircraft in a sustained combat situation. This policy has decreased the number of combat ready aircraft considerably since approximately 90% of the limited combat ready aircraft are in that status because of fire control system malfunction. By placing these aircraft on alert to fulfill the alert commitment they are automatically taken away from

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radar maintenance. The majority of radar maintenance requires a minimum of three hours. The value of a limited combat ready F-94C aircraft in combat is extremely doubtful. The present F-94C is equipped with a sight for visual air to ground firing, however, the effectiveness of this sight for air to air firing is undetermined and believed to be negligible.

18. In many instances an F-94C cannot be maintained simultaneously by aircraft mechanics and radar technicians. This is caused not only by the physical space limitation around the aircraft but also by the necessity of maintaining continuity of aircraft circuits for testing equipment. These problems prolong the maintenance time for the aircraft.

19. Aircrew training to include the pilot, radar operator, and GCI director combination appears to be inadequate as shown by the statistics in Tab III. Conversation with the directors indicate a need for a scheduled training program on bomber type targets. Pilots' comments to maintain any degree of proficiency. Another important factor that is often overlooked is the psychology involved in making a lead course intercept on a small target as against a larger sized target. Once the pilot becomes accustomed to practicing lead course intercepts on a small target the change to a larger target tends to present the illusion of pending collision causing the pilot to break off the attack. Pilots usually break off the attack downward so as to keep the target in sight. Since the lead course intercept flown properly will bring the pilot approximately fifty (50) feet above the target his tendency to break downward often presents a dangerous situation.

20. The operation thus far has been slowed down by the fact that the F-94C requires a periodic inspection every twenty-five hours. This in effect almost doubles scheduled maintenance.

21. On 6 November 1953 five (5) aircraft were combat ready. Leakage of the nose compartment during a hard rain storm caused four (4) of these to go out of the combat ready status because of radar malfunctions. Of seven (7) fire control systems in commission, six malfunctioned. Three other radar sets out of commission were further effected by the rain.

E. CONCLUSIONS:

22. The T/O AFS position vacancies as prescribed in T/O 1-1257 are an inadequate distribution of manpower for the required workload of an F-94C Squadron.

23. The work load for forty-eight (48) aircrews as authorized by T/O 1-1257 will never reach a low of 50-55 hour work week per aircrew under the four, four, four, six alert commitment.

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24. The combat potential of an F-94C rocket firing aircraft without the radar in commission is negligible.

25. The simultaneous maintenance of the airframe and radar requires close coordination between the radar and engineering sections and is an area that requires constant attention in order to minimize the total maintenance time for F-94C aircraft.

26. Team training of pilot, radar operator, and director in lead course intercept is very low. The fighter to fighter practice intercepts alone are inadequate for training purposes.

F. RECOMMENDATIONS:

27. That T/O 1-1257 be revised to meet the needs of the F-94C Squadron. Indications of changes needed will be shown in the next twenty days operation.

28. That F-94C aircraft in a limited combat ready status because of radar malfunctions be eliminated from Air Defense Command use for fulfilling alert commitments.

29. That Air Defense Command arrange for regular scheduled bomber target training for lead course interceptors.

30. That aircraft be modified so as to render the radar compartment and cockpit water tight at all times.

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DAILY AVERAGE AIRCRAFT STATUS

DATE	NO. IN COMMISSION	NO. COMBAT READY
Start	19	10
1 Nov	17.1	7.6
2 Nov	12.2	6.2
3 Nov	12.4	7.5
4 Nov	10.1	6.8
5 Nov	10.2	5.5
6 Nov	10.1	3.4
7 Nov	9.2	4.2
8 Nov	6.6	4.6
9 Nov	5.1	1.6

The first nine days operations were limited by the following:

(1) Strict compliance to T/O position AFS.

(2) A forty-four hour work week per man.

(3) Limited combat ready aircraft were used to fill the 4,4,4,6 alert commitment when this commitment could not be filled with combat ready aircraft.

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CHANGES IN AFSC'S FOR BEST UTILIZATION

SECTION

	HYDRAULIC SP.	GRND POWER	ELECTRICIAN	ENG.	SHEET MET	A/C MECH
TO&E AUTH	19	9	18	30	2	60
CHANGES	-13	-1	-10	-14	/2	/36
REQUIRED	6	8	8	16	4	96

	RADAR & ARMAMENT
TO&E AUTH	?
CHANGES	
REQUIRED	

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SECURITY INFORMATION

TARGET	DATE	SCRAMBLES	NO. A/C MAKING INTERCEPT	A/C SUCCESSFUL IN MAKING L. C. I.	REMARKS
B-29's	1 Nov	11	7	0	
B-29's	2 Nov	15	11	7	
B-29's	3 Nov	13	10	5	
B-29's	4 Nov	17	15	9	
B-36's	5 Nov	*35	30	9	GCI Directors cannot control this No. of A/C
None	6 Nov	0	0	0	
B-29's	7 Nov	7	4	3	
B-29's	8 Nov				
B-47's	9 Nov	*10	7	2	
None	10 Nov	0	0	0	Stand-down for maintenance

* Denotes maximum effort

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585

1 December 1953

MEMORANDUM FOR: EAOOT EAOPM EAODR
EAOCE EAOIN EAOCD
EAOCP EAOFS EAOOA

SUBJECT: Project "Lock-On"

1. A copy of the attached memo to the Commander, EADF, is provided for your information and any action you may desire.

2. This information was obtained by the Vice Commander and me during a visit to Otis on 25 November 1953.

1 Incl
Cy Memo to Comdr,
EADF, Subj as above,
1 Dec 53

s/t/ CARROLL W. McCOLPIN
Colonel, USAF
Deputy for Operations
Ext 286

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1 December 1953

MEMORANDUM FOR: EADCG

SUBJECT: Project "Lock-On"

Per your request regarding Project "Lock-On," the following comments are offered:

1. Purpose:

The purpose behind Project "Lock-On" and the method of implementing the test are sound and in accord with current USAF directives.

2. Objectives:

Objectives, as stated, are not specific enough, doubt exists regarding the scope of the test; i.e., is the objective to test a fighter squadron, the air defense system, a portion of the air defense system, a test to evaluate effectiveness against what standards, etc.

3. Organization of the team spark-plugging this test appears adequate; however, one item that apparently requires changing is that no team member should be provided by the base upon which the particular squadron is being tested.

4. Procedures:

Procedures established for guidance during this test are, for the most part, adequate; however, in the future more detailed, specific instruction and guidance must be given all participants by the team supervising the test; i.e., clearer definition as to the actions required dealing with the organization and use of squadron personnel, conditions of alert, use of combat crews and base support. (Confusion existed in this regard since personnel continued attempts at interpretation of existing EADF, ADC and USAF SOPs in correlation with the test conditions. This was impossible in most instances since the test itself was unrealistic in many aspects.)

5. Facilities:

The only inadequate facilities noted thus far during the test at Otis were the shortage of readiness hangar or aircraft shelter space to keep in-commission aircraft out of inclement weather; i.e., 80 per cent (approximate) of the in-commission aircraft went out of commission during a rainstorm when left standing outdoors, and lack of suitable, temperature controlled, RX storage.

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Subject: Project "Lock-On" (Cont'd)

6. Problem Areas:

The following problem areas were identified by the project team; all of them are considered below any acceptable standard and serious deterrents to acceptable accomplishment of our mission.

a. Training: This includes air and ground crews and AC&W directors, as evidenced by the low in-commission rate of combat ready aircraft and inability of air crews to accomplish effective interceptions; i.e., aircraft combat ready rate average--about 10 out of 27, successful intercepts first 17 days--about 15-20 per cent of those attempted, directors were n ot positioning aircraft properly for attacks, crews could not identify chaff versus equipment malfunctions, etc.

b. Equipment: A shortage of handling, test and maintenance equipment for RX operation was noted.

c. Support: The support provided by the base and other agencies was excellent, with some exceptions caused by shortage of personnel. RX supply to the squadron on a timely basis was the most critical item, 1.7 hours for a 6 aircraft supply.

d. Personnel:

(1) Crew stability was poor. Thus far, there have been 123 possible cominbations of pilot/RO for the missions accomplished.

(2) Quality of ATRC pilot and RO products is poor. Major Nelson, ATRC representative on the team, stated ATRC-CRTAF-USAF would have a conference in Washington this week to resolve this problem and, if possible, have ATRC concentrate on quality versus quantity.

(3) Ordnance handlers provided are insufficient to do the job. Only 16 authorized per squadron; this allows but 3 or 4 per shift on a 24-hour schedule; present reloading times are 50-55 minutes for 1 aircraft and 2½ hours for 6 aircraft.

(4) Promotion of airman mechanics--exams unsatisfactory since 65 per cent of questions are on reciprocating engines.

(5) Squadrons undergoing these tests must have all personnel and equipment on hand at least 30 days prior to beginning the test.

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Subject: Project "Lock-On" (Cont'd)

e. Alert Requirements: 4 aircraft on 5 minues, 4 on 15 minutes, 4 on 1 hour and 6 on 3 hours is unrealistic since insufficient personnel and equipment are provided to meet the requirement.

f. With normal in-commission rate at the beginning of an intensified operations period, it was found that in 15 hours the squadron, flying 23 sorties, was reduced to 1 or 2 aircraft flyable; conversely, it required about a 15-hour standdown for the squadron to recoup back to the original status.

7. Conclusions:

a. It was generally concluded by the project team that the F-94C is basically satisfactory for the mission but that corrective action must be taken on all of the problems outlined above before a squadron equipped with these aircraft could possibly do the air defense mission to any acceptable degree of effectiveness. Further, that this condition would continue to exist for a long time (?) since modification and/or procurement of equipment is involved.

b. All of the problems encountered have been known deficiencies to members of the Air Defense Command and corrective action on each is in the mill. This test, however, will serve to document shortcomings of our system in a single paper and should serve to highlight the problem to higher headquarters personnel. Results may well be better coordinated action by all concerned.

8. Recommendations:

a. Recommendations of the team were too numerous and detailed to mention here; however, specific recommendations covering each problem encountered will be included in their report.

b. Major Fitton, EADF team member, has been instructed to give me all the data he can as soon as possib le after the report is written (about 10 December). I recommend we wait till then to advise ADC on any portion of this test and/or its results.

t/ CARROLL W. McCOLPIN
Colonel, USAF
Deputy for Operations

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SAC Flight Plans

1 Nov 53

AF 1438 - B29
Dept Barksdale to Junction City, Ind., direct to MIFLIN, Pa., direct SCR - PVD - BOS - NRD - EWB - Cape Cod to Bingham, Me., Rochester, Mass. - Cape Cod - BAD - TO 0434 EST.

AF0093 - B
BAD - CEF - TO-0601E

AF 8068 -
BAD - SCR - PVD - BOS - 44-54N - 70-49W - BOS - PVD - NRD - EWB Cape Cod - CEF TO-0521E

Comments

26th and 30th had not passed this Lock-on information to all their troops. Controller at 26th does not even have the ops order.

Phoned message to Lt Col Joyal at Otis (via Ops Off at Man) to have SAC flight plans filed with remarks "Pass to ADCC's."

Acft scrambled on H18 & H19 reported MA but Amazon states numbers were not obtained. Can't be MA and ID'd as KSD without numbers. Instructed Amazon to get them and then proceed with test. Numbers obtained OK.

Tracks did not reappear at 1159 & 1202 as were scheduled.

Phoned ADC (Maj Simmons) and asked him to have SAC flight plans filed with remarks "Pass to ADCC's." He will give information to Lt Col Bray.

1 SAC acft (AF8068) about landed at CEF.

1 civilian airliner intercepted as Lock-on (F-87) but was not Lock-on. Instructed 32d that par 3x(11) of EADF Ops O 50-53 would apply and further that no 90° approaches would be made until after the target had definitely been identified as Lock-on. Interceptors did not get anywhere near the civilian.

1333 EST reached critical (5) number but believe B17 & A13 are Lock-on - phoned same to ADC - Need Lock-on aircraft clearances to remark "Pass to ADCC's." Due to unknown status of B17 & A13 scrambles were made with 437th a/c and after correlation of tail numbers the 58th was scrambled. Very poor action but under current air defense rules nothing else could be done.

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Maj Gaety (APGC project team) is sending a SAC officer to 32d today to establish ground rules to prevent the above. We (EADF) have repeatedly told ADC & APGC that this was going to happen but their replies were that it was a nuts and bolts problem to be played by ear. (EADF - Looney comment "Hell")

No coordination with CAA has been done except what EADF did. Have phoned ADC several times in past and told them about this and Lt Col Joyal informed Capt Looney he (Joyal) would take care of it. Not done.

I will take this problem (flight plans) to the project team at Otis 2 Nov 53. Can't see that EADF can do anything more.

Track A13 did not adhere to the given flight plan as he flew direct from BOS to north of PVD on his third penetration - B-17 behaved as he was supposed to except he dropped chaff once and this was not scheduled.

2 Nov 1953

Arrived COC 1040E. Flight plans were received by 32d. Track I-19 and F-61 appeared at 1029 and 1034 and were classified KSD. Both tracks are following established routes and times appear to be close. F-61 about 6 minutes early over Boston. I-19 very early at Otis. All this is OK as long as div is getting flight plans and position reports.

Checked with Capt Hamilton, 32d and flight plan info coming in OK. No problems.

Track B-26 over Boston at 1356 - original TOT was 1331. This indicates the need for timely flight plan info.

All missions went off very well. For a while info was not being conveyed to AAOC - Boston, but a call was made and everything squared away.

(Capt Looney entered Otis Control Zone from North-East. For shame - he didn't know that the VFR corridor to Otis is on the E leg of Providence Radio to FMH homer) - (Big fat lie went direct out R94 - I helped establish this corridor) JL

3 Nov 1953

1st a/c at CEF aborted - 3 engines - 2d a/c aborted Mission #1 TO 1616 at CEF. H5 is Msn #2. H5 detected Keystone Dog and 58th scrambled but 1st report was sent from 32d as Unknown error in sending - being corrected by Amazon Controller.

1st Track J18 at 1223 EST

2d Track A10 at 1239 EST

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Scramble action limited due to low number of available aircraft.

At 1937Z 58th went down to 4 a/c ready (26 possessed 3 insp - 4 AOCP - 15 Maint) Phoned this info to Lt Col Emmert and Col Olds.

On second mission with target NYC - NSCA was given due to Otis (58th) status.

Powder station very poor on carrying tracks, Man and Dora paint all over Powder's own station and around them.

58th came back up to 6 a/c - 2 from maint. Still poor - 6 out of 26.

4 Nov 1953

58th started with 4-3-0-2-26. Hot tracks. F-70 & F-71 conforming generally to flight plan. Radar coverage very good, however, the inversion seems to be there again.

1st 2 F-94C reported Jdy - TH - Pc
1100 V7 4 insp - 4 AOCP - 9 Maint - so leaves 10 in commission out of 27 but what numbers of these are C/R are unknown. One intercept missed due to weapon bent and WX.

Col Carter called on deletion of par 1b of Appendix 1 to test program. Phoned the info back to him that ADC approved by msg ADOOT-C31379, 31 Oct. Have same on a wire (EADF) prepared 2 Nov but did not go out of EADF until 4 Nov.

All 4 SAC acft are participating but PIO is controlling scramble action on direction of project team so this does not present a realistic picture as division normally controls 58th status holding very well considering what they started with this morning.

J-17 went directly for PC but no report of his painting.

P45 continues to be poor suggest a radar calib flight for this outfit.

1749Z 58th dropped one more to maint.

All tracks on previous days have been conveyed to AAOCs so they should be getting ample training.

Again reporting procedures started to break down when 4 a/c were being tracked. Once two stations were carrying the same track yet actually were two objects 150 miles apart.
Picket vessel had a/c all around him but no paint.
1900Z 58th - 3-30-2-27. 4AOCP 4 insp - 11 Maint - tactical action seemed to slow down after 1300 hrs EST.

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JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 558

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SECURITY INFORMATION

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
2 Nov 53	CONFIDENTIAL

PRECEDENCE FOR:	ACTION	INFORMATION
	ROUTINE	

☐ BOOK MESSAGE ☐ ORIGINAL MESSAGE

☒ MULTIPLE ADDRESS CRYPTOPRECAUTION ☐ YES ☒ NO

REFERS TO MESSAGE:

IDENTIFICATION	CLASSIFICATION
ADOOT-B1 2178	CONFIDENTIAL

TO:

COMDR 26TH ADIV (DEF) ROSLYN NY
COMDR 30TH ADIV (DEF), WILLOW RUN AIRPORT, BELLEVILLE, MICHIGAN
COMDR 32D ADIV (DEF), HANCOCK AIRPORT EASTWOOD STA 6 SYRACUSE NY

INFO:

COMDR 4707TH DEF WG OTIS AFB FALMOUTH
COMDR 4706TH DEF WG, O'HARE INTL APRT, PARK RIDGE ILL
COMDR 58TH FTR INTCP SQ, OTIS AFB FALMOUTH MASS
COMDR 433D FTR INTCP SQ, TRUAX FLD, MADISON, WISC
COMDR 762D AC&W SQ, NORTH TRURO MASS
COMDR 755TH AC&W SQ, WILLIAMS BAY, WISC
COMDR 773D AC&W SQ, MONTAUK LI NY

EAOOT-FO C-1524. Project Lock-on. Folg msg from ADC is quoted FYI "ADOOT-B1 2178". The folg msg from Hq USAF to SAC FYI: Quote during night msn SAC acft auth to opr with all nav running lights in off position in tgt area provided min alt of 26000 ft or higher is specified for all night msns. No jamming of grd radars will be conducted within a 50-nautical mile radius of folg points: a. Empire State Bldg, N.Y. b. Logan International Aprt, Mass. Desire SAC & APGC proj offs for project Lock-on ins max ln with Chief, Boston Regional CAA Office. Desire coordination with opr off, Fleet Air Quonset, Quonset Naval Air Sta, R.I. at least 4 days prior to first night msn since the USN is conducting extensive jet oprs in this area. Dir comm auth. Unquote. Division cmdrs will insure

SECURITY CLASSIFICATION	PAGE	OF	PAGES
CONFIDENTIAL	1	OF	2

SECURITY INFORMATION CONFIDENTIAL

DRAFTER'S NAME (and signature, when required)

Capt John Looney/mdm

RELEASING OFFICER'S SIGNATURE

SYMBOL	TELEPHONE	OFFICIAL TITLE
EAOOT-FO 021330 Nov 53	679	

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 48, WHICH MAY BE USED.

