ROLL NO. <u>K4202</u> DATE FILMED<u>9-29-75</u> OPERATOR <u>3. R.</u> LOCATION Maxwell AFB, Ala. REDUCTION <u>26:1</u>

# OF AUTHENTICITY

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BILLIE H. HIX / Chief, Technical Systems Branch The Albert F. Simpson Historical Research Center



Excluded from General Declaration Schedule, NAFD

HEADQUARTERS 35TH AIR DIVISION (DEFENSE) Dobbins Air Force Base Marietta, Georgia

20 April 1955

SUBJECT: Inal Organization of the 35th Air Division (Defense)

TO:

### Conder Ean Air Defense Force Ste. Air Force Base Newh, New York

1. The lently projected internal organization of this Division is shown Enclosure 1. Under this organization, twentyfour assigned to, and fifteen major augmentation units (exclusive of seven augmentation units of lesser operational capability) will report directly this headquarters. After the proposed alteration of the northerhundary of this sector, fifteen assigned units and thirteen major mentation units will still report directly to this headquarters. headquarters.

2. This hzontal organization is clearly incompatible with accepted princip of good management, and will entail a span of control preclud effective control of the forces involved. At least one scholts least one echelof command between this headquarters and subordinate units is estial not only to reduce the numerical span of control to a reasone degree, but also to:

a. Red the geographical span of control to feasible

limits.

RSI Conti No

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b. Prove a commander and staff of suitable level to

work with augmention units on a day-to-day basis.

c. Prove homogeneous organization within Eastern Air

Defense Force.

d. Approh conformity with the standard U. S. Air Force organizational struture.

e. Provis a structure for normal career advancement of personnel within the Division.

SECREI

Excluded from General Declassification Scheou2592 NAFD

Hq, 35th ADiv (Def), Subject: Internal Organization of the 35th Air Division (Defense)

3. In order to provide this intermediate echelon of command, a proposed organization involving the activation of Air Defense Wings at McGhee-Tyson Airport, Charleston Air Force Base and Tyndall Air Force Base is attached as Enclosure 2. In view of the present status of this proposal, no coordination has been undertaken with agencies outside this Division; detailed investigation will undoubtedly indicate minor changes in the proposed organization, and possibly changes in the proposed locations of the Air Defense Wings. These matters can be readily worked out when the status of this proposal is more firm.

4. It is strongly recommended that:

a. The activation of three Air Defense Wings in this Division be approved.

b. Action be initiated to obtain personnel spaces and other resources required for these wings at the earliest possible date.

c. This headquarters be directed to finalize recommendations, in conjunction with affected non-ADC agencies, for the detailed organization and location of these three wings.

5. This letter may be de-classified when separated from Enclosure 1 and the attachment to Enclosure 2.

SECRET

2 Incls 1. Org of 35th ADiv

2. Proposed org of AD Wgs w/attach /t/ JOHN B. CARY Brig. General, USAF Commander

### ENCLOSURE 2

### REQUIREMENT

1. The span of control from the Division level should be drastically reduced not only from the viewpoint of numbers of individual units reporting direct to the Division, but also from the viewpoint of the widespread geographical locations of those units.

2. More direct and closer supervision of units, and more effective coordination between individual units (both assigned and augmentation units) is necessary.

3. It is essential to have an officer of appropriate rank and position to deal with augmentation forces on a day-to-day basis.

4. It would be highly desirable to have an officer in position to be more intimately familiar with the problems pertaining to a sub-area and to the specific units therein than can be achieved through occasional staff visits from Division headquarters.

5. It is essential that the organizational structure of this Division be compatible with the remainder of EADF.

### Concept

6. Air Defense Wings to be formed to command all ADC units, and to provide coordination between those units and augmentation units concerned with air defense, within defined sub-areas of responsibility.

7. These Air Defense Wings to be T/D units with essentially the functions and resources of those Air Defense Wings now existing in EADF.

### Mission of the Air Defense Wing Commander

8. a. To command all assigned units in his area of responsibility.

b. To assist in the formation of new ADC units therein.

c. To assist in the training of designated augmentation forces.

d. To provide a link between ADC operational units and augmentation forces operating in the same are.

# SECRET

S-2592

Enclosure 2 (Contid)

### Organization Proposed

9. a. Form a new Air Defense Wing at McGhee-Tyson Airport, Knorville, Tennessee, with an area responsibility of Tennessee and North Carolina. This wing would be transferred to another Air Division whenever the northern boundary of this Division is realigned.

b. Form a new Air Defense Wing at Charleston Air Force Base, South Carolina, with an area responsibility of South Carolina, Georgia and eastern Florida.

c. Form a new Air Defense Wing at Tyndall Air Force Base, Florida, with an area responsibility of western Florida, Mississippi, and Alabama.

### Organizational Structure

10. See attachment.

### Timing

4

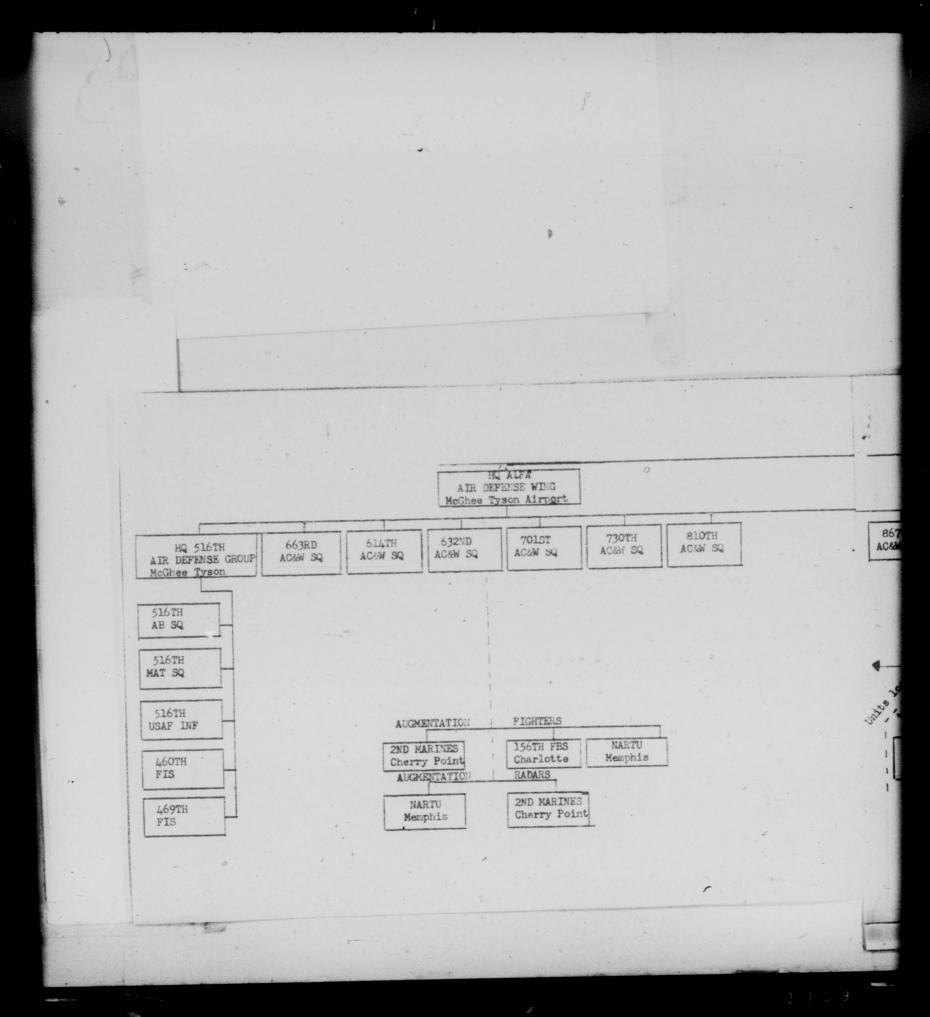
11. In view of the large number of existing augmentation forces involved, and the near completion of several new ACW sites, all of the organizational changes proposed above should be placed into effect as soon as possible.

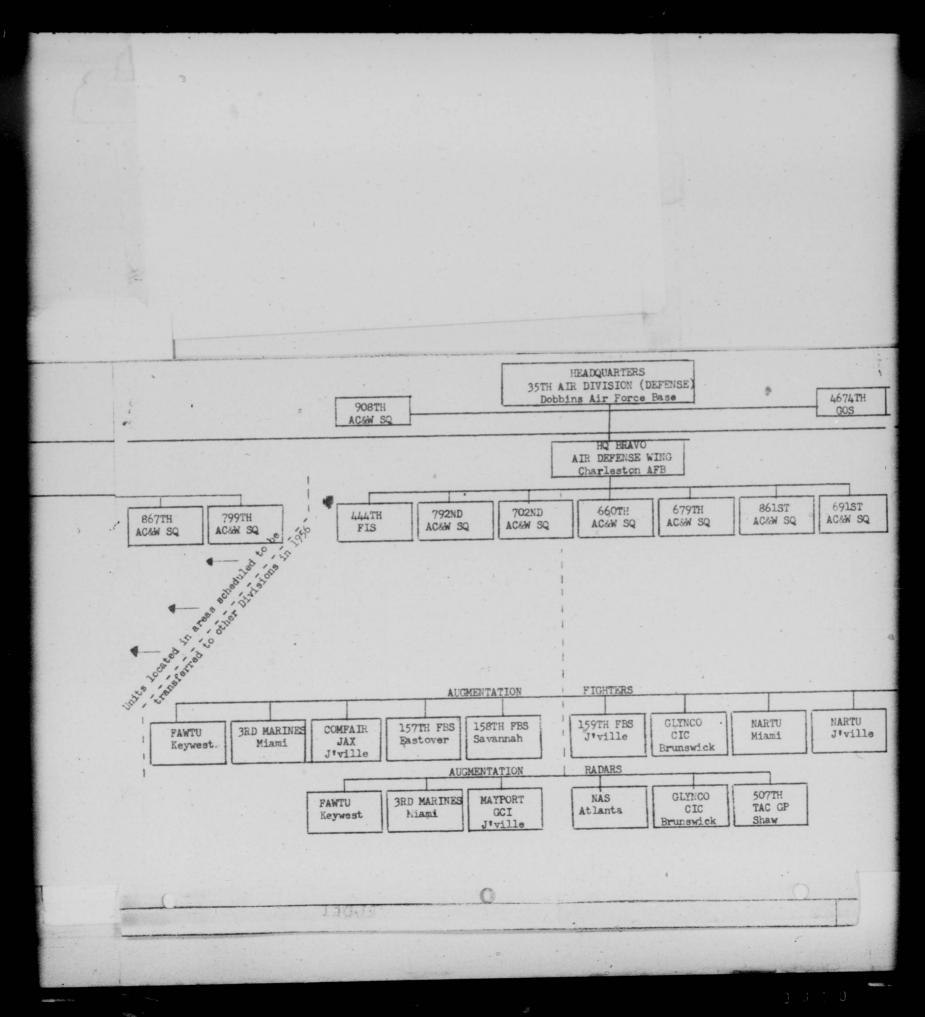
### Declassification

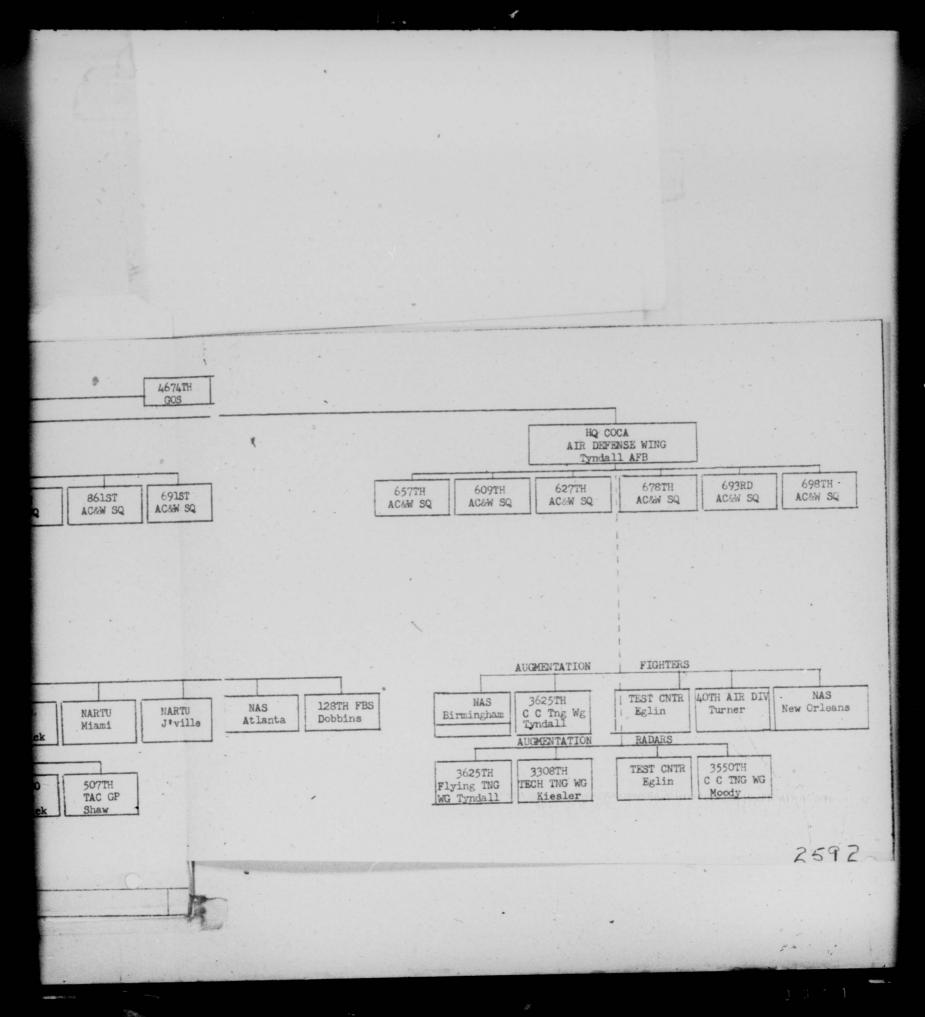
12. This enclosure may be declassified when separated from the attachment.

Ø

1 Attachment Organizational Structure of AD Wgs







Hq 35th ADiv (Def) Subject: Internal Organization of the 35th Air Division (Defense)

EAODO (20 Apr 55) 1st Ind 14 June 1955

HQ EASTERN AIR DEFENSE FORCE, Stewart Air Force Base, Newburgh, New York

TO: Commander, 35th Air Division (Defense), Dobbins Air Force Base, Marietta, Georgia

1. Your current organization entails a span of control larger than is considered desirable, and we are aware that this arrangement forces you to accomplish your mission under difficult conditions. The facts presented in your letter apparently stem from a good understanding of your problem and reflect your awareness of sound principles of organization.

2. You are, I am sure, thoroughly familiar with the fact that we must operate under austerity conditions which force us to accomplish our mission with other than ideal organization schemes. Enclosure 3 shows the programmed organization for EADF at the end of Fiscal Year 1956. This scheme has been devised with the knowledge that we are looking forward to the time when the semiautomatic ground environment system becomes operational.

3. The ideas reflected in your recommendations will be among those considerations used in formulating this new organization. As we progress into this new organization, we will advise you and request further recommendations from you. In the meantime, please feel free to express your ideas and recommendations at any time.

4. When enclosures are withdrawn or not attached, the classification of this correspondence will be canceled in accordance with paragraph 25g, AFR 205-1.

3 Encls w/d 1 copy, Encls 1 & 2 Added - 1 Encl 3. Organizational Chart /t/ DONALD B. SMITH Brigadier General, USAF Vice Commander

3

# SECRET

Ltr Hq 35th ADiv (Def) Subject: Internal Organization of the 35th Air Division (Defense)

EAOMO (2C Apr 55)

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

TO: Commander, 35th Air Division (Defense), Dobbins Air Force Base, Marietta, Georgia

1. Your attention is invited to the attached chart which indicates the programmed organization for EADF at end of Fiscal Year 1956. At that time, there will be four air divisions (defense) within EADF which will not have subordinate air defense wings. Hence, your command will be compatible with other divisions of this command.

2. Air defense wing headquarters are authorized primarily to assist division commanders in discharging their administrative and logistic responsibilities for units and installations under their command. Within EADF, the air defense wing commander does not exercise tactical operational control over tactical units; and, therefore, has no direct connection with augmentation forces. In no case is an air defense wing headquarters authorized unless it supervises two or more air defense groups. Since your command will be composed of AC&M Squadrons and Fighter-Interceptor Squadrons which will be supported by installations of other commands, your logistic problems will not be sufficient to justify a requirement for air defense wing headquarters.

3. It is recognized that the span of control will be large when all your units become operational. This "span of control" problem has been recognized at higher headquarters and there is some hope that an ACW group headquarters may be provided to reduce the span of control over AC&W squadrons. In the event such action is not taken, we will have to live with the program, since manpower austerity dictates that we reduce our headquarters and overhead units to a minimum.

4. In view of the above information, your request cannot be favorably considered.

5. When Enclosure 3 is withdrawn, or not attached, the classification of Secret on this indorsement will be canceled.

3 Encls 1 & 2 w/d 3 - Added Org Chart This indorsement was rewritten and sent out of EADF headquarters under date of 14 June 1955/

SECRET

Hq 35th ADiv (Def) Subject: Internal Organization of the 35th Air Division (Defense)

EAODO (20 Apr 55) lst Ind

HQ EASTERN AIR DEFENSE FORCE, Stewart Air Force Base, Newburgh, New York

TO: Commander, 35th Air Division (Defense), Dobbins Air Force Base, Marietta, Georgia

1. It is recognized that your current organization entails a span of control larger than is desirable and that this arrangement forces you to accomplish your mission under difficult conditions. The facts presented in your letter are recognized as stemming from a good understanding of your problem and an awareness of sound principles of organization.

2. The austerity conditions under which the Air Force is now operating force us to accomplish our mission under organization schemes which are not ideal, as you can see by Enclosure 3 which shows the programmed organization for EADF at the end of Fiscal Year 1956. Our method of seeking a more sound organization is that we are now looking forward to the organization we will need when the semiautomatic ground environment system is operational.

3. We are considering factors contained in your recommendations in formulating this new organization. As we progress in our thinking, we will advise you and request further recommendations from you.

4. When enclosures are withdrawn or not attached, the classifica-(tion of this correspondence will be canceled in accordance with paragraph 25g, AFR 205-1.

3 Encls w/d 1 copy, Encls 1 & 2 Added - 1 Encl 3. Organizational Chart

This indorsement was rewritten and sent out of EADF headquarters under date of 14 June 1955/

## SECRET

S-2592

EADFR 23-7 - 0

EADF REGULATION ) NUMBER 23-7 ) HEADQUARTERS EASTERN AIR DEFENSE FORCE Stewart Air Force Base, Newburgh, N.Y. 25 May 1955

### ORGANIZATION - FIELD

# Mission of 35th Air Division (Defense)

1. <u>Mission</u>. The missions of the 35th Air Division (Defense) in order of general priority are:

a. To conduct the air defense of a sector of the Eastern Air Defense Force region. That sector is defined as: that portion of the continental United States enclosed by a line beginning at a point 250 00' N - 910 45' W; thence north to 310 00' N - 910 45' W; thence east to 310 00' N - 910 38' W; thence north along the western borders of Mississippi and Tennessee to the intersection of the Tennessee-Kentucky-Missouri borders; thence east along the northern borders of Tennessee and North Carolina to the Atlantic Ocean; thence continuing on an azimuth of 1220 to the limit of radar surveillance and controlled fighter-interceptor capability and including that area eastward and southward to the limit of radar surveillance and controlled fighter-interceptor capability adjacent to the eastern seaboard and Gulf of Mexico east and south of the described line.

b. To support the operation of other commands as directed by this headquarters.

c. To participate in the United States Air Force collateral mission of anti-submarine warfare as directed by this headquarters.

2. <u>Organization</u>. To carry out its mission, the 35th Air Division (Defense) is provided a headquarters and such other units as may be allocated by this headquarters.

3. <u>Responsibilities</u>. The Commander of the 35th Air Division (Defense) is directly responsible to the Commander, Eastern Air Defense Force, for the effective performance of the following specific functions:

a. Exercising command jurisdiction over all units, activities, and installations assigned, and such jurisdiction over attached units as may be directed.

b. Administering, equipping, training, and preparing for cambat, in accordance with directives, policies, and schedules issued by this headquarters, such units, combat crews, and individuals of the United States Air Force as may be designated, assigned, or attached to the 35th Air Division (Defense).

c. Performing those functions as directed in ADCR 24-6.

d. Coordinating with and assisting FCC representatives and other agencies in the formulation and implementation of plans for the control of

### EADFR 23-7

### electromagnetic radiations.

e. Implementing appropriate provisions of the SCATER Plan as required to maintain the security control of air traffic and air navigational aids.

f. Coordinating necessary activities with AACS and Flight Service.

g. Establishing plans for the immediate employment in air defense of ANG units with a M-Day assignment to the 35th Air Division (Defense) and for the integration of all M-Day assigned reserve forces; establishing communications between these units and the control center; conducting continuous intercept training of these units under normal control facilities; and supervising the training of these units during the active duty field training periods in accordance with Continental Air Command directives which are based on Air Defense Command concepts and procedures.

h. Perticipating in disaster relief and domestic emergencies, in accordance with plans formulated by Continental Air Command, to the extent consistent with the requirements of the primary mission.

i. Under arrangements formulated by the Commander, Continental Air Command, and as directed by this headquarters, preparing to participate in the protection of coastal areas of the United States against seaborne attack.

j. Establishing and maintaining communications facilities, as required, with units of the USN, USA, CAA, FCC, etc., for the exchange of air defense operational and warning information.

k. Preparing plans for the internal security and local ground defense of 35th Air Division (Defense) installations as directed.

1. Preparing to exercise operational control over units possessing an air defense capability and made available to the Commander, 35th Air Division (Defense), for employment in air defense.

m. Taking necessary measures to insure that all personnel are trained in defense procedures necessary to minimize covert and over attacks in which biological and chemical weapons are employed.

n. Coordinating with, assisting, and advising appropriate FCDA, state, and municipal agencies on air defense matters.

o. Providing for aircraft-sighting-at-sea reports, coordinating on procedures with appropriate echelons of the United States Coast Guard or such other agencies as may be designated by this headquarters.

p. Notifying such Department of Defense command posts and alternate command posts, as specified by the Air Defense Command, of air defense warnings.

q. Disseminating air defense warnings to the Federal Civil Defense Administration liaison officer, and assisting in the operation of Civil Air

- 2 -

EADFR 23-7

Defense warning equipment.

r. Preparing units for overseas deployment as directed.

s. Providing trained individual replacements as directed.

t. Coordinating with the 12th Weather Squadron Detachments to plan for and aid in formulating procedures for adequate weather service in the 35th Air Division (Defense) sector.

u. Providing directly assigned units with specific mission directives and insuring that all other subordinate units are similarly provided.

v. Performing such other functions as may be directed by the Commander, Eastern Lir Defense Force.

(EAOMO)

2

BY ORDER OF THE COMMANDER:

OFFICIAL: - huteren in

JOHN L. WARREN Colonel, USAF Adjutant

DISTRIBUTION: A;H DONALD B. SMITH Brigadier General, USAF Vice Commander

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

26 May 1954

ADÓMO

SUBJECT: Air Defense Command Organization

TO:

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

1. During the ADC Commanders' Conference held at Ent Air Force Ease on 11, 12 and 13 May 1954 a short presentation was made on the planned organization of the command through FY 1960. It is the purpose of this letter to forward photostats of some of the charts used during this presentation and to briefly describe the high points of the presentation.

2. The presentation was divided into three phases - Philosophy of ADC Organization; Expansion from Current 11 Divisions (Not Including 8th Division - AEW&Con) to a Planned Maximum of 16 Divisions (Not Including AEW&Con) (1st Qtr FY 56); and Contraction from 16 Divisions to 9 Divisions (2d Qtr FY 1961). These will now be briefly discussed:

a. The philosophy of ADC's organization can be covered by six specific points.

- (1) Air Division Commanders should have control of all air defense tools in his area which are necessary for the active air defense.
- (2) With minor exceptions, one man on each ADC operated base should have command of all ADC units located thereon.
- (3) Wings should be injected between the Air Divisions and operating units when a reasonable span of control is exceeded. Because of the homogeneity of ADC units, a maximum of sixteen units is considered satisfactory in some cases.
- (4) ADC owned and operated bases will be operated by an Air Defense Group.
- (5) Austere manning standards preclude authorization of full staffs at all levels of command. SECRET

Hq ADC

Subject: Air Defense Command Organization ADOMO

> (6) Under the Lincoln Transition System a subsector (Direction Center) should in most cases be at Wing level.

b. In discussing the expansion from 11 to 16 Air Divisions, three charts were utilized of which photostat copies are attached. These charts represent diagrammatically the end positions of FY 1955, FY 1956 and FY 1957. On each chart those units which are activated during that particular fiscal year are shown as shaded boxes. Comments on these charts are:

- (1) 4th Qtr, FY 1955 Increase of 4 Air Divisions, decreass of 4 Wings, and transfer of 1 Wing from O'Hare to Youngstown are principal changes. Also, note phase-in of 2d phase radars and AEW&Control units.
- (2) 4th Qtr, FY 1956 Increase of 1 Air Division, 2 Wings and 3 Air Defense Groups are principal changes. Also, phase-in of 3d phase radars increases span of control.
- (3) 4th Qtr, FY 1957 An increase of 2 additional Wings and 3 Air Defense Groups brings organization of these units to the maximum attained under the manual system. Note that at the end time period the 26th Air Division has started converting to the Lincoln Transition System and that the 85th Air Division has been eliminated from the system.

s. The contraction from 16 divisions to 9 divisions was shown with a series of overlays and a final organization chart for the FY 1960 position. The series of overlays showed in detail the conversion of three manual divisions into one automatic division with 5 subsectors (wings). The final chart showed the 9 division force with associated 40 automatic subsisters. Not shown were two manual subsectors which would be utilized for air defense purposes in the Utah-Colorado-Wyoming area. The Air Defense Force structure in the FI 1960 position has not yet been determined and division unit designations are only tentative. Principal point of interest in the final organization is the way the span of control improves.

3. Subsequent to the Commanders Conference this command has received a directive from Hq USAF to reexamine our planned expansion to 16 divisions with a view to possibly reduce the number of divisions required. While this was carefully considered previously, it is now being restudied based on slippages in our various radar programs. You will be informed of the results of this restudy.



Hq ADC ADOMO Subject: Air Defense Command Organization

4. Comments regarding organization made by the commanders at the May conference are being considered in the restudy now under way. Any further comments you may desire to forward will be given full consideration.

BY ORDER OF THE COMMANDER:

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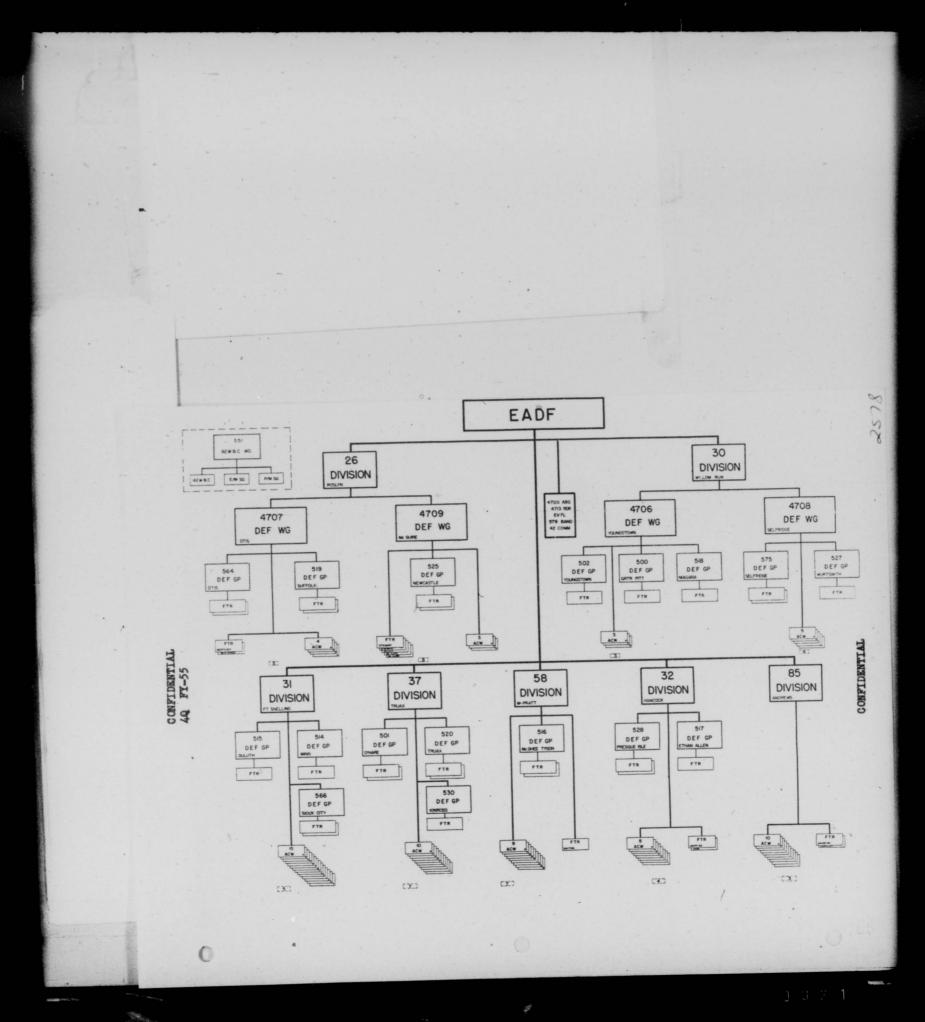
4 Incls 1. Orgn Chart, 4th Qtr, FY 55 2. Orgn Chart, 4th Qtr, FY 56 3. Orgn Chart, 4th Qtr, FY 57 4. Orgn Chart, FY 60 (2 Sheets)

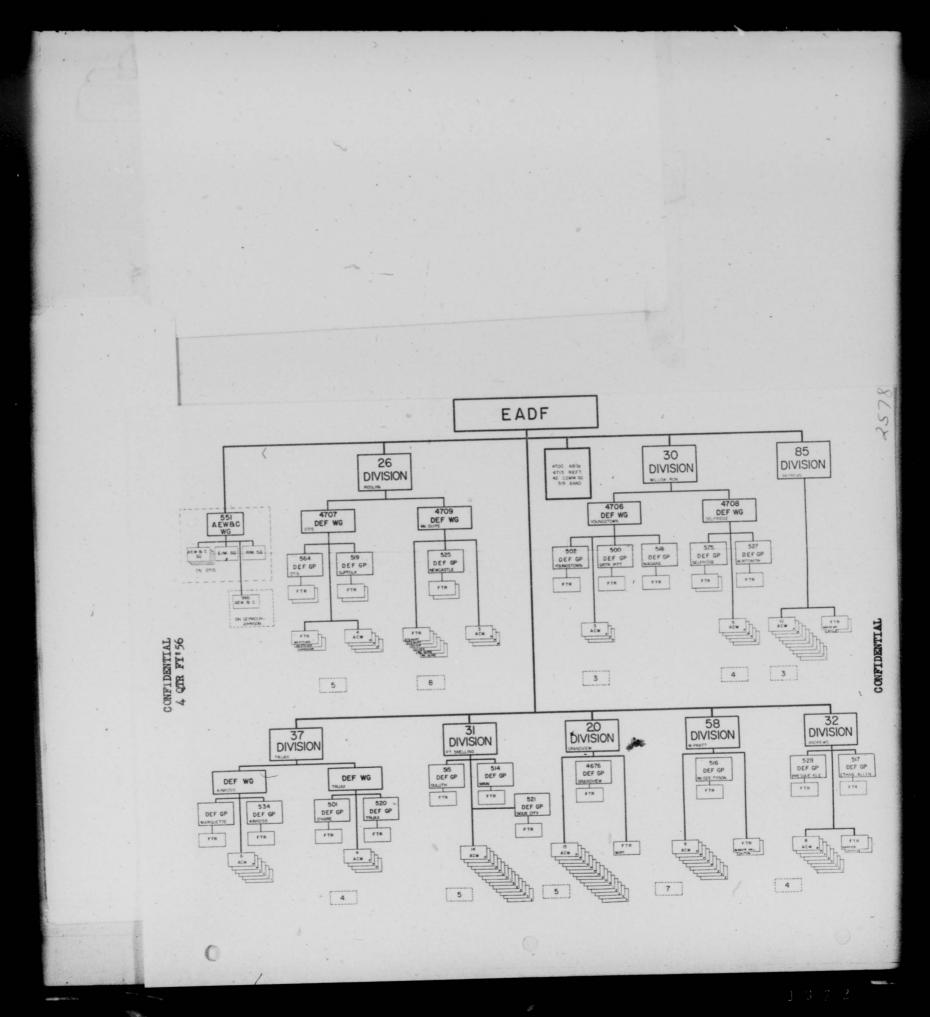
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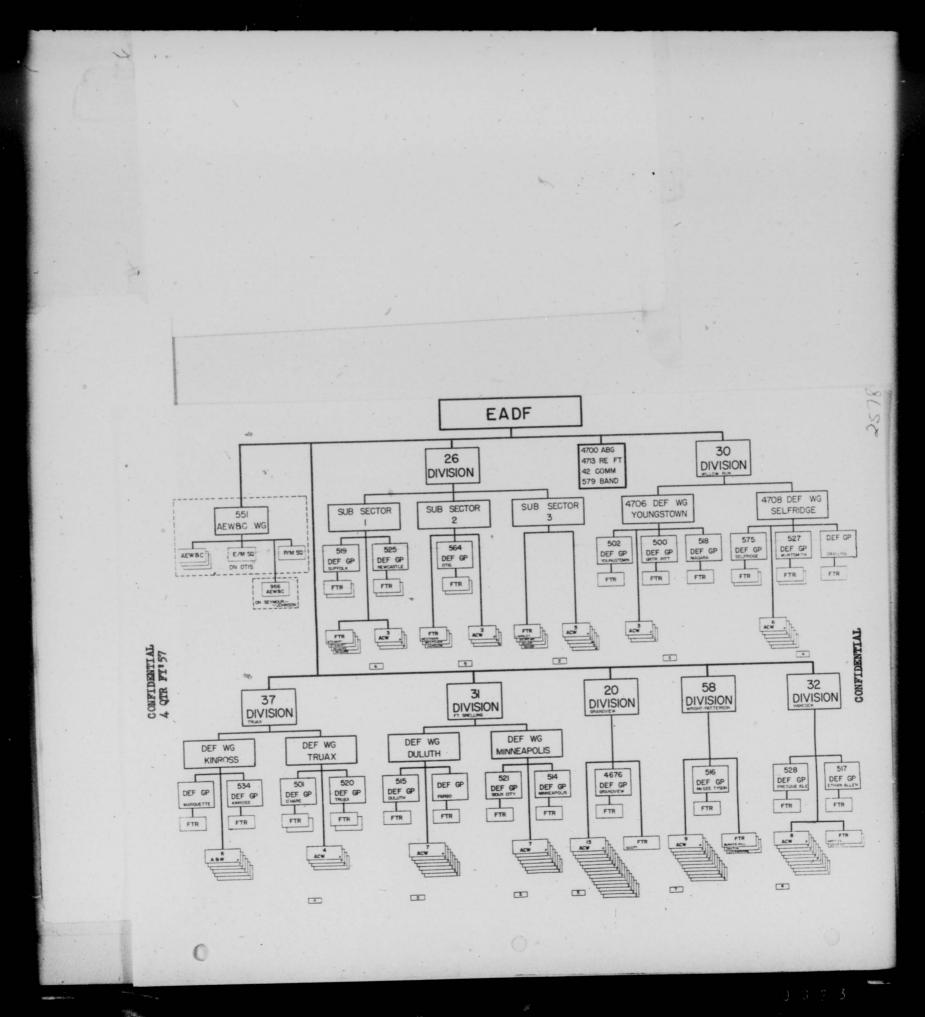
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t/ LEWIS E. SMITH Captain, USAF Asst Command Adj

2578







# SECR

### D/O FOLDER

### "Current Problem Areas"

### PROJECT TITLE

Review of EADF Actions Required by New ADC War Plan.

### SUMMARY AND STATUS

ADC Capabilities Mobilization 1-54, dated 15 March 1954, superseded ADC Emergency War Mobilization Plan 1-53, dated 20 March 1953. Our current (but outdated) war plan is EADF Emergency War Mobilization Plan 1-53, dated 1 July 1953. This plan not only supported the ADC Emergency War Mobilization Plan 1-53, but also ADC Operations Plan 4-53, Air Defense Augmentation, and ADC Operations Plan 5-53, Air National Guard. A review of the 1954 issues of these plans revealed sufficient cause for republication of our EADF EMMP 1-53. A second draft has been completed as well as preliminary staff coordination. This plan will require extensive staff coordination and preparation of several annexes in coordination with staff divisions having primary interest. The Logistics Annex must be prepared with sufficient Materiel and Personnel detwiled information to provide adequate instructions for units subordinate to division level. This is in line with reduced Air Division manning in these branches. The new plan is to be entitled EADF War Capabilities Plan 1-54. Estimated publication date is 1 September 1954.

SECR

. 5.64.

# DSC/O ORGANIZATION AND FUTURE WORKLOAD

1. The following indicates the breakdown by type and number of units assigned and programmed for assignment to EADF as of 1st quarter FY 1955 through 4th quarter FY 1960:

	lst Qtr FY 1955	4th Qtr FY 1955	4th Qtr FI 1956	4th Qtr FY 1957	FY 1960
Air Divisions	3	5	8	7	5
Air Def Wings	6	6	4	6	22 (sub sectors)
Ftr Intep Wing	1	0	Ő	0	0
Air Def Gps	14	14	20	20	22
AC&W Gps (Mobile)	1	0	0	0	0
Ftr Intep Sqs	31	32	43	45	51
AC&W Sqs	39	42	78	78	101
Aircraft Control Sq	1	0	0	0	0
Materiel Sqs	12	12	18	18	20
Air Base Sqs	12	12	18	18	20
Medical type Sq	14	14	20	20	22
WAF Sqs	1	1	1	1	1
AF Bands	2	2	3	3	3
Crash Boat Flts	6	6	6	. 6	6
Radar Eval Flt	1	1	1	1	l
ANN&C Wing	0	1	1	1	1
ABW&C Sq	0	2	4	4	4
Comm. Sq.	1	1	2	2	2 
Ground Observer Sq	<b>s</b> 3	5	8	7	5
Air Police Sq	2	2	2	2	2

SECRET

# DSC/O ORGANIZATION AND FUTURE WORKLOAD

1. The following indicates the breakdown by type and number of units assigned and programmed for assignment to EADF as of 1st quarter FY 1955 through 4th quarter FY 1960:

	lst Qtr FY 1955	4th Qtr FY 1955	4th Qtr FI 1956	4th Qtr FY 1957	FT 1960
Air Divisions	3	5	8	7	5
Air Def Wings	6	6	4	. 6	22 (sub sectors)
Ftr Intep Wing	1	0	0	0	0
Air Def Gps	14	14	20	20	22
AC&W Gps (Mobile)	l	0	0	0	0
Ftr Intep Sqs	31	32	43	45	51
AC&W Sqs	39	42	78	78	101
Aircraft Control Sq	1	• 0	0	0	0
Materiel Sqs	12	12	18	18	20
Air Base Sqs	12	12	18	18	20
Medical type Sq	14	14	. 20	20	22
WAF Sqs	.1	1	1	1	1
AF Bands	2	2	3	3	3
Crash Boat Flts	6	6	6	6	6
Radar Eval Flt	l	1	1	1	1
ARW&C Wing	0	1	1	1	1
AEM&C Sq	0	2	4	4	4 .
Comm. Sq.	1	1	2	2	2 -
Ground Observer Squ	<b>3</b>	5	8	7	5
Air Police Sq	2	2	2	2	2

SECRET

	lst Qtr FY 1955	4th Qtr FX 1955	4th Qtr FI 1956	4th Qtr FY 1957	FT 1960
Fld Maint Sq	2	2	2	2	2
Food Sv Sq	2	2	2	2	2
Instl Sq	2	2	2	2	2
Motor Veh Sq	2	2	2	2	2
Operation Sq	2	2	2	2	2
Supply Sq	2	2	2	2_	2
	162	170	249	251	300

2. Future Workload - Review of ADC plans and programs for the period 1954 - 1960 indicates that the following actions must be accomplished by EADF:

a. Buildup from 39 to 101 AC&W Squadrons (Radar).

b. Buildup from 31 to 51 Fighter-Interceptor Squadrons.

c. Installation of the Lincoln Transition System.

d. Activation of 5 or 6 air division headquarters.

e. Activation of 5 Texas Towers.

f. Activation of 26 AC&W Squadrons (Lincoln DC's) in addition to a, above.

g. Activation of 4 ASW&C Squadrons and 1 group or wing or division headquarters.

h. Activation of 19 BOMARC squadrons.

i. Activation of 7 TALOS squadrons.

j. Activation of 4 or 5 GOC squadrons and associated detachments.

k. Conversion of approximately 34 Fighter-Interceptor Squadrons to F-89D, H, F102, F-86D type aircraft.

1. Deploy 3 AC&W Squadrons (Canada).

m. Deploy 10 Fighter-Interceptor Squadrons.

n. Inactivate 4 or 5 division headquarters (Lincoln Plan). SECRET

o. We will be supporting 12 AFRCTC fighter units and 12 troop carrier units.

3. In addition to these actions, it can be anticipated that many problems will arise during this period related to the requirement for close correlation of the Canadian Air Defense System and the U.S. Navy Early Warning Barrier with the Continental Air Defense System, and the possible establishment of a Joint Continental U.S. Air Defense System.

4. It is apparent that the workload generated by these actions will be expanded at all echelons, particularly at the force and division levels in the planning, programming, requirements and training functional

5. Continuous actions are taken to insure that additional programmed functions and activities with resultant increases in workload are offset by additional allocations of personnel authorizations. In most cases, additional personnel authorizations are allocated concurrent with the assignment of additional functions; however, in those cases where personnel authorizations are not sufficient to accomplish such functions, the affected unit has the opportunity to state additional requirements under a new Unit Manning Document System presently being implemented within all ADC units in accordance with AFR 20-52, 12 July 1954. Under this new system a unit statement of requirements for personnel authorizations must system a unit statement of requirements for personnel authorizations must be based only on present workload and not on future workload. Therefore, it is imperative that this headquarters insure that recommendations are forwarded to higher headquarters when future programmed actions indicate that additional personnel authorizations will be required by any unit to insure that the mission functions may be accomplished effectively.

6. Col. McColpin, the outgoing DC3/0, has studied this problem and his comments are quoted in part as follows:

"After studying all factors pertinent to the problem, I have concluded that there are five basic courses of action open to us if we are to attain and maintain a satisfactory degree of effectiveness in the conduct of our mission during this period.

a. Maintain current organisation and manning.

b. Place better people in these functional areas at force and division level through careful selection and as-

c. Place more people in subject areas at each level.

3

# SECRET

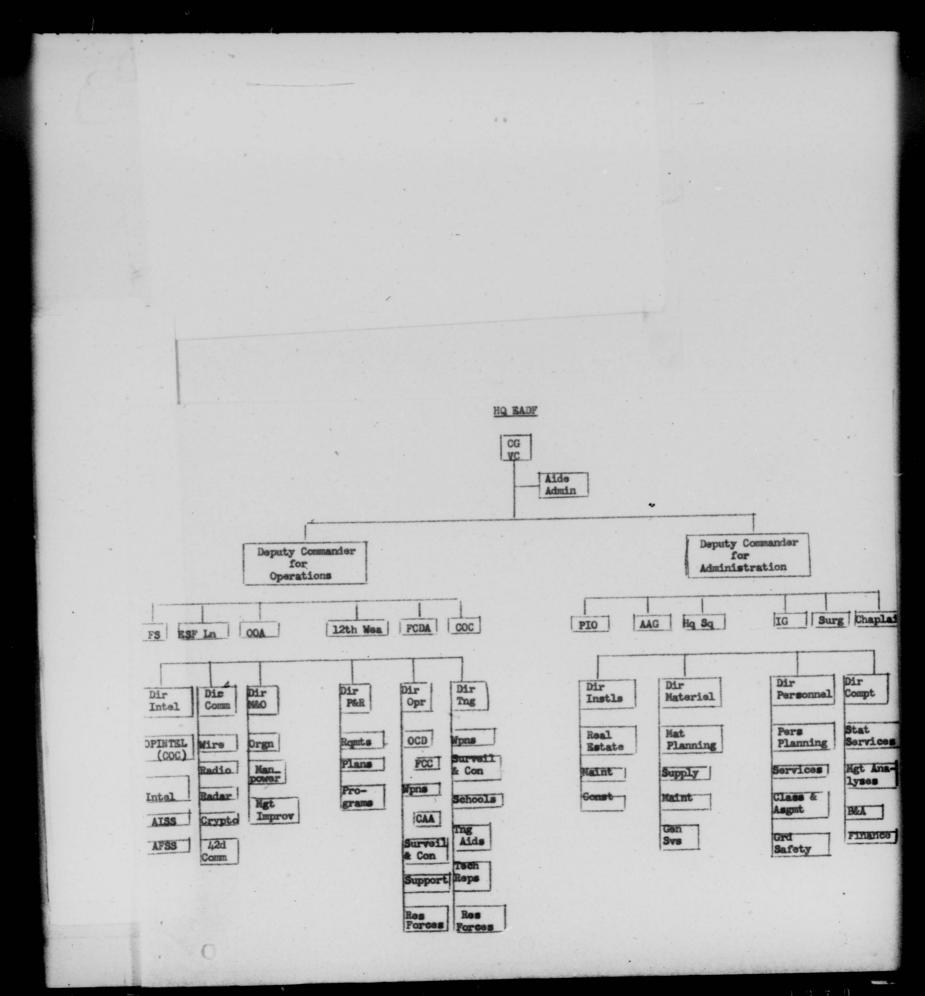
d. Organize so as to place added emphasis in these areas, and

e. A combination of b, c and d, above.

"It is fully realized that any talk of reorganization of Hq EADF is inappropriate at this time in view of current action in this regard at Hq. ADC. However, I believe that in view of the points raised above, we must again look at the air defense problem in our area, during the time period in question, and attempt to insure ourselves that all pessible action has been or is being taken to insure successful accomplishment of our assigned mission. With this in mind, I recommend adoption of course e, above, and have attached, as Inclosure 1, my views on an organization which I believe could better produce desired results than that which we now have. Recommended manning, by officer spaces, is attached as Inclosure 2 only for those functional areas under consideration.

"An alternate solution could well be: retain the current organisation down to deputy level but reorganize the directorate level as indicated in Inclosure 1. Failing approval for any reorganisation, I. recommend adding the number of officers indicated in Inclosure 2 to the pertinent functional areas even though overnamning methods are used, in the event we are unable to obtain the required space authorization."

SECRET



	CURRENT OFFICE & STRENGTH	RECMD OFFICE & STRENGTH	ADDITIONAL	COMMENT
FUNCTION	OPM - 3 Offs	P&R - 4 Offs	1 Off	Not including secretary.
Plans		P&R - 6 Offe	3 Offs	Not including secretary.
Programs	OPM - 3 Offs	P&R - 4 Offs	1 Off	Not including secretary.
Requirements	ODR - 3 Offe			
Training	DP - 3 Offs ) 11 Amm ) 10 Offs 3 Civs )11 Amm 3 Civs	15 Offs 11 Amn 3 Cive	5 Offs	Not including secretary. (No savings in secretarial help appears possible.)
	O&T - 7 Offs )			

TOTAL ADDITIONAL PERSONNEL REQUIRED - 10 OFFICERS

Briefing by Colonel Kirkendall at Air Division (Defense) Commanders' Conference, 31 March - 1 April 1954

### EADF ORGANIZATION

### STATUS AND POLICY

1. DURING THIS FORTION OF THE CONFERENCE, WE WILL DISCUSS THE ORGANIZATION OF EADF - NAMELY THE ORGANIZATION WE HAVE NON, WHAT SOME OF OUR ORGANIZATIONAL POLICIES ARE, AND WHAT WE CAN EXPECT IN THE FUTRE.

2. (REFER TO CHART 1). THIS CHART DEPITCTS THE PRESENT ORGANIZA-TION OF EADF. THIS ORGANIZATION HAS BEEN DEVELOPED AS THE MOST SUITABLE ORGANIZATION TO PERFORM OUR MISSION WITH THE FORCES AND FACILITIES AVAILABLE TO US.

3. BASED ON THE ORGANIZATIONAL PRINCIPLES OUTLINED IN AFR 20-1 AND OUR EXPERIENCE IN OPERATING UNDER SEVERAL DIFFERENT ORGANIZATIONAL CONCEPTS SINCE 1950, WE HAVE DEVELOPED CERTAIN POLICIES WHICH WE USE AS A GUIDE IN OUR ORGANIZATIONAL PLANNING. THE MORE IMPORTANT OF THESE POLICIES ARE AS FOLLOWS:

A. THERE WILL BE A STRAIGHT LINE OF COMMAND FROM FORCE TO SQUADRON LEVEL.

B. THE EADF REGION MUST BE SUB-DIVIDED INTO SECTORS FOR THE PURPOSE OF CONTROL OF AIR DEFENSE OPERATIONS AND EACH SECTOR MUST BE ORGANIZED AS A COMPLETE UNIT.

C. STANDARD AIR FORCE NOMENCLATURE WILL BE USED THROUGHOUT THE ORGANIZATIONAL STRUCTURE SO AS TO REFLECT RELATIVELY THE SAME AUTHORITY AND RESPONSIBILITY FOR EACH ECHELON AS IN OTHER AIR FORCE COMMANDS.

D. THE ORGANIZATIONAL CTENER MUST PROVIDE FOR APPROPRIATE

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ECHELONS SO AS TO INSURE ADEQUATE PROVISIONS FOR THE PROTRESSIVE TRAIN-ING OF PERSONNEL IN THE AUTHORITIES AND RESPONSIBILITIES OF EACH ECHELON AND TO ASSURE APPROPRIATE SUPERVISION OF SUBORDINATE UNITS.

E. IT IS DESIRABLE THAT THERE BE ONLY ONE COMMANDER ON EACH EADF OWNED INSTALLATION RESPONSIBLE FOR ALL EADF ACTIVITIES LOCATED ON THAT INSTALLATION.

F. MAXIMUM UTILIZATION OF PERSONNEL IS REQUIRED.

4. NOW I WOULD LIKE TO TAKE A FEW MOMENTS TO BEING YOU UP TO DATE ON THE STATUS OF CURRENT ORGANIZATIONAL ACTIVITIES.

A. EIRST AS RECARDS THE DIVISION HEADQUARTERS. AS A RESULT OF THE FUNCTIONAL REVIEW CONJUCTED IN THIS COMMAND LAST DECEMBER, THE DIVISION HEADQUARTERS WERE STANDARDIZED AS SHOWN ON THIS CHART. (REFER TO CHART 2). THIS ORGANIZATION AND ASSOCIATED FUNCTIONS AND MANNING WERE APPROVED BY HEADQUARTERS ADC AND SUBMITTED TO HEADQUARTERS USAF FOR APPROVAL. USAF HAS INDICATED TO ADC THAT THIS PROPOSED ORGANIZA-TION WILL BE APPROVED AND THAT MILITARY PERSONNEL INCREASES WILL BE FORTHCOMING ABOUT 1 JUNE. CIVILIAN INCREASES WILL NOT BE FORTHCOMING UNTIL AFTER 1 JULY BECAUSE OF EUDGET LIMITATIONS.

B. ACGM SQUADRONS - A CONFERENCE WAS HELD AT THIS HEADQUARTERS WITH DIVISION REPRESENTATIVES THE LAST WEEK IN FEBRUARY FOR THE PURPOSE OF PREPARING A NEW T/O FOR EACH OF OUR ACAM SQUADRONS. COMPLETE MANNING DOCUMENTS KOR EACH ACGM UNIT, PRESENT AND PROGRAMMED, WERE THEN PRESENTED TO USAF REPRESENTATIVES AT HEADQUARTERS ADC. WE BELIEVE THAT THE NEW DOCUMENTS ARE A MARKED IMPROVEMENT OVER THE OLD. THESE DOCUMENTS ARE SCHEDULED TO GO INTO EFFECT ON 1 OCTOBER. PRIMARILY,



THE MAJOR CHANGE IN THE MANNING TABLES WAS A REDISTRIBUTION OF PER-SONNEL AMONG THE VARIOUS UNITS. THIS REDISTRIBUTION WAS RASED ON THE MISSION AND EQUIPMENT ASSIGNED OR FROGRAMMED FOR THE UNIT. IN ADDITION, THE FOLLOWING INDIVIDUAL CHANGES WERE EFFECTED:

- (1) SACH DIRECTION CENTER WAS AUTHORIZED THE GRADE OF LT COL AS COMMANDER.
- (2) AN OPERATIONS OFFICER IN THE GRADE OF MAJOR WAS AUTHORIZED EACH DIRECTION CENTER.
- (3) THE GRADE OF MAJOR WAS AUTHORIZED AS COMPANYICATIONS AND ELECTRONICS OFFICER.
- (4) A 50% NON-PRODUCTIVE FACTOR WAS CONSIDERED AND EACH CONTROLLER POSITION WAS AUTHORIZED 6 OFFICER SPACES. THIS NON-PRODUCTIVE FACTOR WAS DUE TO FLYING PERSON-NEL BEING ABSENT TO MAINTAIN PROFICIENCY, TDY OF CON-TROLLERS TO YUMA, CROSS TRAINING WITH FIGHTER SQUADRONS, LEAVE, SICKNESS, AND FORMAL SCHOOLING.
- (5) CHE OFFICER (LT) AND 1 AIRMAN (T/SGT) were AUTHORIZED TO SUPERVISE TRAINING.
- (6) A VETERINARY TECHNICIAN WAS AUTHORIZED EACH ORGANIZA-TION ON GARRISON RATIONS.
- (7) AN INDEPENDENT MEDICAL TECHNICIAN WAS AUTHORIZED EACH ORGANIZATION WHICH DID NOT HAVE ACCESS TO A BASE MEDICAL FACILITY FOR SICK CALL.
- (3) AN AIRMAN SPACE WAS ESTABLISHED TO OPERATE THE BRANCH EXCHANGE.

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(9) ADDITIONAL ADMINISTRATIVE CAPABILITY WAS ESTABLISHED IN AIO, SUPPLY, RADAR MAINTENANCE, ORDERLY ROOM, AND OPERATIONS.

(10) A MINIMUM OF 10 FOOD SERVICE PERSONNEL WAS AUTHORIZED EACH ORGANIZATION.

C. FILTER CENTERS - THE NEW MANNING DOCUMENTS FOR OUR FILTER CENTERS WILL BE PUBLISHED THIS MONTH WITH AN EFFECTIVE DATE OF 1 MAY. AN INCREASE OF 13 OFFICERS AND 212 AIRMEN IN THE FILTER CENTERS WILL RESULT.

D. GOC SQUADRONS - FOLLOWING THE STUDY BY THE BOTH AIR DIVISION, IT HAS BEEN RECOMMENDED TO ADC THAT WE HIMMATE THE GOC SQUADRONS AND ATTACH THE FILTER CENTER PERSONNEL AS A T/D-A AUGMENTATION TO THEIR ASSOCIATED ACKW SQUADRON. ADC FAVORS THIS CHANGE, BUT ACTION WILL PROBABLY NOT BE FORTHCOMING UNTIL AFTER 1 JULY THIS YEAR.

5. NOW I'LL BRIEFLY COVER SOME OF FUTURE ORGANIZATIONAL ASPECTS OF THIS COMMAND.

6. THE 1955 REORGANIZATION IS NOW PROGRAMMED TO TAKE PLACE IN THE 3QFY55 WHICH IS APPROXIMATELY A YEAR FROM NOW. TO REFRESH YOUR MEMORY AGAIN, THIS CHART (REFER TO CHART) DEPICTS THE PRESENT EADF BOUNDARIES SHOWN HERE IN RED (3 AIR DIVISIONS) AND THE 1955 BOUNDARIES SHOWN HERE IN BLUE (8 DIVISIONS).

7. CONCURRENT WITH THE 1955 REORGANIZATIONS, WE ARE NOW PROCRAMMED TO INACTIVATE THE 4710TH WING AT NEW CASTLE AND THE 4711TH WING AT PRESQUE ISLE. IF THE PROGRAM REMAINED FIRM, WE WOULD THEN HAVE THE ORGANIZATION DEPICTED ON THIS CHART (REFER TO CHART) WITH EIGHT DIVISIONS AND FOUR WINGS, 18 DEFENSE GROUPS AND NUMEROUS SEPARATE SECRET

INTERCEPTOR AND ACAW SQUADRONS, SOME UNDER WINCS AND SOME UNDER DIVISIONS.

8. WITH THIS IN MIND, WE SUBMITTED TO ADC LAST OCTOBER, A PROPOSED 1955 ORGANIZATION FOR EADF. THIS PROPOSED ORGANIZATION CONSISTED OF SEVEN AIR DIVISIONS RATHER THAN 8 (ELIMINATING INCIDENTALLY THE 20TH DIVISION HEADQUARTERS PROPOSED FOR GRANDVIEN, MISSOURI.) ALSO PROPOSED ARE 19 WINGS OUTLINED IN RED ON THIS CHART. DUE TO THE NUMBER OF UNITS INVOLVED, ONE DIVISION, THE 85TH, WOULD NOT HAVE SUBORDINATE WINGS BUT RATHER WOULD HAVE AN AIR DEFENSE GROUP AT LANGLEY AND AN AIR DEFENSE BROUP AT ANDREMS.

9. IT IS OEVICUS THAT SOME REORGANIZATION BELOW DIVISION LEVEL WILL HAVE TO TAKE PLACE IN 1955 IN ORDER TO PROPERLY HANDLE THE LARGE NUMBER OF UNITS PROGRAMMED FOR EADF. ADC IS STUDYING OUR PROPOSAL, TOGETHER WITH COMMENTS FROM THE OTHER TWO DEFENSE FORCES, AND WE HOPE WILL SOON MAKE A RECOMMENDATION TO USAF ON WHAT THE 1955 ORGANIZATION WILL BE. OUR FIRM STAND WITH ADC IS THAT ANY REORGANIZATION MUST INCLUDE THE RETENTION OF DIVISIONS, WINGS, GROUPS AND SQUADRONS. IT IS EXPECTED THAT ADC'S FROPOSAL TO USAF WILL FOLLOW THIS LINE OF THINKING.

10. FINALLY THEN, WE COME TO THE ORGANIZATION FOR THE LINCOLN TRANSITION SYSTEM PERIOD. (REFER TO CHART). THIS CHART WILL REMIND YOU THAT WE WILL HAVE 42 SUB-SECTORS AND 9 SECTORS ON DIVISIONS WHEN THE INSTALLATION OF THE TRANSITION SYSTEM IS COMPLETE. THE CONCEPT OF OPERATION IS THAT THERE WILL BE A SUB-SECTOR COMMANDER LOCATED AT EACH COMPUTER CENTER, OR AS IT IS NOW CALLED DIRECTION CENTER, OF EACH OF THESE SUB-SECTORS WHO WILL COMMAND ALL THE FORCES LOCATED IN A SUB-SECTOR. THIS CONCEPT LENDS ITSELF WELL TO A LOGICAL ORGANIZATION IN THAT WE WILL HAVE DIVISIONS WITH TWO OR MORE SUB-SECTORS SUBORDINATE TO EACH DIVISION. SECRET

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

### 17 SEP 54

### ADOOT-B1

SUBJECT: (Uncld) Proposed 1956 Air Defense Force and Air Division (Defense) Boundaries

TOI

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

1. Inclosed are proposed changes to Air Defense Force and Air Division (Defense) boundaries.

2. The boundaries, where practical, conform to your anticipated sub-sector boundaries as submitted to this headquarters.

3. Note that the boundary between Central and Eastern Air Defense Forces has been relocated. A better distribution of weapons and units has been achieved by this realignment.

4. Request comments to specific changes to geographical coordinates be sent to this headquarters not later than 11 October 1954.

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BY ORDER OF THE COMMAND R:

2 Incls 1. Air Def Forces & ADiv (Def) Boundary Coordinates (5 cys) 2. Map of Boundaries (5 cys)

/s/t C. F. HUMPHREYS Captain, USAF Asst Cosmand Adj

> Upon withdrawal of Inclosures this correspondence may be downgraded to UNCLASSIFIED

> > S-6989-55

and Air Division (Defense) Boundaries

Hq ADC ADOOT-B1 Subject: (Uncld) Proposed 1956 Air Defense Force

EAOPR-2 (17 Sep 54)

### 11 Oct 54

HO EASTERN AIR DEFENSE FORCE, Stewart Air Force Base, Newburgh, New York

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

1. It is assumed that your proposed 1956 Air Defense Force and Air Division (Defense) boundaries as outlined in basic letter supersede those boundaries programmed by your headquarters for the 1955 reorganization of this command under the double perimeter concept of air defense. It is further assumed that this proposal replaces those recommendations made by this headquarters in classified letter, Subject: (Restricted) Recommended EADF Organization for 1955, EAOPM 320.3, dated 27 October 1953.

2. This headquarters has reviewed the proposed 1956 air defense force and air division boundaries and submits the following comments:

a. Transition from our present boundaries to the 1956 boundaries proposed by your headquarters, and then to the Lincoln Transition System boundaries would require two major reorganizations within this command and would create considerable confusion due to extensive relocation of personnel and units.

b. The proposed 1956 boundaries do not appear to be compatible with the programmed 1955 boundaries nor with the Lincoln Transition System boundaries.

c. Considerable expenditure of funds would be necessary for the relocation of communications facilibies required by the proposed 1956 boundaries. Further relocation of communications facilities would be necessary for transition into the semiautomatic system which would require an additional expenditure of funds.

d. Under the proposed boundaries, units and areas which will ultimately belong to CADF are located in the EADF area and units which will ultimately belong to EADF are located in the CADF area. Considerable confusion will exist by having one agency planning for activities for another agency such as would be the case in this instance with EADF planning for CADF units and CADF planning for EADF units.

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Hq ADC ADOOT-Bl Subject: (Uncld) Proposed 1956 Air Defense Force and Air Division (Defense) Boundaries

e. Approval of the boundaries as proposed for 1956 would create a delay in the implementation of the proposed reorganization of this command due to the lack of facilities at Andrews AFB for the 85th Air Division. Information available at this headquarters indicates that the program for the construction of the air division facilities at Andrews are currently being studied by the Davis Committee, and it is estimated that if funds were released at the present time it would be approximately 30FY56 before beneficial occupancy could be assured for this site.

f. Implementation of the proposed boundaries would require indoctrination of the personnel into the new areas of responsibility and shortly thereafter indoctrination into the areas of responsibility of the semiautomatic system.

g. The implementation of these proposed boundaries would necessitate a complete change in the plans and coordination procedures for the Civil Defense activities.

h. Plans for Conelrad and Scater would have to be reaccomplished for these boundaries and again for the Lincoln Transition System boundaries.

i. Plans for the integration of support and augmentation forces would have to be reaccomplished for each of the reorganizations.

3. In view of the above, it is recommended that the following boundaries for Eastern Air Defense Force be substituted for those proposed in the basic letter:

a. Eastern Air Defense Force Region Boundaries: That geographical area enclosed by a line beginning at 432 001 N - 650 45' W; thence northwest to 440 49' N - 660 65' W; thence north and westward along the United States - Canadian international boundary to the west boundary of the proposed Lincoln Transition System boundary (dated 15 June 1954); thence south along the western boundaries of subsectors 9, 7, 26 and 25, including all the area eastward and couthward to the limit of radar surveillance and controlled fighter-interceptor capability adjacent to the eastern seaboard and Gulf coast within the boundaries specified and including the area encompassed by the proposed subsectors 6, 8, 39 and 40.

4. It is realized that until the advent of the semiautomatic ground environment system it will be necessary to restrict the air division areas to within the limits of the present manual system, therefore it is further recommended that the above Eastern Air Defense Force area be subdivided into aubdivided into air division areas as follows:

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Ho ADC ADOOT-B1 Subject: (Uncld) Proposed 1956 Air Defense Force and Air Division (Defense) Boundaries

a. <u>26th Air Division</u>: That area of the Eastern Air Defense Force region enclosed by the proposed subsectors 1 and 3, including that area of subsector 5 south of a line drawn east and west on the 42° 25' N parallel.

b. 32d Air Division: That area of the Eastern Air Defense Force region enclosed by the proposed subsectors 2 and 4 and that area of subsector 5 north of a line drawn east and west on the h2° 25' N parallel.

c. <u>30th Air Division</u>: That area of the Eastern Air Defense Force region enclosed by the proposed Lincoln subsectors 6, 8 and 40 and that portion of subsector 7 that is east of the 890 00' parallel.

d. <u>37th Air Division</u>: That area of the Eastern Air Defense Force region enclosed by the proposed subsectors 9, 39 and that portion of subsector 7 that is west of the 89° 00! W parallel.

e. 58th Air Division: That area of the Eastern Air Defense Force region enclosed by the proposed Lincoln subsectors 23 and 26.

f. 35th Air Division: That area of the Eastern Air Defense Force region enclosed by the proposed Lincoln subsectors 24, 25 and 22.

5. The air division boundaries as proposed by this headquarters do not include the requirement for the 85th Air Division at Andrews Air Force Base. Information available at this headquarters indicates that the proposed air division headquarters at Andrews has become a major problem area with respect to any reorganization due to the status of funding for the construction of the 85th Air Division facilities.

6. It is believed that an equitable distribution of weapons and units has been achieved, and the desired operational efficiency necessary for air defense can be maintained by the deletion of the 85th Air Division and the establishment of air division boundaries as indicated above.

7. The elimination of the requirement for the 85th Air Division will enable early implementation of these boundaries since adequate facilities currently exist at the 26th, 30th, 32d and 35th Air Divisions. Facilities are available at the 37th and 58th Air Divisions to allow interim operation pending completion of programmed construction at these sites.

8. The Eastern Air Defense Force boundaries as proposed in paragraph 3 above, are the same as those proposed by your headquarters for the Lincoln Transition System boundaries. The air division boundaries and the subsector boundaries, as outlined for the Lincoln Transition System, have been followed in all cases with the exception of subsectors 5 and 7.

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9. The alignment of these boundaries in this manner will allow sufficient time for each air defense force to adequately plan for the activation and integration of new units into the semiautomatic air defense system and will allow ample lead time for planning and establishment of communications requirements. This will prevent confusion and promote coordination since this command will then be responsible for all programming and planning within its ultimate area of responsibility.

10. Establishment of these boundaries will allow a more orderly transition from our present system into the 1956 boundaries and then into the semiautomatic system. Considerable confusion and numerous organizational changes will be eliminated in that units can be aligned and personnel indoctrinated in the area of responsibility of our ultimate system.

11. Adoption of these boundaries will acquaint operational personnel with the operational capabilities of units within respective areas of responsibility prior to the implementation of the semiautomatic air defense system.

12. Plans for Conelrad and Scater can also be drawn up in such a manner that they could be integrated into either the proposed defense system or into the semiautomatic system.

13. In conjunction with the foregoing, plans for the integration of support and augmentation forces can also be drawn up that would be compatible with either system.

14. The economy factor which is a resultant of the savings effected by the elimination of the 85th Air Division and the elimination of the necessity for extensive communications realignments cannot be overlooked. It is realized that the adequacy of the air defense system cannot be measured in terms of dollars and cents, but it is believed that those boundaries and the resultant organization would give us more "Air Defense at Less Expense".

15. The proposal of this headquarters as outlined above supersedes the proposed boundaries submitted by this headquarters in classified letter, Subject: (Restricted) Recommended EADF Organization for 1955, EAOPM 320.3, dated 27 October 1953. The recommended boundaries are changed from that previously proposed by this headquarters since your proposed 1956 boundaries are the first indication received by this headquarters of the inclusion of the 35th Air Division in the EADF area of responsibility. Further, firm boundaries for the semiautomatic ground environment system and delivery dates of computer equipment were not available at the time of submission of our previous recommendations.

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Ho ADC ADOOT-El Subject: (Uncld) Proposed 1956 Air Defense Force and Air Division (Defense) Boundaries

16. It is recommended that consideration be given to minor realignment of the boundaries proposed for the semiautomatic system to follow state boundaries where practicable within the capabilities of the equipment. This will greatly alleviate the problems encountered in coordination with Federal and local Civil Defense agencies.

17. It is strongly recommended that the boundaries outlined in paragraphs 3 and 4 abo e be adopted at an early date to allow reorganization as programmed.

18. This indorsement is classified Secret in accordance with paragraph 23b, AFR 205-1.

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3 Encls w/d h cys ea Encl 1 & 2 Added 1 Encl 3. Trns Sys Edrys (1 cy)

M. R. Nelson

AIR DEFENSE FORCE REGION AND AIR DIVISION (DEFENSE) . SECTOR BOUNDARIES

# a. Air Defense Force Regional Boundaries:

# (1) WESTERN AIR DEFENSE FORCE RECTON BOUNTARIES:

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That geographical area inclosed by a line beginning at  $h8^{\circ}$  30' N-132° 02' W; thence east to  $h8^{\circ}$  30' N - 12 $h^{\circ}$  h3' W; thence eastward along the United States-Canadian International Boundary to  $h9^{\circ}$ . 00' N - 115° 00' W; thence south along the 115th meridian to  $h6^{\circ}$ 58' N - 115° 00' W; thence southward along the eastern border of

Idaho to  $42^{\circ}$  00' N - 111° 03' W; thence west along the h2nd parallel to  $42^{\circ}$  00' N - 113° 00' W; thence south along the 113th meridian to 33° 00' N - 113° 00' W; thence southwest to 32° 11' N - 113° 45' W; thence westward along the United States - Mexico International Boundary to 32° 30' N - 117° 23' W; thence southeast to 28° 48' N - 115° 45' W; and including that area westward to the limit of radar surveillance and controlled fighter-interceptor capability adjacent to the western seaboard within the boundaries specified.

(2) CENTRAL AIR DEPENSE FORCE REGION BOUNDARIES:

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That geographical area inclosed by a line beginning at  $25^{\circ}$  57: N - 97° 09: W; thence westward along the United States-Mexico International Boundary to  $32^{\circ}$  11: N - 113° 45: N; thence northeast to  $33^{\circ}$  00: N - 113° 00: W; thence north along the 113th meridian to  $42^{\circ}$  00: N - 113° 00: W; thence east along the 42nd parallel to  $42^{\circ}$  00: N - 111° 03: W; thence northward along the eastern border of Idaho to  $46^{\circ}$  58: N - 115° 00: W; thence to

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h2° 00' N - 115° 00' N; thence along the United States - Canadian Border to h8° 03' N - 90° 00' N; thence south along the 90th meridian to 46° 30' N - 90° 00' N; thence southwest to 46° 00' N - 91° 00' N; thence south to h2° 00' N - 90° 40' N; thence southeast to 41° 20' N - 88° 45' N - thence south to 34° 00' N - 89° 00' N; thence west along the 3hth parallel to 34° 00' N - 92° 00' N; thence south to 32° 45' N - 92° 15' N; thence southeast to 30° 30' N - 91° 45' N; thence south to 25° 00' N - 92° 20' N; and including the area between the 90th Meridian and Eastern Boundary of Vancouver CADIZ north of the United States-Canadian International Boundary to the limit of radar surveillance and controlled fighter-interceptor capability adjacent to the Gulf Coast within the boundaries specified.
(3) EASTERN AIR DEFENSE FORCE REGION BOUNDARIES: That giographical

area inclosed by a line beginning at  $43^{\circ}$  00' N - 65° 45' W; thence northwest to  $44^{\circ}$  49' N - 66° 56' W; thence north and westward along the United States-Canadian International Boundary to  $48^{\circ}$  03' N - 90° 00' W; thence south to  $46^{\circ}$  30' N - 90° 00' W; thence southwest to  $46^{\circ}$  00' N - 91° 00' W; thence south to  $42^{\circ}$ 00' N - 90° 40' W; thence southeast to  $41^{\circ}$  20' N - 88° 45' W; thence south  $34^{\circ}$  00' N - 89° 00' W; thence west along the 34 parallel to  $34^{\circ}$  00' N - 92° 00' W; thence south to  $32^{\circ}$  45 N - 92° 15' W; thence southeast to  $30^{\circ}$  30' N-91° 45' W; thence south to  $25^{\circ}$  00'N-92° 20' W; and including the area eastward and southward to the limit of radar surveillance and controlled fighter-inter-

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ceptor capability adjacent to the eastern seaboard and Gulf. Coast within the boundaries specified. And including the area between the 90th meridian and the western edge of the Toronto CADIZ north of the United States-Canadian international boundary to the limit of radar surveillance.

# b. Air Division (Defense) Sector Boundaries:

(1) MESTERN AIR DEFENSE FORCE REGION:

(a) Spokane Sector (9th ADiv): That area of Western Air Defense Force Region inclosed by a line beginning at 49° 00' N - 115° 00' W; thence south to 46° 58' N - 115° 00' W; thence south along the eastern border of Idaho, thence west along the southern border of Idaho to 42° 00' N - 117° 00' W; thence north to 43° 00' N - 117°,00' W; thence west to 43° 00' N - 122° 15' W; thence north to 44° 00' N - 122° 00' W, thence north to 46° 40' N - 121° 00' W; thence north to 49° 00' N - 121° 00' W; thence north to 49° 00' N - 121° 00' W; thence north to 49° 00' N - 121° 00' W; thence east along the Canadian border to starting point.

### (b) Seattle Sector 25th Air Division):

That area of the Western Air Defense Force Region inclosed by a line beginning at  $48^{\circ}$  30' N -  $132^{\circ}$  02' W; thence east to  $48^{\circ}$  30' n -  $124^{\circ}$  43' W; thence east along the United States-Canada international boundary to  $49^{\circ}$  00' N -  $121^{\circ}$  00' W; thence south to  $46^{\circ}$  40' N -  $121^{\circ}$  00' W; thence southwest to  $44^{\circ}$  00' N -  $122^{\circ}$  00' W; thence south to  $43^{\circ}$  00' N -



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122° 15' W; thence west along the 43rd parallel to the extent of the western boundary of the Pacific ADIZ and including the area westward to the limit of radar surveillance and controlled fighter-interceptor capability adjacent to the western seaboard within the boundaries specified.

(c) San Francisco Sector (28th Air Division):

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That area of Western Air Defense Porce Region inclosed by a line beginning at  $h_{3}^{\circ}$  00' N - 130° 10' W; thence east along the h3rd parallel to  $h_{3}^{\circ}$  00' N - 117° 00' W; thence south to  $h_{2}^{\circ}$  00' N - 117° 00' W; thence east to  $h_{2}^{\circ}$  00' N - 113° 00' W; thence south to 39° 00' N -113° 00' W; thence southwest to 37° 00' N - 118° 30' W; thence southwest to 36° 00' N - 120° 00' W; thence west to 36° 00' N - 121° 30' W; thence to 34° 39' N - 126° 10' W; and including that area westward to the limit of radar surveillance and controlled fighter-interceptor capability adjacent to the western seaboard within the boundaries specified

(d) Los Angeles Sector (27th Air Division):

That area of Western Air Defense Force Region inclosed by a line beginning at  $34^{\circ}$  99' N = 126° 10' W; thence northeast to  $36^{\circ}$  00' N = 121° 30' W; thence east to  $36^{\circ}$  00' N = 120° 00' W; thence northeast to  $37^{\circ}$  00' N = 118° 30' W; thence northeast  $39^{\circ}$  00' N = 113° 00' W; thence

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south to  $33^{\circ}$  00' N - 113° 00' N; thence southwest to  $32^{\circ}$  11' N - 113° h5' N; thence west along United States-Mexican international boundary to  $32^{\circ}$  30' N - 117° 23' N; thence southeast to  $28^{\circ}$  48' N - 115° h5' N and that area westward to the limit of radar surveillance and controlled fighter-interceptor capability adjacent to the western seaboard within the boundaries specified.

### (2) CENTRAL AIR DEFENSE FORCE REGION:

(a) Kansas City Sector (20th Air Division):

That area of Central Air Defense Force Region inclosed by a line beginning at  $34^{\circ}$  00' N -  $92^{\circ}$  00' W; thence east to  $34^{\circ}$  00' N -  $89^{\circ}$  00' W; thence north to  $41^{\circ}$  20' N -  $88^{\circ}$  45' W; thence northwest to  $42^{\circ}$  00' N -  $90^{\circ}$  40' W; thence north to  $44^{\circ}$  00' N -  $90^{\circ}$  53' W; thence west to  $44^{\circ}$  00' N -  $94^{\circ}$  00' W; thence south to  $42^{\circ}$  50' N -  $94^{\circ}$  00' W; thence southwest to  $41^{\circ}$  00' N -  $102^{\circ}$  00' W; thence south to  $37^{\circ}$  00' N -  $102^{\circ}$ 00' W; thence East along the 37th parallel to  $37^{\circ}$  00' N - $97^{\circ}$  45' W; thence southeast to  $35^{\circ}$  15' N -  $95^{\circ}$  05' W; thence east to  $35^{\circ}$  15' N -  $93^{\circ}$  15' W; thence southeast to  $34^{\circ}$  00' N - $92^{\circ}$  00' W.

# (b) Great Falls Sector (29th Air Division):

That area of the Central Air Defense Force Region inclosed by a line beginning at  $49^{\circ}$  00' N - 99° 00' W; thence southwest



to  $46^{\circ}$  h0' N -  $100^{\circ}$  10' W; thence southwest to  $45^{\circ}$  00' N -  $102^{\circ}$  00' W; thence south along the 102nd meridian to  $41^{\circ}$  00' N -  $102^{\circ}$  00' W; thence west along the southern border of the state of Wyoming to  $41^{\circ}$  00' N -  $111^{\circ}$  03' W; thence north along the western border of Wyoming to  $44^{\circ}$  29' N -  $111^{\circ}$  03' W; thence west and north along the eastern border of Idaho to  $46^{\circ}$  58' N -  $115^{\circ}$  00' W; thence north to  $49^{\circ}$  00' N -  $115^{\circ}$  00' W; and including the area between 99th meridian and the eastern boundary of the Vancouver CADIZ north of the United States-Canadian international boundary to the limit of radar surveillance.

(c) Minneapolis Sector (31st Air Division):

That area of Central Air Defense Force Region inclosed by a line beginning at  $49^{\circ}$  00' N - 99^{\circ} 00' W; thence southwest to  $46^{\circ}$  h0' N - 100^{\circ} 10' W; thence southwest to  $45^{\circ}$  00' N -102^{\circ} 00' W; thence south along the 102nd meridian to  $41^{\circ}$  00' N - 102^{\circ} 00' W; thence northeast to  $42^{\circ}$  50' N -94^{\circ} 00' W; thence north  $44^{\circ}$  00' N - 94^{\circ} 00' W; thence east along the 44th parallel to  $44^{\circ}$ 00' N - 90^{\circ} 53' W; thence north to  $46^{\circ}$  00' N - 91^{\circ} 00' W; thence northeast to  $46^{\circ}$  30' N - 90^{\circ} 00' W; thence north along the 90th meridian to  $48^{\circ}$  03' N - 90^{\circ} 00' W; and including that area between the 90th meridian and the 99th meridian north of the United States-Canadian international boundary to the limit of radar surveillance.

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(d) Oklahoma City Sector (33rd Air Division):

That area of Central Air Defense Force Region inclosed by a line beginning 25° 57' N - 97° 09' W; thence west along the United States-Hexico international boundary to 290 48: 11 -102° 00' W; thence north along the 102nd meridian to 32° 20' N - 102° 00' W; thence northwest to 34° 00' N -104° 001 W; thence north along the 104th meridian to 37° 00' M - 104° 00' W; thence east along the 37th parallel to 37° 00' N - 97° 15' N - thence southeast to 35° 15' N -95° 05' W; thence east to 35° 15' N - 93° 15' W; thence southeast to 34° 00' N - 92° 00' W; thence south-southwest to  $32^{\circ}$  45' M -  $92^{\circ}$  15 ' M; thence south-southeast to 30° 30' N - 91° 45' N; thence south to 25° 00' N -920 201 W; and including the area southward to the limit of radar surveillance and controlled fighter-interceptor capability adjacent to the Gulf Coast within the boundaries specified.

(e) Albuquerque Sector (34th Air Division):

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That area of the Central Air Defense Force Region inclosed by a line beginning at  $32^{\circ}$  11' N - 113° 45' W; thence northeast to  $33^{\circ}$  00' N - 113° 00' W; thence north to  $42^{\circ}$  00' N -113° 00' W; thence east to  $42^{\circ}$  00' N - 111°03' W; thence south to  $11^{\circ}$ .00' N - 111°03' W; thence east along the southern borders of Wyoming and Nebraska to  $41^{\circ}$  00' N - 102° 00' W; thence

S-6989-55 .

south to 37° 00' N, 102° 00' N; thence west to 37° 00' N -104° 00' N; thence south to 34° 00' N - 104° 00' N; thence southeast to 32° 20' N - 102° 00' N; thence south along the 102nd meridian to the United States - Mexico international boundary; thence westward along the United States - Mexico international boundary to starting point.

SECRET

## (3) EASTERN AIR DEFENSE FORCE REGION:

# (a) New York Sector (26th Air Division):

That area of the Eastern Air Defense Force Hegion inclosed by a line beginning at  $41^{\circ}$  40' N - 65° 00' W; thence northwest to  $43^{\circ}$  22' N - 70° 26' W; thence northwest to  $43^{\circ}$  35' N -71° 30' W; thence west to  $43^{\circ}$  45' N - 74° 30' W; thence southwest to  $42^{\circ}$  45' N - 75° 00' W; thence west to  $42^{\circ}$  40' N - 77° 00' W; thence southwest to  $41^{\circ}$  30' N -78° 30' W; thence southeast to  $40^{\circ}$  25' N - 77° 00' W; thence southwest to  $39^{\circ}$  45' N - 78° 01' W; thence southeast to  $38^{\circ}$  30' N - 75° 00' W; thence southeast to  $35^{\circ}$  40' N - $69^{\circ}$  51' W; and including that area eastward to the limit of radar surveillance and controlled fighter-interceptor capability adjacent to the eastern seaboard within the boundaries specified.

(b) Detroit Sector 30th Air Division):

That area of the Eastern Air Defense Force Region inclosed by a line beginning at  $46^{\circ}$  07' N -  $84^{\circ}$  00' W; thence southeast to

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SECRET

45° 15' N - 84° 30' W; thence south to 43° 33' N - 84° 30' W; thence west to 43° 33' N - 86° 30' W; thence south to 41° 20'N-87° 10' W; thence southeast to 40° 30' N - 85° 30' W; thence northeast to 41° 00' N - 84° 15' W; thence east to 41° 00' N -82° 20' W; thence south-southeast to 39° 45' N - 81° 40' W; thence southeast to 38° 42' N - 79° 32' W; thence northeast to 40° 25' N - 77° 00' W; thence northwest to 41° 30' N -78° 30' W; thence northeast to 42° 40' N - 77° 00' W; thence northwest to 43° 38' H - 77° 30' W; Thence westward along the United States-Canadian International Boundary to starting point.

(c) Syracuse Sector (32nd Air Division):

That area of the Eastern Air Defense Force Region inclosed by a line beginning at  $43^{\circ}$  00' N - 65° 45' W; thence northwest to  $44^{\circ}$  49' N - 66° 56' W; thence north and westward along the United States-Canadian international boundary to  $43^{\circ}$  38' N -77° 30' W; thence southeast to  $42^{\circ}$  40' N - 77° 00' W; thence east to  $42^{\circ}$  45' N - 75° 00' W; thence northeast to  $43^{\circ}$  45' N - 74° 30' W; thence east to  $43^{\circ}$  35' N - 71° 30' W; thence southeast to  $43^{\circ}$  22' N - 70° 26' W; thence southeast to  $41^{\circ}$  40' N - 65° 00' W; and including the area eastward to the limit of radar surveillance and controlled fighterinterceptor capability adjacent to the eastern seaboard within the boundaries specified.

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### (d) Atlanta Sector (35th Air Division):

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That area of the Eastern Air Defense Force Region inclosed by a line beginning at 31° 18' N - 74° 18' N; thence northwest to 33° 31' N - 79° 03' W; thence northwest to 34° 49' N -80° 49' W; thence westward along the southern border of North Carolina to 340 59' N - 830 22' W; thence southwest to 34° 00' N - 86° 00' W; thence west along the 34th parallel to 34° 00' N - 92° 00' N; thence south to 32° 45' N -92° 15' W; thence southeast to 30° 30' N - 91° 15' W; thence to 25° 00" N - 92° 20" N; including that area south and east to the limit of radar surveillance and fi hter-interceptor capability within the boundaries specified.

### (e) Madison Sector (37th Air Division):

That area of the Eastern Mir Befense Force Region inclosed by a line beginning at 48° 03' N - 90° 00' N; thence south along the 90th meridian to 46° 30' N - 90° 00' W; thence southwest to 46° 00' N - 91° 00' W; thence south to 42° 00' N - . 90° 40' W; thence southeast to 41° 20' N - 88°45' W; thence east to 41° 20' N - 87° 10' W; thence north northeast to 43° 33' N - 86° 30' W; thence east to 43° 33' N - 84° 30' W; thence north to 15° 15' N - 81° 30' W; thence northeast to 46° 07' N - 84° 00' W; thence to 47° 30' N - 83° 00' W; and including that area between the 90th meridian and the 83rd meridian, north of the United States-Canadian international boundary to the limit of radar surveillance within the boundaries specified.

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SECRE

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(f) Dayton Sector (58th Air Division):

That area in the Eastern Air Defense Force Region inclosed by a line beginning at  $34^{\circ}$  00' N -  $89^{\circ}$  60' N; thence north to  $41^{\circ}$  20' N -  $88^{\circ}$  45' N; thence east to  $41^{\circ}$  20' N -  $87^{\circ}$  10' N; thence southeast  $10^{\circ}$  00' N -  $85^{\circ}$  30' N; thence northeast to  $41^{\circ}$  00' N -  $84^{\circ}$  15' N; thence east to  $41^{\circ}$  00' N - $82^{\circ}$  20' N; thence southeast to  $39^{\circ}$  45' N -  $81^{\circ}$  40' N; thence southeast to  $38^{\circ}$  42' N -  $79^{\circ}$  32' N; thence southwest to  $34^{\circ}$  59' N -  $83^{\circ}$  22' N; thence southwest to  $34^{\circ}$  00' N - $86^{\circ}$  00' N; thence west along the 35th parallel to starting point.

(g) Washington Sector (85th Air Division):

That area of the Eastern Air Defense Force Region inclosed by a line beginning at 35° 40' N - 69° 51' N; thence northwest to 38° 30' N - 75° 00' N; thence northwest to 39° 45' N -78° 01' N; thence southwest to 38° 42' N - 79° 32' N; thence southwest to 34° 59' N - 83° 22' N; thence eastward along the southern border of North Carolina to 34° 49' N - 80° 49' N; thence southeast to 33° 31' N - 79° 03' N; thence to 31° 18' N -74° 16 ' N; and including that area eastward to the limit of radar surveillance and controlled fighter-interceptor capability adjacent to the eastern seaboard within the boundaries specified.

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SECRET

s-6989-55

#### DISPOSITION FORM

SUBJECT: Proposed Boundaries for Defense Forces and Air Divisions

EACOT (ATTN: LT COL EMMERT EACCE EACCD 22 Sept 54

1. Your attention is invited to the attached chart which depicts proposed changes to the Defense Force and Air Division boundaries. Detailed information concerning geographical coordinates associated with the boundary realignment is also forwarded. The boundary realignment outlined herein represents the 1956 boundary.

EAOPR-2

2. Headquarters ADC has indicated that these boundaries were established to conform, where practical, with anticipated subsector boundaries of the Lincoln Transition System; however, a comparison between the two charts indicates that the division boundaries have been altered considerably.

3. Headquarters ADC has requested that specific comments relative to the proposed geographical coordinates be forwarded to that headquarters. To meet the suspense date established by Headquarters ADC, request you review the attached correspondence and forward comments and/or recommendations pertaining to the proposed boundary realignment so as to arrive at this directorate not later than 4 October 1954.

4. When enclosures are withdrawn or not attached, the classification on this Disposition Form will be cancelled in accordance with paragraph 25g, AFR 205-1

PETERS 644

MULLEN 8209

2 Encls

1. Def Force & Div Sector Bdrys 2. Air Def Bdrys Chart

#### MESSAGEFORM

7 Jan 1955

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

ADOOT-B1 01552. A PROPOSED 1956 RON BURY BETWEEN CADF AND EADF WAS DETERMINED AND ACPT BY REP OF BOTH AIR DEF FORCES AT CONF, HQ CADF, 10 DEC 54. EADF HAS FORMALLY ACPT THIS BDRY, HQ CADF INFORMALLY HAS INDC ACPT OF THIS BDRY WITH ONE EXCEPTION-THIS EXCEPTION BEING THE ASG OF P-85 SUB-SECTOR INTO THE EADF RGN OF THE 37TH AIR DIV. DESIME THIS DIFFERENCE BE RESOLVED AND THE RESULTS BE SENT TO THIS HQ NLT 15 JAN 55.

15 JAN 55. 06/2124Z JAN JEDEN

### UNCLASSIFIED

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Major Schultz/leh

EA00T-05 121400 Jan 55 8207

. The CADF-EADF bdry has been resolved as follows: From Canada along 90° 00' N; south to 48° 03 ' N - 89° 32' W; southwest to 47° 50' N - 90° 00' W; south to 46° 30' N - 90° 00' W; southwest to 46° 00' N -91° 00' W; south southeast to 42° 00' N - 90° 40' W; southeast to 41° 20' N - 88° 45' W; south southwest to 37° 13' N - 89° 00' W; south along the Ohio-Mississippi River to 31° 00' N - 91° 38' W; west to 31° 00' N - 91° 45' W; south along 91° 45' W into the Gulf of Mexico to the extent of radar coverage.

(UNCLASSIFIED) EA00T-OS 1089 . Ref your msg, AD00T-B1 01552,

UNCLASSIFIED ADOOT-B1 01552

COMDR ADC ENT AFB COLORADO SPRINGS COLO

HQ EADF STEWART AFB NEWBURGH NY PRIORITY

UNCLASSIFIED 12 Jan 55

Proposed Conference - EADF-CADF Boundary

EAOOT-OS

EACOC EAOPR EAOCD EACRC EAPDP EAMDH

23 JAN 1955

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1. This headquarters received the following message from Hq ADC:

"ADOOF-B1 3382. Urasg EAOOT-OS 1089. Req your comments and recommendations on the advisability of placing this EADF-CADF boundary into effect at earliest practicable date".

This headquarters message, EAOOT-OS 1089, to Hq ADC, established the boundary between CADF and EADF.

2. Headquarters ADC, in message above, desires our comments and recommendations as to this headquarters accepting the responsibility of that portion of the 35th Air Division which lies east of the CADF-EADF proposed 56 boundary. This includes the area south of the present EADF-35th Air Division boundary to the Atlantic Ocean and the Gulf of Mexico (37° 13' N - 89° 00' W; along the Ohio and Mississippi Rivers to 31° 00' N - 91° 38' W to 31° 00' N - 91° 45' W; south along 91° 45' W into the Gulf of Mexico to the extent of radar coverage).

3. This directorate will hold a meeting 0900 hours, 27 January 1955, EA00T Conference Room, to discuss this expansion proposal. Request names of personnel attending be telephoned to Captain Lewis, Ext. 6207, prior to the meeting.

> SCHULTZ 8207

OLDS 600

UNCLASSIFIED 5 Feb 55 ROUTINE

HQ MADE STEWART AFB NEWBURGH NY COMDR ADC ENT AFB COLO SPRINGS

COLO

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UNCLASSIFIED

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ROUTINE

ADOOT B1 03382 COMUR GADE GRANIWIEW AFB GRANDVIEW MO

UNCLASSIFIED EAOPR-4 4797 . Ref: a. URMSG ADOOT B1 03382. b. TS ltr ADOPR 381, 29 Nov 51, Subj: (Uncl) BD Plan for Con US. This mag in 3 parts. Part I. Concur in realignment of EADF-CADF bdry at EPD providing that the fol conditions exist: a. EADF is concurrently asgd comd juris of all ADC units currently resp for the ADC man in the 35th ADIV Area and in that area of the 33rd ADIV transferred to EADF region. b. pers asgmts and committments to these units and programmed units be continued in conformance with the change in responsibilities of the two commands. Part II. Termination of ° private line teletype sys in EADF COC is limiting factor in selecting EPD. Compl TP company advises that eight weeks may be rord from time of req to procure and instl eqp. Depending on this and an early decision to change bdrys, 1 Apr 55 appears to be a realistic eff date. Part III. Ref para 2, ref b. Recm resp for North Central area and 2 1 UNCLASSIFIED

HQ EADF STE ART APB NEWBURCH NY ROUTINE

UNCLASSIFIED ROUTINE

2

Southeastern area be changed concurrently with realignment of bdrys.

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UNCLASSIFIED 2

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Col C. G. TESCHNER EAOPR-4 041630 Feb 55 460

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MES SAGEFORM

#### 31 JAN 1955

FM CADF GRANDVIEW AFB MO TO ADC ENT AFB COLO

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/UNCLASSIFIED/ PORE 6474. TH-S MESCAGE IN FIVE PARTS. PART I REF YOUR MSG ADOOT-BL 03380. THIS MQ RECOMMENDS TRANSFER OF THE 35TH AIR DIVISION TO HAMF AND IMPLEMENTATION OF THE EADF CADF BOUNDARY AS OF 00012, 1 AFRIL 1955./ 0-45 88. FARLIEST POSSIBLE IMPLEMENTATION OF BOUNDARY CHANGE CONSISTANT WITH ORDERLY TRANSFER IS BELIEVED LESTRABLE FROM THE VIEWPOINT OF ALL UNITS AND COMMANDS INVOLVED. PART II. THE TRANSFER DATE EF ECTIVE 1 APRIL 1955, WILL EMA BLE COMMANDS CONCERNED TO COMPLETELY COORDINATE THE TRANSFER. A PIAN IS BEING LEVELOPED BY THIS HEADQUARTERS WHICH OUTLINES SPECIFIED ACTIONS TO BE COMPLETED ON A FIVE-PHASED BASIS. THIS PLAN INCLUDES A DETAILED HRIEFING OF THE EADF STAFF BY THIS HEADQUARTERS AT GRANIVIEW. PART IV. RECOMMEND ASSUMPTION OF COMMAND AND/OR OPERATIONAL CONTROL BY EADF TO THE 35TH AIR DIVISION AND ASSIGNED AUGMENTATION UNITS EFFECTIVE COOL2 1 APRIL 55. PART V: ID ORDER TO ACCOMPLISH TRANSFER OF THE 35TH AIR DIVISION TO EADF BY 1 APRIL 1955 APPROVAL BY ADC IS RECUESTED NOT LATER THAN 5 FEBRUARY 1955.

9 9 5 6

MESSAGEFORM

### 5 FEB 1955

FM ADC ENT AFE COLO TO CADF GRANIVIEW AFE GRANIVIEW MO

C

ADOOT-HI OSISI. THIS MSG IN TWO PARTS. PART I REF CAUF MSG PO&R 9474, AND INFORMAL INFO RECEIVED FROM EADF. THIS MG, FOR PLANNING PURPOSES ONLY, TENTATIVELY APPRS OF THE PROPOSAL FOR THE REALIGNMENT OF CALF-EADF BERY AND THE THE OF THE 35TH AIR DIV FROM CADF TO EADF. PART II. GERTAIN ACTIONS MUST BE ACCOMP BY THIS MQ PRIOR TO ACTUAL CHANGE OVER; THEREFORE, REQ A COPY OF CADF-EADF JI APPR CHANGE-OVER PLAN BE PROVIDED THIS HQ FOR REVIEW PRIOR TO ISCUANCE OF FUNAL APPR AND THE AND THE ESTB OF A FIRM IMPL DATE. 05/18592 FEB JEDEM

SECRET

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

22

12 Mar 1955

### ADOOT-BL SUBJECT:

(Unclassified) 1956 Air Defense Force and Air Division (Defense) Boundaries

TO:

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

1. Inclosed for your information and planning purposes are copies of a map which outlines air defense force and air division (defense) boundaries in the Manual System. The boundaries, as depicted, have the concurrence of the respective air defense force commanders.

2. The WADF-CADF boundary is effective immediately. The EADF-CADF boundary will become effective on a date to be determined by this headquarters upon receipt of transfer proposals for the 35th Air Division (Defense).

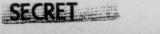
3. Air division (defense) boundaries for the 9th, 25th, 27th, and 28th Air Divisions (Defense) are effective immediately. All other air division (defense) boundaries, as depicted, will become effective on a date to be determined by this headquarters based on firm beneficial occupancy information of all programmed air divisions (defense).

BY ORDER OF THE COMMANDER:

/s/t/ C. F. HUMPHREYS Major, USAF Asst Command Adj

l Incl Map of US-Canada Air Div Edry o(70 copies)

UPON REMOVAL OF INCLOSURES THIS CORRESPONDENCE MAY BE DOWNGRADED TO UNCLASSIFIED



EAOPR-3

#### SUBJECT: Transfer Agreement

TO:

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

1. In accordance with instructions contained in message your headquarters, ADOOT-BI 05454, dated 5 February 1955, transmitted herewith are copies of the agreement between Headquarters Eastern Air Defense Force and Headquarters Central Air Defense Force for the realignment of the EADF-CADF boundary.

Feb 55

2. As is indicated in paragraph 9d of the attached agreement, Headquarters Central Air Defense Force has agreed to the transfer of only four manpower authorizations to this headquarters as a result of this realignment. It is believed that additional personnel authorizations are required to effectively perform the workloads generated by the transfer of the 35th Air Division Headquarters and subordinate units to this command. Therefore, request the Non-T/O manpower resources of this command be increased by 7 officers (4 Captains and 3 Majors), 13 airmen (1 M/Sgt, 1 T/Sgt, 5 S/Sgt, 4 A/IC and 2 A/2C), and 2 graded P-458 civilians, in addition to those being realigned from the resources of Headquarters Central Air Defense Force. The justification for the requested increases is attached.

3. Distribution of the 22 Non-T/O spaces requested will be as follows:

. Headquarters Eastern Air Defense Force

Function	AFSC	Duty Code	Grade	Number	
12000 19000 23000 23000 27000.01 27000.01	70350 80170 68251 70250 01116 01616		S/Sgt T/Sgt A/IC S/Sgt Major Major	1 1 1 1 2	

### EAOPR-3 Subject: Transfer Agreement

	Function 27000.13 27000.13 27000.13 39000 45000 47400 47400 47400 47400 47400 80000 Headquarters	AFSC 27330 27350 27350 05524 03034 70250 70250 70250 70250 06424 64174	Code 699 699 699	Grade A/2C A/1C S/Sgt C458 Capt A/1C S/Sgt C458 Capt M/Sgt ense)	Number 2 1 1 1 1 1
<b>)</b> •	45000 45000 45000	03044 05524 22350		Capt Capt S/Sgt	1 1 1

Duty

This increased authorization in the Headquarters 35th Air Division (Defense) is required to provide a siting team for the low altitude unattended AC&W gap filler program. This is in accordance with policy of this headquarters of locating gap filler siting teams in air division (defense) headquarters are indicated in letter this headquarters. FADER-2 (defense) headquarters as indicated in letter this headquarters, EAOPR-3, Subject: (Unclassified) Request for Personnel Authorizations for AC&W Gap-Filler Siting Teams, 7 February 1955.

2 Encls .

1. Justification 2. Transfer Agreement

#### JUSTIFICATION

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27000.01 - Three additional officers, 2 Majors 1616 and 1 Major 1416, are required to adequately and effectively perform the additional work generated at this headquarters by acquisition of the 35th Air Division and training of assigned augmentation forces and Ground Observar Corps. Specific justification for the Major, 1416, is as follows: A complete study of the 35th Air Division deployment plan is required to determine its adequacy. New basic operational conbepts will be required by the expansion and geographical location of the programmed region. Numerous staff visits to all echelons of command will be required throughout the 35th Air Division area to institute EADF operational procedures and determine the capability of weapons assigned. The units involved in the acquisition of the 35th Air Division which have an air defense potential and either have an M-Day assignment to or are allocated to that sector are as follows:

ANG		5 Fighter Bomber Sqs
SAC	-	2 Fighter SQS
TAC	-	1 Fighter Sq
ATRC	-	2 Detachments
APGC	-	1 Detachment
Navy	-	18 Fighter Sqs (Reg)
	-	7 Regular Navy Bases posses fighter acft equal to squadron strength
		auto odrat on odrate at the

acft equal to squadron strength 6 Reserve Navy Bases possess fighter acft equal to squadron strength

In addition to the above forces, 3 existing and 1 programmed ADC fighter squadron will be acquired. Based on previous operational experience, approximately 175 manhours per month will be required immediately and on a continuing basis to conduct staff visits, assist and advise in the preparation and coordination of plans and procedures to integrate the above augmentation forces into the air defense system, to conduct studies of deployment and redeployment of all forces, and to prepare and review operational directives. Two (2) Majors, 1616, ACSM Staff Officers, are required to establish and provide staff supervision of the training program in the 13 filter centers and 12 radar installations presently operational, and 11 radar installations programmed in the 35th Air Division. Immediate and repeated staff visits must be made to all the acquired units to determine their traning requirements and to insure their being reflected in EADF programs. Subsequent visits will be required to evaluate operational proficiency and determine adequacy of their training procedures. This task is further complicated by the requirement to coordinate and reconcile training with peculiarities of TAC, APGC, ATC, and Navy Eadar which forms a part of the 35th Air Division (Defence) AC&W system. This radar augmentation is as follows:

### MESSAGEFORM

### 24 Mar 1955

24

### FM ADC ENT AFE COLO TO EADF STEWART AFE NEWBURGH NY

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ADOMO 11814. YOUR MSG EAOPR 11122, DATED 22 MAR 55. A GO IS BEING PROCESSED BY THIS HOS TRFG THE 35TH AIR DIV (DEF) AND ASGD UNITS FROM CAIF TO EADF EFFECTIVE 10 APR 55. YOUR REQ FOR ADDL SPACES OVER AND ABOVE THE FOUR BEING TRFD FROM CADF WILL BE CONSIDERED FURTHER. YOU WILL BE ADVISED. 24/1752Z MAR JEDEN

5 Feb 55 unclassified

25

HQ EADF STEWART AFB NEWBURGH NY

ROUTINE

COMDR 26TH AIR DIV (DEF) ROSLYN AF STA ROSLYN NY COMUR 30TH AIR DIV (DEF) WILLOW RUN AF STA BELLEVILLE MICH COMDR 32D AIR DIV (DEF) SYRACUSE AF STA SYRACUSE 6 NY

INFO:

XXXXX

(UNCLASSIFIED) EA00T-OS 4758 . This msg in two parts. PART I. The folg policy governs opr, maint, and supply of the OA/347 FW kit:

a. Supply - For purposes of priority requisition IAW ADCR 67-21, 27 Dec 54, failure of OA/347 is considered to reduce oprl capability of radar facility below 75%. Sub-normal opr of OA/347 is considered to reduce oprl capability of radar facility to btwn 75-100%.

b. Opr - If an ROCP condition exists on the OA/347 IAW ADCR 67-21, 27 Dec 54, and required parts are recd, shut down for repairs w/b accomplished ASAP dependent upon the immed tactical situation.

c. Maint - Reqs for calibration of the OA/347 w/b submitted IAW ADCM 101-1, Oct 54. PART II. For 30th ADiv. This answers your msg, DCE 498, 27 Jan 55.

UNCLASSIFIED 1

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Captain Lewis/leh

EA00T-05 021515 Feb 55 8207

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

4 Jun 1955

#### RAMET.

SUBJECT: Technical Representative Requirements at ACM Stations for Fiscal Year 1956

Commenders, Air Divisions (Defense) and Air Defense Wings

L. Headquarters Air Defense Command has advised that technical representative requirements (paragraph 2a, AF Regulation 66-18, 14 December 1954) for the ACM program have been forwarded to air material Command for contract negotiation. Technical representative requirements are based on the following criteria:

a. One per that site for each primary search, except AN/TR-1D

b. One per three height finders (spa and sha sites), to be assigned to service equipment on a roving basis.

c. One per back-up search ("P" and "Is" site) to be assigned to service equipment on a roving basis.

d. One Collins technical representative for each air division area. This representative will service AN/URC-27's within the division, on a roving basis.

e. One per three AN/FFA-S equipment to be assigned to service equipment on a roving basis.

f. One per three An/FSA 10 equipment to be assigned to service - equipment on a roving basis.

g. One per three VPS-14 gap fillers to be assigned to service equipment on a roving basis.

2. For your information, the following was programmed for air divisions of this commani:

26

Hq EADF EAMEL Subject: Technical Representative Requirements at ACW Stations for Fiscal Year 1956 (Cont\*d)

	30th Air Division				
BOUIP	MPS	lat Qtr	2nd Qtr	3rd Qtr	<u>4th Qtr</u>
	RCA	2	2	2	3
FPS-4/MPS-8/TPS-10D			1	1	2
FPS-6/MPS-14	G.E.	1			1
GRC-27	Collins	1	1	1	-
	32nd Air	Divisio	<u>n</u>		
FP5-4/MPS-8/TPS-100	RCA	0	0	0	1
	G.E.	1	2	3	3
FPS-6/MPS-14	Bendix	0	0	1	1
FPS-8/MPS-11			0	1	1
FSA-8	Lennyt	0	0	-	1
CRC-27	Collin	5 1	1	1	1
	26th Ai	r Divisi	on	~	
FPS-4/MPS-8/TPS-10D	RCA	1	1	1	1
FPS-6/MPS-14	G.E.	1	1	. 1	2
	G.E.	2	2	2	2
PPS-8/MPS-11			1	1	1
FP3-14	Bendi	•		1	. 1
FSA-8	Lewyt	0	1	-	-
GRC-27	Co111	ns 1	1	1	1

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3. Technical representatives assigned to air division areas to service equipment on a roving basis may be stationed at any ACW station or air defense wing headquarters if it is more advantageous from an accessibility point of view. Because of the lag in equipment installation, or the peculiarity of the installation schedule, some technical representatives will have only equipment to service. In these cases it is desirable to station the technical representative with the equipment.

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Hq EADF EAMEL Subject: Technical Representative Requirements at ACN Atations for Fiscal Year 1956 (Cont'd)

4. It must be understood that these requirements and assignment dates were firm at the time they were programmed and will change as the equipment program changes or as more firm information on installation dates is available. These requirements do not reflect the situation that will exist after re-organization to the "seven fir division concept." Technical representative requirements and assignments will be adjusted accordingly. This headquarters will closely monitor the installation of new equipments and advise you when you can expect assignment of technical representatives.

5. Information concerning technical representative programming for the 35th Air Division area will be forwarded upon receipt from headquarters Air Defense Command.

BY ORDER OF THE COMMANDER:

JAMES R. WORLINE Ceptain, USAF Asst Adjutant

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

23 February 1955

Mr. John R. Booth, General Manager Phileo TechRep Division Phileo Corporation Philedolphia 32, Pennaylvania

Dear Mr. Booth:

1 make reference to your letter of 9 February 1955 relative to contract maintenance service at ACW stations. I can assure you we are very pleased that Philes Corporation has been swarded the contract to service the Eastern Air Defense Force area.

Hy staff has advised me that the conference you mentioned was very successful. Everyone was fully briefed concerning the implementation of the contract augmentation maintenance program. In addition, specific guidance has been propared and distributed to our ACM stations.

We feel confident that the new program is a sound approach to the attainment of maintenance stability and equipment reliability; matters which have been continuing problems due to the constant turnover of our military personnel.

I look forward to another visit from you and your company representatives at such time as your plans for support of the Johnt Eastern Air Dafanse Force have been developed.

I have extended the invitation to visit your headquarters in Philadelphia to appropriate mashers of my staff, and will try to work a personal visit into my future plans.

Very truly yours,

/s/t/ M. R. MELSON Hajor General, USAF Commander

Major John R. Neel/ovd/615/17 Feb 55

27

#### PHILCO CORPORATION

TechRep Division

22nd Street & Lehigh Ave. Philadelphia 32, Pa.

February 9, 1955

Major Ceneral Morris R. Helson, Commander Eastern Air Defense Force Headquarters Eastern Air Defense Command Stewart Air Force Ease Newburgh, New York

Dear General Nelson:

We were extremely pleased when the Air Material Command advised us that they had awarded us the contract for contract maintenance at the ACWN sites in your command.

Since receipt of that notification, we have been developing plans which we know will be necessary to provide the efficiency and the type of teamwork performance which you should expect from the Philco TechNep Division.

In order to benefit by the guidance, advice and desires of Headquarters Air Defense Command, Colorado Springs, and these of the members of your staff, Mr. Dudley Wagar, Manager of Field Operations, Mr. John McHenomey, Fhilco TechRep ADC activities, his assistant, Mr. William Michaels, Mr. Charles Adams, Philce Supervisor CADF, and Mr. William Utterback, -Philce Supervisor WADF, attended a conference at your headquarters yesterday. We are anticipating interesting reports upon their return to their stations.

I personally remember quite distinctly the EADF responsibility briefing which you extended Mr. Richard Fielding, our Salas Manager, Mr. Emmet Semmer, our Special Representative, and myself when we visited your office recently.

Accordingly, we feel our share of your responsibilities and are confident that we can perform them to your entire satisfaction.

When our current planning develops the necessary programs, several of us shall visit your headquarters again to submit those programs to your staff for consideration and final advice before we initiate action.

At that time we shall be in a position to clearly indi

Major General Morris R. Nelson -2-

February 9, 1955

cate the coordination which we can also provide in directing the activities of all Philco TechRep Field Engineers serving with Army, Navy, Air Force, Marine Corps, Coast Guard and any other activities which should be coordinated with joint Defense Force responsibilities of your command.

Trusting that you and all members of your staff will feel free to visit our headquarters whenever in this vicinity, and with sincerest personal regards, I am

Cordially yours,

John R. Booth General Manager Philco TechRep Division

JRB/JR

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

21 February 1955

#### EAMEL

TO:

Euce#1

SUBJECT: Implementation of Contract Augmentation Maintenance Program at ACW Sites Within EADF

### Commanders, Air Defense Wings

1. The Philco Corporation, under contract AF 33(600)29629, has been awarded a contract for providing augmentation personnel for the maintenance and training in maintenance of ground radar, communications, and diesel equipment installed at ACW sites of this command.

2. The present contract is for the period 1 March through 30 June 1955, with option for renewal through 31 December 1955. Prior to 31 December 1955, re-negotiation will be accomplished to further obtain these services for the calendar year 1956. It is proposed that these services will continue indefinitely with the ultimate goal of permanently civilianizing these positions at our ACW sites.

3. To achieve maximum control of the implementation, time phasing, and evaluation of this program, the enclosed instructions have been prepared to guide you in accomplishing these actions. These instructions are directive in nature and will be incorporated in a "Standardized Ground Radar, Communications, and Diesel Maintenance Manual, " which is scheduled for publication by Headquarters Air Defense Command in the near future.

4. You will note that the contents of the enclosed instructions have been modified, and therefore are not identical to the original instructions furnished to your representatives at the recent meeting at this headquarters. Particularly, Section I has been changed so that it applies to your headquarters and units instead of to this headquarters. Other changes have been made to Section I to incorporate clarifications brought out in the meeting. Section VI has been changed to reflect the latest information available to this headquarters. Although there was considerable discussion during the meeting regarding the contents of Section II, no changes have been made. This is because the wording was extracted directly from the contract, and we feel that any changes should be made by Air Defense Command.

5. Your particular attention is called to paragraph 2, Section II, of the enclosed instructions. Clarification is offered regarding support

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Hq EADF EAMEL Subject: Implementation of Contract Augmentation Maintenance Program at ACW Sites Within EADF (Cont'd)

for CPS-6B and FPS-3 radars. The support provided in technical orders 31P6-2CPS6-13 and 31P6-2FPS3-3 (formerly technical orders 16-1E-2 and -3) has not changed, except that on-site engineers are no longer provided by the General Electric and Bendix Corporations. Depot level support, including technical assistance and emergency supply will continue until further motice. We have been informally advised by Headquarters Air Defense Command that the present contractor support (less site engineers) for AN/CPS-6B and AN/FPS-3 radars is expected to continue until December of this year, and action will be requested to continue the program after that date.

6. This concept of maintenance, and training in maintenance procedures, is the initial venture of this kind for Air Defense Command. A similar concept is being considered for application to other maintenance fields such as flight simulators and fire control systems. In order to determine its merit, your full cooperation and effort are requested in the implementation and evaluation of this program.

7. Desire that you thoroughly indoctrinate your ACW squadron commanders on this program. Further, desire that a copy of the attached instructions be furnished to each ACW squadron.

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BY ORDER OF THE COMMANDER:

Sen S. monkead

BEN D. MOORHEAD Captain, USAF Assistant Adjutant

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Info cy to

Comdr,	26th	Air	Div	(Def)
Comdr.	30th	Air	Div	(Def)
Comdr,	32d	Air	Div	(Def)

IMPLEMENTATION OF CONTRACT AUGMENTATION MAINTENANCE AT AC&W SITES OF EASTERN AIR DEFENSE FORCE

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JOHN R. DOWSWELL Colonel, USAF Acting Deputy for Materiel

O atchat # 1

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SECTION	I	General
SECTION	п	Responsibilities of Air Defense Command, Air Materiel Command, and the Contractor
SECTION	III	Job Descriptions and Qualifica- tion Criteria
SECTION	IV \$	Status of Contract Personnel
SECTION	•••••••••••••••••••••••••••••••••••••••	Outline for Maintenance and Training Actions
SECTION	VI	Augmentation Contract Personnel Authorizations
SECTION	VTT4	.Evaluation Report

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## CONTENTS

SECTION I

GENERAL

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#### GENERAL

1. In essence, this program provides for a contractual augmentation of ground radar, communications and diesel maintenance capability at AC&W sites of this command.

2. These instructions have been compiled to provide you guidance in the implementation of this action.

3. A contract has been awarded to the Philco Corporation to assist in performing the following services at AC&W sites of this command.

a. Organizational and field level maintenance on ground radar, communications and diesel equipment installed at AC&W sites.

b. Technical and professional assistance to responsible military personnel in resolving on-site maintenance problems.

c. Establishing and conducting formal and OJT training on maintenance of installed ground radar, communications and diesel equipment in accordance with USAF directives.

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d. Assist depot personnel in the performance of depot level maintenance of installed equipment.

4. The responsibilities of Air Defense Command, Air Materiel Command and the Contractor are presented in Section II.

5. The job descriptions and qualification criteria for contract personnel are presented in Section III.

6. The status of contract personnel is presented in Section IV.
7. The outline for maintenance and training actions is presented in Section V.

8. The terms of the contract require the contractor to have contract personnel in place at existing AC&W sites on 1 March 1955 or as soon as possible thereafter. These sites are listed in the group entitled "1 January through 30 June 1955" in Section VI. These sites will be furnished contractor personnel according to a priority list based on projected military manning. Philco Corporation will attempt to provide the site engineers first at most sites; technicians are'to be furnished as soon as possible thereafter.

9. A monthly report evaluating the performance of contract maintenance personnel is required from each AC&W site. Reports will be prepared in the format indicated in Section VII. In order to objectively evaluate this program, it is of utmost importance that the comments of the Radar Maintenance Officer and the Squadron Commander be factual and constructive. Reports will be submitted as of the last day of each month andprocessed through command channels so as to arrive at this headquarters in two copies not later than the l2th day of the following month. RCS - ADC - El8 applies.

10. In order for Headquarters Air Defense Command to effect payment for these services, a certification of services rendered is required. This headquarters is responsible for the compilation and submission of this information to Headquarters Air Defense Command. Format of this report will be as outlined in Attachment 1, ADCR 40-14, 3 December 1953. The instructions contained in ADCR 40-14 do not apply. Instructions for preparation of this report are as follows:

a. Title of this report is "Monthly Report of AC&W Contract Augmentation Personnel."

b. TDY, when performed for the convenience of the government, will not be reported; TDY, when performed for the convenience of Philco Corporation, will be reported.

c. Services rendered will begin on the reporting date of the individual.

d. Leaves, sick leaves, vacations, or unauthorized absences will be explained by appropriate notations in the remarks column of the report.

e. Reports will be prepared monthly, as of the last day of the month, by each AC&W squadron utilizing Philco contract augmentation personnel. One copy of the report will be submitted direct to this headquarters to arrive not later than the 10th day of the following month.

f. - Reports control symbol RCS-ADC-Q7 applies.

11. In order that the phase-in portion of this program can be properly monitored, it is necessary that current phasing information be provided for the period 1 March through 30 June 1955. During this period, a teletype message reporting the squadron number, name, whether engineer or technician, security clearance, and date individual reported for duty will be submitted by each AC&W squadron direct to this headquarters. Reports will be submitted "as of" the date the individual reports for duty, and are to arrive at this headquarters within two working days after the "as of" date. RCS-ADC-Q8 applies. These reports will be discontinued after 30 June 1955.

12. During the initial implementation of this program, it is highly probable that other companies who have service contracts for the other

two defense forces may request that personnel now in a Technical Representative or Technical Instructor status at one of your sites be released from their present contract for reassignment to another area. We will query you as to your wishes. These requests must be examined and evaluated by you on an individual basis and concurrence granted only when it will not impair the transition to the new program in your own area. One of the prime reasons for establishing an overlap of your present Technical Instructor program and the new augmentation program was to provide a period of on-site indoctrination of the new personnel. However, you must realize that this is a command-wide program; and, whenever possible, such concurrence should be granted.

13. The numbers of engineer and technician personnel to be assigned to each AC&W site are indicated in the appropriate columns of Section VI. The numbers of these personnel have been based on equipment installed at or programmed for each AC&W site and are consistent through-out the program.

14. Any questions that you may have concerning this program that have not been answered in these instructions are to be forwarded to this headquarters, Attention: **EAMEL**, by the most expeditious means.

## SECTION II

RESPONSIBILITIES OF AIR DEFENSE COMMAND, AIR MATERIEL COMMAND, AND

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THE CONTRACTOR

AIR DEFENSE COMMAND, AIR MATERIEL COMMAND AND CONTRACTOR RESPONSIBILITIES

1. The operating agency (ADC) will:

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a. Control the tactical operation and maintenance schedule of the AC&W weapons.

b. Be responsible for organizational and field levels of maintenance of AC&W weapons installed at AC&W sites as prescribed in applicable technical orders, Air Force regulations, and standards and procedures established by Air Defense Command.

c. Supervise and direct the contractor on-site maintenance program.

d. Schedule major maintenance overhauls and provide notice to the

appropriate depot at least 45 days in advance thereof. e. Direct requests for emergency maintenance and supply assis-

tance to the appropriate depot.

f. Place at the disposal of the appropriate depot all on-site maintenance facilities and personnel required by the depot to accomplish on-site depot maintenance.

g. Provide to the appropriate depot such air or surface transportation and communications as may be required for depot support to remote AC&W sites not served by commercial transportation or communication facilities.

h. Make available to the contractor all records, equipment, facilities, etc., required by the contractor to accomplish the contracted maintenance functions.

i. Provide authorized contractor personnel with official identification form, upon proper clearance, authorizing access to AC&W sites concerned.

j. Grant engineer personnel of the contractor the same privileges as company grade officers with regard to accommodations, transportation, messing and emergency medical facilities while at AC&W sites in an official capacity.

k. Grant technician personnel of the contractor the same privileges as non-commissioned officers with regard to accommodations, transportation, messing and emergency medical facilities while at AC&W sites in an official capacity.

2. The materiel support agency (AMC) will:

a. Procure, store and issue spare components, parts, tools, test equipment and other materiels required for the organizational and field levels of maintenance of AC&W weapons as authorized by applicable authorization documents.

b. Provide to the operation agency all necessary operation and service instructions, supply catalogues, technical orders or similar publications covering installed equipments or devices.

c. Provide equipment and personnel for the performance of onsite major overhaul of installed equipment or devices at the completion of specified periods of operation.

d. Supervise and direct the depot level maintenance support program.

e. Accomplish periodic technical inspections of AC&W weapons at AC&W sites for the purpose of evaluating the effectiveness of depot maintenance support.

f. Provide emergency depot level maintenance support when such action is necessary to accomplish correction of an emergency situation.
3. The contractor will:

a. Perform organizational and field levels of maintenance, under

the supervision of the operating agency.

b. Provide on-site engineering advice and assistance to the operating agency.

c. Conduct formal and CJT training on installed equipments and devices.

d. Assist in the accomplishment of on-site depot level maintenance.

e. Furnish a minimum of one electronics engineer at those AC&W sites designated by the operating agency.

f. Furnish radar, radio, wireline communications, and power generation-distribution technicians in the number and at those AC&W sites designated by the operating agency.

g. Make available these engineers and technicians on a normal 40 hour work week, subject to 24 hour emergency call. Provisions for relief, replacement, re-assignment, and security clearance will be the responsibility of the contractor.

h. Guarantee a minimum of two years duty at one location for each engineer and technician, subject to approval of the operating agency.
i. Comply with applicable security regulations and procedures,

including the preparation of rosters of contractor personnel listing their individual levels of security, clearance date, and their current or scheduled duty stations. Such rosters will be currently accurate and copies will be furnished to such USAF agencies as designated by the operating agency.

j. Be assured of exchange of current technical information between the contractor and the manufacturer of installed or programmed equipments and devices.

k. Recognize that the operating agency controls exclusively the tectical operation and maintenance schedule and that no equipment will

be placed in off-the-air status without the prior approval of the site commander or his specified representative.

1. Transfer to USAF operating units the custody of all supplies, tools, test equipment, technical data, instructions or records used by the contractor for accomplishing his mission in the event of a major interruption of service due to labor strike, riot, civil insurrection, panic, or other reasons, or in the event of termination of contractual agreement.

## SECTION III

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# JOB DESCRIPTIONS AND QUALIFICATION CRITERIA

## ELECTRONICS ENGINEER (AC&W)

## 1. GENERAL:

a. Directs, supervises, performs or assists in performing all phases of electronics maintenance such as inspection, repair, modification, adjustment, calibration, siting, installation, and training of personnel on electronics systems at AC&W squadrons.

b. Has sufficient engineering-level background so that a minimum of training will be required to enable him to become fully qualified to supervise the installation and maintenance of complex electronics equipments programmed for future use in the ADC system.

## 2. DUTIES AND RESPONSIBILITIES:

a. Under the direction of designated military personnel, provides engineering-level technical assistance in all phases of electronics system maintenance; establishes efficient and technically correct procedures to insure the rapid diagnosis and repair of defective electronics equipment; establishes correct techniques for the utilization of complex electronics test equipment; establishes procedures and closely monitors the maintenance of squadron test equipment to insure the proper calibration of attenuators, signal generators, pulse generators, power meters, radar and radio system performance monitors, etc.; closely monitors all repair, modification and alignment of electronics components to insure close adherence to Air Force established standards for engineering quality and performance. Is responsible for providing such engineering-level technical assistance on all radar, radio, wire communications, related control and test equipment, antenna systems, motors, diesel-electric

power generators, indicating and remoting systems, power distribution systems, etc., which are integral components of the over-all electronics system at AC&W squadrons.

b. Coordinates with appropriate Air Force personnel in the following: Determining maintenance personnel requirements and skill levels consistent with the mission of the organization; determining space requirements, additional test equipment, tools, spare parts and technical order requirements in order that established maintenance policies and procedures can be accomplished. Corrects errors in technique and inspects maintenance performed for adherence to quality. Interprets technical orders and directives pertaining to system maintenance.

c. Establishes training programs and supervises and conducts effective training on system equipment. Utilizes all available resources and determines additional requirements for formal on-the-job training, including classroom studies. Assists in determining individual skill levels and adjusts on-the-job training accordingly.

d. Maintains liaison with AF supply agencies and with appropriate contractor support agencies to **ins**ure that required additional technical assistance and supply support is rendered.

### 3. QUALIFICATIONS:

a. Education.

- I. An E-E degree from an accredited college or equivalent field experience is mandatory. (At least eight (8) years in electronics without degree).
- II. A minimum of three (3) years experience in engineering assignments is mandatory.

#### GROUND RADAR TECHNICIAN (AC&W)

### 1. GENERAL:

a. Inspects, tests, repairs, modifies, overhauls, adjusts, calibrates and installs all types of ground radar and related electronics control and test equipment used at AC&W sites. Performs detailed electrical and mechanical maintenance on radar and associated equipment. Tests, diagnoses, repairs and makes adjustments using precision measuring equipment such as frequency meters, VTVM's oscilloscopes, spectrum analyzers, pulse generators, etc.

## 2. DUTIES AND RESPONSIBILITIES:

a. Under the direction of responsible personnel adjusts, repairs, calibrates, aligns, and tunes all types of radar and related accessories used in an AC&W site. In a typical AC&W site, tests, measures, and adjusts any of the individual circuits and mechanisms with respect to frequency, radar range, stability, power, band width, scope presentation clarity, definition, resolution, etc., in order to obtain the greatest overall station efficiency consistent with continuous and dependable service under all operating conditions.

b. Directs and/or instructs Air Force apprentices, trainees, and mechanics in the understanding and performance of electronics equipment. Conducts on-the-job training sessions and formal instruction classes to improve maintenance proficiency of assigned maintenance personnel.

3. QUALIFICATIONS:

a. Five (5) years experience in electronics maintenance, with minimum of three (3) years of specialization in radar maintenance.

# GROUND COMMUNICATIONS EQUIPMENT TECHNICIAN (AC&W)

#### 1. GENERAL:

a. Inspects, tests, repairs, modifies, overhauls, adjusts and aligns all types of communications equipment and associated test equipment in use at AC&W sites. Equipment shall consist of various types of AM and FM radio receivers and transmitters in the HF, VHF, and UHF bands as well as antenna and transmission line systems, keying and remoting facilities, government owned telephone central terminal equipment and teletype sets, main frame terminals, outside cable plant, etc.

#### 2. DUTIES AND RESPONSIBILITIES:

a. Duties will include periodic checks, routine preventive maintenance, and diagnosis and repairs of defective communications equipment. Is responsible to designated personnel for the optimum operation of all communications equipment within his jurisdiction. At a typical AC&W site, this will involve knowledge of various types of HF antenna systems and their radiation characteristics; auto-tune remote channeling systems; double conversion superheterodyne receiver systems; radio interference characteristics from other radio sets, radar installations, and/or extraneous sources; telephone central office equipment, including a PEX switchboard, distribution panels, power supply units, operators keying boxes, remote keying and disabling circuits, etc.

b. Directs and/or instructs apprentices, trainees, and mechanics in the understanding and knowledge of the technical operation of communications equipment. Conducts on-the-job training sessions and formal instruction classes to improve the maintenance proficiency of assigned maintenance personnel.

# 3. QUALIFICATIONS:

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a. Five (5) years experience in radio, wire maintenance, at least two (2) years of which should have been with military type equipment. Experience in the installation of TV antennas or commercial radio promotion and sales work are not to be included.

SECTION IV

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STATUS OF CONTRACT PERSONNEL

# STATUS OF CONTRACT MAINTENANCE AUGMENTATION PERSONNEL

A. Assignment, Re-assignment, Leave, Etc.

1. The assignment and re-assignment of contractor personnel is the responsibility of the contractor. This is to be accomplished in accordance with requirements processed through your headquarters.

2. In the event the services of the contractor personnel are not performed in accordance with the terms of the contract, this headquarters will be notified stating fully and factually the reasons their services are unsatisfactory.

Leaves will be processed by the contractor. Only one technician from a site will be on leave during the same period of time.
 Facilities.

 All equipment necessary for accomplishing field and organizational maintenance, such as tools, test equipment and spare parts, will be government furnished equipment (GFE).

2. <u>Government Housing and Quarters</u>: Government quarters will be made available to contract personnel at remote sites. At sites located on established military bases, local policy will prevail. Engineers will be afforded quarters in the Bachelor Officer's Quarters. Technicians will be housed in the Bachelor Airmen's Quarters. Rental charges will be determined in accordance with AFR 93-2. Government quarters will not be made available to dependents.

3. <u>Government Meals</u>: Meals will be made available to contract personnel in accordance with AFR 146-6 and ADCR 146-5. Reimbursement rates for meals sold in dining halls will be in accordance with AFR 146-5.

4. Exchange, Theater and Commissary Privileges: Not authorized except where extreme hardship is demonstrated. Exceptions will be governed by AFR 147-8 and 9, and AFR 145-15.

5. Medical: Emergency medical facilities will be furnished in accordance with AFR 160-73.

6. <u>Clothing</u>: Contract personnel are authorized special clothing in overseas theaters <u>only</u> — see paragraph 8f AFR 66-18.

C. Transportation and Travel.

1. In the event on-site contractor personnel are required to travel in the performance of their duties, government air or surface transportation will be used. Government Transportation Requests (T/R's) will be issued in accordance with the provisions of paragraph 8g AFR 66-18, AFM 40-10, and AFM 30-3 when deemed more advantageous to the government. Government vehicles will not be utilized for TDY when commercial facilities are available. TPA will only be authorized when definitely advantageous to the government.

2. <u>Special Assignment of Vehicles</u>: Government vehicles will not be assigned to contract personnel for the accomplishment of routine daily duties, but will be made available on an as needed basis.

SECTION V

C

OUTLINE FOR MAINTENANCE AND TRAINING ACTIONS

#### PROCEDURES

1. AC&W weapons will be maintained in accordance with the following procedures:

- a. Organizational and field level maintenance.
  - The operating agency has the prime responsibility for the accomplishment of organizational and field level maintenance on AC&W weapons. The maintenance personnel at an AC&W site, both military and contract, will perform all organizational and field level maintenance within their capabilities.
- b. Engineering assistance.

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- Upon request of the site commander or his specified representative, the on-site engineer of the contractor will assume direction of any maintenance effort as required to restore equipments or devices to an operational status.
- c. Depot level maintenance.
  - The materiel support agency has the prime responsibility for the accomplishment of depot level maintenance on AC&W weapons. However, maintenance personnel at the AC&W site, both military and contract, will assist depot personnel in the accomplishment of any depot level maintenance performed at the AC&W site.
- d. Emergency maintenance.
  - The materiel support agency will insure that facilities and services are made available for the rapid resolution of any maintenance emergency on any AC&W weapon.

- e. Maintenance training.
  - (1) The on-site training of maintenance personnel is an inseparable part of the operating agency's responsibility for organizational and field level maintenance. Therefore, the on-site engineer of the contractor, under the supervision of the operating agency and in accordance with established USAF training standards and policies, will supervise and/or conduct OJT and special training programs in accordance with ADC Manual 52-1.

SECTION VI

AUGMENTATION CONTRACT PERSONNEL AUTHORIZATIONS

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# AUGMENTATION CONTRACT PERSONNEL AUTHORIZATIONS 1 JAN 55 THR 30 JUN 55

	SQUADRON	ENGINEER	RADAR TECHNICIAN	RADIO TECHNICIAN	DIESEL TECHNICIAN
SITE NR	NUMBER - LOCATION	LINGLIND			1
P-19	676 - Antigo, Wisc 755 - Williams Bay AFS, Wisc	1 1	2 2	1	1
P-31	755 - WIIIIams Day Mich	1	2	1	ī
P-16	665 - Calumet AFS, Mich	1	2	1	ī
P-20	661 - Selfridge AFS, Mich	1	2 ~	1	1
P-34	752 - Empire AFS, Mich	1	2	1	î
P-61	754 - Port Austin AFS, Mich	1	2	1	1
P-66	753 - Saulte Ste Marie AFS, Mich	ī	2	1	1
P-67	781 - Fort Custer, Mich	ī	2	1	1
P-53	782 - Rockville AFS, Ind	1	2	1	1
P-62	662 - Brookfield AFS, Unio	1	2	1	1
P-73	664 - Bellefontaine AFS, Unio	1		1	1
P-82	781 - Ft. Knox. Ky	1	2	1	1
P-55	617 - Quantico Marine Base, Va	1	2	1	1
	771 - Cape Charles AFS, Va	1	2 2 2 2 2 2	1	1
P-56	762 - North Truro AFS, Mass	1	2	1	1
P-10	764 - St Albans AFS, Vt	1	2	ī	1
P-14	654 - Brunswick NAS, Me	1	2	ī	1
P-13	765 - Charleston AFS, Me	1	0	ī	1
<b>P-65</b>	766 - Caswell AFS, Me	1	2	ĩ	1
P-80	783 - Guthrie AFS, W. Va	1	2	1	1
P-43	783 - GUUITIE ATS, HOLE	1	2	1	ī
P-30	648 - Benton AFS, Pa	1	2	1	ī
P-63	772 - Claysburg AFS, Pa	1	2	1	ī
P-9	646 - Highlands AFS, N.J.	1	2	1	î
P-54	770 - Palermo AFS, N.J.	ī	2	1	1
P-45	773 - Montauk AFS, N.Y.	ī	2	1	1
P-21	763 - Lockport AFS, N.Y.	î	2	1	1
P-49	ACC - Watertown AFS, N.I.	v 1	2 .	1	1
P-50	656 - Saratoga Springs AFS, N.	I. 1	1		1
M-106	700 - Two Creeks, Wisc		ī		1
	677 - Alpena, Mich		1		1
M-105	906 - Grand Marais, Mich		î		1
M-109	809 - Owingsville, Ky	-	i	1 .	1
M-131	649 - Bedford, Va	1	1		1
M-121	644 - Ft Dearborn, N.H.		1	• •	1
M-104 M-110	907 - Bucks Harbor, Me		T		

SITE NR	SQUADRON NUMBER - LOCATION		ENGINEER	RADAR TECHNICIAN	RADIO TECHNICIAN	DIESEL TECHNICIAN
	704 - Cami, Ill	-		1		1
SM-137	704 - Carni, III	TOTAL	29	54 .	29	36
		1 JUL 55	THRU 31. DEC	55 - EADF	•	
M-103	911 - New Concord,	N.H.	l	2	1	1

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A requirement will exist for a team comprising one (1) Radar Technician, one (1) Radio Technician, one (1) Wire Communications and one (1) Diesel Technician to service four (4) gap-filler stations. To date, no firm information is available as to the total number of stations or when they will be installed. However, two (2) teams should be made available by October 1955 to provide technical assistance for stations installed by that date.

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SECTION VII

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EVALUATION REPORT

## (ADC Form Letter) (To be reproduced locally)

SUBJECT: Monthly Evaluation Report for Contract Augmentation Personnel at AC&W Sites (RCS - ADC - E18)

TO:

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Headquarters, Air Defense Command (through channels)

1.	Radar Equipment a. Hours Off the Air	Prime Search	Prime Height	Back-up Search	Back-up Height	Beacon
	1. Sched Maint					
	2. Non-sched Maint					
	3. Reduced Capab					
	4. Awaiting Parts					
	b. Date of Last Depot Overhaul					
2.	Communications Equipment					
	a. Hours Circuit or Channel Inop	UHF	VHF	HF	Tele- Type	Tele- phone
	1. Non-sched Maint					
	2. Awaiting Parts					
	b. Date of Last Depot Overhaul					
. 3.	Training					
	a. Number of Students		Radar		Commun	ications
	1. Classroom Train	ing				
	2. OJT					
	b. Total Hours Trainin	g				
	1. Classroom Train	ing				
	2. OJT					

30

x

Remarks: (Use additional paper if necessary)

5. Unusual Occurrences and General Comments:

6. Contract Engineer's Evaluation of Technicians:

SIGNA TURE

7. Radar Maintenance Officer's Evaluation of the Engineer and Technicians:

SIGNA TURE

SIGNA TURE

 Commanding Officer's Evaluation of Overall Maintenance Capability:

. 31

		TIME PHASING OF AUGMEN	THITON CONTRICT				
		lsi	Quarter FY 56			RADIO	ESEL
0		SQUADRON	TOUT DUCENUE	ENGINEER	RADAR	TECHNICIAN	
DATE	SITE NR	NUMBER - LOCATION	EQUIPMENT	LAVOI MILLI			
- 141 115			3 - 4 - 4	1	2	1	1
	P-19	676 - Antigo, Nisc	6B	1	2	1	1
	P-31	755 - Williams Bay AFS, Wisc	3-6-5	1	2	1	1
	P-16	665 - Calumet AFS, Mich		ī	2	1	1
	P-20	661 - Selfridge AFS, Mich	6B	ī	2	1	1
	P-34	752 - Empire AFS, Mich	6B	ĩ	2	1	1
	P-61	75) - Port Austin AFS, Mich	3-6-6	1	2	1	1
	P-66	753 - Saulte Ste Marie AFS, Mich	3-6-5	1	2	1	1
	P-67	781 - Fort Custer, Mich	3 - 4	1	2	1	1
	P-53	782 - Rockville AFS, Ind	10	1	2	ī	1
		662 - Brookfield AFS, Ohio	3 - 4 - 5	+	2	ī	1
	P-62	664 - Bellefontaine AFS, Ohio	3-4	1	2	ī	1
	P-73	784 - Ft Knox, Ky	3-4	1 4	2	ī	1
	P-82	647 - Quantico Marine Base, Va	3-6-6	1	2	î	ī
	P-55	771 - Cape Charles AFS, Va	3-6-8-6	1	2	î	1
	P-56	762 - North Truro AFS, Mass	6B - 8 - 6 - 6	1	2	1	ĩ
	P-10	764 - St Albans AFS, Vt	6B - 6 - 6	1	2	1	î
	P-14	TOU - ST ALDERIS AFD, VO	6B - 8 - 6 - 6	1	2	1	1
	<b>P-13</b>	654 - Brunswick NAS, Me	3 - 6 - 6	1	2	1	1
	P-65	765 - Charleston AFS, Me	10 - 8 - 6 - 6	1	2	1	1
	P-80	766 - Caswell AFS, Me	3 - 4	1	2	1	1
	P-43	783 - Guthrie AFS, W. Va	6B - 6 - 6	1	2	1	1
	P-30	648 - Benton AFS, Pa	3 - 6 - 6	1	2	1	1
	P-63	772 - Chysburg AFS, Pa	6B - 8 - 6 - 6	1	2	1	1
	P-9	646 - Highlands AFS, NJ	3-6-8-5	1	, 2	1	1
	P-54	770 - Palermo AFS, NJ	3-6-8-5	1	2	1	
	P-45	773 - Montauk AFS, NY	6B = 6 = 6	1	2	1	
	P-21	763 - Lockport AFS, NY	3-6-5	1	2	1	
	P-49	655 - Watertown AFS, NY	3-6-5	ī	2	1	
	P-50	656 - Saratoga Springs AFS, NY	10	ī	2	1	
	P-42	663 - Lake City AFS, Tenn		-	1		
Jan 55	M-106	700 - Two Creeks, Wisc	10		1		
Dec 54	M-105	677 - Alpena, Mich	1D		ī		1
Jan 55	M-109	906 - Grand Marais, Mich	1D		ī		-
Nov 54	M-131	809 - Owingsville, Ky	10 -	1	2	1	
Jan 55	M-121	649 - Bedford, Va	11 - 6 - 6	-	1	-	
Mar 55	M-104	644 - Ft Dearborn, NH	1D - 1D	1	2	1	
	M-110	907 - Bucks Harbor, Me	11 - 6 - 6	T	1	-	
Mar 55	SM-137	704 - Carmi, 111	lD		1	-	
May 55	SM-DI	104 - Outmay					

.

TTME	PHASING	OF	AUGMENTATION	CONTRACT	PERSONNEL	FUR	BADE	
1 11 100			i lat unate	m wy En				

24 March 1955

BO DATE	SITE NR	SQUADRON NUMBER - LOCATION	lst wuerter FY 50 BQUIPMENT	ENGINEER	RADAR FECHNICIAN	RADIO TECHNICIAN	IESEL TECHNICIAN
May 55 Oct 54 Mar 55 Apr 55 Jul 55 Jun 55 Aug 55	M-126 M-129 M-112 M-113 M-115 M-117 SM-159	657 - Houma NAS, La 660 - MacDill AFB, Fla 702 - Hunter AFB, Ga 792 - Charleston AFB, SC 701 - Ft Fisher, NC 632 - Roanoke Rapids, NC 861 - Aiken, SC	7 - 14 - 1D - 10D  7 - 14  7 - 14 - 8 - 10D  7 - 14 - 8 - 8M  7 - 14 - 8 - 8M  7 - 14 - 11 - 8M  11 - 6 - 6  3 - 14 - 10D  TODAL	1 1 1 1 1 38	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1 1 1 1 1 1 38	
Nov 55 Dero 55 Dec 55	M-103 M-111 SM-165	911 - North Concord, Vt 908 - Dobbins AFB, Ga 867 - Chattanooga, Tenn	2d Quarter FY 56 11 - 14 - 6 11 - 8M - 6 11 - 10D - 6 TOTÁL	1 1 1 3	2 2 2 6	1 1 <u>1</u> 3	1 1 1 3
Jan 56 Feb 56 Jan 56 Mar 56 Mar 56	M-124 M-130 SM-148 M-114 SM-145	652 - Pope AFB, NC 810 - Winston Salem, MC 820 - Robbins AFB, Ga 679 - Jacksonville NAS, Fla 799 - Joelton, Tenn	3d Quarter FY 56 1D - 8M 11 - 8M - 6 1D - 8M 8 - 14 - 10D 11 - 10D - 6 TOTAL	1 1 <u>1</u> 3	1 2 1 2 2 8	1 1 1 1 1 1 5	1 1 1 1 5

					24 Marc	h 1955	
BO DATE	SITE NR	SQUADRON NUMBER - LOCATION	4th Queter FY 56 EQUIPMENT	ENGINEER	RADAR TECHNICIAN	RADIO TECHNICIAN	DIESEL TECHNICIAN
Apr 56	M-116	614 - Cherry Point NCAS, NC	8 - 6 - 6 TOTAL	1	2	1	1
Sep 56 Aug 56	<b>зм-</b> 144 Тм-198	730 - Union City, Tenn 678 - Tyndall AFB, Fla	lst Quarter FY 57 1D - 6 3 - 6 - 8M TOTAL	<u>1</u> 1	1 2 3	1 1 2	1 1 2
Jan 57 Feb 57 Feb 57 Jan 57 Feb 57	TM-195 TM-196 TM-197 TM-199 TM-200	<ul> <li>627 - Crystal Springs, Miss</li> <li>693 - Foley, Ala</li> <li>698 - Thomasville, Ala</li> <li>609 - Eufaula, Ala</li> <li>691 - Cross City, Fla</li> </ul>	3d Quarter FY 57 3A = 6 3A = 6 = 1D = 8M 3A = 6 3A = 6 3A = 6 3A = 6 3A = 6 = 8M TOTAL	1 1 1 1 5	2 2 2 2 2 2 10	1 1 1 1 5	1 1 1 1 5

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		EADF			24 Marc	h 1955
· · · · ·	C4P F	TILER AUC NTATION PERSO	DNNEL			()
0	TO BE	ASSIGNED TO PARENT ACW	SQ			
	SQUADRON			RADAR	RADIO	DIESEL
	TOPLATON TOPLATON	EUIPMENT	ENGINEER	TECHNICIAN	TECHNICIAN	TECHNICLAN
BO DATE	SITE NR NUMBER - LOCATION					
		2d Quarter FY 56				
	P-10A 762 - North Truro AFS, Mass P-45A, B 773 - Montauk AFS, NY P-54A 770 - Palermo AFS, NJ P-56A 771 - Cape Charles AFS, Va W-113A 792 - Charleston AFB, SC	FPS-114 FPS-114 FPS-114 FPS-114 FPS-114 FPS-114	TOPAL	1 1 1 <u>1</u> 5	1 1 1 1 5	
		3d Quarter FY 56				
Jan 56 Feb 56 Jan 56	P-13A 654 - Brunswick NAS, Me M-112A, B 702 - Hunter AFB, Ga M-113B 792 - Charleston AFB, SC M-126A 657 - Houma NAS, La	FPS-14 FPS-14 FPS-14 FPS-14 FPS-14		1 1 <u>1</u>	1	
Jan 56	MILLON OUT MOULT THEY -		TOTAL	3	3	
		4th Quarter FY 56	•			
Jun 56 May 56	M-116A, B,C 614 - Cherry Point NCAS, NO TM-200A, B 691 - Cross City, Fla	5 FPS-14 FPS-14	TOTAL	1 1 2	1 1 2	
		lst Quarter FY 57				
Jul 56 Jul 56	TM-196A, B 693 - Foley, Ala TM-198A ' 678 - Tyndall AFB, Fla	FPS-14 FPS-14	TOTAL	$\frac{1}{\frac{1}{2}}$	$\frac{1}{\frac{1}{2}}$	

1055 h

(4)

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

7 Apr 1955

#### ADMEL-2

SUBJECT: Time Phasing of Contract Augmentation Requirements

TO:

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

1. This change #3 to letter, this headquarters, file AIMEL, subject: Implementation of Contract Augmentation Maintenance Program at ACSM Sites Within Your Command, dated 3 February 1955.

2. Section VI of sited latter will be replaced by the inclosed information. It should be noted that sugmentation requirements for the pag filler station are based on a concept of a team from the parent ACGW sites servicing gap fillers approximately once each week plus any required emergency maintenance. These teams should include one radar technician, our radio technician and one diesel technician who will utilize vans equipped with necessary spare parts and test equipment. If experionce dictates that this is inadequate, additional parsonnel will be provided from squadron resources. Augmentation requivements were programmed on a basis of one team for each three gap fillers sites. If the parent ACGW squadron utilizes commercial power, the contract augmentation dissel technician programmed for that site will assist in gap filler dissel maintenance. No diesel technician will be programmed for gap filler stations in these cases.

3. In order to insure that our maintenance capability is consistent with the mission of the ACCM squadrons and the equipment they have assigned, we have increased the requirement for augmentation personnel at some sites. The requirements as submitted will include one engineer, two redar technicians, one communications technician and one dissel technician at all GCI stations except those having only AN/TSP-ID/100 combinations and surveillance stations having only AN/TSP-ID/100 combinations will have one radar technician, one radio technician, one dissel technician and one radar technician, one dissel technician, respectively.

Hq ADC ADMEL-2, Subj: Time Phasing of Contract Augmentation Requirements

4. Since the 35th Air Division will be transferred to your command senstime this summer, augumentation requirements for that division were included in your overall requirements. However, since contracts have already been negotiated, RCA will provide services for that division until 31 December 1955. Contracted will be re-negotiated for the period 1 January 1956 to 30 June 1956 and the Philco Corporation will assume this responsibility at that time.

2

BY ORDER OF THE COMMANDER:

1 Incl 25 copies: Time Phasing JOHN J. HAYES CMD, USAF Asst Command Adj

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

#### 27 Jun 1955

RAMEL-E

SUBJECT: Assignment of Contract Augmentation Maintenance Personnel to the 35th Air Division (Defense)

TOI

Commander Central Air Defense Force Grandview Air Force Base Grandview, Missouri

1. Reference is made to Air Defense Command letter ADMEL, Subject: Assignment of Contract Augmentation Maintenance Personnel, 28 May 1955, Enclosure #1.

2. Referenced let or delineated the following responsibilities of this headquarters for the implementation of the contract augmentation program in the 35th Air Division:

a. Closely monitor and correlate with Mr. Gene Reed, RCA liaison representative your headquarters, the B.O. dates and equipment installation dates for "M" sites in that division.

b. Coordinate the adjustment of any equipment installation date, due to slippage in the B.O. date, with the installing air materiel area.

c. Insure that the company liaison representative is currently informed as to the installation date and date contract personnel will be required at each "M" site, to insure manning dates are concurrent.

d. Insure that all assignments of contract personnel are cleared through this headquarters prior to issuance of travel orders.

3. To achieve the foregoing results, this headquarters has formulated a standard procedure to effect the two way coordination between this headquarters and Mr. Reed, your headquarters. It is requested that your headquarters assist as an intermediary in this channel of coordination to insure action is in accordance with the information provided by this headquarters. The procedure, Enclosure #2, was coordinated by a telephone conversation between Major M. E. Cook, Captain Dirk Duys, and Mr. Gene Reed of your headquarters, and Mr. Beecroft, this headquarters.

HEDEADF EAMEL-E Subject: Assignment of Contract Augmentation Maintenance Personnel to the 35th Air Division (Defense) (Cont'd)

4. Enclosure #3 to this letter represents the original report indicating the estimated beneficial occupancy dates for the 35th Air Division "M" sites. The applicable air materiel areas are being queried for the latest installation date which will in turn be forwarded to your headquarters.

2

FOR THE COMMANDER:

J W FOUNTAIN JR Major USAF Asst Adjutant

3 Encls

 Ltr HEDADC, ADMEL, Subj: Assignment of Contr Aug Maint Pers, 28 May 55
 Procedures for the Implementation of the Contr Maint

- Program w/i the 35th AIRDIV (DEF) B.O. Dates for 35th
- 3. B.O. Dates for 35th AIRDIV ACWRONS

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

25 Feb 1955

BANSL

SUBJECT: Contract Auguantation Manning Priority

TO:

Ccemander Air Defense Consand Ent Air Force Base Colorado Springs, Colorado

The attached lists represent the desired priority of manning

with Philco contract auguantation personnel within this command. We are maintaining close coordination with Philco Corporation to

accomplish this.

FOR THE COMMANDER

4. Incla

C

1. Priority list: Site Engr 2. Priority list: Radar Tech 3. Priority list: Radio Tech 4. Priority list: Diesel Tech

BEN D. MOORHEAD Captain, USAF Asst Adjutant

Capt J. W. Glodhill/arc/718/24 Feb 55

## PRIORITY LIST - SITE ENGINEERS ACM Squadrons EADF

1 Mar	ch	15 March - 1 April	•
654 762 773 649	*	646 752 662 783 *	
770	*	1 April - 1 May	
647 772 655 766	*	76 <b>3</b> * 648	

1	May	-	1	June	
	764	*			

1 June	- 30 ;	June
656 754 661 * 781 * 664 665	676 753 755 784 782	*

5

\* Engineers will be furnished from within EADF

## PRIORITY LIST - RADAR TECHNICIANS ACM Squadrons EADF

1 Mar	ch		7.5 Mar	rah - 1 April
				K3.6 #
654	*			752 *
762	#			662 *
773				783
649				
770	*			
771	*			an n Marr
647	-		1 Apr	11 - 1 May
772	*			763
655	5			63.8 *
766	s			644

<u>1 May - 1 June</u> 764 765 907

0

3	3.89	na	-	30	Ju	18
- 22	2.4	100	-	Aler and		-

656 *	676	쓝
754 *	700	
661 *	753	쑴
781	755	쑢
809 *	784	*
677	906	
664 #	782	쑴
665 *	704	

\* Technicians will be furnished from within EADF

## PRIORITY LIST - RADIO TECHNICIANS ACM Squadrons EADF

1 March				15 March	- 1 April
654 762 773 649 770	쭊			<u>1 April -</u>	646 * 754 661 781 1 May
771 647 772	*	•			648 76 <b>3</b>

\* Technicians will be furnished from within EADF

## PRIORITY LIST - DIESEL TECHNICIANS ACM Squadrons EADF

30 March - 1 June				
764 765 <b>90</b> 7				

## No priority established; any time prior to 30 June

654	753	783
762	755	655
647	784	809
772	782	677
754	665	676
661	664	704
781 763	656 752 662	

## NOTE: Specific source of these technicians unknown

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

28 May 1955

#### ADMEL

SUBJECT:

: Assignment of Contract Augmentation Maintenance Personnel

TO:

Commender Hastern Air Defense Force Stewart Air Force Base Newburgh, New York

L. Reports have reached ty is headquarters of some misunderstanding in the assignment of Contract Augmentation Maintenance Personnel. One company, at least, has inadvertently assigned personnel to several sites in accordance with the Beneficial Occupancy Schedule furnished to them without coordination with the defense force concormed. In some of these instances, it resulted in contract personnel reporting before the site had been accepted, due to a slippage in the construction program.

2. The company (Philco) providing Contract Augmontation Maintenance Personnel to your defense force was furnished, on 6 April 1955, a revised listing of time-phased manning requirements. In the cover latter to the revised listing, they were advised that the Beneficial Occupancy dates were for plauning purposes only, and, that the installation date of the equipment was the date on which it was desired to have contract personnel report. They were further advised that the effective dates must come from your headquarters. A copy of this latter is inclosed.

3. To preclude recurrence of such error in assignment, it is desired that your headquarters:

a. Closely minitor and correlate the B.O. dates and equipment installation dates for M-sites in your defense force.

### ADMEL - Subj: Assignment of Contract Augmentation Maintenance Personnel.

b. Coordinate the adjustment of any equipment installation date, due to slippage in the B. C. date, with the installing AMA.

c. Insure that the company liaison representative at your headquarters is currently informed as to the installation date and date contract personnel will be required at each M. site.

d. Insure that all assignments of contract personnel are cleared through your headquarters prior to issuance of travel orders.

4. Since the 35th Air Division was transferred to your defense force subsequent to the awarding of the augmentation maintenance contracts, your contact for the manning of this division is Mr. Gene Reed, RCA Limison Representative, at Headquarters CADF. Request Mr. Resc be currently advised of contract manning dates for the 35th Air Division and that all assignment orders of RCA personnel for the 35th Air Division be coordinated through your headquarters.

5. To preclude undue expense to the government, your headquarters must emercise vigilant supervision over the time phasing for assignment of centract personnel. Under the terms of the contract, the contractor must receive a minimum of sixty days advance notice of an assignment date. He is able to forecast his manning requirement in general numbers and types from the program information that he has been furnished byt specific numbers and types must be furnished to the contractor by your headquarters at least sixty days prior to the requirement date.

6. It is recognized that forcasting an equipment installation date sixty days in advance with a high degree of accuracy is not always possible. However, it is believed that such dates can be forceast within a plue or minus ten days, thus holding to a minimum the time in which contract personnal might be assigned prior to the equipment installation date. In any event, the assignment of contract personnel must never preceds the BO date.

7. Desire the closest of supervision and coordination be effected for the assignment of contract augmentation maintenance personnel within your defense force.

2

### BY ORDER OF THE COMMANDER:

1 Incl a/s Hq ADC ADMEL Subject: Assignment of Contract Augumentation Maintenance Personnal

RAMEL (28 May 55) lst Ind 7 June 1955

Hq BASTERN AIR DEFENSE FORCE, Stewart Air Force Base, Newburgh, New York

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

1. Reference paragraph 1, basic letter. The statements contained herein are not applicable to this command inasmuch as not a single case of premature assignment of contract augmentation maintenance personnel has been brought to the attention of this headquarters, and the Philco project, as of this date, is 98 percent consummated.

2. The subsequent assignment of the 35th Air Division to this command has necessitated staff actions which lack the beneficeal planning factors characterizing the Philco division of the contract augmentation maintenance personnel program. However, this headquarters feels that the RCA portion can be smoothly integrated into the over-all plan by adhering to the principles enumerated in basic letter and by the continuation of EADF policies in this program.

3. Reference paragraph 7, basic letter. All possible actions will be taken by this command to insure a continuation of the present policies to preclude any unnecessary delays or expenditures due to pressure assignment of contract augmentation meintenance personnel.

3

FOR THE COMMANDER:

1 Incl n/e

6

s/t/ JAMES R. WORLINE Captain, USAF Asst Adjutant

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

EANEL

SUBJECT: Utilization and Responsibilities of Contract Augmentation Maintenance Personnel

TO:

Commanders, Air Divisions (Defense), Air Defense Wings, and ACW Squadrons

1. Certain discrepancies of the interpretation of the contract augmentation maintenance program within EADF have been brought to the attention of this headquarters, and the following is set forth as a guide to all commanders to preclude any unnecessary expenditures of technical skills without direct remuneration to the commander.

2. Reference letter, this headquarters, EAMEL, Subject: Implementation of Contract Augmentation Maintenance Programs at ACW Stations within EADF, 21 February 1955. This letter is directive in nature and should be used by all commanders as a firm policy making guide in the utilization and responsibilities of all military and contract personnel associated with this program.

3. To further clarify this directive, it is the policy of this head-quarters to levy the responsibility of utilization of all contract augmentation maintenance personnel upon the appropriate commander. Therefore, no interpretation of this letter is intented to preclude the ACW squadron commander from utilizing all contract augmentation maintenance personnel within their related technical fields in order to fulfil his mission and carry out instructions emanating from higher echelons of command.

4. Your attention is invited to the fact that the contract augmentation maintenance personnel program was conceived in order to provide the ACW squadron commander with a positive maintenance personnel tool, and all assignments of subject personnel must be carefully scrutinized to preclude the loss of productive technical efforts due to maladministration of such personnel, commanders are reminded that clear-cut channels of responsibilities are conducive to high morale and productivities of all personnel.

5. The contract augmentation maintenance personnel program within EADF is specifically engineered to augment the ACW squadron commanders forces and does not, in any form, intend to abolish existing military or Department of the Air Force civilian manning positions.

34

8 June 1955

Hq EADF EANEL Subject: Utilization and Responsibilities of Contract Augmentation Maintenance Personnel (Cont'd)

6. Your comments and/or queries pertaining to this program are solicited and should be marked attention EAMEL, Directorate of Electronics, Deputy for Materiel.

V

BY ORDER OF THE COMMANDER:

Prolonia

Captain, USAF Assistant Adjutant

1 Encl

Ltr HEDEADF, EAMEL, Subj: Implementation of Contr Aug Maint Programs at ACW Sta w/i EADF, 21 Feb 55, w/l Encl

EASTERN AIR DEFENSE FORCE

GENERAL COMMENTARY ON STATE OF COMBAT READINESS



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MONTH OF

SECDE

JANUARY 1955

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PART I - COMBAT READINESS OF AIR DIVISIONS BY TYPE UNIT

PART II - COMBAT READINESS BY FUNCTION

PART III - DEFICIENCIES AND LIMITING FACTORS MAJOR IMPROVEMENT THENDS

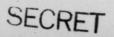
PART IV - SPECIAL COMMENTARIES

### PART I

COMBAT READINESS OF AIR DIVISIONS BY TYPE UNIT

	OVERALL READINESS			FIGHTERS			ACM			COMBAT SUPPORT		
DIVISION	80V 1954	DEC 1954	JAH 1955	80W 1954	DRC	JAH 1955	80W 1954	BEC 1954	JAB 1955	501 1954	DBC 1954	JAS 195
26th	68	63	64	61	61	62	76	67	69	71	61	62
30th	60	61	61	55	56	53	39	60	61	70	71	73
324	65	65	63	50	48	48	79	81	80	72	70	61
TOTAL EADF	64	63	62	56	55	55	68	66	67	71	69	64

NOTE: Figures for Nov and Dec have been adjusted from a weighted score only basis to "lower of weighted score or communier's estimate" to coincide with present ADC method of computation. This handguarters questions the validity of the 518th Air Beforms Group Communier's Estimate, and will re-examine the reasons for the estimate prior to the next report.



SECRET

### PART II

07

## COMBAT READINESS BY FUNCTION

	NOVEMBER	54	DECEMBE	R 54	JABUAN	N 55
PERSONNEL	77		75		73	
Fighter-Interceptor Squadrons		74		71		69
ACW Squadrons		76		74		72
Air Defense Groups (Support)		84		85		84
MATERIEL	69		69		69	
Fighter-Interceptor Squadrons	8	57		58	,	59
ACW Squadrons		76		77	•	75
Air Defense Groups (Support)		75	•	74		74
OPERATIONS	72		72		73	
Fighter-Interceptor Squadron	18	66		65		66
ACW Squadrons		75		75		76
Air Defense Groups (Support)	)	96		96		96



## SECRET 31 JANUARY 1955

DEFICIENCIES AND LIMITING FACTORS

### ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH

### FIGHTER-INTERCEPTOR SQUADRONS

#### OPERATIONS

 Low rocketry proficiency level of interceptor aircrews.
 a. Inadequate rocketry training. 1. a. A prototype frangible target manufactured by Delmar Corporation is undergoing testing at Yuma in conjunction with the development of a UE tow reel. The 525th Air Defense Group at New Castle is working on a similar project to develop a tow reel and frangible target. A lightweight "dart" target and aerial pick-up system is undergoing exploratory testing at Selfridge Air Force Base. The use of New Castle for an EADF weapons training program is being de-emphasized since Yuma and Moody will provide intensive training for fighter-interceptor squadrons once each 8 months when tow facilities have been expanded. The at-home continuation firing training program remains contingent upon the receipt of UE/T-33 tow equipment and targets. A shortage of rocketry ranges exists within EADF.

> Action Required: Expediency is required in the development, testing, and production of a suitable UE tow reel and target. Also a simplified miss distance assessment equipment is required if maximum benefit is to be derived from at-home firing. Both of these projects require emphasis by Headquarters, USAF and Headquarters, ADC.

Responsible Agency: EAOOT, EAOPR

SECRET

3

#### 31 JANUARY 1955

DEFICIENCIES AND LIMITING FACTORS

## ACTION TAKEN OR CHANGE OF STATUS

## FIGHTER-INTERCEPTOR SQUADRONS (Contid) OPERATIONS

 Existing New Mational and Recovery Aids Inadequate.
 a. Low power output and susceptability to atmospheric interference of non-directional homers and low frequency

ranges.

2. a. Equipment for a medium power beacon has been delivered. A high power (500 watts) beacon is being installed at North Truro Air Force Station for Otis Air Force Base; the medium power (100 watt) beacon is being installed at Truax Air Force Base and CAA is rehabilitating an unsatisfactory installation at Kinross Air Force Base.

> Action Required: Recovery procedures are being revamped at Niagara Falls Municipal Airport to utilize the inner marker of the ILS System as a beacon due to interference on the frequency assigned their primary beacon. If the frequency of the inner marker is found more satisfactory, action will be initiated to exchange frequencies.

## Responsible Agency: EAOCE

b. A change in USAF policy on GCA operation has been received which will improve the situation from the operating standpoint. The concept has been changed from "training" to "operating". Training will be accomplished on scheduled daily periods with the availability of <u>continuous IFR</u> operations at all times. Classification of GCA facilities into categories such as "A", "B" and "C" has been done away with.

Action Required: The most important action is to provide as many GCA training approaches as possible. Constant emphasis should be placed on this phase of training.

Responsible Agency: EAOOT, EAOCE

38

SECRET

EADF-S-1037-55

b. Shortage of qualified GCA Operators and Maintenance Personnel.

#### 31 JANUARY 1955

## DEFICIENCIES AND LIMITING FACTORS

### ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH

#### FIGHTER-INTERCEPTOR SQUADRONS (Cont'd) MATERIEL

- status.
  - a. Shortage of E4, E5, and E6 fire control system components.

b. Malfunction in airborne

moisture.

fire control system in tactical aircraft due to

3. Low combat ready in-commission 3. a. A critical shortage of fire control system components exists which will not be alleviated until the completion of Projects "Pull Out" and "Hop Up".

> Action Required: Completion of Pro-jects "Pull Out" and "Hop Up" and improved supply position as regards fire control system components.

Responsible Agency: EAMAC-ARM

b. Compliance with TO 1F-94-C-250, 3 December 1954, is being made as part of Project "Hop Up". To date, 90 aircraft have been received from this Project.

Action Required: Compliance with TO 1F-94-C-250 on all F-94C aircraft.

Responsible Agency: EAMAC-ARM

c. Shortage of suitable ground power units for flight line and hangar maintenance and testing of fire control systems. c. Additional deliveries of C-26 power units which furnish unregulated AC power are being made to units of this command with a total of 90 of these units to be delivered. Units of this command have UAL authorisations of ground power units on hand. However, many of these units are substitute items which have marginal power output or are over age and thus require excessive maintenance and in some cases do not furnish AC power.

SECRET

## SECRET 31 JANUARY 1955

## DEFICIENCIES AND LIMITING FACTORS

## ACTION TAKEN OF CHANGE OF STATUS

## FIGHTER-INTERCEPTOR SQUADRONS (Cont'd) MATERIEL

Action Required: Bases of this command have been directed to expedite preparation of detailed drawings and specifications for a project to supply 220 volt AC power to line and hangar locations for use in supplying the Bogue and/or American Electric motor generators which, in turn, supply regulated AC power for fire control systems maintenance. It is con-templated that funds will be obligated on these projects prior to 1 May 1955 and that the projects will be completed by the second quarter Fiscal Year 1956. Upon completion, the deficiency in AC regulated current, which now exists, will be eliminated.

Responsible Agency: EAMAC-ARM

### AC&W SQUADRONS

#### OPERATIONS

 ACWRONs are unable to effectively control associated interceptors.
 a. Lack of trained directors. 1. a. Intensified training programs such as Think Fast missions conducted by this and division headquarters, the intercept tactics and techniques training program at Yuma, plus the graduates of the Air Training Command Controller School at Tyndall have partially relieved this deficiency. The number of qualified directors averages about 50% of assigned directors as compared to about 30% three months ago.

Action Required: A continuation of the present intensified training program.

EADF-S-1037-55

Responsible Agency: EAOOT

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SECRET

#### 31 JANUARY 1955

### DEFICIENCIES AND LIMITING FACTORS

## ACTION TAKEN OR CHANGE OF STATUS

## ACAM SQUADRONS (Cont'd)

 Lack of sufficient intercept control positions. b. Follow-up action was taken on initial request for additional PPI scopes by message, EAOOT-OS C-038, 10 Jan 55, to ADC. The additional UPA 35 scopes programmed will help alleviate this situation.

OPERATIONS

Action Required: Contingent on ADC action.

Responsible Agency: EAOOT

c. Lack of flexibility in airborne communications equipment limits combat capability of fighter aircraft. c. Headquarters, USAF has advised that a tentative requirement has been established to provide all fighter aircraft with a manual selector device permitting the pilot to tune any of the 1750 channels from the cockpit.

Action Required: AMC is developing the necessary equipment. Retrofit of aircraft is required when equipment becomes available.

Responsible Agency: EAOCE

### COMBAT SUPPORT UNITS

#### OPERATIONS

 a. Two of the H-5 helicopters undergoing IRAN have been received in units of this command.

Action Required: Headquarters, USAF has required justification for retention of H-19 helicopters within this command which are assigned primarily for AC&W support. H-19 helicopters are not available for the primary mission of local rescue. Required justification is being compiled by Directorate of O&T and is expected to be completed by 16 February 1955.

Responsible Agency: EACOT

## 1. Inadequate crash rescue facilities.

a. Lack of a sufficient number of suitable helicopters.

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#### 31 JANUARY 1955

OPERATIONS

DEFICIENCIES AND LIMITING FACTORS

ACTION TAKEN OR CHANGE OF STATUS

### COMBAT SUPPORT UNITS (Cont'd)

- 2. Deficiency in ECCM capability.
  - a. Inability of 4713th Radar Evaluation (ECM) Flight to provide "the necessary ECM training for all components of EADF.

2. a. EADFR 50-20 is being revised to provide a more aggressive ECCM program and better utilization of the 4713th Radar Evaluation (ECM) Flight capabilities. Preparations were made with 2d Air Force (SAC) to better utilize their ECM. capability and to draft an EADF-2d Air Force training directive. A meeting with 2d Air Force representatives will take place late in February to finalize mutual agreements.

> Action Required: Action by ADC is required on the EADF study which pointed out the incapability of the 4713th Radar Evaluation (ECM) Flight to provide adequate air defense systems ECM training and the advisability of utilizing SAC ECM capabilities.

Responsible Agency: EACOT

#### GROUND OBSERVER CORPS

#### OPERATIONS

 Combat effectiveness of the GOC is limited by:
 a. Lack of a means for evaluating the effectiveness of the elements of the GOC.

b.

 a. A plan for evaluating the effectiveness of GOC is being formulated by Directorate of O&T, this headquarters. This plan is being held in abeyance until the revised EADFR 50-10 is published as the evaluation procedures contained in the regulation will be same procedures used to determine GOC effectiveness.

> Action Required: Publication of the regulation and evaluation of the procedures established.

Responsible Agency: EAOOT

b. The required revision to the current program has been forwarded to civilian publishers for final action. Publication is expected about 15 Feb 55.

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EADF-S-1037-55

Shortage of adequate training program.

#### 31 JANUARY 1955

DEFICIENCIES AND LIMITING FACTORS

### ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH

OPERATIONS GROUND OBSERVER CORPS (Cont \*d)

> Action Required: Publication of the revised programs and distribution to military and civilian agencies.

Responsible Agency: EAOOT

#### PERSONNEL

## GENERAL

Low skill level of en-1. listed personnel. a. Inability to retain

skilled technicians.

1. a. The low reenlistment rate of skilled technicians, especially those in the 273, 303, 304, 322D, 425, 431-1H, 431-6, 431-4B, and 431-3 Career Fields, still remains a major problem in accomplishing the over-all command mission. Separations increased from 716 in November to 1875 in December, setting a new high. At the same time the reenlistment rate dropped to 20% considerably lower than previous months. This large increase in separations was partially due to the USAF Early Release policy, nevertheless we still suffered a loss of 430 skilled technicians in the "hard-core" Career Fields listed above and could maintain a reenlistment rate of only 9.6% in these skills.

> Action Required: Continued effort by Commanders at all echelons is being directed to the reenlistment problemwith special emphasis on the reenlistment of our skilled technicians. EADF Manual 39-1, Reenlistment Manual, 1 Dec 54, has been received by units throughout the command and is being implemented. US Air Force Package Program for Reenlistments is being distributed, and should further assist commanders in organizing effective reenlistment programs.

Responsible Agency: All.

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### 31 JANUARY 1955

### DEFICIENCIES AND LIMITING FACTORS

## ACTION TAKEN OR CHANGE OF STATUS

PERSONNEL

#### GENERAL (Cont'd)

b. Shortage of trainable personnel through pipe-line with sufficient lead time to allow for up-grade training prior to loss of skilled airmen. b. A review of current manning status in critical airmen AFSC's indicates that sufficient trainable 3-skill level airmen have recently been provided to off-set projected losses of 5- and 7skill level airmen. However, considering that it takes an average of 6 to 9 months to up-grade train a 3-level apprentice to be a 5-level specialist, and 9 to 12 months to up-grade train a 5-level specialist to be a 7-level supervisor technician, these personnel have not been provided sufficiently far in advance to maintain skill level requirements in the immediate future. Trainable personnel are now being made available through pipe-line. Developed OJT materials have been provided along with necessary instructions, and sufficient instructor personnel are available to conduct the training.

Action Required: Action must be taken to assure an earlier flow of trainable personnel through pipe-line to off-set losses of airmen in the higher skill levels.

Responsible Agency: Headquarters, ADC

2. a. The inadequacies in command and staff supervision have resulted primarily from the low percentage manning, 62%, in field grade officers, which has made it necessary to utilize inexperienced officers in certain key positions. The only officer source available to this command is through normal officer personnel requisitions. We have given this subject special attention to insure that all existing requirements are covered. At the present time, there are 274 field grade officer requisitions outstanding.

 Inadequate command and staff supervision.
 a. Shortage of field grade officers.

8a

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### 31 JANUARY 1955

DEFICIENCIES AND LIMITING FACTORS

## ACTION TAKEN OR CHANGE OF STATUS

GENERAL (Cont'd)

PERSONNEL Action Required: Fill all outstanding requisitions.

Responsible Agency: Headquarters, ADC

MAJOR IMPROVEMENT TRENDS

### AC&W SQUADRONS

11

### Operations

- - ties for land-line communications at certain ACWRONs.

 Inadequacy of existing communications facilities in fulfilling operational requirements.
 a. Augmentation of cable en-trance facilities is now com-pleted at all but two (2) permanent AC&W sites. Augmentation of the two remaining is to be completed by March 1955.

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SECRET PART IV

### SPECIAL COMMENTARIES

31 DECEMBER 1954

#### V-8 REPORT

### 1. RCAF-ADC EASTERN CANADA:

The RCAF-ADC forces available in Eastern Canada (excluding NEAC) for normal operation are:

a. Seven all-weather squadrons with a composite strength of 21 CF-100 Mk III and 52 CF-100 Mk IV (E-5 Fire Control System). Limited number of aircraft on stand-by for air defense (usually 3 - 1 in each sector) the remainder in 1 to 3 hour available. Squadrons are still in the training phase.

b. AC&W forces operating are:

(1) One GOC and three ADCCs on 24 hour operation.

- (2) Nine ADDCs on 8 hours GCI 16 hours EW. (Three are limited GCI due to manning or communications.)
- (3) One ADDC on 24 hours technical training (available for EW).
- (4) Two EWs on 24 hour EW.
- (5) One EW (USAF manned) 24 hours EW.

c. Ten filter centers manned 24 hours a day with 81% observation posts operational for exercises or emergencies (normally on stand-by but reporting when considered advisable or on request of parent ADDC).

d. GOC Northern Division consisting of 388 observation posts in continuous operation above 55 degrees north.

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

2. In addition, the following forces are available in case of a military emergency.

a. The ADDCs and EWs above will commence 24 hour operation in their assigned role. Some ADDCs will only be capable of limited GCI operations due to limited communications.

b. Seven auxiliary day fighter squadrons composed of 32 Vampire and 28 F-51 aircraft.

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SECRET

c. Ten auxiliary AC&W squadrons' personnel for deployment to the existing operating sites.

d. One day fighter OTU with a UE of 45 Sabres, 12 available for operations, and one all-weather OTU with a UE of 33 CF-100s, 12 available for operations. (Mk IVs)

e. A maximum of 18 F-86 aircraft from one Overseas Ferry Unit, St. Hubert, on a "when available" basis (i.e., not enroute to NATO).

f. GOC will commence 24 hours operation.

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

h. Shore based naval aircraft as made available by the responsible naval commander.

3. Interim plans for SCATANA and CONELRAD are in effect. The SCAT plan is similar to USAF ADC. The CONELRAD plan calls for a complete shut-down of all stations until modifications are completed to allow for cluster operation.

EADF 5-1037-55

### V-8 REPORT

### EASTERN SEA FRONTIER

31 DECEMBER 1954

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

JET DAY	111	PROP DAY	7
JET AI	33	PROP AI	44
Average daily fighter	potential report	ted through ADDCs	- 55

Naval Reserve fighters based at 10 locations are as follows:

JET	DAY	39	PROP DAY	248
TEP	AT	0	PROP AI	0

AEW Aircraft: Multi-engine AEW aircraft based at NAS Patuxent Biver, Md.

1 1 4

WV-2 (RC-12)	LC)	
WV-1 (Const	ellation)	
DB 1W		

Procedures for utilization are formulated with the 26th Air Division.

Single engine AEW aircraft based at NAS Quonset Pt.

#### 71

Procedures for utilization are formulated with the 32d and 26th Air Divisions.

Picket Vessels: Two picket vessels (DERs) are allocated for continuous active air defense. Procedures for their utilization are continuously evaluated and improved commensurate to picket vessel capability.

Shore Based Badar: The five Navy radars tied to the air defense system are as follows:

1. Fleet Training Center, Norfolk, Va.

Radar Facility, Atlantic City, N. J.
 Radar Facility, Beavertail Pt., Jamestown, R. I.
 Fleet Training Center, Newport, R. I.

- 5. CIC School, Glenview, Ill.

Naval AA: Naval AA potential is integrated with associated AAOCs within gun defended areas.

### AIR NATIONAL GUARD

31 DECEMBER 1954

1. Twenty-five ANG Fighter-Bomber and eleven Fighter-Interceptor Squadrons in EADF region have M-day assignments to EADF. The total number of aircraft available are as follows:

> F-51 - 274 F-80 - 43 F-84 - 90 F-86 - 71 F-89 - 31 F-94 - 100609

...

2. Ten of the twenty-five ANG squadrons are participating in the ANG Air Alert Plan.

3. No valid evaluation of these forces can be made at this time. Upon receipt of the reports required by ADCR 55-25, dated 29 Dec 54, it will be possible to make an evaluation of the ANG potential to air defense.

S-1037-55

## GOC COMMENTARY FOR THE MONTH OF JANUARY 1955

The number of active observation posts remained fairly constant for January 1955. The number of organized posts decreased during the month due to re-surveys made by mobile training teams and deletions based on surveys which were made to prevent overlapping and duplicating reports. The shortage of civilian volunteers still is a major deficiency in operation of filter centers. The continuing shortage of observers hampers operation of observation posts which are organized but not sufficiently manned to operate. Cognizance of these situations in higher headquarters has resulted in a joint effort of the GOC Project Office, Headquarters, ADC, and the Advertising Council, Inc., instituting a program with 1500 radio and TV stations known as "Everyone Get One". Complete airman manning of the filter centers has been accomplished. Intensified training of the mobile training teams for increased and more efficient contact with local observation post personnel and intensified public information is expected to result in increased civilian manning of both filter centers and observation posts.

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S-1037-55

## DISTRIBUTION

Headquarters, EADF
Commander
Deputy for Operations
Deputy for Materiel
Deputy for Personnel
Deputy for Intelligence
Deputy for Comptroller
Inspector General
Director of Plans, Organization and Requirements 1
Director of Communications and Electronics 1
Operations Analysis Office
Director of Civil Air Defense 1
Director of Operations and Training 1
Director of Installations
Director of Management Analysis
Director of Historical Services

## External

Commander,	Air Defense Com	nand	1	•	*	•	•	•	•	•	•	•	~	
Commander.	26th Air Divisi	on (	(Defense)	•	•	•	•	•	•	•	•	•	1	
Commander,	30th Air Divisi	on	(Defense)	•			•		•	•	•	•	1	
Commander,	32d Air Divisio	n (3	Defense).	•	•	•	•	•	•	•	•	•	1	
			Distribu											

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EASTERN AIR DEFENSE FORCE

GENERAL COMMENTARY ON STATE OF COMBAT READINESS



MONTH OF

FEBRUARY 1955

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## COMBAT READINESS BY FUNCTION

	DECIMANT	1 44	JANGAR	Y 195	TERMA	NT * 55
PERSONNEL	75		73	13		
Fighter-Interceptor Squadrons		71		69		. 68
ACW Squadrons		74		72		72
Air Defense Groups (Support)		85		84		82
MATERIEL	69		69		71	
Fighter-Interceptor Squadrons		58		99		60
ACW Squadrons		77		75		75
Air Defense Groups (Support)		74		74		78
OPERATIONS	72		73		69	
Fighter-Interceptor Squadrons		65		66		60
ACW Squadrons		75		76		74
Air Defense Groups (Support)		96		96		100

The above computations do not include the report from the 560th Air Defense Group.

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### 28 FEBRUARY 1955

## DEFICIENCIES AND LIMITING FACTORS

## ACTION TAKEN OR CHANGE OF STATUS

## FIGHTER-INTERCEPTOR SQUADRONS

OPERATIONS

 Low rocketry proficiency level of interceptor aircrews.

a. Inadequate rocketry training.

€

1. a. Action taken or change in status: A highly radar reflective frangible target has been developed by the 525th Air Defense Group at New Castle in conjunction with the Bellanca Aircraft Corporation. Initial testing has resulted in ARDC declaring the target a tentative standard to permit complete testing and evaluation. ADC has been requested to procure 100 for test with 30-50 to be allocated EADF. A tow reel for use on a T-33 has also been developed and successfully used in towing this target. Additional test results will be forwarded to APGC after the 4710th Defense Wing Rocketry Meet during the period 7 - 12 March 1955. Testing is continuing on the "dart" target at Selfridge Air Force Base. Plans have been made for functional firing in the near future. Tests on the UE tow reel and Delmar frangible target are continuing at Yuma. Additional weapons ranges must be made available if extensive local firing for each squadron is to be realized.

> Action Required: Additional range area through joint use agreements is needed. Early funding, procurement and testing of the Bellanca target is required. A simple and accurate system of rocket miss distance assessment is required for use in conjunction with the frangible target. Headquarters, USAF and Headquarters, ADC are primary action agencies for the above stated requirements.

Responsible Agency: EAOOT, EAMDM and EAOPR

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#### 28 FEBRUARY 1955

#### DEFICIENCIES AND LIMITING FACTORS

#### ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH

#### FIGHTER-INTERCEPTOR SQUADRONS (Cont'd) OPERATIONS

2. Existing Navigational and Recovery Aids Inadequate. a. Low power output and susceptability to atmospheric interference of non-directional homers and low frequency ranges.

2. a. A priority has been established with Headquarters, USAF for the in-stallation of mobile TVOR to be installed at EADF bases. This equipment will serve as an interim facility until TACAN is operational.

> Action Required: Upon USAF approval of the above priority list AACS will be requested to expedite the installation of equipment. Recovery procedures will be revised to utilize this equipment.

#### Responsible Agency: EAOCE

b. Thirteen of 22 bases in the EADF region have requested and received separate fighter recovery circuits.

Action Required: Remainder of stations are being instructed to submit requests for installation of the necessary circuits.

Responsible Agency: EAOCE, EAOCT

c. No Change.

Action Required: Action required is continued emphasis on practice GCA runs.

Responsible Agency: EACOT, EACCE

#### MATERIEL

- 3. Low combat ready in-commission status.
  - a. Shortage of E4, E5, and E6 fire control system components.
- 3. a. A critical shortage of fire control system components exists which will not be alleviated until the completion of Projects "Pull Out" and "Hop Up".

#### b. Lack of appropriate facilities to coordinate GCI-GCA activities and the recovery of aircraft.

c. Shortage of qualified GCA Operators and Main-

tenance Personnel.

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28 FEBRUARY 1955

DEFICIENCIES AND LIMITING FACTORS

b. Malfunction in air-

borne fire control

system in tactical air-

craft due to moisture.

ACTION TAKEN OR CHANGE OF STATUS

FIGHTER-INTERCEPTOR SQUADRONS (Contid)

MATER IEL

Action Required: Completion of Projects "Pull Out" and "Hop Up" and improved supply position as regards fire control system components.

Responsible Agency: EAMAC-ARM

b. Compliance with TO 1F-94-C-250, 3 December 1954, is being made as part of Project "Hop Up". This TOC has been completed on approximately 40% of assigned F-94C aircraft.

Action Required: Compliance with TO 1F-94-C-250 on all F-94C aircraft.

Responsible Agency: EAMAC-ARM

C. No Change.

Action Required: No Change.

ing of fire control systems. Responsible Agency: EAMAC-ARM

d. The deficiencies in the supervision of Aircraft Maintenance activities have resulted from the low manning of qualified Aircraft Maintenance Officers; that is, by grade and skill level. Although statistics indicates that we are manned approximately 90% numbers-wise, only 46% of the officers assigned have the qualifications required. Only 14 of 61 field grade positions authorized in this field are filled with field grade officers. In an effort to alleviate this situation, action is being taken, on a continuing basis, to insure maximum utilization of all personnel possessing Aircraft Maintenance qualifications. In addition, we are insuring that each position not occupied by a qualified officer is continually carried on an outstanding requisition.

c. Shortage of suitable ground power units for flight line and hangar maintenance and test-

d. Shortage of qualified Maintenance Officers.

28 February 1955

DEFICIENCIES AND LIMITING FACTORS

ACTION TAKEN OR CHANGE OF STATUS

FIGHTER-INTERCEPTOR SQUADRONS (Cont'd)

Action Required: Fill all outstanding requisitions with qualified personnel.

MATERIEL

Responsible Agency: Higher authority, EAPMP, EAMDM

e. Reference Comment 1 a, page 9.

e. Shortage of qualified Maintenance Airmen.

- Restricted Operational and 4 Training Capability in F-86D Squadrons.
  - a. Shortage of combat crew personnel.

1. ACWRONs are unable to effectively control as-

sociated interceptors.

b. Lack of sufficient intercept control

positions.

a. Lack of trained directors.

4. Restricted Operational and 4. a. Our F-86D Squadrons are manned with an average of 30 pilots per squadron,

an average of 30 pilots per squadron, as compared to a requirement of 37. With the expected improvement in our Aircraft Combat Ready rate plus the continual loss of pilots occasioned by separations and overseas levies, and considering the apparent shortage of replacements, the problem is expected to become progressively more acute.

Action Required:

- a. Maximum utilization of all available pilots.
- b. Fill outstanding officer personnel requisitions.

Action Agency: EAPMP and higher authority.

#### AC&W SQUADRONS

#### OPERATIONS

1. a. No Change.

Action Required: A continuation of the present intensified training program.

Responsible Agency: EAOOT

b. No Change.

Action Required: Contingent on ADC Action.

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28 FEBRUARY 1955

DEFICIENCIES AND LIMITING FACTORS

ACTION TAKEN OR CHANGE OF STATUS

ACAW SQUADRONS (Cont'd)

Responsible Agency: EAOOT

c. Lack of flexibility in airborne communications equipment limits combat capability of fighter aircraft. c. A total of 160 ARC-34 equipped F-86D aircraft have been delivered to seven (7) EADF squadrons. The ARC-34 UHF equipment has a remote channel selector which permits the pilot to choose any of 1750 frequencies.

OPERATIONS

Action Required: Fifteen (15) additional F-86D aircraft equipped with ARC-34 are scheduled for delivery in March. AMC is developing a retrofit for all additional EADF aircraft which do not have the channel selector.

Responsible Agency: EAOCE

#### COMBAT SUPPORT UNITS

#### OPERATIONS

- 1. Inadequate crash rescue facilities.
  - a. Lack of a sufficient number of suitable helicopters.

1. a. EADF has seven H-13 G and four H-5 helicopters currently assigned as primary rescue aircraft. Two additional H-5 helicopters will be made available to this command in April 1955. There are six H-19 helicopters currently assigned by higher headquarters as primary ACW support aircraft and designated as secondary rescue mission aircraft by this headquarters. On 16 February 1955 this headquarters justified the retention of the H-19s in their primary mission inasmuch as informal information received by Hq USAF indicated they were being used primarily for rescue. On 1 March this headquarters indorsed a request for assignment of an H-19 to the 527th Air Defense Group specifically for rescue purpose which included a statement that a review of our rescue program was being accomplished and that information presently available indicates the H-19 is the only helicopter assigned and suitable 6

#### 28 FEBRUARY 1955

DEFICIENCIES AND LIMITING FACTORS

# ACTION TAKEN OR CHANGE OF STATUS

### COMBAT SUPPORT UNITS (Cont \*d)

1. continued

for all purpose rescue. It was requested that action be initiated to replace all H-5s and H-13s with additional H-19s.

OPERATIONS

Action Required: Compilation of information received from EADF units to justify assignment of additional H-19s as a primary rescue helicopter and thus replace those H-13s and H-5s presently assigned.

#### Responsible Agency: EAOOT

- Deficiency in ECCM capability.
  - a. Inability of 4713th Radar Evaluation (ECM) Flight to provide the necessary ECM training for all components of EADF.

2. a. Action taken or change in status: EADFR 50-20 is being coordinated within EADF prior to publication on EADF ECM Airborne Training Policy. ADC has informed EADF that delivery of ALT-4s has been delayed another month and a half due to tube failures. When 4713th Radar Evaluation (ECM) Flight receives the ALT-4s and completes installation of chaff dispenser in TB-29s, their ECM capability should be increased over 100%. ADC has established a QOR for B-57Bs to replace the TB-29 and B-25Js ECM aircraft. APGC is running tests on external pylon mounted chaff dispensers for fighter type aircraft. Previous tests on external chaff dispensers revealed they were not suitable for high speed aircraft. Frequency of SAC ECM missions should increase when more B-47s are modified for ECM cradles. TWX was received from SAC authorizing ADC to request SAC number Air Forces to provide penetration missions under SAC's published missions.

## SECRET

#### 28 FEBRUARY 1955

DEFICIENCIES AND LIMITING FACTORS

ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH

#### COMBAT SUPPORT UNITS

**OPERATIONS** 

Action Required: Coordinate with SAC Air Forces to utilize their ECM capability.

Responsible Agency: EAOOT

#### GROUND OBSERVER CORPS

OPERATIONS

- a. lack of a means for
  - evaluating the effectiveness of the elements of the GOC.

b. Inadequate training

program.

 Limited combat effective l. a. Action taken or change in status:
 ness of the GOC.
 (1) Revisions have been made to EADFR 55-26 (EADF V5 Report) to provide a realistic report of the GOC effectiveness in air defense operations. The revised regulation is in the process of publication. (2) A regulation, now being coordinated prior to publication, requires daily "quality control" checks at the filter centers for training and evaluation purposes. Procedures for evaluation are similar to those contained in EADFR 50-10, 14 February 1955.

> Action Required: Publication of the regulation and assessment of the statistics when the reports become available.

Responsible Agency: EAOOT

b. A monthly training exercise is required by EADFR 50-10, 14 February 1955. "Training Exercises for GOC". The first exercise is scheduled for 12 March 1955.

Action Required: Monthly training mission must be accomplished to realize benefits of program.

Responsible Agency: EACOT

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#### 28 FEBRUARY 1955

### DEFICIENCIES AND LIMITING FACTORS

#### ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH

#### GENERAL

#### PERSONNEL

- 1. Low skill level of enlisted personnel.
  - Inability to retain 8.

skilled technicians.

1. a. The low reenlistment rate of skilled technicians, especially those in the 273, 303, 304, 322-D, 421, 423, 431-1C & D, and 432 Career Fields, still remains a major problem in accompliahing the over-all command missions. Separations decreased from 1875 in December 1954 to 1791 in January 1955, while the reenlistment rate increased 4% to 24.4%. In December 1954 we lost 430 skilled technicians in the "hard-core" career fields listed above. In January 1955 this figure decreased to 360, while our reenlistment rate for this category of personnel increased from 9.6% in December to 11.9% in January. AFR 39-2, 10 January 1955, was distributed to the field during February 1955 and should further assist commanders in the development of their reenlistment programs.

> Action Required: Compliance by unit commanders with EADFM 39-1, 1 December 1954 and AFR 39-2, 10 January 1955.

Responsible Agency: All.

b. No Change.

Action Required: No Change.

Responsible Agency: Higher Authority

- b. Shortage of trainable personnel through pipeline with sufficient lead time to allow for up-grade training prior to loss of skilled airmen.
- 2. Inadequate command and staff 2. a. No Change. supervision. a. Inability to fill officer positions in the grade and skill authorized.

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Action Required: No Change.

Responsible Agency: Higher Authority

GENERAL

#### 28 FEBRUARY 1955

### DEFICIENCIES AND LIMITING FACTORS

# ACTION TAKEN OR CHANGE OF STATUS

#### INTELLIGENCE

#### Elements of Information required by ADC Operations Order 3-54 from subordinate units of this command on a timely basis. a. Existing circuits between

ADDC's FIS's and ADCC's are incapable of handling the volume of intelligence traffic necessary during Air Defense Operations.

1. Inability to obtain Essential 1. a. Since lack of communications is a major intelligence problem throughout ADC, DCS/I, ADC, is preparing a study reviewing combat intelligence communications requirements at all echelons of ADC. At the request of DCS/I, ADC, FAEDI is compiling data on the adequacy of communications facilities for intelligence traffic during CPX "Snow Bird" for inclusion in this study.

> Action Required: a. Establishment of Intelligence communications requirements throughout ADC. b. Installation of any new circuits and/or redesignation of existing circuits as determined by the study to be necessary for the passage of intelligence information.

Responsible Agency: Higher Authority, EAOCE, EAEDI

#### OPERATIONS

1. Preparation of classified annexes to SCATER Plan. a. Planned overflight of critical target areas by deployment forces.

1. The following applies to all listed SCATER problems. Letter, this head-quarters, Subject: (Unclassified) Current Status of SCATER Plan, EAOOT-OS, 9 Mar 55, points out to Hq ADC the problem areas listed and recommends their actions as follows:

> a. Follow-up ADC's letter of September 1954 to the major USAF commands and Navy requesting them to revise deployment routes in accord-ance with a list of navigation aids which was submitted with the request.

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#### 28 FEBRUARY 1955

### DEFICIENCIES AND LIMITING FACTORS

#### ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH

### GENERAL (Cont'd)

#### OPERATIONS

- b. Unreasonable number of navigation facilities to be made available.
- c. Classification of flight plans after filing.
- d. lack of authority to direct control of military navigation aids.
- e. Lack of procedures for movement of high priority logistical and administrative flights during Warning White, Red and Yellow which are not planned in advance.
- f. Failure to publish standard format for classified annexes to SCATER Plan.

b. Prescribe a specific date after which only those navigation aids on the approved list will be made available.

c. Re-emphasize to Hq SAC the importance of timely receipt of flight plans especially during Warning Red and Warning Yellow.

d. Request the Department of Defense to amend the CONEIRAD Plan so as to authorize the air division (defense) commander to direct the control of military navigation aids and aeronautical communications.

e. Expedite the designation of Inner Defense Areas and the development of pertinent operating procedures.

f. Expedite the publication of a standard format for the classified annexes to SCATER Plan.

Action Required: Further action by higher authority.

Responsible Agency: EAOOT and higher

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SECRET

authority.

#### PART IV SPECIAL COMMENTARIES

#### 31 DECEMBER 1954

#### V-8 REPORT

### 1. RCAF-ADC EAS TERN CANADA:

The BCAF-ADC forces available in Eastern Canada (excluding NEAC) for normal operation are:

a. Seven all-weather squadrons with a composite strength of 21 CF-100 Mk III and 52 CF-100 Mk IV (E-5 Fire Control System). Limited number of aircraft on stand-by for air defense (usually 3 - 1 in each sector) the remainder in 1 to 3 hours available. Squadrons are still in the training phase.

b. AC&W forces operating are:

- (1) One GOC and three ADCCs on 24 hour operation.
- (2) Nine ADDCs on 8 hours GCI 16 hours EW. (Three are limited GCI due to manning or communications.)
- (3) One ADDC on 24 hours technical training (available for EW).
- (4) Two EWs on 24 hour EW.
- (5) One EW (USAF manned) 24 hours EW.

c. Ten filter centers manned 24 hours a day with 81% observation posts operational for exercises or emergencies (normally on stand-by but reporting when considered advisable or on request of parent ADDC).

d. GOC Northern Division consisting of 388 observation posts in continuous operation above 55 degrees north.

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

2. In addition, the following forces are available in case of a military emergency.

a. The ADDCs and EW s above will commence 24 hour operation in their assigned role. Some ADDCs will only be capable of limited GCI operations due to limited communications.

b. Seven auxiliary day fighter squadrons composed of 32 Vampire and 28 F-51 aircraft.

c. Ten auxiliary AC&W squadrons' personnel for deployment to the existing operating sites.

d. One day fighter OTU with a UE of 45 Sabres, 12 available for operations, and one all-weather OTU with a UE of 33 CF-100s, 12 available for operations. (Mk IVs)

e. A maximum of 18 F-86 aircraft from one Overseas Ferry Unit, St. Hubert, on a "when available" basis (i.e., not enroute to NATO).

f. GOC will commence 24 hours operation.