40—16—58023-4 U. S. GOVERNMENT PRINTING OFFICE

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HQ EADF STEWART AFB NEWBURGH NY

that all concerned personnel are aware of above cited TWX. Desire cy of ADC Forms 4A and 87 be provided SAC "Lock-on" project off at Otis AFB. Forms w/b provided for each Lock-on msn flown. This copy w/b in addition to those required for normal use. Reference Appendix I, Annex A, EADF Opr Or 50-53 as amended. Paragraph 1.b. of this Appendix is deleted for auth cite ADC Msg ADOOT-C 31379 dtd 31 Oct 53. Recent events concerning Lock-on indicate lack of information at squadron levels. Div comdrs will insure that EADF Opr Or 50-53 as amended is forwarded to all units excluding those which have received direct distribution as is outlined in distribution list to above cited Oprs Or.

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JEPNB 09
PARAPHRASE NOT REQUIRED CONSULT CRYPTOCENTER BEFORE DECLASSIFYING
CRYPTO NBR 47
ROUTINE 012245Z
FM COMDR OTIS AFB MASS
TO COMDR ADC ENT AFB COLO
COMDR SAC OFFUTT AFB NEB
COMDR AMC WRIGHT PATTERSON AFB OHIO
CHIEF OF STAFF USAF WASH DC
COMDR EADF STEWART AFB NY
COMDR 32ND AIR DIV SYRACUSE NY
COMDR ARDC BALTIMORE MD
COMDR CAA BOSTON REGIONAL OFFICE MASS
COMDR CTAF RANDOLPH AFB TEX
COMDR TTAF GULFPROT MISS
//C ONFIDENTIAL// CITE: PROJ LO D-199. PHY TESTING ON PART 1, F-94C SQ OPNL SUITABILITY TEST, COMPLD 1500 HRS EST (012000Z) 1 DEC 53 AT OTIS AFB, MASS.
TORC: 02/0433Z DEC 53

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560 2

3 Oct 53

JEPNB 15
PARAPHRASE NOT REQUIRED CONSULT CRYPTO CENTER BEFORE DECLASSIFYING
CRYPTO NBR 72
PRIORITY DTG 022311Z
FM COMDR ADC ENT AFB COLO SPRGS COLO
TO COMDR AIR PROVING GROUND EGLIN AFB FLA
INFO COMDR SAC OFFUT AFB NEB
COMDR AMC WRIGHT-PATTERSON AFB OHIO
COMDR EADF STEWART AFB NY
HQ USAF WASHINGTON DC
COMDR WADF HAMILTON AFB CALIF
/C O N F I D E N T I A L/ CITE ADOOT-C2039. REF CONF HELD AT HQ SAC 24 AND 25 SPE CURR WITH APGC AND ADC PERS IN ATTENDANCE. SUBJ: PROJ LOCK-ON. /A/ DUE TO THE IMPORTANCE OF EVALUATION THE SUITABILITY OF THE ACFT TO PERFORM THE ADC MSN /B/ ASSIMILATION OF URGENTLY NEEDED OPNL DATA AT THE EARLIEST POSSIBLE DATE. /C? COST INVOLVED IN TRF LATEST MODEL ACFT AND PERS BY AFSC TO RPT TO STR AND LOGISTICAL RPT TO MAINTAIN SQ AT MAX SUSTAINABLE OPNL CAPABILITY UNDER SIMULATED CMBT COND PROHIBITS THE CANCELLATION OF THE F-94C OST AT OTIS AFB AND REPROGRAM AT OZNARD AT LATER DATE. IT IS STRONGLY RECMD THAT THE OST OF THIS SQ BE ACCOMPLISHED AS SCD. THIS COMD WILL AGREE TO ANY REDUCTION IN STRIKE FORCE REQMTS AT OTIS WHICH IN THE JUDGMENT OF COMDR APGC DOES NOT ABROGATE THE DESIRED RESULT OF THE TEST. SINCE NO E-1FCS EQUIPPED AFT ARE PROGRAMMED FOR THIS COMD AFTER FY 1954 IT IS NOT IMPERATIVE THAT THE F-89C OST PORTION OF PROJ LOCK-ON BE ACCOMPLISHED.
TORC 030523Z OCT 65

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ROUTING

JOINT MESSAGEFORM

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COMMUNICATIONS CENTER NO. 500

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)
HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP: 30 Nov 53
SECURITY CLASSIFICATION: CONFIDENTIAL
PRECEDENCE FOR: ACTION: DEFERRED
INFORMATION
☐ BOOK MESSAGE
☒ ORIGINAL MESSAGE
☒ MULTIPLE ADDRESS
CRYPTOPRECAUTION ☐ YES ☒ NO
REFERS TO MESSAGE:
IDENTIFICATION: ADOOT-C 2311
CLASSIFICATION: CONFIDENTIAL

TO:
COMDR 26 ADIV (DEF) ROSLYN NY
COMDR 30 ADIV (DEF) WILLOW RUN APRT
BELLEVILLE MICH
COMDR 32 ADIV (DEF) HANCOCK FLD
EASTWOOD STA 6 SYRACUSE NY

INFO:

EAOOT-FO C-1644. The folg ADC msg, ref Proj "Lock-on", fwdd FYI:
"ADOOT-C 2311. The folg msg fr Hq USAF to APGC, AFDRQ-AS/3 56678, is fwd for ur info: 'Reurmsg DCS/ODTR 5015, 6 Oct 53. Parts 1 thru II under consideration by this hq. You w/b advised at early dt. Ref Par IV. This hq approves ur recommendation for cancellation of F-89C Sq test in favor of F-89D Sq test. Req F-89D Sq be selected by ADC in collaboration w/APGC and test initiated at EPD to be determined by availability of acft, and supporting equip, status of maint tng, and qual of operational crews. Test objectives w/b established along similar concepts applied to test programs of F-86D and F-94C. Recommend every effort be made to establish location of test in ADiv area which will (1) Provide maximum ADiv test data, (2) Provide acceptable tng for SAC. Auth dir comm w/all info adees for coord of test plan. Req this hq be provided cys of test plan as soon as aval'. No info as to time and location of F-89D test can be fwdd at this time".

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DRAFTER'S NAME (and signature, when required)
CAPT W.D.TAYLOR/mab

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SYMBOL: EAOOT-FO
TELEPHONE: 301125 Nov 53 630
OFFICIAL TITLE

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 48, WHICH MAY BE USED.

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JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 500

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SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
16 Dec 53	
PRECEDENCE FOR: ROUTINE	ACTION / INFORMATION
☐ BOOK MESSAGE	☒ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☒ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

TO:

COMDR 30 ADIV WILLOW RUN AF STA
BELLEVILLE MICH
COMDR 4706 DEF WG O'HARE INTL APRT
PARK RIDGE ILL
COMDR 520 AIR DEF GP TRUAX AFB MADISON
WISC.

INFO:

COMDR 534 AIR DEF GP KINROSS AFB
SAULT STE MARIE MICH
COMDR 433 FTR INTCP SQ TRUAX AFB MADISON WISC
COMDR 438 FTR INTCP SQ KINROSS AFB SAULT STE MARIE MICH

EAOOT-FO C_____. Proj Lock-on. This msg in 2 parts. Part 1 for 30th ADiv. Ourmsg EAOOT-FO C-1644. Part 2 for all adees. ADC has apprd the cancellation of F-89C portion of Lock-on at 433d Ftr-Intcp Sq in favor of conducting the test w/F-89D type acft. ADC has further recmd to USAF that 438 Ftr-Intcp Sq be used after they have been equipd w/F-89D type acft. Proj Lock-on.

SECURITY CLASSIFICATION	PAGE 1 OF 1 PAGES
DRAFTER'S NAME (and signature, when required) CAPT J.P. LOONEY	RELEASING OFFICER'S SIGNATURE
SYMBOL EAOOT-FO 161650 Dec 53 / TELEPHONE 679	OFFICIAL TITLE

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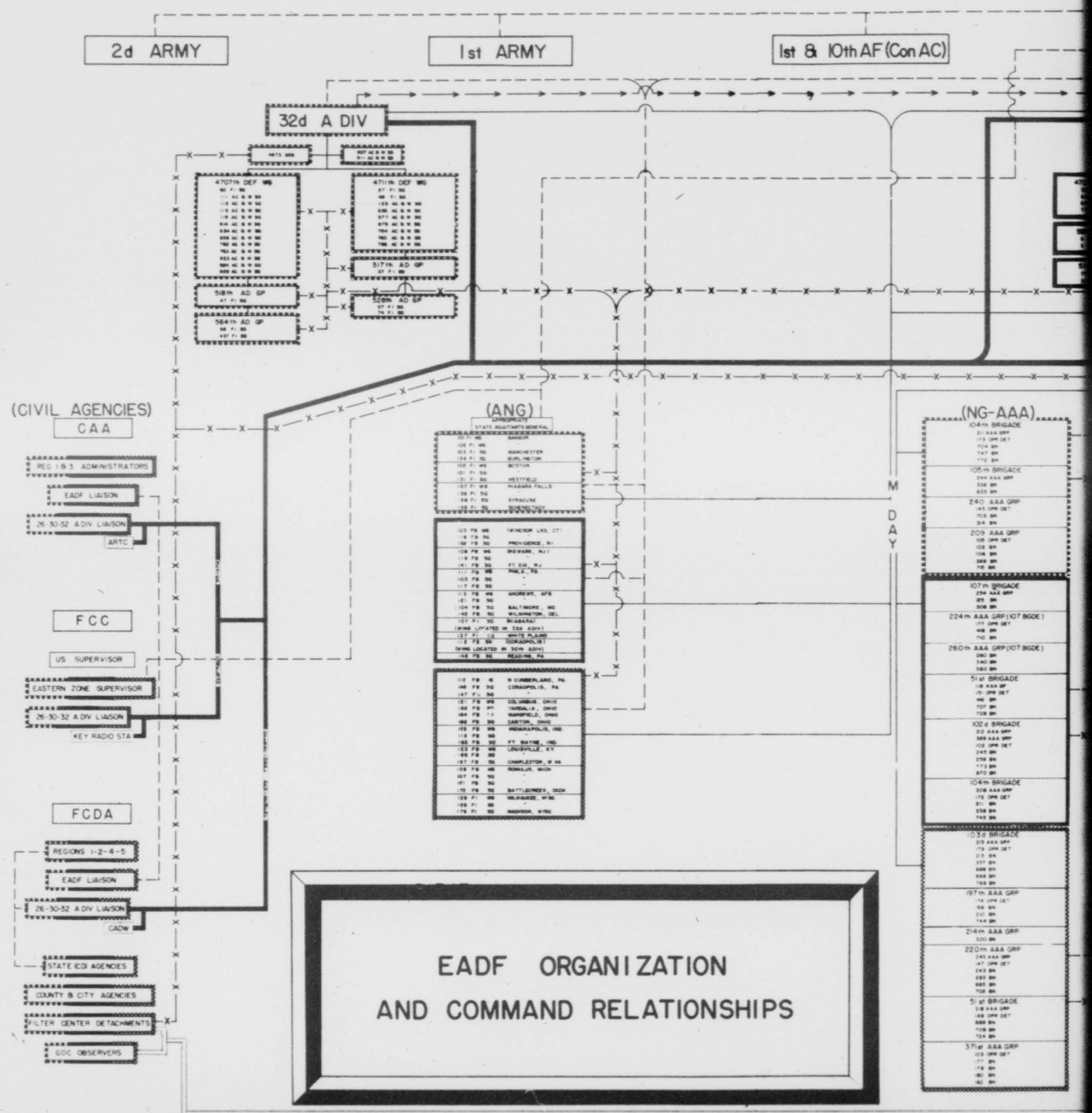

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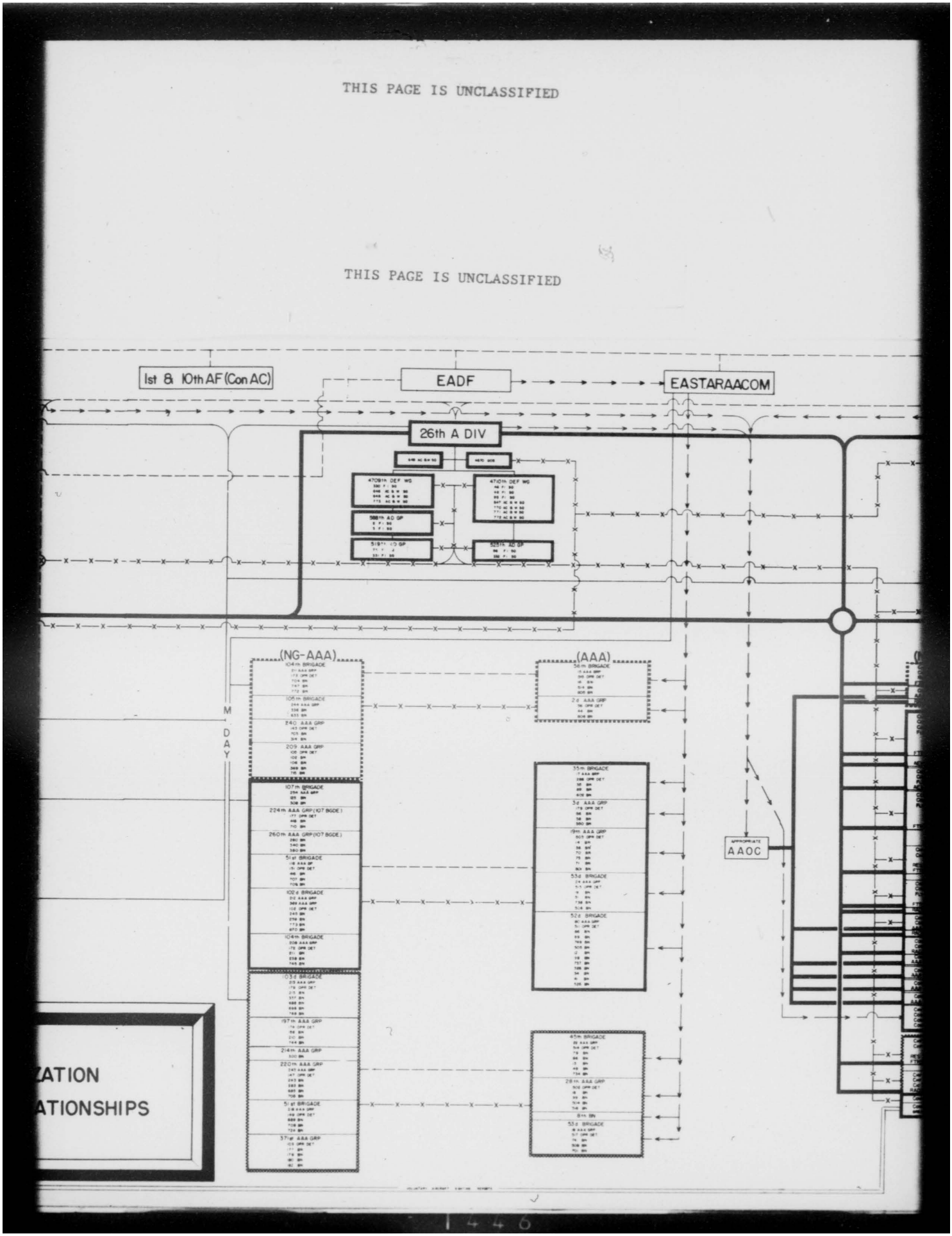

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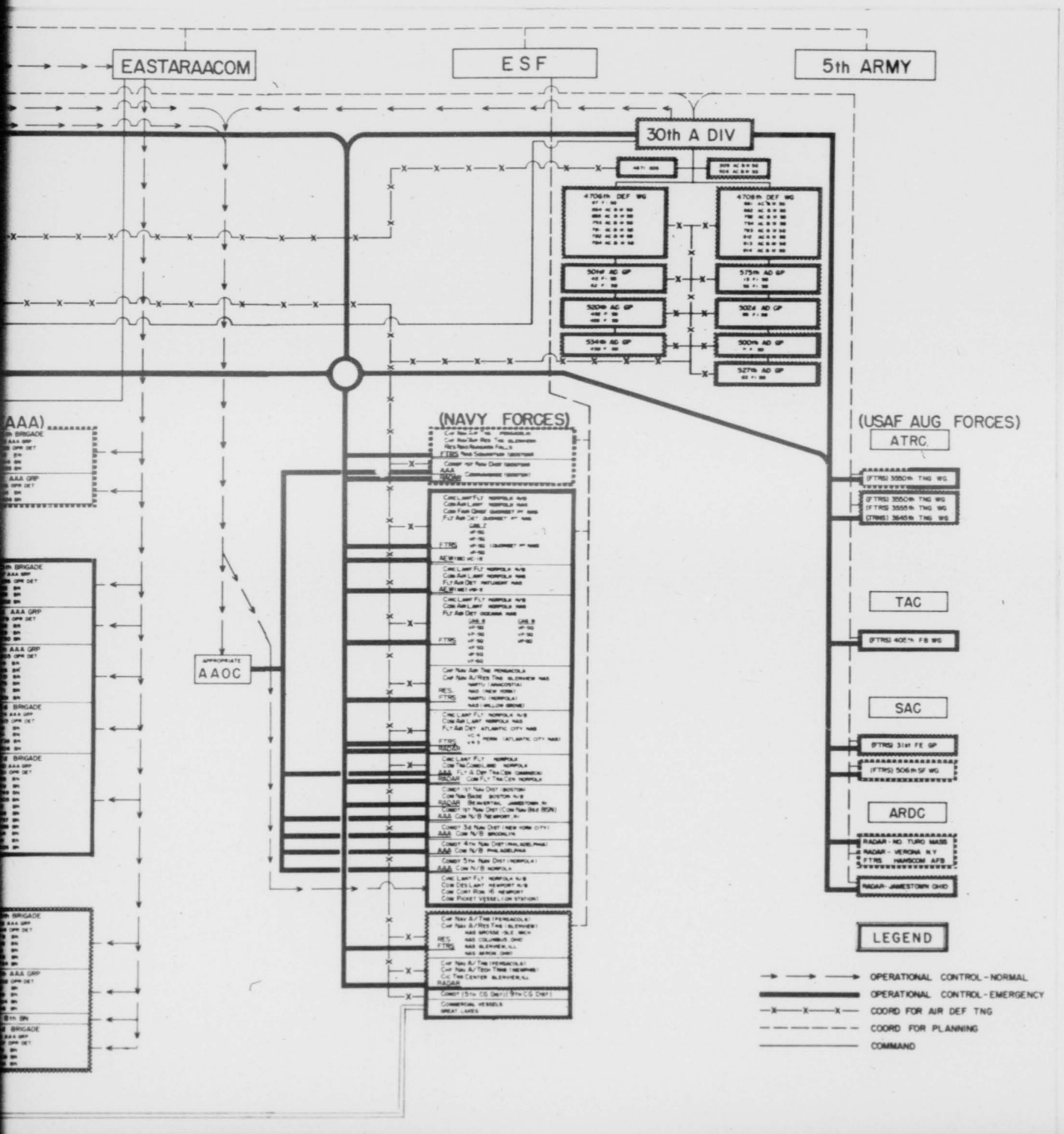

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PLAN

EASTERN AIR DEFENSE FORCE
EMERGENCY WAR–MOBILIZATION PLAN 1–53
(SHORT TITLE: EADFEWMP 1–53)

HEADQUARTERS
EASTERN AIR DEFENSE FORCE
STEWART AIR FORCE BASE
NEWBURGH, NEW YORK

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HEADQUARTERS EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N.Y.
EADFEWMP 1-53

RECORD OF CHANGES

All changes will be recorded as received

CHANGE NO.	DATE ENTERED	ENTERED BY
#1	24 May 54	[illegible]
#2		

CHANGE #1

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HEADQUARTERS
EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N. Y.

EAOPM 381 28 July 1953

SUBJECT: (Restricted) Eastern Air Defense Force Emergency War-Mobilization Plan 1-53 (Short Title: EADFEWMP 1-53)

TO: See Distribution

1. Inclosed is the Eastern Air Defense Force Emergency War-Mobilization Plan 1-53.

2. The purpose of EADFEWMP 1-53 is to provide Eastern Air Defense Force with an emergency air defense plan that provides for the exigency of war occurring in the near future. It constitutes a planned utilization of capabilities as they exist and will exist in the immediate future.

3. EADFEWMP 1-53 supports the Air Defense Command Emergency War-Mobilization Plan 1-53.

4. Air Division (Defense) Commanders will prepare supplementary instructions, directives, or plans as required.

5. Revisions to EADFEWMP 1-53 will be issued as required to insure that current guidance is provided commanders operating directly under Headquarters Eastern Air Defense Force. In the event conflict between EASA directives and instructions contained in EADFEWMP 1-53 exists, EASA directives will govern.

6. Upon withdrawal of inclosure, this letter may be downgraded to Restricted.

FOR THE COMMANDER:

J. W. FOUNTAIN, JR.
Major, USAF
Asst. Adjutant

1 Incl
EADFEWMP 1-53

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Hq EADF
By Auth of: Comdr
Date: 24 July 53
Initials: CAW

EASTERN AIR DEFENSE FORCE

EMERGENCY WAR - MOBILIZATION PLAN 1-53

(SHORT TITLE: EADFEWMP 1-53)

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HEADQUARTERS
EASTERN AIR DEFENSE FORCE
STEWART AIR FORCE BASE
NEWBURGH, NEW YORK

1 JULY 1953

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Eastern Air Defense Force
Emergency War-Mobilization Plan 1-53

HEADQUARTERS
EASTERN AIR DEFENSE FORCE
STEWART AIR FORCE BASE
NEWBURGH, NEW YORK

1 July 1953

CHART AND MAP REFERENCES

As required.

TASK ORGANIZATION

26th Air Division (Defense)	Brig Gen J. W. McCauley
30th Air Division (Defense)	Brig Gen E. L. Tucker
32nd Air Division (Defense)	Col R. S. Israel, Jr.

1. GENERAL SITUATION. As contained in paragraph 1, ADCEWMP 1-53.

a. Enemy Forces. As contained in Annex A, ADCEWMP 1-53.

b. Friendly Forces. As contained in Annex B, ADCEWMP 1-53.

(1) Central Air Defense Force will conduct the air defense of the region defined in ADCR 23-2 and will accomplish tasks defined in paragraphs 3b and 3x, ADCEWMP 1-53.

(2) Western Air Defense Force will conduct the air defense of the region defined in ADCR 23-3 and will accomplish tasks defined in paragraphs 3c and 3x, ADCEWMP 1-53.

c. Assumptions. As contained in paragraph 1c, ADCEWMP 1-53.

2. MISSION. Eastern Air Defense Force will conduct the air defense of the region defined in ADCR 23-1 and will accomplish tasks defined in paragraphs 3a and 3x, ADCEWMP 1-53.

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3. TASKS FOR SUBORDINATE UNITS

a. 26th Air Division (Defense) will:

(1) Conduct the air defense of the sector defined in EADFR 25-2, paragraph 1a, to include coastal areas to the limit of radar surveillance and controlled fighter-interceptor capability.

b. 30th Air Division (Defense) will:

(1) Conduct the air defense of the sector defined in EADFR 25-3, paragraph 1a.

(2) Coordinate with appropriate Canadian agencies on combined air defense matters concerning their respective sectors.

c. 32nd Air Division (Defense) will:

(1) Conduct the air defense of the sector defined in EADFR 25-4, paragraph 1a, to include coastal areas to the limit of radar surveillance and controlled fighter-interceptor capability.

(2) Coordinate with appropriate Canadian agencies on combined air defense matters concerning their respective sectors.

(3) Maintain appropriate communications with NEAC for exchange of air defense information.

x. Air Divisions (Defense) will:

(1) Exercise operational control over units of Eastern Army Antiaircraft Command in accordance with provisions of ADCR 55-1 and EADF SOP 355-1.

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(2) Exercise operational control over U. S. Navy and Marine forces or facilities made available for air defense purposes under provisions of "Joint Agreement for the Air Defense of the Eastern and Central United States", dated 10 June 1953.

(3) Support the expeditious deployment of SAC, TAC and MATS supporting aircraft engaged in emergency operations, as directed by this headquarters.

(4) Provide for the security of any atomic bomb ferrying aircraft which may, in an emergency, be forced to land at a base other than that included in the flight plan.

(5) Participate in the USAF collateral mission of antisubmarine warfare, as directed by this headquarters.

(6) Be prepared to participate in the protection of coastal areas of the United States against seaborne attack, as directed by this headquarters.

(7) Coordinate with, advise and assist appropriate Regional, State, and Municipal Civil Defense Agencies in air defense matters.

(8) Exercise operational control over forces or facilities of other USAF major commands made available for air defense purposes, in accordance with ADC Operations Plan 4-53, 1 January 1953.

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(9) Coordinate with the CAA Regional Administrators concerned on the basis of mutually approved agreements for the identification and control of air traffic for air defense purposes.

(10) Be prepared to implement plans for the control of electromagnetic radiations.

(11) Participate in Disaster Relief and domestic emergencies in accordance with plans formulated by Commander, ConAC, consistent with the requirements of the primary mission.

(12) Prepare units for overseas deployment as directed.

(13) Provide trained individual replacements as directed.

(14) Coordinate necessary activities with AACS and MFS as directed.

(15) Provide for the internal security and local ground defense of their respective installations.

(16) Be prepared to participate in psychological warfare operations as directed.

(17) Take necessary measures to insure that all personnel are trained in defense procedures necessary to minimize covert or overt attacks in which biological and toxic chemical weapons are employed.

(18) Be prepared to integrate designated Air National Guard units into the air defense system.

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(19) This plan is effective for training and planning purposes upon receipt, and for implementation:

(a) On the outbreak of war.

(b) On the order of proper higher authority.

(c) Upon the order of, or upon declaration of a military emergency by, the Commander, Air Defense Command.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS. As contained in Annexes E and F, ADCEWMP 1-53.

5. COMMAND AND SIGNAL MATTERS

a. Communications. As contained in Annex G, ADCEWMP 1-53.

b. Command

(1) The Commander, Eastern Air Defense Force exercises:

(a) Normal command over all assigned forces.

(b) Operational control in accordance with mutually approved agreements over forces of the Eastern Army Antiaircraft Command.

(c) Operational control over forces of other USAF major commands and the U. S. Navy when such forces are assigned the mission of air defense in the EADF region.

(2) Command Posts

(a) EADF Stewart AFB, Newburgh, N.Y.

Alternate: 32nd Air Division (Def)
Hancock Field, Syracuse, N.Y.

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(b) 26th Air Division (Def) Roslyn, N.Y.

(c) 30th Air Division (Def) Willow Run Airport
Belleville, Michigan

(d) 32nd Air Division (Def) Hancock Field
Syracuse, N.Y.

MORRIS R. NELSON
Major General, USAF
Commander

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OFFICIAL:

FOR CARROLL W. McCOLPIN
Colonel, USAF
Deputy for Operations

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ANNEX A - CONCEPT OF OPERATIONS

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ANNEX A

CONCEPT OF OPERATIONS

1. The concept of operations to be followed in conducting the air defense of the assigned region of this command is contained in Annex C, ADCEWMP 1-53.

2. The concept to be followed in utilization of U.S. Navy and Marine forces for air defense purposes is contained in Appendix I, Annex A.

3. The concept to be followed by units of this command for participation in the EADF collateral mission of ASW is contained in Annex C.

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ANNEX A

APPENDIX I

Headquarters Eastern Sea Frontier
90 Church Street, New York, N.Y.

Headquarters Eastern Air Defense Force
Stewart Air Force Base, Newburgh, N.Y.

Headquarters Central Air Defense Force
P. O. Box 528, Kansas City, Missouri

JOINT AGREEMENT FOR THE AIR DEFENSE
OF THE EASTERN AND CENTRAL UNITED STATES 10 JUN 1953

I General
II Purpose
III Terms of Reference
IV Objective
V Operational Concept
VI Areas Involved
VII Responsibilities - Commanding Generals, Eastern and Central Air Defense Forces
VIII Responsibilities - Commander Eastern Sea Frontier
IX Qualifying Stipulations

I. GENERAL:

A. The Commanding General, Eastern Air Defense Force will continuously represent the Commanding General, Central Air Defense Force in the coordination and consummation of agreements on policies, operating procedures, and other air defense matters concerning Commander Eastern Sea Frontier. This policy has been established to provide that only one headquarters of the Air Defense Command be in direct coordination with Headquarters Eastern Sea Frontier. However, this does not preclude Headquarters Central Air Defense Force coordinating directly with Commander Eastern Sea Frontier in accordance with certain clauses in this agreement and in other matters in the future, when adjudged more appropriate by the several signatories.

B. Commander Eastern Sea Frontier, insofar as the areas covered by this agreement are concerned, will conduct detailed negotiations and form the major direct operating link between the Navy and the Air Force for preparation of agreements, plans and procedures to provide for effective temporary participation by units of the Operating Forces which may be in port or temporarily based ashore within the continental U. S., as well as by facilities of the Naval Shore Establishment, in air defense of the United States under emergency conditions.

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C. Commander Eastern Sea Frontier and the Commanding Generals Eastern and Central Air Defense Forces may subdelegate authority to the Air Division (Defense) commanders and appropriate Navy commanders to permit direct liaison in setting up further procedures to implement this agreement. Agreements covering such procedures will be submitted to ComEastSeaFron and CG EADF or CG CADF for approval.

II. PURPOSE:

The purpose of this Joint Agreement among the signatories is to:

A. Establish an interim agreement, subject to modification by higher authority, to ensure the most effective utilization of all elements possessing air defense capabilities for the defense of the Eastern and Central Air Defense Forces regions against air attack.

B. Delineate the basic air defense responsibilities of the signatories and establish general procedures for the coordination of their efforts in the defense of the Eastern and Central United States.

C. Define the specific responsibilities of certain subordinate commanders with respect to major functions involved in the operation of organized air defenses and state fundamental procedures by which those responsibilities are discharged.

III. TERMS OF REFERENCE:

Operations will be in accordance with the provisions of the National Security Act of 1947, the "Functions of the Armed Forces and the Joint Chiefs of Staff" as approved by the President and issued by the Secretary of Defense, 21 April 1948, the policy of the Chief of Naval Operations concerning "Responsibilities and functions of naval commanders with regard to air defense of the United States under emergency conditions" (OpNav Instruction 03320.3 of 23 September 1952), and USAF Air Defense Command Emergency War Mobilization Plan 1-53 or such plans as supersede.

IV. OBJECTIVE:

The objective of the air defense of the United States is to:

A. Detect, identify and destroy hostile aerial forces attacking the continental United States.

B. Reduce the efficiency of attacking hostile aerial forces.

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C. Minimize the effects of hostile air attacks.

To accomplish this objective, military and civil participation in air defense is coordinated and controlled so as to provide one integrated air defense system operationally controlled and directed by an air defense commander.

V. OPERATIONAL CONCEPT:

A. The basic premise, that the initiative of attack is left to the enemy, is recognized. It is mandatory, with the acceptance of this premise, that swift defense measures be available at all times to repel an incoming attack. The forces having a primary mission of air defense must be maintained in a ready status, and in addition, all forces having an air defense capability must be thoroughly familiar with the procedures which will enable them to be utilized rapidly and effectively in repelling an air attack.

B. Naval forces and facilities which may be made available for temporary employment in continental air defense during a military emergency will be drawn from the following major categories of the Naval Establishment:

1. U. S. Atlantic Fleet (including Fleet Marine Force) units which may be in port or temporarily based ashore and their assigned shore activities.

2. Eastern Sea Frontier and its component Naval Districts and River Naval Commands.

3. Naval Air Training Command, including the Naval Air Reserve Training Command.

4. Naval Airship Training and Experimental Command.

5. Marine Corps Supporting Establishments and Marine Corps Air Reserve Training Command. (Activities directly under the military command of the Commandant of the Marine Corps.)

C. Units of the Naval Operating Forces which may be in port or temporarily based ashore, units of the Reserve Fleets, and Facilities (including aircraft) of the Naval Shore Establishment not regularly allocated to continental air defense, but having air defense capabilities, shall provide maximum practicable assistance, consistent with primary missions, to appropriate Air Force agencies. Determination of the requirement for temporary employment of available naval forces should be made by the cognizant Air Defense Force

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Commander. The availability of naval forces for emergency air defense employment will be determined by the cognizant naval commander.

VI. AREAS INVOLVED:

The areas covered by this agreement are:

A. The land areas common to EastSeaFron and EADF or CADF.

B. Water areas of the above commands which are adjacent to the land areas involved and limited with respect to the Eastern and Central Air Defense Forces to the seaward limits of the effective coverage of the Air Force shore-based radar.

VII. RESPONSIBILITIES - COMMANDING GENERALS, EASTERN AND CENTRAL AIR DEFENSE FORCES:

A. The responsibilities of the Commanding Generals, Eastern and Central Air Defense Forces include the following specific functions:

1. The direction and control of the integrated air defense system through the appropriate Air Division (Defense) Commanders, employing military and civil elements that are placed under their operational control.

2. Designation of forces, agencies and facilities under operational control of Air Division (Defense) Commanders.

3. Promulgation of procedures to ensure full and effective operational coordination of all air defense elements, to include necessary operational plans, procedures for the conduct of interceptions by fighter aircraft, promulgating rules of engagement for antiaircraft artillery in coordination with regional commanders of Army Antiaircraft Command, establishment of conditions of warning, and reporting of information.

4. Prescription of objectives to be defended and priorities in providing defense consonant with directives from higher authority.

5. Initiation of action to deploy or redeploy forces and resources.

6. Promulgation of procedures for the submission of operational reports.

7. Promulgation of rules of flight for friendly aircraft approaching or penetrating designated restricted areas in accordance with the policies agreed upon between appropriate agencies.

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8. Direction or supervision of joint air defense training as directed by the Joint Chiefs of Staff or by mutual agreement.

B. Responsibilities of Commanders, Air Divisions (Defense) include the following specific functions:

1. Air defense of the assigned sector to include operation of air defense control centers; operation of the divisional elements of the AC&W, ground observer, and air defense warning systems; operational control of fighter units; and operational control of antiaircraft weapons within their region.

2. Identification of aircraft penetrating organized air defenses in the assigned area of responsibility, and the employment of measures required to destroy or neutralize hostile aircraft as directed by appropriate higher authority.

3. Initiation or direction of the action required to establish, maintain, and operate such point-to-point and air-ground communications systems as are required to employ operationally all elements of the air defense system. In areas wherein AAOCs are established, the direction of the action required to establish, maintain, and operate such point-to-point communications as are required to employ operationally naval elements integrated in the Army antiaircraft air defense system will be a function of the local Army and Navy Commanders concerned exercised through the appropriate chain of command. The initiation of such action to establish communication will be a function of the appropriate Naval Commander.

4. Provision of space and terminal land-line communications facilities at each air defense control center, for use by liaison representatives from the Army, Navy, Air Force, and other authorized agencies.

5. Collection, evaluation, and display at air defense control installations of all available intelligence on enemy and unidentified air movements in or toward the organized air defense area to serve as the basis for the dissemination of information to authorized agencies.

6. Issuance of air defense warnings to civil defense warning system key points (until such time as civil defense agencies are established) and to certain commanders and agencies in accordance with approved air defense warning plans.

7. Control of measures to deceive, confuse or deny aid to the enemy, as directed by higher headquarters.

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8. Designation of the condition of warning for all air defense elements.

9. Coordination of operations with, and support of adjacent Air Division (Defense) Commanders.

10. Conduct of air defense exercises.

11. Submission of recommendations for the establishment of prohibited and restricted areas over which aircraft, except specified military aircraft under certain conditions, are forbidden to operate.

12. Maintenance of current status, operational information and operational records, and submission of operations reports.

13. Participation in the air defense training of elements over which operational control is or will be exercised upon agreement with or at the request of the commander or head of the civilian agency concerned, or in accordance with directions from higher headquarters.

COMMUNICATION NOTE: "In the case of radio linkage, the Army and Air Force provide the frequency channels, personnel and facilities at their end of the link; the Navy provides personnel and facilities at its end of the link. In the case of land-lines, the Army and Air Force provide all facilities and man their end of the link; the Navy mans its end of the link." (EXCEPTION: "Where naval forces are required to augment Army antiaircraft defenses and the operational control is exercised through AAOCs, Navy personnel will man the AAOC end of the link during conditions of Red and Yellow warnings at the discretion of the local naval commander.")

VIII. RESPONSIBILITIES - COMMANDER EASTERN SEA FRONTIER:

A. Responsibilities of the Commander Eastern Sea Frontier for naval forces and facilities within his area of responsibility include the following specific functions:

1. Preparation of a supporting plan for air defense of the Eastern and Central Air Defense Force regions.

2. Direction of action to ensure immediate temporary allocation of available United States Navy and United States Marine Corps forces and facilities possessing air defense capabilities to the Commanding Generals, Eastern and Central Air Defense Forces, to meet emergency requirements for air defense.