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

h. Shore based naval aircraft as made available by the responsible naval commander.

3. Interim plans for SCATANA and CONELRAD are in effect. The SCAT plan is similar to USAF ADC. The CONELRAD plan calls for a complete shut-down of all stations until modifications are completed to allow for cluster operation.

#### V-8 REPORT

### EASTERN SEA FRONTIER

15 FEBRUARY 1955

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

JET DAY	111	PROP DAY	7
JET AI	29	PROP AI	42

Average daily fighter potential reported through ADDCs - Not available.

Naval reserve fighters based at 10 locations are as follows:

JET	DAY	58	PROP DAY	261
JET	AI	0	PROP AI	0

1 1 4

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

WV-2	(RC-121C)	
	(Constellation)	
PB-1	1	

Procedures for utilization are formulated with the 26th Air Division.

Single engine AEW aircraft based at NAS Atlantic City.

#### 66

Procedures for utilization are formulated with the 32d and 26th Air Divisions.

Picket Vessels: Two picket vessels (DERs) are allocated for continuous active air defense. Procedures for their utilization are continuously evaluated and improved commensurate to picket vessel capability.

Shore Based Radar: The five Navy radars tied to the air defense system are as follows: .

1. Fleet Training Center, Norfolk, Va.

2. Radar Facility, Atlantic City, N. J.

Radar Facility, Reventail Pt., Jamestown, R. I.
 Fleet Training Center, Newport, R. I.
 CIC School, Glenview, Ill.

Naval AA: Naval AA potential is integrated with associated AAOCs within gun defended areas.

#### AIR NATIONAL GUARD

31 DECEMBER 1954

1. Twenty-five ANG Fighter-Bomber and eleven Fighter-Interceptor Squadrons in EADF region have M-day assignments to EADF. The total number of aircraft available are as follows:

2. Ten of the twenty-five ANG squadrons are participating in the ANG Air Alert Plan.

3. No valid evaluation of these forces can be made at this time. Upon receipt of the reports required by ADCR 55-25, dated 29 Dec 54, it will be possible to make an evaluation of the ANG potential to air defense.

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# GOC COMMENTARY FOR THE MONTH OF FEBRUARY 1955

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1. There was a slight increase in the number of active observation posts as compared with the previous month. This increase cannot be attributed to any single factor, but the publicity campaign "Everyone Get One" launched 17 January, the increased tension in the Formosa area, improving weather conditions and the increased military manning of filter centers are all believed to have contributed. We are still far short of the number of active posts required for an effective Ground Observer system. Therefore, the publicity campaigns and field training activity will be continued and intensified where possible to bring post activity to an acceptable level.

2. Field training activity is being hampered by the shortage of Government vehicles. Of the 307 vehicles authorized filter centers of this command, only 147 vehicles are on hand. Of the 147 on hand, 56 have over 50,000 miles and require increased maintenance time with resulting decrease in availability for field training use.

3. Criteria for field training personnel requirements of filter centers were established at conference at Headquarters Air Defense Command on 8 December 1953. These criteria called for one training NCO for each 30 observation posts and a field training officer for each 120 observation posts. These criteria were agreed to by the State Civil Defense Directors at Headquarters Air Defense Command in January 1954. Applying these criteria to the EADF area reveals that there is a shortage of 17 officer and 87 airman spaces for field training work within this command based on the number of required observation posts reflected in the ADC V-13 report. A recent change to ADC Regulation 55-18 has established a more rigid definition of a required post and placed a minimum of 8 observation posts per 1,000 square miles with 16 observation posts per 1,000 square miles as optimum. This change can be expected to up the number of required observation posts in future ADC V-13 reports and reflect additional shortages of field training personnel. Air divisions of this command are currently studying the situation and will reflect their requirements based on the established criteria in their UMDW's.

> DONALD B. SMITH Brig Gen, USAF Chairman, Combat Readiness Commentary Committee

### DISTRIBUTION

Headq	uarters, EADF						
	Commander.		•	•	•	•	•
	Deputy for	Operations.	•	•	•	•	
	Deputy for	Materiel					
	Deputy for	Personnel .	•		•	•	
	Deputy for	Intelligenc	e.	•	•		

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### External

Commander,	Air Defense Command	•	• •		•	•	•	•	~	
	26th Air Division (Defense) .									
Commander,	30th Air Division (Defense) .	•	•	• •	•	•	•	•	1 1.5	
Commander,	32d Air Division (Defense)	•	•	• •		•	•	•	1	
***	Total Distributio	on			•	•	•	•	25	

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S-2331-55

EASTERN AIR DEFENSE FORCE

GENERAL COMMENTARY ON STATE OF COMBAT READINESS



MONTH OF

MARCH 1955

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Jul # 13

TABLE OF CONTENTS

PART I - COMBAT READINESS OF AIR DIVISIONS BY TYPE UNIT

PART II - COMBAT READINESS BY FUNCTION

PART III - DEFICIENCIES AND LIMITING FACTORS MAJOR IMPROVEMENT THENDS

SECRET

PART IV - SPECIAL COMMENTARIES

C

REQUIREMENT FOR COMPUTATION AND INCLUSION IN THIS REPORT OF WEIGHTED SCORES FOR FIGHTER-INTERCEPTOR SQUADRONS AND AIR DEFENSE GROUPS WAS RESCINDED BY LETTER, ADCMA,

AND AIR DEFENSE GROUPS WAS RESCRIDED BY ADDRESS TO AND AIR DEFENSE GROUPS WAS RESCRIDED BY ADDRESS (ADDRESS) ADDRESS (ADDRESS) (ADDRESS)

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INCLUSION OF WEIGHTED SCORES FOR AIRCRAFT CONTROL AND WARNING SQUADRONS IS NO LONGER REQUIRED BY HEADQUARTERS, AIR DEFENSE COMMAND. AUTHORITY: TELEPHONE CALL BETWEEN MAJOR MCGREGOR, ADCMA AND MR. SHEA, EACMA, 11 APRIL 1955.

> 2 SECRET

SECRET

EADF S-2331-55

#### 31 MARCH 1955

### DEPICIENCIES AND LIMITING FACTORS

# ACTION TAKEN OR CHANGE OF STATUS

### FIGHTER-INTERCEPTOR SQUADRONS

#### OPERATIONS

 Low rocketry proficiency level of interceptor aircrews.
 a. Inadequate rocketry train-

ing.

 a. Action taken or change in status: A conference has been scheduled during April at Headquarters, 4750th Air Defense Wing (Weapons), Yuma County Airport, Arizona by ADC to discuss merits of various frangible target systems and to adopt an ADC standard frangible target system.

> Action Required: Early funding, procurement and testing of an ADC adopted frangible target is required. A simple and accurate system of rocket miss distance assessment is required for use in conjunction with the frangible target. Additional range areas will be needed. Headquarters, USAF and Headquarters, ADC are primary action agencies for the above stated requirements.

# Responsible Agency: EACOT, EAMDM, and EACPR.

 a. Site surveys are being conducted at all stations for the installation of TACAN facilities. No further information has been received on the USAF approval of ADC's request for TVOR. Priority #1 has been requested for Kinross AFE or TVOR.

> Action Required: Upon USAF approval of the above priority list, AACS will be requested to expedite the installation of equipment. Recovery procedures will be revised to utilize this equipment.

Responsible Agency: EAOCE

3 SECRET

 Existing Navigation and Recovery Aids Inadequate.
 a. Low power output and

 Susceptability to atmospheric interference of non-directional homers and low frequency ranges.

### DEFICIENCIES AND LIMITING FACTORS

#### ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH

31 MARCH 1955

# FIGHTER-INTERCEPTOR SQUADRONS (Cont'd)

b. Lack of appropriate facilities to coordinate GCI-GCA activities and the recovery of aircraft.

c. Shortage of qualified GCA

Personnel.

Operators and Maintenance

b. Fifteen of 22 bases in the RADF region have requested and received separate fighter recovery circuits.

OPERATIONS

Action Required: Remainder of sta-tions are being instructed to submit requests for installation of the necessary circuits.

Responsible Agency: EAOCE, EAOOT

c. A letter was submitted to Commander, 1800th AACS Wing, requesting this headquarters be placed on dis-tribution list of AACS Form 5a from bases under EADF jurisdiction to closely monitor adequate number of practice GCA runs to qualify untrained GCA operators.

Action Required: Continued emphasis on practice GCA runs.

Responsible Agency: EAOOT, EAOCE

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ground power units for flight line and hangar maintenance and testing of fire control systems.

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missi	on a	tatu	s.		
ortage				and	
fire	cont	rol	syst	em	

b. Shortage of suitable

Action Required: No Change.

3. a. No Change.

Responsible Agency: RAMAC

b. Additional deliveries of C-26 power units which furnish unregulated AC power have been made to units of this command; there is a total of 15 units remaining to be delivered from the ADC allocation.

Action Required: No Change.

Responsible Agency: EAMAC

# SECRET

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# 31 MARCH 1955

### DEFICIENCIES AND LIMITING FACTORS

#### ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH

#### FIGHTER-INTERCEPTOR SQUADRONS (Contid) MATERIEL

Lack of shelters for com-C. bat ready aircraft.

c. Lack of facilities precludes undercover storage for combat ready aircraft. During winter months aircraft parked on ramp with no protection against freezing moisture, snow, etc., are difficult to maintain combat ready. Requirement exists for shelter of all combat ready aircraft at designated cold weather bases.

Action Required: Recommendations for a suitable shelter are being solicited from EADF organizations and will be forwarded to ADC after evaluation. An operational requirement for these shelters submitted to ADC on 23 June 1954 is considered to still be valid.

Responsible Agency: EAMAC

d. No Change.

Action Required: No Change.

Responsible Agency: No Change.

e. Reference Comment 1 a, page 7.

PERSONNEL

a. Our F-86D squadrons are manned 40 with an average of 29.2 pilots per squadron, with 33.8 pilots in F-89D squadrons, and 30 pilots in F-94C squadrons as compared to a requirement of 37 in each instance. These figures exclude personnel who have been alerted for reassignment outside EADF. With the expected improvement in our aircraft combat readiness rate, plus the continued loss of pilots occasioned by separations and overseas levies, and considering the apparent shortage of replacements, the problem is expected to become progressively more acute.

d. Shortage of qualified Maintenance Officers.

Shortage of qualified e. Maintenance Airmen.

4. Restricted Operational and Training Capabilities in All Fighter-Interceptor Squadrons.

a. Shortage of combat crew personnel.

5

31 MARCH 1955

DEFICIENCIES AND LIMITING FACTORS

ACTION TAKEN OR CHANGE OF STATUS

FIGHTER-INTERCEPTOR SQUADEONS (Cont'd) PERSONNEL

Action Required: No Change.

Responsible Agency: EAPMP and higher authority.

OPERATIONS

#### ACAW SQUADRONS

1. a. No Change.

1. ACWHONS are unable to effectively control associated interceptors. a. Lack of trained directors.

> Lack of sufficient intercept control positions.

Action Required: A continuation of the present intensified training program.

Responsible Agency: EACOT

b. No Change.

Action Required: Contingent on ADC action. This headquarters received ADC message (ADOOT-BI 0956) (Secret), 19 March 1955 which informed this headquarters a priority list for the UPA/35 PPI scopes has been developed. Information on location, priority and deliverance date will be provided by 31 March 1955. This list has not been received to date.

#### Responsible Agency: EAOOT

c. No Change.

Action Required: AMC is developing retrofit for ARC-27 and ARC-33 equipped aircraft. ARC-34 equipped F-86D are being delivered with this feature.

### Responsible Agency: EAOCE

#### COMBAT SUPPORT UNITS

#### OPERATIONS

 Inadequate crash rescue capability.

c. Lack of flexibility in airborne communications

aircraft.

equipment limits combat

capability of fighter

a. Lack of a sufficient number of suitable helicopters.  1. a. Action taken or change in status: Headquarters, ADC has agreed with our request to replace all rescue helicopters with H-19 types (reference previous months comments) and they 5a are preparing a qualitative opera-SECRET

31 MARCH 1955

DEFICIENCIES AND LIMITING FACTORS

ACTION TAKEN OR CHANGE OF STATUS

#### COMBAT SUPPORT UNITS

GENERAL

1.

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OPERATIONS

la continued

tional requirement for submission to USAF.

Action Required: Forward applicable information currently available within this headquarters.

### Responsible Agency: EACOT

- 2. Deficiency in ECCM Capability.
  - a. Inability of 4713th Radar Evaluation (ECM) Flight to provide the necessary ECM training for all components of EADF.

2. a. Action taken or change in status: Six ALT-4s have been received by the 4713th Radar Evaluation (ECM) Flight. A request was submitted to ADC for authority to install the ALT-4s in B-29 aircraft at base level. Frequency of SAC ECM operations has increased from 0 in December and January to 3 in February and 5 in March 1955, each involving 10 or more ECM aircraft.

> Action Required: ADC authority to install ALT-4s in B-29 aircraft at base level.

Responsible Agency: EAOOT, EAOCE, EAMDM, and higher authority.

#### PERSONNEL

 Low skill level of enlisted personnel.
 a. Inability to retain skilled technicians. a. The reenlistment rate of skilled technicians, especially in the 273, 303, 304, 322-D, 421, 423, 431-C & D and 432 career fields has shown a definite upswing this month. Total separations decreased from 1791 in January to 866 in February 1955, while the over-all reenlistment rate increased from 24.4% to 30.4%, showing a gain of 6%. In January 1955 we lost 360 skilled technicians to the "hard-core" career fields listed above. Losses in this area dropped to 217 for the month of February 1955, while our reenlistment rate in this category increase.

#### 31 MARCH 1955

### DEFICIENCIES AND LIMITING FACTORS

# ACTION TAKEN OR CHANGE OF STATUS

GENERAL (Cont'd)

PERSONNEL

Paragraph 1 a continued

from 11.9% to 19.3%, showing a gain of 7%. A plan to offer attendance at advanced factory training courses as an incentive for reenlistment of "hard-core" technicians was implemented during January 1955 by the Director of Personnel Training. Results of the first phase of this program will be available on 15 April 1955.

Action Required: No Change.

Responsible Agency: No Change.

b. No Change.

Action Required: No Change.

Responsible Agency: No Change.

c. Largely due to the factors mentioned in paragraph 1 b, above, this command,. as of 31 March 1955, has only trained and up-graded approximately 30% of the overall up-grade training requirement as established by higher headquarters for the period 1 April 1954 through 30 June 1955.

Action Required: 80% of the time allocated to meet this requirement is now behind us; therefore, training programs must be accelerated in order to accomplish at least 70% of the established requirement. (70% considered minimum acceptable). Administrative delays in testing and classification actions must be reduced. Compliance with paragraph 6, Section II, ADCM 52-1, 1 September 1954 is mandatory.

b. Shortage of Trainable personnel through pipe-line with sufficient lead time to allow for up-grade training prior to loss of skilled airmen.

c. Inadequacies of OJT Programs.

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31 MARCH 1955

DEFICIENCIES AND LIMITING FACTORS

ACTION TAKEN OR CHANGE OF STATUS

GENERAL

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1 c continued

Responsible Agency: EAPPT and all squadrons.

PERSONNEL

 Inadequate command and staff supervision.

 Inability to fill officer positions in the grade and skill authorized.

 2. a. The fnadequacies in command and staff supervision have resulted primarily from the low percentage manning, 68%, in field grade officers, which has made it necessary to utilize inexperienced officers in certain key positions. The only officer source available to this command is through normal officer personnel requisitions. We have given this subject special attention to insure that all existing requirements are covered. At the present time, there are 207 field grade officer requisitions outstanding.

Action Required: No Change.

Responsible Agency: No Change.

3. a. EAEDI has compiled and forwarded data on the adequacy of communications facilities for intelligence traffic to be included in the study being made by DCS/I, ADC, on this problem.

Action Required: No Change.

Responsible Agency: Higher Authority, EAOCE and EAEDI.

## INTELLIGENCE

- Inability to obtain Essential Elements of Information required by ADC Operations Order 3-54 from subordinate units of this command on a timely basis.
  - a. Existing circuits between ADDCs, FISs, and ADCCs are incapable of handling the volume of intelligence traffic necessary during air defense operations.

SECRET

31 MARCH 1955

DEFICIENCIES AND LINITING FACTORS

ACTION TAKEN OF CHANGE OF STATUS

OPERATIONS

4. Preparation of classified 4. a. No Change. annexes to SCATER Plan.
a. Planned overflight of oritical target areas by deployment forces.
b. Unreasonable number of navigation facilities to be made available.
b. No Change.

c. Classification of flight plans after filing.

d. lack of authority to direct control of military navigation aids.

e. Lack of procedures for novement of high priority logistical and administrative flights during Warning White, Red and Yellow which are not planned in advance.

f. Failure to publish standard format for classified annexes to SCATER Plan. d. No Change.

c. No Change.

e. No Change.

f. No Change.

Action Required: No Change.

Responsible Agency: EAOOT and higher authority.

SECRET

#### 31 MARCH 1955

# MAJOR IMPROVIMENT TRENDS

# ACTION TAKEN OR CHANGE OF STATUS

# FIGHTER-INTERCEPTOR SQUADRONS

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Malfunction in airborne fire control systems in F-94C aircraft due to moisture.
 a. Water-proofing modification of F-94C at project Hop Up by compliance with TO IF-94C-250, 3 December 1954, is approximately 70% complete, and, as a result, this deficiency is no longer considered a major problem. All 94C's scheduled through project Hop Up will receive this modification with estimated completion in first quarter fiscal year 1954.

Action Required: No Change.

Responsible Agency: EAMAC-ARM

#### SECRET

#### PART IV

#### SPECIAL COMMENTARIES

31 DECEMBER 1954

#### V-8 REPORT

### 1. RCAF-ADC EASTERN CANADA:

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The RCAF-ADC forces available in Eastern Canada (excluding NEAC) for normal operation are:

a. Seven all-weather squadrons with a composite strength of 21 CF-100 Mk III and 52 CF-100 Mk IV (E-5 Fire Control System). Limited number of aircraft on stand-by for air defense (usually 3 - 1 in each sector) the remainder in 1 to 3 hours available. Squadrons are still in the training phase.

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- (1) One GOC and three ADCCs on 24 hour operation.
- (2) Nine ADDCs on 8 hours GCI 16 hours EW. (Three are limited GCI due to manning or communications.)
- (3) One ADDC on 24 hours technical training (available for EW).
- (4) Two EWs on 24 hour EW.
- (5) One EW (USAF manned) 24 hours EW.

c. Ten filter centers manned 24 hours a day with 81% observation posts operational for exercises or emergencies (normally on stand-by but reporting when considered advisable or on request of parent ADDC).

d. COC Northern Division consisting of 388 observation posts in continuous operation above 55 degrees north.

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

2. In addition, the following forces are available in case of a military emergency.

a. The ADDCs and EWs above will commence 24 hour operation in their assigned role. Some ADDCs will only be capable of limited GCI operations due to limited communications.

b. Seven auxiliary day fighter squadrons composed of 32 Vampire and 28 F-51 aircraft. SECRET

#### SECRET

c. Ten auxiliary AC&W squadrons' personnel for deployment to the existing operating sites.

d. One day fighter OTU with a UE of 45 Sabres, 12 available for operations, and one all-weather OTU with a UE of 33 CF-100s, 12 available for operations. (Mk IVs)

e. A maximum of 18 F-86 aircraft from one Overseas Ferry Unit, St. Hubert, on a "when available" basis (i.e., not enroute to NATO).

f. GOC will commence 24 hours operation.

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

h. Shore based naval aircraft as made available by the responsible naval commander.

3. Interim plans for SCATANA and CONELRAD are in effect. The SCAT plan is similar to USAF ADC. The CONELRAD plan calls for a complete shut-down of all stations until modifications are completed to allow for cluster operation.



#### SECRET

#### V8 REPORT

### EASTERN SEA FRONTIER

31 March 1955

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

Jet Day	116	35th Air Div 246	Prop Day	0	Air Div
000 200				. /	0
Jet AI	44	86	Prop AI	46	10

Average daily fighter potential reported thru ADDCs - Not available

1 Reserv	ve fighters	based	at 10 loca	ations are as	follows:	35th AD
	Jet Day	74	35th AD 8	Prop Day	227	87
	Jet AI	0	0	Prop AI	0	0

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

· ··· · (DC 101C)	2
WV-2 (RC-121C)	1
WV-1 (Constellation)	3
PB-1W	~

Procedures for utilization are formulated with the 26th Air Division. Single engine AEW aircraft based at NAS Atlantic City.

#### 61

Procedures for utilization are formulated with the 32d and 26th Air Divs.

Picket Vessels: Two picket vessels (DERS) are allocated for continuous active air defense. Procedures for their utilization are continuously evaluated and improved commensurate to picket vessel capability.

Shore Based Radar: The five Navy radars tied to the air defense system are as follows:

- Fleet Training Center, Norfolk, Va.
   Radar Facility, Atlantic City, N.J.
   Radar Facility, Beavertail Pt., Jamestown, RI
   Fleet Training Center, Newport, RI
   ClC School, Clevricu, Th
- 5. CIC School, Glenview, Ill.

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

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gun defended areas. R 12

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#### SECRET

# AIR NATIONAL GUARD AND AIR FORCE RESERVE

31 March 1955

1. Twenty-five ANG Fighter-Bomber and 11 Fighter-Interceptor Squadrons in EADF region have M-day assignments to EADF. The total number of aircraft available are as follows:

-51	199
-80	26
-84	164
-86	62
7-89	28
F-94	141
	621

2. Ten of the twenty-five ANG squadrons are participating in the ANG Air Alert Plan.

3. No valid evaluation of these forces can be made at this time. Upon receipt of the reports required by ADCR 55-25, dated 29 Dec 54, it will be possible to make an evaluation of the ANG potential to air defense.

4. Four Air Force Reserve Fighter Bomber Wings (12 Ftr-Bmr Sqs) in EADF Region have M-day assignments to EADF. A total of approximately 88 F-80C aircraft are available from these wings. At present, the state of training of pilots is unknown.

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5. In order that these forces can be utilized in a minimum warning air battle, such as we can expect with the current threat, present law must be amended to provide procedures for their immediate induction into active service. Current arrangements are inadequate.





### GOC COMMENTARY FOR THE MONTH OF MARCH 1955

1. There was a slight increase in the number of active observation posts as compared with the previous month. This increase cannot be attributed to any single factor, but the publicity campaign "Everyone Get One" launched 17 January, the increased tension in the Formosa area, improving weather conditions and the increased military manning of filter centers are all believed to have contributed. We are still far short of the number of active posts required for an effective Ground Observer system. Therefore, the publicity campaigns and field training activity will be continued and intensified where possible to bring post activity to an acceptable level.

2. Field training activity is being hampered by the shortage of Government vehicles. Of the 307 vehicles authorized filter centers of this command, only 147 vehicles are on hand. Of the 147 on hand, 56 have over 50,000 miles and require increased maintenance time with resulting decrease in availability for field training use.

3. Criteria for field training personnel requirements of filter centers were established at conference at Headquarters, Air Defense Command on 8 December 1953. These criteria called for one training NCO for each 30 observation posts and a field training officer for each 120 observation posts. These criteria were agreed to by the State Civil Defense Directors at Headquarters, Air Defense Command in January 1954. Applying these criteria to the EADI reveals that there is a shortage of 17 officer and 87 airman spaces for field training work within this command based on the number of required observation posts reflected in the ADC V-13 report. A recent change to ADC Regulation 55-18 has established a more rigid definition of a required post and placed a minimum of 8 observation posts per 1,000 square miles with 16 observation posts per 1,000 square miles as optimum. This change can be expected to up the number of required observation posts in future ADC V-13 reports and reflect additional shortages of field training personnel. Air divisions of this command are currently studying the situation and will reflect their requirements based on the established criteria in their UMDW's.

> DONALD B. SMITH Brig Gen, USAF Chairman, Combat Readiness Commentary Committee

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# Headquarters, EADF

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EASTERN AIR DEFENSE FORCE

GENERAL COMMENTARY ON STATE OF COMBAT READINESS



MONTH OF

APRIL 1955

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#### TABLE OF CONTENTS

PART I - COMBAT READINESS OF AIR DIVISIONS BY TYPE UNIT

PART II - COMBAT READINESS BY FUNCTION

PART III - DEFICIENCIES AND LIMITING FACTORS MAJOR IMPROVEMENT TRENDS

PART IV - SPECIAL COMMENTARIES



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REQUIREMENT FOR COMPUTATION AND INCLUSION IN THIS REPORT OF WEIGHTED SCORES FOR FIGHTER-INTERCEPTOR SQUADRONS AND AIR DEFENSE GROUPS WAS RESCINDED BY LETTER, ADCMA. SUBJECT: COMBAT READINESS REPORTING (ADC MANUAL 55-6)--WEIGHTED SCORES, 2 APRIL 1955.

INCLUSION OF WEIGHTED SCORES FOR AIRCRAFT CONTROL AND WARNING SQUADRONS IS NO LONGER REQUIRED BY HEADQUARTERS, AIR DEFENSE COMMAND. AUTHORITY: TELEPHONE CALL BETWEEN MAJOR MCGREGOR, ADCMA AND MR. SHEA, EACMA, 11 APRIL 1955.

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EADF # 5-3248-55

#### 30 APRIL 1955

# DEFICIENCIES AND LIMITING FACTORS

# ACTION TAKEN OR CHANGE OF STATUS

# FIGHTER-INTERCEPTOR SQUADRONS

#### OPERATIONS

 Low rocketry proficiency level of interceptor aircrews.
 a. Inadequate rocketry

a. Inadequate rocket training. 1. a. A conference was held at Yuma County Airport, Arizona on 6 April 1955 for the purpose of providing development guidance to Lockheed Air Services for a prototype lightweight tow target system to be furnished under existing contract. It was recommended and agreed upon by all commands in attendance and IAS that physical testing be completed and a standard procurable item determined by early July 1955. The air divisions (defense) have been asked to state their requirements for weapons ranges which will satisfy local firing requirements.

Action Required: High level interest at responsible commands aimed toward expediting development, testing and procurement of a lightweight tow target system is required. A firm method of assessing for use in conjunction with this system must be developed. Action is required by this and the air division headquarters to promulgate joint use agreements for suitable weapons ranges within the EADF area which are under the control of other agencies. If mutual agreements cannot be attained then the problem should be referred to Headquarters, Air Defense Command for their action.

Responsible Agency: EAOOT, EAMDM, and EAOPR

a. 1800th AACS Wing has advised that all actions on TVOR siting are held in abeyance pending USAF decision on siting criteria. Priority #1 has been assigned Kinross Air Force Base as requested by this headquarters.

Action Required: Siting of TVOR facilities will be accomplished by AACS when USAF approval of criteria is received.

Responsible Agency: EAOCE

 Existing Navigation and Recovery Aids Inadequate.

 a. Low power output and susceptability to atmospheric interference of non-directional homers and low frequency ranges.

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30 APRIL 1955

DEFICIENCIES AND LIMITING FACTORS

ACTION TAKEN OR CHANGE OF STATUS

FIGHTER-INTERCEPTOR SQUADRONS (Cont'd) OPERATIONS

 Shortage of qualified GCA Operators and Maintenance Personnel. b. No Change.

Action Required: Continued emphasis on practice GCA runs to improve personnel capability.

Responsible Agency: EAOOT, EAOCE

MATERIEL

 Low combat ready in-com- 3 mission status.

- a. Shortage of E4, E5, and E6 fire control system components.
- b. Shortage of suitable ground power units for flight line and hangar maintenance and testing of fire control systems.

c. Lack of shelters for combat ready aircraft.

3. a. No Change.

Action Required: No Change.

Responsible Agency: EAMAC

b. Delivery of ADC allocated C-26 power units is substantially complete.

Action Required: No Change.

Responsible Agency: EAMAC

c. Lack of facilities precludes undercover storage for combat ready aircraft. During winter months aircraft parked on ramp with no protection against freezing moisture, snow, etc., are difficult to maintain combat ready. Requirement exists for shelter of all combat ready aircraft at designated cold weather bases.

Action Required: Comments and recommendations have been solicited from EADF organizations and forwarded to ADC. An operational requirement for these shelters submitted to ADC on 23 June 1954 is still considered valid.

Responsible Agency: EAMAC

#### 30 APRIL 1955

DEFICIENCIES AND LIMITING FACTORS

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# ACTION TAKEN OR CHANGE OF STATUS

# FIGHTER-INTERCEPTOR SQUADRONS (Cont'd)

d. Shortage of qualified Maintenance Officers. d. The deficiencies in the supervision of Aircraft Maintenance activities have resulted from the low manning of qualified Aircraft Maintenance Officers; that is, by grade and skill level. Although statistics indicate that we are manned approximately 104% numbers-wise, only 39% of the officers assigned have the qualifications required. Only nine of 49 field grade positions authorized in this field are filled with field grade officers. In an effort to alleviate this situation, action is being taken, on a continuing basis, to insure maximum utilization of all personnel possessing Aircraft Maintenance qualifications.

MATERIEL

Action Required: Fill all outstanding requisitions with qualified personnel.

Responsible Agency: EAPMP, EAMDM, higher authority.

e. Reference Comment 1 a, page 8.

- e. Shortage of qualified Maintenance Airmen.
- Restricted Operational and Training Capabilities in Fighter-Interceptor Squadrons.
  - a. Inability to utilize completed unit A (Rocket Readiness Storage) Buildings.

4. a. The lack of authorization and funding for storage racks for these buildings prevents their use as a rocket storage facility. With 12 buildings now completed and an average of two more being completed each month, this command has a considerable storage facility which it cannot use. Several bases require this storage capacity to permit the storage of the authorized level of combat rockets on the base. This deficiency limits the number of combat-rockets immediately available to fighter-interceptor squadrons and would be a deterrent to rapid rearming of aircraft in event of hostilities. A locally fabricated rack was constructed at Kinross Air Force Base in

30 APRIL 1955

DEFICIENCIES AND LIMITING FACTORS

# ACTION TAKEN OR CHANGE OF STATUS

FIGHTER-INTERCEPTOR SQUADRONS (Cont'd) MATERIEL

Paragraph 4 a continued

October 1954 for approximately \$3500.00. This money was funded by Kinross Air Force Base and constructed on special authorization from Headquarters, Air Defense Command. Action initiated by this headquarters to Headquarters, Air Defense Command, 28 March 1955, attempting to obtain funds and authority to utilize current proposed design resulted in information that funds would be made available in the near future. ADC also stated at conference on this subject held 27 April 1955 that interim rack construction will not be acceptable.

Action Required: Approval by Hq ADC of acceptable rocket storage rack design and allotment of funds to accomplish rack construction.

Responsible Agency: EAMAC and higher headquarters.

#### PERSONNEL

b. Our Fighter-Interceptor Squadrons are manned with an average of 32.3 pilots per squadron, as compared to a requirement of 37. With the expected improvement in our Aircraft Combat Ready rate plus the continual loss of pilots occasioned by separations and overseas levies, and considering the apparent shortage of replacements, the problem is expected to become progressively more acute.

Action Required: a. Maximum utilization of all available pilots. b. Fill outstanding officer personnel requisitions.

6 <u>Responsible Agency</u>: EAPMP and higher authority.

b. Shortage of combat crew personnel.

#### 30 APRIL 1955

### DEFICIENCIES AND LIMITING FACTORS

# ACTION TAKEN OR CHANGE OF STATUS

#### AC&W SQUADRONS

#### OPERATIONS

 ACWRONs are unable to effect- 1. ively control associated interceptors.
 a. Lack of trained directors.

b. Lack of sufficient in-

tercept control positions.

c. Lack of flexibility in

aircraft.

airborne communications

equipment limits combat

capability of fighter

a. Loss of nine 1644s and 37 each 1641s to the AEW&C program and the high rate of turnover to O/S and releases from active duty in this career field continue to cancel out gains made by current intensive training programs.

Action Required: A continuation of the present intensified training program.

### Responsible Agency: EAOOT

b. No Change.

Action Required: Contingent on ADC action. This headquarters received ADC message (ADOOT-Bl 0956) (Secret), 19 March 1955, which informed this headquarters a priority list for the UPA/35 PPI scopes has been developed. Information on location, priority and deliverance date will be provided. This list has not been received to date.

# Responsible Agency: EAOOT.

c. Project "New Look" OST of ARC-34 equipment is being conducted at O'Hare, Westover and Andrews. The ARC-34 is equipped with the remote channel selector.

Action Required: AMC is developing retrofit for ARC-27 and ARC-33 equipped aircraft.

Responsible Agency: EAOCE, (EAMAC -Project "New Look")

6a

#### 30 APRIL 1955

### DEFICIENCIES AND LIMITING FACTORS

#### ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH

#### COMBAT SUPPORT UNITS

#### OPERATIONS

- - a. Lack of a sufficient number of suitable helicopters.
- Inadequate crash rescue cap a. As directed by Hq USAF, this command is losing four H-19 (secondary mission: Rescue) helicopters to MATS at the earliest possible date. One additional H-5 helicopter is being assigned to the 518th Air Defense Group, Niagara Falls, for rescue purposes.

### Action Required: None.

# Responsible Agency: EAOOT

a. Inability of 4713th Radar Evaluation ECM Flight to provide the necessary ECM training for all components of EADF.

2. Deficiency in ECCM Capability. 2. a. ADC April message indicated that EADF cannot install ECM equipment in 4713th Radar Evaluation ECM Flight TB-29s until they receive the approved AMC drawings. ADC estimated drawings would be available July 1955. Ten ALT-6s ("S" band sweep jammers) have been received by the 4713th Radar Evaluation ECM Flight.

> Action Required: AMC provide approved ECM installation drawings for TB-29s of 4713th Radar Evaluation ECM Flight.

Responsible Agency: EAOOT, EAOCE, EAMAC, EAOPR, and higher authority.

#### PERSONNEL

#### GENERAL

1. Low skill level of enlisted personnel.

a. Inability to retain skilled technicians. 1. a. The reenlistment rates of skilled technicians is the "hard-core" career fields has increased from 19.3% in February 1955 to 25.9% in March 1955. This rate can be further increased by offering advanced training as a reenlistment incentive. The reenlistment rate of airmen 32250D/70D for the period 1 October 1954 through 30 March 1955 was 6.1%. As part of the plan established by the Director of Personnel Training, 33 airmen,

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#### 30 APRIL 1955

DEFICIENCIES AND LIMITING FACTORS

ACTION TAKEN OR CHANGE OF STATUS

#### GENERAL

Paragraph 1 a continued

AFSC 32250D/70D, scheduled for separation during March 1955 through July 1955 were offered attendance at the E-9 Fire Control System Factory Course as a reenlistment incentive. Thirteen, or 39.4%, of these airmen have, or will be, reenlisted to attend this training. An additional group of 13 airmen, AFSC 32250D/70D, have indicated a desire to take a short discharge and reenlist, or extend their current enlistment up to two years to attend this course. Separations decreased from 866 in February to 772 in March 1955, while the reenlistment rate increased from 30.4% to 37%, showing a gain of 6.6%.

PERSONNEL

Action Required: Extended use of advanced training as a reenlistment incentive.

Responsible Agency: Reenlistment Officers, all echelons

b. No Change.

Action Required: No Change.

Responsible Agency: .. No Change.

c. Largely due to the shortage of trainable personnel through pipe-line with sufficient lead time to allow for up-grade training prior to loss of skilled airmen, mentioned in paragraph 1 b, above, as of 30 April 1955, this command has only trained approximately 35% of the over-all up-grade training requirement as established by higher headquarters for the period 1 April 1954 through 30 June 1955.

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b. Shortage of trainable personnel through pipeline with sufficient lead time to allow for up-grade training prior to loss of skilled airmen.

c. Inadequacies of OJT Programs.

E-9 Fire as a ree or 39.4% be, reen -

30 APRIL 1955

DEFICIENCIES AND LIMITING FACTORS

ACTION TAKEN OR CHANGE OF STATUS

GENERAL

#### Paragraph 1 c continued

Action Required: In most AFSCs sufficient trainees have been provided using organizations. As previously mentioned they did not arrive in time to allow for completion of their training prior to 30 June 1955. However, in order to meet at least 70% of our training objective (70% considered minimum acceptable) our training programs must be accelerated. Administrative delays in administering AFJKT and APT, and classification actions must be reduced. Continued compliance with paragraph 6, Section II, ADCM 52-1, 1 September 1954, is mandatory.

PERSONNEL

Responsible Agency: Squadron, Group, Wing, Division, and EAPPT

2. a. The inadequacies in command and staff supervision have resulted primarily from the low percentage manning, 63%, in field grade officers, which has made it necessary to utilize inexperienced officers in certain key positions. The only officer source available to this command is through normal officer personnel requisitions. We have given this subject special attention to insure that all existing requirements are covered. At the present time there are 220 field grade requisitions outstanding. We have been directed not to requisition for field grade positions filled by company grade unless filled by a first lieu-tenant or lower. There are presently 397 field grade positions, including known losses, not being filled by field grade officers. We are monitoring the assignments of all officers to insure that all company grade officers filling field grade positions are adequately qualified; if not, they will be directed

 Inadequate command and staff supervision.

 Inability to fill officer positions in the grade and skill authorized.

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30 APRIL 1955

DEFICIENCIES AND LIMITING FACTORS

ACTION TAKEN OR CHANGE OF STATUS

GENERAL

PERSONNEL

Paragraph 1 c continued

to carry this duty as an additional duty, in order that we may place this position on future requisitions.

Action Required: No Change.

Responsible Agency: EAPMP and higher authority.

1. a. No Change.

- Preparation of classified annexes to SCATER Plan.
  - a. Classification of flight plans after filing.
    - b. Lack of authority to direct control of military navigation aids.

c. Lack of procedures for movement of high priority logistical and administrative flights during Warning White, Red and Yellow which are not planned in advance. b. Hq ADC stated in 1st indorsement to Secret letter, EAOOT, Current Status of SCATER Plan, 9 March 1955 that their interpretation is that division commanders do have necessary authority. This headquarters is of the opinion that the authority is too vague for successful execution. Further correspondence and recommendations to higher headquarters are being prepared at this headquarters.

c. No Change. Inner Defense Area Plan which includes this problem is being co-ordinated at Hq, CONAD.

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2. a. No Change.

# DEFICIENCIES AND LIMITING FACTORS

# ACTION TAKEN OR CHANGE OF STATUS

Responsible Agency: Higher authority, EAOCE, and EAEDI

Action Required: No Change.

INTELLIGENCE

30 APRIL 1955

GENERAL

- 2. Inability to obtain Essential Elements of Information required by ADC Operations Order 3-54 from subordinate units of this command on a timely
  - basis.
    a. Existing circuits
    between ADDCs, FISs,
    and ADCCs are incapable of handling
    the volume of intelligence traffic
    necessary during air
    defense operations.

 Preparation of classified annexes to SCATER Plan.

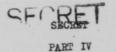
- a. Planned overflight of critical target areas by deployment forces.
- Unreasonable number of navigation facilities to be made available.
- c. Failure to publish standard format for classified annexes to SCATER Plan.
- 2. Lack of appropriate facilities to coordinate GCI-GCA activities and the recovery of aircraft.

GENERAL

1. a. and b. This headquarters received information from Hq ADC (ADOOT-B1 17281) that other major Air Force Commands and USN have revised their Emergency War plans in accordance with classified SCATER Annexes. The planned over-flight of critical targets and the large number of required navigational facilities are no longer limiting factors to the SCATER Plan.

> c. Classified annexes have been received, and forwarded to air divisions. This limiting factor has been eliminated and may be considered a major improvement.

 Nineteen of 22 bases in the EADF region have requested and received separate fighter recovery circuits. Requests from two of the additional bases have been received but returned for additional information and resubmission. Since no problem is anticipated in completing this program it may now be considered a major improvement.



#### SPECIAL COMMENTARIES

30 APRIL 1955

#### V-8 REPORT

### 1. RCAF-ADC EASTERN CANADA:

The RCAF-ADC forces available in Eastern Canada (excluding NEAC) for normal operations are:

a. Seven all-weather squadrons with a composite strength of 21 CF-100 Mk III and 52 CF-100 Mk IV (E-5 Fire Control System). Squadrons are still in the training phase. One aircraft on "one hour available" from each squadron.

b. AC&W forces operating are:

- (1) One COC and three ADCCs on 24-hour operation.
- (2) Nine ADDCs on 8 hours GCI 16 hours EW. (Three are limited GCI due to manning or communications.)
- (3) One ADDC on 24 hours EW.
- (4) Two EW's on 24-hour EW.
- (5) One EW (USAF manned) 24 hours EW.

c. Ten filter centers manned 24 hours a day with 73% observation posts operational for exercises or emergencies (normally on stand-by but reporting when considered advisable or on request of parent ADDC).

d. GOC Northern Division consisting of 388 observation posts in continuous operation above 55 degrees north.

e. Five regular airdromes, three secondary airdromes, two advanced bases and 12 emergency strips usable for jet operations are available with varying degrees of jet logistic support.

2. In addition, the following forces are available in case of a military emergency.

a. The ADDCs and EWs above will commence 24 hour operation in their assigned role. Some ADDCs will only be capable of limited GCI operations due to limited communications.

b. Seven auxiliary day fighter squadrons composed of 32 Vampire and 28 F-51 aircraft.

c. Ten auxiliary AC&W squadrons' personnel for deployment to the existing operating sites.



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d. One day fighter OTU with a UE of 45 Sabres, 12 available for continued operations. Forty-five available for a short period.

e. A maximum of 25 F-86 aircraft from one Overseas Ferry Unit, St. Hubert, on a "when available" basis (i.e., not enroute to NATO).

f. GOC will commence 24 hours operation.

g. One regular force Medium AA battalion, nine reserve Medium AA regiments and six reserve AA operations batteries will deploy to the gun defended areas.

h. Shore-based naval aircraft as made available by the responsible naval commander.

3. Interim plans for SCATANA and CONELRAD are in effect. The SCAT plan is similar to USAF ADC. The CONELRAD plan calls for a complete shutdown of all stations until modifications are completed to allow for cluster operation.

4. The following forces of NEAC (64th Air Division) based in Canada will be available for air defense operations over Canadian territory in the Labrador/Newfoundland area under the operational control of AOC RCAF ADC.

a. Two fighter-interceptor squadrons with a composite strength of 50  $\mathbb{F}$ -89Ds. Presently converting from  $\mathbb{F}$ -94B and  $\mathbb{F}$ -89C so capability will be limited.

b. AC&W forces operating are:

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- (1) One ADCC on 24-hour operations.
- (2) Three ADDCs, three GCIs, one limited GCI and three EWs on 24-hour operation. (Limited GCI-RCAF manned).

c. One filter center manned 24 hours a day. Observation posts on stand-by.

5. In addition, the following forces are available in NEAC area in case of a military emergency:

a. GOC will commence 24-hour operations.

b. One regular force Medium AA Battery for Goose Bay.

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### V8 REPORT

#### EASTERN SEA FRONTIER

30 APRIL 1955

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

Jet Day	349	Prop Day	0
Jet AI	128	Prop AI	28

Average daily fighter potential reported through ADDCs: Not available.

Naval Reserve fighters based at 10 locations are as follows:

Jet Day	72	Prop Day	227
Jet AI	0	Prop AI	0

ABW Aircraft: Multi-engine ABW aircraft based at NAS Patuxent River, Md.

WV-2 (RC-121C)	2
WV-1 (Constellation	n) 1
PB-1W	3

Procedures for utilization are formulated with the 26th Air Division.

Single engine ABW aircraft based at NAS Atlantic City.

#### 63

Procedures for utilization are formulated with the 32d and 26th Air Divisions.

Picket Vessels: Two picket vessels (DERs) are allocated for continuous active air defense. Procedures for their utilization are continuously evaluated and improved commensurate to picket vessel capability.

Shore Based Radar: The eight Navy radars tied to the air defense system are as follows:

Fleet Training Center, Norfolk, Va.
 Radar Facility, Atlantic City, N. J.
 Radar Facility, Beavertail Pt., Jamestown, R. I.

- Fleet Training Center, Newport, R. I.
   CIC School, Glenview, Ill.

- NAS Key West, Florida
   NCAS Cherry Pt., North Carolina
- 8. Jacksonville (Mayport), Florida

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

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gun defended areas.

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# AIR NATIONAL GUARD AND AIR FORCE RESERVE

30 APRIL 1955

1. Thirty ANG Fighter Bomber and 11 Fighter-Interceptor Squadrons (with four parent fighter-interceptor wings and groups) have M-day assignments to EADF. The total number of aircraft assigned and operationally ready are listed below and were obtained from the ANG Operational Readiness Report as of 31 March 1955.

TYPE	ASSIGNED	OPERATIONAL READY
<b>F-51</b>	180	133
F-80C	59	37
F-84 D, E, F	214	96
F-86 A, B	86	444
F-89 B, C	43	15
F-94 A, B	127	66
	709	391

2. Twelve of the 41 ANG squadrons are now participating in the ANG Air Alert Augmentation Plan.

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3. Approximately 10 percent of assigned ANG pilots are operationally ready as defined in ANGR 55-06. This extrememly low figure is primarily due to lack of aerial gunnery facilities and should improve considerably after the 1955 field training periods. Another deficient area is the critical shortage of radar observers to complete all weather fighterinterceptor crews. ANG fighter-interceptor units are attempting to recruit qualified ROs and have had some success in recruiting students for entry into USAF Air Training Command RO cadet school.

4. Six Air Force Reserve Fighter Bomber Wings (18 fighter bomber squadrons) have 90 day mobilization assignments to EADF. EADF requested ADC to obtain copies of AF Reserve Operational Readiness Report (RCS: AF-V15) from ConAC to provide detailed information concerning the operational readiness of these units. Information has been received that EADF and its divisions will be on future distribution lists for this report.

5. The present procedure for mobilizing the ANG is by Presidential Order, provided Congress has first declared a national emergency, or has authorized the President to order any or all members or units into active

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military service. This procedure is not considered satisfactory to meet Air Defense requirements for rapid mobilization. The Department of Defense has sponsored a bill for consideration by Congress whereby authority may be delegated to Commander, ADC to mobilize ANG units having mobilization assignments to ADC in the event of hostilities.

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#### GOC COMMENTARY FOR APRIL 1955

1. The number of active observation posts increased from 2,541 to 3,034 and the number of posts operating on a full 24 hour schedule increased from 641 to 695. In addition, the volunteer enrollment was increased by 7,591 to a total of 151,278. The publicity campaign and the increased military manning of filter centers coupled with improved weather conditions are belived responsible for the upward trend.

2. Filter centers of this command are scheduled to receive 231 new vehicles of the station wagon type. Delivery will commence 19 May 1955 and be completed within 60 days. This allocation will leave this command approximately 10 GOC vehicles short of the minimum required. Many of the currently possessed vehicles have high mileages and will soon have to be replaced. A shortage of any vehicle requires GOC personnel to use private conveyances with no provision for reimbursement. At any rate, the new vehicles are expected to help maintain the upward trend of the GOC program which has been noted over the past several months.

> s/t/DONALD B. SMITH Brig Gen, USAF Chairman, Combat Readiness Commentary Committee

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# Headquarters, EADF

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Commander,	4709th Air	Defense	Wing						1	
Commander,	4710th Air	Defense	Wing						1	
Commander,	4710th Air 4711th Air	Defense	Wing						1	
Commander,	4711th A1r	Derense								

Total Distribution. . . . 32

39

# EASTERN AIR DEFENSE FORCE

GENERAL COMMENTARY ON STATE OF COMBAT READINESS



MONTH OF

0

409.4

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EADF S-4094-55

PART I

COMBAT READINESS OF AIR DIVISIONS BY TYPE UNIT

AIR DIVISION FIGHTERS		RS	AC&W			COMBAT SUPPORT			
	March 1955	April 1955	<b>May</b> 1955	March 1955	April 1955	May 1955	March 1955	April 1955	<b>May</b> 1955
26th	63	62	69	82	80	83	86	88	89
. 30th	64	70	74	78	76	78	85	81	78
32d	54	61	64	80	78	79	93	90	92
35th		61	72		71	79		87	88
TOTAL EADP	61	64	70	79	77	79	87	85	85

NOTE: 75 FIS not reported

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# ANALYSIS OF COMBAT READINESS REPORTS, MAY 1955

1. The overall operational readiness of EADF, as measured by ADC formulas, increased 3 points to 76. Increases from 64 to 70 in Fighter Sqdm, and from 77 to 79 in AC&W Sqdm readiness caused the overall rise.

2. Air Defense Group readiness remained unchanged at 85.

3. The Fighter Squadron increase was brought about by a rise of 3 points in effective manning (personnel other than aircrews) and another all time high (508) in the number of O/R aircraft. The number of aircrews O/R (750) did not change. The rise in Fighter Squadron effective manning appears due to more effective OJT programs and more favorable re-enlistment and loss rates coupled with some increase in the percentage of authorized personnel assigned Fighter Interceptor Squadrons.

a. Of the average UE aircraft on hand during May, which was 805, 508, or 63% were O/R. This is another gain of 2% in this rate. All air divisions, except the 26th increased their O/R aircraft rates. The percentage gain was largest in the 35th Air Division. Specific squadrons in the 26th Air Division which reported decreases in this area were: 46th FIS, due to additional worklead in connection with Project Hep-up, lew effective maintenance manning, lack of a Heli-Arc Welder at support base and shortage of tugs. 330th FIS, due to electronic section only 69% effectively manned causing 15% ROCP rate and also AOCP and ANFE rates of 7% and 9% respectively. 539th FIS, due to skilled personnel shortage in radar section. The two latter squadrons recently completed cenversion to F-86D aircraft and their O/R percentages though increasing remained the lowest in the division.

(1) The 32d Air Division fighter readiness percentage, though showing a favorable trend, was only 64 due to conversion of 58th FIS and comparatively low aircraft readiness of 37th and 82d Squadrons due to shortage of qualified maintenance personnel, and disposition of aircraft.

b. Though there was no increase in the actual number of aircrews O/R the percentage of <u>assigned</u> aircrews O/R rose from 72 to 76 due to the fact that there were 50 less aircrews assigned the command during May. All Air Divisions participated in effecting this increase.

(1) The number of pilets assigned the command, in relation to authorized, has decreased for the fifth consecutive month. The ratio of O/R pilets to O/R aircraft is slightly less than 1.5 to 1.

4. The 26th Air Division AC&W score increased 3 points. Of this Division's 7 operational AC&W Sqdns, 4 reported increased readiness and the remaining 3 did not change. The 35th Air Div (2 Sqdns operational) score rese due to increased capability of 660th AC&W Sq. The 30th Air Div score increased slightly because of increased radar hours in operation by 912th AC&W Sq and increase in effective manning of 783d AC&W Sq.

5. O/R percentages of Air Def Groups are held down due to low equipment estimates of, 45% by the Comdr 520th Air Def Gp at Truax, and 50% by the Comdr 501st AD Gp at O'Hare. Commanders state that items not on hand are not required or do not effect combat potential but their reports do not indicate any action to remove unnecessary items from UAL's.

SECRET

#### 31 MAY 1955

DEFICIENCIES AND LIMITING FACTORS

ACTION TAKEN OR CHANGE OF STATUS

# FIGHTER-INTERCEPTOR SQUADRONS

OPERATIONS

- Low rocketry proficiency level of interceptor aircrews...
   a. Inadequate rocketry
  - training.
- 1. a. Action taken or change of status: A Requirement was submitted to OCAMA for 34 tow reels, air driven, which will provide one each for KADF fighterinterceptor squadrons as an interim measure until initial issue of ADCadopted target system is received. The initial issue is programmed in 4th Qr 56

Action Required: No Change.

# Responsible Agencies: EACOT, EAMDM, and EAOPE

 Existing Navigation and Recovery Aids Inadequate.

 a. Low power output and susceptability to atmcspheric interforence of non-directional homers and low frequency ranges.

2. a. Headquarters, USAF has directed that siting of TVOR facilities be accomplished at the earliest possible date. Installation is to be accomplished at all EADF bases, except Presque Isle, within six months. CAA has installed a VOR four miles from Presque Isle AFB.

> Action Required: Headquarters, ADC has promised to furnish an operational concept and siting criteria prior to 15 June 1955. Site selection and preparation of operational plans will be accomplished as soon as possible thereafter.

Responsible Agency: EAOCE b. The 200 practice runs monthly minimum was accomplished by all EADF air bases.

Action Required: No Change.

Responsible Agencies: EAOOT, EAOCE

3. a. Command letter on this subject dated 1 June 1955 was forwarded to Headquarters, ADC requesting expeditious action on this subject.

Action Required: No Change.

3 Responsible Agencies: EAMAC and ADC. SECRET

- Shortage of qualified GCA Operators and Maintenance Personnel.
- Restricted Operational and Training Capabilities in Fighter-Interceptor Squadrons.
  - a. Inability to utilize completed Unit A (Rocket Readiness Storage) Buildings 3

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31 MAY 1955

DEFICIENCIES AND LIMITING FACTORS

ACTION TAKEN OR CHANGE OF STATUS

FIGHTER-INTERCEPTOR SQUADRONS

OPERATIONS

Paragraph 3 b continued

b. Shortage of combat crew personnel (pilots)

b. Our F-86D squadrons are manned with an average of 28.3 pilots per squadron with an average of 26.5 pilots in F-89D squadrons and an average of 28 pilots in F-94C squadrons as compared to a requirement for 37 in each instance. It is anticipated that the aircraft in-commission rate will show improvement during the next 6 months. This will increase the relative shortage of aircraft crews. The duty assignment of newly-assigned crew per-sonnel is being closely monitored to insure their maximum utilization as aircrews. In addition, continuing action is being taken to requisition against all current and known projected vacancies in accordance with ADC Regulation 36-4.

Action Required: That all outstanding requisitions be filled in accordance with the criteria established in ADCR 36-4.

Responsible Agencies: Headquarters ADC and USAF.

MATERIEL

a. No Change.

4.

4

SECRET

Action Required: No Change.

a. Shortage of E4, E5, and AS E6 fire control system components. E6

b. Shortage of suitable ground power units for flight line and hangar maintenense and testing of fire control systems.

4. Low Combat ready in-com-

mission status.

Responsible Agencies: EAMAC & ADC

b. No Change.

Action Required: No Change.

Responsible Agency: EAMAC

31 MAY 1955

ACTION TAKEN OR CHANGE OF STATUS DEFICIENCIES AND LIMITING FACTORS SINCE LAST MONTH MATERIEL FIGHTER-INTERCEPTOR SQUADRONS Paragraph 4 c continued c. No Change. c. Lack of shelters for combat ready aircraft. Action Required: No Change Responsible Agencies: EAMAC & ADC d. No Change. d. Shortage of qualified Maintenance Officers. Action Required: No Change. Responsible Agencies: EAPMP, EAMDM, & Higher Authority e. Reference Comment 1 a, Page 6 e. Shortage of qualified Maintenance Airmen. OPERATIONS AC&W SQUADRONS 1. ACWRONs are unable to effec- 1. a. No Change. tively control associated Action Required: No Change. interceptors. a. Lack of trained di-Responsible Agency: FACOT rectors. b. No Change. b. Lack of sufficient intercept control Action Required: No Change. positions. Responsible Agency: EAOOT c. Lack of flexibility in airborne communications equipment limits combat 1. c. No Change. capability of fighter Action Required: No Change. aircraft. Responsible Agencies: EAOCE (EAMAC-Project "New Look") 5

SECRET

#### 31 MAY 1955

OPERATIONS

### DEFICIENCIES AND LIMITING FACTORS

#### ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH

#### COMBAT SUPPORT UNITS

1. a. No Change.

1. Inadequate crash rescue capability. a. Lack of a sufficient

- number of suitable helicopters.
- 2. Deficiency in ECCM Capability.

a. Inability of 4713th Radar Evaluation ECM Flight to provide the necessary BCM training for all components of EADF.

Action Required: No Change.

### Responsible Agency: EAOOT

2. a. Action taken or change of status: Informal information from WADC indicates ECM modification drawings for TB-29s will not be available before July 56 due to higher priority work. This information was forwarded to ADC with a request to send one TB-29 to WADC for prototype installation and for ADC to secure priority from AMC for local modification.

### Action Required: No Change.

Responsible Agencies: EAOOT, EAOCE, EAMAC, EAOPR, and ADC.

#### GENERAL

SECRET

# PERSONNEL

1. a. A review of the overall re-enlistment rate and the re-enlistment rate of skilled technicians in the "hard core" career fields for the past four months has shown a significant improvement trend, as indicated below:

MONTH	OVERALL RE-	RE-ENLISTMENT RATE IN "HARD CORE" AREA
Jan 55	24.45	11.9%
Feb 55	30.45	19.3%
Mar 55	37.05	25.9%
Apr 55	27.25	22.6%

Continued emphasis on re-enlistment in the "hard core" area has resulted in the increased re-enlistment trend in the "hard core" specialties, as indicated above. As part of the plan established by the Director of Personnel Training thirty three (33)

1. Low skill level of enlisted personnel. a. Inability to retain skilled technicians.

DEFICIENCIES AND LIMITING FACTORS

ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH

#### GENERAL

1. a. (continued)

airmen, AFSC 32250D/70D, scheduled for separation during March 1955 through July 1955 were offered attendance at the E-9 Fire Control System Factory Course as a re-enlistment incentive. Thirteen (13), or 39.4% of these airmen have, or will, re-enlist to attend this training. An additional group of thirteen (13) airmen, AFSC 32250D/70D have indicated a desire to take a short discharge and re-enlist, or extend their current enlistment up to two years to attend this course.

Action Required: No Change.

Responsible Agencies: Re-enlistment · Officers, all echelons

b. No Change.

Action Required: No Change.

Responsible Agencies: EAPMP and ADC

c. Inadequacies of OJT Programs.

men.

b. Shortage of trainable personnel through pipe-

line with sufficient lead time to allow for

up-grade training prior to loss of skilled air-

c. No Change.

Action Required: No Change.

Responsible Agencies: Squadron, Group, Wing, Division, and EAPPT

2. Inadequate command and staff 2. a. The existing inadequacies in command and staff supervision are deemed attributable to the low percentage manning of field grade officers which has necessitated utilizing inexperienced officers in certain key positions. The overall command field grade manning is presently 65%. The only means available to this command of correcting this deficiency is through normal officer requisitions. Accordingly, special attention is being 7 given this subject to insure that all existing requirements are covered by requisition.

SECRET

and skill authorized.

- - supervision. a. Inability to fill officer positions in the grade

PERSONNEL

DEFICIENCIES AND LIMITING FACTORS

# ACTION TAKEN OR CHANGE OF STATUS

#### GENERAL

2. continued

Action Required: No Change.

Responsible Agencies: EAPMP and ADC

PERSONNEL

- Preparation of classified annexes to SCATER Plan.
   Classification of flight plans after filing.
  - Lack of authority to direct control of military navigation aids.
  - c. lack of procedures for movement of high priority logistical and administrative flights during Warning White, Red and Yellow which are not planned in advance.

1. Inability to obtain Easen-

1. a.b.c. Action taken or change in status: A review of the current status of SCATER Plan was recently completed. Based on that review, recommendations covering the major problems areas of the SCATER Plan will again be forwarded to Hq ADC.

a. No Change.

b. Received an info copy of ADC's 1st Indorsement to WADF letter, Subject: (Uncl) Control of Aeronautical Facilities and Navigational Aids under SCATER. The indorsement stated that ADC will recomment that the SCAT Plan be revised to include the following statement, "In the interest of national security, the Joint Air Defense Division Commander is authorized to direct the operation of all air navigational aids and aeronautical communication facilities located in his area of responsibility during an air defense emergency or air defense warning yellow or red."

c. An Inner Defense Area plan developed by the 30th Air Division (Defense) was forwarded to Hq ADC for possible nationwide application.

INTELLIGENCE

1. a. No Change.

SECRET

Action Required: No Change.

Responsible Agencies: ADC, EAEDI & EAOCE

tial Elements of information required by ADC Operations Order 3-54 from subordinate units of this command on a timely basis,

DEFICIENCIES AND LIMITING FACTORS

ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH

#### GENERAL

- 1. continued
  - a. Existing circuits between ADDCs, FISs and ADCCs are incapable of handling the volume of intelligence traffic necessary during air defense operations.

# FIGHTER-INTERCEPTOR SQUADEONS (ANG-RES)

1. Inadequate procedure for rapid mobilization of the ANG.

1. Action taken or change of status: The present procedure for mobilizing the ANG is by Presidential Order, provided Congress has first declared a national emergency or has authorized the President to order any or all members or units into active military service. This procedure is not considered satisfactory to meet Air Defense requirements for rapid mobilization. The Dept of Defense has sponsored a bill for consideration by Congress where by authority may be delegated to Commander ADC, to mobilize in the event of hostilities, ANG units having mobilization assignments to ADC

Action Required: Congressional approval.

Responsible Agency: Department of Defense

2. Inadequate information on 2. Action taken or change of status: EADF requested ADC to obtain copies of AF Reserve Operational Readiness Report (RCS: AF-V15) from ConAC to provide detailed information concerning the operational readiness of these units. Information has been received that RADF and the divisions will be on future distribution for this

report.

Action Required: None. Insufficient time element to receive this report.

Responsible Agencies: EAOOT, ConAC SECRET

Air Force Reserve Fighter Bomber Wing Capabilities.

DEFICIENCIES AND LIMITING FACTORS

#### ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH

# FIGHTER-INTERCEPTOR SQUADBONS (ANG-RES)

3. Low percentage of ANG pilots 3. Action taken or change of status: Approximately 10% of assigned ANG pilots are operationally ready as defined in ANGR 55-06. This extremely low figure is primarily due to lack of aerial gunnery facilities at home stations. This condition should improve considerably after 1955 Field Training periods.

> Action Required: Concentrated gunnery program during field training periods.

> Responsible Agency: Hq USAF, National Guard Bureau, ConAC

Co-ordinating Agency: EAOOT

4. - Critical shortage of radar 4. observers to complete all weather fighter-interceptor crews.

Action taken or change of status: ANG fighter-interceptor units are attempting to recruit qualified ROs and have had some success in recruiting students for entry into USAF Air Training Command RO Cadet School.

Action Required: Continued effort toward procurement of these needed ROs from sources available.

Responsible Agencies: Headquarters USAF, National Guard Bureau, ConAC

Co-ordinating Agency: EAOOT

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#### PART IV

### SPECIAL COMMENTARIES

#### 31 MAY 1955

#### V-8 REPORT

### 1. RCAF-ADC EASTERN CANADA:

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The RCAF-ADC forces available in Eastern Canada (excluding NEAC) for normal operations are:

a. Seven all-weather squadrons with a composite strength of 21 CF-100 Mk III and 52 CF-100 Mk IV (E-5 Fire Control System). Squadrons are still in the training phase. One aircraft on "one hour available" from each squadron.

- b. AC&W forces operating are:
  - (1) One COC and three ADCCs on 24-hour operation.
  - (2) Nine ADDCs on 8 hours GCI 16 hours EW. (Three are limited GCI due to manning or communications.)
  - (3) One ADDC on 24 hours EW.
  - (4) Two EW's on 24-hour EW.
  - (5) One EW (USAF manned) 24 hours EW.

c. Ten filter centers manned 24 hours a day with 73% observation posts operational for exercises or emergencies (normally on stand-by but reporting when considered advisable or on request of parent ADDC).

d. GOC Northern Division consisting of 388 observation posts in continuous operation above 55 degrees north.

e. Five regular airdromes, three secondary airdromes, two advanced bases and 12 emergency strips usable for jet operations are available with varying degrees of jet logistic support.

2. In addition, the following forces are available in case of a military emergency.

a. The ADDCs and EWs above will commence 24 hour operation in their assigned role. Some ADDCs will only be capable of limited GCI operations due to limited communications.

b. Seven auxiliary day fighter squadrons composed of 32 Vampire and 28 F-51 aircraft.

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

d. One day fighter OTU with a UE of 45 Sabres, 12 available for continued operations. Forty-five available for a short period.

e. A maximum of 25 F-86 aircraft from one Overseas Ferry Unit, St. Hubert, on a "when available" basis (i.e., not enroute to NATO).

f. GOC will commence 24 hours operation.

g. One regular force Medium AA battalion, nine reserve Medium AA regiments and six reserve AA operations batteries will deploy to the gun defended areas.

h. Shore-based naval aircraft as made available by the responsible naval commander.

3. Interim plans for SCATANA and CONELRAD are in effect. The SCAT plan is similar to USAF ADC. The CONELRAD plan calls for a complete shutdown of all stations until modifications are completed to allow for cluster operation.

4. The following forces of NEAC (64th Air Division) based in Canada will be available for air defense operations over Canadian territory in the Labrador/Newfoundland area under the operational control of ACC RCAF ADC.

a. Two fighter-interceptor squadrons with a composite strength of 50 F-89Ds. Presently converting from F-94B and F-89C so capability will be limited.

b. AC&W forces operating are:

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(1) One ADCC on 24-hour operations.

(2) Three ADDCs, three GCIs, one limited GCI and three EWs on 24-hour operation. (Limited GCI-RCAF manned).

c. One filter center manned 24 hours a day. Observation posts on stand-by.

5. In addition, the following forces are available in NEAC area in case of a military emergency:

a. GOC will commence 24-hour operations.

b. One regular force Medium AA Battery for Goose Bay. The personnel will be airlifted in place within 48 hours after declaration of emergency.

# V8 REPORT BASTERN SEA FRONTIER

#### 31 MAY 1955

Fighters:. The numbers of regular naval fighters based ashore at any time are subject to vast changes because of the deployment of air groups aboard carriers. The numbers of fighters actually available for air defense missions in event of emergencies are reported daily by the fleet air detachment commanders in each location to the appropriate air division. This report is normally made at 1600 hours on each working day.

#### Aircraft Possessed:

Je	t Day	490	Prop Day	0
Je	t AI	139	Prop AI	26

Average daily fighter potential reported through ADDCs: Not available.

Naval Reserve Fighters: Availability of Naval Reserve fighters is dependent upon recall to active duty of Naval Reserve aviators, which can only be accomplished under conditions of a national emergency as declared by the President of the United States. Naval Air Stations basing Naval Reserve fighters are tied in the air defense system with scramble lines: however, lack of pilots would prevent these aircraft being made available on short notice. Naval Reserve fighters based at 10 locations are as follows:

#### Aircraft Possessed:

Jet Day	76	Prop Day	222
Jet AI	0	Prop AI	0

AEW :

These are regular naval aircraft pessessing an air defense capability for early warning and may be allocated when available in accordance with the procedures formulated with the 26th Air Division. Multi-engine AEW aircraft based at NAS Patuxent River, Md.

#### Aircraft Possessed:

#### WV-2 (RC-121C) 11

Single engine AEW aircraft based at NAS Atlantic City.

54

Single engine ABW aircraft based at NAS Quenset.

Procedures for utilization are formulated with the 32d and 26th Air Divisions. Single engine AEW aircraft based at NAS Atlantic City and NAS Quenset have a

limited early warning capability, and their availability may wary radically due to fleet deployment.

2

Picket Vessels: Twe picket vessels (DERs) are allocated for continuous active air defense. Procedures for their utilization are continuously evaluated and improved commensurate to picket vessel capability.

Shore Based Radar: The eight Navy radars tied to the air defense system are as follows:

- Fleet Training Center, Norfelk, Va.
   Radar Facility, Atlantic City, N. J.
   Radar Facility, Beavertail Pt., Jamestown, R. I.
   Fleet Training Center, Newport, R. I.
   CIC School, Glenview, Ill.

- 6. NAS Key West, Florida
- 7. MCAS Cherry Pt., North Carolina 8. Jacksonville (Mayport), Florida

Naval AA:

0

Naval AA potential is integrated with associated AAOCs within gun defended areas.

# AIR NATIONAL GUARD AND AIR FORCE RESERVE

31 MAY 1955

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1. Thirty ANG Fighter Bember and 11 Fighter-Intercepter Squadrens (with four parent fighter-interceptor wings and groups) have M-day assignments to EADF. The total number of aircraft assigned and operationally reay are listed below and were obtained from the ANG Operational Readiness Report as of 31 March 1955.

TYPE	ASSIGNED	OPERATIONALLY READY	S OPERATIONALLY READY
F-51 D/H	180	133	74
F-80 C	59	37	63
F-84 E/F	214	96	45
F-86 A/E	86	44	51
F-89 B/C	43	15	35
<b>F-94</b> A/B	127	<u>66</u>	<u>52</u>
	709	391	Over-all 55
			A AND ANTATY DEADY

TYPE	NO. OF CREWS ASSIGNED	OPERATIONALLY READY CREWS	% OPERATIONALLY READY
F-51 D/H	127	42	30
<b>7-80</b> C	92	0	0
F-84 E/F	222	7	3
F-86 A/S		16	· 10
F-89 B/0		0	0
F-94 A/1		_0	_0
- ,	610	65	11

0

2. Twelve of the 41 ANG squadrons are now participating in the ANG Air Alert Augmentation Plan.

3. Six Air Force Reserve Fighter Bomber Wings (18 fighter bomber squadrens) have 90-day medilization assignments to BADF.

#### GOC COMMENTARY FOR MAY 1955

1. The combat readiness of the GOC is still increasing due to the efforts of continued public relations and increased activity of GOC personnel in the field. The number of active observation posts increased in EADF Skywatch area from 3034 to 3075, and numbers of observation posts operating on a full 24-hour basis increased from 695 to 735. The number of volunteers in observation posts in the Skywatch area are 134,647. In the entire EADF area there are 183,627 volunteers.

2. New vehicles have been received at White Plains, Trenten, and Pittsburgh Filter Centers. These vehicles will facilitate employment of mobile field training teams, thus eliminating problems delineated in April Commentary.

3. Action is being taken to capitalize on the increased public relations potential of the filter center administrative supervisors which resulted from 28 EADF Region civilian administrative supervisors being able to observe Operation Cue at Yucca Flats.

4. Public relations activities of the recently closed program "Everyone Get One" and the new public relations effort involved in the Third Anniversary of Skywatch will tend to increase our active and 24-hour observation posts and stimulate GOC effort throughout the EADF area.

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s/t/ DONALD B. SMITH Brig Gen USAF Chairman, Combat Readiness Commentary Committee

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# DISTRIBUTION

# Headquarters, EADF

Commander.						•	•	•	•	•	1
Deputy for O	perations						•	•	•	•	i.
Deputy for M	ateriel						•	•	•	•	2
Deputy for P	ersonnel				•			•	•	•	2
Deputy for I	ntelligen							•	•	•	1
Assistant to	VC for F	light	Safety	r.				•	•	•	+
T	meral								•	•	1
Director of	Plans. Or	ganiza	ation a	and	Requ	irem	ents			•	1
Dimentor of	Mannover	and O	rganizs	<b>t</b> 10	on.				•	•	1
Director of	Communica	tions	and E	lect	troni	CB.				•	1
Operations 1	nalvais (	fice							•		1
Director of	Civil Ai	Defe	nse.						•		1,
Director of	Omeration	is and	Train	ing							1
Director of	Installat	tions.									1
Director of	Mone gemen	at Ana	lysis								3
Director of	Historica	al Ser	vices				•	•	•	•	4

### External

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•	Commander.	Air Defense	Commend					•	•	2
	Commander.	26th Air Div:	ision (	Defense	) .	•	•		•	1
	Commander.	30th Air Div:	ision (	Defense	) .			•	•	1
	Command er.	32d Air Div	ision (	Defense	) .		•	•	•	1
	Commander.	35th Air Div	ision (	Defense	) .		•	•		1
	Command er.	4706th Air D	efense	Ving		•	•	•	•	1
	Commander.	4707th Air D	efense	Wing		• •	•	•	•	1
	Commander.	4708th Air D	efense	Wing		•	•	•	•	-
	Commander.	4709th Air D	efense	Wing		• •	•	•	•	1
	Commander	4710th Air D	efense	Wing		• •	•	•	•	1
	Commander.	4711th Air D	efense	Wing			•	•	•	1
	COMNAVFORE	ASTCONAD .	• •		•	• •	•	•	•	1

Total Distribution. . . . 41

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EASTERN AIR DEFENSE FORCE

# GENERAL COMMENTARY ON STATE OF COMBAT READINESS

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MONTH OF

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#### PART I

# COMBAT READINESS OF AIR DIVISIONS BY TYPE UNIT

AIR	זע	GHTE	RS		AC&W		COMB	AT SU	PPORT
DIVISION		1955		APRIL	1955 MAY	JUNE	APRIL	1955 MAY	JUNE
26th .	62	69	76	76	78	72	83	83	85
30th	70	74	70	70	72	73	79	74	80
324	61	64	58	75	74	77	82	83	75
35th	61	72	67	40	83	76	78	79	80
TOTAL EADF	64	70	68	71	74	74	<i>(</i> 81	79	80

The above figures have been recomputed in accordance with standards established in letter ADCMA, Subject: CONAD Readiness Summary Standards, dated 27 June 1955. This letter was forwarded to each Air Division (Def) by first indorsement, this headquarters, dated 1 July 1955.

### ANALYSIS OF COMBAT READINESS REPORTS, JUNE 1955

1. The overall operational readiness of EADF remained at 73%. A small decrease . fighter squadron readiness was largely offset by an increase in readiness of combat support units. AC&W Squadron readiness remained unchanged at 74.

2. The Fighter Squadron decrease was caused by reasons as follows:

42d FIS: Decreased 28% due to UAL changes and newly 30th Air Div authorized equipment not yet on hand.

56th FIS: Decreased 10% to 70 due to drop in aircrews O/R caused by aircrew TDY.

438th FIS: Decreased 6% to 40 in number of aircraft O/R. caused by low number of aircraft possessed due to Project IRAN. 82d FIS: Decreased 17% to 46. Drop in aircraft O/R due to

SECRET

32d Air Div

non-availability of airlift to support 3 way deployment of this squadron. 47th FIS: Decreased 18% in 0/R aircraft due to aircraft stood down for TDY to Yuma.

37th FIS: Decreased 8% in O/R pilots due to 12 pilots TDY.

460th FIS: Decrease from 80 to 46% in aircraft O/R caused 35th Air Div by shortage of qualified maintenance personnel.

3. The average number of aircrews assigned declined slightly to 980, or 74% of the 1258 aircrews authorized. 234 aircrews were on TDY, leave, or undergoing transition training which left an average of 746 aircrews, or 58% of authorized, on hand. 728 aircrews were operationally ready.

a. The average number of U.E. aircraft assigned rose slightly to 837, or 99% on the 850 aircraft authorized. An average of 801 aircraft were on hand during June and of these, 507, or 63% were operationally ready.

b. The ratio of O/R aircrews to O/R aircraft declined to a little more than 1.4 to 1. However, there were less aircrews than aircraft on hand command wide and in 18 of the 34-assigned fighter squadrons during the month. In this regard, the 32d Air Division (Defense) Commentary contains recommendation that higher headquarters stem the number of pilot TDY commitments in order to prevent a serious morale problem.

c. Effective Manning remains the weakest link in Fighter-Interceptor Squadrons. In this connection, the 26th Air Division Command Data Analysis Committee has found that Fire Control System maintenance was most seriously hampered by low effective manning and recommends that contract maintenance, as applied in AC&W Squadrons, be extended to include maintenance of fire control systems in fighter aircraft.

4. Operational Team Positions Effectively Manned remains the weakest link in AC&W Squadrons. Nineteen of 33 operational AC&W Squadrons reported this item as their weakest link.

a. A decline in the readiness figures for the 26th and 35th Air Division AC&W Squadrons is accounted for also as follows:

771st ACSW Squadron drop of 33% due to Height Radar ROCP for 26th Air Div pulse cable.

663rd AC&W Squadron. Decrease in radar time on the air to 64% due to moving target indicator on Lower Beam off 208 hours and 35th Air Div search radar off 48 hours for Radome painting.

5. Thirteen of the 15 Air Defense Groups report Commander's estimate of readiness of equipment as their weakest link. The lowered readiness figure in the 32d Air Div was caused by a decrease in 517th Air Def Group Commander's estimate of equipment readiness from 88 to 55%.

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EADF-S-4782-55

#### 30 JUNE 1955

A.

### DEFICIENCIES AND LIMITING FACTORS

# ACTION TAKEN OR CHANGE OF STATUS

### FIGHTER-INTERCEPTOR SQUADRONS

OPERATIONS

- Low Rocketry proficiency level of interceptor aircrews.
  - a. Inadequate rocketry training.

1. a. The 34 air driven tow reels required within EADF have been manufactured by OCAMA. Action to issue is being held in abeyance by Hq ADC pending the results of engineering tests on these reels bein completed at WADC. Requirements for practice rockets are being reviewed to determine the adequacy of the current allotment for home firing of 128 2.75 FFARs per pilot.

### Action Required: No Change

Responsible Agencies: EAOOT, EAMDM and EAOPR.

2. Existing Navigation and Recovery Aids Inadequate.

a. Low power output and susceptibility to atmospheric interference of non-directional homers and low frequency ranges.

 a. A low power output and susceptibilit; to atmospheric interference of non-directional homers and low frequency ranges has required a survey of navigational and recovery aids at ADC Fighter Bases.
 Hq USAF has approved the installation of TVOR facilities at all EADF Bases except Presque Isle, (Presque Isle has an OHNI 4 miles from base). Additional information required from Headquarters, ADC on operational concept and siting of TVO. Facilities, due 15 June has been receive

Action Required: Units have been directed to submit OPS Plans for TVOR not later than 15 July. Upon completion of OPS Plans, AAC will perform site surveys and install equipment upon receipt from AMC.

### Responsible Agency: RAOCE

b. Shortage of qualified GCA Operators and Maintenance Personnel. b. Due to a world wide critical shortage of qualified GCA operators and maintenance personnel, the GCA units at USAF Installations are on a limited operation al schedule. To increase the number of qualified GCA operators, continued emphasis on GCA utilization is necessary.

30 JUNE 1955

DEFICIENCIES AND LIMITING FACTORS

ACTION TAKEN OR CHANGE OF STATUS

### FIGHTER-INTERCEPTOR SQUADRONS

OPERATIONS

Paragraph 2 continued

Action Required: In view of the large number of GCA practice runs being reported, this headquarters has requested a report on the manning status of all GCA units within EADF to determine the extent to which the deficiency now exists.

## Responsible Agencies: EAOOT, EAOCE

- Restricted operational and 3. training capabilities in fighter-interceptor squadrons.
  - a. Inability to utilize completed Unit A (rocket readiness storage) buildings.

a. The lack of authorization and funding for storage racks for these buildings prevents their use for rocket storage facilities. With 14 units now completed, this command has a considerable storage facility which it cannot use. Several bases require this storage capacity to permit the storage of the authorized level of combat rockets on the base. This deficiency limits the number of combat rockets immediately available to fighter squadrons, and would be a deterrent to rearming of aircraft in the event of hostilities. At a conference on this subject on 27 April 1955, ADC stated that interim rack construction would not be acceptable. This deficiency was the subject of a command letter from this headquarters to ADC on 1 June 1955. ADC message ADMAC 25945, dated 27 June 1955 states that ADC is expending every effort to expedite authority and funding.

Action Required: Approval by Hq AMC of acceptable rocket storage rack design and allotment of funds for accomplishing rack construction, or procurement.

Responsible Agencies: EAMAC and Higher Headquarters

b. Shortage of combat crew personnel (pilots)

b. Our F-86D squadrons are manned with an average of 28.3 pilots per squadron with an average of 25.2 pilots in F-89D squadrons and an average of 26.2 pilots in

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#### 30 JUNE 1955

### DEFICIENCIES AND LIMITING FACTORS

# ACTION TAKEN OR CHANGE OF STATUS

OPERATIONS

### FIGHTER-INTERCEPTOR SQUADRONS

### Paragraph 3 b continued

F-94C squadrons as compared to a requirement for 37 in each instance. It is anticipated that the aircraft in-commission rates will show improvement during the next 6 months. This will increase the relative shortage of aircraft crews. The duty assignment of newly-assigned crew personnel is being closely monitored to insure their maximum utilization as aircrews. In addition, continuing action is being taken to requisition against all current and known projected vacancies in accordance with ADC Regulation 36-4.

Action Required: That all outstanding requisitions be filled in accordance with the criteria established in ADCR 36-4.

Responsible Agencies: Headquarters ADC and USAF.

MATERIEL

4. a. Critical shortages of Fire Control Systems exist, which will not be alleviated until completion of Projects Pull-Out and Hop-Up.

Action Required: Completion of Projects Pull-Out and Hop-Up and improved supply position.

Responsible Agencies: EAMAC and Higher Headquarters.

b. Shortage of adequate close regulated AC power sources for maintenance of fire control systems limits maintenance capability.

Action Required: Contracts have been let by bases this command for a project to supply AC power to line and hangar locations for use in supplying the Bogue and/ or American Electric generators, which in turn supply regulated AC Power for fire

 Low Combat ready incommission status.
 a. Shortage of E-4, E-5 and E-6 Fire control system components.

> b. Shortage of suitable ground power units for flight line and hangar maintenance and testing of fire control systems.

> > SECRET

#### 30 JUNE 1955

DEFICIENCIES AND LIMITING FACTORS

ACTION TAKEN OR CHANGE OF STATUS

### FIGHTER-INTERCEPTOR SQUADRONS

MATERIEL

Paragraph 4 b continued

control systems maintenance. It is estimated that all projects will be completed by 2d Quarter 56.

Responsible Agencies: RAMAC and Higher Headquarters

c. Lack of shelters for combat-ready aircraft.

c. Lack of facilities precludes under cover storage for combat-ready aircraft. During winter months, aircraft parked on ramp with no protection against freezing moisture, snow, etc., are difficult to maintain combat ready. Requirement exists for shelter of all combat-ready aircraft at designated cold weather bases.

Action Required: Comments and recommendations have been solicited from EADF organizations and forwarded to ADC and operational requirement, for these shelters submitted to ADC on 23 June 1954, is still valid.

Responsible Agencies: EAMAC and Higher Headquarters.

d. The deficiencies in the supervision of aircraft maintenance activities have resulted from the low manning of qualified Aircraft Maintenance Officers; that is, by grade and skill level. Although statistics indicate that we are manned 95%, numbers-wise, only 37% of the officers assigned to our Maintenance positions have the qualifications required. Only 11 of the 53 field grade positions authorized in this field are filled with field grade officers. In an effort to alleviate this situation, action is being taken, on a continuing basis, to insure maximum utilization of all personnel positions.

d. Shortage of qualified Maintenance Officers.

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30 JUNE 1955

DEFICIENCIES AND LIMITING FACTORS

ACTION TAKEN OR CHANGE OF STATUS

# FIGHTER-INTERCEPTOR SQUADRONS

Paragraph d continued

Action Required: No Change

Responsible Agencies: EAPMP, EAMIM and Higher Headquarters

e. Shortage of qualified Maintenance Airmen. e. Reference Comment 1 a, Page 8.

#### OPERATIONS

MATERIEL

### ACAW SQUADRONS

 ACWRONs are unable to effectively control associated interceptors.
 a. Lack of trained directors.  a. Until March 1955, there was a steady increase in the skill level of directors. Since April 1955, the number of combat ready directors has remained relatively constant as a result of increased emphasis on director training even though there has been a steady decline in the total number of directors assigned to EADF. The expected gain in combat ready directors has been cancelled as director output (reassignment commitments and releases from active duty) has exceeded director input to the system.

> Action Required: Continuation of the present intensified director training programs. Remedial actions to correct current input/output ratios and high turnover rate.

## Responsible Agency: EAOOT

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b. The programmed UPA 35 scopes should alleviate this problem; however, available and programmed communications equipment will effect the total capability to control aircraft.

c. ARC 27 and ARC 33 UHF Equipments are capable of presenting 20 pretuned channels to the pilot. Due to the large number of non-tactical frequencies which are re-7 quired (approximately half of the available

#### Lack of sufficient intercept control positions.

c. Lack of flexibility in airborne communications equipment limits combat capability of fighter aircraft.

30 JUNE 1955

### DEFICIENCIES AND LIMITING FACTORS

#### ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH

#### ACON SQUADRONS

OPERATIONS

Paragraph c continued

channels), the number of tactical channels available is insufficient. This is due to the method of frequency assignment which permits only one Ground Station to utilize a specific frequency. This situation has been corrected in the ARC-34 UHF Equipment by the installation of a manual frequency selector by which the pilot can change the pretune frequency while airborne.

Action Required: Hq ADC has submitted a requirement for modification of ADC 27 and ARC 33 Equipment, and retrofit of aircraft to install manual frequency selectors. RAFD is developing this equipment.

Responsible Agencies: EAOCE (EAMAC-Project "New Look")

#### **OPERATIONS**

### COMBAT SUPPORT UNITS

ability.

a. Lack of a sufficient number of suitable helicopters.

1. Inadequate crash rescue cap- 1. a. There are 5 H-5G and 7 H-13G helicopters presently assigned as primary rescue aircraft; in addition, 2 H-19 helicopters are assigned as secondary rescue craft. We have asked Hq ADC to replace all H-5 and H-13 helicopters with H-19 type aircraft and they have concurred commensurate with the availability of additional H-19 aircraft and concurrence of Hq USAF.

#### Action Required: None

## Responsible Agency: EACOT

2. Deficiency in ECCM Capability. a. Inability of 4713th

Radar Evaluation ECM Flight to provide the necessary ECH training for all components of 8 EADF .

a. ADC in answer to EADF message stated they requested a 1C priority from USAF to modify 4713th Rad Eval Flt TB-29s for ECH capability. ADC also indicated that if they do not secure a realistic date for modification, they will pursue EADF suggestion that WADC make a prototype

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2.

#### 30 JUNE 1955

# DEFICIENCIES AND LIMITING FACTORS

# ACTION TAKEN OR CHANGE OF STATUS

#### COMBAT SUPPORT UNITS

GENERAL

#### OPERATIONS

 a. (cont'd) installation. EADF-9th AF ECM training exercise "Lone Ranger" was accomplished 28 June 1955.

Action Required: Approval of priority to modify by Hq USAF and continued coordination with SAC to utilize their ECM capability.

Responsible Agencies: EAOOT, EAOCE, EAMAC, EAOPR, and ADC

#### PERSONNEL

### Low experience level in technical fields. a. Inability to retain skilled technicians.

 a. A review of the over-all re-enlistment rate and the re-enlistment rate of skilled technicians "hard-core" career fields for the past five months has shown a significant improvement trend as indicated below: RE-ENLISTMENT RATE IN

MONTH	OVER-ALL RE-ENLISTMENT RATE	"HARD-CORE" AREAS
Jan 55 Feb 55 Mar 55 Apr 55 Hay 55	24.45 30.45 37.05 27.25 48.65	11.9% 19.3% 25.9% 22.6% 32.6% ed emphasis on re-enlists

Continued emphasis on re-enlistment in the "hard-core" areas has resulted in the increased re-enlistment in "hardcore" specialties as indicated above.

As part of the plan established by the Director of Personnel Training to offer Advanced Factory Training as a re-enlistment incentive, 33 airmen, AFSC 32250D/ 70D scheduled for separation during the period March 1955 through July 1955 were offered attendance at the E-9 Fire Control System Factory Course as a re-enlistment incentive. Fifteen or 45.4% of these airmen have re-enlisted to attend this training. An additional group of eight airmen, AFSC 32250D/70D

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30 JUNE 1955

DEFICIENCIES AND LIMITING FACTORS

#### ACTION TAKEN OR CHANGE IN STATUS SINCE LAST MONTH

#### GENERAL

PERSONNEL

1. a. (cont \*d)

with DOS's in 1956 have taken a short discharge and re-enlistment or extended their current enlistment up to two years to attend this course. Six sirmen with critical specialties in the thirty and thirty-two career fields have re-enlisted to attend the Advanced Factory Course on the GAR-1 (FALCON) Guided Missile. At the present time, a group of six airmen are awaiting availability of quotas in Factory Training Courses with the intention of re-enlisting to attend.

Action Required: Extended use of advanced training as a re-enlistment incentive.

Responsible Agencies: Re-enlistment officers, all echelons

b. Pipe-line input has favorably increased to provide trainable airmen, however, not sufficiently early to train them prior to loss of skilled specialists and technicians. In view of this factor the OJT program was reduced 30% for the period from 1 April 1954 to 30 June 1955. The revised requirement, which is now 70% of that previously established by higher headquarters, is contained in the EADF TP. Even so, the goal of having completed the OJT program for each individual by 30 June 1955 (to include up-grade classification action) is unattainable due to the extended period of time it is taking to train airmen in most "hard-core" specialties.

Action Required: Within respective areas of responsibility, each staff and unit activity must direct the efforts of those who are technically qualified to conduct OJT toward actual accomplishment.

Responsible Agencies: All agencies, all echelons SECRET

b. Shortage of trainable personnel through pipe-line with sufficient lead time to allow for up-grade training prior to loss of skilled airmen.

1. c. (contid)

#### 30 JUNE 1955

### DEFICIENCIES AND LIMITING FACTORS

#### ACTION TAKEN OR CHANGE IN STATUS SINCE LAST MONTH

PERSONNEL

#### GENERAL

c. Too infrequent airman proficiency testing cycle.

The present semi-annual APT testing cyole is considered a deterrent to realistic identification of skills for airmen who complete OJT programs within short periods following a testing cycle for the AFSC to which trained. In cases where airmen complete OJT for an AFSC tested during the prior month, it is necessary that he wait until the next cycle which normally occurs 6 months after the first. He cannot be tested during the make-up period, which usually occurs one month following the regular test period, unless he was eligible for the regular test. In addition to the 5 months he must wait to be tested, there is the normal test processing time of 4 - 6 weeks to be considered. A recommendation is being made to higher headquarters that for this reason the test make-up period be eliminated and that a regular test cycle be scheduled to occur quarterly, or every 3 months, for each AFSC. This would not appreciably add to the workload and would per-mit more frequent testing of all eligible airmen.

Action Required: Forward recommendation to higher headquarters, based upon the foregoing.

Responsible Agencies: EAPPT, EAPMP, and Higher Headquarters

- supervision.
  - a. Inability to fill officer positions in the grade and skill authorized.

2. Insdequate command and staff 2. a. Existing inadequacies in command and staff supervision are deemed attributable to the low percentage manning of field grade officers which has necessitated utilizing inexperienced officers in cer-tain key positions. The present overall field grade manning is 63%; the projected field grade manning, through October 195 is 58%. During the period 1 July through October 1955, our field grade authoriza-

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#### 30 JUNE 1955

# DEFICIENCIES AND LIMITING FACTORS

# ACTION TAXEN OR CHANGE OF STATUS

#### GENERAL

#### PERSONNEL

 a. (cont<sup>†</sup>d) tions are increased from 996 to 1101. The only means available to this command in correcting this deficiency is through normal officer requisition. Accordingly, special attention is being given this subject to insure that all existing requirements are covered by requisitions.

Action Required: That Headquarters ADC and USAF take full cognizance of our current and projected field grade requirements and give us all possible assistance to bring it up to a desirable level.

Responsible Agencies: EAPMP and ADC

#### GENERAL

- 1. Preparation of classified annexes to SCATER Plan.
  - a. Classification of flight plans after filing.
  - b. Lack of authority to direct control of military navigation aids.
  - c. Lack of procedures for movement of high priority logistical and administrative flights during Warning White, Red and Yellow which are not planned in advance.
- a. This problem has been subjected to corrective action by Hq ADC in the new classified SCATER Annex; insufficient time has elapsed to permit evaluating the results.

b. This headquarters considers the current authority (reference Apr 55 Commentary) too vague. Recommendations are being prepared at this headquarters.

c. An Inner Defense Area plan developed by the 30th Air Division (Defense) was forwarded to Hq ADC for possible nationwide application. Reply not received to date.

# Responsible Agency: EACOT

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# DEFICIENCIES AND LIMITING FACTORS

### 30 JUNE 1955

# ACTION TAXEN OF CHANGE OF STATUS

#### INTELLIGENCE

- Inability to obtain Essential Elements of information required by ADC operations Order 3-54 from subordinate units of this command on a timely basis.
   a. Existing circuits between ADDCs, FISs and
  - ADCCs are incapable of handling the volume of intelligence traffic necessary during air defense operations.

 a. Since communications is a major intelligence problem throughout ADC, DCS/I, ADC is preparing a study reviewing combat intelligence communications requirements at all echelons of ADC. EAEDI has compiled and forwarded data on the adequacy of communications facilities for intelligence traffic for inclusion in this study.

Action Required: Establishment of intelligence communications requirements throughout ADC.

Installation of any new circuits and/or redesignation of existing circuits as determined by the ADC study to be necessary for the passage of intelligence information.

Responsible Agencies: ADC, EAEDI, and RAOCE

# FIGHTER-INTERCEPTOR SQUADRONS (ANG-RES)

1. Adequate procedure for rapid mobilization of the ANG.

2. Inadequate information on

Air Force Reserve Fighter

Bomber Wing Capabilities.

1. A new bill is before Congress which will authorize the President to call one million men to active duty in the event of an emergency.

Action Required: Congressional Approval

Responsible Agency: Department of De-

 Adequate information is still not available on Air Force reserve fighter bomber wings' capabilities.

Action Required: Follow-up action to ConAC.

Responsible Agencies: EAOOT, ConAC

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30 JUNE 1955

DEFICIENCIES AND LIMITING FACTORS

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ACTION TAKEN OR CHANGE OF STATUS

# FIGHTER INTERCEPTOR SQUADRONS (ANG-RES)

observers to complete all

crews.

3. Low percentage of ANG pilots 3. A definite improvement should be noted operationally ready. A definite improvement should be noted

Action Required: Concentrated gunnery program.

Responsible Agencies: ANG units, ConAC

Co-ordinating Agency: EACOT

Shortage of ROs still exists. These 4. Critical shortage of radar 4. units can be considered to have only a day fighter capability. weather fighter-interceptor

Action Required: Continual efforts be extended by ANG units to recruit ROs from sources available.

Responsible Agencies: Headquarters USAF, National Guard Bureau, ConAC

Co-ordinating Agency: EAOOT

#### PERSONNEL

1. Low skill level of enlisted 1. a. Pipe-line input has favorably increased to provide sufficient trainable airmen.

personnel. a. Inadequacies of OJT

Programs.

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#### PART IV

#### SPECIAL COMMENTARIES

V-8 REPORT

30 JUNE 1955

### 1. RCAF ADC EASTERN CANADA:

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The RCAF-ADC forces available in Eastern Canada (excluding NEAC) for normal operations are:

a. Seven all-weather squadrons with a composite strength of 21 CF-100 Mk III and 52 CF-100 Mk IV (E-5 Fire Control System). Squadrons are still in the training phase. One aircraft on "one hour available" from each squadron.

- b. AC&W forces operating are:
  - (1) One COC and three ADCCs on 24-hour operation.
  - (2) Nine ADDCs on 8 hours GCI 16 hours EW. (Three are limited GCI due to manning or communications.)
  - (3) One ADDC on 24 hours EW.
  - (4) Two EW's on 24-hour EW.
  - (5) One EW (USAF manned) 24 hours EW.

c. Ten filter centers manned 24 hours a day with 73% observation posts operational for exercises or emergencies (normally on stand-by unit reporting when considered advisable or on request of parent ADDC).

d. GOC Northern Division consisting of 388 observation posts in continuous operation above 55 degrees north.

e. Five regular airdromes, three secondary airdromes, two advanced bases and 12 emergency strips usable for jet operations are available with varying degrees of jet logistic support.

2. In addition, the following forces are available in case of a military emergency.

a. The ADDCs and EWs above will commence 24 hour operation in their assigned role. Some ADDCs will only be capable of limited GCI operations due to limited communications.

b. Seven auxiliary day fighter squadrons composed of 32 Vampire and 28 F-51 aircraft.

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

d. One day fighter OUT with a UE of 45 Sabres, 12 available for continued operations. Forty-five available for a short period.

e. A maximum of 25 F-86 aircraft from one Overseas Ferry Unit, St. Hubert, on a "when available" basis (i.e., not enroute to NATO).

f. GOC will commence 24 hours operation.

g. One regular force Medium AA battalion, nine reserve Medium AA regiments and six reserve AA operations batteries will deploy to the gun defended areas.

h. Shore-based naval aircraft as made available by the responsible naval commander.

3. Interim plans for SCATEN and CONELRAD are in effect. The SCAT plan is similar to USAF ADC. The CONELRAD plan calls for a complete shut-down of all stations until modifications are completed to allow for cluster operation.

4. The following forces of NEAC (64th Air Division) based in Canada will be available for air defense operations over Canadian territory in the Labrador/ Newfoundland area under the operational control of AOC RCAF ADC.

a. Two fighter-interceptor squadrons with a composite strength of 50  $F-89D_8$ . Presently converting from F-94B and F-89C so capability will be limited.

b. AC&W forces operating are:

(1) One ADCC on 24-hour operations.

(2) Three ADDCs, three GCIs, one limited GCI and three EWs on 24-hour operation. (Limited GCI-RCAF manned).

c. One filter center manned 24 hours a day. Observation posts on stand-by.

5. In addition, the following forces are available in NEAC area in case of a military emergency:

a. GOC will commence 24-hour operations.

b. One regular force Medium AA Battery for Goose Bay. The personnel will be airlifted in place within 48 hours after declaration of emergency.

### EASTERN SEA FRONTIER

#### V-8 REPORT

30 JUNE 1955

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Fighters: The numbers of regular naval fighters based ashore at any time are subject to wast changes because of the deployment of air groups aboard carriers. The numbers of fighters actually available for air defense missions in event of emergencies are reported daily by the fleet air detachment commanders in each location to the appropriate air division. This report is normally made at 1600 hours on each working day.

### Aircraft Possessed

Jet	Day	394	Prop Day	0	
Jet	AI	52	Prop AI	78	

Average daily fighter potential reported through ADDCs: Not available.

Naval Reserve Fighters: Availability of Naval Reserve fighters is dependent upon recall to active duty of Naval Reserve aviators, which can only be accomplished under conditions of a national emergency as declared by the President of the United States. Naval Air Stations basing Naval Reserve fighters are tied in the air defense system with scramble lines; however, lack of pilots would prevent these aircraft being made available on short notice.

Naval Reserve fighters based at 10 locations are as follows:

### Aircraft Possessed

Jet Day	180	Prop Day	179	
Jet AI	0	Prop AI	71	



### EASTERN SEA FRONTIER

#### V-8 REPORT

14

30 JUNE 1955

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Fighters: The numbers of regular naval fighters based ashore at any time are subject to vast changes because of the deployment of air groups aboard carriers. The numbers of fighters actually available for air defense missions in event of emergencies are reported daily by the fleet air detachment commanders in each location to the appropriate air division. This report is normally made at 1600 hours on each working day.

#### Aircraft Possessed

Jet	Day	394	Prop Day 0	
Jet	AI	52	Prop AI 78	

Average daily fighter potential reported through ADDCs: , Not available.

Naval Reserve Fighters: Availability of Naval Reserve fighters is dependent upon recall to active duty of Naval Reserve aviators, which can only be accomplished under conditions of a national emergency as declared by the President of the United States. Naval Air Stations basing Naval Reserve fighters are tied in the air defense system with scramble lines; however, lack of pilots would prevent these aircraft being made available on short notice. Naval Reserve fighters based at 10 locations are as follows:

### Aircraft Possessed

Jet	Day	180	Prop Day	179-	
Jet	AI	0	Prop AI	71	

#### V-8 REPORT - Cont'd

Picket Vessels: Five picket stations are continuously manned by DER and YAGE type vessels for active air defense. Procedures for their utilization are continuously evaluated and improved commensurate with picket vessel capability.

Shore-Based Radar: The seven Navy radars tied to the air defense system are as follows:

- Fleet Training Center, Norfolk, Va.
   Radar Facility, Atlantic City, N. J.
   Fleet Training Center, Newport, R. I.
   CIC School, Glenview, Ill.

- School, Glenview, 111.
   NAS Key West, Florida
   MCAS Cherry Pt., North Carolina
   Jacksonville (Mayport), Florida

Naval AA:

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Naval AA potential is integrated with associated AAOCs within gun defended areas.

# AIR NATIONAL GUARD AND AIR FORCE RESERVE

30 JUNE 1955

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1. Thirty ANG Fighter Bomber and 11 Fighter-Interceptor Squadrons (with four parent fighter-interceptor wings and groups) have M-day assignments to EADF. The total number of aircraft assigned and operationally ready are listed below and were obtained from the ANG Operational Readiness Report as of 31 March 1955. In accordance with ANG Letter 20-1, 18 April 1955, all the fighter bomber units are to convert to fighter-interceptor units on 1 July 1955. This would give us 41 ANG fighter-interceptor squadrons with 15 parent wings, that would have permanent mobilization assignments to EADF. No official word has been received of this conversion thru ADC channels.

TYPE	ASSIGNED	OPERATIONALLY READY	SOPERATIONALLY READY
F-51 D/H	180	133	74
F-80 C	59	37	63
F-84 E/F	214	96	45
F-86 A/E	86	44	51
F-89 B/C	43	- 15	35
F-94 A/B	127	66	<u>52</u>
	200	391	over-all 55

TYPE	NO OF CREWS ASSIGNED	OPERATIONALLY READY CREWS	SOPERATIONALLY READY CREWS
F-51 D/H	127	42	30
F-80 C	92	0	0
F-84 E/F	222	7	3
F-86 A/E	157	. 16	10 .
F-89 B/C		0	0
<b>F-94 A/B</b>		_0	_0
)4 =/-	610	65	11

2. Twelve of the 41 ANG squadrons are now participating in the ANG Air Alert Augmentation Plan.

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3. Six Air Force Reserve Fighter Bomber Wings (18 fighter bomber squadrons) have 9-day mobilization assignments to EADF.

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### GOC COMMENTARY FOR JUNE 1955

1. The combat readiness of the GOC is still increasing due to the efforts of continued public relations and increased activity of GOC personnel in the field. The number of active Observation Posts increased in EADF Skywatch area from 3075 to 3351, and numbers of Observation Posts operating on a full 24-hour basis increased from 735 to 754. The number of volunteers in Observation Posts in the Skywatch area are 124,423. In the entire EADF area, there are 194,509 volunteers.

2. The Mobile Training Teams are being greatly aided by receipt of new station wagons at all Filter Centers.

3. New vertical plotting boards have been received at Columbia, S.C., Jackson, Miss., and Terre Haute, Ind. Filter Centers.

4. The Third Anniversary of Skywatch will be celebrated 10-16 July 1955 by having "Open House" at all Filter Centers. During this period, the public relations concerning Skywatch will be greatly aided by several general officers speaking in cities that have new Filter Centers. The public relations action "saturation" is being applied throughout the command to aid in the over-all GOC program.

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s/t/ HANLON H. VAN AUKEN Col USAF Acting Vice Commander Chairman, Combat Readiness Commentary Committee

### DISTRIBUTION

# Headquarters, EADF

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EAPDP.					•	•	•	•	•	•	•	•		í
EAEDI.							•	•	•	•	•	•	•	1
EADFS.						•		•	•	•	•	•		1
EAIIG.			•			•	•	•	•	•	•			1
EAOPR.					•	•	•	•	•	•	•	•	•	1
EAOMO.						•		•	•	•	• ·	•	•	-
EAOCE.		•		•		•	۰	•	•	•	•	•		-
EAOOA.				•	۰	0	•	•	•	•	•	•	•	
EAOCD.						•	•	•	•	•	•	•	•	
EAOOT.						•	•	•		•	•	•	•	
EAMIS.						•	۰	•		•	•	•	•	
EACMA.					•		•	•	•	•	•	•	•	
EADHS.				•	•	•	•	•	•	•	•	•	•	

### External

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Commander, Air Defense Command .			•	•	•	•	•	2	
Compare 26th Air Division (Delense)						•	•	-	
Commander, 20th Air Division (Defense)							•	1	
Gammadan 32d Air Division (Delense)					•		•	1	
Commander, 35th Air Division (Defense)						•	•		
Commander, 4706th Air Defense Wing .								1	
Commander, 4706th Air Defense Wing .						•	•	1	
Commander 4708th Air Defense ling .				•	•	•	•	1	
Commander, 4709th Air Defense Wing .	•						•	1	
Commonder 4710th Air Defense "ing						••.	•	1	
Commander, 4711th Air Defense Wing						•	•	1	
COMMANDERASTCONAD	•		•		. •	•.	•	1	
Total I	Dist	rib	utic	on.			•	39	

#### HEADQUARTERS 26TH AIR DIVISION (DEFENSE) Roslyn Air Force Station Roslyn, New York

26 ADOUT

14 Jan 1954

SUBJECT: Status of Plan Position Indicators

TOI

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

1. Following data on radar plan position indicators within this command is submitted in coordance with verbal instructions from Captain Mullins your headquarters:

### SCOPE UTILIZATION

Surveil-	Control	Maint	Et	AAA	Super- visor	Antenna Control	Total Poss.
4	4	1	0	1	0	l	11
2	2	1	l	1	1	0	8
3	2	1	. 0	0	1	1	8
2	3	1	1	1	0	0	8
2	2	1	ŕ	1	1	0	8
2	1	1	1	0	0	0	5
2	2	1	1	0	0	0	• 6
	1ance 4 2 3 2 2 2 2	lance           4         4           2         2           3         2           2         3           2         3           2         2           3         2           2         3           2         2           2         1	lance         4       4       1         2       2       1         3       2       1         2       3       1         2       3       1         2       2       1         2       1       1	$ \begin{array}{cccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Surveil-       Jontrol       Main       No       No       Visor       Control         4       4       1       0       1       0       1         2       2       1       1       1       0       1         3       2       1       0       0       1       1         2       3       1       1       0       0       1         2       2       1       1       1       0       0         2       2       1       1       1       0       0         2       2       1       1       1       0       0         2       1       1       1       0       0       0

## 2. Additional requirements;

AC&W So	15-J-1C Tog	Control	Recovery	Surveillance	Replacement
646	1				
647	1				2
648	1				

Ltr, Hq 26th Air Div (Daf), Subj: Status of Plan Position Indicators Replacement Surveillance Recovery Control 15-1-10 AC&W Ing 1 39 2 1 1 770 1 1 771 1 1 1 772 3. The four scopes listed under replacement are the old type scopes 3. The four scopes listed under replacement are the old type scopes and part of the FPS-4 height finder. They are considered unsatisfactory and replacements are desired. Priority replacement is requested for one of the old type scopes at the 771st AC&W Squadron which is extremely dif-ficult to maintain in operating condition.

4. The AN/FPS-6 height finder radar is normally supplied with two range height indicators. Request the requirement for at least one additional plan position indicator be programmed with each FPS-6 instal-lation providing present equipment will be required for back-up.

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FOR THE COMMANDER:

E. H. GAILLOT Major, USAF Adjutant

# ONFIDEN HEADQUARTERS

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

## EAOOT-OS

SUBJECT:

4 October 1954 (Unclassified) Request for Additional Plan Position Indicators (OA/99 - UPA/35)

TOI

## Commander

Air Defense Command Ent Air Force Colorado Springs, Colorado

1. In accordance with verbal instructions received from Major Taylor and Captain Faucher, your headquarters, a list of revised re-quirements for UPA/35 indicators presently programmed in PC 55-3-1 is hereby submitted:

<u>SIT</u> P-99 P-11 P-14 P-19 P-20 P-30 P-31 P-31 P-34 P-49 P-50 P-53 P-54 P-55 P-56 P-55 P-66 P-67 P-82 C-10		DESTRED 2 2 0 2 3 3 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 1 4 5 0 0 1 4 5 0 0 1 4 5 0 0 1 4 5 0 0 1 1 5 0 0 1 1 1 1 1 1 1 2 2 0 0 2 3 0 0 2 2 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 1 2 3 0 0 1 1 2 3 0 0 2 3 0 0 2 3 0 2 3 0 2 3 0 0 2 3 0 0 2 3 0 0 1 2 3 0 0 1 2 3 0 0 1 2 3 0 0 2 3 0 0 2 3 0 0 1 2 3 0 0 2 3 0 2 3 0 0 1 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 0 2 3 0 2 3 0 2 0 2	DESIMED PRIORITY OF INSTALLATION 10 9 8 2 1 11 19 - 21 7 6 12 5 20 3 13 22 18 14 4 15 17 16 23 24
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# CONFIDENTIAL

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

#### 4 October 1954

EAOOT-OS

## SUBJECT: (Unclassified) Request for Additional Plan Position Indicators (OA/99 - UPA/35)

TO:

Commander Air Defense Command Ent Air Force Colorado Springs, Colorado

1. In accordance with verbal instructions received from Major Taylor and Captain Faucher, your headquarters, a list of revised requirements for UPA/35 indicators presently programmed in PC 55-3-1 is hereby submitted:

SITE	PC 55-3-1 PROGRAM	DESIRED	DESIRED PRIORITY OF INSTALLATION			
	0	2	10			
P-9 P-10	0	2 2 0 2 3 3 0 2 3 0	9			
P=13	ō	0	-			
P-13 P-14	0	2	821			
P-16	3	3	1			
P-19	5'	3	-			
P-20	0	0	11			
F-21	0		19			
P-30	0	õ	-			
P-31 P-34	0		-			
P-13	0750000047504727722	014450634	21			
P-43 P-45 P-49 P-50 P-53 P-54 P-55 P-56 P-61 P-62 P-63	4	4	76			
P-49	3	4	12			
P-50	5	5	12			
P-53	0	0	5			
P-54	4	0	5 20			
P-55	3	1.	3 13 22			
P-56	2	3	13			
P-01	2	1	22			
P=02	2	3	18			
P=03	2	Ĩ.	14			
P-65 P-66	Ĩ.	4	4			
P-67	1	1	15			
P-73	1	1	17 16			
P-80	0	32	23			
P-82	0 3 2	2 2	23 24			
C-10	2	•				
CONFIDENTIAL						

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# CONFIDENTIAL

EA00T-OS Subject: (Unclassified) Request for Additional Plan Position Indicators (OS/99-UPA/35) (Cont'd)

SITE	PC 55-3-1 PROGRAM	DESIRED	OF INSTALLATION
c-14	0	2	25
	0	2	26
C-15	2	0	-
M-102	õ	2	27
M-103 M-104	2	0	-
M-104 M-105	2	0	-
M-105	2	0	-
M-107	l.	0	-
M-107	2	0	-
M-120	Ĩ.	2	28
M-120 M-121	0	2	29
	2	0	-
¥-123 M-131	2	0	-
SM-132	3	0 /	-
SM-132 SM-133	2	0	-
SM-135 SM-137	2	0	-

2. The primary justification for this change is the vital need that exists at coastal and perimeter AGN stations for additional control positions to enable them to effectively control AI and non-AI equipped interceptors. The number of assigned and augmentation interceptors has greatly increased in past years with no resultant increase in control positions. The advent of lead collision course interceptors has aggravated this condition severely due to the requirement for more accurate direct control with a resultant decrease in the number of interceptors than can be controlled per director.

3. The M and SM sites have, in most cases, been stripped of their indicators due to the limitations of their unit equipment for control purposes and the greater effectiveness with which these indicators can be employed at the present ADDCs. These indicators are not permanently installed and future control requirements placed upon M and SM sites could be satisfied by a simple physical relocation from the ADDC from whom the control function was delegated.

4. The requirement exists for these indicators to be received with sufficient complementary equipment (UHF channels, Mark X, intercom)

2

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EAOOT-OS Subject; (Unclassified) Request for Additional Plan Position Indicators (OA/99-UPA/35) (Cont'd)

to enable their use as control positions. (It is not known at this time what equipment is to accompany the UPA/35 indicators in PC 55-3-1.)

5. Although this redistribution will greatly alleviate the future shortage of control indicators at certain prize stations, there is an additional requirement for indicators (OA/99 type) which may be made available through your headquarters. This requirement is of an immediste nature and should be satisfied as soon as possible in the following priority:

PRIORITY	SITE	NUMBER OF INDICATORS	PRIORITY	SITE	INDICATORS
1 2 3 4 5	P-19 P-16 P-80 P-65 P-49	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	8 9 10 11 12	P-14 P-61 P-66 P-9 P-10 P-56	2 2 1 1 2
6	P-54 P-50	2	14	P-45	1

6. General justification for these indicators is identical to that contained in paragraph 2 above. Specific justification by station as received from air divisions of this command is included as enclosures to this letter for your information and guidance.

7. This correspondence is classified Confidential in accordance with paragraph 24a (9), AFR 205-1.

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#### FOR THE COMMANDER:

3 Encls

- 1. 1st Ind fr 26th ADiv (Def), 23 Aug 54, w/8 Encls 2. 1st Ind fr 30th ADiv (Def), 16 Aug 54, w/1 Encl 3. 1st Ind fr 32d ADiv (Def), 13 Aug 54, w/5 Encls, on B/L, Hq EADF, EAOOT-OS, subject as above, 30 Jul 54

Info Copies

Comdr, 26th ADiv (Def) Comdr, 30th ADiv (Def) Comdr, 32d ADiv (Def)

4711TH AIR DEFENSE WING PRESQUE ISLE AIR FORCE BASE PRESQUE ISLE, MAINE

DWOAC

6 Sep 55

SUBJECT: Additional PPI Scopes

TO:

Commander 32nd Air Division (Defense) Syracuse Air Force Station Syracuse 6, New York

1. It has been noted through past comments on the 1 ADC-V8 report for the 766th AC&W Squadron and through a recently submitted AF Form 1295 that a definite requirement exists for at least two (2) additional PPI scopes at the 766th AC&W Squadron. This has also been evidenced during exercises when large numbers of interceptors are scrambled, requiring the 766th AC&W Squadron to provide control of all interceptors simultaneously.

2. The 766th AC&W Squadron presently has five (5) PPI scopes assigned, plus two (2) on loan. Since operating with the OA347 search kit it requires three (3) scopes for surveillance purposes, leaving four available for control putposes. In utilizing one (1) scope for ascent or marshalling and recovery of aircraft this leaves three (3) scopes for attack directors for performing close control for intercepts.

3. With two (2) Fighter-Interceptor Squadrons based at Presque Isle Air Force Base possessing a total of forty-five (45) to fifty (50) aircraft, it is readily apparent the comments submitted by the 766th AC&W Squadron are well justified.

4. It was noted that on the AF Form 1295 which had been forwarded through MAAMA for coordination that the anticipated date for fulfilling this requirement was the first quarter of fifty nine. This request was based on UPA-35 type indicators. It is realized that other units also indicate they have an insufficient number of PPI scopes, and control is retained at higher headquarters.

5. In discussing this with the 766th AC&W Squadron it was agreed that any type indicator such as the OA-99 less ancillary equipment would be satisfactory if found surplus to the needs of any unit within the Eastern Air Defense Force Area.

6. This headquarters concurs with the 766th AC&W Squadron in that the capabilities of both the AC&W Squadrons and associated Fighter-Interceptor Squadrons are limited by this factor.

7. Request this headquarters be advised on what action can be anticipated on this matter.

2

FOR THE COMMANDER:

s/t/ CLAUDE M. DIXON Major, USAF Adjutant

# Hq 4711th ADW DWOAC Subject: Additional PPI Scopes

OCE (6 Sep 55)

16 Sep 1955

HQ 32D AIR DIVISION (DEFENSE), Syracuse Air Force Station, Syracuse 6, New York

1st Ind

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

1. This headquarters concurs with the contents of the basic correspondence, however, PC 57-1-I, dated 30 April 1955, does not indicate that the 766th ACMW Squadron is programmed for the UPA-35 type indicators as stated in paragraph 4 of basic correspondence.

2. This headquarters does not feel that the shifting of OA-99 type indicators within the division will solve the problem. Therefore, it is recommended that your headquarters take necessary action to procure additional indicators.

3

FOR THE COMMANDER:

EVERITT W. HOWE Major, USAF Adjutant

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Hq 4711th Air Defense Wing DWOAC Subject: Additional PPI Scopes

EAOOT-OS (6 Sep 55) 2nd Ind

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. Concur with request for immediate assignment of two additional plan position indicators to the 766th ACW Squadron. This request was previously posed to your headquarters in our letter of 4 October 1954, file EAOOT-OS, subject, Request for Additional Plan Position Indicators.

2. Reference paragraph 1, basic letter, the AF Form 1295 referred to has been returned to the unit without action. This action was taken in view of AN/GPA-23 equipment currently programmed.

3. No excess OA-99 indicators are available within this command to satisfy this requirement.

4. Request action be taken to provide OA-99 indicators requested.

FOR THE COMMANDER:

# CAPT HERBERT H LEWIS/js/EAOOT-OS

Hq 4711th Air Defense Wing DWOAC Subject: Additional PPI Scopes

ADMEL-4 (6 Sep 55) 3d Ind 20 Oct 55 HQ AIR DEFENSE COMMAND, Ent Air Force Base, Colorado Springs, Colorado

TO: Comhander, Eastern Air Defense Force, ATTN: EAOOT-OS, Stewart Air Force Base, Newburgh, New York

This headquarters concurs in the need for additional indicators at the 766th ACW Squadron; however, none are available at this time. For your information, one (1) each UPA-35 has been programmed for installation at the 766th ACW Squadron during the second quarter of Fiscal Year 56. This information will appear in the next printed revision to the PC Document which should be published on or about 31 October 1955.

BY ORDER OF THE COMMANDER:

/s/t/W. J. BIRMELE It Col, USAF Asst Comd Adj 26 Oct 55

### EAOOT-OS (6 Sep 55) 4th Ind

HQ EASTERN AIR DEFENSE PORCE, Stewart Air Force Base, Newburgh, New York

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

> NOTE: Cy of bsc ltr, lst thru 2d Ind on file in EAOOT

MESSACEFORM

13 Jun 1954

5

44

FM HQ ADC ENT AFB COLO TO EADF STEWART AFB NEWBURCH

/R E S T R I C T E D/ADMEL-2 18215. URMSG EAMSU-CE 20546 AND PAR 2, OUR LTR TO YOUR HQ, ADOCE-E 413.33, SURJ: (RESTRICTED) COND ROMTS, RADAR INDICATORS 0A-99/CPS-6B, LE MAY. HQ USAF HAS INDICATED BY MSG AFOAC 55607, TO THIS HQ THAT SCOPES MAY HE MVD AT COMD DISCRETION TO FULFILL OPERATING ROMTS. NO OF SCOPES AT ACAM SITES IS REFLECTED IN PULFILL OPERATING ROMTS. NO OF SCOPES AT ACAM SITES IS REFLECTED IN EPC AND M/B C IAM ADC ROMTS. ACCT OF SCOPES M/B THF AS INDIV ELECT UNITS AUTH FOR THE OF OA-99 SCOPE IS USAF MSG, AFOAC 55607, 6 MAY AND ABOVE MENTIONED ADC LTR TO YOUR COMD. 13/00022 JUN 3TP

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

### 30 Jul 1954

EAOOT-OS

SUBJECT: (Unclassified) Request for Additional Plan Position Indicators (0A/99-UPA/35)

TO:

Commander 26th Air Division (Defense) Roslyn Air Force Station Roslyn, New York

1. Headquarters ADC has advised t is headquarters of the availability of a limited number of plan position indicators through normal supply channels.

2. It is mandatory that any requirement established for additional indicators be fully justified to Headquarters ADC for the purpose of procuring any of the indicators available as indicated in paragraph 1 above and to provide Headquarters ADC with a guide for use in distributing UPA/35 universal type indicators as they become available.

3. Each air division is encouraged to submit requirements for subordinate units to include factors similar to the following in justification thereof:

a. Number of indicators unit requires based on present and known future requirements.

b. Number of indicators presently on hand at unit.

c. Number of indicators presently authorized.

d. ADC fighter interceptor squadrons associated or programmed.

e. AAA units associated or programmed.

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f. Augmentation forces assigned, associated or programmed which generate requirements for indicators.

g. Additional ACW forces associated or programmed. (i.e., PV, AEW, Texas Towers, mobile radio detachments)

### EACOT-OS Subject: (Unclassified) Request for Additional Plan Position Indicators (OA/99-UPA/35) (Cont'd)

h. Unusual requirements peculiar to local areas. (i.e., Controls two FIS's located geographically apart so that one ascent/ recovery director could not logically control both areas on one indicator)

i. Any training requirements planned or programmed which would tend to limit the indicators available for active air defense. (i.e., Rand systems training)

j. Any indicator requirements generated as a result of participation in traffic control either normal or for identification purposes. (i.e., CAA Radar Advisory, CAA traffic control use of ADC radar, Participation in MCIS-IMIS Programs)

4. Past experience in problems of indicator procurement and distribution serves to emphasize the need for a completely logical justification for any additional indicators. The practice of requesting additional indicators as a cushion for more stringent times will not only destroy the particular request for lack of logical justification, but will jeopardize the over-all command efforts to alleviate the critical indicator situation existing in certain areas at this time.

5. Defense wings and air divisions are cautioned to carefully screen all requests from subordinate units to ensure that requests, as forwarded, are a true representation of the present and programmed needs of their command.

6. It is requested that action on indicator requests be expedited. Approved requests should reach this headquarters not later than 31 August 1954 for screening and consolidation prior to being forwarded to Headquarters ADC for final approval.

BY ORDER OF THE COMMANDER:

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Identical 1tr sent to 30th and 32d Air Divisions.

Captain Lewis/leh/8207

### MESSAGEFORM

16 Jun 1955

FM CONDR RAFD CRIFFISS AFB ROME NY TO CONDR EADF STEWART AFB NEWBURGH NY

FROM MESED3A-6-121-E FOR EAOCE-P URMSG EAOCE-P 23696 AND MYMSG MESED3A-1-78-E. AN/UPA-35 INDICATORS ARE NOT YET AVAIL FOR SHPMT A/W AFR 67-31. CONTRACTOR ADVISES DEL OF SPARES TO BEGIN JULY 55. PRIORITY OF SHPMT WILL BE MADE A/W OPERATIONAL DATE REQUIREMENTS IN PC DOCUMENT.

16/0139Z JUN RJEPOF

DI	SPOSITI					
FILE NO.		SUBJECT	a med Equipment	(AN/UPA-39	, AN/GPA-5 A	N/GPA-30
		FROM		DATE	20 Jun 55	COMMENT
то	EACOT	FROM	EAOCE-P		20 0000 99	
	and AN/GPA	-30, is forwa	nformation, con rded as reques	cen of certa		
	St	aguinmont, 81	n is called to athorized for a ters USAF appro	Sheerite T	at this equi ocation and	pment is cannot b
		•				
			GOTHARD/S	136	BROOKS/3	196
C	1 Encl Program (UPA-39	med Eqp List 5, GPA-5, GPA-	-30)			

Site	UPA-35	Otr & FY Programmed		GPA-30 tr & FY Togrammed
P-9 P-10 P-13 P-14 P-19 P-20 P-21 P-20 P-21 P-20 P-21 P-20 P-21 P-20 P-21 P-20 P-21 P-20 P-21 P-20 P-21 P-20 P-21 P-20 P-21 P-20 P-21 P-20 P-21 P-20 P-21 P-20 P-21 P-20 P-21 P-20 P-21 P-20 P-21 P-20 P-21 P-20 P-21 P-20 P-21 P-20 P-21 P-20 P-21 P-20 P-21 P-20 P-21 P-20 P-21 P-20 P-21 P-20 P-21 P-20 P-21 P-20 P-21 P-20 P-21 P-20 P-21 P-20 P-21 P-20 P-21 P-20 P-21 P-20 P-21 P-20 P-25 P-25 P-55 P-56 P-66 P-66 P-66 P-66 P-66 P-6	34 434 43 3722411 2	455 455 455 455 455 455 455 156 156 156		A A 55 A A A A A A A A A A A A A A A A A
M-111 M-112 M-113 M-114 M-115 M-116	4	256	1 1 1 1	° 455 455 456 156 456
H-117 H-119 M-120 M-121 M-120	2	456	1 1 1	456 455 455

C

Site	UPA-3	5 Otr & FI Programmed	GPA-5 Qty	Or GPA-30 Qtr & FY Programmed
M-129			1	A
SM-145 SM-145 SM-159 SM-165 TM-195 TM-196 TM-199 TM-200	3	356	1111111	456 256 256 456 456 356
TT-1 TT-2 TT-3 TT-4	2 2 457	457 456 457		
TT-5 C-10 C-14 C-15 Bucking	2 2	457 455	1 1 1 1	455 455 455 357

NOTE: "A" indicates equipment is installed.

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

ADOCE-A

9 Sep 1955

SUBJECT: (Unclassified) ADC AN/GPA-37 Program

TO:

Commander, each Air Defense Force ATTN: DC&E

1. The attached copies of the AN/GPA-37 data link program for the installation of the 152 equipments presently allocated to ADC are forwarded for information.

2. It should be noted that GPA-37 equipment for sites in Canada, Texas Tower #5 and the Buckingham Weapons Center is not included in this program. The inclusion of these locations in the program is presently under study.

BY ORDER OF THE COMMANDER:

R. E. PALMER MAJOR USAF Asst Comd Adj

1 Encl Data Link (GPA-37) Program, Rord Oprl Dates, 6 Sep 55 (4 cys)

Info copies to: USAF (AFOAC-E/A 2/4 cys incl AMC (MCZCF) w/2 cys incl RAFD (MRH) w/4 cys incl ADES Proj Office, NYC 2/4 cys incl ATTN: Lt Coi Dell

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### DATA LINK (GPA-37) PROGRAM

Required Operational Dates

6 September 1955

May 1956	June 1956	July 1956	August 1956	Sept 1956	October 1956	Nov 1956
P-58 P-74	P-16 P-17 P-69	P-9 P-10 P-19 P-30 P-31 P-45	P-2 P-15 P-21 P-34 P-39 P-49 P-50 P-59 P-59 P-61 P-76	P-14 P-20 P-38 P-54 P-56 P-62 P-63 P-66 P-67 SM-138	P-13 P-33 P-37 M-103 M-121	P-1 P-6 P-11 P-44 P-46 P-60 M-115 M-116 M-117 SM-151
		q				

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### DATA LINK (GPA-37) PROGRAM

Required Operational Dates

6 September 1955

Dec 1956	Jan 1957	Feb 1957	March 1957	April 1957	May 1957	June 1957
P-55 P-57 P-73 N-111 SH-145 TT-2	P-12 P-18 M-92 M-96 M-112 H-113 SM-162	P-24 P-25 P-26 P-27 P-28 P-29 H-114	P-79 M-90 M-95 M-126 M-129 SN-163 TM-179	P-32 P-35 P-40 P-42 P-43 P-64 P-65 P-68 P-80 P-80 P-82 M-130 SM-132 SM-132 SM-159 SM-165	P-47 P-52 P-53 P-70 P-71 P-72 P-77 P-81 P-85 M-97 M-98 M-99 SM-133 SM-134 SM-139 SM-144	M-100 M-110 M-118 M-127 SM-149 SM-150 SM-150 SM-157 TM-177 TM-180 TT-1 TT-3 TT-4
						0

### DATA LINK (GPA-37) PROGRAM

Required Operational Dates

6 September 1955

July 1957	August 1957	Sep 1957	October 1957			
P-7 P-8 P-51 M-94 M-128 SM-156 SM-156 SM-164 TM-181 TM-182 TM-182 TM-200	P-78 M-125 SM-147 TM-178 TM-178 TM-194 TM-195 TM-195 TM-197 TM-198 TM-199	P-75 M-91 TM-183 TM-184 TM-187 TM-188 TM-189 TM-190 TM-190 TM-191 TM-193	M-88 M-89 M-93 TM-192 TM-196 TM-201			
		Page	3			
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C

		SECURITY CLASSIFI	CATION (If any)	
			•	49
DI	SPOSITION FORM			
FILE NO.	SUBJECT	ility of Directors	in ADDCs	
	EAODO FROM EAP	DATE	30 Nov 54	COMMENT NO. 1
-	<ol> <li>A recent survey reverses assigned and performing Directors, control obtaining the necessary support for their Directors into couraged this action only when an additional duty capacity.</li> <li>Our losses of Directors into the smaller than previously our levies with newly assign loss of our experienced peoplevel is conducted by the fin moves are made to insure ade ectors.</li> <li>Reference paragraph</li> </ol>	tor duty, with an in- supled with the dif- prt-type (Supply Of aking the prerogati to other unrelated en these unrelated ty. tors through overse experienced. We have d school graduates le. A continual re- ree air divisions, quate distribution	authorization ficulty exper ficers and Ad ve of assigni duties. We h duties are pe as levies are ave been able to thereby red view of our of and as a resu of our qualifi	denced in jutants), ng a small ave en- rformed consider- to fill ducing the experience alt, some fied dir-
	available school quota in the provide formal training for that this type personnel is beneficial to their careers.	all our Directors. released for are the This does not in	The only other the on	her schools e considered schools.
	5. Reference paragraph individuals rather than unit cussion has been limited to squadrons. We have conclude the deployment of a fighter personnel-wise, than through ectors ordered overseas are	ts has been discuss the deployment of ed, in the case of a squadron as a unit o an individual rot	fighter-inter fighter squad is much more ation basis.	ceptor rons, that expensive, All Dir-

6. As you no doubt know, Headquarters ADC contemplates manning the Radar Observer (Controller) spots in the impending ADM&C program with our Directors with Radar Observer qualifications. Numbers-wise, this action will not adversely affect us; however, these boys possess a good portion of our experience.

LOCKEE/329

16-54801-3 \$2 U. S. GOVERNMENT PRINTING OFFICE : 1952 0 - 986875

HEADOUA (TERS 30TH AIR DIVISION (DEFENSE) Willow Run Air Force Station Belleville, Michigan

DO

SUBJECT: Controller/Director Recognition

27 JAN 1955

50

TO:

mich 1

Commander Eastern Air Defense Porce Stewart Air Force Base Newburgh, New York

1. We have gone to some length to five prestige and recognition to pilots for outstanding feats of airmanship by giving "Well Done" awards and by "We Point with Pride" publicity, which is just and fitting. Out pilot proficiency level is good now, and will probably continue to improve.

2. On the other hand, I feel that the controller, the man whose job it is to put this pilot in position to destroy a hostile target, has not yet been accorded the full measure of recognition which is due him. While we have many, many pilots who are highly capable of flying through an attack, we have by comparison only a handfull of really skilled directors who are capable of consistently putting the pilot rapidly in position to make a successful attack on the first run, or who are capable of handling two or more successful intercepts simultaneously. Their proficiency level is improving, but unfortunately the controller, while probably the most important link in the chain, is at present the weakest link.

3. As a part of a plan to increase the prestige of the Controller, and to give him proper recognition as a vital member of the team, it is recommended that there be established a "Controller of the Month" or "Well Done" award with equal publicity as that now received only by pilots. It is further recommended that this award be based upon emergency radar assistance to aircraft as reported in the ABC F-7 Incident Report, under provisions of ADC Regulation 55-57. It is felt that this action, if published at ADC level, will be a tremendous boost to the morale of the controllers, and will probably result in an overall improvement in their interest and job proficiency.

> E. L. TUCKER Brigadier General, USAF Commander

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

10 Mar 1955

51

Brigadier General Edwin L. Tucker 30th Air Division (Defense) Willow Run Air Force Station Belleville, Michigan

Dear Lee:

Your letter of 27 January 1955 on controller-director recognition generated considerable staff comment and interest in this headquarters. It was widely circulated and favorable received by each staff agency which saw it.

An indorsement to ADC had just been prepared for my signature when we received an ADC letter dated 18 February 1955 establishing basically the same procedures which you had recommended. In view of the fact that ADC has already recognized this problem and has taken the steps necessary to include directors in the "Well-Done AWard" Program, I am filing your letter in this headquarters and no further action will be taken.

Sincerely,

DONALD B. SMITH Brigadier General, USAF Vice Commander

Maj Marshall/mab/492

#### HEADQUARTERS AIR DEFENSE COMMAND ENT AIR FORCE BASE COLOFADO SPRINGS, COLOFADO

#### 18 Feb 55

SUBJECT: "USAF "Well Done Awards" for Aircraft Controllers

10:

ADOOT-E

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

1. In order to afford proper recognition for the outstanding feats of the aircraft controller in responding to calls from aircraft in distress or requiring emergency navigational assistance (ADC Regulation 55-57, 25 May 1954), this command desires that these individuals be nominated for the USAF "Well Done Award" (ADC Regulation 62-8, h November 1953).

2. Any commander or individuals having knowledge of an outstanding performance exhibited by an aircraft controller suitable for publication in the "Well Done" feature of the USAF Flight Safety magazine, will forward information direct to this headquarters. A copy will be forwarded through channels for approval or disapproval by the commander of each echelon. Reason for disapproval will be given. Nominations will contain the following:

a. A clear, comprehensive, compact story of the episode which will include the cause factor(s) and the individual's past overall aircraft controlling experience.

b. An 8" x 10" photograph of the aircraft controller concerned.

c. Any remarks considered pertinent.

3. The standard term "aircraft controller" will apply to all officers holding an AFSC 1641-1644, or performing duty within the career field.

a. Controller. Any aircraft controller performing duty within the career field at an air defense wing, air division (defense) or higher headquarters.

b. Director. Any aircraft controller performing duty within the career field at an AC&W squadron or subordinate unit.

4. This headquarters will screen all nominations on the 15th calendar day of each month and forward the most outstanding of these to

ADOOT-E, Subject: USAF "Well Done Awards" for Aircraft Controllers (Cont'd)

H eadquarters USAF.

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5. Desire this information be disseminated to all subordinate units of your command.

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BY OEDER OF THE COMMANDER:

/s/t/ JOHN J. HAYES CWO, USAF Asst Command Adj

5 Jan 55

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ROUTINE

COMDR 26TH ATE DIV (DEF) ROSLYN AF STA ROSLYN NY COMDE 30TH AIR DIV (DEF) WILLOW RUN AF STA BELLEVILLE MICH COMDR 32D AIR DIV (DEF) STRACUSE AF STA STRACUSE 6 NY

HQ EADF STEWART AFB NEWBURCH NY

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INFO:

(UNCLASSIFIED) EAOOT-TS 203. The folg info from Hq ADC is forwarded for your necessary action. Pending revision of paras 5a and b, ADCR 50-21, pilot-director cross tng rors may be conducted three consecutive days once each six months. For 26th Air Div (Def). This answers your msg ADOOT 5237, 28 Dec 54.

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CAPT JOHN TRUESDELL/jss

EA007-TS & Jan 55 354

15 Jun 55

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ROUTINE

COMDR 26TH AIR DIV (DEF) ROSLYN AF STA ROSLYN NY COMDR 30TH AIR DIV (DEF) WILLOW HIN AF STA BELLEVILLE MICH COMDR 32D AIR DIV (DEF) SYRACUSE AF STA SYRACUSE 6 NY COMDR 35TH AIR DIV (DEF) DOBBINS AFB MARIETTA GA

HQ EADF STEWART AFB NEWBURCH NY

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INFO:

(UNCLASSIFIED) EACOT-TW 24645. This msg in three parts. Part I. Ref ADCR 50-21. This hq proposes to recommend to Hq ADC that crosstng rqrs for combat ready pilots and directors who have completed three days cross tng in the past six months be waived until 31 Dec 55. It is further proposed that, for combat ready pilots and directors only a permanent change be made to above reg to reflect rqr for formal three day cross tng pd once each fiscal year. Desire your comments to above proposals to arrive this hq NLT 6 Jul 55. Part II. For Comdr, 30th Air Div (Def). This anss your 1st Ind, 7 Jan 55, to basic 1tr 62d Ftr Intep Sq, "Pilot Cross Tng Program at ACWRONS", 4 May 55. Part III. For Comdr 26th Air Div (Def). This anss your 1st Ind, 10 Jun 55, to basic 1tr 4709th Air Def Wg, "Suspension of Pilot/Director Cross Tng Program", 21 May 55.

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CAPT WILLIAM D. TAYLOR/jss

EAOOT-TW 14 Jun 55

#### MESSAGEFORM

23 Dec 1954

55

FM COMDR ADC ENT AFB COLO TO COMDR EADF STEWART AFB NY COMDR CADF CRANDVIEW AFB MO COMDR WADF HAMILTON AFB CALIF COMDR 14750TH ADW YUMA CO APRT ARIZ

ADOOT-C 41637. EFFECTIVE 10 JAN 55, YUMA CONTROLLER PROFICIENCY. TNG W/B SKEDD ON THE BASIS OF 8 CONTROLLERS WITH E FIS. PD OF TNG W/B THE SAME AS THE FTR SQ'S. SKEDD TNG OF 4 FIS AT YUMA AND 2 FIS AT MOODY WILL PROV A COMBD CAPABILITY OF 48 CONTROLLERS EA MONTH. MOODY TNG IS SKEDD TO START 7 FEB 55. CONTROLLERS ARE TO HEPT TO YUMA AND MOODY NLT THAN 2400 OF THE INDCD IN ORDER TO INSURE ONE FULL WORKING DAY OF INDOCTRINATION PRIOR TO ARRIVAL OF FIS. QUOTAS ESTED IN MSG THIS HQ ADOOT-C 3-533, 18 NOV 53, IS RESCINDED AND THE FOLLOWING WILL APPLY:

DATE	BASE	EASTERN	CENTRAL	WESTERN
6 JAN	TUMA	3	3	2
23 JAN	YUMA	3	2	3
3 FEP	MOODY	3	3	2
3 FEB	YUMA	3	2	3
20 FEB	YUMA	3	3	2
23 FEB	MOODY	3	2	3
7 MAR	YUMA	3	3	2
13 MAR	MOODY	3	2	3
21 MAR	YUMA	3	3	2
31 MAR	MOODY	3	2	3
5 APR	YUMA	3	3	2
18 APR	MOODY	3	2	3
20 APR	YUMA	3	3	2
5 MAY	MOODY	3	3	2
5 MAY	YUMA	3	2	3
19 MAY	YUMA	3	2	3
19 MAY	MOODY DEC JEDEN	3	3	2
e 3/ 10302	DEG GEDEN			

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MESSAGEFORM

### 27 DEC 21 10'54

FM COMDR ADC ENT AFB COLO TO COMDR EADF STEWART AFB NY COMDR CADF GRANDVIEW AFB MO COMDR WADF HAMILTON AFB CALIF COMDR 1750 ADW YUMA CO APRT ARIZ

ADOOT-C 41885. MYMSG ADOOT-C 41637. FIRST TDY CONTROLLER TNG WILL NOT BE CONDUCTED AT MOODY AFB UNTIL 31 MAR 1955. THE 3 FEB, 23 FEB, AND 13 MAR 55 QUOTAS AT MOODY SHOULD BE DELETED FROM SUBJ MSG. 27/2328Z DEC

28 Dec 54 UNCLASSIFIED

PRIORITY

COMDR 26TH AIR DIV (DEF) ROSLYN AF STA ROSLYN NY COMDR 30TH AID RIV (DEF) WILLOW RUN AF STA BELLEVILLE MICH COMDR 32D AIR DIV (DEF) SYRACUSE

AF STA SYRACUSE 6 NY

HO EADF STEWART AFE NEWBURCH NY

INFO:

(UNCLASSIFIED) EAOOT-TS <u>h2751</u>. Effective 10 Jan 55, Controller Proficiency Tng at Yuma w/b skedd on the basis of eight controllers with each ftr-intop sq. Pd of tng w/b the same as the ftr sqs. Tng at Moody is skedd to start 31 Mar 55. Skedd tng of four ftr-intop sqs at Yuma and two ftr-intop sqs at Moody will provide a combined ADC capability of 48 controllers each sq. Controllers will report to Yuma and Moody NLT 2400 hrs on dates indicated in order to insure one full working day of indoctrination prior to arrival of ftr-intop sq. quotas estbd in our ltr, EAOOT-TS, subj: Controller/Director Proficiency Tng, 30 Nov 5h, are rescinded and the folg will apply: a. 4750th Tng WG (Wpns), Yuma Cty Aprt, Yuma, Ariz: Pents Date 26th 30th 32d

Reptg Date	<u>26th</u>	<u>30th</u>	220
6 Jan 55		3	
23 Jan 55		3	
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Reptg Date	26th	<u>30th</u>	<u>32d</u>
3 Feb 55			3
			3
20 Feb 55			
7 Mar 55	3		
21 Mar 55		3	
5 Apr 55		1	1
20 Apr 55	3		
5 May 55	3		
19 May 55			3
b. 4756th Ing	Op (Wons), Moody AF	B, Valdosta, G	A.
Reptg Date	<u>26th</u>	<u>30th</u>	<u>32d</u>
31 Mar 55	3		
18 Apr 55			3
5 May 55		3	
19 May 55		3	
Recommend that	t insofar as possibl	e directors be	skedd to attend

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tng

PRIORITY

at Yuma and Moody concurrently with assiciated ftr-intop sq.

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MAJ GEORGE L MARSHALL/jss 354 EAOOT-TS

HO EADF STEWART AFE NEWBURCH NY

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3 Feb 55 UNCLASSIFIED

HQ EADF STEWART AFB NEWBURCH NY

ROUTINE

COMDR 26 AIR DIV (DEF) ROSLYN AF STA ROSLYN NY COMDR 30TH AIR DIV (DEF) WILLOW RUN AF STA BELLEVILLE MICH COMDR 32D AIR DIV (DEF) SURACUSE AF STA SYRACUSE 6 NY

XXXX INFO:

> (UNCLASSIFIED) EA007-TS 4564. This msg in two parts. Part I. Ref my msg EA007-TS 42751, 28 Dec 54. Effective 10 Jan 55, the duration of controller proficiency tng was extended to coincide with that of the ftr-intep sqs. Pd of tng w/b a rx 33 days at Yuma and aprx 40 days at Moody. Req action be taken to insure that controllers reptg to Yuma and Moody have proper orders and that controllers rept NLT 2400 hrs on dates specified in sked published by this hq. Appropriate action w/b taken to insure that established quotas are met. Part II. For 30th Air Div (Def) Directors reptg for proficiency course at Yuma on 23 Jan 55 did not possess orders covering the proper pd of TDY.

> > UNCLASSIFIED

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MAJ GEORGE L MARSHALL/jss

EA00T-TS 02 Feb 55 670

UNCLASSIFIED 4 Jan 55

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ROUTINE

HQ EADF STEWART AFB NEWBURCH NY

COMDR 26TH AIR DIV (DEF) ROSLYN AF STA ROSLYN NY COMDR 30TH AIR DIV (DEF) WILLOW RUN AF STA BELLEVILLE MICH COMDR 32D AIR DIV (DEF) SYRACUSE AF STA SYRACUSE 6 NY EA00T-TS 42751

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INFO:

(UNCLASSIFIED EAGOT-TS	13525	. Quotas estbd in	n our msg EA00T-TS
42751 are rescinded an	nd the	folg will apply.	a. 4750th Tng Wg
(Wpns), Yuma Cty Aprt,	Yuma,	Ariz:	
Reptg Date	<u>26th</u>	<u>30th</u>	<u>32d</u>
6 Jan 55		3	
23 Jan 55		. 3	
13 Feb 55			3
20 Feb 55			3
7 Mar 55	3		
21 Mar 55		1	1
3 Apr 55		3	
20 Apr 55	3		
5 May 55		3	
19 May 55			3
		UNCLASSIFIED	1 2

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HQ EADF STEWART AFB NEWBURGH NY

ROUTINE

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 b. 4756th Tng OP (Wpns), Moody AFB, Valdosta, Ga.

 <u>Reptg Date</u>
 <u>26th</u>

 31 Mar 55
 3

 18 Apr 55
 3

 5 May 55
 3

3

19 May 55

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MAJ GEORGE L MARSHALL/jss EAOOT-TS Jan

24 Jan 55 UNCLASSIFIED ROUTINE

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HQ EADF STEWART AFB NEWBURGH NY

COMDR 26TH AIRDIV (DEF) ROSLYN AF STA ROSLYN NY COMDR 32D AIR DIV (DEF) SYRACUSE AF STA SYRACUSE 6 NY

(UNCLASSIFIED) EADOT-TS 2909 . Quotas for Controller Proficiency Tng estbd by our msg EADOT-TS 43525 are changed as fols: a. 4750th Tng Wg (Wpns), Yuma County Aprt, Yuma, Ariz: 19 May 55, so much of that portion as reads: "three spaces for 32d Air Div (Def)" is changed to read, "three spaces for 26th Air Div (Def). b. 4756th Tng Op (Wpns), Moody AFB, Valdosta, Ga: 31 Mar 55, so much of that portion as reads, "three spaces for 26th Air Div (Def) is changed to read, "three spaces for the 32d Air Div (Def)". For 32d Air Div (Def): This answers your msg ACFPOST 0157.

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MAJOR GEORGE L MARSHALL/jss EA00T-TS 241110 Jan 55 629

		OINT MESSA	GEFURM		CENTER NO. 61
ROM: (Originator)	SPACE ABOVE FOR COMM	UNICATIONS CENTER ONI	DATE-TIME GROUP	SE	CURITY CLASSIFICATION
	HQ EADF STEWART	AFB NEWBURCH NY	PRECEDENCE ACTION FOR: ROUTI		ROUTINE
TO:	CONDR 26 ATR DI	V (DEF) ROSLYN AF	BOOK MESSAGE		ORIGINAL MESSAGE
	STA ROWLYN NY	A (DEF) WILLOW RU	-		YPTOPRECAUTION
	AD OUT BRITEVI	LLE MICH V (DEF) SYRACUSE		REFERS TO M	ESSAGE: ASSIFICATION
WARK.	STA SYRACUSE 6	NY			
INFO:					
	MAND LICA THA	FB COLO SPHINGS O WG (WPNS) YUMA CT GP (WPNS) MOODY M	TY APRI IUMA ANI	Z	
	(UNCLASSIFIED)	EA00T-TS 5845	This msg i	n 2 part	ts. Part 1.
	Subj is revised	d sked for con pro	oficiency tng at	Wpns E	nployment Cens.
	This msg supers	sedes sked estbd	b) our msgs EAOC	T-TS 43	525 and EAOOT-T
					4
		EA00T-TS 2909 pe		and 32d	Air Divs (Def)
		EACOT-TS 2909 pe 50th Ing Wg (Wpns		and 32d	Air Divs (Def)
	only). a. 47		), Yuma Cty Apr	and 32d	Air Divs (Def)
	only). a. 47	50th Ing Wg (Wpns	), Yuma Cty Apr	and 32d	Air Divs (Def) Ariz. Changes
	only). a. 47	50th Tng Wg (Wpns re indicated belo	), Yuma Cty Apr	and 32d t, Yuma,	Air Divs (Def) Ariz. Changes
	only). a. 47 in reptg dts a <u>Old reptg Dt</u>	50th Tng Wg (Wpns re indicated belo New Reptg Dt	), Yuma Cty Apr	and 32d t, Yuma,	Air Divs (Def) Ariz. Changes
	only). a. 47 in reptg dts a <u>Old reptg Dt</u> 20 Feb 55	50th Tng Wg (Wpns re indicated belo <u>New Reptg Dt</u> (no change)	), Yuma Cty Apr w: <u>26th AD</u>	and 32d t, Yuma,	Air Divs (Def) Ariz. Changes
	only). a. 47 in reptg dts a <u>Old reptg Dt</u> 20 Feb 55 7 Mar 55	50th Tng Wg (Wpns re indicated belo <u>New Reptg Dt</u> (no change) (10 Mar 55)	), Yuma Cty Apr w: <u>26th AD</u>	and 32d t, Yuna, <u>30th AD</u>	Air Divs (Def) Ariz. Changes <u>32d AD</u> 3
	only). a. 47 in reptg dts a <u>Old reptg Dt</u> 20 Feb 55 7 Mar 55 21 Mar 55	50th Tng Wg (Wpns re indicated belo <u>New Reptg Dt</u> (no change) (10 Mar 55) (24 Mar 55	), Yuma Cty Apr w: <u>26th AD</u>	and 32d t, Yuma, <u>30th AD</u>	Air Divs (Def) Ariz. Changes <u>32d AD</u> 3
	only). a. 47 in reptg dts a <u>Old reptg Dt</u> 20 Feb 55 7 Mar 55 21 Mar 55 5 Apr 55	50th Tng Wg (Wpns re indicated belo <u>New Reptg Dt</u> (no change) (10 Mar 55) (24 Mar 55 (7 Apr 55)	), Yuma Cty Apr w: <u>26th AD</u> 3	and 32d t, Yuma, <u>30th AD</u>	Air Divs (Def) Ariz. Changes <u>32d AD</u> 3
	only). a. 47 in reptg dts a <u>Old reptg Dt</u> 20 Feb 55 7 Mar 55 21 Mar 55 5 Apr 55 20 Apr 55	50th Tng Wg (Wpns re indicated belo <u>New Reptg Dt</u> (no change) (10 Mar 55) (21 Mar 55) (21 Apr 55) (8 May 55)	), Yuma Cty Apr w: <u>26th AD</u> 3	and 32d t, Yuma, <u>30th AD</u> 1 3 3	Air Divs (Def) Ariz. Changes <u>32d AD</u> 3
DRAFTER'S NAME (4	only). a. 47 in reptg dts a <u>Old reptg Dt</u> 20 Feb 55 7 Mar 55 21 Mar 55 5 Apr 55 20 Apr 55	50th Tng Wg (Wpns re indicated belo <u>New Reptg Dt</u> (no change) (10 Mar 55) (2h Mar 55) (2h Mar 55) (21 Apr 55) (8 May 55)	), Yuma Cty Apr w: <u>26th AD</u> 3 3	and 32d t, Yuma, <u>30th AD</u> 1 3 3	Air Divs (Def) Ariz. Changes <u>32d AD</u> 3 1
DRAFTER'S NAME (4	only). a. 47 in reptg dts a <u>Old reptg Dt</u> 20 Feb 55 7 Mar 55 21 Mar 55 5 Apr 55 20 Apr 55 5 May 55	50th Tng Wg (Wpns re indicated belo <u>New Reptg Dt</u> (no change) (10 Mar 55) (2h Mar 55) (2h Mar 55) (21 Apr 55) (8 May 55)	), Yuma Cty Apr W: <u>26th AD</u> 3 3 SECURITY CLASSIFICATION UNCLASSIFICATION	and 32d t, Yuma, <u>30th AD</u> 1 3 3	Air Divs (Def) Ariz. Changes <u>32d AD</u> 3 1

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HQ BADF STEWART AFB NEWE	URCH NY			UNCLASSIFIED
Ing DALL DELLARD			ROUTINE	ROUTINE
Old Rept Dt New Rept	g Dt	26th AD	30th AD	32d AD
19 May 55 (No c)		3		
b. 4756th Ing Gp (Wpns)	), Moody A	FB, Valdost	a, Ga. No	change in reptg
dts.				
Reptg Dt	26th AD	<u>30t</u>	h AD	32d AD
31 Mar 55				3
18 Apr 55				3
5 May 55			3	
19 May 55	3			
Part 2. For Condr ADC.	Above s	ked reflect	s changes i	n reptg dts
for con proficiency con				

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Page 2 of 2 Pages

MAJ MARSHALL/mab

EAOOT-TS 111630 Feb 55 354

### 23 Mar 55

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HQ EADF STEWART AFB NEWBURGH NY

PRIORITY ROUTINE

COMDR 26TH AIR DIV (DEF) ROSLYN AF STA ROSLYN NY COMDR 32D AIR DIV (DEF) SYRACUSE AF STA SYRACUSE 6 NY

COMDR ADC ENT AFB COLORADO SPRINGS COLO COMDR 1750TH AIR DEF WG (WPNS) YUMA CTY APRT YUMA ARIZ COMDR 1756TH AIR DEF GRU (WPNS) MOODY AFB VALDOSTA GA COMDR 30TH AIR DIV (DEF) WILLOW RUN AF STA BELLEVILLE MICH

(UNCLASSIFIED) EAOOT-TS <u>11259</u>. Ref fonecon Maj Price, Hq 32d Air div (Def); Capt Myer, Hq 26th Air Div (Def) and Maj Marshall, this hq. This msg confirms change in schedule for controller proficiency tng at Wpns Employment Centers established by our msg EAOOT-TS 5845, 14 Feb 55. a. Sked for directors reptg to 4750th Air Def Wg (Wpns) Yuma County Aprt, Yuma, Ariz: No change. b. Sked for directors reptg to 4756th Air Def Gru (Wpns), Moody AFB, Valdosta, Ga is changed as follows:

old	Rept	tg Date	New R	eptg date	26th AD	30thAD	32dAD
19	May	55	(31	Mar 55)	3		
18	Apr	55	(No	change)			3
5	May	55	(No	change)		3	
				UNCLASSIF	TED		1 2

HQ BADF STEWART AFT	NEWBURGH NY		UNCLASSIFIE
		PRIORITY	ROUTINE
Old Reptg Dat	New Reptg date	26thad 30thad	32dAD
31 Mar 55	(19 May 55)		3
It is the policy of	this hq that wheneve	er possible dire	ctors attend
		which the nilet	a whom they

tng at wons employment cens concurrently with ftr pilots whom they normally control. The above change in sked for director proficiency tng is due to change in wons tng deployment dates for 318th and 332d Ftr Intep Ses outlined in our msg EAOOT-TW 4013, 22 Mar 55.

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MAJOR GEORGE L MARSHALL/lak EAOOT-TS 231115 Mar 55 679

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5 Apr 55

PRIORITY ROUTINE

COMDR 26TH AIR DIV(DEF) HOSLYN AF STA ROSLYN NY COMDR 30TH AIR DIV (DEF) WILLOW HIN AF STA BELLEVILLE MICH COMDR 32D AIR DIV (DEF) SYRACUSE AF STA SYRACUSE 6 NY

HO EADE STEWART AFB NEWBURCH NY

INFO:

COMDR ADC ENT AFB COLORADO SPRINGS COLO COMDR 4750TH AIR DEF WG (WPNS) YUMA COUNTY APHT YUMA ARIZ COMDR 4756TH AIR DEF GRU (WPNS) MOODY AFB GEORGIA

(UNCLASSIFIED) EA007-TS 13367. This msg in two parts. Part I. Folg is revised sked for controller proficiency tng at Wpns Employment Cens. a. Sked for dirs reptg to 4750th Air Def Wg (Wpns) Yuma Cty

Aprt, Yuma, Ariz:

Reptg Date	26th AD	30th AD	32d AD
7 Apr 55		.3	
21 Apr 55	1	1	1
8 May 55		3	
19 May 55	3		

b. Sked for dirs reptg to 4756th Air Def Gru (Wpns), Moody AFB, Ga.

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HQ EADF STEWART AFB NEWBURGH NY

UNCLASSIFIED

ROUTINE

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		I ILLOILL I.		
Rept Date	26th AD	30th AD	32D AD	
18 Apr 55			3	
5 May 55		3		
10 May 55			3	

Part II. Dirs selected for this tng must meet criteria outlined in my msg EA007-TS 12707, 31 Mar 55. Every effort w/b made to sked dirs who have not previously attended this tng, however, dirs may be reskedd when a pd of at least 12 months has lapsed since last attendance.

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MAJOR GEORGE L MARSHALL/Imk EACOT-TS 51415 Apr 55 679

20 Apr 55 UNCLASSIFIED

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HQ EADF STEWART AFB NEWBURGH NY

PRIORITY

COMDE 30TH AIR DIV (HEF) WILLOW RUN AF STA BELLEVILLE MICH

COMUR ADC ENT AFB COLORADO SPRINCS COLO COMUR 35TH AIR DIV (DEF) DOBBINS AFB MARIETTA COMUR 475OTH AIR DEFWG YUMA COUNTY APRT YUMA ARIZ

(UNCLASSIFIED) EA00T-TS <u>15906</u>. Ref fonecon 20 Apr 55 between Capt Hurphy urhq and Lt/Col Dutcher, Hq EADF. Ur hq allocated one space for controller proficiency tng at Wpns Employment Cen, Yuma, Ariz for class starting 8 May 55. This space in addition to three spaces previously allotted you for Yuma in my msg EA00T-TS 13367, 5 Apr 55. Dir selected for this tng must meet the criteria outlined in my msg EA00T-TS 11494, 12 Apr 55. Desire you notify the 4750th Tng Wg and Hq ADC ASAP, w/info this hq, the name, rank, serial nr and sety elne of the dir designated to attend.

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LT/COL RICHARD F DUTCHER/Imk

EAOOT-TS 20 Apr 55

UNCLASSIFIED 20 Apr 55 ROUTINE

COMDR 35TH AIR DIV (DEF) DOBBINS AFE MARIETTA GA

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HQ BADF STEWART AFB NEWBURCH NY

(UNCLASSIFIED) EAGOT-TS 15955. Ref urmasg O&T-A 2171. Ur hq released of responsibility for filling asgd quota of two dirs for 8 May class at controller proficiency school, Yuma. Ur asgd quota for this class is now one. Extra space has been provd 30th ADiv for use in conjunction with rocketry tng of 42d FTS.

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LT/COL RICHARD F DUTCHER/Imk 354 EAOOT-TS 20 Apr 55

12 May 55 UNCLASSIFIED

PRIORITY ROUTINE

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COMER 26TH ADIV (DEF) ROSLYN AF STA ROSLYN NY COMDR 30TH ADIV (DEF) WILLOW RUN AF STA BELLEVILLE MICH COMER 32D ADIV (DEF) SYRACUSE AF

HQ EADF STEWART AFB NEWBURGH NY

AF STA BELLEVILLE MICH COMDR 32D ADIV (DEF) SYRACUSE AF STA SYRACUSE 6 NY COMDR 35TH ADIV (DEF) DOBBINS AFB MARIETTA GA

INFO:

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COMDE ADC ENT AFB COLORADO SPRINGS COLO COMDE 1750TH AIR DEF WG (WPNS) YUMA CTY APRT YUMA ARIZ COMDE 1756TH AIR DEF GRU (WPNS) MOODY AFB VAIDOSTA GA

(UNCLASSIFIED) EACOT-TS 19805. Quotas for dir proficiency tng at ADC Mpns Employment Cons are allotted air divs (def) as indicated below: a. 4750th Air Def Wg (Wpns), Yuma Cty Aprt, Yuma, Arizona: 32d AD 35th AD 26th AD 30th AD Rept Date 0 1 25 May 55 2 0 0 1 8 Jun 55 1 0 0 3 0 15 Jun 55 0 1 1 0 22 Jun 55 1 2 0 0 29 Jun 55 0

b. 4756th Air Def Gru (Wpns), Moody AFB, Valdosta, Ga.

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PRIORITY ROUTINE

Reptg Date	26th AD	30th AD	32d AD	35th AD	
8 Jun 55	1	1	1	None	
23 Jun 55	0	2	1	0	

Pers selected for this tng must meet qualifications outlined in EADF msg EAOOT-TS 11494, 12 Apr 55. Prove of EADFR 50-12 and EADF msg EAOOT-TS 15431, 18 Apr 55, w/b complied with.

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MAJOR GEORGE L MARSHALL/Imk EACOT-TS 10 May 55 679

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20 May 55 UNCLASSIFIED

HQ EADF STEWART AFB NEWBURGH NY ROUTINE

COMDR 30TH AIR DIV (DEF) WILLOW RUN AF STA BELLEVILLE MICH COMDR 35TH AIR DIV (DEF) DOBBINS AFB MARIKTTA GA

COMDR ADC ENT AFB COLORADO SPRINGS. COMDR 4750TH AIR DEF WG (WPNS) YUMA APRT UMA ARIZ

(UNCLASSIFIED) EAOOT-TS 20921 . This mag three parts. Part I. Ref my mag EAOOT-TS 19805, 13 May 55. Quotas for dir proficiency tng at 4750th Air Def Wg (Wpns), Yuma, Ariz are changed as fols: a. Quota of one space 8 Jun 55 for 35th Air Div (Def) is added. Part II. For Comdr 30th ADiv (DefO. This confirms fonecon this date between Capt Murphy urhq and Maj Marshall, this hq. Part III. For Comdr 35th ADiv (Def). This answers urmsg D/)&T-A 2912, 19 May 55.

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MAJ GEORGE L MARSHALL/Imk EACOT-TS 201525 May 55 679 67

ROUTINE

HQ EADY STEWART AFB NEWBURGH NY

COMER 26TH ADIV (DEF) ROSLYN AF STA ROSLYN NY COMER JOTH ADIV (DEF) WILLOW RUN AF STA BELLEVILLE MICH COMER 32D AIR DIV (DEF) SYRACUSE AF STA SYRACUSE 6 NY COMER 35TH ADIV (DEF) DOBBINS AFB MARIETTA GA COMER ADC ENT AFB COLORADO SFRINCS, COLO

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INFO:

COMDR 4750TH AIR DEF WG (MPNS) YUMA CTY APRT YUMA ARIZ

(UNCLASSIFIED) EA007-TS 21074. This msg in two parts. Part I. Ref my msg EA007-TS 19805, 13 May 55. Make folg revisions on reptg dates for controller proficiency course at Yuma: 15 Jun 55 changed to 11: Jun 55, 22 Jun 55 changed to 21 Jun 55. Controllers must rept one day prior to ftr units. Controllers will rept NLT 2400 hrs on above dates. Part II. For Comdr ADC. This act IAW urmsg AD00TGP 20409, 20 May 55.

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MAJOR GEORDE L MARSHALL/Luk EAOOT-TS 23 May 55 679 68

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ROUTINE

ROUTINE

HQ EADF STEWART AFB NEWBURGH NY

ROUTINE

COMDR 26TH AIR DIV (DEF) ROSLYN AF STA ROSLYN NY COMDR 30TH AIR DIV (DEF) WILLOW RUN AF STA BELLEVILLE MICH COMUR 32D AIR DIV (DEF) SYRACUSE AF STA SYRACUSE 6 NY

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INFO

(UNCLASSIFIED) EAGOT-TS <u>4846</u>. Subj is controller-director proficiency tng at Wpns Employment Centers. Pending publication of an appropriate EADFR the folg policies and procedures will apply: Controllers who participate in this tng must be the best qualified aval. The folg priorities w/b used in selecting personnel for this tng: (1) ACWRON Operations Officers; (2) Senior Directors; (3) Duty directors possessing AFSC 1644; (4) Highly qualified duty directors possessing AFSC 1641. Air divs (def) will: (1) Submit a proposed list of directors to Hq ADC, Hq EADF and the appropriate Wpns Employment Cen at least 15 days in advance of the reptg date. (2) Notify the Wpns Employment Cen concerned of any change in the proposed list of directors without delay. Info cys of notification will be forwarded to Hq ADC and Hq EADF. (3) Insure that estbd quotas are met.

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# HQ EADF STEWART APB NEWBURCH NY

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ROUTINE

(4) Insure that directors reptg to Wpns Employment Cens rept at the proper time with appropriate orders. Units responsible for issuing orders directing TDY for controllers to Wpns Employment Cens will insure that: (1) Reptg dates and pds of TDY are IAW instructions issued by this hq. (2) Orders are worded "For purpose of accomplishing controller proficiency rors".

MAJOR GEORGE L MARSHALL/jss EA00T-TS 111705 Feb 55 679 UNCLASSIFIED

### EADFR 50-12 70

EADF REGULATION

50-12 NUMBER

HEADQUARTERS EASTERN AIR DEFENSE FORCE Stewart Air Force Base, Newburgh, N.Y. 14 March 1955

### TRAINING

Director Proficiency Training at ADC Weapons Employment Centers

1. Purpose. This Regulation outlines policies and procedures for scheduling EADF directors to attend classes at the Weapons Employment Centers for proficiency training, standardization, and evaluation.

2. Reference: ADCR 50-7.

3. Scope. This Regulation is applicable to all EADF units and activities associated with this program.

4. General. a. The director proficiency course at the Weapons Employment Centers is established as a part of the fighter-interceptor rocketry training program. The director proficiency program is designed to provide:

- (1) Advanced training in controlling rocket firing interceptors on 90 degree lead collision course interceptions.
- (2) Instruction in approved ADC standard procedures, tactics, and techniques.
- (3) An evaluation of each director's proficiency,

b. The duration of the director proficiency course is approximately 26 training days.

5. Policies. a. Director proficiency training quotas available to this command will be distributed in accordance with current training requirements.

b. Directors who participate in this training must be the best qualified available. The following priorities will be used in selecting personnel for this training .

- First priority: ACW squadron operations officer. (1)
- Second priority: Senior directors. (2)
- Third priority: Duty directors possessing AFSC 1644. (3)
- Fourth priority: Highly qualified duty directors possessing (4)AFSC 1641.

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6. Responsibilities and Procedures. a. Eastern Air Defense Force will:

- (1) Distribute available training quotas among air divisions (defense) on the basis of their current training needs.
- (2) Provide each air division (defense) with a schedule of the allotted training periods and the appropriate reporting instructions.

EADFR 50-12

b. Air divisions (defense) will:

- (1) Submit a proposed list of directors to Hq ADC and the appropriate Weapons Employment Center with an information copy to Hq EADF at least 15 days in advance of the reporting date.
- (2) Notify, without delay, the Weapons Employment Center concerned of any change in the proposed list of directors. Information copies of the changes will be forwarded to Headquarters ADC and EADF.
- (3) Insure that established quotas are met.
- (4) Insure that directors reporting to Weapons Employment Centers
  - report at the proper time with appropriate orders.

c. Units responsible for issuing orders directing temporary duty for directors to Weapons Employment Centers will insure that:

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- (1) Reporting dates and period of TDY are in accordance with in-
- structions issued by this headquarters. (2) Orders are worded as follows: "For the purpose of accomplishing director proficiency requirements".

(EAOOT)

BY ORDER OF THE COMMANDER:

OFFICIAL: J. W. FOUNTAIN, JR. Major, USAF Assistant Adjutant

DISTRIBUTION: E

DONALD B. SMITH Brigadier General, USAF Vice Commander

HQ EADF STEWART AFB NEWBURCH NY

# 31 Mar 55 UNCLASSIFIED

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PRIORITY

COMDR 26TH AIR DIV (DEF) ROSLYN AF STA ROSLYN NY COMDR 30TH AIR DIV (DEF) WILLOW RUN AF STA BELLEVILLE MICH COMDR 32D AIR DIV (DEF) SYRACUSE AF STA SYRACUSE 6 NY

INFO:

The second

(UNCLASSIFIED) EAOOT-TS <u>12707</u>. This msg in three parts. Part I: Folg ADC msg is quoted FYI and compliance. Quote. ADOOT-E 12579. My ltr ADOOT-D dtd 5 Apr 54, Subj: "Controller Proficiency Tng" Only fully qualified directors, 1644 and WO 27000 w/b skedd for tng at Yuma and Moody. A min of 12 months experience in AC&W inclg at least 3 months experience controlling lead collision interceptor acft is mandatory. Purpose of course is to raise the intep proficiency of fully qualified directors. Directors may be rescheduled when a pd of at least 12 months has lapsed since last attendance. Unquote. Part II. Req immed act be taken to fill Apr 55 quotas at Yuma and Moody with dirs qualified as prescribed above. If unable to comply this hq w/b advised EFD. Part III. Req this hq be advised NLT 6 Apr 55 as to your

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HC EADF ST ART AFB NEWBURGH NY

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PRIORITY

projected ability to meet existing May 55 and future quotas for Dir Proficiency tmg at Yuma and Moody IAW above criteria and your estimate of its effect on the operational capability of the air def system.

MAJOR GEORGE L MARSHALL/lmk EA00T-TS 311400 Mar 55 679 UNCLASSIFIED

#### 6 APR 1955

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# FR COMDR 30TH ADIV DEF WRAPS BELLEVILLE MICH TO COMDE EADE STEMAET APE NY

/C O N F I D E NT I A L/DOTWT 178. THIS HSG IN TWO PARTS. PART 1. REF UR MSG EADOT-TS 12707, PRELIMINARY INVESTIGATION INDICATES THAT THIS DIV W/B SERIOUSLY HAMPERED BY THE QUALIFICATIONS SET FORTH BY THIS MSG. AS OF THIS DATE WE HAVE FIVE (5) DIRECTORS, AF C 1614, WHO MERT THESE CHALIFICATIONS. THESE FIVE (5) W/B USED TO MEET OUR MAY 55 QUOTA OF SIX (6). PART II. REQ A MAIVER OF THESE CUALIFICATIONS TO ACCEPT DIRECTORS, FSC 1611, WHO HAVE A SHORT TIME TO GO REFORE UPORADING TO 1614, WHO DO NOT HEET THE 12 MONTH ACM EXPERIENCE BUT WHO MEET ALL OTHER FOR, AND WHOSE ABILITY IS ENDORSED BY THE UNITS COMMER.

COMDR. TORC 061402Z APR 60

C-5157-55

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# Apr 7 14 49 155

# FM HO 32D AD/D/ SYRACUSE AFS SYRACUSE NY

TO COMDE EADS STEWART AFB NEWBURCH NY

/UNCLASSIFIED/ACFPGST 0424. RURMSG EAOOT-TS 12707, DTD 31 MAR 55, SUBJ: CONTROLLER PROF TNG. INSTABILITY OF CONTROLLER FIELD PROHIBITS ACCURATE FORECAST OF ABILITY TO MEET FUTURE QUOTAS FOR THE PROFICIENCY TNG UTILIZING THE CRITERIA ESTABLISHED IN UR MSG. MEETING UR CRITERIA, HOWEVER FROM THIS POINT ON A STANDING REQUIREMENT FOR FULLY QUALIFIED 1644S WILL HAVE A DETRIMENTAL EFFECT ON THE OPERATIONAL CAPABILITIES OF THE UNITS.

## Apr 2 00 55 155

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FM COMDR 26 ADIV DEF ROSLYN AF STA ROSLYN NY TO COMDR EADF STEWART AFB NY

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/UNCLASSIFIED/26ADOOT OLDSL. SUBJ:) DIR PROFICIENCY TNG. THIS MSG IN FOUR PARTS. PART I REURNSG EAPPT-TS 12707. PART II. THIS HQ CAN FILL ONLY ONE SPACE OF CUOTA OF THREE DIRS FOR YUMA ON 21 APR 55 IAW ADC CRITERIA. PART III. THE 773D ACWRON W/B ARLE TO FILL THE QUOTA FIS IS SKEDD FOR ROCHETRY.) THIS IS REASON FOR INABILITY TO MEET QUOTA FOR 21 AFR 55. PART IV. BASED ON CURR QUALD 16LA'S AND RATE OF TUMA OR MOODY W/AFFECT OPERATIONAL CAPABILITY OF THIS COND. THIS SIT FURTHER AGGRAVATED BY FUTURE RORS OF 645TH ACWRON. 01/2232Z APR

# APR 7 155

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FM COMDE 30TH AIR DIV WRAFS BELLEVILLE MICH TO COMDE EADF STEMART AFB NEWBURCH NY

/U N C L A S S I F I E D/DOTWT 1890. REF UR MSG EAOOT-TS 13367. THIS DIV UNABLE TO FULFILL ADDITIONAL QUOTA ALLOTTED US FOR 21 APR 55. \$7/21112 APR

NC EADF STEWART AFB NEWBURGH NY

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ROUTINE

COMDR 26TH AIR DIV (DEF) ROSLYN AF STA ROSLYN NY COMDR 30TH AIR DIV (DEF) WILLON RUN AF STA BELLEVILLE MICH COMUR 32D AIR DIV (DEF) SYRACUSE AF STA SYRACUSE 6 NI

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INFO:

(UNCLASSIFIED) EACOT-TS <u>14063</u>. Ref my msg EACOT-TS 12707. Pending clarification by ADC as to mandatory qualifications for controller proficiency tng at Yuma and Moody, the folg will apply: 1. Whenever possible; directors, AFSC 1644, qualified IAW, Part I above cited msg, w/b selected for controller proficiency tng at Yuma and Moody. 2. If unable to meet criteria as indicated above, the folg directors may be subd: Directors, AFSC 1641, who have a min of six months experience in ACW inclg at least three months' experience controlling lead collision course inteps prove their ability is endorsed by their unit commander.

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MAJOR GEORGE L MARSHALL/Imk

EAOOT-TS

### 9 Apr 1955

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

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ADCOT-E 11332. MYMSG ADCOT-E 12579 DTD 30 MAR 55. THIS MSG IN 2 PARTS. PART 1. QUAL DIRS 1611 MAY BE SKED FOR TNG AT YUMA AND NOODY PROVIDED RGRS OF REF HSG CANNOT BE MET TO FULFILL ASGD QUOTAS. A MIN OF SIX MONTHS EXPERIENCE IN ACAN INCLG AT LEAST THREE MONTHS EXPERIENCE CON SCHOOL IS MANDATORY FOR 1611 DIR ATTENDANCE. CURR DIRECTIVES ARE SCHOOL IS MANDATORY FOR 1611 DIR ATTENDANCE. CURR DIRECTIVES ARE SCHOOL IS MANDATORY FOR 1611 DIR ATTENDANCE. CURR DIRECTIVES ARE YOUR REVIEWED FOR NEC CHANGES TO INCL QUAL 1611 DIRS FOR MEETING FUTURE RORS FOR CONTROLLER PROFICIENCY TNG AT YUMA AND MOODY. REQ YOUR COMMENTS AND/OR RECOMMENDATIONS BE FWD THIS HQ NLT 2 MAY 55. PART 2. FOR EALF. THIS CONFIRMS FONECON LT COL DUTCHER, YOUR HQ, AND MAJ SESTOKAS, THIS HQ. 09/18552 APR JEDEN

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11 Apr 55

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HQ EADF STEWART AFB NEWBURGH NY

COMDR 26TH AIR DIV (DEF) HOSLYN AF STA HOSLYN NY COMDR 30TH AIR DIV (DEF) WILLOW HUN AF STA BELLEVILLE MICH COMDR 32D AIR DIV (DEF) SYRACUSE AF STA SYRACUSE 6 NY COMDR 35TH AIR DIV (DEF) DOBBINS AFB MARIETTA GA

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INFO:

(UNCLASSIFIED) EAOOT-TS <u>14494</u>. This msg in two parts. Part I. Subj is mandatory qualifications for controller proficiency tng at Wons Employment Cens. Dirs selected for this tng must be the best qualified aval. Pending revision of para 5b EADFR 50-12, 1h Mar 55, the folg selection criteria will apply: 1. Whenever aval the folg pers w/b selected: Fully qualified dirs, AFCO 1644, with a min of 12 months' experience in ACW inclg at least 3 months" experience controlling lead collision incp acft. Dirs in this cat may be reskedd when a pd of at least 12 months has lapsed since last attendance. 2. If unable to meet criteria outlined above, the folg pers may be substituted: Highly qualified dirs, AFCS 1641, with a min of 6 months' experience in ACW inclg 3 months' experience controlling lead collision intep acft, provd, they have compld a formal acft

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# GQ EADF STEWART AFB NEWBURCH NY

UNCLASSIFIED

ROUTINE

controllers' school and their ability is endorsed by their unit comdr. Part II. For Comdrs 26th, 30th and 32d Air Divs (Def). This msg supersedes my msg EA00T-TS 12707, Apr 55 and EA00T-TS 14063, 9 Apr 55.

MAJOR GEORGE L MARSHALL/lmk EAOOT-TS 114415 Apr 55 679

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EADFR 50-1249

EADF REGULATION 50-12A NUMBER

HEADQUARTERS EASTERN AIR DEFENSE FORCE Stewart Air Force Base, Newburgh, N.Y. 7 May 1955

### TRAINING

Director Proficiency Training at ADC Weapons Employment Centers

(Amends EADFR 50-12, 14 Mar 55)

5. Policies.

b. Directors selected for this training must be the best qualified available. Mandatory qualifications are as follows:

(1) Directors (AFSC 1644): A minimum of three months \* experience controlling lead collision interceptor aircraft. (Directors in this category may be rescheduled when at least 12 months have lapsed since last attendance.) (2) Directors (AFSC 1641): A minimum of six months' ex-perience in the aircraft control and warning system

including at least three months' experience controlling lead collision interceptor aircraft, provided they have completed a formal aircraft controllers' school and their ability is endorsed by their unit commander.

c. The following priorities will be used in selecting personnel for this training:

(1) First Priority: ACW Squadron operations officers.

- (2)
- Second Priority: Senior directors (AFSC 1644). Third Priority: Duty directors (AFSC 1644). (3)
- Fourth Priority: Highly qualified duty directors (4)
  - (AFSC 1641).

d. When an EADF fighter interceptor squadron is deployed to a weapons employment center for rocketry training, spaces for director proficiency training at that weapons employment center will be allocated to the fighter interceptor squadron's parent air division (defense) for the same period. When feasible, these spaces will be filled by directors from ACW squadrons which normally control aircraft from the interceptor unit

## EADFR 50-12A

deployed. Control exercised may be either by virtue of scramble authority or through hand-over from adjacent sub-sectors.

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(EAOOT)

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BY ORDER OF THE COMMANDER:

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OFFICIAL: Lutar de JOHN L. WARREN

Colonel, USAF Adjutant

DISTRIBUTION: E DONALD B. SMITH Brigadier General, USAF Vice Commander

19 Apr 55

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FN CONTR 35TH ADIV DEF DOBBINS AFB GA TO CONDR EADF STEWART AFB NY

/U N C L A S S I F I E D/OAT-A 2171 ATTN: EAOOT-TS REF CADE LTR OAT-R SUBJ:CONTROLLER PROFICIENCY TNG DATED 29 DEC 54. THIS HQ IS UNABLE TO FILL ASSIGNED CUOTA OF TWO CONTROLLERS FOR 8 MAY 55 AT YUMA DUE TO A SHORTAGE OF EXPERIENCED PERS WITHIN 35TH AD. ONLY ONE DIRECTOR FROM 663RD ACW SQ WILL ATTEND. 19/21552 AFR JESKB

19 May 1955

FM COMDR 35TH ADIV DOBBINS AFE GA TO COMDR EADF STEWART AFE NY

/U N C L A S S I F I E D/ORT-A 2912 ATTN EAOOT-TS RD REF UR MSG EAOOT-TS 19085 PD DUE TO A SHORTAGE OF DIRECTOR PERSONNEL CMM THIS HQ IS UNABLE TO FILL ASSIGNED QUOTA OF ONE DIRECTOR FOR 8 JUNE 55 PD ASSIGNED QUOTA FOR 22 JUNE 55 WILL BE MET PD 18/21182 MAY JESKB

#### 10 Dec 54

FM COMDR ADC ENT AFE COLO TO COMDR EADF STEWART AFE NEWBURCH NY INFO COMDR WADF HAMILTON AFE CALLF

ADFMF-A 39935. AEM&G UNITS ARE SKED TO ACTV AT MCCLELLAN AFB AND CTIS AFB STARTING 16 DEC 54. CERTAIN PERS MUST BE PROV FROM WITHIN THIS COMD. THE REPTING DATES OF THESE PEOPLE CAN NOT BE FIXED UNTIL CAPABILITY OF USAF TO FURN THE BAL OF REQUIRED PERS IS DEFINITELY DETM. THEREFORE, THIS IS AN ALERT NOTICE TO YOUR COMD FOR THE NR OF PERS BY AFSC YOU W/B REQUIRED TO FURN AND THE PROBABLE REPTING DATES. THE PERS SHOULD BE SELECTED AND NOTIFIED, BUT NO ACTION TAKEN TO RSG THEM UNTIL FURTHER NOTICE IS RECEIVED. YOU W/B ADVISED OF FINAL ACTION AT THE EPD. PERS SELECTED SHOULD BE OF HIGH CALLEER AND BE VOLS IF POSSIBLE. IN THE CASE OF 1644'S, THEY SHOULD BE RATED BO'S WITH ONE YRS EXPERIENCE AS GCI CONTROLLERS. AUTH IS GRANTED TO SUBSTITUTE OFFS ONE GRADE LOWER THAN THAT REQURIED, PROVIDED THEY ARE SR IN GRADE AND FULLY QUALD IN

AFSC.			ORGN JAN 55
NR	AFSC	GRADE	
12	1644	CAPT	961ST AEW&C SQ, OTIS
			AFB, MASS.
31	1644	LT	9618T AEN&C SQ, OTIS AFB, MASS.
1	22350		551ST AEWSC WG, OTIS AFB, MASS.
4	29353		551ST ABW&C WG, OTIS AFB, MASS.
2	30130		551ST AEW&C WG, OTIS AFE, MASS.
2 2	30130		STH ADIV (AEWSC), MCCLELLAN AFB, CALIF.
5	30150		551ST AEN&C WG, OTIS AFB, MASS.
1	42330		STH ADIV (AEW&C), MCCLELLAN AFB, CALIF.
1	42570		STH ADIV (AEW&C), MCCLELLAN AFB, CALIF.
1	43136		551ST AEWAC WG, OTIS AFB, MASS.
1	431,36		STH ADIV (AEW&C), MCCLELLAN AFB, CALIF.
1	53450		STH ADIV (AEW&C), MCCLELLAN AFB, CALIF.
5 1 1 1 1	55251		STH ADIV (ABW&C), MCCLELIAN AFE, CALIF.
1	64173		551ST AEWSC WG, OTIS AFB, MASS.
4 5	70230		551 ST AENSC WG. OTIS AFB, MASS.
10	70250		SSIST ARWAC WG. OTIS AFB, MASS.
2	70270		551ST AEW&C WG, OTIS AFB, MASS.
4	73170		551ST ARWAC WG. OTIS AFB, MASS.
56	73250		551ST AEMAC WG. OTIS AFB, MASS.
0	73251		551 ST ARM&C WG. OTIS AFB, MASS.
3	92250		551ST AEW&C WG, OTIS AFB, MASS.
1	72270		
			REPTING FEB 55
	1644	MAJ	961ST AEN&C SQ, OTIS AFE, MASS.
3	1644	CAPT	OGISTAFAC SQ. OTIS AFB, MADD.
11	1644	LT	OGIST ARWAG SQ. OTIS AFB, MADO.
32	27270		551ST AEW&C WG, OTIS AFB, MASS.
T	21210		

ADPMP-A 39935	(Cont'd)	
$\begin{array}{cccccccccccccccccccccccccccccccccccc$		551ST AEM&C WG OTIS AFB, MASS. 551ST AEM&C WG, OTIS AFB, MASS. 8TH ADIV (AEM&C), MCCLEILIAN, CALIF. 551ST AEM&C WG, OTIS AFB, MASS. 8TH ADIV (AEM&C), MCCLEILIAN AFB, CALIF. 551ST AEM&C WG, OTIS AFB, MASS. 8TH ADIV (AEM&C), MCCLEILIAN AFB, CALIF. 551ST AEM&C WG, OTIS AFB, MASS. 8TH ADIV (AEM&C), MCCLEILIAN AFB, CALIF. 551ST AEM&C WG, OTIS AFB, MASS. 8TH ADIV (AEM&C), MCCLEILIAN AFB, CALIF. 551ST AEM&C WG, OTIS AFB, MASS. 551ST AEW&C WG, OTIS AFB,
$\begin{array}{cccccccccccccccccccccccccccccccccccc$		REPTING MAR 55 551ST AEMAG WG, OTIS AFB, MASS. 961ST AEMAG 3Q, OTIS AFB, MASS. 961ST AEMAG 3Q, OTIS AFB, MASS. 961ST AEMAG SQ, OTIS AFB, MASS. 961ST AEMAG WG, OTIS AFB, MASS. 87H ADIV (AEMAC), MCCLELLAN AFB, CALIF. 87H ADIV (AEMAC); MCCLELLAN AFB, CALIF. 551ST AEMAG WG, OTIS AFB, MASS. 551ST AEMAG WG, OTIS AFB, MASS. 87H ADIV (AEMAC), MCCLELLAN AFB, CALIF. 551ST AEMAG WG, OTIS AFB, MASS. 551ST AEMAG WG, OTIS AFB,

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### 4 JAN 55

FM COMDE HQ ADC ENT AFB COLO TO COMDE EADF STEWART AFB NY COMDE WADF HAMILTON AFB CALIF

COMDR WADF HAMILTON AFE CALIF ADPMP-A-ZI OLIZA. MYNNSG ADPMP-A 30035, 8 DEC 54. SUBJ IS AEM&C UNITS SKED TO ACTV AT OTIS AFE. THE RSGMT OF OFFS, AFSC 1644, HAS HEEN DELAYED SIXTY (60) DAYS. REQ OFFS EARMARKED FOR JAN 55 HEFTC BE RSGD REFTG DURING MONTH OF MARCH 55, AND THOSE EARMARKED FOR FEB AND MAR REFTG DE RSGE REFTG DURING MONTHS OF AFR AND MAY 55. (AMCN 1301 TO 1437, INCL) ADHCA. FOR COMDR WADF ONLY: URMSG WDPFM 2218, 30 DEC 54.

5 JAN 55

FM HQ ADC ENT AFB COLO TO COMDE CADF GRANDVIEW AFB MO INFO COMDE EADF STEWART AFB NY COMDE WADF HAMILTON AFE CALIF

ADPMP-A-ZI OL125. MYM3G ADPMP-A39935, 8 DEC 54. SUBJ IS AEW&C UNITS SKED TO ACTV AT MCCLELLAN AFE AND OTIS AFB. REQ ORDERS BE ISSUED RSGG ALL OFF PERS LISTED IN CITED MSG TO STAS REPTG DURING MONTHS INDICATED WITH EXCEPTION OF PERS SKED FOR OTIS AFB. REQ THOSE OFFS SKED TO BE REASGD OTIS AFB REPTG JAN 55 BE REASGD REPTG DURING MARCH 55. (AMCN NER 1438 TO 1554, INCL) ADHCA. FOR COMDR WADF ONLY: URMSG WDPPM 2218, 30 DEC 54. O4/0029Z JAN

THOM: (Originator) SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY HEDRADF STEMART AFB NEMBURGH NT HEDRADF STEMART AFB NEMBURGH NT TO: COMADC ENT AFB COLO SPRINGS COLO MULTIC ADDRESS COMADC ENT AFB COLO SPRINGS COLO MULTIC ADDRESS NFG: (UNCLASSIFIED) EAPNP-0_254 Subj is manning AEMAC units. Ref you msg ADFNF-A 39935. This mag in 3 parts. Part I. This comd has pre- ently asgd a total of 126 RO's perf acft controller duties, 44 of th are fully quald. Therefore, it will be nee that we fill a portion of the rgr imposed by your cited mag with officers who are not rated RO A considerable amount of our controller experience is possessed by th RO's asgd these duties. Req auth to utilize officers who are quald perf 1644 duties rather than restricting the selection to pers with 1 yr experience. If we are to furn 136 officers, AFSC 1644, req auth to trf only 37 who are rated RO's. Where grade substitutions are ne sr officers who are fully quald will be selected as dird. FYI, this comd is authd 386 acft controllers and has only 190 fully quald. Realizing these facts, we must exercise the best selection methods possible to ins that our ACGM man is fully executed. Part II. As of	POUT INC	IONIT MECCA		ATIONS CENTER NO. 85					
FROM: (Originates)       6 Jan 55       UNCLASSIFT         HEDEADF STEMART AFB NEWBURCH NY       6 Jan 55       UNCLASSIFT         TO:       COMADC ENT AFB COLO SPRINGS COLO <ul> <li>INCLASSIFT</li> </ul> INFO:       INCLASSIFTED       EAPMP-0_254       Subj is manning AEMAC units. Ref you may complete the approximation of the regree of the are fully quald. Therefore, it will be net that we fill a portion of the regree inposed by your cited mag with officers who are not rated RO A considerable amount of our controller experience is possessed by the RO's asgd these duties. Req auth to utilize officers who are quald in perf 1644, duties rather than restricting the selection to pers with 1 yr experience. If we are to furn 136 officers, AFSC 1644, .req auther to trif only 37 who are rated RO's. Where grade substitutions are ne set officers who are fully quald will be selected as dird. FYI, this cond is authd 386 acft controllers and has o	ROUTING	JUINT MESSA	alloum						
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(UNCLASSIFIED) EAPMP-0 254 Cont'd

31 Mar 55, this comd will be manned at over 130% with RO's asgd to our ftrinceptrons, with 105% manning projected through 1 Jan 56. With the reduction in our controller strength, resulting from 126 withdrawals for AEW&C and 30 for os asgmt by 31 Mar, appr is reqd to utilize surplus RO's in the acft controller fld. In considering this req, it is also reqd that you consider our ftrinceptron man, as we propose to utilize newly asgd RO's for conversion to acft controllers, which will result in the retention of our skilled RO's. Present programming indicates that we will rqr aprx 75 acft controllers when current levies are filled. Req auth to reassign a similar nr of new RO's, grads, to acft controller duty as repls. This act will rqr a waiver of the provs of AFR 36-25. Part III. Query: Must all officers appld against 1644 rqrs be physically quald for flying duties?

Page 2 of 2 Pages

HQ EADF STEWART AFE NEWBURGH NY PRIORITY

COMDE ADC ENT AFE COLO SPRINCS COLO

(UNCLASSIFIED) EACOT-TS <u>178</u>. Subj is AEW&C manning. Serious operational objections are submitted to the proposed transfer of 135 16hhs from the EADF air def sys to man AEW&C units. This, with other commitments previously laid on this comd but not yet fulfilled, would leave us with only 39 fully qualified directors to operate the entire EADF region. The combat capability of this comd would suffer drastically. Suggest consideration of substitution of 16hls for 16hls in a nr proportionate to the ratio which exists elsewhere within EADF (approximately 55% 16hl, 45% 16hk). Further recommend that the manning sked be changed to transfer 20 directors per month for six months starting in Mar 55 and 15 directors in Sep 55. Informal info aval indicates that action on the above problem is already being taken by the staff of your he.

#### UNCLAS SIFIED

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Lt Col Richard F. Dutcher/jss EA00T-TS 071450 Jan 354

### 12 JAN 55

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

ADFMP-A 02226. YOUR MSG EAGOT-TS 478, 7 JAN 55. PENDING FURTHER STUDY AT THIS HQ, TAKE NO ACTION TO RSG ACFT CONTROLLERS TO AEMAC UNITS AT OTIS AFB. PERS PRESENTLY ALERTED IN YOUR COMD FOR POSSIBLE RSGMT WILL REMAIN IN ALERT STATUS PENDING FINAL DECISION. 12/2128Z JAN

#### 29 JAN 55

FM HQ ADC ENT AFE COLO TO COMDR EADF STEWART AFE NY COMDR CADF CRANDVIEW AFE MO INFO COMDR WADF HAMILTON AFE CALIF

(UNCLASSIFIED). ADPNP-A-ZI 04457. SUEJ IS MANNING OF AEMAC UNITS SKED TO ACTV AT MCCLELLAN AFB, AND OTIS AFE, AS PERTAINS TO OFFS, AFSC 1644. REQ ACTION RSGN OFFS, 1644, BE HELD IN ABEYANCE PNDG RE-EVALUATION OF LEVIES. FIRM INSTRS W/B FURND ASAP. FOR COMDR EADF: MYMSGS ADPMP-A 39935, 8 DEC 54, ADPMP-A-ZI 00124, 3 JAN 55, AND URMSG EAPMP-0 254, 6 JAN 55. FOR COMDR CADF: MYMSGS ADPMP-A 39934, 8 DEC 54, ADPMP-A-ZI, 3 JAN 55 AND URMSG MIL PERS-0A 6607, 5 JAN 55.

### 4 FEB 55

FM COMDE ADC ENT AFB COLO TO COMDE EADF STEWART AFB NY INFO COMDE WADF HAMILTON AFB CALIF

ADPMP-A-ZI 05160. MYMSGS ADPMP-A 39935, 8 DEC 54, ADPMP-A-ZI Oll24, 3 JAN 55, AND URMSG EAPMP-O 254, 6 JAN 55. THE FOLG IS A NEW SKED FOR UR COMD IN THE RSGMT OF OFFS, AFSC 1644, TO 961ST AEW&C SQ, OTIS AFB, MASS. OFFS SELD W/HE RATED RO'S. AUTH IS GR TO SUB OFFS ONE GR LOWER THAN THAT REQUIRED, AND UTILIZE OFFS W/AFSC 1641 EXCEPT AS INDICATED. HQ USAF HAS BEEN CONTACTED FOR W/AFSC 1641 EXCEPT AS INDICATED. HQ USAF HAS BEEN CONTACTED FOR WAIVER OF AFR 36-25 TO PERMIT ASGMT OF SURPLUS RO'S TO AC&W SQ FOR CONTROLLER DY AS REPLS FOR OFFS BEING W/D AND TO SV AS A SOURCE FOR FUTURE ROMTS IN THE AEW&C PROG. YOU W/B ADVISED OF DECISION BY HQ USAF ASAP:

GRADE	NO	TO BE FULLY QUALD	MO REPTG MAR 55
MAJ	2	1	
	10	2	MAR 55
CAPT		2	MAR 55
LT	10	ĩ	APR 55
MAJ	2	2	APR 55
CAPT	11	2	MAY 55
MAJ	2	1	MAY 55
CAPT	12	2	
IT	12	2	MAY 55
	1	1	JUN 55
MAJ	1	2	JUN 55
CAPT	2	2	JUN 55
LT	16	4	JUL 55
MAJ	1	1	JUL 55
CAPT	0	0	JUL 55
LT	15	4	
	1 .	1	AUG 55
MAJ	-	0	AUG 55 .
CAPT	0	6	AUG 55
LT	19	0	
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DUTING	JOINT MESSAG	EFORM	CNS CENTER NO. 90					
	SPACE ABOVE FOR COMMUNICATIONS CENTER ONL	DATE-TIME GROUP	SECURITY CLASSIFICATION					
ROM: (Originato		18 Apr 55	INFORMATION					
	HEDEADF STEWART AFB NEWBURCH NY	PRECEDENCE FOR: PRICEITY	ROUTINE					
10:	COMDR ADC ENT AFB COLO SPRINGS COLO	BOOK MESSAGE						
	COMPA ALC LAT ALC COLLEGE	MULTIPLE ADDRESS						
		REFERS T	O MESSAGE:					
		IDENTIFICATION	CLASSIFICATION					
	COMDR STH ADIV MCCLELLAN AFB CALIF	ADPMP-A-ZI 5160	UNCLASSIFIED					
INFO:	COMDE WADF HAMILTON AFB CALIF COMDE 551ST AEW&C WG OTIS AFB FAIMO	OUTH MASS						
	(UNCLASSIFIED) EAPMP-OZ15576	. Urmsg ADPMP-A-ZI	5160. Subj					
	is regnt of offs AFSC 1644-41 w/ad	d rtg oi no to 90120	Withing off					
	Otis AFE, Mass. This hq has fille	d quota for offs to	rept during					
2	months of Mar & Apr 55. Complete	screening of offs po	ssessing qual					
	for this proj reveals that there a	ure only four (4) Cap	its; five ()					
	1st Lts, and five (5) 2d Lts remain	ining in this could wh	to are quar at					
	this time for asgmt to AEM&C durin	ng mo of May. Reason	is why there are					
	so few qual are: (a) Offs w/less	than one (1) yr reta	ainability;					
	(b) Off w/less than one (1) yr at	present sta; and (c	) Offs in irozen					
	status due to applications pndg for USAFIT, Plt Tng, etc. It is							
	anticipated that there will be a nr of offs who have less than one							
	yr retainability, who will become qual for this proj when their							
	applications for indef status are approved. This hq does not anticipate							
1		SECURITY CLASSIFICATION	PAGE OF PAGES					
1 4 to 1		UNCLASSIFIED	PAGE 1 OF 2 PAGES					
1.34	* E (and signature, when required)	RELEASING OFFICER'S SIGNATURE						
DRAFTER'S NAM								
1	CAPT J P GENTRY/acc/RDK							
SYMBOL	EAPMP-02 18/1115 Apr 55 767	OFFICIAL TITLE						

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Call Mr. Ser.