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3. Direction of action to ensure adherence by all naval elements to procedures prescribed to secure effective coordination when operating under the control of the Commanding General, Eastern or Central Air Defense Force.

4. Coordination to the extent practicable of air defense operations of naval forces at sea with continental air defense operations to ensure maximum effectiveness against the enemy.

5. Arranging for the submission, when requested, to the Commanding General, Eastern Air Defense Force, and when appropriate to the Commanding General, Central Air Defense Force, information concerning the location, composition, strength and current capabilities of all naval elements available for supporting the air defense effort, if such information cannot be more expeditiously provided by subordinate commanders directly to air defense control agencies.

6. Integration of antiaircraft fire of naval vessels and other naval antiaircraft forces with that of the commander of an established antiaircraft defended area, whenever the fire or other air defense tactical operations of the two antiaircraft elements may be interfering or supporting.

7. Direction of action to ensure compliance by naval activities with the procedures prescribed for the control of electronic emissions, fires, lights, and lighting.

8. Coordination with appropriate commanders to ensure adequate training in air defense by all Navy and Marine Corps elements possessing air defense capabilities.

9. Direction of action to ensure compliance with approved rules of flight for friendly aircraft approaching or penetrating designated restricted areas.

10. Timely appropriate action on requests from the Commanding General, Eastern Air Defense Force or Central Air Defense Force, for the establishment or augmentation of radar picket vessel screens, in accordance with approved plans or for redeployment to meet existing air defense requirements.

B. Responsibilities of appropriate local subordinate naval commanders include the following specific functions:

1. Commanders of interceptor forces:

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a. Reporting of the availability of fighter aircraft for immediate temporary support of the air defense force in being or to provide for the rapid temporary augmentation of the defense effort in accordance with procedures established by the Commanding General, Eastern or Central Air Defense Force.

b. Prompt action on requests from the appropriate Air Division (Defense) Commander for temporary fighter support to meet emergency air defense requirements.

c. Provision of personnel to operate naval terminals of communications facilities established for air defense purposes.

d. Ensurance of familiarity with, and when operating in support of Air Defense Force operations, adherence to, prescribed air defense operating procedures.

2. Commanders of shore-based radar installations when temporarily supporting the AC&W systems:

a. Reporting of current information concerning the status and operational capability of radar installations in accordance with procedures prescribed by the Commanding General, Eastern or Central Air Defense Force.

b. Prompt action on instructions from the appropriate Air Division (Defense) Commander.

c. Provision of personnel to operate naval terminals of communications facilities established for air defense purposes.

d. Ensurance of familiarity with, and adherence to, prescribed air defense operating procedures by naval personnel.

3. Commanding Officers of naval radar picket vessels:

a. Ensurance of familiarity with, and when operating in support of Air Defense Force operations, adherence to, prescribed air defense operating procedures and communications instructions.

4. Commanders of airborne early warning forces:

a. Reporting the availability of airborne early warning aircraft for immediate temporary support of the air defense force in being in accordance with procedures established by the Commanding General, Eastern or Central Air Defense Force.

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b. Prompt action on requests for temporary support from the appropriate Air Division (Defense) Commander to meet emergency air defense requirements.

c. Provision of personnel to operate naval terminals of communications facilities established for air defense purposes.

d. Ensurance of familiarity with, and when operating in support of Air Defense Force operations, adherence to, prescribed air defense operating procedures.

5. Commanders of naval forces and facilities possessing antiaircraft and/or electronic countermeasure capabilities, when operating in support of Air Defense Force operations:

a. Provision of personnel to operate naval terminals of communications facilities established for air defense purposes.

b. Senior officers present afloat (administrative) ensure familiarity with, and adherence to, prescribed air defense operating procedures by naval personnel regarding the coordination of naval antiaircraft gunfire.

c. Ensurance of familiarity with, and adherence to, prescribed air defense operating procedures for electronic countermeasures by naval personnel.

IX. QUALIFYING STIPULATIONS:

The following stipulations govern this agreement:

A. Conditions of warnings and states of preparedness will be as prescribed in Joint Chiefs of Staff directives when published.

1. In the interim conditions of air defense warnings will be as prescribed in Air Defense Command Regulation 55-40. Under conditions of "warning red" local coordination for the allocation of naval forces and facilities should be effected provided adequate communication facilities are established. Under conditions of "warning yellow" the Air Defense Force commander will determine whether it is necessary that local coordination be effected, keeping COMEASTSEAFRON advised.

2. Under any other conditions of warning or conditions of air defense preparedness, requests for allocations of naval forces and facilities will be made directly to COMEASTSEAFRON.

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B. Implementation of this agreement by Commander Eastern Sea Frontier will be subject to current availability of personnel, funds, and facilities. In the interests of economy, maximum use will be made of existing systems and organizations.

C. Within the purpose of this agreement, naval forces (less radar picket forces) designated to temporarily augment air defense forces during emergencies, or when temporarily assigned for joint exercises, will pass to the operational control of the appropriate air defense commanders. As defined in Joint Action Armed Forces (FM 110-5/JAAF/AFM 1-1), Operational Control comprises "those functions of command involving the composition of subordinate forces, the assignment of tasks, the designation of objectives, and the authoritative direction necessary to accomplish the mission. Operational control should be exercised by the use of the assigned normal organizational units through their responsible commanders or through the commanders of subordinate forces established by the commander exercising operational control. It does not include such uni-Service matters as administration, discipline, internal organization and unit training, except when a subordinate commander requests assistance." Such control does not include authority to redeploy without concurrence of the cognizant Fleet Commander or Commander Eastern Sea Frontier. Naval radar picket forces are expected to be integrated forces under the operational control of Commander Eastern Sea Frontier.

D. Naval forces and facilities may be temporarily employed under the provisions of this agreement to ensure that these forces are trained and prepared effectively to reinforce or augment forces regularly assigned for air defense of the United States. It is not to be construed, however, that a routine and continuing operational commitment of naval forces to continental air defense is intended hereby. The temporary employment of units of the Operating Forces in port or temporarily based ashore, units of the Reserve Fleets and other naval facilities, in air defense of the United States under emergency conditions is considered to be a separate category of support from the continuous support which may be rendered for this purpose by such picket forces as may be assigned by the Fleet commander.

E. Commander Eastern Sea Frontier will coordinate his planning and operational arrangements with those of the Commander Eastern Area, Coast Guard in such manner that the peacetime commitments of the Coast Guard will be in consonance with planned wartime employment under the Navy and so that transition to the wartime relationship of the Navy and Coast Guard may be effected with a minimum of operational and organizational dislocation.

F. The delegation of responsibility and authority to the Commanding Generals, Eastern and Central Air Defense Forces includes provisions for the temporary operational control of antiaircraft fire when it is mutually supporting or interfering. This designation does not in any way relieve the

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Commandant, Base Commander, Commander afloat or Commanding Officer of a naval vessel of his responsibilities for the safety of his command.

G. This agreement, and such plans and procedures as may be developed by cognizant naval commanders on the basis thereof for the temporary employment of naval forces and facilities in emergencies and exercises, are subject to appropriate review by higher naval authority.

H. At the present time there is no Joint Chiefs of Staff approved concept for the conduct of the air defense of the United States and such plans as have been employed to support past exercises or any which represent themselves as governing for future use must be considered as purely interim in nature. Thus, this agreement will be subject to supersession or revision upon publication of pertinent joint policies, plans or procedures approved by the JCS.

I. For the purposes of this agreement, an emergency will be considered to exist:

1. Upon Presidential Proclamation and/or Congressional declaration that a state of war exists.

2. As declared by the Joint Chiefs of Staff.

3. Automatically upon air attack upon the continental United States.

4. By mutual agreement between the Services or subordinate commanders of the Services concerned.

s/t/ LAURANCE T. DuBOSE
Vice Admiral, USN
Commander,
Eastern Sea Frontier

s/t/ MORRIS R. NELSON
Major General, USAF
Commanding,
Eastern Air Defense Force

s/t/ DELMAR T. SPIVEY
Major General, USAF
Commanding,
Central Air Defense Force

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TAB A
to
APPENDIX I
to
ANNEX A

REDEPLOYMENT OF NAVY FIGHTER TYPE AIRCRAFT FOR THE AIR DEFENSE OF THE EASTERN AND CENTRAL UNITED STATES 9 OCT 1953

(Annex A to Joint Agreement for the Air Defense of Eastern and Central U.S.)

I. GENERAL:

A. Navy (including Marine Corps) fighter type aircraft constitute a valuable air defense potential provided the aircraft can be redeployed from remote areas to critical target areas on short notice.

II. PURPOSE:

The purpose of this Annex to the Joint Agreement is to:

A. Clarify the policy on the redeployment of available naval fighter type aircraft which are based ashore within the continental U. S. for augmentation of Air Force air defense capabilities in meeting an emergency situation.

B. Delineate responsibilities in connection with the redeployment of naval aircraft in a manner which will ensure the most expeditious accomplishment thereof.

C. Establish an agreement for the logistic support of redeployed naval aircraft.

D. Outline procedures for requesting the redeployment of naval aircraft.

III. DEFINITIONS:

A. For the purpose of this agreement naval aircraft will be considered:

1. Deployed - when at home air station/base.

2. Redeployed - when at other than home air station/base.

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IV. POLICY:

A. Naval aircraft will be redeployed for continental air defense purposes at the direction of Commander in Chief, U. S. Atlantic Fleet or Commander Eastern Sea Frontier.

B. Naval aircraft will be redeployed to naval air bases to the extent practicable.

C. Naval aircraft which are deployed in the EADF region and in the 29th and 31st Air Division (Defense) sectors, and which are linked by scramble lines to the air defense system, will not normally be requested to redeploy.

V. RESPONSIBILITIES:

A. Commander Eastern Sea Frontier:

1. Direction of action to ensure immediate temporary redeployment of available U. S. Navy and U. S. Marine Corps fighter type aircraft possessing air defense capability to those areas designated by the Commanders, Eastern and Central Air Defense Forces.

2. Commander Eastern Sea Frontier will furnish each of the affected Air Defense Force Commanders with a report of fighter squadrons available (except forces listed in paragraph IV C above) by unit designation, location and type of equipment assigned when such units are temporarily based ashore and/or operationally available for redeployment for emergency air defense for any portion of a thirty day period covered by this report. The report will be rendered as of the last day of the month for the succeeding 30 days. This report does not constitute a commitment of such forces.

B. Commanders, Eastern and Central Air Defense Forces:

1. Promulgation of periodic critical target areas, based upon current intelligence, to which redeployment of naval aircraft may be considered required or may be requested. This is necessary in order that proper planning may be effected.

VI. LOGISTICS:

A. Logistic supply peculiar to the support of various types of naval fighters will be furnished at naval air bases to which redeployment of naval aircraft is made.

B. Airlift of key support naval personnel and equipment will be provided by the Navy. Assistance in this task will be provided by the Air Defense Command.

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C. The Air Force will provide limited logistic support to such naval aircraft as are redeployed to Air Force bases.

VII. PROCEDURE FOR REQUESTING REDEPLOYMENT:

A. Upon approval of the Commander, Air Defense Command, the Air Defense Force Commanders may make direct requests to Commander Eastern Sea Frontier by the most direct communications for the redeployment of naval fighter aircraft desired.

VIII. OPERATIONAL CONCEPT:

A. Redeployment of naval aircraft and termination thereof will be as directed by Commander in Chief, U. S. Atlantic Fleet or Commander Eastern Sea Frontier.

B. Redeployed aircraft will pass to the temporary operational control of the Air Division (Defense) Commander when communications are established with the AC and W squadron in whose area naval aircraft are directed to redeploy.

/s/t/ LAURANCE T. DuBOSE
Vice Admiral, USN
Commander,
Eastern Sea Frontier

/s/t/ MORRIS R. NELSON
Major General, USAF
Commander,
Eastern Air Defense Force

/s/t/ DELMAR T. SPIVEY
Major General, USAF
Commander,
Central Air Defense Force

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ANNEX B - ORGANIZATION

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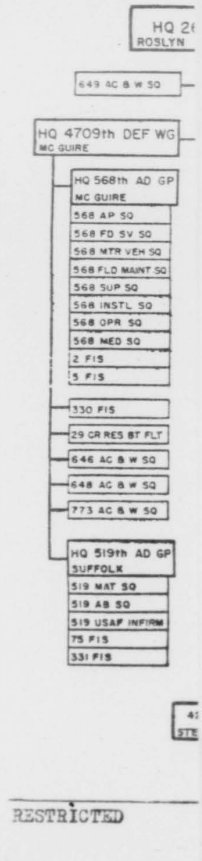

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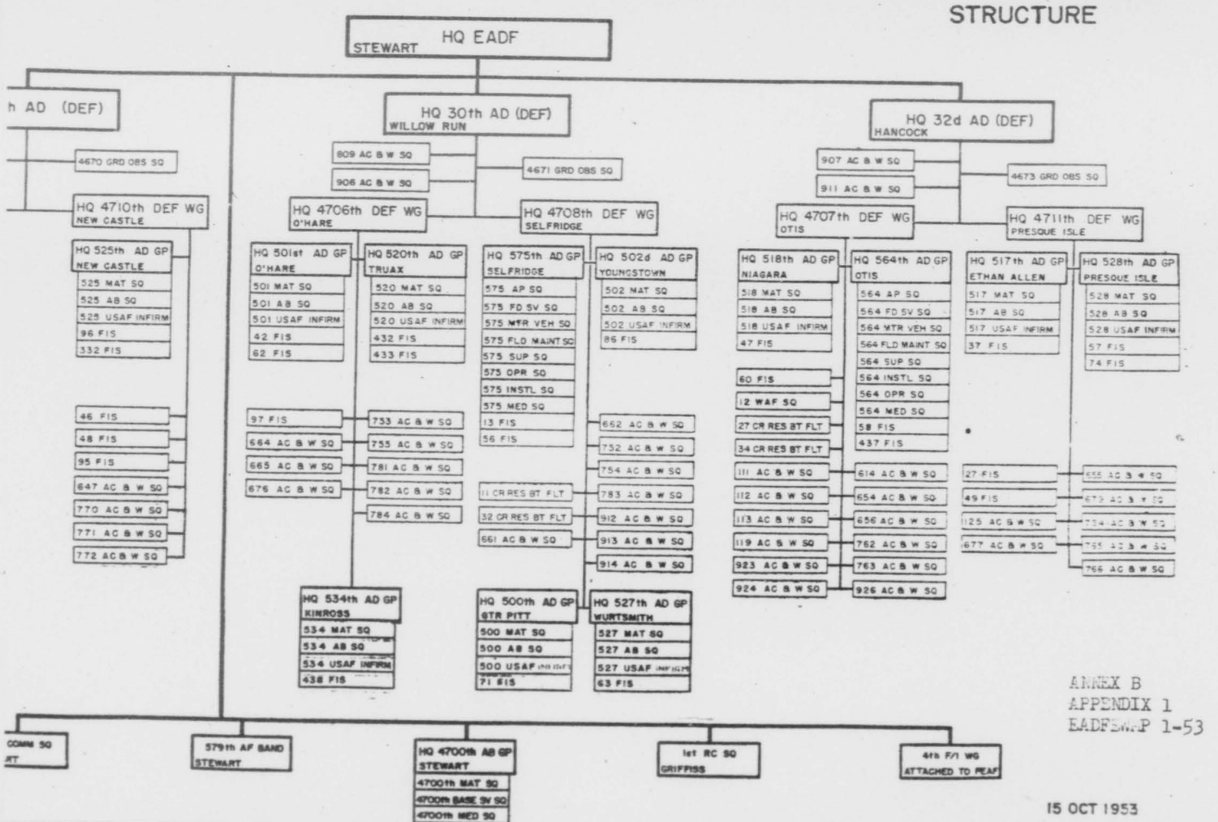
EADF ORGANIZATIONAL STRUCTURE



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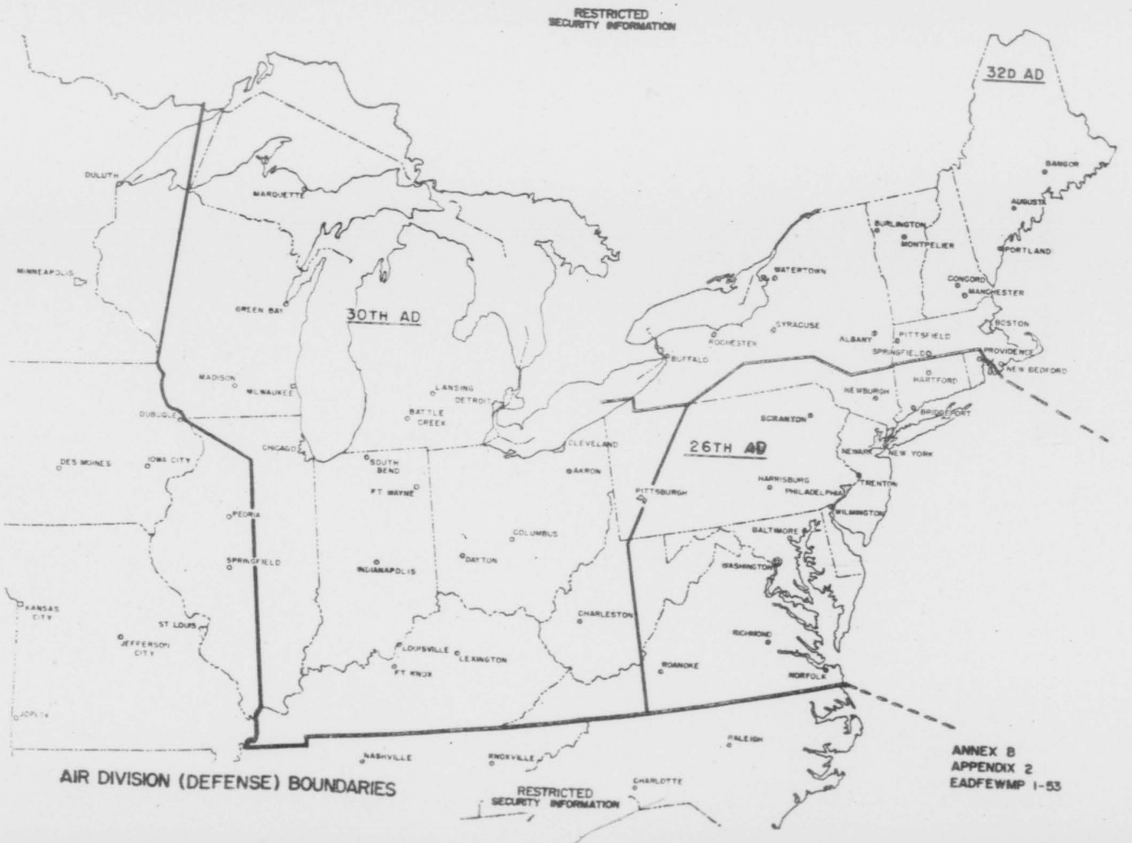

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ANNEX C

AUGMENTATION AND/OR SUPPORTING FORCES AND FACILITIES

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ANNEX C

AUGMENTATION AND/OR SUPPORTING FORCES AND FACILITIES

Graphic and specific references to available forces and facilities contained in this annex are subdivided by division areas as follows:

Appendix I with Tab A - 26th Air Division (Defense)

Appendix II with Tab A - 30th Air Division (Defense)

Appendix III with Tab A - 32nd Air Division (Defense)

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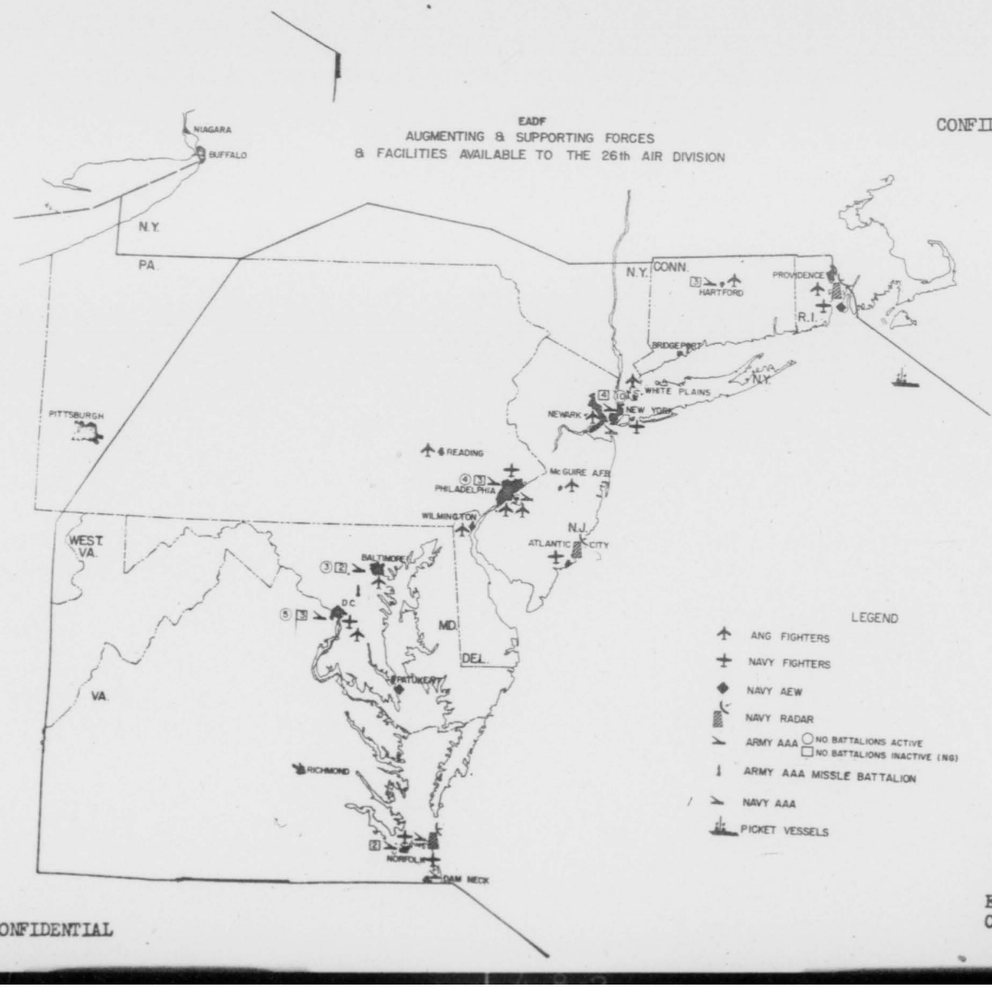
EADF
AUGMENTING & SUPPORTING FORCES
& FACILITIES AVAILABLE TO THE 26th AIR DIVISION



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TAB A
to
APPENDIX I
to
ANNEX C

26TH AIR DIVISION (DEFENSE)

AIR NATIONAL GUARD UNITS

Hq 103 Ftr Bmr Wg	Brainard Fld, Hartford, Conn.
Hq 103 Ftr Bmr Gp	Bradley Fld, Windsor Locks, Conn.
118 Ftr Bmr Sq	" " "
152 Ltd Fcstg Flt	Theodore F. Green Aprt, Hillsgrove, R.I.
Hq 103 AB Gp	Brainard Fld, Hartford, Conn.
103 Comm Sq	" " "
103 Air Police Sq	" " "
103 Food Service Sq	" " "
103 Installations Sq	" " "
Hq 103 Maint & Supply Gp	Bradley Fld, Windsor Locks, Conn.
103 Maintenance Sq	" " "
103 Supply Sq	" " "
103 Motor Veh Sq	" " "
103 Med Gp	Brainard Fld, Hartford, Conn.
152 Ftr Bmr Sq (Aug)	Theodore F. Green Aprt, Hillsgrove, R.I.
Hq 108 Ftr Bmr Wg	Newark Aprt, N.J.
Hq 108 Ftr Bmr Gp	McGuire AFB, Trenton, N.J.
119 Ftr Bmr Sq	Newark Aprt, N.J.
119 Fcstg-Obsrg Flt	" " "
Hq 108 AB Gp	" " "
108 Comm Sq	" " "
108 Air Police Sq	" " "
108 Installations Sq	" " "
108 Food Service Sq	" " "
Hq 108 Maint & Supply Gp	" " "
108 Maintenance Sq	" " "
108 Supply Sq	" " "
108 Motor Veh Sq	" " "
108 Med Gp	" " "
141 Ftr Bmr Sq (Aug)	McGuire AFB, Trenton, N.J.

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26TH AIR DIVISION (DEFENSE) (Contd)

AIR NATIONAL GUARD UNITS (Contd)

Hq 111 Ftr Bmr Wg	International Aprt, Philadelphia, Pa.
Hq 111 Ftr Bmr Gp	" " "
103 Ftr Bmr Sq	" " "
117 Ftr Bmr Sq	" " "
Hq 111 AB Gp	" " "
111 Comm Sq	" " "
111 Food Service Sq	" " "
111 Installations Sq	" " "
Hq 111 Maint & Supply Gp	" " "
111 Maintenance Sq	" " "
111 Supply Sq	" " "
111 Motor Veh Sq	" " "
111 Med Gp	" " "
111 Air Police Sq	" " "
148 Ftr Bmr Sq (Aug 112 FB Wg)	Spaatz Fld, Reading, Pa.
553 Band	Harrisburg State Aprt, New Cumberland, Pa.
Hq 113 Ftr Bmr Wg	Andrews AFB, Washington, D.C.
Hq 113 Ftr Bmr Gp	" " "
121 Ftr Bmr Sq	" " "
Hq 113 AB Gp	" " "
113 Comm Sq	" " "
113 Air Police Sq	" " "
113 Food Service Sq	" " "
113 Installations Sq	" " "
Hq 113 Maint & Supply Gp	" " "
113 Maintenance Sq	" " "
113 Supply Sq	" " "
113 Motor Veh Sq	" " "
113 Med Gp	" " "
121 Ltd Fcstg Flt	" " "
104 Ftr Bmr Sq (Aug)	Harbor Fld, Baltimore, Md.
104 Ltd Fcstg Flt	" " "
142 Ftr Bmr Sq (Aug)	New Castle Cty Aprt, Wilmington, Del.
137 Ftr Intcp Sq (Aug 107 FI Wg)	Westchester Cty Aprt, White Plains, N.Y.

(Aug) Augmented by elements of support units

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26TH AIR DIVISION (DEFENSE) (Contd)

AAA UNITS ASSIGNED TO EASTARAACOM

35th AAA Brigade

Baltimore

17th AAA Group (Static) - Defense Command
286th AAA Det (Opr)(Static)
35th AAA Bn (Gun)(90-mm)(Static)
89th AAA Bn (Gun)(90-mm)(Static)
*602d AAA Bn (Gun)(90-mm)(Static)
57th Sig Det (RM Type E)
356th Sig Det (RM Type E)

Norfolk

3d AAA Group (Static) - Defense Command
179th AAA Det (Opr) (Static)
*38th AAA Bn (Gun)(90-mm)(Static)
56th AAA Bn (Gun)(90-mm)(Static)
*550th AAA Bn (Gun)(90-mm)(Static)
58th Sig Det (RM Type E)
59th Sig Det (RM Type E)

Washington

19th AAA Group - Defense Command
503d AAA Det (Opr)(Static)
36th AAA Missile Bn
*71st AAA Bn (Gun)(120-mm)(Static)
*75th AAA Bn (Gun)(120-mm)(Static)
14th AAA Bn (Gun)(90-mm)(Static)
70th AAA Bn (Gun)(90-mm)
601st AAA Bn (Gun)(90-mm)(Static)
7th Sig Det (RM Type E)
8th Sig Det (RM Type E)
101st Sig Det (RM Type E)

53d AAA Brigade

Philadelphia

24th AAA Group (Static) - Defense Command
513th AAA Det (Opr)(Static)

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26TH AIR DIVISION (DEFENSE) (Contd)

AAA UNITS ASSIGNED TO EASTARAACOM (Contd)

Philadelphia

19th AAA Bn (Gun)(90-mm)(Static)
*51st AAA Bn (Gun)(90-mm)(Static)
*506th AAA Bn (Gun)(90-mm)(Static)
*738th AAA Bn (Gun)(90-mm)(Static)
56th Sig Det (RM Type E)
387th Sig Det (RM Type E)

56th AAA Brigade

New York City

52d AAA Brigade (Static) - Defense Command
80th AAA Group
326th AAA Det (Opr)(Static)
511th AAA Det (Opr)(Static)
*66th AAA Bn (Gun)(120-mm)(Static)
*505th AAA Bn (Gun)(120-mm)(Static)
*526th AAA Bn (Gun)(120-mm)(Static)
12th AAA Bn (Gun)(90-mm)
34th AAA Bn (Gun)(90-mm)(Static)
41st AAA Bn (Gun)(90-mm)(Static)
69th AAA Bn (Gun)(90-mm)(Static)
98th AAA Bn (Gun)(90-mm)(Static)
*737th AAA Bn (Gun)(90-mm)(Static)
749th AAA Bn (Gun)(90-mm)(Static)
15th Sig Det (RM Type E)
23d Sig Det (RM Type E)
301st Sig Det (RM Type E)
338th Sig Det (RM Type E)
358th Sig Det (RM Type E)

NATIONAL GUARD AAA UNITS - M-DAY ASSIGNEES TO EASTARAACOM

#35th AAA Brigade

##(107th AAA Brigade - Sandston, Va.)

Baltimore

254th AAA Gp - Trenton, N.J.
125th AAA Bn (Gun)(90-mm) - Alexandria, Va.

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26TH AIR DIVISION (DEFENSE) (Contd)

NATIONAL GUARD AAA UNITS - M-DAY ASSIGNEES TO EASTARAACOM (Contd)

Baltimore

308th AAA Bn (Gun)(90-mm)	-	Rio Grande, N.J.
612th Sig Det (RMU Type E)	-	Wildwood, N.J.

Norfolk

224th AAA Gp	-	Glen Allen, Va.
177th AAA Det (Opr)	-	Manassas, Va.
418th AAA Bn (Gun)(90-mm)	-	Danville, Va.
710th AAA Bn (Gun)(90-mm)	-	Newport News, Va.
151st Sig Det (RMU Type E)	-	Danville, Va.
152d Sig Det (RMU Type E)	-	Danville, Va.
377th Sig Det (RMU Type E)	-	Danville, Va.

Washington

260th AAA Gp	-	Washington, D.C.
260th AAA Bn (Gun)(90-mm)	-	Washington, D.C.
340th AAA Bn (Gun)(90-mm)	-	Washington, D.C.
380th AAA Bn (Gun)(90-mm)	-	Washington, D.C.
370th Sig Det (RMU Type E)	-	Washington, D.C.

#53d AAA Brigade

###(51st AAA Brigade - Allentown, Pa.)

Philadelphia

118th AAA Gp	-	Philadelphia, Pa.
151st AAA Det (Opr)	-	Allentown, Pa.
416th AAA Bn (Gun)(90-mm)	-	Philadelphia, Pa.
707th AAA Bn (Gun)(90-mm)	-	Philadelphia, Pa.
709th AAA Bn (Gun)(90-mm)	-	Philadelphia, Pa.
372d Sig Det (Opr)	-	Philadelphia, Pa.

#56th AAA Brigade

####(104th AAA Brigade - Boston, Mass.)

New York City

102d AAA Brigade	-	New York, N.Y.

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26TH AIR DIVISION (DEFENSE) (Contd)

NATIONAL GUARD AAA UNITS - M-DAY ASSIGNEES TO EASTARAACOM (Contd)

New York City

212th AAA Gp	-	New York, N.Y.
369th AAA Gp	-	New York, N.Y.
102d AAA Det (Opr)	-	New York, N.Y.
245th AAA Bn (Gun)(90-mm)	-	Brooklyn, N.Y.
259th AAA Bn (Gun)(90-mm)	-	New York, N.Y.
773d AAA Bn (Gun)(90-mm)	-	New York, N.Y.
870th AAA Bn (Gun)(90-mm)	-	New York, N.Y.
368th Sig Det (RMU Type E)	-	New York, N.Y.

#####Hartford

208th AAA Gp	-	New Haven, Conn.
172d AAA Det (Opr)	-	W. Hartford, Conn.
211th AAA Bn (Gun)(90-mm)	-	Bridgeport, Conn.
238th AAA Bn (Gun)(90-mm)	-	New London, Conn.
745th AAA Bn (Gun)(90-mm)	-	Norwich, Conn.
400th Sig Det (RMU Type E)	-	W. Hartford, Conn.

* To be converted to AAA Missile Battalion

\# Active Army Brigades

\## 107th AAA Brigade, upon being ordered into active military service in a military emergency, will move to Fort George G. Meade, Md. The CG, 107th AAA Brigade, will assume the responsibility of the CG, 35th AAA Brigade, for the AA Defense of Baltimore, Washington and Norfolk, when directed by CG, EASTARAACOM.

51st AAA Brigade, upon being ordered into active military service in a military emergency, will move to Swarthmore, Pa. The CG, 51st AAA Brigade, assumes the responsibility of the CG, 53d AAA Brigade, for the AA Defense of Philadelphia, Pittsburgh and Indianapolis, when directed by CG, EASTARAACOM.

104th AAA Brigade, upon being ordered into active military service in a military emergency, will move to Fort Totten, N.Y. The CG, 104th AAA Brigade, will assume the responsibility of the CG, 56th AAA Brigade, for the AA Defense of New York City, Boston, Limestone Air Force Base and Hartford, when directed by CG, EASTARAACOM.

Not presently defended by active Army AAA units

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26TH AIR DIVISION (DEFENSE) (Contd)

NAVAL FORCES

Fighters

Fleet Air Detachment	NAS Quonset Point, R.I.
Fleet Air Detachment	NAS Atlantic City, N.J.
Fleet Air Detachment	NAS Oceana, Va.

Naval Reserve (Fighters)

NAS Willow Grove	Philadelphia, Pa.
NAS Anacostia	Washington, D.C.
NAS Norfolk	Norfolk, Va.
NAS Floyd Bennet	New York, N.Y.

Naval Antiaircraft

Navy Base Newport	Newport, R.I.
Navy Base New York	New York, N.Y.
Navy Base Philadelphia	Philadelphia, Pa.
Navy Base Norfolk	Norfolk, Va.
Fleet Air Defense Training Cen	Damneck, Va.

Radar

Naval Base (Fleet Tng Cen)	Norfolk, Va.
Naval Base	Beavertail Point, R.I.
NAS (Flt A Det)	Atlantic City, N.J.

Picket Vessels

Destroyer Force, Atlantic (ComCortRon 16)	Newport, R.I.

AEW

NAS Patuxent	Multi Eng	Patuxent River, Md.
NAS Quonset	Single Eng	Quonset Point, R.I.