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(UNCLASSIFIED) EAPMP-OZ 15576 Cont'd

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being able to fill remaining quotas on this proj even though auth were granted to: (a) Rsgn offs w/less than one yr at pres sta, and (b) Utilize offs w/less than one yr retainability. Req you advise this hq of action required.

Page 2 of 2 Pages

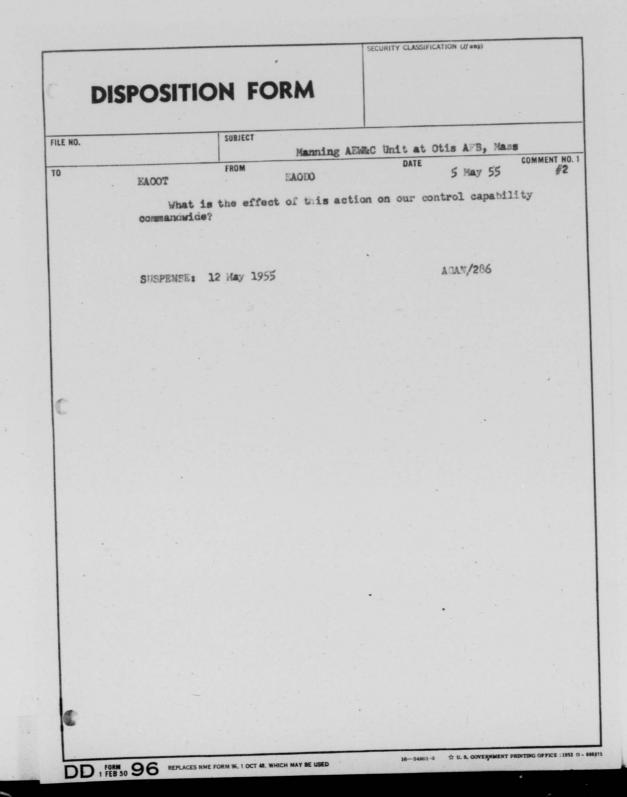
25 APR 55

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FM COMDR ADC ENT AFE COLO TO COMDR EADF STEMART AFE NY INFO COMDR STH ADIV MCCLELLAN AFE CALIF COMDR STH ADIV MCCLELLAN AFE CALIF COMDR 551ST AEMAC WG OTIS AFE MASS ADPRT-0 16619. URMSC EAPMP-0Z 15576, 19 APR 55, AND MYMSG ADPMP-A-ZI 05160. REQ ACTION BE TAKEN TO RSCN THE FOURTEEN (14) OFFS TO 961ST AEMAC SQ, REPORTING IN MAY 1955. YOUR COMD IS RELSD FR FURNISHING REMAINING OFFS AT THIS TIME PNDG A RE-EVALUATION OF THE COMD CAPABI-LITIES TO FURN ADD PERS. 25/2345Z APR

			SE	ECURITY CLASSIFICATION (1)	<sup>(ny)</sup> 92
					02
DIS	SPOSITIC	N FOR	M		
FILE NO.		SUBJECT Mann	ing ABMRC Uni	t at Otis AFB, M	ass
то	EAODO EADVC IN TURN	FROM EAPD	P	DATE 2 May	55 COMMENT N
	116 Aircraft assignment t these office 2. We	t Controllers to 961st AEW&C ers was to pha exhausted our	with addition Squadron, Ot ased over a pe r source of el	is AFB, Mass. I riod from March ligible officers	Hq ADC a levy of lar Operator for leassignment of to August 1955. with qualifica- after 46 officer for further ad-
	vice as to a	a result of	this request,	Hq ADC released cers pending a r ional personnel.	this headquarte
C				•	
		LOCKEE 329		OAFFNET 494	
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					SECURITY CLASSIFI	CATION (If an	(4)	
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ILE NO.		SUBJE	CT Mannis	ng ABW&C Un	it at Otis A	FB, Mas	5	
0	EAODO	FROM	EAO	T	DATE	11 May	55	COMMENT NO.
-	1. The during the	past se	wing is even mon	a recapitu	lation of EA	DF Dire	ctor st	atus
		. 1	UILY	TNG NEED		AT	BELOW	PERCENT
			COMBAT	COMBAT R	EADY	ENTRY	ENTRY LEVEL	COMBAT READY
	MONTH	ASGD	READY	TILETS C	onsiderable	DITED		
	Oct 54	489	96	80	19	226	68	20
	Nov 54	486	104	86	23	216 201	57 57	21 25
	Dec 54	479	122	81	18 22	201	50	27
	Jan 55		128	78 87	17	208	30	28
	Feb 55 Mar 55	476	134	76	25	194	40	29
	Apr 55	418	135	54	15	193	21	32
		rom the	above i	ligures, thu	ree facts ar	e evider	nt:	
C	directors	a. The assigne	re has t d to EAN	oeen a stea DF.	dy decline i	n the to	otal nu	mber of
	number of	b. Up EADF co	until Ma mbat rea	arch 1955, ady director	there was a rs.	steady	increas	e in the
	to become sharp deci	combat	ready h	as remained	ors needing relatively	a littl constan	e or mu t with	ch traini a rather
	at entry inumber the	level a	nd below	entry leve	dy decline f 1. This dec enced by EAN	line na	umber o s been	f directo greater i
					to be consid			
	shipped o	a. Di verseas	and sel	at entry le dom used to	meet other	ow entry reassig	nment o	are not
	of retain commitmen	ior to ability its, suc	, they a	from active are not normarseas or Al	et upgraded e duty. How mally used t EM&C program	o meet 1	10 TO 80	Jore berr
2	4.	The abo	we fact	s indicate	that:			

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Manning AEWEC Unit at Otis AFB, Mass (Cont'd)

a. Our input from the controllers' school and from overseas returnees is less than our output to overseas commitments, intracommand transfers and releases from active duty.

b. The past year's increased emphasis on director training has paid off in a steady increase in combat ready directors.

c. EADF can soon expect to reach a plateau on percentage of total directors who are combat ready. (With two-year tour ROTC officers as our main source of input, the number of combat ready directors is expected to stabilize between 30 and 40 per cent of the total assigned.)

d. The loss of 46 directors (19-1644's and 27-1641's) to the AEM&C program during the months of March and April cancelled out the gain in combat ready directors we could normally have expected from our training program and appreciably decreased the number capable of becoming combat ready in the near future. (It is assumed that the control capacity of the air defense system is normally limited by the number of director positions manned by combat capable directors and the quality of supervision available.) This means that our overall control capability today has not been appreciably reduced; it simply did not increase as it should have. However, our potential control evvectiveness has decreased during the past two months.

5. If the current director input/output ratio and the high turnover rate continue, our control capability will be seriously reduced. Recommend that the exact causes for the decline in assigned directors' strength be determined and that appropriate remedial action be taken.

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MARSHALL/679

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#### HEADQUARTERS COMMANDER BASTERN SEA FRONTIER 90 CHURCH STREET New York, N. Y.

FF15-3:52:elr A5 Ser 0154

Mar 16 1955

#### CONFIDENTIAL

Commander Eastern Sea Frontier From:

- Commander Eastern Air Defense Force To:
- Commander Naval Forces, Eastern Continental Air Defense Command Via:
- Subj: Picket vessels while on station; change in operational control of
- (a) OPNAV INST 03020.2 of 17 Aug 1954, Subject: Continental Air Ref: Defense Command and Naval Forces, Continental Air Defense Command; establishment of
  - (b) COMEASTSEAFBON INST 03320.2 of 17 Apr 1953
- Encl: (1) Copy of Change No. 5 to COMEASTSEAFRON OpPlan 4-53 (less encls) (COMEASTSEAFRON Notice 03320, ser 0132 of 8 Har 1955)

1. The purpose of this letter is to explain the current status of Commander Eastern Sea Frontier in regard to air defense matters.

2. The Chief of Naval Operations, with the issuance of reference (a), changed certain responsibilities of Commander Eastern Sea Frontier in air defense matters. One of the changes concerns the operational control of picket vessels while on station.

3. In December 1954, the Chief of Naval Operations directed Commander Naval Forces, Continental Air Defense Command (COMNAVFORCONAD) to assume operational control of picket vessels while on station in the contiguous system. This change was to be effective on a date agreeable with Commander Eastern Sea Frontier. COMMAVFORCONAD in turn directed Commander Naval Forces, Eastern Continental Air Defense Command (CONNAV-EASTCONAD) to confer with COMEASTSEAFRON concerning arrangements for taking over the operational control of picket vessels while on station.

4. In January 1955, a formal conference was held at Headquarters, Commander in Chief, U.S. Atlantic Fleet on this subject. At this conference it was mutually agreed that COMNAVEASTCONAD would assume operational control of the picket vessels while on station, upon promulgation of his operation plan to replace reference (b). In the meantime, COMEASTSEAFRON has modified his OpPlan 4-53 by enclosure (1) to provide for any air defense contingency that might arise

CONFIDENT'AI

## VHDENHAL

FF15-3:52:elr A5 Ser 0154

(Continued)

pending the promulgation of a substitute overall plan by COMNAVFOR-CONAD or COMNAVEASTCONAD.

s/t/ L.T. DuBose

Copy to: CNO CINCLANTFLT COMMAVFORCONAD COMDR 26th AIRDIV (DEF) COMDR 32nd AIRDIV(DEF)

> COMMAVEASTCONAD A5 Serial: 030-55

### CONFIDENTIAL

### 28 Mar 55

FIRST ENDORSEMENT On CESF ltr ser 0154 of 16 Mar 55

From: Commander Naval Forces, Eastern Continental Air Defense Command To: Commander Eastern Air Defense Force

Subj: Picket Vessels while on station; change in operational control of

1. Forwarded.

2. CEADF will be notified when COMMAVEASTCONAD's Op Plan 1-55 mentioned in paragraph 4 of the basic correspondence has been approved.

CONFIDENTIAL

/s/t J. D. BLITCH CAPT., USN

Copy to: CESF MESSAGEFORM

CONFIDENTIA

16 JUN 1955

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FM COMEASTSEAFEON TO CNO

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//C O N F I D E N T I A L// CANCEL COMEASTSEAFRON NOTE 3320 SER 926 OF 3 JUN. COMEASTSEAFRON INST 03320. 2 REMAINS IN EFFECT AS MODIFIED BY THIS MSG IDENTIFIED AS CHANGE 4. PAGE 1. PARA 3A. CHANGE TO HEAD: THE CHIEF OF NAVAL OPERATIONS HAS DIRECTED COMMANDAR EASTERN SEA FRONTIER TO ASSUME OPERATIONAL CONTROL OF ALL SHIPS ASSIGNED DUTY IN THE CONTIGUOUS SYSTEM EXCEPT WHEN SHIPS ARE ACTUALLY ON STATION. WHILE ON STATION PICKET VELLELS WILL BE UNDER THE OPERATIONAL CONTROL OF COMMANDAR NAVAL FORCES EASTERN CONTINENTAL AIR DEFENSE COMMANDANT DELETE PARA 3B. PAGE 3 PARA 12 TO LAST SENTENCE ADD AND COMMANDANT FIRST NAVAL DISTRICT CEN CG 2 PAGE 2 AND 3 DELETE ENTIRE PARA 6. PAGE 3. RENUMBER PRESENT PARA 7 AND 8 TO 6 AND 7 RESPECTIVELY. TOEC 160734Z JUN 60

CONFIDENTIAL

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# CONFIDENTIAL

#### MESSAGEFORM

17 JUN 1955

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/C O N F I D E N T I A L / MY INST 03120. 2 SER 0282 of 13 MAY. CHANGE 1. PAGE 2. DELETE PRESENT PARA 3B AND INSERT, COMMANDER EASTERN SEA FRONTIER WILL EXERCISE OPERATIONAL CONTROL OF YACRS WHEN THEY ARE IN TRANSIT TO AND FROM PICKET STATIONS. /CHANGE PARA 3C TO 3D AND INSERT NEW PARA 3C. THE COMMANDANT IST NAVAL DISTRICT WILL EXERCISE OPERATIONAL CONTRON OF YACRS FOR TRAINING, ISF, AND MAINTENANCE. /DELETE PARA 4B AND INSERT/COMMANDER EASTERN SEA FRONTIER WILL ISSUE OPERATION ORDERS FOR ALL SHIPS MANNING STATIONS IN THE CONTIGUOUS SYSTEM. HE WILL ISSUE APPROPRIATE MOVEMENT ORDERS TO INDIVIDUAL SHIPS. TORC 170218Z JUN 52

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JOINT EASTERN AIR DEFENSE FORCE VOLUME 3 DOCUMENTS **EASTERN AIR DEFENSE FORCE** NAFD RSI cout the Excluded from Concerct Dechasinention Schedula. HISTORY JANUARY - JUNE 1955 Excluded from General Declaration Schedule, NAFD SECRET SECRET AND S15219

SECRET

Excluded from General Declassification Schedule.

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

8 Apr 55

NAFD

171

EAPMP

SUBJECT: (UNCLASSIFIED) Aircrew Manning

All Units TO:

1. Enclosed for your information is a Pilot Retainability Survey conducted as of 1 March 1955. The assigned figure for 30 June has been adjusted to exclude all known losses through that date.

2. A review of this survey will reveal that our pilot manning in F-86D squadrons averages 29 per squadron, with 33.8 in F-89D squadrons, and 31 in F-94C squadrons. The minimum acceptable pilot strength per fighter-interceptor squadron within EADF has been established as 37.

3. Also attached for your information and review is letter, this headquarters, EAPMP, Subject: "(SECRET) Shortage of F-86D Aircrews," 10 February 1955, (one enclosure withdrawn) and first indorsement thereto. Our pilot manning in F-89D and F-94C units was satisfactory when this letter was dispatched; however, due to increased overseas withdrawals, our manning is becoming increasingly critical in all units. Headquarters ADC advised in first indorsement to attached letter that no improvement in F-86D crews can be expected before October 1955. It is also unlikely that any substantial increase will be realized in F-89D and F-94C units. With increased overseas withdrawals, along with the loss of pilots through dates of separation, it is imperative that the assignments of all pilots possessing potentials as either F-86D, F-89D or F-94C pilots be reviewed to insure that maximum utilization is being made of their pilot skills.

4. During the period 1 July 1955 to 30 June 1957, solely by virtue of having completed their service commitment as a result of pilot training, we have a potential loss of 587 pilots. For planning purposes, we must consider these pilots as known losses until such time as their status is changed. Commanders are urged to brief all pilots with scheduled dates of separation to insure that they are fully aware of the provisions of AFR 36-51. Officers in this category should be encouraged to take action immediately upon becoming eligible to apply for indefinite status.

SECRET

EADF S-1953-55

NAFD

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Excluded from General Declassification Schedule

### SECRET

HEDEADF, EAPMP

Subject: (UNCLASSIFIED) Aircrew Manning (Cont'd)

5. Continued action will be taken by this headquarters to cover all your known losses on our monthly officer personnel requisitions and to preclude the reassignment of personnel currently filling these positions where possible.

6. The contents of this letter are classified SECRET in accordance with paragraph 23c, AFR 205-1.

BY ORDER OF THE COMMANDER:

Den &. monhad BEN D. MOORHEAD

2 Encls

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- Pilot Retainability Survey
   Ltr, HEDEADF, EAPMP, 10 Feb 55; w/l Ind and 1 Encl

Assistant Adjutant

Captain, USAF

SECKET

### PILOT RETAINABILITY SURVEY

ORGANIZATION	ASGD PILOTS 30 Jun 55	31 Dec 55	RETAINABLE 30 Jun 56	THROUGH 31 Dec 56	<u>30 Jun 57</u>
	F-80.	DAIRCRAFT			
42d 62d 97th 432d 456th 47th 60th 13th 56th 71st 86th 2d 5th 75th 330th - 331st 539th 95th 37th	33 30 35 23 31 30 33 32 31 26 29 24 24 27 27 27 27 27 30 33 30	33 30 28 34 23 28 28 33 32 30 26 25 24 24 23 23 21 30 32 26	20 22 19 18 15 28 25 9 16 21 15 17 13 18 13 11 19 9 15 19	14 14 10 13 9 20 20 9 10 14 10 12 10 10 10 10 8 9 9 15 13	$ \begin{array}{c} 14\\ 13\\ 10\\ 12\\ 9\\ 20\\ 20\\ 9\\ 10\\ 14\\ 10\\ 12\\ 10\\ 10\\ 9\\ 8\\ 9\\ 9\\ 14\\ 13\\ \end{array} $
49th TOTAL	585	553	342	249	235
101-2					
	F-8	9D AIRCRAFT			
438th 63d 82d 318th TOTAL	31 33 35 36 135	29 29 31 28	17 22 29 17 85	9 17 15 17 58	9 17 15 17 58
IUIAL					
	F-9	4C AIRCRAFT			
58th 437th 46th 48th 96th 332d 27th TOTAL	28 36 34 35 32 29 . 26 220	26 28 33 29 29 29 25 22 192	16 21 12 23 11 8 13 104	11 14 11 14 8 4 9 71	6 12 11 10 8 4 9 60
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Encl #1		SECRET			
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### SECRET

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

10 February 1955

EAPMP

SUBJECT: (SECRET) Shortage of F-86D Aircrews

TO:

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

1. An analysis of the present and projected aircrew strengths within our fighter-interceptor squadrons reflecting pilot retainability, as of 15 December 1954, and the pilot manning, as of 28 January 1955, is attached for your information and review.

2. Aircrew strengths within our F-94C and F-89D units have steadily increased over the past 6 months to the point where manning is considered adequate. However, aircrew strengths within our F-86D squadrons have steadily decreased during this same period. As of 28 January 1955, our authorized versus assigned strengths within our F-86D squadrons was 646 assigned out of 740 authorized.

3. In the future, we are faced with additional losses of F-86D pilots due to such circumstances as oversea assignments, separations, flying evaluation boards, and other administrative actions. Without compensatory gains from pipeline sources, our combat potential will decrease proportionately. We presently average 32 pilots assigned to each of our F-86D squadrons, which is considered below acceptable levels.

4. In spite of these shortages, the experience levels within our F-86D squadrons is at a high point which provides us with an excellent training capability; consequently, we are in a position to accept graduates of the F-86D Application School to bring our fighter squadrons up to authorized manning levels, which under current authorizations is 37 aircrews per squadron.

5. To take full advantage of our present high training capability and at the same time provide a steady influx of school graduates to insure a vitalization of our aircrew training program, the following action is recommended:

SECRET

Encl #2

EADF S-1953-55

SECRET

Hq EADF, EAPMP Subject: (SECRET) Shortage of F-86D Aircrews

a. our F-86D units should be brought up to full strength as soon as possible, utilizing primarily graduates of the F-86D Application School.

b. A steady flow of replacement pilots from the F-86D School should be programmed on a recurring basis to compensate for normal losses due to separations, overseas, etc. A monthly gain of approximately 30 F-86D pilots to this defense force should be sufficient to meet our requirements.

c. Concurrent with the activation of F-86D units overseas, it is recommended that a small number of our experienced F-86D crews, not to exceed 10 per month, be withdrawn against oversea levies.

6. A few of our F-86D units are approaching saturation in the Captain grade; therefore, it would appear advisable to create vacancies in this grade by transferring some of these older pilots overseas. Replacing these pilots through a steady influx of school graduates would insure that our training programs remain dynamic and vitalized.

7. As indicated in the attached pilot retainability study, our aircrew losses through normal ETS is another factor which must be considered in the allocation of F-86D School graduates. If the recommendations set forth above were followed, the impact of these ETS losses would not create a serious problem as existed in July through September 1953 when we received allocations of aircrew personnel which completely saturated our training capability. By phasing replacement pilots into our system now, we can spread the impact of these ETS losses time-wise so that our training requirements will not exceed our training capability. Our monthly personnel requisitions contain our actual requirements by squadron for our fighter-interceptor units, and it is urged that these requisitions be filled as soon as possible in the manner indicated in paragraph 5, above.

8. This letter is classified SECRET in accordance with paragraph 23c, AFR 205-1.

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SECRET

FOR THE COMMANDER:

2 Encls

1. Analysis of Plt Manning 2. Plt Retainability Survey /s/t/ JAMES R. WORLINE Captain, USAF Asst Adjutant

SECRET

B/ltr fr EADF, EAPMP Subj: (Secret) Shortage of F-86D Aircrews

ADPRT-0 (10 Feb 55)

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### lst Ind

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. The information you have outlined in your letter, and the supporting documents thereto, have been given careful study and consideration.

2. The current and projected manning of the F-86D Fighter-Interceptor Squadrons, by defense force, as of 31 January to 30 June 1955, is as follows:

	AUTH	ASGD	the second se	ELIG FOR SEPR	KNOWN LOSSES	PNDG LOSSES	GAINS	PROJ MANNING %
EADF CADF WADF	740 370 407	. 649 329 269	89% 89% 66% 62%	32 15 2	11 20 8	2840	8 2 39	83% 78% 72% 62%

3. As indicated above, your command is better manned overall than either of the other two defense forces. With reference to our interim reply to you on this subject, this matter was discussed recently at Headquarters USAF. We were advised that Air Defense Command is better manned percentage-wise with F-86D pilots than any other command. We were also advised that due to Project Pull-Out and the converting of units overseas, no noticeable improvement in the assignment of pilots to F-86D interceptor units could be expected before October 1955; however, the situation should not become any worse. Six to eight F-86D pilots are now returning per month from the overseas commands and Air Defense Command is receiving, and will continue to receive approximately 75% of these personnel. With more overseas units converting to F-86D's, we soon should be receiving a substantial number of these overseas returnees for assignment to our units.

4. In view of the shortage of F-86D pilots throughout ADC and the limited number of graduates being received from the All-Weather School, Headquarters USAF has been requested to assign to ADC a limited number of experienced F-86 day fighter pilots returning from overseas with at least one year service retainability, for conversion to F-86D pilots. Although this will present a training problem, it is believed each squadron is capable of training two or three of these pilots at one time. This interim procedure appears necessary since the All-Weather School is now



graduating only 14 students every two weeks, of which ADC has been receiving an average of 5 graduates per class. The graduating rate is programmed to gradually increase until October when it is scheduled to stabilize at 30 graduates every two weeks.

SECRET

5. During recent months, this headquarters has observed a number of 1124C pilots being utilized in other than flying duties. In view of present shortage of F-86D pilots throughout the Air Force, it is requested that the assignment of all pilots who possess a potential for being F-86D pilots be reviewed to assure that the maximum utilization is being made of our 1124C personnel.

6. Reference paragraph 6 of basic letter, this headquarters concurs that it is most desirable to have a balanced grade structure and create vacancies by transfers to provide a promotion incentive to the officers of the lower grades, however, in view of scheduled activation of additional F-86D units in the near future, it is necessary that we retain these experienced pilots within the command for assignment to these new units. Headquarters USAF has informally notified this headquarters that they expect our request for increase of grade structure in the Interceptor Squadrons to be approved in the near future. This increase will permit the squadron to be manned in the pilot AFSC's at 10% Majors, 33% Captains, and 57% Lieutenants.

7. As availability of F-86D pilots improves, every effort will be made to bring your interceptor squadrons up to the desired manning level.

-4-

SECRET

BY ORDER OF THE COMMANDER:

/s/t/ C. F. HUMPHREYS Major, USAF Asst Command Adj

	ODCM	NIZATION	ASGD PILOTS	30 Jun 55	RETAINABLE 31 Dec 55	THROUGH 30 Jun 56	31 Dec 56
	4 7 6	42d 62d 97th 432d 438th 456th WING TOTALS	37 35 39 38 36 26 211	33 31 36 34 34 34 24 24 192	33 -28 34 33 -34 -24 -186	20 21 24 16 21 17 119	17 13 14 10 10 12 76
	4 7 0 7	47th 58th 60th 437th WING TOTALS	37 40 34 45 156	32 38 29 37 136	30 38 27 36 131	30 27 23 28 108	22 22 19 19 19 82
	4 7 0 8	13th 56th 63d 71st 86th WING TOTALS	33 37 33 37 37 33 173	32 31 30 32 28 153	31 31 30 32 28 152	11 15 23 23 17 89	10 10 18 17 11 66
0	4 7 9	2d 5th 75th 330th 331st 539th	35 38 28 30 32 35 198	31 30 26 25 26 29 167	30 30 26 25 24 27 162	22 19 20 15 11 25 112	16 15 13 12 8 14 78
	4 7 1 0	46th 48th 95th 96th <u>332d</u> WING TOTALS	44 36 36 42 37 195	39 36 37 35 34 181	39 36 36 35 33 179	17 28 14 15 18 92	15 20 14 12 10 71
	4 7 1 1	27th 37th 49th 82d <u>318th</u> WING TOTALS	35 40 31 36 38 180	32 38 30 UNK 26 126	30 37 28 UNK 26 121	21 20 21 UNK 17 79	15 20 15 UNK 17 67
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### PILOT RETAINABILITY SURVEY

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INFO:	COMDR ADC ENT AFB COLO SPRINGS		
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TO:	COMDR 26 AIR DIV (DEF) ROSLYN AF	STA ROSLYN NY	ORIGINAL MESSAGE
·		MULTIPLE ADDRESS	CRYPTOPRECAUTION YES NO
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INFO:	COMDR ADC ENT AFB COLO SPRINGS CO	LO	1
	(SECRET) EACOT-OW C- 040	. Present aler	t rgr for Stewart
	AFB may be suspended from 10 Jan	55 until 10 Mar 55	prov ident rgr
-	is met for the area concerned. I		
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FROM: (Originator	SPACE ABOVE FOL	R COMMUNICAT	IONS CENTER ONL	DATE-TIME GROUP		SECURITY CLASSIFICA	
	HQ EADF STE	ART AFB N	WBURCH NY	PRECEDENCE	NUTINE	ROUTI	ON
T0:				BOOK MESSAGE			
	COMUR 26 AI STA ROSLYN	r div (def) Ny	) ROSLYN AF	MULTIPLE ADDF			□ NO
						MESSAGE:	<u> </u>
				IDENTIFICATION		CLASSIFICATION	
INFO:	CONTR ADC N	NT AFR COL	O SPRINGS CO				
	COMUN ADO D	ITT RED COL					
	(SECRET) EM	LOOT-ON C-	292 . F	leference your	clasd m	asg	
	(constant) -						
	06 NT007 00	170 Den P	or Extension	of Alert and	UPD Sta	TUC-COMIT	
	26 ADOOT OC						t
	for 330th s	and 539th F	TS is apprd.	. Subj units a	will rea		t
	for 330th s	and 539th F	TS is apprd.		will rea		t
	for 330th s	and 539th F	TS is apprd.	. Subj units a	will rea		t
	for 330th s	and 539th F	TS is apprd.	. Subj units a	will rea		t
	for 330th s	and 539th F	TS is apprd.	. Subj units a	will rea		t
	for 330th s	and 539th F	TS is apprd.	. Subj units a	will rea		t
	for 330th s	and 539th F	TS is apprd.	. Subj units a	will rea		t
	for 330th s	and 539th F	TS is apprd.	. Subj units a	will rea		t
	for 330th s	and 539th F	TS is apprd.	. Subj units a	will rea		t
	for 330th s	and 539th F	TS is apprd.	. Subj units a	will rea		t
	for 330th s	and 539th F	TS is apprd.	. Subj units a	will rea		t
	for 330th s	and 539th F	TS is apprd.	. Subj units a	will rea		t
	for 330th s	and 539th F	TS is apprd.	. Subj units a	will rea		t
	for 330th s	and 539th F	TS is apprd.	. Subj units a	will rea		t
	for 330th s	and 539th F	TS is apprd.	. Subj units a	will rea		t
	for 330th s	and 539th F	TS is apprd.	. Subj units a	will rea	sume Stewar	
	for 330th a	and 539th F commitments	TS is apprd. and UPD the	ECURITY CLASSIFICATION CLASSIFICATION	will res		t 1 PAGES
DRAFTER'S MAME (d	for 330th s	and 539th F commitments	TS is apprd. and UPD the	Subj units 1 g on 15 Apr 55	will res	sume Stewar	

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		JOINT MESSA	GEFORM	NICATIONS CENTER NO. 176
	1	SEL	RE	
			anne i	
			•	
ROM: (Originato		R COMMUNICATIONS CENTER OF		SECURITY CLASSIFICATION
NUM: (Originato		ART AFB NEWBURGH NY	8 Apr 1955	INFORMATION
	ny East orang		PRECEDENCE FOR: ROUTI	TO CHIEF THE
				ORIGINAL MESSAGE
10:	COMDR ADC EN	T AFB COLO SPRINGS CO		CRYPTOPRECAUTION
			MULTIPLE ADDRESS	YES NO
				RS TO MESSAGE:
			IDENTIFICATION	CLASSIFICATION
INFO:			001	
	COMDE 26 AIR	DIV (DEF) ROSLYN AF	STA	
	ROSLYN NY			
			day stand down for	539th FIS is
		OT-OW C-468. Conver		
	extended to	15 May 55 due to "Hot	t Wheels", wea and	lag in dlvr
	sked. 330th	FIS will assume ale	rt commitment at St.	ewart arb on
	15 Ann 55 ha	sed on single so bas		
		ased on single sq bas	e criteria. For 26	
0		ased on single sq bas s your clasd msg 26 A	e criteria. For 26	
0			e criteria. For 26	
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			e criteria. For 26	
	This answers	s your clasd msg 26 A	e criteria. For 261 DOOT 0116. SECURITY CLASSIFICATION SECURITY CLASSIFICATION	th Air Div:
DRAFTER'S NAME		s your clasd msg 26 A	e criteria. For 261 DOOT 0116. SECURITY CLASSIFICATION	th Air Div:
DRAFTER'S NAME	This answers	s your clasd msg 26 A	e criteria. For 261 DOOT 0116. SECURITY CLASSIFICATION SECURITY CLASSIFICATION	th Air Div:
DRAFTER'S NAME	This answers	ef) mab	e criteria. For 261 DOOT 0116. SECURITY CLASSIFICATION SECURITY CLASSIFICATION	th Air Div:

OUTING	JOINT MESSAG	EFURM	177
	SEC	(eT	
ROM: (Originator)	SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY	DATE-TIME GROUP 8 Dec 54	SECURITY CLASSIFICATION
	HQ EADF STEWART AFE NEWBURCH NY	ACTION	TINE ROUTINE
10:	COMDR 30 AIR DIV (DEF) WILLOW RUN AF STA BELLEVILLE MICH	BOOK MESSAGE	
	AF STA BELLEVILLE AICH	MULTIPLE ADDRESS	
		REFER: IDENTIFICATION	S TO MESSAGE: CLASSIFICATION
INFO:	COMDR ADC ENT AFB COLO SPRINGS COL		
	60 days after receipt of first acf met. In the event the Comdr, 30th deploy inteps to Wurtsmith to sati In order to insure the most effici and in view of the extensive main	h Air Div (Def), c isfy ident rqrs, r ient conversion to t and logistic eff	considers it nec to req this hq be advised o F-89Ds practicable, fort required for
	F-86D acft, no F-86Ds w/b retained		
	alert purposes. F-86Ds w/b repla UFD rgrs for 63d Ftr-Intcp Sq are		
	for first F-89D until 60 days aft		
	OPORD 3-54-	URITY CLASSIFICATION SECRET	PAGE 1 OF 1 PAGES
DRAFTER'S NAME (	OPORD 3-54-	SECRET LEASING OFFICER'S SIGNATURE /t/ JANES Captai	

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### SECRET

178 .

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10 Dec 54

#### MESSAGEFORM

FM COMDR 30TH AIR DIV WILLOW RUN AFS MICH TO COMDR 4708TH DEF WG SELFRIDGE AFB MICH INFO COMDR EADF STEWART AFB NY

/S E C R E T/ DOT 350 PD PRESENT SKED CALLS FOR DLVR OF FIRST TEN F-89D ACFT TO SIXTY THIRD FIS IN JAN FIFTY FIVE PD UPON RECEIPT OF PICK-UP NOTICE FOR FIRST F89D PD ALERT RORMT FOR SIXTY THIRD FIS WILL HE SUSPENDED UNTIL SIXTY DAYS AFTER RECEIPT OF FIRST ACFT PD IN ORDER TO INSURE THE MOST EFFICIENT CONVERSION TO F89D'S PRACTICABLE AND IN VIEW OF THE EXTENSIVE MAINT AND LOG MFF RORD FOR F86D ACFT CMM NO F-86'S WILL BE RETAINED BY THE SIXTY THIRD FIS FOR DAILY ALERT PURPOSES PD F86D'S WILL BE REPLACED BY F89D'S ON A ONE FOR ONE BASIS PD F-86D DISPOSITION INSTRUCTIONS WILL BE FORTHCOMING LATER DATE PD UPD RORMTS FOR SIXTY THIRD FIS ARE WAIVED UPON RECEIPT OF PICK-UP NOTICE FOR FIRST F-39D UNTIL SIXTY DAYS AFTER RECEIPT OF FIRST ACFT PD ALERT RORMTS FOR WURTSMITH AFE DURING THE STAND DOWN OF SIXTY THIRD FIS WILL BE MET BY FIS UNDER JURISDICTION OF THE COMDR CMM 4708 ADW PD ALERT RORMTS FOR WURTSMITH AFB WILL BE COMPUTED FOR SINGLE SQ BASE PD NOTIFY THIS HQ IN ADVANCE UNIT AND NO OF ACFT SELECTED TO PERFORM ALERT AT WURTSMITH DURING THE CONVERSION PD PD AUTH ADC OPORD THREE DASH FIFTY FOUR AND EADF MSG EAOOT-OW C-1677 CMM 8 DEC 54 PD TORC 1021242 DEC 66

SECRET

JTING		ININT M	IESSAGE	FORM	COMMUNICATION	179
			CEODE			
	SPACE ABOVE FO	RCOMMUNICATIONS	CENTER ONLY	DATE-TIME GROUP		SECURITY CLASSIFICATION
ROM: (Originator	HQ EADF STEN	ART AFB NEWBUR	GH NY	9 Feb 195	ROUTINE	INFORMATION
				POR.		TA ORIGINAL MESSAGE
0:	COMDR ADC E	NT AFB COLO SPE	RINGS COLO	BOOK MESSAGE		CRYPTOPRECAUTION
				MULTIPLE ADD		YES DE NO
				IDENTIFICATION	REFERS TO	CLASSIFICATION
NFO:						
			-	55 624 PTS	was rel	leved from ale
	(SECRET) EA	00T-OW C-152.	Eff 6 Feb	55, 63a F15	Was rea	leved from ale
	rors during	g conversion to	F-89D acf	t. 56th FIS	deploye	d 8 acft to
	a cle n month				ntain al	lert commitment
		PD & Pah 55 Pe	or nd of 30	days to mai	Ticarn as	
	Wortsmith	AFB 6 Feb 55 fo	or pd of 30	days to man	dava.	Selfridge AFB w
	Wurtsmith A	placed by 13th	FIS for ne	ext pd of 30	days.	Selfridge AFB w
	Wurtsmith A	placed by 13th	FIS for ne	ext pd of 30	days.	Selfridge AFB w
	Wurtsmith A and w/b re considered	placed by 13th a 1 sq base fo	FIS for ne	ext pd of 30	days.	Selfridge AFB w
	Wurtsmith A	placed by 13th a 1 sq base fo	FIS for ne	ext pd of 30	days.	Selfridge AFB w
	Wurtsmith A and w/b re considered	placed by 13th a 1 sq base fo	FIS for ne	ext pd of 30	days.	Selfridge AFB w
	Wurtsmith A and w/b re considered	placed by 13th a 1 sq base fo	FIS for ne	ext pd of 30	days.	Selfridge AFB w
	Wurtsmith A and w/b re considered	placed by 13th a 1 sq base fo	FIS for ne	ext pd of 30	days.	Selfridge AFB w
	Wurtsmith A and w/b re considered	placed by 13th a 1 sq base fo	FIS for ne	ext pd of 30	days.	Selfridge AFB w
	Wurtsmith A and w/b re considered	placed by 13th a 1 sq base fo	FIS for ne	ext pd of 30	days.	Selfridge AFB w
	Wurtsmith A and w/b re considered	placed by 13th a 1 sq base fo	FIS for ne	ext pd of 30	days.	Selfridge AFB w
	Wurtsmith A and w/b re considered	placed by 13th a 1 sq base fo	FIS for ne	ext pd of 30	days.	Selfridge AFB w
	Wurtsmith A and w/b re considered	placed by 13th a 1 sq base fo	FIS for ne	ext pd of 30	days.	Selfridge AFB w
	Wurtsmith A and w/b re considered	placed by 13th a 1 sq base fo	FIS for ne	ext pd of 30	days.	Selfridge AFB w
	Wurtsmith A and w/b re considered	placed by 13th a 1 sq base fo	FIS for ne	ext pd of 30	days.	Selfridge AFB w
	Wurtsmith A and w/b re considered	placed by 13th a 1 sq base fo	FIS for ne	ext pd of 30 urposes durin	days.	Selfridge AFB w
	Wurtsmith A and w/b rep considered and 13th F	placed by 13th a 1 sq base fo IS.	FIS for ne or alert p	ext pd of 30 urposes durin	days. :	Selfridge AFB w
DRAFTER'S NAM	Wurtsmith A and w/b re considered	placed by 13th a 1 sq base fo IS.	FIS for ne or alert p	EXT pd of 30 arposes durin urposes durin secret	days. :	Selfridge AFB w

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OUTING	JOINT MESSAG	EFORM	ATIONS CENTER NO.
	SECRET	[ · · ·	
ROM: (Origi	SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY	DATE-TIME GROUP	SECURITY CLASSIFICATION
	HQ EADF STEWART AFB NEWBURGH NY	19 Aug 54 PRECEDENCE ACTION FOR: PRIORIT	INFORMATION Y ROUTINE
10:	COMDR 26 AIR DIV (DEF) ROSLYN AF STA	BOOK MESSAGE	ORIGINAL MESSAGE
	ROSLYN NY COMDR 30 AIR DIV (DEF) WILLOW RUN	MULTIPLE ADDRESS	CRYPTOPRECAUTION
	AF STA BRILEVILLE MICH	REFERS	TO MESSAGE:
	COMDR 32 AIR DIV (DEF) SYRACUSE AF	IDENTIFICATION EAOOT-TW 26418	CLASSIFICATION UNCLASSIFIED

(SECRET) EAOOT-OW C-911. Reference cur unclassified msg EAOOT-TW 26418 and para 3x (2) (g) Amendment 1 to ADC OFORD 3-54. If the ident function can be met for the area in which a sq from a single sq base normally operates, the base w/b relieved of its alert rqt effective 24 hrs prior to departure of the first flt of interceptors. If the ident capability for an area w/b adversely affected as a result of deployment to Yuma, the air div concerned will deploy a sufficient no of interceptors to the base to satisfy the "readiness" and "Aval" base alert rqts. Air divs will advise this hq of alert plans prior to deployment of sqs to Yuma.

	SECURITY CLASSIFICATION	PAGE OF PAGES
	RELEASING OFFICER'S SIGNATURE	
MAJ MILLER/mab	OFFICIAL TITLE	0.004
FORM 191500 A11 54	1.92 AY 6. 00	B.30-

COMDR ADC ENT AFB COLO SPRINGS COLO

OUTING	JOINT MESSA	GEFORM	CATIONS CENTER NO.
	SECRET		
ROM: (Originator		1 Apr 55	SECURITY CLASSIFICATION
	HQ EADF STEWART AFB NEWBURGH N	FOR: ROU	TINE
TO:	COMDR 26 AIR DIV (DEF) ROSLYN STA ROSLYN NY COMDR 30 AIR DIV (DEF) WIILDW	MUN MULTIPLE ADDRESS	CRYPTOPRECAUTION
	AF STA BELLEVILLE MICH COMDE 32 AIR DIV (DEF) SYRACUS	REFER	S TO MESSAGE: CLASSIFICATION
INFO:	SYRACUSE 6, NY	L DIR	-
C	Amnd 1, to ADC OPOID 3-54. Bas sq deployment to Yuma or Moody A. Single sq bases. If the f in which the sq normally opera alert rors by the Air Div Come first flt of interceptors. A subq to the rtn of 50% of dep	AFBs for rocketry i ident function can be ates, the base may be dr eff 24 hrs prior lert ror will again loyed interceptors.	tng are as fols: e met for the area e relieved of its to departure of the become eff 24 hrs If the ident
	capability for an area w/b ad rocketry deployment, the air sufficient mr of interceptors	div comdr concerned	will deploy a
	and "aval" base alert rors. reduced to that specified for 24 hrs prior to departure of	c. Two sq base. The a single sq base by	ne alert ror may be y the Air Div Comdr
DRAFTFRIC MANT	(and signature, when required) GFO	SECURITY CLASSIFICATION SECRET RELEASING OFFICER'S SIGNATURE	PAGE OF PAGES
DRAFTER'S NAME	SEC	KEI ,	
SYMBOL	TELEPHONE	OFFICIAL TITLE	s-6494-55

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HQ EADF STEWART AFB NEWBURCH NY

SECRET

ROUTINE

increased to that specified for a two so base 24 hrs subq to the rtn of 50% of deployed interceptors. 2. Air div condrs will advise this hq of alert plans prior to deployment of some for rocketry tng. This msg supersedes instrs contained in my class msg EA00T-OW C-911, 19 Aug 54.

SECRET

492

SECRET

Page 2 of 2 Pages

CAPT MILLER/mab EAOOT-ON 011200 Apr 55

s-6494-55

ROUTING	JOINT MES	SAGEF	ORM		NS CENTER NO. 182
	CONFI	DENT	IAL		
FROM: (Originator)	SPACE ABOVE FOR COMMUNICATIONS CENTE HQ EADF STEWART AFB NEWBURCH		E-TIME GROUP 4 Jan 55 ECEDENCE ACTION FOR: R	OUTINE	SECURITY CLASSIFICATION CONFIDENTIAL INFORMATION ROUTINE
TO:	COMDR 32D AIR DIV (DEF) SYRAC	USE	BOOK MESSAGE		
	AF STA EASTWOOD STA 6 SYRACUSE NY		MULTIPLE ADDRES	s	
INFO:	COMDR ADC ENT AFB COLO SPRING		INTIFICATION		MESSAGE: CLASSIFICATION CONFIDENTIAL
	(CONFIDENTIAL) EACOT-OW C-OO pertaining to deployment of	8 F-86D	acft of 49th	h Ftr-1	Intep Sq to
		8 F-86D : f provg	acft of 49th ident capab	h Ftr-1 ility i	Intep Sq to for the Burlingt
	pertaining to deployment of Burlington for the purpose o area during pd 37th Ftr-Into	8 F-86D : f provg	acft of 49th ident capab	h Ftr-1 ility i	Intep Sq to for the Burlingt
	pertaining to deployment of Burlington for the purpose o area during pd 37th Ftr-Into	8 F-86D : f provg	acft of 49th ident capab	h Ftr-1 ility i	Intep Sq to for the Burlingt
	pertaining to deployment of Burlington for the purpose o area during pd 37th Ftr-Into	8 F-86D : f provg	acft of 49th ident capab	h Ftr-1 ility i	Intep Sq to for the Burlingt

ROUTING	JOINT MESS	AGEFORM	NICATIONS CENTER NO.
2	CONFID	ENTIAL	
FROM: (Origin	SPACE ABOVE FOR COMMUNICATIONS CENTER C	DATE-TIME GROUP 28 Jan 55	SECURITY CLASSIFICATION
	HQ STEWART AFB NEWBURGH NY	PRECEDENCE ACTION FOR: PRIORI	INFORMATION
TO:	COMDR ADC ENT AFE COLO SPRINGS C		
		MULTIPLE ADDRESS	
		IDENTIFICATION	RS TO MESSAGE:
	(CONFIDENTIAL) EAOOT-OW C-110. reduced to those of a single sq to deployment of 437th Ftr-Inter	base, eff 1700Z hrs	, 3 Feb 55, due
	reduced to those of a single sq	base, eff 1700Z hrs	, 3 Feb 55, due
	reduced to those of a single sq	base, eff 1700Z hrs	, 3 Feb 55, due
	reduced to those of a single sq	base, eff 1700Z hrs	, 3 Feb 55, due
	reduced to those of a single sq	base, eff 1700Z hrs	, 3 Feb 55, due
	reduced to those of a single sq to deployment of 437th Ftr-Inter	base, eff 1700Z hrs	, 3 Feb 55, due
DRAFTER'S N	reduced to those of a single sq	base, eff 17002 hrs o Sq to Moody AFB for SECURITY CLASSIFICATION CONFIDENTIAL	, 3 Feb 55, due r rocketry tng.

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ROUTING	JOINT MESSAGE	FORM	ATIONS CENTER NO.
	SECRE	T	
FROM: (Originator	SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY	DATE-TIME GROUP	SECURITY CLASSIFICATION
	HQ EADF STEWART AFB NEWBURGH NY	25 Feb 55 PRECEDENCE FOR: ROUTINE	INFORMATION
TO:	COMDR ADC ENT AFB COLO SPRINGS COLO	BOOK MESSAGE	ORIGINAL MESSA
		MULTIPLE ADDRESS	CRYPTOPRECAUTION
		REFERS	CLASSIFICATION
INFO:			
	(SECRET) EAOOT-OW C-278. Subj: A single sq base active air def aler 3-54 w/b assumed by the 5th FIS at w/b maintained until such time as	t rors as prescrib McGuire AFB, NJ. a min of 50 per co	This commitme ent of the 2d F
	single sq base active air def aler 3-54 w/b assumed by the 5th FIS at	t rors as prescrib McGuire AFB, NJ. a min of 50 per co	This commitme ent of the 2d F
	single sq base active air def aler 3-54 w/b assumed by the 5th FIS at w/b maintained until such time as	t rors as prescrib McGuire AFB, NJ. a min of 50 per co	This commitme ent of the 2d F
	single sq base active air def aler 3-54 w/b assumed by the 5th FIS at w/b maintained until such time as	t rors as prescrib McGuire AFB, NJ. a min of 50 per co	This commitme ent of the 2d F
	single sq base active air def aler 3-54 w/b assumed by the 5th FIS at w/b maintained until such time as	t rors as prescrib McGuire AFB, NJ. a min of 50 per co	This commitme ent of the 2d F
	single sq base active air def aler 3-54 w/b assumed by the 5th FIS at w/b maintained until such time as	t rors as prescrib McGuire AFB, NJ. a min of 50 per co	This commitme ent of the 2d F
	single sq base active air def aler 3-54 w/b assumed by the 5th FIS at w/b maintained until such time as	t rors as prescrib McGuire AFB, NJ. a min of 50 per co	This commitme ent of the 2d F
	single sq base active air def aler 3-54 w/b assumed by the 5th FIS at w/b maintained until such time as	t rors as prescrib McGuire AFB, NJ. a min of 50 per co	This commitme ent of the 2d F
	single sq base active air def aler 3-54 w/b assumed by the 5th FIS at w/b maintained until such time as	t rors as prescrib McGuire AFB, NJ. a min of 50 per co	This commitme ent of the 2d F
	single sq base active air def aler 3-54 w/b assumed by the 5th FIS at w/b maintained until such time as asgnd F-86D acft have rtnd fr wpns	t rqrs as prescrib McGuire AFB, NJ. a min of 50 per co tng at Yuma AFB,	bed by ADC OPOR This commitme ent of the 2d F Ariz.
	single sq base active air def aler 3-54 w/b assumed by the 5th FIS at w/b maintained until such time as asgnd F-86D acft have rtnd fr wpns	t rors as prescrib McGuire AFB, NJ. a min of 50 per co	This commitme ent of the 2d F
DRAFTER'S NAME	single sq base active air def aler 3-54 w/b assumed by the 5th FIS at w/b maintained until such time as asgnd F-86D acft have rtnd fr wpns	t rqrs as prescrift McGuire AFB, NJ. a min of 50 per co tng at Yuma AFB,	bed by ADC OPOR This commitme ent of the 2d F Ariz.

AESSAGEFOR	COMMUNICA	TICMS CENTER NO. 185
SECKET		
CENTER ONLY		
CENTER ONLY		
	GROUP	SECURITY CLASSIFICATION
URGH NY PRECEDE	NCE ACTION ROUTIN	INFORMATION
PRINGS	OK MESSAGE	ORIGINAL MESSAGE
	ULTIPLE ADDRESS	
		TO MESSAGE:
IDENTIFIC	ATION	CLASSIFICATION
L		
Eight F-86D ac	ft from the	60th Ftr-Intep Sq
AFB for pd 18 A	pr - 27 May	55. Purpose is to
B for rocketry tr	ug•	
and and and and and		PAGE OF PAGES
OFFICIAL TITLE		
	Eight F-86D ac AFB for pd 18 A or the Griffiss a B for rocketry tr SECURITY CLASS BELASING OFFIC	PRINGS BOOK MESSAGE MULTIPLE ADDRESS DENTIFICATION Elight F-86D acft from the fill a AFB for pd 18 Apr - 27 May for the Griffiss area during p B for rocketry tng. B for rocketry tng. ELEASING OFFICER'S SIGNATURE OFFICIAL TITLE

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MESSAGEFORM

8 Apr 1955

FM COMDR 30 AD WILLOW RUN AFS MICH TO COMDR 575 ADG SELFRIDGE AFB MICH

/S E C R E T/ GITE DOTFO 476 PD EFF 0800 BST CMM 5 APR 55 CMM SELFRIDGE AFB W/B CONSIDERED ONE-SQ BASE FOR PURPOSE OF ALERT HORS DURING TEMP DEPLOYMENT OF 56 FIS TO YUMA PD NORM TWO-SQ BASE ALERT HORS W/B RESUMED UPON RTN of 56 FIS FROM YUMA CMM BUT NLT 0800 HES 10 MAY 55 FD-0816352 APR

UTING	JOINT MESSAG	GEFORM	TIONS CENTER NO. 187
·	SECRET		
ROM: (Originator)	SPACE ABOVE FOR COMMUNICATIONS CENTER ONL	DATE-TIME GROUP 7 May 55	SECURITY CLASSIFICATION
	HQ EADF STEWART AFB NEWBURCH NY	PRECEDENCE ACTION FOR: ROUTIN	
0:		BOOK MESSAGE	ORIGINAL MESSAGE
	COMDR ADC ENT AFB COLO SPRINCS COLO	MULTIPLE ADDRESS	
		REFERS T	CLASSIFICATION
INFO:			
			ø
	(SECRET) EACOT-ON C- 615 .	Ref para 3x(2)(g)	, ADC OPORD
	3-54 as amended. O'Hare Intl Ap	ort will revert to o	ne sq alert
	commitment as of 0900, 7 May 55,		
	to Yuma for dktry tng.		
		SECURITY CLASSIFICATION	
		SECURITY CLASSIFICATION	PAGE 1 OF 1 PAGES
DRAFTER'S NAME (G	nd signature, when required)	SECRET	PAGE 1 OF 1 PAGES made for EAOCP
DRAFTER'S NAME (at	MAJ JOHN P LOONEY/jss	SECRET	1 1

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ROUTING	JOINT MESSAGEFORM				CATIONS CENTER NO.		
	SECRET						
FROM: (Originator)		ART AFB NEWBURG		8 Jun 55 RECEDENCE		SECURITY CLASSIFI	
	HQ BADY SIE	ARI AFD REWDORG		FOR: RO	UTINE		
TO:	COMDR ADC EN	T AFE COLO SPRI	INGS	DOOK MESSAGE		ORIGINAL	+
	COTO						
			I	DENTIFICATION	REFERS TO	MESSAGE: CLASSIFICATION	
INFO:			L				
						APD	
		00T-OW C-762.					
	stand down	from alert requ	irements e	ff 1700Z, 11	1 Jun 5	5. Durin,	g
	period of d	eployment to Yu	ma, there	w/b no alert	t rqrs	for Wrigh	t-
							t-
		eployment to Yu FB. Alert rqrs					t-
							t-
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							t-
							t-
							t-
							t-
			w/b resum	ed NLT 1300	z, 21 Jı		t-
DRAFTER'S NAME (and		FB. Alert rors	w/b resum	ed NLT 13002	z, 21 Jı	ul 55.	•
DRAFTER'S NAME (and	Patterson A	FB. Alert rors	w/b resum	ed NLT 13002	z, 21 Jı	ul 55.	•
0	Patterson A	FB. Alert rgrs	w/b resum	ed NLT 13002 CLASSIFICATION SECRET 5 OFFICER 5 SIGNATURE	z, 21 Jı	ul 55.	•
DRAFTER'S NAME (and SYMBOL	Patterson A eignuture, when required) CAPT TOLER,	FB. Alert rors	w/b resum	ed NLT 13002 CLASSIFICATION SECRET 5 OFFICER 5 SIGNATURE	z, 21 Jı	ul 55.	•

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## DNFIDEP'TIA!

### MESSAGEFORM

#### 18 JUN 1955

FM COMER 32 AD SYRACUSE AFS NY TO COMER 1711 ADW PRESQUE ISLE AFB ME INFO COMER EAUF STEWART AFB NY COMER 517 ADC ETHAN ALLEN AFB VT COMER 518 ADC NIAGARA FALLS MUNI APRT NY COMER 37 FIS BURLINGTON VT

/CONFIDENTIAL/ CITE ACFOOT-FO 06109 PD THE 47 FIS WILL DEPLOY TO RATRY TNG AT YUMA ON 21 JUN 55 PD IN ORDER TO PROV IDENTIFICATION FUNCTION IN THE NIAG AREA DURING THE ABSENCE OF THE 47 FIS CMM DESIRE 6 F-36D ACFT OF THE 37 FIS DEPLOY TO NIAG DURING THIS PERIOD PD ACFT OF THE 37 FIS WILL FULFILL THE ALERT RORS FOR A SINGLE SQ BASE AT NIAG TO THE MAX DEGREE POSSIBLE WITH THE DEPLOYED DETMENT PD TORC 1819192 JUN 58

## CONFIDENTIAL

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			ICATIONS CENTER NO.
DUTING	JOINT MESSAG	FORM	190
	CONFIDE	TIAL	
	SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY	DATE-TIME GROUP 18 Feb 55	SECURITY CLASSIFICATION CONFIDENTIAL INFORMATION
FROM: (Originator)	HQ EADF STEWART AFB NEWBURCH NY	ACTION	ORITY PRIORITY
	7	BOOK MESSAGE	
TO:	COMDR 32D AIR DIV (DEF) SYRACUSE	MULTIPLE ADDRESS	YES NO
/ .	AF STA SYRACUSE 6 NY	IDENTIFICATION	FERS TO MESSAGE: CLASSIFICATION
INFO:	COMDR ADC ENT APB COLO SPRINGS		ot Wheels" and your
INFO:	COMDR ADC ENT AFB COLO SPRINGS ( (CONFIDENTIAL) EACOT-OW 230 msg ACFOOT-FO 02061, 17 Feb 55. of 2 F-94 acft fr Otis and 2 F purpose of meeting 47th FIS al which are aval now for pickup FIS. Expect dlvr at Niagara 1	Ref Proj "He Concur in your -86 acft fr Westo ert commitments. at OCAMA are bein	over to Niagara for Eight turbine wheels
INFO:	(CONFIDENTIAL) EACOT-OW 230 msg ACFOOT-FO 02061, 17 Feb 55. of 2 F-94 acft fr Otis and 2 F purpose of meeting 47th FIS al which are aval now for pickup FIS. Expect dlvr at Niagara 3	Ref Proj "He Concur in your -86 acft fr Westo ert commitments. at OCAMA are bein	over to Niagara for Eight turbine wheels
INFO:	(CONFIDENTIAL) EACOT-OW 230 msg ACFOOT-FO 02061, 17 Feb 55. of 2 F-94 acft fr Otis and 2 F purpose of meeting 47th FIS al which are aval now for pickup FIS. Expect dlvr at Niagara 3	Ref Proj "He Concur in your -86 acft fr Westo ert commitments. at OCAMA are bein	over to Niagara for Eight turbine wheels ng earmarked for 47th

# CONFIDENTIAL

### MESSAGEFORM

CONFIDENTIAL

#### 19 FEB 55

FM COMDR 32D ADIV SYRACUSE AFS SYRACUSE 6 NY TO COMDR EADF STEWART AFB NEWBURGH NY INFO COMDR 4711TH ADW PRESQUE ISLE AFB MAINE //C O N F I D E N T I A L// ACFOOT-FO 02066. REF MY MSG /CONFIDENTIAL/ ACFOOT-FO 12101, DTD 30 DEC 54. DUE TO PROJECT QUOTE HOT WHEELS UNQUOTE THIS HQ PLANS TO DEPLOY 4 F-94 C ACFT FR 27 FIS AND 4 F-86 D FR 49 FIS TO BURLINGTON TO BE IN PLACE 1700Z 20 FEB 55. THESE ACFT WILL MEET ALERT ROMTS AT BURLINGTON DURING THE DEPLOYMENT OF THE 37 FIS TO YUMA FOR RKTRY TNG. TORC 191441Z FEB 51

### MESSAGEFORM

### Project "Hot Wheels"

## EAODO EAOOT 24 Feb 1955

1. No change in status of our squadrons from yesterday. Information available from EAMDM indicates the 47th FIS has received 12 wheels from OCAMA; therefore, they should become operational today.

2. As of 23 Feb 55, EADF had shipped approximately 250 wheels and received 132. Since the weather has improved, the return airlift should be able to speed up delivery of wheels from OCAMA.

LOONEY 192

OLDS 600

192

UTING	JOINT MESSAG	EFORM	UNICATIONS CENTER NO. 193
OM: (Originato		DATE-TIME GROUP	SECURITY CLASSIFICATION
	HQ EADF STEWART AFB MEWBURCH NY	PRECEDENCE FOR:	IORITI
D:		BOOK MESSAGE	ORIGINAL MESSAGE
	COMDR 32D AIR DIV (DEF) SYRACUSE AF STA SYRACUSE 6 NY	MULTIPLE ADDRESS	
		IDENTIFICATION	CLASSIFICATION
XXX	(UNCLASSIFIED) EAOOT-TW 11676 .	The folg, this	hq, is quoted FYI:
	"EAOOT-TW 11013. This msg in for	r parts. Part 1	I. Ref fonecon Maj
	Johansen, Hq ADC; Maj Cummaings,	32d Air Div (Def	); Capt Adams, 26th
	Air Div (Def) and Capt Taylor, t	his hq. This msg	confirms change in
	wons tng deployment for 318th Ft	r Intep Sq and 3	32d Ftr Intep Sq. 332d
	will deploy Moody AFB during pd	4 Apr-3May 55. 3	18th Ftr Intep Sq will
	deploy Moody AFB pd 22 May-25 Ju	n 55. Part II, f	or Comdr ADC. Above
	change in deployment nec due to	numerous engine	guide van failures in
	F-89D acft of 318th Ftr Intep St		
	at Presque Isle which will resul	It in closing of	North-South runway
	during six weeks pd 15 May-1 Ju	1 55. Deployment	of 318th in May will
	greatly alleviate problem of de	ploying and supp	orting woth 318th and
	greatly alleviate problem of de	program construct	ion. Part III for Comd
	82d Ftr Intep Sos during pd of	ranway construct	and the Tates Co by
	26th Air Div. Desire you submi	t airlift rqrs f	or 3320 For Intep 5d by
	priority msg direct to Comdr AD		
	msg amends our msg EAOOT-TW 527	7, 5 Feb 55, wpm	ns tng sked."
	SE	UNCLASSIFICATION	PAGE OF PAGES
DRAFTER'S NAME	(and signature, when required) Ri	LEASING OFFICER'S SIGNATURE	
0	MAJ RAYMOND JANECZEK/jss		
SYMBOL	TELEPHONE OF	FFICIAL TITLE	

•

•

# SECRET

#### MESSAGEFORM

7 May 1955

194

FM COMPRADC ENT AFB COLO TO CINC SAC OFFUTT AFB NEBRASKA INFO COMDR HADF STEWART AFB NY

//S E C R E T//ADOOT-C 3026. THIS NSG IN TWO PARTS. PART I. RWY RESCALING AND BLAST PAD CONSTRUCTION AT PRESQUE ISLE AFE WILL REQUIRE CLOSING SUBJ BASE TO ALL JETS OPES FROM 22 MAY TO 30 JUN 55. IN ORDER TO RETAIN AN INTOP AND LIENT CAPABILITY IN THE PRESQUE ISLE AREA. IT IS ROD TO DEPLOY 6 F-39D ACFT FROM PRESQUE ISLE TO LORING AFE DURING THIS CONST PENIOD. PART II: IN ORDER TO PROV A LIMITED AIR DEFENSE CAPABILITY FOR LORING AFE. THE FOLD SUPP REQUIREMENTS ARE NEC: HSG AND MESSING FACS FOR 18 OFF AND 40 AIRMEN, ONE LARGE OR TWO MEDIUM SIZE ROOMS FOR THE ALERT CEN AND AIR CREW, ACCOME FOR LINE MAINT PERS AND ADMIN FUNCTIONS (TENTS WOULD BE ACCEPTABLE). COMMS REQUIRED: 3 TFS LOCAL PEX WITH DIR COMME TO CASWELL ADDC, CON TOWER, WEA STA AND LINE MAINT SECTION. REQ REPLY MARLY POSSIBLE DATE TORC 0701112 MAY 60

# SECRET

### MESSAGEFORM

## 16 MAY 55

FM COMDR 32ND AIR DIVISION SYRACUSE AFE SYRACUSE NY TO COMDR HADF STEWART AFE NEMBURGH NY //C O N F I D E N T I A L// ACFOOT-FO 05083. TEN BACK-UP ACFT OF THE 32ND FTR INTCP SQ WILL DEPLOY TO BURLINGTON ON 17 MAY 55. THIS MOVE IS IN CONJUNCTION WITH RUNWAY CONSTRUCTION AT PQI. TORC 162155 MAY

			TIONS CENTER NO.
JTING	JOINT MESSAG	aefurm	196
	SECRE		
	SPACE ABOVE FOR COMMUNICATIONS CENTER ONLINE	y construction of the second	SECURITY CLASSIFICATION
OM: (Originato	or)	18 Jun 1955	SECURITY CLASSIFICATION SECRET
	HQ EADF STEWART AFB NEWBURGH NY	PRECEDENCE ACTION FOR: PRIORI	
D:	THE OF THE OFF OFF OFF	BOOK MESSAGE	ORIGINAL MESSAGE
-	COMDE 32 AIR DIV (DEF) SYRACUSE AF STA SYRACUSE 6 NY	MULTIPLE ADDRESS	
			TO MESSAGE:
		IDENTIFICATION	
NFO:	•		
	(apaper) FACCE_TH C_807. This BS	g in 2 parts. Part	1. Ref your
	(SECRET) EACOT-TW C-807. This may	g in 2 parts. Part	1. Ref your for 58th FIS
	unclasd msg ACFOOT-FO 06100, waive	er of UPD 10-4 rqrs	for 58th FIS
	unclasd msg ACFOOT-FO 06100, waive and one sq alert commitment at Ot:	er of UPD 10-4 rgrs is AFB until 15 Jul	for 58th FIS is apprd. Rgrs
	unclasd msg ACFOOT-FO 06100, waive and one sq alert commitment at Ot: as stated in para 3a/1/a ADCR 55-	er of UPD 10-4 rqrs is AFB until 15 Jul 2, 24 Jul 53, w/b c	for 58th FIS is apprd. Rqrs complied with.
	unclasd msg ACFOOT-FO 06100, waive and one sq alert commitment at Ot as stated in para 3a/1/a ADCR 55- Fart 2. As soon as 12 aircrews o	er of UPD 10-4 rqrs is AFB until 15 Jul 2, 24 Jul 53, w/b c f the 58th FIS are r	for 58th FIS is apprd. Rqrs complied with. reptd alert quald
	unclasd msg ACFOOT-FO 06100, waive and one sq alert commitment at Ot as stated in para 3a/1/a ADCR 55- Fart 2. As soon as 12 aircrews o	er of UPD 10-4 rqrs is AFB until 15 Jul 2, 24 Jul 53, w/b c f the 58th FIS are r	for 58th FIS is apprd. Rqrs complied with. reptd alert quald
	unclasd msg ACFOOT-FO 06100, waive and one sq alert commitment at 0t: as stated in para 3a/1/a ADCR 55- Fart 2. As soon as 12 aircrews o and aval, the waivers in Part 1 a	er of UPD 10-4 rqrs is AFB until 15 Jul 2, 24 Jul 53, w/b c f the 58th FIS are r	for 58th FIS is apprd. Rqrs complied with. reptd alert quald
	unclasd msg ACFOOT-FO 06100, waive and one sq alert commitment at Ot as stated in para 3a/1/a ADCR 55- Fart 2. As soon as 12 aircrews o	er of UPD 10-4 rqrs is AFB until 15 Jul 2, 24 Jul 53, w/b c f the 58th FIS are r	for 58th FIS is apprd. Rqrs complied with. reptd alert quald
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	unclasd msg ACFOOT-FO 06100, waive and one sq alert commitment at 0t: as stated in para 3a/1/a ADCR 55- Fart 2. As soon as 12 aircrews o and aval, the waivers in Part 1 a	er of UPD 10-4 rqrs is AFB until 15 Jul 2, 24 Jul 53, w/b c f the 58th FIS are r	for 58th FIS is apprd. Rqrs complied with. reptd alert quald
	unclasd msg ACFOOT-FO 06100, waive and one sq alert commitment at 0t: as stated in para 3a/1/a ADCR 55- Fart 2. As soon as 12 aircrews o and aval, the waivers in Part 1 a	er of UPD 10-4 rqrs is AFB until 15 Jul 2, 24 Jul 53, w/b c f the 58th FIS are r	for 58th FIS is apprd. Rqrs complied with. reptd alert quald
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	unclasd msg ACFOOT-FO 06100, waive and one sq alert commitment at 0t: as stated in para 3a/1/a ADCR 55- Fart 2. As soon as 12 aircrews o and aval, the waivers in Part 1 a	er of UPD 10-4 rqrs is AFB until 15 Jul 2, 24 Jul 53, w/b c f the 58th FIS are r	for 58th FIS is apprd. Rqrs complied with. reptd alert quald
	unclasd msg ACFOOT-FO 06100, waive and one sq alert commitment at 0t: as stated in para 3a/1/a ADCR 55- Fart 2. As soon as 12 aircrews o and aval, the waivers in Part 1 a	er of UPD 10-4 rqrs is AFB until 15 Jul 2, 24 Jul 53, w/b c f the 58th FIS are r	for 58th FIS is apprd. Rqrs complied with. reptd alert quald
	unclasd msg ACFOOT-FO 06100, waive and one sq alert commitment at Ot: as stated in para 3a/1/a ADCR 55- Fart 2. As soon as 12 aircrews o and aval, the waivers in Part 1 a become a two sq alert base.	er of UPD 10-4 rqrs is AFB until 15 Jul 2, 24 Jul 53, w/b o of the 58th FIS are r ire cancelled. Otis	for 58th FIS is apprd. Rqrs complied with. reptd alert quald
DRAFTER'S NAMI	unclasd msg ACFOOT-FO 06100, waive and one sq alert commitment at 0t: as stated in para 3a/1/a ADCR 55- Fart 2. As soon as 12 aircrews o and aval, the waivers in Part 1 a become a two sq alert base.	er of UPD 10-4 rqrs is AFB until 15 Jul 2, 24 Jul 53, w/b c of the 58th FIS are r ire cancelled. Otis	for 58th FIS is apprd. Rqrs complied with. reptd alert quald AFB will then
DRAFTER'S NAMI	unclasd msg ACFOOT-FO 06100, waive and one sq alert commitment at 0t: as stated in para 3a/1/a ADCR 55- Fart 2. As soon as 12 aircrews o and aval, the waivers in Part 1 a become a two sq alert base.	er of UPD 10-4 rqrs is AFB until 15 Jul 2, 24 Jul 53, w/b c f the 58th FIS are r re cancelled. Otis scounty classification SECRET	for 58th FIS is apprd. Rqrs complied with. reptd alert quald AFB will then

### MESSAGEFORM

# Monthly Flying Time Requirement

EAMAC

### EAOOT

1 Mar 1955

1. Reference is made to General F. H. Smith's letter establishing a requirement of 700 hours per squadron per month.

2. There are certain major factors such as "Pull Out", "Hop Up", "Not Wheel", etc., that will affect the accomplishment of this requirement. It is requested information be submitted to this directorate concerning any material factors which will affect our flying time. Information should contain:

a. Duration of project.

b. Degree affecting command.

c. Anything HAUF can do to overcome or speed up any of these projects.

JANECZEK/630

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### OLDS/600

19 Mar 55 UNCLASSIFIED

ROUTINE

HQ EADF STEWART AFB NEWBURGH NY

. . .

COMDR ADC ENT AFB COLO SPRINGS COLO

ADOOT-C 0964 UNCLASSIFIED

(UNCIASSIFIED) EACOT-TW 10733 . Ref your msg ADOOT-C 0964, 9 Mar 55. An urgent need exists to check operation of the fire con sys on auto firings against towed aerial tgts. All mgs assigned EADF are vitally interested in devising an interim sys within their capability to prov live firing while awaiting a USAF approved reel and tgt for athome firing. Reference personal ltr from Maj Gen Nelson to Gen Chidlaw, 28 Feb 55, concerning the Bellanca frangible tgt towed by T-33 acft, it is believed this towing sys contains more merit and does not affect the primary msn of acft to any great extent. This reg from the 4707th Wg is indicative of the desperate measures our units are forced to resort to in attempts fo fulfill the need for local firing. This hq does not consider a C-119 acft suitable for towing operations; however, its use for limited operations as a tow vehicle w/b condoned pending receipt of suitable unit equipped tow equipment.

UNCLASSIFIED

1 1

CAPT WILLIAM D. TAYLOR/jss EA00T-TW 171310 Mar 55 630

# 199

### MESSAGEFORM

# Status of Local Rocketry Ing

#### h FEB 1955

### EACOT

EADOO

1. Per your request the following information is submitted concerning the status of pland to conduct local firing.

a. Our request to modify 1713th Radar Eval (ECM) Flight B-29s with tow reels was disapproved. In Gen Berquist's reply to Gen Nelson's letter he pointed out the limited availability of B-29s which have been accepted by ADC as interim tow vehicles at Yuma and Moedy. Two or 3 B-29's will be withdrawn from our resources to support the over-all tow requirements.

b. The proposal to fire at New Castle is domant due to the lack of a tow vehicle. Since Moody has been made available for F-94C and F-39D units (F-86D squadrons only now deploy to Yuma) the expense involved in moving units to and from New Castle appears prohibitive in that each squadron will receive intensive training about once each eight months subsequent to June 1955. ADC has implied that Ft Meyers, Florida, will be available in June or July 1956. Ft Meyers will handle all units on the East coast.

c. It is recommended that the at-home Firing concept be pursued as the solution to our requirements for continuation training. Developments on the frangible target and UE tow reel are progressing. The Delmar frangible target has been test flowm at Yuma and has proved extremely successful. Some difficulty is being experienced with the tow reel. The 525th Air Def Op at New Castle has developed a reel which requires slight modification. We will obtain plans after final testing has been completed.

d. Scope recorders are being used extensively to evaluate pilot proficiency. EADFR 55-25 is enclosed for your information. The current status of local manufacture is also attached. A QOR is being submitted on a modification to the NADAR system which will permit accurate film assessing (a scope recorder to be attached on the playback equipment or a brush type recorder which will record on tape steering dot displacement in azimuth and elevation during the attack phase).

3. A waiver to the 50x75 mile requirements for rocketry range (AFR 87-16) has been received from Hq ADC. This waiver permits use of established ranges whose size will permit safe operations and contain the rocket impact. There are five ranges within EADF which can be utilized--Atlantic City, (New Castle) Wurtsmith, Hammond Bay, (Kinrose) Seal Island, Maine (Presque Isle and Dow) and Virginia Capes (Langley). A pertion of the Narragansett Bay area near Suffoll could possibly be utilized.

# Status of Local Rocketry Tng (Contd)

2. Our future plans will be based on at-home firing. In event a satisfactory solution to tow and range problems cannot be found, the facilities of New Castle will be utilized.

TAYLOR/630

## OLDS/600

AGAN/286

2 Encls

1. EADFR 55-25 2. Scope Recorders as of 1 Jan 55

437TH FIGHTER INTERCEPTOR SQUADRON (ADC) 564TH AIR DEFENSE GROUP Otis Air Force Base Falmouth, Massachusetts

5 April 1955

SUBJECT: Letter of Transmittal

TO:

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

1. As per your request, transmitted herewith are four (4) copies of the Tactical Commander's Report on Moody Rocketry Program. These are copies of a report originally created at the request of Colonel Francis J. Vetort, Commander, 4756th Air Defense Group (Weapons), Moody Air Force Base, Georgia.

2. The problems enumerated in this report are considered to be the Major ones which confronted this Squadron during the period of the Rocketry Program. No reference is made to problems of a minor nature or to problems which were solved before the end of the program.

> DANIEL JAMES JR. Major, USAF Commander

437TH FIGHTER INTERCEPTOR SQUADRON (ADC) 564TH AIR DEFENSE GROUP Otis Air Force Base Falmouth, Massachussetts

# TACTICAL COMMANDER'S REPORT ON MOODY ROCKETRY PROGRAM

The 437th Fighter-Interceptor Squadron arrived at Moody Air Force Base, GENERAL: Georgia, on 7 February 1955 and thereby became the first such unit to undertake an air-to-air rocketry program at the Moody Weapons Training Center. During this period, the newness of the operation, combined with the lack of facilities for F-94C aircraft, gave rise to a multitude of problems, both major and minor in nature. However, due to thorough pre-planning and the excellent cooperation accorded this unit by the personnel at Moody, each obstacle was removed as it arose and the mission was accomplished with great miccess.

It became obvious early in the planning stages of this program, that a great deal of equipment would have to be supplied by this squadron. The Weapons Training Detachment at Moody did not receive their authorized unit equipment and personnel by the scheduled starting date. It is a great credit to Colonel Vetort, Detachment Commander, that he was able to set up the range, schedule tow aircraft, arrange for housing and messing facilities, etc., by 7 February. The great majority of his own personnel had not even arrived on that date. Colonel Vetort and his staff continually strove to make the operation as smooth and efficient as possible and the completion of the 437th mission was therefore never in doubt. Special thanks are also due Lieutenant Colonel Joyal, Squadron Commander; Captain Larsen, Chief Controller; Captain Gates, and Captain Devine all of whom often gave up their normal off-duty time to insure the success of the program.

OPERATIONS:

The largest single problem during this period was in regard to film 2. packing and processing. An estimated one hundred fifty probable hits were lost due to parts of the film which were not assessable. While the use of chase aircraft to check holes in targets might have resulted in several additional credited hits, their use with F-94C aircraft is not recommended. It was noted that approximately fifty-two (52) magazine jams occurred between 25 February and 12 March 1955. The Majority of these jams were caused by incorrect packing, and to a lesser extent by failure to comply with magazine modifications. During the final two weeks of the program, this situation was alleviated in large measure with the cooperation of the airmen of the Photo Lab.

The F-94C fires two salvoes of six (6) 2.75 FFAR rockets each, while the F-86D and F-89D fire three salvoes of six (6). In effect, this means that the F-9hC must fly fifty percent more sorties in order to obtain the same amount of firing passes. In spite of this handicap, this squadron was credited with a total of two hundred six (206) actual and assessed hits which thereby breaks the record for interceptor aircraft. By way of comparison, the previous high was one hundred seventy-seven (177) hits, and the record for the F-94C was fifty-one (51) hits.

Weather and the distance to the range were two other important considerations which affected the record of this unit. During periods when the weather was below five thousand feet and five miles, the filing of IFR clearances was virtually impossible due to insufficient fuel. Even in cases where the weather was above five thousand feet and five miles, IFR flying would have been difficult due to the absence of approved GCI letdowns and on account of the large amount of instrument training conducted at this base.

The distance to the range (135 miles to the furthest point) was also a serious problem. This required extreme care on the part of aircrews to insure that adequate fuel remained for the return to the base, and placed severe limitations on the number of firing passes which could be executed in a single mission. In addition, radio and radar coverage were extended beyond the most desirable limits.

GCI control improved rapidly, and in the final two weeks was functioning in an outstanding manner. During this latter period, the controller direction technique was excellent and accounts, in large part, for the number of hits credited this squadron during that period.

It is felt that although aircrew personnel gained valuable experience as a result of this program, the meximum benefits were realized by Armament Systems Specialists. Due to the deterioration in proficiency which results from time lapses between opportunities for rocket firing and from the continual loss of personnel through reassignment, it is earnestly recommended that ranges be set up within the immediate areas of the various Air Defense Wings, This would enable interceptor units to maintain a consistently high combat potential and would reduce the present lack of proficiency.

# 3. MAINTENANCE:

In order to maintain a twenty-four (24) to thirty-six (36) sorties per day schedule, six days per week, it has been found that a minimum number of twenty aircraft are required. Although the work schedule covered the period 0700-1830 hours each day, the maintenance operation was restricted to one shift. This enabled the same crew chief to remain with his aircraft during the entire period and thereby produce faster and more efficient maintenance.

# 4. ARMAMENT SYSTEMS:

It should be borne in mind that no single phase of an operation of this type assumes a more vital role than does radar. The success of this squadron is due in largest measure to the ability of the Armament Systems personnel to maintain a consistently high in-commission rate. In order to accomplish this, it was necessary to schedule exceptionally long working hours. The resultant radar performance is indicative of the great emphasis laid on Armament Systems.

There were apparently no provisions made in the original layout of the mock-up room for 115 volt 400 cycle A C power for the E-5 mock-up. This shop brought a motor-generator set (Bogue Unit) to furnish this power and work orders were submitted by the ADS to supply 220 volt, 60 cycle, 3 phase power to operate it. As a temporary measure, a C-22-C gasolinedriven power cart was used to supply the power for the mock-up. The use of the power cart was found to be undesirable for the following reasons:

- a. The power cart's 400 cycle output is not well-regulated, and this results in varying intensity and sometimes-misleading malfunctions in the mock-up.
- b. Under continuous operation, the maintenance and depreciation of the C-22-C is excessive. It is frequently used sixteen (16) hours per day.
- c. The noise level is very high and has an extremely adverse effect on the work of personnel in the ADS building.
- d. The power carts must be shut down at frequent intervals for refueling and lubrication. At times, due to the lack of sufficient power carts with 115 volt, 400 cycle AC power, radar maintenance was restricted to three or four aircraft although there were more aircraft which required maintenance and although adequate personnel were available to perform the work. This resulted in a lower in-commission rate and increased turnaround time per aircraft.

It was also noted that many parts had to be ordered on work-stoppage or ANFE and were slow in coming in. A relatively large number of items were ordered on a routine priority for service stock levels, but very few of them had received action after four weeks. It is recommended that a fifteen (15) day service stock level be requisitioned in sufficient quantity to support the ADS plus the two ADC squadron it has to support.

#### COMMUNICATIONS: 5.

Two deficiencies were noted by the Communications Section. First, the lack of a vehicle increased maintenance time considerably. It is felt that the use of a truck to transport men and equipment to the aircraft and the Base Shops would have eased this function to a large extent. Second, it was noted that the Radio Compass, ARN-6, was affected by the rocket firing and after-burner assisted take-offs. Several sets and mounts were bent during missions. Action to date has been to repair them as quickly as possible and to submit UR's. Previous UR's have recommended rotating the mount location 180 degrees.

#### ARMAMENT: 6.

During this period, the Armament Section noted that a number of A-8 pigtails, igniters, and limit switch activators were broken. However, in view of the fact that 890 sorties were flown and 3849 rockets expended, this is not considered excessive. Delivery of aircraft rockets was excellent and the ADC Standing Operating Procedures for loading and unloading were found to be realistic and effective.

SUPPLY: 7.

Considerable difficulty was encountered in obtaining class 11-B items (Radar components and associated parts). In most cases the items required were not on the base and has to back-ordered by base supply. In one instance an ANFE request was submitted on 8 February 1955 for an accelerometer stock number 5200-000225. The item was back-ordered an no action has been received to this date. a second accelerometer was requested on ANFE approximately one (1) week later with the same results. A repairable item must be turned in prior to requesting a serviceable class 11-B item, hence, two (2) each accelerometers were turned in to base supply and in turn shipped to the depot. Since the serviceable items were not received, this organization will return to Otis AFB without two (2) each accelerometers that were in our possession when we arrived at this station.

On 15 February 1955 a life raft was discovered missing from the line shack assigned this organization for the TDY period. The loss was reported to the Air Police on 16 February 1955. In the meantime a thorough search was made of the area and surrounding buildings but was to no avail. The Air Police furnish a roving patron on the flight line which is not considered adequate security.

Many man hours and considerable time was lost due to the fact that no supply catalogs were available. Many requests for parts had to be submitted with only a part number to identify the item, and in many cases this resulted in a delay in receiveing supplies. In some cases the item requested was not on hand at base supply and a substitute item was issued which could not be used.

Due to the fact that our organization could not transact business directly with base supply many man hours were lost making numerous trips from the supply tent to the Air Defense Squadron Tech Supply located in the hangar. Whenever a man from this organization required a part he requested it from h37th supply personnel. In turn this request was carried to the hangar. After the part was received in the hangar another trip had to be made from the supply tent to the hangar to pick up the part.

In view of the foregoing, it is recommended that:

- a. A class 11-B service stock be set up for TDY organizations.
- b. Guards be furnished to protect the large number of special tools and equipment maintained on the flight line parking area and adjacent buildings.
- c. A current set of stock catalogs and publications be maintained.

d. An Air Defense Squadron supply man be placed on duty with the TDY organizations to expedite calls to Base Supply and to sign for incoming materials.

> DANIEL JAMES JR Major, USAF Commander

437 FTRINTCPRON			As of 14	March 1955
Number of Sorties Scheduled	224	666	890	100%
Number of Sorties Flown	172	497	669	75.2%
Sorties Canx due to Wax	46	99	145	16.3%
Sorties Canx due to Maintenance	1	1	c 2	.2%
Sorties Canx due to no target	3	63	66	7.4%
Sorties Canx due to Other	. 1	7	8	.9%

FINAL WEAPONS TRAINING REPORT

UTING	J	DINT MESSA	GEFORM	CATHONS CENTER NO. 201
	SPACE ABOVE FOR COMMU	INICATIONS CENTER OF		SECURITY CLASSIFICATION
ROM: (Originator)			29 Dec 54	UNCLASSIFIED
	HQ HADF STEWART	AFB NEWBURGH NI	PRECEDENCE	IONITY
0:		(	BOOK MESSAGE	ORIGINAL MESSAGE
	COMDR 26 AIR DIV STA ROSLYN NY		MULTIPLE ADDRESS	
	COMDE 30 AIR DIV	(DEF) WILLOW RU	N REFER	S TO MESSAGE:
	AFS TA BELLEVIL COMDR 32 AIR DIV	(DEF) SYRACUSE	AF IDENTIFICATION	CLASSIFICATION
MEO:	STA SYRACUSE 6	NY	· · ·	
	(UNCLASSIFIED) H	A00T-TW 42924	This msg in	5 parts. Part 1.
•	Unit wons the po	is for moody and	Yuma are listed in	parts 2 and 3 below.
	Desire you advi	se this ho NLT :	10 Jan 54 designatio	n of sas to fill
	spaces allotted	your comds. P	art 2. Aked for Mood	y (F-84C or F-89D acf
1	only):			
	Air Div(Def)	Unit	Deploy	Return
	32	437	7 Feb	16 Mar
	26	46	15 Mar	21 Apr
		27	20 Apr	23 May
	32		22 May	25 Jun
	26		24 Jun	30 Jul
	32			
	Part 3. Sked	for Yuma (F-86D	acft only):	Detum
	Air Div(Def)	Unit	Deploy	Return
- 100	32	37	22 Feb	24 Mar
	26	331	9 Mar	8 Apr
	20		UNCLASSIFIED	PAGE OF PAGES
DRAFTER'S NAME (and	d signature, when required)		RELEASING OFFICER'S SIGNATURE	
0		-1	OFFICIAL TITLE	
SYMBOL		TELEPHONE	orrichte inne	

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HQ EADF STEWART AFB NS	WEUROH NY		UNCLASSIFIED
		PRIORITY	r
Air Div(Def)	Unit	Deploy	Return
30		7 Apr	8 May
30		7 May	3 Jun
26		26 May	23 Jun
30		15 Jun	14 Jul
32		30 Jun	28 Jul

Part 4. In order to conserve airlift, it is nec for acft taking a unit to a tug cen to airlift another unit on rtn. Also, due to shortage of hsg there can be no overnight overlap of TDY pers. Therefore folg rule w/b strictly achered to: Eqp rpt eqp will arr cen on the listed deploy date and pers the folg date. Pers will dept cen on the listed rtn date and eqp the folg date. Sos w/b lmtd to two (2) loads of eqp at 30,000 1bs each, 200 amn at Yuma and 150 amn at Moody until adequate hsg is aval. Part 5. EADF OPIAN 6-53 being amndd to incl above info.

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Page 2 of 2 Pages

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Capt Taylor/bb EA00T-TW 291050 Dec 796 4 Jan 55 UNCLASSIFIED HQ EADF STEWART AFB, NEWBURGH, NY PRIORITY PRIORITY

CONDR 4709TH ADEF WG MCGUIRE AFB TRENTON NJ

of and

COMDR ADC ENT AFB COLO SPRINGS COLO COMDR 26TH ADIV (DEF) ROSLYN AFS ROSLYN NY COMDR 519TH ADG SUFFOLD CO AFB WESTHAMPTON BEACH LI NU

(Unclassified) EAMAC-ACD <u>43522</u>. Fol msg fr hq ADC, 23 Dec 5h, quoted fyig and nec act: "ADMAC-4 41718. Inof for EASO and advanced party of 4756th (Maj Barlow) at Moody AFB. This msg in 4 parts. Subj: 4756th ADG (Wpns). Part I for all: Subj unit has been activated at Moody AFB and placed under comd juris of 4750th Wg, Yuma Co Aprt. Fol a ft have been auth subj unit and will be furn fr sources indicated: 1. 5 ea F-89D's. These acft will be made aval during Jan or Feb 55 fr new pdn on proj ADC4F-211 at Palmdale, Calif. Pickup and dlvr instr for these acft will be issued under normal crew rost procedures as acft are pept aval. 2. 5 ea F-94C's. These acft will be asg to subj unit during Jan and Feb 55 fr Ph II Hop Up fac at SMAMA. Acft selected for this adgmt will be equip with J-48-P-7 eng and will be issued under normal crew rost procedures. Units that rels these acft to proj Hop Up will

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# HQ EADF STEWART AFB NEWBURCH NY

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rec repl acft fr those now asg to 58th FINCEPTRON after they have been processed through Hop Up line. 3. 9 ea T-33A acft. This Hq has rost USAF to provide these acft ir new pdn or fr other sources outside of ADC. Anticipate this rost to rec favorable consideration at USAF. However, if USAF is unable to fill this reat, instr will be issued ror these acft to be furn fr our tactical unit spt "CP" inv. Add info regarding source and aprx aval dts of these T-33's will be furn asap. L. 2 ea C-47 acft. These acft will be furn 1 ea by EADF and CADF during Jan 55 IAW instr contained in part III, below. Part II for 4750th and Moody AFB: 5 F-89D acft being furn to subj unit will be subq to sn 53-2447 (Op 50) and will have fol equip instl: J-35A-35 eng; E-11 auto plt; AN/ATC-10 interphone system; gas operated ejection seats; tuneable magnatron for E-6 FCS: steerable nose wheels; removable rocket heating system; modified sideslip stability augmenter and radar dual pressurization. 5 F-94C acft will be in standard configuration for Ph II Hop Up Acft. Part III for EADF and CADF: Rqst 1 C-47 selected by ea comd and prep IAW para 2, Sec IV, TO 00-25-4 asap but nlt 15 Jan 55.

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# HQ EADF STEWART AFB NEWBURGH NY

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PRIORITY

Immed advise this hq sn and loc of acft selected so that formal asgmt dir mbi. This hq will be advised when these acft are ready for flyaway to that pickup instr can be issued to 4750th Wg. Part IV for EADF: Curr info indicates that 59th FINCEPTRON will convert to F-89D acft starting Apr 55. Therefore, F-9hC acft rels to Hop Up by this unit will be used to repl those acft w/d fr other units for asgmt to Moody AFB." Therefore desire 519th ADG select and prep 1 ea C-47A acft iaw part III above quoted msg and immed advise hq ADC and this hq sn of acft selected.

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CWO WILLIAM P RYAN/fpw EAMAC-ACD/3/1500 Jan 55 763

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# MESSAGEFORM Rocketry Training Schedule

EADCG (Capt	Smith)	EAOOT	•	8	JAN 1	955
EACBA						
EACSM						

Following is the firm rocketry training schedule for the dates indicated:

	Moody		
Air Div (Def)	Unit	Deploy	Return
32d 26th 32d 32D 26th	437th FIS 46th FIS 318th FIS 27th FIS 332d FIS	7 Feb 15 Mar 4 Apr 20 Apr 22 May	16 Mar 21 Apr 8 May 23 May 25 Jun
•	Yuma		
Air Div (Def)	Unit	Deploy	Return
32d 26th 30th 30th 26th 30th 32d	37th FIS 331st FIS 56th FIS 71st FIS 2d FIS 97th FIS 47th FIS	22 Feb 9 Mar 7 Apr 7 May 26 May 15 Jun 30 Jun	24 Mar 8 Apr 8 May 3 Jun 23 Jun 14 Jul 38 Jul
		Nº N	

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8 Jan 55 UNCLASSIFIED

HQ EADF STEWART AFB NEW URGH NY

PRIORITY

COMDR 32D AIR DIV (DEF) SYRACUSE AF STA SYRACUSE 6 NY

(UNCLASSIFIED) EA00T-TW 574 . My msg EA00T-TW 42924, 29 Dec 54, rktry tng skeds. Part 2 amended as fols: Delete dates 24 Jun - 30 Jul allocated in comd and substitute 4 Apr - 8 May. Per your req and confirming fonecon Maj Cummings, your hq, and Capt Taylor, this hq, 318th Ftr-Intep Sq will deploy Moody on above dates.

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Maj Janeczek/mab

EA00T-TW 081030 Jan 55 772

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8 Jan 55 UNCLASSIFIED

HQ EADF STEWART AFB NEWBURGH NY

ROUTINE

COMDR ADC ENT AFB COLO SPRINGS COLO

COMDE 26 AIR DIV (DEF) ROSLYN AF STA ROSLYN NY COMDE 30 AIR DIV (DEF) WILLOW RUN AF STA BELLEVILLE MICH COMDE 32 AIR DIV (DEF) SYRACUSE AF STA SYRACUSE 6 NY

(UNCLASSIFIED) EA00T-TW 378. Urmsg AD00T-C 42029, 28 Dec 54, and fonecon Capt Sanders your hq and Capt Taylor this hq, folg is EADF Wpns Tng Sked for the dates allocated:

## Moody

Air Div(Def)	Unit	Deploy	Return
32d	437th Ftr-Intep Sq	7 Feb	16 Mar
26th	46th Ftr-Intep Sq	15 Mar	21 Apr
32d	318th Ftr-Intop Sq	4 Apr	8 May
32d	27th Ftr-Intep Sq	20 Apr	23 May
26th	332d Ftr-Intop Sq	22 May	25 Jun

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HQ EADF STEWART AFB NEWBURGH NY

ROUTINE

	Yuna		
Air Div(Def)	Unit	Deploy	Return
32d	37th Ftr-Intep Sq	22 Feb	24 Mar
	331st Ftr-Intop Sq	9 Mar	8 Apr
26th	26th Ftr-Intep Sq	7 Apr	8 May
30th	71st Ftr-Intep Sq	7 May	3 Jun
30th	2d Ftr -Intep Sq	26 May	23 Jun
26th		15 Jun	14 301
30th	97th Ftr-Intep Sq	30 Jun	28 Jul
32d	47th Ftr-Intep Sq	Jo o un	

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Capt Taylor/bb EA00T-TW 071330 Jan 796

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ROUTINE

HQ EADF STEWART AFB NEWBURGH NY

COMDR AUC ENT AFB COLO SPRINGS COLO COMDR 26TH AIR DIV (DEF) ROSLYN AF STA ROSLYN NY COMDR 30TH AIR DIV (DEF) WILLOW RUN AF STA BELLEVILLE MICH COMDR 32D AIR DIV (DEF) SYRACUSE AF STA SYRACUSE 6 NY

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INFO:

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EAOOT-TW 42924 UNCLASSIFIED EAOOT-TW 578 UNCLASSIFIED ADOOT-C 0201 Secret

(UNCLASSIFIED) EAOOT-TW 5277 . This msg in two parts. Part I. Our msg EAOOT-TW 42924, 29 Dec 54. This msg confirms change in wpns tng deployments. Current sked as fols: Moody <u>Air Div Unit Deploy Return</u> 32d 437th 7 Feb 16 Mar

Air Div	Unit	Deploy	Return
32d	437th	7 Feb	16 Mar
26th	46th	15 Mar	21 Apr
32d	318th	4 Apr	8 May
32d	27th	20 Apr.	23 May
26th	332d	22 May	25 Jun
		Yuma	
Air Div	Unit	Deploy	Return
32d	37th	22 Feb	24 Mar
26th	2d	9 Mar	6 Apr
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HQ EADE STEWART AFB NEWBURCH NY

ROUTINE

Contd Air Div	Unit	Deploy	Return	
30th	56th	7 Apr	8 May	
30th	42d	7 May	3 Jun	
26th	75th	26 May	23 Jun	7
30th	97th	15 Jun	14 Jul	
324	47 th	30 Jun	28 Jul	
Part II.	For Con	dr, ADC.	This amends ou	r msg EAOOT-TW 578, 6 Jan 55
and ansa	your cla	ssified ms	g ADCOT-C 0201	, 28 Jan 55.

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MAJ WILLIAM D TAYLOR JR/jas EAOOT-TW 031518 Feb 55 630

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14 Feb 55

ROUTINE

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30th AD

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ROUTINE

HQ EADF STEWART AFB NEWBURCH NY

COMDR 26TH AIR DIV (DEF) ROSLYN AFE STA ROSLYN NY COMDR 30TH AIR DIV (DEF) WILLOW RUN AF STA BELLEVILLE MICH COMDE 32D AIR DIV (DEF) SYRACUSE AF STA SYRACUSE 6 NY

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COMDR ADC ENT AFB COLO SPRINGS COLO

INFO:

COMDR 1750 TNG WG (WPNS) YUMA CTY APRT YUMA ARIZ COMDR 1756 TNG OP (WPNS) MOODY AFB VALDOSTA GA

New Reptg Dt

(no change)

(10 Mar 55)

(24 Mar 55)

( 7 Apr 55)

Subj is revised sked for con proficiency tng at Wpns Employment Cens. This msg supersedes sked estbd by our msgs EA00T-TS 43525 and EA00T-TS 2909, (our msg EA00T-TS 2909 pertained to 26th and 32d Air Divs(Def) only). a. 4750th Tng WG (Wpns), Yuma Cty Aprt, Yuma, Ariz. Changes in reptg dts are indicated below:

(UNCLASSIFIED) EACOT-TS 4845. This msg in 2 parts. Part 1.

26th AD

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Old Reptg Dt

20 Feb 55

7 Mar 55

21 Mar 55

5 Apr 55

TANK STEAR	AFB NEWBUR CH NY		UNCLASSIFIED
HQ LAUF SISMALL		ROUTINE	ROUTINE
Old Reptg DT	New Reptg Dt	26th AD 30th AD	32d AD
20 Apr 55	(21 Apr 55)	3	
5 May 55	( 8 May 55)	3	
19 May 55	(No change)	3	P'
b. 4756th Ing	Op (Wpns, Moody AF	B, Valdosta, Ga. No	change in retg
dts.			
Reptg Dt	26th AD	30th AD	<u>32d AD</u>
31 Mar 55			3
18 Apr 55			3
5 May 55	2	3	
19 May 55	3		
Part 2. For	Comdr ADC. Above s	ked reflects changes	in reptg dts

for con proficiency course at Yuma IAW your msg ADOOT-C 06000.

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MAJ MARSHALL/mab EA00T-TS 111630

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OUTING		JOINT MESSAG	GEFURM	208
		MUNICATIONS CENTER ON		
FROM: (Originator)	SPACE ABOVE FOR COM	MUNICATIONS CONTAIN SIN		SECURITY CLASSIFICATION
	HQ EADF STEWAR	T AFB NEWBURGH NY	21 May 55 PRECEDENCE FOR: ROU	INFORMATION TTINE ROUTINE
TO:		WY TOOR (SEG) WE	BOOK MESSAGE	ORIGINAL MESSAGE
	AP STA POSLYN	DIV (DEF) ROSLYN	MULTIPLE ADDRESS	
	COMDR 30TH AIR	R DIV (DEF) WILLOW	RUN	RS TO MESSAGE:
	AF STA BELLEV	DIV (DEF) SYRACUSI	E	CLASSIFICATION
TERT	AF STA SYRACU	ISE 6 NY	L	
INFO:				
INFO:			CAPB MARTETTA GA	
	COMIR 35TH AI	R DIA (DEL) COBRIN	S AFB MARIETTA GA	
			The nd dates f	or the remainder of
	asg to each a	ir div (def) for u	mit rktry tng at Y	uma Cty Aprt and Moo
	AFB is as fol			
A second s		51		
	AFD 15 as 101		(F-86D)	
		Tur Y	na (F-86D) Air Div	(Def)
	Arr	Yun Rtn	Air Div	(Def)
		Tur Y		(Def)
	Arr	Yun Rtn	Air Div	(Def)
	Arr 11: Jul	Yun Rtn 11 Aug	Air Div 26th	(Def)
	Arr 11: Jul 28 Jul	Yuu Rtn 11 Aug 25 Aug	Air Div 26th 30th	(Def)
	Arr 114 Jul 28 Jul 20 Oct	Yun Rtn 11 Aug 25 Aug 17 Nov	Air Div 26th 30th 26th	(Def)
	Arr 11. Jul 28. Jul 20. Oct 3. Nov	Yun Rtn 11 Aug 25 Aug 17 Nov 1 Dec	Air Div 26th 30th 26th 30th	(Def)
	Arr 11. Jul 28. Jul 20. Oct 3. Nov	Yun Rtn 11 Aug 25 Aug 17 Nov 1 Dec	Air Div 26th 30th 26th 30th	(Def)
	Arr 11. Jul 28. Jul 20. Oct 3. Nov	Yun Rtn 11 Aug 25 Aug 17 Nov 1 Dec	Air Div 26th 30th 26th 30th	(Def)
	Arr 11. Jul 28. Jul 20. Oct 3. Nov	Yuu Rtn 11 Aug 25 Aug 17 Nov 1 Dec 15 Dec	Air Div 26th 30th 26th 30th 32d	
	Arr 11. Jul 28. Jul 20. Oct 3. Nov	Yuu Rtn 11 Aug 25 Aug 17 Nov 1 Dec 15 Dec	Air Div 26th 30th 26th 30th 32d SECURITY CLASSIFICATION	(Def) PAGE OF PAGES
DRAFTER'S NAME (an	Arr 11. Jul 28. Jul 20. Oct 3. Nov	Yuu Rtn 11 Aug 25 Aug 17 Nov 1 Dec 15 Dec	Air Div 26th 30th 26th 30th 32d	
DRAFTER'S NAME (en	Arr 14 Jul 28 Jul 20 Oct 3 Nov 17 Nov	Yuu Rtn 11 Aug 25 Aug 17 Nov 1 Dec 15 Dec	Air Div 26th 30th 26th 30th 32d SECURITY CLASSIFICATION	

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HQ EADF STEWART AFB NEWBURGH NY UNCLASSIFIED ROUTINE ROUTINE ROUTINE

Moody (F-94C and F-89D)

Arr	Rtn	Air Div (Def) (Contd)
29 Jul	2 Sep	32nd
1 Sep	6 Oct	26th
5 Oct	10 Nov	30th
9 Nov	18 Dec	32d

The tng pd 11 Aug 55 to 8 Sep 55 has been skedd for EADF elimination meet at Yuma. Proposed date for four div teams competition is 15 Aug 55 thru 19 Aug 55. Remainder of pd w/b utilized by winning team for pre USAF meet practice. Air divs (def) will submit to this he EPD unit dsg to utilize the above tng pds.

MAJ RAYMON D JANECZEK/jss EAGOT-TW 210945 May 55 630

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ING	JOINT MESSA	GEFORM	209
M: (Originator)	SPACE ABOVE FOR COMMUNICATIONS CENTER OF	DATE-TIME GROUP 1 Jun 55	SECURITY CLASSIFICATION UNCLASSIFIED
	HQ EADF STEWART AFB NEWBURGH NY		INFORMATION
	COMDR 26TH AIR DIV (DEF) ROSLYN	BOOK MESSAGE	ORIGINAL MESSAGE
	AF STA ROSLYN NY COMDR 30TH AIR DIV (DEF) WILLOW		CRYPTOPRECAUTION
	RUN AF STA BELLEVILLE MICH COMDR 32D AIR DIV (DEF) SYRACUS	REFERS	TO MESSAGE: CLASSIFICATION
x .	AF STA SYRACUSE 6 NY COMDR 35TH AIR DIV (DEF) DOBBIN AFE MARIETTA GA	IS L	
	(UNCLASSIFIED) EACOT-TW _ 2236	9 This msg in	four parts. Part
	I. Folg is revised sked for u		
	21686, 28 May 55. Reference m	y msg EA00T-TW 21003	, 21 May 55, addition
	quotas and changes are: Yuma a	dd 8 Oct - 3 Nov for	35th Air Div; add
	24 Nov - 22 Dec for 32d Air Di		
	Moody, add 15 Dec - 29 Jan for		
	from 9 Nov - 18 Dec to 19 Sep		
	Part II. All officers and ann		
	holidays at .uma or Moody w/b	airlifted from Wpns	Empl Cen to home sta
•	on or about -3 Dec 55. They w	dill rtn to respectiv	ve Wpns Empl Cen to
	compl rktry tng on 2 Jan 56.	Part III. For five	weeks, beginning 24
	Aug 55, each aid def force w/	b allowed to deploy of	one rktry team to Yum
	to prep for USAF rktry meet 3	thru 7 Oct 55. Each	a deployed team will
	consist of 6 aircrews and 2 c	ontrollers selected	from same air div as
•		SECURITY CLASSIFICATION UNCLASSIFIED	PAGE 1 OF 2 PAGES
RAFTER'S NAME (a	nd signature, when required)	RELEASING OFFICER'S SIGNATURE	
	TELEPHONE	OFFICIAL TITLE	

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## HQ EADF STEWART AFB NEWBURCH

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aircrews. Each team w/o auth suppl elm of h0 officers and amn. Technical rep not to exceed two can be incl in supp elm total. Each team w/b auth to deploy a max of 8 acft for this rktry practice pd. Part IV. Air Divs (def) will submit to this he EPD unit dsg to utilize the above tng pds.

### UNCLASSIFIED Page 2 of 2 Pages

MAJ RAYMOND JANECZEK/jss EA00T-TW 010915 Jun 55 630 MESSAGEFORM

#### 24 JUN 155

FM COMDR ADC EN T AFE COLO TO COMDR EADE STEMART AFE NY

COMDR WADF HAMILTON AFB CALIF COMDR CADF GRANIVIEW AFB MO COMDR 4750TH ADEG WG (WPNS) YUMA CO APRT ARIZ

ADOOT-C 25764. THIS MSG SUPERCEDES MYMSG ADOOT-C 21686. THIS MSG IN THREE PARTS. PART I. TNG PD DATES ASGD TO BA AIR DEF FORCE FOR UNIT THREE PARTS. PART I. TNG PD DATES ASGD TO BA AIR DEF FORCE FOR UNIT

ROCKETRY TNG AT YUMA EDAF TO YUMA ARR RTN 1h JUL 10 AUG 10 OCT 3 NOV	CO APRT AND MOODY APB CADF TO YUMA ARR RTN 7 Jul 4 AUG 13 OCT 10 MOV	ARE AS FOLS: WADF TO YUMA ARR RTN 27 OCT 24 NOV 24 NOV 22 DEC 1 DEC 22 DEC
20 OCT 17 NOV 3 NOV 1 DEC 17 NOV 15 DEC 17 NOV 15 DEC	10 NOV 8 DEC 8 DEC 16 JAN	15 DEC 23 JAN

2 JAN EADF TO	31 JAN 56 MOODY	CALS IU	MOODY	WADE TO I	MODEY	
ARR 29 JUL	RTN 2 SEP	ARR 16 AUG	DO CLD	13 .TUT.	17 AUG W/B REDUCED.	D

DUE TO RECENT DECISION BY ATC, F-89 OPNS AT MOODY AFB W/B REDUCED. DEF FORCES WILL DEPLOY ONLY F-94C HOPD UNITS TO MOODY DUPING THE ABOVE DATES. YOU W/B INFOD OF DECISION REACHED BY THIS HQ TO DEPLOY F-89 UNITS FOR ROCKETRY TNG. UNITS TO BE DEPLOYED FOR ROCKETRY TNG ON ABOVE DATES W/B SBMD TO THIS HQ TIH INFO TO YUMA. PART 2. ALL OFFS AND AMN OF UNITS CONDUCTING THE DURING CHRISTMAS HOLIDAYS AT YUMA OR MOODY W/B AINLIFTED FR THE WPNS EMPL CEN TO THEIR HOME STAS O/A 23 DEC 55. THEY WILL RTN TO THEIR RESPECTIVE WIWS EMPL CEN TO COMPL ROCKSINY ING O/A 2 JAN 46. PART 3. (A) EA DEF FORCE WILL DEPLOY FOUR ROCKETRY TEAMS TO YUMA XETXIER FOR SHOOT OFF AND D.F FORCE TEAM SELECTION. TEAMS TO ARR AT YUMA NIT 1700 HRS, 10 AUG 55. SHOOT-OFFS W/B CONDUCTED THRU THE 23D AUG 55. DEF FORCE TEAM W/B SELECTED FY 1800 HES 23 AUG 55. FROM 23 AUG THRU 17 SEP, THE SELECTED DEF FORCE TEAM WILL CONDUCT ROCKETRY TNG AT YUMA IN PREP FOR USAF ROCKETRY MEET 3 THRU 7 OCT 55. (B) TEAM COMP W/B IAW EVENTS, RULES AND SCORING FOR THE FOURTH ANNUAL USAF FTR GNR AND WPNS MEET. DEF FORCE SHOOT-OFFS W/B CONDUCTED IAW ABOVE CITED EVENTS, RULES AND SCORING PUB. (C) ONE CARGO TYPE ACFT WITH AIRCREW AND CREWCHIEF W/B DEPLOYED TO YUMA FR EA DEF FORCE 10 AUG 55 TO REMAIN THRU THE ROCKETRY MEET. THESE ACFT W/B UNDER THE OPNL CON OF YUMA DURING THIS PD. (D) TO FACILITATE HASG AND MESSING DURING SHOOT-OFF PD, VIP AND/OR OBSERVERS WILL NOTIFY YUNA 10 DAYS PRIOR TO ARR. (E) TYPE ACFT WITH ENG DASH NR TO BE USED BY EA TEAM DURING SHOOT-OFF PD W/B SBMD TO YUMA WITH INFO THIS HQ ASAP. 24/2058Z JUN RJEDEN

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28 Jun 55 UNCLASSIFIED

PRIORITY

HQ EADF STEWART AFB NEWBURCH NY

COMDR 26TH AIR DIV (DEF) HOSLYN AF STA ROSLYN NY COMDR 30TH AIR DIV (DEF) WILLOW RUN AF STA BELLEVILLE MICH COMDR 32D AIR DIV (DEF) SYRACUSE AF STA SYRACUSE 6 NY COMDR 35TH AIR DIV (DEF) DOBBINS AF B MARIETTA GA

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INFO:

(UNCLASSIFIED) EA00T-TW 26756 . This msg in five parts. Part 1. Folg is final revised rktry deploy sked for Yuma/Moody. Auth this msg ADC msg AD00T-C 25764, 24 Jun 55. Msgs EA00T-TW 21003, 21 May 55, and EA00T-TW 22369, 1 Jun 55 are recinded.

YUma

ARR	Rtn	Air Div
14 Jul -	10 Aug 55	26th
10 Oct -	3 Nov 55	35th -
20 Oct -	17 Nov 55	26th
3 Nov -	1 Dec 55	30th
17 Nov -	15 Dec 55	32d
2 Jan -	31 Jan 56	30th

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# HQ EADF STEWART AFB NEWBURGH NY

UNCLASSIFIED

PRIORITY

### Moody

# Arr Rtn Air Div 29 Jul 2 Sep 55 32d

Due to recent decision by ATC, F-89D deployments to Moody w/b reduced. An F-94C unit will deploy to Moody on above dates. You w/b informed of decision reached by Hq ADC to deploy F-89 units for wpns tng. Desire Comdrs, air divs, submit to this hq NLT 1 Jul 55 designation of units to fill above quotas. Part II. All offs and ann of units conduction tng during Christmas holidays at Yuma or Moocy w/b airlifted from the wpns empl cen to their home stas o/a 23 Dec 55. They will rtn to their respective won empl cen to compl rktry tng o/a 2 Jan 56. Part III. Each Air Div (def) will deploy a rktry team to Yuma for shoot-off and FADF team selection. Teams to ar Yuma MLT 1700 hrs, 10 Aug 55. Elimination w/b conducted thru 23 Aug 55. EADF team w/b selected by 1800 hrs, 23 Aug 55. Team comp w/b IAW "Events, Rules and Scoring for the Fourth Annual USAF Ftr Gnr and Wons Meet". EADF shoot-off w/b conducted IAW above cited events, rules and scoring pub. The CADF and WADF shoot-offs w/b conducted at Yuma during same pd as EADF meet. Part IV. To facilitate housing and messing arrangements during

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# HQ EADF STEWART AFB NEWBURCH NY

### UNCLASSIFIED

### PRIORITY

shoot-off pd, dates for VIP and observer rors w/b subm by individual name direct to Condr, 4750th Air Def Wg (Wpns), Yuma Cty Aprt, Yuma, Ariz at least 10 days prior to arrival. Info cys all msgs w/b subm this hq. Part V. Comdrs, air divs (def) will inform this hq EPD type acft and engine dash M to be used by team during shoot-off. This info rord ASAP by Yuma to complete planning for log support.

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CAPT WILLIAM D. TAYLOR/jss EA00T-TW 280959 Jun 55 40 630

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

EAMAC-ARM

### 14 August 1954

SUBJECT: Local Manufacture of Scope Recorder-Mount for F-86D and F-94C Aircraft

### TO: Commanders, Defense Wings

1. Attached enclosures are drawings and data necessary for local manufacture of scope recorder mounts.

2. The total quantity of mounts constructed will be based on having 75 percent of applicable assigned aircraft equipped.

3. P 458 funds presently available to your headquarters will be used to accomplish this project. Shortage occuring as a result will be reflected as revision to fiscal year 1955 financial plan due in this headquarters October 1954.

4. Several versions of the mount have been built by some organisations in this and other commands, however, the mount described by enclosed drawings and data appears to be the most economical. This version was developed by the 525th Air Defense Group, New Castle County Airport, Wilmington, Delaware.

5. The enclosed drawings contain the information necessary for the construction of the mount but do not have to be followed in strict detail. Slight modifications are possible and may be advisable in order to add certain refinements and/or reduce man-hours spent in construction.

a. These drawings describe a mount designed to accomodate the AN-NG GSAP camera equipped with a Kodak Portra-Lens, 24 Series V, and Adapter Ring, Series V, 1-3/16" diameter, 30 mm, which is one means of obtaining a focus on the face of the radar scope. However, another method which is cheaper and more advisable, is to insert between the lens assembly and the camera a shim of such thickness as to bring the radar scope into sharp focus. In this case it would not be necessary to have so large a hole in the mirror box to accept the camera lens assembly. If a shim is utilized instead of the Portra-Lens and Adapter Ring it may be necessary to alter the camera mount dimensions in order to permit loading the camera without removing it from the mount. Also it may be necessary to determine the shim thickness for each mount due to possible variations in distance from camera lens to radar scope resulting from possible slight differences among mounts. An approximation of correct shim size can be obtained from the enclosed graph (Encl#2)

Hq EADF EAMAC-ARM Subject: Local Manufacture of Scope Recorder Mount for F-86D and F-94C Aircraft

but the exact size needed to produce a sharp focus may have to be found through a trial and error method. A drawing of the shim may be found on Enclosure #2.

6. It will be advantageous to construct a jig or frame in the form of a mock radar scope with centered crosshairs to be used in aligning the mirrors in the mount before they are permanently secured in position and in boresighting the camera.

7. In the event certain materials are not available through local purchase this headquarters should be notified so that assistance may be rendered as necessary.

8. For authority to retain the mounts, units will submit a letter in accordance with AF Regulation 5-25 as amended by Headquarters EADF letter EAMSS-1C, 6 August 1954, subject: Equipping Document and UAL Change Requests.

9. This mount has been tested and found satisfactory on F-94C aircraft but as yet has not been tested on F-86D aircraft in this command. However, informal information received from other commands indicates that this mount or a slight modification thereof should prove satisfactory on F-86D aircraft as well.

10. If a model mount is desired a maximum of one for each wing may be obtained on a loan basis for a period of 30 days from the 525th Air Defense Group, Newcastle County Airport. Arrangements necessary for effecting the transaction may be made by contacting Major J. R. Dobbs, 525th Air Defense Group.

BY ORDER OF THE COMMANDER:

3	Enc	1s: (Except 4710th-DW
	1.	2 drawings (3 cys)
	2.	Graph (3cys)
	3.	Bill of Material (3 cys)

JAMES C. MEHEDITH 1st Lt., USAF Assistant Adjutant

### MESSAGEFORM

### 4 Mar 1955

FM COMDR 5TH FIS MCGUIRE AFB TRENTON NJ TO COMDR EADF STEWART AFB NEWBURCH NY

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/UNCLASSIFIED/ 5TH FIS 0233 OPS PD SUBJ CLN RCS CLN EADF-U3 PD (1) 9CMA (2) 21 CMA (3) 4 CMA (4) 14 CMA (5) 22.7 CMA (6) 3 CMA (7) SCOPE HECORDING CAMERAS ARE UNDER PROD AT BASE SHOPS WITH AN EST DATE OF DELIVERY SOMETIME IN MAR PD UNIT PROF AVERAGE INCLUDING O RUNS IS 68.4 PD THESE ARE NOT INCLUDED IN PAR 5 PD END 04/19552 MAR JEPME

the

HQ EADF STEWART AFB NEWBURCH NY ROUTINE

COMDR ADC ENT AFB COLO SPRINGS COLO

.

(UNCLASSIFIED) EA00T-TS 9655 . Info aval this hq indicates
F-89D scope recorder hits are aval at Ogden Air depot. T.O. IF-890-221,
L Feb 55, is abblicable T.O. for installation of recorders. Req
comd authority for requisitioning kits by EADF-89D equipped units.

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MAJ RAYMOND JANECZEK/jss EA00T-TW 111628 Mar 55 630

MESSAGEFORM

22 Mar 1955

FM COMDR ADC ENT AFB COLO TO COMDR LADE STEWART AFB NY

ADMAC-1C 11420. URMSG EA00T-TW 9655, 14 MAR. SUBJ: SCOPE RECORDER KITS FOR F-89D ACFT TO 1F-89D-221. INFO FROM OOAMA INDIGATES THAT TO KITS FOR SCOPE REC INSTL ON F-89D ACFT WERE PRO ONLY FOR ATRC. HQ USAF WAS QUERRIED ON THIS MATTER AND STATED THAT IT WAS NOT FRASIBLE TO INSTL THE SCOPE REC KIT IN VIEW OF THE TIME FACTOR. IT WOULD ROR ABOUT 6 MONTHS TO PRO THE NEC KITS AND THE MADAR INSTL SHOULD BE AVAL IN ABOUT ONE YEAR. SUGGEST YOU FABRICATE SCOPE RE-CORDER HOUNTS IAW DRAWINGS FURN YOUR HO BY LTR OF TRANSMITTAL ADMAC-5 THIS HO DATED 17 JAN.

15/18392 MAR JEDEN

Flying Tng Utilizing Scope Recorders as of 3d Qtr 55

1	EAODO		EAOOT			16 MA	r 1955
	26th Air Div 4709th 4710th Two trouble making	Sorties Flown 4272 1293 2979 units rec recorder	Rgr to Date 4122 1664 2458 ently act s.	\$ <u>Accomp</u> 103.7 77.6 121.2 ivated (F-	Nr <u>Recorders</u> 87 24 63 -86D). Suf	11 6 5	Recorders per unit 8 4 12.6 ounty has

30th Air Div	3202	3965	80.8	57	11	2.2	
h?osth	1514	2117	71.5	37	6	6.2	
1.708+h	1688	1848	91.4	20	5	4	
One unit recently activated (F-86D).				). One u	mit con	nverted	to

F-89D. One other F-89D unit assigned. F-89D recorder plans just received.

32d Air Div	2173	3000	72.4	41	9	4.6
4707th	1580	1703	92.7	28	4	2.6
4711th	593	1297	45.7	13	2 moduc	ing record

Griffis, Niagara and Bangor having trouble p ers. No information on division help or request to this headquarters. Two F-89D units assigned recently. Plans just received for F-89D recorders.

### Live Rocket Firing

26th Air Div 4709th - No T-33 tow reel available. Snatching a 6x30 target by T-33 in same manner as tart target. Very little firing.

4710th - Has held 3 wing meets. Utilized B-26 tow and frangible target developed at New Castle. Has 3 tow reels available. Planning to build ram air driven tow reel.

30th Air Div

- 4706th No reels available. Picked up plans for ram air driven tow reel. Has held one rocketry meet.
  - 4708th Four electrical reels built or in process. Plan to build ram air driven tow reel. Has held three rocketry meets. Firing on dart and frangible target.
- 32d Air Div
  - 4707th Very little rocket firing. Tried utilizing C-119 for tow. Picked up plans for ram air driven tow reel. Will build one. 4711th - In process of having 1st rocketry meet utilizing B-26 tow.
    - No plans to build own tow reel.

35th Air Div - Utilized base at Charleston for recket firing. Has recently held division meet. Utilizes B-26 tow. Scope re-corder sorties info is as follows: Flown-645, Rqr-1275, % accom-50.6, Nr Recorders-30, Nr Units-3, Recorders/ unit-10.

### JANECZEK/630

4 Jan 55 UNCL

HQ EADF STEWART AFB NEWBURCH NY

# UNCLASSIFIED

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ROUTINE ROUTINE

COMDR 4706 AIR DEF WG O'HARE INTL APRT PARK RIDGE ILL COMDR 4707 AIR DEF WG OTIS AFB FALMOUTH MASS COMDR 4708 AIR DEF WG SELFRIDGE AFB MT CLEMENS MICH COMDR 4709 AIR DEF WG MCGUIRE AFB TRENTON NJ COMDR 4710 AIR DEF WG NEWCASTLE COUNTY APRT WILMINGTON DEL COMDR 4711 AIR DEF WG PRESQUE ISLE AFB PRESQUE ISLE MAINE

INFO:

IIII

COMDR 26 AIR DIV(DEF) ROSLYN AF STA ROSLYN NY COMDR 30 AIR DIV(DEF) WILLOW RUN AF STA BELLEVILLE MICH COMDR 32 AIR DIV(DEF) SYRACUSE AF STA SYRACUSE 6 NY

(UNCLASSIFIED) EA007-TW 252. This msg in 2 parts. Part 1. Ref para 2, ltr this hq, subj: Local Mfr of Scope Recorder Mount for F-86D and F-94C Acft, file EAMAC-ARM, 14 Aug 54. In view of total UE acft normally aval for tng, small stocks of lenses aval and possibility of attaching scope recorder on NADAR play-back eqp for accurate assessing, the total rgrs for construction of scope mounts is reduced to 50 rpt 50 percent of asgd acft. Part 2. Desire Condr 4706th Air Def Wg advise this hq desirability of constructing F-89D scope recorder mount utilized at Yuma. All plans for this recorder are aval this hq.

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Capt Taylor/bb EA00T-TW 4 Jan 55

1. The attac	hed corresponde	Date nce subject:	SCOPE	RECORDERS
1. 110 0000			is	forwarded.
a. Backgroun	d SEE AT	TACHED LETTER		
REQUEST RETURN FOR	R FILES. THIS D	IRECTORATE		
IS OF THE OPINION	THAT ONE RECORD	ER PER		
	FICIENT TO ACCON	PLISH REQUIRE	D TRAIN	ING.

. 30

BRIEF FOR CORRESPONDENCE

:

W.D. TAYLOR 796

NA

Modification of NADAR II (QOR) EAOOT

20 APR 1955

EAMDM EAOPR

1. I do not agree with paragraph 2, 1st Ind, for following

reasons:

a. "Range information at the instant of firing can be used to calculate the relative rocket run for any given intercept" cannot be done with any acceptable degree of accuracy since the reproducer cannot be stopped at any one instant for accurate measurement, and on utilizing the 30 mile scale for range information, the range blip will just about merge with the main bang. Also, range accuracy is limited by voltage input and component tolerances in the recorder and reproducer in addition to the intensity setting of the range trace. There could exist a possible error of 20% when considering the tolerance factors mentioned above. Therefore, angular miss cannot be calculated with the accuracy desired. We are trying to evaluate the techniques and state of training of our aircrews and directors through the use of scope recorders and NADAR. Miss distance recorders should be incorporated with the target systems as agreed on at the recent ADC weapons training conference at Yuma.

b. Initial positioning and subsequent corrections of azimuth by aircrews and directors is the basic prerequisite which governs a successful or unsuccessful lead collision course attack. It exemplifies the state of training of the team in their ability to identify a bad position, make the necessary correction and insure the conversion is adequate. If this information is protrayed on the recorder versus receiving this information from notes of the director and the aircrew, it would be more accurate, complete and permanent.

c. If both azimuth ant range information is provided in the ultimate NADAR, then there is no problem. It is requested positive information be received on this statement since our NADAR Technical Representative has not received this information from NAA. If positive, request this project be expedited.

2. Reference paragraph hc, it is a fine deal if Yuma can devise a technique or system to evaluate the aircrew/director proficiency utilizing present NADAR. If so, it is requested this be expedited since equipment is already in the field. However, in the interim it is recommended a simple modification as requested in paragraph 4c(2), basic letter, be incorporated so that we can start operating as soon as possible. In addition, the brush recorder mentioned in the basic letter should be injected as a possible permanent modification and evaluated if the Yuma system for assessment is not acceptable. Information available from our NADAR Technical

# Modification of NADAR II (QOR) (Contd)

Representative indicates that extracting horizontal and vertical deflection voltages of the attack display in the reproduces to a brush type recorder can be done feasibly and is being considered by NAA.

3. It is recommended that Headquarters ADC be reminded that the equipment is being received in the field and cannot be utilized effectively. We are forced to duplicate assessing equipments by using scope recorders while awaiting NADAR modifications.

### JANECZEK/630

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1 Encl n/c

HQ EADF STEWART APE NEMBURCH NY ROUTINE ROUTINE ROUTINE

COMDR 35TH ADIV (DEF) DOBBINS AFB HARIETTA GA

COMDR 26TH ADIV (DEF) ROSLYN AF STA ROSLYN NY COMDR 30TH ADIV (DEF) WILLOW RUN AF STA BELLEVILLE MECH COMDR 32D ADIV (DEF) SYRACUSE AF STA SYRACUSE 6 NY

(UNCLASSIFIED) EA007-05 16344 . In reply to verbal req of

Capt Bokrick, your ho, the folg policy on magnetic tape recorders

is fwdd FYIG:

a. Magnetic tape recorders will not be oprd until further

notice.

b. Instr for apr and maint of these recorders w/b fwdd

in near future.

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Captain Lewis/leh EA00T-0S 21039 Apr 1955 8207

# CONFIDENTIAL

#### MESSAGEFORM

#### 20 May 55

FM COMDE ADC ENT AFB COLO TO COFS HQ USAF WASH DC INFO COMDE EADF STEWART AFB NY COMDE WADE HAMILTON AFE CALIF

COMDR CADF GRANDVIEW AFB MO

4750TH AIR DEF WG (WPNS) YUMA CO APRT ARIZ /C O N F I D E N T I A L/ADOOT-C 3119. THIS MSG IN FOUR PARTS. PART I. URMSG AFDRQ-AD/F 30098. REF APGC MSG DCS/0-TR 50007C PART III AND PART IV. THIS HQ CONCURS THAT NADAR IN ITS PRESENT CONFIGURATION IS NOT A SUITABLE SUBSTITUTE FOR A PROPERLY FUNCTIONING SCOPE CAMERA AND PROPERLY EXPOSED AND DEVELOPED FILM. THE RELIABILITY OF RECORDING SCOPE DISPLAY ON TAPE POTENTIALLY FAR EXCEEDS THAT OF FILM HOWEVER. REF 4710TH AIR DEF WG ROCKETRY MEET DURING WEEK OF 7-11 MAR 55. APRX 5 PERCENT OF SCOPE RECORDING SORTIES PRODUCED ASSESSABLE FILM. WHILE THIS IS AN UNUSUALLY HIGH PERCENTAGE OF RECORDING FAILURES, IT IS INDICATIVE OF THE INHERENT UNRELIABILITY OF PHOTOGRAPHIC BOP. FOR THIS REASON THIS HQ BELIEVES NADAR MINUS ITS PRESENT DEFICIENCIES, SHOULD BE EXPLOITED. REF PART V OF CITED APGC MSG. CONCUR EXCEPT FOR PARA (2). MADAR IN PRESENT CONFIGURATION IS NOT SUITABLE FOR USE BY ADC FOR REASONS CITED IN PARA (1) AND (3) PART II AND FOR REASONS REPTED BY ADC REPS AT NADAR TESTS WHICH ARE: (A) INSTABILITY OF RECORDING (B) NECESSITY FOR DTL REALIGNMENT OF REPRO FOR EACH TAPE REPRODUCTION (C) RANGE INFO DURING ATTACK PHASE HIGHLY INACCURATE. DO NOT CONCUR THAT RECORDING OF CSTI WILL NOT BE ROR FOR THE REASONS CITED IN MSG THIS HQ ADOPR 1860 DTD 23 OCT 54, TO APGC INFO YOUR HQ. PART II. REF MSG THIS HQ ADOPR 1860 DTD 23 OCT 54, TO APGC INFO YOUR HQ. SUCCEEDING CORE; CONF 11 JUN 54, DIR OF BQR, HQ USAF ATTENDED BY REPS THIS HQ AND ATC. RECORDING OF ANTENNA AZIMUTH POSIT HAS BEEN A CON-SISTENTLY STATED ROR OF THIS COMD. PART III. REF PART VI APGC MSG

CITED. CONCUR WITH PARA (1) EXCEPT AS FOL: (A) STATE OF THE ART AND FORESEFABLE DEV PROGRESS PRECLUDE RECORDING VIDEO (SEARCH PHASE) ON TAPE, THUS SUBJ ROR CANNOT BE FULFILLED IN FORESERABLE FUTURE AND WILL DELAY DLVRY OF AN ACPT NADAR TO THIS COMD (B) "EIGHTBALL" MOD TO FCS TO DIFFERENTIATE BIWN FIRING AND PULL OUT SIG WILL FILL ROR FOR DATA ON FIRING SIG. (REF REPT OF PROJ ADC/YAB/FCS-7, FIRING AND COLLISION WRNING SIG, 4750TH AIR DEF WG (WPNS) OF 10 NOV 54 AND CLAS LTR THIS HQ, FILE: ADMAC-5A, SUEJ: REQ FOR CLASS IV MOD, OF 19 APR TO HQ (AMC)

CONFIDENTIAL

PAGE TWO

(C) THIS HQ DOES NOT PROPOSE TO ADAPT EXISTING TECHNIQUES OF FILM ASSESSMENT TO NADAR ASSESSMENT BUT IS PROGRESSING TOWARD SUCCESSFUL DEV OF A SIMPLE, ACCURATE SYS PECULIAR ONLY TO NADAR. PART IV. IN SUMMARY THE POSIT OF THIS HQ IS AS FOL: NADAR IS NOT CONSIDERED A FULLY SAT SUBSTITUTE FOR SCOPE CAMERA RECORDER AT THIS TIME FOR THE FUNCTION OF SCOPE RECORDING. THE BQR FOR A SAT NADAR IS FIRM HOWEVER FOR DEV OF MAX POTENTIAL INHERENT, IN ORDER TO PROV MEANS OF RECORDING AND EVAL INPUTS OF VOICE COMM, DATA LINK, CSTI, TRANSIENT ACCELERATIONS, FALCON MISSILE AUXILIARIES, AND WIDE VARIETY OF OTHER DATA WHICH CAN BE RECORDED ONLY ON MAGNETIC TAPE. THE BQR FOR RECORDING VIDEO FREQ ASSOC WITH SEARCH PHASE, TGT BLIP, CNAFF AND ECM, WHEN STATE OF THE ART FERMITS, IS REITERATED. REQ EXCEPTIONAL ACT TO CORRECT MAJ DEFICIENCIES OF NADAR CITED IN PART I ABOVE. TORC 210149Z MAY

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15 Jun 55 UNCIASSIFIED

HQ EADF STEWART AFB NEWBURGH NE

PRIORITY

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COMDR 26TH AIR DIV (DEF) ROSLYN AF STA ROSLYN NY COMDR 30TH AIR DIV (DEF) WILLOW RUN AF STA BEILEVILLE MICH COMDR 32D AIR DIV (DEF) SYRACUSE AF STA SYRACUSE 6, NY COMDR 35TH AIR DIV (DEF) DOBBINS AFE MARIETTA GA

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INFO:

(UNCLASSIFIED) EA007-TW 24765 . Personal from Nelson to Commanders. This message in three parts. Part 1. I would like to re-emphasize the importance of those pay off tng area which will enhance the over-all combat effectiveness of this cond. Reference is made to my ltr, 17 Nov S4, EA007-TW, Subj: (Unclassified) EAEF Airborne Wpns Tng Program, and ltr, 19 May 1955, EA007-TW, Subj:(Unclassified) Wpns Tng. I expect each condr to bend every effort as appropriate to obtain the wherewithal necessary to insure that local live rkt firing may be conducted by each interceptor unit on a continuous basis. Such tng is manditory to maintenance of individual and acft proficiency and to insurance of true combat ready status of our wpns. I desire condrs give their wholehearted support to this program to insure its early realization commandwide. It is recognized that at home firing is not a substitute for the

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# HQ EADF STEWART AFB NEWBURCH NY

# calibre of unit tng achieved at Tuma/Moody but I consider at home tng essential in order to maintain unit proficience at high level between intensified rktry tng pds at the **upns** employment cens. Part 2. As a result of telecon between Comdrs, ADC and Def forces, on 10 Jun 55 in discussing how to maximize the probability of ADC winning the <sup>1</sup>USAF 55 Rktry Neet with the least reduction in ADC unit rkt tng at rktry employment cens, there is a strong brobability that quotas w/b allocated at Yuma for def force shoot-offs. From info now aval, the Condr EADF air div (def) selected teams will deploy to Yuma between 15 Aug - 30 Aug 55. Aprx 2-3 days w/b allotted for air div (def) teams to practice before commencement of EADF shoot-off. Five to six days w/b allotted for EADF shoot-off pd. EADF winning team will remain at Tuma thru USAF meet for concentrated pre-USAF meet

PRIORITY

will remain at Yuma thru USAF meet for concentrated pre-USAF meet practice. This sked and the use of Yuma for meet to determine teams which will represent def forces at USAF meet be firmly supported by this hq. Upon receipt from Hq ADC of a firm sked you w/b immediately notified. It is desired EATF wg and div shoot-offs be conducted under

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HQ EADF STEWART AFB NEWBURCH NY

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PRIORITY

condition and IAW rules approximating as nearly as possible the 1955 USAF Rktry Meet Rules and conditions. Part 3. For purpose of Gen F. B. Smith's visit to your hq in the very near future, the contents of Part 1, with the exception that action proposed in paras 2b(2) and 2b (3), 17 Nov 54 ltr references above has been canceled, and Part 2 above are comd policy.

UNCLASSIFIED 3 3

Maj RAYMOND JANECZEK/jsc EAOOT-TW 151710 Jun 630

	SECRET						
		2 JUL 54					
ROM: (Originato	SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY	DATE-TIME GROUP	SECURITY CLASSIFICATION				
	HQ EADF STEWART AFB NEWBURGH NY	PRECEDENCE ACTION FOR: PRIORI	INFORMATION TY PRIORITY				
0:	COMDE 4706TH DEF WG O'HARE INTL APRT	BOOK MESSAGE					
	PARK RIDCE ILL COMDR 30TH ADIV (DEF) WILLOW RUN AF	MULTIPLE ADDRESS					
	STA BELLEVILLE MICH		O MESSAGE:				
		IDENTIFICATION	LEASSFICKTION				
INFO:	· · · · · ·						
	COMDR ADC ENT AFB COLO SPRINCS COLO COMDR 4750TH TNG WG YUMA CTY APRT YU COMDR 62D FTR INTCP SQ O'HARE INTL /	MA ARIZ APRT PARK RIDCE ILL					
	(SECRET) EACOT-TW C- 705 . Th:						
	Ref msgs this hq EAOOT-TW 18469 and						
	vised that TAC airlift supt will no						
	Ftr-Intop Sq to Yuma until 15 July 54. Desire 62d UE acft aircrews						
	be in place Yuma NLT 15 July 54 as Phase I tng at Yuma has been akedd						
	to commence 14 July 54. Ref part I						
	type acft w/b furndd by 30th Air Di						
	1bs cargo. Acft should be dispatch						
	13 July or NLT 16 July 54. Part II.						
	Sq in Exercise Check Point w/b at discretion of Comdr 4706th Def						
	Wg to permit meeting arrival date of						
	above. This mag may be downgraded t	to Unclassified upor	the termination				
	of Exercise Check Point.						
	SEC	CURITY CLASSIFICATION	PAGE OF PAGES				
DRAFTER'S NAME	E (and signature, when required)	SECRET LEASING OFFICER'S SIGNATURE	- <u>-</u>				
-		/	0.101				
SYMBOL	t/ CAPT W.D. TAYLOR TELEPHONE OF	FICIAL TITLE	8284				

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# MESSA GEFORM

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EAMDM

### Airlift Requirements 18 May 1955

1. At this time and for an indefinite period into the future, Tactical Air Command cannot support the Airlift requirements generated by EADF through interceptor squadron deployments to and from weapons training centers. It is therefore necessary we fulfill our airlift requirements with such cargo type aircraft as are assigned to the command.

2. In order that we might accomplish the task, it is necessary that our total airlift capability be "mobilized". This requires sound planning, quick organization, positive direction. The Operations Support Division of this directorate is working on this project on a crash basis.

3. The total task facing the command can be both reduced and simplified and in this regard I request your help. I feel that the amount of support equipment that has been transported between home bases and the weapons deployment centers and back is exorbitant but necessary due to the inability of Moody and Yuma to satisfy the requirements from their own resources. I recommend that we take action to provide Moody and Yuma the support equipment required either on a loan basis or outright as the situation demands. By so doing, I feel we will drastically reduce airlift requirements and will be able to meet weapons training schedules satisfactorily.

4. I have already discussed this informally with Major Bill Maitland and have assured him that Major Janeczek and Colonel Butrack of my directorate are available for such help as they may provide in working out the problem. I urgently request your support toward this end.

Info cys to: Ops Spt Div Ing Div EAODO OLDS 600

UNCLASSIFIED 11 May 55 ROUTINE PRIORITY

HQ EADF STEWART AFB NEWBURGH NY

COMDE ADC ENT AFB COLO SPRINGS COLO

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COMDE 26TH ADIV (DEF) ROSLYN AF STA ROSLYN NY COMDR 30TH ADIV (DEF) WILLOW RUN AF STA BELLEVILLE MICH COMDE 32D ADIV (DEF) SYRACUSE AF STA STRACUSE 6 MT COMDE 35TH ADIV (DEF) DOBBINS AFB MARIETTA GA

(UNCLASSIFIED) EACOT-SM 19766 . This msg in 4 parts. Part I: Review of the weapons tng deployment sked for ftr units deploying to and returning fr rockstry tng at Moody AFB Ga and Yuma, Ariz reveals that this hq will not, repeat will not, be able to supp A/L of all units to these bases due to the short time interval between skedd dates and the fact that the acft will necessarily be conducting the N/L on a shuttle basis because of the number of acft aval. The sked movements during May, June and Jul for which this hq will tentatively be able to supply A/L supp are:

23 May - 318th Ftr Intep Sq from Presque Isle, Me to Moody AFB, Ga. 23 May - 27th Ftr intep Sq from Moody AFE to Griffiss AFE, NY 3 Jun - 42d Ftr Intep Sq from Yuma, Aris to O'Hare AFB, Ill. 25 Jun - 97th Ftr Intep Sq from Wright Patterson AFB to Yuma, Ariz. 1 3

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# HQ EADF STEWART AFB NEWBURCH NY

### UNCLASSIFIED PRIORITY ROUTINE

25 Jun - 318th Ftr Intop Sq from Moody AFB to Presque Isle AFB, Me. 7 Jul - 469th Ftr Intep Sq from Yuma, Ariz to McChee-Tyson Aprt, Tenn. 28 Jul - 47th Ftr Intep Sq from Yuma, Ariz to Niagara Falls, NY. The sked movements during May, Jun and Jul for which this hq will not repeat will not be able to supply A/L supp are: 19 May - 460th Ftr Intep So from Yuma, Ariz to MoGhee-Tyson Aprt, Tenn. 26 May - 75th Ftr Intop Sq from Suffolk Co AFB, Ny to Yuma, Ariz. 8 Jun - 469th Ftr Intep Sq from McGhee-Tyson Aprt, Tenn to Yuma, Ariz. 23 Jun - 75th Ftr Intep Sq from Yuma, Ariz to Suffolk Co AFB, NY 30 Jun - 47th Ftr Intep Sq from Niagara Falls, NY to Yuma, Ariz. 14 Jul 0 97th Ftr Intep Sq from Yuma, Ariz to Wright Patterson AFB, Ohio. Part II: Req supply of A/L supp for 75th Ftr Intep Sq fr Suffolk Co AFB, NY to Yuma Co Aprt, Ariz. The folg info is submitted: a. 75th Ftr Intep Sq. B. Reg A/L be sked so that equip arr Yuma Co Aprt on 26 May 1955 and pers on 27 May 55. c. Total wt 37,500 lbs. Largest item C-22 power unit, wt 2200 lbs, 4'x5'x4'. d. 178 paxs and 178 parachutes required. e. Contact for on-loading at Suffolk Co AFB

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### HQ EADF STEWART APB NEWBURGH NY

# UNCLASSIFIED

PRIORITY ROUTINE

is T.V. Ruechler, tel ext 423. Contact for off-loading at Yuma is 1st Lt F.E. Reams, Base Oprs. Part III: Rec supply of A/L supp for h60th Ftr Intop Sq fr Yuma, Ariz to McGhee-Tyson Aprt, Tenn. The folg info is submitted: a. 460th Ftr Intep Sq. b. Req supply A/L supp of 260th Ftr Intep So he sked so that pers dep Yuma on 19 May 55 and equip on 20 May 55. c. Total wt 60,000 lbs, 4,682 cu ft. Largest single item 3000 lbs, 8'x4'x5'. d. 150 paxs and 150 parachutes required. e. On-loading contact at Yuna is Capt Weinard, 460th Ftr Intep Sq, Base Oprs. Off-loading contact at McChee-Tyson is Lt Moore, ext 28h. Part IV: Reg supply of A/L for 269th Ftr Intop Sq fr McChee-Tyson Aprt, Tenn to Yuma Co Aprt, Ariz. The folg info is submitted; a. 469th Ftr Intep Sq. b. Rec A/L be sked so that equip arr Yuma 8 Jun 55 and pers on 9 Jun 55. c. Total wt 58,004 lbs. Largest item 5090 lbs, 275 cu ft, 9.5'x5'x6'. d. 171 paxs and 171 parachutes required. 3. Contact at McChee-Tyson for on-loading is Capt Albert L. Brooks, ext 203. Off-loading contact at Yuma, Maj Robert D. McKee, Base Oprs.

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Capt Demers/bas EA00T-SM 101685 May 55 680

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COMDR 4708TH AIR DEP WG SELFRIDGE AFB MT CLEMENS MICH COMDR 4709TH AIR DEF WG MCGUIRE AFB THENTON NJ COMDR 4710TH AIR DEF WG NEWCASTLE COUNTY APRT WILMINGTON DEL COMDR 4711TH AIR DEF WG PRESQUE ISLE AFB PRESQUE ISLE ME COMDE SOOTH AIR DEF GP GREATER PITTSBURGH APRT CORAOPOLIS PA COMDR SOIST AIR DEF GP O'HARE INTNL APRT PARK RIDGE ILL COMDE 502D AIR DEF GP YOUNGSTOWN MUNI APRT YOUNGSTOWN OHIO COMDR 516TH AIR DEF GP MCGHEE TYSON APRT KNOXVILLE TENN COMDR 517TH AIR DEF GP ETHAN ALLEN AFB WINOOSKI VT COMDR 518TH AIR DEF GP NIAGARA FALLS MUNI APRT NIAGARA FALLS NI COMDR 519TH AIR DEF GP SUFFOLK COUNTY AFB WESTHAMPTON BEACH, LI NY COMDR 520TH AIR DEF GP TRUAX FID MADISON WISC COMUR 525TH AIR DEF GM NEW CASTLE COUNTY APRT WILMINGTON DEL COMDR 527TH AIR DEF GP WURTSMITH AFB OSCODA MICH COMDR 526TH AIR DEF GP PRESQUE ISLE AFB PRESQUE ISLE ME COMDR 534TH AIR DEF GP KINROSS AFB KINROSS MICH COMDR 564TH AIR DEF OP OTIS AFB FALMOUTH MASS COMDR 575TH AIR DEF OP SELFRIDGE AFB MT CLEMENS MICH COMDR 4700TH AIR DEF GP STEWART AFB NEWBURGH NY (COURIER) COMDR LLATH FTR INTCP SQ CHARLESTON AFB SO CAROLINA COMDR 416TH FTR INTCP SQ YUMA CO APRT YUMA ARIZ COMDR 318TH FTR INTOP SQ PRESQUE ISLE AFB PRESQUE ISLE ME COMDR 27TH FTR INTCP SQ MOODY AFB GEORGIA COMDR 75TH FTR INTOP SO SUFFOLK CO AFB WESTHAMPTON BEACH LI NI COMDR 42D FTH INTOP SQ YUMA CO APRT YUMA ARIZ

COMDE 4706TH AIR DEF WG O'HARE INTNL APRT PARK RIDGE ILL

COMDE 4707TH AIR DEF WG OTIS AFB FALMOUTH MASS

INFO:

IIII

COMDR 26TH AIR DIV (DEF) ROSLYN AF STA ROSLYN NY COMDR 30TH ADIV (DEF) WILLOW RUN AF STA BELLEVILLE MICH COMDR 32D ADIV (DEF) SYRACUSE AF STA SYRACUSE 6 NY COMDR 35TH ADIV (DEF) DOBBINS AFB MARIETTA GA

HQ EADF STEWART AFB NEWBURGH NY

### PRIORITY

20 May 55

PRIORITY

UNCLASSIFIED

HQ EADF STEWART AFB NEWBURGH NY

UNCLASSIFIED

PRIORITY

PRIORITY

INFO: (Cont'd)

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COMDR 469TH FTR INTOP SQ MCCHEE TYSON APRT KNOXVILLE TENN COMDR 97TH FTR INTOP SQ WRIGHT PATTERSON AFB OHIO COMDR 47TH FTR INTOP SQ NIAGARA FALLS MUNI APRT N.Y.

(UNCLASSIFIED)EAOOT-SS\_30816This is EADF OPORD 21-55.TASK FORCE:COMMANDER:26th ADiv (Def)B/Gen James W. McCauley30th ADiv (Def)B/Gen Edwin L. Tucker32nd ADiv (Def)Col Robert S. Israel, Jr.35th ADiv (Def)B/Gen John B. Cary

1. Gen Sit: During period 1 May 55 to 1 Aug 55 TAC w/b unable to furnish A/L supp for ADC units moving to and fr wpns tng at Yuma Co

Aprt, Ariz and Moody AFB, Ga.

2. Msn: This comd will effect movement of EADF units deploying to and fr wpns tng during period indicated in the above gen sit utilizing equip under the comd jurisdiction.

3. Tasks for Subor Units:

a. Comdrs, 26th ADiv, 30th ADiv, 32nd ADiv and 35th ADiv will:

- (1) Insure max number of cargo type acft are kept in commission at all times.
- (2) Provide C-47 and C-119 acft in supp of this man as directed by this hq.

# HQ EADF STEWART AFB NEWBURGH NY

## UNCLASSIFIED

### PRIORITY PRIORITY

- (3) Transmit to this hq C-47 and C-119 acft status reports when requested.
- (4) Be prepared to provide such other non-tactical acft as may be required to accomplish this msn.
- x. Gen:
  - Code name for this man w/b "All Out". Specific airlift
     mans w/b listed as "All Out 1", "All Out 2", etc.
  - (2) C-47 and C-119 acft reports w/b transmitted by tactical tp to this hq, Ext 29 when requested. Reports will contain the folg info:
    - (a) C-L7 and C-ll9 acft assigned or attached to div units which are in commission, to include hrs remaining prior to next inspection.
    - (b) Estimated date all other assigned C-h7 and C-ll9 acft w/b in commission.
    - (c) Number of air crews aval.

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PRIORITY PRIORITY

- (3) Maintenance pers at all echelons must be impressed with the urgency of this man and must take such action as is nec, including early performance of periodic inspections, to insure its accomplishment.
- (4) Acft crews must be impressed with urgency of this man and be prepared to fly as nec to insure its accomplishment. At discretion of condre, additional crews may be carried as nec.
- (5) This hq w/b notified immed of any C-h7 or C-119 acft flown in supp of this msn; info will include cargo and/or pax A/Id.
- (6) This man will require aprx 930 hrs C-119 time and 1010 hrs C-47 time. Comdrs will curtail other fly as nec to fulfill route of this man.

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HO EADF STEWART AFB NEWBURGH NY

UNCLASSIFIED PRIORITY PRIORITY

(7) C-119 acft will normally be loaded with cargo and will carry 15,000 lbs when necessary to preclude shuttle flts. C-47 acft will normally be loaded with pax and will carry 27 pax when nec to preclude shuttle flts.
 Logistion and administration: formal

Comm and Cond: Normal.

UNCLASSIFIED 5 5

Capt H.T. Annis EAOOT-SS 20 May 55 584

26 Jan 55 UNCLASSIFIED

ROUTINE

226

HQ EADF STEWART AFB NEWBURCH NY

COMDR 26TH AIR DIV (DEF) ROSLYN AF STA ROSLYN NY COMDR 30TH AIR DIV (DEF) WILLOW RUN AF STA BELLEVELLE MICH COMDR 32D AIR DIV (DEF) SYRACUSE AF STA SYRACUSE 6 NY

XXXXX

INFO:

(UNCLASSIFIED) EACOT-TW 3243 . Folg msg from ADC quoted FYI and compliance. "ADOOT-C -2959. Msg from USAF dtd 16 Nov 54 is quoted FYI. Quote AFR 37-16, 12 Oct 54, estbd a guide for acquisition of new areas forhgrs. If the area selected for new ranges cannot meet the guides estbd, a req for waiver w/b submitted to this hq with complete justification therefore; along with the req for acquisition under the provs of 87-1. A waiver is not rord for ranges curr being used within safe operating lmts. Any change in wons utilization which will raise question of safety factors will rqr submission of req for deviation IAW provs of AFR 87-16, 12 Oct 54. End Quote. AFR 87-16 estbs an area 50 x 75 miles for an air-to-air rocketry range. Def force coms and com 4750th Air Def Wg (Wpns) w/b resp for ascertaining that rocketry firing within their respective

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# HQ EADF STEWART AFB NEWBURGH NY

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ROUTINE

comds is being conducted on ranges that meet the above specs or that the firing is being accompd without compromising safety criteria listed below. Rkt impact area must be within the lmts of the range in use (OP 1998 w/b consulted for rkt ballistics); whenever the fire con sys is fully armed, the interceptor w/b in such a position that the rockets, if fired, would fall within the boundaries of the range in use." Rocket impact area as published by NOTS in OP 1998 was contained in Airborne Electronics Bulletin Nr 11. 35 cys sent each Air div (def) on 3 Dec 54. Compliance with our unclassified EA00T-TW 25411, 6 Aug 54, w/b rard before live firing.

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MAJ RAYMOND JANDCZEK/jss 630 EAOOT-TW

MESSA GEFORM

20 JAN 1955

FM HQ 32D AD D SYRACUSE AFS SYRACUSE 6 NY

TO EADF STEWART AFE NEWBURCH NY

/UNCLASSIFIED/ACFOOT-FO 01067. REQ HAS BEEN RECEIVED FROM THE 4711TH ADW FOR AUTHORITY TO CONDUCT AIR-TO-AIR EDCKETRY ON THE CRIEHAVEN-MACHIAS-SEAL ISLAND GUNNERY RANGE (W-102). OUTSIDE DIMENSIONS OF RANGE WRE 46 MILES BY 95 MILES. USE OF RANGE W/B COORDINATED WITH THE COMDR, DOW AFE.

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227 .

A Mar 55 UNCLASSIFIED HQ EADF STEWART AFB NEWBURGH NY ROUTINE ROUTINE

COMDR FIRST AF MITCHELL AFB NY

COMDE 32D AIR DIV (DEF) STRACUSE AF STA SYRACUSE 6 NY

(UNCLASSIFIED) EA007-SF <u>8105</u>. Req permission for the 27th Ftr-Intop Sq, this comd, to utilize the Oswego, N. Y., gnr range, D-70, for pd 7 Mar to 18 Mar 55. Range w/b utilized for air-toground rkt firing to ck armt systems. Req reply dir to 27th Ftr-Intop Sq, info copy to this hq, Hq 32d Air Div (Def) and 4711th Air Def Wg.

### UNCLASSIFIED

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Capt A. P. Wildern/pec EA00T-SF 2 Mar 55 624

# MESSAGEFORM

# 3 Mar 1955

FM HQ AF 1 MITCHEL AFB NY TO COMDR 27TH FTR INTCP SQ GRIFFISS AFB NY

3

1AF OT 3-022. REFERENCE NSG FROM HQ EADF, EAOOT-SF-8105, 2 MAR 55, PERMISSION CANNOT BE GRANTED FOR USE OF OSWEGO GUNNERY RANGE, D-70. THE OSWEGO GUNNERY RANGE IS FOR AIR-TO-AIR ONLY. 03/2150Z MAR JEPON

### MESSAGEFORM

# Informal Visit to the 4707th Air Def Wg

#### EAODO

### EAOOT

## 29 MAR 1955

1. The undersigned made an informal staff visit to the 4707th Air Defense Wing on 24 March 1955 to discuss local rocketry firing. Following personnel were contacted:

Colonel C. D. Albright Major R. Clark

Captain R. J. Garcia

2. The 1707th Wing has made an informal agreement with the Commander, Brunswick NAS, Me, for the use of Warning Area W-102 during the last 15 days of each month for local rocketry firing. A formalized agreement is being drafted.

3. A new variation of the Dart pick-up towing system is being explored by Otis. A hook type pick-up device is being installed on a T-33 jato rack. This device will be used to snatch a 6x30 radar reflective target manufactured by the MCA Sign Company, Massillon, Ohio. The tow cable to be used consists of 2000' 1/2" steel cable connected to 2000' of nylon cable. This system has been successfully employed by ATRC units at Moody. Indicated tow airspeeds in the region of 180-190 knots at 20,000 feet can be expected. 96-97% RPM is required to maintain this speed. Ten targets have been ordered at a total cost of \$950.00 (\$95.00 each) and tests will commence when targets are received.

4. An ever increasing problem exists at Otis AFB which is causing quite a bit of commotion and undoubtedly will precipate some hard feelings between the 4707th Air Defense Wing and the 552st AEW&C Wing until resolved. The problem is basically one of support. As an example, the 552st moved into Otie sams parachutes and immediately demanded that the 564th Air Defense Group provide a large number of chutes, which weren't available and if taken from the fighter units would have a degrading effect on the intercept mission. Also, the 551st has taken over the base maintenance hanger for RC-121 use which precludes hanger space for F-94C repair. These two items are only a small part of the whole problem. Colonel Albright has asked that mission priorities of the two wings be clarified so that proper support can be rendered.

5. A copy of this DF is being sent to EAMDM.

TAYLOR /630

OLDS/600

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

#### EAOOT-TW

27 April 1955

SUBJECT: Requirements for Weapons Ranges

TO:

Commander 26th Air Division (Defense) Roslyn Air Force Station Roslyn, New York

1. Recent developments in the long standing requirement to provide each Air Defense Command interceptor squadron with a lightweight target system for local air-to-air firing has resulted in co-ordinated high level interest aimed toward expediting by extradordinary means the timely procurement of this system.

2. In view of the above action and the increased emphasis being placed on local firing by field commanders it becomes mandatory that immediate attention be given the establishment of requirements for weapons ranges within each air division (defense).

3. It is desired that you determine range requirements for assigned interceptor units which will satisfy anticipated day-to-day rocketry firing activities. Initially a review should be made of those ranges which are controlled by assigned units or for which joint use agreements exist. If it is evident that additional range space is required a review should be made of suitable ranges in your area controlled by other agencies for which joint use agreements do not exist.

4. The following factors are suggested for inclusion in consideration of range requirements.

a. Ranges selected for use should be a minimum size of 20 x 40 miles. (Reference message this heafquarters EAOOT-TW 3243, 26 January 1955, quoting Air Defense Command message ADOOT-C 02959, 18 January 1955, and references contained therein.)

b. Each air defense wing or its equivalent should have a minimum of one range available for use. In this respect consideration can be given to limited deployments between bases of a wing to satisfy unit firing needs.

[Identical ltrs gent to Comdrs, 30th, 32d, and 35th ADivg/

EACOT-TW Subject: Requirements for Weapons Ranges (Contd)

c. Ranges selected should be within effective control distance of a prime aircraft control and warning squadron and within a reasonable proximity to the interceptor staging base(s) to be used.

d. Logistical support capabilities at the various staging bases should be considered.

5. In compiling your requirements it is desired that each range be treated separately listing the following data.

a. Range designation.

b. Size in nautical miles.

c. Controlling agency and whether or not joint use agreements

exist.

d. Designation of interceptor units that will utilize the range.

e. Prime aircraft control and warning squadron to be used for control.

f. Staging base(s).

g. Maximum firing altitudes.

h. Anticipated monthly range utilization.

6. Requirements should be forwarded to reach this headquarters not later than 1 June 1955. For your guidance it is a firm policy that the provision of ranges for RADF organizations is a prime responsibility of this and the air division (defense) headquarters.

MESSAGEFORM

ADOOT-C 0964. REF 4707 AIR DEF WG MSG DWMAR 4/482 DTD 4 MAR INFO YOUR HQ, DESIRE YOUR RECM ON USE OF C-119 ACFT FOR TOWING TARGETS. CAN ACFT BE SPARED FROM PRIN MSN. 09/22492 MAR JEDEN

FM COMDR ADC ENT AFB COLO

TO COMDE EADE STENART APB NEWBURCH NY

28

9 Mar 1955

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30 Mar 55 UNCLASSIFIED

ROUTINE

HQ EADF STEWART AFB NEWBURGH NY

COMDR 26TH ADIV (DEF) ROSLYN AF STA ROSLYN NY COMDR 30TH ADIV (DEF) WILLOW RUN AF STA BELLEVILLE MICH COMDR 32D ADIV (DEF) SYRACUSE AF STA SYRACUSE 6 NY

Capt Annis/bas

EA00T-SS 301040 Mar 55 584

III

(UNCLASSIFIED) EAOOT-SS 12619 . Ref msg this hq EAOOT-SS 12113, 28 Mar 55 pertaining to crew qualifications for C-119 acft. So much of ref msg as pertains to MTD routes for all plts, co-plts and flt mechs has been waived by Hq ADC for period of 120 days.

INFO:

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HQ EADF STEWART AFB NEWBURGH NY

5 Apr 55

ROUTINE

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COMDR 32D ADIV (DEF) SYRACUSE AF STA SYRACUSE 6 NY

(UNCLASSIFIED) EACOT-S\_13832. Ref 1st Ind your hq, OPR, undated to ltr, this hq, EACOT-S, Subj: Assignment of C-119 Acft, 17 Mar 55. Hangers, additional ramp space and fule storage specifically for C-119s at Otis AFB and Ethan Allen AFB not included in FY 57 military construction program. If items can be included in FY 58 military construction program, estimate funds will not be received before Aug 58 and construction started before Sep 58. Req reply as soon as possible stating whether this will change your plan for assignment of C=119 acft and if so, in what manner.

UNCLASSIFIED

Lt Col Dutrack/bas EA00T-S 051000 Apr 55 584

#### 7 Feb 1955

#### FM COMDR ADC ENT AFB COLO TO COMDR EADF STEWART AFB NY

ADOOT-B2 05451. MILTR, SUBJ: ASG OF T-33S, 26 APR 54. IN VIEW OF HIGHER UTILIZATION CODE CS T-33S THAN CP THE PICY CNTN IN PARA 3 ABOVE REF LTR IS RESC. NEW SUBJ. T-33 ACFT ARE ROR BY THE 4756TH AIR DEF SQ (MOODY) IN THE WPNS TNG PROGRAM. THESE ACFT ARE NOT AVAL OUTSIDE ADC RESOURCES. TO PRECLUDE PERM WITHDRAWAL OF THE SE ACFT FROM THE DEF FORCE INV IT IS DESIRED THAT EACH SQ SKED FOR WPN TNG PROV THREE T-33S IN PEAK COND FOR FULL UTILIZATION AS TGT ACFT IN PHASE I OR II TNG WHILE AT MOODY. DEF FORCES WILL ASSURE THE AVAL OF THREE T-33S TO THE SQ SUP IN ADV OF TDY SO THAT NEC MAINT AND INSP CAN BE ACCOMP. 07/2021Z FEB JEDEN

DUTING		JOINT MES	SAGEFORM		23	86
		-				
		TIONS	FRONLY		SECURITY CLASSIFICATION	
ROM: (Originator)	SPACE ABOVE FOR	COMMUNICATIONS CENT	DATE-TIME GROUP		UNCLASSIFIED	
	HQ EADF STI	WART AFB NEWBURGH	NY PRECEDENCE A	ROUTIN		
TO:	CONDE 96 TH	ADIV (DEF) ROSLYN		AGE	ORIGINAL MESS	AGE
	CTA ROST Y	ADIV (DEF) WILLOW	MULTIPLEA			NO
	AF STA BE COMDR 32D	LLEVILLE MICH A DIV (DEF) SYRACUS		REFERS TO	MESSAGE: CLASSIFICATION	
INCRX	STA SYRAC	USE 6 NI	L			
	(UNCLASSIF	TED) EAOOT-SS_5	772 . This msg	in 2 Part	s. Part I:	The
	folg msg f	r Hq ADC is quote	d in part FYI and	i nec acti	ion: "T-33 a	cft
	are ror by	the 4756th Air D	ef Sq (Moody) in	the wpns	tng program.	. The
	acft are	not aval outside A	DC resources. To	preclude	e perm withd	rawal
	of these	acit from the Def f	Corce inv it is d	esired th	at each sq s	ked f
	wpn tng p	rov three T-33s is	n peak cond for f	ull utili	zation as tg	t acf
	in phase	I and II tng while	e at Moody." Air	division	s will assur	e thr
	T-33s are	aval to all sq s	ked for TDY at Mo	ody AFB s	mfficiently	in ad
	vance of	this TDY so that	nec maintenance a	nd inspec	tions can be	acco
	plished.	Part II: Ref 1t	r this hq, EA00T.	SS, Subj	Assignmen	t of
		, 14 Jun 54. Due				
	in asgmt	Code "DP" policy	outlined in par	3 ref ltr	is rescinde	d.
			SECURITY CLASSIFICATION UNCLASSIFICATION RELEASING OFFICER'S SIG	D	PAGE 1 OF 1	PAGES
	d signature, when requir	ed)	RELEASING OFFICER'S SIG	IN TORE		
DRAFTER'S NAME (an						
DRAFTER'S NAME (an	Capt Ann	TELEPHONE	OFFICIAL TITLE			

ROUTING	JOINT MESSAG	EFORM	NICATIONS CENTER NO. 237
FROM: (Originator)	SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY HQ EADF STEWART AFB NEWBURGH NY	15 Feb: 55	SECURITY CLASSIFICATION UNCLASSIFIED INFORMATION
TO:		BOOK MESSAGE	ORIGINAL MESSAGE
	COMUR 26TH ADIV (DEF) ROSLYN AF STA ROSLYN NY	MULTIFLE ADDRESS	
	COMDR 30TH ADIV (DEF) WILLOW RUN	REFE	RS TO MESSAGE:
WEX	AF STA BELLEVILLE MICH COMDR 32D ADIV (DEF) SYRACUSE AF STA SYRACUSE 6 NY	IDENTIFICATION	CLASSIFICATION

(UNCLASSIFIED) EA00T-SS <u>6405</u>. Cfmg fonecon Capt Adams, 26th ADiv, Maj Severn, 30th ADiv, Maj Cummings, 32d ADiv and Capt Annis, this hq. The folg msg fr Hq ADC is quoted FYI: "ADOOT-B2 06330. Hq USAF has dir immed trf of 28 T-33s in Opr Supp Code (C3) to ATRC. Reclamation by this hq w/b based on nr of jet-qual CRT plt asg and/or atch. Desire you prov this hq NLT 16 Feb 55 the jet-qual ORT plts asg your comd. Req your future rept of Flts, RCS-AF-F32 incl in remarks the above req info." Desire this hq be informed NLT 15 Feb 55 the number of jet-qual plts asg or atch for fly to all units of your comd other than ftr-intep sq. This info w/b incl in the remarks section of AF Form 1264 on all future AF-F32 reports. EADFR 36-2 w/b revised accordingly.

			SECURITY CLASSIFICATION UNCLASSIFIED	PAGE	1 <sup>OF</sup> 1	PAGES
AFTER'S NAME (as	ed signature, when required)		RELEASING OFFICER'S SIGNATURE			
YMBOL	Capt Annis/ba	TELEPHONE	OFFICIAL TITLE			

UTING	JOINT MESSAG	EFORM	TIONS CENTER NO. 238
	SECRE		
	SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY	Parameter containing a sure of an entropy of the	SECURITY CLASSIFICATION
ROM: (Originat	ror)	DATE-TIME GROUP	SECRET
	HQ EADF STEWART AFB NEWBURGH NY	PRECEDENCE ACTION FOR: ROUTIN	INFORMATION
0:	COMDR ADC ENT AFB COLO SPRINGS COLO	BOOK MESSAGE	ORIGINAL MESSAGE
		MULTIPLE ADDRESS	CRYPTOPRECAUTION
			TO MESSAGE:
		ADOOT-B2 1680	SECRET
	This msg in 2 parts. Part 1. Recm subj T-33 acft: a. Eight ea to Pr	resque Isle, Otis,	Ethan Allen, Niagara
	subj T-33 acft: a. Eight ea to Pr Falls Muni Apt. b. Four ea to Sel Youngstown, Greater Pittsburgh, O'H Willow Run Apt; d. For ANG, 2 ea Mansfield, Ohip; Stout Fld, Indiana	resque Isle, Otis, lfridge, Wurtsmith, Hare, Truax, Kinros to Lockbourne AFB; apolis, Ind; Baer F	Ethan Allen, Niagara Wright-Patterson, s, c. Two ea to Muni Aprt, Nd, Ft Wayne, Ind;
	subj T-33 acft: a. Eight ea to Pr Falls Muni Apt. b. Four ea to Sel Youngstown, Greater Pittsburgh, O'H Willow Run Apt; d. For ANG, 2 ea Mansfield, Ohip; Stout Fld, Indiana Gen Mitchell Fld, Milwaukee, Wisc; Standiford Fld, Ky; Kanawha County	resque Isle, Otis, Ifridge, Wurtsmith, Hare, Truax, Kinros to Lockbourne AFB; apolis, Ind; Baer F Truax Fld, Madison Apt, Charleston, W	Ethan Allen, Niagara Wright-Patterson, ms, c. Two ea to Muni Aprt, Muni Aprt, Mu, Ft Wayne, Ind; Musc; Gtr Pitt AF Wisc; Ctr Pitt AF Wisc; O'Hare AFB;
	subj T-33 acft: a. Eight ea to Pr Falls Muni Apt. b. Four ea to Sel Youngstown, Greater Pittsburgh, OM Willow Run Apt; d. For ANG, 2 ea Mansfield, Ohip; Stout Fld, Indiana Gen Mitchell Fld, Milwaukee, Wisc; Standiford Fld, Ky; Kanawha County Detroit Wayne Major Apt; Kellogg F.	resque Isle, Otis, i Ifridge, Wurtsmith, Hare, Truax, Kinros to Lockbourne AFB; apolis, Ind; Baer F Truax Fld, Madison Apt, Charleston, W ld, Battle Creek, M	Ethan Allen, Niagara Wright-Patterson, ms. c. Two ea to Muni Aprt, Pld, Ft Wayne, Ind; Misc; Gtr Pitt AF M. Va; O'Hare AFB; Mich. These acft w/
	subj T-33 acft: a. Eight ea to Pr Falls Muni Apt. b. Four ea to Sel Youngstown, Greater Pittsburgh, OM Willow Run Apt; d. For ANG, 2 ea Mansfield, Ohip; Stout Fld, Indiana Gen Mitchell Fld, Milwaukee, Wisc; Standiford Fld, Ky; Kanawha County Detroit Wayne Major Apt; Kellogg Fl utilized for trailer, wea recon an	resque Isle, Otis, i Ifridge, Wurtsmith, Hare, Truax, Kinros to Lockbourne AFB; apolis, Ind; Baer F Truax Fld, Madison Apt, Charleston, W ld, Battle Creek, M d courier. Part 2.	Ethan Allen, Niagara Wright-Patterson, ms. c. Two ea to Muni Aprt, Pld, Ft Wayne, Ind; Misc; Gtr Pitt AF M. Va; O'Hare AFB; Mich. These acft w/ . This hq presently
	subj T-33 acft: a. Eight ea to Pr Falls Muni Apt. b. Four ea to Sel Youngstown, Greater Pittsburgh, OM Willow Run Apt; d. For ANG, 2 ea Mansfield, Ohip; Stout Fld, Indiana Gen Mitchell Fld, Milwaukee, Wisc; Standiford Fld, Ky; Kanawha County Detroit Wayne Major Apt; Kellogg F.	resque Isle, Otis, i Ifridge, Wurtsmith, Hare, Truax, Kinros to Lockbourne AFB; apolis, Ind; Baer F Truax Fld, Madison Apt, Charleston, W ld, Battle Creek, M d courier. Part 2.	Ethan Allen, Niagara Wright-Patterson, ms. c. Two ea to Muni Aprt, Pld, Ft Wayne, Ind; Misc; Gtr Pitt AF M. Va; O'Hare AFB; Mich. These acft w/ . This hq presently
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	subj T-33 acft: a. Eight ea to Pr Falls Muni Apt. b. Four ea to Sel Youngstown, Greater Pittsburgh, OM Willow Run Apt; d. For ANG, 2 ea Mansfield, Ohip; Stout Fld, Indiana Gen Mitchell Fld, Milwaukee, Wisc; Standiford Fld, Ky; Kanawha County Detroit Wayne Major Apt; Kellogg Fl utilized for trailer, wea recon an preparing recms rltv to increasing	resque Isle, Otis, Ifridge, Wurtsmith, Hare, Truax, Kinros to Lockbourne AFB; apolis, Ind; Baer F Truax Fld, Madison Apt, Charleston, W Id, Battle Creek, M d courier. Part 2. the embt potential is of employment and	Ethan Allen, Niagara Wright-Patterson, s. c. Two ea to Muni Aprt, Dd, Ft Wayne, Ind; , Wisc; Gtr Pitt AF , Wisc; Gtr Pitt AF , Va; O'Hare AFB; fich. These acft w/ . This hq presently t of T-33 acft. d tactical improvement
	subj T-33 acft: a. Eight ea to Pr Falls Muni Apt. b. Four ea to Sel Youngstown, Greater Pittsburgh, OM Willow Run Apt; d. For ANG, 2 ea Mansfield, Ohip; Stout Fld, Indiana Gen Mitchell Fld, Milwaukee, Wisc; Standiford Fld, Ky; Kanawha County Detroit Wayne Major Apt; Kellogg Fl utilized for trailer, wea recon and preparing recms rltv to increasing Recms w/b based on possible method kits described in pamphlet titled pubd Apr 54.	resque Isle, Otis, Ifridge, Wurtsmith, Hare, Truax, Kinros to Lockbourne AFB; apolis, Ind; Baer F Truax Fld, Madison Apt, Charleston, W ld, Battle Creek, M d courier. Part 2. the cmbt potential is of employment and "Lockheed Model 580 DRITY CLASSIFICATION SECRET	Ethan Allen, Niagara Wright-Patterson, s. c. Two ea to Muni Aprt, Dd, Ft Wayne, Ind; , Wisc; Gtr Pitt AF , Wisc; Gtr Pitt AF , Va; O'Hare AFB; fich. These acft w/ . This hq presently t of T-33 acft. d tactical improvement
DRAFTER'S NAM	subj T-33 acft: a. Eight ea to Pr Falls Muni Apt. b. Four ea to Sel Youngstown, Greater Pittsburgh, OW Willow Run Apt; d. For ANG, 2 ea Mansfield, Ohip; Stout Fld, Indiana Gen Mitchell Fld, Milwaukee, Wisc; Standiford Fld, Ky; Kanawha County Detroit Wayne Major Apt; Kellogg F. utilized for trailer, wea recon an preparing recms rltv to increasing Recms w/b based on possible method kits described in pamphlet titled pubd Apr 54. SECR	resque Isle, Otis, Ifridge, Wurtsmith, Hare, Truax, Kinros to Lockbourne AFB; apolis, Ind; Baer F Truax Fld, Madison Apt, Charleston, W Id, Battle Creek, M d courier. Part 2. the embt potential is of employment and "Lockheed Model 580 DRITY CLASSIFICATION	Ethan Allen, Niagara Wright-Patterson, us, c. Two ea to Muni Aprt, dd, Ft Wayne, Ind; d, Ft Wayne, Ind; d, Wisc; Gtr Pitt AF d, Wisc; Gtr Pitt d, Wisc; Gtr

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		ADC Operatio	DATE and DATE	COMMENT NO
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	EANDM			
	EAOCE			
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	EACCP			
			quoted for your information a	
	Fara 3x (10	w/b instld in all T-33	, is and as fol: guns and g acft not being utilized for C	RT purpo
	Cmbt ready	F-33 acft will not be u	sed to stand alert, but w/b u	sed for
	Bern Andlen A	cft w/b carried. Charger EADF: This answers u	THE OI HUIS W/D LAN POLLO /	
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	/t/ TO	IER	/t/ OLDS	
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OUTING	J	DINT MESSAGE	FURM	240
				SECRET
a summer of the second second	SPACE ABOVE FOR COMMU	NICATIONS CENTER ONLY	DATE-TIME GROUP	SECURITY CLASSIFICATION
FROM: (Originator	HQ EADF STEWART AF	B NEWBURGH NY	21 May 1955 PRECEDENCE ACTION FOR: ROUT	INFORMATION
				ORIGINAL MESSAGE
TO:	COMDR 26 AIR DIV ( STA ROSLYN NY		MULTIPLE ADDRESS	
	COMDR 30 ATR DIV	(DEF) WILLOW RUN	REFI	ERS TO MESSAGE:
	AF STA BELLEVILI COMDR 32 AIR DIV	N. MIGH	IDENTIFICATION	CLASSIFICATION
-	AN OWA CVRACUSE.	D NI	ADOOT-C 3022	SECRET
¥.£9:	COMDR 35 AIR DIV MARIETTA GA	(DEF) DOBBINS AFB		
INFO:				
		C-677. Folg msg	from Hq ADC is	quoted FYI and nec
	action: "ADOOT-C	3022. Ref para	3x (10) ADC OPOR	D 3-54, 1 Apr 54.
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-	action: "ADOOT-C	3022. Ref para : , gun sight mounts ft. ADC OPORD 3-5	3x (10) ADC OPOR , and ammo are n	D 3-54, 1 Apr 54. No longer rar to be
-	action: "ADOOT-C	3022. Ref para : , gun sight mounts ft. ADC OPORD 3-5	3x (10) ADC OPOR , and ammo are n 4 is changed acc	D 3-54, 1 Apr 54. No longer rar to be
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DRAFTER'S NAM	action: "ADOOT-O Guns, gun sights, instl in T-33 ac:	3022. Ref para : , gun sight mounts ft. ADC OPORD 3-5 SE	3x (10) ADC OPOR , and ammo are n 4 is changed acc	D 3-54, 1 Apr 54. no longer rar to be cordingly".
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DRAFTER'S NAME	action: "ADOOT-O Guns, gun sights, instl in T-33 ac:	3022. Ref para : , gun sight mounts ft. ADC OPORD 3-5 SEC RE	3x (10) ADC OPOR , and ammo are n 4 is changed acc List changed acc CREL JUNTY CLASSIFICATION SECRET	D 3-54, 1 Apr 54. no longer rar to be cordingly".

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#### MESSAGEFORM UE Tow Reel and Target

18 MAR 1955

241

EAODO

## EAOOT

1. Informal information received from staff personnel in O&T at ADC indicates they have been directed to come up with a standard reel and target by June 1955. In this connection they requested we send one of New Castle's T-33s equipped with a reel and target to Yuma on 1 April. Message confirming this call is to follow.

2. Colonel King was notified this morning and he stated he would take the equipment out himself.

3. Apparently the Central reel, Delmar reel and Lockheed reel will be dispached to Yuma with ours so that a final determination of the best reel and target system can be made.

4. At the present time the base shops at New Castle are building one reel each for Presque Isle and Selfridge.

TAYLOR/630

/ OLDS/600

#### T-33 Tow Reels

EAMDM

### EAOOT

21 MAR 1955

1. This office received a telephone call on 21 March 1955 from Maj Johansen, O&T, Headquarters ADC, in regards to the New Castle tow reel.

2. Apparently CADF and WADF have submitted requests for monies to purchase a small number of the reels for "test" purposes.

3. We were queried as to the number of reels we presently have and the source of funds for the purchase of the additional 10 reels. Major Johansen was advised that funds had not been made available as yet and that no contract had been promulgated for the manufacture of the reel.

4. Inasmuch as ADC may provide funds to Central and Western, we stated our requirements for sufficient funds to procure 10 reels and 50 frangible targets for functional testing.

5. It is recommended that we withhold action on procuring reels with our own funds until we obtain firm information as to ADC's intentions.

6. This office will take follow-up action and attempt to get some definite information on this subject as soon as possible.

TAYLOR/630

OLDS/600

#### 28 Feb 1955

243

General Benjamin W. Chidlaw Commander Air Defense Command Ent Air Force Base Colorado Springs, Colorado

#### Dear Ben:

Since my 18 October 1954 letter to you on the subject of air-toair weapons training, several units within the command have done some exploratory work on what I still consider to be one of our most pressing needs-a simple, lightweight frangible target which can be towed by unit equipped aircraft for use in local continuation firing and dry runs.

Milt Ashkins and Ben King at New Castle, in conjunction with the Bellanca Aircraft Corporation, have developed such a target. The target is constructed of Styro-foame and plexiglass, weighs 14 pounds, is five feet five inches in length and is designed to be aerodynamically stable up to speeds of mach .75. Maximum radar reflectivity has been achieved by enclosing four radar reflectors which are 14 inches, 13 inches, 11 inches, and 8 inches in diameter. The cost of manufacture is extremely low-\$70.00 each in lots of 1,000 or \$90.00 each in lots of 100. As you know, this is much less than the cost of present banner targets equipped with reflectors.

To date, five successful launches and retrieves on 5,000 feet of 360# test wax impregnated nylon cord have been accomplished at altitudes of 12, 15, and 20,000 feet. A tow reel similar to the one undergoing testing at Yuma was utilized on a T-33 aircraft. The target has been towed while secured in the target receptacle at an airspeed of 350 knots at 15,000 feet and towed at a speed of 310 knots at 12,000 feet when completely extended on 5,000 feet of cord. Further tests will be made during the period 7 to 12 March with the results to be submitted to ARDC. I am enclosing a photograph of the target and tow reel assembly installed on a T-33.

The initial intercept data obtained on 20 sorties flown to date are very encouraging. Interceptions were made between 12,000 and 20,000 feet. Initial contact was made at 13 to 15 miles, separation obtained at 11 to 13 miles and lock-ons at 9 to 11 miles. Incidentally, these figures compare very favorably with the pick-up and lock-on ranges when using the 6 x 30 banner target with corner reflectors.

CONFIDENTIAL

Lt Colonel Joe Barrett of Hq ARDC, after looking at the target and reviewing initial test results, has informed us that he has persuaded his headquarters to declare the target a tentative standard item in accordance with AFR 80-6 in order to permit complete testing and evaluation. Therefore, we recommend the appropriate people in Headquarters USAF be requested to procure 100 of these targets for test purposes. Inasmuch as the 525th Air Defense Group at New Castle has developed a tow reel which has been used successfully in towing this target, I request 30 to 50 of the targets be allocated EADF for functional testing.

I believe Ken Bergquist and J. C. Meyer have been given a limited briefing on the target.

As you know, the 4710th Air Defense Wing plans to conduct a rocketry meet at New Castle during the period 7-12 March. This would be an excellent opportunity for some of your staff to look over the target, obtain additional details, and observe it under actual firing operations. After the meet and at your convenience, I will send a T-33 equipped with the reel and target to either Yuma or Peterson so that your staff agencies may further examine the target and observe its operation.

We are enthused about the target's potential and feel it is a forward step in realizing at-home firing at an early date.

Sincerely,

1 Encl Phote of Frangible Target /t/ M. R. NELSON Major General, USAF Commanding

#### SECTION I

#### INTRODUCTION

1 - 1. This brochure contains a description of the construction, installation and operation of a frangible target tow reel locally manufactured and installed on a T-33 type airplane by the 4710th Air Defense Wing, New Castle County Airport, Wilmington, Delaware.

#### SECTION II

#### DESCRIPTION

#### 2 - 1. General.

The mechanism consists of an aerial tow target cable reel remotely controlled, electrically operated with an electrically operated brake, counter, and cable cutting device.

The reel assembly is mounted on the Jato rack under the fuselage with the cable extending to the left wing tow rig, on the rear section of which is a target receptacle, pulley arrangement and cable cutting device.

#### 2 - 2. Reel.

The reel is 34 inches long, 16 inches high, 11 inches in width and weighs 80 pounds with a spool capable of storing 7,000 feet of 360-1b strength nylon cord.

Cord can be reeled in at 630 feet per minute without brake action or with the use of the brake, at any desired speed below 630 feet per minute.

The reel consists of eight (8) sub-assemblies. Frame, spool, gear box, brake and brake motor, reel motor, level wind mechanism, counter mechanism and brake indicator light.

# 2 - 3. Tow Rig Installation.

The tow rig installation consists of a 3 inch pulley in a steel frame, a cutter mechanism actuated by a selenoid switch and a receptacle for holding and streamlining the target.

### 2 - 4. Controls.

All controls are electrical and are mounted on the left side of both the front and rear cockpits. The controls consist of an "in" and "out" reel switch, and "on" and "off" brake switch, a counter to indicate the amount of cable off the spool and a cord cutter switch.

#### 2 - 5. Cable.

360 pound test nylon cord.

#### 2 - 6. Target.

The target is designed to be aerodynamically stable up to speeds of M= .75, have maximum radar reflectivity, be frangible and be of low cost, its weight is 14-1bs. and cost is \$90.00 in lots of 100 or \$70.00 in lots of 1,000.

#### SECTION III

#### INSTALLATION

3 - 1. The reel is mounted on the Jato hooks by means of a removable frame with the towing cable extending to the tow rig installation.

The tow rig is attached with four (4) 3" x 10" x 1" plates to the front and rear spar approximately 30" outboard of the pylon attaching bracket. Ten (10) 3/16" bolts anchor the stress plates to the spars.

#### 3 - 2. Tow Line.

The tow line is installed in the conventional manner.

# 3 - 3. Electrical Connections.

Electrical connections extend from the cockpit through the plenum chamber to cannon plugs under the fuselage. A circuit breaker is installed for protection of the electrical circuit.

#### SECTION IV

#### OPERATION

4 - 1. At takeoff the brake is set. Upon reaching altitude and brake is released and the reel switch placed in the "out" position.

> When the desired length of cable is out, as indicated by the counter, the brake is set and the reel switch placed in the neutral position.

To reel in the brake is released and the reel switch placed in the "in" position. Speed of pay out or reel in can be kept at any desired speed by use of the "on" and "off" brake switch. ( 30,000' - 230K max. Max alt 36,000' Time 0:52 260 NM 346 gal. at 35,000' 100% Power Tgt. out 195K IAS Test ILG 27 Jul 55)

In event it becomes necessary to cut the cable, the cutter is controlled through the wing tip light circuit and by placing the switch in the "on" position the cutter is actuated by a selenoid and the cable cut.

SECTION V

#### COST

5 - 1. Materiel cost, including an estimated cost of government furnished equipment was \$1,067.00.

3

Man hours expended - 1, 015.

# CONFIDENTIAL

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

Office of the Commander

7 Apr 1955

245

Major General M. R. Nelson Commander Eastern Air Defense Force Stewart Air Force Base Newburgh, New York

Dear Nellie:

I am happy to learn that your efforts in developing a frangible target have been successful. As you know, a target system such as this has been the objective of a Tuma project and a matter of concern and urgent action by my staff since January of last year. The chief deterrent to progress has been a lack of funds and administrative delay in processing our request for action. In the meantime, Yuma has shown definite progress in developing a frangible target system, WADF has tested a dart type target, and Jimmy Crabb has devised a reel which shows promise of being the simplest, cheapest, and most reliable yet devised.

In view of these various activities, a consolidation of ideas seems warranted, if we are to arrive at an ultimate target system configuration. Therefore, my staff has arranged for a meeting between your people, representatives of the other defense forces, and Bob Worley at Yuma on 6 April 1955. The merits and demerits of each others' systems will be discussed, and a thorough qualitative analysis will be made. Then the best of all ideas will be incorporated into a system which I feel sure will answer not only our immediate needs but will serve as a nucleus for the evolution of a practical and assessable system for future air-to-air missile firing.

Your initiative and that of the other defense forces has overtaken the existing command requirements. Upon determination of new requirements, based upon the recommendations of the Yuma conference, we will take forceful action to insure rapid development and procurement of the desired frangible target system.

#### Sincerely,

/s/t/ Ben B. W. Gener

CONFIDENTIAL

B. W. CHIDIAW General, USAF Commander

246

# 31 Mar 55 UNCLASSIFIED

HQ EADF STEWART AFB NEWBURCH

PRIORITY PRIORITY

COMDR 1710TH AIR DEF WG NEW CASTLE CTY APRT WILMINGTON DEL

COMDR ADC ENT AFB COLO SPRINGS COLO COMDR 26TH AIR DIV (DEF) ROSLYN AF STA ROSLYN NY COMDR 14750TH AIR DEF WG (WPNS) YUMA CTY APRT YUMA ARIZ COMDR 525TH AIR DEF GP NEW CASTLE CTY APRT WILMINGTON DEL

(UNCLASSIFIED) EAGOT-TW <u>12637</u>. This msg in three parts. Part I. Folg ADC msg quoted FYI and nec action: "ADOOT-C 12352. Desire pers from your comd attend a conf to be held by this comd at 4750th Air Def Wg (Wpns), Yuma, Ariz at 0900, 6 Apr 55. Pers w/b prepd to discuss merits of various frangible tgt sys. Reps of your comd will have acft with sys instld at Yuma on above date. Mfr reps will not attend this conf. Names and clnc of conferees w/b fwd to Comdr, 4750th Air Def Wg (Wpns) with info this hq". Part II. Desire you submit name of representative who will attend by priority msg direct Comdr, 4750th Air Def Wg (Wpns) with info Hq ADC and this hq. Your rep will take tow reel equipped T-33, aprx three frangible tgts and copies of drawings for tow reel and installation instructions. Part III. Lt Col E.B. Ruckols, A0789936, and Capt W.D. Taylor, 16588A, both cleared Top Secret, will attend from this hq.

UNCLASSIFIED L

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CAPT WILLIAM D. TAYLOR/JSS EAOOT-TW 310850 Mar 55 630

### Lightweight Target Systems

EAOOT

EAMAC EAMAC-ARM

#### 15 APR 1955

EAMAC-ARM

1. Attached for your information is a copy of the minutes of a conference held at Yuma on 6 April 1955 regarding a T-33 target system.

2. The specifications agreed upon will result in Lockheed developing a reel similar to the air-driven CADF reel. AFAC and APCC have agreed to commence engineering test and OST concurrently within 15 days from the date Lockheed completes the system.

3. This office is writing CADF for their plans and when received will forward them to you for distribution to the defense wings.

4. It now seems that ADC is unable to provide us funds for the procurement of Bellanca targets and tow reels, therefore, we should go ahead and spend the \$10,000 for reels. The Central reels, being simpler and by far cheaper than the New Castle reel, should be adopted. The last reel was manufactured for CADF by OCAMA. It might, be well to make a trip to Tinker and get the latest poop.

#### TAYLOR/630

OLDS/600

1 Encl Mins of Frangible Tgt Sys Conf Held at Yuma, Ariz 6 Apr 55

#### Ram Air Driven Tow Reel

#### EAOOT

EAODO

#### 4 MAY 1955

1. Reference is made to EAOOT DF, subject: Conferences at Hq 2d AF, Yuma and Hq ADC, 13 April 1955. Although an agreement was made by the conferees of the different commands concerned on the type target system suitable for ADC units and the crash program setup for Lockheed Air Services and Del Mar to develop the system, there will be a time lag before out units will receive the target system. This time lag due to development, testing, acceptance, contracting, tooling, prodaction, and distribution may prevent receipt of the target system by our units before 1956. Therefore it is requested that in the interim this directorate expend effort to equip our units, on a small scale, with the "Ram Air Driven Tow Reel" for the T-33 aircraft.

2. This request is submitted since receipt of information from Lt/Col Marshall, CADF, and visit of Major McDonald and Major Nickols to CADF.

a. Ogden AMA, the responsible depot for tow reels, has produced a number of ram air driven tow reels for CADF. Oklahoma City AMA has also entered the business and is producing a few tow reels for CADF. Upon talking with Mr. LLoyd J. Jensen, CAAMA, OOMTU Section, who is responsible for production of tow reels, it seems he has planned to make 50 of these tow reels. Twenty-two are already committed and he said we could have a good number of the remainder. A letter will have to be submitted to OAAMA for his attention explaining our requirements and urgent needs. It was suggested that the letter be hand carried (back door) so that it could be expedited. Tow reels could then be available for our use by mid-June.

b. It was discussed that this was only an interim measure until USAF adopts a standard target system for ADC. Mr Jensen realized this and was fully aware of the project "in being" to secure ADC a standard target system. However, he will build as many as required over and above the fifty now planned if a requirement exists. EADF requirement was not given to him verbally. An approximate figure of two per defense wing, including one for 35th Air Div (DefO, totaling 13 reels was told to Mr Jensen. He didn't think that was excessive and could be included in the fifty reels already planned.

3. If these reels could be secured from OAAMA and we can utilize New Castle's target and target holder, we could have a suitable interim target system. The funds that were available for New Castle tow reels could be expended on Bellanca targets and nylon tow line.

# Ram Air Driven Tow Reel (Cont'd)

4. If the request is approved, a letter will be drafted to OAAMA laying down our requirements. The letter will then be hand carried to Mr Jensen by EAOOT and EAMDM or EAOPR representatives to make final arrangements and request expeditious action.

5. It is contemplated to convene representatives from EAOOT, EAMDM and EAOPR to finalize our command requirements for the tow reel and discuss the procurement of targets and tow line.

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JANECZEK/630

#### OLDS/600

14 Mar 55 UNCLASSIFIED

ROUTINE

249

HQ EADF STEWART AFB NEWBURCH NY

22

COMDR ADC ENT AFB COLORADO SPRINCS COLORADO

# ADOOT-C 25200 UNCLASSIFIED

(UNCLASSIFIED) EA00T-TW <u>9671</u>. Ref your msg, AD00T-C 25200, Jul 54, concerning rkt firing conducted by ADC acft. Req waiver of folg rqrs: Min tow cable length of 5000 ft and establishment of visual contact between tgt and intep by 4 miles to go. Req this prov be ammd to read min of 4000 ft tow cable length and that visual contact btwn tgt and chase acft be estbd by 4 miles to go. Informal info indicates wpns center at Moody and Tyndall use 3500 ft of cable with dart tgt. Chase acft will estb visual contact with tgt at 4 miles to go and will ins intep does not lock on to tow acft. This waiver reqd by 30th Air Div (Def) in preparation for rocketry meet to be held by 4706th Air Def Wg. The use of the 4000 ft of cable to tow the dart has proven more successful. If apprd, your hq w/b kept informed of current developments in this regard.

UNCLASSIFIED

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Major R. Janeczek/pec ADOOT-TW 121050 Mar 55 630 .

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18 Mar 1955

FM COMDR ADC ENT AFB COLO TO COMDR EADF STEWART

ADOOT-C 10964 THIS MSG IN TWO PARTS, PART I MY MSG ADOOT-C 25200, 5 AUG 54, THAT RORS VIS CONTACT BIWN INTOP AND TGT BE RSTB BY 4- MILES TO-GO- APPLIES TO TWP PLACE INTOP ACFT. VIS CONTACT BIWN CHASE ACFT AND TGT MUST BE ESTB BY 4- MILES-TO-GO WHEN CONDUCTING RKTRY TNG IN SINGLE PLACE INTOPS PART II FOR EADF: URMSG RAOOT-TW 9671. PERMISSION GRANTED FOR 4706TH AND 4708TH AIR DEF WGNS TO TWO WITH 4,000 FT OF CABLE AT THEIR RKTRY MEETS THIS MONTH. DESIRE YOU SUBMIT A COMPL REPT ON THESE RKT MEETS CONCERNING SUITABILITY OF DART TOTK AND SAFETY PROBLEMS ENCOUNTERED WITH 4,000-FT CABLE LENGTH. 18/1751Z MAR JEDEN

251

UNCLASSIFIED 19 Mar 55

HQ EADF STEWART AF B NEWBURCH NY

PRIORITY PRIORITY

COMIR 26TH AIR DIV (DEF) ROSLYN AF STA ROSLYN NY COMDR 30TH AIR DIV (DEF) WILLOW RUN AF STA BELLEVILLE MICH COMDR 32D AIR DIV (DEF) SYRACUSE AF STA SYRACUSE 6 NY

XXXXX INFO:

> COMDR 4706TH AIR DEF WG O'HARE INTL APRT PARK RIDGE ILL COMDR 4708TH AIR DEF WG SELFRIDGE AFB MT CLEMENS MICH

(UNCLASSIFIED) EAOOT-TW 10762 . This msg in three parts. Part I. Ref msg this Hq EA00T-TW 25411, 6 Aug 54, rord for visual contact between intep and tgt by 1 miles-to ge applies to two place intep acft. Visual contact between these acft and tgt must be estbd by 4 miles-to-go when conducting air-to-air rktrs in single place intop acft. Part II. For Comdr 30th Air Div (Def). Permission granted for 4706th and 4708th Air Def Wgs to tow with 4,000 ft of cable during rktry exercises this month. Desire you submit a complete rept on those rktry meets concerning suitability of dart tgt, safety problems encountered with 4000 ft cable length, tow speeds and altitudes, etc. Sufficient copies or repts should be submitted to permit fwdg two copies to Hq ADC. This msg anrs 30th Air Div (Def) msg DOTFT 1305. Part III. Auth this msg is ADC msg ADOOT-C 10964, 18 Mar 55.

> 1 1 UNCLASSIFIED

CAPT WILLIAM D. TAYLOR/jss 630 EA00T-TW 191045 Mar 55

### 25 May 1955

252

FM COMER ADC ENT AFB COLO TO COMMER EADF STEWART AFB NY

ADOOT-C 20995. URMSG EAOOT-TW 20567. PERMISSION GRANTED TO USE 4000 FT CABLE LENGTH FOR TOW. SEM REPT AFTER FIRST WEEK OF FIRING OF SAFETY PROBLEMS ENCOUNTERED WITH 4000 FT LENGTH. 25/1813Z MAY JEDEN

#### 25 May 1955

252

### FM COMDR ADC ENT AFB COLO TO COMMDR HADF STEWART AFB NY

ADOOT-C 20995. URMSG EAOOT-TW 20567. PERMISSION GRANTED TO USE 4000 FT CABLE LENGTH FOR TOW. SEM REPT AFTER FIRST WEEK OF FIRING OF SAFETY PROBLEMS ENCOUNTERED WITH 4000 FT LENGTH. 25/18132 MAY JEDEN

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TO:			BOOK MESSAGE			
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HEADQUARTERS EASTERN AIR DEFENSE FORCE Stewart Air Force Base, Newburgh, N. I.

EAOOT-TW

19 May 1955

SUBJECT: (Unclassified) Weapons Training

TO:

Commander 26th Air Division (Defense) Roslyn Air Force Station Roslyn, New York

1. In the past, units of this command through their initiative and ingenuity have developed target systems utilized in training their aircrew-director-maintenance teams. I would like to bring you up to date on what has been accomplished and what my desires are in the future.