Air Intelligence Services

4602d AIS Squadron Flt 3	Stewart AFB
4602d AIS Squadron Flt 3H	McGuire AFB
4602d AIS Squadron Flt 3I	Andrews AFB

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26TH AIR DIVISION (DEFENSE) (Contd)

NAVAL FORCES (Contd)

Ordnance Disposal

Hq 1st Explosive Ordnance Disposal Squadron	Wright-Patterson AFB, Ohio

Federal Agencies

CAA
FCC
FCDA

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CONFIDENTIAL

AUGMENTING & SUPPORTING FORCES
& FACILITIES AVAILABLE TO THE 30th AIR DIVISION

APPENDIX II
TO
ANNEX C
EADFEWMP 1-53
CHANGE NO. 4

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TAB A
to
APPENDIX II
to
ANNEX C

30TH AIR DIVISION (DEFENSE)

AIR NATIONAL GUARD UNITS

Hq 112 Ftr Bmr Wg	Harrisburg State Aprt, New Cumberland, Pa.
Hq 112 Ftr Bmr Gp	Gtr Pittsburgh Aprt, Coraopolis, Pa.
146 Ftr Bmr Sq	" " "
146 Ltd Fcstg-Obsrg Flt	" " "
147 Ftr Bmr Sq	" " "
Hq 112 AB Gp	" " "
112 Comm Sq	" " "
112 Air Police Sq	" " "
112 Food Service Sq	" " "
112 Installations Sq	" " "
Hq 112 Maint & Sup Gp	" " "
112 Maintenance Sq	" " "
112 Supply Sq	" " "
112 Motor Veh Sq	" " "
112 Med Gp	" " "
Hq 121 Ftr Bmr Wg	Lockbourne AFB, Columbus, Ohio
Hq 121 Ftr Bmr Gp	Dayton Muni Aprt, Vandalia, Ohio
Hq 121 AB Gp	Berea Armory, Berea, Ohio
121 Comm Sq	" " "
121 Air Police Sq	" " "
121 Food Service Sq	Muni Aprt, Mansfield, Ohio
121 Installations Sq	Berea Armory, Berea, Ohio
Hq 121 Maint & Sup Gp	Lockbourne AFB, Columbus, Ohio
121 Maintenance Sq	Dayton Muni Aprt, Vandalia, Ohio
121 Supply Sq	Lockbourne AFB, Columbus, Ohio
121 Motor Veh Sq	" " "
121 Med Gp	" " "
112 Ftr Bmr Sq (Aug)	Akron-Canton Aprt, Canton, Ohio
162 Ftr Bmr Sq (Aug)	Dayton Municipal Aprt, Vandalia, Ohio
164 Ftr Bmr Sq (Aug)	Muni Aprt, Mansfield, Ohio
164 Ltd Fcstg Flt	Muni Aprt, Mansfield, Ohio
166 Ftr Bmr Sq (Aug)	Lockbourne AFB, Columbus, Ohio

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30TH AIR DIVISION (DEFENSE) (Contd)

AIR NATIONAL GUARD UNITS (Contd)

Hq 122 Ftr Bmr Wg	Stout Fld, Indianapolis, Ind.
Hq 122 Ftr Bmr Gp	" " "
113 Ftr Bmr Sq	" " "
163 Ftr Bmr Sq	Baier Fld, Ft Wayne, Ind.
Hq 122 AB Gp	Stout Fld, Indianapolis, Ind.
122 Food Service Sq	" " "
Hq 122 Maint & Supply Gp	" " "
122 Motor Veh Sq	" " "
122 Med Gp	" " "
Hq 123 Ftr Bmr Wg	Standiford Fld, Louisville, Ky.
Hq 123 Ftr Bmr Gp	" " "
165 Ftr Bmr Sq	" " "
Hq 123 AB Gp	" " "
123 Comm Sq	" " "
123 Air Police Sq	" " "
123 Food Service Sq	" " "
123 Installations Sq	" " "
Hq 123 Maint & Supply Gp	" " "
123 Maint Sq	" " "
123 Supply Sq	" " "
123 Motor Veh Sq	" " "
123 Med Gp	" " "
165 Tac Fcstg Flt	" " "
167 Ftr Bmr Sq (Aug)	Kanawha Cty Aprt, Charleston, W.Va.
Hq 126 Ftr Bmr Wg	Midway Aprt, Chicago, Ill.
Hq 126 Ftr Bmr Gp	" " "
108 Ftr Bmr Sq (Aug)	" " "
168 Ftr Bmr Sq (Aug)	" " "
Hq 126 AB Gp	" " "
Hq 126 Maint & Supply Gp	" " "
126 Maintenance Sq	" " "
126 Supply Sq	" " "
126 Motor Veh Sq	" " "
Hq 127 Ftr Bmr Wg	Detroit-Wayne Major Aprt, Romulus, Mich.
127 Ftr Bmr Gp	" " "
107 Ftr Bmr Sq	" " "
171 Ftr Bmr Sq	" " "
Hq 127 AB Gp	" " "
127 Comm Sq	" " "
127 Air Police Sq	" " "
127 Food Service Sq	" " "

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CONFIDENTIAL

30TH AIR DIVISION (DEFENSE) (Contd)

AIR NATIONAL GUARD UNITS (Contd)

127 Installations Sq	Detroit-Wayne Major Aprt, Romulus, Mich.
Hq 127 Maint & Supply Gp	" " "
127 Maint Sq	" " "
127 Supply Sq	" " "
127 Motor Veh Sq	" " "
127 Med Gp	" " "
172 Ftr Bmr Sq (Aug)	Kellogg Fld, Battle Creek, Mich.
Hq 128 Ftr-Intcp Wg	Gen Mitchell Fld, Milwaukee, Wisc.
Hq 128 Ftr-Intcp Gp	" " "
Hq 128 AB Gp	Truax Fld, Madison, Wisc.
128 Comm Sq	Truax Fld, Madison, Wisc.
128 Air Police Sq	" " "
128 Food Service Sq	" " "
128 Installations Sq	" " "
Hq 128 Maint & Supply Gp	Gen Mitchell Fld, Milwaukee, Wisc.
128 Maint Sq	" " "
128 Supply Sq	" " "
128 Motor Veh Sq	" " "
128 Med Gp	" " "
126 Ftr-Intcp Sq (Aug)	" " "
176 Ftr-Intcp Sq (Aug)	Truax Fld, Madison, Wisc.

(Aug) Augmented by elements of support units

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30TH AIR DIVISION (DEFENSE) (Contd)

AAA UNITS ASSIGNED TO EASTARAACOM

45th AAA Brigade

Chicago - Gary

22d AAA Gp (Static) - Defense Command
514th AAA Det (Opr)(Static)
*79th AAA Bn (Gun)(120-mm)(Static)
*86th AAA Bn (Gun)(120-mm)(Static)
*13th AAA Bn (Gun)(90-mm)(Static)
49th AAA Bn (Gun)(90-mm)(Static)
734th AAA Bn (Gun)(90-mm)(Static)
372d Sig Det (RM Type E)
382d Sig Det (RM Type E)
383d Sig Det (RM Type E)

Detroit (Mich) - Windsor (Ont)

28th AAA Gp (Static) - Defense Command
502d AAA Det (Opr) (Static)
*18th AAA Bn (Gun)(90-mm)(Static)
99th AAA Bn (Gun)(90-mm)(Static)
*504th AAA Bn (Gun)(90-mm)(Static)
*516th AAA Bn (Gun)(90-mm)(Static)
304th Sig Det (RM Type E)
420th Sig Det (RM Type E)

Sault Ste Marie (Mich - Ont)

8th AAA Bn (Lt(75-mm)Mbl) - Defense Command
181st AAA Det (Opr)(Static)
61st Sig Det (RM Type E)

53d AAA Brigade

Pittsburgh

18th AAA Gp (Static) - Defense Command
517th AAA Det (Opr)(Static)
*74th AAA Bn (Gun)(90-mm)(Static)
*509th AAA Bn (Gun)(90-mm)(Static)

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SECRET

30TH AIR DIVISION (DEFENSE) (Contd)

AAA UNITS ASSIGNED TO EASTARAACOM (Contd)

Pittsburgh

701st AAA Bn (Gun)(90-mm)(Static)
361st Sig Det (RM Type E)
373d Sig Det (RM Type E)

NATIONAL GUARD AAA UNITS - M-DAY ASSIGNEES TO EASTARAACOM

#45th AAA Brigade

##(103d AAA Brigade - W. Hartford, Conn.)

Chicago - Gary

213th AAA Gp	- Allentown, Pa.
179th AAA Det (Opr)	- Chicago, Ill.
213th AAA Bn (Gun)(90-mm)	- Easton, Pa.
337th AAA Bn (Gun)(90-mm)	- Reading, Pa.
688th AAA Bn (Gun)(90-mm)	- Allentown, Pa.
698th AAA Bn (Gun)(90-mm)	- Chicago, Ill.
768th AAA Bn (Gun)(90-mm)	- Chicago, Ill.
385th Sig Det (RMU Type E)	- Chicago, Ill.
393d Sig Det (RMU Type E)	- Easton, Pa.

Detroit (Mich) - Windsor (Ont)

197th AAA Gp	- Concord, N.H.
174th AAA Det (Opr)	- Concord, N.H.
156th AAA Bn (Gun)(90-mm)	- Wilmington, Del.
210th AAA Bn (Gun)(90-mm)	- Berlin, N.H.
744th AAA Bn (Gun)(90-mm)	- Laconia, N.H.
184th Sig Det (RMU Type E)	- Concord, N.H.
358th Sig Det (RMU Type E)	- Concord, N.H.

Sault Ste Marie (Mich-Ont)

214th AAA Gp	- Washington, Ga.
300th AAA Bn (Gun)(90-mm)	- Kingsford, Mich.
950th AAA AW Bn (Mbl)	- Elberton, Ga.
387th Sig Det (RMU Type E)	- Ft Custer, Mich.
388th Sig Det (RMU Type E)	- Ft Custer, Mich.

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30TH AIR DIVISION (DEFENSE) (Contd)

NATIONAL GUARD AAA UNITS - M-DAY ASSIGNEES TO EASTARAACOM (Contd)

###Indianapolis

220th AAA Gp	- Fall River, Mich.
243d AAA Gp	- Providence, R.I.
147th AAA Det (Opr)	- Providence, R.I.
243d AAA Bn (Gun)(90-mm)	- Providence, R.I.
283d AAA Bn (Gun)(90-mm)	- Bridgeport, Conn.
685th AAA Bn (Gun)(90-mm)	- Bourne, Mass.
705th AAA Bn (Gun)(90-mm)	- Providence, R.I.
103d Sig Det (RMU Type E)	- Providence, R.I.
359th Sig Det (RMU Type E)	- Providence, R.I.

#53d AAA Brigade

###(51st AAA Brigade - Allentown, Pa.)

Pittsburgh

218th AAA Gp	- Pittsburgh, Pa.
149th AAA Det (Opr)	- Pittsburgh, Pa.
689th AAA Bn (Gun)(90-mm)	- Pittsburgh, Pa.
708th AAA Bn (Gun)(90-mm)	- Pittsburgh, Pa.
724th AAA Bn (Gun)(90-mm)	- Pittsburgh, Pa.
373d Sig Det (RMU Type E)	- Pittsburgh, Pa.

####Cleveland

371st AAA Gp	- Dayton, Ohio
103d AAA Det (Opr)	- Dayton, Ohio
177th AAA Bn (Gun)(90-mm)	- Youngstown, Ohio
179th AAA Bn (Gun)(90-mm)	- Lakewood, Ohio
180th AAA Bn (Gun)(90-mm)	- Dayton, Ohio
182d AAA Bn (Gun)(90-mm)	- Canton, Ohio
164th Sig Det (RMU Type E)	- Youngstown, Ohio
165th Sig Det (RMU Type E)	- Kent, Ohio
166th Sig Det (RMU Type E)	- Kent, Ohio
188th Sig DET (RMU Type E)	- Dayton, Ohio

* To be converted to AAA Missile Battalion.
\# Active Army Brigade
\## 103d AAA Brigade, upon being ordered into active military service in a military emergency, will move to Detroit. CG, 103d AAA Brigade will assume the responsibilities of CG, 45th AAA Brigade for the AA Defense of Detroit (Mich) - Windsor (Ont), and Indianapolis, when directed by CG, EASTARAACOM.

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30TH AIR DIVISION (DEFENSE) (Contd)

51st AAA Brigade, upon being ordered into active military service in a military emergency, will move to Swarthmore, Pa. CG, 51st AAA Brigade will assume the responsibilities of CG, 53d AAA Brigade for the AA Defense of Philadelphia, Pittsburgh and Cleveland, when directed by CG, EASTARAACOM.

Not presently defended by active Army units.

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30TH AIR DIVISION (DEFENSE) (Contd)

NAVAL FORCES

Naval Reserve (Fighters)

NAS Grosse Isle	Grosse Isle, Mich.
NAS Columbus	Columbus, Ohio
NAS Glenview	Chicago, Ill.
NAS Akron	Akron, Ohio

Radar

NAS (CIC)	Glenview, Ill.

SAC

Fighters from the 31st Fighter Escort Group, Turner AFB, Georgia to Lockbourne AFB, Ohio

ARDC Ground Radar

Jamestown, Ohio

Air Intelligence Services

4602d AIS Sq Flt 3A	O'Hare AFB
4602d AIS Sq Flt 3B	Wright-Patterson AFB
4602d AIS Sq Flt 3C	Selfridge AFB
4602d AIS Sq Flt 3F	Grt Pittsburgh Aprt

Ordnance Disposal

Hq 1st Explosive Ordnance Disposal Squadron — Wright-Patterson AFB, Ohio

Federal Agencies

CAA
FCC
FCDA

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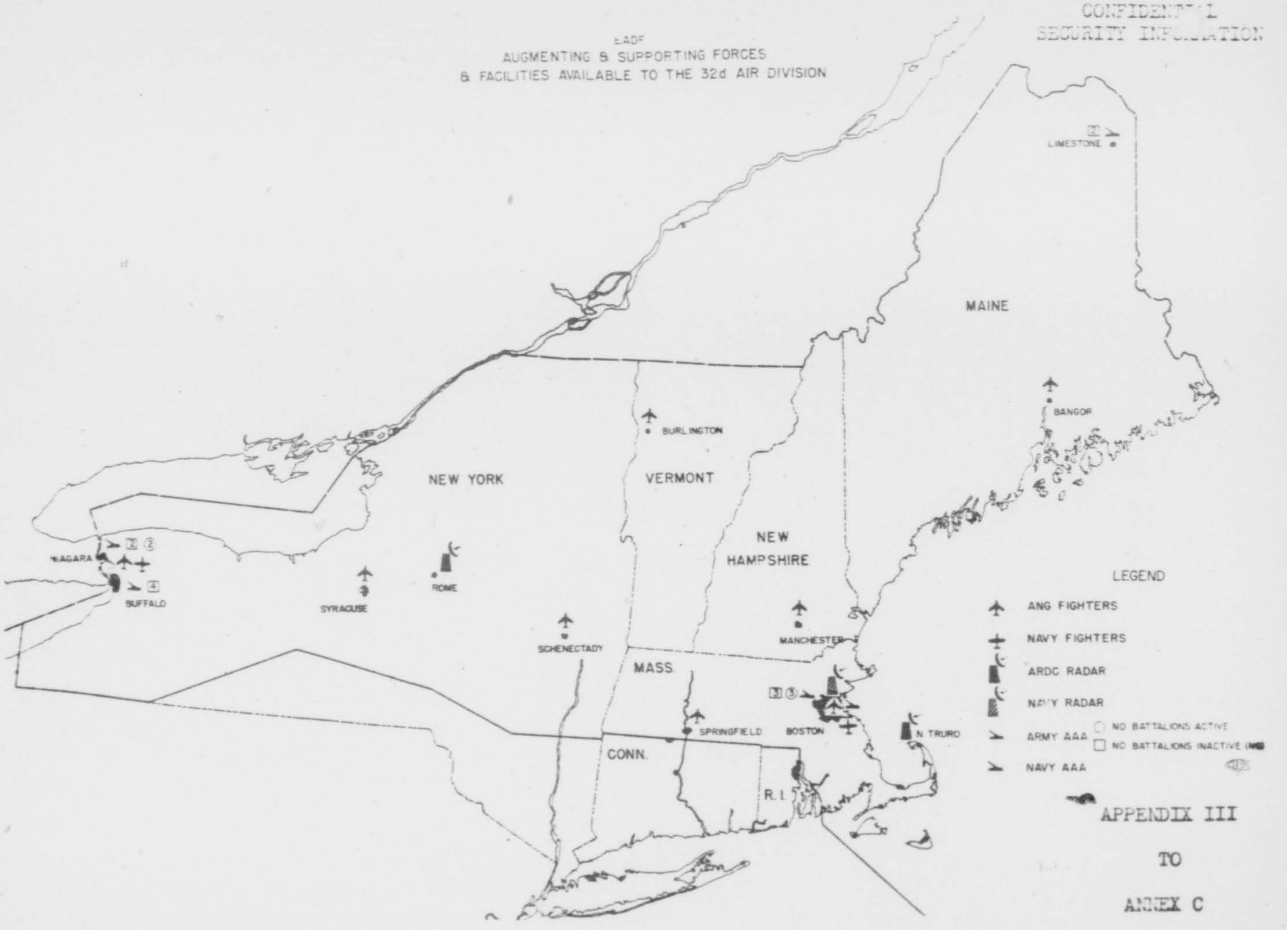
SECURITY INFORMATION

EADF
AUGMENTING & SUPPORTING FORCES
& FACILITIES AVAILABLE TO THE 32d AIR DIVISION



APPENDIX III
TO
ANNEX C
EADFEWP 1-53
CHANGE NO. 1

CONFIDENTIAL
SECURITY INFORMATION

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CONFIDENTIAL

TAB A
to
APPENDIX III
to
ANNEX C

32D AIR DIVISION (DEFENSE)

AIR NATIONAL GUARD UNITS

Hq 101 Ftr-Intcp Wg	Dow AFB, Bangor, Me.
Hq 101 Ftr-Intcp Gp	" "
132 Ftr-Intcp Sq	" "
Hq 101 Air Base Gp	" "
101 Comm Sq	" "
101 Air Police Sq	" "
101 Food Sv Sq	" "
101 Maint & Supply Gp	" "
101 Installations Sq	" "
101 Maintenance Sq	" "
101 Supply Sq	" "
101 Motor Veh Sq	" "
101 Med Gp	" "
133 Ftr-Intcp Sq (Aug)	Grenier AFB, Manchester, N.H.
134 Ftr-Intcp Sq (Aug)	Municipal Aprt, Burlington, Vt.
Hq 102 Ftr-Intcp Wg	Logan Intnl Aprt, E. Boston, Mass.
Hq 102 Ftr-Intcp Gp	" " "
101 Ftr-Intcp Sq	" " "
101 Fcstg Flt	" " "
131 Fcstg Flt	Barnes Aprt, Westfield, Mass.
Hq 102 Air Base Gp	Logan Intnl Aprt, E. Boston, Mass.
102 Comm Sq	" " "
102 Air Police Sq	" " "
102 Food Sv Sq	" " "
102 Installations Sq	" " "
102 Maint & Supply Gp	" " "
102 Maintenance Sq	" " "
102 Supply Sq	" " "
102 Motor Veh Sq	" " "
102 Med Gp	" " "
131 Ftr-Intcp Sq (Aug)	Barnes Aprt, Westfield, Mass.
567 Band	Logan Intnl Aprt, E. Boston, Mass.

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CONFIDENTIAL

32D AIR DIVISION (DEFENSE) (Contd)

AIR NATIONAL GUARD UNITS (Contd)

Hq 107 Ftr-Intcp Wg	Municipal Aprt, Niagara Falls, N.Y.
Hq 107 Ftr-Intcp Gp	Hancock Fld, Syracuse, N.Y.
136 Ftr-Intcp Sq	Municipal Aprt, Niagara Falls, N.Y.
Hq 107 Air Base Gp	" " "
107 Comm Sq	" " "
107 Air Police Sq	" " "
107 Food Service Sq	" " "
107 Installations Sq	" " "
107 Maint & Supply Gp	" " "
107 Maintenance Sq	" " "
107 Supply	" " "
107 Motor Veh Sq	" " "
107 Med Gp	" " "
138 Ftr-Intcp Sq (Aug)	Hancock Fld, Syracuse, N.Y.
139 Ftr-Intcp Sq (Aug)	Schenectady Cty Aprt, N.Y.

(Aug) Augmented by elements of support units

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32D AIR DIVISION (DEFENSE) (Contd)

AAA UNITS ASSIGNED TO EASTARAACOM

#56th AAA Brigade

Boston

15th AAA Gp (Static) - Defense Command
515th AAA Det (Opr)(Static)
16th AAA Bn (Gun)(90-mm)
*514th AAA Bn (Gun)(90-mm)(Static)
*605th AAA Bn (Gun)(90-mm)(Static)
**_____ AAA Bn (Gun)(90-mm)(Static)
358th Sig Det (RM Type E)
400th Sig Det (RM Type E)

Niagara Falls (NY-Ont)

2d AAA Gp (Static) - Defense Command
56th AAA Det (Opr)(Static)
44th AAA Bn (Gun)(90-mm)(Static)
*606th AAA Bn (Gun)(90-mm)(Static)
**_____ AAA Bn (Gun)(90-mm)(Static)
385th Sig Det (RM Type E)
395th Sig Det (RM Type E)

Limestone Air Force Base

**_____ AAA Bn (Lt(75-mm)Mbl) - Defense Command
**_____ Sig Det (RM Type E)

NATIONAL GUARD AAA UNITS - M-DAY ASSIGNEES TO EASTARAACOM

#56th AAA Brigade

##(104th AAA Brigade - Boston, Mass.)
###(105th AAA Brigade - Rochester, N.Y.)

Boston

211th AAA Gp - Boston, Mass.
173d AAA Det (Opr) - Boston, Mass.
704th AAA Bn (Gun)(90-mm) - Boston, Mass.
747th AAA Bn (Gun)(90-mm) - Fall River, Mass.

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32D AIR DIVISION (DEFENSE) (Contd)

NATIONAL GUARD AAA UNITS - M-DAY ASSIGNEES TO EASTARAACOM (Contd)

Boston

772d AAA Bn (Gun)(90-mm)	-	Boston, Mass.
356th Sig Det (RMU Type E)	-	Boston, Mass.
357th Sig Det (RMU Type E)	-	Fall River, Mass.

Niagara Falls (NY-Ont)

244th AAA Gp	-	Brooklyn, N.Y.
336th AAA Bn (Gun)(90-mm)	-	Niagara Falls, N.Y.
633d AAA Bn (Gun)(90-mm)	-	New York, N.Y.
367th Sig Det (RM Type E)	-	Utica, N.Y.

Limestone Air Force Base

240th AAA Gp	-	S. Portland, Me.
143d AAA Det (Opr)	-	Portland, Me.
703d AAA Bn (Gun)(90-mm)	-	S. Portland, Me.
314th AAA AW Bn (Mbl)	-	Bangor, Me.
181st Sig Det (RMU Type E)	-	Augusta, Me.
354th Sig Det (RMU Type E)	-	Augusta, Me.

####Buffalo

209th AAA Gp	-	Buffalo, N.Y.
105th AAA Det (Opr)	-	Rochester, N.Y.
102d AAA Bn (Gun)(90-mm)	-	Buffalo, N.Y.
106th AAA Bn (Gun)(90-mm)	-	Rochester, N.Y.
369th AAA Bn (Gun)(90-mm)	-	New York, N.Y.
715th AAA Bn (Gun)(90-mm)	-	Brooklyn, N.Y.
369th Sig Det (RM Type E)	-	New York, N.Y.
421st Sig Det (RM Type E)	-	Buffalo, N.Y.

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* To be converted to AAA Missile Battalion
** To be designated
\# Active Army Brigades
\## 104th AAA Brigade, upon being ordered into active military service in a military emergency, will move to Fort Totten, N.Y. CG, 104th AAA Brigade will assume the responsibilities of CG, 56th AAA Brigade for AA Defense of New York City, Boston, Limestone Air Force Base and Hartford, when directed by CG, EASTARAACOM.

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32D AIR DIVISION (DEFENSE) (Contd)

105th AAA Brigade, upon being ordered into active military service in a military emergency, will move to Fort Niagara, N.Y. CG, 105th AAA Brigade will assume the responsibilities for the AA Defense of Niagara Falls (NY-Ont) and Buffalo, when directed by CG, EASTARAACOM. CO, 2d AAA Gp will continue to function as AA Defense Commander.

Not presently defended by active Army units.

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32D AIR DIVISION (DEFENSE) (Contd)

NAVAL FORCES

Naval Reserve (Fighters)

NAS Squantum	Boston, Mass.
NAS Niagara Falls	Niagara Falls, N.Y.

Naval Antiaircraft

Navy Base Boston	Boston, Mass.

Radar

Naval Base	Boston, Mass.

Picket Vessels

Destroyer Force, Atlantic (ComCortRon 16)	Newport, R.I.

AEW

NAS Patuxent	Multi Eng	Patuxent River, Md.
NAS Quonset	Single Eng	Quonset Point, R.I.

ARDC Ground Radar

Verona, New York
North Truro, Massachusetts

Air Intelligence Services

4602d AIS Sq Flt 3D	Hancock Field
4602d AIS Sq Flt 3E	Ethan Allen AFB
4602d AIS Sq Flt 3G	Presque Isle AFB

Ordnance Disposal

Hq 1st Explosive Ordnance Disposal Sq	Wright-Patterson AFB, Ohio

Federal Agencies

CAA
FCC
FCDA

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SECURITY INFORMATION
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ANNEX D

ANTISUBMARINE WARFARE

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ANNEX D

ANTISUBMARINE WARFARE

EASTERN AIR DEFENSE FORCE
EMERGENCY WAR MOBILIZATION PLAN 1-53

HEADQUARTERS EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N.Y.
1 September 1953

CHARTS AND MAPS - As required

TASK ORGANIZATION

26th Air Division (Defense)

30th Air Division (Defense)

32nd Air Division (Defense)

4700th Air Base Group

1. GENERAL SITUATION

This plan supports ConAC - Eastern Sea Frontier agreement, "Joint Operations for USAF Support of Naval Antisubmarine Warfare". It defines the specific responsibilities of this command in respect to the ASW mission and states fundamental procedures by which these responsibilities are to be discharged.

The international political, economic, and military situation is such that war between the United States and the U.S.S.R. may be precipitated with little or no warning. War will result in, or increase the possibility of hostile submarine activity and attack along the east coast of the United States.

a. Enemy Forces

Submarines may attack shipping and coastal areas with conventional weapons and/or guided missiles utilizing atomic, biological, or

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chemical warheads and, in addition, may:

(1) Provide navigational aid to incoming enemy air formations.

(2) Jam friendly electronic and communications equipment and radio aids.

(3) Coordinate hostile air attacks.

(4) Pick up hostile airmen who have "ditched" their aircraft at a predetermined rendezvous.

b. Friendly Forces

(1) U.S. Navy. The U.S. Navy is charged with the responsibility of conducting antisubmarine warfare.

(a) Eastern Sea Frontier is responsible for the control of antisubmarine activities within its assigned area and the EADF area.

(b) Training as required by paragraph X 16, Appendix I.

(2) ConAC. Continental Air Command is charged with the responsibility of coordinating USAF participation in antisubmarine warfare.

(a) The Commander, First Air Force has been delegated by ConAC as the operating link between EADF and ESF.

c. Assumptions

(1) That major hostilities will commence with a coordinated attack, including submarine activities directed against shipping and major coastal objectives.

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(2) That activities of aircraft furnished by EADF will be confined primarily to the role of search and suppression.

(3) That multi-engine aircraft assigned to task organizations listed above will be made available, with normal crew requirements, at the discretion of commanders involved and the EADF ASW Control Officer.

(4) That attack aircraft may be made available providing no special modifications are required and the primary mission of the Task Organization Commanders or EADF is not affected.

(5) That flotation and survival gear for participating crews will be made available by naval station conducting the operational briefing of forces furnished by EADF task organizations.

(6) That forces furnished by EADF will be dispatched for a specific mission by the EADF ASW Control Officer and returned to parent organizations immediately upon completion of specific mission (to include debriefing at naval station as required).

(7) That training for ASW will be accomplished in accordance with the CinCLant-ConAC Agreement.

2. MISSION

To provide forces and facilities for the accomplishment of the Air Force collateral mission of antisubmarine warfare as the Commander, EADF

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and Task Organization Commanders may be able to provide without affecting the assigned primary air defense mission of this command.

3. TASKS FOR SUBORDINATE UNITS

a. 26th, 30th and 32d Air Division (Defense) and 4700th Air Base Group will:

(1) Provide aircraft and crews within their capabilities.

(2) Provide use of bases and logistic support for deployment of Navy antisubmarine aircraft for limited periods of time as an emergency measure.

x. General Instructions

(1) Each Air Division will appoint an ASW Control Officer.

(2) The EADF ASW Control Officer (Chief, Operations Services Branch, Directorate of O&T) will act as coordinating agency between First Air Force, Air Divisions and the 4700th Air Base Group on all matters pertaining to ASW activities.

(3) The EADF ASW Control Officer will maintain a current status board of aircraft and crews tentatively available for ASW, and will furnish First Air Force availability figures as required by First Air Force.

(4) The Air Division ASW Control Officer will maintain a current status board of aircraft and crews tentatively available for the ASW mission within the appropriate Division sector and will furnish the EADF ASW Control Officer these figures as required.

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(5) This plan will be implemented by the Commander, EADF, upon request from Commander, First Air Force and after full coordination with the appropriate Task Organization Commander. Requests emanating from Eastern Sea Frontier will be directed to Commander, First Air Force, who will further channel requests to the most appropriate USAF ~~agency or facility~~ command within the First Air Force area of responsibility - EADF areas of responsibility.

4. ADMINISTRATION AND LOGISTICS

a. Administration

(1) Normal

(2) Reports

(a) As required in paragraph 3 x.

(b) Task organizations will provide a narrative report on the mission flown to the EADF ASW Control Officer by operational priority message or telephone immediately upon return of aircraft from an ASW mission.

(c) EADF ASW Control Officer will accomplish report required by paragraph 22 c, Annex A.

b. Logistics

(1) Navy ASW aircraft operating from EADF bases will provide self-support to the maximum extent possible. The base commander concerned will provide logistic

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and maintenance support when necessary to the extent of his capability. Problems of an urgent or emergency nature which cannot be handled locally will be referred to the next higher headquarters.

5. COMMUNICATIONS AND COMMAND MATTERS

a. Communications

(1) Normal EADF channels.

(2) Communications between Headquarters EADF and First Air Force will normally be by teletype or telephone.

(3) USAF aircraft committed to ASW missions will normally have at least one channel of their radio set crystallized to the common Air Force-Navy frequency. Changes in frequency, if necessary, will be accomplished upon arrival at the designated naval air station.

(4) Any special crypto aids required will be furnished by the Navy.

b. Command

(1) Normal

(2) EADF aircraft participating in an ASW mission will be under the operational control of the Navy while at the Navy installation and while flying the mission.

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ANNEX D

APPENDIX I

HEADQUARTERS EASTERN SEA FRONTIER
90 Church Street, New York 7, N.Y.

HEADQUARTERS CONTINENTAL AIR COMMAND
Mitchel Air Force Base, New York

JOINT OPERATIONS FOR UNITED STATES AIR FORCE SUPPORT OF NAVAL ANTISUBMARINE WARFARE WITHIN EASTERN SEA FRONTIER ATLANTIC AND GULF OF MEXICO WATERS

I - General
II - Purpose
III - Mission and terms of reference
IV - Areas involved
V - Concept of operations and operational control
VI - Command relationships and organization
VII - Responsibilities
VIII - Procedures
IX - Communications
X - Training
XI - Logistics
XII - Standing Operating Procedures

I. GENERAL

1. The Commanding Generals, First and Fourteenth Air Forces and the Commander Eastern Sea Frontier will coordinate and maintain continuous direct liaison for the operational employment of all U. S. Air Force aircraft released by the parent command for participation in antisubmarine warfare within Eastern Sea Frontier waters. This policy is established to reduce to a minimum the requirements for special facilities, assignment of additional personnel, and/or any delay in arrangements to carry out U. S. Air Force collateral responsibility for support of naval antisubmarine warfare in time of emergency, simulated or actual.

II. PURPOSE

2. The purpose of the provisions contained herein is to:

a. Effectively utilize USAF units, aircraft or facilities possessing antisubmarine warfare capabilities which would augment those of the Commander Eastern Sea Frontier Antisubmarine Warfare Task Organization.

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b. Outline ASW responsibilities and establish procedure for the coordination of effort in defense of Eastern Sea Frontier areas against submarine attack.

c. Define the specific responsibilities of USAF Commanders with respect to the ASW mission and state fundamental procedures by which these responsibilities are to be discharged.

III. MISSION AND TERMS OF REFERENCE

3. The USAF Commanders will provide forces or facilities which may be available and not more urgently needed for USAF primary missions to support the CESF ASW Task Organization in order to defend the defined ocean and Gulf areas from enemy submarine attacks.

4. Terms of reference:

a. C/S USAF letter of 31 July 1951 to Chief of Naval Operations which contains the interim statement of policy by the C/S USAF on Air Force participation in ASW for the defense of the United States.

b. CinCLantFlt letter, serial 00467, of 17 November 1951 which contains the CinCLant-CG, ConAC Agreement on USAF Participation in ASW.

c. CNO letter, serial 00625P31, of 7 December 1951 which approved the CinCLant-CG, ConAC Agreement of paragraph 4b above.

d. CESF OpOrd 1-52.

IV. AREAS INVOLVED

5. The areas involved are:

a. The land areas common to Eastern Sea Frontier, First Air Force and Fourteenth Air Force.

b. Coastal waters in which CESF is responsible for protection of shipping and conduct of ASW operations in the existing operations plans.

V. CONCEPT OF OPERATIONS AND OPERATIONAL CONTROL

6. USAF aircraft will be provided, through procedures to be established, as provided herein, to augment naval ASW operations as follows:

a. Make special sea searches of defined sea areas or along given tracks required because of an exigency of a temporary nature in contrast to normal and routine searches.

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b. Provide special strike missions on specific occasions when required to augment Naval capabilities.

c. In addition, arrangements will be made for Air Force aircraft to provide:

(1) Operational intelligence obtained during regularly scheduled flights which may be of value in ASW operations.

(2) Air surveillance of shipping lanes and shipping focal points during regularly scheduled flights.

d. Available Air Force base facilities will be provided in emergency or for short periods of time when required for CESF ASW aircraft forces.

e. Operational control is defined in the dictionary of U. S. Military Terms for Joint Usage (1st Rev. June 1950) as control comprising functions of command involving the composition of subordinate forces, the assignment of tasks, the designation of objectives and the authoritative direction necessary to accomplish the assigned mission. Operational control of USAF units or aircraft shall be exercised through their responsible commanders or through the commanders of subordinate forces established by the commander exercising operational control. It does not include such matters as administration, discipline, internal organization and unit training except when subordinate commanders request assistance.

VI. COMMAND RELATIONSHIPS AND ORGANIZATION

7. The Navy ASW Organization is as established under existing ComEastSeaFron Op Ord 1-52. Under this plan CESF decentralizes responsibilities to subordinate commands. The Air Subordinate Task Unit Commanders are located at Naval Air Stations at Quonset Point, Norfolk, Jacksonville and tentatively, Naval Air Stations at Pensacola, New Orleans and Corpus Christi.

8. CG, ConAC has been directed to be the direct operating link between the several major Air Force commands within the continental limits and naval agencies in accomplishing the USAF collateral mission of support to Navy ASW. ConAC has in turn delegated to the Commanding Generals, First and Fourteenth Air Forces, this direct operating link responsibility within their respective areas.

VII. RESPONSIBILITIES

9. Responsibilities of the CG, ConAC include the following specific functions:

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a. Preparation of a Standing Operating Procedure for the guidance of all USAF Commands supporting ASW. (See Section XII) The provisions of this SOP shall be based upon and remain within the provisions contained herein.

b. Direction of action to ensure the allocation of USAF forces and facilities possessing ASW capabilities within the Eastern Sea Frontier area and not more urgently needed for missions of higher Air Force priority to the appropriate ASW operating commanders. These capabilities may include:

(1) Reconnaissance aircraft.

(2) Attack aircraft providing no special modifications of the aircraft are required.

(3) Use of USAF bases under emergency conditions for deployment of Navy ASW aircraft for limited periods of time.

c. Prior to hostilities, furnish CESF periodic lists of bases, forces and facilities available in First and Fourteenth Air Force areas of responsibility, which could normally be expected to possess capabilities for ASW operations, and be available for such use in emergencies. During emergencies, liaison and personal contact will be maintained with supporting units and appropriate Naval elements by the numbered Air Force ASW Control Centers in order to keep appropriate Naval elements informed concerning the availability of bases, forces and facilities to perform specific missions when assistance is requested. (See paragraph 20b)

d. Coordination with Air Force commanders concerned to ensure appropriate training in ASW by all Air Force elements possessing ASW capabilities and which could normally be expected to be available for such use during emergencies.

10. The responsibilities of CESF include the following specific functions:

a. The conduct of ASW operations in accordance with existing war plans.

b. Promulgation of instructions to Naval elements to ensure full and effective operational coordination of all Air Force elements made available to augment the ASW organization.

VIII. PROCEDURES

11. Procedures for the utilization of Air Force aircraft in this mission shall be as follows:

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a. CESF will submit all requests for Air Force aid in ASW directly to Headquarters First or Fourteenth Air Force, depending upon the area involved.

b. CG, First or Fourteenth Air Force will screen requests and direct them to the appropriate Air Force units.

c. CESF shall be informed by the First or Fourteenth Air Force Headquarters on the details of the aircraft as allocated.

d. CESF will inform his subordinate commander of the allocation and amplifying information.

e. When augmenting specific Naval forces in an operation, the Air Force aircraft may be flown to the designated Naval Air Station and be passed to the operational control of the Naval Air Antisubmarine Warfare Commander concerned. Otherwise, they will proceed to the predesignated area and perform the mission. (See paragraph 21e, "Briefing and Debriefing")

12. Utilization of Civil Air Patrol aircraft will be effected under the same procedures as above for those missions which are within their capabilities.

IX. COMMUNICATIONS

13. Special landline communications required between commands or units will be furnished by the Navy to the switchboard of the U. S. Air Force element concerned.

14. All U. S. Air Force aircraft committed to ASW missions will normally have at least one channel of their radio set crystallized to an appropriate joint frequency. Plans will be made which will enable allocated USAF aircraft to make such change if necessary upon arrival at the designated Naval Air Station.

15. Any special crypto aids required will be furnished by the Navy.

X. TRAINING

16. In accordance with CinCLant-CG, ConAC Agreement.

XI. LOGISTICS

17. When U. S. Air Force aircraft are operating from Naval Air Stations, the Navy shall provide logistic support. The Navy shall also

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provide aircraft maintenance support to the extent that it has the equipment and capabilities. The Naval Air Station shall provide assistance in accordance with standard procedures and through normal channels of special logistic or maintenance support required for USAF aircraft. Problems of an urgent or emergency nature which cannot be handled locally shall be referred to CESF.