2. As a result of command-wide efforts and in particular the successful endeavors of the 4710th Air Defense Wing and 525th Air Defense Group in developing a T-33 tow reel and a frangible target, a personal letter was submitted to General B. W. Chidlaw on 28 February 1955 requesting the procurement of a number of the frangible targets for functional testing within EADF. As a result of our actions combined with actions of the other defense forces to expedite the development and procurement of a lightweight target system for interceptor squadron use, Headquarters Air Defense Command convened a conference at Yuma on 6 April 1955 to determine methods of assuring an early resolution to the problem. The enclosed letter from General Chidlaw in answer to my letter of 28 February 1955 pointed up the need for such a conference.

3. The Yuma conference was attended by representatives from Air Defense Command, APGC, ARDC, AAC, AFOTC, AFAC, the three defense forces and Lockheed Aircraft Corporation. The specific purpose of the conference was to reach agreement on Air Defense Command's requirements and specifications for a lightweight tow target system for T-33 aircraft and to provide development guidance for a prototype system to be furnished by Lockheed Air Services under an existing contract. The requirements and specifications for the target system agreed upon and the conclusions and recommendations of the conferees are enclosed.

4. Since the conference, DelMar has also been included in competition with Lockheed Air Services to develop the best type target system. Recent information from the APGC project report indicates that initial issue of the target systems will be available to interceptor units by Fourth Quarter Fiscal Tear 1956.

EACOT-TW Subject: (Unclassified) Weapons Training (Contd)

5. The date mentioned above is disappointing. However, commendable effort has been expended by a number of your units and by use of available resources a few have achieved an at-home firing capability. You should continue every effort to attain a capability for frequent and regularly scheduled rocket firing training within each interceptor unit at the earliest possible date.

6. I cannot emphasize enough the value received from utilizing scope recorders in lead collision course attacks, systems training exercises and rocket firing sorties. Evaluation of aircrew-director techniques can be realized and proper supervision exercised where deficiencies are pinpointed. Survey of available statistics discloses that some of your units have not accomplished their up-to-date requirements as pertains to radar scope recorder sorties. There exists an inequitable distribution of scope recorders between the 4710th Air Defense Wing and the 4709th Air Defense Wing. It is requested that closer supervision be exercised over the support activities to make available additional recorders for those units inadequately equipped.

7. In summation, I am greatly interested in increasing our training effort in those pay off areas which will enhance our over-all combat effectiveness. By 1 July 1955 I would like to see all of your interceptor units actively engaged in a local firing program. The progress and results of their firing are of great interest to me.

8. Upon withdrawal of Enclosure 1, the classification of this letter will be cancelled in accordance with paragraph 25g, AFR 205-1.

2

2 Encls

1. Ltr Gen Chidlaw, ADC, to Gen Nelson, 7 Apr 55 (CONFIDENTIAL)

(CONFIDENTIAL) 2. Lightweight Tow Tgt Conf Yuma Cty Aprt, Ariz 6 Apr 55 /t/ M. R. NELSON Major General, USAF Commander

#### LIGHTWEIGHT TOW TARGET CONFERENCE Yuma County Airport, Arizona 6 April 1955

1. The following requirements and specifications were established and unanimously agreed upon by all in attendance for incorporation into the Lockheed Development contract.

a. <u>Tow Cable</u>: A nylon or similar non-conductive rope type line maximum 1/16" in diameter with tensile strength commensurate with system requirements based on 7,000 feet of line at .75 mach at 20,000 feet.

b. <u>Aircraft Adaptability</u>: This installation will be designed for T-33's.

c. Speeds: Capable of .75 mach at 20,000 feet and above.

d. <u>Target Carrier Design</u>: Regardless of location the aircraft must be easily trimable and the installation simple.

e. Reel:

- (1) Power: Ram air driven.
- (2) Control: Direct, positive, mechanical. Reel controls to be placed in the front cockpit, preferably on the left side.
- (3) It is desirable but not mandatory that the reel be jettisonable. Capacity to be 12,000 feet of 1/16" line.

(4) Provisions for ground operation will be incorporated.

f. <u>Cable Counter:</u> A lap counter will be connected into available circuitry. Cord will be color coded.

g. Cable Cutter: Electrically activated.

h. The target design will provide for stability through all ranges of operation including reel in and out.

2. CONCLUSIONS:

E. 2.2

a. The qualitative operational requirement for a frangible tow target system was submitted under AFR 57-3 on 5 May 1954. The progress made by the responsible agencies in developing such a system has been completely unsatisfactory.

b. Delay in receipt of an operational lightweight high speed target system for use of tactical units in training has directly and adversely affected Air Defense Command's over-all combat readiness.

c. Due to the facts presented in paragraphs a and b, above normal procurement action to eliminate these deficiencies is unacceptable. Conferees concluded that high level interest aiming toward expediting by extraordinary means the timely procurement of sufficient quantities of the systems for adequate training is mandatory.

d. It was concluded and agreed that a joint APGC, AFAC, ADC evaluation and CST test to take place at Yuma will be required to aid in expediting prototype test programs. Aircraft support and housekeeping will be supplied by Yuma. AFAC will be the responsible agency for engineering evaluation and APGC will be the responsible agency for OST.

### 3. RECOMMENDATIONS:

a. That most extraordinary action be taken by AMC, OOAMA and WADC to approve changes to the original contract specifications necessary to incorporate the system requirements stated herein.

b. That the contractor take extraordinary action to provide the hardware for test.

c. That physical testing be completed and a standard procurement item based upon acceptable data be determined within the next 120 days.

d. Any additional target systems that are available within the time scale as proposed herein can be competitively tested.

# SECRET

#### MESSA GEFORM

10 Jun 1955

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HQ ADC ENT AFB COLO SPOS COLORADO FM COMDR WADF HAMILTON AFB CALIF TO COMDR CADE GRANDVIEW AFB MO COMDR EADF STEWART AFB NY CLASSIFICATION: /S E C R E T/ PRESENT ADC: MAJOR GENERAL FRED SMITH, VC COLONEL J. C. MEYER, D/O&T

#### ADC ITEM 1

HERE IS BACKGROUND INFO AND INITIAL QUERY OF TELECON SCHEDULED 0830MST 10 JUNE 55. REQUEST INFO BE PROVIDED TELECONFEREES AT YOUR HOS PRIOR TO TELECON TIME. THIS MSG FORWARDED IN ADVANCE TO PRESERVE CLASSIFICATION OF CERTAIN PORTIONS OF TELECON

#### ADC ITEM 2

THE PURPOSE OF THIS TELECON IS TO DISCUSS HOW TO MAXIMIZE THE PROBABILITY OF ADC WINNING THE ROCKETRY MEET WITH THE LEAST REDUCTION IN ADC UNIT ROCKET TRAINING.

INITIALLY, WE WILL BRIEFLY SUM UP THE PROBLEM AS IT HAS BEEN ANALYZED HERE AND REQUEST COMMENTS AND/OR RECOMMENDATIONS FROM YOU.

A REQUIREMENT EXISTS TO TRAIN 64 SQUADRONS DURING FY-56 IN ROCKETRY

OF THIS REQUIRED NUMBER, MOODY CAN TEAIN 19 SQUADRONS DURING FY-56 AND YUMA HAS THE CAPACITY TO TRAIN 48 SQUADRONS A YEAR. WE WILL LOSE 5 ROCKETRY TRAINING PERIODS AT YUMA DUE TO USAF ROCKETRY MEET 3-7 OCTOBER 1955. IT IS PLANNED THAT WE CONTINUE TO DEPLOY UNITS TO YUMA AND MOODY PRIOR TO CHRISTMAS HOLIDAYS. THESE UNITS WOULD BE AIRLIFTED TO THEIR HOME STATIONS FOR THE HOLIDAYS AND RETURN TO THE WEAPONS EMPLOYMENT CENTER TO COMPLETE THEIR TRAINING ON OR ABOUT 2 JANUARY 1956. THIS WOULD COST US ONE ADDITIONAL TRAINING PERIOD OR LEAVING & TOTAL CAPACITY AT YUMA OF 42 TRAINING PERIODS. CONSIDERING THE FACTS THAT WE WILL BE UNABLE TO TRAIN 3 SQDS IN FY 56. HERE ARE THE PROPOSALS WE ARE LOOKING AT.

IST PROPOSAL: MAKE AVAILABLE ONE TRAINING PERIOD PER DEFENSE FORCE TO ALLOW FOR DEFENSE FORCE SHOOT-OFF AND TEAM SELECTION. WINNING TEAMS WOULD REMAIN AT YUMA FOR ADDITIONAL TRAINING. THIS WOULD COST US FIVE ADDITIONAL TRAINING PERIODS OR A TOTAL OF 37 TRAINING PERIODS REMAINING AT YUMA. THIS IS BASED ON THE FACT THAT ONLY THO UNITS CAN FIRE ON THE RANGE AT ONE TIME.

2D PROPOSAL: EACH DEFENSE FORCE SELECT A ROCKETRY TEAM AND DEPLOY THEM TO YUMA ON 15 JULY. THEY WOULD REMAIN AT YUMA THROUGH THE ROCKETRY MEET AND RECEIVE THE SAME AMOUNT OF TRAINING AS ONE SQUADRON PER MONTH. THIS WOULD COST US FIVE ADDITIONAL TRAINING PERIODS OR A TOTAL OF 37 TRAINING PERIODS REMAINING AT YUMA.

SECRET

S-6494-55

# SECRET

HC ADC INT AFE COLO SPGS COLORADO

SECRET

RECENT DECISION TO PROHIPIT F-89 OPERATIONS AT MODDY HAS FURTHER AGGREVATED THIS SERIOUS PROGRAM DEFICIENCY OF UNITS RECEIVING ANNUAL ROCKET TRAINING.

ME FEEL QUITE STRONGLY THAT THE TIRD PROPOSAL COSTING A LOSS OF ONLY 2 UNITS IS THE HIGHEST PRICE WE CAN PAY IN USE OF THE YUMA FACILITY TOWAPD MEET VICTORY. MEV RTHELESS IT IS IMPERATIVE THAT WE TAKE ALL ACTION POSSIBLE WITHIN THE LIMITATIONS OF OUR PRIME OBJECTIVE TO PROVIDE OURSELVES THE BEST OPPORTUNITY OF WINNING THE MEET. I WANT EACH OF YOU TO DO ALL YOU CAN WITHIN RESOURCES AVAILABLE, CITIER THAN YUMA, TO SELECT AND PEAR YOUR TERMS. THE TEAMS YOU SEND TO YUMA MUST BE AS READY AS POSSIBLE IN ORDER TO UTILIZE THE OPTIMUM THE TIME WE CAN PROVIDE YOU THERE.

NOW I WOULD LIKE TO HAVE ANY IDEAS OR SUGGESTIONS AS TO HOW WE MAY HELP.

TORC 1012062 JUN 52

# Staff Visit to Hq ADC and the 4750th Air Def WG (Wpns)

EAOOT

#### EAOOT-TW

16 Mar 1955

1. An Informal staff visit was made by the undersigned to Headquarters ADC on 11 March 1955 and to the 4750th Air Defense Wing (Weapons) at Yuma on 11-12 March 1955 to discuss weapons training matters.

2. Personnel contacted:

Headquarters ADC: Major V. E. Chandler Major J. T. Hart Major E. A. Hesse Capt J. Simmonton Capt A. M. Sanders

Headquarters 4750th Air Defense Wing: Capt W. A. Shadel Capt R. E. Siple

3. The use of Yuma for the EAIF elimination meet was discussed. A tentative date of 4 August - 3 April 1955 has been established; however, Col Meyer has indicated that he is not in complete accord with our request due to the loss of training periods which will result from the three defense force meets coupled with training lost during the USAF meet. In my opinion ADC should make every effort within their capabilities to win the 1955 USAF meet. The use of Yuma for our meet and a period of intensified firing practice before the USAF meet will certainly improve our potential. It was learned that the Training Command picked a team in February and placed the aircrews on a special assignment involving no other duty except intensive firing: Obviously we cannot expect to compete with these people unless we are afforded a chance to sharpen up also. In view of last year's results, a token effort this year would certainly bereft ADC of any standing as top notch shooters. The will to win will not manifest itself alone without a little pushing.

4. With reference to the New Castle - Bellanca frangible target, Ado has submitted a TWI to Hq USAF requesting procurement of 30 for EADF and 20 for Yuma for testing. Personnel from Hq ADC and Yuma attended the 4710th Air Def Wg meet to observe the target and real.

5. ADC was requested to publish a regulation on the use of established ranges for air-to-air rocketry. Follow-up action will be taken on this subject. If it appears that ADC intends to leave their restrictions in message form we will publish an EADF directive.

6. A draft of the proposed ADC Aircrew Flying Training Program is attached for your information. All of our recommendations were incor-

# Staff Visit to Hq ADC and the 4750th Air Def Wg (Cont'd)

porated. This program replaces UPD 10-4. Work is being done on establishing methods of qualitatively evaluating aircrew accomplishments. The three-ADC-V8 Report is being amended to reflect the new training requirements. The vehicle for reporting qualitative measurements has still not been decided upon. There remains a lot of hard work to be done before a satisfactory measurement system evolves. From personal observation ADC isn't going to set a record in coming up with one.

7. The proposed rules for the 1955 meet were draited at Yuma in February during a confe ence with USAF, ADC and Yuma. A total of eight teems will participate in the air-to-air rocketry events-- one team each from NEAC, FEAF, Alaska, USAFE, ATRC and three teams from ADC. The only major changes to the 1954 rules will be a requirement for hooded firing on all missions and a minimum IAS of 285 knots at 18,000 feet and 250 knots at 30,000 feet. This ruling on speed will permit the F-86D teams to more equally compete with the F-94C (due to the limitation of .78 mach in the F-86D angle of attack computer). Team composition and selection will remain the same as last year.

8. As an item of interest the 4750th Wing is presently drafting a concept of operations for training with the GAR-1. Present thinking is along the lines of using towed targets with 7000' of cable. This seems to be a risky proposition particularly if the interceptors radar transfers lock to the tow aircraft. It looks as though a cheaper version of the XQ-2 drone may be more realistic. With presently forcast tow vehicles, it is doubtful altitudes of 45,000 ft or above could be reached in a towing configuration. Also airspeeds would be unrealistically slow.

9. If proper planning for the selection of an EADF team is to be insured wemust know what ADC intends to do with our Yuma request at an early date.

#### TATIOR/630

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1 Encl Draft, subj: Proposed ADC Aircrew Flying Tng Program w/atchat as listed

13 Jun 55 UNCLASSIFIED PRIORITY

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HO EADP STEVART AFB NEWBURCH NY

COMDR ADC ENT AFB COLO SPRINGS CCLO

(UNCLASSIFIED) EACOT-TW 24179 . Personal Gen Nelson to Gen F. Smith. This mag in HI parts. Part I. Ref your comment closing telecon 10 Jun 55 between your hq and 3 def forces on the subject of maximizing the probability of ADC winnigh the USAF rocketry meet with the least reduction in ADC rocketry ung. I wish to amplify that the plan for def force elimination and practice at Yuma gives adequate assurance of ADC winning USAF tournament, and in my estimation does not creat a tug loss serious enough to warrant changing plans. The benefits of daily skedd firing within units of this coud together with periodic wg competitions has offset to a great extent the apparent loss in tug pds expected at Yuma due to USAF meet preparation. It is recognized that at-home firing is not substitute for the calibre of unit tug achieved at Yuma/Moody, but I consider such at-home tug essential in order to maintain unit proficiency at a high level between intensified rktry tug pds at the weapons employment centers. Part II. I do not desire to

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# HQ EADF STEWART AFB NEWBURCH NY

# PRIORITY

change my suggestions, but as a result of the recommendation made by EADF with regard to team selection, I would like to state that we should not handicap ourselves by failing to take full advantage of the latitude allowed by the USAF rules in selecting representative teams from within a def wg. In those cases where sq teams are represented, adequate recognition and publicity can be prove these units by the def force for their accomplishments in the div and def force shoot-off. Part III. Ref our fonecon 11 Jun 55, and my msg, EADOT-TW 20406, 18 May 55, our plan for the def force elimination at Yuma will involve four(4) teams of eight (8) acft each totalling 32 acft, 24 aircrews and 160 ground personnel. A div team from the 35th Air Div (Def) and one wg team from each of the other three air divs (def) w/b represented and teams w/b composed IAW the USAF rules. You w/b informed of numbers of each type acft upon completion of the div meets o/a 15 July 55. Signed M.R.

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Capt W D TAYLOR/pec EA00T-TW Jun 55 489

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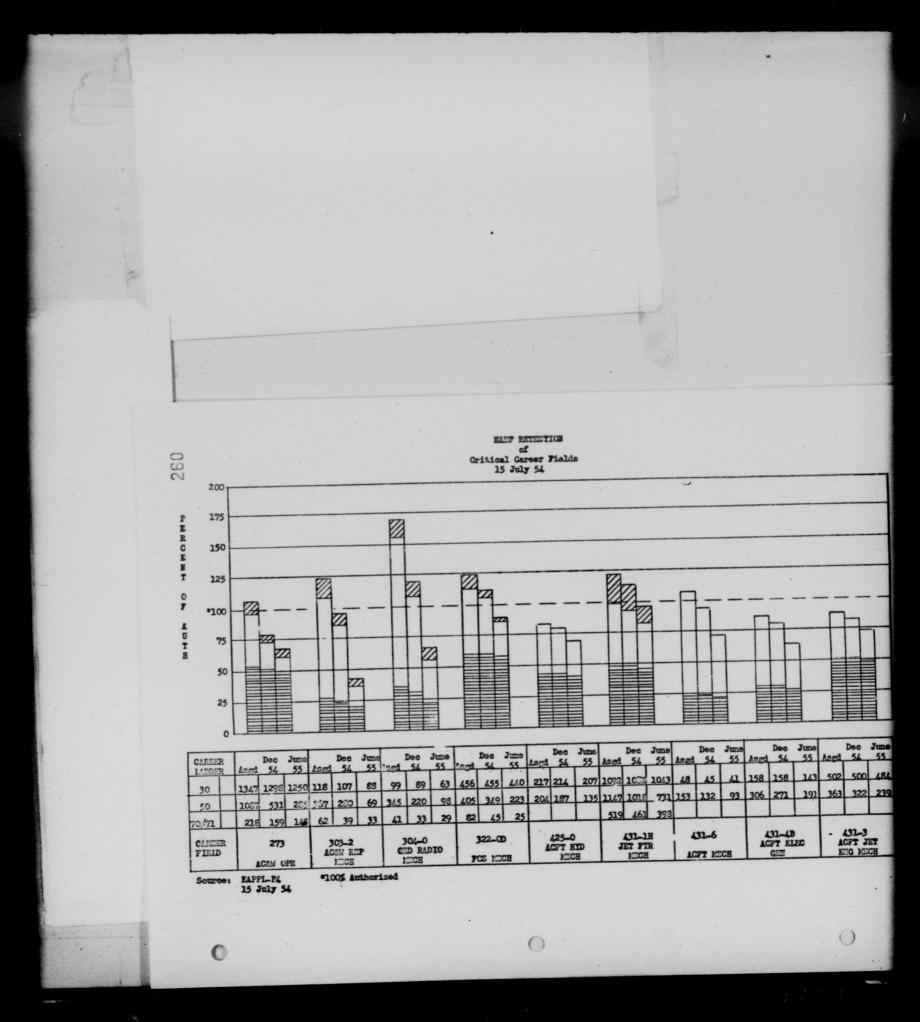
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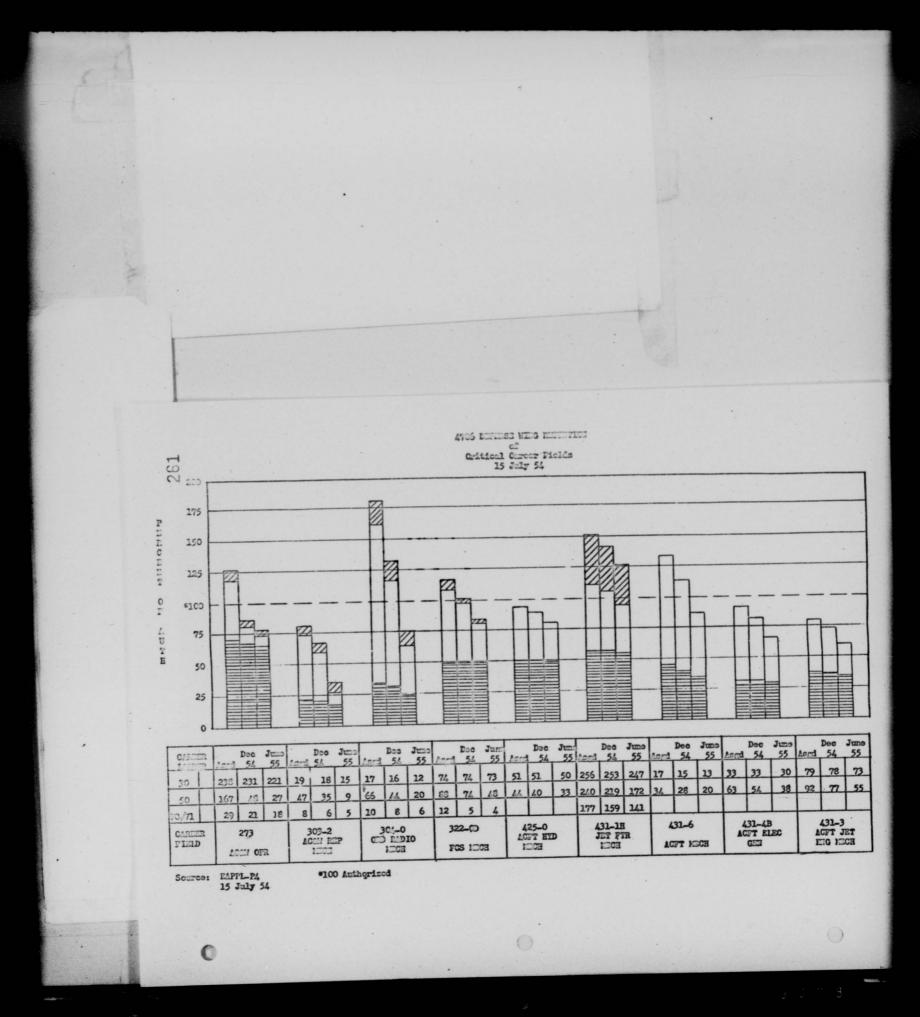
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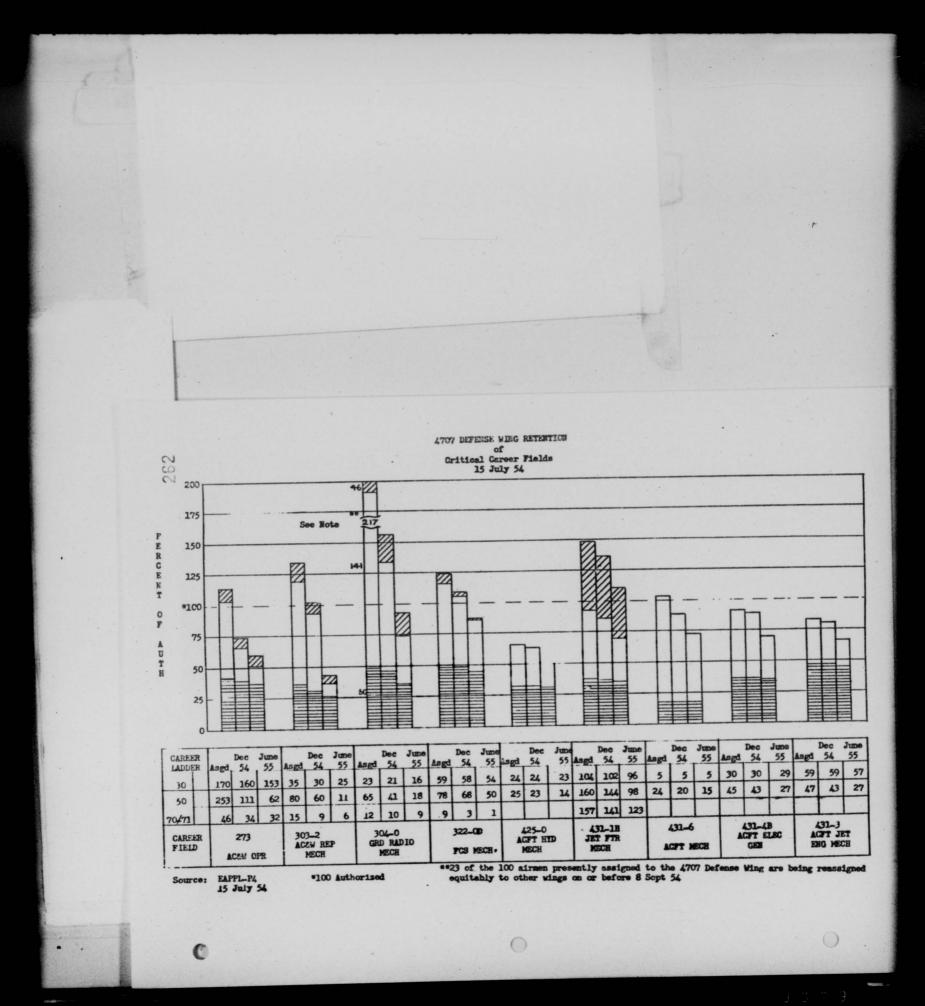
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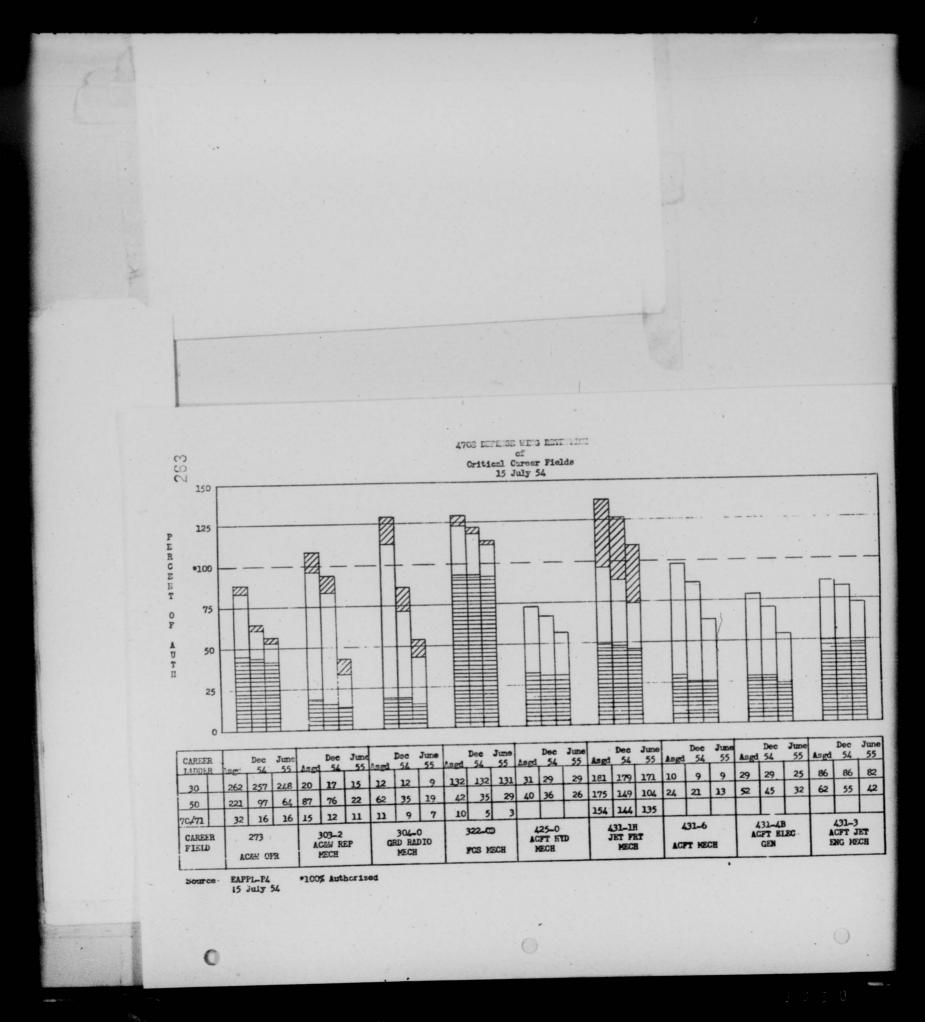
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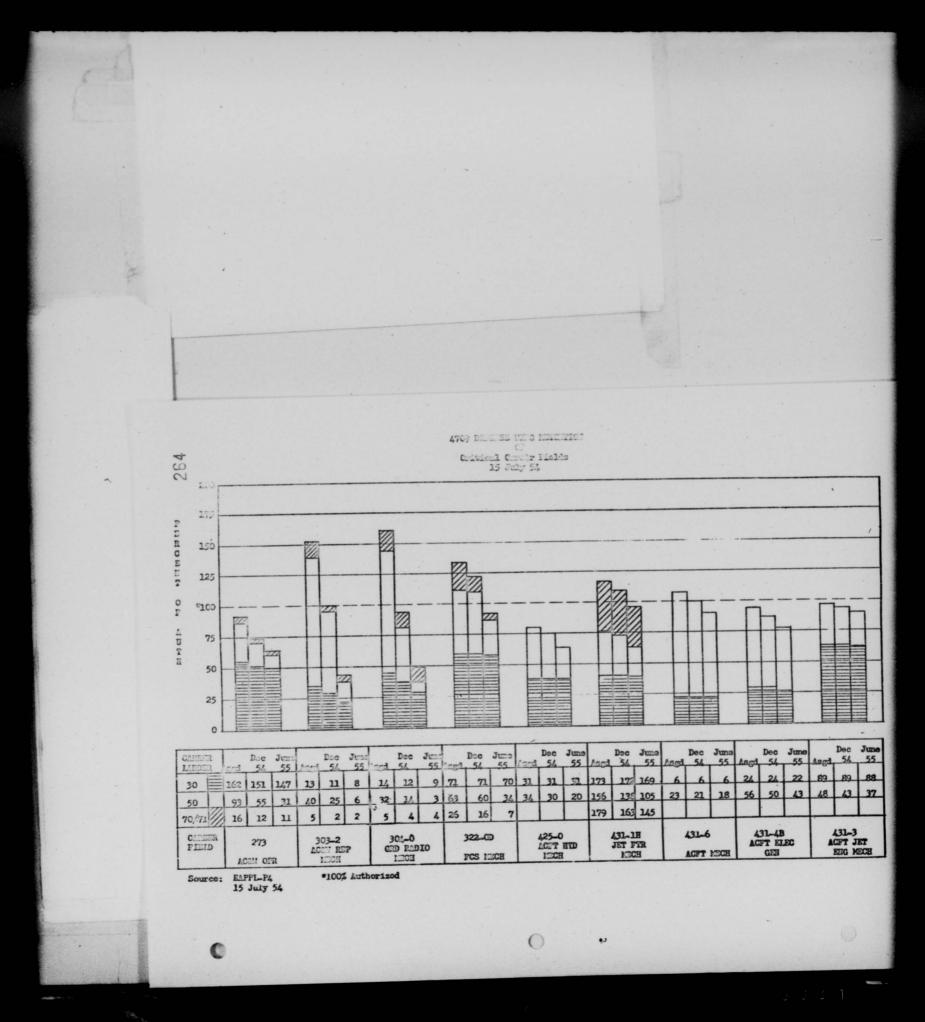
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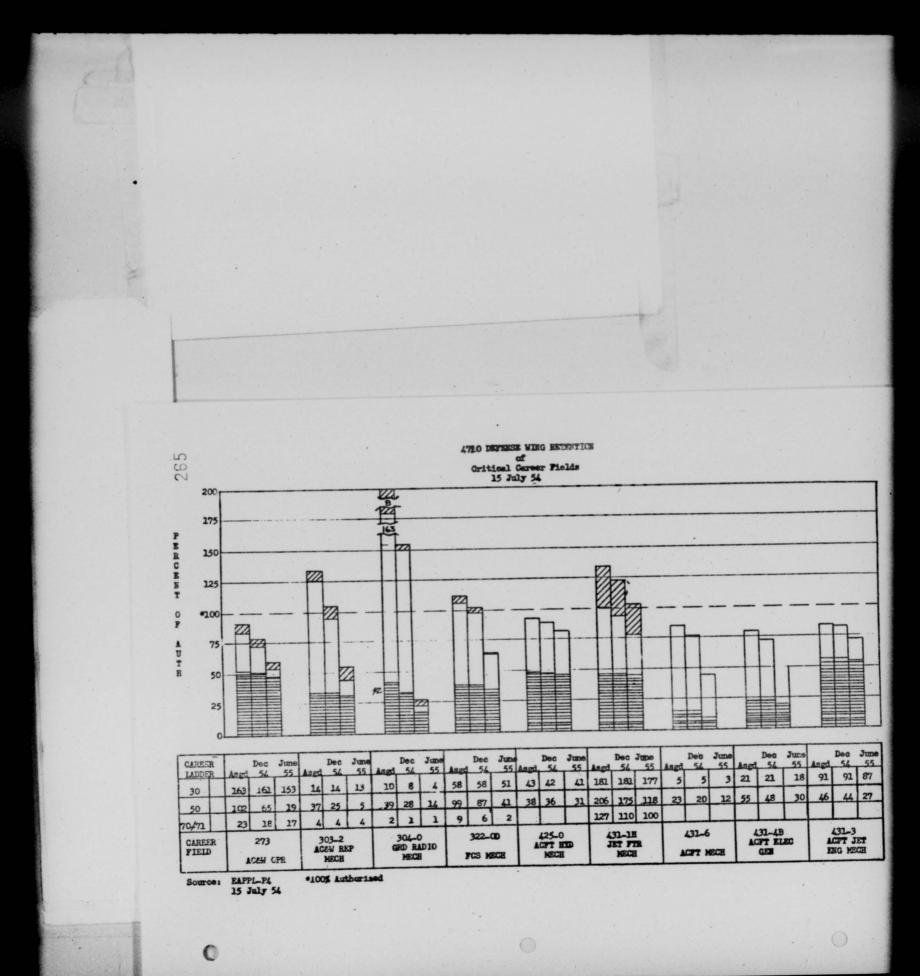


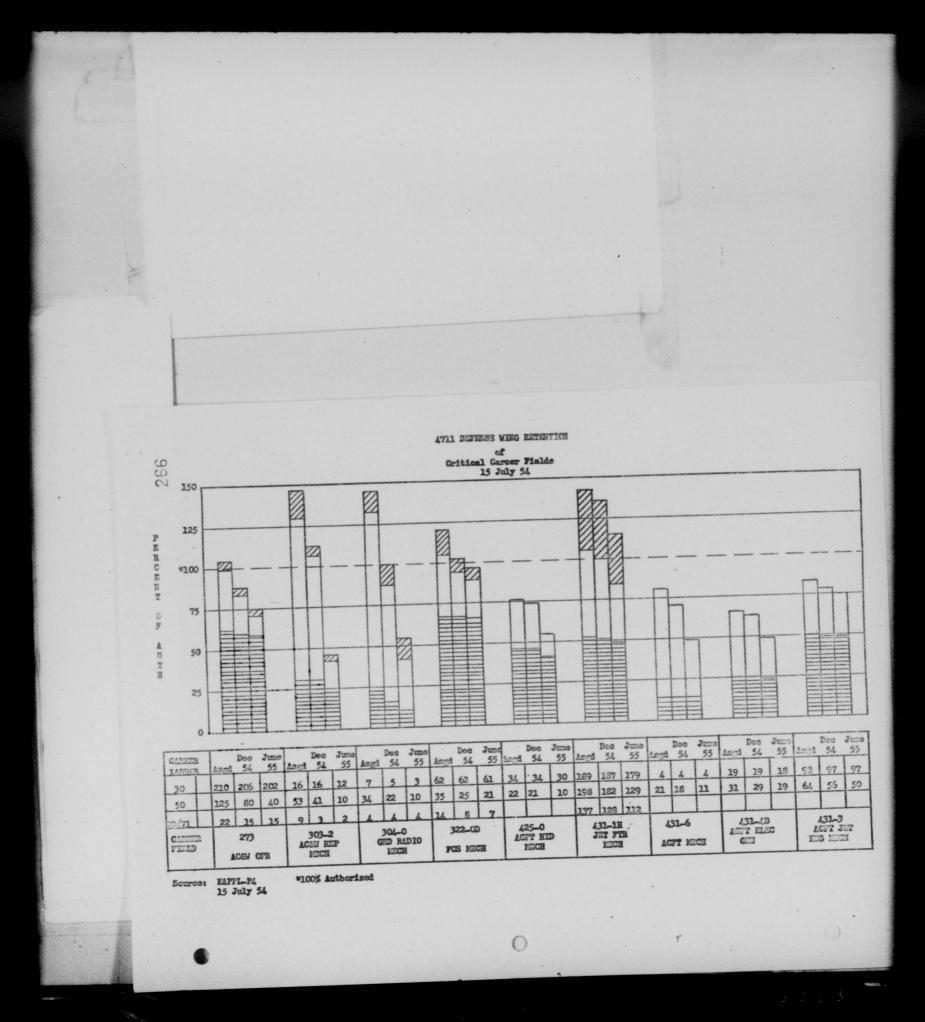


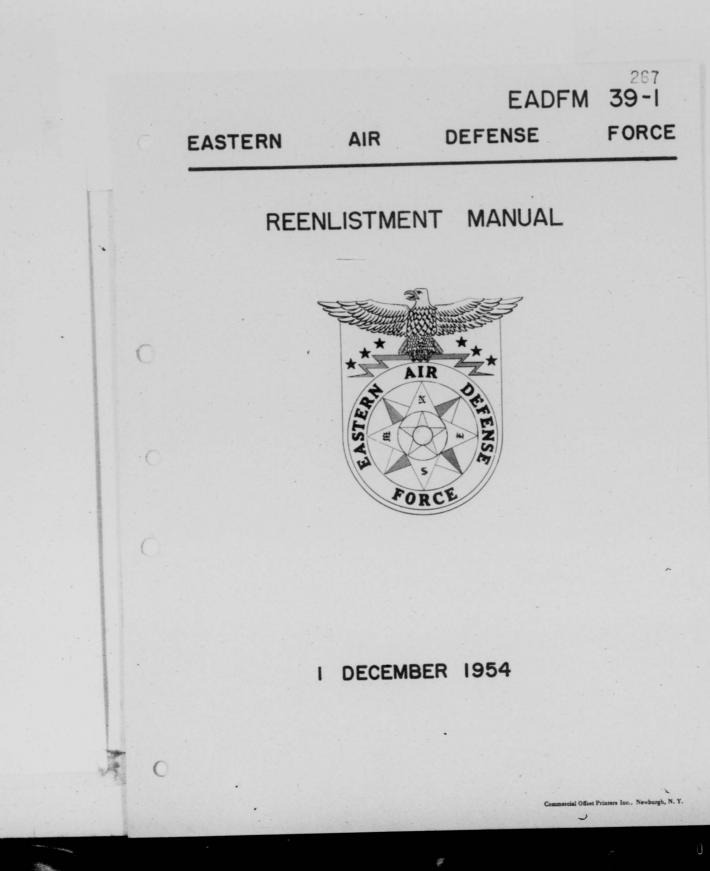












EADFM 39-I EASTERN AIR DEFENSE FORCE

# REENLISTMENT MANUAL

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# I DECEMBER 1954

Inc., Newburgh, N. Y.

#### EADFM 39-1

EADF MANUAL )

NUMBER 39-1 )

HEADQUARTERS EASTERN AIR DEFENSE FORCE Stewart Air Force Base, Newburgh, N.Y. 1 December 1954

#### FOREWORD

1. <u>Purpose</u>. This Manual is published to provide commanders with a guide as to their responsibilities in carrying out a standardized reenlistment program. It delineates areas of responsibility and designates when required actions are to be taken.

2. <u>Applicability</u>. This Manual is directive in nature upon commanders at each echelon of command and becomes effective upon receipt.

3. <u>Changes to Manual</u>. Suggestions or recommendations pertaining to modification, omissions, or additional instructions leading to its improvement as a practical and realistic working guide are solicited and should be submitted through channels to the Commander, EADF, Attn: Director of Personnel Plans, Stewart Air Force Base, Newburgh, N.Y. (EAPPL)

BY ORDER OF THE COMMANDER:

O OFFICIAL: J. W. FOUNTAIN, JR. Major, USAF Assistant Adjutant

DISTRIBUTION:

Hq ADC - 5 Hq EADF - 3 ea Directorate ADivs - 5 Air Def Wgs - 5 Air Def Gps - 5 Squadrons - 3 Hq Sq Secs, Flts, Dets, Med Units, Bands - 2 DONALD B. SMITH Brigadier General, USAF Vice Commander

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#### SECTION I

#### General

1. General. This Manual has been prepared and published as a guide to assist commanders at each echelon of command in conducting an effective, efficient, and well coordinated reenlistment program within their command. It is not in any sense a complete listing of all actions that a commander must take, but outlines important actions in carrying out a successful program. Reenlistment will be maintained as a special high priority project throughout this command. Primary responsibility in conducting this program rests with commanders at each echelon. The foundation for our reenlistment program, as applied to the individual airman and non-commissioned officer, must be laid on the day the individual initially reports to an organization for duty. An energetic application of the reenlistment program toward the airman or noncommissioned officer must be continual throughout the period of his assignment, and in the case of qualified personnel with specialties listed in AFL 39-30, the reenlistment effort will continue until six months after separation. The basic principles of unit reenlistment programs must be standardized to ensure simplified monitoring and effective use of all available reenlistment information and counseling material. The approach, methods, and procedures used in the reenlistment program must be realistic and maintain a dynamic quality. For each 1 per cent rise in the over-all USAF reenlistment rate, a saving of \$100,000,000 in each four-year period will be realized.

2. <u>Objective</u>: To provide commanders with a ready reference listing their responsibilities and required actions in organizing and implementing an aggressive and continuing reenlistment program. Although the primary effort outlined in this manual is directed at the first term enlistee, it is equally important that commanders devote a similar effort toward the retention of our non-commissioned officers. Over-all objective of the USAF reenlistment program as defined by USAF is "Train the people whom we can retain and retain the people we train."

3. <u>Responsibility</u>. Commanders at each echelon of command are responsible for the development and continuity of a reenlistment program, within their commands, which will include the organization and procedures as outlined herein. Commanders are encouraged to augment this program with any authorized procedure which will improve their reenlistment rate.

4. <u>Directives</u>. Commanders will issue directives, SOP's, and/or regulations, and produce such forms as required, in implementing the provisions of this Manual.

5. <u>Project Officers</u>. Commanders at each echelon will designate a responsible member of their staff or organization as project officer in accordance with letter, EAPPL, Headquarters EADF, 27 August 1954, Subject: Reenlistment Program. The primary function of the project officer is the coordination of effort itemized in subsequent sections of this Manual. He will assist the commander in ensuring that the provisions of this Manual and any other applicable directives are being complied with. He will act as advisor, representing the commander, to

the various activities and individuals carrying on the reenlistment program. Primary responsibility for the effectiveness of the program remains with the commander and will not be sub-delegated.

6. References: AFR 39-2 - Military Personnel Procursment Policies. AFL 39-30 - Direct Mail Campaign. ADCL 39-2 - Direct Mail Campaign. EADFL 39-1 - Direct Mail Campaign. Reenlistment Handbook for AF Supervisors. ADC Pamphlet "Esprit de Corps."

#### SECTION II

#### Publicity

1. The internal unit reenlistment information program must vigorously and continually bring to the attention of the potential reenlistee information which is favorable toward reenlistment and an Air Force career. There are many effective methods and techniques which can be used in the unit reenlistment information program. Some recommended mediums are:

a. Base Newspapers and Daily Bulletin Supplements. Base newspapers and daily bulletin supplements should include or feature favorable information concerning enlistments, reenlistments, drives, and campaigns regarding personnel procurement programs, and changes in military personnel procurement policy of interest to potential reenlistees. Editors of base newspapers can make a positive contribution to this urgent requirement through the medium of local interest stories. One of the most effective methods is the local interview with individuals who have experienced the switch to civilian life and returned to the Air Force and with individuals who reenlist to make the Air Force a career. Group reenlistments also make excellent news stories and picture material.

b. Reenlistment Films. Maximum use should be make of available reenlistment films. AFM 95-2 contains a catalogue of current films and requisitioning instructions.

c. Bulletin Boards. Reenlistment literature and posters should be displayed on unit bulletin boards. Such information should be kept current and present a neat and attractive appearance at all times.

d. Information Hour. Maximum use of the information hour should be made as a medium for bringing favorable reenlistment information to the attention of the organization. Several suggested approaches are:

- Straight lecture with full use of graphic aids.
- (2) Use of career minded airmen or non-commissioned officers, who have experienced the switch from Air Force to civilian life
- and return to the Air Force, as group discussion leaders. (3) Use of short plays or skits.

e. <u>Material Aids Provided by Headquarters USAF</u>. Responsible commanders should insure that proper and immediate distribution is made of reenlistment guides, pamphlets, literature, posters, and other reenlistment aids which are furnished by Headquarters USAF. Base recruiting officers should be responsible for keeping unit commanders supplied with such material. Considerable timely material on Air Force orientation and reenlistment motivation subjects is being distributed to the field by the Office of Information Services, Headquarters USAF. Personnel responsible for the unit internal information program should maintain close coordination with the nearest Information Services Office.

f. <u>Use of Direction Signs</u>. Prominent signs indicating routes to the recruiting office should be posted at strategic points throughout the installation.

g. <u>Use of Air Police or Gate Guards</u>: Air police or gate guards should be furnished with reenlistment literature for handout at gate entrance to the installation. In addition, reenlistment posters should be prominently displayed at such locations.

2. Inasmuch as the wives of military personnel greatly influence the potential reenlistee in his final decision, commanders should make every effort to acquaint the wives and families residing on or near the installation with the favorable aspects of an Air Force life from the standpoint of the dependent. Wives' clubs and chaplain activities provide an excellent medium through which personal contact can be achieved in implementing this phase of the information program.

3. Chapter III, "Reenlistment Handbook for AF Supervisors," should be consulted in developing the unit reenlistment information program.

#### SECTION III

#### Counseling

1. <u>Interviews, Counseling, and Graphic Aids</u>: Headquarters USAF has published and distributed to all Air Force stations a contensed hambook, "Reenlistment Hambook for AF Supervisors," which provides a wealth of reenlistment counseling material for use by commanders and supervisors. Although the hambook is not intended as the answer to all reenlistment problems, it provides, under a single cover, an immediate source of carefully researched information relative to good management, human relations, and counseling toward reenlistment. The success of our reenlistment programs depend largely upon the effort expended by the unit commander, his officers, and supervisors in properly counseling our potential reenlistees. A successful reenlistment program must include the education and familiarization of all counseling and supervisory personnel with the tools of reenlistment counseling as provided in the "Reenlistment Handbook for AF Supervisors." The facts and guidance contained in the handbook should be adjusted to fit local areas and situations and be graphically portrayed for best results. Personnel conducting reenlistment counseling interviews should make

careful preparation for recognition and countering of adverse factors for which the handbook does not provide adequate countering data or information. It is suggested that graphic aids be prepared in advance, portraying favorable factors which are peculiar to the station and subsequently used to counter adverse factors not included in the handbook. It cannot be emphasized too strongly that all personnel utilized as counselors must avoid counseling in generalities; it is essential that they be thoroughly familiar with the correct and detailed facts and that they are prepared to use them most effectively. It is of paramount importance that all interviews and counseling be sincere, realistic, and attuned to the individual airman's understanding.

2. Interviews and Counseling Conducted by the Commander: a. Initial Interview by Commander. Each newly assigned airman and non-commissioned officer will normally be interviewed by his immediate commander within 48 hours subsequent to assignment of the individual. Primary objective of the initial interview is to make the newly assigned individual feel he "belongs" and to determine at an early stage the airman's intention toward reerlistment. The interview should be conducted in a pleasant and informal atmosphere. It is suggested that the initial interview include discussion of the newly assigned individual's past assignments and experience with a view toward duty assignment most satisfactory to both the organization and the individual; the mission of the organization and the airman's role in the mission; the organization's promotion policies; points of interest as to the environment of the local area, etc. Section I of Interview Form (see Attachment I.) will be completed on each individual at time of interview.

b. Interview One Year Prior to ETS by Commander: Inasmuch as enlisted personnel with less than one year of retainability are not normally subject to overseas assignment or reassignment within this command, commanders should generally be able to concentrate the reenlistment effort toward these personnel with more continuity during this period. Each airman and noncommissioned officer will be interviewed by the commander one year prior to ETS. As in all reenlistment counseling, this interview should be conducted in an informal and pleasant atmosphere. After determining the individual's intention toward reenlistment, the commander should solicit the individual's "gripes" and personal dissatisfactions which adversely influence reenlistment. If the matters presented are correctible within the authority of the commander, he should assure the individual that his problems will receive the personal attention of the commander and will be resolved to the individual's satisfaction where possible. During the course of the interview, the commander's counseling should include a comprehensive disussion of the pros and cons of an Air Force life. Section IV of Interview Form (Attachment I) will be completed during this interview.

c. Interview 90 Days Prior to ETS by Commander: Officers responsible for unit personnel records will question each airman eligible for reenlistment 90 days prior to separation date on his intention toward reenlistment. If the airman does not intend to reenlist for his own vacancy, Section VI of Interview Form will be completed, and the airman will be scheduled for interview with his unit commander. The commander should, prior to conducting the interview, analyze the airman's problems as previously recorded on the Airman's Interview Form. Such analysis may provide the commander with the airman's basic

careful preparation for recognition and countering of adverse factors for which the hambook does not provide adequate countering data or information. It is suggested that graphic aids be prepared in advance, portraying favorable factors which are peculiar to the station and subsequently used to counter adverse factors not included in the hambook. It cannot be emphasized too strongly that all personnel utilized as counselors must avoid counseling in generalities; it is essential that they be thoroughly familiar with the correct and detailed facts am that they are prepared to use them most effectively. It is of paramount importance that all interviews and counseling be sincere, realistic, am attuned to the individual airman's understanding.

2. Interviews and Counseling Conducted by the Commander: a. Initial Interview by Commander. Each newly assigned airman and non-commissioned officer will normally be interviewed by his immediate commander within 40 hours subsequent to assignment of the individual. Primary objective of the initial interview is to make the newly assigned individual feel he "belongs" and to determine at an early stage the airman's intention toward reenlistment. The interview should be conducted in a pleasant and informal abnosphere. It is suggested that the initial interview include discussion of the newly assigned individual's past assignments and experience with a view toward duty assignment most satisfactory to both the organization and the individual; the mission of the organization and the airman's role in the mission; the organization's promotion policies; points of interest as to the environment of the local area, etc. Section I of Interview Form (see Attachment I) will be completed on each individual at time of interview.

b. Interview One Year Prior to ETS by Commander: Inasmuch as enlisted personnel with less than one year of retainability are not normally subject to overseas assignment or reassignment within this command, commanders should generally be able to concentrate the reenlistment effort toward these personnel with more continuity during this period. Each airman and noncommissioned officer will be interviewed by the commander one year prior to ETS. As in all reenlistment counseling, this interview should be conducted in an informal and pleasant atmosphere. After determining the individual's intention toward reenlistment, the commander should solicit the individual's "gripes" and personal dissatisfactions which adversely influence reenlistment. If the matters presented are correctible within the authority of the commander, he should assure the individual that his problems will receive the personal attention of the commander and will be resolved to the individual's satisfaction where possible. During the course of the interview, the commander's counseling should include a comprehensive disucssion of the pros and cons of an Air Force life. Section IV of Interview Form (Attachment I) will be completed during this interview.

c. <u>Interview 90 Days Prior to ETS by Commander</u>: Officers responsible for unit personnel records will question each airman eligible for reenlistment 90 days prior to separation date on his intention toward reenlistment. If the airman does not intend to reenlist for his own vacancy, Section VI of Interview Form will be completed, and the airman will be scheduled for interview with his unit commander. The commander should, prior to conducting the interview, analyze the airman's problems as previously recorded on the Airman's Interview Form. Such analysis may provide the commander with the airman's basic

motivations and information around which he can prepare an effective reenlistment counseling interview. Qualified airmen who do not intend to reenlist for their own vacancy will be offered assignment, in accordance with applicable directives, to one of three ZI bases of their choice, provided a vacancy exists at the base of choice and the airman's skill is not listed as surplus in current applicable directives. If the airman's skill is surplus, an effort will be made to reenlist him for direct assignment to a basic technical training course of his choice. Upon completion of the interview, the commander will complete Section VII of the Interview Form and have the form placed in the organization's suspense file until 60 days prior to date of separation.

d. <u>Interview 60 Days Prior to ETS by Commander</u>. On or about 60 days prior to separation date, the officer responsible for the unit personnel records will determine the airman's intention toward reenlistment. If the airman indicates that he does not intend to reenlist for his own vacancy because of personal problems or dissatisfactions with the unit, Section IX of the Interview Form will be completed, and the airman will be scheduled for interview with the unit commander. The commander should conduct this interview with a view towards resolving the airman's problems or dissatisfactions with the unit or explaining to the airman's satisfaction and understanding the reasons necessitating the adverse condition. The commander will complete Section X of Interview Form and have the form placed in the organization's suspense file until 30 days prior to date of separation.

e. <u>Interview 30 Days Prior to ETS by Commander</u>. If Section VIII, IX, or X of the Interview Form indicates that the airman intends to reenlist, and the unit commander believes that he will, it is not necessary to conduct the 30-day interview. Section XI of the Interview Form will contain a remark by the commander as to his decision. Interview Form will be placed in suspense until date the airman reenlists for his own vacancy. If the airman is undecided or has expressed his intention not to reenlist, the unit commander will again interview him. If, after thorough counseling, the airman still intends to leave the service, the commander will explain to him the reenlistment provisions of AFL 39-30, "Direct Mail Campaign to Obtain Reenlistments." Section XI of Interview Form will be completed by the commander.

3. <u>Interviews and Counseling Conducted by the Personnel Officer</u>: a. <u>Interview 90 Days Prior to ETS by Personnel Officer</u>: Officers responsible for unit personnel records will interview and counsel each airman eligible for reenlistment 90 days prior to separation date. If the airman does not intend to reenlist for his own vacancy, Section VI of Interview Form will be completed, and the airman will be scheduled for interview with his unit commander.

b. <u>Interview 60 Days Prior to ETS by Personnel Officer</u>: On or about 60 days prior to ETS, the unit non-commissioned officers' council will determine the airman's intention toward reenlistment. If the airman indicates that he does not intend to reenlist for his own vacancy because of personal problems or dissatisfactions with the unit, the airman will be scheduled for interview with his personnel officer. The personnel officer should conduct this interview with a view toward resolving the airman's problems or dissatisfactions with the unit or explaining to the airman's satisfaction and understanding the reasons necessitating the adverse condition. If, after thorough counseling, the airman

indicates that he does not intend to reenlist, the personnel officer will schedule the airman for interview with the unit commander. The personnel officer will complete Section IX of the Interview Form. 4. Interviews and Counseling Conducted by Non-commissioned Officers!

Council: a. Interview 6 Nonths Subsequent to Initial Assignment: Each airman and non-commissioned officer will be interviewed by the unit non-commissioned officers' council approximately 180 days subsequent to assignment to the organization. The council will make a comprehensive presentation of the benefits of reenlistment and an Air Force career. Maximum use of graphic aids should be made during this counseling period. Any change in the individual's attitude or made during this counseling period. Any change in the inividual's attitude or intention toward reenlistment should be determined and recorded in Section III of the Interview Form. In addition, the council should solicit the individual's of the interview rome. In addition, the council should solicit the initialization problems and personal dissatisfactions with the unit which adversely influence bis potential reenlistment. Adverse factors which are correctible within the organization should be recorded on Section III of the Interview Form for later presentation to the personnel officer or the commander. Upon completion of the interview, Section III of the Interview Form will be completed and the form re-

turned to the unit commander.

b. Interview 60 Days Prior to ETS: The non-commissioned officerst council will interview and counsel each airman eligible for reenlistment 60 days council will interview and counsel each alman eligible for reentisement of day prior to separation date. If, after thorough counseling, the airman indicates that he does not intend to reenlist for his own vacancy because of personal problems or dissatisfactions with the unit, the airman will be scheduled for inproblems or ulssatiliactions with the unit, the armen will be scheduled for in-terview with the personnel officer. Section VIII of the Interview Form will be completed and the form sent to the personnel officer.

# SECTION IV

# Letter Campaign

1. Initial Letter Upon Assignment to Unit. Letters will be written by the unit commander to the parents of newly assigned single airmen and non-

commissioned officers, who are under 25 years of age, and to wives of all married airmen, within five days subsequent to the initial interview. Attachment II contains a suggested format of the initial letter. The initial letter should maintain a personal attitude and project sincere interest in the welfare of the airman. Section II of Interview Form will be completed and a copy of the letter

2. Letter to Airman 90 Days Prior to ETS. Letters will be written by the attached thereto.

unit commander to each airman and non-commissioned officer 90 days prior to separation date. Attachment III contains a suggested format for the letter. This letter should allow the airman to indicate his reenlistment intention and

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manner of reenlistment as follows: a. Reenlist immediately for his own vacancy.

b. Recalist for his own vacancy within 90 days.

c. Reenlist for his choice of one of three ZI bases provided a vacancy exists and his skill is not on the surplus list.

d. Reenlist within six months under the provisions of AFL 39-30.

e. Does not intend to reenlist.

Section V of Interview Form will be completed and a copy of the letter attached thereto.

3. Letter to Airman 30 Days Prior to ETS. A personal letter will be sent, within 30 days prior to ETS, to each airman who has indicated that he will reenlist for his own vacancy. A suggested format for the letter is contained in Attachment IV. A letter will also be sent, within 30 days prior to ETS, to each airman who does not intend to reenlist. A suggested format for this letter is contained in Attachment V. The above letters will be prepared by the unit for the signature of the group or wing commander. The unit commander will complete Section XII of the Interview Form and attach a record copy of the letter thereto. Interview Form and attachments will be sent to the base recruiting officer for review.

4. Feeler Letter to Airman 90 Days Subsequent to ETS. Many key airmen leave the service only to reenlist within a short time. The direct mail campaign is an important instrument in bringing these airmen back into the Air Force and EADF. AFL 39-30 is directive in nature upon commanders at each organizational level. Detailed procedures are contained therein. Commanders will conduct a direct mail campaign as outlined and ensure that it is conducted in an efficient and effective manner. Attachments VIII, IX, and X of this Manual are example letters which may be used in writing to desirable airmen. Unit commanders will establish a suspense file for the work copy of DD Form 214, together with the Interview Form, for those airmen who possess an AFS listed in Attachment I to AFL 39-30. Three months subsequent to the date airman was separated from the service, commanders will write a "feeler letter" similar to Attachment VIII of this Manual. Commanders may deviate from this suspense date if it is determined that a different date would have greater psychological value. Date feeler letter was mailed will be entered in Section XIV of Interview Form and copy of letter attached thereto.

5. Letter of Authorization for Reenlistment. Upon confirmation of the airman's civilian status, a follow-up letter to the "feeler letter" (see Attachment IX of this Manual), along with an official letter of authorization (see Attachment X of this Manual) will be sent to the airman. Section XIV of the Interview Form will be completed by the unit commander indicating action taken. Record copies of each letter will be attached to DD Form 214A and retained with the Interview Form until the airman's six months eligibility period ends, at which time they will be destroyed.

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#### SECTION V

# Non-commissioned Officers' Council

1. Establishment of Council. Each squadron echelon organization will establish a non-commissioned officers! council.

2. <u>Composition</u>. The council will be composed of not less than five senior non-commissioned officers selected by the commander. Council members should be career-minded non-commissioned officers who have demonstrated inherent leadership qualities and have the confidence of the airmen. Appointment will be made on orders and copies of such orders posted on the unit bulletin board.

3. Objective. a. The primary objective of the council is to encourage potential reenlistees to reenlist for their own vacancy.

b. The secondary objective is to provide an additional channel of communication between the airman and the commander, through which each airman is afforded an opportunity to present personal problems and dissatisfactions with the unit.

4. <u>Responsibilities</u>. a. The non-commissioned officers' council will be

responsible for:

- (1) Interviewing and counseling each airman and non-commissioned officer with a view towards encouraging reenlistment.
- (2) Soliciting from each individual appearing before the council, personal problems and personal dissatisfactions with the unit which have an adverse influence on his potential reenlistment.
- (3) Making recommendations to the commander as to ways and means of resolving problems and dissatisfactions presented to the council.
- b. Commanders will be responsible for: (1) Ensuring that the council is provided with graphic aids and other material necessary for the successful accomplishment of its objectives and responsi-
  - (2) Ensure that the council is instructed in the most effective use of graphic aids and counseling procedure.
  - (3) Ensure that the existence of the council and the assistance it affords enlisted personnel receive adequate publicity.
- 5. Procedures and Functions. a. All personnel will be scheduled for in-

dividual appearance before the council approximately 180 days subsequent to assignment to the organization, and again, approximately 60 days prior to separation date.

b. Each individual appearing before the council will be interviewed and counseled so as to encourage his reenlistment.

c. The council will solicit from each individual appearing before the council, personal problems and dissatisfactions with the unit which adversely influence reenlistment. Such problems and adverse factors, along with pertinent recommendations, will be recorded in Section III or VIII of the Interview Form, as applicable.

d. The council will prepare and submit to the commander a monthly report of its actions to include problems presented and solutions made or recommended. It is suggested that the report with the commander's comments be posted on the unit bulletin board.

e. Commanders are encouraged to meet with the council periodically for the purpose of reviewing actions of the council.

#### SECTION VI

#### Base Recruiting Officer

1. <u>Responsibility</u>. Base recruiting officers are responsible for keeping unit commanders supplied with all available reenlistment aids.

2. <u>Procedures and Functions</u>. Upon completion of Section XII of the Interview Forms, commanders will forward the forms to the base recruiting officer who will compile them into monthly analytical reports for the base commander. It is suggested that the reports be periodically discussed at regular staff meetings with a view towards improving reenlistment rates. When the monthly analytical report has been completed, Section XIII of Interview Form will be completed and the form returned to the unit commander.

#### SECTION VII

### Management Impact

1. The commander's managerial ability is usually directly reflected by the Esprit de Corps of his unit. Esprit de Corps as defined by Webster is "The common spirit existing in the members of a group and inspiring enthusiasm, devotion, and jealous regard for the honor of the group." It follows that since Esprit de Corps has a direct bearing on the unit's ability to accomplish its purpose or mission, the commander responsible for the accomplishment of the unit mission is also responsible for creating Esprit de Corps of the unit. His success in creating the necessary Esprit de Corps can generally be measured by the unit's reenlistment and delinquency and confinement rates. Every commander realizes that proper leadership methods are necessary to the creation of a true Esprit de Corps within his command. However, not every commander can readily select the proper methods. Excellent instruction and guidance as to methods and techniques for effective management and leadership are available to each commander in the following publications: ADC Pamphlet "Esprit de Corps;" and AFM 35-15.

# REENLISTMENT INTERVIEW FORM

SECTION I Initial Interv			(DATE) ORGANIZATION
PAFSCDAFSC	DUTY LOCATIO	ON	AQE
MARITAL STATUS (M,S,W,D) DATE OF SEP	NR OF DEP	TIME LOST MCM_	TOTAL SER(YRS)
PARENTS' ADDRESS	INTEND TO RE		REASONS) e completed by commander)
Letter Written(YES)	(NO)	PY OF LETTER ATT.	ACHED (YES)(NO)

(SIGNATURE OF COMMANDER)

SECTION III Non-commissioned Officers' Council (To be completed by chairman of the council)

INTERVIEW SIX MONTHS SUBSEQUENT TO INITIAL ASSIGNMENT TO UNIT (DATE) RESUME OF REENLISTMENT DISCUSSION:

PROBLEMS PRESENTED:

SOLUTIONS:

AIRMAN (DOES) (DOES NOT) INTEND TO REENLIST. (STATE REASONS)

. (SIGNATURE OF CHAIRMAN)

SECTION IV ONE-YR INTERVIEW PRIOR TO ETS (To be completed by commander) RESUME OF REENLISTMENT DISCUSSION:

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PROBLEMS PRESENTED:

Attachment I to EADFM 39-1 (Page 1 of 4 Pages)

#### SOLUTIONS:

ATRMAN (DOES) (DOES NOT) INTEND TO REENLIST. (STATE REASONS)

(SICHATURE OF COMMANDER)

SECTION V Letter to Airmen 90 days prior to ETS (To be completed by commander)

LETTER WRITTEN \_\_\_\_\_ COPY OF LETTER ATTACHED \_\_\_\_\_ (YES) (NO)

(SIGNATURE OF COMMANDER)

SECTION VI 90-day interview prior to ETS (To be completed by unit personnel officer)

RESUME OF REENLISTMENT DISCUSSION:

AIRMAN (DOES) (DOES NOT) INTEND TO REENLIST. (STATE REASONS)

I (DO) (DO NOT) RECOMMEND AIRMAN FOR REFULISTMENT. (IF "DO NOT," GIVE REASONS)

(SIGNATURE OF PERS OFFICER)

SECTION VII 90-day interview prior to ETS (To be completed by commander) RESUME OF REEMLISTMENT DISCUSSION:

PROBLEMS PRESENTED:

#### SOLUTIONS:

AIRMAN (DOES) (DOES NOT) INTEND TO REENLIST. (STATE REASONS)

# (SIGNATURE OF COMMANDER)

SECTION VIII 60-day interview prior to ETS (To be completed by chairman of non-commissioned officers: council)

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RESUME OF REENLISTMENT DISCUSSION:

Attachment I to EADFM 39-1 (Page 2 of 4 Pages)

#### PROBLEMS PRESENTED:

#### SOLUTIONS:

AIRMAN (DOES) (DOES NOT) INTEND TO REENLIST. (STATE REASONS)

## (SIGNATURE OF CHAIRMAN)

SECTION IX 60-day interview prior to ETS (To be completed by unit personnel officer)

RESUME OF REENLISTMENT DISCUSSION:

PROBLEMS PRESENTED:

SOLUTIONS:

AIRMAN (DOES) (DOES NOT) INTEND TO REENLIST. (STATE REASONS)

(SIGNATURE OF PERS OFFICER)

<u>SECTION X</u> 60-day interview prior to ETS (To be completed by commander) RESUME OF REENLISTMENT DISCUSSION:

PROBLEMS PRESENTED:

SOLUTIONS:

AIRMAN (DOES) (DOES NOT) INTEND TO REENLIST. (STATE REASONS)

(SIGNATURE OF COMMANDER)

SECTION XI 30-day interview prior to ETS (To be completed by commander) AIRMAN HAS STATED HE WILL REENLIST AND I PERSONALLY BELIEVE HE WILL (CHECK)

Attachment I to EADFM 39-1 (Page 3 of 4 Pages)

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AIRMAN DOES NOT INTEND TO REENLIST \_\_\_\_\_. (STATE REASONS) RESUME OF REENLISTMENT DISCUSSION:

PROBLEMS:

SOLUTIONS:

(SIGNATURE OF COMMANDER)

SECTION XII Letter of Appreciation (To be completed by commander) AIRMAN INTENDS TO REENLIST - COPY OF LETTER ATTACHED \_\_\_\_\_\_ AIRMAN DOES NOT INTEND TO REENLIST - COPY OF LETTER ATTACHED \_\_\_\_\_\_ (CHECK) AIRMAN (DOES) (DOES NOT) POSSESS AN AFSC LISTED IN AFL 39-30.

(SIGNATURE OF COMMANDER)

SECTION XIII Monthly Analytical Report (To be completed by base recruiting officer)

ABOVE INFORMATION INCLUDED IN MONTHLY ANALYTICAL REPORT AND THIS FORM RETURNED TO UNIT COMMANDER (DATE)

(SIGNATURE OF RECRUITING OFFICER)

SECTION XIV Direct Mail Campaign (To be completed by commander)

FEELER LETTER MAILED

(DATE)

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FOLLOW-UP LETTER AND LETTER OF AUTHORIZATION MAILED

(DATE)

.

(SIGNATURE OF COMMANDER)

Attachment I to EADFM 39-1 (Page 4 of 4 Pages)

#### HEADQUARTERS SQUADRON SECTION OOOTH AIR DEFENSE GROUP BLANK AIR FORCE BASE New York

(Date)

Mrs. Julia S. Jones 510 Place Tamps, New Mexico

Dear Mrs. Jones:

Your daughter, Eloisa, was recently assigned as a member of this organization under my command. I am sure that you are interested in her life here, and I hope to keep you informed, as much as possible, by means of this and later letters as time permits.

First of all may I say that your daughter, as a member of the Air Force team, is in a position to help make this unit one of the best in the Air Force. Although her individual efforts, as mine, may appear unimportant, it requires the combined effort of all of us to satisfactorily accomplish the Air Force mission.

Eloisa is assigned to duty with Personnel Plans, Headquarters, Eastern Air Defense Force, where she is receiving on-the-job training as an Apprentice Clerk. I feel that as she works in this specialty she will develop further skill and capacity for greater responsibility. Her opportunity for advancement in rank in entirely dependent on two factors, first and primarily, her personal effort and secondly, the Air Force regulations governing promotion.

I am sure you are interested in knowing what her Air Force home life is like. She lives in a dormitory-type building with a group of 40 other WAF's. She has a semi-private room or cubicle, as we refer to it, which is supplied with a foot locker, bed, and shelves. She is permitted to modify this room, such as putting up drapes or putting in writing tables, scatter rugs, or an easy chair on her own. In addition, each of these buildings has a laundry room provided with an automatic washer. Generally, the atmosphere of living in the dormitory is healthy and as home-like as we can make it.

Her normal duty hours are from 8:15 a.m. to 5:15 p.m., Monday through Friday. Occasionally, she works Saturday mornings until noon. There are many activities and facilities available for her use after work, such as the base theater, service club, and bowling alleys. Athletic equipment, such as archery sets, volley balls, softballs, fishing gear, and tennis equipment, is available for her to take out as desired. The churches of the local community and the base chapel welcome her and provide religious guidance. New York City being only 60 miles from this base provides further recreational and educational

Attachment II to EADFM 39-1 (Page 1 of 4 Pages) Example I

# Headquarters Squadron Section, 000th Air Defense Group

opportunities for Eloisa. For example, free tickets for many of the TV shows, conducted tours of the UN Building, Hayden Planetarium, and many other trips are available which provide educational stimuli for our airmen. In addition to the recreational side of her life, Eloisa has far more than the average opportunity afforded to the average citizen to further her education through United States Air Force sponsored correspondence courses available at no cost to her. All of the above--in addition to associating with other clean-cut Americans in uniform, combined with the atmosphere of the friendly nearby community of Newburgh--I am sure, occupies her off-duty time.

In closing, I wish to assure you, as her commander, that I am personally interested in her development as an airman and as a good citizen. I feel sure that the experience that she is gaining in the Air Force during the formative years of her life will prove to be beneficial to her.

Sincerely,

JOHN H. WELLS Major, USAF Commander

Attachment II to EADFM 39-1 (Page 2 of 4 Pages)

#### HEADQUARTERS SQUADRON SECTION OOOTH AIR DEFENSE GROUP BLANK AIR FORCE BASE New York

(Date)

Mr. and Mrs. John Thayer 800 Louisa Street Williamsport, Pennsylvania

Dear Mr. and Mrs. Thayer:

Your son, William, was recently assigned as a member of this organization under my command. I am sure that you are interested in his life here, and I hope to keep you informed, as much as possible, by means of this and later letters as time permits.

First of all may I say that your son, as a member of the Air Force team, is in a position to help make this unit one of the best in the Air Force. Although his individual efforts, as mine, may appear unimportant, it requires the combined effort of all of us to satisfactorily accomplish the Air Force mission.

William's record shows that he was trained as an Air Operations Specialist at an Air Force school. He is now assigned duty as an approntice Air Operations Specialist where his skill and his Air Force service training may be best used. I feel that as he works in this speciality he will develop further skill and capacity for greater responsibility. His opportunity for advancement in rank is entirely dependent on two factors, first and primarily his personal effort and ability; and secondly, the Air Force regulations governing promotion.

I am sure that you are interested in knowing what his Air Force home life is like. He lives in a dormitory-type building with a group of 40 other Air Force men. He has a semi-private room or cubicle as we refor to it, in which is a foot locker, steel wall locker, bed, writing table, and shelves. He is allowed to modify this room, such as putting up drapes or putting in scatter rugs or an easy chair on his own. In addition, each of these buildings has a central living room which is provided with normal living room furniture as in your home. Many of the men have "chipped in" and installed TV in their barracks. We have also provided free automatic laundries in each barracks. Generally, the atmosphere of living in the barracks is healthy and as home-like as can be provided under the circumstances.

His normal duty hours are from 8:15 a.m. to 5:15 p.m., Monday through Friday. Occasionally, he works Saturday mornings until noon. There are many activities and facilities available for his use after hours, such as the base theater, service club, and bowling alleys. Athletic equipment, such as archery sets, volley balls, softballs, fishing gear, and tennis

Attachment II to EADFM 39-1 (Page 3 of 4 Pages) Example II

# Headquarters Squadron Section, 000th Air Defense Group

equipment, is available for him to take out as desired. The churches of the local communities and the base chapel welcome him and provide religious guidance. New York City being only 60 miles from this base provides further recreational and educational opportunities for William. For example, free tickets are available for many of the TV shows, conducted tours of the UN Building are available, and many other trips such as ones to the Hayden Planetarium provide educational stimuli for our airmen. In addition to the recreational side of his life, William has far more than the average opportunity afforded to the average citizen to further his education through United States Air Force sponsored correspondence courses available at no cost to him. All of the above--in addition to associating with other clean-cut Americans in uniform, combined with the atmosphere of the friendly nearby community of Newburgh--I am sure, occupies his off-duty time.

In closing I wish to assure you, as his commander, I am personally interested in his development as an airman and as a good citizen. I feel sure that the experience he is gaining in the Air Force during the formative years of his life, will prove to be beneficial to him.

Sincerely,

JOHN H. WELLS Major, USAF Commander

Attachment II to EADFM 39-1 (Page 4 of 4 Pages)

#### HEADQUARTERS OOD AIR POLICE SQUADRON BLANK AIR FORCE BASE New York

(Date)

SUBJECT: Separation Inquiry

TO:

A/1C John Q. Doe, AF 11 222 333 OOd Air Police Squadron Blank Air Force Base New York

1. Your records indicate that you will be eligible for separation on 1 October 195\_.

2. As your commander, I am interested in determining your reenlistment intentions as well as those of the other airmen of the unit as they become eligible for separation. This letter serves as a tool used in the reenlistment program to determine reenlistment intentions. Your responses to the questions contained in your reply in no way affect your entitlement to separation or reenlistment and are desired for planning purposes only.

3. I will appreciate your cooperation in checking your reenlistment intention and manner of reenlisting as applicable to your case.

4. Please feel free to come in and discuss with me personally any problems you may have which may influence your reenlistment intentions.

> HAROLD R. WHITE Captain, USAF Commander

Attachment III to EADFM 39-1 (Page 1 of 2 Pages)

(Date)

#### 1st Im

FROM: A/1C John Q. Doe, AF 11 222 333

Commander, OOd Air Police Squadron, Blank AFB, New York TO:

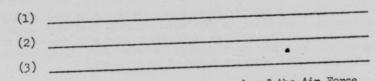
1. I do intend to reenlist in the Air Force upon expiration of my present term of service. I have checked below the manner in which I intend to reenlist.

a. \_\_\_\_ I intend to reenlist immediately for my own vacancy.

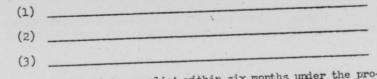
\_ I intend to reenlist for my own vacancy within 90 b.

days.

c. I intend to reenlist immediately for one of three bases of my choice, provided a vacancy exists and my skill is not sur-plus to the needs of the Air Force. My choices in order of preference are as follows:



My skill is surplus to the needs of the Air Force and I intend to reenlist immediately for a basic technical school of my choice. My choices in order of preference are as follows:



I intend to reenlist within six months under the provisions of AFL 39-30, "Direct Mail Campaign to Obtain Enlistments."

2. I do not intend to reenlist in the Air Force \_

JOHN Q. DOE A/1C, USAF

Attachment III to EADFM 39-1 (Page 2 of 2 Pages)

#### HEADQUARTERS OOOTH AIR DEFENSE GROUP BLANK AIR FORCE BASE New York

(Date)

SUBJECT: Letter of Appreciation

TO:

#### A/1C John Q. Doe, AF 11 222 333 OOd Air Police Squadron Blank Air Force Base, New York

1. I am most gratified to know that you have decided to reenlist at Blank Air Force Base and that you are continuing your career in the United States Air Force. The part you continue to play in support of our mission is vital and appreciated.

2. We, at Blank Air Force Base, are striving continually to perfect our management and to make this a highly desirable assignment for all airmen. To this end, we would appreciate your cooperation in filling out the attached questionnaire in order that we may continue our search for better ways and means of improvement.

3. You will note that no signature is necessary and that there are no identifying marks on the questionnaire. We ask that you be frank and objective as possible and, after completion, mail the questionnaire in the attached, self-addressed envelope.

4. Again, we hope you will be successful in your chosen career, and you have my personal thanks for your past cooperation and support.

l Encl Questionnaire and Envelope JAMES B. BLACK Colonel, USAF Commander

Attachment IV to EADFM 39-1 (Page 1 of 3 Pages)

#### QUESTIONNAIRE

Please circle the items you believe to be pertinent in your case:

1. Barracks facilities are good.

2. On-base family quarters are good.

3. Off-base living facilities are average or better.

4. Base recreational facilities are average or better. 5. Sufficient official attention is given to my personal problems of

6. I generally receive recognition for work well done. 7. I like my Air Force service and intend to make it a career.

8. I have not been moved around too much.

9. I am generally allowed to go on leave when desired.

10. By civilian supervisors are generally fair to military personnel. have been generally assigned to jobs commensurate with my training 11.

12. I believe my benefits are equivalent or better than civilian life.

I like the advantages of educational benefits.

14. My ambitions generally have an outlet.

15. My non-commissioned supervisors are generally well qualified. 16. My officer supervisors are generally competent and impartial.

17. I have no complaint as to working hours.

18. I believe I am professionally competent.

19. There is sufficient prestige attached to my work. I have no complaint against assignment procedures.

21. I have no complaint against promotion procedures. 22. I am respected by my subordinates and superiors.

23. I have not been denied further training.

24. I have not been malassigned while in this organization; 25. I have been kept informed of current Air Force events.

26. My wife likes Air Force life. 27. My parents believe the Air Force is a good organization.

28. Base regulations seem to be fair to all.

29. The civilian population here respect the airmen,30. The business men here cater to the base. 31. Airmen are in good social standing in the civilian community.

32. I am stationed nearest my home.

33. The officer-airman relationship at this base is good.

34. The welfare of airmen is important to the base administration. 35. Airmen at this base are consulted with regard to pertinent base

problems.

36. Service club facilities are good.

37. NCO clubs are good and well supervised. 38. Overseas rotation at this base is done on a fair basis.

39. I reenlisted in the Air Force from another service.

40. AF pay exceeds civilian pay I would receive.

41. Dependent medical care is good.

42. Job assignments are stable at this base. 43. Discipline in the AF and at this base is adequate.

Attachment IV to EADFM 39-1 (Page 2 of 3 Pages)

44. Authority at this level is adequate.
45. Service benefits are more attractive than veteran benefits.
46. AF policy is generally stable as it affects me.
47. Airmen are given responsible jobs and the authority to do the job.
48. There is a distinction between leaders and specialists at this base.
49. Military justice is administered properly at this base.
50. REMARKS OR RECOMMENDATIONS:

Attachment IV to EADFM 39-1 (Page 3 of 3 Pages)

# HEADQUARTERS OOOTH AIR DEFENSE GROUP BLANK AIR FORCE BASE New York

(Date)

SUBJECT: Letter of Appreciation

TO:

# A/1C John Q. Doe, AF 11 222 333 OOd Air Police Squadron Blank Air Force Base, New York

1. Your unit commander has informed me that you do not intend to reenlist at Blank Air Force Base and that you are returning to civilian status after finishing this enlistment. Your reasons for this decision are important to us, to the Air Force, and also to your fellow airmen.

2. The attached questionnaire is designed to help us in defining our management problems and in measuring airmen attitudes. We will appreciate your help in filling it out frankly and objectively. You need not sign it nor enclose this letter--merely drop it into the mail box. Neither the questionnaire nor the envelope contain any identifying marks.

3. I take this opportunity to express my personal appreciation for your service in the Air Force and specifically the support that you have given our mission here. If at any time during the reenlistment eligibility period you care to visit us, or if you feel that you would like to talk over rejoining this organization, we will be happy to see you. The Air Force presently has in effect a program which enables us to reenlist you within six months subsequent to your separation date in your present grade and specialty. We will keep in contact with you; and, after looking over civilian life, perhaps you will want to rejoin us here. We wish you the best of luck in whatever enleavor you decide to undertake.

l Encl: Questionnaire and Envelope JAMES B. BLACK Colonel, USAF Commander

Attachment V to EADFM 39-1 (Page 1 of 3 Pages)

# QUESTIONNAIRE

Please circle the items you believe to be pertinent in your case.

- 1. Barracks facilities were inadequate.
- 2. On-base family quarters were inadequate.
- 3. Off-base living facilities were far below average.
- 4. Base recreational facilities are poor.
- 5. I received no attention to personal problems of importance to my
  - career.
- 6. I received no recognition for work well done.
- I simply do not desire a military career. 7.
- 8. I had to travel and move too much.
- 9. I was not allowed sufficient leave, even though it was accrued,
- 10. Civilian supervisors are unfair to military personnel. 11. I was not assigned to jobs commensurate with my ability or training.
- 12. I can make more money in civilian life. 13. I want to use my GI benefits for more education.
- 14. I always had to submerge my ambitions. 15. My average non-commissioned supervisors were poor managers.
- 16. My average officer supervisors were poor managers.
- I was treated unfairly with regard to working hours.
   I own a business or farm to which I am returning.

- 19. There is no prestige attached to my work.
- 20. There is too much favoritism in assignment procedures.
- 21. There is too much favoritism in promotion procedures.
- 22. Arbitrary actions have undermined my self-respect.
- 23. I was not allowed to further my training. 24. Although my AFS was not needed, this organization did not declare me surplus, and I remained malassigned for an unduly long period.
- 25. I am not eligible for reenlistment. 26. By wife does not want me to remain in the service.
- 27. My parents do not want me to remain in the service.
- 28. Base regulations are too strict. 29. People in this area do not look at the military profession as
- 30. The business men of this area discriminate against airmen.
- 31. Airmen are not socially acceptable in this area.
- 32. I want to be stationed nearer my home.
- 33. The officer-airman relationship at this base is poor. 34. The administration of this base does not care for the welfare of air-
- 35. Airmen at this base are not allowed to take part in its administration.
- 36. Service club facilities are poor.
- 37. NCO clubs leave much to be desired.
- 38. I have been sent overseas before my proper turn.
- 39. I prefer reenlistment in another service. 40. AF pay is not adequate, and I hope to make more in civilian life.

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- 41. Dependent medical care is not adequate.
- 42. Job assignments are not stable at this base. 43. Discipline in the AF and at this base is too lax.

Attachment V to EADFM 39-1 (Page 2 of 3 Pages)

44. There is a lack of authority at this level.
45. Veteran benefits are more attractive than service benefits.
46. AF policy as it effects me is general unstable.
47. Airmen are not given responsible jobs or enough authority.
48. There is not any distinction between leaders and specialists at this base.

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49. Military justice is not administered properly at this base, 50. REMARKS OR RECOMMENDATIONS:

Attachment V to EADFM 39-1 (Page 3 of 3 Pages)

# COMMANDER'S CHECK LIST

- Is the reenlistment program conducted in an effective, efficient, and well coordinated manner?
- 2. Is the reenlistment program established and being maintained as a special high priority project?
- 3. Is the reenlistment program, as applied to the individual airman and non-commissioned officer, started on the day the individual initially reports to your organization and continued throughout the period of his assignment?
- 4. Does your reenlistment effort continue for six months after separation to reenlist qualified personnel with specialties listed in AFL 39-30?
- 5. Are your approach, methods, and procedures used in your reenlistment program realistic and do they maintain a dynamic quality?
- 6. Is your reenlistment program directed primarily at the first term enlistee?
- 7. Do your reenlistment efforts include retention of your non-commissioned officers?
- 8. Have directives, SOP's, and/or regulations been published?
- 9. Has a reenlistment project officer been appointed?
  - a. Does he carry out his responsibilities to the fullest extent?
  - b. Is he giving adequate advice to activities and individuals carrying on the reenlistment program?
- 10. Is your reenlistment program receiving adequate publicity?
  - a. Does your information program vigorously and continually bring to the attention of the potential reenlistee information which is favorable toward reenlistment and an Air Force career?
  - b. Are base newspapers and daily bulletin supplements fully utilized to publicize your program?
  - c. Is maximum use made of available reenlistment films?
  - d. Are reenlistment literature and posters displayed on unit bulletin boards?
  - e. Is the information hour in your unit used to the fullest extent possible for bringing favorable reenlistment information to the attention of the organization?

Attachment VI to EADFM 39-1 (Page 1 of 6 Pages) f. Is proper and immediate distribution made of reenlistment guides, pamphlets, literature, posters, and other reenlistment aids?

g. Are prominent recruiting signs displayed indicating location of the base recruiting office?

h. Are the air police and gate guards furnished with reenlistment literature for hand-out at the gate entrances?

i. Are reenlistment posters displayed at gate entrances?

j. Is every effort made to acquaint the wives and families of personnel with the favorable aspects of an Air Force life from the standpoint of the dependent?

11. Does your reenlistment program include the education and familiarization of all counseling and supervisory personnel with the tools of reenlistment counseling contained in the "Reenlistment Hambook for AF Supervisors?"

- a. Is the "Reenlistment Handbook for AF Supervisors" used to the fullest extent possible in preparation of graphic aids?
- b. Is careful preparation made to recognize and counter adverse factors for which the "handbook" does not provide adequate countering data or information?
- c. Are graphic aids prepared in advance portraying favorable factors peculiar to your station and subsequently used to counter adverse factors not included in the "handbook?"

d. Do counselors avoid counseling in generalities?

- e. Are all interviews sincere, realistic, and attuned to the individual airman's understanding?
- 12. Are you, as commander, conducting those interviews listed in the reenlistment manual for which you are solely responsible?
  - a. Do you interview each newly assigned airman and non-commissioned officer within 48 hours subsequent to assignment of the individual?
  - b. Are newly assigned personnel made to feel they are an important new part of the organization?
  - c. Are past assignments, new assignment, promotion policies, points of interest as to the environment of the local area and the mission of the organization discussed with the airmen?
  - d. Do you interview each airman and non-commissioned officer one year prior to ETS?

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Attachment VI to EADFM 39-1 (Page 2 of 6 Pâges)

- e. Do you solicit gripes and personal dissatisfactions, which adversely influence reenlistment, from the airmen?
- f. Do you take positive corrective action on all problems presented by airmen which are correctible within your authority?
- g. Does your counseling include a comprehensive discussion of the pros and cons of an Air Force life?
- h. Do you interview each airman and non-commissioned officer, 90 days prior to ETS, who have indicated they do not intend to reenlist?
- i. Do you analyze the airman's problems as previously recorded on his interview form prior to conducting the 90-day interview?
- j. Do you offer airmen, who do not intend to reenlist, choice of assignment to one of three ZI bases?
- k. Do you offer airmen assignment to basic technical training course of their choice when they possess a surplus skill?
- 1. Do you interview each airman and non-commissioned officer, 60 days prior to ETS, who have indicated they do not intend to reenlist?
- m. Is the 60-day interview conducted with a view toward resolving the airman's problems or dissatisfactions with the unit?
- n. If the airman's problems cannot be resolved, are the reasons necessitating the adverse conditions explained to the airman's satisfaction and understanding?
- o. Do you interview each airman and non-commissioned officer, 30 days prior to ETS, who have indicated they do not intend to reenlist?
- p. Does your 30-day interview with airmen thoroughly cover the advantages of an Air Force career?
- q. Do you explain the provisions of AFL 39-30, "Direct Mail Campaign to Obtain Reenlistments," to airmen during the 30-day interview?
- 13. Is the personnel officer conducting those interviews listed in the reenlistment Manual for which he is solely responsible?
  - a. Does the personnel officer interview all airmen 90 days prior to ETS?
  - b. Does the personnel officer have adequate graphic aids?
  - c. Is the personnel officer using graphic aids correctly?
  - d. Does he explain the benefits of reenlistment to airmen regardless of their intent to reenlist?

Attachment VI to EADFM 39-1 (Page 3 of 6 Pages)

e. Is an adequate comparison of military versus civilian life being presented?

f. Are airmen, who do not inteni to reenlist, scheduled for a 90-day interview with the unit commander?

g Does the personnel officer interview all airmen 60 days prior to ETS who have indicated to the NCO council that they do not intend to reenlist?

h. Does the personnel officer conduct the 60-day interview with a view toward resolving the airman's problems or dissatisfactions with the unit?

- i. If the airman's problems cannot be resolved, are the reasons necessitating the adverse conditions explained to the airman's satisfaction and understanding?
- j. Are airmen, who do not inteni to reenlist, scheduled for a 60-day interview with the unit commander?

14. Has a non-commissioned officers' council been appointed?

a. Are copies of orders appointing council posted on bulletin board?

b. Does the council have adequate graphic aids to fulfill its mission?

c. Does the council use graphic aids properly?

- d. Do members of the council seek out airmen's problems or dissatisfactions during interviews?
- e. Are all airmen appearing before the council 160 days subsequent to assignment to unit and again 60 days prior to ETS?
- f. Are problems or dissatisfactions properly recorded on interview forms?
- g. Is the council presenting the airmen's problems to the commander?
- h. Is a sincere effort made to resolve all problems presented?
- i. If the airmen's problems cannot be resolved, are the reasons necessitating the adverse conditions explained to the airmen's satisfaction and understanding?
- j. Are airmen, who indicate to the council that they do not intend to reenlist, scheduled for a 60-day interview with the personnel officer?

Attachment VI to EADFM 39-1 (Page 4 of 6 Pages)

- k. Is a monthly report of the council's actions to include problems presented and solutions made or recommended submitted to the commander?
- 1. Do you, as commander, meet with the council periodically for the purpose of reviewing actions of the council?
- 15. Is a letter campaign, as contained in the reenlistment Manual, effectively carried on within your organization?
  - a. Are you writing letters to the parents of newly assigned single airmen and non-commissioned officers who are under 25 years of age?
  - b. Are you writing letters to the wives of all newly assigned married airmen and non-commissioned officers?
  - c. Do the initial letters maintain a personal attitude and project sincere interest in the welfare of the airmen?
  - d. Do you write a letter to each airman and non-commissioned officer 90 days prior to separation date?
  - e. Does the letter written 90 days prior to ETS contain information similar to that contained in Attachment IIA of the reenlistment Manual?
  - f. Do you write a letter to each airman and non-commissioned officer 30 days prior to separation date even though they have indicated they intend to reenlist?
  - g. Does the letter written 30 days prior to ETS, to airmen intending to reenlist, contain information similar to that contained in Attachment III of the reenlistment Manual?
  - h. Do you write a letter to each airman and non-commissioned officer 30 days prior to separation date when they have indicated that they do not intend to reenlist?
  - i. Does the letter written 30 days prior to ETS, to airmen not intending to reenlist, contain information similar to that contained in Attachment IV of the reenlistment Manual?
  - j. Are feeler letters written to airmen, 90 days subsequent to ETS, who possess an AFS listed in Attachment I to AFL 39-30?
  - k. Do feeler letters contain information similar to that contained in Attachment VIII of the reenlistment Manual?
  - 1. When an airman's civilian status is confirmed, do you write a follow-up letter enclosing a letter of authorization for his reenlistment?

Attachment VI to EADFM 39-1 (Page 5 of 6 Pages) m. Is the follow-up letter and letter of authorization similar to Attachments IX and X of the reenlistment Manual?

16. Are interview forms correctly filled out by each responsible individual?

17. Are copies of all letters and DD Form 214A attached to interview form when applicable?

18. Are interview forms, after completion of Section XII, forwarded to the base recruiting officer?

- 19. Does the base recruiting officer keep your unit supplied with all available reenlistment aids?
- 20. Are interview forms returned to your unit by the recruiting officer?
- 21. Are you utilizing ADC Pamphlet "Esprit de Corps;" Chapters I and II of the "Reenlistment Handbook for AF Supervisors;" and AFM 35-15, as a source for instruction and guidance as to methods and techniques which may be used for effective management and leadership?
- 22. Does the recruiting officer furnish your unit with information copies of monthly analytical reports on the reenlistment program?
- 23. Is performance commensurate with grade demanded of non-commissioned officers and airmen? Is this reflected in base assignment and promotion policies?
- 24. Are officers and non-commissioned officers prompt to recognize outstanding performance and loyalty and equally alert to take immediate action when sub-standard performance is encountered?

Attachment VI to EADFM 39-1 (Page 6 of 6 Pages)

# CRITERIA FOR COMPUTING AIR FORCE REENLISTMENT RATES

Air Force Regulation 39-2 prescribing computation of reenlistment rates is being revised. Forthcoming regulation will prescribe uniform methods of computing reenlistment rates and provide for dissemination of such information throughout the Air Force. Following instructions are issued for use of all echelons so there will be uniformity at present. Commanders are required to insure that any rates computed by organizations on bases under their juripdiction will conform to this criteria.

Reenlistment rate is the percentage of airmen separated during a given period who were eligible to reenlist and who actually did reenlist within 90 days from date of separation. To be included in rate, reenlistment must have occurred within the same organizational element from which he was separated.

Rate is obtained from fraction comprised as follows:

a. Denominator will consist of number of airmon eligible for reenlistment who did in fact separate during period of time in question from organizational element (command, base, or unit) for which rate is being computed.

b. Numerator will consist of number of airmen included in denominator who reenlisted within 90 days.

Following organizational elements are those for which rates are most commonly computed:

a. USAF reenlistment rate consists of all separations of airmen eligible for reenlistment divided into number of same airmen who did in fact reenlist within 90 days.

b. Zone of interior command rate consists of all eligible airmen who separated from the command and who reenlisted within 90 days within the same command. Rate is based on assigned personnel only.

c. Base reenlistment rate consists of all eligible airmen who separated from units assigned to command with jurisdiction over base and who reenlisted within 90 days with unit of same command, on the same base-

d. Unit reenlistment rate consists of all eligible airmen who separated and who reenlisted in the same unit within 90 days.

Rates computed for different organizational elements do not lend themselves to direct comparison. Standards for comparison of similar organizational elements will be suggested in the forthcoming regulation.

Attachment VII to EADFM 39-1

# HEADQUARTERS OOOTH AIR DEFENSE GROUP BLANK AIR FORCE BASE New York

(Date)

SUBJECT: Reenlistment

TO:

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Mr. John Q. Doe 4211 Crawford Street Houston 4, Texas

1. As you recall, during your last few days at Blank Air Force Base, mention was made to you concerning an Air Force policy which permitted reenlistment up to six months subsequent to your separation from the Air Force.

2. You have now been out of service four months and have perhaps found that you would like to rejoin your old outfit here at Blank Air Force Base. Many of the same fellows are still serving here doing find work.

3. Should you be interested in returning to your old outfit or reenlisting for a new unit, I am authorized to furnish you with a letter of authorization to permit your reenlistment in your old grade.

4. Please feel free to contact me at any time if I can assist you in returning to the old outfit or to a new unit of your choice. I might add a word of caution regarding waiting too near the end of the six-month period, since it does require a certain amount of time to prepare a letter of authorization and get it into your hands.

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JAMES B BLACK Colonel, USAF Commander

Attachment VIII to EADFM 39-1

HEADQUARTERS OOOTH AIR DEFENSE GROUP BLANK AIR FORCE BASE New York

(Date)

SUBJECT: Authorization for Grade, Assignment, and Transportation

TO:

Mr. John Q. Doe 4211 Crawford Street Houston 4, Texas

1. It is indeed a pleasure to learn that you are considering a return to military service.

2. Attached is a letter of authorization which I referred to in my previous letter. It is your authority to reenlist in the grade held at time of separation. Present it to the United States Air Force Recruiting Service Office nearest your residence, or you can bring it with you and we will enlist you here at your old outfit.

3. I believe you have made a wise decision, and I congratulate you and wish you success in your chosen career.

1 Encl: Letter of Authorization JAMES B BLACK Colonel, USAF Commander

Attachment IX to EADFM 39-1

HEADQUARTERS OOOTH AIR FORCE GROUP BLANK AIR FORCE BASE New York

(Date)

SUBJECT: Authorization for Grade, Assignment, and Transportation

TO:

Mr. John Q. Doe 4211 Crawford Street Houston 4, Texas

1. Under the provisions of AFL 39-30, and provided that you are otherwise qualified under the provisions of AFR 39-9, you are authorized to enlist in the Air Force in the permanent grade held at time of last discharge and be concurrently promoted to any temporary grade held at that time. Date of grades will be the date of enlistment.

2. You may enlist either at this organization or through the United States Air Force Recruiting Service installation nearest your place of residence without regard to any quota restriction which may be in effect at time of enlistment.

3. Upon enlistment, the United States Air Force Recruiting Service is authorized, at your choice, to assign and move you direct to either this organization or to an Air Force Base in accordance with AFR 39-8.

4. This letter is valid only if enlistment is accomplished within six months from date of last separation from active military service.

5. When enlistment is accomplished, request that the enlisting officer endorse this letter directly to the Director of Personnel Procurement and Training, Headquarters USAF, ATTENTION: Personnel Procurement Division, Washington 25, D.C., indicating the AFSC, grades, date of enlistment, and disposition of enlistee. Further, request that an information copy of the inforsement be mailed to this organization.

> JAMES B BLACK Colonel, USAF Commander

Attachment X to EADFM 39-1

HEADQUARTERS EASTERN AIR DEFENSE FORCE STEWART AIR FORCE BASE. NEWBURGH. N. Y. Office of the Deputy for Personnel.

13 January 1955

Colonel Lee B. Coats Commander 4706th Air Defense Wing Hq O'Hare International Airport Park Ridge, Illinois

Dear Lee:

A matter has just been brought to my attention which I believe deserves our immediate action. It involves the critically low reenlistment rate of supervisors, technicians, and specialists in AFSC's 32270, 32271D and 32250D, respectively. These personnel represent perhaps the largest dollar investment per individual that the Air Force has been required to make in terms of training and time, versus retainability, for many years. Recent studies reveal that the length of time required to train an individual to the 32271D AFSC, under ideal conditions, approximates forty-520 (42) months. Considering that most enlistments are only for a period of four (4) years, it is easy to see that the "dollar return" in 7-skill level productivity is only six (6) months.

In the face of all this we must realize that these people will be the only personnel who possess the technical qualifications for attendance of the initial advanced training courses on E-9, MG-3 and GAR-1 equipments. Many of these airmen have expressed a desire to attend the courses which are being planned, however, are reluctant to counit themselves for re-enlistment without some guarantee that they will be selected to attend.

The E-9 course is now programmed to commence during June of this year and will be conducted by the Hughes Aircraft Corporation at their factory at Culver City, California. MG-3 and GAR-1 courses will phase-in sometime thereafter. This training is, in all respects toward the electronic technician/engineering level. There is no comparable training available in civilian life. The cost in dollars

Hq EADF, Office of the Deputy for Personnel

and cents is unknown to us at this time, however, similar courses have exceeded \$20,000 per student.

It is difficult to believe that anyone who possesses the high prerequisites for attendance could turn his back upon the opportunity afforded him in way of furthering his formal education and enhancing his chances for advancement in a career field which has the best of promotion possibilities. The record reflects that these airmen are, none-the-less, leaving the service. I seriously believe that many of them can be convinced that the Air Force does have much more to offer than they have thusfar been made aware of.

There is something we can do to alleviate the condition of low re-enlistments of these valuable airmen. Specifically, we can provide our personal guarantee to these individuals that everything in our power will be done to assure their attendance of these courses, as appropriate. You may rest assured that I will make the maximum effort to obtain the cooperation of higher headquarters to preclude withdrawals of personnel who re-enlist as a result of these efforts.

We have prepared a roster of supervisors, technicians, and specialists who fall into the described categories. For practical purposes, only those airmen whose term of service expires during the period January 1955 through June 1955 are included since they represent the immediate bulk. It is my proposal that you take the necessary steps to advise each airman concerned of the interest we have in their renewal of an Air Force term of enlistment. Whether you choose to do this yourself or through unit commanders is a matter left to your discretion. I do believe that the proposition should be put to each individual concerned on a personal basis, between he and an officer acting in no lower capacity than the unit commander.

When you have completed this task I would appreciate being informed of the results of your survey. Considering the time you will require to assure that each individual is interviewed, and the lead time we must have to make an attempt at being given special consideration to preclude overseas or other PCS withdrawals of re-enlistees, I wish for you to aim for 1 February 1955 as the date upon which you submit your report to me. At that time please include a roster of those individuals who indicate a desire to re-enlist as a result of the guarantee to be afforded the Hq EADF, Office of the Deputy for Personnel

opportunity for attendance of the E-9, MG-3 or GAR-1 courses. Be it understood that this guarantee cannot be considered unequivocal, as I am offering it within the limits of the authority vested in Eastern Air Defense Force.

3

Sincerely,

1 Encl: Roster of Personnel JOSEPH MYERS Colonel, USAF Deputy for Personnel

/Identical ltr sent to 4707th, 4708th, 4709th and 4710th ADEF Wgg/

### HEADQUARTERS EASTERN AIR DEFENSE FORCE STEWART AIR FORCE BASE. NEWBURGH. N. Y. Office of the Deputy for Personnel

30 March 1955

Colonel Lee B. Coats Commander 4706th Air Defense Wing Hq O'Hare International Airport Park Ridge, Illinois

Dear Colonel Coats:

On 13 January 1955 Colonel Myers wrote to you concerning our plan to offer advanced factory training as a re-enlistment incentive to our highly skilled armament systems personnel. I would like to advise you at this time as to the status of this program.

Based on the information contained in your message, IMPTR 11638, 14. February 1955, this headquarters has requested and has been allocated sufficient quotas in the E-9 Factory Training Course to enable attendance of all airmen who have indicated an intent or interest in re-enlisting for the purpose of attending this course. Further, additional quotas can be obtained for any other qualified airmen who may desire to re-enlist for the purpose of attending advanced factory training.

To facilitate the retention of these airmen during the period between the date of discharge and school starting date, Air Force Headquarters has revised AFM 39-9 as outlined to you in our letter, EAPMP-ASA, subject: Change to AFM 39-9, 16 March 1955. This change will permit commanders having discharge authority to extend the enlistment of personnal from date of current DOS to anticipated class starting date.

It is our recommendation that aimmen in the current group being considered be advised to extend for a sufficient period of time to enable them to attend the class entering 1 August 1955. When an aimman is identified to this headquarters as having extended for the purpose of attending the E-9 Factory Course, a quota, by class starting date, will be assigned and reserved for the individual by name.

Hq EADF, Office of the Deputy for Personnel

Following is a list of those airmen who are, or were, assigned your command who indicated an interest in attending the Advanced E-9 Factory Course:

Name	Rank	AFSN	Unit	DOS
James L. Vlack Thomas Walsh Frank Ratka Robert E. Morgan John J. Andrejcik Richard Iennaco John D. Lance Ralph B. Larson	A/2C A/1C A/1C A/1C A/1C A/1C A/2C S/Sgt S/Sgt	AF15470856 AF16370400 AF12310938 AF11225002 AF13401128 AF12390914 AF15440179 AF16368911	97th FI 62d FI 438th FI 438th FI 42d FI 62d FI 42d FI	S Feb *55 S Feb *55 S Apr *55 S Nov *55* S Oct *55* S Feb *55

\*These airmen will be considered for E-9 Factory Course, class starting 16 January 1956.

The following additional airmen presently assigned your command are qualified by AFSC to attend the subject course. It is suggested that these airmen be interviewed to determine if they are fully qualified for attendance at ADvanced Factory Training. Quotas can be obtained for those qualified airmen who desire to re-enlist.

Name	Rank	AFSC	Unit	DOS
Allen B. Timberlake	A/1C	32250D	456th FIS	May 155
Robert H. Pfeil	A/1C	32250D		Jun 155
Richard D. Clark	S/Sgt	32250D		Aug 155

It is suggested that in the case of airmen listed above who have separated, unit commanders initiate letters advising these airmen that a quota can be obtained to assure their attendance at the E-9 Factory Course. At the present time a quota can be made available to these airmen when they re-enlist at any Eastern Air Defense Force Base, and action is being taken to extend this privilege to all Air Defense Command bases.

Hq EADF, Office of the Deputy for Personnel

This headquarters is scheduled to submit a report on the above plan to Headquarters, Air Defense Command on the 15th of April. I would therefore appreciate a report from you, including the identity of all airmen extended or re-enlisted, not later than 14 April 1955. A reply by message will suffice.

Sincerely,

JOHN B. CAFFNEY Colonel, USAF Deputy for Personnel

/Identical ltr sent to 4707th, 4708th, 4709th and 4710th ADef Wgg/

DUTING	JOINT MESSAG	GEFORM	tions center no. 270
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	COMDR 32D ADIV (DEF) SYRACUSE AF ST SYRACUSE 6 NY	<b>'A</b>	
	(UNCLASSIFIED_ EAPPT-A_15287		
	E-9 Fire Control System. This comd		
	starting 6 Jun 55, 1 Aug 55 and 16		
	of E-9 FCS to be conducted at Hughe		
	Prerequisits qual for entry: Class		
	AFSC 322 50/70D and be grad of Hugh		
	or be grad of course Nr AA32271D c		
	of nine (9) months fld experience		
	pers must possess AFSC 32250D or h		
	after grad is reqd for all classes		
	wks in duration; 1 Aug 55 and 16 J	Jan 56 classes will h	be 40 wks in duration
	In view of extremely low reenlists		
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# HQ EADF STEWART AFB NEWBURGH NY

### UNCLASSIFIED

ROUTINE

DEFERRED

The following airmen asgd your cond scheduled for early separation should be interviewed and offered an opportunity to attend the E-9 Facty Course:

Name	Grade	FAFSC	Organization	DOS
George J Hutchinson	A/20	32250D	27FIS	Jun 55
Richard R. Findl	A/10	32250D	27FIS	Aug 55
Edward F. Vodvarka	A/20	32250D	27FIS	Jul 55
Rollin D. Crawford	s/Sgt	32250D	27FIS	Jun 55
Henry J. Mengay	A/10	32250D	318FIS	Jun 55
Paul T. Bowden	A/1C	32250D	37FIS	Jul 55
Carol G. Strawbinger	A/10	32250D	37FIS	Jul 55

To facilitate retention of airmen during period between date of discharge and school starting date, Hq USAF has revised AFM 39-9 as outlined in ltr this hq EAPMP-ASA Subj: Change to AFM 39-9, 16 Mar 55. This change will permit commanders having discharge authority to extend the enlistment of pers from date of current DOS to anticipated class starting date.

UNCLASSIFIED Page 2 of 3 Pages

# HQ EADF STEWART AFB NEWBURGH NY

# UNCLASSIFIED

DEFERRED

# ROUTINE

The following additional pers presently asgd to 27th FIS your comd, quald for attendance, have sufficient retainability and should be considered for attendance at the E-9 FCS Foty Course.

Rank	PAFCS	DOS
N/Sgt	32270D	Nov 58 -
T/Sgt	32270D	Oct 60
s/sgt	32250D	Aug 59
w/o	32000	Indef
	T/Sgt S/Sgt	H/Sgt 32270D T/Sgt 32270D S/Sgt 32250D

Req this hq be advised ASAP but NLT 1 May 55: (a) Results of efforts to reenlist quald airmen for attendance at E-9 Fcty Course (b) Your reqmts for quotas in subj course with identity of pers to attend.

UNCLASSIFIED

Page 3 of 3 Pages

CAPT EDWIN P. LEONARD/ses EAPPT-A 15 Apr 55 788

#### MESSAGEFORM

9 May 1955

FM COMDR ADC ENT AFB COLO

TO COMDR EADF STEWART AFB NY

COMDR WADF HAMILTON AFB CALIF

COMDR CADF GRANDVIEW AFB MO

COMDR 4750TH AD WG WPNS YUMA CNTY APRT ARIZ

/UNCLASS/ADPRT-T-3B 18625. YOUR COMD IS ALLOC SPACES IN F&O LEVEL MAINT, CRSE NR SM 32250E-1, E-9 FIRE CONTROL SYSTEMS CONDUCTED BY HUGHES ACFT CO AS FOLS: CADE WADE STATETING DT CRADUATING DT EADF CADF WADE 4750TH

CLASS NR CLASS STARTING DT GRADUATING DT EADF 13 14\* 13\*\*\* 8 12 13 JAN 56 6 JUN 55 2 10 15 16\*\* 17 \$ 4 May 56 1 AUG 55 14 18 12 11\*\* 16 JAN 56 19 OCT 56 QUOTA ALLOC AS DIRECTED BY MSG THIS HQ, ADPRT-T-2 ARE AMENDED AS INDIC ABOVE, RE FONECON, REP YOUR HQ & CAPT MCKINNEY, THIS HQ, 6 MAY 55. CRSE LGTH OF CLASS NR 2 IS THIRTY-TWO (32) WKS. CRSE LGTH OF CLASS NR 3 & 4. IS FORTY (40) WKS. STUS WILL REPT TO AFPR AND/OR CWO K. W. HOLLAND, TTAF LIAISON OFFICER, HUGHES ACFT CO., CULVER CITY, CALIF. GOVT HASG & MSG FAC NOT AVAL. PREREQUISITE QUAL IS AFSC 32250/70D AND BE CLEARED FOR SECRET. STUS ENTERING CLASS NR 2 MUST ALSO HAVE COMPLETED HAC FCTY TNG ON F&O LEVEL MAINT OF E-4, E-5 & E-6 FCS OR E-4, E-5 & E-6 FSC TECH CRSE NR AA 32271D, & HAVE MAXIMUM OF 9 MOS FLD EXPERIENCE. SO DETAILING STUS TO TNG WILL INCLUDE INDIV AFSC, CRSE TITLE, CRSE NR, CLASS LGTH AND SCTY CLNC. COMPL WITH PARA 4H, (3), (4) & (5) AFR 50-9 RGR. AFPR HUGHES ACFT CO WILL BE ADVISED NLT 6 DAYS PRIOR TO SKED CLASS ENTRY DT OF NAMES, GRADE SCTY CLNC & DESIRED HOTEL ACCOMMODATIONS. ACCT CLASS NE 5753400 064-4100 P443-02,03 S22-606 FOR FY 55. ACCT CLASS NE 5763400 064-4100 P443-02,03 S22-606 FOR FY 56. ACCT NE FOR FY 57 WILL BE FURN AT A LATER DT. PROVISION OF AFR 35-52 ARE WAIVED FOR THIS CRSE. AUTH: TTAF MSG GTG 1534E, SUBJ: REPT INSTR FOR CLASS 2, 3, & 4 OF CRSE NR SM 32250 E-1, E-9 FCS, F&O LEVEL MAINT TNG, 5 MAY 55. NOTIFY THIS HQ ON COMPL ACTION BT

09/2133Z MAY JEDEN

\* - ADC MSG 21637, 28 MAY 55 \*\* - ADC MSG 22300, 6 JUN 55 \*\*\* - ADC MSG 23070, 8 JUN 55

MESSAGEFORM

12 Mar 1955

FM COMDR ADC ENT AFB COLO COMDR EADF STEWART AFB NY TO COMDE CADF GRANDVIEW AFB MO COMDR WADF HAMILTON AFE CALIF COMDR 4750TH AIR DEF WG WPNS YUMA COUNTY APRT ARIZ /UNCLASSIFIED/ADPRT-T-2 10155. TTAF MSG GTG 1218C, 10 MAR 55, ALOC QUOTAS FOR E-9 FCS PENDING FINAL CONTRACTUAL NEGOTIATIONS. QUOTAS ARE REALOC AS ESTB DURING MEETING THIS HQ, 18 JAN 55. 4750TH WADF TENT. CLASS STARTING DT EADF CADF 10 11 8 7 JUN 55 17 8 17 12 1 AUG 55 12 20 16 JAN 56 12 PREREQUISITE QUAL FOR ENTRY: CLASS STARTING 6 JUN, PERS MUST POSSESS AFSC 32250/7 OD AND BE GRAD OF HAC FCTY CRSE ON E-4, E-5, AND E-6 FCS OR BE GRAD OF CRSE NE AA32271D CONDUCTED AT LOWRY AFB AND HAVE MINIMUM OF 9 MONTHS FLD EXPERIENCE ON THESE SYSTEMS FOR REMAINING CLASSES: MUST POSSESS AFSC 32250D OR HIGHER. PERS SHOULD HAVE MINIMUM OF 2 YEARS RETAINABILITY AFTER GRAD. (THIS DISTRIBUTION W/B MAINTAINED IF POSSIBLE.) REQ THIS HQ BE ADVISED OF SPACES NEEDED FOR AMN RE-ENLISTING FOR THIS TNG. SPACES W/B RESERVED BY NAME FOR THESE INDIVIDUALS AND WILL NOT BE RELINQUISHED. DETAILED REPT INSTR W/B FURN WHEN CONTR NEGOTIATIONS HAVE BEEN COMPLETED. FOR EADF: YOUR LTR EAPPT, 24 FEB 55, SUEJ: REQ FOR ADV ALOC OF QUOTAS FOR E-9 FCS FCTY CRSE.

BT 12/1851Z MAR JEDEN

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(UNCLASSIFIED) EACOT-OW 12417 \_\_\_\_\_. During the remainder of Calendar Yr 1955, various bases of this comd w/b closed or oprs w/b restricted due to construction. Info aval at this hq indicates that the folg bases w/b closed at sometime during this pd: Dover AFB, Otis AFB and Presque Isle AFB. Desire this hq be infod of your plans for contd oprs of concerned ftr-intcp sqs during the pd the bases w/b closed. Also desire info on degree of restriction to ops expected at other bases where construction or repair is programmed.

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MESSAGEFORM

14 Jan 1955

275

FM USAF INSTL REPRO OHIO R REG CIN TO CDR EASTERN AIR DEFENSE FORCE STEWART AFB NEWBURGH NY INFO CDR AIR DEFENSE COMMAND ENT AFB COLORADO SPRINGS COLO

ATTN-DIR OF INSTL STEWART AIR FORCE BASE AT FROM OVDAL-FC 10014 REFERENCE YOUR MESSAGE EAMIS O-1 695 PD COFE DISTRICTS CONCERNED HAVE BEEN INSTRUCTED TO INCLUDE STEAM AND MASSAGE ROOMS WITH GYMNASIUMS AT TRUAX AFB CMM KINROSS AFB AND YOUNGSTOWN NUMICIPAL AIRPORT IN ACCORD-ANCE WITH AFCIE-EA/P DATED 12 NOV 1954 SUBJECT-ADDITION OF STEAM AND MASSAGE ROOMS /PHYSICAL CONDITIONING/ IN STANDARD GYMNASIUMS

CFN OVDAL-FC 10014 0-1 695 12 1954 14/1614ZJAN JEDWP

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FILE NO. FILE NO. FILE NO. FILE NO. FROM EACOT DATE 17 Feb 1955 I. It is requested steam and massage rooms be included in PA is most practical to include this facility with the gym where other creational and physical conditioning means are available. 2. Distances from readiness areas are not a paramount factor considered since the physical conditioning facility is designed for after long hours of alert or extended flight. Aircrews on close a status should not be in the steam and massage rooms. 3. Another factor to be considered at Westover is the movem SAC to that Base. No doubt Sac crews will require use of the physic conditioning facility. It should be located centrally for all conditioning facility for all conditioning facility for all conditioning facility.		DISPOSITI	ON FORM		1
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is most practical to include this facility with the gym where othe creational and physical conditioning means are available. 2. Distances from readiness areas are not a paramount factor considered since the physical conditioning facility is designed for after long hours of alert or extended flight. Aircrews on close a status should not be in the steam and massage rooms. 3. Another factor to be considered at Westover is the movem	то	. EAODO	FROM EAOOT	DATE 17 Feb	1955
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MESSAGEFORM

31 Jan 55

278

FM COMDE ADC ENT AFB COLO TO COFS USAF WASHDC COMDE EADF STEWART AFB NY COMDE CADF GRANDVIEW AFB MO

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COMDR WADF HAMILTON AFE CALIF

ADOOT-C 04599. SUBJ IS MOBILE GCA CONCEPT FOR ZONE OF INTERIOR. 1 58 ZI 8, 529 0-45. PART I FOR AIR DEF FORCES. 1 CEJECTIVE OF NEW CONCEPT IS TO PROV CONTINUOUS IFR GCA COVERAGE AT ALL USAF BASTS IN ZI. TO IMPL CONCEPT EACH BASE W/B PROV MIN PERS ROPMENTS (MPR) TO ENABLE IFR COVERAGE. LIMITATIONS OF MPR CAPABILITY ARE: A. CAPABLE OF HANDLING ONLY ONE ACFT AT A TIME BY RADAR CON; B. LTD VFR THG CAPABILITY. 2. WHERE COND ROBERTS DICTATE ADD PERS W/B PROV. FOL GUIDELINES ARE OUTLINED FOR PLANNING PURPOSES: A. GCA MUST BE CAPABLE OF CONTINUOUS IFR COVERAGE WITH MULTIPLE RECOVERY CAPABILITY. B. GCA MUST PROV CONTINUOUS IFR SCRAMBLE MONITORING. C. IFR COND W/B DEFINED AS THAT ALT USED FOR GCI HAND OFF TO GCA OR 2000 FT AND 5 MI, WHICHEVER IS HIGHER. D. GCA MUST POSSESS A VFR TNG CAPABILITY OF AT LEAST FOUR HOURS PER DAY FIVE DAYS PER MEEK. ADEQUATE PERS MUST BE AVAL TO PROV THE IN HICH SPEED, MULTIPLE RECOVERY. 3. DEF FORCES WILL ESTE A LIST OF BASES, IN ORDER OF PRIORITY, FOR ACCOMP OF MAINLING. BASE AND SQ CONDRS WILL COORD WITH LOCAL AACS DET COMDRS TO DETERMINE MIN PERS RORMENT NEC TO PROV CAPABILITY OUTLINED IN PAR 2 ABOVE FOR EACH BASE. 4. REQ ACTION BE EXPEDITED TO FWD ORDER OF PRIORITY AND BASE ROBARNTS ASAP TO INS IMMED IMPL. 5. CORR CUTLINING DIL CONCEPT HAS BEEN FWD. PART II FOR DIR OF OPERATIONS URLTR AFOOP-OC-A. SUBJ : MOBILE GCA OPERATIONAL CONCEPT FOR THE ZONE OF INTERIOR, DATED 10 JAN 55. THIS IS INTERIM REPLY. 31/2220Z JAN JEDEN

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ROUTING	JOINT MESSAG	EFORM	ICATIONS CENTER NO. 279
FROM: (Originator)	SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY		SECURITY CLASSIFICATION
1	HQ EADF STEWART AFB NEWBURCH NY	PRECEDENCE ACTION FOR: ROUTE	TINFORMATION
TO:		BOOK MESSAGE	ORIGINAL MESSAGE
	COMDR 26TH ADIV (DEF) ROSLYN AF STA ROSLYN NY	MULTIPLE ADDRESS	
	COMDR 30TH ADIV (DEF) WILLOW RUN	REFER	IS TO MESSAGE:
INFOT	AF STA BELLEVILLE MICH COMDR 32D ADIV (DEF) SYNACUSE AF STA SYNACUSE 6 MY	IDENTIFICATION	CLASSIFICATION

(UNCLASSIFIED) EAOOT-S 9173 ... Folg mag fr Hq ADC is quoted for your info and nec action: "ADOOT-2 08450. This mag in four parts. Part I. Visits by mbrs of this staff indicate a serious lack of proficiency and coord blum GCI sites and CCA in letdown pros. Three most recent samples of ailure in this regard occured at Geiger, Murtsmith, and Sioux City. Details were discussed with resp officers on the spot. Part 2. The importance to the combat effectiveness of this comd of expeditious and accurate letdown direction is emphasized. Part 3. This hq has reviewed the basic authorities and directives pertinent to your conduct of this man and found them to be adequate. However, they are being revised for more specific, standard and emphatic direction. Part 4. You will take nec steps immed to correct deficiencies in the implementation of recovery pros at bases from which your inteps are operating. Difficulties encountered by tenant units that cannot be resolved locally will be ref to this hq." Ref The studie of ACOT - 0 8596; Har 55. Desire PAGES

DRAFTER'S NAME (and signature, when reguired)		ALLASING OFFICER SIGNATURE
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DD FORM 173 REPLACE	NME FORM 173, 1 MAY 49, AY BE USED.	00-10-58023-4 U. S. GOVERNMENT PRINTING OFFICE

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HQ MADE STEWART AFE NEWBURGH NY

# UNCLASSIFIED

# ROUTINE

action be taken to assure handoff procedures from GCI to CCA units are fully covered and are operationally suitable.

Maj Yarbrough/bas EA00T-S

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# UNCLASSIFIED

608

Page 2 of 2 Pages

DUTING	JOINT MESSAGEFORM			
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ROM: (Originator)	SPACE ABOVE FO	R COMMUNICATIONS CENTI	DATE-TIME GROUP	SECURITY CLASSIFICATION
	HQ BADF STE	WART AFB NEWBURCH	NY PRECEDENCE ACTION	INFORMATION
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	(UNCLASSIF	IED) EAOOT-SF 863	. Ref ltr Hq	USAF, subj: Rev of Rada
	approach C	on (RAPCON) Program	n, 21 Jan 55 and you	r ind 11 Feb 55. Only
	RAPCON fac	ility programmed fo	or 30th Air Div was	for Selfridge AFB Mich.
	This facil	ity was commission	ed 23 Feb 1955. Ref	para 3, basic ltr. Th
	folg justification for retention is shud: A. Req for airspace shud by			
	ltr Hq 575th ADG Subj: Airspace Selfridge AFB 17 Feb 55. In initial.			
				ficulty obtaining adequa
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# HQ EADF STEWART AFB NEWBURCH NY

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# UNCLASSIFIED

### PRIORITY

compatible with normal air tfc con procedures. g. Wea conds prevailing at Selfridge AFB are as fols: (1) Percentage of an existing cond where the ceiling is less than 1000 ft and/or visibility less than 3 Mis 14 per cent. (2) Percentage of an existing cond where the ceiling is less than 3000 ft and/or visibility less than 6 mis 28.7 per cent. (3) Percentage of an existing cond where the ceiling is less than 10,000 ft and/ or visibility less than 6 mis 43.1 per cent. (4) Due to the close promimity of Selfridge AFB to Lake Huron, a great ant of adverse wea prevails that cannot be easily fest. h. Local tfe opr avg 190 take-offs and landing on VFR days and 52 take-offs and landing on IFR days. On peak load days the tfe con fac has handled over 300 oprs on VFR days and over 95 oprs on IFR days. The Selfridge approach con area lies adjacent to Detroit which is class as high density tfe area. (5) Programmed RAPCON facility for 32d Air Div is Otis AFB, Falmouth, Hass (ADC). This facility

UNCLASSIFIED Page 2 of 3 Pages

# HQ BADF STEWART AFB NEWBURCH NY

# UNCLASSIFIED

# PRIORITY

possesses adequate airspace and no known limiting factors exist. RAPCON facilities is extremely desirable at this loc for air def oprs and w/b capable of provg a systematic flow of air tite compatible with normal control tite proces; wea factors are of sufficient IFR proportions to rep radar control and separation in this area of high density air tite. Folg RAPCON facility is scheduled for 26th Air Div (Def) at Stewart AFB, Newburgh, NY. This facility is due for instl in the near future. There are no known lmtg factors and sufficient airspace is available. This facility is highly desirable in order to assist in the performance of the ADC primary man. In that there is a great amt of air tite in this area the RAPCON is considered to be essential. Stewart AFB is in very close proximity to the high density tite areas of New York. Hq EADF is loc on this base and pers flying in to visit this hq and USMA at West Point use Stewart AFB facilities. Avg nr landings and take-offs for Stewart AFB is 1340 per month.

UNCLASSIFIED Page 3 of 3 Pages

CAPTAIN ARTHUR P. WILDHEN, JR/Imk EAOOT-SF 51145 Mar 55 624

# MESSAGEFORM

28 Jan 1955

281

FM COMDE ADC ENT AFB COLO SPGS COLO TO COMDE EADF STEWART AFB N Y COMDE CADF GRANDVIEW AFB MO COMDE WADF HANILTON AFB CALLF COMDE 4750 ADM (WPMS) YUMA CNTY APET ARIZ COMDE 4600 ABGP ENT AFB COLO/COURTER INFO COFS USAF WASH DC

ADOOT-C 04286. THIS NGG IN TWO PARTS. PART I. FOL MSG FROM HQ USAF QUOTED FYI AND REFLY TO THIS HQ: "AFOOT-OC-FL AIMAJOOM 329/55. COMDR FEAF INDICATED PRIORITY RQR FOR USE 60 INCH AA SEARCHLICHTS AS SUPPLEMENTAL LDC AND NAVAID. THIS HQ CONSIDERING ADVISABILITY OF AF-WIDE INSTALLATION OF 2 LICHTS PER BASE WHERE JET OPS ARE PREVALENT. DESING COMMENTS AND IF FAVORABLE, NR LICHTS RQR FOR UR COND NTL 1 FEB 1955." PART II. FOR DIR OFNS, USAF, THIS IS INTERIM REFLY URASC AFOOP-OC-FL AIMAJOOM 329/55. REQ EXTENSION OF SUSPENSE DATE TO 8 FEB 55, PENDING EVAL OF DAF FORCE REFLY. 28/1705Z JAN JEDEN

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

15 Apr 1955

#### EACOT-SF

SUBJECT: Helicopters vs Crash Rescue Boats

TO:

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

1. <u>Referencesi</u> Classified letter this headquarters, EAODR 373.4, Subject: Crash Rescue Requirements, 12 June 1953; 1st Indorsement thereto, Headquarters ADC, 1 September 1953; Message Headquarters ADC, ADOOT-E2, 34413, 3 December 1953; 6th Indorsement, this headquarters, 17 February 1955 to letter, Headquarters 4710th Air Defense Wing, WDW, Subject: Request for H-19 Helicopter, 12 October 1954; Letter Headquarters 524th ADOp, ADG 7, Subject: Request for Rescue Aircraft and 3d Indorsement, this headquarters, thereto.

2. This command recognizes the need for both helicopter aircraft and crash rescue boats in the local crash rescue program. It is apparent from the above referenced correspondence and enclosures hereto that:

a. H-5 and H-13 helicopters cannot replace crash rescue boats and provide full time rescue potential.

b. Replacement of H-5's and H-13's by H-19 helicopters will not render the crash rescue boats surplus to local rescue needs.

c. Both helicopter aircraft and crash rescue boats are needed in the local crash rescue program.

3. The presently assigned helicopters and crash rescue boats complement each other and are of great value in establishing local rescue potential; however, the shortcomings of each necessitate replacement by equipment which will provide even greater rescue potential.

a. A request for assignment of steel hulled boats has been forwarded with comments indicating that these boats would permit operation during periods of freezing waters and therefore be of greater value than wood hulled boats.

EA00T-SF Subject: Helicopters vs Crash Rescue Boats (Contid)

b. The H-5 and H-13 helicopters have a limited capability; however their present value precludes their release at this time. The H-19 appears to be the helicopter best suited to local rescue requirements, and it is again strongly recommended that as soon as possible, all H-5s and H-13s be replaced with H-19s for local rescue purposes. Consideration is given to the fact that in the near future, aircraft assigned to AEW squadrons will be operating over water, far beyond the retrieving capabilities of even H-19 helicopters.

4. It is recommended that the rescue boat and helicopter combination be retained until such time as an adequate rescue helicopter is developed and assigned. Such a helicopter should be capable of allweather flight and be able to retrieve two or more individuals in addition to carrying necessary flying crew, winch operator, and flight mechanic.

FOR THE COMMANDER:

4 Encls: 1. Msg this hq EAOOT-SF 6617, 18 Feb 55 2. Msg 518th Air Def Gp, DGO 1071, 1 Mar 55 3. Ltr 27CREF Subj: Marine Crash Rescue Rept, RCS: AF-F30, 1 Mar 55 4. Ltr 30th AD (D) DOTAO, Subj: Rept on Helicopters vs Crash Boats, 3 Mar 55

Capt A. P. Wildern, Jr/bas/624

J. W. FOUNTAIN JR MAJOR USAF ASST. ADJUTANT

27th CRBF, 27 CRBF, Subject: Marine Crash Rescue Report, RCS: AF-E20

RPT-RC (1 Mar 55)

1st Ind

HEADQUARTERS, 564TH AIR DEFENSE GROUP, Otis Air Force Base, Falmouth, Massachusetts 2 March 1955

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

Forwarded in compliance with Headquarters, 4707th Air Defense Wing message DWOOT 161. "ACFOOT-FO 02074 "EAOOT-SF 6617"", dated 23 February 1955.

FOR THE COMMANDER

l Incl: (trip) OT Narrative RCS: AF-E20 LUCIUS C. JACKSON, JR. 1st Lt., USAF Assistant Adjutant

Info cys: Comdr, 32D ADIV Comdr 4707th ADW 27TH CRASH RESCUE BOAT FLIGHT 564TH AIR DEFENSE GROUP (ADC) Otis Air Force Base Falmouth, Massachusetts

27 CRBF

1 March 1955

SUBJECT: Marine Crash Rescue Report RCS: AF-E20

TO:

Commander 564th Air Defense Group (ADC) Otis Air Force Base ATTENTION Stat Control Falmouth Massachusetts

1. In compliance with msg EAOOT-SF 6617, subject as above, the following information is submitted.

2. During the period Nov 53, to Dec 54, there were four (4) emergency calls that were answered by the rescue boats this unit, dates as follows: 4 Nov 53 - Saved three (3) Navy personnel, 12 Dec 53 -Pilot of A/C picked up by fishing boat, 25 Mar 54 - picked up one (1) body and parts of another, 6 Dec 54 - Neither Pilot or A/C were found. Narrative account follows.

a. On 4 Nov 53, a Navy Torpedo Plane from Quonset Point R.I., orash landed in the water approximately seven (7) miles from Sandwich Basin Mass. Boat was ordered out by Base Operations at 1910 hours and left dock at 1912 hours, arrived in crash area at 1945 hours. A flare sent up by the Navy personnel in a life raft was sighted and the boat proceeded to location of raft and picked up the men, the returned to Sandwich Basin at 1950 hours and Navy personnel were sent up to the Base Hospital by ambulance. There was a Coast Guard Pickett Boat on the Search. On this rescue there was no Helicopter available it is doubtful if they would have been of any value due to the time which was after darkness (1945 hours). The weather was cloudy and the seas were fairly rough (Beaufort Scale #4) with poor visibility, and the crash being so close to the Boat Base, that the time element was insufficient for the Aircraft to arrive at rescue before the Boats has already picked up the victims and were on their way back to the Base.

b. On 12 Dec 53, at 1400 hours a P-51 Mustang developed Engine trouble and the Pilot bailed out at 3,000 feet altitude, definite position was unknown, but Boats were ordered out to the search area, fifteen (15) miles due north of Provincetown Mass. Boats arrived in area at 1530 hours. Boats were advised by a search rescue Aircraft that the downed pilot had been sighted in a life raft. As a fishing boat which was in the immediate area had already picked up the Pilot, the Boats were ordered back to the Base. Ltr Fr 27th Crash Rescue Bpat Flight Subj: Marine Crash Rescue Report RCS: AF E-20 dtd 1 Mar 55 Cont<sup>\*</sup>d

Coast Guard and civilian Boats also assisted in the search. In this search there were no Helicopters available, and due to the distance from the Base forty (40) or fifty (50) miles, and poor visibility, with seas of a (Beaufort Scale #6) high winds and cloudy, a Helicopter would have been of great value if able to operate under these conditions it is doubtful that it could have effected a rescue itself.

c. On 25 Mar 54, at 1220 hours an F-94C crashed in Cape Cod Bay, approximately 3/4 of a mile N.West of Orleans Mass. Boats were alerted at 1236 hours and were underway by 1238 hours. They arrived in the crash area at 1330 hours. A Coast Guard Amphibious Landing Craft in the area signaled the Crash Boat to come alongside, as they had one of the bodies of the crashed aircrafts crew entangled in their propeller, AF personnel of the Crash Boat Crew removed the body. It was still in harness and parachute. It was taken aboard the Crash Noat and the Boat then continued the search. Debris was sighted and also skin and fleshy parts presumed to be parts of the second crew member of the Aircraft, were recovered. One Life raft riddled with holes was recovered. At 1530 hours the search rescue Aircraft were recalled to the Base due to bad weather and fog. The whole body and the particles were returned to Sandwich Basin and then to the Base Hospital. In this search there were no Helicopters available, but they would have been of immeasurable value as the weather conditions were ideal with seas of a (Beaufort Scale #2) clear and a South wind of approx. 15 kts. It would have been of special value in the particular area because of many shoal areas where the Boats could not safely operate. A Boat of no more than approx. 18" draft would also have been of great aid in lieu of a Helicopter.

d. On 6 Dec 54, at 0549 hours the Pilot of an F-86D bailed out at approx. 5,000 feet, five (5) miles South of Monomy Point Cape Cod Mass. Boats were alerted at 0555 hours, and were underway at 0610 hours, reaching search area at approx. 0810 hours. Search began and continued until 10 Dec 54, when discontinued by order of Base Operations. During this search there was aircraft search support (SA-16\_ as well as Coast Guard Boats. But while there was a Helicopter assigned to this Base at that time it was AOCP for a starter. It is doubtful that it would have been able to help in this search due to high gusty winds, fog conditions and high seas. The crash Boats were unable to maintain an engine speed of more than 800 RPMs, most of the time and there were bad icing conditions also with below freezing temperatures.

#### REMARKS

2. It is the considered opinion of this unit that close cooperation of Crash Boats and Helicopters in rescue work would be an ideal condition as the Helicopter can cover a greater area faster but in most cases in this area a Sea going Crash Boat is usually required to make the actual rescue for reason of having the ability to stay out in most of the average bad weather conditions and continue to navigate. Helicopters on the other hand must when the winds are high and gusty or after the hours of darkness, Ltr Fr 27th Crash Rescue Boat Flight Subj: Marine Crash Rescue Report RCS: AF-E20 dtd 1 Mar 55 Cont'd

return to the Base. A Twin Rotor Navy type would be of much more value in this area because of the fact that weather conditions are usually bad and the twin rotor type is much more Airworthy under bad wind and weather conditions for reason of greater power and stability, but it must be remembered that while there are many cases where a Helicopter only can be of use, the most usual condition on rescue work on Ocean waters is that there are as a rule conditions that will not allow a Helicopter to get down too close to the water and also high gusty winds cause a condition in which a Helicopter can very easily be knocked into the sea by the wind. The Boats on the other hand can except in the worst weather go out to make an attempt. The present 63 foot class Boat has certain limitations that a larger more sea worthy Boat could disregard.

> CARL A. LOESER CWO USAF Commander

## HEADQUARTERS 30TH AIR DIVISION (DEFENSE) Willow Run Air Force Station Belleville, Michigan

#### DOTAO

3 March 1955

Subject: Report on Helicopters vs Crash Boats

TO:

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

1. In reference to your message KAOOT-SF 6617, 18 February 1955, the following narrative reports by the three (3) bases possessing both helicopter and crash beat facilities are submitted:

a. 527th Air Defense Group, Wurtsmith Air Force Base, Michigan:

- In only one case were H-13G and Crash Boats employed jointly. No rescue was required since the aircraft in distress reached Wurtsmith Air Force Base safely. Land rescue was effected by ehlicopter on two occasions, one of these with H-13G assigned, and one with an ARS H-19 from Traverse City, Michigan (Coast Guard).
- (2) Rescue by H-13G pointed up it's limited capability since the accompanying Medical Officer was forced to remain at the scene of the rescue while the downed airman was returned to base. Impracticability of this procedure in an over water rescue is obvious. Crash boats have proven adequate for summer operations, but are severely limited by ice from December to March. If boats could be housed locally during the winter months, however, it is possible that they could be utilized during some emergencies.
- (3) It is not considered possible, with present experience, to make a valid comparison between crash boats and helicopters for rescue purposes. The present assignment of two (2) H-13G8s and two (2) MK 3 rescue boats is satisfactory for the summer months since they complement each other. In winter, however, the boats can rarely be used, and the H-13G\*s are inadequate because of low carrying capacity and lack of hoist equipment. It is

Hq 30th ADiv (Def) DOTAO Subject: Report on Helicopters vs Crash Boats

recommended that the boat and helicopter combination presently in use be continued for the present, since the boats provide carrying capacity while the helicopters provide for fast location. When float and hoist equipped helicopters with large carrying capacity can be provided, it is possible that boats can be dispensed with.

b. 534th Air Defense Group, Kinross Air Force Base, Michigan:

- Since the assignment of two (2) H-19 Helicopters and two (2) 63 foot crash boats to Kinross Air Force Base, no incidents or crashes have happened which required the joint effort of the helicopters and the crash boats.
- (2) To date, only one crash has been experienced at this base in which either of the rescue facilities were employed; that being the accident involving F-89D number 51-11325, Pilot Lt. Huck, 10 July 1954. As indicated in the accident report, the helicopter proved to be an invaluable asset in retrieving injured personnel from the scene of accidents. Naturally the crash boats could not be considered in this rescue because of the location of the crash.
- (3) Considering all operating conditions in the Kinross area, the helicopters are by far the most effective and efficient. This is due to the fact that the helicopters are available at all times whereas the crash boats can only be used five or six months each year. Speed is also another factor in favor of the helicopters. Although the crash boats have a greater maximum range, it is believed the speed factor outweighs the range factor in the northern areas because of the cold climate and the necessity for expeditious pick-up of personnel.

c. 575th Air Defense Group, Selfridge Air Force Base, Michigan:

- (1) No helicopters are assigned to this Headquarters, therefore, the helicopters of the 49th Air Rescue Squadron, this station, were utilized in compiling this report.
  - (a) During the period specified there were no joint crash boat and helicopter missions from this station.

2

(b) In order that this report may be of some value to the initiating agency, the following information is furnished as a result of conference between the 49th Hq 30th ADiv (Def) DOTAO Subject: Report on Helicopters vs Crash Boats

Air Rescue Squadron and 32d Crash Boat Flight personnel:

- 1. Due to the ice which forms on Lake St. Claire, the crash boats are dry docked from 15 November to 15 March, each year. These dates are approximate and taken as an average from the last ten years operations. The boats have been launched as early as February and as late as mid April.
- 2. During winter months, over water search by helicopters is limited to shore areas. Extended over water search is conducted by amphibious aircraft. Helicopters will make extended over water flights when necessary. At present, the hoists on the helicopters (H-19\*s) are grounded making water pick-up impractical.
- During practice missions, conducted by the air rescue service, in which the crash boats participated, no difficulties were noted.
- 4. Mission reports reveal the following:
  - a. 5 November 1953, F-86D crashed into the Detroit River. Crash boats, Coast Guard, SA-16, and base aircraft participated in the search. Helicopters did not participate as mission was at night. Helicopters are not scrambled at night unless search area is small.
  - b. 8 January 1954, people adrift on ice, 49th Air Rescue Squadron helicopters accomplished the rescue, crash boats were dry docked.
  - C. 18 January 1954, people adrift on ice, 49th Air Rescue Squadron helicopters accomplished the rescue. Crash boats were dry docked. Detroit Coast Guard participated in the search.
  - d. 12 March 1954, people in distress. 32d Crash Boat Flight proceeded to the scene, however, rescue was accomplished by Navy helicopters from Grosse Ile.

Hq 30th ADiv (Def) DOTAO Subject: Report on Helicopters vs Crash Boats

- 2. 25 April 1954, people in sinking boat. 32d Crash Boat Flight accomplished rescue. Helicopters were not alerted.
- 17 May 1954, three (3) civilians lost in overturned boat. Helicopters searched five (5) hours. Crash boats also participated in this search, however, search areas were wide spread. Other aircraft, and surface craft also participated in the search. No difficulties were noted. This search ended unsuccessfully.
- g. 13 June 1954, civilian boat sinking. 32d Crash boats accomplished rescue. Helicopters were not alerted.

FOR THE COMMANDER:

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RALPH C.	WILLIAMS
MAJOR	USAF
ADJUTANT	

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1 Mar 1955

FM CONDR 518TH AIRDEFORU NIA FALLS MUNI APRT NY TO COMDR EADF STEMART AFE NY INFO COMDR 4707TH AIRDEFNG OTLS AFE MASS COMDR 32D ADIV/D/ SYRACUSE AF STA NY MIDDLETOWN AIR MATERIEL AREA OLMSTEAD AFE PA

/UNCLASSIFIED/DGO 1071 PD REF EADF MSG EAOOT-SF 6617 PD SUBJ: COMPARISON OF HELICOPTERS VS CRASH BOATS PD PART L PD OPERATIONAL REQUIREMENT EXISTS FOR RETENTION OF BOTH CRASH RESCUE BOAT FLIGHT AND HELICOPTERS AT 51STH AIR DEF GP PD A PD A PORTION OF EVENT JET IFR ARRIVAL AND DEPARTURE AT GFS IS MADE AT LOW ALTITUDE OVER LAKE ONTARIO PD /REF 32D AD SARPS AND PROPOSED JET LETDOWN FOR NIA FALLS MINI AFRT PD/ B PD THE D-94 DANGER AREA CHM NIA FALLS GRADERY RANGE CAM IS LOCATED APPROXIMATELY IN THE MIDDLE OF LAKE ONTARIO PD THIS RANGE IS UTILIZED BY THE 518TH AIR DEF GP CAM NY AIR NATIONAL GUARD CAM AF RESERVE TRAINING UNIT COM AF AIRCRAFT UNDER BATIMENT TO BELL AIRCRAFT AND COMMELL AERO LABS COM THREE SQUADRONS OF NAVAL AIRCRAFT COM AND CIVILIAN OVER-WATER FLYING CAM INCLUDING CAP PD FURTHER CAM THE DESIGNATED ACROBATIC AREA AT NIA FAILS AFE IS ALMOST ENTIRELY OVER WATER PD CPD APPROXIMATELY 90 PER CENT OF ACTIVE AIR DIVISION SCRAMBLES ARE DIRECTLY TO THE NORTH PD THESE DEPARTURES AND ARRIVALS TO THE NORTH AND NORTHWEST ARE ALL OVER WATER PD PART II PD THE FUNCTION OF THE CRASH RESCUE BOAT FLIGHT IS TO PROVIDE MARINE CRASH RESCUE SERVICE FOR ALL PERSONNEL INVOLVED IN AIRCRAFT INCIDENTS CHM INCLUDING AIRCRAFT ACCIDENTS CAM CRASH LANDINGS CAM DITCHING CAM ABANDONDENT CAM AND SIMILAR OCCURRENCES IN WATER ADJACENT TO AIR BASES AND GUNNERY RANGES PD CONSEQUENTLY CRM THIS ORGANIZATION TAKES THE STAND THAT NOT ONLY IS A CRASH RESCUE BOAT FLIGHT JUSTIFIED IT IS ABSOLUTELY MANDATORY AT THIS LOCATION PD PART II PD & PD NO JOINT BOAT-HELICOPTER RESCUE HAS BEEN EFFECTED PD B PD NO BOAT OR HELICOPTER HAS ABORTED ON JOINT MISSION PD C PD COMPARISON HETWEEN HELICOPTERS AND CRASH RESCUE BOATS FOLLOWS: 1 PD H-13 HELICOPTER ADVANTAGES: /A/ RAPID DEPLOYMENT CAM DELIVERY OF SURVIVAL SQUIPMENT TO SCENE CAM RECOVERY CAM AND FAST VISUAL SEARCH SURVIVAL EQUIPMENT TO SCENE CHA HECOVERI CHA AND FAST VISCAL SEARCH SPEED PD /B/ PRIMARILY FOR LAND RESCUE PD 2 PD H-13 HELICOPTER DISADVANTACES: /A/ WATER LANDINGS IMPOSSIBLE WHEN WAVES EXCEED APPROXIMATELY 18 INCHES OR 15 MPH WIND PD /B/ PRESENT HELICOPTERS NOT EQUIPPED WITH HOIST OR SLINGS FOR WATER PCIK-UP PD /C/ IMPOSSIBLE TO CONDUCT FLICHT UNDER INSTRUMENT FLICHT CONDITIONS PD /D/ RADIO COMMUNICATIONS LIDERED TO CHANNEL B AND D VHF/UE AIRCRAFT ASSIGNED 518TH AIR DEF GP UHF EQUIPPED/. /E/ MAXIMUM OF ONE WATER CASUALITY RESCUE AT ONE TIME CAN BE EFFECTED WHEN EQUIPPED WITH FLOATS PD /F/ EXTREMELY LINITED NIGHT OPERATIONS PD 3 PD CRASH BOAT ADVANTAGES: /A/ NO WEATHER MINIMUMES PD /B/ BOATS EQUIPPED WITH RADAR FOR SURFACE SEA SEARCH AND IS VERY EFFECTIVE PD /C/ MULTIPLE CASUALTIES CAN HE HANDLED /D/ MEDICAL ATTENTION AVAILABLE ON BOAT PD /E/ COMMUNICATIONS INCLUDE VHP COM UNF CAM AND HF HOMING ADAPTER PD /F/ SUSTAINED SEARCH FOR THIRTY HOURS WITHOUT HELLEF POSSIBLE WITH ONE BOAT PD 4. CRASH BOAT DISADVANTAGES

PAGE TWO JEPDG 090

3.4

/A/ SPEED IS SLOWER THAN HELICOPTER. /B/ CRASH BOATS NOT AVAILABLE IN MINTER MONTHS DUE TO SEVERE ICING ON LAKE PD PART IV. COMMAND ASSISTANCE REQUESTED BY THE ORGANIZATION AS FOLLOWS: A. MARINE ENGINEERS REQUESTED FOR PURPOSE OF CONDUCTING SURVEY FOR HELOCATION OF CRASH RESCUE BOAT FLIGHT TO A MORE DESIRABLE AND PERMANENT LOCATION PD PRESENT FACILITIES UNSATISFACTORY PD SURVEY OF CRASH RESCUE BOAT FLIGHT SITES BEYOND CAPABILITIES OF THIS ORGANIZATION PD SUGCEST SURVEY HE MADE OF FOLLOWING SITES: FT NIAGARA: COAST GUARD STATION CMM FT NIAGARA: OLCOTT CMM NY: WILSON CMM NY: ROCHESTER CMM NY: NIAGARA-ON-THE-LAKE CMM ONTARIO CMM CANADA: ST CATHERINE'S CMM ONTARIO CMM CANADA: AND FORT DALHOUSLE CMM ONTARIO CMM CANADA PD B. RECOMMEND PERMANENT TYPE STANDARD USAF BOAT FLIGHT INSTALLATION BE PROVIDED PD ALL INFORMED PD CO./LA50Z MAR JEPDG

ROUTING	IOIN	T MESSAGE	FORM	MIMUNICATIONS CENTER NO. 285
		1 111100/1011		
FROM: (Origin	SPACE ABOVE FOR COMMUNICA	TIONS CENTER ONLY	ATE-TIME GROUP	SECURITY CLASSIFICATION
	HQ EADF STEWART AFB NE	WBURCH NY	RECEDENCE	INFORMATION ORITY
T0:	COMDR 30TH ADIV (DEF)	WILLOW RUN AF	BOOK MESSAGE	ORIGINAL MESSAGE
	STA BELLEVILLE MICH COMDR 32D AIDV (DEF) S		MULTIPLE ADDRESS	
	SYRACUSE 7 NY		R	EFERS TO MESSAGE:
INFO:		L		
	(UNCLASSIFIED_ EACOT-S	F_1887 . Fol	lg info is re	quired by higher hq.
	Desire you provide thi	s hq with detail	led justifica	tion for an H-19 hel
	copter assigned your o	omd, NLT 4 Feb	55, giving se	rnr, base of asgme,
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HQ EADF STEWART AFB NEWBURCH NY

# UNCLASSIFIED

# ROUTINE

retrieving one individual and retrieving 2 individuals. c. Whether comm equipped to contact; (1) Local based ftr acft. (2) Off-base crash convoy. (3) Local crash-rescue boat flts. (4) Air Rescue Service acft and boats. (5) Coast Guard ac ft and boats. ALL INFORMED.

# UNCLASSIFIED

Page 2 of 2 Pages

Capt Wildern, Jr./bas EA00T-SF 171310 Feb 55 624

DUTING	JOINT MESSA	GEFORM	TIONS CENTER NO. 287
2014 (O. 14)	SPACE ABOVE FOR COMMUNICATIONS CENTER OF	DATE-TIME GROUP	SECURITY CLASSIFICATION
ROM: (Origina	(107)	28 Feb 55	INICLASSIFIED
	HQ EADF STEWART AFB NEWBURGH NY	PRECEDENCE FOR: ROUTTINE	ROUTTINE
0:		BOOK MESSAGE	ORIGINAL MESSAGE
	COMDR ADC ENT AFB COLO SPRINGS COL		CRYPTOPRECAUTION
		MULTIPLE ADDRESS	O MESSAGE:
		IDENTIFICATION	CLASSIFICATION
NFO:			
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	(UNCLASSIFIED) BACOT-SF 7965	Ref your 1tr ADOOT-	B2, Subj:
	Aids for Local Crash Rescue, 31 Ja	an 55. Folg info is s	ubmitted: 1. 26th
	ADiv: 519th Air Def Gp, 2 H-5 he		
	required. 2. 30th ADiv: 534th Ai	r Def Gp, 2 H-19 Hepci	S, Incl 4, fer for
1	not required; 520th Air Def Gp, 2		
1 .	incl 3, ref ltr, not required; 52	7th Air Def Gp, 2 H-13	3 heptrs, programme
• •	2 H-5s, incls 2, 4 and items la a		
	3. 32d ADiv: 528th Air Def Gp,	1 H-19 and 1 H-13 hep	tr, and 517th Air
	Def Gp, 1 H-19 and 1 H-13 heptrs,		
	Air Def Gp, 2 H-5 and 2 H-13 hopt	ers, incls 2, 4 and it	em 1j, incl 3, not
	required; 518th Air Def Gp, 2 H-J		4 not required and
	items la and d, incl 3 not requir	red for H-13 heptr.	
		SECURITY CLASSIFICATION	PAGE OF PAGES
DRAFTER'S NAM	E (and signature, when required)	RELEASING OFFICER'S SIGNATURE	1 1 1
SYMBOL	Capt Wildern/bas TELEPHONE	OFFICIAL TITLE	
14 19	RACOT SF 281130 F65 55 624	69-18-55	1923-4 U. S. GOVERNMENT PRIMTING OFFICE

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8 Mar 1955

FM HED 4711TH ADW PIAFB ME TO COMDE BADF STEMART AFB NY COMDE 517TH ADG ETHAN ALLEN COMDE 52STH ADG PIAFB ME

/UNCLASSIFIED/ DWANT 629-C. FOR EAMAC-ACD, CWO RYAN. SUBJ IS REASG OF HCPTRS. REQ H-19B HCPTR 3/n 51-7536 NOW ASG TO 517TH ADG HE REQ TO 528TH ADG AND H-13G HCPTR 3/N 53-3786 NOW ASGD TO 528TH ADG HE REASG TO 517TH ADG. THIS WOULD FROV EACH UNIT WITH AN H-13 EQP WITH FONTOONS TO AFFECT RESCUE UNDER DEEP SNOW CONDS AND ON WATER. THIS TYPE TERRAIN IS PREVALENT AT BOTH LOCATIONS. IN ADD. IT WOULD PROV BOTH UNITS WITH AN H-19 FOR EXT AIR SEARCH OPES. THE H-19 IS ALSO MORE SUITABLE FOR LIAISON BYAN THE SQS AND OUTLYING ACM BASES FOR LOCISTICS AND AIR EVAC PURPOSES. H-19B HCPTR S/N 52-7536 IS FRESHENTLY ASG TO 517TH ADG ON EADF ASG DIR 54-144 DATED 16 MAR 54 AND AMC ASG DIR 4-623 DATED 23 FEB 54. H-13C HCPTR S/N 53-3786 IS ASG TO 528TH ADG ON EADF ASG DIR 54-167 DATED 13 APR 54 AND AMC ASG DIR 4-1089 DATED 30 MAR 54. BOTH ASG ON CODE \*COM. 06/1950Z MAR JEPDH

FM COMDR ADC ENT AFB COLO TO COMDR WADF HAMILTON AFB CALIF COMDR CADF CRANDVIEW AFB NO COMDR EADF STEWART AFB NY COMDR 4750 AIR DEF WG WPNS YUMA ARIZ

ADOOT-E 13416. THIS MSG IN 2 PARTS. PART 1. FOL MSG FROM HQ USAF IS QUOTED FOR YOUR INFO AND NEC ACTION ON PARTS 1, 2, AND 3: "FROM AFOOP ALMAJCOM 515/55 THIS NSG IN 5 PARTS. PART I CIN REF MYMSG AFOOP-OC-S 1213/54 CMM 31 DEC 54. CONTINUED REVIEW OF HCPTE OPR WITHIN AF REVEALS THAT THERE HAS BEEN NO SIGNIFICANT REDUCTION OF HCPTR ACCIDENT RATE NOR HAS THERE BEEN COMPL COMPLIANCE WITH MYMSG CITED ABOVE. DESIRE THAT EACH MAJOR COMD AGAIN CRITICALLY REVIEW FLANS AND POLICIES RELATED TO HCPTR OPRS WITH A VIEW TOWARD REDUCING CURR HIGH ACCIDENT RATE. PART II CLN TENOR OF CORRES ORIGINATING IN VARIOUS COMDS INDICATES THAT HEPTRS ARE URGENTLY RE-QUIRED TO PERFORM CERTAIN MSNS WITHIN COMD. THIS URGENCY IS NOT IN ALL CASES REFLECTED BY USING ORGAN. CERTAIN ORGAN HAVE FAILED TO ACCORD HCPTR OPRS THE DECREE OF SUPERVISION AND SUPP NEC TO INSURE SATIS MEN ACCOMPLISHMENT. HIGH ACCIDENT RATE AND LOW UTILIZATION RATE FOR HCPTRS IS INDICATIVE OF THIS LACK OF SUPERVISION. PART III CIN ALL CONCERNED MUST REALIZE THAT WITH EXCEPTION OF LIMITED NR OF M-13'S PROCURED FOR LOCAL RESCUE CAM ALL HCPTRS CURR ASSIGNED TO HON-T/O ORGAN ARE AVAL SOLELY BY REASON OF ELIMINATION OF CERTAIN ORGAN AUTH UNDER 143 WG PROGRAM. HCPTRS MADE SURFLUS BY THIS REDUCTION HAVE BEEN ALLOCATED TO ALL COMDS ON AN EQUITABLE BASIS. NO REPLACE-MENT ACFT HAVE BEEN PROGRAMMED FOR NON-T/O ORGAN NOR IS SUCH PROCURE MEET CONTEMPLATED AT THIS TIME. CURR HIGH ATTRITION RATE HAS DEPLETED INVENTORY SO RAPIDLY THAT IT IS NOW RECOMING NEC TO WITHDRAW HCPTRS FROM NON-T/O ORGAN TO SUPP RORS OF T/O ORGAN. EACH COMD SHOULD ANTICIPATE. A CONTINUOUS DECREASE IN NON-T/O AUTH DIRECTLY PROPORTIONAL TO HEPTR ATTRITION RATE. PART IV CLN THIS HQ IS CON-SIDERING A LOCAL RSQ PROGRAM TO BE IMPLEMENTED WORLD-WIDE WHICH WOULD UTILIZE HCPTR AS PRIMARY RSQ VEHICLE. CURR HIGH ACCIDENT AND FATALITY RATE IN HCPTRS RAISES SERIOUS DOUBT AS TO PRACTICABILITY OF ESTAB THIS PROCRAM. PART V CLN IN VIEW OF FOREGOING COMM DESIRE THAT ALL COMDS IMPART TO THEIR SUBORDINATW UNITS IMPORTANCE OF PROV ADEQUATE SUPERVISION OVER HCPTR OPES AT ALL TIMES. FURTHER DESIRE THAT AGGRESSIVE FOL-UP ACTION BE TAKEN TO INSURE COMPLIANCE WITH CONTENTS OF MONSE CITED IN PART I ABOVE. IN EVENT THERE ARE PROBLEMS RELATED TO HOPTE OPES WHICH CANNOT BE RESOLVED BY MAJOR COMD CONCERNED CMM DESIRE THAT THIS HQ BE ADVISED OF SPECIFIC PROBLEM AT EPD. EACH COMD WILL ADVISE THIS HQ OF ACTION TAKEN OR CONTEMPLATED TO COMPLY WITH THIS MSG." PART 2. DESIRE THAT ALL HOPTE PLTS YOUR COMD RECEIVE A MIN OF 10 HRS HCPTR TIME PER MONTH. 04/2048Z APR JEDEN

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4 Apr 55

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#### 28 JUN 1955

FM COMDR 30TH ADIV DEF WRAFS BELLEVILLE MICH TO COMDR EADF STEWART AFB NEWBURCH

/U N C L A S S I F I E D/DOTAO 3822 IAW URMSG EAOOT-TW 25910 22 JUN 55 THE FOLG INFO IS SUBMITTED A. D-424: RESCUE VENS AVAL AT 534TH AIR DEF GP KINROSS AFE MICH TWO (2) 63 FT CRASH BOATS AND ONE (1) H-19B HELICOPTER. ONE ADD ASGD HCPTR FRESENTIX IN IRAN. UNIT 49TH CRASH RESCUE BOAT FLT. AVAILABILITY OF CRASH BOAT APPROX 15 AFR TO 1 DEC. HCPTR YEAR AROUND. COORDINATION FOR STAND BY ACCOMP BY CONTACTING W/O BAILLEY COMDE 49TH CRASH RESCUE BOAT FLT AFTER ROCKETRY RANGE CLNC HECEIVED FR CONDE 534TH ADEF GP. FACILITIES CONSIDERED ADEQUATE WHEN TWO H-19 HCPTR ARE IN FLACE AT KINROSS AFE. B. D-91: RESCUE VENS AVAL FR 527TH ADEF GP WURTSHITH AFE MICH: TWO (2) 63 FT CRASH BOATS ONE (1) 24 FT CRASH BOAT, TWO (2) H-13 HCPTR ONE (1) H-13 HCPTR BEING PREPARED FOR TRANSFERRED TO TRUAX FLD WISC, ONE H-19 SCHEDULED FOR ASSIGNMENT TO WURTSHITH IN NEAR FUTURE. RESCUE UNIT: 11TH CRASH RESCUE BOAT FLT AVAL APPROX 15 AFR TO 1 DEC. COORDINATION FOR STANDEY ACCOMP BY CTC WURTSHITH TOWER AND REQUESTING CRASH RESCUE BOAT FLT. APPR ACENCY FOR USE OF RIG IS COMDR OF 11TH CRASH RESCUE BOAT FLT. APPR ACENCY FOR USE OF RIG IS COMDR OF 11TH CRASH RESCUE BOAT FLT. APPR ACENCY FOR USE OF RIG IS COMDR OF 11TH CRASH RESCUE BOAT FLT. APPR ACENCY FOR USE OF RIG IS COMDR OF 11TH CRASH RESCUE BOAT FLT. APPR ACENCY FOR USE OF RIG IS COMDR OF 11TH CRASH RESCUE BOAT FLT. APPR ACENCY FOR USE OF RIG IS COMDR OF 11TH CRASH RESCUE BOAT FLT. APPR ACENCY FOR USE OF RIG IS COMDR OF 11TH CRASH RESCUE BOAT FLT. APPR ACENCY FOR USE OF RIG IS COMDR OF 11TH CRASH RESCUE BOAT FLT. APPR ACENCY FOR USE OF RIG IS COMDR OF 11TH CRASH RESCUE BOAT FLT. APPR ACENCY FOR USE OF RIG IS COMDR OF 11TH CRASH RESCUE BOAT FLT. APPR ACENCY FOR USE OF RIG IS COMDR OF 11TH CRASH RESCUE BOAT FLT. APPR ACENCY FOR USE OF RIG IS COMDR OF 11TH CRASH RESCUE BOAT FLT. APPR ACENCY FOR USE OF RIG IS COMDR AFSULATE UNTIL TWO H-19 ACFT ASGD TO WURTSMITH AFB.

28/1825Z JUN RJEDEW

### 27 JUN 1955

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# FM COMDR 35TH ADIV DEF DOBBINS AFB GA TO COMDR EADF STEWART AFB NY

/UN C L A S S I F I E D/NC /R3/ 3933. URASE EACOT-TW 25910 PD THIS MSG IM FOUR PARTS PD PART ONE PD 45TH ARS EGLIN RESPONSIBLE FOR CHARLESTON COVERAGE SA-16 S AND HELICOPTERS AVAILABLE ON CALL THROUCH HIIGHT SERVICE CAM COAST GUARD SEAFLANES AVAILABLE FROM ELIZABETH CITY CAM N PD C PD AND ST PETERSBURG FLA ON CALL CAM MAS CLYNCO AT BRUNSWICK CEORGIA HAVE BLINPS AND AN OCCASIONAL HELICOPTER WHICH CAN BE CALLED UPON PD MAS JACKSONVILLE HAS SEAFLANES AVAILABLE ON CALL PD PART II PD RESCUE DOATS ARE AVAILABLE AT CHARLESTON, BYRTLE HEACH, ST SIMONS ISLAND FOR CLOSE-IN RESCUE OPERATION PD PART III PD DURING ROCKET PTHING BARLY IN YEAR ARS HQ AT ORLANDO WERE QUERIED FOR COVERACE PD THEY STATED THAT COVERACE FROM ECHIN MAS DESMED ADEQUATE FROM THEIR POINT OF VIEW PD PART IV THIS HQ DOES NOT HELIEVE THAT AVAILABLE FACILITIES AND ADEQUATE IN THAT IT WOULD TAKE UP TO SEVERAL HRS BEFORE AN ACFT OR HELICOPTER COULD BE AT THE SCENE AND MANY HRS FOR A BOAT TO ARELVE PD IT IS DOUBTFUL THAT RESCUE BOATS COULD OPERATE IN THE RANCE DUE TO THE DISTANCE FROM SHORE PD THIS HQ IS OF THE OPINION THAT ARS SHOULD FROVIDE AN SA-16 OR HELICOPTER TO OPERATE FROM CHARLESTON AFE PD END 27/1837Z JUN RIESKB

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#### 28 Jun 1955

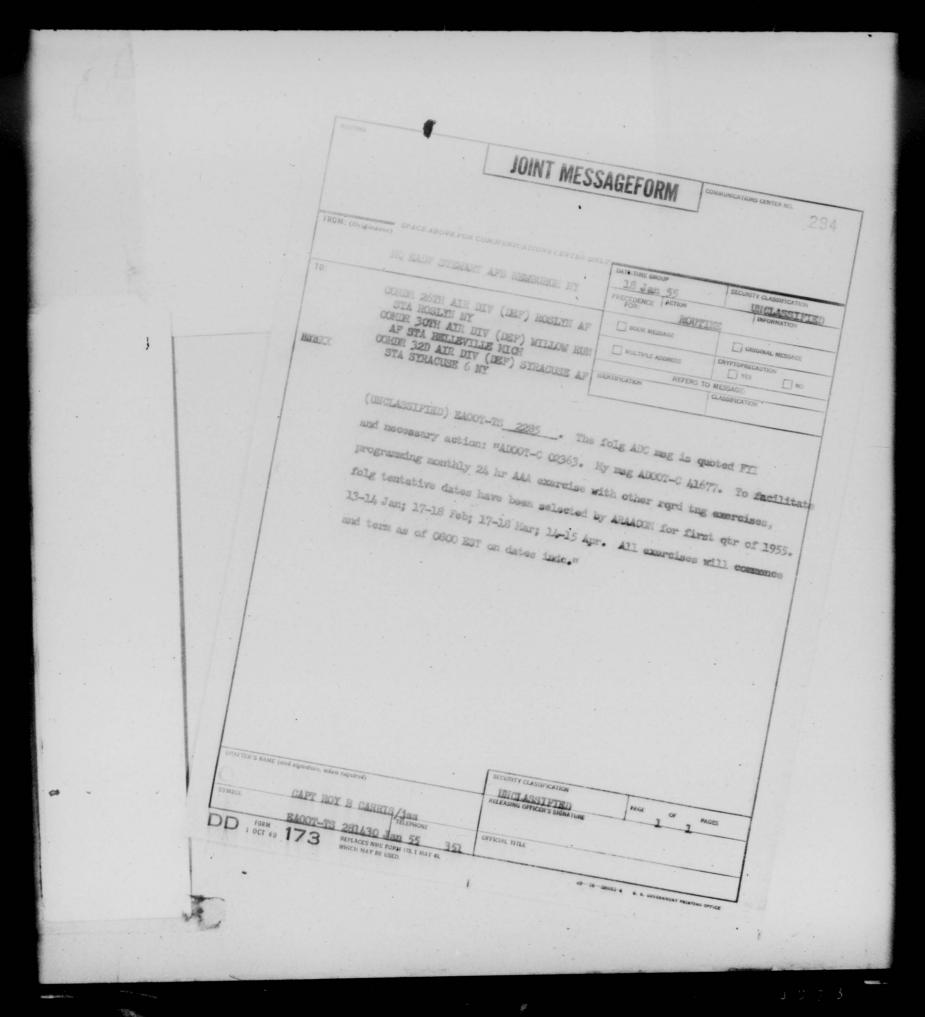
FM CONDR 26TH ADIV DEF ROSLYN NY TO COMDE BADF STEWART AFB NEWBURCH NY

COMMENSATION AND REMOVALED AT MANDROMENT AT COMMENSATION OF A STREAM AND A DEQUATE AND ADEQUATE AND ADEQUATE.
(3) 46 ATS AT MESTOVER AFB; 4 SALA AND ADEQUATE AND 36 FOOT VESSEL AT ALL TIMES; ALERTED BY 26 ADCC THRU NYCG RCC IN NYC; ADEQUATE B. W 106 AND W 107 (1) SUFFOLK CTY AFB; 2 H-5\*SALERTED BY 26 ADCC THRU NYCG RCC OR F-45; AVAL TR ROUND AND ADEQUATE. (2) USCGAS-FLOYD BEAMENT; 1 PEM, 2 UFIG, 1 PEIG AND 5 HCFTRS ALERTED BY 26 ADCC THRU NYCG RCC; AVAL TR ROUND AND ADEQUATE. (3) ATLANTIC CITY NAS; 1 HF, 1 HUP AND 2 SNE FOR SEARCH; AVAL TR ROUND AND ADEQUATE.
(3) CHINCOTRAQUE NAS; 1 PEY AND 1 HUP (4) QUANTICO MCAS; EIGHT HCPTRS, (3) CHINCOTRAQUE NAS; 1 PEY AND 1 HUP (4) QUANTICO MCAS; EIGHT HCPTRS, (5) CHERNIT FT MCAS; 2 HUP. (6) PANTUMENT RIVER NAS; 1 UF AND 1 HUP ABOVE ARE ALERT BY 26 ADCC THRU ASSOC ADDC; AVAL TR ROUND AND ADEQUATE.
(3) CHINCOTRAQUE ACFT THERE ARE MANY LIFEROAT STAS ALONG EASTERN SEABOARD AVAL FOR FILOT FICKUP. THESE ARE AVAL TR ROUND AND ADEQUATE.
(4) ADD TO ABOVE ACFT THERE ARE MANY LIFEROAT STAS ALONG EASTERN SEABOARD AVAL FOR FILOT FICKUP. THESE ARE AVAL TR ROUND AND ADEQUATE.
(5) CHERNIT FT HORE AND SHOR AND ATEQUATE.
(6) OACC THRU NYCE RCC IN NYC OR USED ACT AT MERFOIX NAS. NAS.

28/2045Z JUN RJEPNY

ROUTING	JOINT MESSAG	EFORM	TATIONS CENTER NO.
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FROM: (Origina	SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY ator)		SECURITY CLASSIFICATIO
	HQ EADF STEWART AFB NEWBURCH NY	5 Jan 55 PRECEDENCE ACTION FOR: ROUTIN	INFORMATION
T0:	·	BOOK MESSAGE	ORIGINAL MESSA
	COMDR ADC ENT AFB COLO SPRINGS COLO	MULTIPLE ADDRESS	CRYPTOPRECAUTION
			TO MESSAGE:
		IDENTIFICATION	CLASSIFICATION
WHERE:		ADOOT-C 41677	UNCLASSIFIE
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DRAFTER'S NA	programmed at least three months in could then be taken into considerat quired tng exercises and conflict a	curry classification UNCLASSIFICATION	ng of this natu

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ROUTING	JOINT MESSAG	EFORM	294
	A DESCRIPTION OF THE OWNER	-	
ROM: (Originator)	SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY	DATE-TIME GROUP	SECURITY CLASSIFICATION
	HQ EADF STEWART AFB NEWBURCH NY	18 Jan 55 PRECEDENCE ACTION FOR: ROUTI	INFORMATION
TO:	(THE ARE AND DOCTOR AR	BOOK MESSAGE	ORIGINAL MESSAGE
	COMDR 26TH AIR DIV (DEF) ROSLYN AF STA ROSLYN NY COMDR 30TH AIR DIV (DEF) WILLOW RUN	MULTIPLE ADDRESS	
	AF STA BELLEVILLE MICH	REFERS	TO MESSAGE:
HIE BOOK	COMDE 32D AIR DIV (DEF) SYRACUSE AF STA SYRACUSE 6 NY	IDENTIFICATION	CLASSIFICATION

(UNCLASSIFIED) EA007-TS\_2285\_. The folg ADC mag is quoted FYI and necessary action: "ADOOT-C 02363. My mag ADOOT-C 41677. To facilitate programming monthly 24 hr AAA exercise with other rord tng exercises, folg tentative dates have been selected by ARAACOM for first qtr of 1955. 13-14 Jan; 17-18 Feb; 17-18 Mar; 14-15 Apr. All exercises will commance and term as of 0800 EST on dates indc."

	SECURITY CLASSIFICATION	PAGE	OF PAGES
FTER'S NAME (and signature, when required)	RELEASING OFFICER'S SIGNATURE		
CAPT ROY B CARRIS/155 BOL BAOOT-TS 281430 Jan 55 351	OFFICIAL TITLE		
D 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49. WHICH MAY BE USED.	<del>c9-</del> 16		. GOVERNMENT PRINTING OFFIC

FILE MO.       SUBJECT       AAA Tracking Exercises         70       Col Olds, EAOOT       FROM       EAOOT-TW       A Jan 1955       COMM         1       Undersigned, plus S/L Ockenden, Capt Lewis and Capt Carris, with Lt Col Palisma on 3 Jan 55 and agreed on a course of action for conduct of AAA tracking exercises.       2. Lt Col Palisma pointed out that the purpose of the AAA tracements of an AAA defense is suitable for this purpose an extraordinary effort on our part is warranted.         3. It was agreed that Capt Carris would publish an EADF operations of accessary at this time.       4. Lt Col Palisma was advised of 50-11 and he agreed to require AEAACOM to provide a quarterly schedule for AAA tracking exercises.         BAAC Tracking Exercises       ERIGGS 796	5.				
10 Col Olds, EAOOT FROM EAOOT-TW 4 Jan 1995 1. Undersigned, plus S/L Ockenden, Capt Lewis and Capt Carris, with Lt Col Palizza on 3 Jan 55 and agreed on a course of action for conduct of AAA tracking exercises. 2. Lt Col Palizza pointed out that the purpose of the AAA tracking exercises - at present - is to develop AAA ability to rapidly corres AAA acquisition radar tracks with existent ACW tracks. Any track was a 100 mile radius of an AAA defense is suitable for this purpose an extraordinary effort on our part is warranted. 3. It was agreed that Capt Carris would publish an EADF operator to cover ACW actions during these exercises. No further actideemed necessary at this time. 4. Lt Col Palizza was advised of 50-11 and he agreed to require ARAACOM to provide a quarterly schedule for AAA tracking exercises.	FILE NO.		SUBJECT AAA 3	racking Exercises	COMM
with Lt Col Palizza on 9 can 9, can 9, can 9, conduct of AAA tracking exercises. 2. Lt Col Palizza pointed out that the purpose of the AAA trace exercises - at present - is to develop AAA ability to rapidly correct AAA acquisition radar tracks with existent ACW tracks. Any track we a 100 mile radius of an AAA defense is suitable for this purpose and extraordinary effort on our part is warranted. 3. It was agreed that Capt Carris would publish an EADF operator order to cover ACW actions during these exercises. No further activity deemed necessary at this time. 4. Lt Col Palizza was advised of 50-11 and he agreed to request ARAACOM to provide a quarterly schedule for AAA tracking exercises. BRIGGS 796	TO Co	1 Olds, EAOOF		4 Jan	1955
exercises - at present - 15 to used of the existent ACW tracks. Any track we AAA acquisition radar tracks with existent ACW tracks. Any track we also mile radius of an AAA defense is suitable for this purpose an extraordinary effort on our part is warranted. 3. It was agreed that Capt Carris would publish an EADF operator of the cover ACW actions during these exercises. No further activities deemed necessary at this time. 4. Lt Col Palizza was advised of 50-11 and he agreed to require ARAACOM to provide a quarterly schedule for AAA tracking exercises. BRIGGS 796	C	onduct of AAA	tracking exercises	nut that the purpose of	the AAA tra
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4. It Col Palizza was advised of 50-11 and he agreed to require ARAACOM to provide a quarterly schedule for AAA tracking exercises BRIGGS 796		3. It was	s agreed that Capt ACW actions durin	Carris would publish as g these exercises. No :	
796				sed of 50-11 and he agr chedule for AAA trackin	ed to requ g exercises
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ROUTING	JOINT MESSA	GEFURM	CATIONS CENTER NO.
		IT V means this is a second second	
FROM: (Originator	SPACE ABOVE FOR COMMUNICATIONS CENTER ON		SECURITY CLASSIFICATION
	HQ EADF STEWART AFB NEWBURCH NY	PRECEDENCE PRICE	INFORMATION
T0:		BOOK MESSAGE	ORIGINAL MESS
	CONDR 4713TH RAD EVAL (ECM) FLT CRIFFISS AFB ROME NY	MULTIPLE ADDRESS	CRYPTOPRECAUTION
	(attribb arb inna in-	REFER	S TO MESSAGE:
		IDENTIFICATION	CLASSIFICATION
HARR'S			
	(UNCLASSIFTED) EAOOT-SF 647	- This msg in two	parts. Part
	Folg req received fr Comdr 32d A	Div (Def): Special	AAA tracking m
	be flown over route #4 on 18 Jan	55 and over route	6 on 20 Jan 55
	provide AAA Tracking units w/bmb	r type acft during s	ked AAA Comd e
10	for these dates. This will prov	ide mfficient AAA i	tracking for th
	for these dates. This will prov	THE SULLOUGH SHE	m one moute
	Further req that routes #4, 5 ar	n 6 be ilown, in tu	in, one rouse i
	Firday subsequent to 21 Jan 55 a	as agreed upon folg	SASTANAACON me
	at Stewart AFB, 14 Apr 54. Dire	ect comm auth. Part	II: In the e
	augm of Part I this mag results	in conflict with CP	S Snowbird, pr
	w/b given CPS Snowbird.		
	W/D BIAGH OLD DIDWOLD OF		
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		SECURITY CLASSIFICATION	PAGE OF
		CALLASS TELES SIGNATURE	1 1
	(and signature, when required)		
DRAFTER'S NAME			
DRAFTER'S NAME	Capt Wildern, Jr/pas	OFFICIAL TITLE	

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30 Mar 1955

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FM	COC ADC
TO	COC CADF
	COC EADF
	COC WADF

//UNICLASSIFTED// COC CITE 3-8. APR ARAACOM EX W/B CONDUCTED FR 1415002 TO 1515002 ARAACOM IS ANNIC ONE OR MORE AERIAL ATKS AGAINST EA GUN DEFENDED AREA IN THEIR RESPECTIVE ANERAS BY SAC, TAC, ADC OR OTHER A/C. MAJ ARAACOM FLD COMDS HAVE BEEN INSTRUCTED TO MAKE MEC ARRANGEMENTS WITH APPROPRIATE ADC UNITS TO DSG THESE PREARMANCED FITS AS FK, TO PASS THESE FK TRACKS TO AA DEF AND TO FMD-TELL THESE TRACKS TO COC, ADC. EVERY PRECAUTION W/B TAKEN TO PVNT AA DEF COMDES FROM GAINING ADV KNOWLEDGE OF THE NR OF ATKS PLANNED AGAINST THEIR DEF, HOUTES, TIMES, ETC. THESE ARAACOM TRACKS W/B FWD TOLD THRU ARAACOM CHANNELS AS FK AND THRU ADC CHAINELS AS KSZ, PPT KSZ IAM NORMAL PROCEDURES. BY AND THIS MEG TO ALL APPROPRIATE UNITS OF YOUR COMD. 30/1749Z MAR JEDEN

11 Apr 1955

FM 32D ADIV (D) TO ALL ADIVS (D)

JEPSN 25

/UNCLASSIFIED/ACPOOT-FO 04043. THIS IS 32D AD /D/ OPORD 12-55. 1. GEINERAL SIT: HQ, EADF OPR PLAN 8-55 DIRECTS THAT AIR DIVS PROV ACFT TO PARTICIPATE IN ONE TWENTY-FOUR HQ AAA EXERCISE PER MONTH. 2. MSN: A. TO FURTHER PERFECT AND TEST AAA SURVEILLANCE TELLING AND CORRELATION PROCEDURES WITH PARTICULAR EMPHASIS ON EFFECTING NEC AND DESIRABLE COORD AND LIAISON IN THE PASSAGE OF TRACK INFO BY AAA AND AF PERS AT ALL LEVELS. B. TO INS THE CAPABILITY OF THE AAA SURVEILLANCE AND ACQUISITION RADARS TO ACQUIRE AT MAX RNG AND EFFECTIVELY TRACK THOSE TOTS PROETRATING AAA DEFS. 3. TASKS FOR SUBORD UNITS: A. COMDRS, ADW AND ADC WILL PROV A SUFFICIENT NER OF JET ACFT FROM SUBORD UNITS TO PERF THE OUTLINED MSNS. B. COMDRS, FTR INTCP SQS, WILL PROV TWO JET ACFT UNLESS OTHERWISE SPECIFIED, TO FLY THE FOLG ROUTES: C. CONDRS, ACW SQS WILL INS ANG ACFT ARE SCRAMELED IN SUFFICIENT TIME TO MEET TIME-OVER-TGT TIME AND DIRECT THEM OVER PROPOSED CREE. ALL TRAKCS W/B HEPORTED LAW ADCR 55-29 AND ADCH 55-3, D. ADCC, 32D AD /D/ WILL REPT TRACKS IAW ADCR 55-29 AND ADCH 55-3 AS ANENDED. E. GENERAL: /L/ CONDR, 437TH FTR INTCP SQ WILL PROV TWO JET ACFT TO FLY OVER BOSTEN AT 1300F, 1900F, 14 APR 55, AND 0900F, 15 APR 55. ACFT WILL FLY OVER BOSTON ON A HEADING OF 040 DEGREES FROM A FOINT 50 MILES SOUTHMEST OF THE CITY TO A POINT 50 MILES NORTHEAST OF THE CITY. ACFT WILL BE AT AN ALT OF 20,000 FT. /2/ COMDR, 58TH FTR INTCP SQ WILL PROV TWO JET ACFT TO FLY OVER BOSTON AT 1300F, 1900F, 14 APR 55, AND 1900F, 15 APR 55. ACFT WILL FLY OVER BOSTON ON A HEADING OF 330 DECREES FROM & POINT 50 MILES SOUTHEAST OF THE CITY TO A FOINT 50 MILES NORTHAEST OF BOSTON, ACFT WILL BE AT AN ALT OF 25,000 FT. /3/ COMDR, 60TH FTR INTCP SQ WILL PROV TWO JET ACFT TO FLY OVER BOSTON AT 1300F, 1900F, 14 APR 55 AND 0900F, 15 APR 55. ACFT WILL FLY OVER BOSTON ON & HEADING OF 090 DECEMES FROM A POINT 50 MILES WEST OF BOSTON TO A POINT 50 MILES EAST OF BOSTON.

ACFT WILL BE AT AN ALT OF 30,000FT. /4/ COMDE 27TH FTR INTCP SQ WILL PROV TWO JET ACFT TO FLY OVER NIAGARA AT 1330F, 1900F, 14 APR 55 AND 0900F 15 APR 55, ACFT WILL FLY OVER NIAGARA ON HEADING OF 270 DECREES FROM A POINT 50 MILES BAST OF NIAGARA TO A FOINT 50 MILES WEST OF NIAGARA. ACFT WILL BE AT AN ALT OF 30,000FT. /5/ COMDR, 47TH FTR INTCP SQ WILL PROV TWO JET ACFT TO FLY OVER

PAGE TWO JEPSN 25

NIAGARA AT 1330F, 14 APR 55 AND 0900F, 15 APR 55. ACFT WILL FLY OVER NIAGARA ON A HEADING OF 220 DECREES FROM A POINT 50 MILES NORTHEAST OF NIAGARA TO A POINT 50 MILES SOUTHEAST OF NIAGARA.

AT 0900F, 14 APR 55, COMDR 27TH FTR INTCP SQ WILL PROV FOUR JET ACFT TO FLY OVER NIAGARA. TWO ACFT WILL FLY ON A HEADING OF 220 DECREES AND TWO ACFT ON A HEADING OF 150 DECREES. EACH LEG WILL BE STARTED 50 MILES OUT AND BE 100 MILES LONG. ACFT W/B AT AN ALT OF 20,000 FT. /6/ COMDR, 138TH FTR INTCR SQ (NYANG) WILL PROV TWO JET ACFT TO FLY OVER NIAGARA AT 1330F, 14 APR 55 AND 0900F, 15 APR 55, ACFT WILL FLY OVER NIAGARA ON A HEADING OF 330 DEGREES FROM A FOINT 50 MILES SOUTHEAST OF MIAGARA TO A POINT 50 MILES NORTHINEST OF MIAGARA. ACFT W/B AT AN ALT OF 25,000 FT. /7/ COMUR, 101ST FTR INTCP SQ (MASS AND) WILL PROV TWO JET ACFT TO FLY OVER BOSTON AT 1000F, 1400F, 14 APR 55 AND 0930F, 15 APR 55. ACFT WILL FLY OVER BOSTON ON A HEADING OF 040 DEGREES FROM A POINT 50 MILES SOUTHWEST OF BOSTON TO A POINT 50 MILES NORTHEAST OF BOSTON. ACFT W/B AT AN ALT OF 20,000 FT. /8/ COMDR 133D FTR INTCP SQ (NH AND) WILL PROV TWO JET ACFT TO FLY OVER BOSTON AT 100F, 1400F 14 APR 55 AND 0930F, 15 APR 55. ACFT WILL FLY OVER BOSTON ON A HEADING OF 150 DECREES FROM A POINT 50 MILES NORTHWEST OF BOSTON TO A FOINT 50 MILES SOUTHEAST OF BOSTON. ACFT W/B AT AN ALT OF 25,000 FT. /9/ COMDR, 131ST FTR INTCP SQ WILL PROV TWO JET ACFT TO FLY OVER BOSTON AT 1000F, 14,00F, 14 APR 55 AND 0930F 15 APR 55. ACFT WILL FLY OVER BOSTON ON A HEADING OF 090 DEGREES FROM A POINT 50 MILES WEST OF BOSTON TO A POINT 50 MILES BAST OF BOSTON. ACFT W/B AT AN ALT OF 30,000 FT. /10/ COMDRS OF ANG FTR INTCP SQ WILL COORD WITH APPROPRIATE ACM SQS TO INS THEIR TWO JET ACFT ARE SCRAMBLED IN TIME TO MEET THE TIME OVER TOA FOR BOSTON AND NIAGARA. /11/ALL TRACKS W/b CLASFD KEYSTONE ZEBRA AND REPORTED LAW WITH ADCR 55-29 AND ADCM 55-3 AS AMENDED. /12/ TRACKS W/B PASSED TO AAOCS AS FAKER. /13/ RFT OF COMPLD MEN W/B SUBMITTED FROM TASK ORGANIZATIONS BY TELETYPE MSG OR MAIL ADDRESSED TO THIS HQ. 4. LCG AND ANN: AS NORMAL. 5. COMD AND COMM: AS NORMAL. 11/1835Z APR JEPSN

FILE NO.		SUBJECT			<u>.</u>
FILE NO.		Inves Re Guns	Free Condition	Issued from C	COMMEN
TO	BAODO	FROM EAOOT-OS	DATE	21 Jun 1955	<b>U</b> UMMEN
	ative of the mathic report and this report and tiates previous ships and proce concerned. Fur clearly defined same light by the ships and proce the ACW-AAA did 2. Refer do not believe tisfy this req the ovor-all A 3. Refer officer would recourse to his since this req on the active requests for a h. Refer for the air did	ence paragraph 2, Exi the investigation an uirement. This requ CW-AAA operational di ence paragraph 33c an logically grant a si gher authority and w quest is for AAA prace air defense. No wri simulated changes in rence paragraph 46a(1 afenses to request si he ACW system since to afense of the settor	investigation have indicates ghly understood ationships and most cases are mus. Action to hy this direct hibit A-1, and he report are of irement is the ifficulties. and d, basic rep mulated "guns i ithout causing tice only and i tten procedure engagement stat .), basic report imulated or act the Air Division and the most e	confirms and : i that ACW-AAA d by any of the procedures are e not interpre clarify these torate in the : paragraph 1, t if sufficient s key to the sol cort. The COC Cree" request 1 such a grant t has not bearing exists which it tus. t. There is n ual changes in n Commandor is ffective waapo	substan- relatio e units e not ted in t relatio rewrite his commission cope to ution o: duty rithout to be lo g or eff covers o requir respons ns emplo
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Inves Re Guns Free Condition Issued from COC, 26th Air Div (Cont'd)

3

EAODO

5. Reference paragraph 46A(2) basic report. Do not believe it feasible to attempt to presuppose battle conditions and the engagement status procedures thereto. Current directives rpovide sufficient guidance for prescribing appropriate engagement status.

EAOOT-OS

6. Reference paragraph 46b, the action taken against Captain Egger does not appear justified based on the contents of this report and exhibits thereto. While he made an error in failing to distinguish between simulated and actual "guns free", he is apparently, only one of many persons within the 26th Air Division who are lax in the performance of their duties as regards knowledge of operational responsibility and procedures. Reference exhibits B-2, B-3, B-4, B-6, B-8.

7. This comment is Unclassified.

Levi 8207

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DUTING		JOINT MESSAG	GEFORM	ICATIONS CENTER NO. 300	
ROM: (Originato		COMMUNICATIONS CENTER ON	DATE-TIME GROUP 23 Apr 55	SECURITY CLASSIFICATION	
HQ EADF STE		T AFB NEWBURCH NY	PRECEDENCE ACTION FOR: ROUTIN	INFORMATION ROUTINE	
TO: COMDR ADC E		AFB COLO SPRINCE COL			
			MULTIPLE ADDRESS	YES NO	
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	(INCLASSIFIC)	) <u>EAOOT-OS 16883</u>	. 1101 TO THEMA .	o para de terre	
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# CONFIDENTIAL

# MODIFIED HANDLING AUTHORIZED

HEADQUARTERS EASTERN ARMY ANTIAIRCRAFT COMMAND STEWART AIR FORCE BASE Newburgh, New York

# MEMORANDUM FOR RECORD

EAAC-C 300.6

SUBJECT: B-47 Aircraft Through EADF Region During "JANUARY EXERCISE"

1. On Thursday, 13 January 1955, the Operations Section received a copy of EADF message, EAOOT-TW 978, sent to the three air divisions quoting a Fourth Air Division message describing a "Big Photo" mission consisting of 15 B-47 type aircraft penetrating the Knoxville ADIX due north from Atlanta, Georgia, at 1730 hours CST, on 13 January 1955, and then heading towards Charlottesville, Virginia, to Albany, New York, and thence to points unknown. Since this message was received after the "JANUARY AAA EXERCISE" had starter, there was insufficient time to get the information regarding this "Big Photo" mission to the AAA defenses in the eastern region.

2. Upon reporting to the COC at approximately 1645 hours, I discussed this with Lt Col Culwell, who indicated that he had no prior knowledge of this mission. He further indicated that since it was a "Big Photo" mission, there was no special action required at the COC.

3. At approximately 1800 hours, the controller on duty, Captain Mullins, queried me as to any knowledge I might have regarding flights of B-47 aircraft approaching the EADF region from the south, so I showed him a copy of the EADF message. Captain Mullins indicated he had received a phone call from the controller at the COC at ADC asking for information regarding flights of B-47 aircraft. Captain Mullins, after reading the EADF message, called the COC controller at ADC and passed the information to him.

4. At approximately 1830 hours, local time, I received a phone call from Lt Col Linn, Headquarters, ARAACOM, who was at that time in the ADC COC, asking for any information regarding B-47 aircraft which were expected to arrive in the EADF region at any moment. I indicated that nothing was at that time posted on the surveillance board in the EADF COC and asked him to stay on the phone while I checked with Captain Mullins. The controller indicated that he had information which led him to believe that the B-47 aircraft were in the EADF system, however, that so far they had been unable to contact them by radio and definitely establish that they were the "Big Photo" mission aircraft. I passed this

CONFIDENTIA

301

17 January 1955

# CONFIDENTIAL

# MODIFIED HANDLING AUTHORIZED

17 January 1955

EAAC-C 300.6 SUBJECT: B-47 Aircraft Through EADF Region During "JANUARY EXERCISE"

information on to Lt Col Linn who asked that we keep him informed since It Gen Kickelsen was interested in more definite information of the location of the B-47 aircraft. A few minutes later, two tracks appeared on the COC board in the vicinity of Washington, D.C., moving in a northerly direction, they were classified as Keystone George tracks; i.e., the "Big Photo" B-47 aircraft which were expected. I contacted Lt Col Linn and gave him this track information which he indicated had just been posted on the ADC board also.

5. In a later conversation with the AA representative at the 26th Air Division, he indicated that there had been some difficulty in initially contacting the B-47 aircraft by radio which had caused the delay in identification and subsequent posting to the surveillance board.

I noted about 2030 hours a message from 1st AA Regional Command to ARAACOM, stating that they had been successful in acquiring and track-6. ing two E-47 tracks at altitudes of 38,000 and 40,000 fest. In discussing this with Lt Col Anderson, S-3, 1st AA Regional Command, by phone shortly thereafter, he indicated they were expecting an additional track, however at that time there was no indication of its whereabouts.

In a phone call to Lt Col Lewis, AA representative at the 32d Air Division, he indicated that when one of the B-47 tracks passed in the vicinity of the Boston AA defense, there was a delay in the AAA radars acquiring the track because of difficulty in obtaining track information from the ADDC at North Truro. At the time of my phone call with Lt Col Lewis, the B-47 tracks were just leaving the 32d Air Division in a southwesterly direction towards Pittsburgh.

An attempt was made to contact the AA representative at the 30th Air Division, Lt Col Ewing; however after contacting the Operations Officer at Willow Run, it was ascertained that It Col Ewing was not present at the coc.

Copies furnished: CofS Opr AG

MAURICE J. PALIZZA Lt Col, GS Operations Officer

# CONFIDENTIAL

FM K. C. SMITH /Col. USA \_ Dep JEADE/

6

TO COL JLDS EACOT

Looks like we were a little loose during the ARAACON 24-hour exercise and didn't all get the best out of these airplanes.

MEMO

#### MESSAGEFORM

## 10th AF Reserve Wing Commanders Conf

EAOPR EAODO

## EAOOT

2 Feb 1955

1. Reference paragraph 1 of attached letter, Ho ADC indicated informally today that a letter is en route notifying us that all AF Reserve Fighter-Bomber Wings in our region have M-day assignments to EADF. Our responsibilities for assisting in their training will be the same as for the ANG. There are four such wings, the 1,38th at Milwaukee, 439th at Selfridge, 145th at Niagara Falls, and the 89th at Hanscom Aprt, Mass.

2. The 438th and 439th are scheduled to conduct their 15 day active duty training at Selfridge during July and August 1955. The 445th will have their training at Newcastle during August 1955.

3. Reference the request for our representatives to attend the conference, recommend at least one representative be of sufficient rank to be able to talk to the AF Reserve Wing Commanders. Since we will be dealing with these Reserve Wings more and more, further recommend one representative attend all three days of the conference in order to become acquainted with problems peculiar to the AF Reserve.

4. Request names of individual(s) selected to attend this conference be forwarded (or phoned) to this office ASAP so that suspense of 4 Feb 55 (Ref para 6) may be mat.

JONES/703

#### OLDS/600

1 Encl

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Ltr fr 10th AF, subj: 10 AF Air Reserve Flying Cen and Reserve Wg Comdrs Conf, 28 Jan 55

DUTING	JOINT MESSA	GEFORM	INICATIONS CENTER NO. 303		
ROM: (Originator)	SPACE ABOVE FOR COMMUNICATIONS CENTER ON	DATE-TIME GROUP	SECURITY CLASSIFICATION		
RUM. (Originator)		7 Feb 55	INFORMATION		
	HQ BADF STEWART AFB NEWBURGH NY	PRECEDENCE FOR: PRIC	RITY PRIORITY		
·0:		BOOK MESSAGE	ORIGINAL MESSAGE		
	COMDR 10TH AF SELFRIDGE AFB MT		CRYPTOPRECAUTION		
	CLEMENS MICH COMDR 30TH AIR DIV (DEF) WILLOW	MULTIPLE ADDRESS	YES NO		
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	(UNCLASSIFIED) EAOOT-TW 5065 . This msg in two parts. Part I				
	for Comdr, 30th Air Div (Def).				
	Bmr Wg (Res), Milwaukee, and th				
C	have been given M-day asgmts to EADF for further asgmt to your air div.				
	In addition, these units are skedd to conduct fifteen (15) day active				
	duto tng this summer at Selfridge AFB. Ho ADC has informally advised				
	that responsibilities for tng and supp of these units are similar to				
	those specified for ANG ftr units by Annex C, ADC OPLAN 5-54. A conf				
	is to be held at Hq 10th Af, 16, 17 and 18 Feb, of res wg comdrs to				
	disseminate, discuss, and co-ordinate info and pros related to the Res				
	Wg Program and the FI 56 fifteen (15) day active duty tng pd. Req your				
	hq, 4708th Air Def Wg and 575th Air Def Op be represented at conf				
	during discussion of active du				
	hrs, 17 Feb 55. Representati				
	mrs, 11 red )). Representati	SECURITY CLASSIFICATION	PAGE OF PAGES		
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### HQ EADF STEWART AFB NEWBURCH NY

#### UNCLASSIFIED

PRIORITY PRIORITY

type of supp that the res wgns can expect from advisory unit (30th Air Div (Def))and from Selfridge AFB. Names of personnel selected to attend w/b furnished Hw 10th AF and this hq ASAP. Part II for Comdr, 10th AF. Names of representatives from this hq to attend conf described in Part I above, are: Capt Robert H. Jones, Tng Div, Oprs and Tng, 16, 17, 18 Feb 55, and Col Harley C Vaughn, Assistant Deputy for Operations; Capt Robert L. Larsh, Adm Off, Deputy for Materiel, 17 Feb 55. This anss your 1tr 10AF Air Res Flying Cen and Res Wg Comdrs Conf, 28 Jan 55.

UNCLASSIFIED 2

2

CAPT ROBERT H. JONES/jss EAOOT-TW 071500 Feb 55 703

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

#### 15 February 1955

EAOOT-OW

SUBJECT: Summary of Air National Guard Air Defense Augmentation Program

TOI

Commanders, Air Divisions (Defense) (EADF)

1. The following summary of ANG Air Defense Augmentation Program is a consolidation of letter, Headquarters ADC, subject as above, file ADOOT-BL, 13 April 1954; 1st Indorsement by this headquarters, 29 April 1954; letter, Headquarters USAF, subject: Air National Guard Personnel Participating in Air Defense Augmentation Program, file AFOOP-OP-D, 3 November 1954; and letter, Headquarters ADC, subject: Air National Guard Alert Plan, file ADOOT-B3, 5 January 1955. This consolidation is forwarded for your information and compliance.

2. The following definitions are applicable to this program:

a. For the purpose of the Air National Guard Air Defense Augmentation Plan, operational control will be exercised by the designated ADC unit over active duty ANG crews and aircraft during the hours of alert and upon those individuals on alert status.

b. Supervisory control is that control exercised by the ANG Unit Commander over the active duty ANG crews participating in the air defense mission. In order to implement the ANG Air Defense Augmentation Plan, the ANG unit commander may retain supervisory control over the active duty personnel in respect to those matters necessary to carry out the normal functions of his unit and not interfere with the air defense mission. Actual command of active duty personnel remains with the Air Defense Group Commander.

## 3. General information is as follows:

a. States selected to participate in the ANG Air Alert Program will be assigned the mission of providing two combat ready aircraft and five officers at each selected station. Aircraft and crews will remain on 5 minute alert (readiness) during daylight hours. Daylight hours. Daylight hours are defined as 1 hour before sunrise to 1 hour after sunset. ANG squadrons will stand alert as stated, except that such alert will not exceed 14 hours daily. This restriction is necessary for the present, since the support personnel are provided on this basis. Air

EAOOT-OW Subject: Summary of ANG Air Defense Augmentation Program (Cont\*d)

Division Commanders may reduce their alert commitments when necessary under the provisions of paragraph 3x (7), Operations Order 3-54, 1 April 1954.

b. The ANG pilots who participate in the air alert program must be qualified in accordance with pertinent Air Defense Regulations. They will be voluntarily ordered into active military service under provisions of Public Law 381, Section 515 (d) with duty station at the home airfield and will be assigned to the local Air Defense Group for the purpose of performing such missions as may be directed by the ADC.

c. Ten additional air technician spaces are authorized at each station to supplement support of this program. Utilization and job assignment of additional air technician personnel will be at the discretion of the ANG Base Detachment or Unit Commander. This headquarters has provided the additional spaces for active duty ANG officers and during Fiscal Year 1955 will support the air technician requirements. The ANC will support the air technician program during FY 1956. The following air technician positions will be authorized to support this program:

5 Mechanics A&E Jr.	NGM 18 Job # 43-14 NGM 15 Job # 46-11
1 Armerer	NGC 5 Job # 27-10
1 Air Operations Spec	NGC 7 Job # 70-11
1 Administrative Spec 1 Radio Mechanic	NGM 15 Job # 30-13
1 Flying The Supervisor	NGC 9 Job # 14-01

d. Periods of active duty may be from 1 to 59 days duration. Pilot vacancies will be rotated throughout the unit to obtain maximum training benefit to all tactical personnel. Consecutive tours of duty may be performed only when necessary for the accomplishment of the mission. In this event, a 1 day break in service will be mandatory at the conclusion of each 59 day period. When orders are issued specifying an initial tour of duty for a period in excess of 30 days, a complete current physical examination must be accomplished for the individual concerned prior to his entry on such active duty.

f. In the event the parent ANG unit is called or ordered to active duty, personnel participating in the Air Alert Program will revert to their former status with the parent unit. Letter orders will be issued by the unit Air Advisor relieving pilots from their air alert

EAOOT-OW Subject: Summary of ANG Air Defense Augmentation Program (Cont'd)

commitment in such a manner to insure there is no overlap or lapse of active military service between this special air alert assignment and their unit M-day assignment.

g. Administrative telephone calls in connection with Air Defense activities will be conducted on telephones assigned to the unit Air Advisor.

h. Normal logistical support of ANG air alert aircraft and crews is a responsibility of the ANG unit concerned. In the event it is necessary to operate these air alert aircraft and crews from airfields other than their home base, maintenance support will be the re-sponsibility of the Air Defense unit to which the ANG air alert personnel are assigned. Critical spares and specialized maintenance crews peculiar to the type aircraft assigned the Guard unit and not otherwise available

to the Commander, Air Defense Command, will be provided by the ANG Commander concerned. Fuels and lubricants will be provided as outlined in AFM 67-4.

i. The Air Defense Group to which ANG active duty personnel are assigned will have courts material jurisdiction over such personnel.

j. The processing of claims resulting from accidents or property damage involving ANG active duty personnel will be the responsibility of the claim officer of the Air Defense Group to which such personnel are assigned. The ANG unit commander will provide all reasonable assistance to the claims officer necessary to properly process such claims.

k. Active duty ANG personnel participating in the alert plan are authorized hospitalization and outpatient medical services at Armed Services medical facilities on the same basis as other active duty Air Force personnel.

1. Emergency medical and dental care by non-Federal activities will be subject to the provisions of AFR 160-53 and 160-53A. The Air Defense Group to which the individual active duty officer is assigned will be the approving authority for such care as provided in paragraph 5a (2), AFR 160-53A ..

m. Notwithstanding the fact that officers are being ordered to active duty under the provisions of Public Law 381, Section 515 (d), allowances for travel to and from active duty will be under the provisions of Part A, Chapter 6, Joint Travel Regulations. Letter Orders will so indicate.

EAOOT-OW Subject: Summary of ANG Air Defense Augmentation Program (Cont\*d)

4. The functions and responsibilities of the ANG are as follows:

a. Supervisory control of Air Alert Detachment personnel will be retained by the ANG Commander. It will be exercised by the ANG Base Detachment Commander except during scheduled unit drill assemblies at which time the responsibility will be assumed by the ANG unit commander.

- b. Parent ANG units will be responsible for:
  - (1) Logistical support of the alert aircraft when operated from the home station.
  - (2) Providing the Air advisor with rosters of personnel participating in the Air Alert Program. The rosters will indicate information required for the publishing of the Letter Orders. This data will be furnished sufficiently in advance of the active duty date of the officer or officers concerned to insure publishing of the Letter Orders prior to date of active duty.
  - (3) The processing and administration of air alert personnel under the provisions of this program.
  - (4) Advising the NGB in the event it becomes necessary to assign an individual to more than 3 consecutive 59 day tours of duty.
  - (5) Bringing the applicable provisions of this letter to the attention of all pilots in the program at the outset of each officer's active duty period.
  - (6) Assuring that pilot personnel selected to perform air alert duties are familiar with all operational directives and procedures of ADC and qualified under provisions of pertinent ADC Regs prior to active participation in the program.
  - (7) The security of classified documents, materiel, and equipment. Security measures taken will comply with current Air Force and ANG regulations and directives.
- 5. The functions and responsibilities of the ADC are as follows:

a. The ADC will assume operational control of personnel assigned to the alert units and with a minimum advance notice of 15 days as to the availability of personnel and equipment at the selected sites will: EACOT-OW Subject: Summary of ANG Air Defense Augmentation Program (Cont'd)

- (1) Provide for the installation, maintenance, and upkeep of communication facilities required for the operational control of the ANG Air Alert Detachment.
- (2) Forward to the ANG Air Alert Detachments all operational directives and regulations and intelligence information required in the performance of the Air Defense mission. (This hqs made initial distribution of ADC and EADF publications. Subsequent distribution and resupply will be in accordance with EADFR 5-3A).
- (3) Detail liaison officers to these ANG Air Alert Detachments to indoctrinate personnel and to assist in the establishment of the required operational procedures.

b. Air Alert pilots will not be ordered from their home station except on TDY orders issued by the proper Air Defense Group for the purposes of training, orientation, or emergencies arising in the performance of the air alert mission.

6. Functions and responsibilities of Continental Air Command are as follows:

a. The Air Advisor at the appropriate ANG location who is responsible for ordering the ANG officers to active duty will be designated Assistant Adjutant of the appropriate number Air Force of ConAC. This designation will be for the sole purpose of issuing letter orders bearing the letterhead of the numbered Air Force.

b. Orders placing officer personnel on voluntary active duty will be issued by Conac through the Senior Air Advisor at each of the selected ANG locations. These letter orders will be prepared in the same manner as for any recall action in accordance with paragraph 12, chapter 3, AFM 30-3, dated 1 April 1953. In addition, the Letter Order will include fund citations for pay allowable and for travel, and a statement that transportation of dependents and household goods are not authorized. Such orders will be issued sufficiently in advance to allow a copy to reach the Air Defense Group to which the active duty personnel are assigned prior to the day a Morning Report must be prepared on subject personnel.

7. Processing:

a. Prior to entry on active duty of officers under the provisions of this letter, the following actions will be completed:

5

(1) Letter Orders ordering the individual to voluntary active duty and relief therefrom will be issued. EAOOT-OW Subject: Summary of ANG Air Defense Augmentation Program (Cont\*d)

- (2) Individuals being ordered to initial active duty tour inexcess of 30 days must have a complete current physical examination accomplished. (Standard Form 88 and 89).
- (3) Individuals being ordered to active duty for a period not to exceed 30 days will prepare and sign in duplicate Medical Certificate No. 1. (See Attachment No.1).

b. Upon relief from active duty, the following action will be

taken:

- (1) Prepare and sign, in duplicate, Medical Certificate No. 2. (See Attachment No. 1.).
- (2) Complete and sign DD Form 220 "Active Duty Report", in duplicate.
- (3) Forward to Hq USAF, Attn: Military Personnel Records Division the following:
  - (a) Original copy of completed and signed DD Form 220 "Active Duty Report".
  - (b) One copy of Letter Order ordering and relieving the individual from active duty.
- (4) All other records and one copy of the Letter Order will be filed in the field 201 file.

c. The administration outlined above will be all that is necessary for the processing of those officers who are being voluntarily ordered to active duty under the provisions of this letter.

8. Reporting:

a. ANG Morning Report (AF Form 183)

- (1) The administrative workload created by the number of officers who could possible participate in the Air Alert Program during any one month dictates that the following instructions apply to the ANG units under this program.
  - (a) Personnel voluntarily ordered to active duty for the purpose of participating in the ADC Air Alert Program will not be dropped from the Morning Report of the parent unit, nor will an entry be made in the "Status Change" section of the Morning Report.

(b) At the end of the month, a special roster (see

EACOT-OW Subject: Summary of ANG Air Defense Augmentation Program (Cont\*d)

sample, Attachment No. 2) will be prepared by the parent unit listing all officers who have participated in the ADC air alert program during the month. This roster will be certified by the Unit Commander or his duly authorized representative and will be submitted by the parent unit as an attachment to the monthly ANG unit Morning Report.

- b. ANG Attendance Roll (AF Form 634)
- 50
  - (1) Active duty personnel participating in the ADC Air Alert Program will be listed on the Attendance Roll of the unit in the normal manner. They will be reflected on AF Form 634 as "Constructively Present" for unit training assemblies.
  - (2) This method is being employed to support the requirements of ANGR 35-05 and allow those officers participating in the Alert Program to count toward the 60% aggregate attendance requirement of ANGR 173-01.

c. Daily personnel status changes on all ANG personnel participating in the ADC Air Alert Program will be reported by "hot line" directly to the Air Defense Group concerned.

### d. Negative reports will be made.

9. ADC Morning Reports. Upon effective date of recall, ADC organizations to which ANG personnel are assigned will include such personnel on their Morning Report in accordance with the provisions of AFM 171-6, as amended, Allied reports will also apply: i. e., Excused from Duty Peport (AF Form 183a-1) - AFR 35-10, Daily Average Strength (AF Form 183a) - AFR 171-11, and the Casualty Accounting Report (AF Form 183c) --AFR 171-14. One exception to existing Morning Report instructions will be that Accession Information Forms need not be prepared for these ANG individuals as they will not be reflected in the Officers Central Repository. Instructions pertaining to detail summary reports will be in accordance with AFM 171-5 and other statistical reporting directives.

10. Payroll:

a. Entitlement to Pay and Allowances. ANG officer personnel ordered to active duty in the performance of this mission will be entitled to the same pay and allowances as military personnel of the same rank in the regular Air Force on extended active duty.

b. Qualification for Incentive Pay. In order to qualify for incentive pay for any specific tour of duty, the individual must fly the required time during the specific tour of duty. Time flown while in an active duty status may not be counted toward qualification for flight pay in his inactive duty status nor vice versa.

EAOOT-OW Subject: Summary of ANG Air Defense Augmentation Program (Cont\*d)

c. Pay Rolls. Pay rolls will be prepared by the parent Air National Guard unit and submitted through the unit Air Advisor's office to the appropriate Air Force Finance Officer for computation and payment from Air Force MPR funds. DD Forms 201 and 201A will be utilized in effecting payment to officer personnel on active duty. Pay rolls will be prepared semi-monthly and will contain the names of all personnel who have been on active duty during the particular period. Detailed instructions pertaining to the preparation and disposition of DD Form 201 and 201A are as follows:

- (1) General. DD Forms 201 and 201A will be prepared in triplicate by the unit commander. If desired, a fourth copy may be prepared for retention with the unit's records, pending receipt of completed copy finance officer. Such payrolls will be prepared and each copy will be assembled so that the pages succeed one another in proper order, and the whole fastened together along the edge by means of a stapling machine or other permanent fastening, but not by use of glue. A record ribbon will be used and carbon copies must be clear and legible throughout. The copies will be distributed as follows:
  - (a) The unit commander will forward the original and two carbon copies to the finance officer with whom arrangements have been made to process active duty payrolls (if desired, arrangements may be made to forward payrolls to the nearest Air Force Finance Officer).
  - (b) The finance officer, after computation of the payrolls and the issuance of checks, will retain the original and one carbon copy of the payroll and will return the remaining carbon copy to the unit commander. (NOTE: This procedure does not provide for forwarding payrolls through a fiscal certifying officer inasmuch as such payrolls are to be paid from funds of open allotments in current Air Force Military Personnel Requirements appropriations)
- (2) Entries on cover page will be made as follows:

8

(a) Heading. The heading will be completed to show the name of the installation where duty is performed and the complete designation of the Air EACOT-OW Subject: Summary of ANG Air Defense Augmentation Program (Cont'd)

Defense Force to which the personnel are assigned and the ANG squadron to which they are attached.

- (b) Briefing. The payroll will be briefed by the finance officer on the cover page to show, in the spaces provided therefor, detailed information as indicated below:
  - 1. Appropriations. The total amount disbursed will be shown on the line so captioned. The amount disbursed under the several MPR appropriations and open allotments will be shown in the proper spaces.
  - 2. Collections. Under the heading "Collections" will be shown the total of all collections on the payroll which are to be credited either as an expenditure refund, appropriation reimbursement, appropriation receipt, or general fund receipt. The appropriation or general fund receipt or deposit fund account symbol number will be entered in the appropriate space.
  - 3. Totals. The "Total Amount Accounted For" will be entered as one item. This total is the sum of "Total Collections", the amount "Paid in Cash", and the amount "Paid by Check" and must agree with the "Total Amount Disbursed".

(3) Column Entries

9

(a) The following columns will be completed by the unit commander, and will include the information set forth below:

1. Name, Grade, and Service Number:

- 2. Enter grade as a heading for the names that follow.
- b. Under each grade, enter the names alphabetically in the following order: Last name, first name and middle initial, if any. The initial of the first name is authorized when the middle name is written in full. In no case will initials only be used in liew of both first and middle names, unless the full name consists only of last name and initials.

c. Immediately following the name, and on the same line, enter the individual's service EAOOT-OW Subject: Summary of ANG Air Defense Augmentation Program (Contid)

#### number.

- d. Enter the individual's mailing address on the line following under the name and service number.
- e. Enter remarks in this column below the mailing address; the first line only of the remarks will commence one-fourth inch from the left margin and such remarks may continue through but not beyond the column headed "Authority for Travel". As many lines as may be necessary to avoid crowding will be taken for remarks after each name. Remarks exceeding one line will be single-spaced without regard to the ruled lines on the paper; the second and succeeding lines will commence at the left margin of the page. The use of figures for months, ditto marks, or the word "ditto" is prohibited. At least two spaces will be left between the last line of the remarks and the name following. For example, a name following a remard ending on line 3 may be entered on line 4, but one following a remark ending between lines 3 and 4 will be entered on line 5.
  - 1. Include in data to be shown in remarks the date of departure from and the location of the individual's home (if other than the duty station), date of arrival at duty station, date of departure from duty station, and date of reversion to inactive duty status. If the officer is claiming increased basic allowance for quarters on account of dependents, include a remark to that effect, if appropriate, that DD Form 137, "Dependency Certificate", was filed with a specific finance officer on a specific date (this information may be obtained from copy of DD Form 137 on file in unit's Pay records). If incentive pay is claimed by reason of participating in aerial flights, the date and duration of each flight will be shown; a remark will also be included as to whether the officer was flying as a crew member. Where

# EACOT-OW Subject: Summary of ANG Air Defense Augmentation Program (Cont'd)

money is due the Government as a result of Government property lost, damaged, or destroyed, or as a result of overpayment, etc., such information will be shown, together with the amount due. Any other data affecting pay will be shown.

E. The following are examples of model remarks for varying situations, and both included on a semi-monthly payroll for the period 1-15 June 1954:

 Captain John B. Brown is ordered to duty for the period 3 June 1954 through 4 June 1954 from his home in Buffalo, New York, with duty station in Niagara Falls, New York.

"Captain Brown, John B., AO 123456 1468 Prospect Avenue Buffalo, New York Dep Buffalo, N.Y., 3 Jun 54, arr Niagara Falls, NY, 3 Jun 54, dep duty station 4 Jun 54 and reverted to inactive duty status 4 Jun 54. Due increased BAQ for dependents; DD Form 137 filed with John C. Smith, Major, USAF, Symbol 225-175, 3 Jan 54. Statement of service filed with John C. Smith, Major, USAF, Symbol 225-175, 15 Mar 54. On fly dy as pilot, due fly pay 3 Jun 54 to 4 Jun 54 incl. Flights performed 3 Jun, 35; 4 Jun, 25 min. Due U.D. GFLD \$4.55".

(2) Major Daniel S. Smith is ordered to duty for the period 1 Jun 54 through 10 Jun 54. No travel involved as his home and duty station are one and the same.

Smith, Daniel S., AO 654321 924 Sunset Boulevard Niagara Falls, New York On duty station 1 Jun 54, dep duty station 10 Jan 54 and reverted to inactive dy status 10 Jun 54. No travel involved. Due increased BAQ for dependents; DD Form 137 filed with John C. Smith, Major, USAF, Synkol 225-175, 1

EACOT-OW Subject: Summary of ANG Air Defense Augmentation Program (Contid)

money is due the Government as a result of Government property lost, damaged, or destroyed, or as a result of overpayment, etc., such information will be shown, together with the amount due. Any other data affecting pay will be shown.

- g. The following are examples of model remarks for varying situations, and both included on a semi-monthly payroll for the period 1-15 June 1954:
  - (1) Captain John B. Brown is ordered to duty for the period 3 June 1954 through 4 June 1954 from his home in Buffalo, New York, with duty station in Niagara Falls, New York.

"Captain Brown, John B., AO 123456 1468 Prospect Avenue Buffalo, New York Dep Buffalo, N.Y., 3 Jun 54, arr Niagara Falls, NY, 3 Jun 54, dep duty station 4 Jun 54 and reverted to inative duty status 4 Jun 54. Due increased BAQ for dependents; DD Form 137 filed with John C. Smith, Major, USAF, Symbol 225-175, 3 Jan 54. Statement of service filed with John C. Smith, Major, USAF, Symbol 225-175, 15 Mar 54. On fly dy as pilot, due fly pay 3 Jun 54 to 4 Jun 54 incl. Flights performed 3 Jun, 35; 4 Jun, 25 min. Due U.D. GFLD \$4.55".

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> Smith, Daniel S., AO 654321 924 Sunset Boulevard Niagara Falls, New York On duty station 1 Jun 54, dep duty station 10 Jan 54 and reverted to inactive dy status 10 Jun 54. No travel involved. Due increased BAQ for dependents; DD Form 137 filed with John C. Smith, Major, USAF, Synkol 225-175, 1

EACOT-IN Subject: Summary of ANG Air Defense Augmentation Program (Contid)

Jan 54. Statement of service filed with John C. Smith, Major USAF, Symbol 225-175, 10 Jun 54. On fly dy as pilot, due fly pay 1 Jun 54 to 10 Jun 54 inc. Flights performed 2 Jun, 35 min; 4 Jun, 25 min; 6 Jun, 60 min; 7 Jun, 15 min; 9 Jun, 20 min; 10 Jun, 16 min. Special orders attached to previous voucher number 1234".

- 2. Tax Withholding Examption. Enter the number of examptions claimed for Federal income tax. This entry must be supported by TD Form W-4 on file in unit pay records.
- Number of Years Service. Enter number of years creditable for pay purposes. This entry must be supported by Statement of Service on file in unit pay records.
- 4. Authority for Travel. Enter the paragraph number, Special Order number, and issuing authority.
- 5. Allowance in Lisu of Transportation. In the subcolumn headed "Points from and to" enter the places between which the travel is authorized to be performed, for example, "From Buffalo, NY, to Niagara Falls, NY". In the event the individual is ordered to and released from active duty during the period covered by the voucher, add the words "and return". If there is no travel involved add the word "none".

(b) The following columns will be completed by the finance officer paying the voucher:

- . 1. Allowance in Lieu of Transportation.
  - a. Number of miles. Enter the number of miles between the points shown in sub-column headed "Points to and from". Mileage will be computed over the shortest usually traveled route as shown by the official mileage tables, the official guide of the railways, or the Rand HeNally Standard Mileage Guide.
  - b. Amount of Mileage at \_\_\_\_\_ per mile. Enter the rate per mile in the heading of the column. After each individual's name enter the amount due for mileage, if applicable.
  - 2. Basic Pay. Enter the amount due for basic pay. Pay for travel time will not exceed time necessary

EACOT-ON Subject: Summary of ANG Air Defense Augmentation Program (Contid)

to perform travel by common carrier over the shortest traveled route. For the performance of duty in this mission, no additional pay should be required to cover travel from duty station to home.

- Incentive and Special Pay. Enter the amount due for incentive pay. In this mission, only flying pay will be paid, and such pay should be identified in the heading of the column by inserting "Fly Pay".
- Quarters and Subsistence allowances. Enter amounts due for quarters and subsistence. The amount due for each item will be entered separately and identified by the letters "Q" and "S" as appropriate.
- Total Amount Due. Enter the total amount due which is the sum of the amounts entered under 1 through 4 above.
- 6. Taxable Income. Enter amount of income which is taxable, which is the sum of 2 and 3 above.
- 7. Income Tax Withheld. Enter the amount of income tax which is to be withheld from the pay of the individual. Computation of withheld taxes will be made in accordance with paragraph 90702b, AFM 173-20, using daily and/or semi-monthly tax tables whichever is appropriate.
- Tax collections. Enter the total amount due for authorized stoppages.
- 2. Balance Paid. Balance paid will be not amount due each individual after all deductions have been made.
- (4) Each person named on the payroll will place his signature on the numbered line by his name, under the column headed "Signature", prior to submission of the payroll to the finance officer. This signature constitutes certification by the individual that all items contained in the payroll are true and correct insofar as he himself is concerned.
  - (5) Payments will be made by check mailed to the home address of the individual. The finance officer will place the words "Paid by U.S. Treasury Check" in the heading of the

EACOT-OW Subject: Summary of ANG Air Defense Augmentation Program(Cont d)

column provided for signatures, and the number of the check will be entered immediately below each person's signature.

- (6) Substantiating Documents and Certification.
  - (a) Orders. Each payroll will be supported by one copy of the Special Order pertaining to each person. If more than one person is ordered to duty under the same Special Order, only one copy of the order need be attached.
  - (b) Certification. An additional certificate will be placed in the blank space provided at the bottom of the cover page of the DD Form 201. Such certificate will be signed by the Unit Air ADvison and will read as follows: "I certify that I have given this payroll administrative examination, that all personnel have qualified for the number of days for which pay and allowances are claimed, that for all items of pay and allowances claimed, the provisions of law for receipt thereof have been met. I further certify that statements of service are a part of unit records, and that where increased basic allowance for quarters and dependents is claimed, the dependency certificates are on file as stated".

d. Accounting for Income Taxes Withheld. Finance officers serving the units participating in this plan will account for and report on income taxes withheld in accordance with Section III, Chapter 7, Part 9, AFM 173-20. The particular attention of unit commanders is invited to the provisions of paragraph 90723, AFM 173-20. If desirable, arrangements may be made between finance officers and unit commanders whereby the unit commander will actually maintain the individual records and will furnish information to the finance officer at such times as needed for preparation of TD Form W-a. Such an arrangement will preclude the necessity of preparing mamerous W-2 forms for the individuals during the calendar year.

11. Operations and Training:

a. Operations will be conducted under the provisions of ADC regulations and directives. The necessary regulations and directives, including IFR scramble and recovery procedures, will be provided the ANG unit by the ADC unit exercising operational control over the crews and aircraft.

b. Operational control will be established and exercised by the proper Air Defense Division during the hours of alert and upon those individuals on alert duty. BACOT-OW Subject: Summary of ANG Air Defense Augmentation Program (Contid)

C. ANG units will be relieved from ADC air alert commitments during the annual field training periods. The dates of relief of the air alert detachment will be coordinated by the ANG Commander with the Commander of the appropriate air division at least 45 days prior to scheduled departure of the ANG squadron for annual field training.

d. ANG unit drill assemblies or special exercises may be attended by personnel participating in the Air Alert Program except where actual duty schedules interfere. Additional pay for attendance at drill assemblies or special exercises while in active duty status is not authorized. They will be counted as constructively present on the ANG Unit Rester.

e. Additional aircraft are not available for assignment to units participating in the Air Alert Program.

f. Aircraft accident or casualty reports concerning ANG active duty pilots will be routed and processed by the ANG in accordance with pertinent Air Force directives.

g. Personnel participating in the Air Alert Program will be responsible for meeting AFR 60-2 requirements as wall as Continental Air Command training directives.

h. Time flown on air alert mission may be applied to annual Continental Air Command training requirements.

i. Every effort will be made by the using Air Defense Command Air Division to assure at least one (1) flight daily of each ANG alert crew.

j. Air Base Detachment or Unit Commanders will be responsible for establishing pertinent SOPs and operational procedures with particular emphasis on the safety of personnal and property on and surrounding the base.

k. Areas where guns may be charged and cleared and procedures for the taxi, run-up, take-off, and landing of alert aircraft must be established with the consideration that the guns are "hot" and a possibility of an accidental discharge is ever present. Unnecessary flying over or point towards residential areas during any of these procedures is to be avoided.

1. Scheduling of alert personnel will be the responsibility of the ANG.

EACOT-OW Subject: Summary of ANG Air Defense Augmentation Program(Cont'd)

m. Pilots participating in the Air Alert Program will operate under the provisions of ADC operational directives in addition to adhering to current ANG base regulations.

BY ORDER OF THE COMMANDER:

02

2 Encls 1. Med Cert 2. Status Roster J. W. FOUNTAIN, JR. Major, USAF Assistant Adjutant

OUTING	JOINT MESSA	GEFORM	CATIONS CENTER NO. 305
	SPACE ABOVE FOR COMMUNICATIONS CENTER ON	DATE-TIME GROUP	SECURITY CLASSIFICATION
FROM: (Originator)	HQ EADF STEWART AFB NEWBURGH NY	18 Feb 55 PRECEDENCE ACTION FOR: ROUTINE	
TO:	COMDR 26TH ADIV (DEF) ROSLYN AF	BOOK MESSAGE	CRYPTOPRECAUTION
	STA ROSLYN NY	MULTIPLE ADDRESS	YES NO
	COMUR 30TH ADIV (DEF) WILLOW RUN AF STA BELLEVILLE MICH COMDR 32D ADIV (DEF) SYRACUSE AF	IDENTIFICATION	S TO MESSAGE: CLASSIFICATION
XXX:	STA SYRACUSE 6 NY		
MFO:	COMDR ADC ENT AFB COLO SPRINGS C		
	(UNCLASSIFIED) EACOT-ON 6867.		
	folg policy regarding ADC ftr al		
	a. On bases at which an A		
	or other augmentation ftrs are a	also based, all tac	air der comm require
	by these units w/b channeled th or augmentation oprs cen. (When		
	or augmentation oprs cen. (when this w/b through the meduim of	the 507 PRX terminat	tions reserved for
	such purpose).		
	b. When the comm sys desc	ribed above has bee	n accomplished, no
	oprl requirement will exist for		
	to ANG or other augmentation for	orce oprs cens and a	my such lines to
	instld should be removed.		
	PART II. In the event this po		
	suitable, req comments be fwdd	this hq, ATTN: EAC SECURITY CLASSIFICATION	-Wo-Too
		UNCLASSIFICATION RELEASING OFFICER & SIGNATURE	PAGE OF PAGES
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	EAOOT-OW 180905 Feb 55 492		

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DUTING	JOINT MESSAG	EFORM	ICATIONS CENTER NO. 306		
	SPACE ABOVE FOR COMMUNICATIONS CENTER ONL		SECURITY CLASSIFICATION		
ROM: (Originator)	HQ EADF STEWART AFB NEWBURCH NY	7 Jan 55 PRECEDENCE FOR: ROUTI	UNCLASSIFIED INFORMATION		
0:		BOOK MESSAGE	. ORIGINAL MESSAGE		
•	COMDR 26TH AIR DIV (DEF) ROSLYN	A MULTIPLE ADDRESS	CRYPTOPRECAUTION		
	STA ROSLYN NY COMDR 30TH AIR DIV (DEF) WILLOW AF STA BELLEVILLE MICH COMDR 32D AIR DIV (DEF) SYRACUSE	IDENTIFICATION	IS TO MESSAGE: CLASSIFICATION		
REPORT	AF STA SYRACUSE 6 NY				
INFO:					
	(UNCLASSIFIED) EACOT-OW 859				
	ADC msg is quoted in part FYI an	nd nec action: "AN	o oq will bound anot		
	from 1 hr before sunrise until :				
C	will not exceed 14 hrs daily. This rest nec for the present due to				
	non-aval of supp pers beyond th reduce this alert commitment un				
	3-54, 1 Apr 54. This he has pr				
	sunset alert sked become standa	ard. This matter 1	/b further clarified		
	upon receipt of their reply".				
	lst Ind to 1tr from 137th Ftr-1	Intep Sq NYANG, da	ted 13 Oct 54.		
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MESSAGEFORM

24 Jan 1955

FM COMDR 30TH ADIV DEF WRAPS BELLEVILLE MICH TO COMDR EADF STEWART AFB NEWBURGH NY

/U N C L A S S I F I E D / DOTFT 435. REQ APPROVAL OF TWO (2) DAY EXTENSION ON STAND DOWN PERIOD OF 126 FIS WIS ANG TO MORNING OF 26 JAN 55. REASON FOR REQ; TWO (2) ALERT PLAN PILOTS REQUIRE ADDITIONAL INSTRUMENT TIME FOR QUALIFICATION IAW ADCR 55-2. TENTATIVE APPROVAL GIVEN BY THIS EQ. 24/17052 JAN JEDBW

3.07

	JOINT MESSAG	EFURIN	308
	SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY	DATE-TIME GROUP	SECURITY CLASSIFICATION
FROM: (Originator)		25 Jan 55	UNCLASSIFIED
	HQ EADF STEWART AFB NEWBURGH NY	PRECEDENCE ACTION FOR: ROUT	INFORMATION
TO:		BOOK MESSAGE	ORIGINAL MESSAGE
	COMUR 30TH ADIV (DEF) WILLOW RUN	MULTIPLE ADDRESS	
	AF STA BELLEVILLE MICH		S TO MESSAGE:
		IDENTIFICATION	CLASSIFICATION
INFO:		L	
		Def man and M	mon 1.25 Dec
	(UNCLASSIFIED) EAOOT-OW 3037		
	for 2 day extension on stand-dow	m of 126th Ftr-Int	cp Sq is
	granted.		
			~
		CURITY CLASSIFICATION	PAGE OF PAGES
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DRAFTER'S NAME (an	d signature, when required) RE	URITY CLASSIFICATION	
DRAFTER'S NAME (an	d signature, when required) RE MAJ GUERNSEY/mab	URITY CLASSIFICATION	

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OUTING	JOINT MESSAGEFORM COMMUNICATIONS CENTER NO. 309			
FROM: (Originator)	SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY		SECURITY CLASSIFICATION	
rrum. (Originator)	HQ EADF STEWART AFB NEWBURCH NY	24 Jan 55 PRECEDENCE ACTION FOR: ROUTINE	INFORMATION	
T0:		BOOK MESSAGE	ORIGINAL MESSAGE	
	COMDR 30TH ADIV (DEF) WILLOW RUN AF STA BELLEVILLE MICH	MULTIPLE ADDRESS		
	AF DIA DIMENSI LINE PLAN	REFERS	TO MESSAGE: CLASSIFICATION	
INFO:				
			ma 928 Mont	
	(UNCLASSIFIED) EAGOT-OW 3223			
	stand-down for 164th Ftr-Bar Sq	is extended to 15 H	eb 55. Authority,	
	Hq ADC msg ADOOT-B3, 22 Jan 55.			
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#### MESSAGEFORM

#### 6 Apr 1955

FM CONDR, 26 ADIV (D) ROSIYN AF STA ROSLYN NY TO COMDR EADF, STEWART AFB, NY

/UNCLASSIFIED/ 26ADDDO 01349. SUBJ: 137TH FIS ANG AIR ALERT PROGRAM. PART I. THE FOLG VERBAL MSG RECEIVED 3 APR FR 137TH FIS, NY ANG, WHITE PLAINS APRT, NY. "THE 137TH FIS WILL NOT BE MEETING NORMAL ALERT RORS UNTIL 11002, 18 APR DUE TO STAND DOWN FOR PLT TNG." PART II. THE ABOVE ACT WAS NOT COORD WITH THIS DIV BEFOREHAND. INFORMAL INFO RECEIVED THAT THIS SQ HAS INSUFFICIENT TRAINED PLTS. WILLING TO PARTICIPATE IN THE PROGRAM. A REV OF OPERATIONS BY THIS UNIT DURING THE PAST SIX MONTHS INDC THAT THEIR CONTRIBUTION TO THE AIR DEFENSE OF THIS SECTOR IS NEG-LIGIBLE BECAUSE OF FOLG REASONS: (A) THE UNIT IS EQUIPPED WITH F-94B ACFT WHICH RORS A CREW OF TWO. HOWEVER, NO RO'S ARE PRESENTLY AVAL. BECAUSE OF THIS WE HAVE USED THEM AS DAY FIGHTERS WITHOUT AN RO EM-PLOYING DAY FIGHTER TACS. (B) THE SQ COMDR HAS ESTED WEA MINIMUMS OF 5000 FT AND 5 MILES VIS AND HAS PROHIBITED CLIMBS THROUGH OVERCASTS AT ANY ALT BECAUSE OF LOW EXPERIENCE LEVEL OF PLTS. (C) THE SQ PLTS, AT THE CONCURRENCE OF SQ COMDR, REFUSE TO ACPT SCRAMBLES OR ANY FLTS OVER THE WATER FURTHER THAN GLIDING DIS TO LAND. THIS RESTRICTS THEIR USE IN THE INDENT FUNCTION OR PICKET VESSEL TNG TO ZERO. (D) AIRCREW VACANCIES IN THE ALERT PROCRAM HAVE NOT BEEN ROTATED AS ORIGINALLY PLANNED TO AFFORD TNG TO ALL CREWS WHO WERE QUALD. FOR THE PAST SIX MONTHS, THE ALERT HAS BEEN ACCOMP BY PLTS WHO ACPTD CONTINUOUS AD WITH THE REQUIRED ONE DAY BREAK EVERY 59 DAYS. (E) MOST OF THE SQ EFFORT IS EXPENDED IN KEEPING THE RORD NR OF ACFT ON AN ALERT STATUS WHICH EFFECTIVELY LMTS THE NR OF ACFT AVAL FOR THG. PART III. IT IS NOT BELIEVED THAT A TWO WEEK STAND DOWN WILL IMPROVE THE ABOVE SIT. IT IS RECMD THAT A RE-EVALUATION BE MADE OF THE RORS FOR THE 137TH FIS TO PARTICIPATE IN THE ANG AIR ALERT PROCRAM. UNTIL THIS ROR HAS BEEN RE-AFFIRMED, IT IS RECMD THAT THIS SQ BE RE-MOVED FROM THE AIR ALERT PROGRAM FOR A PD OF SIX MONTHS OR UNTIL AFTER SUMMER ENCAMPMENT AT THE BARLIEST, TO ALLOW THE UNIT TO REACH AT LEAST A MINIMUM OF COMBAT EFFECTIVENESS.

06/2230Z APR JEPNY

#### MESSAGEFORM

#### Failure of 137th FIS, NYANG, to Maintain Alert Commitment

#### EAODO

### EAOOT

#### 6 Apr 1955

311

1. Attached is forwarded for your information. 26th Air Division indicates request for stand-down forwarded 4 April.

2. Information from ADC indicates this was the fourth ANG fighterinterceptor squadron that has requested a stand-down from the agreed air alert commitment.

3. Reference paragraph 5 of the attached memo, it is interesting to note the minimums and restrictions established by Commander, 137th Fighter-Interceptor Squadron. To my mind this raises a question concerning the whold ANG air alert plan. What benefit does the air defense command derive from these people through the medium of the air alert plan? I can see none, either practically or theoretically. In practice such minimums and restrictions as imposed by the 137th render impotent the tactical value of that organization in performance of even the identification function of the air defense mission. In theory the organization is not gaining any degree of training in air defense operations over and above that which it ordinarily gains through day-today participation in such missions as are arranged on a local basis with the associated ADD'. Those pilots who stand air alert are not, to my knowledge, rotated and have become, insofar as the ANG is concerned, professional "air defense alert pilots".

4. I will review the status of those other ANG units currently participating in the air alert plan.

5. I have no suitable recommendation to make at this time.

1 Encl Memo, subj as above OLDS 600 HEADQUARTERS EASTERN AIR DEFENSE FORCE STEWART AIR FORCE BASE, NEWBURGH, N. Y.

14 Dec 1954

#### EAOOT-OW

SUBJECT: Air National Guard Air Alert Plan

TO:

Commander 26th Air Division (Defense) Roslyn Air Force Station Roslyn, New York Note: Identical ltr sent to all Air Divs (Def)

1. The investigation of a recent fatal accident involving a pilot in an F-94A aircraft participating in the Air National Guard Air Alert Plan revealed that the pilot was not alert qualified in accordance with ADC Regulation 55-2, 24 July 1952. A false start, a faulty canopy and the resultant haste and/or adverse mental state of the pilot was considered the primary cause of fatal error.

2. Our control over the Air National Guard squadrons participating in this plan is limited to those functions of command involving the assignment of tasks, the designation of objectives and the authoritative direction necessary to accomplish the mission. Although supervisory control of the Air Alert Detachment personnel is retained by the ANG commander, we have a moral responsibility to pass on to ANG squadrons as much of our air defense "know how" as possible.

3. To further this objective, air division (defense) commanders will ascertain whether ANG squadron commanders desire additional liaison help in accomplishing their alert mission. If assistance is desired, the division commander will provide each ANG squadron a liaison officer no less than flight commander caliber who is well versed on air defense directives and operational procedures. This officer will be briefed on the objectives of his mission and directed to be most tactful in his association with the ANG personnel. The duration of subject temporary duty will be as determined by the air division (defense) commander.

4. Desire you advise this headquarters of action taken relative to this requirement. Contents of this letter will not be disseminated below air division (defense) level.

BY ORDER OF THE COMMANDER:

Maj Miller/mab/492

OUTING		JOINT MESSA	GEFORM	313
FROM: (Originator)	SPACE ABOVE FOR	R COMMUNICATIONS CENTER O	DATE-TIME GROUP 25 Mar 55	SECURITY CLASSIFICATION
	HQ EADF STE	WART AFB NEWBURCH NY	PRECEDENCE ACTION FOR: ROUT	INFORMATION
TO:			BOOK MESSAGE	ORIGINAL MESSAGE
		INT AFB COLO SPRINGS	MULTIPLE ADDRESS	CRYPTOPRECAUTION
	COIO		IDENTIFICATION	S TO MESSAGE:
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2	alert dy, be in tng version pr	req appr for one of t for alert qualificat: rograms and will only	ion. This policy will pertain to sqs that	lts in ANG sos to 11 accelerate con-
	alert dy, be in tng version pr	req appr for one of t for alert qualificat:	the five active dy pl ion. This policy will pertain to sqs that	lts in ANG sos to 11 accelerate con-
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	alert dy, be in tng version pr	req appr for one of t for alert qualificat: rograms and will only	the five active dy pl ion. This policy will pertain to sqs that a alert acft.	lts in ANG sos to 11 accelerate con-
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DRAFTER'S NAME (er	alert dy, be in tng version pr	req appr for one of t for alert qualificat: rograms and will only mald plts will not ma	security CLASSIFICATION UNCLASSIFICATION	Its in ANG sos to Il accelerate con- req this method

J D 6

UTING		JOINT MES	SAGEFORM	COMMUNICATIO	314
	SPACE ABOVE FOR	R COMMUNICATIONS CENT			SECURITY CLASSIFICATION
OM: (Originator)			10 May	55	INFORMATION
	HQ EADF ST	EWART AFB NEWBURGE	INT PRECEDENCE FOR:	ROUT	INE
D:		AIR DIV (DEF) ROS	STYN AN BOOK MESS	AGE	ORIGINAL MESSAGE
	STA ROSTY	N NY	MULTIPLE A	DDRESS	
	COMDR 30TH	AIR DIV (DEF) WI	LLOW	REFERS TO	MESSAGE:
	RUN AF ST	A BELLEVILLE MICH AIR DIV (DEF) SYR	ACUSE		CLASSIFICATION
NEOX	AT OTA CV	DAMIGE 6 NY			
	COMUR 35TH	AIR DIV (DEF) DO	BBINS AFB MARIETT	A UA	
					Tent Dies
		TED) EAOOT-OW_1			
	EADF msg H	EAOOT-OW 11927, 25	Mar 55, to ADC a	and ADC ms	g ADOOT-B3
		Mar 55, are quote			
		of expeditiously of			
	for alert dy, req appr for one of the five active dy plts in ANG sqs to be in tng for alert qualification. This policy will accelerate				
		n programs and will			
	of opr. Unquald plts will not man alert acft". Msg 12963. "Urmsg				
	EAOOT-OW 11927. This he has no objections to your proposals in above				
	ref msg.	It is re-emphasi	zed, however, that	at plts on	5 min alert w/b
	qual IAW	ADCR 55-2".			
		•			
			SECURITY CLASSIFICATIO		PAGE OF PAGES
	I desident athen a series	(red)	RELEASING OFFICER'S SIG	NATURE	1 1 1
DRAFTER'S NAME (an	id signature, when regul				
10		DD /mah			
	MAJ MILL	TELEPHONE	OFFICIAL TITLE		

# CONFIDENTIAL

MESSAGEFORM

31 Dec 1954

315

FM HQ 32D AD(D) SYR AFS SYR 6 NY TO COMDR EADS STEWART AFB NEWBURGH NY

TORC 31/1834Z DEC 55

//C O N F I D E N T I A L//ACPOST-FO 12105. REF PAR 3B (4), EADF OPORD 14-54, DTD 1 MAY 54, THE FOLG AUGM FORCES WERE INDOCD ON DATES INDO AT THEIR HOME STAS: 101 FIN CHEN DOW AFB CNM ME CMM 28 DEC 54; 132 FIS CMM DOW AFB CHM ME 28 DEC 54; 133 FIS CHM GRENIER AFB CHM NH CHM 1 OCT 54; 134 FIS CHM BURLINGTON MUNI ARPT CHM VT CHM 20 DEC 54; 102 FIW CHM LOCAN ARPT CMM. MASS CHM 15 SEP 54; 101 FIS CMM LOGAN ARPT CHM MASS CHM 15 SEPT 54; 121 FIS CMM BARNES ARPT CMM WESTFIELD CMM MASS CMM 1 SEP 54; 107 FIN CMM NIAGARA FAIL MUNI ANDT CMM NY CMM 20 NOV 54; 136 FIS CMM NIAGAR FALLS MUNI ARPT CMM NY CMM 20 NOV 54; 138 FIS CMM HANCOCK FIELD CMM SYRACUSE CMM NY CMM 22 DEC 54; 139 FIS CMM SCHENEOTADY CMM NY CMM 22 DEC 54. 6520 THET SUDDOLT HO CMM HANCOCK APD COM PERSON 22 DEC 54; 6520 TEST SUPPORT WO CHM HANSCOM AFE CHM BEDFORD CHM MASS CHEN 6 DEC 54; 506 SFW CHEN DOW AFB CHEN ME CHEN 28 DEC 54; NA TU CHEN NAS CMM NIAGARA FALLS CMM NY CMM 3 DEC 54; MARTU CMM NAS CMM SOUTH WEYMOUTH CMM MASS CMM 7 DEC 54; DET Z-A CMM 3530 FTW CMM MOODY AFB CMM GA CMM 22 DEC 54.

CONFIDENTIAL

MESSAGEFORM

11 Jan 1955

FM COMDR 4710TH ADW NCCA WILM DEL TO COMDR EADF STEWART AFB NEWBURGH NY

/U N C L A S/MDO 1-260 CLN REF TO EADF OPS ORD 14-54, 1 MAY 54, SUBJ: NOTIFICATION OF INDOCTRINATION ACCOMPLISHED W/ANG FORCES A/O 30 JUNE 54. THE 142D ANG FTR BMBR SQ AND DET Z FROM MOODY PARTICIPAT-ED IN A SPECIAL SECTOR EXERCISE ON 23 AND 24 OCT 54. MSN: TO PROVIDE REALISTIC TNG IN AIR DEF PROC AND CLOSE CONTROL INTOP TNG AGAINST HIGH ALT, HIGH SPEED TARGETS FOR PARTICIPATING CREWS. RESULTS OF THIS EXERCISE INDICATE ANG FORCES ARE BEING SUCCESSFULLY INDOCTRINATED INTO THE AIR DEFENSE MSN. 11/1623Z JAN JEPNL

CONFIDENTIA:

#### MESSAGEFORM

8 Jun 1955

317

FM COMDR 35 ADIV DOBBINS AFB GA TO COMDR 507 TAC CON OP SHAW AFB SC INFO COMDR EADF

/C O W F I D S N T I A L / CITE DO AND T-F 138. DUE TO SUMMER FIELD THO. THE 158 FES/ANG/TRAVIS FIELD, SAVANNAH GA WILL NOT BE STANDING DAILY ALERF FROM 12 JUNE 55 TO 26 JUNE 55 TORC 082137Z JUN 52

# CONFIDENTIAL

# SECRET

#### MESSAGEFORM

23 Jun 55

318

FM CONDR 32 ADD SYR AFS NY TO COMUR EADF STEWART AFE NY

/S E C R E T/ACFOOT-FO 012. THE FOLG REPT IS SUBMITTED IN ACCORDANCE WITH PARA FOUR BRAVO PAREN FOUR PAREN BADE OPORT ONE FOUR DASH FIVE FOUR CMM DID ONE MAY FIVE FOUR PD UNITS INDOCTRINATED AS FOLS CIN NARTU CMM NIAGARA FAILS MUN APRT CMM NY TWO SIX MAY MARTU CHEN SOUTH WEYHOUTH MAS CHM MASS TEN JUN FOUR FOUR FIVE FEW NIAGARA FALLS JUN APRT TWO SIX MAY EIGHT NINE FEW LIMA GOLF HANSCOM FLD CMM MASS ONE ZERO JUN THREE FIVE FIVE ZERO COTW DET ALPHA DASH TWO MOODY APB CMM GA ONE ZERO JUN AFCRC ARDC LIMA GOLF HANSCOM FLD CMM MASS ONE ZERO JUN ONE ZERO ONE FIN DOW AFE CMM MAIN ONE JUN ONE ZERO ONE FIG ETHAN ALLEN AFE CHM VT TWO ZERO JUN ONE THREE FIN DOW AFE CAM ME ONE JUN ONE THREE THREE FIS GRENIER AFE, NEW HAMPSHIRE ONE ZERO JUN ONE THREE FOUR FIS ETHAN ALLEN AFB CNM VT TWO ZERO JUN ONE ZERO THO FIW LOGAN INTAL APRT CHM MASS THO TWO JUN ONE ZERO THO FIN LOGAN INTNL APRT CMM MASS TWO TWO JUN ONE ZERO ONE FIS LOGAN INTAL APRT CHAM MASS THO TWO JUN ONE THREE ONE FIS BARNES MUN APRT CMM MASS TWO FOUR MAY ONE ZERO SEVEN FIW NIAGARA FALLS NUN APET THO SIX MA" ONE ZERO SEVER FIG HANCOCK FLD CMM NY ONE ZERO JUN ONE THREE SIX FIS NIAGARA FALLS MUN APRT NY TWO SIX MAY ONE THREE EIGHT FIS HANCOCK FIELD CHM NY ONE ZERO JUN ONE THREE NINE FIS SCHENECTADY MUN APRT, NY ONE ZERO JUN REMARKS CLN NONE PD END TORC 232143Z JUN 52

# SECRET

8-6494-55

# SECRET

#### MESSAGEFORM.

#### 1 Feb 1955

319

FM COMDR ADC ENT AFB COLO TO COMDR ATHC SCOTT AFB ILL INFO COMDR CADF GRANDVISM AFB MO COMDR WADF HAMILTON AFB CALIF COMDR EADF STEWART AFB NY

/S E C R E T/CITE ADOOT-B 30227 PD THIS MSG IN 2 PARTS PD PART L PD REF MEETING DTWN REP THIS HO AND HEP YOUR HW CMM 21 JAN 55 CMM CONCERNING AIR LIFT FOR ADC AUGM FORCES RE AS DISCUSSED AT MEETING CMM NEO YOUR COND PROV AIR LIFT CAPABIL-ITY FOR AIRC FORCES DEPLOYING FROM PERRIN CMM TYNDALL AND MOODY AND FOR 6 DET DEPLOYING FROM NELLIS PD PART 2 PD CONAD OFR PLAN 4-55 WILL CONTAIN DEPLOYING FROM NELLIS PD FART 2 PD CONAD OFR PLAN 4-55 WILL DET DEPLOYING FROM LAUGHLIN TO RIMITAND PD AS DESCUSSED.CMM OTHER DET DEPLOYING FROM LAUGHLIN TO RIMITAND PD AS DESCUSSED.CMM OTHER DEPLOYMENTS FROM LAUGHLIN WILL BE DELETED IN SUBJ PLAN PD

## SECRET

s-6494-55

ITING	JOINT MESSAG	EFURM	320
	SECRE	T	
OM: (Originato	SPACE ABOVE FOR COMMUNICATIONS CENTER ONL	DATE-TIME GROUP 28 Jun 55	SECRET
	HQ EADF STEWART AFB NEWBULCH NY	PRECEDENCE ACTION FOR: PRIOR	ITY
):		BOOK MESSAGE	ORIGINAL MESSAGE
	COMDE ADC ENT APB COLORADO SPRINC	MULTIPLE ADDRESS	
	COLORADO		S TO MESSAGE:
		IDENTIFICATION	CLASSIFICATION
NFO:	(SECRET) BAGOT-OW C856	. Ref your ms	g, ADOOT-B3 3321.
	Folg 35th Air Div (Def) msg is q		
	Folg 35th Air Div (Dei) msg is d		having deployment
	hq. "It is our opinion that tac	tical advantage of	having uspis, de
	force located at Chas under pres	ent circumstances	outweighs the dis-
	advantage of a slower turn aroun	d time. Decision	of Comdr one six
	zero eight Air Trans Wg regardin	g inability to pro	vide thirty minute
	turn around was based on entire	deployed force arr	simultaneously.
	This is not considered a serious	s situation and bel	lieve that sustained
	operations for a limited time u	nder emerg conditio	ons could be conducte
	with acceptable turn around time	es for both four fo	our four Ftr Intep Se
	and deployed force. This concu	rred in by one six	zero eight Air Trans
	Wg. Most critical item is acut	e shortage of bill	eting. Recm that
	planned deployment cont through		
	conditions only. This recm is		
	conditions only. Inis recm is	and and present	denlowment hase.
	consideration only of Chas vers	us Tyndall as the	depitymente base.
	SI	CURITY CLASSIFICATION	PAGE OF PAGES
		SECRET	
DRAFTER'S NAME	(and signature, when required)	T	
SYMBOL	TELEPHONE 0	FFICIAL TITLE	s-6484-55
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S.a.

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# SECRET

HQ EADF STEWART AFE NEWBURGH NY

SECRET

PRIORITY

Surveys of other possible deployment bases are being made by Tyndall and this he jointly. It is hoped that a solution can be found more sat tactically and acceptable to Tyndall, the base concerned and this he. If these surveys are fruitful recms jointly agreed will be submitted permitting optimum use over a longer time span of the considerable AW capability possensed by Tyndall.

Capt C. F. Toler, Jr./pec EA00T-OW 271035 Jun 55 492 SECRET

SECRET

PAGE 2

5-6484-55

of 2 Pages

		BRIEF FUR OUTRESTOND	LECTORES .	
TO:	EAOPR EAODO	FROM: EAOOT 27	Jun 55 Date	
	1. The a	ttached correspondence	subject:	Facilities
	Shorts	uge	is for	varded.
of d		round Reference -86D's from Tyndall to		
		Cacilities at Charleston		
com	ent and o	ir answer to ADC.		
	2. Prev	ious co-ordination		

Toler 773

,

C

1

Colonel, USAF Director O&T Ext 600

# SECRET

MESSACEFORM

### 17 Jun 1955

321

FM ADC ENT AFB COLO TO R EADF STEWART AFB NY INFO 35TH ADIV (DEF) DOBBINS AFB GA

0

/S & C R & T/ ADOOT-B3 3321. MSG IN THREE PARTS. PART 1. COMDR 1608 ATW: CHARLESTON AFB' INFO THIS HO THAT FAC NOT AVAI HIS BASE TO SUPP 30 MIN TURN-AROUND FOR AUGH PORCE DEPLOYING FROM TYMDALL, REPTD FAC SHORT-AGES ARE: TWO F-2A RFL UNITS' THREE F-6 RFL UNITS WITH CHN PT SYS' ONE F-7 RFL UHIT' TWO OXY SUC TLR' FOUR C-26 POWRE UNITS' ONE HIGH PRESSURE AIR COMPRESSOR AND LMT BILLETING UNTIL 1 OCT 55. PART 2. FYIG. THIS HO DOES NOT PLAN DEPLOYMENT OF AUGM FORCE TO CHARLESTON AFTER CALENDAR YR 1955. PART 3. REQ YOUR HO BVAL SUPP PROBLEM AT CHARLESTON IN KERPING WITH TACTICAL ADVANTAGE IN CONT OF DISC DEPICYMENT OF DET A-20 FROM TYNDALL TO CHARLESTON FOR BAL THIS CALENDAR YR. TORC 162358Z JUN 58

# SECRET

S-4182-55

OUTING	JOINT MESSAG	EFORM	ATTIONS CENTER NO. 322
	CONFID	ENTIAL	
ROM: (Originator)	SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY	DATE-TIME GROUP 31 Jan 55	SECURITY CLASSIFICATION CONFIDENTIAL
	HQ EADF STEWART AFB NEWBURGH NY	PRECEDENCE ACTION FOR: ROUT	INFORMATION
ro:		BOOK MESSAGE	ORIGINAL MESSAGE
	COMDR 26 AIR DIV (DEF) ROSLYN AF STA ROSLYN NY	MULTIPLE ADDRESS	
	COMUR 30 AIR DIV (DEF) WILLOW RUN	REFERS	TO MESSAGE: CLASSIFICATION
XXXX	AF STA BELLEVILLE MICH COMUR 32 AIR DIV (DEF) SYRACUSE A STA SYRACUSE 6 NY		
	ora orradour o ar		
	(CONFIDENTIAL) EAGOT-ON C- 13	1 Folg ADC m	sg is quoted
	for your nec action: "ADOOT-B3-C	204. Hq ATRC has	dird subor comds to
	deploy flt of augn det periodical	ly to deployment	bases as outlined
	in ADC OPLAN 4-54 in order that ;	ers may become fa	miliar with opr
	cond and pro at such bases. Req	compl cooperation	be ext these flt
	when they deploy for this purpose	." Your attn is	invited to para 3b (8
	of EADF OPORD 14-54, dtd 1 May 5		
	proposed freq of visits to deploy	ment bases when t	his info is aval.
	550	IRITY CLASSIFICATION	
	CC	NFIDENTIAL	PAGE OF PAGES
DRAFTER'S NAME (and	signature, when required) REL	ASING OFFICER'S SIGNATURE	
0	CAPT C. TOLER/mab CONFID		
SYMBOL	EAOOT-OW 31110 Jan 55 492		

### MESSAGE FORM

### 20 Apr 1955

FM CINCONAD ENT AFB COLO

0

TO COMDR JEADF STEWART AFB NY OOMDR JCADF GRANDVIEW AFB HO COMDR JWADF HAMILTON AFB CALLF COMDRATORCONAD ENT AFB COLO

COOOT-D 50127. PART 1 OF 2. COMMAVFORCONAD HAS REQ THAT FOR PLANNING PURPOSES, NAVAL AUGH FORCES HE GIVEN AS MUCH LEAD TIME AS POSSIBLE, PREFERABLY 6 MOS, FOR PARTICIPATION IN AIR DEF EXERCISES. PART 2. COMAD WILL PROV COMMAVFORCOMAD AND OTHER AUGH FORCE COMDRS WITH AFRX DTS OF COMD-WIDE AIR DEF EXERCISES. REQ YOU PROV LOC NAVAL AND OTHER AUGH FORCE COMDRS WITH AS MUCH LEAD TIME AS POSSIBLE FOR ANY FLANNED FORCE OR DIV WIDE SKED EXERCISES IN WHICH USE OF AUGM FORCES IS DESIRED. 20/2145Z AFR JEDEN

			SECURITY CLASSIF	ICATION (If any)	224
					324
D	ISPOSITIC	ON FORM			
TLE NO.		SUBJECT ADC Operat:	ions Plan 4-54		
ro	EAOPE	FROM EAOOT	DATE	17 Jan 1955	COMMENT NO. 1
	the method of defense proceed with the augus Air Defense Co similar parage of such action agencies". 2. The is active partici- by Headquarten Wine which an	obtaining augment. dures. It seeming entation or other command. Out doubt raph in the current h to the augmentat training of augment ipation normally i	graph does not appe ation forces for ne ly still leaves the force and not with may be a result of t plan which defini- ion unit wand not b tation units is a m s limited to the ye ion to this is the craft and crews per training.	ajor problem arly exercise	or training I units of From the is initiation Command since their conducted m-Training
C	3. Record force and air cipate in spe	division commande cific training (de	ns Plan 4-54 be among to invite augment fense force, divisibly augmentation uning at ADC bases.	on or wing)	in addition
C	3. Record force and air cipate in spe	division commande cific training (de	ns Plan 4-54 be ame rs to invite augment fense force, divisi	on or wing)	in addition
C	3. Record force and air cipate in spe	division commande cific training (de	ns Plan 4-54 be ame rs to invite augment fense force, divisi	on or wing)	in addition
C	3. Recon force and air cipate in spe- to the present participate in	division commande cific training (de	ns Plan 4-54 be ame rs to invite augment fense force, divisi	on or wing)	in addition
C	3. Recon force and air cipate in spe- to the present participate in	division commande cific training (de	ns Plan 4-54 be ame rs to invite augment fense force, divisi	on or wing)	in addition
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C	3. Recon force and air cipate in spe- to the present participate in	division commande cific training (de	ns Plan 4-54 be ame rs to invite augment fense force, divisi	on or wing)	in addition
C	3. Recon force and air cipate in spe- to the present participate in	division commande cific training (de	ns Plan 4-54 be ame rs to invite augment fense force, divisi	on or wing)	in addition
C	3. Recon force and air cipate in spe- to the present participate in	division commande cific training (de	ns Plan 4-54 be ame rs to invite augment fense force, divisi	on or wing)	in addition
	3. Recon force and air cipate in spe- to the present participate in	division commande cific training (de	ns Plan 4-54 be ame rs to invite augment fense force, divisi	on or wing)	in addition

### MESSAGEFORM

### 9 Mar 1954

FM COMDE 30 ADIV DEF WILLOW RUN AF STA BELLEVILLE MICH TO STL/4708TH DW SELFRIDGE AFB MICH COMDR 13TH FIS SELFRIDGE AFB MICH COMDR 661ST AC&W SQ SELFRIDGE AFB MICH EADF STEWART AFB NEWBURGH NY COMDR 4706TH DW OHARE INTL APRT PARK RIDGE ILL

DCOFO 868 PD REF EADF MSG EAOOT-OW 7131 PD FOLG OFFS HAVE BEEN SELECTED TO ATTEND A ONE DAY CONF AT HQ EADF, STEWART AFE, N.Y., ON 15 MAR 54 WO DISCUSS TACS AND TECHS ON E-4,-T, -6 FCS EQUIPPED INTCP: MAJ WALTER B WACLAWSKI A0667664 13TH FIS CAPT WILLIAM L GINNEY A0576883 661ST AC&W SQ CONFERES WILL REPT TO BLDG 2508-4, STEWART AFB NLT 0830 HRS EST, 15 MAR 54. IT IS DESIRED THAT CONFERENS DRAFT A PROPOSED REVISION OF APFLICABLE PARTS OF CHAPTER VI, ADCM 55-2. PROPOSALS W/B PRESENTED DURING CONF. HQ ADC PINS TO HOLD A CONF ON THIS SUBJ EARLY IN APR AND THESE CONFERENS POSSIBLE W/B REQUIRED TO ATTEND. 09/2211Z MAR D49A

\*

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

5 Jan 55

### EAOOT-TS

SUBJECT: Air Mass Positioning

TO:

Commander 26th Air Division (Defense) Roslyn Air Force Station Reslyn, New York

1. The enclosed article entitled "Air Mass Positioning", extracted from the November 1954 issue of the "Yuma Reflector", a monthly publication of the 4750th Air Defense Wing (Weapons), Yuma, Arigona is forwarded for your information. Sufficient copies are included for distribution to include aircraft control and warning squadrons.

2. It is the desire of this command that the air mass solution to the intercept problem be used when conducting collision course (90°beam) interceptions.

3. All units should be encouraged in the development of computers or aids which are based on the air mass solution. New computers and/or aids should be forwarded to this command with instructions and operating procedures for forwarding to Air Defense Command.

BY ORDER OF THE COMMANDER:

BEN D. MOORHEAD 1st Lt., USAF Asst Adjutant

1 Encl Article entitled Air Mass Positioning (20 cys)

Capt Truesdell/354/jss

NOTE: Identical ltr sent to 30th and 32d Air Divs (Def). Change in encls as fols: 30th-40 cys; 32d - 20 cys.

			SECURITY CLASSIFICATION (1/ any)	32
D	ISPOSITIO	ON FORM		•
FILE NO.		SUBJECT		1
		ACW Director's Work	Kit (Qualitative Operationa	COMMENT
то	EAOPR-5	EAOOT	29 Mar 1955	
0	to the dire to fighter : a described i This kit sh and provide mass positi b the form of positioning ever, a sta ADC-wide. elosure 3,	ctor during control, red interceptors. ACW Directors' Work 1 n paragraph 3c, basic co ould satisfy the current a convenient and compa- coning problem. Air Mass Positioning computers have been de problem and forwarded undard aid of this natur The performance factors are considered valid.	A is to render aid and assis covery or navigational assis accuracy or navigational assis are pondence are considered t needs of our direction car be work area for solving the Plotter: Many director ai veloped for solving the air to ADC for consideration. This plotter has several de etor aids that have been de ar accuracy than a device with	res d valid nters e air ds in mass How- use En- sirable weloped
	This plotte moving arm cellent air work sheets technique 2. in attache	ar should produce greaters or parts. The use of r dor instruction and tr s would be inexpensive t are readily adaptable for It is the opinion of this	work sneets would produce a co produce. The plotter and or use with the directors to is directorate that the QOR considerable merit and shale. A more complete evaluat:	n ex- ind the i plott work ki
	This plotte moving arms cellent air work sheets technique a 2. in attache forwarded be c'staine 1 Encl	ar should produce greaters or parts. The use of r dor instruction and tr s would be inexpensive to are readily adaptable for It is the opinion of this d correspondence possess to ADC for consideration	work sneets would produce a co produce. The plotter and or use with the directors to is directorate that the QOR considerable merit and shale. A more complete evaluat:	n ex- ind the i plotte work kit
	This plotte moving arm cellent air work sheet technique 2. in attache forwarded be cotaine	ar should produce greate s or parts. The use of r dor instruction and tr s would be inexpensive t are readily adaptable for It is the opinion of this d correspondence possess to ADC for consideration d from units using the o	work sneets would produce to aining. Both the plotter and or use with the directors' to is directorate that the QOR is considerable merit and shall. A more complete evaluat: equipment.	n ex- ind the i plotte work kit
	This plotte moving arms cellent air work sheets technique a 2. in attache forwarded be c'staine 1 Encl	ar should produce greate s or parts. The use of r dor instruction and tr s would be inexpensive t are readily adaptable for It is the opinion of this d correspondence possess to ADC for consideration d from units using the o	work sneets would produce to aining. Both the plotter and or use with the directors' to is directorate that the QOR is considerable merit and shall. A more complete evaluat: equipment.	n ex- ind the i plotte work kit

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HEADQUARTERS 32D AIR DIVISION (DEFENSE) Syracuse Air Force Station Syeacuse 6, New York

A-T00

14 Dec 1954

SUBJECT: Interceptor Control Procedure

TO:

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

1. Consistent with the increasing necessity to reduce extraneous UHF transmissions during interceptor control, it is recommended that a review be made of paragraph 8b(2) and (3), ADCR 55-30.

2. This directive specifies that interceptor pilots will report when: "steady on all headings, level at assigned altitudes and when required, speed set". These transmissions are negligible in assisting the director, as it is readily evident when instructions either have or have not been complied with. What value they provide is negated by the effect produced during the cirtical turn-in onto target due to interference blocking out GCI instructions.

3. Communications discipline itself is insufficient to cope with the excessive transmissions which must be made and every extransous call which can be deleted is to our benefit.

4. It is recommanded that the above cited paragraphs be rescinded and amended to read: "(2) Follow instructions received from the director and maintain radio silence except when transmissions are necessary to the conduct of the mission". It is realized that this recommandation is a complete reversal of the former practice of encouraging exchange of calls between the interceptor pilot and the director. However, in lieu of sufficient tactical frequencies, this recourse is mandatory for effective control.

FOR THE COMMANDER:

EVERITT W. HOWE Major, USAF Adjutant

Hq 32d ADiv (Def) OOT-A Subject: Interceptor Control Procedure

DOTACHO 914 Dec 54) 2d Ind

# 27 Dec 1954

HQ 30TH AIR DIVISION (DEFENSE), Willow Run Air Force Station, Belleville, Michigan

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

1. Reference basic letter, this headquarters strongly concurs with recommendation as made.

2. In Korea, it was mandatory for efficient operations with large numbers of aircraft involved that communications between directors and pilots be reduced to only that precise information which experience showed necessary for commitment of action desired. In most cases, cknowledgements were limited to: "Catfish two-zero", or merely "two zero" after control was established and was continuous.

3. Furthermore, with reference to Air Defense Command Regulation 55-30, paragraph 10, passing control of fighters; if the losing station gives the receiving station all the information contained in paragraph 10s, there is no reason why the pilot (or flight leader) should have to do more than identify himself during his first radio contact. The pilot should be instructed by the losing director to, "Contact "Hodak" on Channel 12 for further control. Return to this channel after one (1) minute if no control established."

2 3

FOR THE COMMANDER:

RALPH C. WILLIAMS MAJOR USAF ADJUTANT Hq 32d ADiv (Def) 00T-A Subject: Interceptor Control Procedure

26ADOOT (14 Dec 54)

10 Jan 55

HEADQUARTERS 26TH AIR DIVISION (DEFENSE), Roslyn Air Force Station, Roslyn, New York

2nd Ind

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

1. An informal survey of Direction Centers within the EADF area indicate that:

a. The radio acknowledgments indicated in the basic letter are very short and their curtailment would be negligible toward reducing UHF transmissions.

b. In many instances these short acknowledgements are considered critical and mandatory for successful mission accomplishment.

2. This headquarters is utilizing the procedure of interceptors making their initial call on their assigned tactical frequency and remaining on this channel for control rather than making the initial call on the common frequency and then changing to the tactical frequency. This procedure has greatly reduced extraneous UHF transmissions within this command.

3. Recommend the radio acknowledgements from interceptors pilots be limited to their numerical designation only.

3

FOR THE CONMANDER:

C. LAPPAS Major, USAF Adjutant MESSAGEFORM

# 21 Jan 1955

FM COMDR HQ 32D AIR DIV SYRACUSE AF STA, SYRACUSE NY TO COMDR EADF STEWART AFB NEWBURGH NY

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//C O N F I D E N T I A L//CITE ACFOOT-A OLO76. REF YOUR MSG EAOOT-TS C-055, CORRECTIVE ACTION TAKEN AS FOLS: CONFS HAVE BEEN HELD HETWEEN INTCP FLTS AND DIRS CONCERNED TO DISCUSS PROBLEMS INVOLVED. LOCALLY SPONSORED FRAC INTCPS ARE NOW BEING USED TO MINIPULZE THESE PROBLEMS 21/2020Z JAN 60

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10:		- 4.5	BOOK MESS		ORIGINAL MESSAGE	
	STA ROSLYN	IR DIV (DEF) ROSLYN NY	MULTIPLE A		PTOPRECAUTION	
	COMDR 30TH. A	IR DIV (DEF) WILLOW		REFERS TO ME	SSAGE:	
	COMDR 32D AI STA SYRACU	LEVILLE MICH R DIV (DEF) SYRACUS	E AF		SELECTION	
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	(UNCLASSIFI	D) EAOOT-TW_ 23391	The folg	340th Bomb	Wg msg quoted	
	FYI: "DOP 1	29. 340th Bomb Wg	will fly a unit	simulated	combat type	
		14, 15 Jun 55. Req				ur
		s will depart Sedal				
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	thru your a	reas are as fols:	Dime			
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	35 <b>,000</b> H	loston Mass	0951	1106	1221	
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# HQ EADF STEWART AFB NEWBURGH NY

UNCLASSIFIED

Alt	Depart	Time 13,14,15 Jun	13,14 Jur	13,14 Jun	
	To 42-59N 57-00W t	0 55-50N 60-20W	to 49-19N 6	57-25W	
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40,000 D	etroit Mich VQR	1651	1806	1921	
40,000	Kirksville Mo VQR	1757	1912	2027	
Req this	hq be notified ASAP	the nr of succe	essful passes	s made by the ft	rs
on the B	-47s". This hq will	not issue an OH	PORD on this	opr. However,	
	26th, 30th and 32d Ad				
accompli	sh intop crew directo	or team tng. Th	racks w/b cl	assified Keyston	0
George a	and forwarded to EADF	COC. Req Comd	rs, Air Div	(Def) submit	
direct t	to 340th Bomb Wg info	EADF the nr of	successful	intercepts accom	-
plished.	Code maze of 249th	Bomb Wg msn w/	b forwarded	upon receipt.	

UNCLASSIFIED Page 2 of 2 Pages

CAPT ROBERT E. BOBO/jss EA00T-TW 071450 Jun 55

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

14 Jan 55

EACOT-OS

SUBJECT: Intercept Control Procedure

TO:

Commander' Air Defense Command Ent Air Force Base Colorado Springs, Colorado

1. Enclosure 1, received from Headquarters 32d Air Division (Defense), was forwarded to Headquarters 26th and 30th Air Divisions (Defense) for comments which are contained in Enclosures 2 and 3.

2. The system used by Headquarters 26th Air Division (Defense) (paragraph 2, Enclosure 2) is good. Extraneous radiations would be further reduced is all directors would abide by ADCR 55-30 when passing control between direction centers.

3. This headquarters concurs with enclosures in general except that, in numerous instances, height finding equipment has insufficient range to indicate fighter interceptor altitude. Recommend that "level" report by pilots remain, as height information is very essential to directors on lead collision course intercepts.

4. Request these comments be reviewed and resolved by your headquarters.

FOR THE COMMANDER:

I. W. FOUNTAIN JR. MAJOR USAF ASST. ADJUTANT

3 Encls

- Litr, 32d ADiv, OOT-A subj as above, 14 Dec 54
   2d ind, 26th ADiv, 26ADOOT, subj as above, 10 Jan 55
   2nd ind, 30th ADiv, DOTACHO, subj as above, 27 Dec 54

Major Schults/leh/8207

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

8 Feb 55

### EACOT-OS

SUBJECT: Intercept Control Procedure

TO:

Commander 26th Air Division (Defense) Roslyn Air Force Station Roslyn, New York

1. Reference 32d Air Division (Defense) letter, COT-A, subject as above, 14 December 1954, forwarded by this headquarters 1st indorsement, EACOT-OS, 18 December 1954. Comments from 26th, 30th, and 32d Air Divisions were forwarded to Headquarters ADC for action. The following reply was received:

"The recommendations set forth in the inclosures to the basic communication have been reviewed and will be taken under advisement, with a view toward reducing extraneous radiations on UHF channels.

This command is also reviewing the study 'Vulnerability of Current USAF Airborne Communication Systems to Jamming'. This study was made at the request of ADC for the purpose of considering, among other things, solutions to the problem of unnecessary air/ground transmissions."

2. Any additional information on this subject will be forwarded upon receipt.

BY ORDER OF THE CONMANDER:

J. W. FOUNTAIN, JR. Najor, USAF Asst Adjutant

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Identical latter sent to 30th ADiv.

Major Schults/Leh/8207

MESSAGEFORM

8 Mar 1955

FM CONDR 95TH FILCEPTRON ANDREWS AFE WASH D C TO CONDR 26TH AIR (DEF) ROSLYN AFS NY LNPO CONDR EADF STEWART AFE NEMBURCH NY CONDR 4710TH ADM NCCA WILM DEL

/U N C L A S S I F I E D/FSORS 3-424 PD IN COMPLIANCE WITH TELEPHONE REQUEST FROM YOUR HEADQUARTERS THE FOLLOWING STATEMENT CONCERNING LT ACEE IS SUBMITTED PD FURTHER DETAILS MAY HE OBTAINED FROM LT MC NULTY AT THE 4710TH ADW NCCA CRM DEL PD THE FOLLOWING IS A STATEMENT FROM LT MC NULTY CIN AT 1136 EST I TOOK OFF FROM ANDRESS AFE AS FLICHT LEADER OF A FLICHT OF FOUR F-36D'S ON A ROUTINE RADAR TRAINING MISSION PD AT APPROXIMATELY 1140 EST I HEARD SOMEONE ADVISE AN AIRCRAFT TO LAND AT ATLANTIC CITY PD REALIZING THAT EMERCENCY CONDITION EXISTED WE MAINTAINED RADIO SILENCE PD THE REPLY FROM THE PILOT WAS THAT ATLANTIC CITY WAS TOO FAR PD AT THIS FOINT I REALIZED THAT THE AIRCRAFT IN TROUBLE WAS LT ACEE CAM THAT HE WAS FROMALLY LOST AND WAS TRANSMITTING ON GUARD CHANNEL PD IT ACES MADE THE FOLLOWING TRANS-MISSIONS ON GUARD CHANNEL (243.0 MEG) HETWEEN 1139 AND 1146 EST PD THEY WERE NOT NECESSARILY MADE IN THE ORDER GIVEN PD

1. I'M ABOVE AN OVERCAST CAM CIRCLING A HOLE PD

- 2. SOMEONE CAM I HELIEVE HUBERT GCI ASKED CAM ARE YOU STILL SQUAMKING EMERGENCY PD LT AGES REPLIED CAM NO CAM I TURNED IT OFF PD HUBERT REPLIED CAM TURN IT ON TO EMERGENCY PD LT AGES REPLIED CAM OK CAM BUT IT WON'T DO ANY GOOD PD
- 3. I'M GOING TO BELLY IT IN ON A BEACH BELOW ME PD L. I'M BOING TO BAIL OUT PD

I HEARD NO FURTHER TRANSMISSIONS FROM LT AGEE PD IMMEDIATELY AFTER WE LANDED THE OTHER MEDERS OF MY FLICHT MADE THE FOLLOWING STATE-MENTS CAM INDEPENDENTLY OF BACH OTHER PD 1/LT DAVID G ROBERTS HEARD LT AGEE SAY THAT HE WAS GOING TO BAIL OUT PD 1/LT JAMES HEARD SOMEONE ASK CHEI WHERE ARE YOU PD HE THEN HEARD SOMEONE CONDENT THAT DOG WILL TAKE A LOT OF BEATING PD LT AGEE ANSWERED YES I KNOW PD HE THEN HEARD LT AGES SAY I'M GOING TO BAIL OUT PD 1/LT JOE B DAVIS HEARD LT AGES SAY THAT HE WAS ABOVE AN OVERCAST AND THAT HE WAS GOING TO BAIL OUT PD LT DAVIS COMMENTED THAT LT AGER SOUNDED VERY CALM PD IN A COLLECTIVE DISCUSSION WE ACRUED THAT ALL THE ABOVE TRANSMISSIONS WERE MADE AND HEARD BY AT LEAST TWO OF THE MEMBERS OF THE FLIGHT. LT AGEE SOUNDED CALM CAM WELL-COLLECTED AND SLICHTLY DISCUSTED WITH SOMETHING PD THERE WAS A GREAT AMOUNT OF EXCESSIVE CHATTER ON GUARD CHANNEL WHICH MAY HAVE BLOCKED SOME OF LT ACEE'S TRANSMISSIONS PF DURING MOST OF THESE TRANSMISSIONS OUR FLICHT WAS OVER THE CITY OF BALTIMORE AT 25000 FEET PD ALL TRANSMISSIONS BY LT AGES WHICH MERE NOT BLOCKED WERE LOUD AND CLEAR PD THE TOPS OF ALL COULDS WERE

PAGE TWO

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BELOW 15000 FEET CAN WITH ABOUT 1/10THS CLOUD COVERAGE PD VISIBILITY ABOVE THE CLOUDS WAS UNLIMITED PD SIGNED PETER H. MC NULTY PD END 08/1910Z MAR JEPUL

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FROM: (Origination)         FROM: (Origination)         PAR BADVE FOR COMMUNICATIONS CENTER ONLY         INTETING GROW         PAR BADVE STEMART AFE NEMBURCH NY         INTETING GROW         PAR BADVE STEMART AFE NEMBURCH NY         INTETING GROW         INTETING GROW
FROM: (Originator)       13 Jan 55       CONFIDENTIAL         HQ EADF STEWART AFB NEMBURCH NY       PRECEDENCE [ACTION
HQ EADF STEWART AFB NEMBURCH NY FOR: ROUTINE COMDR 30TH AIR DIV (DEF) WILLOW RUN AF STA BELLEVILLE MICH (CONFILENTIAL) BACOT-TS_054 Reference is made to Item 13 sub- column 6, ADC Form 74, Monthly Combat Readiness Rept 71st Ftr-Intep Sq for the month of Nov 54 and the comirs remarks contained in ADC Form 1 30 Nov 54. Req this hq be advised as to the reasons and corrective action, if any, for the large nr of unsuccessful interceptions due to tail chases and, in three cases, pilots receiving no vectors from
TO: COMDR 30TH AIR DIV (DEF) WILLOW RUN AF STA HELLEVILLE MICH (CONFILENTIAL) BACOT-TSO54 Reference is made to Item 13 sub- column 6, ADC Form 74, Monthly Combat Readiness Rept 71st Ftr-Intep Sq for the month of Nov 54 and the comdrs remarks contained in ADC Form 1 30 Nov 54. Req this hq be advised as to the reasons and corrective action, if any, for the large nr of unsuccessful interceptions due to tail chases and, in three cases, pilots receiving no vectors from
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NUTING	JOINT MESSAGE	FORM	CATIONS CENTER NO. 334
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ROM: (Originator)	SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY	DATE-TIME GROUP	SECURITY CLASSIFICATION
	HQ BADF STEWART AFB NEWBURCH NY	PRECEDENCE ACTION FOR: ROUT	INFORMATION
ro:		BOOK MESSAGE	ORIGINAL MESSAGE
	COMDR 32D AIR DIV (DEF) SYRACUSE AF		CRYPTOPRECAUTION
	STA SYRACUSE 6 NI	REFER	S TO MESSAGE: CLASSIFICATION
NERCEX			•
	(CONFIDENTIAL) EACOT-TS C- 055 13, sub-column 6, ADC Form 74, Mont Intep Sq. for the month of Nov 54 a	hly Combat Readin	less Rept 49th Ftr-
¢	13, sub-column 6, ADC Form 74, Mont Intep Sq, for the month of Nov 54 a ADC Form 190, 30 Nov 54. Req this corrective action, if any, for the resulting in tail chases due to be:	hly Combat Readin and the comdrs rem hq be advised as nr of unsuccessiv ing scrambled too	ness Rept 49th Ftr- marks contained in to reasons and al interceptions late or vectored
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MESSAGEFORM

7 Apr 1955

FM HQ 32D AD (D) SYR AFS SYR 6 NY TO COMDE EADF STEMART AFB NEMBURCH NY INFO COMDE 4707TH ADM OTIS AFB FALMOUTH MASS COMDE 471LTH ADW PQI AFB PQI ME

/UNCLASSIFIED/ ACFOOT-FO 04029. DURING SYS TNG EXERCISES, IT IS NEC FOR DIRECTORS TO CON FITS OF ACT ON DIFFERENT FREQ IN ORDER TO MAINTAIN EFFECTIVE CON DURING PDS WHEN MULTIPLE INTOPS ARE AEN. DUE TO THE FREQ ASSIGNMENT, THE FIT OF THE INTOP IS NOT ALWAYS ARLE TO TAIL TO THE TOT. IN VIEW OF THE ABOVE AND THE CONTINUING NEC TO MAINTAIN EFFECTIVE CON WHILE EMPLOYING MULTIPLE INTOPS, REQUEST WAIVER OF THE PROV OF PARA 5A (3) (A), EADFL 55-4, PD END 07/15552 AFR JEPSN

# RECOMMENDED CHANGES TO ADC MANUAL 55-2

C-1 Pg 1

Detection is achieved by means of the ground, seaward, and airborne electronic facilities available to the warning net, correlation of ground observer sightings, sightings by combat air patrols and observations by friendly air or surface craft.

The Air Defense Group Commander and/or tenant Interceptor Squadron Commander will be responsible for the operation of C-2 the alert center, briefing of interceptor crews, and the qual-Pg 3 ification of alert crews and alert center personnel

telautograph, status boards to reflect current aircraft status, crew status, aircraft and crews on varying states of alert, C-3 mission, scramble time, landing time and turn-around time Pg 3 required. Weather information will include: sky condition, visibility, weather and/or obstructions to vision, dewpoint, surface winds, runnay temperature, runway ceiling and visibility, area winds aloft, altitudes of expected contrails, times of sunrise, sunset, first light, last light, moonrise, moonset and moonphase. Any other information deemed necessary may be included.

C-4 Pg 3

Alert center personnel will direct, coordinate or operate all interceptor squadron functions that pertain to alert, scramble and recovery of interceptors. These functions include passing scramble orders from ADDC to pilots, notifying control. tower, base weather station, necessary traffic control agencies during IFR conditions, if required by local scramble and recovery procedures (SARPS), crash crews and maintenance personnel of the scramble. They will also coordinate movement of aircraft and crews to a more advanced state of alert and coordingate refueling and rearming for fast turn-around. In conjunction with the recovery of interceptors, they will notify concerned squadron and base personnel of returning interceptors. In the event of air defense readiness or warning conditions, they initiate base preparedness and action to put the squadron alert recall plan in effect.

The balance of the alert center personnel should be composed of airmen in the Air Operations Career Field and Communications Operations Career Field. Six of the above type individuals Pg 4 is considered a minimum for 24 hour operation.

- (Diagram following page). C-6
- Pg 4

C-5

Land Lines C-7

Pg 4

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Circuits are required as follows:

(1) One landline scramble (SC) circuit from ADDC to alert center. (Scramble circuits may be extended into the

control tower when such extensions are considered necessary).

- (2) One landline status (STO from ADDC to alert center to base weather and to alert hangar.
- (3) One landline command intelligence and weather (CD, IN & WK) from ADCC to alert center to base weather.
- (4) One landline tactical teletype (TT) circuit from communications centers serving defense wings to communication centers of subordinate units.
- (5) One landline teletype (TT) "Pony" circuit from base communications center to alert center.
- (6) Intercommunications system from alert center to base weather to other squadron and base functions immediately and/or directly concerned with alert activities.
- (7) Klaxon horns located where required for scramble notification.
- (8) Telautograph located as required for alert activities.
- (9) Where feasible, and when the teletype "Pony" circuit from the base cummunications center to alert centers is installed, the circuit will be one that is approved for transmission of classified messages in the clear.
- C-8 Radio

Pg 5

The alert center will have UHF radio (VHF where applicable)to pass scramble, recovery and weather information to the interceptors. This set is a back-up for ADDC - alert center scramble and status lines. It may be used to assist pilots during inflight emergencies when mobile control and other means are not available or practicable.

An HF radio will be installed in the alert center for back-up of all landlines to the interceptor squadron. Detailed instructions for use in current COIs.

Alert aircraft UHF and WHF radios will be channelized as directed by appropriate COIs. The following channels are normally included: Airways (CAA) Control Tower Tactical Joint/USAF/USN/GCI Common Ftr/Bmr Liaison Pilot to Forecaster UHF/DF Approach Control GCA Military Emergency

Alert center radios will be channelized where possible to include:

Control Tower Tactical Joint/USAF/USN/GCI Common Pilot to Forecaster Approach Control GCA Military Emergency

ADDC stations will be channelized as outlined in appropriate COIs.

### Duty NCO

It is necessary that a responsible person be present at all times to put the alert recall plan in effect. The senior airmen on duty during each shift will normally be designated the duty NCO and it will be his responsibility to put the alert recall plan into effect during off-duty hours or when so instructed by his superiors. A wrong decision at the cutset of the recall plan could well mean its failure. During an emergency, the alert flights would be scrambled in most cases. After duty hours, in addition to initiating action for recalling all squadron personnel, he will handle all instructions from the ADDC until relieved. He will also be responsible for initiating the ground defense plan in accordance with local procedures.

The duty NCO must be relieved from all administration functions and devote his entire time to the operation of the alert system as it affects the interceptor squadron.

C-10 Pg 13

C-9 Pg 7

> While the duty officer or NCO is copying this information, the crews are scrambling, the tower is clearing traffic, the crash crew ane the base weather station have been alerted.

Under IFR conditions, in addition to passing the scramble order and alerting the above agencies, the necessary traffic control agencies will be notified of the scramble in accordance with local operational agreements.

#### C-11 Scramble

Pg 13

Aircrews will become airborne as soon as possible upon the receipt of scramble orders. The method used in starting the aircraft and getting in take-off position will vary with each local situation. In some instances, ti will be more expedient for the crew chief to start the aircraft, usually, however, the pilot can readily perform this action. Normally, alert aircraft are parked in alert hangars but when this facility is not available, they should be placed as near the end of the active runway as practicable. The initial vector or check point, altitude, and VHF or UHF channel for initial contact with ADDC director is transmitted to the pilot while he is taxiing to take-off position. It is recommended that the alert center, tower and interceptors have a common frequency so that the pilot will not have to change channels during taxi and take-off.

C-12 Under IFR conditions, fighter-interceptor pilots will Pg 14 comply with IFR procedures outlined in local operational agreements. Formation and penetration techniques will be as specified in squadron SOPs.

C-13 Released

Aircraft and combat crews released from defense commitment. When so released, the time at which a unit may expect to be ordered to a higher state of alert will be specified by the Air Defense Force Commander.

# C-14 Visibility at Point of Intercept

Pg 19

Pg 14

When visibility at interception altitude is less than 2 miles, but more than one mile, the interception will be completed only when the interceptor is under close control or has radar contact with the aircraft being intercepted.

When visibility is less than 1 mile, interception will not be attempted unless the interceptors have radar contact.

Under exceptional circumstances in which identification is deemed mandatory, the air division commander may waive limitations imposed above.

C-15 Pg 19 Each air division commander together with defense group and/ or tenant fighter-interceptor squadron commanders will establish weather minima for the base of operations for each type of interceptor that could be expected to operate from the airfield. These minima will take into consideration the fluctuation of ceilings and the reduction of slant range visibilities under

conditions of indefinite ceilings and precipitation. They must also take into consideration terrain features, electronic aids, traffic density, and any other factors affecting weather penetration capability. Minimums will be as low as possible consistent with safety considerations. All direction centers will maintain the current status of weather minimums for nearby bases for use in scramble and recovery of fighters of all types. When weather conditions are below the established minima, directors will order scrambles only under air defense readiness or warning conditions, and when the scramble is ordered by the air division (defense) commander.

C-16 Pg 19

The air division (defense) commander is responsible for the coordination with appropriate air traffic control agencies of scramble, letdown and approach procedures at all fighterinterceptor bases in his sector.

Following specific instructions received from the director C-17 during IFR recovery, including diversion to an alternate. Pg 21 These instructions may be over-ridden upon a declaration of emergency or when the pilot, considering all aspects of the situation, determines that the best interests of safety will be served.

> When possible, know his directors and fully discuss desired tactics and other operational data to better the intercept capability.

C-18

The director will provide navigation assistance to the fighter-interceptor aircraft back to base or to such a position Pg 21 that the traffic control facilities concerned (CAA or AACS) will assume control.

> Monitor all unrestricted let-downs within the limits of capability of equipment.

When possible, improve his intercept technique by discussing tactics and other operational data with aircrews.

Know the capabilities and limitations of the radar used for ADDC so that these capabilities can be fully used. This includes the radar lobe patterns, anti-jamming techniques, height finding capabilities, etc.

- C-19 Pg 26
- a. Establish positive identification. (This may be done by IFF interrogation).

b. Advise pilot of weather and recommend an alternate when appropriate.

c. Direct the recovery.

d. Pass control of fighter-interceptor aircraft in accordance with established procedures.

e. Release the interceptor to the approach control agency when the interceptor requests release.

C-20 For interceptions outside an ADIZ, except when necessary to Pg 27 process a violation of a prohibited or restricted area, the unidentified aircraft excluding B-29 or B-50s may be recognized by type only. Interceptions of unknowns penetrating an ADIZ or otherwise possible manifestly hostile in intent, must be conducted in a manner to provide numerical markings for flight plan correlation identification.

In some cases, set patterns for interception have been established. When applicable as with civilian/cargo type aircraft these patterns must be adhered to as they are published in civilian directives and the pilots of the intercepted aircraft will expect it.

C-22 Firendly Pg 28

Upon the recognition of an aircraft as friendly, the interceptor crew will report quantity, type, nationality, ownership, serial number or registration letters, if applicable, or other characteristics and will give an estimate of position in terms of range and bearing from a suitable point.

# C-23 Practice Attacks.

At no time will practice intercepts or tactical passes be made on commercial or civilian type aircraft. Practice intercepts may be directed or flown against known military aircraft only on a prearranged basis.

### Day Recognition Procedures

C-24 Pg 29

Pg 28

Intercepting aircraft will approach the intercepted aircraft from astern. The element leader will effect a slow, well controlled rate of closure until no closer than necessary to effect the recognition required. The wing man will continue to the opposite side of the intercepted aircraft from the leader and climb to 4000 feet above the target aircraft for the purpose of maintaining surveillance. If weather conditions prevent the overlead position, the wingman will assume a position on either side of the aircraft which will permit observation of both the aircraft and his element leader at a distance of 3000 feet from the intercepted aircraft, if visibility permits. During surveillance, wingman will maintain position by S turns rather than reducing speed with dive brakes.

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C-21 Pg 28. C-25 Pg 34

#### Element (Two Aircraft)

The re-equipping of air defense squadrons with AI interceptors has changed the types of fighter formations very little. The basic air defense formation remains the element and all fighter formations are composed of elements.

# (PILOT OR PILOT AND RADAR OBSERVER OPERATING E-4, E-5 or E-6 FCS)

C-26 Pg 57 The many variable situations, the necessity of pilot and radar observer working together, and the concept of crew integrity is the same as with the E-l FCS; however, in single place AI interceptors, the multiple problems have to be resolved by the pilot.

### The Initial Approach (E-4, E-5, E-6 Fire Control Systems)

With the advent of collision course fire control systems designed for operation without visual reference to the target and the complications induced by high speed and high altitude bomber aircraft, the problem of proper positioning of the interceptor becomes even greater than exists with the E-1 FCS.

Control procedures and tactics discussed here will be based upon flights of two aircraft as tactics must be designed so that from the directors' viewpoint there is no difference in procedures for flights of more than 2 aircraft. The director will position the interceptors at a point where the airborne fire control system can acquire the target. Present equipment is designed to operate in a 90 degree beam collision course attack for maximum hit probability.

All proceeders that apply to the two-ship flight will generally apply to flights containing more than two aircraft; therefore, all tactics should be devised to apply to the basic unit. As equipment, capabilities and crew proficiency improve, the size of the flight may be increased.

To employ rocket firing collision course fire control system equipped interceptors in the mass required under actual combat conditions, radar snake formation is the basic operating formation. A range scale of 0-12,000 yards or less on the B-Scope presentation is essential, if formation integrity is to be maintained. The most desirable interval between aircraft in the flight appears to be 1000-1500 yards. This spacing is accomplished by the fighters during scramble and enables the flight to maneuver easily and helps prevent wing men from lagging any appreciable distance in turns.

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With E-4, E-5 and E-6 Fire Control Systems, the pilot by flying in reference to the radar presentation, can maintain his position laterally and verically utilizing the present attack presentation. Spacing between aircraft must be maintained utilizing the B-Scope by the pilot on the F-86D and the radar observer in the F-94C. The position in radar snake formation should be assumed as soon as possible during or immediately after take-off. As the radar set becomes operational, wing men must switch from visual to radar formation. During radar formation, wing men will monitor the directors instructions so as to anticipate their leaders actions. As the flight comes closer to the target, the wing man must alter his position on the leader based upon the relative position of the target. Normally, wing man will assume a position 20 to 30 degrees on the opposite side of the leader from the target and 1000 to 1500 yards to the leaders stern. During the entire period, the wing man's radar set should be locked on the leaders aircraft.

As the flight approaches a position to start the actual attack, the GCI director will issue the attack vertor. At this time, the wing man executes the required turn simultaneously with the leader. This should place both fighters on a parallel course to the target, staggered to the rear, in the target's direction of flight. From this point on, the wing man takes all directions simultaneously with the leader and continues to keep his radar set locked on the lead aircraft, maintaining the leader's offset position at a constant range and angle off.

# The AI Search and Attack Phase (E-4, E-5 and E-6 FCSs)

Once the flight is turned on a heading to the target, the leader is continually searching for it. As soon as the target is detected and the leader's set locks on, he transmits "Judy" to the GCI director. The director then drops control of the flight to the leader and at the same time the wing man breaks lock-on the leader continues his attack through to break-off passing any special directions that may be pertinent to the target, he locks his set on the aircraft and commences an independent attack.

The flight should be pre-briefed on the power settings, rates of turn and other details to be used during the flight prior to leaving the ground. As the leader picks up the target, he should specifically inform the wing man which aircraft will be attacked

if radar return is specific enough to define individual aircraft in the hostile flight. During the attack run, the wing man should continuously monitor his presentation to insure his set does not jump lock to the leader. This is easily recognizable as his over-take circle will immediately jump close to zero, and his range reading on the B-Scope will change immediately. Given these positive indications, very little chance of inadvertent firing at the leader's aircraft exists.

As soon as the leader obtains a break-off signal, he should turn away from the target to a pre-determined heading and airspeed preferably not more than 45 degrees from the attack heading. As the wing-man breaks off the target, he reverts to search to pick up the leader, rejoins in snake or visual formation as applicable and follows him back to base.

Flights of fighters operating in this fashion will be controlled in a stream of flights against each hostile target. To obtain adequate spacing between flights, staggered take-offs must be made. As the scramble order is given to the alert center, the fighter squadron must plan to scramble their aircraft in flights with a one to two minute interval between flights on take-off until the required number of aircraft are in the air. This interval will be maintained by the GCI director while the force is airborne. The standard speed directions, buster, liner, saunter, etc., must elicit the same power setting for all similar aircraft airborne within the force. This figure must be determined and standardized by all units on a single base that conceivably could operate together.

All possible details must be covered in UnitSOPs within fighter squadrons to insure a minimum of radio transmission. In addition both the director and the interceptor crew must be thoroughly familiar with the requirements and actions of the other. To accomplish their mission flights must be furnished with complete target information during the approach. Fighter squadrons must insure that all crews operate in accordance with a fixed standard procedure. To perform the present mission with the equipment now on hand will require great attention to detail and extensive training.

C-27 The importance of rapid and complete dissemination of current Pg 59 and forecast weather conditions cannot be over-emphasized when considering the concept of all-weather operations.

C-28 Alert crews will also be provided hourly and special weather Pg 60 observations for home base and selected alternate recovery bases.

C-29 There are times when the weather at the normal base of re-Pg 63 covery will deteriorate to below established scramble and recovery minimums. It is therefore necessary that alternate recovery bases be selected by the air division and fighter unit commanders and that appropriate recovery procedures are esta-blished for these bases. Alternate bases should be selected bearing in mind the availability of starting units, fuel, ammunition, etc. The ADDC Flight Met Watch Forecaster and/or the fighter base weather forecaster must keep the ADDC director informed of any sudden weather changes at the home station that would affect recovery of airborne interceptors.

A list of these selected recovery bases will be provided the associated ADDC and base weather facility. Hourly and special weather observations for the recovery bases will be furnished Pg 63 the appropriate ADDC and fighter-interceptor squadron alert center to provide the fighter crew and director a current picture of the existing weather situation.

C-31 Pg 66

C-30

Armament crews must have immediately available a minimum of one complete combat load of ammunition for each interceptor. It is desirable that each load be placed in a location that will minimize transportation distance. Armament crews should maintain necessary spares and cleaning equipment at or near rearming area.

### MESSAGEFORM

### 20 May 1955

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FM COMDR 30TH AIR DIV DEF WRAFS BELLEVILLE MICH TO COMDR EADF STEWART AFB MEMBURGH NY

/UNCLASSIFTED/ DCO 2946. SUBJECT IS INTOP PROCEDURES. REFERENCES: ADCR 51-4 AS ANNO BY MSG EACOT-TW 1323, ADCR 51-6, ADCR 55-10, EADFL 55-4 AND 4A, PAR 3X(16), ADC OP ORDER 3-54. THIS HQ CONSIDERS ELEMENT OF CONFUSION ON PART OF AIRCREWS AND DIRECTORS AND POSSIELE MAZARD TO FIT SAFETT CONSTITUTED BY PRESENT VARIED SOURCES OF INSTRUCT-IONS ON INTOP PROCEDURES, POLICY OF USING TWX TYPE AMERIMENTS FOR LONG PERIODS OF TIME, AND POSSIELE CONFLICTING INSTRUCTIONS AMENIADILITERENT DIRECTIVES. THE FOLLOWING RECOMMENDATIONS ARE MADE: A. REPUBLICATION OF ADCR 51-4 INCORPORATING CHANGES MADE SINCE ORIG ISSUE, AS PERTAINS TO INTOP ACAINST SAC ACFT. B. REVIEW AND CONSOLIDATION INTO ONE FUELICATION OF EXISTING INSTRUCTIONS FOR ACTIVE AIR DEFENSE AI INTOP, AS CONTAINED IN PAR 6E, ADCR 55-10, PAR 3X(9), ADC OP ORDER 3-54 AND PAR 6, EADFL 55-4, C. ISSUE BY HQ ADC OF CURPENT DIRECTIVE ON INTOP OF APGC EAST FREICHT ACFT (ADCR 51-6, 17 SEPT 52).

1 3 0 4

Purpose of EADF FIS-ACE Techniques Conference 1-6 June 1955.
 To prepare an EADF Manual to be used as a standard for

interceptor and ACW Squadrons techniques in Air Defense Operations.

2. Definitions considered pertinent during this conference are:

a. Technique - The method or the details of procedure essential to expertness of execution in any art, science, e. g. war, air defense.

b. Tactics -

(1) The employment of units in combat

(2) The ordered arrangement and maneuver of units in relation to each other and/or to the enemy in order to utilize their full potentialities.

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3. Conference Agenda

1 June 1955

1000 - 1030Initial address by Col Robin Olds,<br/>Director EACOT1030 - 1145Preparation of Manual1145 - 1300Lunch1300 - 1715Preparation of Manual2-6 June 1955

0815 - 1715

Preparation of Manual

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	2.+	N/A		•		
		(1)	Conference is	scheduled 1-6 J	une 1955.	
		(2)	Conference wil	1 be on FIS-AC	Techniques.	
		(3)	Project Office Extension 492.	r is Major J. H	. Looney, Telej	hone
•		(4)	homenon hille	the highest ran	ars snould be p	ovided.
		(5)	No transportat	tion requirement	ts are known at	this
		(6)	Conference will AFB.	11 be held in B	uilding 2506-4,	Stewart
			N/A			
	2. Refe not available the conference	the l	paragraph 2d o required list w	f EADFSM 11-26.	If on-base qu prior to termi	arters an nation of
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## 25 May 1955

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## DISCUSSION OUTLINE - TACTICS AND TECHNIQUES

# EADF MISSION - TO CONDUCT THE AIR DEFENSE OF THE US IN THAT REGION DESIGNATED BY THE COMMANDER ADC

## I

## II DEFINITIONS:

- a. Technique The method or the details of procedure essential to expertness of execution in any art, science, e.g., war, air defense.
- b. Tactics
  - (1) The employment of units in combat.
  - (2) The ordered arrangement and maneuver of units in relation to each other and/or to the enemy in order to utilize their full potentialities.
- III FORCE COMPOSITION
  - a. Personnel
  - b. Equipment
  - c. . Facilities
- IV FORCE ALLOCATION
  - a. By direction of higher authority (President, JCS, Hq USAF, Hq ADC)
  - b. By agreement (CNO, ARDC)
  - c. By direction of defense force commander
  - d. By direction of air division commander

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## V FORCE WEAPONS

- a. Interceptor aircraft
- b. AAA Weapons
- c. Missiles
- d. Electronics

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- VI FORCE CONTROL
  - a. Components
    - (1) Hq ADC (Communications)
    - (2) Hq EADF
    - (3) Hq Air Div "
    - (4) Hq WING
    - (5) ACW Squadron (Radar & Communications)

-

11

12

- (6) Picket Vessels "
- (7) AEW/C Aircraft
- (8) Texas Towers
- b. System
  - (1) Manual
  - (2) Semi-Automatic
  - (3) Automatic
- c. Communications
  - (1) Telephone, telegraph, radio network interconnecting above components
- VII FORCE EMPLOYMENT
  - a. Normal state of preparedness
    - (1) ADC OPORD 3-54 as amended
    - (2) Pertinent numbered ADC, EADF, ADIV regulations, manuals, etc. (ADCRs 55-10, 12, 19, 29, etc.)
    - (3) Appropriate ADiv Tactical Doctrine

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- b. Hostilities
  - Operate in accordance with directives that are applicable to normal states of preparedness and hostilities.

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- (2) Vary operations to adhere to directives directly related to advanced states of readiness or warning
- (3) Upon implementation or when agreements become applicable, operate in accordance with the following plans and/or agreements
- VIII COMMENTS RELATIVE TO EXISTING PLANS AND ACREEMENTS
  - a. What do existing plans, doctrines, regulations, SOPs, etc. governing force employment actually do?
    - (1) Direct force deployment based on target complexes, existing facilities and forces allocated.
    - (2) Govern method of ACW system operation, conditions of alert, rules of engagement, etc.
    - (3) Establish techniques for employing several interceptors against a single or flight of bombers and techniques for employing many interceptors against many bombers or flights of bombers in the shortest possible time period in all kinds of weather.
    - (4) Govern employment of AAA Weapons.
    - (5) Direct that hostile aircraft will be intercepted with a sufficient number of interceptors to insure a reasonable probability of destruction.
    - (6) Direct that assigned forces will be employed as the tactical situation dictates to provide maximum air defense of the EADF region.
  - b. What do these plans and/or doctrines lack or fail to do?
    - (1) They fail to include tactics which ADC Commanders intend to employ based on:
      - (a) Status of Force
      - (b) Enemy capabilities and courses of action

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IX DISCUSSION

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1. It is believed that appropriate plans can and should include the tactics that will eliminate the deficiencies outlined in VII b above.

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2. Factors directly influencing tactics that should be considered in formulating operational plans in order that successful conduct of the air battle may be further insured.

a. Type of enemy attack

- (1) Minimum warning, minimum effort.
- (2) Maximum warning, total effort.
- (3) Minimum or adequate warning, Major attack with calculated reserve.
- (4) Force component.
- (5) Minimum to maximum altitude, day, night, weather of combination thereof.
- b. Interceptor force available.
  - (1) Duty or non-duty hours.
  - (2) From detection or warning time hourly until D/? days.
- c. Control capability.
  - (1) Duty-non-duty hours (Directors available).
  - (2) From detection or warning time until D/? days.
  - (3) Scopes available.
  - (4) Skill level or directors.
  - (5) Communications.
  - (6) Time of day and weather influence.
  - (7) Electronics.
- d. Kill probability of available interceptors, i.e., interceptorbomber commitment ratio.
- X WHAT WE ARE DOING ABOUT THE SHORTCOMINGS IN THESE PLANS.

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- XI CHECK LIST OF ACTIONS DESIGNED TO CORRECT DEFICIENCIES IN EXISTING PLANS.
  - 1. Completion of EADF study on force employment 15 June 1955.

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- 2. Forward above EADF study to air divisions for review and comments 21 June 1955.
- 3. Publish appropriate portions of EADF study as EADF tactics in EADFWCP 55-1 War Gapabilities Plan, Annex A, Concept of Operations 15 July 1955.
- 4. Air Divisions review their plans with a view toward incorporating tactics, 21 June 1955.
- 5. Air Divisions review EADF study on force employment and forward comments to EADF, 21 July 1955.
- 6. Air divisions publish or revise plans so that they will include their planned tactics, 1 Sep 55.
- 7. Revise Status of Force each month.
- 8. Revise tactics as necessary.

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

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## FOREWORD

This manual is published to provide a standardization for interceptor units and direction center agencies in implementing techniques to be used in fulfilling the tactical air defense operations of the command mission. It is designed to assist commanders in developing maximum operational effectiveness and to insure that the general trend of tactical thinking evolves along parallel lines.

This manual concerns itself primarily with the operational procedures and techniques to be employed by interceptor squadrons and direction center agencies.

The techniques prescribed herein are based upon operational experience gained thus far in the air defense system. The prescribed methods of operation have been expressed in general terms and are not intended to stifle initiative in the development of new ideas or to dictate specific action in unusual or emergency situations.

With the development and assignment of new equipment, completion of the permanent ACW system, formulation of new doctrine, and refinament of operating procedures, it is anticipated that there will be changes in the concepts held by operational personnel in the tactical units. Therefore, in order that this manual may be improved and maintained in a current status, it is desired that all EADF units submit comments and recommended revisions through command channels when considered advisable.

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CHAPTER I

#### CHAPTER I

## PREPARATION FOR ALERT OPERATIONS

Certain plans and equipment are vital to any air defense operation of an interceptor unit and the direction center. It is realized that new methods and equipment are constantly being developed and that some units are far advanced in their use of the equipment they have on hand. Using the facilities and equipment available to the interceptor unit and direction centers, the following requirements and plans are considered necessary for alert operations:

## ALERT CENTER.

The alert center will operate and direct all functions that pertain to the alert and scrambles; forward the scramble instructions regarding the vectors, altitudes and orbit points; inform the control tower, crash crews and the maintenance section of the scramble; coordinate movement of aircraft and crews to a more advanced state of alert; co-ordinate refueling and rearming for fast turn-around.

Each alert center will have VHF and/or UHF radio, adequate landlines, intercom system and off-base telephones, teletype net to the air division, status boards for all aircraft and crews, weather status board, schedule boards for all alert flights, and will maintain a listing of all airborne squadron aircraft for information purposes.

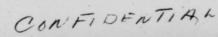
A duty NCO will be on duty twenty-four hours a day in the alert center to act on all scrambles, maintain status and schedule boards, forward all information on the alert status of the aircraft and squadron to co-ordinating departments and have a general working knowledge of the capabilities and limitations of the unit aircraft and combat crews.

## LAND LINES

The ADDC director will have a direct line to the squadron alert center for scrambling aircraft and for changing alert status. When possible, the line should be direct from the director to the alert aircraft position with an information hook-up to the alert center.

Both the director and the alert center will have a direct line to the weather station for immediate and hourly weather information that might affect the mission.

The alert center will have a direct line to the alert hangar for status changes and movement of personnel and aircraft.



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The alert center will have a direct line to the control tower for immediate contact on scramble flights, emergencies, and control procedures peculiar to that area of operations.

The alert center will have direct lines to the pilot's lounge, maintenance, armament and communications sections for the movement and alerting of aircraft and crews. The squadron commander may be included in this met. For efficiency and smooth operation all land lines within the squadron organization will be incorporated into a "Squawk Box" or "Teletalk" system.

#### RADIO

The alert center will have a VHF and/or UHF radio to pass information to the interceptors on vectors, altitudes and orbit points. This set is a back-up for the mobile control unit and control tower during emergencies and weather control procedures.

All alert aircraft radios will be channelized as directed by the parent air division (defense).

## TELETYPE

The alert center will be included in the tactical teletype net of the air division and its operational units. The teletype equipment will be located in the alert center. All reports and directives that pertain to the alert operations will be sent over land line. However, this teletype net will provide a back-up facility.

## GENERAL PLANNING FACTORS

## REFUELING

Each base must develop standard procedure to insure expeditious servicing and reservicing of interceptors. Procedures must be developed based upon local conditions.

## MESSING

Messing facilities should be available twenty-four hours a day for all squadron personnel. Light messing facilities should be established in the squadron area for all alert air and ground crews.

## SUPPLY

The squadron maintenance section must co-ordinate plans with the base supply and base shops for emergency supply needs and necessary maintenance support during off-duty hours.

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## SNOW REMOVAL

When applicable, unit commanders should familiarize themselves with the local snow removal plan to ascertain its adequacy in relation to their alert requirements and to the characteristics of their assigned aircraft.

#### STARTING UNITS

Units must be plugged into the alert aircraft and ready for immediate start at all times. All starting units and other mobile ground equipment must be checked periodically during the day and night for proper operation.

## RAMP ARRANGEMENT

To avoid possibility of confusion at times of mass scrambles, only combat capable aircraft should be parked in the scramble area. Aircraft requiring other than very minor maintenance should be removed to another area. Ramp arrangement, to expedite taxi to take-off, will greatly affect the even launching rate which is essential to the transition to the AI in-trail formation climb-out.

#### CRASH CREWS

Arrangements should be made so that the crash crew section is notified any time aircraft are being scrambled, either through the tower or by direct line.

## AIR RESCUE

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When the interception is to be made over water or bad-lands, the air divisions should be advised through the associated ADDC.

#### PERSONNEL

Although new plans are constantly being formulated and more advanced equipment will soon be available, the fact remains that the success of the entire air defense program depends on the state of readiness of each man and his ability to do the job. Air defense involves long hours, extreme operating conditions, and requires high standards of operation. The work load is continuous. While the combat crew sees the results of his training and preparedness in the successful interception, the ground crews are faced with a never ending procession of aircraft coming and going. To insure high morale and maximum effectiveness, every unit commander must have a continuous training program in effect, provide rest and relaxation, and maintain a sensible and sound work schedule for all, with emphasis on combat crews and maintenance personnel.

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#### COMBAT CREWS

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## QUALIFICATIONS.

The unit commander must strive to qualify his combat crews in accordance with the training criteria established by higher headquarters for his particular equipment. He must determine training requirements necessitated by local operational conditions. Training must continue for all combat crews regardless of their experience level in order to meet the high operational requirements of air defense.

## SCHEDULES

Normally, combat crews should not stand advanced alert for periods in excess of six hours. Days off and relaxation must be included in all schedules if crews are to remain at peak efficiency. Training schedules should not follow any extended or "swing shift" alert duty period.

## PERSONAL EQUIPMENT

Equipment for combat crews must be complete, the best available, and be constantly reviewed for operational usage in any type weather conditions. Night and over water equipment, both for the aircraft and personal use, must be checked prior to any night flying. Special equipment includes: Flashlight, charts and maps, deployment folders, survival kits, side arms, night adapter goggles, etc.

## GROUND CREWS

## QUALIFICATION

Equipment used in the air defense mission must be ready for immediate and continuous use. Regardless of experience, all ground crew members must continue to train for a higher skill level and new crews must maintain a comprehensive "on the job" training schedule in order to be able to help carry the load required in air defense operations.

## SCHEDULES

In the interest of efficient operation, morale and ground safety, section heads must monitor all schedules to assure that no individual, under normal conditions, suffers an abnormal work load or is forced to work for a protracted period of time.

## EQUIPMENT

Unit commanders will constantly check squadron sections to assure that all ground crews are properly clothed and equipped for operation during any part of a twenty-four hour period in any type weather.

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## SQUADRON ALERT RECALL PLAN

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Routine operations in a squadron, particularly during hours of darkness, may require only a portion of the squadron personnel to be present for duty. However, in the event of an emergency, such as an enemy attack, a system for notifying and recalling all personnel of the squadron to their duty stations in the shortest possible time is mandatory. Such a system requires procedures for notifications and specific action to be taken by each squadron member and other agencies used in the over-all plan. This system must be reviewed and tested periodically.

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#### CHAPTER II

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## SCRAMBLE PROCEDURES

The task of scrambling multiple flights of interceptors demands the closest coordinated teamwork from GCI directors, alert center and control tower personnel, ground crews, and pilots. It is highly important, therefore, that each member of the team thoroughly understand all phases of the scramble effort, its composition and procedures, and the action required by each member in order that the operation be carried out smoothly in the minimum elapsed time.

## BASIC SCRAMBLE PROCEDURE

The basic procedure consists of scrambling the interceptor force in flights of three (3) aircraft with thirty (30) seconds intervals between aircraft within flights and two (2) minutes between the last aircraft in each flight and the succeeding flight leader. A scramble interval of thirty (30) seconds between all interceptors in the force will be used against high-speed, high-altitude targets with insufficient early warning (See Diagram 2) as directed by GCI in the scramble order.

## FLIGHT DESIGNATIONS

Flights will be designated by squadron call-sign and color (VANGUARD RED). Aircraft within flights will be designated in their proper order as VANGUARD RED LEADER, VANGUARD RED 2, and VANGUARD RED 3.

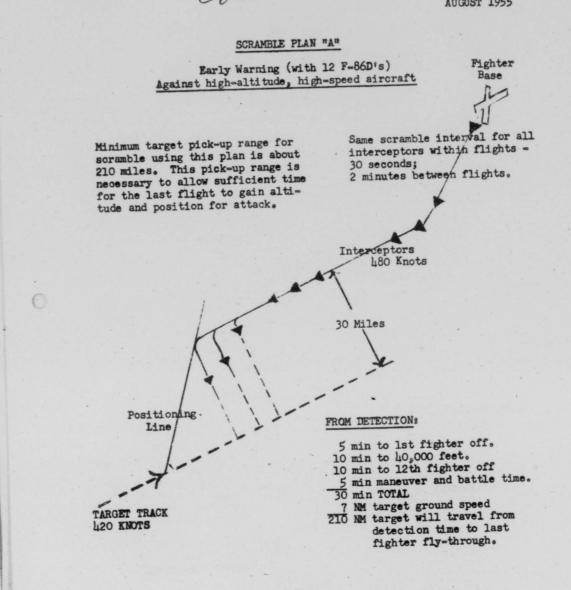
## EARLY DETECTION - SCRAMBLE PLAN "A"

This plan, to be known as Plan "A", will be used when there is adequate early warning or detection range on high-speed targets. This plan calls for take-off intervals of thirty (30) seconds between aircraft within flights, and two (2) minutes between flights. All interceptors in the combat trail formation are vectored on a common vector to gain lateral displacement to the target's track. This plan should be used only when desired altitude with proper displacement can be gained by all flights before initial turn-in to a beam attack (See Diagram 1). This procedure may also be used for scrambles against slower B-29/50 type targets when time and detection range permit.

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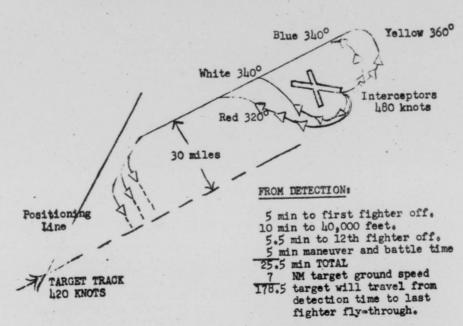
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## SCRAMBLE PLAN "B"

## Late Detection (12 F- 86D's) Against high-altitude, high-speed aircraft

Each flight assumes a different vector to gain desired 12-15 NM spacing between flights.

NOTE: If target aircraft is closer than lh0 miles from Fighter Base, all flights will turn away from target immediately after scramble. Scramble interval = 30 seconds between all fighters.



Target will travel 140 NM from time of detection to time of last fighter fly-through.

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\* R2

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MARSHALLING - LATE DETECTION

As Rl moves out, Wl takes his place. W2 replaces R2 as he moves out, and W3 replaces R3 in like manner.

¥ ¥ W3' ¥

W2= ¥

Wi

With 30 sec delay between all a/c, no a/c should have to taxi behind another a/c running at full power.

DIAGRAM 3

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MARSHALLING - RARLY DETECTION

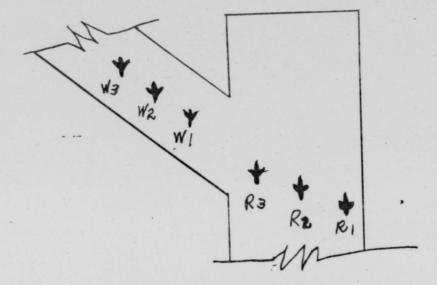


DIAGRAM 4

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## LATE DETECTION - SCRAMBLE PLAN "B"

This plan, to be known as Plan "B" (See Diagram 2), is effective when late detection of target does not permit all scrambled flights to gain altitude and lateral displacement in the time and space required in Plan "A". A scramble interval of thirty (30) seconds is used for all scrambled interceptors with separate fanned-out scramble vectors for each flight. The first two flights airborne turn to the scramble vector in the direction of the target (the shortest route). The last two flights turn away from the target (longer route). This difference in turns is designed to gain enough interval between flights so that less lateral displacement may be established for the last flight without the risk of interfering with preceding flights in the final attack phase. It also provides increased opportunity for the latter flights to reach assigned altitude before the attack must begin. In order to reach the assigned altitude (say, 40,000 feet) under these scramble conditions, the pairs of flights must be vectored approximately 45° and 135° from the target's track. For example, with the target on a track of 090° inbound toward the interceptor base, the first two flights turn Starboard to a scramble vector of 320° and 340°, respectively; the last two flights turn Port to headings of 340° and 360°, respectively. This procedure would be varied according to GCI radar ground-clutter patterns, direction of take-off at base concerned, and location of the base with respect to the GCI site.

## SCRAMBLE ORDER

The GCI Senior Director will insure that the scramble order is passed to the fighter alert center as soon as target detection and its identification as "unknown" or "hostile" are established. It is important that the scramble order be complete in detail for pilot information. This will avoid needless loss of time in pilots turning to the proper vector, confusion in the event of jamming, etc. The scramble order will consist of the following information:

a. Scramble - 12 (or, 4 Flights) (Paus

(Pause to allow Alert Center duty NCO to sound scramble alert)

(Indicate direction of initial turn)

- c. Angels 40
- d. Gate
- e. Scramble Plan "A"

b. Initial Vector - Port 300°

f. Channel assignment by flights, if not covered by SOP. CONFIDEN TIAN

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The speed, altitude, course of the target, and its detection range will determine the type of scramble plan to be used. It is desirable, also that the pilots be given target intelligence as soon as possible. Usually, this can best be accomplished during the initial radio contact in the climb-out.

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## SCRAMBLE ACTION

1. Alert Center. Upon receipt of the scramble order, the duty NCO in the alert center will use the pause following the number of interceptors or flights to be scrambled to sound the scramble alert signal. (It is recommended that a klaxon-type horn be used for this purpose as it may be heard above the roar of engines on the flight line. Many units alert one or two pilots for normal active air defense missions with one or two short blasts, one for each flight.) The duty NCO will then resume copying the rest of the scramble order. Upon completion, he will IMMEDIATELY PASS AS MUCH OF THE SCRAMBLE ORDER INFORMATION TO THE CONTROL TOWER AS NEEDED BY THEM FOR COORDINATION OF THE SCRAMBLE EFFORT. Dissemination of the scramble order information to pilots may be accomplished by one of the following methods:

- a. With the alert center, control tower, and pilots' radios on the same frequency, the duty NCO cann pass the information to the pilots as they taxi out for positioning.
- b. Scramble information may be passed to the control tower for relay to pilots prior to take-off.
- c. As a last resort, and only when absolutely necessary, the
- information may be obtained from GCI after take-off.

The duty NCO will provide GCI with flight designations by order of take-off, runway aborts, and airborne times immediately as each flight becomes airborne.

2. Air Crews. When the duty NCO sounds the scramble alert signal, aircrews will enter their aircraft as quickly as possible. If there are afforews will enter their afforant as quickly as possible. If there are not enough starting units for each aircraft, priority for starting will RED LEADER, RED 2, RED 3; WHITE HEADER, WHITE 2, WHITE 3; etc. As soon as each flight has started engines and UHF is operational, pilots will abele the the started engines and UHF is operational, pilots will check in with the appropriate flight leader in sequence. At this time, pilots may receive the scramble information from the alert center or the control tower.

It is important, in the interest of saving fuel, that engine starts be made with consideration to the scramble plan to be used. For example, when a Late Detection Scramble Plan "B" must be used, it is essential

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that all interceptors be started as soon as possible since the take-off interval between all interceptors will be only thirty (30) seconds. For scrambles utilizing Early Warning Scramble Plan "A", engine starts for the third and fourth flights can be timed 4 minutes after RED LEADER starts his engine.

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As soon as possible after the engines have been started and the inverters have been turned on, pilots will switch on their IFF to the proper mode and turn their radar on to "Standby". The latter procedure is important from the standpoint of having the AI radar equipment warming up and operational as soon as possible to aid pilots in the subsequent combat trail formation climb-out.

3. Positioning for Take-off. When positioning for scramble against targets under Scramble Plans "A" or "B", it is never necessary to position more than two flights on the runway at one time. Recommended positioning for both Plans are as follow:

a. Late Detection Scramble Plan "B". (See Diagram 3) Contingent with local runway conditions, a flight of three aircraft will position on the runway in echelon. The echelon will be formed away from the side from which access to the runway is gained. For example, if the interceptors entered the runway from the left side, the flight leader will take the left side with Nos. 2 and 3 in echelon to the right. The flight leader will always take the same side of the runway to which he gains access, so that, when he rolls, the next flight leader may immediately line up in his position without crossing jet-wash from other interceptors running up on the runway.

b. Early Warning Scramble Plan "A" (See Diagram 4). When using this plan, the flight leader will take the far side of the runway and the echelon will be formed toward the access side of the runway. The two minutes interval between flights will allow one flight to clear the runway before the next flight positions for their take-off.

4. Timing the Take-off Interval. Experience and tests have shown that the pilots themselves are best qualified to time their take-off intervals. Where cockpit stop-watch clocks are available, the pilot need only start the sweep second hand when the preceding interceptor starts his roll, run up and release brakes when thirty (30) seconds, or the required two (2) minutes, is indicated. The same procedure can be followed with any cockpit clock or wrist-watch having a sweep second hand.

5. Aborts Prior to Take-off. At any time prior to take-off that a pilot experiences radio or other difficulties which would preclude his scrambling, he will proceed as follows:

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a. If the trouble is radio failure, the pilot will use hand signals to indicate that he is aborting. Any other cause for abort or delay will be announced by radio transmission on tower frequency stating flight designation (i.e., "RED 2 ABORTING, WING TANKS NOT FEEDING.")

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- b. If the pilot is in take-off position when any trouble occurs or is indicated, the pilot will pull off to the extreme side of the runway; or, preferable, taxi up and pull off on the first available intersection or taxi strip to clear the runway as quickly as possible. Regardless of where difficulties occur, pilots will endeavor to keep active taxi strips and runways clear for following interceptor take-offs.
- c. If the flight leader aborts prior to take-off, the No. 2 interceptor will assume the lead and LEADER designation. No. 3 will then become No. 2, and the flight will continue as two aircraft. If any two interceptors in a flight abort, the remaining interceptor will continue to scramble and be controlled individually.

6. Initial Identification of Interceptors. The technique of single aircraft take-off at close timed intervals, and the combat trail formation climb-out, make identification of interceptors fairly simple. Several identification methods are available and the individual director may use one or any combination to insure identification. These techniques are:

- a. Knowing the order of take-off and which flight he is to control, the director can count individual interceptors and flights as they appear on his scope and readily identify his flight and each interceptor by order of their position.
- b. Each pilot checks in with his director on assigned channel as soon as he is steady on the scramble vector - or at an altitude mutually agreed to be prior coordination. The director will then order the pilot to squawk "low" (all interceptors will be squawking "normal" on take-off). The shortened IFF blip, or complete fade and return of blip, will serve to accomplish interrogation without cancelling out Modes 2 or 3 from other director's scopes.

c. Dependent upon local conditions, switching off "video" will result in an IFF presentation as soon as the interceptor straightens out on his scramble vector. With knowledge of take-off information, the director should accurately dead-reckon interceptors almost from the point of the initial turn to their point of appearance out of ground clutter even with "video" on. ConFIDFNTIMA

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## CHAPTER III

## CLIMB-OUT PROCEDURES, SPEEDS, AND FORMATION

Each pilot, having used a standard timed-interval take-off, has automatically positioned his aircraft in the flight and established his separation interval. As he approaches that point in space for turning to the initial vector, he must accelerate to a standard climbing speeds Failure of any pilot to conform to that standard will result in loss of uniform separation within or between flights, increased altitude separation with reduced detection capability between interceptors, and subsequent disintegration of the formation.

In order to provide a standard climb schedule that will be suitable for "all weather" conditions, is adaptable to combat trail formation; and can easily be followed by the average pilot, some small sacrifice in climb efficiency must be expected. However, the importance of standardizing the climb schedule is sufficient to warrant that loss of climb efficiency.

It is realized that, due to local terrain and SARP's at various air bases, no set standard climb-out procedure can be established that will apply to all air bases. However, climb-out procedures will be established locally for each air base to conform as closely as possible to the following guide.

1. Climbing Speeds. Climbing speed will be established as soon as possible after take-off, and prior to reaching that altitude and point in space where the turn to the initial vector can be made, (Climb schedules will be established for all types of interceptors and configurations not covered herein.)

a. F-86D with tip-tanks. Establish and maintain a constant climb of 350 knots IAS until Mach .8 is reached (approxi-mately 20,000 feet). Maintain constant climbing speed of Mach .8 for the remainder of the climb to the assigned altitude .

b. F-89D with maximum gross load.

c. F-94C with maximum gross load. CONFIDENTIAL

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Pilots will find the conversion from indicated airspeed to Mach an easy transition to follow. It does not require that the pilot remember an indicated airspeed reduction schedule. However, if the interceptor is not equipped with a Mach meter, a climb schedule using indicated airspeed reduction must then be applied. The level-off at assigned altitude will be affected more smoothly if the final climbing speed is the same as, or faster than, the standard cruise speed.

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## COMBAT TRAIL OR IN-TRAIL FORMATION.

The use of "combat trail" or "in-trail" formation, utilizing the AI radar set in the aircraft to establish and maintain position within flights, is the basic AI-equipped fighter technique. While the 3-aircraft flight is the basic unit for multiple flight intercepts, use of these procedures are flexible and equally adaptable to in-trail elements of 2 aircraft. Use of more than 3 aircraft within flights produces a "whipping" effect and presents too many problems of control for both pilots and directors.

Primary responsibility for attaining and maintaining position in combat trail formation rests with the pilot. However, the GGI director has a joint responsibility for monitoring the formation and providing assistance to pilots as required, without delay. (For more precise control in maintaining formation position, it is recommended that AI scopes be modified to provide for switching from 30-mile range to 12,000-yard range.)

Acquiring Lock-on. As soon as the AI radar is operational, the pilot will begin "automatic" sweep. If the interceptor shead is not "painted" within a few sweeps, the EL-SCAN should be tilted in the direction of expected interceptor location. When automatic search and EL-SCAN adjustment both fail to produce acquisition, the best procedure then is to request the position of the preceding interceptor from the GCI director and attempt to "paint" it by use of hand control. Hand control is much slower than automatic search, but it has the advantage of producing target' acquisition at longer ranges. When acquisition and lock-on to the preceding interceptor has been accomplished, the pilot should switch his scope to the 6-mile (12,000 yards) range and establish a separation interval of from 2 to 4 miles from the preceding aircraft. The separation interval of 2 to 4 miles between aircraft within flights, and 15 to 20 miles between flights, should be maintained as accurately as possible during the climb-out. When radar contact is made, but lock-on cannot be maintained due to some minor malfunction of the equipment, position can be maintained with the AI radar in search position. JONFIDENTIAL

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2. Maintaining Separation Interval. When lock-on has been acquired in climb or level cruise on a constant vector, straight line-astern can be maintained by holding the jizzle band on O<sup>o</sup> azimuth line. When not lockedon, the jizzle band continues to sweep, but by selecting "narrow center", the target blip will be swept more often and permit the pilot to maintain the target close to the O<sup>o</sup> azimuth line.

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During the climb-out, if the range of the preceding interceptor increases beyond the 6-mile scale, the pilot concerned should switch back to the 30-mile scale. (An E-4 FCS will usually hold a lock-on at ranges up to eight miles regardless of scale used.) After lock-on, even in a climb to 40,000 feet, distance between interceptors will seldom increase or decrease more than two miles - once the desired separation interval has been established, and if the climb speed is maintained consistently by all pilots in the flight. Generally, it will be best to allow slight range deviations to go uncorrected until the flight concludes the climb-out phase and is in level flight.

With F-86D's in afterburner, in climb or level flight, only very small speed adjustments can be made with the throttle. For larger corrections, the only practical means available to increase or decrease range separations is to swing outside of, or cut off the preceding interceptor in turns.

3. <u>GCI-Director Assistance to Pilots</u>. From a standpoint of minimizing communications (and as training for contemplated improved techniques which will require only one or two GCI radio contacts for successful interception), it is highly desirable that pilots learn to join up and maintain combat trail formation as independently as possible of GCI assistance. However, rather than risk disintegration of the formation, pilots should request assistance from their directors when the situation requires it.

In some instances, particularly after delayed acquisition, a pilot may contact and attempt to lock-on to the wrong leading interceptor. For example, RED 3 may be having difficulty acquiring RED 2 after takeoff and request aid from GCI. RED 3's position is Starboard of correct position position and the director directs him to "check Port". In the check turn, RED 3 informs the director that he has a contact at 0° azimuth and 10 miles. The director notifies RED 3 that he apparently is "painting" RED LEADER and not RED 2, and gives him RED 2's exact position. By use of hand control, RED 3 finally "paints" RED 2 at 3 1/2 miles, lockson to RED 2 and continues the climb-out.

The simplest and quickest method of correcting range deviation for all pilots concerned is for the director to give the flight leader a change of vector to allow the following interceptors to cut in or out on the turn and adjust their positions. The flight leader should then be put back on his original heading. This procedure can be repeated in the oppositedirection if required for further corrections. CONFIDENTIAL

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NOTE: DIRECTORS ARE CAUTIONED TO PROVIDE SURVELLANCE OF ALL INTERCEPTORS IN THE FORMATION AND INSURE THEIR SEPARATION FROM OTHER TRAFFIC DURING IFR AND VFR CONDITIONS WHEN NOS. 2 AND 3 INTERCEPTORS ARE MAINTAINING COMBAT TRAIL FORMATION POSITION WITH AI RADAR. WHEN THE FILOT CONCENTRATES HIS ATTENTION ON HIS SCOPE, HE CANNOT MAINTAIN VISUAL SEPARATION FROM OTHER TRAFFIC.

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#### CHAPTER IV

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## FLIGHT MANEUVERS

The maneuvers described in this chapter are designed to provide the director with a means of controlling his interceptors as an integrated unit without destroying the separation intervals of the formation. They provide the flight with directional flexibility and the capability for smooth and rapid repositioning for displacement and attack relative to a target's position and heading. Knowledge of and proficiency in the execution of these maneuvers are essential to maintaining a properly spaced flow of aircraft and flights to the target and/or a penetration fix. Since it is each pilot's personal responsibility to maintain his position in the flight throughout all maneuvers, precise instrument flying, accurate scope interpretation, and adherence to standard 30° bank turns are imperative to the success of the maneuver.

## "IN-TRAIL" OR "COMBAT TRAIL" TURNS.

The "in-trail" or "combat trail" formation turn is one in which each interceptor within the flight proceeds along the same path of flight throughout the turn. It is used for turning the flight when it is desired to retain the sequence of aircraft and a directional lineastern pattern of formation.

The GCI director's command for execution of this maneuver may be, for example, "BOLSTER RED FLIGHT, TURN IN-TRAIL - PORT 3-4-0.....NOW."

RED LEADER begins his turn immediately upon hearing the word, "NOW." RED 2 begins his turn approximately 30 seconds later, and RED 3 follows 60 seconds later (30 seconds after RED 2). Each aircraft rolls out as it comes up on a heading of 340°.

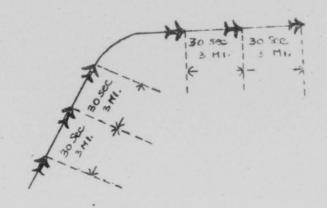
It should be understood that the 30second interval delay for each pilot's turn is based on a specific true airspeed and separation interval. For example, given a TAS of 420 knots (7 NM/min) and a separation of 3 1/2 miles, 30-second interval delayed turns would hold each aircraft to the same flight path. If the separation between aircraft was 5 miles, a 40-second interval delay would be required. Closer spacing and higher speeds require less time delay, wider spacing and slower speeds require more time delay.

Should the No. 2 pilot find it necessary to vary from the correct interval delay, he should announce, "BOLSTER RED 2 TUR NING..., NOW.", and begin his turn on "NOW." This will permit RED 3 to vary his interval delay accordingly. Con FIDENTIAA

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IN-TRAIL TURN



DEAGRAM 5

# IN-FLACE TURNS Tor many reasons, it may be desirable to quickly displace a flight to starboard or port. The GGI director can accomplish this by use of the IN-FLACE TURN.

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The director's command for execution of this maneuver may be, "PATIO BLUE FLIGHT, TURN IN-PLACE, PORT O-4-O-....NOW." At the command "NOW", each pilot in the flight establishes a 30° bank and turns to the stated heading. When the flight is at the desired displacement, the director will again command, "PATIO BLUE FLIGHT, TURN IN-PLACE, STARBOARD O-9-O.....NOW." Upon completion of the maneuver, the flight will then be on the desired track with the desired displacement.... again in their original IN-TRAIL formation.

It should be noted that IN-PIACE turns, or any turn that positions interceptors line-abreast or out of AI radar contact, are generally not desirable. For instance, an IN-PIACE turn through 60 degrees will cause the interceptors to lose their AI radar contact. However, if the turn is continued on through 120 degrees of turn, AI radar contact can again be established by trailing interceptors.

### CHECK TURNS

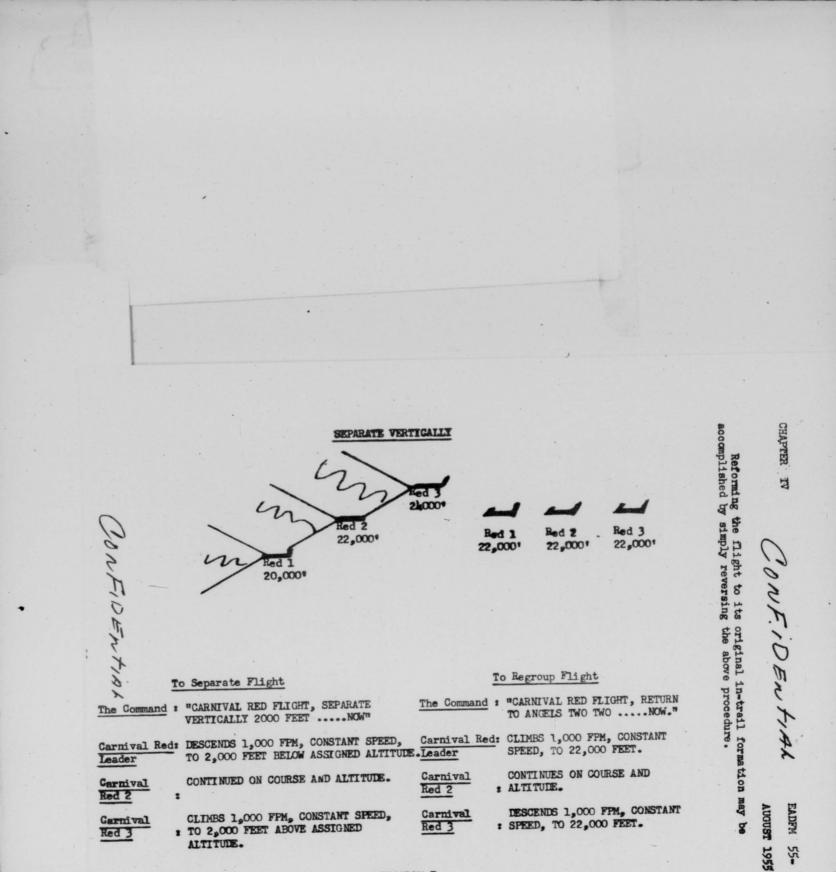
The director may give a flight a CHECK TURN, which is an adaption of the IN-PLACE TURN. The command for execution of this maneuver is, "NEWGATE WHITE FLIGHT, CHECK STARBOARD FORTY....NOW." On the command "NOW", each pilot in the flight simultaneously rolls into a 30° banked turn to the right. When they have turned 40 degrees, they roll back to the left, levelling out on their original heading.

## VERTICAL SEPARATION

Vertical separation of interceptors may be desirable for two reasons:

- a. To increase the elevation search capability of a flight if target altitude cannot be definitely determined.
- b. To expeditiously provide separation between interceptors within flights if "stacking" at a penetration fix becomes necessary.

This can be accomplished in the following manner (See Diagram 7): From combat trail formation, CARNIVAL RED LEADER descends at 1,000 FPM and constant airspeed to 2,000 feet below his original assigned altitude. CARNIVAL RED 2 continues on course and altitude. CARNIVAL RED 3 climbs at 1,000 FPM and constant airspeed to 2,000 feet above his original assigned altitude. In these positions, the interceptors have greatly increased their combined search and detection capability; yet, they can still maintain their formation integrity with their AI radar as the lower sweep of antennas will "paint" the interceptor which is ahead and below. 21

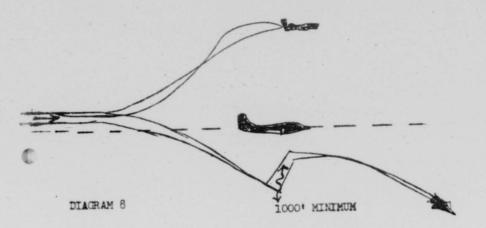


## DIAGRAM 7

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## FROCEDURE FOR DAY INTERCEPTION OF AIRCRAFT.

The intercept procedure to be followed is graphically illustrated in the attached diagram. In the event that more than two aircraft conduct the intercept, only the leader will fly the identification and the remaining aircraft will maintain surveillance as indicated on diagram 8 below.



## PROCEDURE FOR NIGHT OR WEATHER INTERCEPTION OF AIRCRAFT.

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The director should position the lead aircraft within a flight to the rear of the aircraft to be intercepted for identification purposes. This position should be attained with the interceptor having a slight over-take speed. At this time the interceptor pilot will take over control of the interception by using the radar equipment of the aircraft. Once the pilot is within 6 miles the short scope presentation will be used. Using a low over-take speed and off-setting the intercepted aircraft 10° on the radar scope a pilot can close to 250 yards of the intercepted aircraft. If a visual is not able to be made at this time the intercepted aircraft as shown on his radar scope. While this procedure is taking place all other aircraft in the flight will be positioned by the GCI director so as to be able to make a firing attack if it is necessary.

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Every effort will be made by the fighter interceptor pilot to prevent startling the intercepted aircrew or passengers. The effect desired is one that will assure personnel in the intercepted aircraft that the fighter interceptor is making a routine investigation in the interest of properly conducting the mission of this command.

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## AIR MASS POSITIONING THEORY

The problem of properly positioning an interceptor for a beam attack on a target has been of concern to all persons working in the air defense field. Experience indicated that certain variables affecting positioning were not being taken into consideration. Even when directors were sure that they had established good beam attacks, pilots reported that they ended up in a head-on or stern approach. By correcting for WIND, the major variable, it is now possible to position interceptors by exact means rather than by guesswork.

First, consider the interceptor pilot setting up an attack on a target by visual means. There is no relative wind between the interceptor and the target. Consequently, the interceptor pilot never has to worry about wind-drift heading corrections. Also, since both the target and the interceptor are in the same air mass, neither aircraft has any movement with respect to the other except that induced by the interceptor's movement along his line of flight and the target's movement along his line of flight and the target's movement along his line of flight observation is borne out by the subsequent attack, the flight path of the interceptor is perpendicular to the flight path of the target. Although the air mass is moving, the interceptor and the target will have flight paths that intersect at  $90^\circ$  within the air mass. The director never sees an intercept on his suppeds will vary with every problem.

The director can determine the target track and speed as soon as target contact is established. Using known wind direction and velocity at intercept altitude (corrected for magnetic variation), a vector analysis of the air mass components can be computed. The target blip must be accurately plotted on the face of the radar scope with a chinagraph pencil to determine track and ground-speed. Using this information and the target's reported altitude and forecast winds-aloft information, the target's drift angle, true airspeed, and heading can easily be computed on an E-6B or E-6D computor. (NOTE: Use the computor which incorporates the range of true airspeeds involved.)

The interceptor, who will be within the same air mass, can now be positioned so that he will intercept the target at a 90° angle flying a straight course - provided that the target's true airspeed has been accurately computed. Any number of points where an interceptor can be positioned with relation to the target to give a true beam approach are now determined. Each of these positions will be different from ONFIDENTIAL CHAPTER V

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all others in both lateral displacement and lead. However, two straight lines drawn from the point from which the target sector originates will pass through all of these points. These are the two intercept positioning lines. One line will be to the port of the target's track, the other to the starboard. If the interceptor is positioned on either of these lines with the proper heading and airspeed, a true beam attack will result. The correct magnetic heading that the interceptor should have may be determined from the computed problem.

The positioning line previously computed can be drawn on the positioning aid for use directly on the director's scope. The problem is to get the interceptor on one of the positioning lines with the correct heading and airspeed as the director moves the indicator along with the target.

The following graphically illustrates just what happened when a supposedly perfect 90° beam approach attack, as viewed on the director's goope, actually resulted in a quartering attack.

a. Information obtained from the director's scope indicated a bomber track of 090° with a ground-speed of 300 knots. To keep it simple, the interceptor approached on a track of 270°, displaced to thirty (30) miles, with a like ground-speed of 300 knots. Disregarded by the director, the wind at intercept altitude was from 360° = 100 knots. Target and interceptor speeds being alike, the director positioned his interceptor off-set turning point at 45° from the target's track position.

## THIS IS WHAT THE DIRECTOR SAW ON THE SCOPE

Bomber Track

> Interceptor Track

North

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BUT, THIS IS WHAT THE INTERCEPTOR PILOT SAW

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b. Had the problem been computed first, the director would have found that the heading of the target was 072°, requiring the interceptor's final attack heading to have been 342°. And, instead of an off-set turning point at 45° off the nose of the target, it should have been 43°.

THIS IS WHAT THE DIRECTOR SHOULD HAVE SEEN ON HIS SCOPE

45 °

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The question that arises at this point is, "Is there any standard pattern the director may see that will assure him that he has set up a true 90° beam intercept?" The answer to that question is "no", because the direction and magnitude of the wind will vary for every problem, as in general will the true airspeeds of the target and the interceptor. However, these problems can be worked out mathematically and geometrically as follows:

- STEP I: Director accurately determines the target ground-speed and track course from the scope and passes this information to the Intercept Technician.
- STEP 2: The Intercept Technician, using any selected Base Point on his plotting board, lays out the Target Vector from the base point, oriented with magnetic north and scaled off to any convenient scale (i.e., 1 inch equals 100 knots) coinciding with the value of the target's speed.

STEP 3: The Intercept Technician next determines the target altitude from the HRI, or estimate, and reads the wind direction and force for that altitude.

Target Tracking 080° Ground Speed 300 K

WIND VELOCITY: 100 KNOTS FROM 213° (MAGNETIC)

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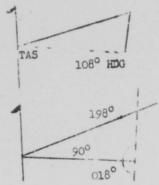
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- STEP 4: He next draws a line from the end of the target vector (opposite end from the base point) in the direction from which the wind is blowing and scales off the force of the wind velocity in the same scale as used for the target ground speed. This is the WIND VECTOR. NOTE: The wind must be corrected for magnetic variation.
- STEP 5: The Intercept Technician now draws a line from the base point to the free end of the wind vector. This line is the TARGET HEADING VECTOR (MAGNETIC) and its length, set against the speed scale, indicates the TRUE AIRSPEED of the target.
- STEP 6: He now erects a line perpendicular to the target heading vector at the point where it meets the wind vector. This line will be the two INTERCEPTOR FINAL APPROACH VECTORS for a true 90° beam attack.
- STEP 7: The Intercept Technician now refers to the Interceptor Airspeed Chart and determines desired interceptor TAS for altitude of intercept
- STEP 8: The Intercept Schnician refers to the True Airspeed Chart and determines the INDICATED AIRSPEED at intercept altitude for the TAS previously found in STEP 7. This IAS will be noted on the Director's Positioning Plastic Disc for his future reference.



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TAS 410 KNOTS

IAS 220 KNOTS

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STEP 9:

The Intercept Technician next scales off the Interceptor's True AIRSPEED along the Final Approach Line. These points will be reference points for drawing the Interceptor Positioning Lines for B/29/50 type targets in STEP 10.

STEP 10: He now draws the INTERCEPTOR POSITIONING LINES from the base point through the scaled reference points on the Final Approach Vector Line. NOTE: We now have all the information needed by the director for directing a true 90° beam approach attack... Interceptor IAS, Interceptor Positioning Line, Final Attack Vector, and proper Antenna Train Angle for pilot's check on final approach.

STEP 11: It is now necessary only to transpose this information into usable form for the director. This is done by laying a plastic disc over the above drawing and tracing on it the desired lines and angle information.

STEP 12: One more step is necessary to provide improved positioning of interceptors against high-speed, high-altitude targets. Using the drawing completed in STEP 10, draw in 110<sup>6</sup>Approach Lines 20<sup>6</sup> outside of the 90<sup>6</sup> Approach Lines; scale off the Interceptor TAS along these new lines as was done in STEP 9. Using these new reference points, draw in the ADJUSTED POSITIONING LINES as was done in STEP 10. CONFIDENTIAL

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STEP 13: The Intercept Technician now hands the disc to the director, who lays the disc against the face of the scope, centering the disc center circle over the target blip with the disc target track line over the target track line on the scope. If the Positioning Lines and Final Attack Headings have been accurately computed, an interceptor can be brought to any given point on these Positioning Lines from any direction, turned in on the appropriate Final Attack Heading, and will be properly positioned for a full beam approach attack. Furthermore, the same disc can be applied against any aircraft in the bomber formation as long as the disc data for TAS's and headings are the same. Conversely, it is apparent that new problems must be worked when there is any appreciable change in those factors. This is especially true in the case of highspeed targets where extreme accuracy is required.

## FINAL ATTACK HEADINGS

The positioning of interceptors for beam attacks against highspeed, high-altitude bombers is very critical. The rate of closure between targets and interceptors necessitates a specific turn-in technique for this type of intercept. The air mass positioning technique is recommended for this type of intercept as for all other types. But, for the most effective method of turning flights of interceptors onto the beam attack against multiple B-47 type targets, the 110° beam approach, instead of the 90° beam approach, should be used. Bringing the interceptors in on a slight "ahead of beam" approach compensates for the inherent curved approach when the dot is centered on the AI scope, allows for the tendency of directors to position interceptors to the rear of the beam on fast moving targets, and enables the pilot to correct errors in conversion when the interceptor-target speed ratio approaches 1 to 1. It is virtually impossible to correct rear of beam positioning and effect a beam attack when the target is moving as fast, or almost as fast, as the interceptor.

With this technique, the  $90^{\circ}$  approach line and the  $110^{\circ}$  approach line form a cone, the apex of which the director positions over the lead target displayed on the PPI scope. As the intercept progresses, the director vectors the fighters to keep them within their individual cones until the pilots take over the final phase of the attack with their AI radar.

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## ATTACK PHASE - PILOT CONVERSION

# TECHNIQUE FOR POSITIONING INTERCEPTORS AGAINST HI-ALT, HI-SPEED TARGETS (B-47 TYPE).

Through use of the Air Mass Positioning Procedure, the director has established his Target Heading, Adjusted Positioning Lines, and Final Attack Vector. Time and range permitting, the director will position his interceptor flight, properly spaced and in-trail, with a minimum lateral displacement of 30 nautical miles from the bomber track.

Working against high-altitude, high-speed targets of the B-47 type, directors have shown a consistent tendency to overrun the final 90° beam attack vector which have resulted in varying degrees of tail chases. Experience and tests have proved that greater accuracy is achieved by employing two turns in the attack phase. The first turn will be a flight in-trail turn on a reciprocal heading of the Adjusted Positioning Line being used - and 25 miles in advance of that line to allow for straightening of the in-trail flight and a second turn by the entire flight. When the flight leader is approximately 7 nautical miles from the adjusted positioning line, the director will give the flight an in-place turn on the final beam attack heading. Once turned on the final attack heading, the pilot has a capability for positioning himself more precisely with his AI radar.

Any error incurred in the timing of the first turn should be corrected by a flight in-place turn or by individual direction of each interceptor. It is emphasized that in-trail turns for correcting poor positioning at this stage is going to result in greater position discrepancies for the No. 2 and No. 3 interceptors in the flight. An inplace turn to a cut-off vector, or to a vector which will allow the interceptors to overtake the proper antenna train angle, followed by an in-place turn to the final attack vector is the more acceptable technique for correction of positioning error when the interceptors fall behind the antenna train angle. If the positioning error is of such magnitude that a long trail chase would result, it may be preferable to break off the attack with that flight and divert it to another target. Or, if of lesser degree of error, but not allowing of repositioning, the interceptors must be committed to an off-angle attack.

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## TECHNIQUE FOR POSITIONING INTERCEPTORS AGAINST LOW-ALTITUDE, B-29/50 TYPE TARGETS.

Where the speed differential between the target and the interceptors is definitely in favor of the interceptors, the latter have a greater capability for correcting positioning errors. Using the 90° Positioning Line as a reference, either the two turns technique 60° and 30° may be employed or a single turn on to the Final Attack Vector. However, in either case, care should be exercised to begin turning the flight leader on the Final Attack Vector at a point 7 nautical miles ahead of the 90° Positioning Line to allow for completion of the turn on or ahead of that line.

#### FILOT CONVERSION TECHNIQUE.

After being placed on his final attack heading, the pilot may find that his antenna train angle (ATA) does not agree with the position of the bogie as given him by the director. Quite frequently GCI positioning for the final attack will be inadequate for a beam approach particularly against high-speed targets. If time and distance to the target do not allow for correction, the pilot is committed to an off-angle attack. However, assuming that his position does permit it, and he recognizes his poor position, the pilot may attempt to reposition himself for a full beam attack by maneuver and use of his AI radar. This is known as "Pilot Conversion Technique".

Let us assume that the director turned the pilot on his final attack heading too soon, that the required ATA is  $34^{\circ}$  Port, and the pilot has an AI radar reading of 50° Port. It is obvious that if the dot is held centered, the attack will terminate in a position that is other than the desired beam; in this case, a quartering head-on attack. Therefore, repositioning requires correction in the direction of the bomber rather than away from it - and resumption of the final attack heading with the proper ATA.

a. First, it is imperative that the pilot have a mental picture of the attack pattern. This can be formed from the information supplied by the director. In this case, it consists of?

- (1) Bogie Heading 090°
- (2) Bogie Altitude & TAS 30,000 feet and 300 knots.
- (3) Interceptors required IAS 289 knots.

(4) Interceptors required ATA - 34° Port. 36 CONFIDENTIAL

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b. After turning on the directed final attack heading and noting that his antenna train angle is 50° Port, the pilot makes a 30° turn to Port and holds this new heading until his antenna train angle reads 4° Port. He then resumes his original attack heading, observing that his antenna train angle is correctly indicating 34° Port. It is necessary that, to preserve the integrity of the flight, the flight leader call his correction turns to the rest of the flight. This will also be true if this action is initiated by the number two man in the flight.

### JUMPING LOCK.

During the final attack run, the wingman should continuously monitor his presentation to insure that his set does not jump lock to the leader. This is easily recognizable as his overtake circle will immediately jump close to zero, and his range reading will change abruptly. Given these positive identifications very little change of inadvertent firing at the leader's aircraft exists.

## TARGET DISCRIMINATION AND SELECTION.

The problems encountered in attemptint to mass a formation of interceptors are not encountered in engaging single enemy aircraft. However, against a mass bomber force or multiple flights of small bomber formations, will require the highest degree of skill of both members of the directorinterceptor team.

Once the initial detection is made, the pilot should select the target which is closest to the proper antenna train angle for a 90° beam approach for the type of target being intercepted (i.e., 30° angle off for B-29 type aircraft). However, before lock-on can be made, pilot must be able to discriminate between bombers in the formation. Normally GCI CONFINENTIAA

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will be able to tell the interceptors the number and closeness of the formation. Choice of targets will then be assigned by the flight commander, time permitting.

Against the close formation, target discrimination and selective lock proved impossible at all ranges. The use of the nose-tail switch and attacking the rear of the formation is the method generally used. This allows all aircraft equal opportunity for an effective pass and allows equal opportunity for safe recovery.

Against loose and wide spaced targets, greater success can be expected. The important thing for the pilot to remember is that discrimination is better as he gets closer to the target. Varying the gain and scope brilliance controls will aid the pilot to discriminate targets and this technizue must not be overlocked.

### EVASIVE ACTION.

Since initial positioning by GCI was set up for a beam approach, subsequent evasive action often either caused a head-on or near headon interceptor or a stern attack when the bomber turned away from the interceptor. Once the interceptors were turned on to the final attack vector and were committed, pilots were unable to attempt conversions as the evasive maneuver was recognized too late. This applied also to GCI except that they were able on occasion to give warning to pilots once evasive action was detected on the PPI scope. Since evasive action cannot be predicted by GCI and since it was not considered feasible or desirable from a control and/or safety aspect to have flights of interceptors approaching the bombers from different sides or approach quadrants, no variations of tactics were conceived to cope with this problem. In an operational situation the necessity for breaking interceptors off when head-on approaches occurred would be negated through necessity.

#### AFTER THE ATTACK.

As soon as the flight leader makes his attack pass he will relay information as to the type of formation, approximate number of bombers, type, and altitude. This information will then be told to the intercept directors controlling the next attacking flights. This intelligence is vital to the senior director for his plan of action for re-attack or diversion.

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### VISUAL AIR-TO-AIR FIRING

Firing tests recently concluded with the present fixed signts indicated that these sights allow sufficient accuracy for a definite combat capability.

The recommended technique against an armed bomber is for the interceptor to make a high side curve of pursuit approach at maximum speed, leveling out at approximately 1100 yards and firing at 1000 to 800 yards from directly behind the bomber.

The primary disadvantage of the fixed sighting system is that the interceptor must enter the tail cone of the bomber, remain there long enough to reduce the lead angle to zero and fire. However, the hit probability against a B-29 type target, firing a salvo of 24 rockets, is approximately 80 per cent. This high percentage of probable success permits AI interceptor, whose radar is inoperative, to continue with the mission and, weather conditions permitting, accomplish their mission firing visually. It also provides an increased re-attack capability, if required.

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## REATTACK

A straight fly through following the attack is the most desirable procedure for regrouping for reattack or recovery. It is just as important that regrouping after attack be accomplished in an orderly and efficient manner as is the scramble and flight to the target.

The lead aircraft of each flight will continue straight ahead after the break-off signal for one minute. Number 2 and Number 3 aircraft will attempt to regain radar contact with the leader as soon as possible and will move to an in-trail position.

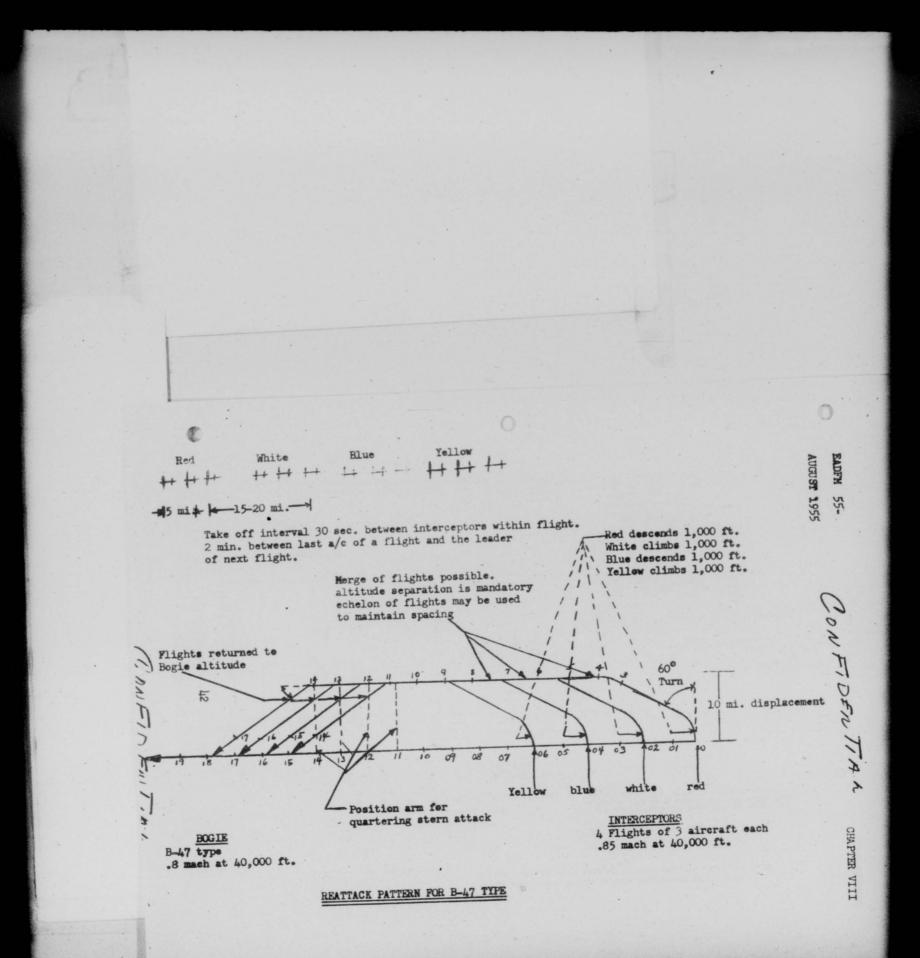
If a reattack is to be made against a high speed target, the flight will be turned to a heading 30° off the target's track to in-trail formation. When a lateral displacement of 10 miles is attained, the flight will be turned to parallel the targets course. This vector is held until a position abreast of the target is obtained. At this point the leader is turned on an intercept vector which will give a quartering stern attack. Each wingman should be turned individually to the quartering stern attack. After each aircraft has JUDY, the director must continue to monitor the attack to maintain clearance between the interceptors as chances of a collision are increased in a stern attack.

Reattack against high speed targets is not always desirable because of the time involved and the fuel consumed by the interceptor. Also, effectiveness is decreased because pilots must fire in Phase II with decreased accuracy, and are vulnerable to bomber defensive armament.

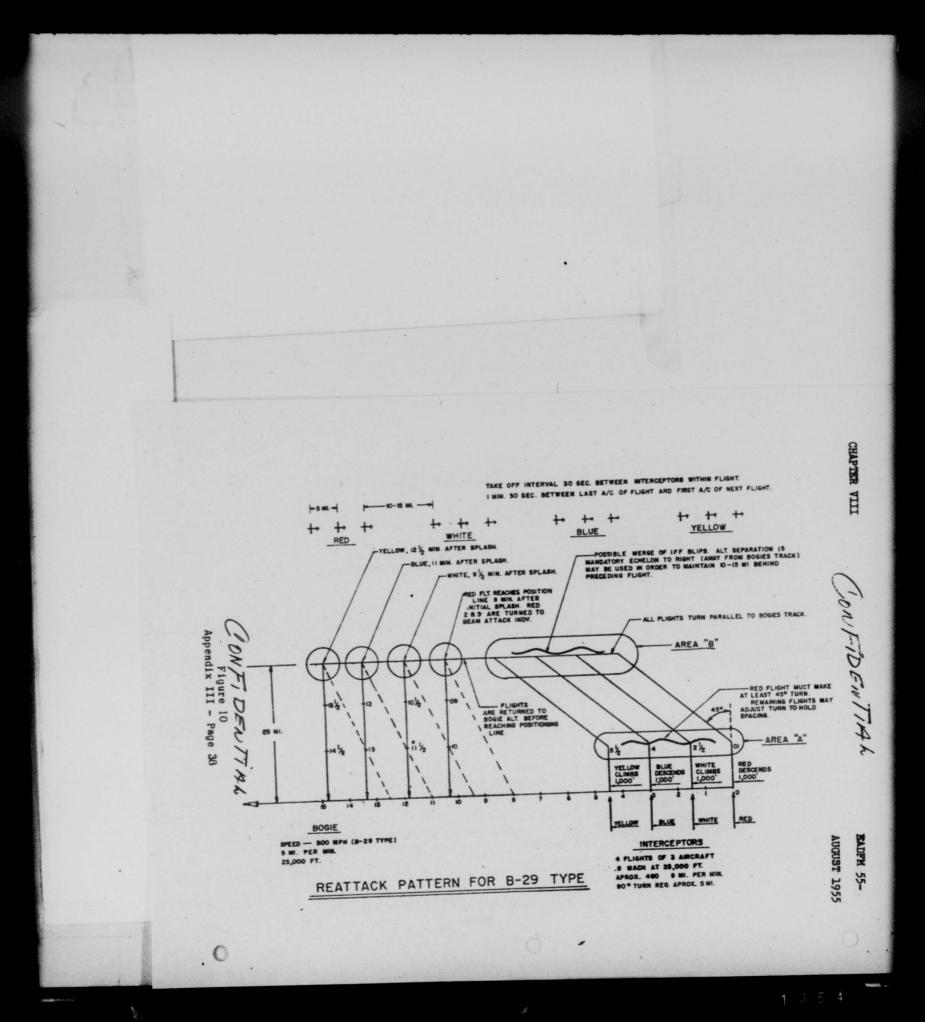
Against a slower speed target, the interceptors will be turned to a heading 45° off the target's course until a lateral displacement of no more than 20 miles is obtained. At this time the director will turn the interceptors on a vector paralleling the targets course until in position for a 90° beam attack. Interceptors will again be turned individually onto the attack vector.

If following flights are attacking close behind the first flight, an altitude separation between flights will be necessary for positioning for reattack. The director will be responsible for separation between flights. Echelon of flights away from the target may be necessary to maintain separation.

If the interceptors attempting a reattack interfere with interceptors on their initial run, the reattack should be broken off. CONFIDENTIAN ho



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#### CHAPTER IX

#### RECOVERY

Problems encountered in the recovery of multiple jet interceptors will be different at each base. Some of the variables are severity of weather conditions, location of OCI stations, surrounding terrain, availability and type of terminal area navigation system, and the location of the interceptor base in regard to civil airways with heavy commercial air traffic. The recovery director must insure adequate separation between flights, and with other air traffic during return to the terminal area navigation system. Final recovery will be made according to local <u>SARP</u> agreements.

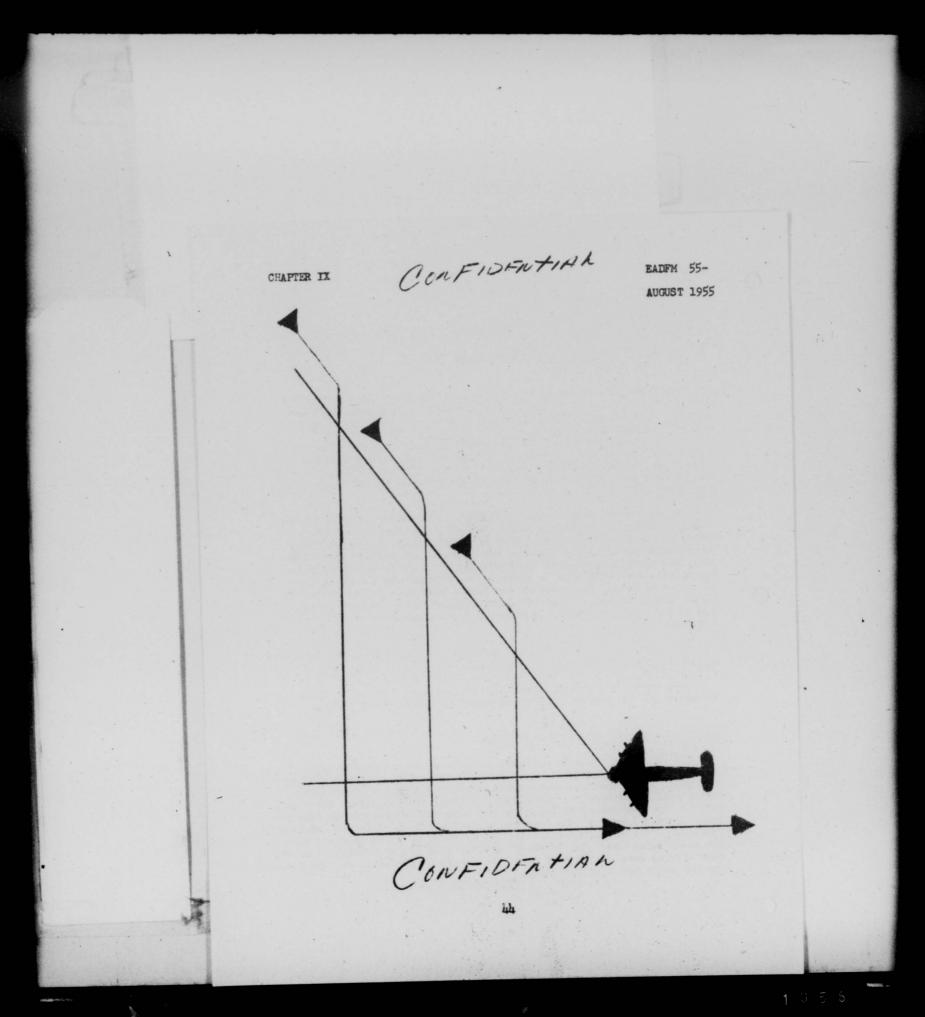
To regroup for recovery, all aircraft in the flight should continue straight ahead for one minute after break-off and then turn to the reciprocal of the target's heading. The leader will hold this course for two minutes while the Number 2 and Number 3 aircraft in the flight establish radar contact with the preceding interceptor in the flight. An in-trail turn will then be given by the director to the heading to the recovery base. Interceptors are turned away from the direction of target travel in order to avoid interference with following flights on their attack run, and to avoid bunching up of flights as they break off the target.

Squadrons should develop local letdown procedures with the objective of landing one aircraft each 30 seconds.

When weather conditions permit, flights should join up in close formation and letdown as a flight to expedite recovery and landing.

# ABORT AND AIRCRAFT EMERGENCY PROCEDURES

The following recommended abort procedures are considered applicable to IFR weather conditions. Certain interceptor equipment failures will still allow the interceptor to complete its attack without interfering with or endangering the attacks of other interceptors. Conversely, certain other equipment failures require that the interceptor be immediately aborted from the attack stream since the attack cannot be completed. A Recovery Director is provided for the recovery of abort aircraft from the snake formation. The Recovery Director will assume control after the aircraft has been broken away from the "in-trail" formation and the reason for the abort has been confirmed.



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1. AI Failures during the Attack. It is the pilot's responsibility to notify the director immediately should his AI radar fail. The director then makes the decision whether or not to abort the aircraft. During the attack phase (from point of turn-in to splash) the director should immediately abort the aircraft. The interceptor should be broken out of the "in-trail" formation on a vector 90° from the attack vector and away from the direction of target travel. Once clear of attacking interceptors, the Recovery Director will take control. AI radar failure offers no problem to the Recovery Director, and the recovery should be normal and without incident.

2. Airborne Transmitter Failures. Loss of a transmitter does not necessarily require an immediate abort. An attempt should be made by the director to complete the attack and recovery. The director must decide whether the failure is affecting the mission or not. If the pilot is receiving the Director's transmissions and follows instruction, individual control can be given and a successful attack can be made. Instructions not followed, such as failure to take a vector change, can be readily detected by the director. If this occurs and the aircraft is out of position enough to hinder the over-all mission, immediate abort instructions should be given and a recovery set up.

3. <u>Airborne Receiver Failures</u>. The loss of an aircraft receiver offers a serious problem in the control of multiple interceptors in IFR weather. The pilot should break away 90° from the snake formation immediately after every effort to contact GCI on alternate and emergency frequencies fails. Altitude should then be increased if "IFR, on-top" conditions prevail. After he is clear of traffic; the bilot should follow the instructions outlined in the current radio facility chart, ititled "Emergency Radar Interceptor Procedures". If the abort occurred a long distance from takeoff base, the pilot should fly toward home on time and distance and then hold near base (fuel permitting). GCI will make every effort to send an interceptor to aid the pilot in his recovery. An exception to an immediate pilot abort is recommended if receiver failure is experienced in the attack phase. If the final vector has been given and received, the attack should be completed. The abort procedures as outlined can then be taken after the fly=through.

4. Inoperative IFF. The director's utilization of IFF beacon return and mode interrogation to effectively control interceptors at long ranges and high altitudes is a necessity. The tactic of employing multiple interceptors increases this need. IFF failure eliminates the director's ability to maintain good spacing between aircraft and safe positive control of the affected interceptor. However, the direct need for target destruction might make it advisable to attempt to complete and attack with reduced control capability. Certain conditions must prevail to make a successful attack with an interceptor which has inoperative IFF. The pilot must be locked on an interceptor ahead with ConFiles ENTIAEN CHAPTER IX

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AI radar and must be able to maintain his own spacing and to follow through on vector changes. If he cannot, the situation may hamper other aircraft in completing a successful attack. The pilot should advise the director if lock is broken on the preceding sircraft, and if he is unable to regain lock-on in a very short time, should abort. The pilot should break 90° away from the last vector and away from the target. The Recovery Director should take over and recover by dead reckoning procedures. At shorter ranges from the GCI site the use of antenna tilt usually will "paint" the interceptor on the director's scope so that a normal recovery can be completed.

5. <u>Aircraft Malfunctions</u>. Aircraft malfunctions, of course, will have various effects on the capability to complete a mission. If it is possible for the pilot to maintain flight stability and speed, the attack should be pressed. If the malfunction is serious and does require immediate recovery and/or hampers the mission's success, an attempt to recover at home base or at an alternate should be taken. The director instructs the pilot to break off 90° from last vector, away from the target's path and then turns the emergency recovery over to the Recovery Director. The Recovery Director will give all the aid possible for a safe recovery. Aircraft malfunctions are so varied that no procedure, in general, can be specified for the emergency. GCI control will use all standard approved procedures in recovering, but the director will make each decision based on the specific conditions at the time.

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#### CHAPTER I

#### EROADCAST FIGHTER CONTROL (Short Title: "BROFICON")

The vulnerability of UHF and VHF air/ground communications link to jamming has prompted a joint agreement between ADC and FCC whereby direction centers may utilize standard broadcast stations for direct or remote control.

The major disadvantages of this procedure are the inability of the interceptor to reply to transmissions and the frequency congestion which results from controlling large formations on the same frequency.

It must be assumed that enemy communications jamming which is sufficient to warrant implementation of BROFICON will also be so intense as to prevent co-ordination between the director and the air borne interceptor. For this reason, when tactical frequency changing fails to overcome the jamming, the director and interceptor pilot must immediately implement BROFICON procedures and revert to the prearranged frequency.

For utilization of this procedure, equipment has been installed at the ADDC and the broadcast station, permitting the director to key the transmitter. To receive transmissions, the interceptor pilot tunes to the prearranged broadcast frequency on his radio compass.

To establish initial contact, the director will broadcast in the blind, giving the fighters call sign and requesting acknowledgement. Upon reading the ADDC, the interceptor pilot should change to a prearranged "Mode" for a 20 second period.

Many transmissions which contain either instructions or information need not be acknowledged by the pilot as receipt and compliance with instructions is evident by observation on the control scope. However, for those transmissions to which immediate acknowledgement is necessary to the mission, the director will suffix his transmission with the word "Acknowledge". For these transmissions only, the pilot will change Mode for 20 seconds and then revert back to normal setting. Mode change will be made only by the lead aircraft of each flight when the instruction pertains to the entire flight. When the instruction pertains to only one individual aircraft of the flight, the one to which the instructions pertain to will change mode for verification.

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#### CHAPTER XI

## USE OF NON-AI EQUIPPED FIGHTER

Within this command, the non-AI equipped, or day fighter, maintains its important place. Whenever weather conditions are such that visual firing attacks can be made on the target the most desirable force to commit is the day fighter. The visual combat tactics developed through successive wars remain little changed, and are still valid to the present day.

Normally non-AI equipped fighters will be utilized only during daylight hours when the target can be attacked free of cloud cover. Use of these type aircraft at night is considered wasteful, and will be considered as a last resort, only possible when in-flight visibilities are unlimited and a half-moon is visible in the sky.

The basic formation for visual tactics is the element of two aircraft. However, for air defense purposes, day fighters will be committed in no less than flights of four. The normal combat formation will be fingertip flights of four, individually or in increments to sixteen aircraft. Flights must have the capability of coordinated maneuvers and attacks as a cohesive force. Formations will be organized and briefed for operations against bomber type aircraft only. The probability of fighter cover will be considered remote and no provisions made to combat it.

The formations must have the capability of weather penetrations, ascents, and recoveries. These maneuvers must be executed so that the force remains intact and capable of action at any time.

Weather penetrations should be made in flights of four unless a very low ceiling precludes join up by the element before penetration. In this case penetration should be made by elements using a combat trail formation. Elements or flights making an in-trail penetration should use from 15 second to one minute intervals on takeoff depending on the thickness of the overcast and pilot proficiency. Prebriefed climb speeds and power settings will be maintained by all pilots during the climb. Only the leader will be directly controlled by ground radar. The flight leader will repeat each instruction passed by the director and will add a command of execution for each change in his flight path. Rather than using different indicated air speeds through blocks of altitude, it is easier to use a set IAS till a prebriefed mach indication is reached that can be maintained throughout the climb, i.e., maintain 350 knots IAS till reaching mach 6.5, then maintain this mach till breaking out on top.

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As the day fighter must depend upon visual means to recognize the target, the formation must be organized to provide complete, efficient visual coverage of the sky in the search for the target.

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Units must have prebriefed attack patterns prepared for use when the target is identified. Coordinated high side or other type attacks require extensive briefing and preparation that must be accomplished long before the target is intercepted. At that point, it is too late to brief. The objective of coordinated attacks is to split or saturate the bomber formation's fire power. This can only be accomplished by the utmost teamwork between interceptor units under control of the airborne commander. To attain this coordination, a high degree of air discipline, expert timing, and proper training are essential. Each squadron must include in its standard operating procedures a series of different types of coordinated attacks that are drilled into the members of the unit until they can be executed faultlessly by all pilots.

To provide the R/T discipline essential for smooth functioning of the air defense team, units must develop the maximum possible number of visual signals to replace R/T chatter. Those aerial signals that are essential and can not be replaced must be reduced to minimum length, easily understood transmissions. Unit SOP's must provide complete coverage of all such procedures to insure their understanding and use by all pilots.

The day fighter squadron then, must be able to function as a coordinated time. The formation leader must have the capabilities of directing the team through the scramble, ascent, search, attack and recovery with a minimum of talk and maximum possible efficiency. This can only be attained if scund unit techniques are developed, taught, and practiced prior to actual combat, so as to insure the ultimate destruction of any target against which the unit may be committed.

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## USE OF TRAILER AIRCRAFT

T-33s will normally be considered the prime trailer aircraft. Certain types of UE aircraft considered to have the necessary range and endurance may be used against high speed hostile tracks. Day fighter type aircraft of augmentation forces such as F-84 or F-86F aircraft should receive first consideration. Pilots of trailer aircraft will not expend their ordnance until cleared to do so by the ADCC controller or, if radio contact is lost, until just prior to breaking off contact with the hostile. Trailer aircraft should not be exposed to enemy fire unless absolutely necessary until the requirement for a trailer is fulfilled.

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CHAFF

# OPERATIONAL PROCEDURES - INTERCEPTOR PILOT

Effective employment of anti-chaff synchronizer equipped interceptors is dependent upon accurate GCI positioning of interceptors Since the anti-chaff synchronizer is not completely effective throughout a large rear beam sector, the GCI director should attempt to position the interceptor for an attack terminating forward of the target's beam. This is particularly important against high speed targets, where the tendency for attacks to terminate to the rear of the beam is most prevalent. Furthermore, attacks initiated and completed forward of the beam will preclude the necessity of determining the relative location of the break-lock zone, thereby permitting the interceptor crew to concentrate on steering accuracy during the interception.

The "nose-tail" switch may be placed in either position when operating the common synchronizer against a non-chaff dispensing target. However, if it is suspected that the target will dispense chaff, proper "nose-tail" selection is essential on all intercepts.

For all intercepts of the true beam, forward beam or head-on type, the "nose-tail" switch must be in the "nose" position. For intercepts in the stern or quartering stern the "nose-tail" switch must be in the "tail" position. When intercepts are attempted in the "break-lock" zone, the selector switch may be in either position since break-lock may occur in either nose or tail position.

# OPERATIONAL PROCEDURES - DIRECTOR

When chaff is encountered by the GCI director he should immediately take anti-jamming measures. He will make use of all the equipment adjustments to reduce the effects of chaff. Most of these adjustments can be done at the scope positions by the director while controlling aircraft. Listed are a few methods that can be taken to reduce the effects of jamming:

a. The scope can be expanded or off-centered and expanded where the intercept is taking place.

b. The trace brill and signal can be turned down.

c. Switch to individual lobes. ConFIDENTIAL

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d. Use the HRI for surveillance.

e. Adjust the anti-clutter or anti-jamming circuits for the best results.

f. Last but not least change frequency.

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### PILOT TIPS

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1. For flight integrity in a trail or snake climb, fly precision instruments rather than attempting to chase the AI blip. Bring radar in as just one more instrument in your cross check. Also with more experience it is wise to continue sweeping using your short range scope to maintain position while in the climb. This allows the number three man to paint the leader and number two aircraft in the flight and assist in maintaining better position. It also allows you to paint any other aircraft within your flight path. To check on your elevation separation lock-on momentarily to the aircraft in front and after ascertaining your altitude separation break lock and continue to sweep again.

2. Rely on the director.

3. Know the proper antenna train angle for various relative airspeeds. As soon as contact is established, evaluate and make any necessary changes.

4. Be familiar with all navigation aids in your area of operation. Ask the director for aid whenever you are in doubt.

5. IFF and radar on as soon as the aircraft is started.

6. Set the rocket firing switch as advised by the director. Check rocket firing circuit breaker.

7. S-ing to regain interval should be used with caution since it will cause following aircraft in the flight to "S" also. This results in a "whip" effect which increases proportionately to the number of interceptors following. When major changes in airspeed and "S"ing are necessary or unavoidable notify the following aircraft at once.

8. To ease the pilot to accomplish the mission it is recommended that all pilots become thoroughly familiar with the auto-pilot. Its use can certainly make a rough job easy.

9. In the event of hostilities don't forget to pull the trigger.

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#### DIRECTOR TIPS

1. The senior director should plan the scramble vector for an attack with multiple flights so as to allow the last flight to obtain 30 miles' displacement prior to reaching the turn-in point.

2. If time permits, call the weather officer in the Control Center for a more up-to-date estimate of winds aloft.

3. Always have an intercept technician for each director.

4. Each director should have the leading flight, trailing flight and the target on his scope; do not over-expand nor fail to expand enough.

5. Always make a secondary channel check with each aircraft early in the mission.

6. Use of IFF:

a. Interrogate only in the sector in which your interceptors are located to prevent other directors from losing contact with their interceptors.

b. After identifying your interceptors, return them to Mode I Normal.

c. At times it is convenient to have the pilot switch to standby position for identification. You will be able to see your other interceptors while making your identification, and there will be no conflict between directors in mode interrogation.

d. Switching the IFF to the low position when the interceptor nears the directing station will prevent circling of the station by the IFF blip and provide better discrimination for close control.

7. After the final scope expension is made, a good rule for measurement of range to the target may be constructed by laying the LOP across the range markers on the scope and scaling it off in 10-mile increments.

8. When using the computer on the scope, it is extremely important to keep the target track line on the computer aligned to the target track on the scope, else it will not be readily noted when the interceptor

drifts from the correct position. CONFIDENTIAN

BADFM 55-AUCUST 1955

CHAPTER IV

stay on the line throughout the turn.

# CONFIDENTIAN

9. With the interceptor approaching the LOP from the rear on the target heading, it is not necessary to lead the LOP for turn-in. Turn on the line. Since the interceptor is closing the displacement, he will

10. Inform pilot of desired angle-off so that he may better know when a conversion is necessary.

11. Advise interceptor of Mag heading of target as well as altitude and true airspeed.

12. The director co-ordinating the attack must take timely action to break off flights or individual aircraft which may have gotten out of position so as not to interfere with trailing flights that are in a more favorable position for attack.

13. In event of evasive action, more than one turn may be made by the target. Since a second turn may put the first flight into a good attack position again, be prepared to renew the attack with them.

14. The director co-ordinating the attack must pass intelligence gained by early flights, such as altitude, number and formation of the target, to succeeding flight directors.

15. After turn-in to attack, give pilot pigeons to nearest suitable airfield. In the event of emergency or combat damage, you may lose contact completely.

16. When pilot gives "Judy", monitor only, but be prepared to render additional assistance.

17. Always use positive statements. Never use "about" or "should be" in your transmissions.

18. Give your interceptors frequent pigeons. Then if your lose contact, he has a better chance of getting home alone.

19. The director should consider each interceptor in turn so as to give each one adequate and timely direction and information. After he gives directions or information to the first interceptor, he should not wait for that interceptor to execute the maneuver before considering the second and third interceptors in sequence. This procedure insures the best close control possible.

20. Check fuel and oxygen state frequently.

21. The positioning aid may be used to position interceptors for identification runs. Place the apex of the LOPs 2 miles behind the target. This will produce the desired quartering stern attack.

		OLUNLI		342
D	SPOSITION F	ORM		
ILE NO.	SUBJECT	Summary of Think F	ast 13	
0	1	EAOOT-TW	DATE .	COMMENT NO. 1
	26th Air Div (Def) by	and and and do	COCLE summary (S	ee Encl 4) are
	2. Problem areas being investigated by by the Second Wave of ACW in tracking the ai accredited to ECM. Th the chaff stream nulli could have read throug	appropriate memoer strike aircraft ca ircraft although so he strike aircraft ifying the affect a	aused very little overal missed inter following the ECM	difficulty for rcepts were aircraft missed
	3. The following	g are quotes from	unit reports:	
	a. 60th Ftr- based upon Tactical Do most successful mission type targets. Pilot-I at P-50 positioned all (CONFIDENTIAL)	on accomplianed by	this unit to date	against B-47 The directors
		r-Intep Sq - "Prob		
	Scope re- scrambles received dur operations with the co	cording cameras we ring daylight hour ameras has not yet	s. A sultable II	ly the two lter for night
	Evasive their hearing the fig	action was taken b hters call "Judy".	by the B-47's appar	rently due to
	lock on the last bomb the correct area; how bombers8 mach) the	ere is very little	time to make corr	fighter9 mach ective turns.
	Scramble taxi strips had to be affected scramble tim	es were made from the utilized quite of the test	the squadron ramp a ften. These facto	and the perimete rs adversely
	<u>Recommen</u> severely hamper our a actions by the bomber commended that a dail		the mission presert typ	e. it is re-

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

16-54801-3

**公 U.** 

	SECRET SECURIT	Y CLASSIFICATION (1/ any)	
DISP	OSITION FORM		
FILE NO.	SUBJECT (U) Summary of Think Fast	13 (Cont'd)	
то	FROM	DATE	COMME
The nec Bat les si the	During these practice exercises get visually rather than "flying the dot refore, it follows that under good visual essary for all three fighters in snake to the conditions could be more nearly simul der could assign targets (by radio to his ering such factors as: relative speeds, fighters and the bombers. It is recommended that this typ itudes, high speed targets be held more of	in the interest of conditions it is battack the last b lated (safely) if t s other fighter air altitudes, and pos	of safe not al comber. the fig craft sitions loying , due t
lo am sc	c. Rome AF Depot - "9 acft and cr mambled. 3 LCC attacks. As second flight corders were available. This organization	rganization lost a ST) ews made available t of 3 acft were so contact with targo	. 6 a crambl
po te ab bu	d. 5th Ftr Intep Sq - "20 success ort. 12 ICC attacks were made. Scope ra t not utilized, director technique was ge chniques used in Phase I, pilots suggest gh speed target, as vectoring may cause t	ful sorties were f. dar personnel were nerally good. Con GCI not turn inter	lown, avail cernin ceptor
cc pi I an ar ar t t d G G	e. 75th Ftr-Intop Sq - "The in-tr nsidered a definite advantage over indivi lots stated that they were not told when recommended that a code word be set up for ple "Ligament 17 flight, Hot Rockets 150 in place turn to the attack vector. The d search for the target. I suggest also ssions against formations be used. Pilot to the desired aircraft of the formation, of ainst formations. GCI-GCA recoveries were to the 1500 lb fuel restrictions. Pilo ill have 1500 lb on the final approach to striction be lowered to 1000 lb during to anasfer pump switch is installed in the co	ail technique of a dual contact. How they were in the a or the attack vecto degrees". Hot Roce flight will then that additional tr is reported difficu- tue mainly the inex re not fully utilize ots could not hold to landing. I reco- rcises and that the hese exercises, pro-	ttack rever, ttack or. Fo kets m break vaining ilty in cperier sed. M in sta xmmend s 1500
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D	SPOSITION FORM		
D	SPOSITION FORM		
FILE NO.	SUBJECT		
FILE NO.	(U) Summary of Think	and the second sec	CONVERT NO
TO	FROM	DATE	COMMENT NO.
	f. 646th ACWEON - "Track consi were emitting ECM while others sowed cha 2 but intercept was hampered only slight other aircraft in the flight served to p ECM jamming strobe". (SECRET)	ir. MA emitted ly because chaff impoint their loc	trail made by ation within th
	g. 763d ACWRON - "2 of attempt garbled radio, transmission and radar in aircraft were repositioned and complete able mission aircraft scrambled by use of ADCC. Excess plots furnished adjacent A Centralized control of scramble prerogat	alrevalt losing J successful interco of centralized cor DDCs on both 1 an tive worked very w	trol from 32d d 2 March. rell". (CONF)
	h. 762d ACWRON - "Early warnin on 23 March when no advance information tection to scramble figures are not avai from the ADCC.	ilable as grambles	were ordered
C	<u>Comments</u> : (1) There was a fighters from their assigned target when scramble were not able to press a succes delay occurs when a high fast target is ADCC controller is not immediately aware (SECRET)	approaching the set of the tactical	sentially, this station and the possibilities"
	i. 783d ACWRON - "5. At 1005 ported a Tally-Ho on the target in HJ 3 to the following reasons: a. The trac PPI scope due to the location of the air pattern of the FPS-3. The aircraft was The FPS-4 gave the altitude of the aircr that they lost radio contact with this was about to be completed. 6. If the titude reading of the aircraft to be in from "Inform Control" instead of the al FPS-4, it is believed that the intercept spite of other difficulties". (CONFIDENT	510. The intercept rcraft in regard of then tracked on the tracked on the mission the f station at the ti director on duty thercepted reporte titude reading ta of would have been WTIAL)	ed faded from t to the lobe the FPS-4. b. at which altit ighters reporte me the intercep had used the al d to this stati ken from our completed in
	j. 647th ACWRON - "During sev jacent stations were not broken off of stations computed point of intercept, t a successful intercept. This also caus fighters and in plotting". (SECRET)	the strike aircra	ficult to compl
	CEODET		

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	SPOSITION FORM
ILE NO.	SUBJECT
	(U) Summary of Think Fast 13 (Cont <sup>†</sup> d)
0	FROM
	k. 656th ACWRON - "From a training viewpoint, this mission we very successful. Previous missions of this type, where the route, altitude, and times of the target aircraft were known, developed good est warning techniques and centralized control scramble procedures. However, the early warning received and the late scrambles on both tracks indicates that greater emphasis should be placed on missions of this type, and the state of the type of type of the type of type of the type of the type of the type of the type of type o
	A study of the time differential between the scramble ord and the intercept on both tracks indicates the close tolerances that a imposed by the late scramble order. The fact that all intercepts were successful is a tribute to the skill of the pilots and directors con- cerned. The pilots of the 60th Fighter Interceptor Squadron are to be commanded for their co-operation and skill in applying the tactics cur rently being used by the 32d Air Division (Defense)". (CONFIDENTIAL)
	4. This DF is classified Secret IAW paragraph 23c, AFR 205-1.
	B0B0/489
	4 Encls 1. Msg 26th Air Div 26ADOOT 0108,
	28 Mar 55 (SECRET)
	2. Mag 30th Air Div DOTFT 472, 29 Mar 55 (SECRET)
	2 It - 32d Air Div. OOT-A. subj:
	Rept of Exercise "Think Fast 12",
	30 Mar 55 4. DF from EAOCP, subj as above,
	26 Mar 55
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COMIR 30TH AIR DIV (DEF) WILLOW RUN AF STA BELLEVILLE MICH COMDR 32D AIR DIV (DEF) SYRACUSE AF STA SYRACUSE 6 NY

COMDR 26TH AIR DIV (DEF) ROSLYN AF STA ROSLYN NY COMDR 35TH AIR DIV (DEF) DOBBINS AFS MARIETTA GA COMDR ESF 90 CHURCH ST NY 7 NY COMDR ADC ENT AFB COLO SPRINGS COLO CG EASTARAACON STEWART AFB NEWBURGH NY (COURIER) COMNAVFOREASTCONAD STEWART AFB NEWBURGH NY (COURIER) AOC ADC RCAF STA ST HUBERT QUE CAN COMDR FLEET AIR DETCHMT HRUNSWICK NAS BRUNSWICK ME (AIR MAIL)

(UNCLASSIFIED) EA007-TM 16378. Exercise Think Fast 14. Within EADF, dissemination of the contents of this msg w/b restricted to the air div (def) comdrs and staff members each deems appropriate. Req other adees insure the contents of this msg are not released to EADF personnel. This is EADF FRAOOHD 16-55. Chart and Map References; As rqrd. Task Orgn: Comdrs, 30th and 32d Air Divs (Def). 1. Gen Sit: Exercise Think Fast 14 will take place 27 Apr 55 in the 30th and 32d Air Div area. a. Enemy Forces: For the purpose of this exercise **P2V** acft from the Fleet Air Detchmt, Brunswick NAS, w/b considered enemy. (1) The Fleet Air Detchmt will launch simultaneous penetrations of the 30th and 32d Air Div area using F2V acft. Call sign of

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strike acft w/b Laundry. Strike will consist of four tracks, two acft each track. (2) With concurrence of Comdr, Fleet Air Detchmt, Brunswick NAS, strike acft will: (a) Fly routes as designated in Annex A to this Frag Ord. (b) Include in remarks section of Form 175 for each flt of strike acft:"Do not pass to direction cens, pass to concens only". (c) Advise this hq of estimated take-off time of each strike flt and any delay thereafter. b. Friendly Forces: Normal. 2. Msn: Accomplish max possible intep crew director team tng against strike acft. 3. Tasks for Subordinate Units: a. Comdr, 30th and 32d Air Divs will: (1) Implement EADF OPIAN 7-54 except for specific. changes listed as fols: (a) 3x(2) Not applicable. (b) 3x(5) Acft flying designated routes w/b called strike acft and will maintain listening watch on Guard frequency. (c) 3x(6) strike acft will operate with IFF off. (d) 3x(8) Change Keystone How to read Keystone George. (e) ex(12) Add EADFL 55-4. x. Gen: (1) Air Divs (def) will advise this hq of any deployment. (2) Emergency recall word for this exercise w/b "Home Run". 4. Admin and Log: Not applicable. 5. Comms and Electronics:

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Not applicable. Annex A to EADF Frag Ord 16-55. Think Fast 14. The folg are routes, times alts and force info of strike forces. 1. K-day is 27 Apr 55. 2. Master EMCP time is 16002. 3. Alt from EMCP to termination of strike route w/b 15,000 ft. Remainder w/b flown at low alt or as desired. 4. Strike force compositions: two acft each route. 5. Routes: a. Red Route: Depart Brunswick, (Karlton Radio 27-50W 79-70W HHCP), Sault Ste Marie, Chicago, (Pittsburgh, termination of strike route), Brunswick. b. Blue Route: Depart Brunswick, (Karlton Radio 47-50W 79-70W HHCP Sault Ste Marie, Detroit, (Pittsburgh, termination of strike route), Brunswick. c. Orange Route: Depart Brunswick, Chatham Radio, (Quebec Radio 46-50W 71-25W HHCP), Burlington, Albany, (Niagara Palls, termination of strike route), Brunswick, d. Purple Route: Depart Brunswick, Chatham Radio, Seven Islands Radio (Call Comeau Radio 49-15N 66-10W, HHCP), Loring Radio, Boston (Niagara Falls, termination of strike route, Brunswick. Think Fast 14.