18. U. S. Air Force bases temporarily supporting Naval ASW aircraft shall provide facilities and maintenance support on the same basis described in paragraph 17 above. However, all Naval units utilizing U. S. Air Force bases shall provide self support to the maximum extent possible.

19. Ordnance. Armament of USAF aircraft participating in ASW missions will be that which is appropriate for that type of aircraft and will not require modification of the aircraft. When requesting specific armament for any particular mission, Naval Commanders concerned will be guided by USAF specifications for armament of the aircraft involved. Special ordnance not peculiar to the U. S. Air Force will be employed at the discretion of the Air Force Commander concerned and will be furnished by the Navy.

XII. STANDING OPERATING PROCEDURE

20. CONTROL CENTER:

a. An ASW Control Center will be established within the Deputy for Operations section of each numbered Air Force Headquarters. The Eastern Sea Frontier will submit all requests for Air Force aid in antisubmarine warfare to the appropriate center.

b. A status board will be maintained reflecting the current capabilities of all USAF installations within the command's area of responsibility, for participation in antisubmarine warfare. Initial information and periodic changes in USAF capabilities will be furnished by Headquarters Continental Air Command. Liaison and personal contact with supporting units will be established and maintained through the ASW Control Center during emergencies to keep that information current.

21. PROCEDURES:

a. When a requirement for U. S. Air Force assistance in antisubmarine warfare exists, a designated Navy Control Officer of the Eastern Sea Frontier will contact the ASW Control Officer of the ConAC Air Force Headquarters concerned, and will furnish the following information:

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(1) Outline of the type of mission for which he is requesting assistance.

(2) Identification of search areas, pattern of search, and estimated duration of search.

(3) Designation of type of aircraft and armament suitable for the performance of the requested mission.

(4) Communications channels and radio frequency to be used for aircraft reporting to Navy control point.

(5) Necessary arrangements for briefing and debriefing.

b. The ConAC Control Officer will examine the forces and facilities appearing on the status board to determine wherein the capability lies for performance of the requested mission. He will then contact the appropriate level of command of the air commands concerned until the mission is accepted or until it is determined that the mission cannot be accomplished.

c. If the mission is accepted, the Air Command Control Officer of the participating command will be furnished details of the mission in accordance with subsequent provisions of this SOP.

d. The Eastern Sea Frontier Control Officer will be advised of action taken. If the mission cannot be accomplished, a negative report will be submitted to ESF.

e. Briefing and Debriefing.

(1) When USAF aircraft are to be utilized to augment specific Naval Forces in antisubmarine warfare operation and if requested by the Navy, the USAF aircraft and crews involved will proceed to the Naval installation from which the operation is being conducted for briefing and debriefing.

(2) When USAF aircraft are to be employed in special sea search missions over areas in which the Navy is not conducting operations, the Navy will furnish complete information for briefing and debriefing of participating crews at the home installation of those crews. If electrical transmission of information is not feasible, the Navy will furnish personnel at the home installation to brief and debrief.

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(3) During extreme emergency conditions, the Navy will furnish personnel for briefing and debriefing USAF crews at the terminal station of aircraft engaging in scheduled overwater flights.

f. The USAF aircraft participating in the mission will be under the operational control of the Navy while at the Naval installation and/or while flying the mission. Operational control by the Navy may be broken at the discretion of the crew concerned.

g. Upon completion of the mission, crews will be debriefed as provided above. Upon return to the home station, results of the mission will be reported to the Air Force Command Control Officer who will inform the ConAC Air Force ASW Control Center, as provided in paragraph 22c below.

22. REPORTS:

a. Prior to an emergency, periodic reports showing changes in capabilities will be furnished by each major air command Control Officer to Headquarters ConAC as required. Headquarters ConAC will inform numbered Air Force Control Officers of these changes.

b. During emergencies, information of Air Force capabilities available for ASW will be kept current, as indicated in paragraph 9c above.

c. The Command Control Officer of the air command performing the mission will, upon completion of the mission, report to the Control Officer of the numbered Air Force the results of the mission. This report will be forwarded to Headquarters Continental Air Command, with an information copy to the Commander, Eastern Sea Frontier. One copy will be retained for the Control Officer's file.

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L. T. DUBOSE
Vice Admiral, USN
Commander
Eastern Sea Frontier

WILLIAM E. HALL
Major General, USAF
Vice Commander
Continental Air Command

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ANNEX E

AIR NATIONAL GUARD

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ANNEX E

AIR NATIONAL GUARD

EASTERN AIR DEFENSE FORCE
EMERGENCY WAR MOBILIZATION PLAN 1-53

HEADQUARTERS EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N.Y.
1 March 1954

CHART AND MAP REFERENCES

As required

TASK ORGANIZATION

26th Air Division (Defense)	Brig Gen J. W. McCauley
30th Air Division (Defense)	Brig Gen E. L. Tucker
32d Air Division (Defense)	Col R. S. Israel, Jr.

1. GENERAL SITUATION: The international situation is such that war between the United States and the USSR may be precipitated intentionally or unintentionally at any time with little or no warning. To meet the threat of an aerial attack under minimum warning conditions, use of every available augmenting force is imperative. To increase the air defense potential of the Air Defense Command, 14 Air National Guard fighter wings have a mobilization assignment to Eastern Air Defense Force. This includes 4 fighter-interceptor wings with 11 fighter-interceptor squadrons and 10 fighter bomber wings with 25 fighter bomber squadrons. The 11 fighter-interceptor squadrons will remain assigned to Eastern Air Defense Force throughout the war or the period of stipulated active military service. However, the 25 fighter bomber squadrons will be returned to the Tactical Air Command after D+3 months. Initial utilization will be in place at

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present stations with subsequent redeployment as required. Mobilization assignments to Air Divisions (Defense) are as follows:

26th Air Division (Defense)

Unit	Location
Hq 103 Ftr Bmr Wg	Hartford, Conn.
103 Ftr Bmr Wg Support Components	As deployed
Hq 103 Ftr Bmr Gp	Windsor Locks, Conn.
118 Ftr Bmr Sq	Windsor Locks, Conn.
152 Ftr Bmr Sq	Hillsgrove, R.I.
Hq 108 Ftr Bmr Wg	Newark, N.J.
108 Ftr Bmr Wg Support Components	As deployed
Hq 108 Ftr Bmr Gp	Trenton, N.J.
119 Ftr Bmr Sq	Newark, N.J.
141 Ftr Bmr Sq	Trenton, N.J.
Hq 111 Ftr Bmr Wg	Philadelphia, Pa.
111 Ftr Bmr Wg Support Components	As deployed
Hq 111 Ftr Bmr Gp	Philadelphia, Pa.
103 Ftr Bmr Sq	Philadelphia, Pa.
117 Ftr Bmr Sq	Philadelphia, Pa.
148 Ftr Bmr Sq	Reading, Pa.
Hq 113 Ftr Bmr Wg	Washington, D.C.
113 Ftr Bmr Wg Support Components	As deployed
Hq 113 Ftr Bmr Gp	Washington, D.C.
121 Ftr Bmr Sq	Washington, D.C.
104 Ftr Bmr Sq	Baltimore, Md.
142 Ftr Bmr Sq	Wilmington, Del.
137 Ftr Intcp Sq	White Plains, N.Y.

30th Air Division (Defense)

Hq 112 Ftr Bmr Wg	New Cumberland, Pa.
112 Ftr Bmr Wg Support Components	As deployed
Hq 112 Ftr Bmr Gp	Coraopolis, Pa.
146 Ftr Bmr Sq	Coraopolis, Pa.
147 Ftr Bmr Sq	Coraopolis, Pa.

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30th Air Division (Defense)(Cont'd)

Unit	Location
Hq 121 Ftr Bmr Wg	Columbus, Ohio
121 Ftr Bmr Wg Support Components	As deployed
Hq 121 Ftr Bmr Gp	Vandalia, Ohio
162 Ftr Bmr Sq	Vandalia, Ohio
164 Ftr Bmr Sq	Mansfield, Ohio
166 Ftr Bmr Sq	Columbus, Ohio
112 Ftr Bmr Sq	Canton, Ohio
Hq 122 Ftr Bmr Wg	Indianapolis, Ind.
122 Ftr Bmr Wg Support Components	As deployed
Hq 122 Ftr Bmr Gp	Indianapolis, Ind.
113 Ftr Bmr Sq	Indianapolis, Ind.
163 Ftr Bmr Sq	Ft Wayne, Ind.
Hq 123 Ftr Bmr Wg	Louisville, Ky.
123 Ftr Bmr Wg Support Components	As deployed
Hq 123 Ftr Bmr Gp	Louisville, Ky.
165 Ftr Bmr Sq	Louisville, Ky.
167 Ftr Bmr Sq	Charleston, W. Va.
Hq 126 Ftr Bmr Wg	Chicago, Ill.
126 Ftr Bmr Wg Support Components	As deployed
Hq 126 Ftr Bmr Gp	Chicago, Ill.
108 Ftr Bmr Sq	Chicago, Ill.
168 Ftr Bmr Sq	Chicago, Ill.
Hq 127 Ftr Bmr Wg	Romulus, Mich.
127 Ftr Bmr Wg Support Components	As deployed
Hq 127 Ftr Bmr Gp	Romulus, Mich.
107 Ftr Bmr Sq	Romulus, Mich.
171 Ftr Bmr Sq	Romulus, Mich.
172 Ftr Bmr Sq	Battle Creek, Mich.
Hq 128 Ftr Intcp Wg	Milwaukee, Wisc.
128 Ftr Intcp Wg Support Components	As deployed
Hq 128 Ftr Intcp Gp	Milwaukee, Wisc.
126 Ftr Intcp Sq	Milwaukee, Wisc.
176 Ftr Intcp Sq	Madison, Wisc.

32d Air Division (Defense)

Hq 101 Ftr Intcp Wg	Bangor, Me.
101 Ftr Intcp Wg Support Components	As deployed
Hq 101 Ftr Intcp Gp	Bangor, Me.

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32d Air Division (Defense)(Cont'd)

Unit	Location
Hq 101 Ftr Intcp Wg (Cont'd)	Bangor, Me.
132 Ftr Intcp Sq	Bangor, Me.
133 Ftr Intcp Sq	Manchester, N.H.
134 Ftr Intcp Sq	Burlington, Vt.
Hq 102 Ftr Intcp Wg	Boston, Mass.
102 Ftr Intcp Wg Support Components	As deployed
Hq 102 Ftr Intcp Gp	Boston, Mass.
101 Ftr Intcp Sq	Boston, Mass.
131 Ftr Intcp Sq	Westfield, Mass.
Hq 107 Ftr Intcp Wg	Niagara Falls, N.Y.
107 Ftr Intcp Wg Support Components	As deployed
Hq 107 Ftr Intcp Gp	Syracuse, N.Y.
136 Ftr Intcp Sq	Niagara Falls, N.Y.
138 Ftr Intcp Sq	Syracuse, N.Y.
139 Ftr Intcp Sq	Schenectady, N.Y.

a. Enemy Forces: As contained in Annex A, ADCEWMP 1-53

b. Friendly Forces: As contained in Annex B, ADCEWMP 1-53

c. Assumptions: Prior to mobilization of the Air National Guard, additional information will be available concerning integration of ANG Wing Headquarters, ANG Fighter Group Headquarters and support units as listed in Annex C, this plan, into the Air Defense organization.

2. MISSION: To insure immediate effective M-Day utilization of Air National Guard units with a mobilization assignment to Eastern Air Defense Force.

3. TASKS FOR SUBORDINATE UNITS

a. Commanders of Air Divisions (Defense) will:

(1) Prepare plans for the effective utilization of ANG units with M-Day assignments to their command.

(2) Coordinate with ANG unit commanders in developing plans

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for the utilization of assigned M-Day ANG units on and subsequent to M-Day.

(3) Assume control of assigned M-Day ANG units when ordered into active military service.

(4) Insure that commanders of assigned M-Day ANG units are supplied with pertinent directives and publications on a continuous basis.

(5) Provide training for ANG crews made available for airborne interceptor training in air defense.

(6) Provide training for ANG units or crews made available for air defense training during systems training exercises.

(7) Provide briefings for assigned ANG units as required by EADF Operations Order 2-53.

(8) Air Division (Defense) Commanders are authorized to redeploy mobilized Air National Guard aircraft, combat crews and support personnel as required to meet the tactical situation. Whenever practicable, plans for redeployment will be submitted in advance to Headquarters, EADF.

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4. LOGISTICAL MATTERS

a. Administration

(1) Air National Guard units, including the members thereof, will be ordered into active military service at the direction of the President or by congressional action.

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(2) Expeditious administrative processing of units will be accomplished in accordance with AFR 45-51, as amended, without interference with the primary mission of air defense.

(3) Additional administrative instructions, as contained in Annex E, ADCEWMP 1-53, will pertain.

b. Logistics

(1) As specified in Annex F, ADCEWMP 1-53

(2) Reports. Upon mobilization of Air National Guard units, Air Division (Defense) Commanders will require the Air National Guard Unit Commanders to dispatch the following reports:

(a) In accordance with AFR 65-110, dispatch a report of aircraft in possession of each unit to Commander, EADF, to arrive not later than 24 hours following the date the unit is ordered to active military service. The report will include the following:

1. Unit designation and location

2. Type, model, and series of aircraft

3. Serial number of aircraft

(b) Status Change Report. Dispatch organization status change report to Commander, EADF, to arrive not later than 24 hours following the date the unit is ordered to active military service. Prepare this

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report in accordance with AFR 20-49, as implemented by ADC Regulation 20-1 and EADF Manual 171-2. The report will include the following:

1. Unit designation
2. Date unit entered active military service
3. Authority ordering unit into active military service

(3) Air National Guard Wing Commanders will advise Commander, AMC, and the appropriate AMA Depot of Mobilization of the unit.

(4) Air National Guard Wing Commanders will forward name, rank, and AFSN of the base supply officer to Headquarters, EADF, (ATTN: EAMDM) as soon as possible.

(5) Upon receipt of stock record account number, a base accountable officer will be appointed and authorized to submit appropriate depot requisitions. All requisitions submitted prior to receipt of formal notification of assigned stock record account number will be processed through existing National Guard channels.

5. COMMUNICATIONS AND COMMAND

a. Communications

(1) As directed by the appropriate Division Commander in compliance with ADCEWMP 1-52, COIs, and other pertinent directives in force.

(2) Greenwich time will be used.

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b. Command

(1) Air National Guard units ordered into active military service with a mobilization assignment to EADF will be under the command of the Commander, EADF.

(2) Further operational command and control has been delegated to the appropriate Air Division (Defense) Commanders in whose sector of responsibility the Guard unit is located.

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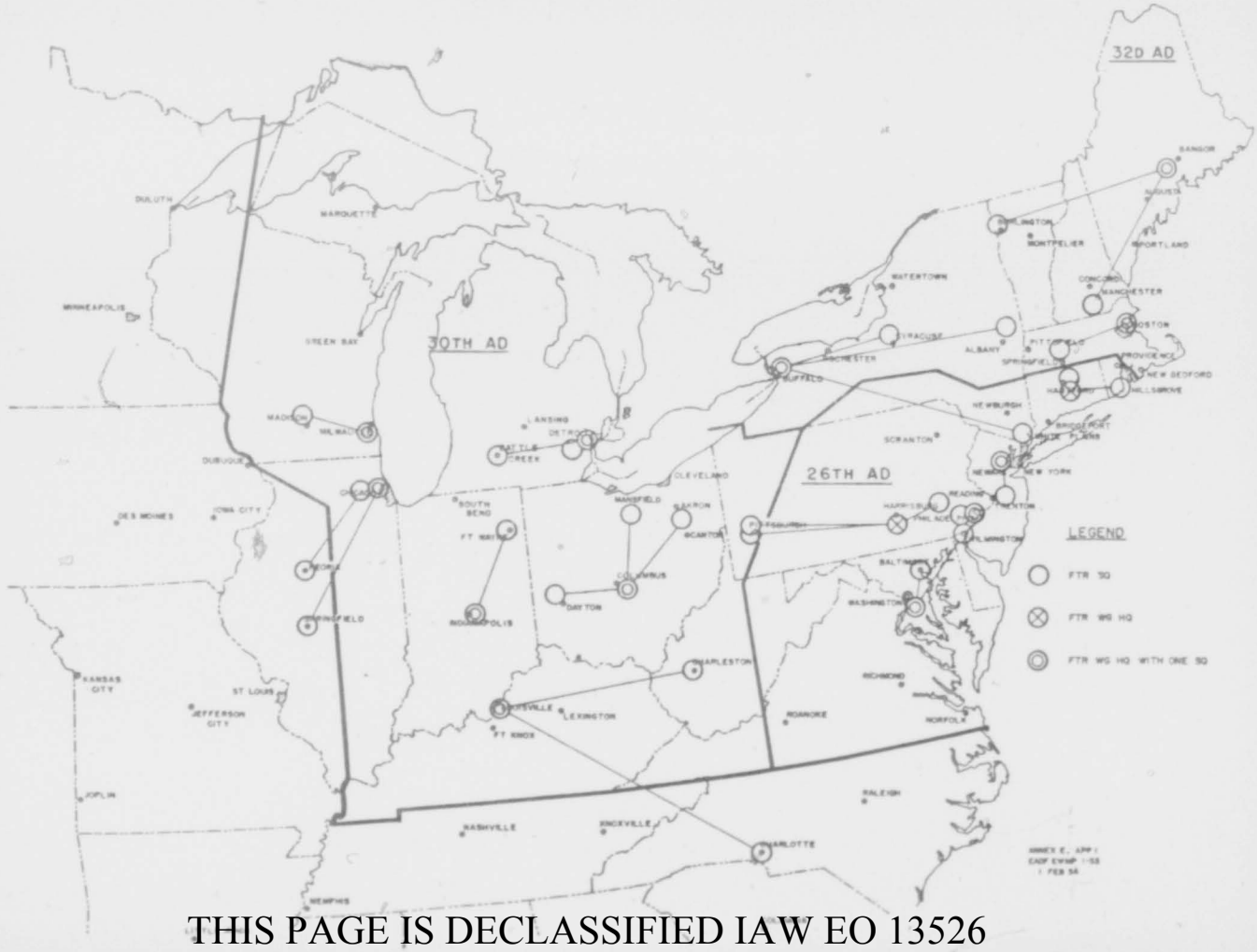
A.N.G. FIGHTER UNIT LOCATIONS



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547	"	Jul-Dec-53	3		"	U	
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