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CAPT ROBERT K. BOBO/jss EAOOT-TW 211715 Apr 55 439

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VPlo/CAW:rws A-5 Sor: 19 344

#### 18 May 1955

From: Commander, Fleet Air Detachment, N.A.S Brunswick, Maine. To: Commander Naval Forces, Eastern Continental Air Defense Command.

Ref: (a) COMMANFOR, ECADC Speed Letter, Serial 90-55, 3 May 1955.

Subj: THINKFAST 14; Report on

1. On 28 April, eight (8) aircraft of this command participated in Exercise Thinkfast 14. One (1) of the P2V aircraft aborted over Montreal due to engine trouble. A total of 35 VFE intercepts were observed. It is possible that intercepts were conducted from astern which were not observed. One (1) IFE intercept was conducted in the Eangor ADIZ near Erunswick, Maine at approximately 1115 R. There were no reports of unsafe approaches on the target aircraft.

2. There were no communications difficulties.

2. There are no recommendations for improving this type of exercise using the P2V type aircraft. The P2V is limited to an effective ceiling of 15,000 which reduces it's value as a high altitude target aircraft.

R.J. FLENING

9 May 1955

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MEMORANDUM TO: Colonel Olds

SUBJECT: Summary of Think Fast 14

1. This exercise was a good moral builder. Target aircraft were F2Vs out of Brunswick NAS, Maine. Altitude of strike was 15,000 feet, speed approximately 180 kts. Eight aircraft departed Brunswick approximately 0830 on 28 April to make simultaneous attacks from the North in the 30th and 32d sectors. Flying four routes two aircraft each route. Two aircraft penetrated at Presque Isle, two in the vicinity of Burlington and four at Sault Ste Marie. The latter to split at Sault Ste Marie. Timing was good for the tracks except Burlington which was approximately 30 minutes early. The 30th went all out. They had from 6 to 10 fighter committed against each track during entire time in their sector.

2. The 32d lost many MAs due to an error in tracks identification. Track penetrated at Presque Isle and proceeded to Boston. Somewhere en route the track was switched from the exercise aircraft to another P2V on a cross-country from Brunswick to Kansas. The error was not discovered until the aircraft turned short of Boston and a position report identified the aircraft. The 32d Air Division (Defense) attempted to pick up the exercise aircraft and scrambled 4 fighters on what they felt was the correct track. It turned out to be a B-29 - 4 MAs. J-30 was then identified as the correct track approximately 30 minutes out of Niagara Falls which ended the track for exercise purposes. No action out of AAA at loring or Sault Ste Marie. Boston was lost because of track mix up. Detroit, Chicago and Pittsburgh came up on the action board.

3.	Box	Score:	30th 86	MA 81
	AAA	Action	32d 59 Sault Ste Loring - Chicago - Detroit - Pittsburgh Niagara -	0 1 2 n-1

4. There were few complaints registered most of which will have to be ironed out between fighter interceptor squadrons and ADDCs or ADDCs and ADDCs.

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5. Complaints as follows:

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a. Geographic check point used in remote control instead of grid check points.

b. T-33 aircraft used as trailer aircraft by most units in the 30th Air Div (Def) some overlap resulted.

c. Remote control used in 30th praised and criticized by units.

In some cases pilots had to be queried by ADDCs as to tactd. ical action.

6. The 32d in some cases is keeping scramble prerogative at ADCC level, several complaints of late scramble attributed to this procedure. Maj Schultz has been given the information and is checking on it.

7. Upon withdrawal Encl 2, the classification of this Memo will be cancelled IAW para 25g, AFR 205-1.

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CONFIDENTIAL

#### BOB0/489

3 Encls 1. Msg DOTFT 2445, 30th ADiv

29 Apr 55

2. Ltr 32d ADiv, OOT-A, subj: Rept of Exercise "Think Fast 14," 30 Apr 55 (CONFIDENTIAL)

3. Msn Summary, 28 Apr 55, COC

ROUTING		JOINT	MESSA	GEFORM			346
		SF	CRET				
			UNK E				
FROM: (Origina		R COMMUNICATIO	NS CENTER ON	DATE-TIME GROUP	5	SECURITY CLASSI	r
	HQ BADF STEWA	RT AFB NEWBUI	RCH NY	PRECEDENCE AC	PRIORI		RTORITY
<b>TO:</b>	COMDR 26TH AL	R DIV (DEF)	ROSLYN AF	BOOK MESSA	GE		
	STA ROSLYN COMDR 30TH AI	NY				O MESSAGE:	NO
	AF STA BELL COMDE 32D AIR	EVILLE MICH DIV (DEF) S			REPERS 1	CLASSIFICATION	
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1000				French Moroe			
				ne 27th - two			
	fits. 38th	and 1st - th	res flts o	of 5,4 and 4 1	respectiv	vely, 40 m	dns
	between fits	. This is p	ert of 2d	AF operation	"Old For	gy". Folg	are
	routes, tim	as w/b provid	led upon re	eccipt. Sidi	Sligene	to aerial	refueli
	area (39-05	1 38-001) to	Argentis	to Bangor to	Lockbour	ne. 2. Ma	m:
	Implement E	ADF OPLAN 7-5	54, accomp	lish max poss	ible int	erceptor/d	lirector
	team tng.	Suphasize mas	ss against	MASS ATTACKS	• 3x(1)	PAGE OF	(2) H/A PAGES
DRAFTER'S NAM	1E (and signature, when regul	red)	SEC	RELEASING OFFICER'S SIGN	ATURE	03	73
1		TELEPHO	NE	OFFICIAL TITLE			
SYMBOL					1.4		

J.

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HQ EADF STEWART AFB NEWBURGH NY

SECRET

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(3) Omitted. (4) Omitted. (5) Omitted. (6) Unknown - w/b provided.
(7) N/A. (3) Tracks made by strike acft w/b classified Keystone George, etc. (9) Omitted. (10) Omitted. (11) Omitted. (12) Add EADFL 55-4 as amended. (13) Omitted. (14) Omitted. (15) Omitted. (16) Air div (def) will advise this hq of any planned deployments. (17) No attacks w/b accomplished against strike acft during refueling operations. One acft of the first fit on 27 and 28 Feb w/b refueling in area of Bradford HY enni. (18) No ECM w/b employed by strike forces. 4. Omitted.

SECRET

Page 2 of 2 Pages

NOTE: Cys for EAODO, EAOCP, EAOCD (Attn: FCDA Lan Officer)

CAPT ROBERT & BOBO/jss. EAOOT-TW 141145 Feb 55 489

OUTING		JOINT N	MESSAG	EFORM		IS CENTER NO.	7
		S	ECRET				
	SPACE ABOVE FO	R COMMUNICATIONS	S CENTER ONLY	DATE-TIME GROUP		SECURITY CLASSIFICATION	
FROM: (Origina				17 Feb 55	100	INFORMATION	
	HQ EADF STEWA	RT AFB NEWBUR	CH NY	PRECEDENCE ACT FOR: P	RIORITY	PRIORITY	
TO:	COMDR 26TH AL	R DIV (DEF) R	OSLYN AF	BOOK MESSAG			
	INV TOOC AME	NIY		MULTIPLE ADD		YES D	NO
	ATS COMA DETT	R DIV (DEF) W		IDENTIFICATION	REFERS TO	MESSAGE: CLASSIFICATION	
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MESSAGEFORM

16 Mar 1955

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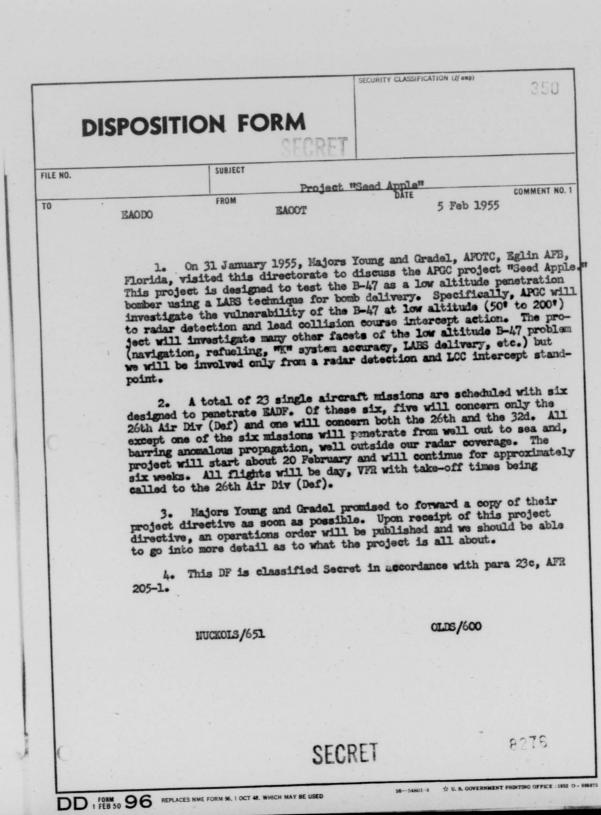
FM COMDR 30TH AIR DIV (DEF) WILLOR RUN AF STA BELLEVILLE MICH TO COMDR BADF STEWART AFB NEWBURCH

/SECRET/ DOTFT 447. REF EXERCISE THINKPAST 12 ADOC PARTICIPATION. CENTRALIZED CON OF SCRAMMINS WAS IN EFF WITH DIRECT CON BEING EXERCISED OVER INTOPS. EFF OF BARLY WARNING TELLING WAS EXCELLENT AND THAT OF ACEM SURVEILLANCE AND TELLING, GOOD. MULTIPLE FTR ATCKS WERE EMPLD ACAINST BERS. STATISTICAL SUMMARY CHIND IN 30TH ADIV OPS SUMMARY FOR FER 55. TORC 16/2012Z MAR 57

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-		1	DATE		COMMENT NO.
то	EAOOT	FROM BADOT-TW			
	stations and di prompt complian	e date of this report visions. A TWX has b ce with reporting rec ast 12 utilized the 9 bourne AFB. 30th and or 27 and 28 Feb and	pirements for T	hink Fast mi	B-47s from
	3. Serandi broke the third	e activity limited the day with considerable	he first 2 days le activity.	due to weath	er. Weathe
	Box So	ore for exercise:	rambles	locult	
	30th		35	2914	
-	324	Total	61 -	40 A	
	aircraft as sp expected scram ACW Sq to allo rebriefed to k able intep sho this valuable	IS Comment. "Heylats d be avoided and some ecified in plane. ACM ble times. Better co w rapid passing of in sep voice commication uld be used for such training. During this ACM in order that a	-ordination sho toresptor flight on to an absolut exercises to all is exercises this is exercises this is exercise the set the set the is exercise the set the set the set the is exercise the set the set the set the set the is exercise the set the set the set the set the set the set the set t	uld be affec ts. AGN dir te minimum. Low more ben ftr sq had ans could per ble provided	ted between s should be All avail- efit from to request ticipate.
	Operation Ratt	AGN in order that a Ler appears to be for oughly briefed on all as provide valuable to			
	Operation Rate have been those these exercise possible". 5. 97th 1 communication fied, director rather than f 6. 662d of the mission scramble pre- stations cont	The appears to be low oughly briefed on all as provide valuable to The Comment. "Some of on tactical frequence on should direct comm	ecause the directions problem	i in trying i se frequencia se by channel mas shown in ction center blad did not s encountere nce with ADC	to establish as are class i number the conduct uns given exceed the d our first CEI 2150,

			SECURITY CLASSIFICATION (1) a	ny)
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FILE NO.	SUBJECT	Immary Report	of Think Fast 12	(Cont*d)
TO	FROM		DATE	COMMENT NO. 1
throughout been sent t	o 662d ACW Sq re	questing more	isation". (NOTE: isation". (NOTE: istail on difficul	ties encountered.
7. Thi	s DF is classifi	ed Secret Two	paragraph 23c, AFI	,
		BOBO	/489	
2. 32d Su 3. 30th A	COC Man Brief mmary ADiv (Def) mag 447, 16/2012Z Ma	2		
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#### SEED APPLE MISSIONS

MISSION NO. 2 - 5 April 1955 Eglin to Limestone

32d Air Division - First detection by PV, 23 Minute contact lost, then tracking by North Truro and Brunswick, 2 FI's from Bangor made no contact.

26th Air Division - Continuous radar tracking in Richmond and Langley area. Contact lost when B-47 descended. 2 MA\*s by F-94C\*s from Langley.

GOC - Richmond FC - 4 reports from 58 posts manned.

MISSION NO. 3 - 5 April 1955 - Limestone to Eglin

GOC - 12 reports from 69 posts manned.

MISSION NO. 7 Eglin to Kindley AFB

Negative radar tracking, negative GOC detection.

MISSION NO. 8 - 15 April 1955 Kindley - N.Y. - Eglin

Negative radar tracking, negative tactical action.

GOC - 3 reports from 77 posts manned.

MISSION NO. 9 - 31 March 1955

Good radar tracking by Fort Custer. 2 F-94C's from LFI, 2 MA's.

MISSION NO. 10 - 15 March 1955

Erroneously identified by 26th as Seed Apple #2. Good radar tracking in Richmond and Langley area. 2 F-94C's from LFI, 1 MA, 1 MICE.

MISSION NO. 11 - 1 April 1955

Good radar tracking by Palerno and Highlands. 4 aircraft scrambled, 2 MA's, 2 MICE.

GOC - 3 reports from 18 posts manned.

MISSION NO. 12

Negative tracking negative tactical action.

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DUTING	JOINT MESSAGI	EFORM	IONS CENTER NO. 352
	SECRET		
	SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY	DATE-TIME GROUP	SECURITY CLASSIFICATION
ROM: (Originator)	HQ EADF STEWART AFB NEWBURCH NY	16 Jun 55 PRECEDENCE ACTION FOR: PRIORITY	SECRET INFORMATION PRIORITY
í0: .	COMDR 26TH AIR DIV(DEF) ROSLYN AF	BOOK MESSAGE	ORIGINAL MESSAGE
	COMDR 28TH AIR DIV(DEF) NOSLIN AF STA ROSLYN NY COMDR 30TH AIR DIV (DEF) WILLOW RUN	MULTIPLE ADDRESS	CRYPTOPRECAUTION YES NO
NFO?CX	AF STA BELLEVILLE MICH COMDR 32D AIR DIV (DEF) SYRACUSE AI STA SYRACUSE 6 NY COMDR 35TH AIR DIV (DEF) DOBBINS AI MARIETTA GA	REFERS TO IDENTIFICATION	D MESSAGE:
INFO:	Laboration were tool	•	
	COMDR ESF 90 CHURCH ST NY 7 NY COMDR ADC ENT AFE COLO SPRINGS COLA CG EAST ARAACON STEWART AFE NEWBURK COMMATFORMASTCONAD STEWART AFE NEW AOC ADC RCAF STA ST HUBERT QUE CAN	CH NY (COURIER) BURCH NY (COURIER)	
	(SECRET) BACOT-TW C-797 . CANS		
	Part I. Within EADF, disseminatio	n of the contents o	f this msg w/b
	restricted to air div (def) condrs	and staff members	each deems appro-
	priate. Comdrs air divs (def) ma	y disseminate gen i	nfo they consider
	necessary for participating units.	Part II. The fol	g 2d AF msg quoted
	in part FYI and necessary action:	CITE DICT 9002. 1	his hq plans to run
	a special exercise involving the 3	Olst Bomb Wg return	from the United
	Kingdom thru the Harmon area. Thi	s exercise will in	rolve aprx 25 acft
	as fols: (1) A force of 5 acft fro	om Goose Bay to apro	c 45W 74W to Schen-
-	ectady, NY. (2) A force of 5 acft	from Goose Bay to a	aprx 45N 73 W to Pit
	field, Mass. (3) A force of 5	ANT EXSERCETION Bay to	PAGE OF PAGES
DRAFTER'S NAME (and	l eignature, when required)	ASING OFFICER'S SIGNATURE	1 2
	TELEPHONE OFFI		NAME OF TAXABLE PARTY AND ADDRESS OF TAXABLE PARTY.

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HQ EADF STEWART AFB NIMBURCH NY

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Dangor, Me to Binghamton, MY. (4) A force of 5 acft from Goose Bay to aprx 44N 64W to Harrisburgh, Fa. (5) A force of 5 acft from Goose Bay to aprx 42N 69W to Hantucket, Mass. All acft will return either to Lockbourne AFB or Barksdale AFB. This exercise will take place on the 23 Jun curr, pending weather conditions, between the hours of 1700Z-2100Z. It is read the max ftr participation be affected consistent with your operational dictations. Permission is read for radio silence for all SAC penetrating acft involved this exercise while in EADF area. Due to the nature of the tactics employed in this exercise, unless radio silence is employed, commanications difficulty will result in a major problem. This hq will provide observers for acft identification at the radar sites in the area of penetration. Recall code word for this men w/b "YEAR LONG." Part III. This exercise will be Think Fast 16. 2d AF has be read to furnish more specific info. This hq will forward a Frag Ord implementing EADF OFLAN 7-54 ASAP.

CAPT ROBERT K BOBO/jss EAOOT-TW 161345 Jun 55

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Page 2 of 2 Pages

SUBJECT: "THINK FAST 16"

TO:

Commander 26th, 30th, 32d and 35th ADivs

1. A review of various "Think Fast" mission reports prepared by air divisions (defense) headquarters and EADF, COC has revealed certain discrepencies which require corrective action. Pertinent extracts from "Think Fast 16" reports are as follows:

a. 26th Air Division (Defense), "Many intercepts were missed due to IFR weather in the New York area requiring IFR climb-out. In many cases the fighters were required to climb away from the target, distance and low fuel than prevented successful interception. Overlap data was received too late."

b. 32nd Air Division (Defense), "The large number of individual scramble orders tended to creat a burden on the tactical data circuits and in turn resulted in excessive delay in posting on the tactical data board. Abnormal time delay was then experienced in forwarding the information."

c. 26th Air Division (Defense), "The overlap data was passed from the 32nd Air Division (Defense) to the 26th Air Division (Defense) too late for 26th Air Division (Defense) Northern ACW squadrons to operate effectively against high-speed, high-altitude aircraft."

d. (EADF COC), "32nd Air Division (Defense) was very slow in submitting results of tactical action. Many telephone calls were required to obtain the necessary information. PASs were not forwarded even though repeated calls requesting such were made. Instead of SECRET  $\frac{82.75}{82.87}$ 

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finaling out the tactical action and submitting PASs, the tracks were ID FR. (Specifically tracks B-57 and E-33.)"

e. (EADF COC), "26th Air Division (Defense), As with the
32nd, numerous telephone calls had to be placed requesting tactical action, especially with final tactical action. (Specific tracks; F-46, E-33, H-8, B-57, and F-43) Merge procedure was incorrect on B-57 and WE-66. Corrected copy of merge procedure were never submitted, even though requested by phone. Tactical action was submitted on B-57 after this track had already merged with WE-66. Very alow in submitting PASts."
2. Reference is made to paragraph 1b, 32nd Air Division (Defense)

letter OOT-A, 30 June 1955, subject: Report, Exercise "Think Fast 16," wherein the 32nd Air Division (Defense) commented on the large number of missed MAs by one squadron, attributed it to a failure of the senior director to obtain qualified assistance, and cited corrective action. Provided the cause was not lack of proper supervision, prior planning or organization, this headquarters is not too concerned about large numbers of missed intercepts on "Think Fast" aircraft caused by using lesser qualified directors. "Think Fast" missions are designed primarily to train personnel not to test our system. We must use out less experienced people to realize full training benefit. For "Think Fasts," the missed intercept percentage should be greater than it is for system exercises or tests. It is only through organized and preplanned training, such as is provided by "Think Fast" missions, that the unqualified can become qualified. Reference is made to our letter, EAOOT-TW, 17 September 1954, subject: Weapons Systems Training, and enclosure 3, thereto for a more detailed discussion of this concept.

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3. Two major problem areas in our air defense system operations are track telling, (forward, cross and overlap) and the passing of tactical action data. To cope with the problems induced by the advent of highspeed bomber type aircraft, emphasis must be placed on timely track telling, to permit adjacent Direction and Control Centers sufficient time to evaluate and take action on this track information. Air divisions (defense) and defense force commanders require timely information on tactical action to enable these commanders to direct actions necessary to destroy every enemy aircraft which is a threat to their respective sectors and/or region of responsibility.

4. Request every effort be made to correct these deficiencies and that necessary coordination be effected between air divisions. If these deficiencies cannot be corrected and assistance is desired relative to problem areas, Hq EADF (O&T, COC) personnel will be made available upon request.

5. Request this headquarters be furnished with information relative to action taken to correct these problem areas.

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			SECURITY CLASSIFICATION (If any)	354
D	ISPOSITIC	N FORM		
LE NO.		SUBJECT (Unclassifie Summary of	ed) Think Fast 16	
)	EAOOT	FROM EACOT-TW	DATE	COMMENT NO
	Barksdale and 23 June. Two	Lockbourne. The ex 24 hour delays set	B-47's returning from En arcise was originally schee the exercise back to the 2 it telling and passing of the tention of Surveillance Br	sth.
	tions Division	n, and appropriate a	ction is being taken.	
	York area req	ining TER climb out	ssed due to IFR weather in In many cases the fight arget - distance and low f	ers were
	3. Enc. 35th Air Div	losed are reports fr (Def) is being queri	om COC, 26th and 32d Air D ed on their report.	ivs (Def).
5	4. Upo	n withdrawal of Encl IAW para 25g, AFR 20	#1 the classification of 5-1.	this DF will
	3 Encls	0/489		
* *	1. Msg fro 0228, 3 2. Msn Sum	m 26th ADiv, 26ADOON 00 Jun 55 (SECRET) mary Think Fast #16,		
	25 Jun 3. Ltr 320 Rept "H 30 Jun	ADiv, OOT-A, subj: Exercise Think Fast	.6 <b>n</b> ,	
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		FOR COMMUNICATIONS	CENTER ONLY	TE-TIME GROUP	SECURITY CLASSIFICATION
FROM: (Origina		ART AFE NEWUBRC	H NY PR	ECEDENCE PACTION	OPTTY PRIORITY
TO:	ny mor ora			BOOK MESSAGE	ORITY PREDICT
	OULA DOCT VI	AIR DIV (DEF) RO		MULTIPLE ADDRESS	
INFO:	COMDR 30TH	AIR DIV (DEF) WI LLEVILLE MICH IR DIV (DEF) SYM	10	REF	ERS TO MESSAGE:
XXXX INFO:	COMDR ADC E CG EASTARAA COMMAVFOREA AOC ADC RCA	o church ST NY ' NT AFE COLO SPRI COM STEMART AFE STOONAD STEMART F STA ST HUBERT	NEWBURCH NY AFB NEWBURCH QUE CAN	i iii (by sinais	
	(SECRET) E	100T-TN C- 353	- CANU	SECURITY. Ex	ercise Think Fast
	13. This	is HADF Frag Ord	9-55. Char	t and Map Ref	erences: As rard.
	Orgn: Cond	rs, 26th, 30th, an	d 32d Air Di	vs (Def). 1.	Gen Sit: On 23 and
	Mar 55. th	e 2d AF will lau	mch similate	d attacks aga	inst selected tgts
	Attacks W/	b supported by E	CM acft. Th	is is part of	2d AF OFORD 17-55
	Michanad	"Pea Green". St	rika forces	w/b composed	of aprx 52 B-47 ac
	from 361st	Bomb Wg and 376	6th Bomb Wg.	Strike force	es will penetrate :
	the NEast	in the Washingt	on, D.C. area	a and withdram	W SWest. This open
	consists h	asically of thr	ee waves of 1	bombardment a	cft, one wave bein
	supported	by an ECM force	. Strike ro	utes, times a	nd force info are
	provd for	eves only of di	v comdrs as	Annex A to th	is Frag Ord. SAC
	plans will	l contain folg s	tatement in	remarks: Do n	Accomplish max pos
				OFFICER'S SIGNATURE	1 5
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SYMBOL .		TELEPHONE	OFFICIAL	TITLE	

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interceptor crew director team thg against strike acft. Emphasize mass against sttacks. 3. Tasks for Subordinate Units: a. Comir, 30th Air Div (Def) may deploy interceptors and participate at his discretion. b. Comirs, 26th and 32d Air Divs (Daf) will: (1) Implement MADE OFLAN 7-54 except for specific changes listed below. (a) Para 3x(2). Not applicable. (b) Para 3x(6). Strike acft will operate with IFF off. (c) Para 3x(8). Change Keystone How to read Keystone George. (d) Para 3x(12). Add BADFL55-4. (c) Para 5b(3). BOH w/b used. x. Gen: (1) Air Divs (def) will advise this hq of any deployment. 4. Admin and Logs: Not applicable. 5. Comm and Electronics: Not applicable. ANNEX A to EADF Frag Ord 9-55, Think Past 13. This mag does not contain restricted data Atomic Energy A.t 1946. "IYES ONLY". Within EADF this mag is for the eyes only of air div (def) condrs and their Deputies for Operation. It is read other adccs insure the contents of this Annex are not released to EADF personnel. The folg are routes, times and force info of strike forces. 1. meday is 23 Har 55. 2. Hester H-HCP times for each of the three waves are as fols: a. First Wave I day

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2330A. E. Bacond Wave: X plus 1/0730Z. C. Third Mave: Z plus 1/2330Z.
3. Mave composition w/b as fols: a. First Mave: (1) 301st Bomb Mg: Hime D-47. (2) 376th Bomb Mg: Nine D-47. b. Second Wave: (1) 301st Bomb Mg: Hime D-47. (2) 376th Bom Mg: Sight D-47. c. Third Wave: (1) 301st Bomb Mg: Bight D-47. (2) 376th Bom Mg: Sight D-47. c. Third Wave: (1) 301st
Bdmb Mg: Hime D-47. (2) 476th Bomb Mg: Nine D-47. 4. Routes: a. Common Houte Alfa. Depart: (A3-158 65-35M H-HCP), 41-008 69-00M, 39-003
74-30M, 38-408 77-30M, 35-008 67-30M, Barkedale. b. Common Houte Brave: Depart: (A3-158 65-35M H-HCP), 41-008 69-00M, 39-003
77-30N, 35-008 87-30M, Barkedale. c. Common Route Coca: Depart: (42-528 65-000 H-HCP), 41-008 69-008 710-30M TENDINAL). e. Tgt Route Beho: Proh Common Route Terminal, 38-508 75-05M, 38-388 77-06M, 39-408 77-30M, 37-008 80-00M, 34-108 86-00M, Varkedale. f. Tgt Route Foztrot: From Common Route Terminal Wilmington, Del; Harrisburg, Pa; Charleston, N.Wa; Hashville, Tonn; Barkadale. f. Tgt Route Golf: From Common Route

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Terrainal, 32-50H 75-05M, Mashington, D.C.; Charleston, M.Va; Mashville,
Tenn; Barkadale. 5. Strike Force: a. First Mave-30Let Bomb Mg: (1) Taak
Force "Canteen Red". (a) Force: Five B-A7 acft. (b) Route: Common Route
I, Egt Montes Fontrot and Colf. (c) Balative M-HOP time: H minus 03:00.
(2) Task Force "Canteen Elms": (a) Force: Four B-47 acft. (b) Route:
Common Route I, Tgt Route Beho. (c) Rolative H-HOP time: H minus 02:50.
b. First Mave: 376th Bomb Mg. (l) Task Force "Hamesake Green". (a) Force:
Five B-47 acft. (b) Route: Common Route H, Tgt Routes Foxtrot and Colf.
(c) Relative H-HOP time: H minus 03:30. (2) Task Force "Hamesake Hack".
(a) Force: Four B-47 acft. (b) Route: Common Route H, Tgt Route Echo.
(c) Relative H-HOP time: H minus 03:20. c. 2d Mave - 301st Bomb Mg:
(l) Task Force "Canteen Cobalt". (a) Force: Four b-47 acft. (b)
Route: Common Route Coca, Tgt Routes Foxtrot and Gold. (c) Relative H-HOP time: H minus 03:20. e. 2d Mave - 301st Bomb Mg:
(l) Task Force "Canteen Cobalt". (a) Force: Four b-47 acft. (b)

SECRET Page 4 of 5 Pages

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Page 5 of 5 Pages

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(c) Relative H-HOP time: H plus 00:15. d. 2d Mave - 376th Bonb Wg: (1) Task Force "Hamesake White". (a) Force: Four B-57 BCH acft. (b) Route: Common Route Alfa. (c) Relative H-HOP time: H plus 00:00. (2) Task Force: "Mamesake Silver". (a) Force: Four B-47 BCH acft. (b) Route: Common Route Bravo. (c) Relative H-HOP time: H plus 00:00. e. 3d Wave - 30Lst Bonb Wg.
(1) Task Force "Canteen Chrome". (a) Force: Five D-47 acft. (b) Route: Common Route Coca, Tgt Routes Foxford and Golf. (c) Relative H-HOP time: H plus 00:30. (2) Task Force "Canteen Copper". (a) Force: Four B-47 acft.
(b) Route: Common Route Coca, Tgt Route Scho. (c) Relative H-HOP time: H plus 00:40. f. 3d Wave - 376th Bonb Wg. (1) Task Force "Hamesake Bronze". (a) Force: Five B-47 acft. (b) Route: Common Route Delta, Tgt Routes Foztrot and Colf. (c) Relative H-HOP time: H plus 00:00. (2) Task

CAPT ROBERT K. BOBO/jss EA007-TW 151430 Mar 55 489

ING	JOINT	MESSAG	EFORM	UNICATIONS CENTER NO. 356
•		SECRET		
	SPACE ABOVE FOR COMMUNICATI	ONS CENTER ONLY		SECURITY CLASSIFICATION
)M: (Origina			DATE-TIME GROUP 16 Mar 55 PRECEDENCE ACTION FOR: FIN	SECRET INFORMATION
:			BOOK MESSAGE	ORIGINAL MESSAGE
	ACC ADC RCAF STA ST HUB	act dora ours	MULTIPLE ADDRESS	
			REF	FERS TO MESSAGE: CLASSIFICATION
FO				
EN.				
	(SECRET) EACOT-TW C	357•	CANUSECURITY. E	mercise Think Fast
	13. Ref EADF mag EA007	-TN C- 353	, EADF Frag Ord	9-55, "Think Fast
	13". The folg addition	al routes ar	e forwarded for	your info: 1. Routes
	a. Common Route Alfa: I			
	(Alabama) VOR, 34-00N 8	19-40W, 38-35	1 92-001, Ottum	ra (Iowa) VOR, 49-0011
	80-001, 49-051 68-251,			
	(43-15N 65-35W H-HCP).			
	30-45N 88-50M, Evergree			
	Otturna (Iowa) VOR, 49-			
	.57-00W, 44-45W 63-40W,			
	Depart: Barksdale, 30-4			
	92-45W, Otturna (Iowa)	WOR. Kanuska	using (Ontario) I	ladio, Casket Coca
	92-45W, Ottumma (10Wa) Rendezvous, 40-00N 55-2	1011 18-101 1	53-00V. (12-52N (	5-00W H-HCP). d.
	Common Route Delta: Del	Don's Howhow ,	10 30-1.51 88-50	M. Evergreen (Alabama)
	Common Route Delta: Del VOR, 34-00H 89-40W, Pa	elocat Alfa Re	endezvous, 38-35	1 92-00W, Otturna (Town
	VOR, 34-001 07-40W, 1a	S	ECURITY CLASSIFICATION	PAGE OF PAGES
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VOR, Kapuskasing (Ontario) Radio, Casket Dalta Rendezvous, 49-30N 54-30N, 48-40N 53-00N, (43-ooN 65-00N H-HCP). Exercise Think Fast 13.

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Page 2 of 2 Pages

CAPT ROBERT K. BOBO/jes EACOT-TW 161130 Mar 55

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HQ EADF STEWART AFB MEMBURCH NY

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VOR, Kapuskasing (Ontario) Radio, Casket Dalta Rendezvous, 49-30N 54-30N, 48-40N 53-00N, (48-00N 65-00N H-HCP). Exercise Think Fast 13.

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Page 2 of 2 Pages

CAPT ROBERT K. BOBO/jss EACOT-TW 161130 Mar 55

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ROUTING	JOINT MESSAG	EFORM	TIONS CENTER NO. 357
		*	
	SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY	DATE-TIME GROUP	SECURITY CLASSIFICATION
FROM: (Originat	ior)	19 Mar 55	SECRET
	HQ EADF STEWART AFB NEWBURGH NY	PRECEDENCE ACTION FOR: PRIORITY	PRIORITY
T0:	CONDR 26TH AIR DIV (DEF) ROSLYN AF	BOOK MESSAGE	ORIGINAL MESSAGE
	STA ROSLYU NY	MULTIPLE ADDRESS	
	COMDR 30TH AIR DIV (DEF) WILLOW RUN AF STA BELLEVILLE MICH	REFERS	TO MESSAGE:
	COMDE 32D AIR DIV (DEF) SYRACUSE AF	IDENTIFICATION	CLASSIFICATION
HNFO:	STA SYRACUSE 6 NY	L	
INFO:			
	COMDR ESF 90 CHURCH ST NY 7 NY COMDR ADC ENT AFB COLO SPRINGS COLO CG EASTARAACOM STEWART AFB NEMBURCH COMNAVFOREASTCONAD STEWART AFB NEMBURCH	NY (COURIER) RGH NY (COURIER)	
	COMMAVFOREASTCONAD STEWART AFD NEWOD		
-	(SECRET) EAOOT-TW C	MINUSECURITY. Withi	in EADF, diseminat:
	of the contents of this msg w/b rest		
	staff members each deems appropriate		
	TW 353, 16 Mar 55. Acft in the 2d 1	Nave will conduct e.	lectronic jamming
	dispense chaff between 43-15N 65-3	5 W, 41-001 69-00W	and 39-001 74-301.
	Think Fast 13.		
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			The Rest of Long Street & Arts Street And
OM: (Originator)	SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY	DATE-TIME GROUP	SECURITY CLASSIFICATION
		PRECEDENCE ACTION	INFORMATION
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	(DIANTAT) TRUCKT - THE A	. CANUSECURITY. 7	
	Within EADF, disemination of the co	ontents of this mag	annonriate. Folg
	the air div (def) condre and staff		
5 * <sup>1</sup>	are changes to Annex A, EADF Frag (	Order 9-55, our msg	EAOOT-TW C-353, 16
÷	Mar 55. Item 1. Delete "Para 4, 5	Strike Forces" and	substitute "Para ),
	Strike Forces". Item 2. Add para	th as fols: "n.	_53 M 39_00H 74-30
	Kapuskasing (Ontario) Radio, 41-17	и 70-64м, 40-59м 64	15-001 72-00W and
	Terminal, N-NCP at intersection wi		
	43-001 75-0017. Item 3. Add para	41 as 1015: "1.	2 mil 20 0/21 01 20
	Kapuskasing (Ontario) Radio, 41-20		
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1	TELEPHONE OFF	FICIAL TITLE	

HQ EADY STEWART AFB NEWBURGH NY

43-00N 75-00W<sup>m</sup>. Item 4. Para 5a(1)(b) delete "Cocca" and substitute "India". Item 5. Para 5a(1)(c) delete "H plus 00:30" and substitute "H minus 03:00". Item 6. Para 5a(2)(b), delete "Cocca" and substitute "India". Item 7. Para 5a(2)(c), delete "H plus 00:40" and substitute "H minus 02:50". Item 8. Para 5b(1)(b), delete "Delta" and substitute "Hotel". Item 9. Para 5b(1)(c), delete "H plus 00:00" and substitute "H minus 03:30". Item 10. Para 5b(2)(b), delete "Delta" and substitute "Hotel". Item 11. Para 5b(2)(c), delete "H plus 00:10" and substitute "Hotel". Item 12. Para 5b(2)(c), delete "H plus 00:10" and substitute "Hotel". Item 13. Para 5b(2)(c), delete "H plus 00:10" and substitute

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SECRET Page 2 of 2 Pages

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1/Lt WILLIAM EBORALL/jss EA00T-TW 210900 Mar 55 489

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28 Har 1955

FM COMUR 26 ADIV ROSLYN AFS NY TO COMUR EADF STEWART AFB NY

/S E C R E T/26ADOOT OLOGPD SUBJ CLN THINK FAST NARRATIVE REFT PD THIS HQ PARTICIPATED IN EXERCISE THINK FAST ONE THREE TO TEST AND PRACTICE FROJ WOLF PACK TACS PD TWO FITS OF THREE ACFT EACH WERE COMMITTED FR EACH FTR INCP SQ PD ALL TACS MERE DIRECTED TO BE IAN FINAL REFT ON PROJ WOLF PACK PD THE DIV OND FOST OFR UNDER A DECENTRALIZED CONCEPT UTILIZING BATTLE CONDES LOOP CIRCUIT TO COORD COMMITTENT OF PROCES BINN ADJACENT ADDCS IAN EXT AREAS OF RESPONSIBILITY AS OUTLINED IN OUR RECULATION FIVE FIVE DASH SEVEN FD UNIT PROFICIENCY LEVEL IN SNAKE FROJ WOLF PACK TACS WAS LOW PD EANLY MAG RECENTED FT THREE TWO AID DIV WAS EXC PD MAJORITY OF TRACKS WERE WAS TOLD TO THIS HQ BY THREE TWO ADDC AT AFRY HHOP TIME FD ECH APPARENTIX CAUSED LITTLE HINDRANCE IN CONDUCT OF THE AIR DEST MEN FD NEN HAS EXCELLENT IN SO FAR AS THE VALUE RECENTED PD NORE NENS OF THIS CENERAL TYPE SHOULD BE MADE AVAL TO THIS SECTOR PD TORC 2822052 MAR 52

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

#### 17 December 1954

EAODO

SUBJECT: Status of the Organization of Joint Headquarters Eastern Air Defense Force

TO:

Commander in Chief Continental Air Defense Command Ent Air Force Base Colorado Springs, Colorado

#### 1. References:

a. Air Defense Command letter, Subject: Proposed Policies. Governing Support to be Rendered by ADC to Headquarters CONAD and the Naval Element Thereto, with enclosures, dated 27 August 1954.

b. General Orders Number 1, Headquarters Continental Air Defense Command, dated 1 September 1954.

c. Headquarters Continental Air Defense Command Organization and Functions Statement, dated 1 October 1954, as revised 1 November 1954.

2. Following the guidance contained in the cited references, and in coordination with Commanding General, Eastern Army Antiaircraft Command and Commander, Naval Forces Eastern Continental Air Defense Command, action is being taken to publish the enclosed Organisation and Functions booklet (Enclosure #1) with Army and Navy augmentation indicated as desirable in certain offices. Changes in the organizational structure and proposed augmentation may result as the workload requirements and more appropriate functional relationships become apparent through actual operation. However, at the outset, the aim has been to align the structure with that of Headquarters Eastern Air Defense Force. Changes may also be required in the description of functions when a formal assignment of the mission and responsibilities of the Joint Eastern Air Defense Force is received.

3. Specific actions being taken to jointly man Headquarters Joint Eastern Air Defense Force are:

a. The Commanding General, Eastern Army Antiaircraft Command is issuing special orders assigning himself, one Colonel, one Lieutenant

Hq JEADF EAODO Subject; Status of the Organization of Joint Headquarters Eastern Air Defense Force

Colonel, and one Captain additional duty with Headquarters Joint Eastern Air Defense Force.

b. The Commander, Naval Forces Eastern Continental Air Defense Command is issuing orders to himself, two Commanders, and one Lieutenant Commander to report to Commander, Joint Eastern Air Defense Force for additional duty.

c. The Commander, Eastern Air Defense Force is detailing all Headquarters Eastern Air Defense Force personnel to additional duty with Headquarters Joint Eastern Air Defense Force by the issuance of Personnel Actions Memorandums.

d. The Commander, Joint Eastern Air Defense Force is issuing General Orders Number 3 (Enclosure #2) announcing key staff assignments.

4. Actions taken as shown in paragraph 3, are limited by the availability of personnel to Commanding General, Eastern Army Antiaircraft Command and Commander, Naval Forces Eastern Continental Air Defense Command and will not provide the complete augmentation envisaged in the Organization and Functions booklet for effective, full time joint action; however, they will facilitate the incorporation of the component forces thinking into all joint actions taken until the augmentation is complete.

2 Encls: 1. Org & Functions booklet 2. JEADF GO No. 3 M.R. NELSCN Major General, USAF Commander

Nq JEADF EAODO Subj: Status of the Organization of Joint Headquarters Eastern Air Defense Force

ADHCS (17 DEC 54) 1st Ind 8 Jan 1955

HQ CONTINENTAL AIR DEFENSE COMMAND, Ent Air Force Base, Colorado Springs, Colorado

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

1. The actions you have taken in connection with organization and manning of your Joint Headquarters appear, in general, to be in consonance with the plans and thinking at this level. These actions should suffice until additional instructions are forthcoming from this headquarters.

2. A review of your organization and functions booklet indicates that certain specific comments should be brought to your attention. These are:

a. A joint commander does not have the authority to "inspect" units or activities or other services within the normally accepted scope of inspection services. If an operational deficiency becomes apparent to a joint commander, he should call it to the attention of the appropriate component commander, who should then take the necessary steps including inspection if required, to correct the deficiencies. If this action does not result in the desired improvement, the matter can then be referred to the next higher joint commander for resolution at that level. Accordingly, it is suggested that in future revisions of your booklet that you delete your Directorate of Inspection Services.

b. "Joint Action Armed Forces" (AFM 1-1) provides for Deputy Commanders but does not provide for Vice Commanders. For this reason and to be consistent with titles used by this headquarters, it is believed you should change your Vice Commander title to Deputy Commander.

c. The tasks listed as being performed by your Headquarters Squadron Section are in general those normally the responsibility of the support base. These should be modified to include only joint functions.

d. Your booklet contains a Directorate of Military Personnel under DCS/Personnel while in the Hq CONAD organization this directorate has been omitted. Our thinking on this point was to the effect that this directorate could not have a joint function. Air Force manning problems would be handled within Air Force channels and the DCS/Personnel, by wearing two hats, would be fully cognizant of these problems and would consider them in making decisions on joint matters.

Hq JEADF EACDO Subj: Status of the Organization of Joint Headquarters Eastern Air Defense Force

ADHCS

#### 1st Ind (Cont'd)

3. It is our desire, that as soon as personnel authorizations can be made available, that no Army or Navy personnel serve in a dual capacity as members of the joint staff and at the same time be members of the component service headquarters. Steps will be taken at the appropriate time to obtain the resources for implementing this policy. The exception to this policy of course will be the status of the component commanders who will serve additionally as your Army Deputy and Navy Deputy respectively.

4. Additional information and/or instructions on joint organization and manning will be forwarded to you from time to time.

FOR THE COMMANDER IN CHIEF:

Incls w/d

CEORCE F. SMITH Major General, USAF Chief of Staff HEADQUARTERS CONTINENTAL AIR DEFENSE COMMAND Ent Air Force Base Colorado Springs, Colorado

#### 11 Feb 1955

361

SUBJECT: Manning of Joint Air Defense Force Headquarters

TO:

Commander Joint Eastern Air Defense Force Stewart Air Force Base Newburgh, New York

1. The Commander, Joint Western Air Defense Force has submitted to this headquarters his initial requirements for joint manning of his staff. These requirements were based upon the guidance provided in Headquarters Continental Air Defense Command Organization and Functions book dated 1 October 1954 as amended by a revision dated 15 November 1954. Total requirements stated are:

a. Office of the Deputy for Intelligence.

(1) Lt Commander, USN, Naval Aviator

b. Directorate of Operations and Training

(1) Commander, USN, Naval Aviator

(2) Major, USA, AA qualified (or Lt Col)

c. Directorate of Plans, Organization and Requirements

(1) Commander, USN, Naval Aviator

(2) Major, USA, AA qualified (or Lt Col)

d. Directorate of Communications and Electronics

(1) Lt Commander, USN, Naval Aviator

2. It appears that these requirements are moderate and can be justified to the appropriate services. It further appears that these authorizations would be sufficient to enable joint functions to be performed until such time as firm requirements can be determined by a process of evolution.

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Hq CONAD Subj: Manning of Joint Air Defense Force Headquarters

3. It is requested that based upon data concerning the Joint Staff now available to you that you review your joint headquarters staffing with a view to determining your initial manpower requirements. It is suggested that for Hq Joint Eastern Air Defense Force that this manning approximate that of Joint Western Air Defense Force and for Hq Joint Central Air Defense Force that less naval representation will be required, expecially in view of the possible early transfer of the 35th Air Division to EADF.

4. Upon receipt of replies to this request a letter will be dispatched to the Chief of Staff USAF as executive agent requesting that appropriate Army and Navy space authorizations be obtained.

BY ORDER OF THE COMMANDER IN CHIEF:

/t/ JOHN J. HAYES CMO, USAF Asst Command Adj Hq CONAD CONADOMO Subject; Manning of Joint Air Defense Force Headquarters

EAOPR-4 (11 Feb 55) 1st Ind 8 Mar 55

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

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

1. The initial requirements for joint manning of this headquarters are:

a. Office of the Deputy for Intelligence

(1) Lt Commander, USN, Naval Aviator

b. Directorate of Operations and Training

(1) Lt Commander, USN, Naval Aviator (or Commander)

(2) Major, USA, AA qualified (or Lt Colonel)

c. Directorate of Plans, Organization and Requirements

(1) Lt Commander, USN, Naval Aviator (or Commander)

(2) Major, USA, AA qualified (or Lt Colonel)

d. Directorate of Communications and Electronics

(1) Lt Commander, USN, Naval Aviator

(2) Captain, USA, AA qualified (or Major)

2. It is believed that the additional position for a Captain or Major, USA, in the Directorate of Communications and Electronics is required in view of the number and type of electronics equipment available to Army units in this area. The addition of this position would establish a central point for establishment of communications procedures between the services involved.

FOR THE COMMANDER:

/s/t/ J. W. FOUNTAIN, JR Major, USAF Asst Adjutant

3,62

JEADFSM 5-2

HEADQUARTERS JOINT EASTERN AIR DEFENSE FORCE Stewart Air Force Base, Newburgh, New York 1 April 1955

STAFF MEMORANDUM ) NUMBER 5-2 )

6

#### PUBLICATIONS

#### Numerical Index to Joint EADF Staff Memoranda

1. <u>Purpose</u>. This Memorandum provides a list of current JEADF Staff Memoranda and those EADF Staff Memoranda which are applicable to JEADF.

2. <u>Current JEADF Staff Memoranda</u>. The numerical index of current JEADF Staff Memoranda is indicated below:

NUMBER	DATE	CLASSIFICATION AND TITLE	RIBUTION
		5 - PUBLICATIONS	
5-2	1 Apr 55	Numerical Index to Joint EADF Staff Memoranda C	
		engranda Applicable to JEADF. The following is a list of current EADF Staff	Memo-

3. <u>EADF Staff Memoranda Applicable to JEADF</u>. The following is a fist of current and and and a which are adopted for utilization by JEADF, until superseded by instructions published by Headquarters, Joint Eastern Air Defense Force:

	NUMBER	DATE	CLASSIFICATION AND TITLE	DISTRIBUTION
	NOPDAL		5 - PUBLICATIONS	
	5-3	10 Mar 55	Distribution and Requisitioning Procedures	с
	5-4	10 Feb 55	EADF Standard Publications	с
	5-5	2 Dec 53	Command Data Book	c
			6 - REPRODUCTION AND PRINTING	
	6-1	2 Dec 54	Approval of BADF Recurring Publications	c
	6-2	17 Dec 54	Preparation of Copy, Facilities, and Procedures for Reproduction	c
			9 - PORMS	
	9-1	5 Feb 55	Numerical Indax to Headquarters EADF Forms	C
	9-2	7 Mar 55	EADF and Headquarters EADF Forms	c
			10 - CORRESPONDENCE	
	10-2 10-24	22 Nov 54 18 Mar 55	Processing of Correspondence and Electrical Messages	c
	10-3	4 May 54	Mailing of Packages and Post Office Schedules	С
			11 - ADMINISTRATIVE PRACTICES	
	11-1	5 Feb 55	Matters to be Referred to the Commander and their Processing	c
	11-4	6 Jul 54	Joint Chiefs of Staff Papers	c
	11-5	18 Mar 55	Issuance of Special Orders, Letter Orders, and Control of TDY Travel and Travel Funds	c
	11-6	27 Jul 54	Emergency Alert Procedures	c
	11-7	5 Nov 54	Staff Visits	c
-	11-8	9 Aug 54	Office Hours	C
	11-9	14 Feb 55	Daily Bulletin, Stewart Air Force Base	c

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JEAD	FSM 5-2			DISTRIBUTION
NUME	ER	DATE	CLASSIFICATION AND TITLE	c
11-1	10 2	22 Oct 54	Letters of Appreciation, Commendation, and Awards	c
11-3	12 3	20 Jan 54	Staff Duty Officers	c
11-1	13	7 Oct 53	Organization and Responsibilities of the EADF Emergency Air Staff Actions Programs	
		7 Oct 53	Responsibilities and Procedures for Processing Emergency Air	C
11-	.14	1 000 33	Staff Actions	c
11-	-25	4 Dec 54	Control of Classified Documents	
			35 - MILITARY PERSONNEL	
35.	2	10 Aug 54	Assignment and Occupancy of Wherry Housing and Government Quarters	C
22.	-2	10		
			50 - TRAINING	C
50	-2	22 Apr 54	On-the-Job Training	
			55 - OPERATIONS	
	5-1	22 Dec 54	Request for Aircraft or Airlift	c
-	5-3	27 Nov 54	Normal Number of EADF "Combat Ready" Interceptors	C
			60 - FLYING Scheduling Official Flights on Week Ends and Holidays	C(Plus 4700th AB Gp)
6	0-1	23 Dec 53	Scheduling Official Fights of Asta	C C
6	0-2	11 Dec 54	Conventional Aircraft Checkout	c
	50-3	21 Aug 54	T-33 Pilot Qualifications	c
	60-4	23 Nov 54	T-33 Minimum Flying Requirements	C
			100 - COMMUNICATIONS	
			Preparation of Messages	с
	100-1	3 Mar 55	Commercial Toll Calle	С
	100-2	21 Dec 54	Utilization of EADF Telephone Tie Lines	С
	100-3 100-3A	29 Oct 54 31 Dec 54	Utilization of Base services	c
	100-4	29 Oct 54	Radnote Service	c
	100-5	21 Dec 54		D .
	100-6 100-6A	17 May 52 7 Jun 52		c
	100-7	6 Jan 55	Utilization of BADF COC Tactical Voice Circuits	
	100-8	22 Jan 55	Utilization of BADF Circuits Approved for Transmission of Classi- fied Information	
			125 - PROVOST MARSHAL ACTIVITIES	c
	125-1 125-D	12 Apr 54	4	
			2	

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JEADFSM 5-2

NUMBER	DATE	CLASSIFICATION AND TITLE	DISTRIBUTION	
		205 - SECURITY		
205-1	7 Oct 54	Security of BLDG 110-1 and Combat Operations Center Proper	C	
	3 Jan 55	Safeguarding Classified Information	c	
205-3		Fire Evacuation Plan for Classified and Unclassified Material	с	
205-4	22 Jan 51	Security of EADF Headquarters Buildings	C	
205-5	3 Mar 52		C	
205-7	6 Jul 54	Release of Classified Information and/or Material to the RCAF	c	
205-8	21 Jan 54	Handling of "EYES ONLY" Report and Correspondence		
205-8A	22 Jun 54			

BY ORDER OF THE COMMANDER:

OFFICIAL:

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- Lutanes 4 JOHN L. WARPEN Colonel, USAF Adjutant

DISTRIBUTION: D (Plus Navy Cat I & EASTARAACOM) DONALD B. SMITH Brigadier General, USAF Deputy Commander

JEADFSM 10-1

STAFF	MEMORANDUM	)	
NUMBE	R 10-1	)	

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HEADQUARTERS JOINT EASTERN AIR DEFENSE FORCE Stewart Air Force Base, Newburgh, New York 7 May 1955

#### CORRESPONDENCE

## Symbols for Staff Identification

-	Dummerce	This Me	morandum	prescribes	office	: 100	fanfolds.	PATTOTA
1.	Purpose.	THE TR		monting	slins.	and	fanfolds.	
for use	on corresp	ondence	, messages	, routing	ortho?			

Symbols.	
	JEADCR
Commander	JEADDC
Deputy Commander	JEADAV
Assistant to Deputy Commander Assistant for Flight Safety	JEADFS
	JEAAC
Army Deputy	
생활 전망 전망 전망 것이 많은 것이 같아. 것이 같아. 말을 가지 않는 것이 같아. 한 것이 같아. ???????????????????????????????????	JEADNF
Navy Deputy	
a stran Contion	JEAHSS
Headquarters Squadron Section	
성상 방법을 많이 하는 것은 것이 같은 것은 것이 없는 것이 없는 것이 없다.	JEASCH
Chaplain	
	JEADSG
Surgeon	
au an tutue Advente	JEASJA
Staff Judge Advocate	
	JEAADJ
Adjutant	JEAAGD
Administration Directorate	JEAAGP
Publications Directorate	
Office of Information Services	JEADIS
Internal Information Directorate	JEADII
Public Information Directorate	JEADPI
Historical Services Directorate	JEADHS
Historical Services Directorate	
	JEAIIG
Inspector General Provost Marshal Directorate	JEAIPM
Provost Marshal Directorate	
n to Con Demonstral	JEAPDP
Deputy for Personnel Ground Safety Directorate	JEAPGS
Personnel Plans Directorate	JEAPPL
Personnel Training Directorate	JEAPPT
Personnel Services Directorate	JEAPPS
Personnel bervices birecoordee	
Dente for Compt miller	JEACDC
Deputy for Comptroller Budget and Accounting Directorate	JEACBA
Budget and Accounting Directorate	

# JEADFSM 10-1

Di Junita	JEACFN
Finance Directorate	JEACST
Statistical Services Directorate	JEACMA
Management Analysis Directorate	
	JEAEDI
Deputy for Intelligence	JEAEOI
Operational Intelligence Directorate	JEAEIR
Intelligence Requirements Directorate	
	JEAODO
Deputy for Operations	JEAOOA
Operations Analysis Office	TEAOOT
Operations and Training Directorate	JEAOCE
Communications and Electronics Directorate	JEAOCD
Civil Air Defense Directorate	JEAOPR
Plane and Requirements Directorate	JEAOMO
Manpower and Organization Directorate	JEAOCP
Combat Operations Center	JEAUGE
	JEAMDM
Deputy for Materiel	JEAMLP
Assistant for Logistics Plans	JEAMAC
Aircraft Directorate	JEAMEL
Electronics Directorate	JEAMIS
Installations Directorate	JEATLO
General Supply, Service, Transportation, and	
Procurement Directorate	JEAMSS
1100010000	

3. <u>Additional Symbols</u>. Deputies may authorize additional symbols for use in conjunction with those listed above to designate sub-sections of directorates, provided they are limited to not more than two letters, for example: JEAMDM-AD.

4. <u>Symbols on Command Section Correspondence</u>. Office symbols for correspondence prepared for the signature of the Commander or Deputy Commander will be those of the deputy or the chief of the special staff section preparing the correspondence. Symbols of directors or chiefs of divisions will not be used on correspondence of this type.

5. <u>Symbols on Correspondence to Civilian Agencies</u>. All correspondence addressed to civilian agencies will contain the phrase, "In reply refer to", followed by the appropriate office symbol of the office preparing the correspondence. This phrase and office symbol will be placed two spaces above the civilian address in the left margin of the letter.

6. <u>Coordination Sheet</u>. Coordination sheets for Headquarters JEADF (Hq JEADF Form 1 for unclassified correspondence and Hq JEADF Form 2 for

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### JEADFSM 10-1

classified correspondence), containing all the office symbols indicated in paragraph 2, above, can be secured under the provisions of EADFSM 5-3. (JEAAGD)

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BY ORDER OF THE COMMANDER:

OFFICIAL: vou J. W. FOUNTAIN, JR. Major, USAF Assistant Adjutant

DISTRIBUTION: C

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DONALD B. SMITH Brigadier General, USAF Vice Commander

		SECURITY CLASSIFICATIO	364
D	ISPOSITION FORM		
FILE NO.	SUBJECT STUDY ON STUDY ON	INFORMATION REQUIRED	
то	JEAODO FROM JEAOCP	DATE 8 AJ	COMMENT NO
	PROBLEM: To determine and list t and presented in the COC that is mander JEADF, and his battle staf	essentiat to the out	ion to be collected a needs of the Com-
	FACTORS: 1. Physical facilities limit collected and displayed on a time	t the amount of info	rmation that can be
	2. The commander must deper members to supply him with a great sources other than the COC facili	nd on his staff agenc at volume of informat	ies and battle staff
	DISCUSSION :		•
	1. A working committee of i was formed in the latter part of	the following members January 1955 to stud	of the JEADF staff y this problem:
	Lt Colonel Orrel Culwell Lt Colonel Maurice J. P. Commander John F. Felte: Major Robert T. Miller Major Arthur B. Guernse Major Paul C. Jahant Captain Gur M. Watson	alizza Army Comp r Navy Comp JEACOT y JEACOT JEAEDI Army Comp	Chairman Member Member Member Member Member
	2. A preliminary study dec general terms, which was complet guide.	ad by another consistor	
	3. The problem was attacked is required to enable the communi- action under the following condi-	der to take une nove	t of what informatic ssary courses of
	2. Peace, Active Air I		
		Defense, plus exercis	
1	4. The condition "war" was on the basis that the system mus to provide the same information	at he destrand and ob	AT CAN D HAND A
T.	•		

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JEACCP Subj: Study on Information Required in the Combat Operations Center

5. The study encompassed the following:

a. Specific data required.

b. Source of the data.

c. Maximum age of the data upon receipt.

d. Method of reporting.

e. Method of display.

f. Actions required.

6. The last item in paragraph 5 above, "Action Required" was based on a comparison of what is required as against what is presently provided, and resulted in the committee's recommendations.

7. The details of the study are contained in Tab A.

S: Reference recommandation number 1: This action would provide interceptor status reporting in the same manner that EADF operated on a test basis for approximately six months in 1953 and 1954. ADC disapproved the system because they did not think it wise to downgrade the classification on the "immediately available" figure. EADF's stand on it was that since the figure changed frequently due to commitment and turn around, downgrading the figure and reporting it by telephone was of no consequence.

9. Recommendation number 2 is made because this information is available from the Army Component of the JEADF staff.

10. Recommendation number 3 is made on the basis that the information posted on those boards is furnished COC by staff agencies of JEADF/EADF. Further, this one is made only in event that queries regarding this information will be directed to those staff agencies and/or battle staff emebers instead of to COC personne.

11. There is a need for more space on the side lighted display boards to indicate to the battle staff numbers particulars concerning the phasing "in" or "out" of radar stations, picket vessels, AEM, etc., particulars on inoperative facilities and special reports on interceptor status, to include augmentation and Navy fighters. For instance, the ACM Battle Staff Officer knows what augmentation radar JEADF is <u>supposed</u> to get. He must know, on a timely basis, what he <u>actually</u> gets. The same is true of other members. The reports are classified and the most feasible and efficient method of presenting the information to the battle staff is by posting it.

2

JEAOCP Subj: Study on Information Required in the Combat Operations Center

12. At any time we are exercising and utilizing actual aircraft as targets, there is danger of "spoofing". The only thing we can do toward preventing this, other than maintaining security of proposed exercise target aircraft routes, etc., and designing better identification systems, is to allow the radar stations to utilize to the fullest extent their ability to perform identification within the established system. The commander needs track classification based on valid identification.

### RECOMMENDATIONS:

1. That Draft CONAD Manual 55-29 be changed to allow the actual division total number of interceptors ready for immediate commitment to be reported on a timely basis.

2. That EADFR 55-3 be amended to delete the assigned batteries columns from the Antiaircraft Status Report (EADF V-6).

3. That the "Available Forces" swing wing display boards be eliminated.

4. That one additional side lighted wing display board be installed to provide space for displaying information relative to "phase in" and "phase out" of augmentation radars, picket vessels, AEW stations and ground based electronic weapons, inoperative facilities information, etc.

5. That no action be taken to provide procedures for collection of status and tactical action information on electronics weapons to be used against enemy raids until more is known about the characteristics of the weapons.

6. That the BADF Weather Station furnish to the OOC, Ocean Area Weather, current and forecase, to include "state of the sea" for the following ocean area: From coastline between Cape Hatteras and the Canadian boundary to 200 N.M. seaward.

7. That the EADF Weather Station furnish COC, upon request, radiation fall out patterns which cover portions of the EADF region.

8. That appropriate action be taken to increase the validity and timeliness of early warning of impending attack.

3

JEAOCP Subj: Study on Information Required in the Combat Operations Center

9. That a procedure be set up with CADF to exchange knowledge of enemy tactics and attack reports on a timely basis.

10. That during air defense exercises, when actual target aircraft are being used, the flight plans of the target aircraft be passed to the radars.

ORH	EL CU	TWELL.
Lt	Col,	USAF
Cha	irman	(JEAOCP)

MAURICE J. PALIZZA Lt Col, USA Member (Army Comp) ROBERT T. MILLER Major, USAF Member (JEACOT)

JOHN F. FELTER Condr, USN Member (Navy Comp) ARTHUR B. GUERNSEY Major, USAF Member (JEAOOT)

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PAUL C.JAHANT Major, USAF Member (JEAEDI)

GUY M. WATSON Capt, USA Member (Army Comp)

# INFORMATION REQUIRED IN THE COMBAT OPERATIONS CENTER

PEACE

Condition	Specific Data Required	Source of Data	Maximum Age of Data	Method of Reporting	Nethod of Display	Action Required
Peace, Active Air Defense to and into war.	Early Warning: Air, sur- face, sub-surface ob- jects. Identification:Hostile/ unknown Position Speed Altitude Direction or course Number Time	Surveillance of own or other commands (radars, visual andio, communi- cations, inter- cept beyond limits of ef- fective inter- ceptor range.		Tactical and/or Private Line Teletype format report	Plotting on vertical dis- play board by track.	None
	Surveillance on ob- jects which present possible threat: Identification:Hostile/ unknown Position (Grid) Speed Altitude Direction Number Time ECH Activity (yes or no)	Radars, 000 (Visual and audio), com- munications, intercepts within ef- fective in- tercept range.	ASAP	Private Line Teletype Format Report	Plotting on vertical dis- play board by track	None

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Condition	Specific Data Required	Source of Data	Maximum Age of Data	Method of Reporting	Method of Display	Action Required
	*					
Peace, Active Air Defense to and into war.	<ul> <li>Status of Own Forces:</li> <li>Fighters:</li> <li>1. Division totals of AI &amp; MAI ready for immediate com- mitment.</li> <li>2. Division totals of c/c, AI &amp; NAI a- vailable for commit- ment to the air bat- tle</li> </ul>	Air divisions exercising op- erational con- trol.	5 Min for those ready for immod- iate commitment, 15 Min for total combat capable.	Under condition of air def read- iners or air def warning-telephone for those ready for immediate commitment. TAC teletype for to- tal of combat ca- pable. Normal conditions: TAC teletype for all fighter status.	Plotting on vertical display board by division.	Obtain AD approval downgrade classifi- cation on the number of aircra ready for immediate commitment
	3. Special report on fighter squadrons: Time Unit Type air craft Number combat cap- able Reason: Deployed to and from. Failure to meet alart and reason. Ineffective.	Air divisions exercising op- erational con- trol.	10 Minutes	TAC TWX	Plotting on vertical display board.	Eliminate "Availabl Forces" swing win display board.
	Gained or lost oper ational control.					

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Condition	Specific Data	Source of	Maximum Age	Method of Reporting	Method of Displaying	Action Required
CONTETON	Required	Data	of Data	neporcaig		
Peace, Active Air Defense into war.	Status of Own Forces (Cont'd) Guns: 1. Number of bat- taries on five minutes by AA Defense. 2. Number of bat- taries operation- al by AA Defense.	Air division having oper- ational con- trol.	10 Minntes	TAC Teletype V6 Report	Plotted on vertical	Eliminate "Assigned" column of V-6 and "A vailable Forces" swing wing display board.
	Note: Naval ship guns (equivalent batteries) and ANG batteries be- ing reported along with the report of the defense to which assigned when inte-					
	grated. Missile (Short Range): 1. Number of batter- ies on five minutes by AA Defense. 2. Number of batter- ies operational.					•
	by AA Defense Missile (Long Hange) (Leave this until more is known about characteristics of long range missiles.)					

Condition	Specific Data	Source of	Maximum Age	Method of	Method of	Action
	Required	Data	of Data	Reporting	Display	Required
Peace, Active Air Defense into war.	Electronics Status: Radars: Initial Inoperative Report: 1. "Initial". 2. Site designation. 3. Time became inop- 4. Component (SCH or HRI Communications). 5. ETR Amending Report: 1. "Amending". 2. Site designation 3. Component (SCH or HRI Communications). 4. Revised ETR. Final Report when a prime radar enters or departs the system: 1. "Final". 2. Site designation. 3. Phase in or out. 4. Time.	Air division having opera- tional control.	15 Minutes	E-3 TAC tele- type by site	Inop sites indicated on vertical plotting board (sur- weillance) by drawing circle a- round let- ter design- ator. De- tails on in- operative facilities portion of vertical plotting board. Aug- mentation radars lst- ter design- ators plac- ed on sur- veillance board when phased out.	cal plot- ting board.

Condition	Specific Data Required	Source of Data	Maximum Age of Data	Method of Reporting	Method of Display	Action Required
Peace, Active air defense into war.	Electronics Status (Cont*d) Picket Vessels: (Same as Radars)	Same as radars.	Same as Radars.	Same as Radars.	Same as Radars.	Same as Radars.
	AEMEC Aircraft on Station: (Same as Madars) Jamming Equipment used as weapons a-	Same as Radars	Same as Radars	Same as Radars.	Same as Radars.	Same as Radars.
	gainst incoming hostile tracks:					
	Ground Based:	Air division having oper- ational con-	15 Minutes	TAC TWX by site similar to E-3 for	Indicate lo- cation on surveillance	More sta tus space needed of
	Operative or in- operative. Report will prob- ably be similar to that sent for radar status report.	trol.		radars.	board with letter des- ignator or symbol. In- dicate "in" or "Out" con- dition same as for radar.	
	Airborne Jamming E- quipment to be used as weapons against in- coming hostile tracks. Status of these air- craft to be reported similarly to that of interceptors.	Air division having oper-	15 Minutes	TAC TWI	Vertical dis- play board by division totals.	- Add to

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Condition	Specific Data Required	Source of Data	Maximum Age of Data	Method of Reporting	Method of Display	Action Required
Peace, Active Air Defense into war.	Status of Airfields: Airfield involved Time Condition Reason Action being taken or reason for no action. Estimated time of re- turn. <u>Note</u> : Above info need- ed on all airfields from which intercept- ors under EADF opara- tional control are op- erating or will be re- covered.	Air division having opera- tional control.	15 Minutes	TAC TWX	Indicate conditon on surveillance board by shading airfield symbol. Details on Inop- anative Facili- ties portion of vertical status board.	Nore vertical status board space re- quired.
	Status of Forces of Other Commands: 1. Fighters: a. NEAC (1) Number AI & NAI Available for commaitment. b. RCAF (Same as NEAC for Sectors 1, 2 & 3.)	HCAF	30 Minutes	TMX	Vertical status board.	lione

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Condition	Specific Data Required	Source of Data	Maximum Age of Data	Method of Reporting	Method of Display	Action Required
	Status of Forces of Other Commands (Cont'd) 2. Radars: a. RCAF Inop Radars (1) Time inopera- tive (2) Time operative					
Peace, Active Air Defense into war.	Tactical Action & Results Fighters: 1. Track designator 2. Number of AI fighters committed. 3. Number of NAI fighters committed. 4. Time of report. 5. Number of target aircraft splashed. 6. Number and type tar- gets observed by fighter pilot.	Air division having oper- ational con trol	ASAP	Private Line Teletype by track.	Vertical Plot- ting board.	None
	7. Missed intercept & reason. AA Gum & Short Range Missiles: 1. Track designator 2. Defense 3. Engaged 4. Number splashed. 5. Time of report. Long Range Missiles: Further knowledge of characteristics is necessary.	Air division having oper- ational control	ASAP	Private Line Teletype by track.	Vertical plot- ting board.	None

				Method of	Method of	Act
Condition	Specific Data Required	Source of Data	Maximum Age of Data	Reporting	Display	Requ
Peace, Active Air Defense into war.	Tactical Action and Results (Cont'd) Electronics: Ground Based Janmers: 1. Track being com- mitted on. 2. Particular janmer by location. 3. Time jamming be-	Air division having oper- ational con- trol	ASAP	Private Line Teletype	Vertical plot- ting board	itore latawi requi
7	gan. 4. Time jamming stop- ped. Airborne Jamming Equipment: 1. Track committed on. 2. Time committed. 3. Number of air-	Air division having oper- ational control	ASAP	Private Line Teletype	7ertical plot- ting board	More knowl requi
	oraft committed. 4. Time jamming be- gan. 5. Time jamming stop- ped.					-

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		A REAL PROPERTY OF THE OWNER WATER OF THE OWNER	PEACE Maximum Age	Nethod of	Method of	Action
Condition	Specific Data	Source of Data	of Data	Reporting	Display	Require
	Required	(VOVO	and the second state of th			
Peace, Active Air Defense	Current Measur: Air Base Weather:	COC Wx Station	15 Minutes	Weather maps. Surface charts.	Use maps on swing wing posting board	
into war.	1. Ceilings 2. Visibility			List of base weather	board	
	3. Obstruction to visibility by					
	type.					
	Air Battle Weather:					
	1. Cloud coverage area. Bases and tops.	•	Ĺ.			
	2. Frontal Act.					
	3. Flow patterns.					
	4. Severe weather phenomena.					
	pnenomense.					1.500.55
	Ocean Area Weather:	- Fleet WX Cente	- 30 Minutes			Set up
	Ocean areas from coast- line between Cape Hat-		1			for ge
	teras and Canadian					ting s
	boundary to 200 miles					condit
	seaward. Air bases and air battle weather					from F. Wx Cen
	items plus sea cond-					to COC
	itions as expressed in "state of the sea" re-					Statio and di
4	ports.					play s
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Condition	Specific Data Required	Source of Data	Maximum Age of Data	Method of Reporting	Method of Display	Action Required
Peace, Active	Weather Forecasts:					
into war.	L. Forecasted ap- proach route wea-			TWX	Plexiglass	None
	ther: a. Each route:	ADC	30 minutes	IWA	covered map.	
	<ol> <li>Cloud coverage.</li> <li>Height of bases</li> </ol>					
	and tops (3) Flying time for					
	each route at 10 and 30,000 ft for					
	jet and conven- tional bombers					
	(considers winds).		*			
	2. Forecasts on all other weather: 1. Current	OOC Wx Station	ASAP	Hand carry	Same as actual wax.	For ocean area fore-
	2. Base. 3. Air Battle.					casts, COC Wx station must arrang
	4. Ocean area					to get fore cast from
						Fleet Wx Center.
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Condition	Specific Data	Source of Data	Maximum Age of Data	Method of Reporting	Mathod of Display	Action Required
Peace, Active Air Defense into war	Required Combat Intelligence: 1. Probable attack 2. Early warning of attack while enemy is beyond extremi- ties of North Amer- ican continent to include: a. Time. b. Location.	ADC Intel Est ADC and USAFSSO USAFIP	When required	Mail or TWX Tactical tele-	Attack route weather map.	None Obtain more field sources.
	<ul> <li>c. Direction.</li> <li>d. Type.</li> <li>e. Number.</li> <li>f. Weapons.</li> <li>g. Plan of attack.</li> <li>3. Enamy Tactics:</li> <li>a. Type formation.</li> <li>b. Use of weather.</li> <li>c. Evasive action.</li> </ul>	ADC & CADF	In time to al- low effective action	THN and Tp	None required	Set up pro- cedure with (ADF for timely ex- change of
	d. Employment of de- fensive weapons.					this data.

Condition	Specific Data Required	Source of Data	Maximum Age of Data	Method of Reporting	Method of Display	Action Required
Peace, Active Air Defense into war	Current Intelligence: 1. Attack Reports: a. Target attacked. b. Weapon used c. Altitude of burst. d. Yield (Kt). e. Fall out pattern.	Air division in whose sec- tor target is located, and adjacent ADF when fall out pattern is that region will ex-		Telephone	No display on targets hit & weapons used.	Set up pro- cedure with CADF to re- port to EADF.
		tend into EADF. COC WX Station	ASAP	Hand carry	Display fall out pattern on small wox map on swing wing board.	COC Wx Sta- tion esta- blished pro- cedure for furnishing patterns.
•	2. Conditions of Air Defense Readiness or warnings of other	Commands con- cerned	ASAP	Alert tels- type network.	Condition of warning board	Nons-COC revising present board.
	commands 3. Notification of de- clarition of military	Authorized	ASAP	Telephone, TWX	Condition of warning board	None-COC revising present board
	emergency. 4. Spot information on unusual occurrences, covert activity, or sightings which ad- versely affect ac- complishment of the mission	Other estab surveillance systems thru intelligence sources.	ASAP	Telephone, TWX	Plot sightings only on varti- cal display board. Others verbal brief- ings by Intel	None

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Condition	Specific Data Required	Source of Data	Maximum Age of Data	Nethod of Reporting	Method of Display	Actio Requir
-G	ALCOP Information:					
Peace, A <sup>C</sup> tive Air Defense	1. Fighter Status:				Vertical board	None
into war.	a. WADF Number AI & NAI available for com-	WADF	20 Minutes	Telephone	VOLUTUAL DOMES	
	mitment. b. RCAF Sector #5 (Same as WADF) c. CADF				Vertical board	None
	(Same as WADF less Sector #5)	CADF	20 Minutes	Telephone	Vertical board	THE
	2. Surveillance:	WADF	20 Minutes	Telephone	Vertical board	None
	Number unknown tracks by geographical lo- cation.					
	Number unknown aircraft in force area. Number of hostile					
	tracks by geographical					
	Number of hostile air- craft in force area.	CADF	20 Minutes	Telephone	Vertical board	None
	b. CADF (Same as WADF)					

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Condition	Specific Data Required	Source of Data	Maximum Age of Data	Method of Reporting	Method of Display	Action Required
Feace, Active Air Defense into war.	ALCOP Information (CONT'D): 3. Tactical Action: a. WADF (1) Number of AI & NAI committed (2) Number of splashes to	WADF	20 Minutes	Telephone	Vertical board	None
	include AA splashes. b. CADF	CADF	20 Minutes	Telephone	Vertical board	None
	(Same as WADF 4. Notification of initial	CADF & WADF	ASAP	Telephone	None	None
Air Defense plus exer- cise to and into war.	hostile track or overt act.	Same or sim- ulated same source as for Peace, Active Air Defense to and into war.	Same as Peace, Act- ive Air De- fense to and into war.	Same as Peace, Ast- ive Air De- fanse to and into war.	Same as Peace, Act- ive Air De- fense to and into war.	Unpires at ap- plicable levels when a/c are flown as tar- gets, must have the route times and altitudes in order to pre- vent the com- mander deelar- ing <u>actual</u> con- ditions of warn- ing when exer- cise targets ap- pear as unknown due to withhol- ding flight plan
					eve	from radars, or flight plan must en be withheld from ars.

HEADQUARTERS CONMANDER EASTERN SEA FRONTIER 90 Church Street New York 7, N. Y. T

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### CONFIDENTIAL

# COMEASTSEAFRON NOTICE 03320

Commander Eastern Sea Frontier From: Distribution List To:

COMMASTSEAFRON OpPlan No. 4-53; Change No 5 Subj:

Encl:

Revised Page D-3
 Revised Pages J-1 and J-2
 Revised Annex K (Pages K-1 and K-2)
 Hew Appendix to Annex K (Pages K-1-1 thru K-1-3)
 New Tab A to Appendix 1 to Annex K (Pages K-1-A-1 thru

K-I-A-7) New Tab V to Appendix 1 to Annex K (Page K-I-B-1)

(6) New Tab V to Appendix 1 to Annex K (Page K-1-E-1)
(7) Kevised Appendix I to Annex L (Pages L-I-1 and L-I-2)
(8) Revised Appendix II to Annex L (Page L-II-1)
(9) Revised Annex X (Pages X-1 thru X-3)

1. Purpose. To promulgate Change No. 5 to subject Operation Flan. This change consists of pen and ink corrections and twenty-two pages to be inserted.

2. Action required.

a. <u>Page 11</u> (1) Under Annex B delste Appendix I.

(2) Under Annex K add the following:

App	endix	I	Control of Electromagnetic Hadiation CONSERAD Plan
	TAB A		Specific Types of Military Radio Stations Consideration of Transmissions by Fre- quency

(3) Under Annex L Delete Appendix IV

b. Page 111. change paragraph 4 to read:

"4. Pending issue of new directives by CINCONAD and his regional commanders to replace COMMANTSEAFRON OpPlan 4-53, all agreements contained herein remain in effect subject to the following modifications:



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ConfastSeaFron Notice 03320

a. COMMAVEASTCOMAD is substituted for COMMASTSEA-FROM to coordinate directly with CINCLANTFLT and his Type Commanders, including CG F MF LANT, on all matters concerning LANTFLT augmentation forces.

b. COMMAVEASTCOMAD, in Lieu of COMEASTSEAFHON, will coordinate directly with Air Training Commanders on all matters concerning air augmentation forces.

c. COMMAVEASTCOMAD will keep COMEASTSEAFRON advised as to any coordination effected under subparagraphs a and b above.

d. COMMAVEASTCONAD and COMEASTSEAFHON are to be kept fully informed of naval participation in air defense operations.

e. Naval shore establishment and LANTFLT commanders with whom COMMAVEASTCONAD does not coordinate directly, as authorized in subparagraphs a and b above, shall not effect any new procedure, convnitment, or other official action concerning air defense matters without referring same via chain of command through COMMAST-SEAFRON or CINCLANTFLT, as appropriate, to COMMAVEASTCONAD.

f. COMMAVEASTCONAD will coordinate air defense matters with COMEASTAREA COGARD via COMEASTSEAFRON.

f. COMMAVEASTCONAD, in lieu of COMEASTSEAFRON, will coordinate all air defense matters with COMPR EADF. COMMAV-FORCONAD (or his designated subordinate) will coordinate air defense matters with COMDR CADF. Matters in connection with the control of fire of the antiaircraft batteries of ships in port, control of electromagnetic radiations, and control of illuminations will be coordinated directly between COMMAVEASTCONAD and COMEASTSEAFRON for the Eastern Air Defense region and between COMMAVFORCONAD (or his designated subordinate) and COMEASTSEAFRON for the Central Air Defense region."

### c. Page iv

- (1) Under Annex B delete Appendix I, Original, B-I-l thru B-I-7.
- (2) Change Armex D listing to read Change 5 D-3
  - (3) Change Annex J listing to read Change 5 J-1 and J-2 Original J-3 thru J-5

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# ConEastSeaFron Notice 03320

(4)	Change Annex K Annex K Appendix I TAB A TAB B	listing to read Change 5 Change 5 Change 5 Change 5	K-1 and K-2 K-I-1 thru K-I-3 K-I-A-1 thru K-I-A-7 K-I-B-1
-----	-----------------------------------------------------------	-----------------------------------------------------------------	--------------------------------------------------------------------

5)	Change Annex L Appendix I Appendix II	listing to read Change 5 Change 5	L-I-1 and L-I-2 L-II-1
	Appendix rr		

(6) Under Annex L delete Appendix IV, Original, I-IV-1 and L-IV-2.

(7) Change Annex X listing to read X-1 thru X-3 Change 5 Annex X

d. Remove and destroy Appendix I to Annex B (pages B-I-1 thru B-I-7) which has been superseded by OPNAV INSTRUCTION 03020.2 of 17 August 1954.

e. Remove and destroy Appendix IV to Annex L.

f. Insert enclosures(1) through (9) in their appropriate places, removing the superseded annexes, appendices, and pages.

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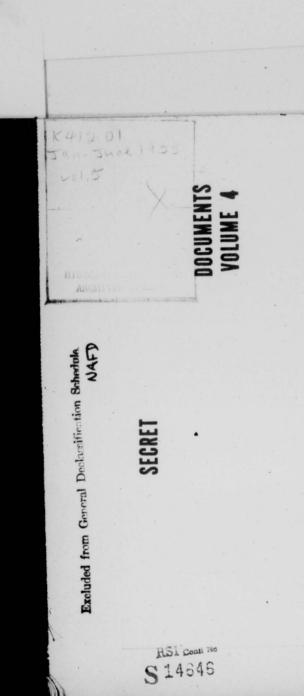
3. Cancellation. This Notice is cancelled when Change 5 has been entered.

L.T. DUBOSE

Distribution List: Same as revised Annex X (encl (9))

Special distr of Annex I to Annex K with TABS A and B (encls (4), (5), (6); 222555555555

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COMDR 29 AD(DEF)	
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# HISTORY OF

JOINT EASTERN AIR DEFENSE FORCE And Eastern air defense force

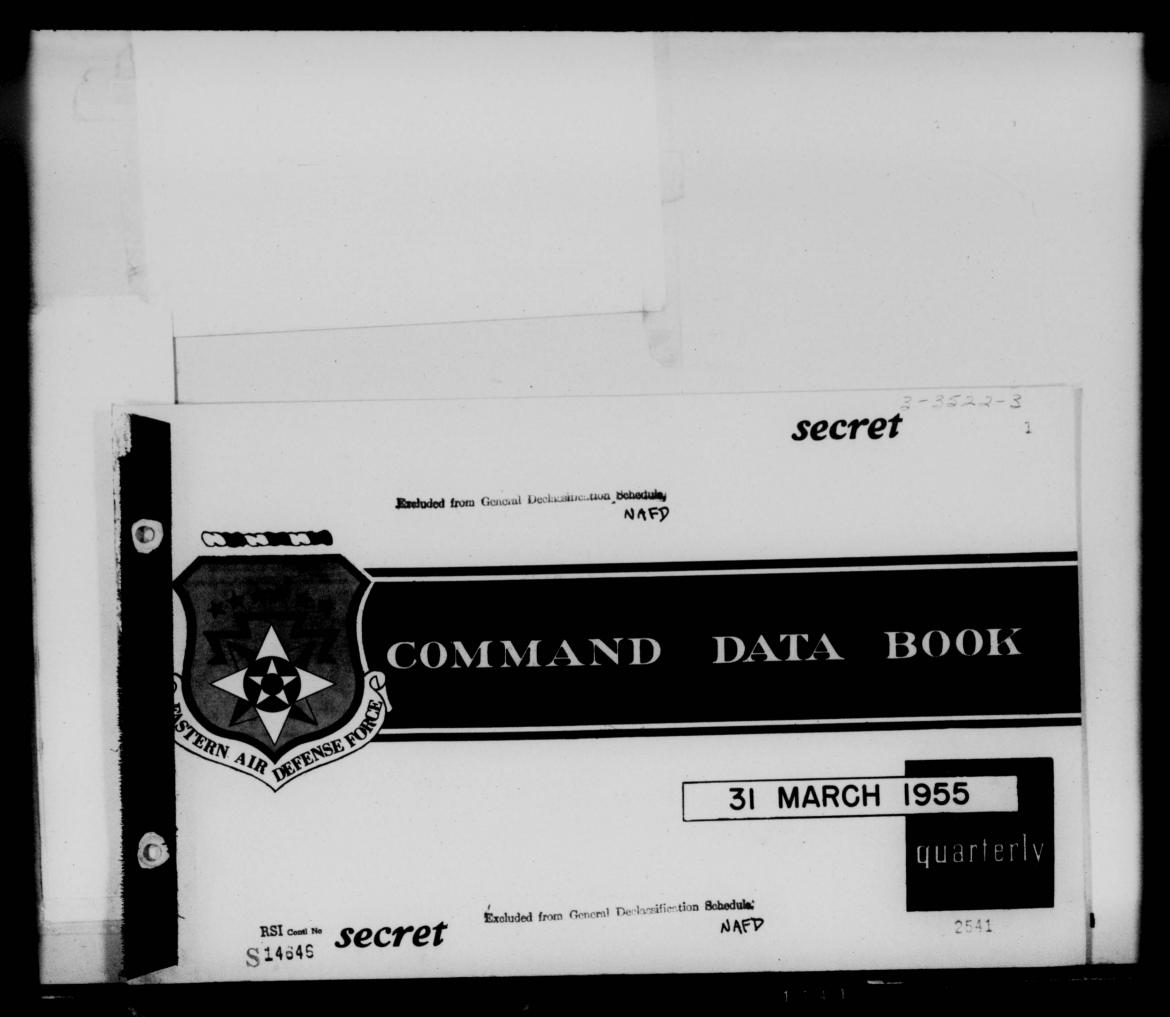
# JANUARY - JUNE 1955

# SECRET

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Excluded from General Declassification Schedule.

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EASTERN AIR DEFENSE FORCE COMMAND DATA BOOK

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DISTRIBUTION	BACK COVER

# FOREWORD

The Command Data Book is designed to serve as an official source of statistical information for this command, to provide neces-sary data for current and future planning, and to afford commanders and their staffs a medium for comparison and analysis. This is one of the tools to be used by all for management and management improvement.

THE UNITED STATES WITHIN THE MEANING OF THE ESPIONACE LAWS, TITLE - 18 U.S.C., SECTIONS 793 and 794-ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. RETAIN OR DESTROY IN ACCORDANCE WITH AF REGULATION 205-1.

DO NOT RETURN

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SECRET

### EADF

# EASTERN AIR DEFENSE FORCE

# MISSION\*

1. To conduct the air defense of the United States in that region designated by the Commander, Air Defense Command. 2. To support the operations of other commands as directed by Headquarters, Air Defense Command.

3. To participate in the United States Air Force collateral mission for the conduct of antisubmarine warfare as

directed by Headquarters, Air Defense Command.

# OBJECTIVES THROUGH FY 58\*\*

1. To organize, man, equip and operate 42 fighter-interceptor squadrons, each squadron equipped with 25 all-weather 2. To organize, man, equip and operate 29 permanent radar stations, 21 first phase and 5 second phase and 6 third fighter aircraft, capable of 24 hour operation.

phase, mobile radar stations, and an undetermined number of gap filler radars. 3. To organize, man, equip and operate 3 radar stations which are part of the radar extension program (Canada). 4. To integrate into the EADF air defense system 2 AEW&C wings and 6 AEW&C squadrons.

5. To expand from 4 to 7 air divisions. 6. To organize, man equip and operate 1 Radar Evaluation ECM Flight.

7. To man, equip and operate 5 Texas Tower Radar stations.

8. To construct, man and equip 12 direction centers and 3 combat centers which will be integrated into the SAGE system.

SOURCE: \* ADCR 23-1, 20 MAY 1954 \*\* ADC PROGRAM, 25 MARCH 1955

## EADF RESPONSIBILITIES

1. Administering, equipping, training, and preparing for combat, in accordance with directives, policies, and schedules issued by this headquarters, such units, combat crews and individuals of the United States Air Force as may be designated, assigned, or attached

2. Organizing and operating the air defense system within the Air Defense region assigned and the correlation of that system with to the Eastern Air Defense Force.

3. Establishing and maintaining communications facilities with NEAC, RCAF/ADC, USN, USA, CAA, FCC, etc., for the exchange of air adjacent air defense systems as required.

4. Coordinating with Eastern Sea Frontier on the basis of mutually approved agreements for the operational control of any U.S. Navy defense operational and warning information. and Marine air defense capabilities available in the Eastern Air Defense region. This includes naval capabilities to extend the Early

5. Assisting Continental Air Command as required in the protection of coastal areas of the United States against seaborne attack. Warning Radar coverage seaward.

6. Exercising operational control over AAA forces allocated to the Eastern Army AA Command, on the basis of mutually approved agree-

7. Exercising operational control of certain units of other major commands possessing an air defense capability and made available ments, for the air defense of the EADF region. for use in defense of the Eastern Air Defense Force region on the basis of mutually approved agreements.

8. Coordinating with Air Defense Command, RCAF Station, St. Huberts, Quebec, Canada, on matters pertaining to joint air defense

9. Collaborating with appropriate U.S. Air Force, U.S. Army and U.S. Navy field commanders as required by paragraph 8 of the Basic operations.

Defense Plan for continental United States for the Northeastern and North Central basic defense plan areas. 10. Coordinating with the appropriate CAA Regional Administrator on the basis of mutually approved agreements pertaining to identi-

fication and security control of air traffic and control of electromagnetic radiations. 11. Coordinating with FCC representatives for the formulation and implementation of plans for the control of electromagnetic radi-

12. Coordinating and assisting other agencies as specified in Executive Order 10312, 10 December 1951, in the formulation and ations under the CONELRAD program with the EADF region.

13. Coordinating with, advising, and assisting appropriate FCDA, State, and Municipal Civil Defense Agencies in air defense matters. implementation of plans for the control of electromagnetic radiations.

14. Coordinating necessary activities with AACS and Flight Service as directed. 15. Coordinating with 12th Weather Squadron to plan for and aid in formulating procedures for adequate weather service in the

16. Submitting recommendations concerning the requirements for equipment, personnel, unit proficiency directives, training standards, EADF region.

and desired capabilities of units to be employed in air defense operation. 17. Conducting air defense systems training and testing to include air defense exercises, maneuvers, and combined operation in

18. Submitting recommendations concerning the allocation and deployment of available forces in preparation for and in the conduct of accordance with approved plans.

the air defense of the United States within the EADF region. 19. Administering and technically supervising installation functions in accordance with applicable Air Defense Command directive.

20. Conducting planning, training, and controlling of the Ground Observer Corps within the EADF region. 21. Operating a Military Air Defense Warning System, disseminating air defense warnings to the Federal Civil Defense Administration

EADF

SOURCE: ADCR 23-1, 20 MAY 54

### EADF

# EADF RESPONSIBILITIES - CONTD.

liaison officers, and assisting in the operations of Civil Air Defense Warning Equipment. 22. Preparing plans for the internal security and local ground defense of Eastern Air Defense Force installations as directed.

23. Preparing plans and policies for the conduct of psychological warfare, as directed.

24. Preparing units for overseas deployment as directed.

25. Providing trained individual replacements as directed.

26. Participating in disaster relief and domestic emergencies in accordance with plans formulated by Continental Air Command,

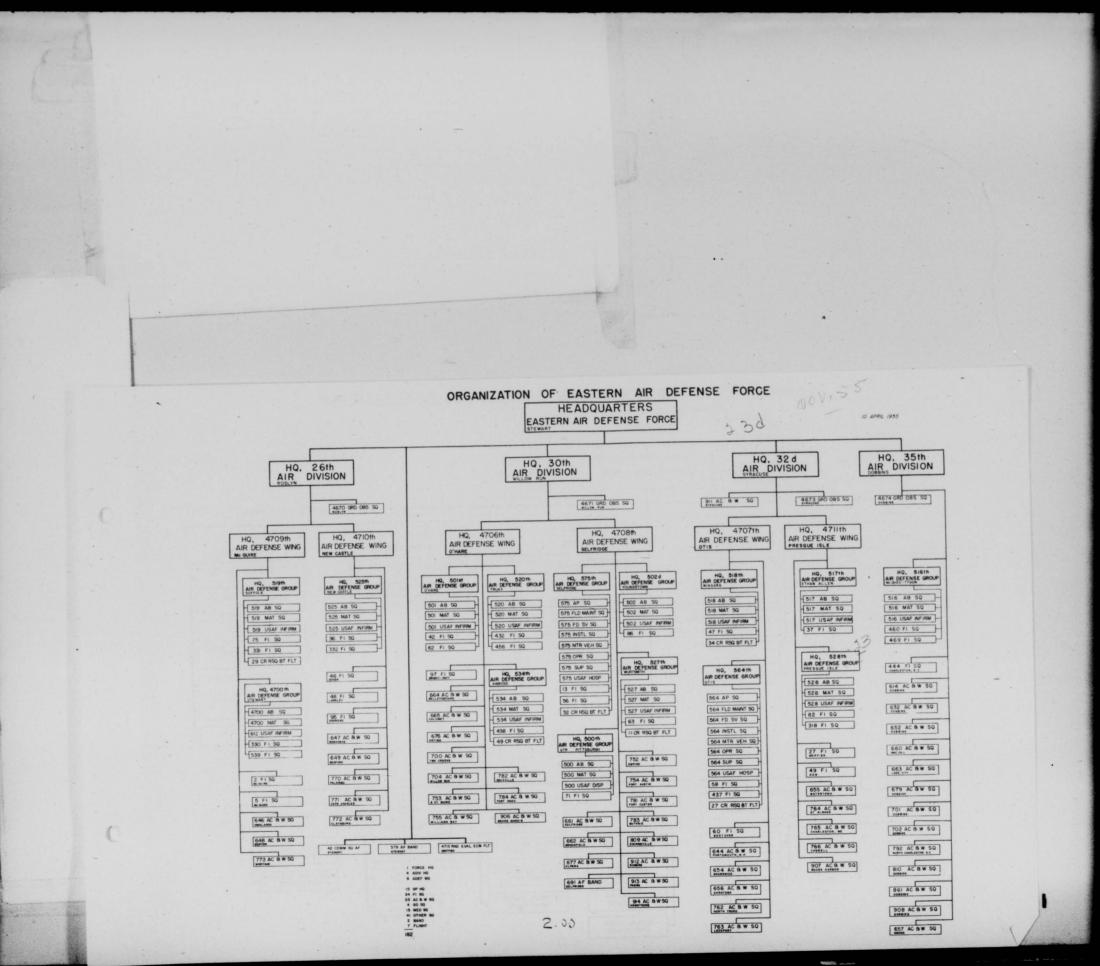
to the extent consistent with the requirements of the primary mission.

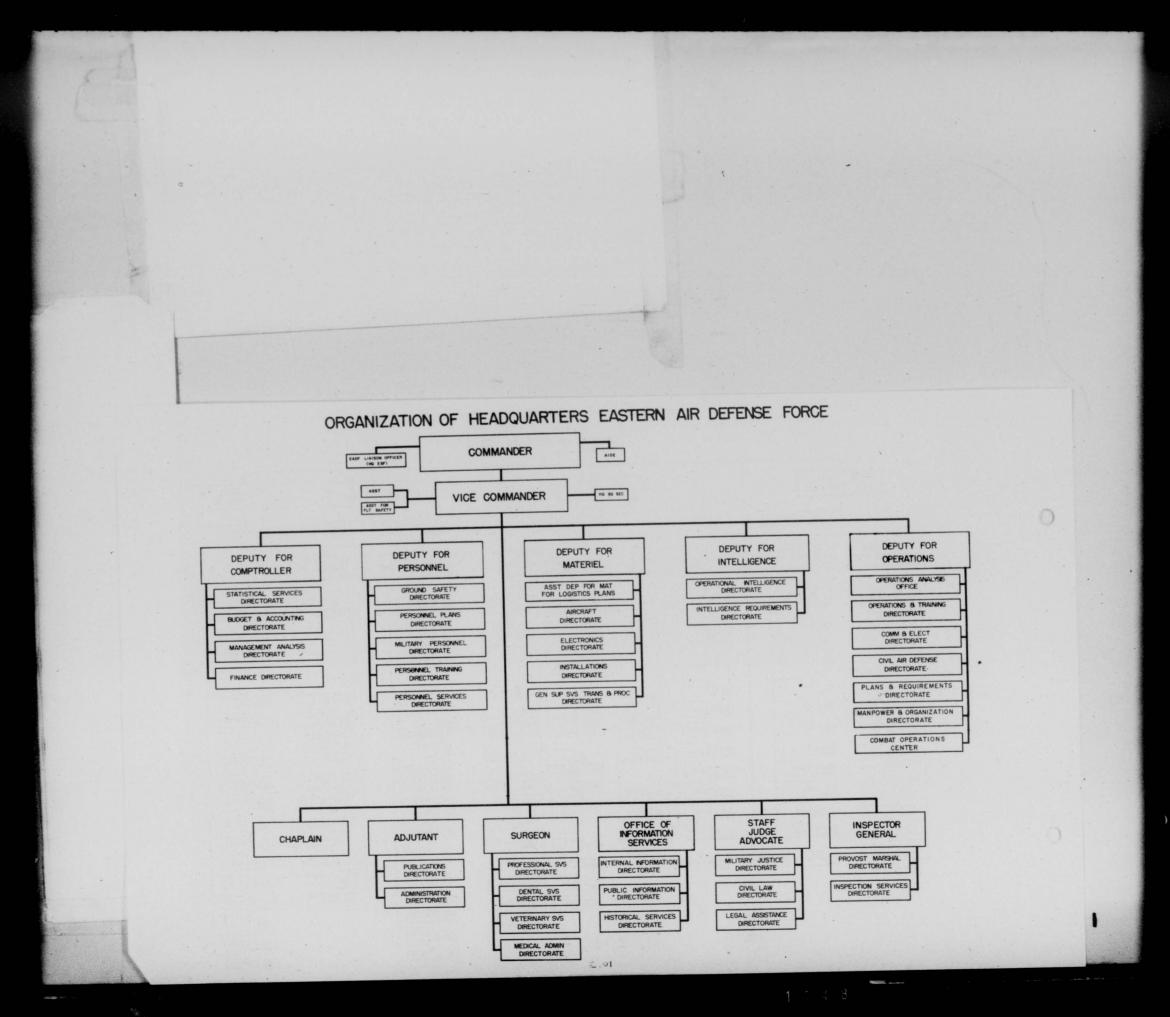
27. Establishing plans for the integration of M-Day reserve forces having mobilization assignment with Eastern Air Defense Force; establishing communications between these units and control centers; conducting continuous intercept training of these units under normal control facilities; and supervising the training of these units during the active duty field training periods in accordance with Continen-

tal Air Command directives which are based on Air Defense Command concepts and procedures.

28. Performing other functions as directed by the Commander, Air Defense Command.

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# AUGMENTATION FORCES AND FORCES AVAILABLE FOR AIR DEFENSE 31 MARCH 1955

AGENCY	FORCES, FACILITIES OR SUPPORT FURNISHED	PROCEDURE FOR UTILIZATION	AUTHORITY
EADF	Fighters and AC&W	Direct control by air divisions.	Normal command missions.
EASTARAACOM	Antiaircraft	Batteries deployed in tactical positions are under operational con- trol of air divisions.	Agreement between ADC- ARAACOM.
ANG	Fighters	Air National Guard units called to active duty by the President or congressional action. Mobilization assignments to air divisions are listed in EADFEWMP 1-53. Certain ANG elements regularly available for operational control by air divisions under provisions of ANG Air Alert Plan.	<ol> <li>ADCCMP 1-54, ADC Ops Plan 5-54.</li> <li>EADFEWMP 1-53, ANNEX E</li> <li>Ltr ADOOT-B1, 13 Aug 54</li> </ol>
RCAF	Fighters, AC&W and Antiaircraft	By command coordination through ADC or by local coordination through air divisions or ADDC's.	(1) ADCCMP 1-54 (2) CANUSEADP 2-54
U.S. NAVY	Fighters, Land Based Radar, ANW Aircraft, Picket Vessels, and Antiaircraft:	If time does not permit arrangements to be made formally through EADF to ESF, air divisions may request allocation of forces by local Navy Commanders. EADF will coordinate with ESF regarding picket vessels, AEW, additional radar tie-in and redeployment of Navy fighters from outside EADF region. Antiaircraft support by Navy shore AA and ships in port will be gained and directed through appropriate EASTARAACOM AAOC's.	Joint Agreement for Air Defense of Eastern,Central U.S., 10 Jun 53.
NEAC	Barly Warning	NEAC furnishes EW information to EADF and ADC for further dissemina- tion, automatically and on request.	ADCCMP 1-54
CAA	Flight Plan Informa- tion SCATER Plan	Flight plans furnished to appropriate ADDC on all ADIZ penetration tracks. Air division directs implementation of SCATER plan during an emergency.	<ol> <li>Public Law 778</li> <li>SCATER Plans</li> </ol>
TCC	CONELRAD Plan	Air division directs implementation of CONELRAD through FCC repre- sentative to key radio stations during Red and during Yellow	(1) Executive Order 10312, 10 Dec 51
		warnings.	(2) FCC Information Memo, 23 Nov 51
FCDA	Passive Defense	Civil Air Defense Warnings are provided by air division through FCDA liaison to CADW net to minimize effects of and enable recupera- tion from air attacks.	
		UTOH TIOM GIT GOVERNE	CONFIDENTIAL

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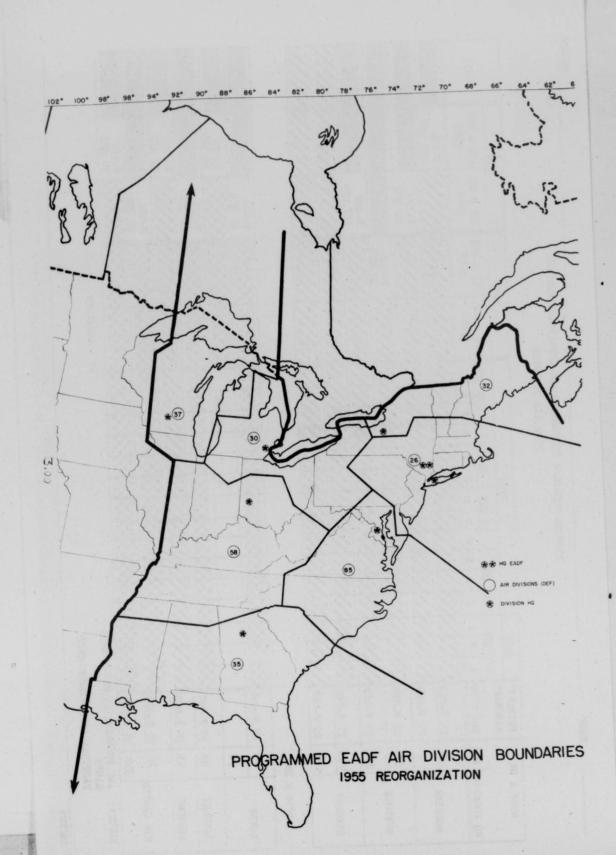
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NFIDENTIAL	AUGMENTATION	FORCES AND FORCES AVAILABLE FOR AI	R DEFENSE (CONT'D) 31 MARCH 1955
AGENCY	FORCES, FACILITIES OR SUPPORT FURNISHED	PROCEDURE FOR UTILIZATION	AUTHORITY
STATES IN EADF REGION	GOC	GOC observation network is operationally controlled by the appropri- ate air division. Recruiting and administration is accomplished by respective states.	(1) Public Law 920 ADC Ops Plan 10-54
MARS	Auxiliary Badio Net and Back-Up Net	Normal radio transmissions "patched-in" by telephone to various points on each base. Service is available from Combat Operations Center through MARS station during emergency periods. Contact MARS station.	AFR 102-3
AAC	Early Warning	AAC furnishes EW information to WADF and ADC for further dissemina- tion.	ADCCMP 1-54
SAC	Fighters	Commander, ADC requests that Commander, SAC implement applicable portion of ADC Ops Plan 4-54.	ADC Ops Plan 4-54
MATS	Air Rescue Service, Weather Service, AACS	Normal operation.	Part of MATS command mission.
ARDC	Fighters, AC&W	Available in an emergency through local agreement between air divi- sions and local Air Research and Development Centers. Direct con- tact with available unit authorized.	<ol> <li>ADC Ops Plan 4-54</li> <li>Joint Agreement ADC-ARDC, 23 Nov 51</li> </ol>
TAC	Fighters	Commander, ADC requests that Commander, TAC implement applicable portion of ADC Ops Plan 4-54.	ADC Ops Plan 4-54
ATRC	Fighters and Jet	Commander, ADC requests that Commander, ATRC implement applicable portion of ADC Ops Plan 4-54.	ADC Ops Plan 4-54
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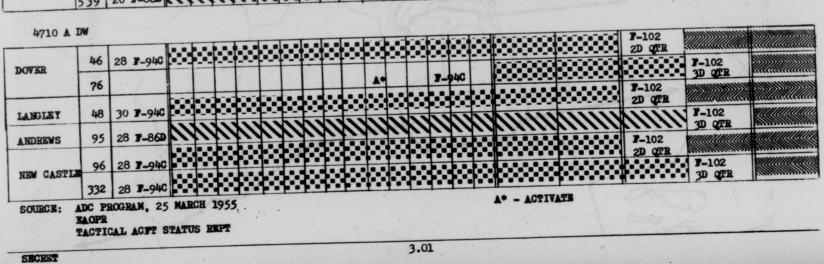
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SOURCE: EAOPE

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			-			1	1956												19	57	19	. 1959	
4709 A DW PRIMARY AIRCRAFT			1955 4TH QTR			1ST QTR		2D QTR				3D QTR		4	4TH OT		1000	or & 2D Orrs	3D & 4TH QTRS	1ST & 2D QTRS	3D & 4TH QTRS		
LOCATION	FIS	NO. TYPE		M	J	J	-	S	0	X	D	J	7	M		M	1	ł.			11111	7-102	
		25 7-861	1	1	N	11	12	12	14	14	11			1	1				1111	UIIII		4TH QTR	
CGUIRE	5	27 7-861	11	5	1	1	1	1	1	1	11	11	1	11	1	1	1	Þ		VIIII	7-102 2D OTR		
	-		1.	1	1		1	1	1	1	1	11	1	1	11	1	11		11111	7-102 30 OTR			
SUFFOLK	75	25 7-86		£	I.	ti			5	t	T	1	1	11	1	1	1	*	11111	IIIIIX	F-102 1ST QTR		
	331	29 7-86	2	1	1		1				1	1	1	1	j.	5	1	*	11111	XIIIIIX		IIIIIX	XIIII
STEWART 330	330	27 1-86	0	1	N	N	X)	Y	1	1							H.		11111	11111		MIIII	MIII
			X	X	X	X	X	X	X	N	X	1	X	X	1	11	1	1111	XIIII	KIIII	viiiii	4	

FIGHTER SQUADEON CONVERSION AND DEPLOYMENT PROGRAM 26TH AIR DIVISION

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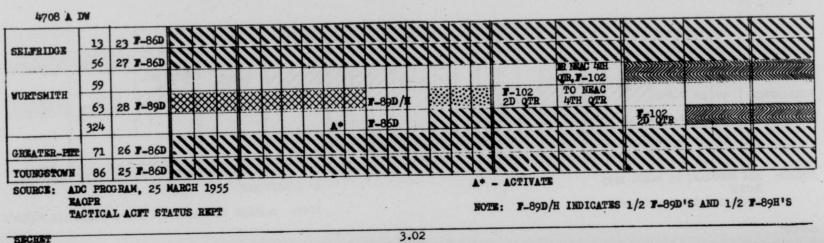
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# FIGHTER SQUADRON CONVERSION AND DEPLOYMENT PROGRAM 30TH AIR DIVISION

		PRT	MARY	-	1955		1	-						195	6						19	57	19	58	1959
4706 A DA	1		CRAFT		H QI		1	ST	OTR		20	q		3		TR		4	TH (	TR	15T & 2D	3D & 4TH	1ST & 2D QTRS	3D & 4TH OTES	1939
HQ LOCATION	FIS	NO.	TYPE		X	J	J	T		S	6	N	D	J	1		1		· M	J	QTES	QTES			
			- 0/7	5	1	1	*	X	1	1	1	11	1	N	X	N	1	11	1	1	XIIIIX	XIIIIIX	2D QTR MY		
HARE	42		<b>F-86D</b>	11	5			T	1	1	1	i	5	1		Ň	N		1	1	11111/	VIIII	ZD QTR NV		
	62		T-86D	5		6	R	1	Ŧ	1		11		5		t	1	11	1	1	111111	JD OTH	P-89D/H 2D OTR		
WRIGHT_PATT	97	26	<b>J-86D</b>		1	1	P	Y	Y	-			1	1	+	+				1		1	TR AAC 15		
	65		_		-				1	_		-		-	-	-	-	-	1	1	inn	7-102	DEPIOY	VIIIIIIIIIIIIIIIIIIIIIIIII	
FRUAT	432	23	<b>F-86D</b>		*	*	5	X	X		11	$\sim$		X	X		N			Þ	<u> </u>	7-102 30 OTR 7-102	AAC, ISTQ		
	456	25	F-86D	1	*	X	1	X	1	.1	X	()	1	N	1	N	1	1				4TH OTR			
KINROSS	438		T-89D	XX	***	₩			$\otimes$	$\bigotimes$	**	$\otimes$	₩	₩	×	$\otimes$	$\otimes$	7	-89	I/H					



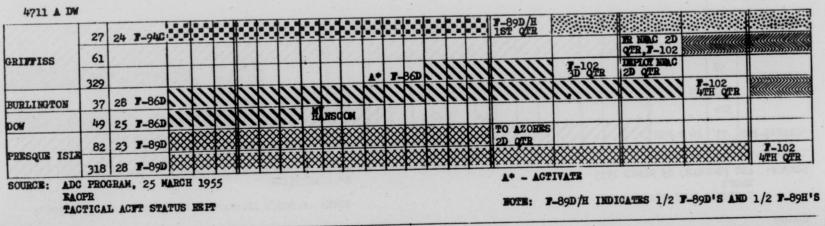
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FIGHTER SQUADEON CONVERSION AND DEPLOYMENT PROGRAM 32D AIR DIVISION

		PRI	ART		195	5						19	56							1957	1	958	1000
4707 A DW			CRAFT		IQT		1	ST C	TR	20	qT			pq	TR	4	TH	TR	15T & 2D		15T & 2D	3D & 4TH QTRS	1959
HQ LOCATION	FIS	NO.	TIPE		M	J	J		S	0	N	D	J	7	X	1	X	J	QTRS	QTRS	QTRS		
NIAGARA	47		T-86D	1	11	11	1	1	11	11	11	1	1	1	11	11	1	11	XIIII	XIIIII	//////	T-102 4TH OTR	
ALAUADA					891		×	₩×	×	×	***	***	$\otimes$	***	***	7-	E OD	Æ	7-102 2D QTR				
OTIS	58	22	<b>3</b> -940		1092		m	m	1	1××	××.			890	XX	XX		***	T-89D/H	<b>T-102</b>			
	437	26	T-940											-	RXX	$\mathbf{x}$	$\infty$	$\frac{1}{2}$	2D QTR	4TH QTE			
	60	27	F-86D	1	11	11	*	X.	1	1	1	2	1	X	X	1	N	N	XIIII	XIIIII	VIIII	<u>unn</u>	<u> </u>
WESTOVER	319	-		T	T	T	T	T	T		36D		1	X	11	11	\$	X	XIIII	XIIIIX	VIIII	VIIII	VIIII



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				EH (		15	e q1	R	20	QTB	-		DQ	FR	4T	H QI	R	1ST & 2D	3D & 4TH QTRS	1ST & 2D QTRS	3D & 4/TH QTRS	1959
IQ LOCATION	0000	TIS		M	JJ	J		8	0	N	D	J	7	N		M	J	QTES				WIIIIIII
BUNKERHILL	TAC	498	1	1	Ť		-		4*			3-	94C		88					<u></u>	1-102 3D OTR	
		484	1	1	1	1			1	-	1000				7-1	60	-20K					
LOCKBOURNE	SAC	404	+	+	-	1	-	100	+-			1	1		4	4C	Cik		F-102			
K.I. SAWTER	ADC	327	-	1	+	-	-	-	+-	-	-	+	+	-		-			3D QTR		TR SIDE OT	
820		519			1							1	1	-	The	-	-	LIAS PLAN	AP 3D OFR		3-302, 4EH QES	
AREA	ADC	546			1					L	100	1		1		1	1		# 3D QTB 1-102, 40HQ7B	1-89D		
UA USCON	ARDC	49	-	Τ	T TH		12	8	7-	80 80		2	1	2	2	$\Delta$	0	V	VIIII	2D OTR	7-102	
		42				-		120		-	1							<u> </u>		OHE J.86	7-102 30 972	<b>T</b> -102
KANSASVILLI	ADC	62	T																	OTALET-86		2D QTR
SOURCE: AD	C PRO	GRAN, 25 L ACTT S	MARC	HI	1955.	RAC	PR,				1							A* - AC	TIVATE	11		
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ADDITIONAL SQUADRONS AND LOCATIONS FTS 1955 THROUGH 1959

		PRI	ADY	-	105		T		1011		1	10-1	19	56						1	957	. 19	58	
35TH ADIV			TRAFT		195 EH (			ST	QTR	2	DQI	R	-	0	TR	4T	HQ	TR	1	IST & 2D	3D & 4TH	1ST & 2D QTRS	3D & 4TH QTRS	1959
HQ LOCATION	TIS	NO.	TIPS		X	J	J		5	6	N	D	J	7	M		X	J		QTRS	QTRS			
	444			1	1	1			1	1	1	1	1	1	1	11	1	11		11111	NIIIII	(11111)	//////	1111
CHARLESTON	-	19.20	7-860	1					1	1	1	1	1	1	1	1	1	1		IIIII	AIIIII	<u>UIIII</u>	AIIIII	IST QT
CGHEL-THON	460	-	3-860			X	£	£	X	h	X		h	J.	1	1	1	1	Ŧ	11111	DEPLOY	The second	in the	and a
	469		1-861	1	1	V	V	V	1	V	1	1	V	Þ	1	1	V	1	+	11111	USATE, 47E Q			
JOHNSON	482	2018		12.50			-		36		1	ELFI			1	1.	3-	860	4	1111	4TH QTR			

FIGHTER SQUADRON CONVERSION AND DEPLOYMENT PROGRAM 35TH AIR DIVISION SECRET

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EADF

# AC&W PROGRAM

1ST	PHADE	DEMI-MUDILLS

					CONSTR	UCTION	HENEFICIAL	SUPPOR	T BASE	COMMAND
SITE	AC&W SQUADRON NUMBER	AD	UIT IMATE LOCATION	PRESENT OR ACTIVATION LOCATION	STATUS*	% COMPL	OCCUPANCY DATE	NORMAL	BIECT	IF IN TENANT STATUS
H 100	672	32	BARRINGTON, N. S.	SYRACUSE AF STA	S NOV 53	1411	APR 56	M. Charles		
M-102	1993.000	110	N. CONCORD, VT.	SYRACUSE AF STA	CDI NOV 54	14.1%	NOV 55	ETHAN AITEN	STEWART	weat in a series
M-103	911	32	PORTSMOUTH, N. H.	PORTSMOUTH, N. H.	C SEP 54	90	<b>FEB</b> 55	GRENIER	STEWART	
M-104	644		3 mar 311211	ALPENA, MICH.	C JUN 54	98	DEC 54	WUHTSM ITH	SELFRIDGE	- 100-0
M-105	677	30	ALPENA, MICH.	TWO CREEKS, WISC.	C APR 54	95	JAN 55	TRUAX	TRUAX	
M-106	700	30	TWO CREEKS, WISC.	GRAND MARIAS, MICH.	C APR 54	96	JAN 55	KINROSS	SELFRIDGE	
M-109	906	30	GRAND MARAIS, MICH.	BUCKS HARBOR, ME.	C SEP 54	90	MAR 55	DOW	STEWART	
M-110	907	32	BUCKS HARBOR, ME.		CDI NOV 54	018	DEC 55	IA LA	112 10000	CONAC
M-111	908	35	DOBBINS ATB, GA.	DOBBINS AFB, GA.	C	61	MAR 55			SAC
M-112	702	35	HUNTER AFB, GA.	DOEBINS AFB, GA.	OCT 54				-	Constant 2
N-113	792	35	NO. CHARLESTON, S.C.	NO. CHARLESTON, S.C.	JUL 54	58	APR 55		100	
M-114	679	35	JACKSONVILLE, NAS, FIA	DOBBINS AFB, GA.	OCT 54		MAR 56	-	12	USN
M-115	701	35	FORT FISHER, N. C.	DOBBINS AFB. GA.	DEC 54	5	DEC 55		100	1000

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EAOPR & EAOCE

S: SITE SURVET ATTROUME ISSUED STATUS LEGEND - CDL: CONSTRUCTION DIHECTIVE ISSUED C: CONSTRUCTION CONTRACT AWARDED

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AC&W PROGRAM

1ST PH	ASE	SEMI	-MOB	ILE
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122.59.625	T	DEDCO	TIPT		and the second second	The Second	RADAR EQ	UIPMENT		G/A	RADIO E	QUIP	SITE
SITE	AUT	PERSO	AS	GD	SITE FUNCTION	PRIMA	T	EMERG	ENC Y	UHF TACTICAL (MULTI	UHF COMMON (SINGLE		OPERATIONA
NUMBER	OFF	AMN	OFF	AMN	nu	SEARCH	HEIGHT FINDER	SEARCH	HEIGHT	(MOLITI CHANNEL)	CHANNEL)	CHANNEL)	STATUS
M-102	12	147			DIRECTION CENTER	FPS-3	FPS-6	TPS-1D	TPS-10D	3	3	2	X
M-102	12	144	1	1	DIRECTION CENTER	MPS-11	T. T. T.	MPS-14	FPS-6	2	3	2	x
M-104	4	77	1	1	SURVEILLANCE	TPS-1D	TPS-1D						x
M-105	04	74	3	47	SURVEILLANCE	TPS-1D							I
M-106	4	74	4	46	SURVEILLANCE	TPS-1D							X
M-109	4	74	3	40	SURVEILLANCE	TPS-1D							X
M-110	4	78	-	14	SURVEILLANCE	MPS-11	TPS-6	MPS-11	TPS-6	3	3	2	X
M-111	20	175	1	1	DIRECTION CENTER	MPS-11	TPS-6	and and	MPS-8	3	3	2	X
M-112	5	45	10000	1	DIRECTION CENTER	MPS-7	MPS-14	FPS-8	TPS-10I	4	3	2	I
M-112	5	45		1	DIRECTION CENTER	MPS-7	MPS-14	PPS-8	MPS-8	3	3	2	x
M-114	11	73	1	1	DIRECTION CENTER	FPS-8 (USN)	MPS-14	PPS-8	TPS-10I	4	3	2	I
M-114 M-115	12	148	+	1	DIRECTION CENTER	MPS-7	MPS-14	MPS-11	MPS-8	3	3	2	x

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SOURCE: ADC PROGRAMS, 25 MARCH 1955 EAOCE & EAOPR I - NOT OPERATIONAL

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### AC&W PROGRAM

1ST PHASE SEMI-MOBILE

	1			PRESENT OR	CONSTR	UCTION	BENEFICIAL	SUPPOR	BASE	COMMAND
SITE	SQUADRON NUMBER	۵D	ULTIMATE LOCATION	ACTIVATION LOCATION	*STATUS	SCOMPL	CCCUP ANC Y DATE	NORMAL	ELECT	IF IN TENANT STATUS
	614	35	CHERRY POINT, N. C.	DOBBINS AFB, GA.	DD DEC 54		APR 56	1	11 100	USN
M-116	632	35	ROANOKE RAPIDS, N.C.	DOBBINS AFB, GA.	C OCT 54	6	JUN 55		1	
M-117	639	30	OBA. ONT.	TRUAX AFB, WISC.	NOV 53	201950	APR 56	DET #1 OTTAWA		198
M-119	1	30	MARATHON, ONT.	TRUAX AFB, WISC.	OCT 53	TREADER	APR 56	DET #1 OTTAWA		
M-120	645	1	BEDFORD, VA.	BEDFORD, VA.	MAR 54	98	MAY 55	LANGLEY	NEW CASTLE	100 AC
M-121	649	35	POPE AFE, N. C.	DOBBINS AFB, GA.	CDI SEP 54	CELLAN	JAN 56			TAC
M-124	652	35	HOUMA NAS, LA.	HOUMA NAS, LA.	AUG 54	78	MAY 55			USN
M-126	657	35	WINSTON-SALEM, N.C.	DOBBINS AFB, GA.	CDI DEC 54		FEB 56			
M-130	810	30	OWINGSVILLE, KY.	OWINGSVILLE, KY.	JAN 54	98	NOV 54	CLINTON CO	SELFRIDGE	
R-1)1	007	1								
- 2		-								
		1					or a la	RVEY APPR		

SOURCE: ADC PROGRAMS, 25 EAOCE & EAOPE

\* STATUS LEGEND: CDI - CONSTRUCTION DIAGOTICA AWARDED C - CONSTRUCTION CONTRACT AWARDED DD - DESIGN DIRECTIVE ISSUED

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### AC&W PROGRAM 1ST PHASE SEMI-MOBILE

		PERSC	NNEL				RADAR E	QUIPMENT		G/A	RADIO E	QUIP	* SITE
SITE	JA	TH	AS	GD	SITE FUNCTION	PRI	MARY	EMERG	ENCY	UHF		(SINGLE	
NUMBER	OFT	AMN	OFF	AMN		SEARCH	HEIGHT FINDER	SEARCH	HEIGHT FINDER	(MULTI- CHANNEL)		CHANNEL)	STATUS
M-116	12	150	1	1	DIRECTION CENTER	(MC) FPS_8	TPS-6	MPS-11	FPS-6	4	3	2	X
M-117	12	142	1	1	DIRECTION CENTER	MPS-11	TPS-6		FPS-6	3	3	2	I
M-119	12	150			DIRECTION CENTER	MPS-7	MPS=14	MPS-11	MPS-8	3	3	2	x
M-120	11	125			DIRECTION CENTER	MPS-11	TPS_4	TPS-1D	TPS-10D	3	3	2	x
M_121	12	141	9	41	DIRECTION CENTER	MPS-11	MPS-8			3	3	2	x
M_124	12	142	1	1	DIRECTION CENTER	TPS-1D	MPS-8	TPS-1D	MPS-8	3	3	2	x
M_126	11	73			DIRECTION CENTER	MPS-7	MPS-14	TPS-1D	TPS-10D	3	3	2	x
M-130	12	142	1	1	DIRECTION CENTER	MPS-11	TPS-6		MPS-8	3	3	2 `	x
M-131	4	74	5	83	SURVEILLANCE	TPS-1D	•			1			x
										-			
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SOURCE: ADC PROGRAMS, 25 MARCH 1955 EAOCE & EAOPR

EADF

S: SUSTAINED OPERATIONS

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			AC&W	PR	OGRAM
2D	&	3D	PHAS	E	SEMI_MOBILE

T					F. M	COORD	INATES	**			ADAR EQ		The second second	G /.	A RAI	10
	SITE	SQUADRON			¥ +			CONST'N	B.O.	PRIM	ARY	EMERG	ENCY	UHP	UHF	VHF
	NUMBER	NUMBER	AD	ULTIMATE LOCATION	Ŧ	NORTH	WEST	STATUS	DATE	SEARCH	HEIGHT	SEARCH			COMM	
+		201	30	CARMI, ILL.	SS	38°09107"	88°06°07"	C SEP 54	MAY 55	TPS-1D						_
ł	137	704	35	UNION CITY, TENN.	SS	36°23'00"	88° 58' 30"	CDI OCT 54	SEP 56	TPS-1D	PPS-6			3	3	2
2	144		1	JOELTON. TENN.	DC	36°20"10"	86°51'35"	APR 54	MAR 56	MPS-11	FPS-6			4	3	2
D	145	820	35	ROBINS AFB. GA.	DC	32035"51"	83034138	DEC 54	JAN 56	(TAC) MPS-7	(TAC) MPS-8	TPS-1D	MPS-8	3	3	2
S		861	1	AIKEN, S. C.	DC	33039115"	81º40°30"	DEC 54	AUG 55	FPS-3	MPS-1	4 .	TPS-10D	3	3	2
-	159	867	35	CHATTANOOGA, TENN	DC	34°57°15"	85022 58	JUL 54	DEC 55	MPS-11	PPS-6		TPS-10D	3	3	2
-	168	007	37	TRUAX FIELD, WISC				C FEB 55	NOV 55	-				-	+-	+
	170	-	58	WRIGHT-PATT, OHIO	cc			JAN 55	OCT 55		-			-	-	+
	171		85	ANDREWS AFB, MD.	cc			JAN 55	OCT 55						+-	+
-	195	627	35	CRYSTAL SPRINGS, MISS.	DC	31°58'00"	90°21°00"	DD DEC 54	JAN 57	FPS-3	TPS-6			3	3	2
	195	693	35	FOLEY, ALA.	DC	30°14°00"	88°01'00"	DEC 54	FEB 57	PPS-3	TPS-6	TPS-1	MPS-8	4	3	12
3		698	35		DC	31°56°00"	87°46°00"	DD DEC 54	FEB 57			5		4	3	2
D			35			30004*33*	85036132"	S JUN 54	AUG 56	(ARTC FPS-3	) (ARTC)	5	MPS-8	4	3	2
T	198	678	1		DC		85°15'00"	DD DEC 54	JAN 56	TPS-3	PPS-	5	-	4	3	1
	199	609	35		DC		83006100"	DEC 54	FEB 57	_			MPS-8	3	3	_
to to	200 SOURCE:	14	-1		* FU	NCTION: SS -	SURVEILLANCI DIRECTION CI CONTROL CEM	INTER	** C S -	SITE SU	RARI	D - SIT		IAN A	VE I PPR	BY

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			Street Barley - States	R	COORDI	NATES	**		+		RADAR E		JENCY		A RAL	-
SITE	SQUADBON NUMBER	AD	ULTIMATE LOCATION	CE+C	NORTH	WEST	CONST'N STATUS	B.O. DATE	-	PRIM		SEARCH		TAC	UHD COMM	VHE
			A CONTRACTOR	N			S			TATIC ALL	/					
P-10A	762	32	WESTBORO, MASS.	GF	71° 37 * 37*	42°14'19"	MAR 55	OCT 55	5	PPS-14					-	-
P-13A	654	32	SEDGWICK, ME.	GF	44° 18° 50"	68º 38º 24"	DD JAN 55	JAN 56	6	FPS-14	1				-	-
P-45A	773	26		GF	40°51'05"	72°46 * 04*	DD NOV 54	DEC 5	5	FPS-14	)	1	1		-	
		26	CHILMARK, MASS.	GP	41° 21' 18"	70°44 06"	DD JAN 55	DEC 5	5	FPS-14	11120-01		-		-	-
P-45B	773	26	BETHANY BEACH, DEL		38°31'35"	75°06'28"	DD JAN 55	OCT 5	5	FPS-14					-	1
P-544	771	26	TEMPERANCEVILLE,VA		37°51'37"	75°33'29"	DD JAN 55	OCT 5	5	FPS-14	12121	AP	NOT PLICABLI	6		-
	702	35	PARIS ISLAND MS, N. C.	GF	32°19"40"	80°42'25"	DD FEB 55	FEB 5	6	FPS-14			1			
M-112A	702	35				81°22'30"	S FEB 55	FEB 5	6	PPS-14		and ser	-	X		-
		1	MYRTLE BEACH, S.C.			78°47' 50*	DD DEC 54	DEC 5	55	FPS-14	12 0300				1	-
M-113A M-113B	792	35		GT		79°19'38"	DD FEB 55	JAN 5	56	FPS-14	1.2.2.307		23		A	1
	614	1		GF	200	76°15"30"	DD FEB 55	JUN 5	56	FPS-14		100 20	20			X
M-116A		35		T	35°29'47"	76°00°25"	DD FEB 55	JUN 5	56	FPS-14	- a 2 10				RVEY	

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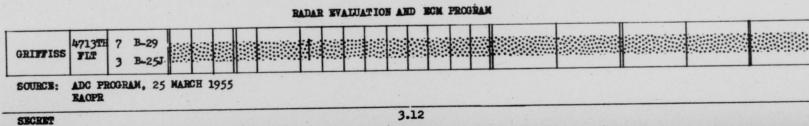
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			CASHES LEDGE	DC	42°45°00"	68°57°00"	DD SEP 5	54	SEP	56	PPS-3A	<b>PPS-6</b>	251.00	FPS-6	22
<u>TT-1</u>	762	32	GEORGES SHOAL	DC	42°32°00"	67°52"00"	C DEC 5	54	SEP	55	PPS-3A	FPS-6	113 - 2	FPS-6	22
TT-2	762	32	NANTUCKET SHOAL	DC	41002:00"	69°25"00"	DD SEP 5	54	SEP	56	FPS-3A	FPS-6	5 929	FPS-6	22
TT-3	773	1	UNAMED SHOAL	DC	39040'00"	72°40'00"	DD SEP	54	SEP	56	TPS-3A	PPS-6	1.2 1	FPS-6	22
TT-4 TT-5	646 654	32			42°47'00"	68°55°00*	DD SEP	54	SEP	56	PPS-34	FPS-6		FPS-6	22

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SITE	SQUADRON NUMBER	AD	ULTIMATE LOCATION	XIII	NORTH	WEST	STATUS	DATE	SEARCH	HEIGHT	SEARCH	HEIGHT		COMM	1.0.000
× 23/0	614	35	HOLLYRIDGE, N.C.	GF	34°30'17"	77 032 "40"	DD FEB 55	JUN 56	PPS-14	1					-
M-116C		35		GF	30°33'12"	86°45'39"	DD FEB 55	JUL 56	FPS-14		$\sum$			127	-
TM-196A		35		GF	30°25'00"	89°04°00"	DD FEB 55	JUL 56	PPS-14			IOT	-	-	-
TM-198A		35	/	GF	39°51'26"	84°37'53"	DD FEB 55	JUL 56	PPS-14				X		-
		35		GF	30004"30"	83°35'00"	DD FEB 55	MAY 56	FPS-14	-			-		+
TM-200A	The second	3		GP	30°11'00"	82°34'45"	DD FEB 55	MAY 56	PPS-14	+	127 2			1	P

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# MAJOR PROBLEM AREAS

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PROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS
	THE MAJOR PROBLEM AREAS INDICATED IN THE FOLLOWING PAGES ARE FOR THE MOST PART IDENTICAL WITH THOSE CONTAINED IN THE BADF COMBAT READINESS COMMENTARY, (RCS: 1-ADC-V8), FOR MARCH 1955. THOSE ITEMS WHICH WERE RECEIVED BY THE MANAGEMENT ANALYSIS DIRECTORATE SUBSEQUENT TO PREPARATION OF COMBAT READINESS COMMENTARY FOR MARCH 1955 ARE INDICATED BY AN ASTERISK.
OPERATIONS	
Fighter Squadrons	
<ol> <li>Low rocketry proficiency level of interceptor aircrews.</li> <li>a. Inadequate rocketry</li> </ol>	<ol> <li>a. A conference has been scheduled during April at Headquarters, 4750th Air Defense Wing (Weapons), Yuma County Airport, Arizona by ADC to discuss merits of various frangible target systems and to adopt an ADC standard frangible target system.</li> </ol>
training.	Action Required: Barly funding, procurement and testing of an ADC adopted frangible target is required. A simple and accurate system of rocket miss distance assessment is required for use in conjunction with the frangible target. Additional range areas will be needed. Headquarters, USAF and Headquarters, ADC are primary action agencies for the above stated requirements.
<ol> <li>Existing Navigation and Recovery Aids Inadequate.         <ul> <li>Low power output and</li> <li>susceptability to atmospheric interference of non-direction- al homers and low frequency</li> </ul> </li> </ol>	<ol> <li>a. *Site surveys have been completed at all bases for the installation of TACAN facilities. USAF has approved installation of TVOR facilities at EADF bases pending operational acceptance of TACAN facilities.</li> </ol>
<pre>ranges.     b. Lack of appropriate facilities to coordinate GCI-</pre>	b. Fifteen of 22 bases in the EADF region have requested and received separate fighter recover circuits.
GCA activities and the recovery of aircraft.	Action Required: Remainder of stations are being instructed to submit requests for installation of the necessary circuits.
c. Shortage of qualified GCA Operators and Maintenance Personnel.	c. A letter was submitted to Commander, 1800th AACS Wing, requesting this headquarters be placed on distribution list of AACS Form 5s from bases under EADF jurisdiction to closely monitor adequate number of practice GCA runs to qualify untrained GCA operators.

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MAJOR PROBLEM AREAS

PROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS
OPERATIONS (Cont <sup>®</sup> d)	
Fighter Squadrons (Cont'd)	
	Action Required: Continued emphasis on practice GCA runs.
MATERIEL	
3. Low combat ready in-com- mission status. a. Shortage of E4, E5,	3. *a. Shortage of fire control system components exists which will not be alleviated until the completion of Projects "Pull Out" and "Hop Up." Units are still operating under minimum levels as established by WRAMA and ADC.
and E6 fire control system components.	Action Required: Completion of Projects "Pull Out" and "Hop Up" and improved supply position as regards fire control system components.
b. Shortage of suitable ground power units for flight line and hangar maintenance and testing of fire control systems.	b. The status of equipment has been improved by receipt of 75 of the 90 C-26 power units allocated by Headquarters, ADC, delivery of which commenced in January 1955. Units of this command now have sufficient quantity of authorized ground power equipment on hand to meet requirements. However, due to a lack of 220 volt commercial power outlets in hangars and on rampe, it is not possible to fully utilize Bogue and/or American Electric motor generators presently on hand in the units. Funds are available for installation of power outlets. Com- pletion dates for projects are estimated as 2d Quarter Fiscal Year 1956. Upon completion, the deficiency in AC regulated power will be eliminated.
	Action Required: Bases of this command have been directed to expedite preparation of detailed drawings and specifications for a project to supply 220 volt AC power to line and hangar loca- tions for use in supplying the Bogue and/or American Electric motor generators which, in turn, supply regulated AC power for fire control systems maintenance. It is contemplated that funds will be obligated on these projects prior to 1 May 1955 and that the projects will be complete by the 2d Quarter Fiscal Year 1956. Upon completion, the deficiency in AC regulated current, which now exists, will be eliminated.
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MAJOR PROBLEM AREAS

ACTION TAKEN OR STATUS PROBLEMS AND LIMITING FACTORS MATERIEL (Cont'd) Fighter Squadrons (Contid) c. Lack of facilities precludes undercover storage for combat ready aircraft. During winter months, aircraft parked on ramp with no protection against freezing moisture, snow, etc., are c. Lack of shelter for difficult to maintain combat ready. Requirement exists for shelter of all combat ready aircombat ready aircraft. craft at designated cold weather bases. Recommendations for a suitable shelter are being solicited from EADF organizations and will be forwarded to ADC after evaluation. An operational requirement for shelters submitted to ADC 23 June 1954 is still considered to be walid. d. The deficiencies in the supervision of Aircraft Maintenance activities have resulted from the low manning of qualified Aircraft Maintenance Officers; that is, by grade and skill level. d. Shortage of qualified Although statistics indicate that we are manned approximately 90% numbers-wise, only 46% of Maintenance Officers. the officers assigned have the qualifications required. Only 14 of 61 field grade positions authorized in this field are filled with field grade officers. In an effort to alleviate this situation, action is being taken, on a continuing basis, to insure maximum utilization of all personnel possessing Aircraft Maintenance qualifications. We have given this subject special attention to insure that all existing requirements are covered. e. Reference Comment 1 a, page 4.08. e. Shortage of qualified Maintenance Airmen. PERSONNEL 4. a. Our F-86D squadrons are manned with an average of 29.2 pilots per squadron, with 33.8 pilots in F-89D squadrons, and 30 pilots in F-94D squadrons as compared to a requirement of 4. Restricted Operational 37 in each instance. These figures exclude personnel who have been alerted for reassignment and Training Capabilities in outside BADF. With the expected improvement in our aircraft combat readiness rate, plus the all Fighter-Interceptor Squacontinued loss of pilots occasioned by separations and overseas levies, and considering the drons. apparent shortage of replacements, the problem is expected to become progressively more acute. a. Shortage of combat crew personnel.

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MAJOR PROBLEM AREAS

PROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS
PROBLEMS AND LIMITING FACTORS PERSONNEL (Cont'd) <u>Pighter Squadrons</u> (Cont'd) OPERATIONS <u>ACGW Squadrons</u> 1. ACWHONS are unable to effectively control assoc- iated interceptors. a. Lack of trained driectors. b. Lack of sufficient intercept control positions. c. Lack of flexibility in airborne communications	<ul> <li>Action Required: (1) That all outstanding requisitions be filled in accordance with the criteria established in ADCR 36-4. (2) Continue to monitor the assignments of all newly assigned crew personnel to insure that they are utilized in cock-pit positions, or in positions where the greatest benefit can be derived from their services.</li> <li>a. The skill level of directors is increasing as a result of directors proficiency training consisting of: (1) High altitude, high speed, lead collision type intercepts. (Think Fast Content of Marcetor Wagnons Instructor Schools.</li> <li>Action Required: A continuation of the present intensified training program.</li> <li>*b. Headquarters, ADC has approved the standardized floor plan project for CFS-6B squadrons. The number of control positions authorized per squadron will depend upon the function, location, and workload of each individual ACAW Squadron. Action Will be initiated by EAOOT upon receipt informed this headquarters that a priority list for UPA/35 PPI scopes has been developed. Information on location priority and deliverance date to be provided by 31 March 1955. This has not been received to date.</li> <li>c. A total of 160 AEC-34 equipped F-86D aircraft have been delivered to seven (7) EADF squarchose any of 1750 frequencies. AEC-34 equipped F-86D aircraft are being delivered with this</li> </ul>
equipment limits combat capa- city of fighter aircraft.	feature. 4.03

MAJOR PROBLEM AREAS

PROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS
OPERATIONS (Cont'd)	
2. Implementation of Texas Tower Program. a. Lack of sufficient information and planning guidance necessary for detail- ed operations planning to implement the program.	*2. a. First Texas Tower for Georges Shoal is scheduled for launching at high tide, 2400 hours 20 May 1955. It will proceed from Bethlehem Steel Company at Quincy, Massachusetts to East Boston for final fittings and a dry run of jacking it up on temporary caissons. It is schedule to depart East Boston approximately 1 July 1955 and contractor construction completion on station is scheduled for 15 October 1955. This first tower will have a mission of early warn- ing and limited GCI and will be operated as a detachment to 762d AC&W Squadron at North Truro, Massachusetts.
	b. Lack of USAF decision regarding logistic support is one of the major reasons for delaying publication of the revised ADC Operational Plan.
Combat Support Units	
1. Inadequate crash rescue capability. a. Lack of a sufficient	<ol> <li>a. Headquarters, ADC has agreed with our request to replace all rescue helicopters with H-19 types and they are preparing a qualitative operational requirement for submission to USAF.</li> </ol>
number of suitable helicop- ters.	Action Required: This headquarters will provide the applicable information to higher head- quarters.
	*2. a. Frequency of SAC ECM operations increased from 0 in December and January to 3 in February and 5 in March 1955, each involving 10 or more ECM aircraft.
a. Inability of 4713th Radar Evaluation (ECM) Flight to provide the necessary ECM training for all components of EADF.	
3. Support of Reserve Com- ponent Forces who are tenants on EADF Bases.	*3. a. Reserve Component Forces are tenanted on O'Hare, New Castle, Niagara Falls, Greater Pittsburgh and Selfridge Air Force Bases. These units are provided support in accordance with AFR's 11-4 and 87-2 with certain limitations as to the number of aircraft which may be assigned to the reserve units provided for in joint use agreements.

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BADE	MAJOR PROBLEM AREAS
PROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS
OPERATIONS (Cont'd)	
Combat Support Units (Cont'd)	b. The manning of certain EADF units has not kept pace with the growing requirement for support of Reserve units, and in addition, these Reserve units have requested training assis- tance in logistic functions which EADF units are not capable of providing under existing (austere) manning, nor are obligated to furnish under the provisions of ADCR 50-11, Paragraph 5c (5). Reserve units make these requests in accordance with ConACL 50-2. Letter to Head- quarters, ADC has been prepared outlining discrepancy between ADCR 50-11 and ConACL 50-2 which affects the type and amount of training support required.
MATERIEL	c. Due to slippages, facilities to support the Reserve program have not been constructed; however, the Reserve program has not been amended accordingly.
<ul> <li>*4. Installations activities are seriously hampered.         <ul> <li>a. Shortage of fully qualified installations of- ficers.</li> </ul> </li> </ul>	*4. a. The percentage of unqualified installations engineers assigned to this Command has been reduced by approximately ten (10%) percent from the 75% reported as of 31 December 1954. Re- lief at base level has been realized by the assignment of qualified installations engineers from Air Defense Wing level where T/D authorizations were deleted as a result of the centrali- zation of installations functions at ADC. Continued emphasis will be placed upon the reduction of unqualified installations engineers through priority requisitioning.
b. Numerous directives of many types.	b. Installations activities are still hampered by numerous directives which correct, amplify, or change basic responsibilities. A special survey of installations type directives is planned and all echelons of this command will be invited to assist in this study. However, the survey is delayed because all directives required as a result of the reorganization of installations activities have not been published by Headquarters, ADC.
c. Delay in receipt of, or changes in Military Con- struction Program criteria (formerly PWP)	c. In reply to letter from this headquarters, 28 June 1954, "Recommendations for Improving Proparation of Public Works Programs," Headquarters, ADC advised that changes in mission, development of new weapons and other unforeseen factors required revisions to be made during preparation of a program. Headquarters, ADC further advised that a study would be made of methods and

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PROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS
MATERIEL (Cont'd)	
Combat Support Units (Cont'd)	procedures for development of such programs and recommendations presented to Headquarters, USAF. However, during review at this headquarters of FY=57 MCP, during January 1955, an additional workload was imposed upon this headquarters and subordinate units by the late arrival of: (a) POL requirements on 5 Jan 55. (b) new requirement for housing a Mobile Training Device at certain installations on 12 Jan 55. (c) instructions for preparation of a new unnumbered AF Form to accompany the MCP on 20 Jan 55. The difficulties encountered in preparation of the FY=57 MCP are being brought to the attention of Headquarters, ADC.
d. Delayed receipt of Master Plans.	d. (1) Preliminary Master Plan for Otis AFB has been submitted by the AE but not yet approved by Headquarters, USAF. Due to the unsatisfactory performance of the AE his contract will be terminated. However, a new AE contract cannot be negotiated until additional funds are made available by Headquarters, USAF. (2) Master Plan for new Base in the Traverse City-Cadillac, Michigan area delayed pending decision by Headquarters, USAF as to firm location for this Base. Lack of a Master Plan may cause a delay in construction of FY-55 and 56 items and also in construction of Direction Center for Project Sage at the proposed Traverse City-Cadillac Base.
5. Inadequate inside clear- ance of existing and future alert hangars.	*5. Informal information received this headquarters in November 1954 that the F-102 was to be lengthened. Directorate of Installations queried all bases, both under KADF jurisdiction and tenant, and USAF Installations Representatives, in regard to the clear inside dimensions from door to door of existing and future alert hangars. This revealed that the proposed F-102 would be longer than many of the existing alert hangars and those under design or construction. Recommendation was forwarded to Headquarters, ADC in November 1954 that immediate action be taken to revise the design as required for the F-102. Headquarters, USAF advised, 21 January 1955, that the problem connected with the F-102 was being studied, and also that the requirements for the Long Range Interceptor should be available in 45 days. In March 1955 this headquarters received classified Convair Report M-8-129, which indicated the F-102A would be longer than most of the existing and future alert hangars. On 16 March 1955, Headquarters, ADC was claim of the design-construction stage, modified at bases scheduled to receive F-102A. On 24 March 1955, Headquarters, USAF approved additional of one bay (23'6") to each USAF standard alert hangar pocket programmed in FY-57 MCP and future programs where F-102A will be stationed. However, Headquarters USAF advised that authority was not available for increasing

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MAJOR PROBLEM AREAS

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PROBLEMS AND LIMITING FACTORS	ACTI ON TAKEN OR STATUS
MATERIEL (Contid)	funded (FY-56 and prior pro-
<u>Combat Support Units</u> (Cont'd)	the scope of work for construction previously authorized and/or funded (FY-56 and prior pro- grams). Additional scope and authority is not available. Where a requirement exists due to scheduled deployment of new type aircraft for specific location authorized under FY-56 and prior years' programs, requests for modification are to be initiated through MCP or normal M&O channels. Headquarters, KADF included in the FY-56 Appropriation Request (M&O) an item for the modification of five alert hangars as required.
6. Malfunction of POL Hydrant 6. Refueling System.	based on Headquarters, USAF criteria established in 1950-51.
OPERATIONS	Arrowinstein and and an arrowing the second of the second of the second second and the second and the second of th
Ground Observer Corps	by the GOC is being formulated by
the GOC is limited by: a. Lack of a means for , evaluating the effectiveness of the elements of the GOC.	<ul> <li>a. A method for evaluating the effectiveness of elements of the GOC is being formulated by this headquarters. Military aircraft on special flights and scheduled civilian aircraft will be used.</li> <li>b. Of the 307 vehicles authorized filter centers of this command, only 147 vehicles are on the second state of the</li></ul>
b. Shortage of Govern- ment vehicles for GOC field training personnel.	b. Of the 307 vehicles authorized filter centers of this command, only 14, which hand. Of the 147 on hand, 56 have over 50,000 miles and require increased maintenance time 4.07

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MAJOR PROBLEM AREAS

PROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS
OPERATIONS (Cont'd)	
Ground Observer Corps (Cont'd)	with resulting decrease in availability for field training use. Maximum use is being made of TPA(MAG), however, in certain areas, airmen personnel are refusing to use their private vehi- cles because of excessive wear and tear and non-reimbursement for travel within city limits.
PERSONNEL	
General	
	1. a. The reenlistment rate of skilled technicians, especially in the 273, 303, 304, 322-D, 421, 423, 431-C & D and 432 career fields showed a definite upswing in February. Total separations decreased from 1791 in January to 866 in February 1955, while the over-all reenlistment rate increased from 24.4% to 30.4%, showing a gain of 6%. In January 1955 we lost 360 skilled technicians in the "hard-core" career fields listed above. Losses in this area dropped to 217 for the month of February 1955, while our reenlistment rate in this category increased from 11.9% to 19.3%, showing a gain of 7%. A plan to offer attendance at advanced factory training courses as an incentive for reenlistment of "hard-core" technicians was implemented during January 1955 by the Director of Personnel Training. Results of the first phase of this program will be available on 15 April 1955.
b. Shortage of trainable pipe-line with sufficient lead time to allow for up-grade training prior to loss of skilled airmen.	b. A review of current manning status in critical airmen AFSC's indicates that sufficient trainable 3-skill level airmen have recently been provided to off-set projected losses of 5- and 7-skill level airmen. However, considering that it takes an average of 6 to 9 months to up-grade train a 3-level apprentice to be a 5-level specialist, and 9 to 12 months to up-grade train a 5-level specialist to be a 7-level supervisor technician, these personnel have not been provided sufficiently far in advance to maintain skill level requirements in the immediate future. Trainable personnel are now being made available through pipe-line. Developed OJT materials have been provided along with necessary instructions, and sufficient instructor personnel are available to conduct the training.
c. Inadequacies of on- the-job training programs.	c. As of 31 March 1955 this command has only trained and upgraded approximately 30% of the overall upgrading training requirement as established by higher headquarters for a period of

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MAJOR PROBLEM AREAS

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PROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS
PERSONNEL (Cont <sup>*</sup> d) <u>General</u> (Cont <sup>*</sup> d)	1 April 1954 through 30 June 1955. Bighty percent (80%) of the time allocated to meet this requirement is now behind us, therefore, training programs are being accelerated in order to accomplish at least 70% of the established requirement (70% considered the minimum acceptable). We now have a sufficient number of airmen in training to meet our stated requirement, however, they cannot be upgraded until fully qualified. All trainable 3-skill level airmen assigned duty within the career ladder of their primary AFSC and physically present in the unit of assignment have been entered into training for the next higher skill level. A sufficient number of 5-skill level airmen have been entered into training for the 7-skill level to fill existing and projected manning document vacancies. For the most part these personnel were provided this command with insufficient lead time to allow for their training and subsequent training prior to 30 June 1955, completed action may not be reflected on statistical reports due to factors beyond the control of this command, such as, airmen awaiting AFJKT and AFT results. On-the-job training has been made a Special Subject of Inspectors General of KADF.
2. Inadequate Personnel Administrative Actions. a. Incorrect Morning Reports.	<ol> <li>a. Inadequate execution of personnel administrative actions, generally at squadron level, has resulted in poor maintenance of personnel records, improper utilization and assignment of officers and airmen, and inaccurate reporting. The deficiencies have stemmed from a lack of qualified Personnel Officers.</li> </ol>
<ul> <li>b. Mal-assignment of Personnel.</li> <li>c. Non-current Mainte- nace of Basic Personnel Records.</li> </ul>	<ul> <li>b. The command is presently manned at approximately 95% in Personnel Officers. Only 60% of those assigned are qualified in their jobs, which results in an extensive training program.</li> <li>c. Efforts to further qualify our Personnel Officers were covered fully on the previous report. Provided we can retain our presently assigned Personnel Officers for an additional 6 months, the deficiencies resulting from untrained personnel will be eliminated through OJT.</li> </ul>
Accords.	d. Twenty-two (22) spaces for Personnel Officer (7321) Gourse for Fiscal Year 1955 have been requested. These spaces are earmarked for officers who have performed in cockpit positions for extensive periods, and who logically now should be rotated to other operating positions for the purpose of career development. This should further enhance skill level manning in AFSC 7324. To date, only three (3) spaces requested have been furnished; however, we anticipate that the additional spaces will be allocated within the near future.

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MAJOR PROBLEM AREAS

PROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS	Ş
PERSONNEL (Cont'd) <u>General</u> (Cont'd) 3. Inadequate Command and Staff Supervision. a. Inability to Fill Officer Positions in the Grade and Skill Authorized. 4. Non-availability of ade- quate family housing.	<ol> <li>a. The inadequacies in command and staff supervision have resulted primari percentage manning, 68%, in field grade officers, which has made it necessarinexperienced officers in certain key positions. The only officer source a command is through normal officer personnel requisitions. We have given to attention to insure that all existing requirements are covered. At the priare 207 field grade officer requisitions outstanding.</li> <li>a. The lack of family housing still remains a major problem throughout the acknowledged recognition of this problem in Washington and concerted action to secure additional Government housing promise some relief in the future. dicated, 840 units of Government-constructed or Wherry Housing have been a struction during FY 1955. 925 additional units are presently programmed ff</li> <li>b. Conditions appear to be particularly critical at Otis, Presque Isle, Kit Suffolk. Little, if any, new rental housing construction by private inter- munities may be expected due to a prevailing lack of capital and/or finance appears to be true regardless of the permanent status of bases. In the ma- when furnished, must be Government-sponsored.</li> </ol>	available to this his subject special esent time, there is command. An ons at higher echelons As previously in- suthorized for con- for FY 1956. Inross, Wurtsmith, and rests in nearby com- vial backing. This
INTELLIGENCE 5. AC&W Fighter-Interceptor Squadrons. Inability to obtain Essential Elements of Information required by ADC Operations Order 3-54 from su ordinate units of this comman on a timely basis.		

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MAJOR PROBLEM AREAS

PROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS
INTELLIGENCE (Cont'd) <u>General</u> (Cont'd) a. Existing circuits between ADDCs, FISs, and ADCCs are incapable of hand- ling the volume of intelli- gence traffic necessary during air defense operations.	
6. All EADF Units. Inability to perform the intelligence function during emergencies, actual or simulated. a. T/D positions for intelligence M-Day assignees and designees are not filled; nor has required intelligence training been accomplished.	6. a. Intelligence M-Day assignees and designees are the primary source of personnel in effec- ing an expansion of the intelligence function during emergencies. Less than ten percent of the total EADF authorized intelligence M-Day positions are filled. Recommended criteria for the total EADF authorized intelligence M-Day assignees and designees has been fur-
OPERATIONS 7. Preparation of classified annexes to SCATER Plan. a. Planned overflight of critical target areas by deployment forces.	(Unclassified) our ford and recommends their actions as follows:

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MAJOR PROBLEM AREAS

PROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS
OFERATIONS (Contid)	Abertan Lean et
General (Cont'd) b. Unreasonable number of navigation facilities to be made available.	b. Prescribe a specific date after which only those navigation aids on the approved list will be made available.
c. Classification of flight plans after filing.	c. Re-emphasize to Headquarters, SAC the importance of timely receipt of flight plans especial- ly during Warning Red and Warning Yellow.
d. Lack of authority to direct control of military mayigation aids.	d. Request the Department of Defense to amend the CONELRAD Plan so as to authorize the air division (defense) commander to direct the control of military navigation aids and aeronautical communications.
e. Lack of procedures for movement of high priority logistical and administrative flights during Warning White, Red and Yellow which are not	e. Expedite the designation of Inner Defense Areas and the development of pertinent operating procedures.
planned in advance. f. Failure to publish standard format for classi- fied annexes to SCATER Plan.	f. Expedite the publication of a standard format for the classified annexes to SCATER Plan.
8. Lack of a method to rapidly and legally utilize ANG forces during a national emergency.	8. Since expiration of Section 21 of the Universal Military Training and Service Act on 30 June 1953, there is no legal means available to effect immediate utilization of ANG forces in the event of an air attack upon the Continental United States. Under current legislation, the President does not have authority to "order" the Air National Guard into active federal service without awaiting action by the Congress. His authority to "call" ANG units, wherein they are is fact the Organized Militia of the State in federal service, is also time consuming since the call must be conveyed from the President through the Secretary to the Governors of the States concerned to the units, as well as through military channels.

	MAJOR PROBLEM AREAS
PROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS
ADJUTANT	
General (Cont'd)	
9. Inadequate Publications Files.	9. Files contain obsolete or rescinded publications, many series in file were not required by the activity, amendments were not properly posted, and control of distribution was inadequate. Deficiencies are attributable to lack of experienced personnel, failure to establish standard procedures and a lack of supervision. A recent command letter has established a requirement for visits by Adjutant personnel to their next lower echelons at stated intervals.
MATERIEL	
ighter Interceptor Squadrons	
. Malfunction in sint	<ol> <li>Water-proofing modification of F=94C aircraft at Project "Hop Up" by compliance with T.O. 1F-94-C=250, dated 3 December 1954, is approximately 70% complete. No derogatory reports as to adequacies of corrective action have been received. All 94C's scheduled through Project "Hop Up" are receiving this modification. Completion date is estimated as 1st quarter FY 56.</li> </ol>
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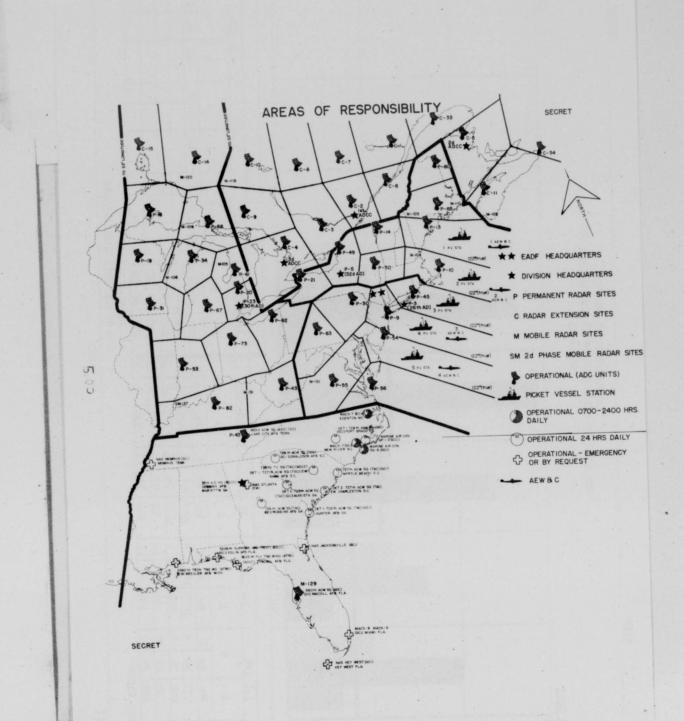
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MAJOR PROBLEM AREAS

PROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS	
ADJUTANT General (Cont'd) 9. Inadequate Publications Files. MAJOR IMPROVEMENT TRENDS MATERIEL Fighter Interceptor Squadrons 1. Malfunction in airborne fire control systems in F-944 aircraft due to moisture.	1. Water-proofing modification of F-94C aircraft at Project "Hop Up"	by compliance with T.O. No derogatory reports as scheduled through Project imated as 1st quarter FY 56.
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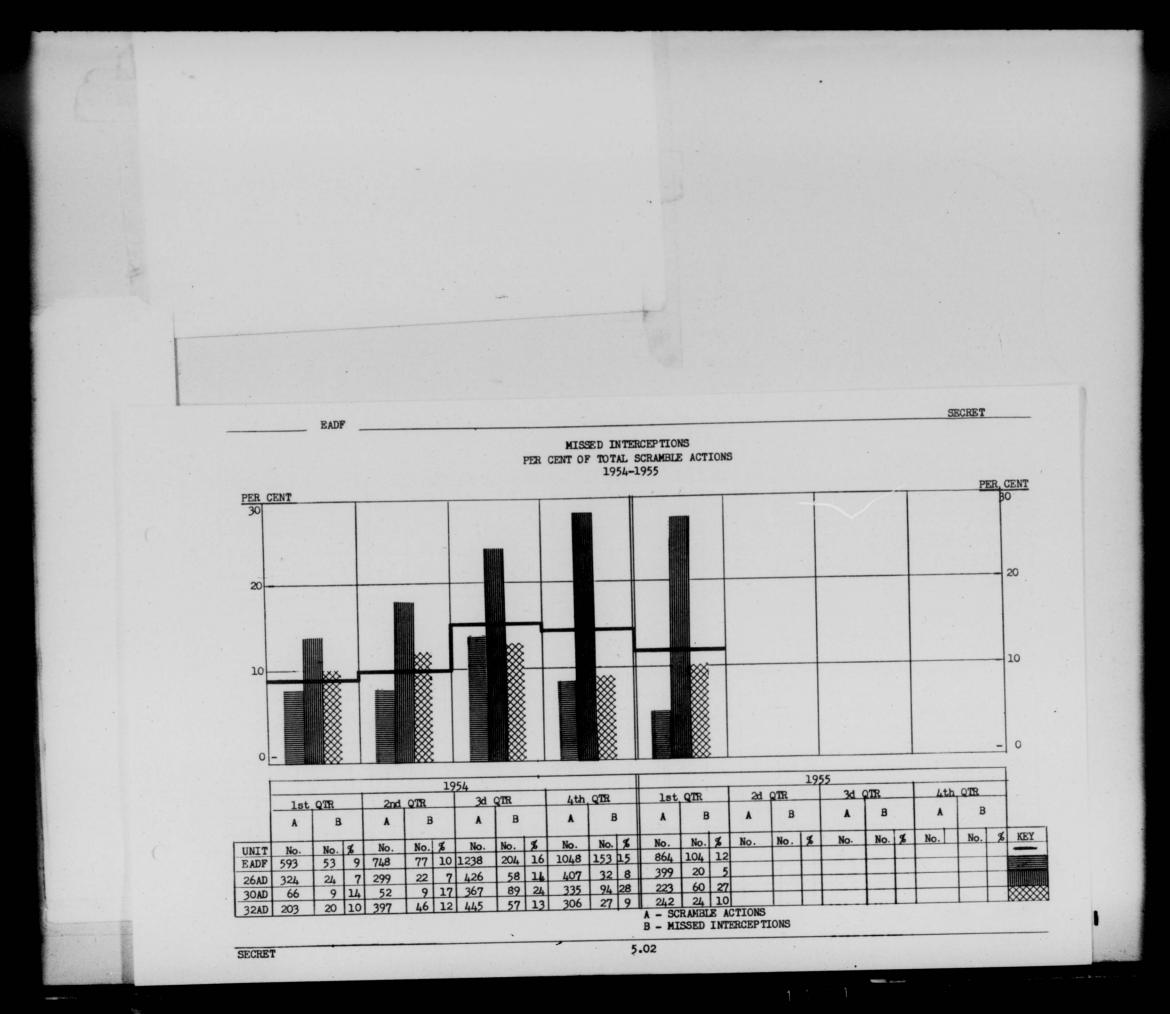
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CONSERVATION OF AIRCRAFT	391	749	267	15	307	633		118		0	0	0		33	8	

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		P-45	773	MONTAUK, L.I., N.Y.	D.C. II	FPS-3	<b>TPS-6</b> *	TPS-8*	(FPS-5)	6	12	12	10	GPX-7	75TH, 331ST
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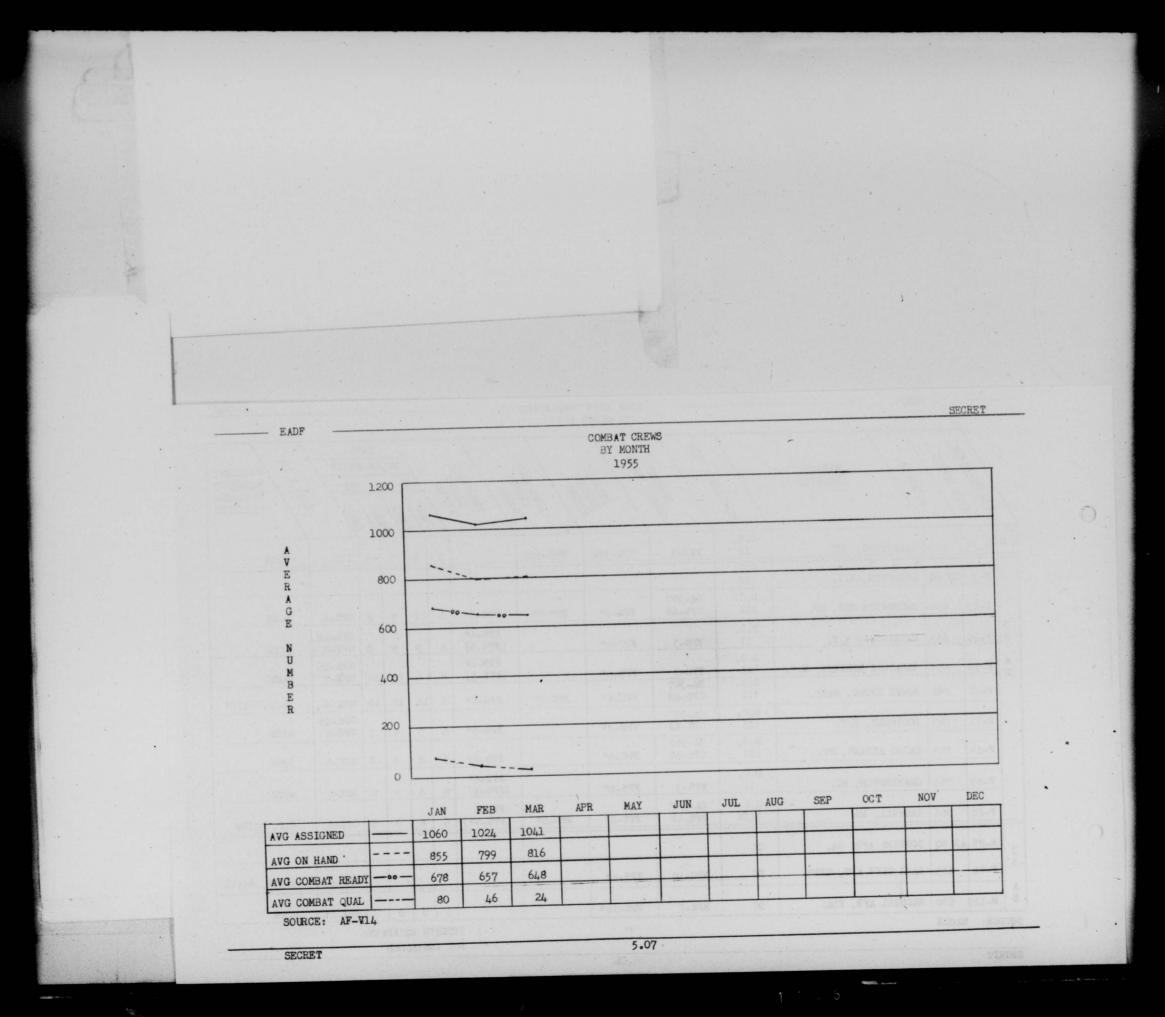
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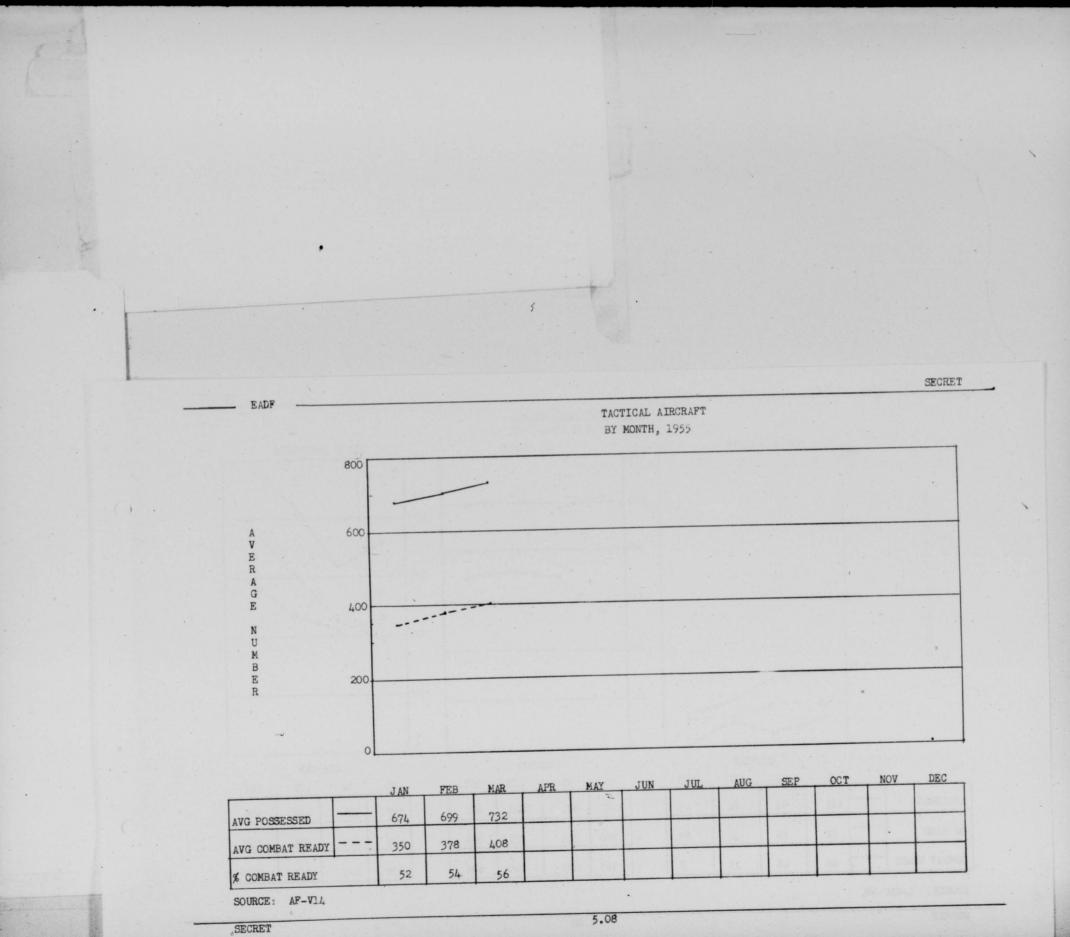
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	H	P-16 P-19 P-34 P-66	665 676 752 753	CALUMET, MICH. ANTIGO, WISC. EMPIRE, MICH. S.S. MARIE, MICH.	D.C. IR D.C. IR D.C. III D.C. III D.C.	FPS-3 FPS-3 QA-347 CPS-6B FPS-3	FPS=6* FPS=6* FPS=6* FPS=6* (CPS=4)	A CONTRACTOR	<b>PPS-6*</b> ( <b>PPS-5</b> ) <b>PPS-6*</b> ( <b>PPS-4</b> ) ( <b>PPS-4</b> *) <b>PPS-6*</b> <b>PPS-6*</b>	3 5 6	VHI 10017 3 5 11 8	8 12 9	UH 7404 GG	PA-16 PX-7 PA-16 PX-7 PA-16 PX-7 PA-16 PX-7 PA-16 PX-7 PA-16 PX-7	NONE NONE NONE NONE 438TH	)N JE
	1 1 3 0	P-16 P-19 P-34 P-66 P-61	665 676 752 753 754	LOCATION CALUMET, MICH. ANTIGO, WISC. EMPIRE, MICH. S.S. MARIE, MICH. PORT AUSTIN, MICH.	D.C. IR D.C. IR D.C. III D.C. III D.C. II D.C. II D.C.	FPS-3 FPS-3 QA-347 CPS-6B	FPS=6* FPS=6* FPS=6* FPS=6*	A CONTRACTOR	<b>FPS-6*</b> ( <b>FPS-5</b> ) <b>FPS-6*</b> ( <b>FPS-4</b> *) <b>FPS-6*</b> <b>FPS-6*</b> ( <b>FPS-5</b> ) <b>FPS-6*</b> ( <b>FPS-4</b> *) <b>FPS-6*</b> ( <b>FPS-4</b> *) <b>FPS-6*</b>	3 5 6 6	VHU 3 5 8 8 6	8 12 9 9	UH 1000 7 4 6 6 6 0 0 0 0 0 0 0 0 0 0 0 0 0	PA-16 PX-7 PA-16 PX-7 PA-16 PX-7 PA-16 PX-7 PA-16 PX-7 PA-16 PX-7 PPA-16 PX-7 PPA-16 PX-7	NONE NONE NONE NONE	
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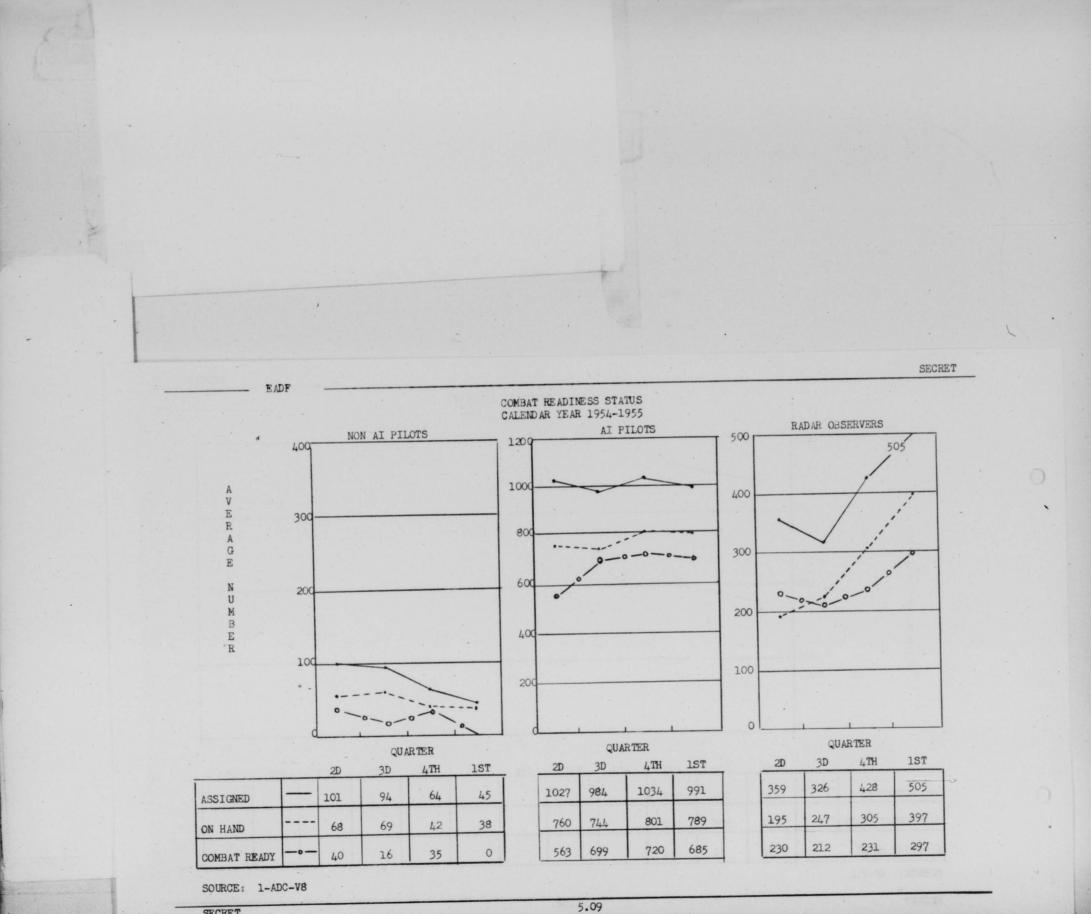
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	30 A D 3 2 A D	2-15 P-5 P-13 P-49 P-50 P-10 P-21 P-21 P-14 P-65 P-80	914 ND HQ 654 655 656 762 763 764 765 766	ARMSTRONG, ONT. SYRACUSE, N.Y. BRUNSWICK NAS, ME. WATERTOWN, N.Y. SARATOGA SPRINGS, N.Y. NORTH TRURO, MASS. LOCKPORT, N.Y. SAINT ALBANS, VT. CHARLESTON, ME.	S.S. IR C.C. IV D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C.	FPS-3 QA-347 CPS-6B FPS-3 QA-347 CPS-6B QA-347 CPS-6B QA-347 CPS-6B QA-347 CPS-6B QA-347 FPS-3 QA-347 FPS-10	TPS-502 FPS-6* FPS-6* FPS-6* FPS-6* FPS-6* FPS-6* FPS-6*	FPS-502 FPS-8*	FPS=6*           FPS=6*           (FPS=5)           FPS=6*           FPS=6*           FPS=6*           FPS=6*           FPS=6*           FPS=6           FPS=6           FPS=6           FPS=6           FPS=6	3 6 6 6 6 6	5 11 9 6 12 9 8 6	5 9 9 9 12 12 12 9 9 9 9	3 (0 6 (0 8 1 10 10 7 8 8 8	GPX-7 GPX-6 GPA-16 GPX-7 GPA-16 GPX-7 GPX-6 GPA-16 GPX-6 GPX-6 GPX-6 GPX-7 GPX-6	NONE NONE 27TH 60TH 58TH, 4371 47TH 37TH 49TH	2H
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	30 A D 3 2 A D	2-15 P-5 P-13 P-49 P-50 P-10 P-21 P-14 P-65 P-80 M-87	914 ND HQ 654 655 656 762 763 764 765 766 AD HQ 663	ARMSTRONG, ONT. SYRACUSE, N.Y. BRUNSWICK NAS, ME. WATERTOWN, N.Y. SARATOGA SPRINGS, N.Y. NORTH TRURO, MASS. LOCKPORT, N.Y. SAINT ALBANS, VT. CHARLESTON, ME. CASWELL, ME. DORBINS AFB, GA. LACK CITY AFS, TENN.	S.S. IR C.C. IV D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C.	FPS-3 QA-347 CPS-6B FPS-3 QA-347 CPS-6B QA-347 CPS-6B QA-347 CPS-6B QA-347 CPS-6B QA-347 FPS-3 QA-347 FPS-10	TPS-502 FPS-6* FPS-6* FPS-6* FPS-6* FPS-6* FPS-6* FPS-6*	FPS-502 FPS-8*	FPS-6* FPS-6* (FPS-5) FPS-6* (FPS-5) FPS-6* FPS-6* FPS-6* (FPS-5) FPS-6* (FPS-4*) FPS-6 (FPS-4*)		5 11 9 6 12 9 8 6 6 6 6	5 9 9 12 12 9 9 9 9 9 9 9 8 8 8	3 0 6 0 8 1 10 10 7 8 8 8 8 8	GPX7 GPX7 GPA-16 GPX-7 GPA-16 GPX-7 GPX-6 GPX-6 GPX-6 GPX-6 GPX-6 GPX-6 GPX-6 GPX-6 GPX-6 GPX-6 GPX-6 GPX-6 GPX-6	NONE NONE 27TH 60TH 58TH, 4371 47TH 37TH 49TH 82D, 318T 460TH, 46	2'H

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SOURCE: 1-AF-	-Al	PC	REVIOUS QTR URRENT QTR		Pressent	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1		
TOTAL EADF	38.9	27,911	239	149		P	<u>+</u>	
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					_	-		
VB-17	21.0	63	1	1		T		
TB-29	52.8	1266	8	5			1	T
H-19	12.0	217	6	3			1.1.1.1	
H-13	14.9	311	7	5				1
L-20	25.7	542	1	2				

TYPE AIRCRAFT	UTILIZATION HRS PER ACFT POSSESSED PER MONTH	TOT AL FLYING HOURS 1ST QTR 1955	AVERACE NO. AIRCRAFT POSSESSED PER MONTH	AVERAGE NO. AIRCRAFT IN-COMM PER MONTH	UTILIZATION HOURS PER AIRCRAFT PER MONTH 0 15 30 45 60	
T-11	19.6	647	11	6	HILLA IA	
T-33	38.2	12,257	107	67		
C-45	49.5	. 4305	29	19		
C-47	60.6	6002	33	20		
C-82	30.5	182	2	1		
Ċ-119	20.3	487	8	4		
TB-25	29.7	1695	19	12		
L-20	25.7	542	7	5		
H-13	14.9	311	7	5		
H-19	12.0	217	6	3		
TB-29	52.8	1266	8	5		

UTILIZATION OF NON-TACTICAL AIRCRAFT 1ST QUARTER CALENDAR YEAR 1955

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	EADF		UTILI	ZATION OF TACTICAL 1ST QUARTER 195	AIRCRAFT 5		1
WING	G	AVERAGE NO.	TOTAL	UTILIZATION		N HOLD C DED MONTU	
. ANI TYPI	D E	AIRCRAFT POSSESSED	FLYING HOURS 1ST QTR - 2955	HOURS PER MONTH	UTILIZATIO 10 20	ON HOURS PER MONTH	40 50
AND TYPI AICRAI	D E FT	AIRCRAFT POSSESSED PER MONTH *	FLYING HOURS 1ST QTR - 2955	HOURS PER MONTH			40 50
AND TYPI AICRAI 4709	D E FT A DW	AIRCRAFT POSSESSED PER MONTH * 138	FLYING HOURS 1ST CTR - 2955 7384	HOURS PER MONTH			40 50
ANI TYPI AICRAI 4709 F-	D E FT A DW -86D	AIRCRAFT POSSESSED PER MONTH * 138 121	FLYING HOURS 1ST CTR - 2955 7384 6649	HOURS PER MONTH 17.8 18.3			40 50
AND TYPE AICRAU 4709 F- 2 F-	D E FT A DW -86D -86F	AIRCRAFT POSSESSED PER MONTH * 138 121 16	FLYING HOURS 1ST CTR - 2955 7384 6649 735	HOURS PER MONTH		30 2 2	40 50
ANI TYPI AICRAI 4709 F- 2 6 4710	D E FT A DW -86D -86F D A DW	AIRCRAFT POSSESSED PER MONTH * 138 121 16 109	FLYING HOURS 1ST CTR - 2955 7384 6649	HOURS PER MONTH 17.8 18.3 15.3		30 21 21 21 21 21 21 21 21 21 21 21 21 21	40 50
AND TYPE AICRAU 4709 F- 2 6 4710 A D F-	D E FT A DW -36D -86F D A DW -86D	AIRCRAFT POSSESSED PER MONTH * 138 121 16	FLYING HOURS 1ST CTR - 2955 7384 6649 735 10,574	HOURS PER MONTH 17.8 18.3 15.3 32.3	10 20	30 21 21 21 21 21 21 21 21 21 21 21 21 21	40 50
AND TYPE AICRAU 4709 F- 2 6 4710 A D F-	D E FT A DW -86D -86F D A DW	AIRCRAFT POSSESSED PER MONTH * 138 121 16 109 26	FLYING HOURS 1ST CTR - 2955 7384 6649 735 10,574 2015	HOURS PER MONTH 17.8 18.3 15.3 32.3 25.8		30 21 21 21 21 21 21 21 21 21 21 21 21 21	40 50
ANI TYPI AICRAI 4709 F- 2 2 6 4710 A D F- 5 - - - F-	D E FT -86D -86F -86F -94C	AIRCRAFT POSSESSED PER MONTH * 138 121 16 109 26 83	FLYING HOURS 1ST CTR - 2955 7384 6649 735 10,574 2015	HOURS PER MONTH 17.8 18.3 15.3 32.3 25.8		30 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	40 50
ANI TYPI AICRAI 4709 F- 2 6 4710 A D F- 6 4710 A D F- 5 - - - - - - - - - - - - - - - - -	D E FT -86D -86F -94C -94C	AIRCRAFT POSSESSED PER MONTH * 138 121 16 109 26 83 145	FLYING HOURS 1ST CTR - 2955 7384 6649 735 10,574 2015 8559	HOURS PER MONTH 17.8 18.3 15.3 32.3 25.8 34.4		30 21 21 21 21 21 21 21 21 22 22 22 22 22	40 50
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ANI TYPI AICRAI 4709 F- 2 6 4710 A D F- 6 4710 A D F- 6 4710 A D F- 6 4709 F- 6 4700 F- 6 4709 F- 6 4709 F- 6 4709 F- 6 4709 F- 6 4709 F- 6 4700 F- 6 4700 F- 6 4700 F- 6 4700 F- 6 4700 F- 6 4700 F- 6 4700 F- 6 4700 F- 6 4700 F- 6 4700 F- 6 4700 F- 6 4700 F- 7 7 7 7 7 7 7 7 7 7 7 7 7	D E FT - A DW -86D -86F - 86D -94C - 94C - 86D	AIRCRAFT POSSESSED PER MONTH * 138 121 16 109 26 83 145 122	FLYING HOURS 1ST QTR - 2955 7384 6649 735 10,574 2015 8559 10,888 9972	HOURS PER MONTH 17.8 18.3 15.3 32.3 25.8 34.4 25.0 27.2		30 21 21 21 21 21 21 21 21 22 22 22 22 22	40 50
ANI TYPI AICRAI 4709 F- 2 6 4710 A D F- 6 4710 A D F- 4700 3 F- 0 F- 4700 A D F- 4700 A F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F	D E FT - A DW -86D -86F - 86D -94C - 94C - 86D	AIRCRAFT POSSESSED PER MONTH * 138 121 16 109 26 83 145 122	FLYING HOURS 1ST QTR - 2955 7384 6649 735 10,574 2015 8559 10,888 9972	HOURS PER MONTH 17.8 18.3 15.3 32.3 25.8 34.4 25.0 27.2		30 21 21 21 21 21 21 21 21 22 22 22 22 22	40 50
ANI TYPI AICRAI 4709 F- 2 6 4710 A D F- 6 4710 A D F- 4700 3 F- 0 F- 4700 A D F- 4700 A F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 4700 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F- 7000 F	D E FT - A DW -86D -86F - 86D -94C - 94C - 86D	AIRCRAFT POSSESSED PER MONTH * 138 121 16 109 26 83 145 122	FLYING HOURS 1ST QTR - 2955 7384 6649 735 10,574 2015 8559 10,888 9972	HOURS PER MONTH 17.8 18.3 15.3 32.3 25.8 34.4 25.0 27.2		30 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	40 50

	WING AND TYPE AIRCRAFT	AVERAGE NO. AIRCRAFT POSSESSED PER MONTH *	TOT AL FLYING HRS 1ST QTR - 1955	UTILIZATION HOURS PER MONTH	UTILIZATION HOURS PER MONTH 10 20 30 40 5
	4708 A DW	111	7809	26.3	
	F-89D	11	1424	43.2	
	F-86D	99	6385	23.3	
	4707 A DW	84	6526	25.9	
	F-86D	43	3762	29.2	
3	F-94C	41	2764	22.5	
2	4711 A DW	126	6115	16.2	
A	F-86D	48 -	2535	17.6	
	F-86F	6	225	12.5	
	F-89C	2	15	7.5	
	F-89D	51	1202	11.8	
	F-94C	20	2138	35.6	
	Le Hanne	1 23	2-360	12 01	10
	EADF	713	49,296	23.0	
_	SOURCE: 1-AF	-A1	PREVIOUS Q CURRENT QT		* ROUNDED TO NEAREST WHOLE NUMBER

UTILIZATION OF TACTICAL AIRCRAFT 1ST QTR 1955

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- EADF

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# FIGHTER-INTERCEPTOR SQUADRONS LOCATION, MANNING AND EQUIPMENT 31 MARCH 1955

			CC	MBAT CR	SWIS			AIRCH	APT .		1
	LOCATION		AVG	AVG		READY	TYPE		AVG	AVG	AVG
DESIGNATION	LOCATION	RQD	ASGD	HAND	PILOTS	ROIS	PRIMARY PRIMARY	AUTH	ON HAND	POSS	C/R
909th AIR DEF WO	, MCGUIRE AFB, N.	. J.				_			1 1		18
a FIS	MCGUIRE	37	30	27	31	NA	F-86D	25	23	24	
oth FIS	MCGUIRE	. 37	28	37	29	NA	F-86D	25	27	28	12
	SUFFOLK	37	24	20	21	NA	F-86D	25	23	24	17
30th FIS	STEWART	37	29	21	1	NA	<b>F-86D</b>	25	27	27	4
	SUFFOLK	37	26	20	16	NA	<b>7</b> -86D	25	25	25	15
331st FIS		37	23	20	0	NA	<b>F-86D</b>	25	20	16	2
539th FIS	STEWART		-	1 20		•					
	G, NEW CASTLE COU DOVER	37.	36	33	34	42	<b>F</b> =940	25	20	19	16
46th FIS			29	25	23	41	<b>F</b> =94C	25	19	18	16
48th FIS	LANGLEY	37			26	NA	F-86D	25	26	26	17
95th FIS	ANDREWS	37	33	25		40	<b>F</b> -94C	25	21	20	18
96th FIS	NEW CASTIE	37	40	33	32	-	<b>F</b> _940	25	20	21	10
332d FIS	NEW CASTIE	37	31	30	28	31	2-740	1 -2			
4706th AIR DEF W	G. O'HARE INTERNA	TIONAL AIL			1	T	<b>F-86D</b>	25	26	26	18
42d FIS	O <sup>®</sup> HARE	37	34	27	24	NA		25	26	26	10
62d FIS	O'HARE	37	34	26	23	NA	F-86D		25	26	10
97th FIS	WRIGHT_PATT	37	34	30	30	NA	F-86D	25		22	1
432d FIS	TRUAX	37	34	25	27	NA	<b>7</b> -86D	25	23		
438th FIS	KINROSS	37	32	24	20	25	<b>F-89D</b>	25	19	20	
	TRUAX	37	24	21	18	NA	F-86D	25	24	25	11
456th FIS SOURCE: 1-ADC 1-AF-V	<b>V</b> 8		-1		NA ·	- NOT APP	LICABLE				

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DESIGNA	TION		FIGHTER-INTERCEPTOR S OCATION, MANNING AND 1 31 MARCH 195	QUADRONS EQUIPMENT			SEC
	LOCATION	1 0	OMBAT CREWS				
4708th AIR	DEF WC	ROD AVG	AVG ON COMBAT RE				
13th FIS	DEF WG, SELFRIDGE AFB, I	MICH	HAND PITOT	The second secon	E AI	RCRAFT	
56th FIS	SELFRIDGE		I LOID R	O'S PRIMARY	NON	1	
63d FIS	SELFRIDGE	37 32	29 11		PRIMARY AUTH	AVG ON HAND POSS	AVG
71st FIS	WURTSMITH	37 30	23 20 NA	<b>P-86D</b>		ON HAND POSS	C/R
86th FIS	GREATER-PITT	37 32	ZZ NA		25	22	-
	Ter	37 32	0 0	1-000	25	22	14
4707th AIR DE	TOUNGSTOWN P WG, OTIS AFB, MASS.	37 28	23 22 N	P-89D		26 26	14
47th FIS	NTAS		1/ 19	F-86D	25	26 25	
58th FIS	NIAGARA	37	NA NA	<b>F-86D</b>	25	24 25	18
Soth FIS	OTIS	37 29	23 20		25	22 23	15
37th FIS	#ADTOVER	38	28 NA	7-86D			12
711th ATP	OTIS	37 30	28 43 38	<b>B-94C</b>	25 2	0 00	
AL ALA DEP W	OT IS 3 G. PRESQUE ISLE AFB, ME.	7 37	30 NA	1-86D	25 7	23	9
th FIS	GRIFFISS		9 30 34		25 25	14	8
th FIS	BTHAN ALLEN 37	31		<b>F-94C</b>	25 26	25 2	
h FIS		38 20	14 1 0/ 1		25 26	26	-
FIS	DOW 37	36	42 1	<b>7-94C</b>	1. 1	2020	1
h FIS	FARSQUE ISLE	28 21	8 NA	P-86D	25 23	23 1	-
CE: 1-ADC-VO	PRESQUE ISLE 37	36 14	NA 1	F-86D	25 23	26 12	
1-AF-V7/	1 31	38 24	0 0 1	-89D	25 25	19	1.
T		ALL POR ALL DA	44	-89D	25 22	25 11	1
		. 5801 9101	NA - NOT APPL		25 28	23 1	7
	· · ·	and the second distance of the second distanc	5.14	ICABLE	20	28 9	1

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# FIGHTER-INTERCEPTOR SQUADRONS LOCATION, MANNING AND EQUIPMENT 31 MARCH 1955

	1		CO	BAT CREW	5		a state		AIR	CRAFT		1
			AVG	AVG	COMBAT	READY	TYP	ENON	AUTH	AVG	AVG	AVG
DESIGNATION	LOCATION	RQD	ASGD	HAND	PILOTS	ROSS	PRIMARY	PRIMARY	AUTH	ON HAND	POSS	C/R
208th AIR DEF WO	G. SELFRIDGE AFB, M	ICH.									22	1 14
3th FIS	SELFRIDGE	37	32	29	11	NA	<b>F-86D</b>		25	22		
56th FIS	SELFRIDGE	37	30	23	22	NA	<b>F-86D</b>		25	26	26	14
63d FIS	WURTSMITH	37	32	0	0	0	F-89D		25	26	25	18
71st FIS	GREATER-PITT	37	32	23	22	NA	<b>F-86D</b>		25	24	25	15
86th FIS	YOUNGSTOWN	37	28	17	19	NA	<b>F-</b> 86D		25	22	23	12
	OTTE APR MASS	1										1
	G, OTIS AFB, MASS.	37	29	23	20	NA	<b>F-86D</b>		25	20	23	9
47th FIS	2.000	37	38	28	43	38	<b>F</b> -94C		25	13	14	8
58th FIS	OTIS		30	28	30	NA	7-86D		25	26	25	22
60th FIS	WESTOVER	37	37	29	30	34	F-94C	12.	25	26	26	20
437th FIS	OTIS	37	1 31	1 47	1.20	1 24	is is a					
4711th AIR DEF	G, PRESQUE ISLE AF		T	1	14	26	<b>F-94C</b>		25	23	23	1
27th FIS	GRIFFISS	37_	31	20	25	X4.11	F-86D	12 1	25	23	26	19
37th FIS	ETHAN ALLEN	37	38	36	-	NA	7-86D		25	25	25	1
49th FIS	DOW	37	28	21	8	NA	F-89D		25	22	23	
82d FIS	PRESQUE ISLE	37	36	. 14	0	0			25	28	28	and all
318th FIS	PRESQUE ISLE	37.	38	24	24	26	<b>F-89D</b>		1 25			
SOURCE: 1-ADC- 1-AF-V	.78	a such		NA SIGAL		NA - NO?	r APPLICABI	E				

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### OTHER FORCES WITHIN EADF AREA (NAVY)

LOCATION (NAVY)	LOCATION (NAVY) TYPE NO. AIRCRAFT ACFT LOCATION (NAVY)		LOCATION (NAVY)		T YPE A IRCRAFT		
	F2H-3 F9F-6 F9F-5	Jet AI Jet NAI Jet NAI	17 23 30	NAS, So. Weymouth, Mass.	<b>F</b> 9 <b>F</b> -6 <b>F</b> G~1D	Jet NAI Prop NAI	
NAS, Quonset Point, R. I.	191=3 191=6	Jet NAI Jet NAI	12 8	NAS, Niagara Falls, N. Y.	F2H-2 F4U-4	Jet NAI Prop NAI	3
NAS, Oceana, Va.	FJ=3 FJ=3	Jet NAI Jet NAI	7		F2H=3 F2H=2	Jet AI Jet NAI	19
	F2H-3 F2H-4	Jet AI Jet AI	2 25	NAS, Jacksonville, Fla.	<b>797-8</b> <b>740-4</b>	Jet NAI Prop NAI	1
NAS, Atlantic City, N. J.	<b>F</b> 9 <b>F</b> -6 <b>F</b> 4U-5 <b>N</b> <b>F</b> 7U-3	Jet NAI Prop AI Jet NAI	13 46 4		72H-3 72H-4 72H-2 73D-2	Jet AI Jet AI Jet NAI Jet AI	1 2 1
NAS, New York, N. Y.	<b>197</b> -7 FG-1D	Jet NAI Prop NAI	26 28		191-5 191-6	Jet NAI Jet NAI	1 3 3
NAS, Willow Grove, Pa.	FG-1D	Prop NAI	32	NAS, Cecil (Near Jacksonville)	<b>F</b> 9 <b>F</b> =8	Jet NAI	-
NARTU, Anacostia, Md.	<b>F</b> 4U-4	Prop NAI		37 50 28	F2H=4 F3D=2	Jet AI Jet AI	2
NARTU, Norfolk, Va.	<b>F</b> 4U4	Prop NAI	16 18	MCAS, Cherry Pt., N. C.	FJ=2	Jet NAI	
	<b>F9F-6</b> <b>F</b> 4U-5	Jet NAI Prop NAI Jet NAI	and the second sec	MCAS, Miami, Fla. NAS, Atlanta, Ga.	<b>F</b> 9 <b>F</b> -6 <b>F</b> 4U	Jet NAI Prop NAI	
NAS, Glenview, Ill.	<b>F</b> 9 <b>F</b> -7			NAS, Birmingham, Ala.	<b>1</b> 40	Prop NAI	
NAS, Akron, Ohio	<b>P</b> 4U=4	Prop NAI		NAS, New Orleans, La.	<b>F</b> 4U-4	Prop NAI Jet NAI	
NAS, Columbus, Ohio	<b>F</b> 9 <b>F</b> =4 FG=1 <b>D</b>	Jet NAI Prop NAI	14 28	. NAS, Memphis, Tenn.	, <b>1</b> 9 <b>1</b> -7 14U∞5	Prop NAI Jet NAI	
NAS, Grosse Ile, Mich.	<b>F</b> 4U-4 .	Prop NAI	25	TOTAL	PRÉSIDE 10	Jet AJ Prop NAJ Prop AI	413 -9

SOURCE: NAVFORESTCONAD

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LISTED FORCES MAY BE MADE AVAILABLE FOR AIR DEFENS PURPOSES DURING EMERGENCY CONDITIONS.

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COMMANDER NAVAL FORCES EASTERN CONTINENTAL AIR DEFENSE COMMAND

SECRET

The Commander, Naval Forces Eastern Continental Air Defense Command has succeeded the Commander, Eastern Sea Frontier as the coordinating command through which appropriate naval forces become familiar with air defense procedures, thereby enabling them to be readily utilized in repelling an air attack.

Training: Training of Naval fighter pilots with the AC&W squadron has been emphasized and has continued at a high level. Training of Air Force Interceptor pilots under control of picket vessels has continued under established procedures. Cross training of Air Force and Navy controllers continues as practicable.

Picket Vessels: Two picket vessel stations have been manned continuously. During the past quarter four YACR picket vessels have been commissioned. These vessels are Liberty ships converted for service as picket vessels by the addition of suitable electronic gear. It is expected that the first of these vessels will be in service in July of this year. The YACRs will eventually replace the DERs in the contiguous radar coverage system.

Fighters: Potential Naval and Marine Corps fighter augmentation will increase considerably when the 35th Air Division is integrated into the Eastern Air Defense Force. This increase fighter strength is largely based in the Jacksonville, Florida and Cherry Point, North Carolina areas.

AEW Aircraft: The status of Navy multi-engine AEW aircraft based at NAS, Patuxent remains unchanged with an average potential of 6 aircraft.

Navy Radar: The number of Navy and Marine Corps radars integrated with the air defense system will also increase when the EADF assumes control of the 35th Air Division. This increase includes Marine Corps radars at Cherry Point, N.C., Miami, Florida and Navy radars at Jacksonville and Key West, Florida.

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Naval AA: AA potential is integrated with appropriate AAOCs.

SOURCE: NAVFOREASTCONAD

EADF

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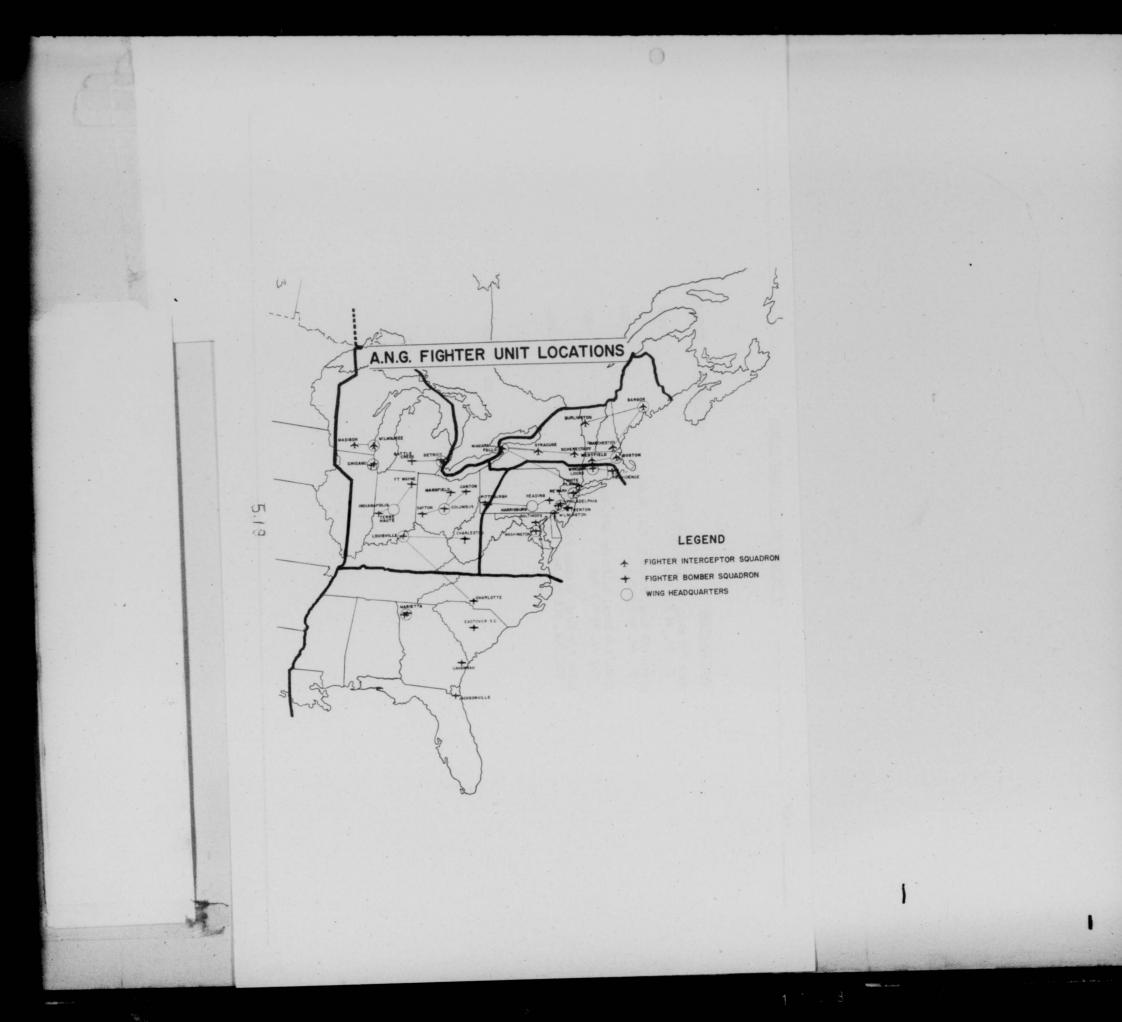
### OTHER FORCES AVAILABLE WITHIN EADF AREA (ANG)

\* 1

UNIT LOCATION	ACFT	TYPE ACFT	UNIT LOCATION	ACFT AVAIL	TYPE ACFT	UNIT LOCATION	AVAIL	ACFT
Dist F/I Wing, Dow AFB, Me.			112th F/B Wg, Harrisburg Aprt, Pa			122d F/B Wing, Weir-Gook Aprt,		
1321 FIS, Dow AFB, Me.	1 12	F-94	146th F/B Sq, Gtr Pittsburgh	11-123		Ind.	1.1	
133d FIS, Grenier AFB, N.H.		F-94	Aprt, Pa.	14	F-84F	113th F/B Sq, Hullman Fld, Ind		F-80
134th FIS, Burlington Aprt, V		F-94	147th F/B Sq, " "	14	F-84F	163d F/B Sq, Baer Fld, Ind	14	F-80
134th F13, Buriington Apro,	1 10	1 - 14	148th F/B Sq, Spaatz Fld, Pa.	18	F-51D	the part of the second second second	1000	
2d F/I Wing, Logan Aprt, Mas			THOM I'D I'L PPICE		- 1992	123d F/B Wing, Standiford Fld, Ky	1	
101st FIS, Logan Aprt, Mass.		F-94	113th F/B Wing, Andrews AFB, DC		1483	165th F/B Sq, " " '	22	F-51
131st FIS, Barnes Aprt, Mass		F-94	104th F/B Sq, Harbor Fld, Md.	23	F-51	n n 1	1 1	F-84
1)180 F10, Daries Apro, Mass	°	1 - 154	121st F/B Sq. Andrews AFB,DC	12	F-86	167th F/B Sq, Kanawha Aprt,		
03d F/B Wing, Bradley Fld, Con	_		142d F/B Sq. New Castle Aprt.			W. Va.	24	F-51 F-80
118th F/B Sq. " "	1 10	F-84D		8	F-86	156th F/B Sq, Standiford Fld,"		r=80
152d F/B Sq, Theo Green Aprt		F-84D				126th F/B Wing, Peoria Aprt, Ill.		
1520 F/B Sq, meo Green Apro R.I.	1	1-040	116th F/B Wing, Travis Fld,			108th F/B Sq, O'Hare Aprt, Ill.	. 17	F-51
16.2.0			Savannah, Ga.	and the		168th F/B Sq, " " "	15	F-51
07th F/I Wing, Niagara Aprt,N	V		128th F/B Sq. Dobbins AFB,				100	
136th FIS	1 14	F-94	Marietta, Ga.		F-86A	127th F/B Wg, Detroit-Wayne-		
137th FIS, Westchester Aprt,		1-14	157th F/B Sq. Congaree AFB,		a State	Major Aprt, Mich.		
N.Y.		F-94	Eastover, S.C.	12.14	F-86A	107th F/B Sq, Romulus Aprt,	100.00	
138th FIS, Hancock Fld, N.Y.		F-94	158th F/B Sq. Travis Field,		Dires.	Mich.		F-86
139th FIS, Schnectady Aprt, N		F-51	Savannah, Ga.		F-84D	171st F/B Sq, "		F-86
139th FID, Schneelady Apro,		F-94	159th F/B Sq. Thomas Cole		1224 8	172d F/B Sq, Kellogg Fld, Mich	9	F-86
O8th F/B Wing, Newark Aprt, NJ		1-74	Imeson Aprt, Jacksonville,					
119th F/B Sq, " " 1	21.	F-51	Fla.		F-86A	128th F/I Wg, Mitchell Fld, Wisc		
141st F/B Sq, McGuire AFB,NJ		F-86A		1.00		126th FIS, " " "	16	F-89
141st r/b og, McGuire Arb, No	1-2	1-004	121st F/B Wing, Lockbourne AFB,			176th FIS, Truax Fld, Wisc.	12	F-89
llth F/B Wing, Phila Aprt, Pa			Ohio					
103d F/B Sq, ""	11	F-84F	162d F/B Sq, Dayton Aprt, 0.	19	F-51	TOTAL - F-51 - 227		
103a r/b 5q,		F-51	164th F/B Sq, Mansfield Aprt	1		F-80 - 26		1
117+b F/B So " " "		F-84F		36	F-84E	F-84 - 164		1
117th F/B Sq, " "	7	F-511			1.	F-86 - 62		
	1 .	1-)11	Ohio	38	F-84E			
		1	112th F/B Sq. Canton Aprt, 0.	The second			1	Print.
			Trout the od's canon which of	1		617*		
						01/*	1	

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UNIT LOCATION	ACFT AVAIL	TYPE ACFT
89th F/B Wing, Hanscom Aprt, Mass 24, 25, 26 F/B Sqs	14	F80C
438th F/B Wing, Mitchell Fld, Wisc 87, 88, 89 F/B Sqs	11	F80C
439th F/B Wing, Selfridge AFB, Mich 91, 92, 93 F/B Sqs	52	. F80C
445th F/B Wing, Niagara Falls Aprt, N.Y. 700, 701, 702 F/B Sq	ш	F80C

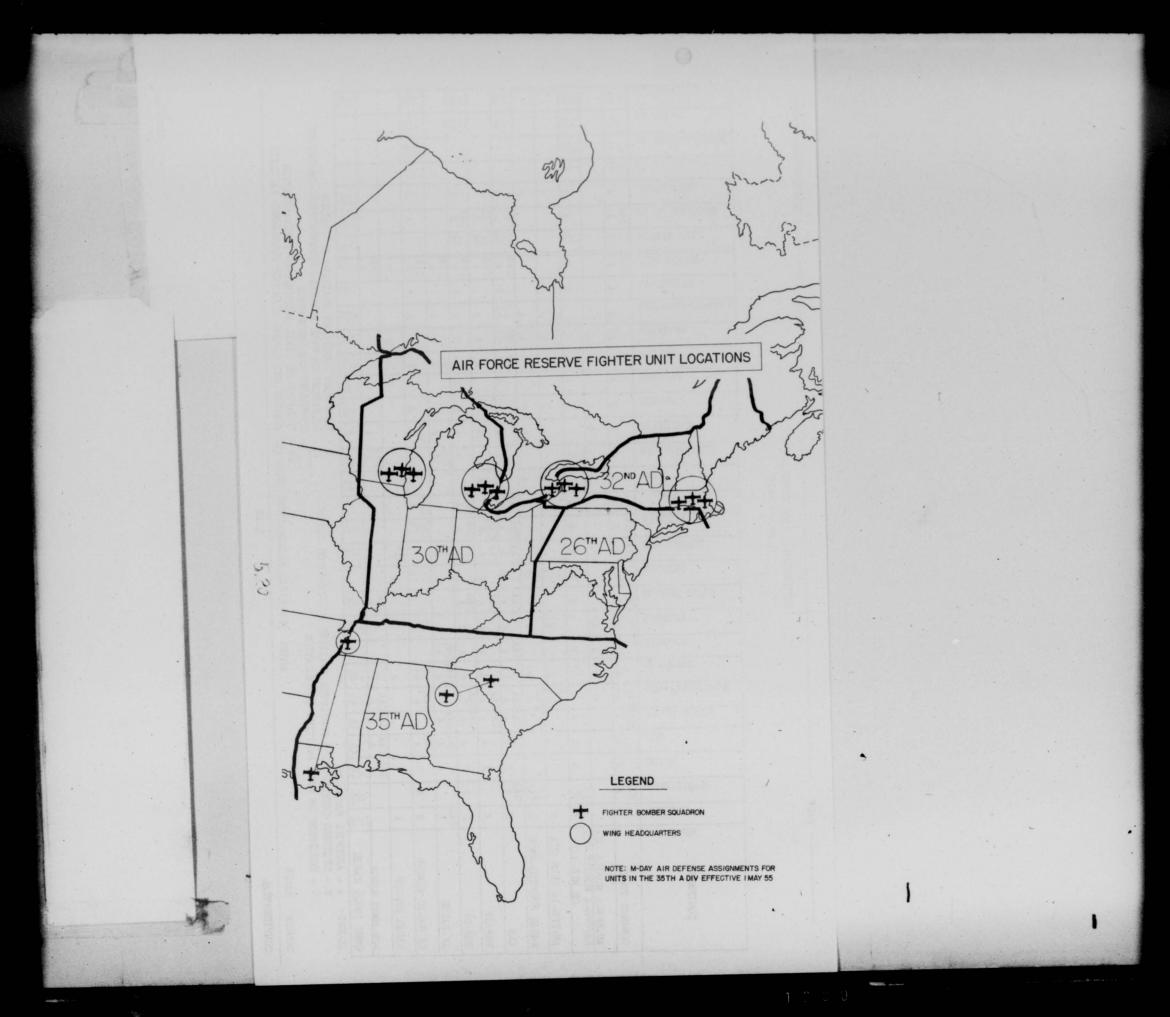
AF RESERVE UNITS IN EADF REGION

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TOTAL - F-80C 88

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NO

EQUIPMENT ST	ANDREWS	CHARLESTON	ER		AN ALLEN	GTR-PITTSBURCH	GRIFFISS	KINROSS	LANGLEY	Mc GHEE-TY SON	MCGUIRE	W CASTLE	NIAGARA	O'HARE	OTIS	PRESQUE ISLE	SELFRIDCE	STEWART	SUFFOLK	TRUAX	WESTOVER	WRIGHT-PATTERSO	WUR TSMI TH	YOUNGSTOWN	BUNKER HILL	L. G. HANSCOM	LOCKBOURNE	K. I. SAWYER	SEYMOUR-JOHNSC	CAD TLLAC	KANSASVILLE
	IDINA	CHA	DOVER	DOW	ETHAN		CH3	KIN		E CAA	Mc	CAA			TO	PF	SI	ŝ		AA	M	N.		CAA	1/	CAA		3/	4/	3/ 57	4/
CONTROL TOWER	A	CAA	A	A	CAA	CAA A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	56	A	<u>A</u>	20	20	21	21
AN/MPN-1 MOBILE GCA						A	A	A	A					-	A		A	A			A			-	1/			3/	4/	4/	1/
AN/CPN-4 MOBILE GCA OR MPN-11B	A	1/	A	A	A			В	-	A	A	A	A	A		A			A	A	-		A	A	56	A	B	10	1	21	-
AN/FPN-16 PERM GCA	D					B	A		A		2/		1		A	-	D	B	-	-	A	A			-		B				
RADAR SURVEILLANCE	D	1/				CAA B	A		A	-	2/	CAA	CAA	CAA	A	11	D	B 4/	-	CAA	A 3/ 55	4/		CAA	3/	CAA				4/	1/
ILS	E	CAA	В	1/56	CAL	ACAA	3/	CAA	в	CAA	1/56	A	ACAA	A	A	4/	B	55	B	A	55		B	CAA		CAA	B	1	1	1	1
VHF/DF	A		A	A	A	ACAA	A	A	A	CAA	A	A	A	CAA	A		A	A	-	A	A	A	+-	A			1	1	$\mathbf{t}$	4/	1/
UHF/DF	E	В	D	A	CA	ACAA C	D	A	D	CAA	В	A	A	A	D	D	A	D	A	CAA	D	A	A	A CAJ	and the second second	6 D	1 ^	1	1	-	1
LF RANGE	CA	A	A	CAA	CA		CAA A	CAA A	A	-	A	A	2/	CAA	-	A	A	-	-	A .	A	A	1	CAL		1.	в	3/	4/	3/	1/
LF RADIO BEACON	в	A	В	CAL	4	CAA	2/		A		2/ 54		2/ 56	A	A		A	A	A	D	A	A	A	A	┢	1	1 D	20	20	1	10
RADAR BEACON	A	1	1		P		A		1000		В	CAAB	-	1.	-	CAJ		-	В	2	A	+	-	D		+	17	+	+	+	1
	1		CA	ACA	A CA	ACAA	2/			CAA	-				121	A	A	137	3/	3/	3/	34	34	A 3	13/	36	3/	+	+	+	1/
VOR OMNI RANGE OMNI (OBD) RANGE	3/	36	37	36	3/	5 36	3/	3/	3/	3/		3/	3/	5	3/	3/3	1 31	56	36	3/	ICT AT	TED	AWAT	TTN	6 56 G AC	TIVA	TION	1	1	1	120
LECEND: A - ACCEP B - REQUI C - EQUIP SOURCE: EACCE	TED	FACI	TRUC	TION	CON	MPLEI NG IN	ED A	LAT NOT	ION			NT OF	SIGN				S = 1	EQUI EQUI EQUI OPER QUAR	PMEN	TNO	T PF	ND AN ROGR	AMMEI	ING D	CONS	ADMIN DGRAM	ISTR	ATIC	ON		

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	EADF							or Bullou						
						(	OPERATION	SAIWATCH						
					BY	UARTER,	0PERATION 1954 - 19	955 AND TIL	ME OF DA	r	2000	HRS		
	1500	0200	) HRS		BY (	UARTER,	0PERATION 1954 - 19	14	ME OF DAT	r <b>U</b>		HRS	1621	
		0200	) HRS		080	QUARTER.	09ERATION 1954 - 19	955 AND TII 14	ME OF DAT	r 1509	1600	HRS	1534	
,			HRS		BY 0	QUARTER,	0958ATION 1954 - 19	14	ME OF DAN			HRS	1534	
,	1500		) HRS	-	BY 0 080	QUARTER,	096884710N 1954 - 19	14	ME OF DAN			) HRS	1534	
	A V 1200- B A G		) HRS	1	BY C	QUARTER,	0958FATION 1954 - 19	14	ME OF DAN			HRS	1534	
	1500		) HRS		980 080	QUARTER.	OPERATION 1954 - 19	14	ME OF DAN			HRS	1534	
•	1500 V 1200 E 1200 R Å G B 900 N U		) HRS		BY 0	QUARTER.	OPERATION 1954 - 19	14	ME OF DAN 00 HRS			HRS	1534	
	A V 1200- B A G B 900- N U M B 600-				BY 0	QUARTER,	OPERATION 1954 - 19	14	ME OF DAN			HRS	1534	
	1500 A V 1200 B A G G B 900 N U M				BY 0	QUARTER,	OPERATION 1954 - 19	14	ME OF DAN 00 HRS			HRS	1534	
	A V 1200- B A G B 900- N U M B 600- B R				BY G	QUARTER,	OPERATION 1954 - 19	14	ME OF DAN 00 HRS			HRS	1534	
	A V 1200- B A G B 900- N U M B 600- E				BY 0	QUARTER,	OPERATION 1954 - 19	14	ME OF DAN			HRS	1534	
	A V 1200 B A G B 900 N U M B 600 B R 300				BY 0	QUARTER,	OPERATION 1954 - 19	14	ME OF DAN			HRS	1534	
	A V 1200- B A G B 900- N U M B 600- B R									1509	1600			
	A V 1200 B A G B 900 N U M B 600 B R 300			1ST QTR			1954 - 19			1509	1600	TH QTR	1ST QTR	
	A V 1200 B A G B 900 N U M B 600 B R 300			IST QTR 4888						1509	3D QTE 4	+TH QTR 5262	IST QTR 4888	
	A V 1200 B A G B 900 N U M B 600 B R 300 O	3D QTR 4	ATH QTR	active terms	3D QTR	ATH QTR	1ST QTR	14 1621 	4TH QTR	1509 1509 15T QTB 4888 3734	3D QTE 4 5408 4438	+TH QTR 5262 4181	15T QTR 4888 3734	
	A V 1200 B A G B 900 N U M B 600 E R 300 0 R R 300 0	3D QTR 4 5408	4TH QTR 5262	4888	3D QTR 4	00 HRS	IST QTB 4888	14 1621 	00 HRS 4TH QTR 5262	1509 157 QTR 4888	3D QTE 4	+TH QTR 5262	IST QTR 4888	

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### GROUND OBSERVER CORPS ORGANIZATION, PHASE I AND II BY FILTER CENTER, MARCH 1955

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	UNITS	NUMBER OF REQUIRED OBSERVATION POSTS	OBSERVATION POSTS COMPLETELY ORGANIZED	S REQUIRED OBSR POSTS COMPLETELY ORGANIZED	PER CENT OF REQUIRED POSTS COMPLETELY ORGANIZED           0         20         40         60         80         100
1	BALTIMORE	202	191	95	
	HARRISBURG	272	151	56	
	NEW HAVEN	134	128	96	
1	PITTSBURGH	336	264	79	
	RICHMOND	151	138	91	
•	BOANOKE*	264	169	64	
	TRENTON	116	107	92	
	WHITE PLAINS	148	143	97	and and party has been been been been been been been bee
-	CANTON	229	177	77	
	CHICAGO	598	368	62	
3	COLUMBUS	373	279	75	
'	GRAND RAPIDS	520	377	73	
1	GREEN BAY	441	408	93	
•	LEXINGTON*	210	159	76	
	LOUISVILLE*	220	162	74	
	SOUTH BEND	324	255	79	
	SPRINGFIELD*	397	306	77	
-	ALBANY	205	186	91	
3	BANGOR	241	213	88	
2	BUFFAIO	138	135	98	1 and approximate hand and dard a free and the free transmission of the
4	MANCHESTER	323	274	85	
D	SYRACUSE	150	140	93.	
	TOTAL	5,992	4,730	79	and a state and a state of the
50	URCE: ADC_V13		ZZZZ END OF		ARTER (30 NOVEMBER 1954) *PHASE II FILTER CENTERS

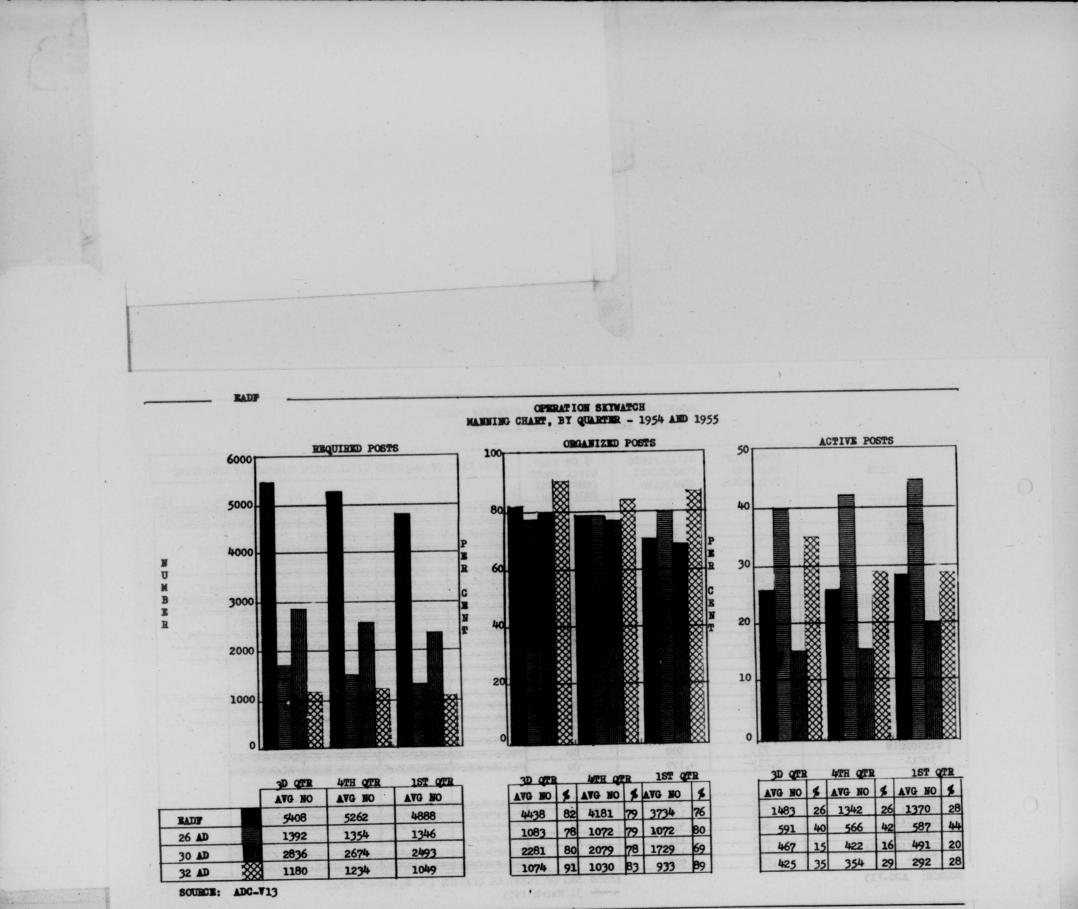
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### ORGANIZATION OF CIVIL GROUND OBSERVER POSTS PHASE I AND II, BY STATE, MARCH 1955

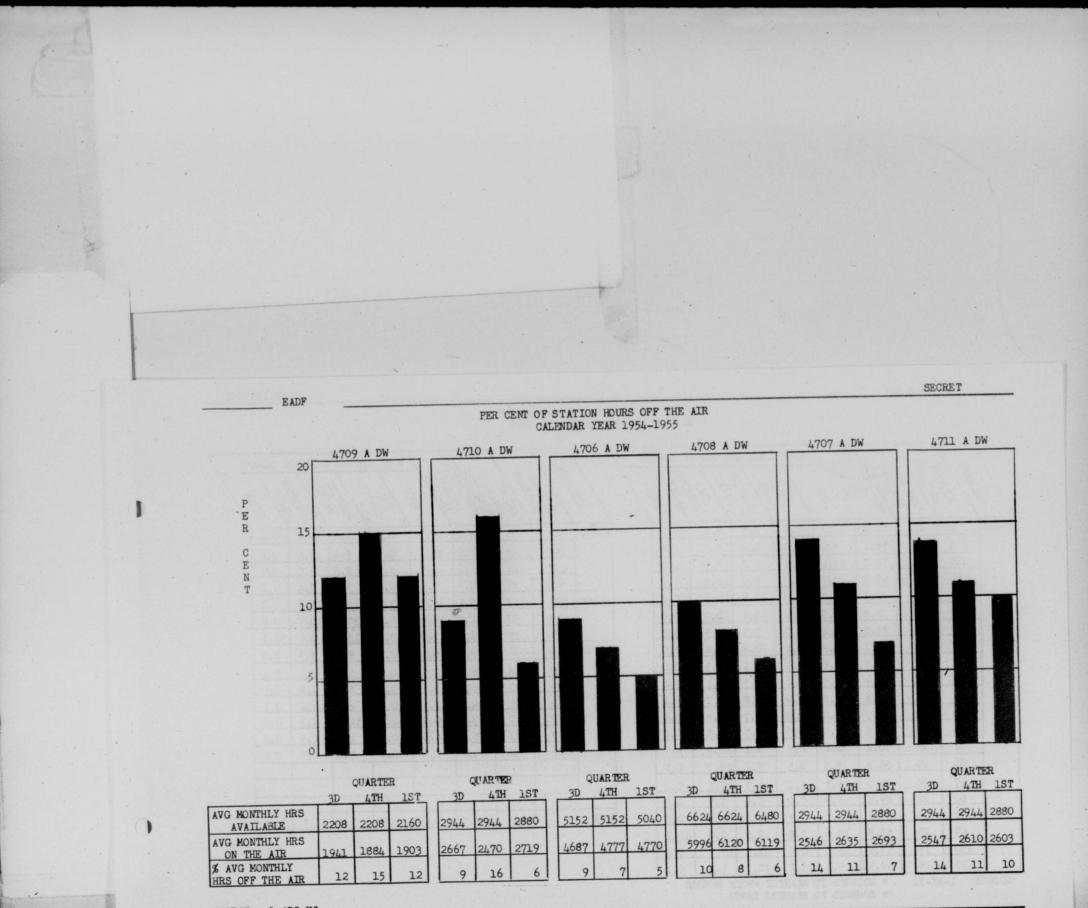
		NUMBER OF	CIVIL POSTS	S OF REOD	PER CENT OF REQ	UIRED CIVIL P	OSTS COMPLET	BLY ORGANI	ZED
	STATE	REQUIRED CIVIL POSTS	COMPLETELY ORGANIZED	COMPLETELY ORGANIZED	0 20	40	60	80	100
1	CONNECTICUT	91	87	96	7777777777777777			1111	9Z
t	DELAWARE	25	23	92		77 777	141177	1	
t	ILLINOIS	339	195	58			11111		
ł	INDIANIA	316	250	79	11/11/11			n l	
ł	IOWA	82	59	72	77777777				
ł	KENTUCKY	8	8	100	777777777	114111			7
+	MAINE	280	234	84	11111111	114/11	1111		
	MARYLAND	127	125	98	7777777777		4444		477
	MASSACHUSETTS	144	129	90	777777777				
	MICHIGAN	726	560	77	777777777				-
	NEW HAMPSHIRE	104	The second se	91	7777777777			11111	1
	NEW JERSEY	120	95	95					-
5	NEW YORK	556	522	94	+++++++++				-
	OHIO	557	428	77					
-	PENNSYLVANIA	595	401	68	++++++++				
	RHODE ISLAND	20	19	95			41411		
	VERMONT	116	104	90		+++++++++++++++++++++++++++++++++++++++			
	VIRGINIA	205	191	93	hand and a start of the start of the			1 1 1 1 1	7
	WASHINGTON, D. C.	2	1	50	the state of the s		111111	14	
	WEST VIRGINIA	67	44	66		4444			
	WISCONSIN	733	590	80		111111			
			4,179	80				and the second se	
	TOTAL	5,213	4,117	1	1	1	A REAL OF		
					194 1 Bld 1	TA I OF OT	ATO TO I-4		
P	ILLINOIS	397	306	77					
H	INDIANA	138	105	76	777777777			4	
	KENTUCKY	428	305	71				man	177
S	VIRGINIA	175	111	63	++++++++++			mi	13 O.F.
5	WEST VIRGINIA	153	101	66	7777777777		114/1/		
I	TOTAL	1,291	. 928	72	HERE I				

SOURCE: ADC-V13

12/22 END OF PREVIOUS QUARTER (30 Nove 31 March 1955 19541



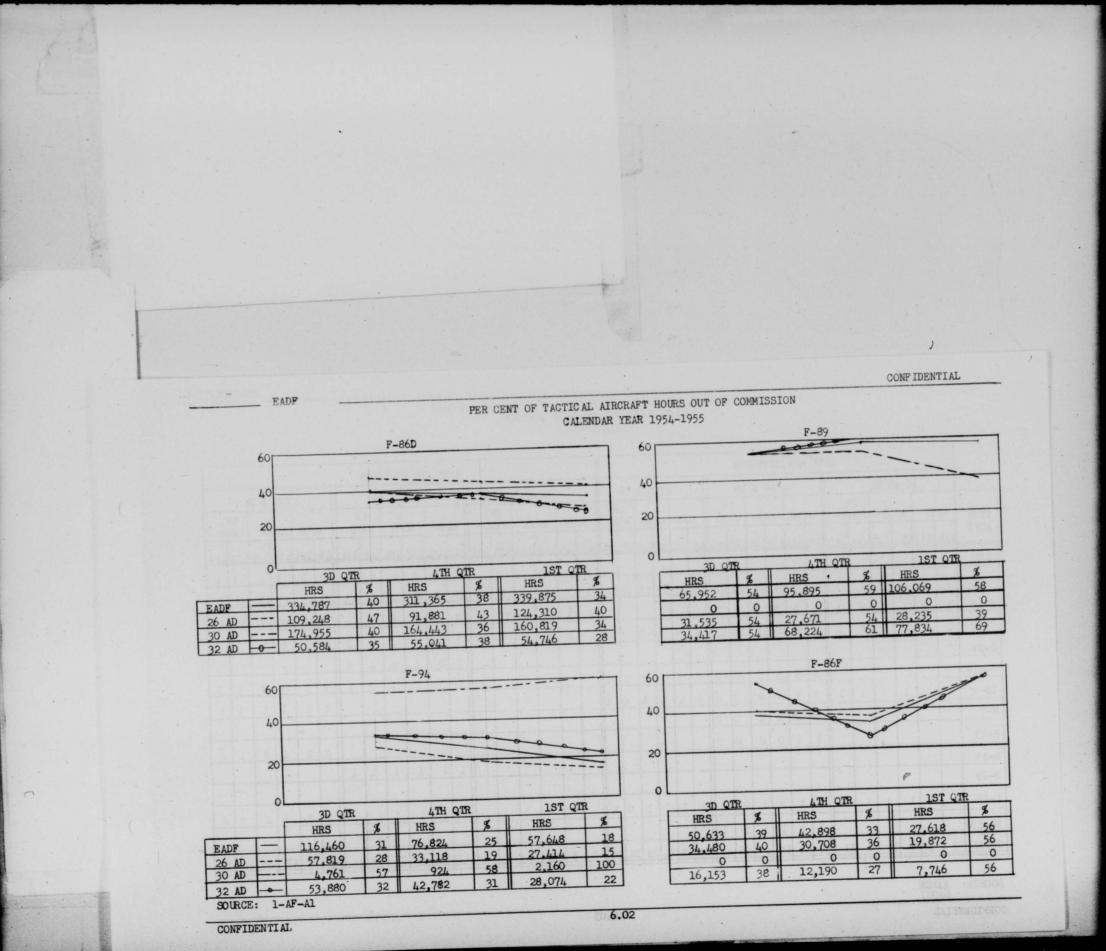
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SOURCE: 1-ADC-V8

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														•	CONT	FIDENTIA	L		
		- EADI	F			TACT	ICAL AIR	CRAFT OUT	F COMMI	ISSION									
						B	Y UNIT A	ND TYPE, 1	ST QIR 1	.955				202.120	OUT OF	COMMR			
	5	NON .	LE CE	Sin L	F AIR CRAF		in to	7 /	FT.GHER	Non Sta	L'AND	L'al	1		. / 3		7		
	A IRCRAFT	SQUADRON *	A HE CHART	4000	ROUTTIN	MALINY RALING	CITER	/ / 4	FIGHTER SOUTHER	* AVC NO	A PARTY	40°	07		and the second s		/		
	F-86D 2	22	64.2	13.3 7.		9.4	0.0	F-89D	82 318	23 28	16.1	15.1 39.9	0.3	12.6	55.8 13.4	0.0			
	5	27 24	55.1	8.2 17.	9 6.8	19.1	0.0		4 <u>38</u> 63	22 11	51.4	4.9	1.7	8.9	33.0	0.0			
	<u>331</u> 95	23 26	68.0 71.3		.0 12.8	11.6	0.0	F-86E		13 30	59.1	6.7 19.8	3.2	15.4	And the second sec	0.0			
	42	26	72.8	0.4 0	.0 7.7		0.0	F-940	49	19 21		12.7	0.0	13.3		30.1			
	97	24	70.7	And a second sec	.7 7.4		0.0	r=940	48	18	86.9	2.7	0.0	6.8	STATISTICS IN COLUMN	1.1			
	456	25 24	53.7 56.6	CONTRACTOR OF A	.0 7.7	22.1	0.0		<u>96</u> 332	23	83.1	1.8	0.8	6.6 14.6	1.4	0.1			
	56	22	63.7 80.6		.0 8.7	14.8	0.0		<u>58</u> 437	23	90.5	10.2	0.0	4.3	0.5	0.0			
	71	23	58.2	10.6 0	.5 8.1	15.9	6.7		27	20	77.9	8.8	0.5	7.0	5.7	0.0		•	
	86	20	69:7	5.1 5	.4 6.	7 13.1	0.0												
	<u>60</u> 37	22	89.4	6.1	0.0 1.0	3 1.6	0.0	EADF		713	65.7	9.4	2.3	9.7	11.7	1.2			
	49		63.8 53.6	11.5 (		5 13.3	0.0												
	539 SOURCE:		39.3 * RO	9.3 1	EAREST W	HOLE NUL	0.1 BER												
	CONF IDENT		** RC	DUNDED TO	NEAREST T	ENTH		6.01								•	SECISE T		
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**Appendix** 

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### NON-TACTICAL AIRCRAFT AUTHORIZED, ASSIGNED AND ON HAND AS OF LAST DAY OF EACH QUARTER 1954-1955

Г			-		-	261	H A	IRI	DIVI	ISIC	N														30T	IA H	R DI	VIS	ION		-					
H						-						П		1.1	710		DW	1			30 A	DH	Q	-		4	706	A D	W			4	708	A DV	1	
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	AUT		ASG		HAN			-						-+		-	-1		4th	lst	4th	lst	4th	lst	4th	lst	4th	lst	4th	lst	4th	lst	4th	lst	4th	lst
	t'n	150	un	154	+ 6/1	100	4141	100	4 41.0							T	T				-			-	0	0	6	4	6	4	0	0	3	4	3	4
T-11	-	-	-	-			-					-					+	-	3	3	2	2	2	2	19	18	23	18	22	14	16	15	17	17	16	14
T-33	3	3	3	7	3	7	31	30	31	24	29	21	16	15	16	12	101	×	2	2	-		1	1	8	7	5	6	5	6	13	12	111	11	10	11
C-45	1	0	2	1	2	1	5	4	6	7	6	7				+	+	-	1	1	1	2	1	1		1	ŕ		1	3	8	2	6	5	5	1
C-47	1	1	1	1	1	1	10	9	12	11	12	11	3	3	2	2	2	2	1	1	1	1	11	1	5	6	4	4	4	12	H°.	1-	1	1	1	T
C-82																							-	-	2	0	4	0	4	0	#	-	+	-	+	-
							2	3	1	3	0	2	2	3	2	2	2	2						-	2	3.	2	2	2	1	2	3	3	3	3	3
C-119C			-	1.	1.	1	1		1	0	2			4	4	8	4	6													1	1	1	1	1	1
TB-25	1	1	1	1	1	1	3	3	2	+		1		4	-	-	-				1							-								
H-5	-			-	-	-	2	2	2	2	0	2	-	-	+					$\mathbf{t}$	+	1	1	- 10-	1	1	F		T		2	2	4	2	4	2
H-13				-			1	1	0	-0.	0	0	-	-	+			-		+	+	+	+	+	1	1.	1.	1,	1	1,	Ť	T	T		T	Τ
H-19									1	1	-		#	1	+	-	-	-	-	+	+-	+	+	+	14	4	4	4	+	+ 4	#	+	+	+	1	T
B-29											_		1		1	-	-	-	-	+	+	+	+	+	-	+	+	+	+	+	#	+	+	+	+	1
L-20	1	1	1	1	1	1	1	1	2	1	2	11	1	1	0	1	0	1		-	+	+	+	1	11	1	1	1	1	1	12	2	2	2	2	2
VB-170	P.R.						1	1	1	1	1	1	-	-	+	-	-	-	-	+	-	+	+	+	1	1	1	39	1	9 33	1	42	47	14	5 44	4
		6	8	111	8	hı	56	54	57	149	1 52	2 45	20	5 20	6 21	28	24	23	5	15	5 4	1	14	4	4	1 39	7 49	127	4	122		-	41		-	+

SOURCE: EAMDM EACOT CONFIDENTIAL

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# NON-TACTICAL AIRCRAFT AUTHORIZED, ASSIGNED AND ON HAND AS OF LAST DAY OF EACH QUARTER 1954-1955

	1.50				-		32	D A	IR I	IVI	SION			283						ASG	D TO	EAL	F		-			11.7.7		
		32	AD	HQ				47	07 1	A DW				4	711	A DW	1		47	13	RAD	EVAL	L FL	T			TOT	AL		
TYPE	AUT	+	ASG	D	OI HAI	2.00	AU	TH	ASC	Ð		ND	AU	TH	AS	GÐ	O H AL	S	AUT	H	ASG	D	O HA	N ND	AU	TH	AS	GÐ	ON HAN	
ACFT	4th	lst	4th	lst	4th	lst	4th	lst	4th	lst	4th	lst	4th	lst	4th	lst	4th	lst	4th	lst	4th	lst	4th	lst	4th	lst	4th	lst	4th	lst
T-11	0	0	1	1	1	1	0	0	2	2	2	2	0	0	1	2								1	0	0	12	11	12	11
T-33	3	3	2	2	2	2	13	12	16	14	15	12	17	16	14	16	14	15						1	121	115	124	115	119	99
C-45	4	1	2	2	2	2	3	3	3	3	3	3	2	1	1	1	1	1							37	29	31	33	30	32
C-47	1	1	1	1	1	1	4	4	4	4	4	3	4	4	4	4	4	4							37	36	35	33	34	31
C-82	-	-	-	-																					2	0	4	0	4	0
C-119C	2	0	0	0	0	0	2	4	2	3	2	2	0	3	1	2	0	1							14	19	11	15	9	11
TB-25	1	1	1	1	1	1	2	2	2	2	2	2	2	1	3	1	3	1	3	3	1	4	1	4	15	16	15	18	15	16
H-5	-	-					4	4	2	2	0	2			100		2			-		194			6	6	4	4	0	4
H-13							2	2	1	3	1	3	2	2	2	2	2	2	2					- il	7	7	7	7	7	7
H-19						100				12.0		12.5	2	2	2	2	2	2	L.S.						6	6	6	6	6	6
B-29									1.1			15/22			19 <u>5.</u> ,				7	7	10	7	7	5	7	7	10	7	7	5
L-20	1	1	1	1	1	0	1	0	0	0	0	0	1	1	1	1	1	1		1					9	8	8	8	8	7
VB-17	1	-	T			1		T	T																1	1	1	1	1	1
TOTAL	12	7	8	8	8	7	31	31	32	33	28	29	30	30	28	29	27	27	10	10	11	11	8	9	26:	2 250	268	258	252	230

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SOURCE: EAMDM EAOOT

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		· · ·	MAIN	TENANCE HO	OURS		PER CENT		PER CI	ENT AVERAGE P	IONTHLY MAINT	FNANCE	
ACFT	TOTAL HOURS POSSD	AOCP	T/O COMP	ROUTINE MAINT	MAL- FUNCT MAINT	OTHER	AVG MONTHLY MAINT O	Ē.	10	20	30	40	50
r-11	22768	1512	13	2700	2262	509	30.7						
r-33	230250	28530	7750	26012	22528	1398	37.4						
2-45	63376	5789	639	8574	5265	1111	33.7						
C-47	71284	5793	217	12754	5806	147	34.7	anninana sa				mananan	
C-82	4699	0	0	2373	66	0	51.9	mmmm					51.9
C-119	18699	4592	136	5890	1880	334	68.6	mmmm			75.		68.6
TB-25	41420	3626	418	8267	3626	160	38.9	haanin	addaan aanaaddaa				
L-4	1413	308	0	305	36	227	61.9	tilninme.			<i>11111111111111</i> , 93	.6 7//////	61.9
L-16	2047	24	0	821	0	424	70.0	umanista.			<i></i>	.1 ////////////////////////////////////	70.0
L-20	15533	2596	90	1124	164	0	25.6						
H-13	15120	1875	224	1649	839	126	31.2						
H-19	12960	3617	195	1675	194	0	32.5						
TB-29	17084	376	216	2616	1922	0	30.0						
VB-17	2160	456	0	48	540	0	48.3	1 1 0				1 1	
TOTAL	518813	59094	9898	74808	45128	4436	37.3	inananana Manananana					

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### BASE SUPPLY PROGRESS

	OCTOBER	NOVEMBER	DECEMBER	JANUARY	FERRUARY	MARCH
ETHAN ALLEN		******		*************	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~	
					*******************	****************
GTR PITTSBURGH KINROSS						*************
NEW CASTLE					••••••••	
the second se		************			**************	
NIAGARA FALLS					••••••	
O'HARE					*****	400000000000000000000000000000000000000
OTIS	- Lunn	******		**************		***************
PRESQUE ISLE						
SELFRIDGE						
STEWART						
SUFFOLK		~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		*****************		
TRUAI		A CARACTER CONTRACTOR CONTRACTOR				
VURTSMITH						
YOUNGSTOWN						

		- Account effectively organized. Internal controls established. Manpower effectively utilized. Discrepancies reduced to minimum, supply and operations performed on a current basis.
	STANDARD	- Same as high standard except supply operations not performed on a current basis.
SOURCE: BAMSS		
	MIN STANDARD	- Account meets the requisites of organization and establishments of internal control and manpower utilization. Some major deficiencies may exist. Minor discrepancies
	SUB STANDARD	- Account no properly organized, Internal control lacking. Training inadequate. General conditions unsatisfactory.
	Colling Contractor	6.06

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## COMBAT AMMUNITION, BY INSTALLATION 31 MARCH 1955

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A/C F-86D F-86D F-86D F-86D F-86D F-86D F-86D F-94C F-89D F-89D F-94C	%         0           100         100           100         100           100         31           24         100           100         100           100         100           100         100											
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F-86D F-86D F-86D F-94C F-86D F-89D F-89D	100 31 24 100 100 20 100					1111111111			<u>11111111</u>			
F86D F86D F94C F86D F89D F89D	31 24 100 100 20 100											
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F-94C F-86D F-89D F-89D	100 100 20 100											
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F-94C				and the second	1						NIESSAN.	
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F-86D	100						28 22					
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F-86D	100	21907-2009-02# × 310	and a second second	8-19-8 8 8 C 10	A AND PROVIDENT	AND IN THE REAL						
F-94C	66				min							ШП
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F-86D	100									-	1997 - 19	
F-86D	54						* 50 0	TAT	- 273 (	DOO RDS	3	-33
	F-86D F-86D F-94C F-94C F-94C F-94C F-86D F-86D F-86D	F-86D       25         F-86D       100         F-94C       30         F-86D       100         F-94C       66         F-94C       100         F-86D       100         F-86D       100         F-86D       54         S18       54	F-86D       25         F-86D       100         F-94C       30         F-86D       100         F-94C       66         F-94C       100         F-86D       100         F-86D       54         S18       ON BA OFF B	F-86D       25         F-86D       100         F-94C       30         F-86D       100         F-94C       66         F-94C       100         F-86D       100         F-86D       54         S18       ON BASE         OFF BASE	F-86D       25 $F-86D$ 100 $F-94C$ 30 $F-86D$ 100 $F-94C$ 66 $F-94C$ 100 $F-86D$ 100 $F-86D$ 100 $F-86D$ 100 $F-86D$ 54         S18       ON BASE         OFF BASE	F-86D       25 $F-86D$ 100 $F-94C$ 30 $F-86D$ 100 $F-94C$ 66 $F-94C$ 100 $F-86D$ 100 $F-86D$ 100 $F-86D$ 100 $F-86D$ 54         S18       ON BASE OFF BASE         OFF BASE       PER US	F-86D       25         F-86D       100         F-94C       30         F-86D       100         F-94C       66         F-94C       100         F-86D       100         F-86D       100         F-86D       54         ON BASE       REQUIRED AMMO         S18       OFF BASE         PER USING SQ	F-86D       25 $F-86D$ 100 $F-94C$ 30 $F-94C$ 66 $F-94C$ 100 $F-94C$ 100 $F-94C$ 100 $F-94C$ 100 $F-94C$ 100 $F-94C$ 100 $F-86D$ 100 $F-86D$ 54         ON BASE       REQUIRED AMMO       * 50 (000)         S18       ON BASE       PER USING SQ       2.7         IIIIIIIII       ON BASE       PER USING SQ       2.7	F-86D       25 $F-86D$ 100 $F-94C$ 30 $F-94C$ 30 $F-94C$ 66 $F-94C$ 100 $F-94C$ 100 $F-94C$ 100 $F-94C$ 100 $F-94C$ 100 $F-94C$ 100 $F-86D$ 100 $F-86D$ 54         ON BASE       REQUIRED AMMO       * 50 CAL         S18       ON BASE       PER USING SQ       2.75" RKTS	F-86D       25 $F-86D$ 100 $F-94C$ 30 $F-94C$ 66 $F-94C$ 66 $F-94C$ 100 $F-94C$ 100 $F-86D$ 100 $F-86D$ 100 $F-86D$ 100 $F-86D$ 54         ON BASE       REQUIRED AMMO       * 50 CAL       - 273,         S18       ON BASE       PER USING SQ       2.75" RKTS       4,         IIIIIIIII       ALL FADE BASE       16	F-86D       25 $F-86D$ 100 $F-94C$ 30 $F-86D$ 100 $F-94C$ 66 $F-94C$ 100 $F-86D$ 100 $F-86D$ 100 $F-86D$ 100 $F-86D$ 100 $F-86D$ 100 $F-86D$ 54         ON BASE       REQUIRED AMMO       * 50 CAL       - 273,000 RD         \$18       ON BASE       PER USING SQ       2.75" RKTS       4,000 RD $100$ 0FF BASE       PER USING SQ       2.75" RKTS       4,000 RD $100$ 0FF BASE       PER USING SQ       2.75" RKTS       4,000 RD	F-86D       25         F-86D       100         F-94C       30         F-94C       66         F-94C       66         F-94C       100         F-86D       100         F-86D       100         F-86D       100         F-86D       100         F-86D       100         F-86D       54         ON BASE       REQUIRED AMMO       * 50 CAL       - 273,000 RDS         S18       ON BASE       PER USING SQ       2.75" RKTS       4,000 RDS PER F-         IIIIIIII       OFF BASE       PER USING SQ       2.75" RKTS       4,000 RDS PER F-         IIIIIIIII       OFF BASE       PER USING SQ       2.75" RKTS       4,000 RDS PER F-

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## CONSTRUCTION OF PERMANENT AMMUNITION STORAGE BUILDINGS, BY INSTALLATION 31 MARCH 1955

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INSTALLATION	YEAR PRO-	AMOUNT	NO. OF	1							
INSTALLATION G NDREWS 52			BLDGS AUTH FOR	AMOUNT IN SQ	DATE WORK SCHEDULED	DATE WORK SCHEDULED	AC	CTUAL	PER		REMARKS
NDREWS 52	RAMMED	AUTH	CONST	FT	TO START	FOR COMP	0	25	50	) 75	1 BUILDING COMPLETE, REDUCED 15%
		74,000	2	3665	STARTED	JUN 56	35			1.0.0	I BOILDING OUR DELY
		134,000	3	5815	MAR 55		0				
Catheren and an	2-4-5	264,000	4 -	7330	STARTED	DEC 55	10				
C 1211	3-4	142,000	3	5815	STARTED	MAR 55	100				3 BLDGS FUNDED. 1 BLDG COMPLETE
	3-4	164,000	3	5815	STARTED	MAR 55				T	2 IGLOOS COMPLETED DEC 53.
RIFFISS 5	23-45-6	380,000	6	27,841	STARTED	AUG 55	10				2 BLDGS NOT FUNDED
	3-4-5	56,000	5	6839	STARTED	OCT 55	50				3 IGLOOS COMPLETE
	4-5-6	268,900	6	20,959	STARTED	OCT 55	65				
	5	363,000	3	13,922	MAY 55	JUN 56	0	_			DESIGN COMPLETE, 1 BLDG COMPLETE
	4-6-7	65,000	4	17,093	STARTED	JUN 55	14				BY 55 FUNDED
	55	157.000	3	5815	MAR 55	DEC 55	0				1 BLDG COMPLETE
NO INDO GEVICES	52-4	107,000	2	4735	STARTED	MAY 55	75				1 BLDG, FY 55, NOT FUNDED
	53-4-5-6	214,000	5	10,020	STARTED	APR 55	50				DESIGN COMPLETED
	52-4-6	80,000	3	4085	FEB 55	AUG 55	2				ALL CONSTRUCTION HALTED BY USAF
	52-3-4-5	113,000	7	13,690		TAN PL	5		1	1000	1 BLDG NOT FUNDED
OTIS 5	54-5-6	222,000	2	21,141	STAPTED	JAN 56	95		-		3 BLDGS COMPLETE : 420 S.F. INCOMPLET
PRESQUE ISLE	53-4-6	168,000	4	6235	STARTED	DEC 54					4 BLDGS COMPLETE
SELFRIDGE	53-4-5	194,900	6	9430	STARTED	JUL 55	71-		1.1.1.1		
	53-4-5-6	187,000	6	10,440	STARTED	SEP 55	25		-		5 BLDGS UNDER CONTRACT
SUFFOLK	53-4-5	397,000		18,145	STARTED	JAN 57	45				MASTER PLAN NOT APPROVED
TRAVERSE CITY	55-6	NONE	5	19,890			36		-		CONTRACT LET ON 4 BLDGS
	52-3-4-54	336,500	8	37,491	STAR TED		100				COMPLETE
	53-4-6	122,000	5	10,020	STARTED						SITING DELAY ON IGLOO
WRIGHT-PATT	52-4	98,600	2	4214			56	+1			1 IN DESIGN STAGE. 2 IGLOOS COMPLE
	52-3-4-5-6	243,000	5	35,906			59			L	UNDER CONTRACT
	54	63,000	1	2595	and the second se	FEB 55	92				
KANSASVILLE	56	NONE UCTION PR	4	25,630				DIEMT	OND	ATEST	OO NOT INCLUDE ITEMS PROGRAMMED FOR FY50

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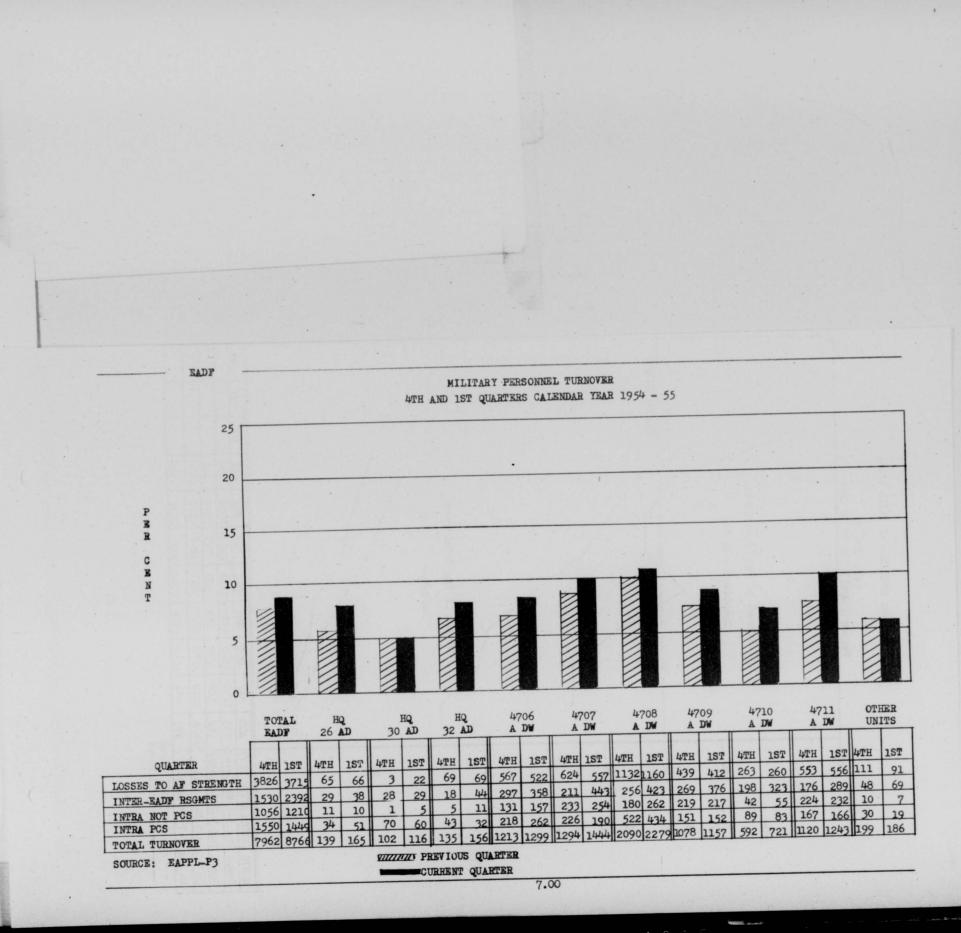
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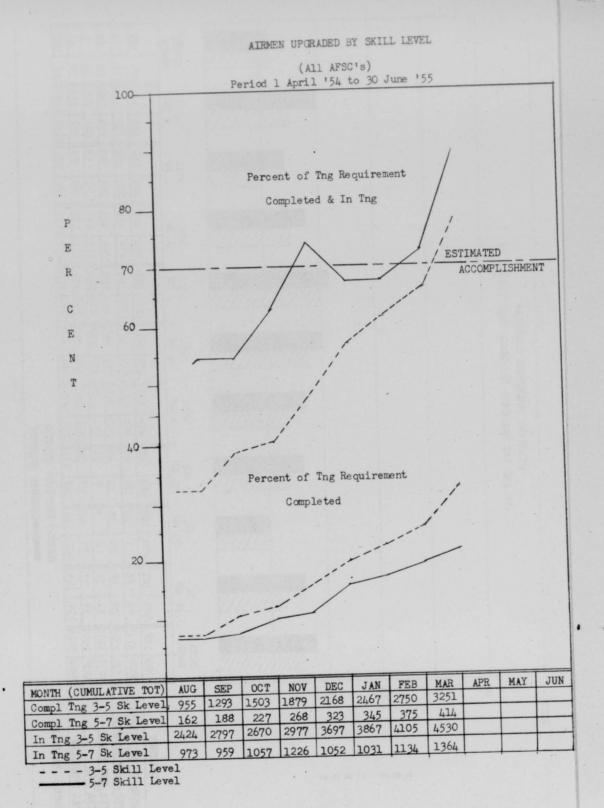
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(	F	TCER	R STRE	GTH S	SUN	MARY
			QTRS,			

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	1000 A.A.C. 100	AUTHORI OF LAS		ASSIGN OF LAS		PER CENT ASSIGNED
	UNIT	4TH	1ST	4TH	IST	0 25 50 75 100
2	HQ, 26 AD	128	123	133	125	
6	4709 A DW	599	489	490	449	
A	4710 A DW	534	528	632	595	min fin fin fin fin fin fin fin fin fin f
	TOTAL	1161	1140	1255	1169	
3	Hq, 30 AD	145	159	143	139	
0	4706 A DW	620	625	680	662	TTTTT ATTTTTTTTTTTTTTTTTTTTTTTTTTTTTTT
AD	4708 A DW	727	725	711	664	
	TOTAL	1492	1509	1534	1465	
2	HQ, 32 AD	117	117	111	107	
32	4707 A DW	575	583	609	608	
AD	4711 A DW	573	565	591	588	
	TOTAL	1265	1265	1311	1303	
	OTHER UNITS	248	248	265	255	
_	TOTAL EADF	4166	4162	4365	4192	
SOL	RCE: EAPMP	sur sone	PREVIOU	IS QUARTER	277772	*CALENDAR YEAR

	UNITS	L	THORIZED S OF ST DAY	A	SIGNED S OF ST DAY	PER CENT ASSIGNED
	1	4TH	1ST	4TH	1ST	0 25 50 75 100 12
2	HQ, 26 AD	522	538	620	590	
6	4709 A DW	3622	3613	3900	3783	
A D	4710 A DW	2938	2956	3214	2999	
	TOTAL	7082	7107	7734	7372	
3	HQ, 30 AD	581	597	656	695	
õ	4706 A DW	4641	4667	4678	4594	
A D	4708 A DW	5857	5873	6230	6298	
	TOTAL	11079	11137	11564	11587	
3	HQ, 32 AD	512	512	577	584	
2	4707 A DW	3717	3762	4464	4251	
	4711 A DW	3380	3439	3675	3467	
	TOTAL	7609	7713	8716	8302	
	OTHER UNITS	648	649	764	745	
	TOTAL BADY	26418	26606	28778	28006	

AIRMAN STRENGTH SUMMARY 4TH AND 1ST QUARTERS 1954 & 1955

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### CIVILIAN STRENGTH SUMMARY 4th & 1st QTR 1954 & 1955\*

	UNIT	AUTHO AS LAST	OF	ASSI AS LAST	OF	PER CENT ASSIGNED
		4TH	IST	4TH	1ST	
2	HQ, 26 AD	36	37	31	34	
6 -	4709 A DW	652	672	644	653	
A D	4710 A DW	338	338	309	328 _	
	TOTAL	1026	1047	984	1015	
3	Hg. 30 AD	37	37	23	19	
0	4706 A DW	722	730	682	734	
A D	4708 A DW	1073	1063	965	1006	
5	TOTAL	1832	1830	1670	1759	TITTI TATI TITTI TITTI TITTI
2	Hg 32 AD	48	37	32	. 31	
32	4707 A DW	625	647	613	649	
AD	4711 A DW	. 539	569	566	581	
D	TOTAL	1212	1253	1211	1261	
-	HQ EADF	177	174	161	161	
-	TOTAL EADF	4247	4304	4026	4196	

SOURCE: 1-AF-Q1

PREVIOUS QUARTER

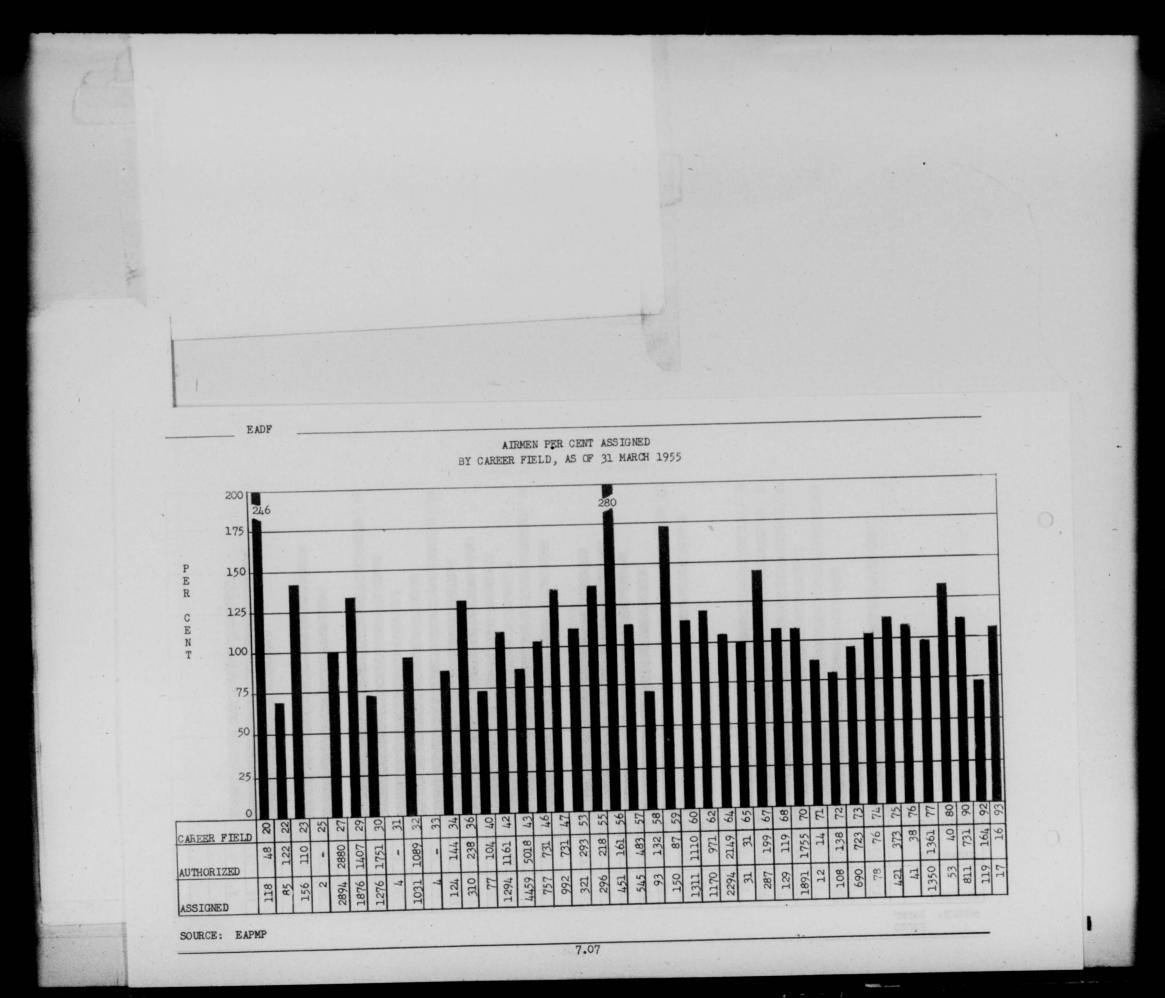
\*CALENDAR YEAR

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					- the second second					
	-									
		EADE								
		EADF		OFFICER FIELD GRADE MANNI 31 MARCH 195	ING AS OF		•			•
			AUTHORIZED	ASSIGNED		PER CENT ASSI	GNED			•
			AUTHORIZED AS OF LAST DAY			PER CENT ASSIG	GNED	100	125	0.
	2	UNIT	AUTHOR IZED AS OF LAST DAY 58	ASSIGNED AS OF		PER CENT ASSI		100	125	0.
	26	EADF UNIT HQ, 26 AD	AS OF LAST DAY	ASSIGNED AS OF LAST DAY		PER CENT ASSI		100	125	0.
	2 6 A D	UNIT	AS OF LAST DAY 58	ASS IGNED AS OF LAST DAY 46		PER CENT ASSIC		100	125	0.
	A	EADF UNIT HQ, 26 AD 4709 A DW	AS OF LAST DAY 58 75	ASS IGNED AS OF LAST DAY 46 49		PER CENT ASSIC		100	125	0.
	A D	EADF UNIT HQ, 26 AD 4709 A DW 4710 A DW	AS OF LAST DAY 58 75 62	ASS IGNED AS OF LAST DAY 46 49 46		PER CENT ASSIC		100	125	0.
	A	EADF UNIT HQ, 26 AD 4709 A DW 4710 A DW TOT AL	AS OF LAST DAY 58 75 62 195	ASS IGNED AS OF LAST DAY 46 49 46 141		PER CENT ASSIG		100	125	0.
	A D	EADF UNIT HQ, 26 AD 4709 A DW 4710 A DW TOT AL HQ, 30 AD 4706 A DW	AS OF LAST DAY 58 75 62 195 59	ASS IGNED AS OF LAST DAY 46 49 46 141 36		PER CENT ASSIG		100	125	0.
	A D 3 0 A	EADF UNIT HQ, 26 AD 4709 A DW 4710 A DW TOTAL HQ, 30 AD 4706 A DW	AS OF LAST DAY 58 75 62 195 59 91	ASS IGNED AS OF LAST DAY 46 49 46 141 36 65		PER CENT ASSIG		100	125	0.
	A D 3 0 A D 3	EADF UNIT HQ, 26 AD 4709 A DW 4710 A DW TOTAL HQ, 30 AD 4706 A DW 4708 A DW TOTAL HQ, 32 AD	AS OF LAST DAY 58 75 62 195 59 91 129	ASS IGNED AS OF LAST DAY 46 49 46 141 36 65 83		PER CENT ASSIG			125	0.
	A D 3 0 A	EADF UNIT HQ, 26 AD 4709 A DW 4709 A DW 4710 A DW TOTAL HQ, 30 AD 4706 A DW 4708 A DW TOTAL HQ, 32 AD	AS OF LAST DAY 58 75 62 195 59 91 129 279	ASS IGNED AS OF LAST DAY 46 49 46 141 36 65 83 184	0 25	PER CENT ASSIG				0.
	A D 3 0 A D 3	EADF UNIT HQ, 26 AD 4709 A DW 4709 A DW 4710 A DW TOT AL HQ, 30 AD 4706 A DW 4708 A DW TOT AL HQ, 32 AD 4707 A DW	AS OF LAST DAY 58 75 62 195 59 91 129 279 54	ASS IGNED AS OF LAST DAY 46 49 46 141 36 65 83 184 33	0 25	PER CENT ASSIG				0.
	A D 30 A D 32 A	EADF UNIT HQ, 26 AD 4709 A DW 4709 A DW 4710 A DW TOTAL HQ, 30 AD 4706 A DW 4708 A DW TOTAL HQ, 32 AD 4707 A DW	AS OF LAST DAY 58 75 62 195 59 91 129 279 279 54 92 76	ASS IGNED AS OF LAST DAY 46 49 46 141 36 65 83 184 33 58	0 25	PER CENT ASSIG				0.
	A D 30 A D 32 A	EADF UNIT HQ, 26 AD 4709 A DW 4709 A DW 4710 A DW TOTAL HQ, 30 AD 4706 A DW 4708 A DW TOTAL HQ, 32 AD 4707 A DW 4711 A DW	AS OF LAST DAY 58 75 62 195 59 91 129 279 279 54 92 76	ASS IGNED AS OF LAST DAY 46 49 46 141 36 65 83 184 33 58 37	0 25	PER CENT ASSIG				0.

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	UNIT	SEPARA ALL C		RENE	EWED RACTS	PER CENT CONTRACTS RENEWED
	UNII	4 TH	1ST	4.TH	IST	0 10 20 30 40 50
2	HQ, 26 AD	51	82	23	21	
6	4709 A DW	276	369	108	108	
A D	4710 A DW	179	288	75	63	
	TOTAL	506	739	206	192	
	HQ, 30 AD	20	34	18	20	97 F
30	4706 A DW	383	635	134	135	
A D	4708 A DW	457	870	237	308	
	TOTAL	860	1539	389	463	
2	HQ, 32 AD	41	68	16	28	
32	4707 A DW	393	534	178	199	
A D	4711 A DŴ	256	437	93	159	
	TOTAL	690	1039	287	386	
	OTHER UNITS	66	112	21	26	
	TOTAL EADF	2122	3429	903	1067	
SC	DURCE: EAPPL		PRECURE	VIOUS QUAR RENT QUART	TER 7.08	

AIRMEN RETENTION RATES 4TH & 1ST QTRS CALEND AR YEAR 1954 & 1955

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#### COMPTROLLER SUMMARY

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The statement of financial position of Eastern Air Defense Force, published herein for the first time on pages 8.01 and 8.02, indicates the total assets of this command as of 28 February 1955 to be more than 570 million dollars. The major items comprising this figure were - Aircraft, \$262 million; Buildings and Structures, \$88 million; Improvements to Leased Property, nearly \$60 million; Inventories, \$59 million; Pavements and Runways, \$34 million; and UAL Equipment in Use, \$31 million. Operating Expense of the command for the eight month period, 1 July 1954 through 28 February 1955, was reported to be in excess of \$88 million dollars. Of this figure the major items of expense were Installations Maintenance and Operations, about \$12 million; Aircraft Maintenance costing more than \$11 million, and Aircraft Operations, approximately \$10 million.

During the calendar year 1954, 968 reports of survey covering lost, damaged and/or destroyed Government property in the amount of \$100, 923.82 were finalized in this headquarters or by commanders under the jurisdiction of this command. An analysis of these figures, (see page 8.03), indicates that "Inadequately Trained Personnel" was the major reason for losses and that the type of property most frequently lost was "Personal Equipment." Sixty-One reports of survey, in the amount of \$913,785.82, on which this headquarters was not authorized to take final action were forwarded to Headquarters, Air Defense Command. This includes \$717,050.23 for three buildings destroyed by fire, (see page 8.04).

Concerning reports late in arriving at Headquarters, Air Defense Command, page 8.05, the 26th and 30th Air Divisions improved substantially since the previous quarter. The 32d Air Division, however, had a larger number of late reports. The total number of reports dispatched by each Air Division to Headquarters. Air Defense Command in this quarter increased substantially due primarily to year end and an increased number of one-time reports. Source of requirement for one-time reports originating during 1st Quarter, 1955 was, Headquarters, USAF, 10; Headquarters, AMC, 7; Headquarters, ADC, 41; total 58. The number and percent of reports dispatched, and late, by staff sections of this headquarters is indicated on page 8.12. Status of Serviceable Inventories, by Air Defense Group, is depicted on page 8.09.

EASTERN AIR DEFENSE FORCE STATEMENT OF FINANCIAL POSITION, 28 FEBRUARY 1955

#### ASSETS

URRENT ASSETS		
Unobligated Allotment Undelivered Orders Outstanding Accrued Expenditures Accounts Receivable Advances Outstanding Inventories	\$ 2,347,139.35* 5,762,223.98* 5,883,661.55* 128,660.19 9,357.27 59,313,660.76	
FOTAL CURRENT ASSETS		\$ 73,444,703.10
FIXED ASSETS		
Equipment in Use - UAL Equipment in Use - Other Aircraft Land and Land Improvements Pavements and Runways Buildings and Structures Utility Plants and Systems	\$ 31,395,880.19** 4,960,611.58** 261,924,578.50*** 3,617,222.12 33,690,730.54 88,279,367.59 12,588.105.28	
TOTAL FIXED ASSETS		\$436.456.495.80
OTHER FILED ASSETS		
Improvement to Leased Property	\$ 59.572.436.46	
TOTAL OTHER FIXED ASSETS		\$ 59,572,436.46
DEFERRED CHARGES		
Construction in Progress	\$ 2,026,567.70	
TOTAL DEFERRED CHARGES		\$ 2.026.567.70
TOTAL ASSETS		\$571.500.203.06

\* These amounts represent total allotment received less disbursements made against these allotments. Unobligated Allotment is the balance of allotment received that has not been expended. Undelivered orders outstanding represents the dollar amount of goods ordered but not yet received nor billed. Accrued Expenditures represents the value of materiel received, billed, but not yet paid for by the Air Force

\*\* The balance in these asset accounts do not reflect the actual value of Equipment in Use. Many groups have been unable to pick up opening inventories. Further detailed instructions will be issued by this office to correct this deficiency.

\*\*\* Headquarters, Air Defense Command has advised us that the value of aircraft will be dropped by all other major commands and carried entirely by Headquarters, AMC. Since there is no standard price for any type of aircraft, the only method to carry this item is by serial number. Since these records are maintained by AMC, it was decided by Headquarters, USAF that they would be the logical ones to maintain this asset account.

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### LIABILITIES

# CURRENT LIABILITIES

Accounts Payable Accrued Payroll, Civilian Accrued Transportation of Material Accrued Travel & Travel Allowances Accrued Liabilities, Other

\$ 8,395,838.38

\$ 49,492,606.43

TOTAL CURRENT LIABILITIES

ACCRUED LIABILITIES

NET WORTH

TOTAL NET WORTH

Transfers Out - Accrued Liabilities

TOTAL ACCRUED LIABILITIES

Net Investment, 1 July 1954

CURRENT OPERATING TRANSACTIONS

Inter Office Transfers

Current Operating Transactions

TOTAL CURRENT OPERATING TRANSACTIONS

TOTAL LIABILITIES AND NET WORTH

NET WORTH

\$554.215.703.51

\$ 5.744.880.14 1,008,182.35 288,904.81 479,555.07 874.316.01

\$ 49.492.606.43

\$554,215,703.51

(\$ 50,135,950.06) 9,532,004,80

(\$ 40,603,945,26)

\$571,500,203.06

EADF

REPORTS OF SURVEY - 1954 FINALIZED BY EASTERN AIR DEFENSE FORCE

	1954	
OSSES BY PROPERTY TYPE	AMOUNT	% OF TOTAL
ERSONAL EQUIPMENT	\$ 24,410.16	24.2
ACHINERY AND TOOLS	15,325.29	15.2
BARRACKS EQUIP. (BEDDING, ETC.)	13,445.31	13.3
VEHICLES AND PARTS (INCLUDES DAMAGE)	12,941.54	12.8
MESS EQUIP.	7,256.53	7.2
OFFICE EQUIP.	5,373.84	5.3
AIRCRAFT PARTS	5,180.19	5.1
COMBAT MATERIAL (AMMUNITION, ETC)	4,913.56	4.9
COMMUNICATIONS	4,896.02	4.9
MISC. (NOT CATAGORIZED)	3,035.17	3.0
ELECTRICAL	2,029.82	2.0
DAMAGE TO BUILDINGS	704.25	0.7
FUELS AND LUBRICANTS	563.11	0.6
SUBSISTENCE	478.83	0.5
MEDICAL	240.01	0.2
PHOTOGRAPHIC	130.19	0.1
TOTAL	\$100,923.82	100.0

i mali b 20 . Ilwey W herry a	1954	
LOSSES BY REASONS	AMOUNT	% OF TOTAL
INADEQUATELY TRAINED PERSONNEL	\$ 27,008.19	26.8
UNDETERMINED	23,874.46	23.7
ERRORS IN JUDGMENT	11,010.50	10.9
INSUFFICIENT PERSONNEL	7,972.68	7.9
LACK OF SAFEGUARDS	7,154.14	7.1
MECHANICAL DEFECTS	4,814.86	4.8
EXIGENCIES OF THE SERVICE	4,744.03	4.7
LACK OF GUARDS	4,674.23	4.6
IRRESPONSIBLE ACTIONS	3,181.20	3.2
ADDITIONAL DUTIES PRECLUDE PROPER SUPV	3,124.16	3.1
CLIMATIC CONDITIONS	2,076,13	2.1
NEGLIGENCE IN SUPERVISION	956.42	0.9
UNAUTHORIZED TRIPS	332.82	0.3
READY THE GES CONTLUMENT LADO		-
	1	
TOTAL	\$100,923.8	2 100

9-3

SOURCE: EACFN

									•				1					-
	EADF							S OF S	TRUE	V FTN	AT. TZE	DBY	EADF-	1954				
	2272					RE	SPORT	5 OF 3	BY	ORGAN	IZATI	ON						
		1	ditter in					AMOUNT					LARS	10		5 70	75	
	ORGANIZATION	NO.	AMOUNT	5	10	15 ;	20	25 30		5 4	0 45	- 50	- 55	60		2-14	-4	-
		9	\$ 581.49		1.1950	- 1A	I.TO	14.10		TOE		-				-		
	HQ, 26th AD & GOS HQ, 4709 A DW, AC&W SQ & SEP FIS		4940.63											-	Termer ter			
	HQ, 519 A DEF GP	78	6962.42		-													
26	HQ, 4700 A DEF GP	57	5415.09						1									
20	HQ, 568 A DEF GP	24	1502.12	100	TANK S			ALL CONTRACTOR		-	- 10	-			26.	:		
AD	HQ, 4710 A DW, AC&W SQ & SEP FI	S 26	5013.42			-		1	-									
	HQ. 525 A DEF GP	43	3434.88				-	100 0			-	Canal Section			No. of		Rental St	
	TOTAL	265	27,850,05															
	HQ, 30 AD & GOS	13	935.65			1	103	1824		-	-				1	122		
	HQ. 4706 A DW. AC&W SQ & SEP FI	IS 59	6163.67								1	1 . 2	ALL TR	ant.				
	HQ, 501 A DEF GP	46	3688.98		13012	1		· State		-								
20	HQ. 520 A DEF OP	44	6603.29			-												
30	HO 534 A DEF GP	59	5551.08															
AD	HQ, 4708 A DW, AC&W SQ & SEP F.	IS 35	5680.11												1.00			
	HQ, 575 A DEF GP	53	4686.49					1 1 20	CR220V	- une	1.2							
	HQ. 502 A DEF GP	42	2128,68											228	1757	15.42		L
	HQ, 500 A DEF CP	35	2405.73 2064.22					1.EL								-		L
	HQ, 527 A DEF CP	413	39,907.90									and the second second						Γ
	TOTAL	19	1012.85			NE AD	a	BAG.	BOR	1 18	ETS.	1 8	Man .	-		-		L
	HQ, 32 AD & COS		4992.91												Lin	-		1
	HQ. 4707 A DW, AC&W SQ & SEP 1	35	2877.11	-					553	19 th	1		-	-	-	-	1	1
	HQ, 518 A DEF GP	55	7108.20	1												in in	T	1
32	HQ, 564 A DEF GP HQ, 4711 A DW, AC&W SQ & SEP		4276.06									1	-1	-	1.1.4	1 1		1
AD		40	5863.78							1					-	100		1
1	HQ, 517 A DEF GP HQ, 528 A DEF GP	56	6679.77	-			-has any	and a second			-				-	-		-
		27	1		00	2.2		21	1.10		1.7		5. 500	1	195	215 TS	11	1
-	TOTAL HQ, 4713 RAD EVAL ECM FLT	18			1				1	1	-				1 2	_		
-	ng, 4(1) the bind lon the		A T HE SHE THE		And the second		-	-	100									

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# REPORTS LATE IN ARRIVING AT THIS HEADQUARTERS

			20.4		32 A	D	4' R.E. E	713 CM FLT	42 COM	IM SQ	579 AF	BAND
	26 A TOT AL DSPCH	TOT AL LATE	30 A TOT AL DSPCH	TOTAL	TOT AL DSPCH	TOTAL LATE	TOTAL	TOTAL	TOT AL DSPCH	TOT AL LATE	TOT AL DSPCH	TOTAL
2D QTR 1954	8307	*358	13,090	493	10,259	206	244	20	145	1	114	2
3D QTR 1954	6760	317	11,128	412	8,172	207	271	3	150	1	121	0
4TH QTR 1954	7376	171	12,189	232	8,153	110	249	0	138	2	107	1
1ST QTR 1955	*3087	176	4530	197	3164	110	153	3	57	1	23	0
OTHER THAN DAILY	2511	105	3762	157	2652	89	89	3	57	1	23	0
DAILY	576	71	768	40	512	21	• 64	0	0	. 0	0	0

REPORTS LATE IN ARRIVING AT HEADQUARTERS, AIR DEFENSE COMMAND, DISPATCHED FROM DIVISION HEADQUARTERS OR LOWER

(DAILY REPORTS	26 /	AD.	30	AD	32	AD	47 R.E.(EC	713 CM)FLT	42 COM	M SQ	579 1	FBAND
NOT INCLUDED)	TOT AL DSPCH	TOT AL LATE	TO TAL DSPCH	TOT AL LATE	TOT AL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL LATE
2D QTR 1954	473	22	653	26	489	36	7	0	3	0	- 0	0
3D QTR 1954	417	20	620	42	446	30	9	0	3	0	0	0
4TH QTR 1954	412	24	610	57	418	24	6	1.	3	0	0	0
1ST QTR 1955	500	17	794	33	536	38	5	0	0	0	0	0

SOURCE: EACST-4

\*Morning Reports excluded from "Total Late" prior to 1st Qtr 1955 in all unit and excluded entirely from 1st Qtr 1955 figures. EADP

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REPORTS DISPATCHED FROM THIS HEADQUARTERS WHICH WERE LATE ARRIVING AT HEADQUARTERS, AIR DEFENSE COMMAND

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	TCTAL		TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL DSPCH	TOTAL	TOTAL DSFCH		TOTAL DSPCH		TOTAL DSPCH		TOTAL DSPCH	
2D OTR 1954		7	33	2	193	11	22	2	1	0	6	0	15	0	11	2_	6	0
2D QTE 1954 XXX 3D QTE 1954	323	9	36	5	81	13	22	4	2	0	3	0	18	0	6	0	5	0
4TH QTB 1954	260	5	30	1	84	11	23	2	1	0	1	1	18	0	7	0	12	1
1ST QTR 1955	310	9	31	3	139	5	14	2	0	0	8	1	5	0	0	0	13	5

1ST QTR, NOTE: DIR OF INSTL, TOTAL DSPCH 27, TOTAL LATE 5. EADIS, TOTAL DSPCH 10, TOTAL LATE 0.

	34	UNK	0	0	0	0	0	0	0	0	0	0	5	UNK	0		-
2D QTR 1954	17		0	0	0	0	0	0	σ	0	0	0	16	11	0	0	
3D QTR 1954	27		0	0	0	0	6	UNK	0	0	0	0	21		0	0	
4TH QTR 1954	22		0	0	0	0	5	n	0	0	0	0	12	"	0	0	

REPORTS FROM THIS HEADQUARTERS WHICH WERE LATE IN ARRIVING AT HEADQUARTERS USAF (DAILY REPORTS NOT INCLUDED)

STAFF JA TOTAL TOTAL

	26	AD	30	AD	32	AD	47 R.E. E	CM FLT	COM	I SQ	579 AF	BAND
	TO TAL DSPCH	TOTAL LATE	TOT AL DSPCH	TOTAL	TOTAL DSPCH	TOTAL	TOTAL DSPCH	TOTAL LATE	TOT AL DSPCH	TOT AL LATE	TOTAL DSPCH	TOTAL LATE
	220	* UNK	394	* UNK	254	* UNK	0	0	0	0	0	0
2D QTR 1954	. 236		425		269		0	0	0	0	0	0
3D QTR 1954	245		387		221	n	0	0	0	0	0	0
4TH QTR 1954 1st QTR 1955	270		467	Ħ	284		0	0	0	0	0	0

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EADF

REPORTS LATE IN ARRIVING AT HEADQUARTERS USAF DISPATCHED FROM DIVISION HEADQUARTERS OR LOWER (DAILY REPORTS NOT INCLUDED)



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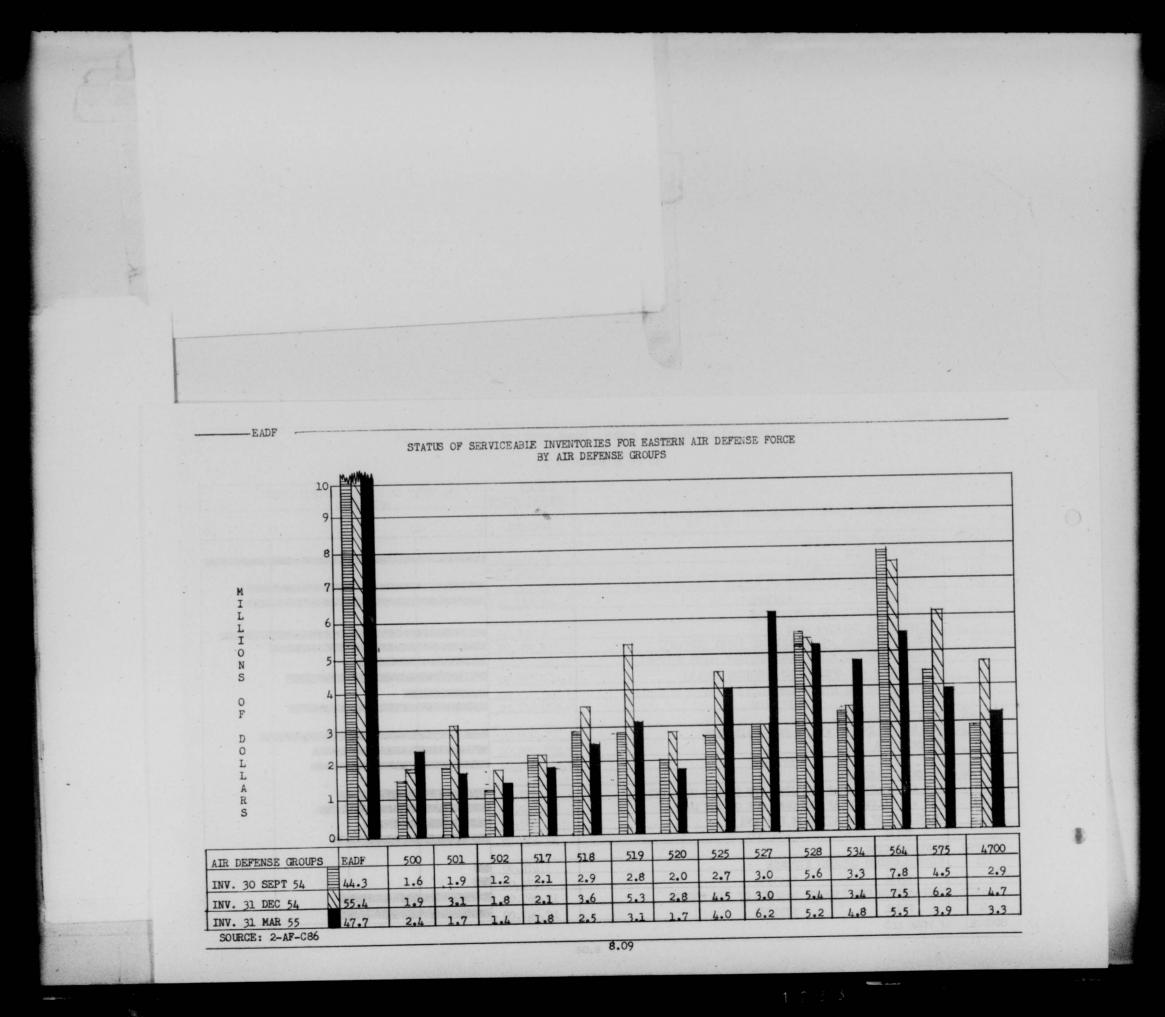
# STATUS OF APPROPRIATED FUNDS - CUMULATIVE FOR FISCAL YEAR 1955

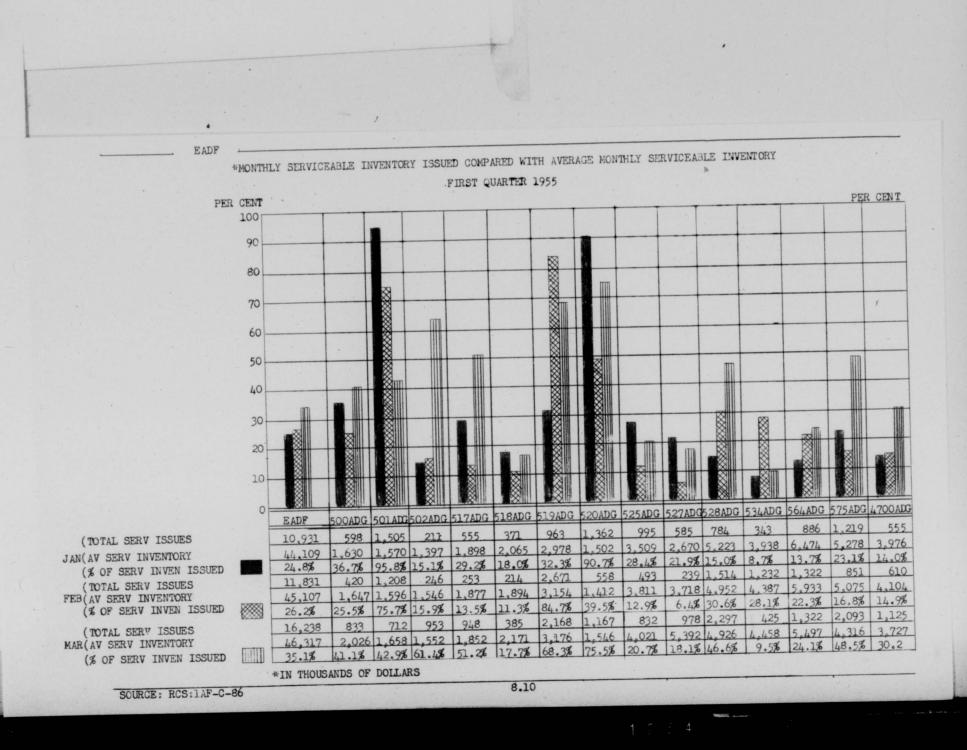
# AS OF 31 MARCH 1955

		BUDGET AUTHORIZATION	PE	R CENT OF B	BUDGE AUTHOR	IZATION	
-	APPROPRIATION PROJECT NUMBER AND IDENTIFICATION	FY 55 DOLLARS	0	25	50	75	10
7X3300	ACQUISITION AND CONSTRUCTION						
	MASTER PLANNING	89,551,24	-		1997 C. 1		
	ADVANCE PROJECT PLANNING	9,000.00	-		and the second s		1
321	ACQUISITION AND CONSTRUCTION WITHIN CONTINENTAL USA	952,101.00					
264	TOT AL 57X3300	1,050,652,24	-				
753400	BASE MAINTENANCE AND OPERATIONS						
	PRINTING AND REPRODUCTION	6,000,00				THOMAS OF	
434.2	BASE MAINTENANCE AND OPERATIONS (OPNL SUPPORT)	31,058,900.00	-		1000		
	MAJOR REPAIR AND MINOR CONSTRUCTION (OPNL SUPPORT)	3,144,495.00	1		100		
459	MAINTENANCE AND OPERATIONS (MEDICAL FACIL)	1,410.770.00					
478	MAINTENANCE AND OPERATIONS (MEDICAL FACIL)	100,517.00					
479	MAJOR REPAIR AND MINOR CONSTRUCTION (MEDICAL FACIL)	36,820,682,00					
	MILITARY PERSONNEL		_				
5753500	PCS MVS OF INDIVS WITHIN MAJOR AIR CMDS	375,000.00			800 /		
531.10		10,475,000.00					
551	SUBSISTENCE TOTAL 5753500	10,850,000.00					
14	AVARA			A ELE	19 1		
5753700	RESERVE PERSONNEL PAY AND ALLOW OF AF RES COMM OFF ON ACT DUTY TNG	14.375.00	1. Contraction of the local division of the				
521	PAY AND ALLOW OF AF RES COMP OFF ON ACT DUTY	7,700.00	-		1999 1		
525	PAY AND ALLOW OF AF RES COMP OF ON ACT DOT	365.00			- MR / E		
541	TRAVEL OF AF RES ACT DUTY FOR TNG	22.440.00					
	TOT AL 5753700	and interior		100	1 1000	84000 100	
5753850	CONTINGENCIES	3.474.00					
721	MISCELL ANEOUS CURRENT EXPENSE	3.474.00		1.1.1.1.	- Ser Frank		
Se d'anna anna anna anna anna anna anna an	TOTAL 5753850	17,067.00				10 54	
5755371	PREPARATION FOR SALE OR SALVAGE OF MIL PROPTY	17,067.00		and the second sec		72 100	
400	TOTAL 5755371	1 11,001.00		Total and a set of the	The second second	100 A 1	

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#### SPECIAL DATA SUMMARY

EADF

The EADF Aircraft Accident rate decreased sharply from 38 in the previous quarter, to 22 for this quarter. This exceptionally low rate continues a favorable trend since the high of 84 was reached during the 4th quarter 1953. This decrease is attributed by the Flying Safety Office to (1) greater skill and experience by basically the same pilots who introduced the new type aircraft, and (2) project Hot Wheels which eliminated deficiencies in the turbine wheels. Although a shortage of experienced supervisory and maintenance personnel exists, those remaining have added knowledge and experience. Total hours flown increased from 70,130 to 77,293. Reference following tabulation and charts on pages 9.02 and 9.04:

Calendar lear	Total Hours Flown	Accident Rate
Quarters		55
2nd, 1954	88,380	28
3d, 1954	87,235	
	70,130	38
4th, 1954		22
1st. 1955	77,293	~~

Analysis of aircraft accidents during Phase of Flight reveals a decrease of 40% in "Landings" and increases of 27% in "Take Offs", and 10% "In Flight". One accident occurred in "Taxiing" and no accidents in "Ground Operations". Reference page 9.03.

Of the major factors involved in aircraft accidents, improvement was reported in all factors with the exception of "Pilot Error" which increased sharply by 34%. This reverses a favorable trend during the past year with the exceptionally low rate of 19% attained during the 4th Quarter, 1954. "Maintenance Error" and "Other" causes decreased substantially. The percentage of accidents due to "Materiel Failure" continued to improve with a decrease to 35%. This figure is the lowest percentage recorded during the past year. Reference: Page 9.04.

<u>Quarters</u> : Pilot Error Materiel Failure Other	2nd Qtr. 1954 49 42 7	<u>3d Qtr. 1954</u> 21 58 8	<u>4th Qtr, 1954</u> 19 48 30 8	<u>1st Qtr. 1955</u> 53 35 12 4
Maintenance Error	0	. 1	8	4

### PROVOST MARSHAL

Types of offenses committed by personnel assigned or attached to EADF installations during this quarter have changed substantially from previous reporting, consequently, no comments will be included in this summary. Your attention is invited to the new type charts located on pages 9.08 and 9.09.

# SPECIAL DATA SUMMARY

EADF

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## GROUND SAFETY

There was a slight increase in the EADF ground accident experience during the first quarter of 1955 as compared with the corresponding period of 1954. This increase covered all categories and was due primarily to an increase in both the number and severity of injuries. A comparison of these two periods is shown below:

	l Jan - 31 Mar 1954		1 Jan - 31 Mar 1955
Military Injuries Military Fatalities Military Injury Rate Civilian Injuries Civilian Injury Rate Government Vehicle Acdts Government Veh Acdt Rate	134 6 5.02 6 3.08 34 1.01	Y	155 8 5.75 8 3.76 60 1.85 \$340,968
Total Cost all Ground Acdt Per Capita Cost	\$8.26		\$9.54

Approximately 60% of the total cost of all ground accidents was the result of injuries received in private vehicle accidents. Since this one cause is the major problem of accident prevention, the entire command will place special emphasis on the safe and same operation of private vehicles during the coming year.

SOURCE :	AF FORM 14
	1 EAMAC-AL

T E	40-											
	0	E ADF TOT AL	26 AD TOTAL	30 AD TOTAL	32 AD TOTAL	4706 ADW	4707 ADW	4708 ADW	4709 ADW	4710 ADW	4711 ADW	4713 FLT
	4TH QTR 1954	27	9	11	7	5	5	6	6	3	2	0
NO OF ACCIDENTS		17	6	6	5	4	2	2	4	2	2	0
	1ST QTR 1955		26,263	24,557	17,798	12,491	9,134	11,619	13,421	12,458	7,769	1,512
HOURS FLOWN	4TH QTR 1954	70,130		28,754	19,421	15.614	9,595	12,668	13,305	13,393	9,022	1,713
	1ST QTR 1955	77,293	27,405	45	39	40	55	52	45	24	26	0
RATE	4TH QTR 1954	38	34	21	26	32	21	16	30	15	22	0

AIRCRAFT ACCIDENT RATE 4TH & 1ST QTR CALENDAR YEARS 1954 & 1955

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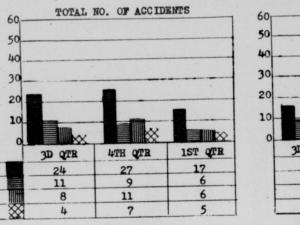
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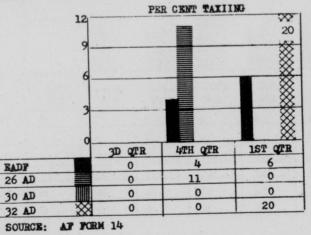
26 AD

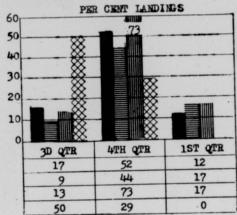
30 AD

32 AD

## AIRCRAFT ACCIDENTS, PHASE OF FLIGHT CALENDAR YEARS 1954 AND 1955





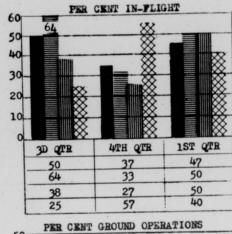


PER CENT TAKE-OFF

\*

4TH OTR

1ST QTR

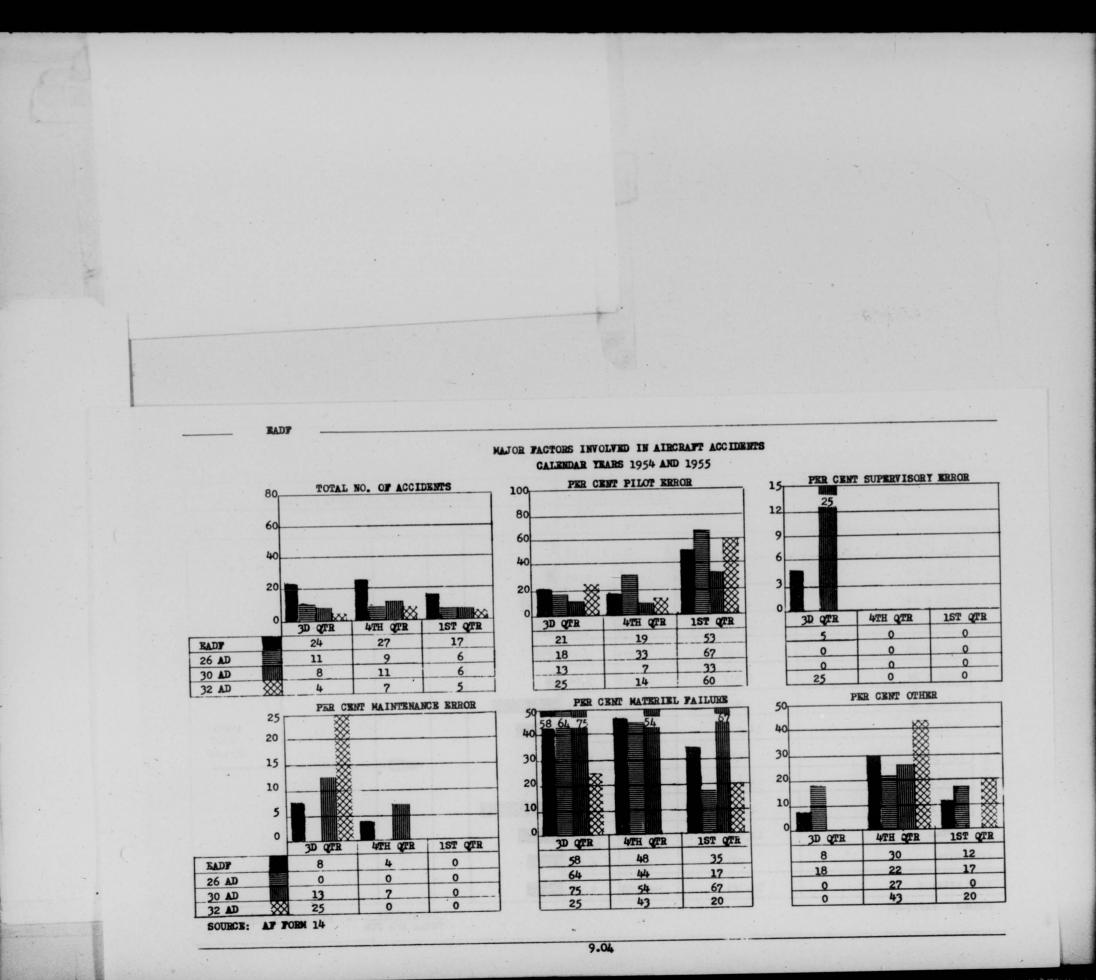


#### 1ST OTR 4TH QTR 3D OTR

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3D QTR

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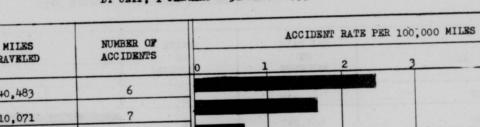
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UNIT		AVERAGE	COST O GROUND ACC	IDENTS	PER CAPITA COST OF GROUND ACCIDENTS						
		STRENGTH (MIL & CIV)	TOTAL	PER	0	25	DOLLARS	75	100		
2 HQ.	26 AD	545	\$ 687	\$ 1.26							
6	ADW	5,837	15,666	2.68							
4710	A DW	4,064	36,739	9.04		1					
TOT		10,446	53,092	5.08							
3 HQ.	30 AD	605	3,223	5.33							
0	6 A DW	5,917	21,553	3.64							
D 470	8 A DW	7,801	142,741	18.30					ANNUAL		
	TAL	14,323	167,517	11.70	-				NORM \$35.00		
3 HQ.	32 AD	616	654	1.06	Ł						
2	7 A DW	5,420	14,941	2.76	-						
A D 471	1 A DW	4,638	102,154	22.02							
TC	TAL	10,674	117,749	11.03							
SEP UNI	TS	281	2,610	9.29							
BADF AV	TERAGE	35.724	340,96	9.54	+		TOTAL COST	- PER CAPI			

9.05

BADF

# PER CAPITA COST OF GROUND ACCIDENTS 1 JANUARY - 31 MARCH 1955



UNIT	MILES TRAVELED	ACCIDENTS	0 1 2 3 4
HQ, 26 AD	240,483	6	
2 6 4709 A DW	410,071	7	
4710 A DW	284,814	2	
D TOTAL	935,368	15	6.1
HQ, 30 AD	44,244	3	
HQ, 30 AD 4706 A DW	533.079	8	
A UZOR A DW	603,206	8	
TOTAL	1,180,529	19	
HQ. 32 AD	169,016	4	
3 2 4707 A DW	569.321	5	
	394,101	17	The second secon
A 4711 A-DW D TOTAL	1,132,438	26	450,600
4713 RAD EVAL FLT	3,344	0	
EADY TOTAL	3,251,679	60	NO. OF ACCIDENTS X 100,000 = 100,000 MILES

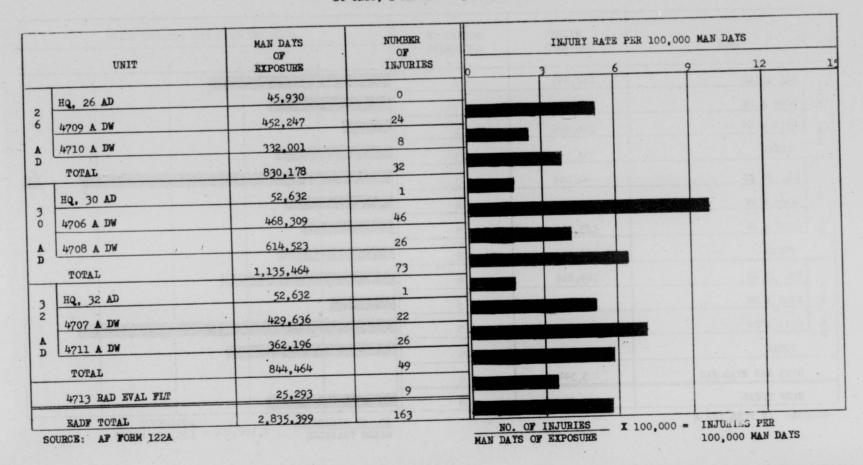
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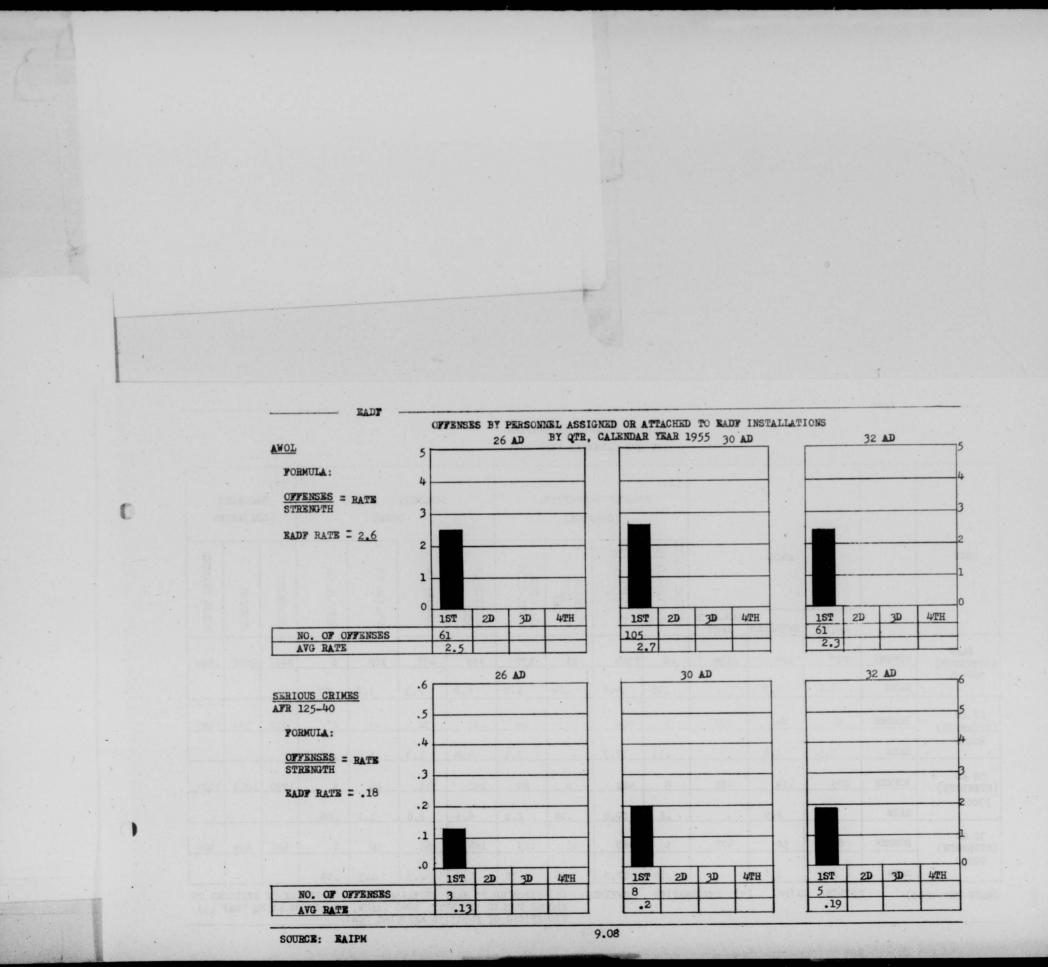
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MOTOR VEHICLE ACCIDENT RATE BY UNIT, 1 JANUARY - 31 MARCH 1955

BADF

# MILITARY DISABLING INJURY RATE BY UNIT, 1 JANUARY - 31 MARCH 1955





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				(1) PERSONS COMMITTING OFFENSES				CORRECTIVE ACTION UNDER				(*) SECURITY CLEARANCES			
-		AWOL	MAN-DA YS	ERIOUS CRIMES FR 125-40 (2) DCR 125-1	ILITARY (3)	TELONIES	LL OTHER	ARTICLE 15 JCMJ	SUMMARY CM	SPECIAL CM	GENERAL CM	REQUESTED	PENDING	FINAL GRANTED	
	GOING	RETURNED	LOST	o d d	W	щщ									
NTIMBER	227	208	2149	16	1313	21	177	555	208	109	6	2435	2022	1944	
		2.3		.18	14.8	.24	1.9	6.2	2.3	1.2	.07				
NUMBER	61	44	792	3	424		74	115	32	27	2	727	369	497	
RATE	2.5	1.8		.13	17.7		3.1	4.8	1.3	1.1	.08	-	-	-	
NUMBER	105	114	880	8	422	6	84	252	111	44	3	1090	1014	1023	
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PROVOST MARSHAL ACTIVITIES 1ST QTR CALENDAR YEAR 1955

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# HQ. MASTERN AIR DEFENSE FORCE

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TOTAL

26TH AIR DIVISION	L
OTH AIR DIVISION	1
BOTH AIR DIVISION	3
20 AIN DIVISION	2
STH AIR DIVISION	÷.,
POOTH ATR DEFENSE WING	3
ATR DEFENSE WING	1
4708TH AIR DEFENSE WING	1
4709TH AIR DEFENSE WING	1
4710TH AIR DEFENSE WING	2
4711TH AIR DEFENSE WING	1
	1
500TH AIR DEFENSE GROUP	1
501ST AIR DEFENSE GROUP	ī
502D AIR DEFENSE GROUP	1
516TH & IR DEFENSE GROUP	-
517TH AIR DEFENSE GROUP	-
STRTH AIR DEFENSE GROUP	+
STOTH ATR DEFENSE GROUP	1
520TH AIR DEFENSE GROUP	1
525TH AIR DEFENSE GROUP	1
527TH AIR DEFENSE GROUP	1
	1
	1
534TH AIR DEFENSE GROUP	1
564TH AIR DEFENSE GROUP	1
575TH AIR DEFENSE GROUP	1
4700TH AIR DEFENSE GROUP	-

TOTAL

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COMMANDER, AMC	COMMANDER, AIR DEFENSE COMMAND	1
RCAT ADC 1	TOFAL	15

#### CUMULATIVE TOTAL

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# FOREWORD

The Command Data Book is designed to serve as an official source of statistical information for this command, to provide necessary data for current and future planning, and to afford commaniers and their staffs a medium for comparison and analysis. This is one of the tools to be used by all for management and management improvement.

> THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE LAWS, TITLE - 18 U.S.C., SECTIONS 793 and 794-ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PRCHIBITED BY LAW. RETAIN OR DESTROY IN ACCORDANCE WITH AF REGULATION 205-1.

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SECRET

# EASTERN AIR DEFENSE FORCE

# MISSION\*

1. To conduct the air defense of the United States in that region designated by the Commander, Air Defense Command. 2. To support the operations of other commands as directed by Headquarters, Air Defense Command.

3. To participate in the United States Air Force collateral mission for the conduct of antisubmarine warfare as

directed by Headquarters, Air Defense Command.

EADF

# OBJECTIVES THROUGH FY 59\*\*

1. To organize, man, equip and operate 42 fighter-interceptor squadrons, each squadron equipped with 25 all-weather

2. To organize, man, equip and operate 29 permanent radar stations, 21 first phase and 5 second phase and 6 third fighter aircraft, capable of 24 hour operation.

phase, mobile radar stations, and an undetermined number of gap filler radars. 3. To organize, man, equip and operate 3 radar stations which are part of the radar extension program (Canada). 4. To integrate into the EADF air defense system 2 AEW&C wings and 6 AEW&C squadrons.

5. To expand from 4 to 7 air divisions. 6. To organize, man equip and operate 1 Radar Evaluation ECM Flight.

7. To man, equip and operate 5 Texas Tower Radar stations. 8. To construct, man and equip 12 direction centers and 3 combat centers which will be integrated into the SACE system.

SOURCE: \* ADCR 23-1, 20 MAY 1954 \*\* ADC PROGRAM, 25 MARCH 1955

#### EADF

### EADF RESPONSIBILITIES

1. Administering, equipping, training, and preparing for combat, in accordance with directives, policies, and schedules issued by this headquarters, such units, combat crews and individuals of the United States Air Force as may be designated, assigned, or attached

2. Organizing and operating the air defense system within the Air Defense region assigned and the correlation of that system with to the Eastern Air Defense Force.

3. Establishing and maintaining communications facilities with NEAC, RCAF/ADC, USN, USA, CAA, FCC, etc., for the exchange of air adjacent air defense systems as required.

4. Coordinating with Eastern Sea Frontier on the basis of mutually approved agreements for the operational control of any U.S. Navy defense operational and warning information. and Marine air defense capabilities available in the Eastern Air Defense region. This includes naval capabilities to extend the Early

Warning Radar coverage seaward.

5. Assisting Continental Air Command as required in the protection of coastal areas of the United States against seaborne attack. 6. Exercising operational control over ANA forces allocated to the Eastern Army AA Command, on the basis of mutually approved agree-

ments, for the air defense of the EADF region. 7. Exercising operational control of certain units of other major commands possessing an air defense capability and made available

for use in defense of the Eastern Air Defense Force region on the basis of mutually approved agreements. 8. Coordinating with Air Defense Command, RCAF Station, St. Huberts, Quebec, Canada, on matters pertaining to joint air defense

9. Collaborating with appropriate U.S. Air Force, U.S. Army and U.S. Navy field commanders as required by paragraph 8 of the Basic operations.

Defense Plan for continent al United States for the Northeastern and North Central basic defense plan areas. 10. Coordinating with the appropriate CAA Regional Administrator on the basis of mutually approved agreements pertaining to identi-

fication and security control of air traffic and control of electromagnetic radiations. 11. Coordinating with FCC representatives for the formulation and implementation of plans for the control of electromagnetic radi-

ations under the CONELRAD program with the EADF region. 12. Coordinating and assisting other agencies as specified in Executive Order 10312, 10 December 1951, in the formulation and

implementation of plans for the control of electromagnetic radiations. 13. Coordinating with, advising, and assisting appropriate FCDA, State, and Municipal Civil Defense Agencies in air defense matters.

14. Coordinating necessary activities with AACS and Flight Service as directed. 15. Coordinating with 12th Weather Squadron to plan for and aid in formulating procedures for adequate weather service in the

16. Submitting recommendations concerning the requirements for equipment, personnel, unit proficiency directives, training standards, EADF region.

and desired capabilities of units to be employed in air defense operation. 17. Conducting air defense systems training and testing to include air defense exercises, maneuvers, and combined operation in

18. Submitting recommendations concerning the allocation and deployment of available forces in preparation for and in the conduct of accordance with approved plans.

the air defense of the United States within the EADF region. 19. Administering and technically supervising installation functions in accordance with applicable Air Defense Command directive. 20. Conducting planning, training, and controlling of the Ground Observer Corps within the EADF region.

21. Operating a Military Air Defense Warning System, disseminating air defense warnings to the Federal Civil Defense Administration

#### EADF

#### EADF RESPONSIBILITIES - CONTD.

liaison officers, and assisting in the operations of Civil Air Defense Warning Equipment.

22. Preparing plans for the internal security and local ground defense of Eastern Air Defense Force installations as directed.

23. Preparing plans and policies for the conduct of psychological warfare, as directed.

24. Preparing units for overseas deployment as directed.

25. Providing trained individual replacements as directed.

26. Participating in disaster relief and domestic emergencies in accordance with plans formulated by Continental Air Command,

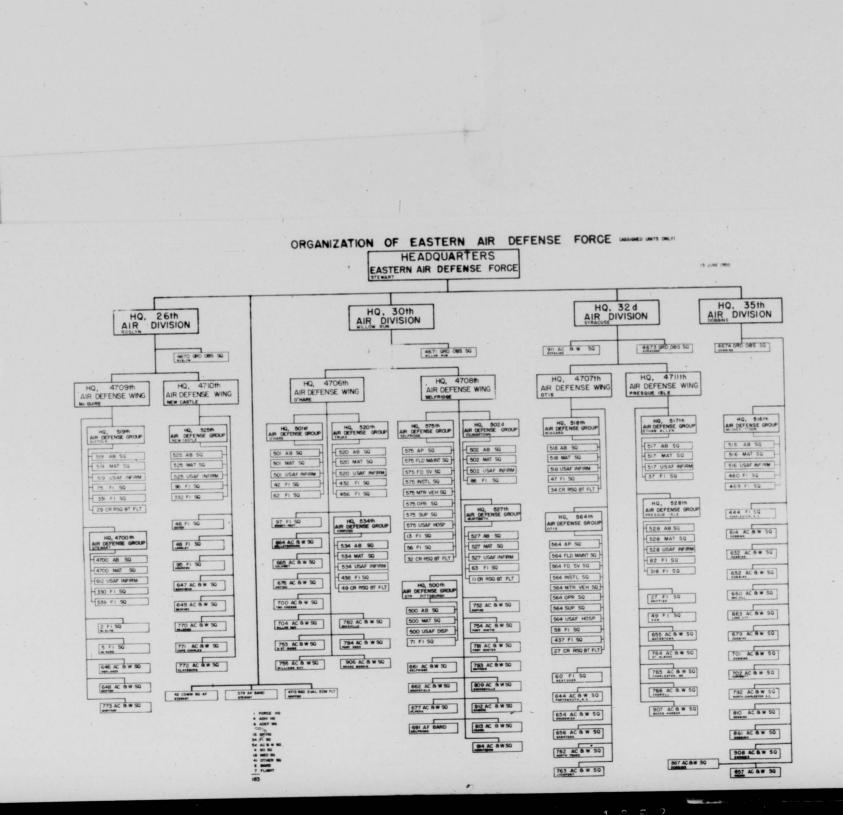
to the extent consistent with the requirements of the primary mission.

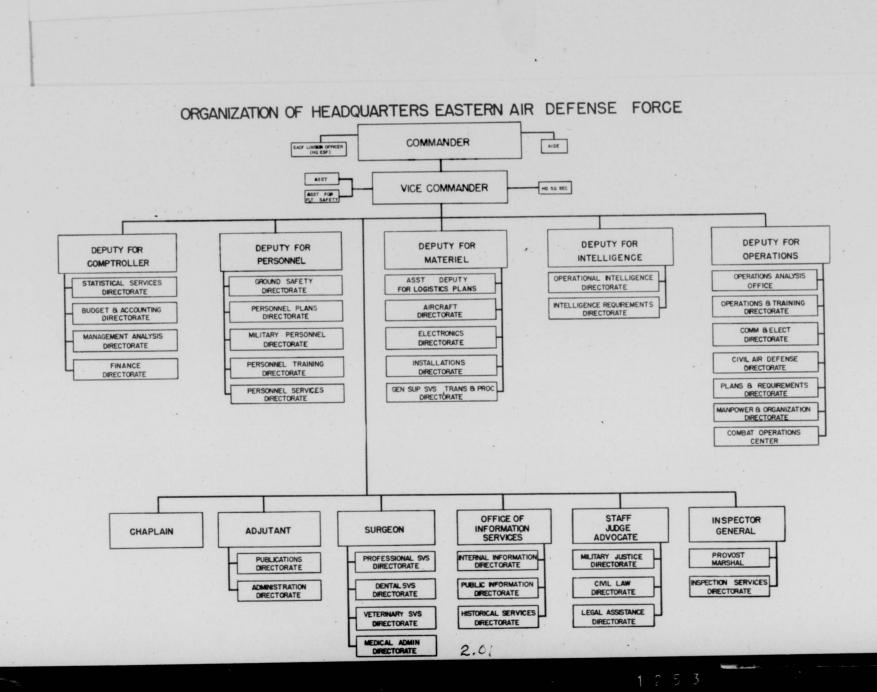
27. Establishing plans for the integration of M-Day reserve forces having mobilization assignment with Eastern Air Defense Force; establishing communications between these units and control centers; conducting continuous intercept training of these units under normal control facilities; and supervising the training of these units during the active duty field training periods in accordance with Continen-

tal Air Command directives which are based on Air Defense Command concepts and procedures.

28. Performing other functions as directed by the Commander, Air Defense Command.







AUGMENTATION FORCES AND FORCES AVAILABLE FOR AIR DEFENSE 30 JUNE 1955

CONFIDENTIAL

AGENCY	FORCES, FACILITIES OR SUPPORT FURNISHED	PROCEDURE FOR UTILIZATION	AUTHORITY
EADF	Fighters and AC&W	Direct control by air divisions.	Normal command missions.
AA REGIONAL COMMANDS	Antiaircraft	Batteries deployed in tactical positions are under operational con- trol of air divisions.	Agreement between ADC- ARAACOM.
ANG	Fighters 2d AC&W	Air National Guard units called to active duty by the President or congressional action. Mobilization assignments to air divisions are listed in EADFWCP 55-1. Certain ANG elements regularly available for operational control by air divisions under provisions of ANG Air Alert Plan.	<ol> <li>Ltr ADOOT-B3, 8 Jan 55</li> <li>Ltr ADOOT-B1, 13 Aug 54</li> </ol>
AF RES	Fighters	Integrated into EADF organization following mobilization by CONAC.	Ltr ADOOT-B3, 31 Jan 55
RCAF	Fighters, AC&W and Antiaircraft	By command coordination through ADC or by local coordination through air divisions or ADDC's.	<ol> <li>ADCCMP 1-55</li> <li>CANUSEADP 2-54</li> </ol>
U.S. NAVY	Fighters, Land Based Radar, AEW Aircraft, Picket Vessels, and Antiaircraft.	If time does not permit arrangements to be made formally through EADF to ESF, air divisions may request allocation of forces by local Navy Commanders. EADF will coordinate with ESF regarding picket vessels, AEW, additional radar tie-in and redeployment of Navy fighters from outside EADF region. Antiaircraft support by Navy shore AA and ships in port will be gained and directed through appropriate Army AAOC <sup>8</sup> s.	Joint Agreement for Air Defense of Eastern, Central U.S., 10 Jun 53.
NEAC	Early Warning	NEAC furnishes EW information to EADF and ADC for further dissemina- tion, automatically and on request.	ADCCMP 1-55
CAA	Flight Plan Informa- tion SCATER Plan	Flight plans furnished to appropriate ADDC on all ADIZ penetration tracks. Air division directs implementation of SCATER plan during an emergency.	<ul><li>(1) Public Law 778</li><li>(2) SCATER Plans</li></ul>
FCC	CONELRAD Plan	Air division directs implementation of CONEIRAD through FCC repre- sentative to key radio stations during Red and during Yellow warnings.	<ol> <li>Executive Order 10312, 10 Dec 51</li> <li>FCC Information Memo, 23 Nov 51</li> </ol>
FCDA	Passive Defense	Civil Air Defense Warnings are provided by air division through FCDA liaison to CADW net to minimize effects of and enable recupera- tion from air attacks.	<ol> <li>Public Law 920</li> <li>Executive Order 10186</li> <li>CONFIDENTIAL</li> </ol>

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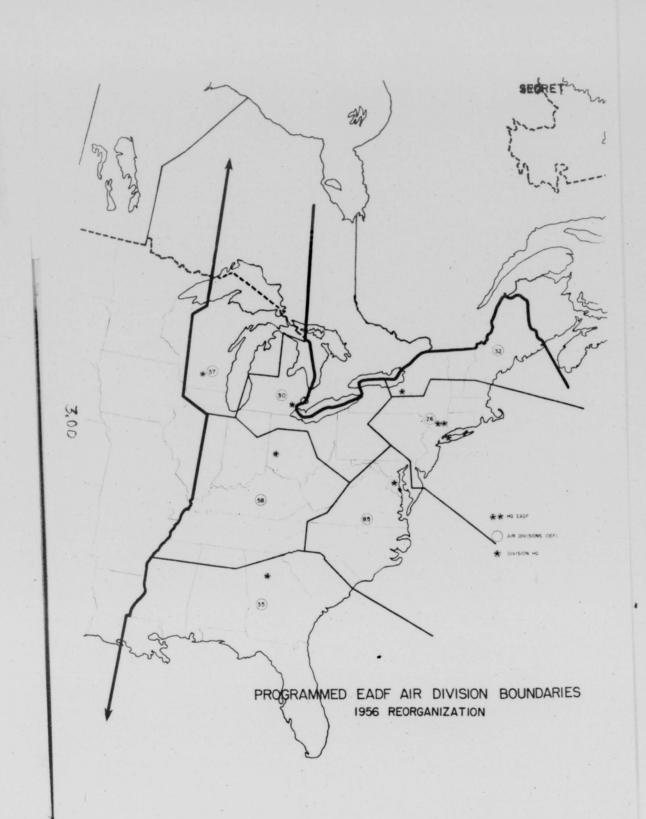
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AUGMENTATION FORCES AND FORCES AVAILABLE FOR AIR DEFENSE 30 JUNE 1955 CONFIDENTIAL AUTHORITY PROCEDURE FOR UTILIZATION FORCES, FACILITIES OR AGENCY SUPPORT FURNISHED GOC observation network is operationally controlled by the appropri-(1) Public Law 920 STATES IN GOC ate air division. Recruiting and administration is accomplished by ADC Ops Plan 10-54 EADF REGION respective states. AFR 102-3 Normal radio transmissions "patched-in" by telephone to various MARS Auxiliary Radio Net points on each base. Service is available from Combat Operations and Back-up Net Center through MARS station during emergency periods. Contact MARS station. AAC furnishes EW information to WADF and ADC for further dissemina-ADCCMP 1-55 Early Warning AAC tion. Commander, ADC requests that Commander, SAC implement applicable CONAD Ops Plan 4-55 SAC Fighters portion of CONAD Ops Plan 4-55. Part of MATS Normal operation. MATS Air Rescue Service, command mission. Weather Service, AACS Available in an emergency through local agreement between air divi-(1) CONAD Ops Plan Fighters, AC&W ARDC sions and local Air Research and Development Centers. Direct con-4-55 (2) Joint Agreement tact with available unit authorized. ADC-ARDC, 23 Nov 51 CONAD Ops Plan 4-55 Commander, ADC requests that Commander, TAC implement applicable TAC Fighters portion of CONAD Ops Plan 4-55. Commander, ADC requests that Commander, ATRC implement applicable CONAD Ops Plan 4-55 Fighters and Jet ATRC Trainers portion of CONAD Ops Plan 4-55. Commander, ADC requests that Commander, APGC implement applicable CONAD Ops Plan 4-55 Fighters and AC&W APGC portion of CONAD Ops Plan 4-55.

SOURCE: EAOPE

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FIGHTER SQUADRON CONVERSION AND DEPICYMENT PROGRAM 26TH AIR DIVISION

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FIGHTER SQUADRON CONVERSION AND DEPLOYMENT PROGRAM 30TH AIR DIVISION

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FIGHTER SQUADRON CONVERSION AND DEPLOYMENT PROGRAM 32D AIR DIVISION SECRET

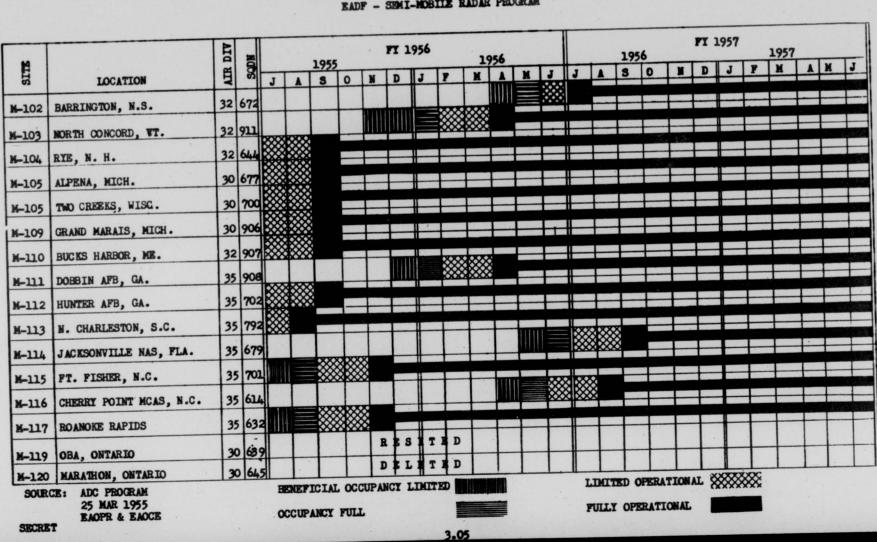
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ADDITIONAL SQUADRONS AND LOCATION F.I.S. 1956 THROUGH 1959

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FIGHTER SQUADRON CONVERSION AND DEPLOYMENT PROGRAM 35TH AIR DIVISION

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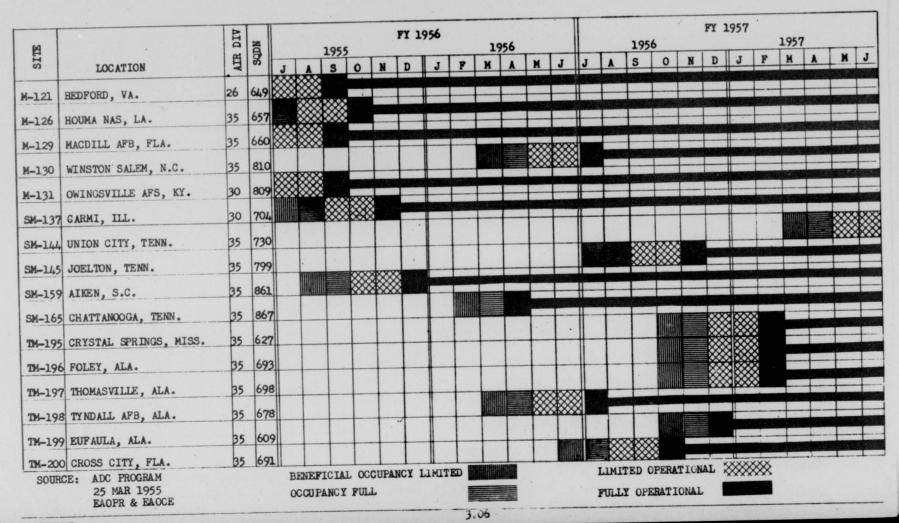
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EADF - SENI-MOBILE RADAR PROGRAM



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### AC&W PROCRAM UNMANNED GAP FILLERS

				ZI	COORDIN	ATTES			R	ADAR EQU	JIPMENT		G/A RADIO		
SITE	RESPON- SIBLE SQUADRON	AD	ULTIMATE LOCATION	FUNCTION	NORTH	WEST	** CONST'N STATUS	B.O. DATE	PRIM	and the second se	EMER			uhf Comm	VHF
	NUMBER 762	32	WESTBORD, MASS.	GF	71°37'37"	42°14°19"	S MAR 55	OCT 55	FPS-14	1					-
P-10A			SEDGWICK, ME.	Œ	44°18°50"	68°38'24"	DD JAN 55	JAN 56	FPS-14						-
P-13A	654		MANOR VILLE, N.Y.	GF	40°51'05"	72°46°04"	DD NOV 54	DEC 55	FPS-14		$\Lambda$				-
P-45A	773		CHILMARK, MASS.	GF	41°21 18"	70°44106"	DD JAN 55	DEC 55	FPS-1					-	
P-45B	773		BETHANY BEACH, DEL.	GF		75°06'28"	DD JAN 55	OCT 55	FPS-1	+	APE	NOT LICABLE			
P-54A	770		TEMPERANCEVILLE, V		0	75°33129"	DD JAN 55	OCT 55	FPS-1	4		5			
P-56A	771		N.C. PARIS ISLAND MS,	GF	0	80°42125"	DD FEB 55	FEB 56	FPS-1	4				-	-
M-112A		1	GA.	GF		810 22 ' 30"	DD FIEB 55	FEB 56	FPS-1	4			A		
M-112B			5 ST SIMON ISLAND, 5 MYRTLE BEACH, S.C			78°47'50"	DD FEB 55	DEC 55	FPS-1	4					-
M-113A		1		GF		79019138"	DD FEB 55	JAN 56	FPS-1	4				$\square$	
M-113B		1	GEORGETOWN, S.C.			76°15'30"	DD FEB 55	JUN 56	FPS-1	4		-		-	A
M-116A			5 ELIZABETH CITY,NC 5 ENGELHARD, N.C.	GF		7600125	DD FEB 55	JUN 56	FPS-1	4				-	

SOURCE:

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DD - DESIGN DIRECTIVE ISSUED 3.07

EADF

#### AC&W PROGRAM UNMANNED GAP FILLER

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			-	N	COORDI	INA TES	**		· F	ADAR E	UIPMEN	Г	G/A	RAD	10
SITE	SQUADRON			NOIT	000101		CONSTIN	B.O.	PRIMARY		EMERCENCY		UHF	IUP	VHF
NUMBER		AD	ULTIMATE LOCATION	FUNC	NORTH	WEST	STATUS	DATE	SEARCH	HEIGHT	SEARCH	HEIGHT		COMM	
M-116C	614	35	HOLLYRIDGE, N.C.	GF	3403017"	77032140"	DD FEB 55	JUN 56	FPS-14						
TM-196A	693	35	EGLIN AFB, FLA.	œ	30°33'12"	86°45°39"	DD FEB 55	JUL 56	FPS-14						
TM-196B	693		GULFPORT, MISS.	GF	30°25100"	89004:00"	DD FEB 55	JUL 56	FPS-14						
TM-198A	678		CARABELLE, FLA.	GF	39°51 * 26"	84°35'53"	DD FEB 55	JUL 56	FPS-14						·
TM-200A	691	35	PERRY, FLA.	GF	30°04' 30"	83°35 100"	DD FEB 55	MAY 56	FPS-14						
TM-200B	691	35	LAKE CITY, FLA.	GF	30 11'00"	82 34 45"	DD FEB 55	MAY 56	FPS-14						

#### TEXAS TOWERS

SOURCE :	ADC PROC	RAM,	25 MARCH 1955	* ]		-GAP FILLER -DIRECTION CEN 3.08		CONSTON			DIRECTIVE ISSU	
TT-5	654	32	BROWN 'S BANK	DC	42 <sup>0</sup> 47°00"	68°55°00"	DD SEP 54	SEP 56	FPS-3A	FPS-6	FPS-6	22
TT-4	646	26	UNAMED SHOAL	DC	39 <sup>0</sup> 40°00"	72°40°00"	DD SEP 54	SEP 56	FPS-3A	FPS-6	FPS-6	22
TT-3	773	26	NANTUCKET SHOAL	DC	41002:00"	69025100"	DD SEP 54	SEP 56	FPS-3A	FPS-6	FPS-6	22
TT-2	762	32	GEORGES SHOAL	DC	42032100"	67°52°00"	DD DEC 54	SEP 56	FPS-3A	FPS-6	FPS-6	22
TT-1	762	32	CASHES LEDGE	DC	42°45 '00"	68°57'00"	DD SEP 54	SEP 56	FPS-3A	FPS-6	FPS-6	22

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RC-1200 963 ACTIVATE 10-BC-121 2D QTR 3D QTR 955 10-RC-121 3D QTR ACTIVATE 2D QTR SEXMOUR-JOHNSON 956 100 ACTIVATE RC-1210 XIXIIIIXIIIIXIII 966 RADAR EVALUATION AND ECH PROGRAM 4713TE 7 B-29 222 GRIFFISS 3 B-25J SOURCE: ADC PROGRAM, 25 MARCH 1955 EAOPR 3.09

ARWAC PROGRAM

4TH QTR

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1956

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2D QTR

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1ST QTR

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RC-121

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1ST & 2D 3D & 4TH QTRS QTRS

Walk in second

MAJOR PROBLEM AREAS

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PROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS
	THE MAJOR PROBLEM AREAS INDICATED IN THE FOLLOWING PAGES ARE FOR THE MOST PART IDENTICAL WITH THOSE CONTAINED IN THE EADF COMBAT READINESS COMMENTARY, (RCS: 1-ADC-V8), FOR JUNE 1955. THOSE ITEMS WHICH WERE RECEIVED BY THE MANAGEMENT ANALYSIS DIRECTORATE SUBSEQUENT TO PREPARATION OF COMBAT READINESS COMMENTARY FOR JUNE 1955 ARE INDICATED BY AN ASTERISK.
OFERATIONS	
ighter Squadrons	
Low rocketry proficiency evel of interceptor aircrews. a. Inadequate rocketry raining.	mine the adequacy of the current allotment for home firing of 128 2.75 FFARs per pilot.
<ul> <li>Existing Navigation and</li> <li>Recovery Aids Inadequate.         <ul> <li>a. Low power output and</li> <li>susceptability to atmospheric</li> <li>interference of non-direction- al homers and low frequency</li> </ul> </li> </ul>	received.
ranges.	Action Required: Units have been directed to submit OPS Plans for TVOR not later than 15 July Upon completion of OPS Plans, AAC will perform site surveys and install equipment upon receipt from AMC.
b. Shortage of qualified GCA Operators and Maintenance Personnel.	number of qualified Goa operators, continued emphasis on the attention
	Action Required: In view of the large number of GCA practice runs being reported, this head- quarters has requested a report on the manning status of all GCA units within EADF to determine the extent to which the deficiency now exists.

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MAJOR PROBLEM AREAS

PROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS
OPERATIONS (Cont <sup>1</sup> d) 3. Restricted operational and training capabilities in fighter-interceptor squadrons. a. Inability to utilize completed Unit A (rocket read- iness storage) buildings.	use for Focket storage facility which it cannot use. Several bases require this storage capacity to permit the storage facility which it cannot use. Several bases require this storage capacity to permit the storage of the authorized level of combat rockets on the base. This deficiency limits the num- ber of combat rockets immediately available to fighter squadrons, and would be a deterrent to rearming of aircraft in the event of hostilities. At a conference on this subject on 27 April 1955, ADC stated that interim rack construction would not be acceptable. This deficiency was the subject of a command letter from this headquarters to ADC on 1 June 1955. ADC message ADMAC 1B 25945, dated 27 June 1955 states that ADC is expending every effort to expedite
b. Shortage of combat crew personnel (pilots)	<ul> <li>authority and funding.</li> <li><u>Action Required</u>: Approval by Hq AMC of acceptable rocket storage rack design and allotment of funds for accomplishing rack construction, or procurement.</li> <li>*b. Our F-86D squadrons are manned with an average of 28.3 pilots per squadron, with 25.2 pilot in F-89D squadrons, and 26.2 pilots in F-94C squadrons as compared to a requirement of 37 in each instance. These figures exclude personnel who have been alerted for reassignment outside EADF. With the expected improvement in our aircraft combat readiness rate, plus the continued loss of pilots occasioned by separations and overseas levies, and considering the apparent shortage of replacements, the problem is expected to become progressively more acute.</li> </ul>
MATERIEL 4. Low Combat ready in- commission status. a. Shortage of E-4, E-5 and E-6 Fire Control System components.	<ul> <li><u>Action Required</u>: That all outstanding requisitions be filled in accordance with the criteria established in ADCR 36-4.</li> <li>4. a. Critical shortages of Fire Control Systems exist, which will not be alleviated until completion of Projects Pull-Out and Hop-Up.</li> <li><u>Action Required</u>: Completion of Projects Pull-Out and Hop-Up and improved supply position.</li> </ul>

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PROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS
MATERIEL (Cont <sup>®</sup> d)	
b. Shortage of suitable ground power units for flight	b. Shortage of adequate close regulated AC power sources for maintenance of fire control system limits maintenance capability.
line and hangar maintenance and testing of fire control systems.	Action Required: Contracts have been let by bases this command for a project to supply AC power to line and hangar locations for use in supplying the Bogue and/or American Electric generators, which in turn supply regulated AC Power for fire control systems maintenance. It is estimated that all projects will be completed by 2d Quarter 56.
c. Lack of shelters for combat-ready aircraft.	c. Lack of facilities precludes under cover storage for combat-ready aircraft. During winter months, aircraft parked on ramp with no protection against freezing moisture, snow, etc., are difficult to maintain combat ready. Requirements exists for shelter of all combat-ready air- craft at designated cold weather bases.
	Action Required: Comments and recommendations have been solicited from EADF organizations and forwarded to ADC and operational requirement, for these shelters submitted to ADC on 23 June 1954, is still valid.
d. Shortage of qualified Maintenance Officers.	*d. The deficiencies in the supervision of Aircraft Maintenance activities have resulted from the low manning of qualified Aircraft Maintenance Officers; that is, by grade and skill level. Although statistics indicate that we are manned approximately 96% numbers-wise, only 38% of the officers assigned have the qualifications required. Only 18 of 61 field grade positions authorized in the field are filled with field grade officers. In an effort to alleviate this situation, action is being taken, on a continuing basis, to insure maximum utilization of all personnel possessing Aircraft Maintenance qualifications. We have given this subject special attention to insure that all existing requirements are covered by requisition.
e. Shortage of qualified Maintenance Airmen.	. e. Reference Comment 1 a, Page 4.04

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MAJOR PROBLEM AREAS

PROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS
OPERATIONS	
AC&W Squadrons 1. ACWRONs are unable to effectively control associated interceptors. a. Lack of trained direct ors.	authorized increased by 27 to the the necessary output (reassignment commitments and releases from not been sufficient to keep up with director output (reassignment commitments and releases from active duty) and increased authorizations. Remedial
b. Lack of sufficient in- tercept control positions.	b. The programmed UPA 35 scopes should alleviate this problem; however, available and pro- grammed communications equipment will affect the total capability to control aircraft.
c. Lack of flexibility in airborne communications equip- ment limits combat capability of fighter aircraft.	c. ARC 27 and ARC 33 UHF Equipments are capable of presenting 20 pretuned channels to the pilot Due to the large number of non-tactical frequencies which are required (approximately half of the available channels), the number of tactical channels available is insufficient. This is due to the method of frequency assignment which permits only one Ground Station to utilize a specific frequency. This situation has been corrected in the ARC-34 UHF Equipment by the in- stallation of a manual frequency selector by which the pilot can change the pretune frequency while airborne.
	Action Required: Eq ADC has submitted a requirement for modification of ARC 27 and ARC 33 Equipment, and retrofit of aircraft to install manual frequency selectors. RAFD is developing this equipment.
Combat Support Units 1. Inadequate crash rescue capability. a. Lack of a sufficient number of suitable helicopter	<ol> <li>a. There are 5 H=50 and 7 H=130 helicopters presently assigned as primary rescue aircraft; in- addition, 2 H=19 helicopters are assigned as secondary rescue craft. We have asked Hq ADC to replace all H=5 and H=13 helicopters with H=19 type aircraft and they have concurred commen- surate with the availability of additional H=19 aircraft and concurrence of Hq USAF.</li> </ol>

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MAJOR PROBLEM AREAS

PROBLEMS AND LIMITING FACTORS	A	CTION TAKEN OR STATUS	
OPERATIONS (Cont'd)			
Combat Support Units (Cont'd)			
<ol> <li>Deficiency in ECCM Capab- ility         <ul> <li>Inability of 4713th</li> <li>Radar Evaluation ECM Flight to provide the necessary ECM training for all components of EADF.</li> </ul> </li> </ol>	Rad Eval Flt TB-29s for ECA alistic date for modificati stallation. EADF 9th AF EC	i capability. ADC also indicat lon, they will pursue EADF sugg CM training exercise "Lone Rang of priority to modify by Hq USA	1C priority from USAF to modify 4713t red that if they do not secure a re- gestion that WADC make a prototype in- ger" was accomplished 28 June 1955. AF and continued coordination with SAC
PERSONNEL			
General			
<ol> <li>Low experience level in technical fields.         <ul> <li>a. Inability to retain skilled technicians.</li> </ul> </li> </ol>	<ol> <li>a. The overmall reenlist core" career fields for th dicated below: <u>MONTH</u></li> </ol>	OVER-ALL REENLISTMENT RATE	rate of skilled technicians in "hard- significant improvement trend as in- REENLISTMENT RATE IN "HARD-CORE" <u>AREAS</u>
	Jan 55	24.4%	11.9%
	Feb 55	30.4%	19.3% 25.9%
	Mar 55	37.0%	22.6%
	Apr 55 May 55	27.2% 48.6%	32.6%
	specialties as indicated Advanced Factory Training separation during the peri Fire Control System Factor this training. An addition	above. As part of the plan es as a reenlistment incentive, 3 od March 1955 through July 195 by Course. Fifteen or 45.4% of onal group of eight airmen, AFS	teas has resulted in an increase in the tablished by this headquarters to offe 3 airmen, AFSC $32250D/70D$ scheduled fo 5 were offered attendance at the $E=9$ 7 these airmen have reenlisted to atten 5C $32250D/70D$ with DOSs in 1956 have 6 current enlistment up to two years to see in the 30 and 32 career fields have

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MAJOR PROBLEM AREAS

ROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS
PERSONNEL (Cont'd)	the CAR 1 (Relcon) Guided Missile. At
eneral (Cont'd)	have reenlisted to attend the advanced factory course on the GAR-1 (Falcon) Guided Missile. At the present time a group of six airmen are awaiting availability of quotas in factory training courses with the intention of reenlisting to attend.
	Action Required: Extended use of advanced training as a reenlistment incentive.
b. Shortage of trainable personnel through pipe-line with sufficient lead time to allow for up-grade training prior to loss of skilled air- men.	*b. This limiting factor has been resolved in that trainable airmen from pipe-line sources are now available, however, airmen were not received sufficiently in advance to allow for their training prior to the loss of their skilled counterparts. In view of this factor, the OJT requirements for the 5-skill level, established by higher headquarters, for the period 1 April 1954 through 30 June 1955 was reduced 33%. The revised objective and FY 1955 results are de- picted on page 7.01 of this document. Largely due to the factors mentioned above, this command accomplished only 61% of the 3 to 5-skill level objective and 27% of the 5 to 7-skill level objective, as of the end of FY 1955.
	Action Required: Within respective areas of responsibility, each staff and unit activity must direct the efforts of those who are technically qualified to conduct OJT toward actual accomplishment.
c. Too infrequent airmen proficiency testing cycle.	*c. The present semi-annual APT testing cycle is detrimental to realistic identification of the airmen's skill when they complete QJT within short periods following testing cycle for the AFSC in which trained. In many cases airmen complete QJT for an AFSC tested during the prior month, but must wait until the next cycle which normally occurs six months later. An airman cannot be tested during the make-up period, which usually occurs one month following the regular test period, unless he was eligible for the regular test. In addition to the five months he must wait to be tested, there is the normal test processing time of four to six weeks to be consider- wait to be tested, there is being made to higher headquarters that consideration be given to a quarterly testing cycle. It is believed that with a quarterly testing cycle the make-up test period could be eliminated.
	Action Required: Forward recommendation to higher headquarters, based upon the foregoing.

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MAJOR PROBLEM AREAS

PROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS
PERSONNEL (Cont'd)	
General (Cont'd)	
4.* Non-availability of adeq- uate family housing.	4.* a. The lack of family housing still remains a major problem throughout this command. As pre- viously indicated, an acknowledged recognition of this problem in Washington and concerted actions at higher echelons to secure additional Government housing promise some relief in the future. In addition to the 840 units of Government-constructed or Wherry Housing authorized for construction during FY 1955 and 925 units programmed for FY 1956, 9 units of housing are pro- grammed for virtually all AC&W Squadrons.
	<ul> <li>* b. Conditions appear to be particularly critical at Otis, Presque Isle, Kinross, Wurtsmith, and Suffolk. Little, if any, new rental housing construction by private interests in nearby communities may be expected due to a prevailing lack of capital and/or financial backing. This appears to be true regardless of the permanent status of bases. In the main, additional housin when furnished, must be Government-sponsored.</li> </ul>
General (Cont'd)	
<ol> <li>Preparation of classified annexes to SCATER Plan.         <ul> <li>Classification of flight plans after filing.</li> </ul> </li> </ol>	<ol> <li>a. This problem has been subjected to corrective action by Hq ADC in the new classified SCATER Annex; insufficient time has elapsed to permit evaluating the results.</li> </ol>
b. Lack of authority to direct control of military navigation aids.	b. This headquarters considers the current authority too vague. Recommendations are being prepared at this headquarters.
c. Lack of procedures for movement of high priority log- istical and administrative flights during Warning White, Red and Yellow which are not planned in advance.	c. An Inner Defense Area plan developed by the 30th Air Division (Defense) was forwarded to Hq ADC for possible nationwide application. Reply not received to date.

MAJOR PROBLEM AREAS

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ACTION TAKEN OR STATUS PROBLEMS AND LIMITING FACTORS INTELLIGENCE 1. a. Since communications is a major intelligence problem throughout ADC, DCS/I, ADC is preparing a study reviewing combat intelligence communications requirements at all echelons of ADC. At 1. Inability to obtain the request of DCS/I, ADC, EAEDI has compiled and forwarded data on the adequacy of communica-Essential Elements of Informtions facilities for intelligence traffic for inclusion in this study. ation required by ADC Operations Order 3-54 from subordinate units of this command Action Required: Establishment of intelligence communications requirements throughout ADC. on a timely basis. a. Existing circuits Installation of any new circuits and/or redesignation of existing circuits as determined by between ADDCs, FISs, and ADCCs the ADC Study to be necessary for the passage of intelligence information. are incapable of handling the volume of intelligence traffic necessary during air defense operations. 2. a. Intelligence M. Day assignees and designees are the primary source of personnel in effecting an expansion of the intelligence function during emergencies. Less than ten percent of the 2. Inability to perform the total EADF authorized intelligence M-Day positions are filled. Recommended criteria for reintelligence function during cruiting, selecting and assigning intelligence M-Day assignees and designees has been furnished emergencies, actual or sim-D/P, EADF. CONAC has been furnished EADF M-Day requirements. Briefs of service of qualified ulated. personnel in the region have been requested from CONAC. An intelligence training program has a. T/D positions for inbeen established for M-Day personnel, and presently assigned M-Day personnel are participating. telligence M-Day assignees and When remaining M-Day personnel are recruited and assigned, their training must be accomplished designees are not filled. prior to an emergency. \*b. Required intelligence training not accomplished on above M-Day personnel. 3. a. Efforts will be made through Hq ADC to restore an authorized AFSC 20470 to the AC&W Squadrons as soon as critical shortage of AFSC 20470 throughout USAF is reduced. 3. Non-authorization of Intelligence Specialist AFSC 20470 in Fiscal Year 1955 from each of the ACow Squadrons has reduced potential intelligence collection capability during emergencies and exercises. SECRET 4.08

MAJOR PROBLEM AREAS

PROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS
INSTALLATIONS	
1.* Installations activities are seriously hampered. *a. Shortage of fully qualified installations officers.	1. *a. Only 35% of the officers assigned as installations engineers throughout EADF are fully qualified. Some relief (approximately 5%) is expected during the months of July and August through forecasted assignments received from Hq ADC. Priority requisitioning will be continued to reduce the high percentage of unqualified installations engineers.
*b. Numerous directives of many types.	*b. Installations activities are still hampered by numerous directives which correct, amplify, or change basic responsibilities. Latest example of this is ADCR 88-1 which was revised 7 Feb 1955. Recently Hq ADC formally advised this Hqs that "in general" they are "for the present" operating under the procedures of the old regulation dated 5 June 1952.
*c. Delay in receipt of, or changes in Military Con- struction Program Criteria.	*c. Lower echelons of this command were appreciably hampered in the preparation of their pro- gramming documents for the final submission of the FY 57 MCP by the delay in the receipt of personnel strength figures. This headquarters finally received a copy of "USAF Program Organi- zation & Personnel, Volume I (January 1955)" on 2 July 1955 from Hq ADC and dispatched the necessary information to all units by 6 July 1955. Then on 12 July 1955 this headquarters re- ceived instructions from Headquarters ADC that "Base Population Forecast" end position FY 59 as per instructions of Headquarters USAF, dated 7 June 1955, would be used for strength figures. Headquarters ADC provided this headquarters with necessary information. Note of interest; the review of the FY 57 MCP is scheduled to begin at this headquarters on 18 July 1955.
*d. Master Plans.	*d. (1) Otis AFB does not yet have a Master Plan. The Hersey-Spaulding A-E contract was terminated by ADC and a new contract negotiated with Architect's Collaborative of Boston. Preliminary submission of the new plan by this firm has not been received. Siting of new con- struction items on the Camp Edwards side of the base is being delayed for this reason.
	(2) Master Plan for Kansasville AFB has not been approved by USAF. Preliminary submission is being used for siting.

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MAJOR PROBLEM AREAS

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PROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS
INSTALIATIONS (Cont'd)	(3) Presque Isle AFB has been designated a permanent Base by the Secretary of the Air Force and is to have a new Master Plan prepared. There was some delay on the awarding of an A-E contract, so siting is being based on a Master Plan developed by the Base.
	(4) Master Plan for Cadillac cannot be developed until the site of the Base has been de- termined.
*e. Lack of approved site in Cadillac area.	*e. Site has not been selected for the Base in the Cadillac or Traverse City area that was pro- grammed in FY 56. Latest information is that Corps of Engineers is surveying two additional sites in the Manistee area. Failure to site this Base affects the scheduled construction of the Sage direction center to be supported by the Base in the Cadillac area, in accordance with ADC Programming Book.
2.* Inadequate inside clear- ance of existing and future alert hangars. *a. F-102 longer than many existing and desired alert hangars.	and their headquarters with the manufacturers is manufacturers and their headquarters with the manufacturers is manufacturers is a ceptor A/C, siting and cost, have precluded immediate modifications of existing and programmed hangars. Information will be disseminated to subordinate commands after firm decision has been reached on action requested. Siting of all new alert hangars should include provision for future expansion for additional sections to the rear of ADC alert hangars, as well as new rear access taxiway."
3. Malfunction of POL Hy- draft Refueling System.	3. a. The present POL installation was based on Hq USAF criteria established in 1950-51. The system is capable of delivering 600 GPM at 50 psi at all bases. Except for spacing, the system is the same on fighter, medium bomber, heavy bomber, and training bases; and the theory is that any aircraft can be fueled at any base. No consideration was given to the different types of aircraft and their type of fuel requirements. This command did not concur in the system, nor the criteria used. Component parts have failed. Hq ADC has issued instructions reducing

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MAJOR PROBLEM AREAS

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ROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS
	3. a. (cont'd) pressure and limiting use of system in respect to certain aircraft. AFR 91-13, AFM
	85-16, and TO 37-A9-3-1-101 establish operation, maintoinance, with a party presently touring the country USAF is continuing their surveillance of the system, with a party presently touring the country and visits have been made to Greater Pittsburgh, New Castle, Otis, Selfridge and Suffolk Co. AFBs. The appropriate Air Division was instructed by this headquarters, 28 June 1955, to assure corrections of deficiencies as recommended by the Hq USAF survey team, be accomplished by future applicable programming action at Greater Pittsburgh, New Castle and Suffolk Co. AFBs. Based on past studies, a "grid" layout has been proposed by Hq USAF for future construction, which will
4.* Present and future Filter Center Real Estate sites.	4.* In accordance with AF Policy concerning the vulnerability of GOC Fifter Centers Rocated in po- tential blast areas, and with due regard for safety of civilian volunteers, this headquarters will be confronted with the problem of relocating 16 presently established filter centers to cities outside of the target complexes. In a letter from Headquarters ADC to D/O USAF, the following estimated cost was submitted for relocating 25 filter centers, including the 16 centers under EADF command jurisdiction.
	Acquisition and Rehabilitation of Real Estate Facilities 24,000 Transfer of Communications Facilities 16,000 P.C.S. Transfer of Personnel and Equipment Total \$200,000
	It is estimated by this headquarters that cost figure is low and should be increased by 50% due to restoration cost for each relocation.
Fighter Squadrons (ANG-RES)	(ANG-RES) 1. A new bill is before Congress which will authorize the President to call one million men to Action Required: Congressional Approval
1. Adequate procedure for	active duty in the event of an emergency. Action request
2. Inadequate information of Air Force Reserve Fighter Bomber Wing Capabilities.	Adequate information is still not available on Air Force reserve Fighter bomber wings' capab- ilities. <u>Action Required</u> : Follow-up action to ConAC.
3. Low percentage of ANG pilots operationally ready.	3. A definite improvement should be noted after annual summer training. <u>Action Required</u> : Con- centrated gunnery program.
4. Critical shortage of rad ar observers to complete all weather fighter-interceptor crews.	4. Shortage of ROs still exists. These units can be considered to have only a day fighter capability. <u>Action Required</u> : Continual efforts be extended by ANG units to recruit ROs from sources available.
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MAJOR PROBLEM AREAS

PROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS
INSPECTOR GENERAL (PERSONNEL)	
General	
1. Inadequate internal con- trols of Open Messes.	1. Internal control and management of the open messes continued to be a problem. Property was not marked and property control records were incomplete. Stewards usually were responsible for consumable supplies and also maintained stock record cards rather than the bookkeeper. As a result, some receiving reports became lost or mislaid, therefore, were not included as accounts payable and shortages were undisclosed for excessive periods of time. Rather than utilizing the recommended daily beverage report, improvised forms were inadequately maintained which did not provide the necessary control. Four of the 9 open messes inspected had just completed or were in the process of investigating shortages. The smaller open messes with a limited membership have experienced difficulty in financially supporting open messes while several of the larger ones have obligations for improvements in excess of their resources. As irregularities are disclosed when reviewing audit reports or the monthly financial statements, this head-quarters has initiated correspondence emphasizing corrective action that increases internal controls.
2. Lack of internal controls of Nonmappropriated Welfare Funds.	2. The control and management of consolidated non-appropriated welfare fund records and property was inadequate. Some property was not marked, property control records were incomplete or in- accurate and semi-annual inventories were seldom accomplished. These irregularities are also generally applicable to unit funds. Day rooms were meagerly equipped even though unit parties or picnics were not uncommon, which does not indicate the judicious expenditure of unit funds. The recent publication outlining the "Facilities Improvement Program" for the guidance of organization commanders should promote an aggressive approach to improvement of facilities.
(AIR INSTALLATIONS)	
1. Noncurrent Maintenance of Real Estate Facilities Account.	1. Real Estate Facilities Accounts were generally unsatisfactory. All documents and cost accumu- lations which affected the real property records were not forwarded immediately upon completion of the work or transaction to the real property section. Some documents became lost or mislaid

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	MAJOR PROBLEM AREAS
ROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS
INSPECTOR GENERAL (AIR INSTALLATIONS) Cont.	and records were incomplete, which was attributed to the failure of the shop foreman or civ- ilian engineer to forward all documents to the property accounting section as prescribed by para 6h AFR 93-1.
(MOTOR VEHICLE OPERATIONS AND MAINTENANCE) 1. Inadequate Follow-Up Action on Motor Vehicle Accidents.	<ol> <li>The high rate of motor vehicle accidents occuring throughout the command can be attributed to laxity in driver training and testing, particularly after an accident has occured. In- experience of operators during winter season was a contributing factor for many vehicle accidents. Supervisors and Ground Safety personnel were not analyzing the accidents to det- ermine the cause factors and initiate action to prevent similar accidents. Also, the failure to determine responsibility and affix pecuniary liability for damages resulting from vehicle accidents was not accomplished in accordance with pertinent directives.</li> </ol>
(ARMAMENT)	<ul> <li>Shop facilities were adequate, however, allocation of space for storage of fire control, spare</li> <li>Shop facilities were adequate, however, allocation of space for storage of fire control, spare</li> </ul>
1. Inadequate Allocation of Maintenance and Storage Space	mente and test emiloment was richard
2. Inadequate Maintenance of Small Arms and Storage of Small Arms Ammunition.	interest of small arms weapons was unsatisfactory.

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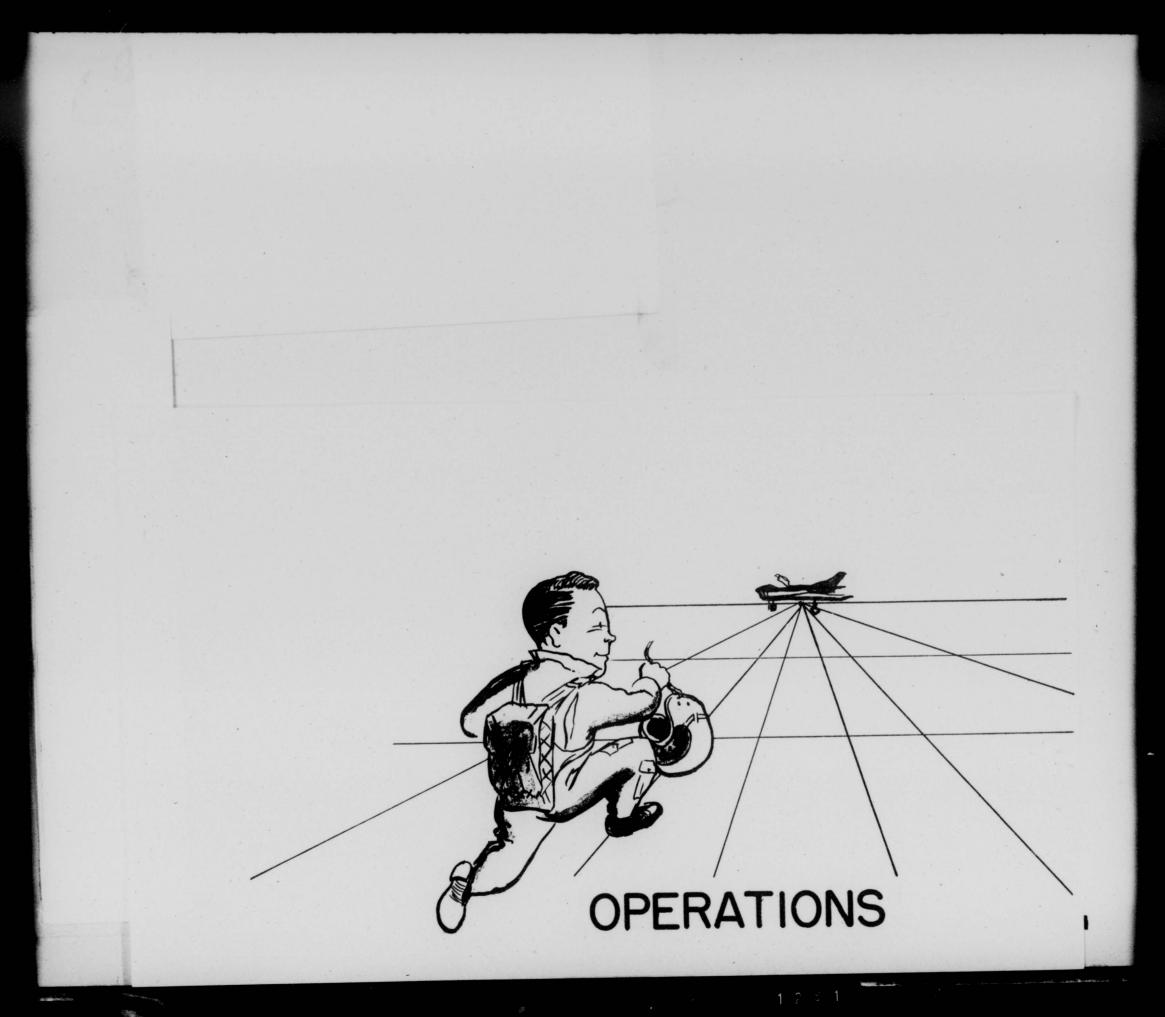
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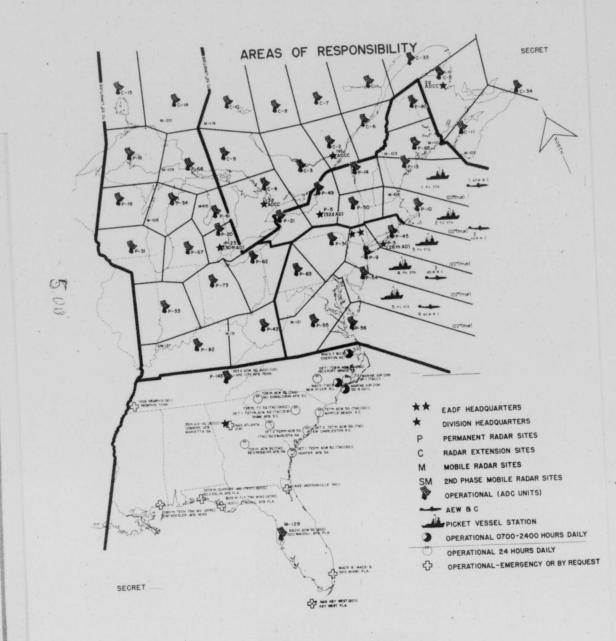
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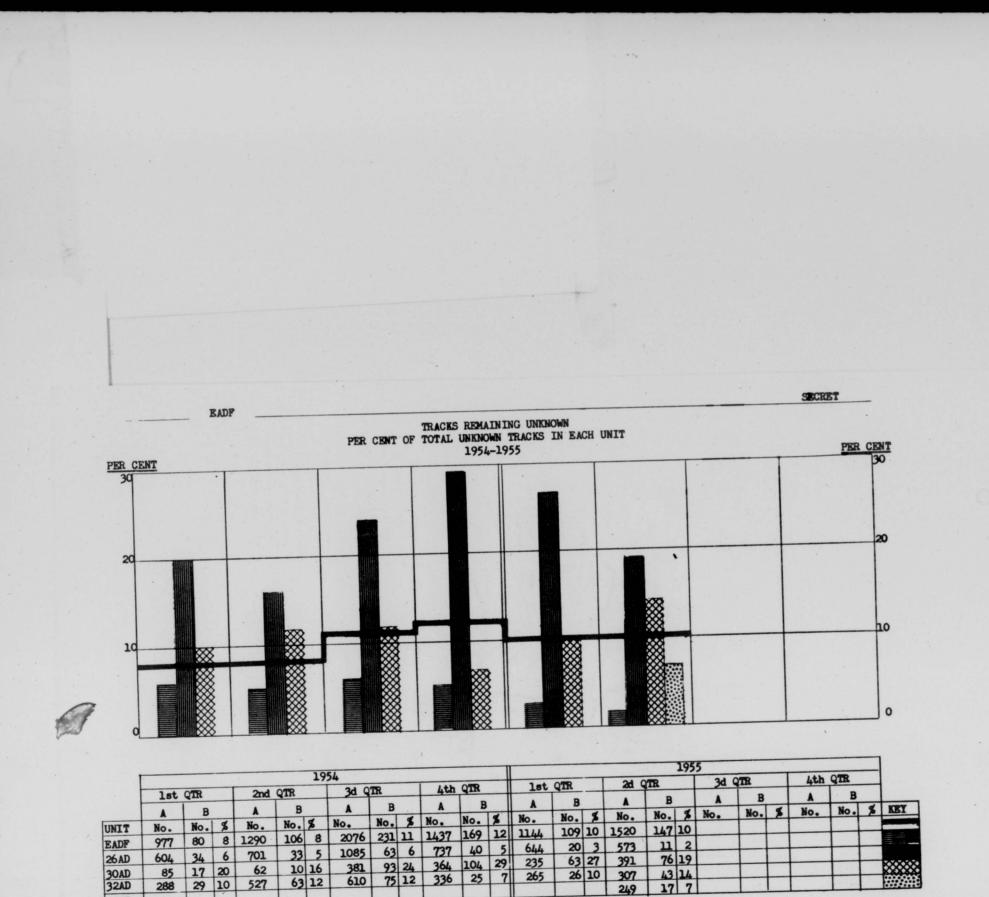
MAJOR IMPROVEMENT TREND	ACTION TAKEN OR STATUS	
PERSONNEL		•
eneral		
. Low skill level of en- isted personnel. a. Inadequacies of OJT	1. a. Pipe-line input has favorably increased to provide suffici	ent trainable airmen.
orograms.		

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A-UNKNOWN TRACKS B-TRACKS REMAINING UNKNOWN

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REASONS FOR NO SCRAMBLE ACTION	3D OTR	EAL 4TH QTR	1ST QTR	2D QTR	3D QTR	26 4TH QTR		2D QTR	3D QTR	4TH QTR	1ST QTR	2D QTR	3D QTR	4TH QTR	1ST QTR	2D QTR	3D QTR	4TH QTR	1ST QTR	20 Q11
WEATHER	35	62	51	45	10	28	30	32	1	17	7	4	24	17	14	5				-
NO ACFT IN SUITABLE LOCATION	5	15	89	35	0	14	84	33	1	1	3	2	4	0	2	0				
NO AI ACFT IN SUITABLE LOCATION	0	1	2	2	0	1	2	2	0	0	0	0	0	0	0	0				-
OUT OF INTERCEPT RANGE	0	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0		-		-
CONSERVATION OF AIRCRAFT	749	267	15	16	633	251	11	6	12	11	2	10	104	5	2	0		-	-	-
NR	49	44	122	95	16		118	92	0	0	0	0	33	8	4	0				1

REASONS FOR MISSED INTERCEPTION	3D QTR	4TH QTR	1ST QTR	2D QTR																
FADED PRIOR TO INTERCEPTION	144	117	79	91	39	24		9	61	73	48	60	44	20	8	15				7
	15	11	7	8	3	3	2	1	4	6	4	2	8	2	1	2				3
WEATHER	2	2	2	10	1	0	1	1	0	1	0	4	1	1	1	3				2
AIRCRAFT PERFORMANCE	6	1	1	0	3	1	0	0	2	0	0	0	1	0	1	0				0
GROUND EQUIPMENT FAILURE	4	2	1	3	1	1	1	1	3	1	0	1	0	0	0	0			-	1
PERSONNEL ERROR	19	7	10	18	5	1	3	1	12	6	5	5	2	0	2	2	1		-	10
DARKNESS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	-	-	0
LATE SCRAMBLE	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	-	1	
ABORT	14	11	4	1	6	2	0	1	7	-	5 3	0	-	4	1	0	1	-	1	
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Manual Content

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	4	1	2	ROSLYN, N. Y.	C.C. IV		PERMAN	Electron and a second	Energy Frances	P.D.	1 Men	1	1100	The state	SQUADRO SCRAME: CIRCUIS
	4	Í	AD HQ		C.C. IV D.C. III	<b>FPS</b> -7* (0A-347) (CPS-63)	7PS-6*	(FSP-8)	FPS-6*	12	Sop 12	Tar and	The	GPA-16 CPX-6	SQUADRO SCRAME: CIRCUIT 2d, 5th
C		P=3	AD HQ 646	ROSLYN, N. Y.	C.C. IV D.C. III D.C. II	FPS-7* (0A-347) (CPS-63) FPS-3M* (FPS-3)	FPS-6* (CPS-4) FPS-6*		[			Tar and	The	GPA-16 CPX-6 GPA-16 GPX-7	SQUADR SCRAMBI CIRCUIY
	26	P=3 P∞9	AD HQ 646 647	ROSLYN, N. Y. HIGHLANDS, N. J.	C.C. IV D.C. III D.C. III D.C. III	<b>FPS-7*</b> (QA-347) (CPS-63) <b>FPS-3M*</b> (FPS-3) <b>FPS-3M*</b> (QA-347)	<b>FPS-6*</b> (CPS_4) <b>FPS-6*</b> (CPS-6 <b>B</b> ) <b>FPS-6</b> *	(FSP-8)	FPS6* FPS6* (FPS4*) FPS6*	12 12	12	12 9	9 7	GPA-16 CPX-6 GPA-16 GPX-7 CPA-16 GPX-7	2d, 5th 330th, 539t
	26	P-3 P-9 P-55	AD HQ 646 647 648	ROSLYN, N. Y. HIGHLANDS, N. J. QUANTICO, VA.	C.C. IV D.C. III D.C. III D.C. III D.C. III	<b>FPS-7*</b> (QA-347) (CPS-63) <b>FPS-3M*</b> (FPS-3) <b>FPS-3M*</b> (QA-347) <b>FPS-3M*</b> (FPS-3) <b>FPS-3M*</b> (FPS-3)	FPS-6* (CPS_4) FPS-6* (CPS-6B) FPS-6* FPS-6*		FPS-6* FPS-6* (FPS-4*) FPS-6* FPS-6* (FPS-5)	12 12 12	12	12 9	9 7 7	GPA-16 CPX-6 GPA-16 GPX-7 CPA-16 GPX-6 GPA-16 GPX-6 GPA-16 GPX-7	2d, 5th 330th, 539
	26	P=3 P=9 P=55 P=30	AD HQ 646 647 648 770	ROSLYN, N. Y. HIGHLANDS, N. J. QUANTICO, VA. BENTON, PA.	C.C. IV D.C. III D.C. III D.C. III D.C. III D.C. III	<b>FPS</b> -7* (QA-347) (CPS-63) <b>FPS</b> -3M* (FPS-3) <b>FPS</b> -3M* (QA-347) <b>FPS</b> -3M* (FPS-3) <b>FPS</b> -7* (FPS-3) <b>FPS</b> -7* (FPS-3)	FPS-6* (CPS_4) FPS-6* (CPS-6B) FPS-6* FPS-6* (CPS-4) FPS-6*	(FSP-8)	FPS6* FPS6* (FPS4*) FPS6* (FPS5) FPS6* (FPS5) FPS6* (FPS4*)	12 12 12 12 12	12 12 12 12 12 12	12 9 9 9 11 9	9 7 7 7 8	GPA-16 CPX-6 GPA-16 GPX-7 GPA-16 GPX-7 GPA-16 GPX-7 GPA-16 GPX-7 GPA-16 GPX-7	SQUADR SCRAMB: CIRCUIY 2d, 5th 95th 330th, 5394 46th, 96th 332d 48th
	26	P-3 P-9 P-55 P-30 P-54	AD HQ 646 647 648 770 771	ROSLYN, N. Y. HIGHLANDS, N. J. QUANTICO, VA. BENTON, PA. PALERMO, N. J.	C.C. IV D.C. III D.C. III D.C. III D.C. II D.C. II D.C. II	<b>FPS</b> -7* (QA-347) (CPS-63) <b>FPS</b> -3M* (FPS-3) <b>FPS</b> -3M* (QA-347) <b>FPS</b> -3M* (FPS-3) <b>FPS</b> -7* (FPS-3) <b>FPS</b> -3M* (FPS-3) <b>FPS</b> -3M* (FPS-3)	<b>FPS-6*</b> (CPS-4) <b>FPS-6*</b> (CPS-6 <b>B</b> ) <b>FPS-6*</b> <b>FPS-6*</b> (CPS-4) <b>FPS-6*</b> <b>FPS-6*</b> <b>FPS-6*</b> <b>FPS-6*</b> <b>FPS-6*</b> <b>FPS-6*</b>	(FSP-8) (FPS-8) (FPS-8)	FPS=6* FPS=6* (FPS=4*) FPS=6* (FPS=5) FPS=6* (FPS=4*) FPS=6*	12 12 12 12 12 12 8	12 12 12 12 12 12 8	12 9 9 9 11 9 8	9 7 7 7 8 6	GPA-16 CPX=6 GPA-16 GPX-7 GPA-16 GPX=7 GPA-16 GPX-7 GPA-16 GPX-7 GPA-16 GPX-7 GPA-16 GPX-7	2d, 5th 95th 330th, 5394 46th, 96th 332d 48th NONE
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	2 6 <b>A</b> D	P-3 P-9 P-55 P-30 P-54 P-56 P-63 P-45	AD HQ 646 647 648 770 771 772 773	ROSLYN, N. Y. HIGHLANDS, N. J. QUANTICO, VA. BENTON, PA. PALERMO, N. J. CAPE CHARLES, VA. CLAYSBURG, PA.	C.C. IV D.C. III D.C. III D.C. III D.C. II D.C. II D.C. II C.C. IV	<b>FPS</b> -7* (QA-347) (CPS-63) <b>FPS</b> -3M* (FPS-3) <b>FPS</b> -3M* (QA-347) <b>FPS</b> -3M* (FPS-3) <b>FPS</b> -7* (FPS-3) <b>FPS</b> -3M* (FPS-3) <b>FPS</b> -3M* (FPS-3) <b>FPS</b> -3M* (FPS-3)	<b>FPS-6*</b> (CPS-4) <b>FPS-6*</b> (CPS-6 <b>B</b> ) <b>FPS-6*</b> <b>FPS-6*</b> (CPS-4) <b>FPS-6*</b> <b>FPS-6*</b> <b>FPS-6*</b> <b>FPS-6*</b> <b>FPS-6*</b> <b>FPS-6*</b>	(FSP-8) (FPS-8) (FPS-8)	FPS=6* FPS=6* (FPS=4*) FPS=6* (FPS=5) FPS=6* (FPS=4*) FPS=6*	12 12 12 12 12 12 8	12 12 12 12 12 12 8	12 9 9 9 11 12 9 9 11 12 9 9 11	9 7 7 7 8 6 10	GPA-16 CPX=6 GPA-16 GPX=7 CPA-16 GPX=7 GPA-16 GPX=7 GPA-16 GPX=7 GPA-16 GPX=7 GPA-16 GPX=7 GPA-16 GPX=7	2d, 5th 95th 330th, 5394 46th, 96th 332d 48th NONE
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	2 6 A D	P-3 P-9 P-55 P-30 P-54 P-56 P-63 P-45 P-23 P-20	AD HQ 646 647 648 770 771 772 773 AD HQ	ROSLYN, N. Y. HIGHLANDS, N. J. QUANTICO, VA. BENTON, PA. PALERMO, N. J. CAPE CHARLES, VA. CLAYSEURG, PA. MONTAUK, L.I., N. Y. WILLOW RUN, MICH.	C.C. IV D.C. III D.C. III D.C. III D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II II D.C. II II D.C. II II D.C. II II D.C. III	FPS-7*         (QA = 347)         (CPS-63)         FPS=3M*         (FPS=3)         FPS=3M*         (QA = 347)         FPS=3M*         (FPS-3)         FPS=3M*         (FPS-3)         FPS=3M*         (FPS-3)         FPS=3M*         (FPS-3M*         (FPS-3M*         (FPS-3M*         (FPS-3M*         (FPS-3M*         (FPS-3M*         (FPS-3M*         (FPS-3M*         (FPS-3)	<b>FPS-6*</b> (CPS-4) <b>FPS-6*</b> (CPS-6B) <b>FPS-6*</b> <b>FPS-6*</b> (CPS-4) <b>FPS-6*</b> ( <b>FPS-4</b> ) <b>FPS-6*</b> ( <b>FPS-4</b> ) <b>FPS-6*</b>	(FSP-8) (FPS-8) (FPS-8)	FPS6* FPS6* (FPS4*) FPS6* (FPS5) FPS6* (FPS4*) FPS6* FPS6* FPS6* FPS6*	12 12 12 12 12 12 8 12	12 12 12 12 12 12 8 12 6	12 9 9 9 11 12 9 9 11 12 12 12	9 7 7 7 7 8 6 10 10	GPA-16 CPX=6 GPA-16 GPX=7 CPA-16 GPX=7 GPA-16 GPX=7 GPA-16 GPX=7 GPA-16 GPX=7 GPA-16 GPX=7 GPA-16 GPX=7	SQUADR SCRAMB: CIRCUIY 2d, 5th 95th 330th, 5394 46th, 96th 332d 48th
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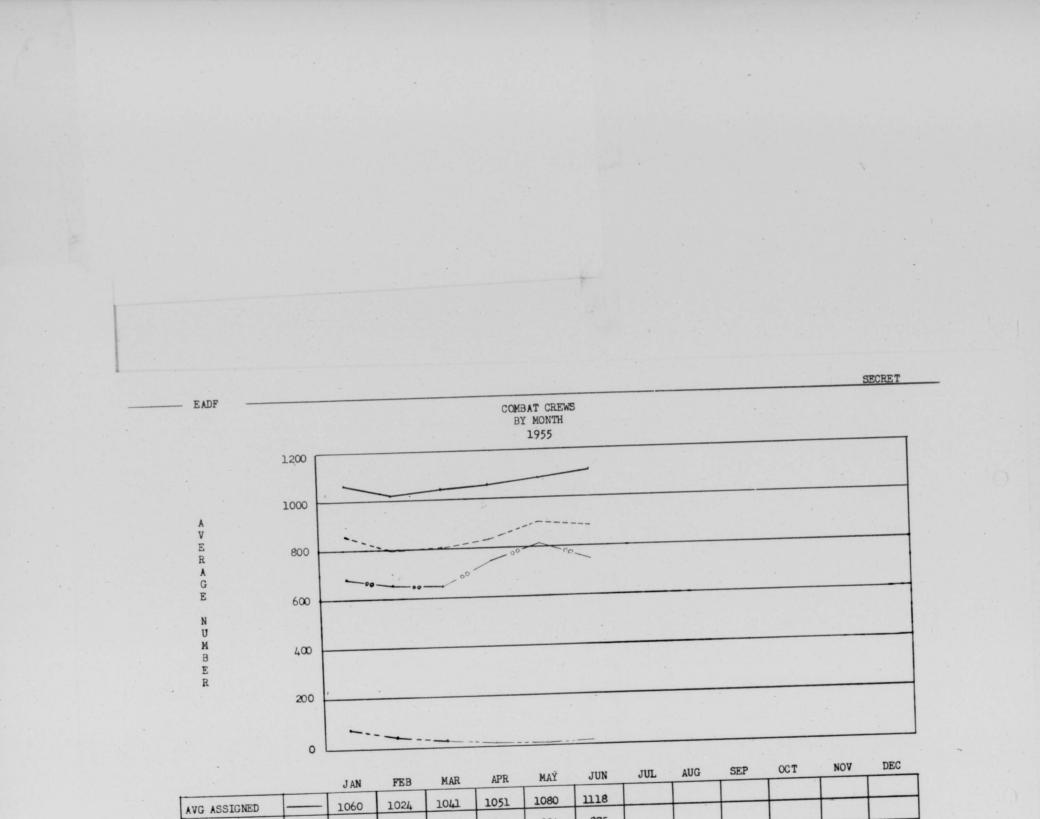
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	1	ST.	Ear.	LOCATION	*ClackTon	PPS-3M*		464	TPS-6*	11			-	GPA-16	
		17 53 P-16		CALUMET, MICH.	D.C. IR	FPS-3M* (FPS-3)	FPS-6*	(	TPS-6* (TPS-5)	4	4	12	6	GPA-16 GPX-7 GPA-16	NONE
			665		D.C. IR D.C. IR	FPS-3M* (FPS-3) FPS-3M* (FPS-3)		(	TPS-6*	11	4	12	6	GPA-16 GPX-7 GPA-16 GPX-7 GPA-16	NONE
		P=16 P-19	665	CALUMET, MICH. ANTIGO, WISC.	D.C. IR D.C. IR D.C. III	FPS-3M* (FPS-3) FPS-3M* (FPS-7* (OA-347) (CPS-6B)	FPS-6*	(	<b>FPS-6*</b> ( <b>FPS-5</b> ) <b>FPS-6*</b> ( <b>FPS-4</b> ) ( <b>FPS-4</b> ) ( <b>FPS-6*</b> )	4	4	12 12 12 9	6 10 7	GPA-16 GPI-7 GPA-16 GPX-7 GPA-16 GPX-6 GPX-6 GPA-16	NONE
	3	P=16	665 676 752	CALUMET, MICH.	D.C. IR D.C. IR D.C.	FPS-3M* (FPS-3) FPS-3M* (FPS-3) FPS-7* (OA-347) (CPS-6B) FPS-3M* (FPS-3)	FPS-6* FPS-6* FPS-6* FPS-6*	(	<b>FPS-6*</b> ( <b>JPS-5</b> ) <b>FPS-6*</b> ( <b>JPS-4</b> ) ( <b>JPS-4</b> ) ( <b>JPS-4</b> ) ( <b>JPS-6*</b> ( <b>JPS-6*</b> ( <b>JPS-5</b> )	4	4	12 12 12 9	6 10 7 7	GPA-16 GPX-7 GPA-16 GPX-7 GPA-16 GPX-6 GPA-16 GPX-7	NONE
	30	P-19 P-19 P-34 P-66	665 676 752 753	CALUMET, MICH. ANTIGO, WISC. EMPIRE, MICH. S.S. MARIE, MICH.	D.C. IR D.C. IR D.C. III D.C.	FPS-3M* (FPS-3) FPS-3M* (FPS-3) FPS-7* (OA-347) (CPS-6B) FPS-3M* (FPS-3) FPS-3M* (FPS-3)	FPS-6* FPS-6* FPS-6*	(	<b>FPS-6*</b> ( <b>FPS-5</b> ) <b>FPS-6*</b> ( <b>FPS-4</b> ) ( <b>FPS-4</b> +) ( <b>FPS-4+</b> ) <b>FPS-6*</b> <b>FPS-6*</b>	4	4	12 12 12 9	6 10 7 7 7 7	GPA-16           GPX-7           GPA-16           GPX-7           GPA-16           GPX-6           GPA-16           GPX-7           GPA-16           GPX-7           GPA-16           GPX-7           GPA-16           GPX-7           GPA-16           GPX-7	NONE NONE NONE 438th 63d
0	30	P-16 P-19 P-34 P-66 P-61	665 676 752 753 754	CALUMET, MICH. ANTIGO, WISC. EMPIRE, MICH. S.S. MARIE, MICH. PORT AUSTIN, MICH.	D.C. IR D.C. IR D.C. III D.C. II D.C.	FPS-3M* (FPS-3) FPS-3M* (FPS-3) FPS-7* (OA-347) (CPS-6B) FPS-3M* (FPS-3) FPS-3M*	FPS-6* FPS-6* FPS-6* FPS-6* (CPS-4*	(	<b>FPS-6*</b> ( <b>FPS-5</b> ) <b>FPS-6*</b> ( <b>FPS-4</b> ) ( <b>FPS-4</b> *) <b>FPS-6*</b> ( <b>FPS-6*</b> ( <b>FPS-6*</b> ( <b>FPS-6*</b> ) <b>FPS-6*</b>	4 4 12 8 8	4 4 12 8 8	12 12 9 9	6 10 7 7 7	GPA-16 GPX-7 GPA-16 GPX-7 GPA-16 GPX-6 GPA-16 GPX-7 GPA-16 GPX-7 GPA-16 GPX-7 GPA-16	NONE NONE NONE 438th 63d 42d, 62
	30	P-16 P-19 P-34 P-66 P-61 P-31	665 676 752 753 754 755	CALUMET, MICH. ANTIGO, WISC. EMPIRE, MICH. S.S. MARIE, MICH. PORT AUSTIN, MICH. WILLIAMS BAY, WISC.	D.C. IR D.C. IR D.C. III D.C. II D.C. II D.C. II D.C.	FPS-3M* (FPS-3) FPS-3M* (FPS-3) FPS-7* (OA-347) (CPS-6B) FPS-3M* (FPS-3) FPS-3M* (FPS-3) FPS-3M* (FPS-3) FPS-3M* (CA-347) (CPS-6B) FPS-3M* (FPS-3)	FPS-6* FPS-6* FPS-6* FPS-6* (CPS-4* FPS-6*	(	<b>FPS-6*</b> ( <b>FPS-5</b> ) <b>FPS-6*</b> ( <b>FPS-4</b> ) ( <b>FPS-4</b> ) ( <b>FPS-4</b> ) <b>FPS-6*</b> ( <b>FPS-5</b> ) <b>FPS-6*</b> ( <b>FPS-4</b> )	4 4 12 8 8 8	4 4 12 8 8 8 12	12 12 9 9 9 9	6 10 7 7 7 6	GPA-16 GPX-7 GPA-16 GPX-7 GPA-16 GPX-6 GPA-16 GPX-7 GPA-16 GPX-7 GPA-16 GPA-16 GPA-16 GPA-16 GPA-16	NONE NONE NONE 438th
~	30	P=16 P-19 P-34 P-66 P-61 P-31 P-67	665 676 752 753 754 755 781	CALUMET, MICH. ANTIGO, WISC. EMPIRE, MICH. S.S. MARIE, MICH. PORT AUSTIN, MICH. WILLIAMS BAY, WISC. FORT CUSTER, MICH.	D.C. IR D.C. IR D.C. III D.C. II D.C. II D.C. II D.C. III D.C. III D.C. III D.C. III D.C.	FPS-3M* (FPS-3) FPS-3M* (FPS-3) FPS-7* (OA-347) (CPS-6B) FPS-3M* (FPS-3) FPS-3M* (FPS-3) FPS-3M* (FPS-3) FPS-3M* (CA-347) (CPS-6B) FPS-3M* (FPS-3)	FPS-6* FPS-6* FPS-6* (CPS-4* FPS-6* FPS-6* FPS-6*	(	<b>FPS-6*</b> ( <b>FPS-5</b> ) <b>FPS-6*</b> ( <b>FPS-4</b> ) ( <b>FPS-4</b> ) ( <b>FPS-4</b> ) ( <b>FPS-6*</b> ( <b>FPS-6*</b> ( <b>FPS-6*</b> ( <b>FPS-6*</b> ) <b>FPS-6*</b>	4 4 12 8 8 12 8	4 4 12 8 8 8 12	12 12 9 9 9 9 9 9 9 12 8	6 10 7 7 7 6 6	GPA-16 GPX-7 GPA-16 GPX-7 GPA-16 GPX-6 GPA-16 GPX-7 GPA-16 GPX-7 GPA-16 GPA-16 GPA-16 GPA-16 GPA-16 GPA-16 GPA-16 GPA-16 GPA-16	NONE NONE 438th 63d 42a, 62 432a, 4
	30	P=16 P-19 P-34 P-66 P-61 P-31 P-67 P=53	665 676 752 753 754 755 781 782	CALUMET, MICH. ANTIGO, WISC. EMPIRE, MICH. S.S. MARIE, MICH. PORT AUSTIN, MICH. WILLIAMS BAY, WISC. FORT CUSTER, MICH. ROCKVILLE, IND.	D.C. IR D.C. IR D.C. III D.C. II D.C. II D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C.	FPS-3M*           (FPS-3)           FPS-7*           (QA-347)           (FPS-10)           FPS-3M*	FPS-6* FPS-6* FPS-6* (CPS-4* FPS-6* FPS-6* FPS-6* FPS-6*	(	<b>FPS-6*</b> ( <b>JPS-5</b> ) <b>FPS-6*</b> ( <b>FPS-4</b> ) ( <b>FPS-4</b> ) ( <b>FPS-6*</b> ( <b>JPS-6*</b> ( <b>JPS-6*</b> ( <b>JPS-6*</b> ( <b>JPS-6*</b> ( <b>JPS-6*</b> ( <b>JPS-6*</b> ( <b>JPS-6*</b> ( <b>JPS-6*</b> )	4 4 12 8 8 12 8	4 4 12 8 8 8 12 8 12 8 12	12 12 9 9 9 9 9 9 9 9 12 8 8 8	6 10 7 7 7 6 6	GPA-16 GPX-7 GPA-16 GPX-7 GPA-16 GPX-6 GPA-16 GPX-7 GPA-16 GPX-7 GPA-16 GPA-16 GPA-16 GPA-16 GPA-16 GPA-16 GPA-16 GPA-16 GPA-16 GPA-16 GPA-16 GPA-16	NONE NONE NONE 438th 63d 42d, 62 432d, 4 NONE
	30	P=16 P-19 P-34 P-66 P-61 P-31 P-67	665 676 752 753 754 755 781 782 783	CALUMET, MICH. ANTIGO, WISC. EMPIRE, MICH. S.S. MARIE, MICH. PORT AUSTIN, MICH. WILLIAMS BAY, WISC. FORT CUSTER, MICH. ROCKVILLE, IND. GUTHRIE, W. VA.	D.C. IR D.C. IR D.C. III D.C. II D.C. II D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C.	FPS-3M*         (FPS-3)         FPS-7*         (OA-347)         (FPS-10)         FPS-3M*         (FPS-3)         FPS-3M*         (FPS-3)	FPS-6* FPS-6* FPS-6* (CPS-4* FPS-6* FPS-6* FPS-6* FPS-6* FPS-6*	(	FPS-6*           (FPS-5)           FPS-6*           (FPS-4)           (FPS-4*)           FPS-6*           (FPS-4)           FPS-6*           (FPS-4*)           FPS-6*           (FPS-4*)           FPS-6*           (FPS-4*)           FPS-6*           (FPS-4*)           FPS-6*           (FPS-4*)           FPS-6*           FPS-6*           (FPS-4*)           FPS-6*           FPS-6*           (FPS-4*)	4 4 12 8 8 12 8 12 8 12	4 4 12 8 8 12 8 12 8 12 8	12 12 9 9 9 9 12 8 8 8 8 8	6 10 7 7 7 6 6 6	GPA-16 GPX-7 GPA-16 GPX-7 GPA-16 GPX-6 GPA-16 GPX-7 GPA-16 GPX-7 GPA-16 GPA-16 GPA-16 GPA-16 GPA-16 GPA-16 GPA-16 GPA-16 GPA-16	NONE NONE NONE 438th 63d 42d, 62 432d, 4 NONE NONE
	30	P=16 P-19 P-34 P-66 P-61 P-31 P-67 P=53	665 676 752 753 754 755 781 782 783	CALUMET, MICH. ANTIGO, WISC. EMPIRE, MICH. S.S. MARIE, MICH. PORT AUSTIN, MICH. WILLIAMS BAY, WISC. FORT CUSTER, MICH. ROCKVILLE, IND.	D.C. IR D.C. IR D.C. III D.C. II D.C. II D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C.	FPS-3M* (FPS-3) FPS-3M* (FPS-3) FPS-7* (OA-347) (CPS-6B) FPS-3M* (FPS-3) FPS-3M* (FPS-3) FPS-3M* (FPS-3) FPS-3M* (FPS-3) FPS-7* (OA-347) (FPS-3) FPS-7* (OA-347) (FPS-3) FPS-3M* (FPS-3) FPS-3M* (FPS-3)	FPS-6* FPS-6* FPS-6* (CPS-4* FPS-6* FPS-6* FPS-6* FPS-6* FPS-6* FPS-6*		<b>FPS-6*</b> ( <b>FPS-5</b> ) <b>FPS-6*</b> ( <b>FPS-4</b> ) <b>FPS-6*</b> ( <b>FPS-4</b> ) <b>FPS-6*</b> ( <b>FPS-4</b> ) <b>FPS-6*</b> ( <b>FPS-4</b> ) <b>FPS-6* FPS-6* FPS-6*</b>	4 4 12 8 8 12 8 12 6 4	4 4 12 8 8 12 8 12 8 12 8 12 8 4	12 12 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	6 10 7 7 7 6 6 6 6 7	GPA-16 GPX-7 GPA-16 GPX-7 GPA-16 GPX-6 GPA-16 GPX-7 GPA-16 GPX-7 GPA-16 GPA-16 GPA-16 GPA-16 GPA-16 GPA-16 GPA-16 GPA-16 GPA-16 CPX-7 GPA-16 CPX-7	NONE NONE NONE 438th 63d 42d, 62 432d, 4 NONE NONE NONE
	30	P=16 P-19 P-34 P-66 P-61 P-31 P-67 P=53 P=43	665 676 752 753 754 755 781 782 783 784	CALUMET, MICH. ANTIGO, WISC. EMPIRE, MICH. S.S. MARIE, MICH. PORT AUSTIN, MICH. WILLIAMS BAY, WISC. FORT CUSTER, MICH. ROCKVILLE, IND. GUTHRIE, W. VA.	D.C. IR D.C. IR D.C. III D.C. II D.C. II D.C. III D.C. III D.C. III D.C. III D.C. III D.C. III D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C. II D.C.	FPS-3M*         (FPS-3)         FPS-7*         (OA-347)         (FPS-10)         FPS-3M*         (FPS-3)         FPS-3M*         (FPS-3)	FPS-6* FPS-6* FPS-6* (CPS-4* FPS-6* FPS-6* FPS-6* FPS-6* FPS-6*	FPS-502	<b>FPS-6*</b> ( <b>FPS-5</b> ) <b>FPS-6*</b> ( <b>FPS-4</b> ) ( <b>FPS-4</b> ) ( <b>FPS-6*</b> ( <b>FPS-6*</b> ( <b>FPS-6*</b> ( <b>FPS-6*</b> ( <b>FPS-6*</b> ( <b>FPS-6*</b> ( <b>FPS-4</b> ) <b>FPS-6*</b> ( <b>FPS-4</b> ) <b>FPS-6*</b> ( <b>FPS-4</b> ) <b>FPS-6*</b> ( <b>FPS-4</b> ) <b>FPS-6*</b> ( <b>FPS-4</b> )	4 4 12 8 8 12 8 12 6	4 4 12 8 8 12 8 12 8 12 8 12 8 12 4 2	12 12 9 9 9 9 12 8 8 8 8 8 8 8 8 8 5	6 10 7 7 7 6 6 6 6 6 7 3	GPA-16 GPX-7 GPA-16 GPX-7 GPA-16 GPX-6 GPA-16 GPX-7 GPA-16 GPX-7 GPA-16 GPX-7 GPA-16 GPA-16 GPA-16 GPA-16 GPA-16 GPA-16 GPA-16 CPX-7 GPA-16 CPX-7 GPA-16 CPX-7	NONE NONE NONE 438th 63d 42d, 62 432d, 4 NONE NONE NONE

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	64	15	5	/		59		(		1	T	-1	-1	GPX-7	NONE
	30 AD	C-15	914	ARMSTRONG, ONT.	S.S. IR C.C.	FPS-3	TPS-502	FPS-502		3	5	5	3		
		P-5 A	D Hq	SYRACUSE, N.Y.	IV D.C.	FPS-3M*						_	7	GPX-6 GPA-16	NONE
		P-13	654	BRUNSWICK NAS, ME.	III D.C.	FPS=3M* (0A=347) (CPS=6B) FPS=3M*	(FPS=8)*	FPS-8*	FPS=6*	12	+	9		GPA=16 GPX=7	27TH
		P-49	655	WATERTOWN, N.Y.	II D.C.	(FPS-3) FPS-3M*	FPS=6*		(FPS-5) FPS-6*	8				GPA-16	60тн
	1 - 1	P=50	656	SARATOGA SPRINGS, N.Y.	II D.C.	(FPS-3) FPS-7* (OA-347) (CPS-6B)	FPS=6* (FPS-8)*		(FPS-5) FPS-6*	8		12		GPX-7 GPX-6 GPA-16	58TH, 437TH
	2	P-10	762	NORTH TRURO, MASS.	D.C.	CPS-6B) FPS-7* (0A-347) (CPS-6B)	FPS-6*	FPX-8*	FPS=6*	12				GPA-16 GPX-6	47TH
	D	P=21	763	LOCKPORT, N.Y.	D.C.	(CPS-6B) FPS-7* (OA-347) (CPS-6B)	FPS-6*		FPS-6*	12		9		CPX-6 CPA-16	37TH
		P-14	764	ST. ALBANS, VT.	D.C.	FPS-3M*	FPS-6*		FPS=6* (FPS=5)	8				GPX-7 GPA-16	49TH
		P=65	765	CHARLESTON, ME.	D.C.	(FPS=3) FPS=7* (04=347)	FPS-3	(FPS-8)*	FPS=6*	5		8	1	GPS-16	82D, 318TH
	-	P-80	766	CASWELL, ME.	IIIM	(0A-347) (FPS-10)	FPS-6*	(175-8)*	rioson	1	-	-	T		
	35	M-87	AD Hq	DOBBINS AFB, GA.	C.C.	FPS=7*				6		8 8	8	GPX-6	460TH, 469TH
	A	P-42	663	LAKE CITY AFS, TENN.	D.C.	FPS-10	FPS-6* MPS-14*		FPS-6*	1		0 8	1		NONE
	D	M-129 DURCE:	660 EAOCE	MACDILL AFB, FLA.	D.C.	MPS-7	Mr 3=14*		() I * N	INTER OT J	RIM E	QU IP	MENT	1	
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AVG ON HAND AVG COMBAT READY -00-п AVG COMBAT ALERT

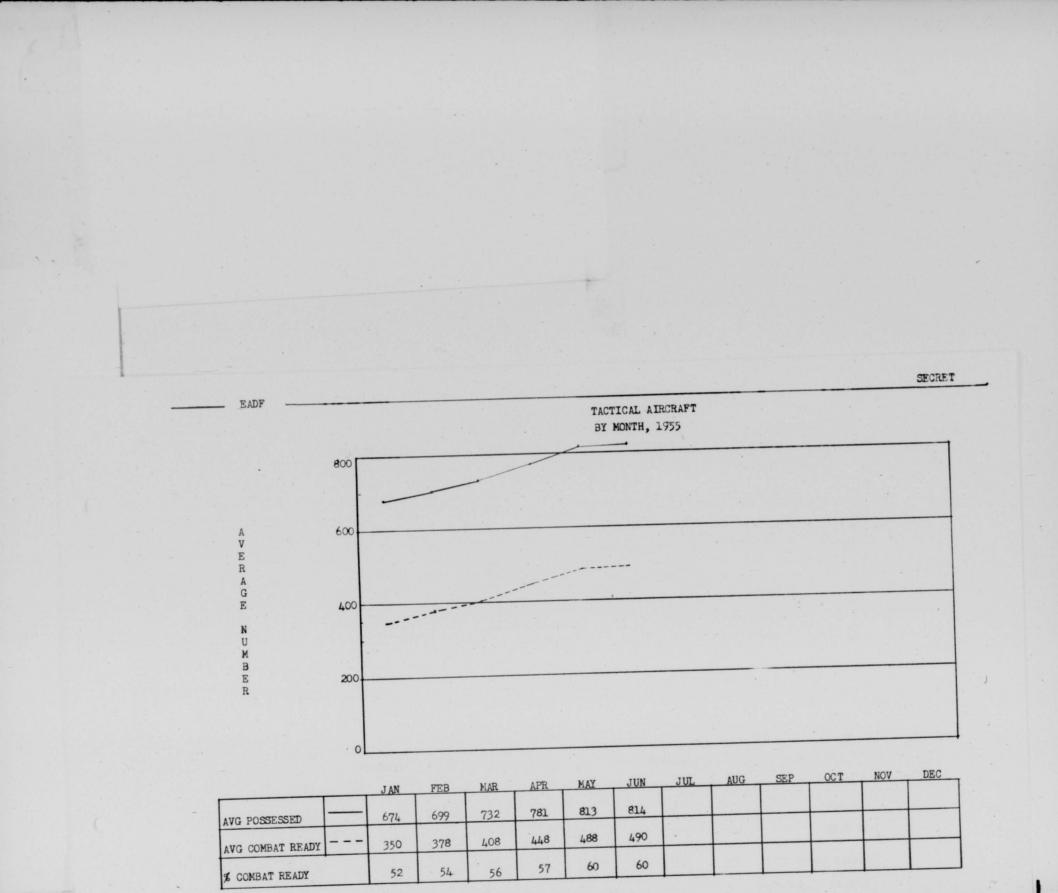
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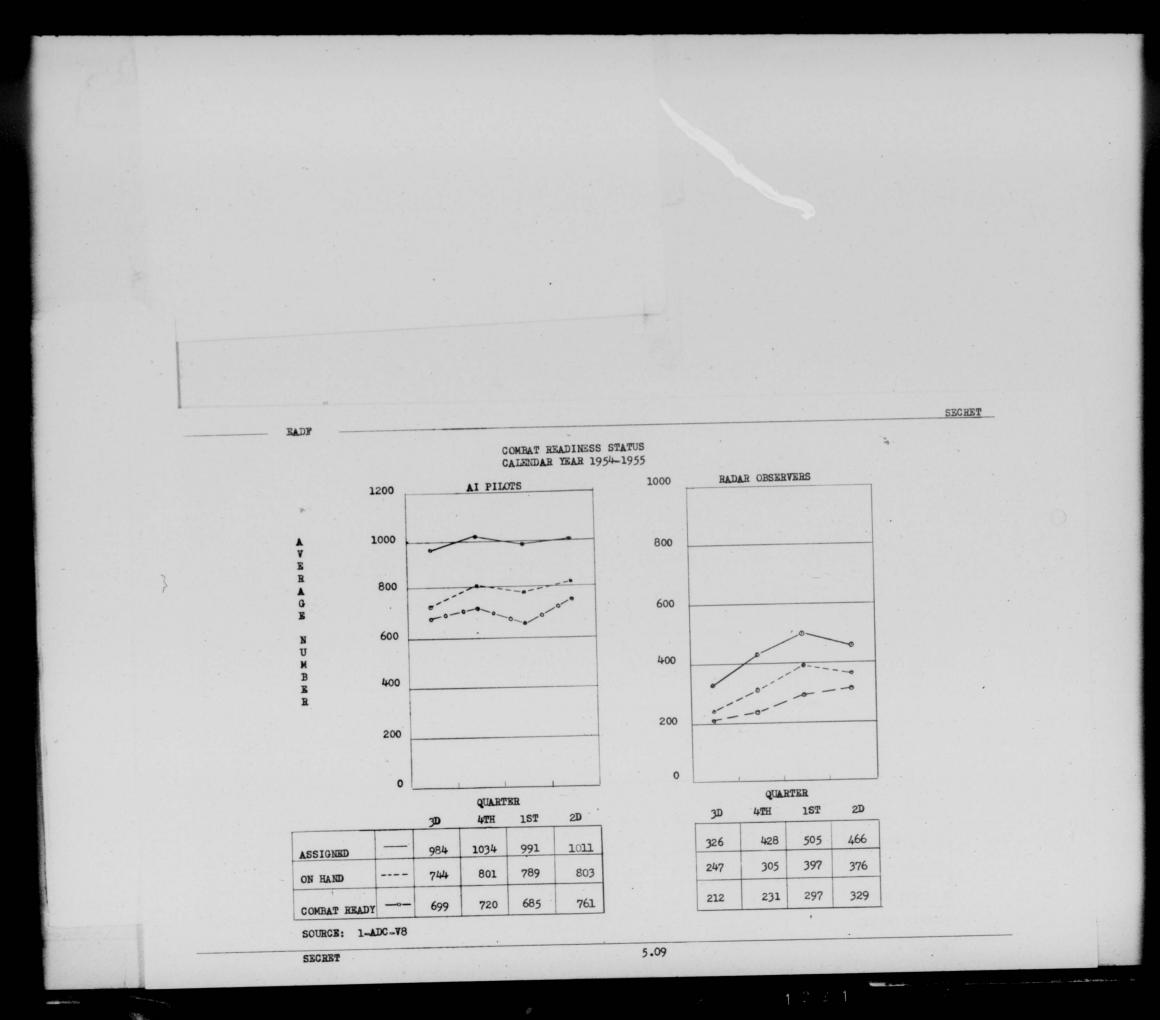
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TYPE	UTILIZATION HRS PER ACFT	TOTAL FLYING HOURS	AVERAGE NO. AIRCRAFT	AVERAGE NO. AIRCRAFT	UTILIZATION HOURS PER AIRCRAFT PER MONTH
AIRCRAFT	POSSESSED PER MONTH	2ND QTR 1955	POSSESSED PER MONTH	INCOMM PER MONTH	0 15 30 45 60
T-11	46.7	1122	8	6	
T-33	48.0	13,837	96	65	
C-45	53.3	5443	34	19	
C-47	76.1	6852	30	21	
C-82	0	0	0	0	
C-119	30.3	1456	16	8	
TB-25	33.9	1631	16	9	
L-20	59.3	1248	7	5	
H-13	12.9	272	7	5	
H-19	11.7	176	5	2	
TB-29	85.3	1538	6	4	
VB-17	30.0	90	1	1	
OTAL EADF	43.4	33,665	258	144	

UTILIZATION OF NON-TACTICAL AIRCRAFT 2ND QUARTER CALENDAR YEAR 1955

EADF

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WING		AVERAGE NO.	TOTAL FLYING HOURS	UTILIZATION HOURS	UTILIZATION HOURS PER MONTH						
	AND TYPE IRCRAFT	AIRCRAFT POSSESSED PER MONTH *	2ND QTR - 1955	PER MONTH	10 20 30 40						
T	4709 A DW	151	10647	23.5							
	F-86D	151	10647	23.5							
	F-86F	0	0	0							
5	4710 A DW	113	11131	32.8							
Ī	F-86D	26	2130	27.3							
	<b>F-</b> 94C	87	9001	34.5							
	4706 A DW	143	12101	28.2							
-	<b>F-86</b> 0	127	10321	27.1							
3	F-89D	16	1780	37.1							
AD	4708 A DW	130	11587	29.7							
	F-86D	103	8523	27.8							
	F-89D	28	3064	36.5							
					* ROUNDED TO NEAREST WHOLE NUMBER						

EADF

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### UTILIZATION OF TACTICAL AIRCRAFT

2ND QUARTER 1955

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	WING AND TYPE	AVERAGE NO. AIRCRAFT POSSESSED	TOTAL FLYING HRS	UTILIZATION HOURS	UTILIZATION HOURS PER MONTH
	AIRCRAFT	PER MONTH *	2ND QTR - 1955	PER MONTH	
	4707 A DW	88	8906	33.7	
	₽-86D	49	5234	35.6	
-	F-89D	10	776	25.9	
I	F-94C	30	2896	32.2	
	4711 A DW	113	10621	31.3	
1	F-86D	46 -	4349	31.5	
1	F-86F	0	0	0	
	F-89D	47	3842	27.2	
	F-94C	3 20	2430	40.5	
3	<b>7</b> -86D	46	3413	24.7	
2					
	KADF	785	68406	29.0	
	BADF SOURCE: 1		PREVIOUS OTR CURRENT OTR	29.0	*ROUNDED TO NEAREST WHOLE NU

2ND QUARTER 1955

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UTILIZATION OF TACTICAL AIRCRAFT

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# FIGHTER\_INTERCEPTOR SQUADRONS LOCATION, MANNING AND EQUIPMENT 30 JUNE 1955

			COMB	T CREWS			AIRCBAFT					
DESIGNATION	LOCATION	RQD	AVG ASGD	AVG ON HAND	PILOTS	READY RO'S	PRIMARY	NON PRIMARY	AUTH	AVG ON HAND	AVG POSS	AVG C/R
709th AIR DEF W	G, MCGUIRE AFB, N.	J.								1		
	MCGUIRE	37	29	21	21	NA	F-86D	NA	25	26	20	16
2d FIS	MCQUIRE	37	27	23	23	NA	F-86D	NA	25	29	28	19
5th FIS	SUFFOLK	37	26	23	23	NA	F-86D	NA	25	24	22	16
75th FIS			29	17	17	NA	F-86D	NA	25	27	27	12
30th FIS	STEWART	37	29	20	20	NA	F-86D	NA	25	23	23	18
331st FIS	SUFFOLK	37			16	NA	F-86D	NA	25	19	19	10
539th FIS	STEWART	37	20	16	10	-	1.000					
4710th AIR DEF	WG, NEW CASTLE COUL	NTI AIRFOR		1	1 00	27	F-94C	NA	25	22	22	15
46th FIS	DOVER	37	32 .	22	22	31	F-940	NA	25	20	21	17
48th FIS	LANGIEY	37	29	24	20		F-86D	NA	25	26	26	16
95th FIS	ANDREWS	37	31	23	23	NA		NA	25	24	24	20
96th FIS	NEW CASTLE	37	37	30	27	42	F-94C			24	24	20
3324 FIS	NEW CASTLE	37	30	27	25	35	F-94C	NA	25	24		1
4706th AIR DEF	WG, O'HARE INTERNA	TIONAL AIL	PORT, IL	L.		1		1	1	1		11
42d FIS	OTHARE	37	33	24	24	NA	F-86D	NA	25	23	24	13
62d FIS	O'HARE	37	32	24	24	NA	F-86D	NA	25	26	26	
	WRIGHT_PATT	37	29	29	29	NA	F-86D	NA	25	27	27	20
97th FIS		37	33	26	26	NA	F-86D	NA	25	27	27	16
432d FIS	TRUAX		27	18	16	27	F-86D	NA	25	14	14	
438th FIS	KINROSS	37	23	17	17	NA	F-86D	NA	25	23	26	11
456th FIS	TRUAX	37	- 2)			NOT APPI	LICABLE		-			
SOURCE: 1-AD 1-AF	C_V8 -V14				5.13							

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## FIGHTER\_INTERCEPTOR SQUADRONS LOCATION, MANNING AND EQUIPMENT 30 JUNE 1955

	LOCATION		C	OMBAT CR			AIRCRAFT					
DESIGNATION		RQD	AVG ASGD	AVG ON HAND	PILOTS	READY RO'S	PRIMARY	NON PRIMARY	AUTH	AVG ON HAND	AVG POSS	AVG C/R
				HAND	TIMID	110 0						
4708th AIR DEF W	G, SELFRIDGE AFB, I	MICH.								1		
13th FIS	SELFRIDGE	37	31	25	25	NA	F-86D	NA	25	27	27	22
56th FIS	SELFRIDGE	37	27	18	18	NA	F-86D	NA	25	33	31	16
63d FIS	WURTSMITH	37	31	27	27	30	F-89D	NA	25	27	27	20
71st FIS	GREATER-PITT	37	31	25	25	NA	F-86D	NA	25	23	25	15
86th FIS	YOUNGSTOWN	37	24	16	16 1	NA	F-86D	NA	25	23	24	11
	G, OTIS AFB, MASS.					<u>\</u>						1 -
47th FIS	NIAGARA	37	26	15	15	NA	F-86D	NA	25	17	24	9
58th FIS	OTIS	37	23	1	1	1	F-89D	NA	25	16	16	8
60th FIS	WESTOVER	37	28	23	23	NA	F-86D	NA	25	27	27	22
37th FIS	OTIS	37	24	21	20	39	F-94C	NA	25	23	23	20
and the second se		1	1	1								
4711th AIR DEF	WG, PRESQUE ISLE AF		17 :	1	1	1	1 E OLG	NA	25	19	20	11
27th FIS	GRIFFISS	37	25	18	16	29	F-94C	NA			25	16
37th FIS	ETHAN ALLEN	37	33	19	19	NA	F=86D	NA	25	24		
49th FIS	DOW	37	27	20	19	NA	F-86D	NA	25	22	21	11
82d FIS	PRESQUE ISLE	37	29	24	23	23	F-89D	NA	25	21	21	8
318th FIS	PRESQUE ISLE	37	24	21	21	32	F-89D	NA	25	28	27	16
	DEF) DOBBINS AFB, G	Α.	-					1				1
WHAT FIS	CHARLESTON	37	34	29	27	NA	F-86D	NA	25	20	20	14
460th FIS	MCGHEE_TYSON	37	35	31	31	NA	F-86D	NA	25	23	23	8
469th FIS	MCGHEESTYSON	37	32	29	29	NA	F-86D	NA	25	24	25	20

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LOCATION (NAVY)	TYPE AIR	CRAFT	(NAVY) NO ACFT POSS*	LOCATION (NAVY)	TYPE A	IRCRAFT	ACFT POSS
NAS, Quonset Point, R. I.	F2H-3 F9F-5 F9F-6	Jet AI Jet NAI Jet NAI	14 14 14	NAS, Niagara Falls, N. Y.	F2H-2 F4U-4	Jet NAI Prop NAI	777
	F2H-4 F9F-5 F9F-6 FJ-3 F7U-3	Jet AI Jet NAI Jet NAI Jet NAI Jet NAI	14 14 6 16 14	NAS, Jacksonville, Fla.	F9F-8 F9F-6 F2H-2 F2H-2B F4U-4B	Jet NAI Jet NAI Jet NAI Jet NAI Prop NAI	14 14 23 6 14
NAS, Oceana, Va. NAS, New York, N. Y.	F9F-7	Jet NAI	32		FJ-3 F9F-8 F9F-5	Jet NAI Jet NAI Jet NAI	14 49 14
NAS, Willow Grove, Pa.	<b>F9F-6</b>	Jet NAI Prop NAI	2		<b>F3D-2</b> F2H-2 F2H-3	Jet AI Jet NAI Jet AI	11 15 13
NARTU, Anacostia, Md. NARTU, Norfolk, Va.	F4U-4 F4U-4	Prop NAI	16	NAS, Cecil Field (near Jacksonville)	F2H-4	Jet AI Jet AI	11
NAS, Glenview, Ill.	<b>F</b> 9 <b>F</b> -6	Jet NAI	29	MCAS, Cherry Pt., N. C. MCAS, Miami, Fla.	<b>F9F-8</b> <b>F9F-6</b>	Jet NAI Jet NAI	11
NAS, Akron, Ohio	<b>F</b> 4U-5	Prop NAI	24	NAS, Atlanta, Ga.	<b>F</b> 4U-4	Prop NAI	31
NAS, Columbus, Ohio	<b>F9F-4</b> <b>F9F-6</b>	Jet NAI Jet NAI	16. 11	NAS, Birmingham, Ala.	<b>1</b> 4U-5 <b>1</b> 4U-5NL	Prop NAI Prop AI	15
NAS, Grosse Ile, Mich.	<b>F</b> 4U-4 F4U-4B	Prop NAI Prop NAI	29 3	NAS, New Orlenas, La. NAS, Memphis, Tenn.	<b>F</b> 4U-4 <b>F</b> 9 <b>F</b> -7	Prop NAI Jet NAI Jet NAI	16
NAS, So. Weymouth, Mass.	F9F-6 F4U-4B	Jet NAI Prop NAI	23 17	TOTAL		Jet AI Prop NAI Prop AI	80 179 1 67

SOURCE: NAVFORESTCONAD

\*LISTED FORCES MAY BE MADE AVAILABLE FOR AIR DEFENSE PURPOSES DURING EMERGENCY CONDITIONS.

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COMMANDER NAVAL FORCES EASTERN CONTINENTAL AIR DEFENSE COMMAND

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The Commander, Naval Forces Eastern Continental Air Defense Command, has succeeded the Commander, Eastern Sea Frontier, as the coordinating command through which appropriate naval forces become familiar with air defense procedures, thereby enabling them to be readily utilized in repelling an air attack.

Training: Training of Naval fighter pilots with the AC&W squadron has been emphasized and has continued at a high level. Training of Air Force interceptor pilots under control of picket vessels has continued under established procedures. Cross training of Air Force and Navy controllers continues as practicable.

Picket Vessels: Five picket stations are continuously manned by DER and YAGR type vessels for active air defense. Procedures for their utilization are continuously evaluated and improved commensurate with picket vessel capability.

Naval AA: AA potential is integrated with appropriate AAOCs.

Pilot Availability: It is estimated that Regular Navy pilots will be available in 6 hours and that Naval Reserve pilots will be available in 12 hours.

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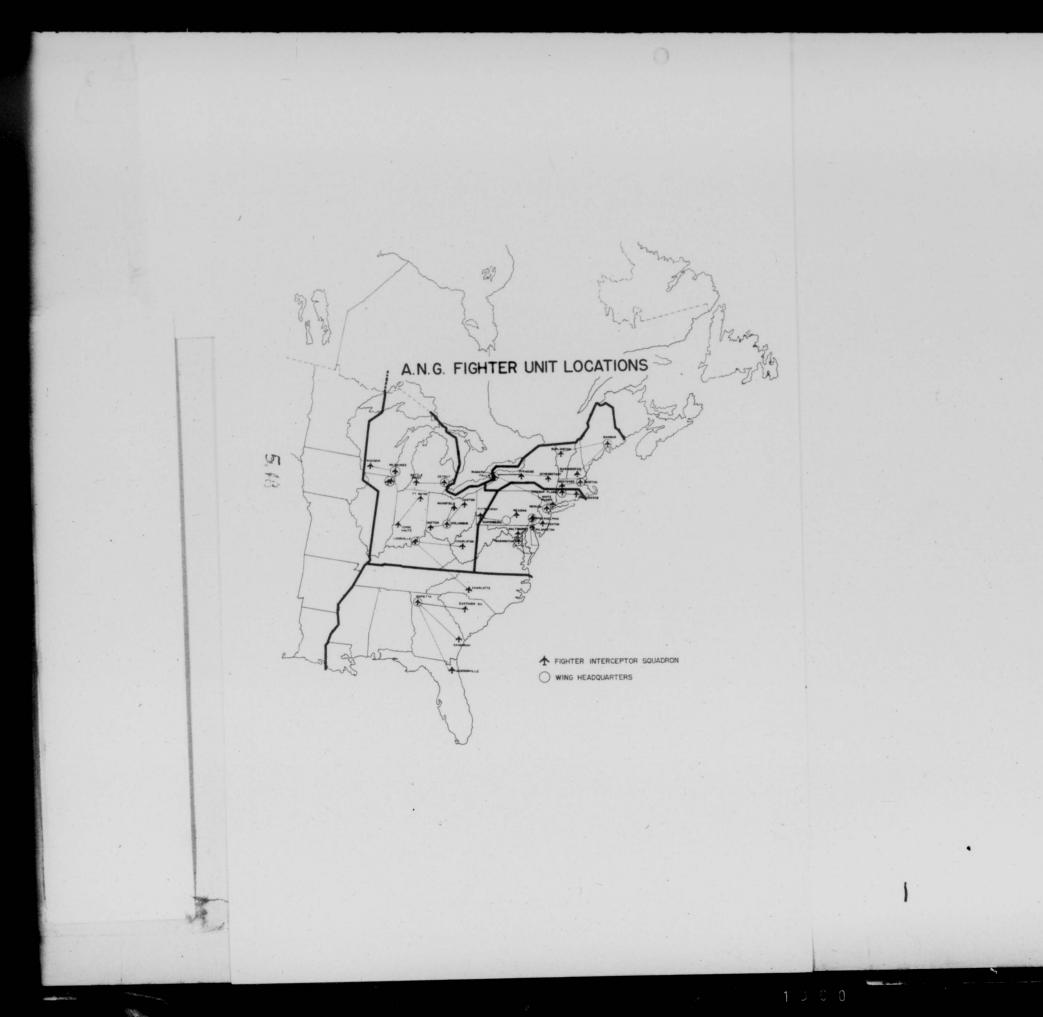
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# OTHER FORCES AVAILABLE WITH IN EADF AREA (ANG)

	ACFT	TYPE		ACFT	TYPE ACFT	UNIT LOCATION	ACFT AVAIL	TYPE ACFT
UNIT LOCATION	AVAIL	ACFT	113th F/I Wg. Andrews AFB, DC			123d F/I Wg, Standiford Fld, Ky.	25	F-51D
Olst F/I Wing, Dow AFB, Me. 132d FIS, Dow AFB, Me.		F-94	104th FIS, Harbor Fld, Md.		F-51 F-86	165th FIS, """		F-84
1334 FIS. Grenier	14	F-94 F-94	121st FIS, Andrews AFB, DC	12 .	F-86 F-86	167th FIS, Kanawha Aprt, W. Va.	25	F-511
134th FIS, Burlington Aprt, Vt	1-4	- 74	142d FIS, New Castle Aprt, Del.	11	1-00	156th FIS, Charlotte, N.C.	13	F-861
02d F/I Wg, Logan Aprt, Mass. 101st FIS, Logan Aprt, Mass.	17	F-94				126th F/I Wg, Peoria Aprt, Ill.		F-84F
131 FIS, Barnes Aprt, Mass.	17	F-94	116th F/I Wg, Dobbins AFB, Marietta, Ga.			108th FIS, O'Hare Aprt, 111.	0	F-51 F-51
103d F/I Wg, Bradley Fld, Conn.			128th FIS, Dobbins AFB, Marietta, Ga.	19	F-84	168th FIS, " " "	9	F-84
118th FIS. """	117	F-84D F-84D	157th FIS. Congaree AFB,	125	F-861	127th F/I Wg, Detroit-Wayne-		
152d FIS, Theo Green Aprt,R.			Eastover, S.C. 158th FIS, Travis Field,	15		Major Aprt, Mich.	9	F-86
107th F/I Wg, Niagara Aprt, NY 136th FIS,	15	F-94	Savannah, Ga.	20	F-841	171st FIS. " " "	8	F-86
137th FIS, Westchester Aprt,	16	F-94 F-94	159th FIS, Thomas Cole Imeson Aprt, Jacksonville,	1.0	F-80	172d FIS, Kellogg Fld, Mich.	9	F-89
138th FIS, Hancock Fld, N.Y. 139th FIS, Schnectady Aprt,N	TITT	F-51	Fla.	15	1=000	128th F/I Wg, Mitchell Fld, Wis	23	F-89
	10	F-94	121st F/I Wg, Lockbourne AFB,	9	F-84	126th F15,	21	
108th F/I Wg, Newark Aprt, N.J	. 24	F-51	Ohio 162d FIS, Dayton Aprt, Ohio	8	F-51			
119th FIS, """ 141st FIS, McGuire AFB, N.J.		F-86A	164th FIS, Mansfield Aprt, Ohio	32	F-84	E F-80 - 44		
111th F/I Wg, Phila Aprt, Pa.			166th FIS, Lockbourne AFB,	34	F-84	F = 84 = 240 F = 86 = 86		
103d FIS, """	13	F-84F F-51	Ohio 112th FIS, Canton Aprt, Ohio		F-51			
117th FIS, " " "	17	F-84F				729		
112th F/I Wg, Harrisburg Aprt, J	Pa		113th FIS. Hullman Fid, Ind.	15	F-80 F-80	C		
146th FIS, Gtr Pittsburgh		F-84	163d FIS, Baer Fld, Ind.	14	1.00			
Aprt, Pa. 147th FIS, ""	19	F-84	2				-	
148th FIS, Spaatz Fld, Pa.	16	F-51	D					

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F	RESERVE	UNITS	IN	EADF	REGIO
LT -	INCOLAR FLO	0	_		

UNIT LOCATION	ACFT AVAIL	TYPE ACFT
89th F/B Wing, Hanscom Aprt, Mass 24, 25, 26 F/B Sqs	14	F80C
438th F/B Wing, Mitchell Fld, Wisc 87, 88, 89 F/B Sqs	11	F80C
439th F/B Wing, Selfridge AFB, Mich 91, 92, 93 F/B Sqs	52	F80C
445th F/B Wing, Niagara Falls Aprt, N.Y. 700, 701, 702 F/B Sq	ц	F80C
<ul> <li>319 F/B Wing, Municipal Aprt, Memphis, Tenn.</li> <li>46 F/B Sq " "</li> <li>50 F/B Sq New Orleans, La.</li> </ul>		F84
482d F/B Wing, Dobbins AFB, Marietta, Ga. 99 F/B Sq """" 301 F/B Sq Donaldson AFB, Greenville,	s.c.	

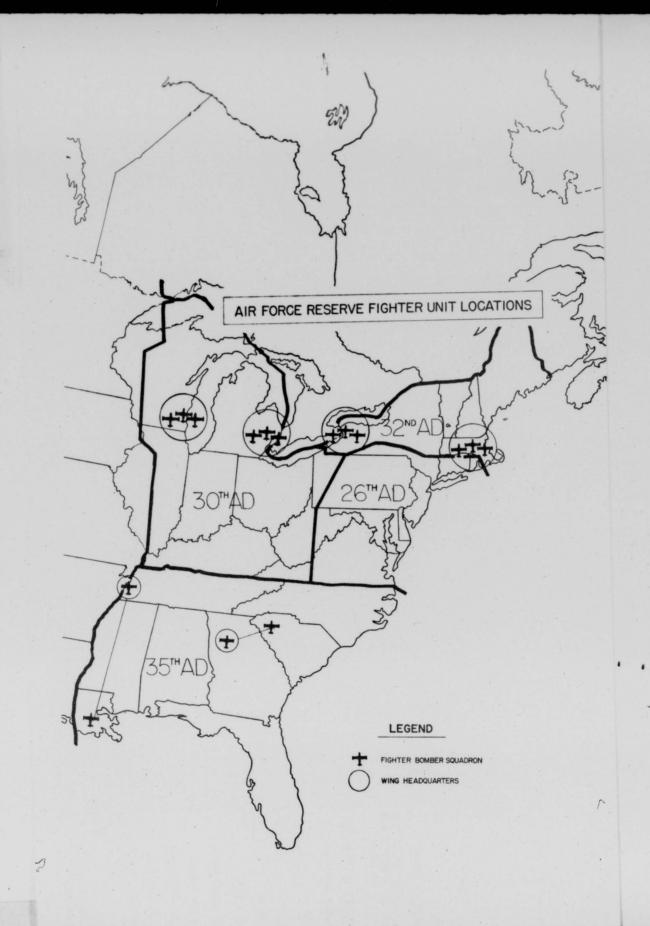
TOTAL - F-800 88

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     CAA       CAA       A       A       A       A         B       B       B       A       A       B       A       A       A         A       B       A       A       A       B       A       A       A       A         A       B <t< td=""><td>D       CAA       B       A       A         D       B       A       A       A       A         D       B       A       A       A       A       A         E       A       B       1/56       A       A       A       A       A         E       A       B       1/56       A       A       A       A       A       A         A       A       A       A       A       A       A       A       A       A         A       A       A       A       A       A       A       A       A       A         B       D       D       A       CAA       CAA       CAA       CAA       A       A       A         CAA       CAA       CAA       CAA       CAA       CAA       A       A       A       A         B       B       B       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       &lt;</td><td>D       CAA       B       A       A       3/56         D       B       A       A       A       3/56         D       B       A       A       A       3/56         E       A       B       1/56       A       A       3/55       A       B       A       3/56         E       A       B       1/56       A       A       3/55       A       B       CAA       3/56         A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A&lt;</td><td>DCAA<br/>BBAA<math>3/56</math>DBAAAAAADBAAAAAAAECAA<br/>AB1/56AABACAA<br/>ABCAA<br/>ABCAA<br/>ACAA<br/>ABCAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>A</td><td>DCAA<br/>BAA<math>3/56</math>DBAA<math>3/56</math>DBAAA<math>3/56</math>EAB<math>1/56</math>AA<math>3/55</math>AB<math>1/56</math>AA<math>3/55</math>AAAAAAAAAAAAAAAAAAAAAAAAAAAAABDDAAAABDDAAAACAACAACAACAACAACAACAACAACAACAACAACAABBAABAABBAABAABBAABAABBAABAABBAABAABBAABAABBAABAABBAABAABBAABAABBAABAABBAABAABBAABAABBAABA&lt;</td><td>DCAA<br/>BAA<math>3/56</math>DBAAA<math>3/56</math>DBAAAA<math>3/56</math>ECAA<br/>BBAAAA<math>3/56</math>ECAA<br/>AB1/56AA<math>3/55</math>ABAAAAAAAAAAAAAAAAAAAAAAAAAAAAABDDAAAAACAACAA<br/>ACAACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ABBCAA<br/>ACAA<br/>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br/>ACAA<br/>ABBCAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>A</br></br></br></br></td><td>DCAA<br/>BAA<math>3/56</math>ADBAAA<math>3/56</math>ADBAAAA<math>3/56</math>AECAA<br/>AB<math>1/56</math>AA<math>3/55</math>ABAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAABDACAACAACAACAACAABBAAAAAAAAAAAAAAAAAAAAAABBAABAAAAABAABAAAAABAABAAAAAAAAAAAABBAAAAAAABAAAAAAA</td><td>DCAA<br/>BAA<math>3/56</math>ADBAA<math>3/56</math>ADBAA<math>A^{55}</math>AECAA<br/>ABACAA<br/>AAAECAA<br/>AB<math>1/56</math>AAAAAAAAAAAAAAAABDDAAAAAAAAAAABDDAAAABDDAAAACAACAA<br/>ACAACAA<br/>ACAA<br/>ACAA<br/>AABDDAAAAAAAAAAAAAAABBCAA<br/>ACAA<br/>ACAA<br/>AABBAACAA<br/>ACAA<br/>ABBAACAA<br/>AAABAAL/562/56AABAAL/56AABAAL/56BBBAAL/56BBAABACAA<br/>CAACAA<br/>CAACAA<br/>CAAAABAAL/56BBBAAB<td< td=""><td>DCAABAA<math>3/56</math>AADBAAAAAADBAAAAAAECAAB1/56AAAAECAAB1/56AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAABDDACAACAACAACAACAACAACAACAACAACAACAACAACAACAACAACAACAACAABBAAAAAABBAABAAAAAAAAAAAAAAAAAAABBAABAAAABAABAAAAAAAAAAAAAAAAAABAABAAABAABAA<!--</td--><td>DCAABAA<math>3/56</math>AABDBAAAAAABDBAAAAAABECAAB1/56AAAAABECAAB1/56AAAAAABAAAAAAAAAAABAAAAAAAAAAAAABDDACAACAACAACAACAACAAAAABDDACAACAACAACAACAACAACAAAACAACAACAACAACAACAACAACAAAAABBAAAAAAAAAABBAAAAAAAAAABBAABAAI/562/56AAAAABAABAAI/562/56AAAABBAABAAI/563/563/563/563/563/563/563/563/563/563/563/563/56<!--</td--><td>DCAA<br/>BAA<math>3/56</math>AABDBAACAA<br/>AAAABDBAAAAABECAA<br/>AB1/56AABCAA<br/>AAAABECAA<br/>AB1/56AAAAAAABAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAABDACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>AAAAABBAACAA<br/>ACAA<br/>ACAA<br/>AAAAAAAAAAAAAAAABBAAL/562/56AAAAAABAAL/562/56AAAAABAAL/562/56AAAAABAAAAA</td></td></td></td<><td>D       CAA       B       A       A       A       A       B         D       B       A       A       A       A       B       A       B       B         D       B       A       A       A       A       A       B       B       A       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A      
A<!--</td--><td>DCAA<br/>BAAB/56AABADBAACAA<br/>BAACAA<br/>AA/56AABADBAACAA<br/>AAA/56AABADCAA<br/>BAAAA/56AABADCAA<br/>CAA<br/>CAABAAA/56AABAEAB1/56AAAAAAAAAAAAAAAAAAAAEDDAACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>AAAAACAA<br/>CAA<br/>CAACAA<br/>CAACAA<br/>CAACAA<br/>ACAA<br/>ACAA<br/>AAAAABDAAAAAAAAAABBAAAAAAAAAAAAAAAAAAAAAAAABBAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA<td>D       CAA       B       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A</td><td>D       CAA       B       A       A       J/56       A       A       B       A       A         D       B       A       A       CAA       B       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A</td><td>D       CAA       B       A       A       J/56       A       A       B       A       A         D       CAA       B       A       A       A       J/56       A       A       B       A       A         D       CAA       B       A       A       A       J/56       A       A       B       A       A         D       CAA       B       A       A       A       J/56       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A</td><td>D       CAA       B       A       A       B       A       A       B       A       A       A         D       CAA       B       A       A       A       A       B       A       A       A       B       A       A       A         D       CAA       B       A       A       A       A       A       B       A       A       A       A       B       A       A       A       A       A       B       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       <th< td=""><td>D       CAA       CAA       A       A       J/56       A       A       B       A       A       A         D       CAA       B       A       A       A       A       A       A       A       A       A       A       A         D       CAA       B       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A</td><td>D       CAA       B       A       A       B       A       A       B       A       A       A       B       A       A       A       B       A       A       A       B       A       A       A       B       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A</td><td>D       CAA       A       A       B       A       A       B       A       A       B       A       A       B       A       A       B       A       A       B       A       A       B       A       A       B       A       A       B       A       A       A       A       B       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A</td><td>Image: Description of the second structure of t</td><td>Image: Description of the structure of the</td></th<></td></td></td></td></t<> | D       CAA       B       A       A         D       B       A       A       A       A         D       B       A       A       A       A       A         E       A       B       1/56       A       A       A       A       A         E       A       B       1/56       A       A       A       A       A       A         A       A       A       A       A       A       A       A       A       A         A       A       A       A       A       A       A       A       A       A         B       D       D       A       CAA       CAA       CAA       CAA       A       A       A         CAA       CAA       CAA       CAA       CAA       CAA       A       A       A       A         B       B       B       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       < | D       CAA       B       A       A       3/56         D       B       A       A       A       3/56         D       B       A       A       A       3/56         E       A       B       1/56       A       A       3/55       A       B       A       3/56         E       A       B       1/56       A       A       3/55       A       B       CAA       3/56         A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A< | DCAA<br>BBAA $3/56$ DBAAAAAADBAAAAAAAECAA<br>AB1/56AABACAA<br>ABCAA<br>ABCAA<br>ACAA<br>ABCAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>A | DCAA<br>BAA $3/56$ DBAA $3/56$ DBAAA $3/56$ EAB $1/56$ AA $3/55$ AB $1/56$ AA $3/55$
AAAAAAAAAAAAAAAAAAAAAAAAAAAAABDDAAAABDDAAAACAACAACAACAACAACAACAACAACAACAACAACAABBAABAABBAABAABBAABAABBAABAABBAABAABBAABAABBAABAABBAABAABBAABAABBAABAABBAABAABBAABAABBAABA<                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | DCAA<br>BAA $3/56$ DBAAA $3/56$ DBAAAA $3/56$ ECAA<br>BBAAAA $3/56$ ECAA<br>AB1/56AA $3/55$ ABAAAAAAAAAAAAAAAAAAAAAAAAAAAAABDDAAAAACAACAA<br>ACAACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ABBCAA<br>ACAA<br>ACAA<br> | DCAA<br>BAA $3/56$ ADBAAA $3/56$ ADBAAAA $3/56$ AECAA<br>AB $1/56$ AA $3/55$ ABAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAABDACAACAACAACAACAABBAAAAAAAAAAAAAAAAAAAAAABBAABAAAAABAABAAAAABAABAAAAAAAAAAAABBAAAAAAABAAAAAAA | DCAA<br>BAA $3/56$ ADBAA $3/56$ ADBAA $A^{55}$ AECAA<br>ABACAA<br>AAAECAA<br>AB $1/56$ AAAAAAAAAAAAAAAABDDAAAAAAAAAAABDDAAAABDDAAAACAACAA<br>ACAACAA<br>ACAA<br>ACAA<br>AABDDAAAAAAAAAAAAAAABBCAA<br>ACAA<br>ACAA<br>AABBAACAA<br>ACAA<br>ABBAACAA<br>AAABAAL/562/56AABAAL/56AABAAL/56BBBAAL/56BBAABACAA<br>CAACAA<br>CAACAA<br>CAAAABAAL/56BBBAAB <td< td=""><td>DCAABAA<math>3/56</math>AADBAAAAAADBAAAAAAECAAB1/56AAAAECAAB1/56AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAABDDACAACAACAACAACAACAACAACAACAACAACAACAACAACAACAACAACAACAABBAAAAAABBAABAAAAAAAAAAAAAAAAAAABBAABAAAABAABAAAAAAAAAAAAAAAAAABAABAAABAABAA<!--</td--><td>DCAABAA<math>3/56</math>AABDBAAAAAABDBAAAAAABECAAB1/56AAAAABECAAB1/56AAAAAABAAAAAAAAAAABAAAAAAAAAAAAABDDACAACAACAACAACAACAAAAABDDACAACAACAACAACAACAACAAAACAACAACAACAACAACAACAACAAAAABBAAAAAAAAAABBAAAAAAAAAABBAABAAI/562/56AAAAABAABAAI/562/56AAAABBAABAAI/563/563/563/563/563/563/563/563/563/563/563/563/56<!--</td--><td>DCAA<br/>BAA<math>3/56</math>AABDBAACAA<br/>AAAABDBAAAAABECAA<br/>AB1/56AABCAA<br/>AAAABECAA<br/>AB1/56AAAAAAABAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAABDACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>AAAAABBAACAA<br/>ACAA<br/>ACAA<br/>AAAAAAAAAAAAAAAABBAAL/562/56AAAAAABAAL/562/56AAAAABAAL/562/56AAAAABAAAAA</td></td></td></td<> <td>D       CAA       B       A       A       A       A       B         D       B       A       A       A       A       B       A       B       B         D       B       A       A       A       A       A       B       B       A       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A<!--</td--><td>DCAA<br/>BAAB/56AABADBAACAA<br/>BAACAA<br/>AA/56AABADBAACAA<br/>AAA/56AABADCAA<br/>BAAAA/56AABADCAA<br/>CAA<br/>CAABAAA/56AABAEAB1/56AAAAAAAAAAAAAAAAAAAAEDDAACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>AAAAACAA<br/>CAA<br/>CAACAA<br/>CAACAA<br/>CAACAA<br/>ACAA<br/>ACAA<br/>AAAAABDAAAAAAAAAABBAAAAAAAAAAAAAAAAAAAAAAAABBAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA<td>D       CAA       B       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A</td><td>D       CAA       B       A       A       J/56       A       A       B       A       A         D       B       A       A       CAA       B       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A</td><td>D       CAA       B       A       A       J/56       A       A       B       A       A         D       CAA       B       A       A       A       J/56       A       A       B       A       A         D       CAA       B       A       A       A       J/56       A       A       B       A       A         D       CAA       B       A       A       A       J/56       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A</td><td>D       CAA       B       A       A       B       A       A       B       A       A       A         D       CAA       B       A       A       A       A       B       A       A       A       B       A       A       A         D       CAA       B       A       A       A       A       A       B       A       A       A       A       B       A       A       A       A       A       B       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       <th< td=""><td>D       CAA       CAA       A       A       J/56       A       A       B       A       A       A         D       CAA       B       A       A       A       A       A       A       A       A       A       A       A         D       CAA       B       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A</td><td>D       CAA       B       A       A       B       A       A       B       A       A       A       B       A       A       A       B       A       A       A       B       A       A       A       B       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A
      A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A</td><td>D       CAA       A       A       B       A       A       B       A       A       B       A       A       B       A       A       B       A       A       B       A       A       B       A       A       B       A       A       B       A       A       A       A       B       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A</td><td>Image: Description of the second structure of t</td><td>Image: Description of the structure of the</td></th<></td></td></td> | DCAABAA $3/56$ AADBAAAAAADBAAAAAAECAAB1/56AAAAECAAB1/56AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAABDDACAACAACAACAACAACAACAACAACAACAACAACAACAACAACAACAACAACAABBAAAAAABBAABAAAAAAAAAAAAAAAAAAABBAABAAAABAABAAAAAAAAAAAAAAAAAABAABAAABAABAA </td <td>DCAABAA<math>3/56</math>AABDBAAAAAABDBAAAAAABECAAB1/56AAAAABECAAB1/56AAAAAABAAAAAAAAAAABAAAAAAAAAAAAABDDACAACAACAACAACAACAAAAABDDACAACAACAACAACAACAACAAAACAACAACAACAACAACAACAACAAAAABBAAAAAAAAAABBAAAAAAAAAABBAABAAI/562/56AAAAABAABAAI/562/56AAAABBAABAAI/563/563/563/563/563/563/563/563/563/563/563/563/56<!--</td--><td>DCAA<br/>BAA<math>3/56</math>AABDBAACAA<br/>AAAABDBAAAAABECAA<br/>AB1/56AABCAA<br/>AAAABECAA<br/>AB1/56AAAAAAABAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAABDACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>AAAAABBAACAA<br/>ACAA<br/>ACAA<br/>AAAAAAAAAAAAAAAABBAAL/562/56AAAAAABAAL/562/56AAAAABAAL/562/56AAAAABAAAAA</td></td> | DCAABAA $3/56$ AABDBAAAAAABDBAAAAAABECAAB1/56AAAAABECAAB1/56AAAAAABAAAAAAAAAAABAAAAAAAAAAAAABDDACAACAACAACAACAACAAAAABDDACAACAACAACAACAACAACAAAACAACAACAACAACAACAACAACAAAAABBAAAAAAAAAABBAAAAAAAAAABBAABAAI/562/56AAAAABAABAAI/562/56AAAABBAABAAI/563/563/563/563/563/563/563/563/563/563/563/563/56 </td <td>DCAA<br/>BAA<math>3/56</math>AABDBAACAA<br/>AAAABDBAAAAABECAA<br/>AB1/56AABCAA<br/>AAAABECAA<br/>AB1/56AAAAAAABAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAABDACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>AAAAABBAACAA<br/>ACAA<br/>ACAA<br/>AAAAAAAAAAAAAAAABBAAL/562/56AAAAAABAAL/562/56AAAAABAAL/562/56AAAAABAAAAA</td> | DCAA<br>BAA $3/56$ AABDBAACAA<br>AAAABDBAAAAABECAA<br>AB1/56AABCAA<br>AAAABECAA<br>AB1/56AAAAAAABAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAABDACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>AAAAABBAACAA<br>ACAA<br>ACAA<br>AAAAAAAAAAAAAAAABBAAL/562/56AAAAAABAAL/562/56AAAAABAAL/562/56AAAAABAAAAA | D       CAA       B       A       A       A       A       B         D       B       A       A       A       A       B       A       B       B         D       B       A       A       A       A       A       B       B       A       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       B       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A </td <td>DCAA<br/>BAAB/56AABADBAACAA<br/>BAACAA<br/>AA/56AABADBAACAA<br/>AAA/56AABADCAA<br/>BAAAA/56AABADCAA<br/>CAA<br/>CAABAAA/56AABAEAB1/56AAAAAAAAAAAAAAAAAAAAEDDAACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>ACAA<br/>AAAAACAA<br/>CAA<br/>CAACAA<br/>CAACAA<br/>CAACAA<br/>ACAA<br/>ACAA<br/>AAAAABDAAAAAAAAAABBAAAAAAAAAAAAAAAAAAAAAAAABBAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA<td>D       CAA       B       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A</td><td>D       CAA       B       A       A       J/56       A       A       B       A       A         D       B       A       A       CAA       B       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A</td><td>D       CAA       B       A       A       J/56       A       A       B       A       A         D       CAA       B       A       A       A       J/56       A       A       B       A       A         D       CAA       B       A       A       A       J/56       A       A       B       A       A         D       CAA       B       A       A       A       J/56       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A</td><td>D       CAA       B       A       A       B       A       A       B       A       A       A         D       CAA       B       A       A       A       A       B       A       A       A       B       A       A       A         D       CAA       B       A       A       A       A       A       B       A       A       A       A       B       A       A       A       A       A       B       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       <th< td=""><td>D       CAA       CAA       A       A       J/56       A       A       B       A       A       A         D       CAA       B       A       A       A       A       A       A       A       A       A       A       A         D       CAA       B       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A</td><td>D       CAA       B       A       A       B       A       A       B       A       A       A       B       A       A       A       B       A       A       A       B       A       A       A       B       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A     
 A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A</td><td>D       CAA       A       A       B       A       A       B       A       A       B       A       A       B       A       A       B       A       A       B       A       A       B       A       A       B       A       A       B       A       A       A       A       B       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A</td><td>Image: Description of the second structure of t</td><td>Image: Description of the structure of the</td></th<></td></td> | DCAA<br>BAAB/56AABADBAACAA<br>BAACAA<br>AA/56AABADBAACAA<br>AAA/56AABADCAA<br>BAAAA/56AABADCAA<br>CAA<br>CAABAAA/56AABAEAB1/56AAAAAAAAAAAAAAAAAAAAEDDAACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>ACAA<br>AAAAACAA<br>CAA<br>CAACAA<br>CAACAA<br>CAACAA<br>ACAA<br>ACAA<br>AAAAABDAAAAAAAAAABBAAAAAAAAAAAAAAAAAAAAAAAABBAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA <td>D       CAA       B       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A</td> <td>D       CAA       B       A       A       J/56       A       A       B       A       A         D       B       A       A       CAA       B       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A</td> <td>D       CAA       B       A       A       J/56       A       A       B       A       A         D       CAA       B       A       A       A       J/56       A       A       B       A       A         D       CAA       B       A       A       A       J/56       A       A       B       A       A         D       CAA       B       A       A       A       J/56       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A</td> <td>D       CAA       B       A       A       B       A       A       B       A       A       A         D       CAA       B       A       A       A       A       B       A       A       A       B       A       A       A         D       CAA       B       A       A       A       A       A       B       A       A       A       A       B       A       A       A       A       A       B       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       <th< td=""><td>D       CAA       CAA       A       A       J/56       A       A       B       A       A       A         D       CAA       B       A       A       A       A       A       A       A       A       A       A       A         D       CAA       B       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A</td><td>D       CAA       B       A       A       B       A       A       B       A       A       A       B       A       A       A       B       A       A       A       B       A       A       A       B       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A</td><td>D       CAA       A       A       B       A       A       B       A       A       B       A       A       B       A       A       B       A       A       B       A       A       B       A       A       B       A       A       B       A       A       A       A       B       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A</td><td>Image: Description of the second structure of t</td><td>Image: Description of the structure of the</td></th<></td> | D       CAA       B       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A | D       CAA       B       A       A       J/56       A       A       B       A       A         D       B       A       A       CAA       B       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A
      A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A | D       CAA       B       A       A       J/56       A       A       B       A       A         D       CAA       B       A       A       A       J/56       A       A       B       A       A         D       CAA       B       A       A       A       J/56       A       A       B       A       A         D       CAA       B       A       A       A       J/56       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A | D       CAA       B       A       A       B       A       A       B       A       A       A         D       CAA       B       A       A       A       A       B       A       A       A       B       A       A       A         D       CAA       B       A       A       A       A       A       B       A       A       A       A       B       A       A       A       A       A       B       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A <th< td=""><td>D       CAA       CAA       A       A       J/56       A       A       B       A       A       A         D       CAA       B       A       A       A       A       A       A       A       A       A       A       A         D       CAA       B       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A</td><td>D       CAA       B       A       A       B       A       A       B       A       A       A       B       A       A       A       B       A       A       A       B       A       A       A       B       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A</td><td>D       CAA       A       A       B       A       A       B       A       A       B       A       A       B       A       A       B       A       A       B       A       A       B       A       A       B       A       A       B       A       A       A       A       B       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A</td><td>Image: Description of the second structure of t</td><td>Image: Description of the structure of the</td></th<> | D       CAA       CAA       A       A       J/56       A       A       B       A       A       A         D       CAA       B       A       A       A       A       A       A       A       A       A       A       A         D       CAA       B       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A | D       CAA       B       A       A       B       A       A       B       A       A       A       B       A       A       A       B       A       A       A       B       A       A       A       B       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A | D       CAA       A       A       B       A       A       B       A       A       B       A       A       B       A       A       B       A       A       B       A       A       B       A       A       B       A       A       B       A       A       A       A       B       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A       A | Image: Description of the second structure of t | Image: Description of the structure of the |

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30 JUNE 1955 GTR-PITTSBURGH PRESQUE ISIE McGHEE-TYSON 
 P
 D
 NEW CASTLE

 P
 D
 NIAGABA
 SELFRIDGE WESTOVER STEWART SUFFOLK GRIFFISS MCGUIRE LANGLEY O'HARE A TRUAX KINROSS OTIS CAA CAA A

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NAVIGATIONAL AIDS PROGRAMMED

EADF

BASE

EQUIPMENT

AN/MPN-1 MOBILE GCA AN/CPN-4 MOBILE GCA or MPN-11B

CONTROL TOWER

CHARLESTON

CAA

DOVER

ANDREWS

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A A . ETHAN ALLEN

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L. G. HANSCOM

LOC KBOURNE

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BUNKER HILL

CAA 1/56 A

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**Wandpitts** 

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SE YMOUR -J OHNSON

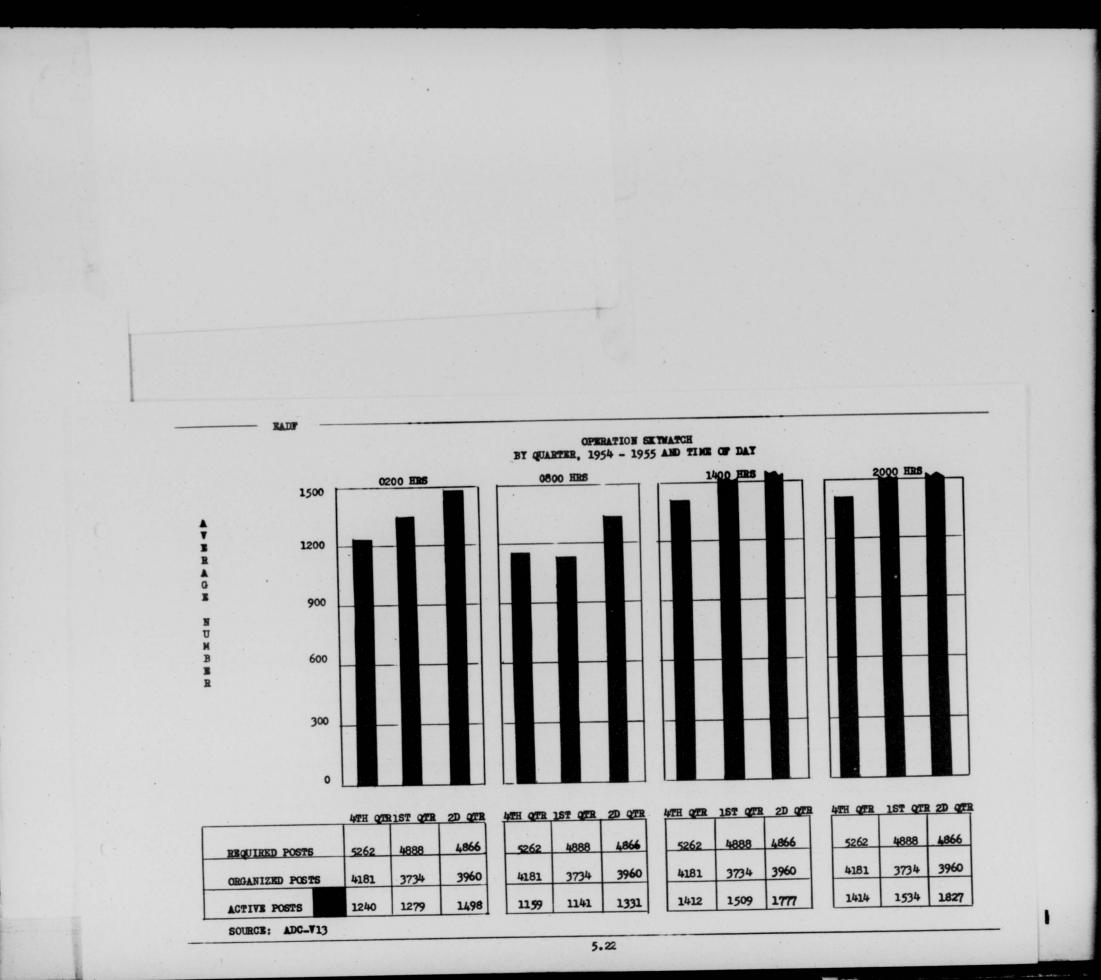
3/564/563/57 4/57

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KANSASVILLE

CADILLAC

K. I. SAWYER



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GROUND	OBSERVER CORPS	ORGANIZATION,	PHASE	I AND	II
GHOOID	BY FILTER CE	NTER, 30 JUNE	1955		

	UNITS	NUMBER OF REQUIRED OBSERVATION POSTS	OBSERVATION POSTS COMPLETELY ORGANIZED	S REQUIRED OBSR POSTS COMPLETELY ORGANIZED	PER CENT OF REQUIRED POSTS COMPLETELY ORGANIZED       0     20       40     60       80     100
1	BALTIMORE	211	202	96	
		270	172	64	
5	HARRISBURG	134	126	94	
	NEW HAVEN PITTS BURGH	336	297	88	
ō	RICHMOND	156	147	94	
	ROANOKE*	264	174	66	
	TRENTON	115	105	91	TITTI TITITI TITITI
	WHITE PLAINS	148	143	97	
	CANTON	227	170	75	
3	CHICAGO	373	245	66	
0	COLUMBUS	373	280	75	TITTI TITTI TITTI
	GRAND RAPIDS	518	400	77	
D	GREEN BAY	423	393	93	
	LEXINGTON*	204	160	78	
	LOUISVILLE*	286	224	78	
	SOUTH BEND	324	257	79	

SOURCE: ADC-V13

EADF

END OF PREVIOUS QUARTER 30 JUNE 1955

\*PHASE II FILTER CENTERS

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# GROUND OBSERVER CORPS ORGANIZATION, PHASE I AND II

		NUMBER OF REQUIRED OBSERVATION	OBSERVATION POSTS COMPLETELY	% REQUIRED OBSR POSTS COMPLETELY	PER CENT OF REQUIRED POSTS COMPLETELY ORGANIZED
	UNITS	POSTS	ORGANIZED	ORGANIZED	0 20 40 60 80 100
1	ALBANY	217	201	93	
	BANGOR	237	212	89_	
	BUFFALO	139	139	100	
	MANCHESTER	318	290	91	
	SYRACUSE	175	156	89	
	NASHVILLE*	348	243	70	
	KNOXVILLE*	330	161	49	
;	DURHAM*	258	201	78	
D	CHARLOTTE*	287	246	86	
	SAVANNAH*	585	540	92	
	ATLANTA*	310	261	84	
	JACKSONVILLE*	286	303	106 .	
	MIANI*	147	117	80	
	TOTAL EADF	7799	6565	84	
so	DURCE: ADC~V13		END OF	PREVIOUS QUA	RTER *PHASE II FILTER CENTERS

BY FILTER CENTER, 30 JUNE 1955

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-	EADF	
	and provide	

# ORGANIZATION OF CIVIL GROUND OBSERVER POSTS PHASE I AND II, BY STATE, 31 MAY 1955

STATE	NUMBER OF REQUIRED CIVIL POSTS	CIVIL POSTS COMPLETELY ORGANIZED	% OF REQD CIVIL POSTS COMPLETELY ORGANIZED	PER CENT OF REQUIRED CIVIL POSTS COMPLETELY ORGANIZED
CONNECTICUT	91	85	93	
DELAWARE	24	23	96	
ILLINOIS	339	203	60	
INDIANA	316	246	78	
IOWA	82	59	72	
KENTUCKY	8	8	100	
NA THE	274	241	88	
MARYLAND	134	133	99	
MASSACHUSETTS	144	132	92	
MICHIGAN	729	584	80	
NEW HAMPSHIRE	102	93	91	11111111111111111111111111111111111111
	121	111	92	
NEW JERSEY NEW YORK	561	539	96	
	554	442	80	
OHIO PENNSYLVANIA	594	434	75	
RHODE ISLAND	20	19	95	
VERMONT	117	111	95	
	210	201	96	
VIRGINIA	455	427	94	
WASHINGTON, D. C.	71	51	72	
WEST VIRGINIA WISCONSIN	718	579	81	
TOTAL	5364	4721	88	

SOURCE: ADC-V13

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\_\_\_\_\_ 30 JUNE 1955

## ORGANIZATION OF CIVIL GROUND OBSERVER POSTS PHASE I AND II, BY STATE, 31 MAY 1955

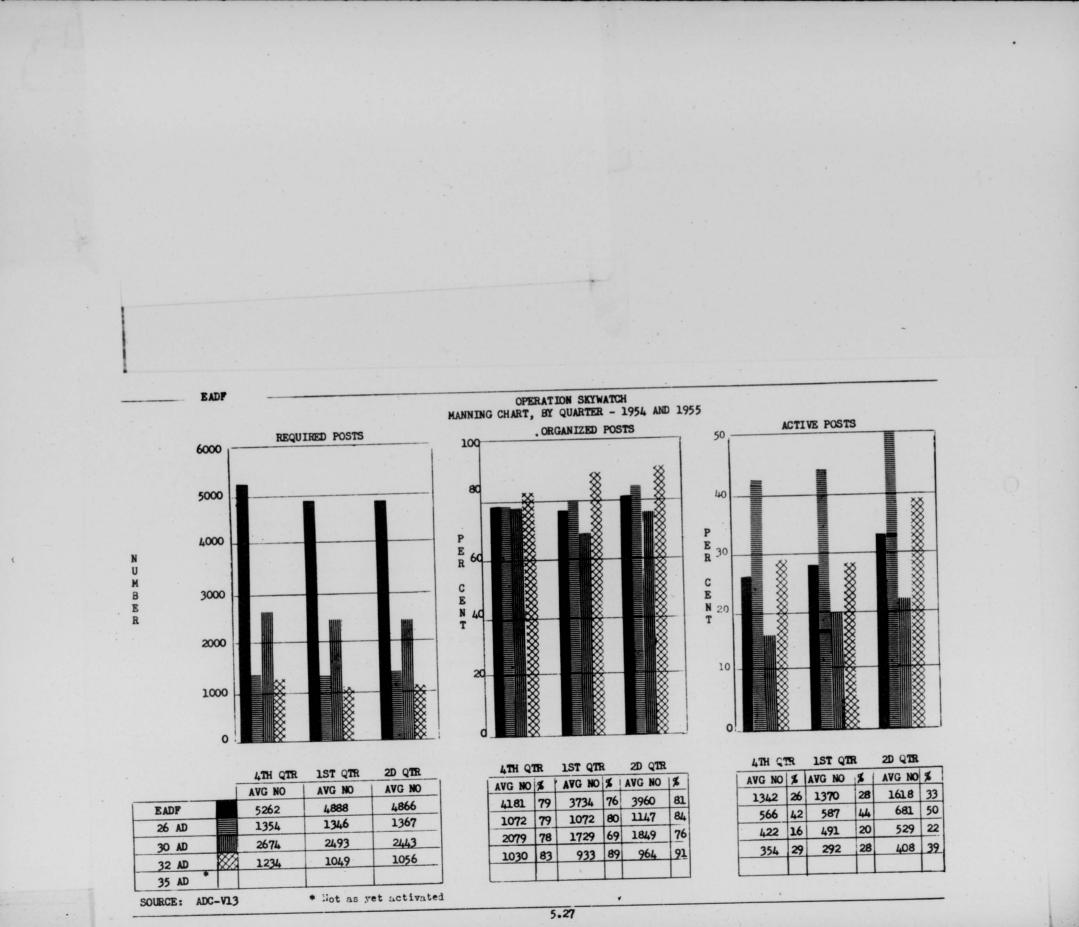
		NUMBER OF REQUIRED	CIVIL POSTS COMPLETELY	% OF REQD CIVIL POSTS	PEI	R CENT OF RE	QUIRED CIVII	POSTS COMPI	ETELY ORGA	NIZED
	STATE	CIVIL POSTS	ORGANIZED	COMPLETELY ORGANIZED	0	20	40	60	80	100
Τ	ILLINOIS	399	31.0	78	211	777772	22422			
1	INDIANA	138	111	80	2111	11411	77412	11111	220	
	KENTUCKY	422	318	75	111	and the	114111	711111		
P	VIRGINIA	172	115	67	777	77477	1111	224-1		
HAS	WEST VIRGINIA	156	105	67	-		555			
S	FLORIDA	364	352	97	_					
II	GEORGIA	736	618	84						
	NORTH CAROLINA	472	352	75						
	SOUTH CAROLINA	391	342	87	_					
	TENNESSEE	385	226	59						
-	TOTAL	3635	2849	78		44944	the state	de la competencia		

SOURCE: ADC-V13

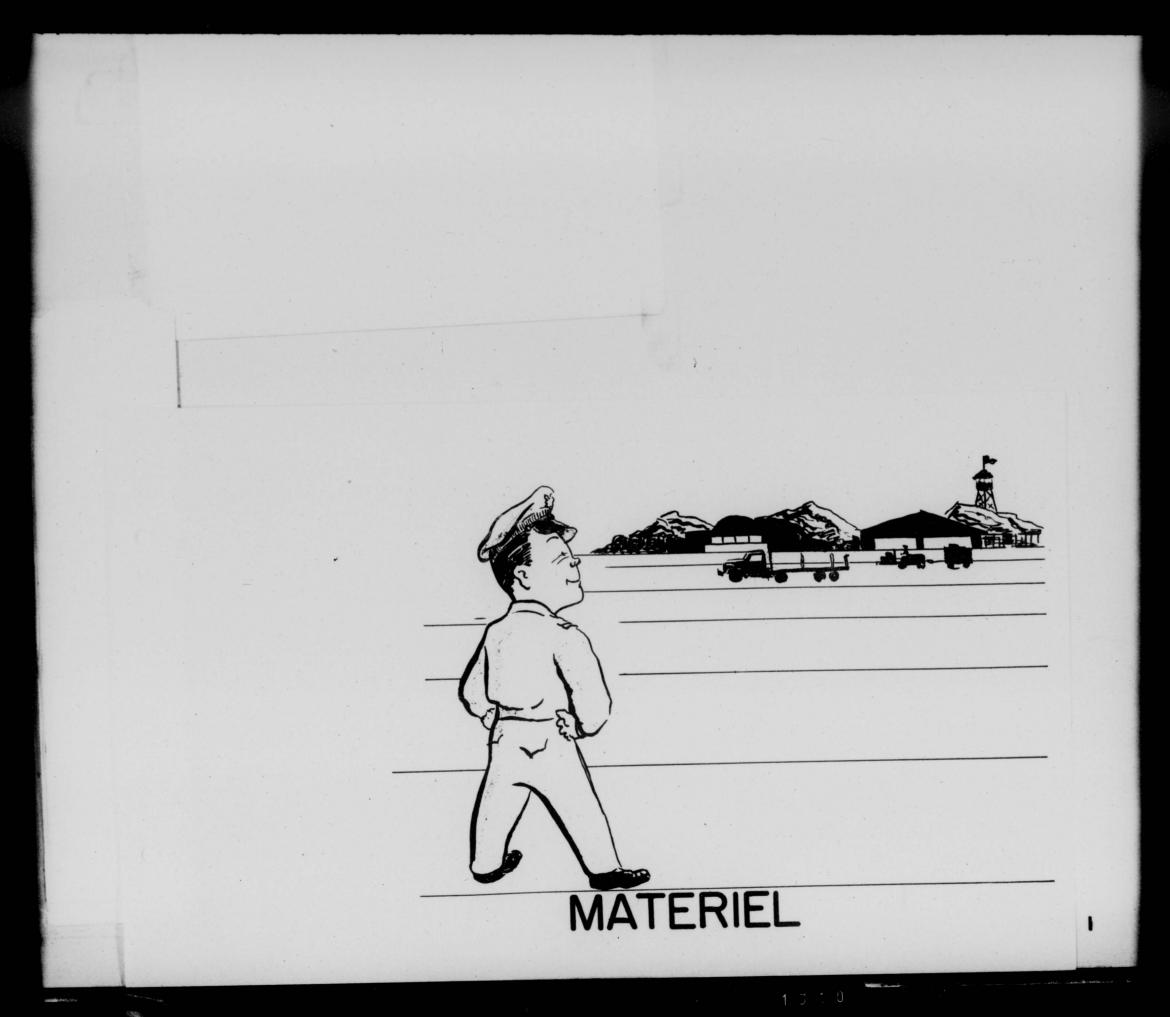
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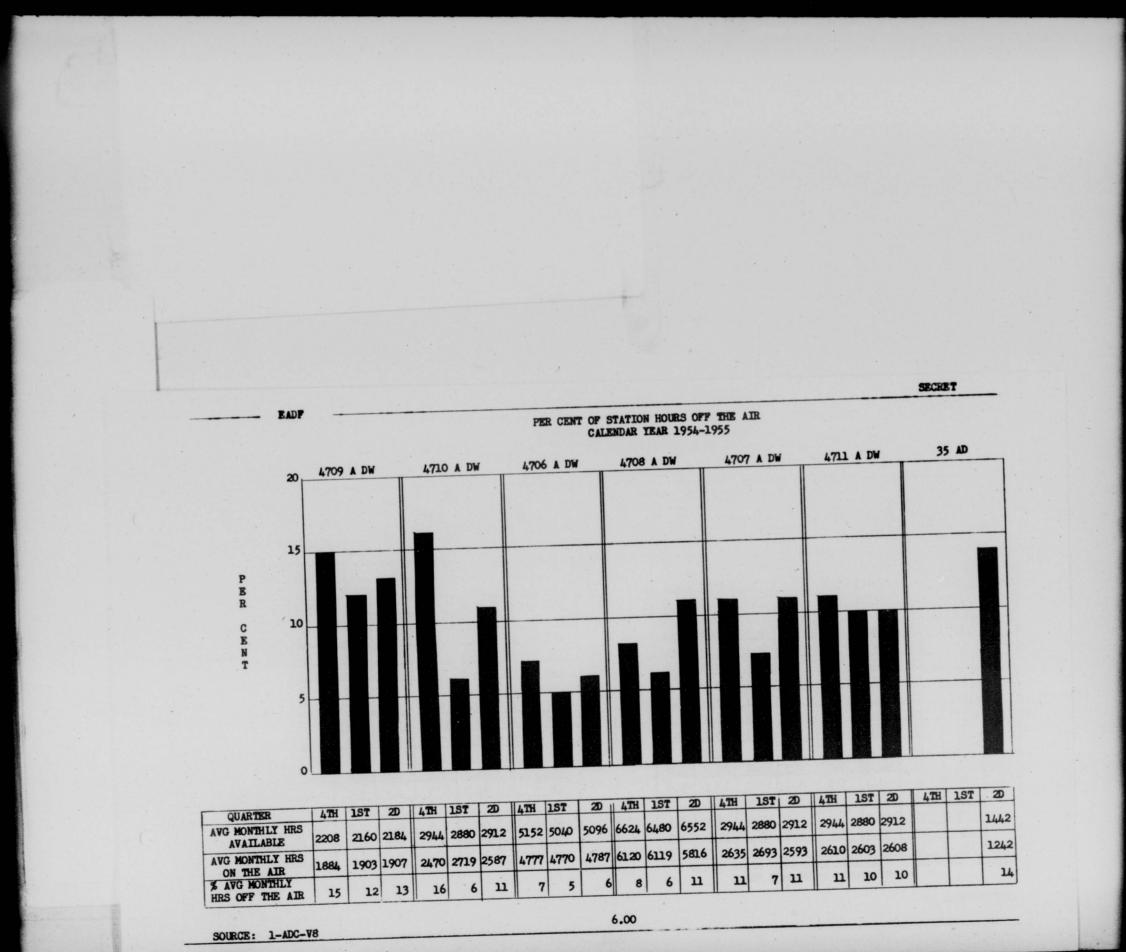
END OF PREVIOUS QUARTER

30 JUNE 1955



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TACTICAL AIRCRAFT OUT OF COMMISSION BY UNIT AND TYPE, 2ND QTR 1955

ALRCRUN	FIGHTER	*AVE NOW	L'HEREN CA	toop day	CONT.	10	TOUT OF	COMME LONG
EAL		794	66.2	6.8	1.5	10.8	12.9	1.8
-86D	2	23	54.9	13.1	7.5	7.4	17.2	0.0
	5	27	64.3	5.6	3.7	12.8	13.6	0.0
T	13	26	71.3	8.7	0.1	10.2	9.6	0.2
ſ	37	22	58.4	8.5	0.0	22.3	10.8	0.0
Ī	42	23	79.6	1.8	0.0	11.1	7.5	0.0
t	47	22	80.1	3.5	0.7	8.4	7.3	0.0
	49	24	47.5	11.8	0.0	12.9	9.6	18.2
	56	27	64.3	7.8	0.4	9.3	18.2	0.1
	60	27	79.3	5.8	0.1	4.6	7.4	2.8
	62	26	67.9	0.3	5.6	10.8	15.4	0.0
	71	25	56.3	6.4	8.0	13.6	12.6	3.1
	75	23	61.6	5.3	0.5	13.0	19.6	0.0
	86	24	61.2	6.8	6.4	12.0	13.6	0.0
	95	26	61.3	1.5	0.1	16.7	20.4	0.0
1.0	97	27	73.8	3.9	0.0	11.0	8.7	2.6
	330	27	55.7	7.5	3.9	8.4	11.7	12.9
	331	24	73.6	5.4	0.0	8.5	12.5	0.0

EADP

/	= /	=/	10	Sr.L	% OF A		OUT OF	00 MM
ALRCO	FIGHTER	* AVG NO.	A THE STATE	ADC:D	Como	ROUTINE KA	OUT OF	LATE
-86D	432	26	72.2	7.0	0.1	7.7	11.4	1.7
	444	20	57.4	9.5	1.4	23.3	7.6	0.9
F	456	24	62.8	6.3	0.3	11.6	19.0	0.0
, [	460	23	60.7	8.0	0.2	14.1	17.0	0.0
Γ	469	23	54.7	9.1	0.3	12.5	23.4	0.0
Γ	539	21	47.0	17.9	2.2	26.8	2.8	3.3
F-89D	58	10	66.8	7.3	0.2	12.2	13.3	0.3
Γ	63	28	76.1	7.2	0.1	5.5	7.9	3.2
	82	21	49.2	9.3	0.2	11.0	30.3	0.0
[	318	26	53.9	15.6	0.0	9.2	17.3	3.9
	438	16	58.6	7.0	1.1	12.3	21.0	0.0
F-94C	27	21	54.2	8.0	0.3	9.8	27.7	0.0
	46	22	68.2	9.4	0.0	10.6	11.8	0.0
	48	20	82.2	2.6	0.4	8.0	4.9	1.9
	58	5	72.6	8.2	0.0	18.0	1.2	0.0
	96	22	86.9	4.6	0.2	4.2	3.7	0.4
	332	21	86.8	1.0	0.2	7.6	2.0	2.4
	437	24	86.5	4.8	2.0	6.3	0.2	0.2

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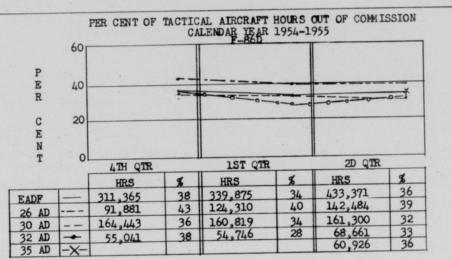
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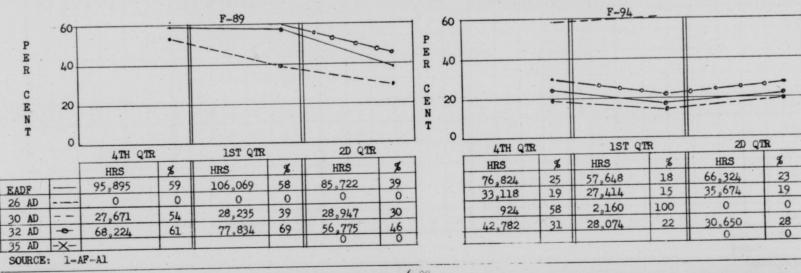


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[					26	TH A	IR D	IVIS	ION							1	- 3	OTH .	AIRI	DIVIS	SION	•			32	D AI	R DI	VISI	ON	
		2	6 AD	но			2	6TH	AIR	DIVI	SION			30	AD H	Q			30	TH I	IR I	DIVIS	SION		-		32 🗚	DHQ	1	
TYPE	AT	TH	ASG		ON H	LAND		TH	ASG		ON H		AU	TH	AS	GD	ON	HAND	AUT	H	ASGI	0	ON H	AND	AU	TH	ASG	D	ON H	AND
ACFT	lst				lst	2d	lst	24	lst	2 <b>d</b>	lst	2d	lst	2d	lst	2đ	lst	2d	lst	2d	lst	2d	lst	2d	lst	24	Lst	2d	lst	24
T-11																			0	0	8	4	8	4	0	0	1	-1	1	0
<b>T-33</b>	3	2	7	0	2	0	45	45	39	44	33	38	3	2	2	0	2	1	33	33	35	32	28	24	3	2	2	0	2	0
C-45	0	0	1	1	1	1	4	4	7	7	7	7	1	1	2	2	1	2	19	18	17	17	17	17	1	2	2	2	2	2
C-47	1	1	1	1	1	1	12	11	13	13	13	13	1	1	1	1	1	1	13	11	9	9	8	8	1	1	1	1	1	1
C-82														-			-									-	-			-
C-119C							6	11	5	5	4	3				-			6	11	5	8	4	8		-		+	-	+
FB-25	1	1	1	1	1	1	7	7	8	8	6	6		-	-			-	· 1	1	1	1	1	3	1	1.	1	1	1	1
H-5							2	2	2	2	2	2		-	-	-		-	-	-				-	-	+	+	-	+	+
H-13							1	1	0		0	0			-		-		2	2	2	2	2	2	-	-	-	-	-	+
H-19															-	-	-	-	4	4	4	3	4	2	-	-	-	+	+	+
B-29										1		-		-	-		-	-	-	-	-	-	-	-	-	+	-	+-	+	+
L-20	1	1	1	1	1	1	2	2	2	2	2	2		-	-	-	-	-	3	3	3	3	3	3	1	1	1	1	0	1
VB-17G				1			1	1	1	1	1	1		-	-	-	-	-	-	-	-	-	-	-	-	-	8	6	7	5
TOTAL	6	5	11	4	11	4	80	84	77	82	68	72	5	4	5	3	4	4	81	83	84	79	75	71	7	7	0	10	11	1

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NON-TACTICAL AIRCRAFT AUTHORIZED, ASSIGNED AND ON HAND AS OF LAST DAY OF EACH QUARTER 1955 CONFIDENTIAL

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# NON-TACTICAL AJECRAFT AUTHORIZED, ASSIGNED AND ON HAND AS OF LAST DAY OF EACH QUARTER 1955

1	321	AI	R D	IVIS	ION			•		3	5TH	AIR	DIV	ISIO	N				A	SGD	TO	EADF	•						-	
	3	DA	IRI	DIVI	SIO	a I		35	AD	HQ			3	5TH	AIR	DIV	ISIC	N	47	13	RAD	BVAL	FL	r			TOT	L	_	-
TYPE	AUTI	1	AS			LAND	AUI	H	ASG	D	ON H	AND	AU	гн	AS	3D	ONH	AND	AU	TH	ASG	D	ON H	IAND	AUT	H	AS	3D	ON H	LND
ACFT	lst	2 <b>d</b>	lst	2 <b>d</b>	lst	2d	lst	24	lst	2d	lst	20	lst	2 <b>d</b>	lst	2d	lst	2 <b>d</b>	lst	2d	lst	2d	lst	20	lst	2d	lst	2d	lst	24
T-11	0	0	2	2	2	2	0	0	0	11	0	1													0	0	11	8 /	11	7
T-33	28	28		19	27		0	2	0	0	0	0	0	6	0	15	0	14							115	120	115	110	99	94
C-45	4	2	4	4	4	4	0	2	0	2	ò	2	0	1	0	2	0	2							29	30	33	37	32	37
C-47	8	5	8	7	7	6	0	1	0	1	0	1	0.	1	0	2	0	2							36	32	33	35	31	33
C-82																-	-				-	-					-			
C-119C	7	10	5	6	3	4							0	3	0	1	0	1		1	-				19	35	15	20	11	16
B-25	3	3	3	3	3	3				1						1	1	-	3	3	4	4	4	2	16	16	18	18	16	15
H-5	4	3	2	3	2	3											-	1			-	-	-		6	5	4	5	4	5
H-13	4	3	5	5	5	5								-		-	-		-	-	+	-	-	-	7	6	7	7	7	12
H-19	2	0	2	1	2	1				-					1	1	1		1	-	-	-	-	-	6	4	6	4	6	4
H-21	0	2	0	1	0	1														1.		1	1		0	2	0	1	0	1
B-29		1													-	-			7	7	7	7	5	5	7	7	7	7	5	5
L-20	1	1	1	0	1	0									1	-	1	1		1	-	+	-	-	8	8	8	7	2	2
VB-17G														1	1	-	1	-		1	1	-	-	-	1	1	1	1	1	1
FOTAL	61	57	62	51	56	6 46	0	5	0	4	0	4	0	1	10	20	0	119	10	110	11	111	9	17	250	266	258	260	230	232

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#### OUT OF COMMISSION HOURS NON-TACTICAL AIRCRAFT 2D QUARTER 1955

			MAIN	TENANCE	HOURS		PER CENT AVG	PER CENT AVERAGE MONTHLY MAINTENANCE
TYPE ACFT	TOTAL HOURS POSSD	AOCP	T/O COMP	ROUT INE MAINT	MAL	OTHER	MONTHLY MAINT	
T-11	17970	759	0	3271	1130	224	30.0	
	212934	15434	3024	22018	25529	2312	32.1	
C-45	76102	8039	3404	15149	6362	832	44.4	
C-47	67271	3292	248	13193	3966	254	34.7	
C-119	36054	4271	695	12470	1370	604	35.6	
C-82	0	0	0	0	0	0	0	
FB-25	35639	3058	332	4555	6577	292	41.6	
L-4	523	0	0	176	27	312	98.4	
L-16	2710	1200	0	512	104	731	93.9	
L-20	15488	590	25	2648	806	0	26.2	
H-13	15288	2412	0	1564	275	228	29.3	
E-19	10138	3696	0	1019	0	40	46.1	
TB-29	12282	360	0	2648	1131	0	33.7	
VB-17	2184	0	0	335	276	0	27.9	
TOTAL	504583	43419	7728	79558	47747	5829	36.5	

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6.05

BASE	SUPPLY	PROGRESS

EADF

	JANUARY	FEBRUARY	MARCH	APRIL	YAN	JUNE
				************	*************	
ETHAN ALLEN				************	************	
GTR PITTSBURGH						
		*****				
MCGHEE_TYSON						
NEW CASTLE						
NIAGARA FALLS					and the set of an and the set of	
O'HARB		*********				
OTIS						
PRESQUE ISLE				***********		
SELFRIDGE						
STEWART				~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~		
SUFFOLK		***********	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~			
TRUAX						
WURTSM ITH						
YOUNGSTOWN						
SOURCE: EAMSS	TITLE HIGH ST	utilized current D - Same as	high standard except	supply operations not	t performed on a stablishments of	current basis.
		and manp prevalen	ower utilization. South,	ne major deficiencies	a may exist. All	or discrepancies
	SUB ST	NDARD - Account	no properly organized conditions unsatisfact	Internal control	lacking. Trainin	E instednate.

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Walking to

William P

EADF

# CONSTRUCTION OF PERMANENT AMMUNITION STORAGE BUILDINGS, BY INSTALLATION 30 JUNE 1955

.

				1		CONSTRU	CTION DATA	
INSTALLATION	TYPE OF BLDG	SQ FT IN BLDG	FY PROCRAM- MED	AMOUNT	DATE STARTED	DATE COMPLETE	ACTUAL PER CENT COMPLETE 0 25 50 75	REMARKS
NDREWS	RKT STRG	1070	52	26.4	APR 55	JAN 56 JAN 56	100	
	UNIT A	1610	55	47.	APR 55			이 집안가 잘 다 같은 것 같아요. 것이 같아.
UNKER HILL	IGLOO	1610	55	37.	MAY 55 MAY 55	SEP 55 SEP 55	15	
	IGLOO UNIT A	1610 2595	55	37.	APR 55	DEC 55	10	
			55-6	NONE	APR 56	JAN 57		MASTER PLAN NOT APPROVED 5 BLDGS TO BE CONSTRUCTED
ADILLAC		19,890	55-0	·				
	UNIT A		54	61.	MAR 55	AUG 55	28	NO INFORMATION ON COMPLETED ITEM
CHARLESTON						DEC 55		WORK NOT STARTED
DOVER	RKT STRG RKT STRG	1070 1070	52 52	44.	4	DEC 55		WORK NOT STARTED ADDN TO UNIT A 16,200 FY 57
	UNIT A	2595	54-5	38.5	AUG 54 AUG 54	JUL 55 JUL 55	97 97	
	UNIT A GAR 1	2595	54-5 57	,,			· · · · · · · · · · · · · · · · · · ·	
ETHAN ALLEN	UNIT A	2595	54	40.	AUG 54	JUL 55	97	
SINAN ALLON	IGLOO	1610	53	51.		DEC 54 DEC 54	100	ADDN TO RKT ASSY OF 8100 SQ FT
	IGLOO GAR 1	1610 5308	, ,,	1				ADDN TO RAT ADDI OF GIGO DA TE
CREATER-PITT	IGLOO	1610	53	39.5	SEP 54	JUL 55	97	
GREATER-FITT	IGLOO	1610	53	39.5	SEP 54 AUG 54	JUL 55 MAR 55	97	
	UNIT A	2595	54				100	
GRIFFISS	RKT STRG	1070	52 53	36.8		SEP 53 DEC 53	100	
	IGLOO UNIT C	10,702		170.	NOV 54	JUL 55	97	
SOURCE: MIL	ITARY CONST	and the second		REPORT			COMPLETION DATES DO	NOT INCLUDE ITEMS PROGRAMMED FOR FY 5 SINGLE UNIT OF CONSTRUCTION.

6.07

SOURCE COORDINATED WITH EAMIS

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### CONSTRUCTION OF PERMANENT AMMUNITION STORAGE BUILDINGS, BY INSTALLATION 30 JUNE 1955

	1		TT			CONSTRUCT	ION DATA			
INSTALLATION	TYPE OF BLDG	SQ FT IN BLDG	FY PROCRAM- MED	AMOUNT AUTH	DATE STARTED	DATE COMPLETE		JAL PER CI COMPLETE 25 50	ENT 75	REMARKS
GRIFFISS	UNIT A IGLOO GAR 1	2595 1600 11,191	55 55 56	44.	FEB 55	JUL 55	97			NOT FUNDED AS YET ADDN TO RKT ASSY 8100 SQ FT IN FY-5
HANSCOM	STRG ORD UNIT A IGLOO IGLOO	1024 2595 1600 1600	53 54 55 55	16. 40.	JUL 54 JUN 54	DEC 54 DEC 54	100			NOT FUNDED DUE TO DELAY IN LOCATING AT DEVONS. NEEDS ARMY APPROVAL.
KANSASVILLE	IGLOO IGLOO IGLOO UNIT C STRG ORD STRG ORD BASE SEC MAG		56 56 56 56 56 57 57							NOT FUNDED
KINROSS	RKT STRO IGLOO UNIT A UNIT B GAR 1	F 1069 1610 1610 2595 8227 5308	52 53 53 54 55 56	21.1 24.9 24.9 54. 119.	APR 53	NOV 52 OCT 53 OCT 53 JUL 55 OCT 55	100 100 100 97 50			NOT FUNDED
K.I. SAWYER	IGLOO IGLOO UNIT C IGLOO GAR 1	1610 1610 10,702 1610 10,264	55 55 55 57 57	27. 27. 190.	JUN 55 JUN 55 JUN 55	JUN 56 JUN 56 JUN 56	5			ADDN TO RKT ASSY 10,400 SQ FT FY-5" NOT FUNDED AS YET NOT FUNDED NOT FUNDED INCLUDE ITEMS PROCRAMMED FOR FY 57.

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CONSTRUCTION OF PERMANENT AMMUNITION STORAGE BUILDINGS, BY INSTALLATION

30 JUNE 1955

	1					CONSTRUCTIO	ON DATA	Α	
INSTALLATION	TYPE OF BLDG	SQ FT IN BLDG	FY PROGRAM- MED	AMOUNT AUTH	DATE STARTED	DATE COMPLETE	ACT	TUAL PER CENT COMPLETE 25 50 75	REMARKS
ANGLEY	UNIT A UNIT B GAR 1	2595 8120 6235	54 56 57	65.	OCT 54	JUL 55	97		NOT FUNDED
LOCKBOURNE	IGLOO IGLOO UNIT A	1610 1610 2595	55 55 55	71.5 71.5 42.	MAY 55 MAY 55 JUN 55	FEB 56 FEB 56 AUG 56	16 16 5		HAVE NO INFORMATION ON COMPLETE STORACE AT THIS BASE.
MCCHEE-TYSON	IGLOO IGLOO UNIT A	1610 1610 2795	53 53 54	50.5 50.5 34.	APR 55 APR 55 JUN 55	JUL 55 JUL 55 SEP 55	79 79 5		HAVE NO INFORMATION ON COMPLETE STORAGE AT THIS BASE.
MCGUIRE	UNIT A UNIT A UNIT B UNIT C GAR 1	2140 2595 8100 10,400 11,191	52 54 57 57 57 57	52.6 55.	OCT 53 AUG 54	NOV 54 JUL 55	100 97		NOT FUNDED NOT FUNDED NOT FUNDED IGLOO 1080 SQ FT FY-57 ADDN & IGLOO 1610 SQ FT FY-57.
NEW CASTLE	IGLOO IGLOO UNIT A UNIT A IGLOO UNIT C GAR 1	1610 1610 2595 2595 1610 16,200 11,191	53 53 54 55 56 57 57	59. 59. 48. 49.	NOV 53 NOV 53 AUG 54 JAN 55	AUG 54 AUG 54 JAN 55 JUL 55			NOT FUNDED

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CONSTRUCTION OF PERMANENT AMMUNITION STRAGE BUILDINGS, BY INSTALLATION

30 JUNE 1955

BLDG M 2595 5, 11,191 5 10,702 5 2595 5 8120 5	GR AM- ED         AMOUNT AUTH           4         77.           7         183.           5         36.	DATE STARTED FEB 55 DEC 54 DEC 54	DATE COMPLETE AUG 55 OCT 55 OCT 55	ACTUAL PER CENT COMPLETE 0 25 50 75 75	REMARKS THEY ARE USING ADDN STORAGE SPACE AVAILABLE THROUGH AMC. ALL CONSTRUCTION HALTED BY USAF
11,191 5 10,702 5 2595 5 8120 5	7 4 183. 5 36.	DEC 54	OCT 55		AVAILABLE THROUGH AMC.
2595 5 8120 5	5 36.			40	
	7		001 35	52	NOT FUNDED NOT FUNDED
1610 5 2595 5 E 420 5 5308 5	57	JUL 54 JUL 54 AUG 55	JUN 55 JUN 55 JUL 55	100 100 97	
1060 1060 1060 2595	53     27.3       53     27.3       53     27.3       53     27.3       54     44.9	APR 53 APR 53 APR 53 APR 53 AUG 54 MAR 55	NOV 53 NOV 53 NOV 53 NOV 53 JAN 55 JUL 55	100	
TH	5308 8100 1060 1060 1060 2595 2595	5308         57           8100         57           1060         53         27.3           1060         53         27.3           1060         53         27.3           1060         53         27.3           1060         53         27.3           1060         53         27.4           2595         54         44.9           2595         55         41.           UUCT ION PROGRESS REPORT         1000000000000000000000000000000000000	5308         57           8100         57           1060         53         27.3         APR 53           2595         54         44.9         AUG 54           2595         55         41.         MAR 55	5308       57         8100       57         1060       53       27.3       APR 53       NOV 53         2595       54       44.9       AUG 54       JAN 55         2595       55       41.       MAR 55       JUL 55         UCT ION PROGRESS REPORT       TON PROGRESS REPORT       TON PROGRESS REPORT	420       56         5308       57         8100       57         1060       53       27.3         APR       53       NOV       53         1060       53       27.3       APR       53       100         1060       53       27.3       APR       53       NOV       53       100         1060       53       27.3       APR       53       NOV 53       100       100         1060       53       27.3       APR       53       NOV 53       100       100         1060       53       27.3       APR       53       NOV 53       100       100         1060       53       27.3       APR       53       NOV 53       100       100         2595       54       44.9       AUG 54       JAN 55       100       100       100         2595       55       41.       MAR 55       JUL 55       75       100       100         NUCT ION PROGRESS REPORT       CYNATO! DATES DO COMPLIED DEPERD       COMPLIED DEPERD       COMPLIED DEPERD

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	T				CONS TRUCTION L			DATA			
NSTALLATION	TYPE OF - BLDG	SQ FT IN BLDG	FY PRO GRAM- MED	AMOUNT	DATE STARTED	DATE COMPLETE	ACTU	AL PER C OMPLETE 25 50	ENT	REMARKS	
SEYMOUR JOHNSON	IGLOO IGLOO IGLOO IGLOO IGLOO UNIT C GAR 1	1070 1070 1070 1070 7000 11,000 5308	55 55 55 55 55 55 55 55	28.2 28.2 28.2 28.2 170. 163.	MAY 55 MAY 55 MAY 55 MAY 55 JUN 55 JUN 55 JUN 55	MAR 56 MAR 56				NO COMPLETION DATE AS YET. "" " NO INFORMATION ON EXISTING FACILITIES AT THIS BASE. NOT FUNDED	
STEWART	IGLOO IGLOO UNIT A IGLOO UNIT A STRG SEG MAG #1A		53 53 54 55 55 55	57.5 57.5 63. 104. 67.	OCT 54 OCT 54 NOV 54 MAR 55 MAR 55	SEP 55 SEP 55 JUL 55 AUG 55 AUG 55	45 45 97 40 50			NOT FUNDED	
UPFOLK	IGLOO IGLOO UNIT A UNIT C GAR 1 UNIT B	1610 1610 2595 10,720 10,264 8100	53 53 53 54 55 56 56	38.7 38.7 38.7 42. 194.	NOV 54 NOV 54 NOV 54 SEP 54 DEC 54	APR 55 APR 55 APR 55 MAR 55 SEP 55	100 100 100 100			AT BADGER ORDER NOT FUNDED NOT FUNDED	
TRUAX	SM ARMS STG UNIT A UNIT C IGLOO IGLOO GAR 1 UNIT B	1068 2595 10,702 1610 1610 10,264 8,100	52 54 55 55 55 56 56	11. 40.4 154.5 21.5 21.5	JUL 54 JUL 54 MAR 55 MAY 55 MAY 55	NOV 54 JAN 55 NOV 55 SEP 55 SEP 55	100 100 20 10 10			AT BADGER ORDER " NOT FUNDED NOT FUNDED	
SOURCE: MIL COO SECRET	ITARY CONST RDINATED WI	RUCTION F		REPORT		6.11	COMPLE	TION DAT	ES.DO NO PER SIN	T INCLUDE ITEMS PROGRAMMED FOR FY 5 IGLE UNIT OF CONSTRUCT ION.	

CONSTRUCTION OF PERMANENT AMMUNITION STORAGE BUILDINGS, BY INSTALLATION 30 JUNE 1955

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CONSTRUCTION OF PERMANENT AMMUNITION STORAGE BUILDINGS, BY INSTALLATION

30 JUNE 1955

						CONSTRUCT	TION DATA	
INSTALLATION	TYPE OF BLDG	SQ FT IN BLDG	FY PROGRAM- MED	AMOUNT AUTH	DATE STARTED	DATE COMPLETE	ACTUAL PER CENT COMPLETE 0 25 50 75	REMARKS
WESTOVER	IGLOO IGLOO IGLOO UNIT A UNIT A	1610 1610 1610 2595 2595	53 53 53 54 56	72.7 72.7 72.7 40.	OCT 53 OCT 53 OCT 53 JUN 54	JUL 54 JUL 54 JUL 54 NOV 54		FUNDS FOR THESE INCLUDE 5 IGLOOS FOR MATS. NOT FUNDED
WRICHT- PATTERSON	SM ARMS STRG UNIT A	1619 2595	52 54	36. 63.	JAN 55 AUG 54	SEP 55 MAY 55	95	
WURTSMITH	IGLOO IGLOO UNIT C IGLOO UNIT C GAR 1	1060 1610 10,702 1610 10,140 10,264	52 53 53 54 55 56 56 56	18. 18.5 18.5 172. 26.	NOV 52 APR 53 APR 53 AUG 54 APR 55	JUL 53 SEP 53 SEP 53 MAR 55 AUG 55		NOT FUNDED NOT FUNDED
YOUNGSTOWN	UNIT A	2595	54	50.	SEP 54	MAY 55	100	THEY HAVE THEIR STORAGE AT RAVENNA
FOOTNOTE #1. FOOTNOTE #2.		TEMS APPRO			JT NOT FUN D NOW IN H	DED AS YET. QUSAF.		
SOURCE: MILIT COORL SECRET	TARY CONST DINATED WI	RUCTION P TH EAMIS	ROGRESS	REPORT		6.12	COMPLETION DATES DO NO CHART COMPUTED PER SIN	T INCLUDE ITEMS PROCRAMMED FOR FY 57 IGLE UNIT OF CONSTRUCTION.

#### MOTOR VEHICLE UTILIZATION SUMMARY

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Hq USAF has indicated that vehicle buying restrictions will continue through fiscal year 1956. Established utilization criteria must be met, and efficient management of present vehicle resources proved, before initial issue vehicle procurement restrictions will be lifted.

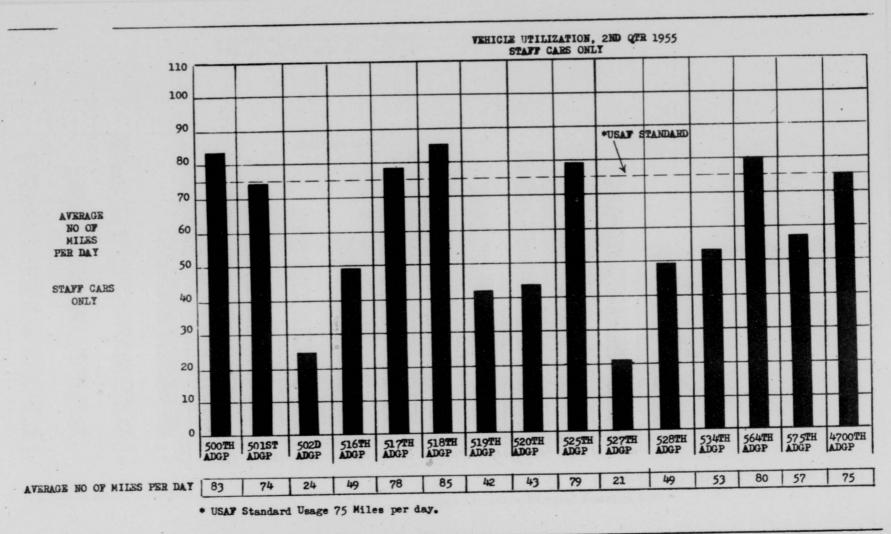
New activation vehicle requirements must be satisfied primarily from resources presently within the command. Depot stocks of passenger carrying vehicles are extremely limited. Vehicle requirements should be reevaluated by all bases to insure that available transportation resources are utilized to the maximum for direct support of the mission.

The USAF Motor Vehicle Utilization Mileage Criteria is used by this headquarters to effect reduction of vehicle authorizations at bases of this command. The criteria, indicated in miles per day for each type of vehicle, is as follows:

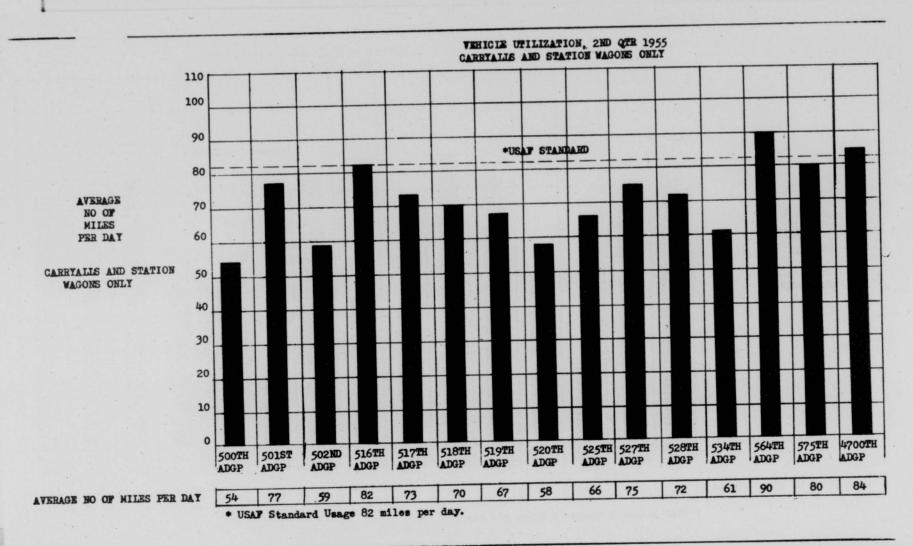
TYPE OF VEHICLE	MILES PER DAI
STAFF CAR (SEDAN) CARRY ALL OR STATION WAGON 1 TON PICKUP TRUCK 1 TON STAKE & PIATFORM	75 82 41 34

Those type vehicles for which substandard usage is indicated are transferred to another base. The base selected for the receipt of the transferred vehicle is determined by a survey of the Utilization Report, RCS: AF-E22. In each instance, a complete study of the situation is also made before a vehicle is removed from a unit. The road area, size of the unit, and its support mission are considered.

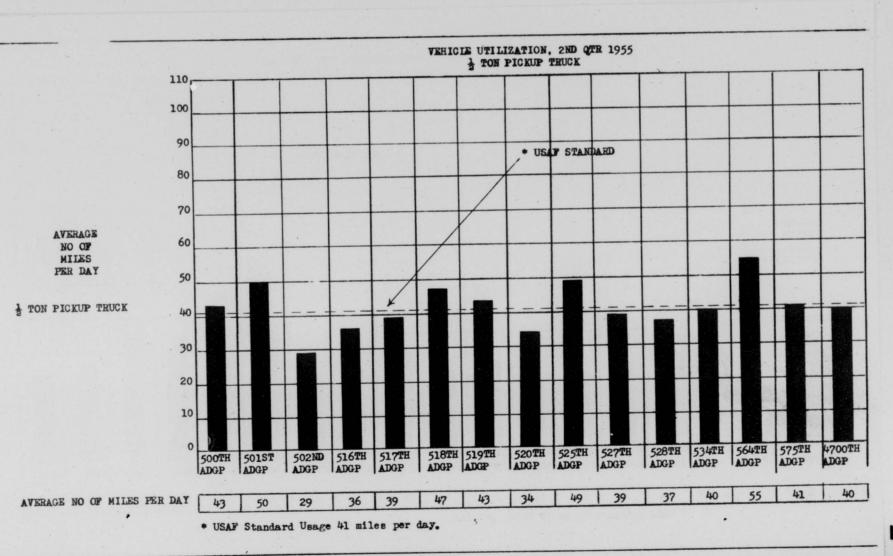
Continued study of vehicle use, with transfers between bases as warranted, will enable this command to keep up with the requirements and maintain the support missions of all bases. The following four pages contain graphic illustrations depicting the number of miles traveled by each of the four types of vehicles listed above during April, May and June 1955.

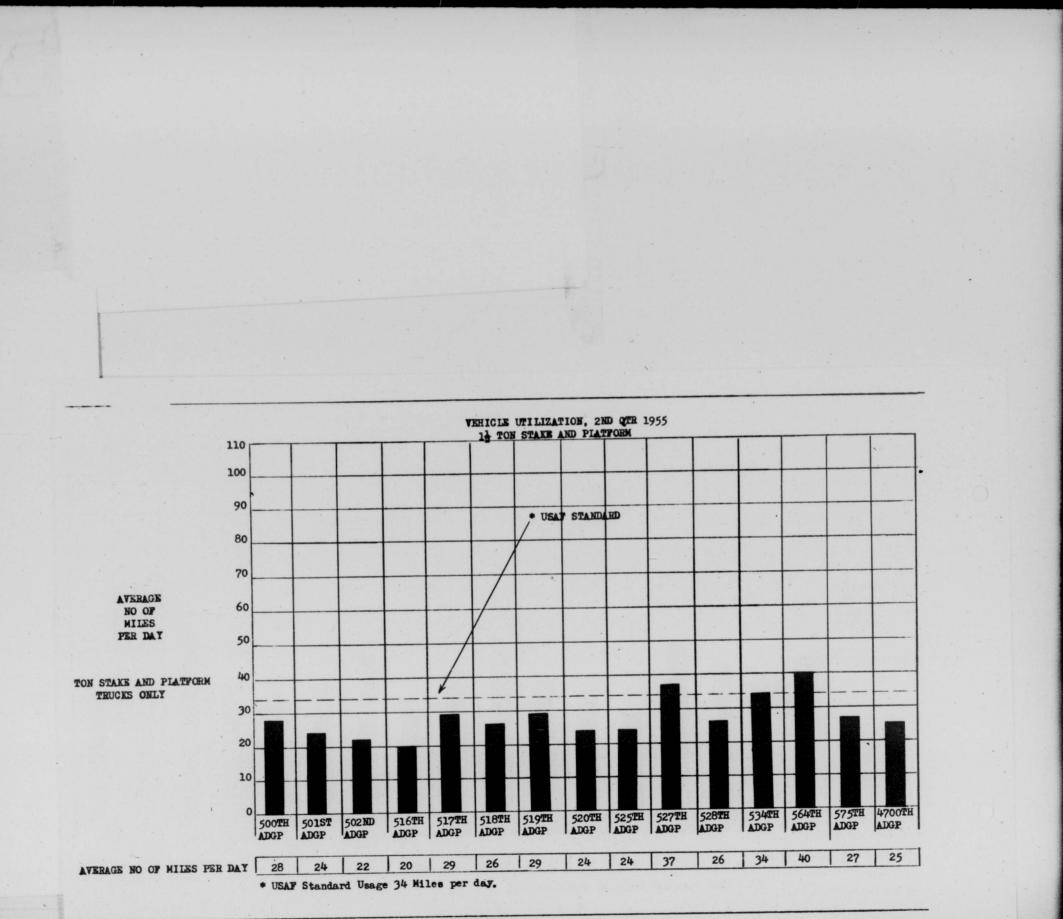


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**WEIGHTS** 





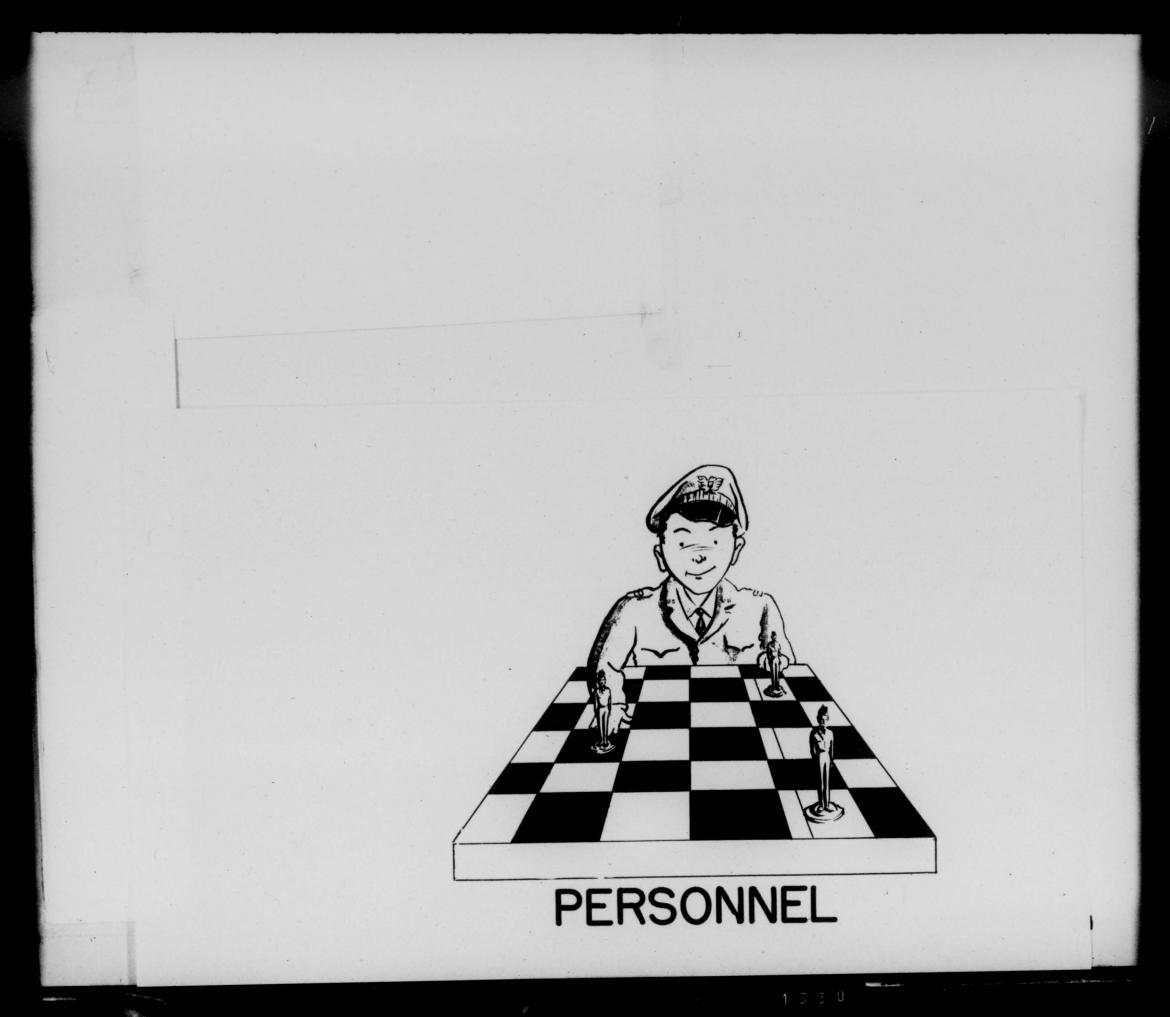
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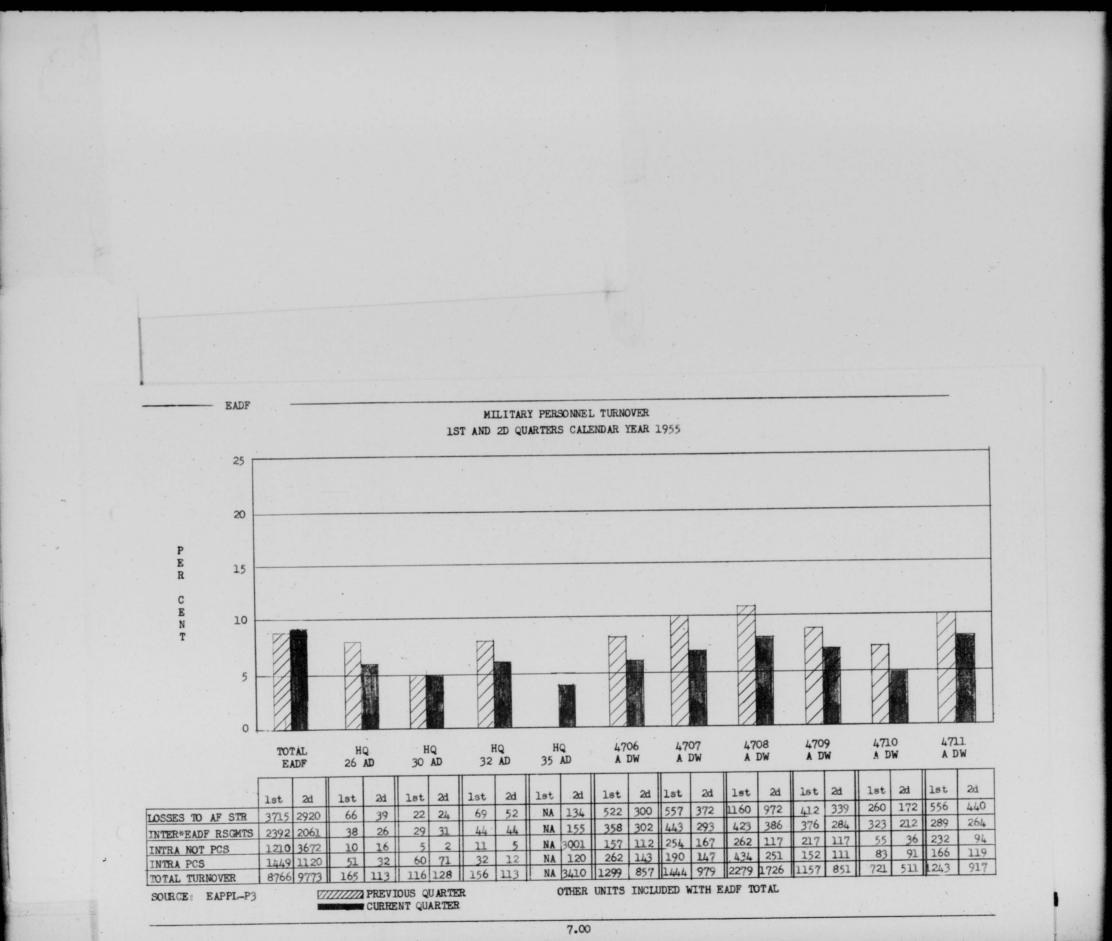
INSTALIATION	FIGHTER SQUADRONS	TYPES OF COMBAT	PER CENT OF REQUIRED COMBAT AMMUNITION, ON HAND								
			\$ (	20	40						
NDREWS	95	F-86D	1.00								
OVER*	46	F-940	30					COLUMN 201			
STHAN ALLEN	37	F-86D	100					7777			
TR PITTSBURGH	. 71	F-86D	100			1111/ 50	1111111	1111			
RIFFISS*	27 :	F=940	55								
KINROSS	438	F-89D	100					7777			
LANGIEY	48	F=94C	100		11111	75/////	11111	1111			
MCGUIRE	2 & 5	F-86D	100		//////	75 ////	11/11/11	1.1.1.1			
NEW CASTLE	96 & 332	<b>F</b> =94C	66								
NIAGARA FALLS	47	F-86D	100			111111	111/11/	7777			
O'HARE*	42 8 62	F-86D	100	- ////	90 // 1//	111111	- Alle				
OTIS	58 & 437	FISSB	60								
PRESQUE ISLE	82 & 318	F-89D	90					NET GRADE			
SELFRIDGE	13 & 56	F-86D	100								
STEWART	330 & 539	F-86D	13								
SUFFOLK*	75 & 331	F-86D	100								
TRUAX	432 & 456	F-86D	1.00								
WESTOVER	60	F-86D	100								
WRIGHT_PATT	97	<b>F-86D</b>	50				CHARLES CALLER THE				
WURTSMITH	63	<b>F</b> -89 <b>D</b>	100		7777777777	80 1/8/1	777777	777			
YOUNGSTOWN	86	F=86D	100	/	IIIIAL			ETHORNE STATE			
CHARLESTON	444	F=86D	100								
MCGHEE_TYSON	460 & 469	F-86D	60								
DOW	49	F-86D	100		4,000 BDS PER F-86D	50					
SOURCE: 1-ADC- ON BAS 25% OF AUTH LE AL LEVEL BASES	V8 and 1-AF- E OFF VEL ON HAND MARKED WITH E OF BACK U	ON BASE	IS CON	AUTH AMMO: 2.75" RETS SIDERED MIN OPERATION- OF AUTH LEVEL ON BASE	T KOO RDS PER F-940	SO * SUFFICIENT	50 CAL ON HAND AT	ALL EAD			

COMPAT AMMUNITION, BY INSTALLATION 30 JUNE 1955

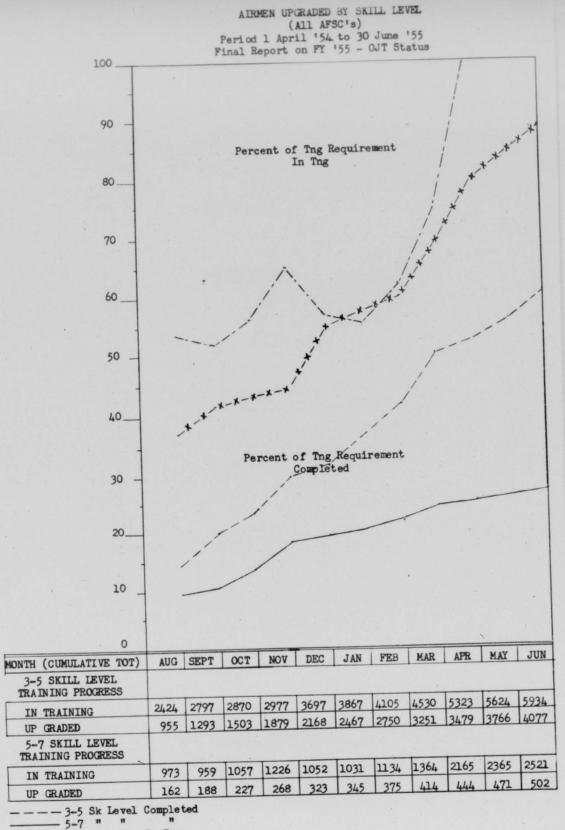
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		AUTHOR OF LA		ASSIGNED AS OF LAST DAY			PER CEN	T ASSIGNED			
	UNIT	IST	2D	IST	2D	0	25	50	75	100	13
2	HQ, 26 AD	123	124	125	115	7777	man	2114111	man		
5	4709 A DW	489	503	449	454						7
	4710 A DW	528	559	595	572	-	the sector	111111	7777777		1
	TOTAL	1140	1186	1169	1140		11911			224	
3	Hq, 30 AD	159	143	139	139	-	1111	20172			
,	4706 A DW	625	655	662	570		25192	777777			
L	4708 A DW	725	747	664	657		man	11111			
)	TOTAL	1509	1545	1465	1366	-					
_	HQ. 32 AD	117	121	107	.109		Hill		minu		
3	4707 A DW	583	572	608	510	_	11111	11111	111111		
A	4711 A DW	565	576	588	542		the	mm			
D	TOTAL	1265	1269	1303	1161		1111	11112	min	114 .	
1	Hq, 35 AD **										
3 5	35 AD		553		345						
A	TOTAL		553		345	-					
2	OTHER UNITS	248	250	255	270	11	1111		111422		
	TOTAL EADF	4162	4803	4192	4282		5444	111121	11111		
SO	URCE: EAPMP			US QUARTER T QUARTER		-		*CA **In	LENDAR YEAR	35th AD	

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OFFICER STRENGTH SUMMARY 1ST & 2D QTRS, 1955\*

EADF

14

					7.
SC	URCE: EAPPL	77777		IOUS QUART	
-	TOTAL EADF	26606	31047	- 28006	30598
	OTHER UNITS	649	638	745	700
	TOTAL		3962		2862
	35 AD		3962	-	2862
	HQ, 35 AD**				
	TOTAL	7713	7990	8302	8077
	4711 A DW	3439	3409	3467	3279
T	4707 A DW	3762	4046	4251	4236
	HQ, 32 AD	512	535	584	562
2	TOTAL.	11137	11385	11587	11773
1	4708 A DW	5873	5988	6298	6476
T	706 A DW	4667	4834	4594	4633
I	HQ, 30 AD	597	563	695	644
	TOTAL	7107	7072	7372	7186
	4710 A DW	2956	3091	2999	2995
	4709 A DW	3613	3512	3783.	3638
	HQ, 26 AD	538	469	590	553
		101			

AIRMAN STRENGTH SUMMARY 1ST AND 2D QUARTERS 1955\* ASSIGNED AS OF LAST DAY

1ST

2D

AUTHORIZED AS OF LAST DAY

2D

1ST

EADF

UNITS

The statement

PER CENT ASSIGNED

75

1/1

50

25

0

125

100

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4		

	OF		OF	PER CENT ASSIGNED							
1ST	20	15 <b>T</b>	2D	0 25 50 75 100 1							
37	39	34	34	CHILL CHILL CHILL CONTRACTOR							
672	687	653	670								
338	344	328	328								
1047	1070	1015	1032								
37	38	19	20								
730	767	734	734								
1063	1089	1006	1018								
1830	1894	1759	1772								
37	41	31	34								
647	788	649	676								
569	602	581	579								
1253	1431	1261	1289								
	1										
	243		197								
	243		197								
174	181	161	169								
4304	4819	4196	4459								
	LAST 1ST 37 672 338 1047 37 730 1063 1830 37 647 569 1253 1253	LAST DAY           1ST         2D           37         39           672         687           338         344           1047         1070           37         38           730         767           1063         1089           1830         1894           37         41           647         788           569         602           1253         1431           243         243           174         181	LAST DAY         LAST           1ST         2D         1ST           37         39         34           672         687         653           338         344         328           1047         1070         1015           37         38         19           730         767         734           1063         1089         1006           1830         1894         1759           37         41         31           647         788         649           569         602         581           1253         1431         1261           243         243         161	LAST DAY         LAST DAY           1ST         2D         1ST         2D           37         39         34         34           672         687         653         670           338         344         328         328           1047         1070         1015         1032           37         38         19         20           730         767         734         734           1063         1089         1006         1018           1830         1894         1759         1772           37         41         31         34           647         788         649         676           569         602         581         579           1253         1431         1261         1289           243         197         243         197           174         181         161         169							

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CIVILIAN STRENGTH SUMMARY 1ST & 2D QUARTERS 1955\*

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		AUTHORIZED AS OF	ASSIGNED AS OF	PER CENT ASSIGNED								
	UNIT	LAST DAY	AS OF LAST DAY	0	25	50	75	100	12			
2	HQ, 26 AD	57	43									
2	4709 A DW	83	46									
L.	4710 A DW	67	39									
D	TOTAL	207	128					-				
3	HQ, 30 AD	56	38									
3	4706 A DW	109	62									
A	4708 A DW	137	84									
U	TOTAL	302	184									
3	HQ, 32 AD	50	32									
2	4707 A DW	99	57									
AD	4711 A DW	86	39									
D	TOTAL	235	128									
35	HQ, 35 AD**				-							
>	35 AD	106	51									
A D	TOTAL	106	51									
	OTHER UNITS	140	100					:				
	TOTAL EADF	990	591									

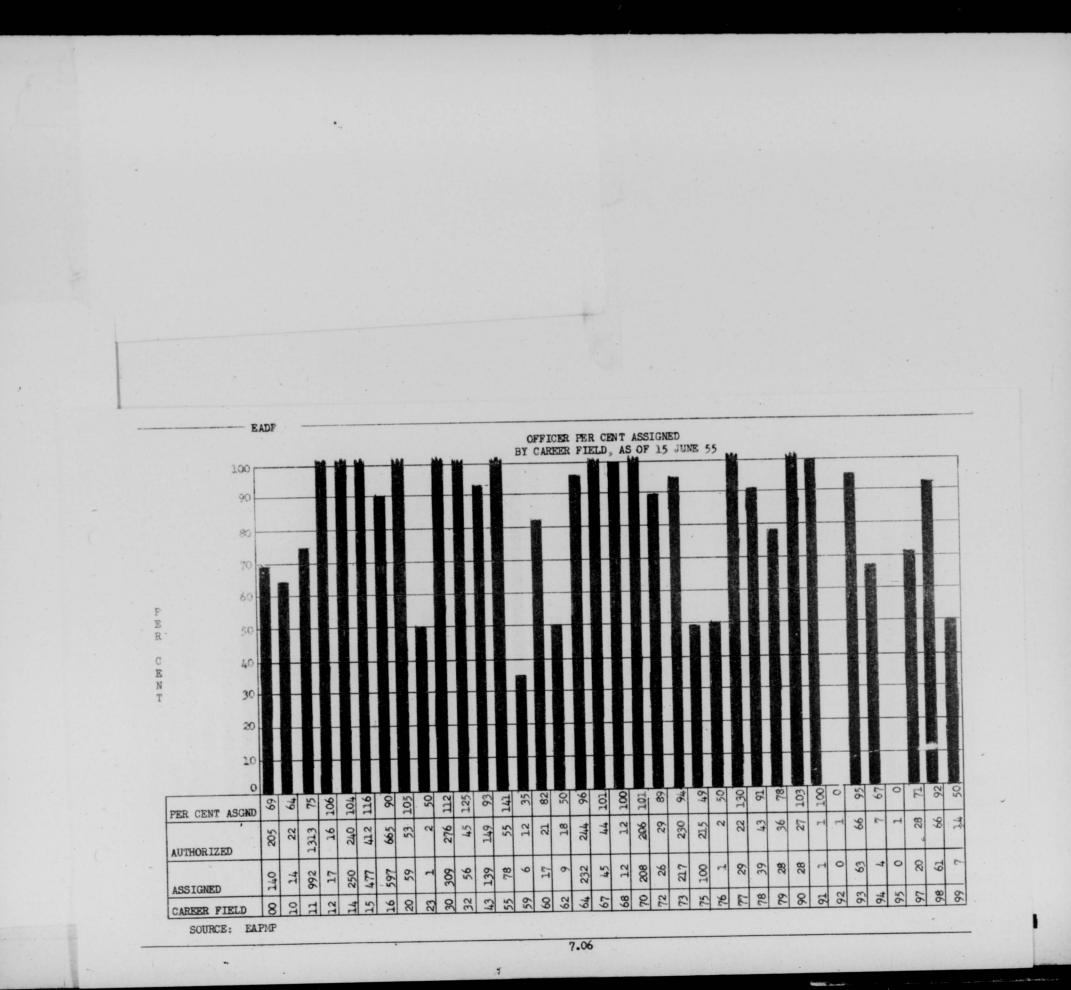
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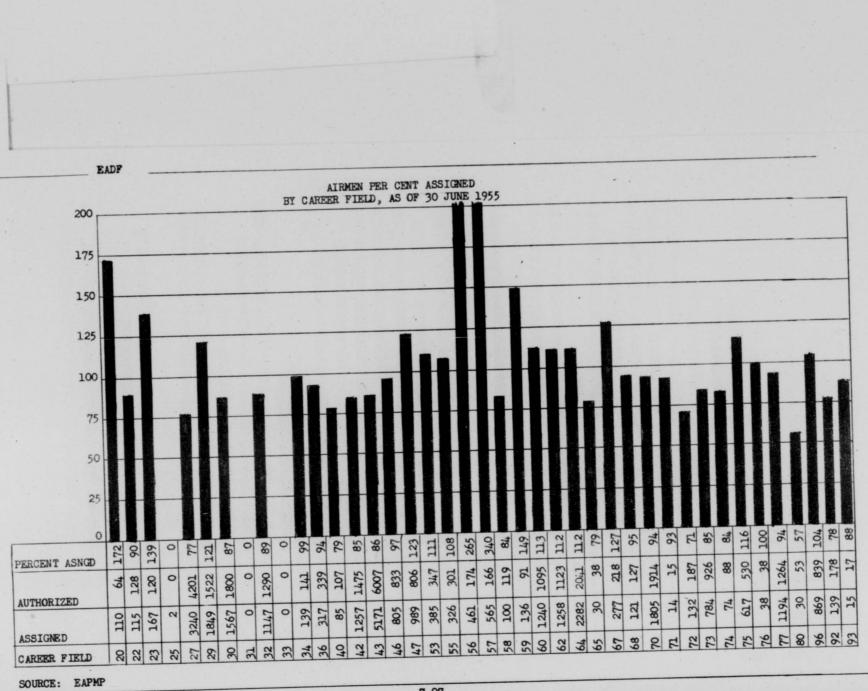
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HQ, 26 AD	82	55	21	27		
4709 A DW	369	296	108	83		
4710 A DW	288	214	63	61		
TOTAL	739	565	192	171		
HQ, 30 AD	34	35	20	19		4447
4706 A DW	635	338	135	103		
4708 A DW	870	417	308	205		
TOTAL	1539	790	463	327		
HQ, 32 AD	68	50	28	20		4
4707 A DW	534	360	199	179		2
4711 A DW	437	298	159	87		
TOTAL	1039	708	386	286	2.11111	2
HQ, 35 AD						
35 AD		168		76		
TOTAL	•	168	1	76		
OTHER UNITS	112	91	26	20		
TOTAL BADF	3429	2322	1067	880		
JRCE: EAPPL			PREVIOUS QUA			
				7.08		

2D

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177

PER CENT CONTRACTS RENEWED

40

20

60

**WANTED** 

100

80

EADP

UNIT

26

AD

30

A D

32

A D

3 5 A D

SC

AIRMEN RETENTION RATES 1ST & 2D QTRS CALENDAR YEAR 1955

RENEWED

1ST

SEPARATIONS-ALL CAUSES

20

1ST



#### COMMENTARY ON COMPTROLLER DATA

EADF

The statement of financial position of Eastern Air Defence Force, published on pages 8.01 and 8.02, indicates the total assets of this command as of 30 June 1955 to be more than 654 million dollars. The major items comprising this figure were - Aircraft, \$296 million - Building and Structures, \$91 million - Improvements to leased property, \$59 million - Pavements and Runways, \$38 million - UAL equipment in use, \$48 million and Utility Plants and Systems, \$13 million.

A large percentage of the rise in each category over the financial position as of 31 March 1955 is a result of the assignment of the 35th Air Division to EADF in April 1955 and receipt of the 4th quarter allotment from Headquarters ADC.

Reference page number 8.06. EADF Maintenance and Operations funds for FY 1955 were fully obligated. This is felt to be the result of establishing Financial Management Committees at each of our Air Defense Groups. As a result of programming and reprogramming by these Committees during the fiscal year full utilization of funds to meet operational requirements was made possible.

The commercial type double entry accounting system established on 1 July 1954 has provided information not previously available to permit better fund management.

During FY 1956, this headquarters will place added emphasis on perfecting the Financial Management System throughout the command. Reference page 8.05; Over-obligations as reflected in chart on "Status of FY 55 Funds" were authorized by Hq ADC and Hq USAF by reason of retroactive clause in Federal classified employees salary increase act of 1955.

Reference page 8.03, considerable improvement is noted in the percentage and number of reports late in arriving at this headquarters. In connection with reports late in arriving at Hq ADC, dispatched from Air Division headquarters or lower, some improvement is noted in the 30th and 32d Air Divisions.

The general increase in serviceable inventory as reflected on page 8.08 is largely due to the 516th Air Defense Group, with serviceable inventory of over 3 million dollars, being transferred from CADF to EADF as of April 1955; increase in the 527th Air Def Gp inventory due to FIS conversion to new type aircraft, and in the 517th Air Def Gp due to receipt of aircraft engines.

8.00

#### EASTERN AIR DEFENSE FORCE STATEMENT OF FINANCIAL POSITION, 31 MAY 1955

ASSETS

#### CURRENT ASSETS

Unobligated Allotment	\$ 3,404,714.73*
Undelivered Orders Outstanding	5,523,850.47*
Accrued Expenditures	5,932,913.87*
Accounts Receivable	230,199.29
Advances Outstanding	20,679.34
Inventories	72,726,079.95

### TOTAL CURRENT ASSETS

#### FIXED ASSETS

Equipment in Use - UAL	\$ 48,522,914.73**
Equipment in Use - Other	6,040,560.51** 296,665,013.50***
Aircraft Land and Land Improvements	9,754,632.36
Pavements and Runways Buildings and Structures	38,812,096.11 91,181,464.27
Utility Plants and Systems	13.676.910.54

\$ 87,838,437.65

\$504,653,592.02

\$ 59,668,112.71

\$ 1,988,847.45

\$654,148,989.83

TOTAL FIXED ASSETS

#### OTHER FIXED ASSETS

Improvement to Leased Property

TOTAL OTHER FIXED ASSETS

#### DEFERRED CHARGES

8.01

Construction in Progress

#### TOTAL DEFERRED CHARGES

\$\_

\$ 59,668,112.71

1.988.847.45

TOTAL ASSETS

\* These amounts represent total allotment received less disbursements made against these allotments. Unobligated Allotment is the balance of allotment received that has not been expended. Undelivered orders outstanding represents the dollar amount of goods ordered but not yet received nor billed. Accrued Expenditures represents the value of materiel received, billed, but. not yet paid for by the Air Force.

\*\* The balance in these asset accounts do not reflect the actual value of Equipment in use. Many groups have been unable to pick up opening inventories. Further detailed instructions will be issued by this office to correct this deficiency.

\*\*\* Headquarters, Air Defense Command has advised us that the value of aircraft will be dropped by all other major commands and carried entirely by Headquarters, AMC. Since there is no standard price for any type of aircraft, the only method to carry this item is by serial number. Since these records are maintained by AMC, it was decided by Headquarters, USAF that they would be the logical ones to maintain this asset account.

## LIABILITIES

### CURRENT LIABILITIES

Accounts Payable Accrued Payroll, Civilian Accrued Transportation of Material Accrued Travel & Travel Allowances Accrued Liabilities, Other	\$ 5,710,389,12 1,099,291.96 272,051.28 487,575.70 898,252.54	
TOTAL CURRENT LIABILITIES		\$ 8,467,560.60
ACCRUED LIABILITIES		
Transfers Out - Accrued Liabilities	\$ 72,735,335.57	
TOTAL ACCRUED LIABILITIES		72,735,335.57
NET WO	DRTH	
NET WORTH		
Net Investment, 1 July 1954	\$567.875.543.72	
TOTAL NET WORTH		\$567,875,543.72
CURRENT OPERATING TRANSACTIONS		
Current Operating Transactions Inter Office Transfers	(\$ 78,855,158.07) 83,925,708.01	
TOTAL CURRENT OPERATING TRANSACTIONS		(\$ 5.070.549.94)

TOTAL LIABILITIES AND NEW WORTH

5.070.549.94)

\$654.148.989.83

- EADF

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## REPORTS LATE IN ARRIVING AT THIS HEADQUARTERS

	26 AD		30 A	D	32 A	D	35 AI	)	4713 R.E. ECM		42 COM	SQ	579 A		
	TOTAL DSPCH	TOTAL	TOTAL DSPCH	TOTAL LATE	TOTAL DSPCH	TOT AL LATE	TOT AL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL	TOT AL DSPCH	TOTAL	
3D QTR 1954	6760	317	11,128	412	8,172	207			271	3	150	1	121	0	
4TH QTR 1954	7376	171	12,189	232	8,153	110			249	0	138	2	107	1	
1ST QTR 1955	*3087	176	4530	197	3164	110	*		153	3	57	1	23	0	
2D QTR 1955	2366	88	3977	134	2397	87	1000	46	179	. 0	38	1	10	1	

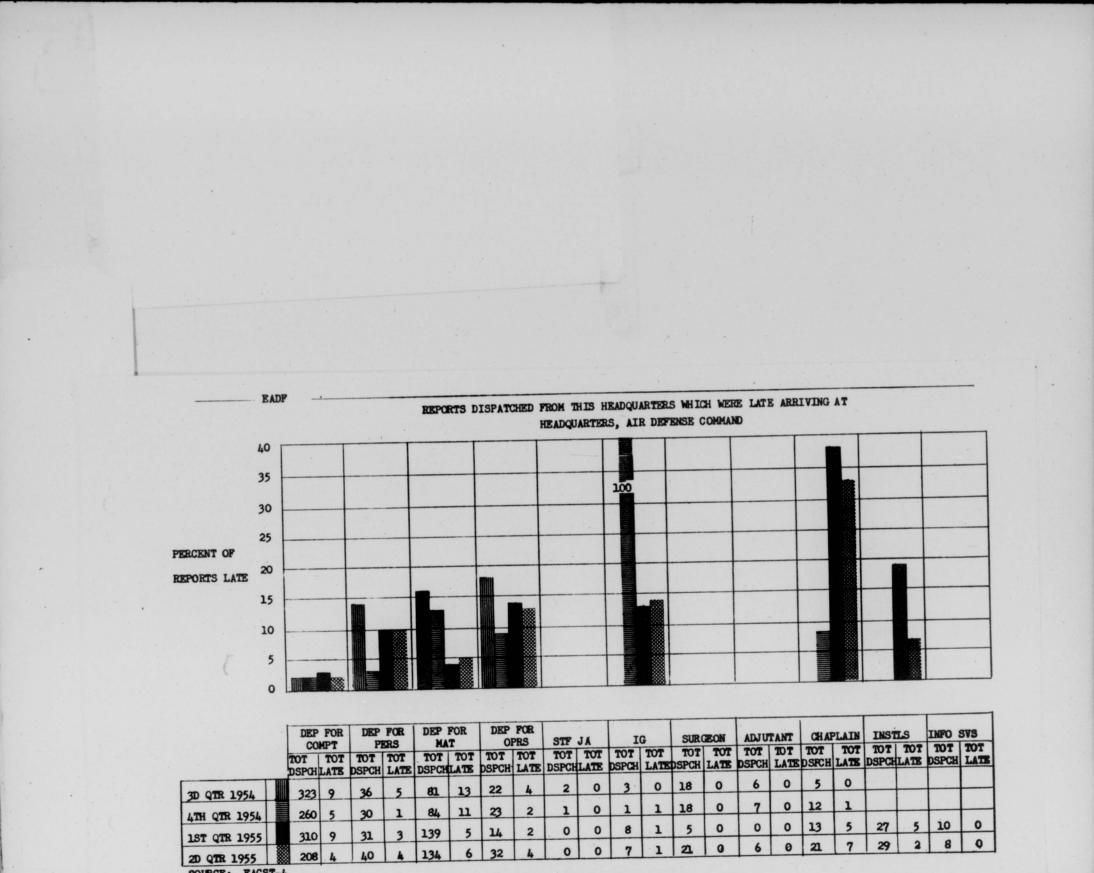
# REPORTS LATE IN ARRIVING AT HEADQUARTERS, AIR DEFENSE COMMAND, DISPATCHED FROM DIVISION HEADQUARTERS OR LOWER

DAILY REPORTS NOT INCLUDED)	26 AD		30 AD		32 AD		35 AD		4713 R.E. (ECM) FLT		42 COMM SQ		579 AF BAND	
	TOTAL	TOTAL	TOT AL DSPCH	TOTAL	TOT AL DSPCH	TOTAL	TOTAL DSPCH	TOTAL LATE	TOT AL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL LATE
3D QTR 1954	417	20	620	42	446	30			9	0	3	0	0	0
4TH QTR 1954	412	24	610	57	418	24			6	1	3	0	0	0
1ST QTR 1955	500	17	794	33	536	38			5	0	0	0	0	0
2D QTR 1955	544	20	1056	29	580	37	275	5	7 to 1st Qt	0	2	0	0	0

and excluded entirely from 1st Qtr 1955 figures.

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SOURCE: BACST-4

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### STATUS OF FI-55 FUNDS PROJECT 458, BASE MAINTENANCE & OPERATIONS

BASE		BUDGET AUTHORIZATION	AMOUNT OBLIGATED	AMOUNT UNOBLIGATED OR OVER-OBLIGLATED**	% OBLIGATED
STEWART (EADF)	2001	\$ 161,116.00	\$ 160,823.00	\$ 293.00	99.8
STEWART	2002	3,912,408.00	3,947,425.00	(35,017.00)	100.9
OTIS	2004	3,455,805.00	3,472,808.00	(17,003.00)	100.5
SELFRIDCE	2005	4,520,167.00	4,530,723.00	(10,556.00)	100.2
NEW CASTLE	2006	2,147,582.00	2,155,734.00	(8,152.00)	100.4
GREATER-PITT	2007	1,185,024.00	1,188,703.00	(3,679.00)	100.3
PRESQUE ISLE	2008	2,646,764.00	2,653,831.00	(7,067.00)	100.3
WURTSMITH	2009.	1,170,099.00	1,174,956.00	(4,857.00)	100.4
O'HARE	2010	2,367,024.00	2,369,091.00	(2,067.00)	100.1
TOUNGSTOWN	2012	912,874.00	913,757.00	(883.00)	100.1
TRUAX	2015	1,759,417.00	1,765,337.00	(5,920.00)	100.3
SUFFOLK	2031	1,366,340.00	1,369,705.00	(3,365.00)	100.2
NIAGARA	2035	1,112,821.00	1,152,301.00	(39,480.00)	103.5
ETHAN ALLEN	2042	1,710,270.00	1,718,837.00	(8,562.00)	100.5
KINROSS	2067	1,292,124.00	1,291,810.00	314.00	99.9
MC CHEE_TY SON	5039	1,328,623.00	1,336,077.00	(7.454.00)	100.6
ALL OTHER*		3,329,491,00	3,305,537.00	23,954.00	99.3
TOTAL		\$34,377,949.00	\$34,507,449.00	\$(129,500.00)	100.4

\*OTHER COMMAND BASES

\*\*PARENTHESIS INDICATE AUTHORIZED OVEROBLIGATION

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STATUS OF	APPROPRIATED	FUNDS	-	CUMULATIVE	FOR	FISCAL	YEAR	1955	

		BUDGET	PEI		BUDGET AUTH OBLIGATED	IORIZ ATION	
	APPROPRIATION PROJECT NUMBER AND IDENTIFICATION	FY 55 DOLLARS	0	25	50	75	100
57X3300	ACQUISITION AND CONSTRUCTION						
311	MASTER PLANNING	89,551.24	Section .				
313	ADVANCE PROJECT PLANNING	. 70,000,00		PS MARK			
321	ACQUISITION AND CONSTRUCTION WITHIN CONTINENTAL USA	1,090,380.00					
	TOTAL 57X3300	1,249,931.24					
5753400	BASE MAINTENANCE AND OPERATIONS						
434.2	PRINTING AND REPRODUCTION	6,000.00			BARE BARE		
458	BASE MAINTENANCE AND OPERATIONS (OPNL SUPPORT)	34.377.949.00			REAL PROPERTY AND	10	0.4
459	MAJOR REPAIR AND MINOR CONSTRUCTION (OPNL SUPPORT)	3,436.812.2					
478	MAINTENANCE AND OPERATIONS (MEDICAL FACIL)	1,475,418.00				10	0.1
479	MAJOR REPAIR AND MINOR CONSTRUCTION (MEDICAL FACIL)	91,177.00					
	TOTAL 5753400	39,387,356.2				10	0.3
5753500	MILITARY PERSONNEL						
531.10	PCS MVS OF INDIVS WITHIN MAJOR AIR CMDS	375,000.0	d and a set				
551	SUBSISTENCE	9,475,000.0	d and a second second				0.00
112	TOTAL 5753500	9,850,000.0	c				
5753700	RESERVE PERSONNEL				-		
521	PAY AND ALLOW OF AF RES COMM OFF ON ACT DUTY TNG		-				
524	PAY AND ALLOW OF AF AMN ON ACT DUTY TNG	300.0	Q				-
525	PAY AND ALLOW OF AF RES COMM OFF INACTIVE DUTY	8,617.0					

AS OF 30 JUNE 1955

SOURCE: AF FORM 410

EADF

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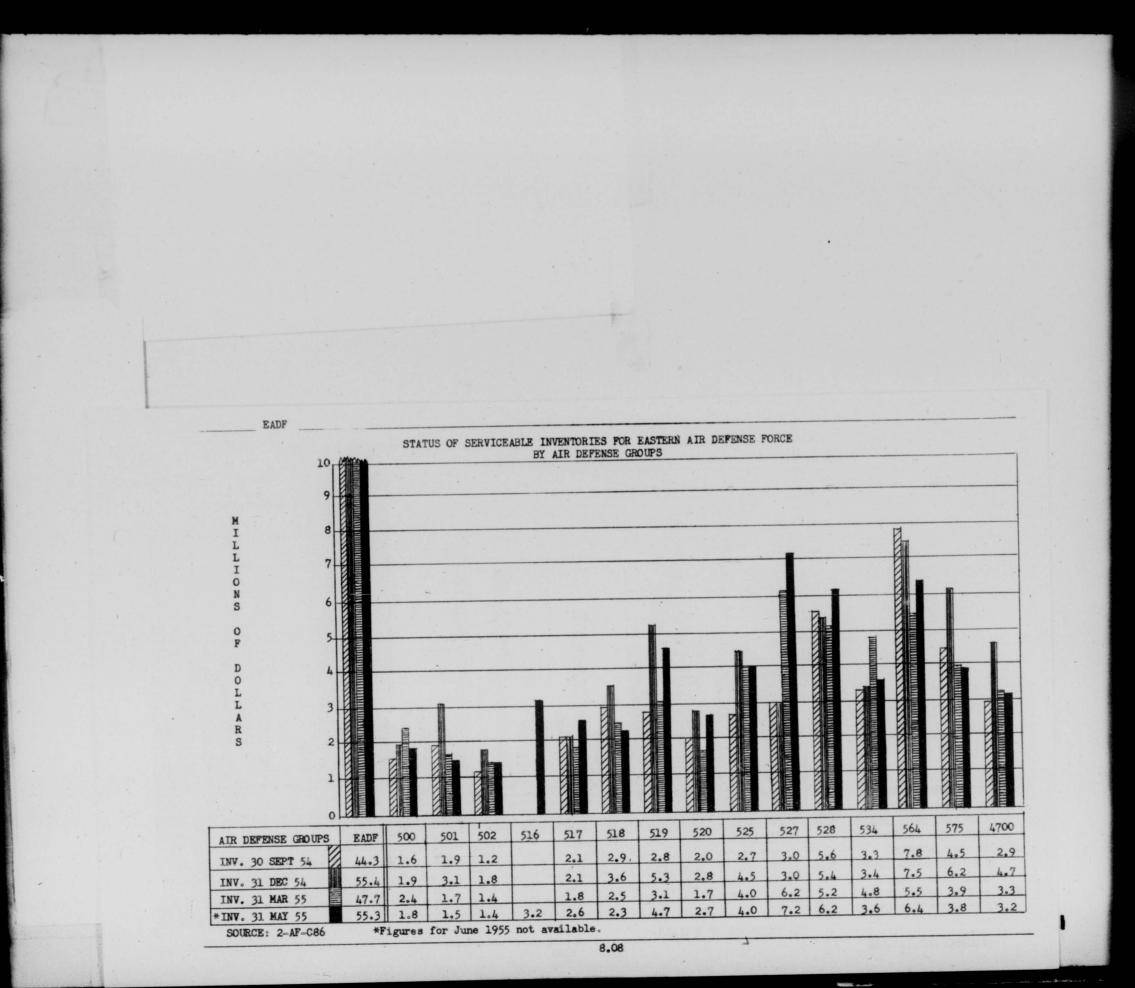
## STATUS OF APPROPRIATED FUNDS - CUMULATIVE FOR FISCAL YEAR 1955

AS	OF	30	JUNE	1955	-	CONTD.
----	----	----	------	------	---	--------

		BUDGET AUTHORIZ ATION	N PER CENT OF BUDGET AUTHORIZATION OBLIGATED							
	APPROPRIATION PROJECT NUMBER AND IDENTIFICATION	FY 55 DOLLARS	0	25	50	75	<u>1</u>			
528	PAY AND ALLOW OF AF AMN INACTIVE DUTY			1						
541	TRAVEL OF AF RES ACT DUTY FOR TNG	380.00								
744	TO TAL 5753700	26,181.00	ACCOUNT AND							
753850	CONTINGENCIES									
721	MISCELLANEOUS CURRENT EXPENSE	2,779.79	- Contraction of the local division of the l							
	TO TAL 5753850	2.779.79	-							
5755371	PREPARATION FOR SALE OR SALVAGE OF MIL PROPTY, AF	19,517.00								
400										
	TOT AL 5755371	19,517.00								
7X0110.00	2 FAMILY HOUSING (DEPARTMENT OF DEFENSE)						and the second			
99-999		138,100.00					-			
	TOTAL 97X0110.002	138,100.00	2							
	GRAND TOTAL	50,673,865.2								
			-							
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			-							
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	*MONT	ILY SERVI	CEABLE	INVENT	ORY IS:					BUAINI	A DELLA	TOBRDE					
PE	R CENT					SECOND	QUART	ER 195	<u> </u>						T		
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		EADF	500ADG	501ADG	502ADG	516ADG	517ADG	518ADG	519ADG	520ADG	525ADG	527100	528AD0	234AUG	304400	2 002	-
(TOTAL SERV ISSUES	1.200	16,238	833	712	953	NA	948	385	2,168	1,167	832	.978	2,291	427	1, 344	2,075	-
		46,317	2,026	1.658	1,552	NA	1,852	2,171	3,176	1,546		5,392	4,926			4,316	3
MAR (AV SERV INVENTORY (\$ OF SERV INVEN ISSUED		35.1%	41.15	42.9%	61.4%	NA	51.2		68.3%			18.1%	46.6%	9.5%		1,301	
(TOTAL SERV ISSUES		16,286	1,842	875	385	711	612	760	1,017	1,408	922	1,811	5.551	4.387	and the second se	3.729	
APR (AV SERV INVENTORY		49,568	2,120		1,506		1,945		3,600	1,803	3,743	27.9%	32.19			34.85	1
(% OF SERV INVEN ISSUED	$\otimes$	32.8%	86.8%	54.9%			31.45		28.2	78.0%	805	1,953	3,001			1,324	
(TOTAL SERV ISSUES		17,330	880	1,319		359		366	4.417	2.340		7.003	_	3,779		3,684	3
MAY (AV SERV INVENTORY	-	53,415	1,855	1,541	1,551	3,164		2,292	27.35	43.18	20.45	27.8%	49.3	25.15	25.5%		2
. (% OF SERV INVEN ISSUED		32.4%	47.45	85.6	35.15	11.30	17.30	12.70	14(020	14704	1	1-11-1-	1 41-11				

SOURCE: RCS:1AF-C86

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EADF

SPECIAL DATA SUMMARY

The EADF Aircraft Accident rate increased from 22 in the previous quarter, to 27 for this quarter. Although slightly higher, this exceptionally low rate continues a favorable trend. The cumulative EADF accident rate for the 1st six months of 1955 was 28 compared with the ADC cumulative rate of 26 for the same period. The Flying Safety Office has attributed this favorable trend to greater pilot skill, experience in flying the new type aircraft, and maintenance personnel learning to keep aircraft in commission and safe with increased knowledge. Total flying hours increased substantially from 77,293 to 104,724. Reference following tabulations and charts on pages 9.02 and 9.04:

Calendar Year		tal Hours Flown	Acciden	t Rate
Quarters	10		28	3
3d, 1954		87,235		2
4th, 1954		70,130		
		77,293	22	
lst, 1955			27	1 .
2d. 1955		104,724		

Analysis of aircraft accidents during Phase of Flight reveals an increase in "Landings" of 2% and decreases of 1% "In Flight" and 6% in "Take Offs." One accident occurred in "Taxiing" and no accidents in "Ground Operations." Reference page 9.03.

Of the major factors involved in aircraft accidents, improvement was reported in "Pilot Error" and "Maintenance Error," while increases were reported in "Materiel Failure" and "Other" causes. "Pilot Error" remains as the greatest of the major factors, accounting for 45% of aircraft accidents followed by "Materiel Failure" which accounted for 38%. No accidents during this quarter were attributed to "Maintenance Error" which continues to remain as a bright spot during the 4 quarters tabulated below. Reference page 9.04.

Quarters:	3d Qtr, 1954	4th Qtr, 1954	<u>1st Qtr, 1955</u> .	<u>2a ytr, 1922</u>
Pilot Error	21	19	53	45
Materiel Failure	58	48	35	38
Other	8	30	12	17
Maintenance Error	1	8	4	0

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SPECIAL DATA SUMMARY

EADF

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#### PROVOST MARSHAL

The decrease in rate for AWOL and military offenses reported for the 1st Quarter calendar year 1955 continued through the 2d Quarter. The rate of military offenses declined during this period to 11.8 from the 14.8 reported for the 1st Quarter. Negligible increases in mandays lost and civil-type offenses occurred. Use of Article 15 and summary courts-martial as disciplinary measures for minor offenses increased during this period. The decrease in number of special and general courts-martialparallels the decrease in major offenses committed during this period. Records indicate a minor decrease in the number of security clearances processed during this period. Reference charts located on pages 9.08 and 9.09.

#### GROUND SAFETY

The number, severity and cost of ground accidents suffered by EADF continues to rise as indicated by the comparison of 1954-1955 statistics shown below:

S	shown below:		1 Jan 54 - 30 June 54	<u>1 Jan 55 - 30 June 55</u>
	Military Injurie	8	312	354
	Military Fatalit	ties	14	14
	Civilian Injury		2.77	2.90
	Govt Veh Acdt		75	103
	Govt Veh Acdt R	ate	1.05	1.43
	Total Cost		642,676	747,640
			18.00	19.33
	Cost Per Capita			

Of the total cost of all ground accidents, \$338,726.00 or approximately 45% was incurred by off-duty, off-base private vehicle accidents. This indicates the need for contined emphasis on education of all personnel in private vehicle operation.

SOURCE :	AF FORM 14
	1 EAMAC-AL

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EADF

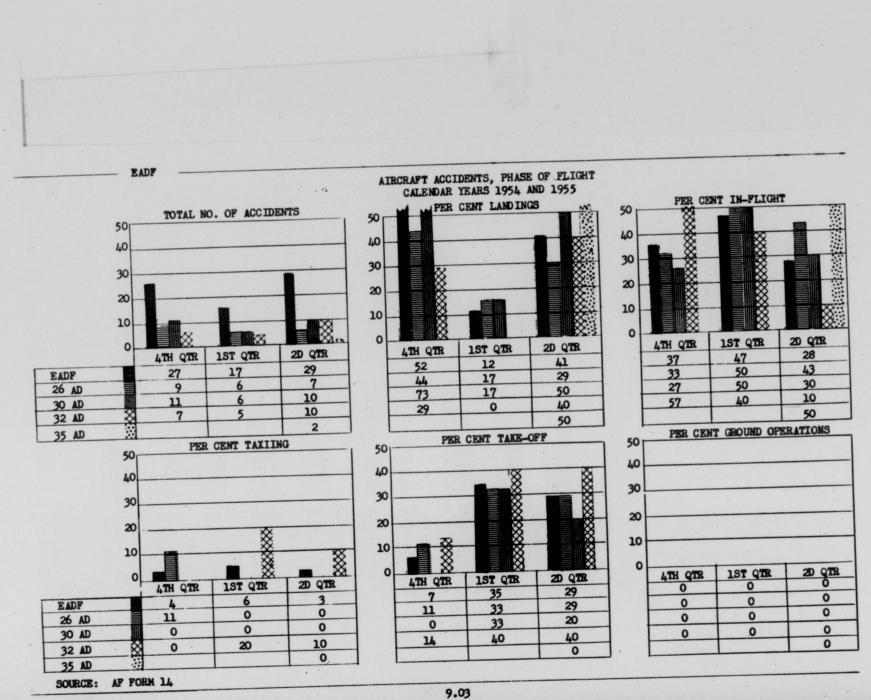
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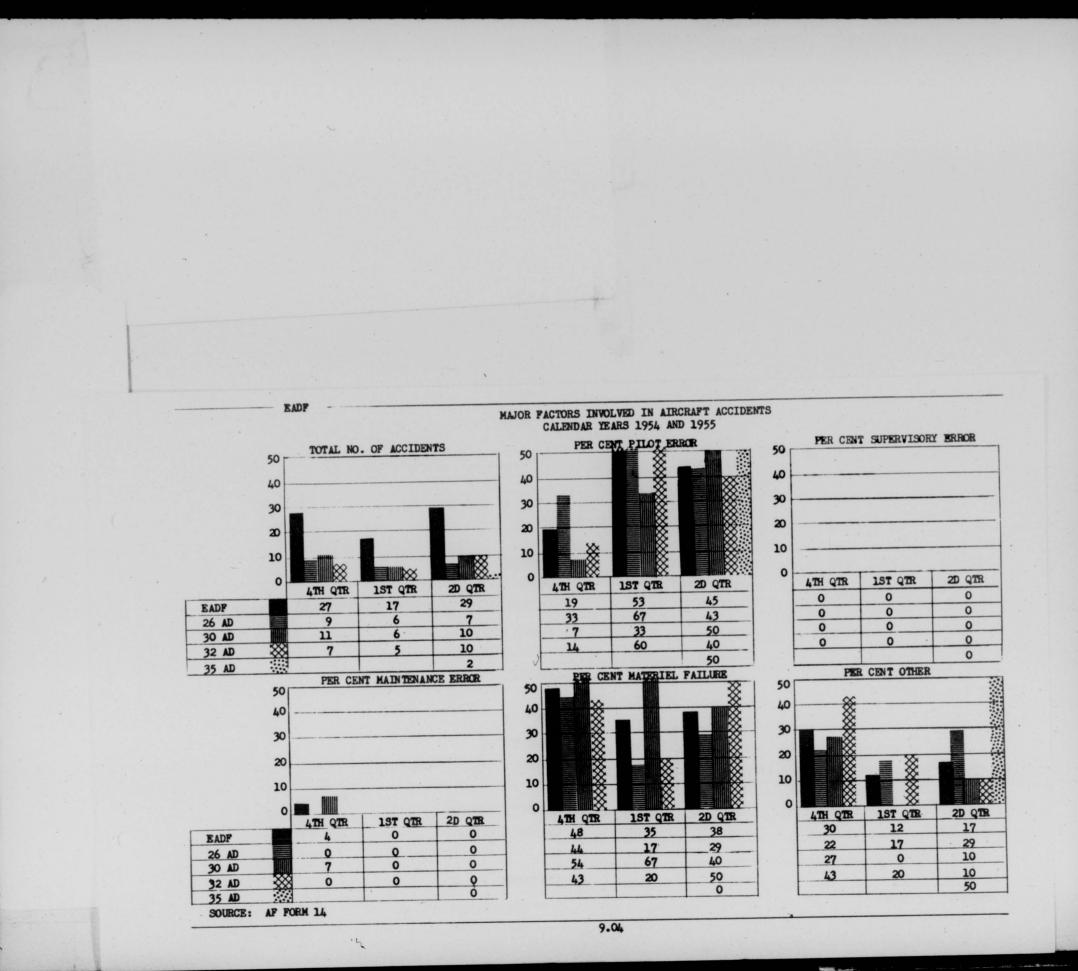
R													
A	60												
T													
E	40				**			*					
		~~~		*		~			*				
	20					***							
	U	EADF	26 AD	30 AD	32 AD	35 AD TOTAL	4706 ADW	4707 ADW	4708 ADW	4709 ADW	4710 ADW	4711 ADW	4713 FLT
1ST QTR		17	6	6	5		. 4	2	2	4	2	2	0
		29	7	10	10	2	5	5	5	5	1	4	0
			27.405		19,421		15,614	9,595	12,668	13,305	13,393	9,022	1,713
					the second s	8283	17,460	12,476	17,427	17,575	13,724	13,884	1825
1ST QTR		22	22	21	26		32	21	16	30	15	22	0
2D QTR	*	27	22	28	37	24	29	40	29	28	7	29	0
	A T E IST QTR 2D QTR 1ST QTR 2D QTR 1ST QTR 1ST QTR	A 60 T E 40 20 0 1ST QTR 2D QTR 1ST QTR 2D QTR 1ST QTR 1ST QTR	A 60 T E 40 20 0 EADF TOTAL 1ST QTR 17 2D QTR 29 1ST QTR 29 1ST QTR 77,293 2D QTR 104,724 1ST QTR 22	A 60 T E 40 20 20 EADF 26 AD TOTAL 1ST QTR 17 6 2D QTR 29 1ST QTR 77,293 27,405 2D QTR 104,724 31,874 1ST QTR 22 22	A 60 T E 40 20 20 20 EADF 26 AD 30 AD TOTAL TOTAL 1ST QTR 17 6 6 2D QTR 29 7 10 1ST QTR 77,293 27,405 28,754 2D QTR 104,724 31,874 35,474 1ST QTR 22 22 21	A 60 T E 40 20 20 20 20 20 20 20 20 20 2	A 60 T E 40 20 20 20 20 20 20 20 20 20 2	A 60 T E 40 20 20 20 20 20 20 20 20 20 2	A 60 T E 40 20 20 20 20 20 EADF 26 AD 30 AD 32 AD 35 AD 4706 4707 TOTAL TOTAL TOTAL TOTAL TOTAL ADW ADW 1ST QTR 17 6 6 5 4 2 2D QTR 29 7 10 10 2 5 5 1ST QTR 77,293 27,405 28,754 19,421 15,614 9,595 2D QTR 104,724 31,874 35,474 27,268 8283 17,460 12,476 1ST QTR 22 22 21 26 32 21	A 60 T E 40 20 20 20 20 20 20 20 20 20 20 20 20 20 20 20 20 26 26 26 26 26 26 26 26 26 26 26 26 26 26 26 26 26 27 107 107 107 107 107 107 10 10 2 25 5 5 157 27, $29710101028$ , $754107470647074708ADW$	A 60 T E 40 26 26 AD 30 AD 32 AD 35 AD 4706 4707 4708 4709 ADW ADW ADW ADW ADW ADW ADW ADW ADW ADW	A 60 T E 40 20 20 EADF 26 AD 30 AD 32 AD 35 AD 4706 EADF 26 AD 30 AD 32 AD 35 AD 4706 TOTAL TOTAL TOTAL TOTAL TOTAL ADW ADW ADW ADW ADW 1ST QTR 17 6 6 5 4 2 2 4 2 20 QTR 29 7 10 10 2 5 5 5 1 1ST QTR 77,293 27,405 28,754 19,421 15,614 9,595 12,668 13,305 13,393 20 QTR 104,724 31,874 35,474 27,268 8283 17,460 12,476 17,427 17,575 13,724 1ST QTR 22 22 21 26 32 21 16 30 15	A 60 T E 40 20 20 20 20 20 20 20 20 20 2

9.02

AIRCRAFT ACCIDENT RATE 1ST & 2D QTR CALENDAR YEAR 1955



Summer of



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SOURCE :	EAPIT-GS
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\*\* INCLUDED WITH 35TH AD

		AVER ACE STRENGTH	COST OF GROUND ACCIDENTS		PER CAPITA COST OF GROUND ACCIDENTS					
	UNIT	(MIL & CIV)	TOTAL	PER CAPITA	)	25	50	75	10	0 1
2	HQ. 26 AD	631	\$ 1,603	\$ 2.54						
6	4709 A DW	5764	26,116	4.53						
A	4710 ADW	4015	80,058	19.94						
D	TOTAL	10,410	107,777	10.35						
2	HQ, 30 AD	563	68,135	121.02					102	U-16
3	4706 ADW	5924	75,414	12.73		-			NORM	Half year \$14.87
A D	4708 ADW	8001	226,872	28.36						
	TOTAL	14,488	370,421	25.57						
	HQ, 32 AD	507	847	1.67	_					
32	4707 A DW	5374	29,070	5.41						ANNUAL
A	4711 A DW	4566	115,699	25.35						NORM \$35.00
D	TOTAL	10,447	145,616	13.94						
3	HQ, 35 AD**									
35	35 AD	3048	119,725	39.28						
A D	TOTAL	3048	119,725	39.28						
	4713 RE FLT	275	4,101	14.91						
	EADF	38,668	747,640	19.33						-

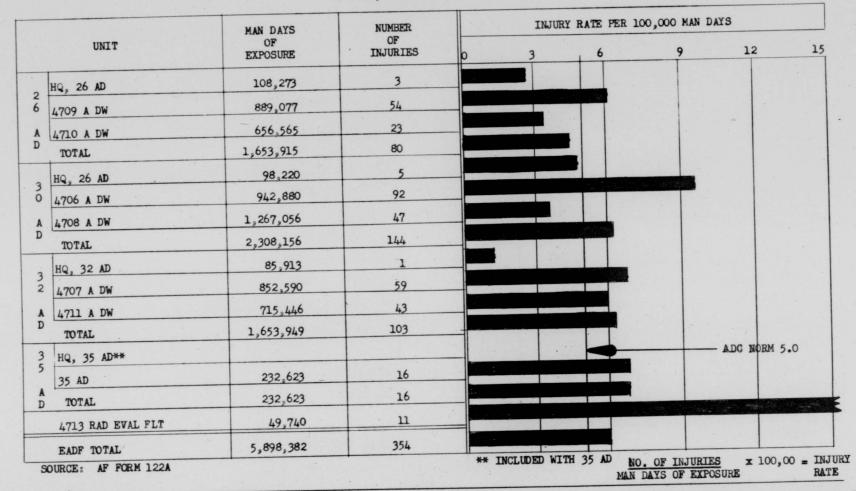
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PER CAPITA COST OF GROUND ACCIDENTS 1 Jan - 30 June 1955

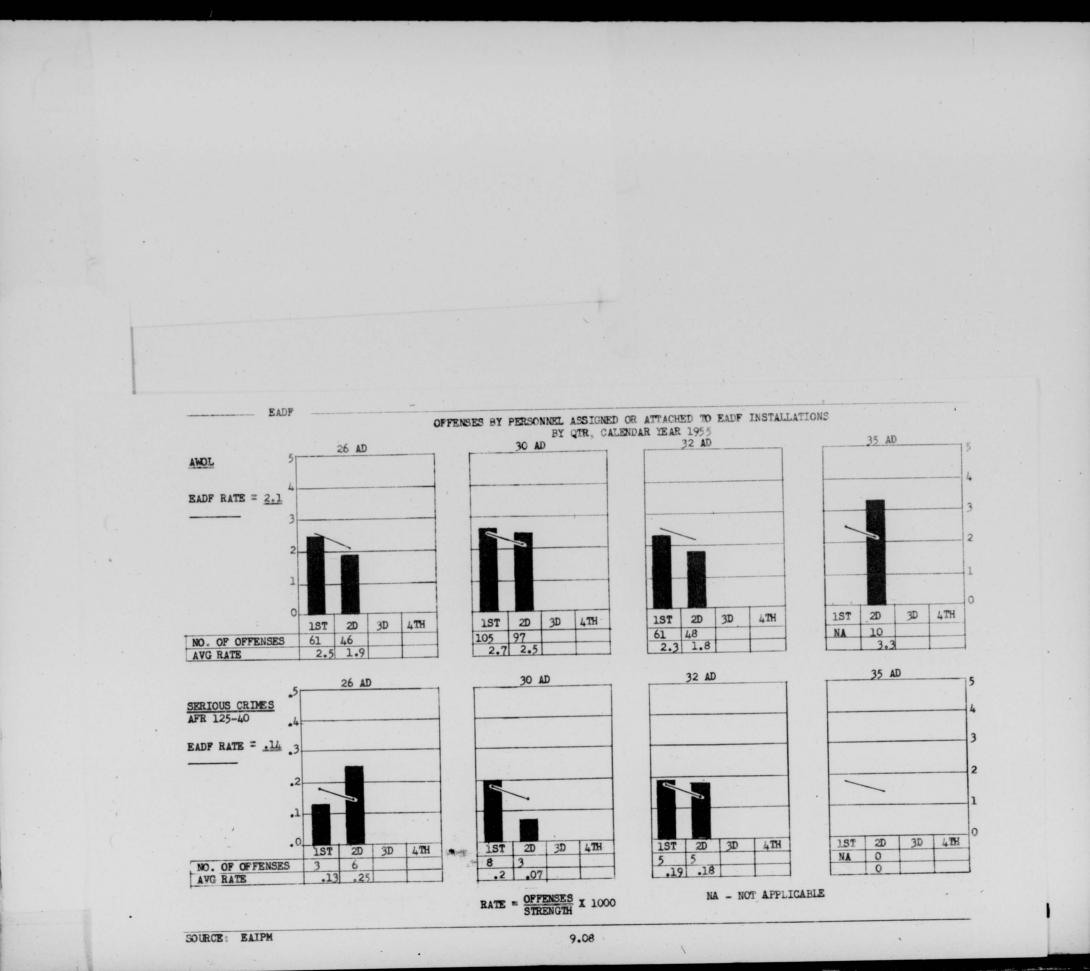
EADF

	EADF						
		BY UN	OTOR VEHICLE ACCIDE	UNE 1955			
_		MILES	NUMBER OF	A	CCIDENT RATE	PER 100,000 1	ILLES
	UNIT	TRAVELED	ACCIDENTS		2	3	4 5
2	HQ, 26 AD	540,096	7				
26	4709 A DW	843,786	12				
A	4710 A DW	574,954	6				
D	TOTAL	1,958,836	25				7.8
3	HQ, 30 AD	89,641	7			ADC NORM 1.0	
0	4706 A DW	1,069,083	17				
A D	4708 A DW	1,316,981	11				
D	TOTAL	2,475,705	35				
	HQ, 32 AD	368,561	6				
	4707 A DW	1,232,958	9				0
	4711 A DW	794,134	25				
	TOTAL	2,395,653	40				
	HQ, 35 AD**			· .			
	35 AD	348,865	3				
	TOTAL	348,865	3				
	4713 RAD EVAL FLT	7,821	0				
	EADF TOTAL	7,186,880	103				

9.06



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## PROVOST MARSHAL ACTIVITIES 2D QTR CALENDAR YEAR 1955

					(1) PERSONS COMMITTING OFFENSES				CORRECTIVE ACTION UNDER				(*) SECURITY CLE ARANCES		
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26 AD	NUMBER	46	40	488	6	328	2	50	121	40	22	2	614	317	474
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30 AD	NUMBER	97	103	956	3	324	5	71	304	138	28	3	977	1446	913
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32 AD	NUMBER	48	45	512	5	467	7	60	225	78	25		627	612	423
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HEADQUARTERS EASTERN AIR DEFENSE FORCE STEWART AIR FORCE BASE NEWBURGH, NEW YORK

EASTERN AIR DEFENSE FORCE WAR CAPABILITIES PLAN 55-1 (SHORT TITLE: EADFWCP 55-1)

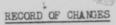
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1 APRIL 1955



EASTERN AIR DEFENSE FORCE WAR CAPABILITIES PLAN 55-1

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HEADQUARTERS EASTERN AIR DEFENSE FORCE STEWART AIR FORCE BASE NEWBURGH, NEW YORK

Record Changes Immediately Upon Receipt

CHANGE NO.	DATE ENTERED	ENTERED BY
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HEADQUARTERS EASTERN AIR DEFENSE FORCE Stewart Air Force Base Newburgh, New York

#### FOREWORD

1. (Confidential) The purpose of this plan is to specify actions to be taken on D-Day and subsequent to D-Day which will assure the Commander, Eastern Air Defense Force, maximum war capabilities of assigned, supporting and augmenting forces.

2. (Unclassified) The Long Title of this plan is Eastern Air Defense Force War Capabilities Plan 55-1 and is unclassified. The Short Title, unclassified, is EADFWCP 55-1. The over-all classification of the plan is Secret. It will be handled and transmitted in accordance with the provisions of AFR 205-1.

3. (Unclassified) This plan supersedes the Eastern Air Defense Force Emergency War-Mobilization Plan 1-53 which will be removed from the files and destroyed in accordance with AFR 205-1. A certificate of destruction will not be required by this headquarters.

4. (Unclassified) This plan has been prepared in support of ADC Capabilities Mobilization Plan 1-54. It is provided for training and planning purposes and will be implemented when so directed by the Commander, Eastern Air Defense Force.

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5. (Unclassified) It is contemplated that this document will be revised subsequent to receipt of ADC Capabilities Mobilization Plan 55-1.

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## EASTERN AIR DEFENSE FORCE

## WAR CAPABILITIES PLAN 55-1

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EASTERN AIR DEFENSE FORCE WAR CAPABILITIES PLAN 55-1 HEADQUARTERS EASTERN AIR DEFENSE FORCE STEWART AIR FORCE BASE NEWBURGH, NEW YORK 1 April 1955

Maj Gen M. R. Nelson

Brig Gen J. B. Cary

### CHART AND MAP REFERENCES

As required

#### TASK ORGANIZATION

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Eastern Air Defense Force

- a. Air Divisions
  - (1) 26th Air Division (Defense) Brig Gen J. W. McCauley
     (2) 30th Air Division (Defense) Brig Gen E. L. Tucker
     (3) 32d Air Division (Defense) Col R. S. Israel
    - (4) 35th Air Division (Defense)

1. GENERAL SITUATION. (Secret) The Soviet Union is considered to have sufficient military force and economic potential to conduct a major war now. In the belief that their objectives cannot be fully obtained without a major war with the Western powers, the Soviet rulers may deliberately provoke war when, in their opinion, the relative strength of the Soviet Union is at its maximum. It is estimated that a critical period exists now and will continue to exist until allied military power is sufficient to counter that of the Communist Bloc. If the Soviet rulers resort to a general war, it is expected that they will attempt a speedy neutralization of U. S. offensive power by a crippling air attack upon the United States. In the event of such an attack, the assigned air defense forces will be augmented and assisted by certain forces and facilities in the United States possessing an air defense capability. This will include: augmentation fighter aircraft and radar facilities allocated from Air Training Command, Tactical Air Command, Strategic Air Command, Air Research and Development Command, and Air Proving Ground Command; Air National Guard fighter aircraft and radar facilities; Naval fighter aircraft and radar facilities; Air Force Reserve fighter aircraft; antiaircraft forces of the Army Antiaircraft Command, National Guard, U.S. Navy and Marine Corps. Related functions such as security control of friendly air traffic for air defense purposes; the control of electromagnetic radiations emanating from civil radio facilities, and civil defense activities will be accomplished by the Civil Aeronautics Administration, the Federal Communications Commission and State Civil Defense agencies.

a. <u>Enemy Forces</u>. (Secret) For detailed intelligence estimates, air divisions (defense) will refer to Annex A, ADCCMP 1-54; air defense wings will refer to Annex A, ADC Operations Order 3-54, dated 1 April 1954. Other EADF subordinate units will refer to ADC Manual 200-1, dated March 1954. Other commands will refer to command intelligence estimates as appropriate. Enemy forces with which encounters can be expected are:

- (1) Strategic bombardment and reconnaissance aircraft.
- (2) Soviet and Communist-inspired subversive and sabotage elements.
- (3) Airborne elements.

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- (4) Submarine launched weapons.
- (5) Psychological warfare elements.

#### b. Friendly Forces.

- (1) (Unclassified) RCAF Air Defence Command, through Commanders of the 1st, 2d and 3d Air Defence Sectors, will coordinate Canadian Air Defence operations in areas adjacent to EADF with Commanders of the 30th and 32d Air Divisions. This includes coordination of antiaircraft operations of the Royal Canadian Army Anti-Aircraft Command.
- (2) (Confidential) The Commander, Northeast Air Command will provide forces for the defense of the Northeastern air approaches to the U. S. and will furnish early warning information to the Eastern Air Defense Force by liaison or lateral lines of communications and/or through RCAF/ADC Combat Operations Center.
- (3) (Confidential) The Commander, Alaskan Air Command will provide forces for the defense of the Northwestern air approaches to the United States and will furnish early warning information to the Eastern Air Defense Force through Air Defense Command lines of communications.
- (4) (Unclassified) The Commander, Western Air Defense Force and Central Air Defense Force will conduct the air defense of their respective regions and will furnish air defense information of concern to Eastern Air Defense Force through normal operational and intelligence channels.

#### c. Assumptions.

- (1) (Secret) M-Day and D-Day will occur simultaneously.
- (2) (Secret) The forces available for air defense of the Eastern Air Defense Force region will permit only the air defense of vital installations and critical areas.
- (3) (Secret) Population, industrial, governmental, and other strategic targets in the Eastern Air Defense Force region will be high on the Soviet list of priority targets.
- (4) (Secret) Russia will launch atomic, biological and/or chemical attacks against the Eastern Air Defense Force region with little or no warning.
- (5) (Secret) The frequency of enemy air attacks will be as follows:

D-Day to D/20 days - frequent and heavy

D/20 to D/90 days - frequent

After D/90 days - sporadic

(6) (Secret) The Soviets will fully utilize their capability for subversive and sabotage activity, to include clandestine means of delivery for atomic, biological and/or chemical weapons.

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- (7) (Secret) Except for commando-type raids, there will be no enemy ground action against the Eastern Air Defense Force region.
- (8) (Secret) Enemy naval action will be limited to submarine attacks on coastal sea communications and harbors.
- 2. MISSION. Eastern Air Defense Force will:

a. (Unclassified) Conduct the air defense of its region, to include coastal areas to the limit of radar surveillance and controlled fighter-interceptor capabilities.

b. (Unclassified) Exercise operational control over antiaircraft defenses of the Army Antiaircraft Command, located in the Eastern Air Defense Force region, on the basis of mutually approved agreements.

c. (Secret). Compile a list of all available electronic countermeasures units and/or equipment within the EADF region as provided for in Appendix 3 to Annex G, Electronic Countermeasures, JDP-NEUS 1-52, and negotiate agreements with the owning agencies for operational control of such facilities by the air defense system. Upon consummation of such agreements, EADF will prepare an Electronic Warfare Annex to this plan in accordance with ADCR 101-2, Electronic Warfare Policy (Secret).

d. (Unclassified) Coordinate with Eastern Sea Frontier for operational control of U. S. Navy forces made available for air defense. This includes any Naval capability to extend radar coverage seaward.

e. (Unclassified) Collaborate with appropriate USAF, U. S. Army and U. S. Navy Commanders as required by paragraph 8 of the Basic Defense Plan for Continental United States, for the formulation of adequate plans for the defense of the Northeastern and Northcentral United States.

f. (Unclassified) Maintain appropriate communications with the Northeast Air Command for operational coordination and exchange of air defense information.

g. (Unclassified) Prepare for the assumption of operational control and emergency integration and utilization of all available forces and facilities having an air defense capability to detect, intercept and/or destroy enemy aircraft and missiles penetrating the limits of the Eastern Air Defense Force region. This will include provisions for emergency air defense participation of facilities and forces from the U.S. Navy, Strategic Air Command, Tactical Air Command, Air Training Command, Air Research and Development Command, Air Proving Ground Command, Air Force Reserve and the Air National Guard.

h. (Unclassified) Assist Continental Air Command in the protection of coastal areas of the Eastern Air Defense Force region against seaborne attack.

i. (Unclassified) Participate in antisubmarine warfare operations as specified in Annex A, Appendix 6 of this plan.

3. TASKS FOR SUBORDINATE UNITS:

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a. Commander, 26th Air Division (Defense) will:

 (Unclassified) Conduct the air defense of the 26th Air Division sector, specified in EADER 23-3, to include

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EADFWCP 55-1 1 Apr 55 Atlantic coastal areas to the limits of radar surveillance and controlled fighter-interceptor capabilities.

- (2) (Unclassified) Utilize Naval picket forces on station in the 26th Air Division sector in accordance with Appendix 3 to Annex E of this plan and EADFR 55-27.
- (3) (Unclassified) Participate in the protection of coastal areas of the United States against seaborne attack as directed by this headquarters.
- (4) (Unclassified) Participate in disaster relief and domestic emergencies in accordance with plans formulated by Commander, lst Air Force, and consistent with the accomplishment of the primary mission.

## b. Commander, 30th Air Division (Defense) will:

- (Unclassified) Conduct the air defense of the 30th Air Division sector, specified in EADFR 23-4.
- (2) Coordinate with the Commander of the 3d Canadian Air Defence Sector to:
  - (a) (Secret) Develop mutually acceptable procedures for rapidly passing cross border overfly control of fighters flying over the other country during an actual air defense or practice interception.
  - (b) (Unclassified) Expedite passing of early warning information on aircraft on a penetration track toward the 3d Canadian Air Defence Sector.
  - (c) (Confidential) Accomplish over-all coordination of air defense operations of the 3d Canadian Air Defence Control Center with actions of the 30th Air Division. This includes operations of antiaircraft troops of the Royal Canadian Artillery Anti-aircraft Command located at Sault Ste Marie.
- (3) (Unclassified) Participate in disaster relief and domestic emergencies in accordance with plans formulated by Commander, l0th Air Force, consistent with accomplishment of the primary mission.

## c. Commander, 32d Air Division (Defense) will:

- (Unclassified) Conduct the air defense of the 32d Air Division sector, specified in EADFR 23-5.
- (2) (Unclassified) Coordinate with Commanders of the 1st, 2d and 3d Canadian Air Defence Sectors to:
  - (a) (Secret) Develop mutually acceptable procedures for rapidly passing cross border overfly control of fighters flying over the other country during an actual air defense or practice interception.
  - (b) (Unclassified) Expedite passing of early warning information on aircraft on a penetration track toward the lst, 2d and 3d Canadian Air Defence sectors.

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- (c) (Unclassified) Accomplish over-all coordination of air defense operations of the 1st, 2d and 3d Canadian Air Defence Control Centers with actions of the 32d Air Division.
- (3) (Unclassified) Utilize Naval picket forces on station in the 32d Air Division sector in accordance with Appendix 3 to Annex E of this plan and KADFR 55-27.
- (4) (Unclassified) Be prepared to participate in protection of coastal areas of the United States against seaborne attack as directed by this headquarters.
- (5) (Unclassified) Participate in disaster relief and domestic emergencies in accordance with plans formulated by Commander, lst Air Force, consistent with the accomplishment of the primary mission.
- (6) (Secret) Be prepared to assume alternate command post responsibilities as provided for in EADF Operations Plan 5-54.
- d. Commander, 35th Air Division (Defense) will:
  - (Unclassified) Conduct the air defense of the 35th Air Division sector, specified in EADFR 23-1, to include Atlantic and Gulf of Mexico coastal areas to the limits of radar surveillance and controlled fighter-interceptor capabilities.
  - (2) (Unclassified) Participate in the protection of coastal areas of the United States against seaborne attack as directed by this headquarters.
  - (3) (Unclassified) Participate in disaster relief and domestic emergencies in accordance with plans formulated by Commander, lith Air Force, and consistent with the accomplishment of the primary mission.
- x. All Air Division Commanders wills

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- (Unclassified) Exercise operational control over Army Antiaircraft Command forces located in their respective sectors in accordance with the provisions of ADCR 55-1 and EADF SOP 355-1.
- (2) (Unclassified) Exercise operational control over U. S. Navy forces or facilities made available for air defense under the provisions of the "Joint Agreement for the Air Defense of the Eastern and Central United States", dated 10 June 1953.
- (3) (Unclassified) Exercise operational control over forces or facilities of other USAF major commands made available for air defense as specified in Annex B, Appendix 1 and 2.
- (Unclassified) Prepare Electronic Warfare plans in support of the Electronic Warfare annex to this plan when published. (Reference paragraph 2c above)
- (5) (Confidential) Support the movement of Strategic Air Command, Tactical Air Command and Military Air Transport Service aircraft engaged in emergency operations, as directed by this headquarters.

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- (6) (Confidential) 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.
- (Unclassified) Participate in the USAF collateral mission of antisubmarine warfare, as directed by this headquarters. See Annex A, Appendix 6 for details.
- (8) (Unclassified) Be prepared to implement plans for the security control of air traffic and control of air navigational aids.
- (9) (Unclassified) Coordinate with, advise and assist appropriate Regional, State, and Municipal Civil Defense Agencies in air defense matters.
- (10) (Unclassified) Be prepared to implement plans for the control of electromagnetic radiations.
- (11) (Unclassified) Disseminate air defense warnings to Military Air Defense Warning key points within their sectors and to the Federal Civil Defense Administration liaison officer or his representative on duty in the Air Defense Control Center.
- (12) (Unclassified) Provide fully trained and equipped units for overseas deployment as directed.
- (13) (Unclassified) Provide trained individual replacements as directed.
- (14) (Unclassified) Provide for the internal security and local ground defense of their respective installations.
- (15) (Unclassified) Conduct psychological warfare operations against hostile air attacks as directed.
- (16) (Unclassified) Take necessary measures to insure that all personnel are trained in the defense procedures necessary to minimize covert or overt attacks in which biological and chemical weapons are employed.
- (17) (Unclassified) Prepare detailed operations plans in support of this plan, extracting portions of this general plan as appropriate. Copies of Air Division plans will be furnished to Headquarters, Eastern Air Defense Force.
- 4. ADMINISTRATIVE AND LOGISTICAL MATTERS. (See Annex F)
- 5. COMMAND AND SIGNAL MATTERS.
  - a. Command.

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- (Unclassified) The Commander, Eastern Air Defense Force, will exercise:
  - (a) (Unclassified) Normal command over all assigned forces.
  - (b) (Unclassified) Operational control in accordance with mutually approved agreements over forces of the Army Antiaircraft Command located in the Eastern Air Defense Force Region.
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- (c) (Unclassified) Operational control over forces of other USAF Major Commands and U.S. Navy forces made available for participation in air defense of the Eastern Air Defense Force region.

(2) (Unclassified) For Organization of the Eastern Air Defense Force, refer to Annex A, Appendix 7.

(3) Command Posts

Headquarters Eastern Air Defense Force Stewart Air Force Base Newburgh, New York

Headquarters 35th Air Division (Defense) Dobbins Air Force Base Marietta, Georgia

Headquarters 32d Air Division (Defense) Syracuse AF Station Syracuse 6, New York

Headquarters 30th Air Division (Defense) Willow Run AF Station Belleville, Michigan

Headquarters 26th Air Division (Defense) Roslyn AF Station Roslyn, New York

b. Communications. Communications will be in accordance with Annex G to this plan.  $^{\circ}$ 

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## Alternates (Secret)

Headquarters 32d Air Division (Defense) Syracuse AF Station Syracuse 6, New York

663d AC&W Squadron Lake City AF Station Tennessee

656th AC&W Squadron (P-50) Saratoga Springs AF Station Saratoga Springs New York

661st AC&W Squadron (P-20) Selfridge Air Force Base Michigan

646th AC&W Squadron (P-9) Highlands AF Station Highlands, New Jersey

#### NELSON MAJ GEN

## ANNEX A - CONCEPT OF OPERATIONS

Appendix 1 - Antiaircraft Forces of the Army Antiaircraft Command, National Guard, U.S. Navy and Marine Corps

- 2 Air Defense Warning Systems

3 - Security Control of Air Traffic and Electromagnetic Radiations (SCATER)

4 - Control of Electromagnetic Radiations (CONELRAD)

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5 - Weather

6 - Antisubmarine Warfare

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- (c) (Unclassified) Operational control over forces of other USAF Major Commands and U.S. Navy forces made available for participation in air defense of the Eastern Air Defense Force region.
- (2) (Unclassified) For Organization of the Eastern Air Defense Force, refer to Annex A, Appendix 7.

#### (3) Command Posts

#### Alternates (Secret)

Headquarters Eastern Air Defense Force Stewart Air Force Base Newburgh, New York

Headquarters 35th Air Division (Defense) Dobbins Air Force Base Marietta, Georgia

Headquarters 32d Air Division (Defense) Syracuse AF Station Syracuse 6, New York

Headquarters 30th Air Division (Defense) Willow Run AF Station Belleville, Michigan

Headquarters 26th Air Division (Defense) Roslyn AF Station Roslyn, New York Headquarters 32d Air Division (Defense) Syracuse AF Station Syracuse 6, New York

663d AC&W Squadron Lake City AF Station Tennessee

656th AC&W Squadron (P-50) Saratoga Springs AF Station Saratoga Springs New York

661st AC&W Squadron (P-20) Selfridge Air Force Base Michigan

646th AC&W Squadron (P-9) Highlands AF Station Highlands, New Jersey

b. <u>Communications</u>. Communications will be in accordance with Annex G to this plan.

#### NELSON MAJ GEN

#### ANNEX A - CONCEPT OF OPERATIONS

Appendix 1 - Antiaircraft Forces of the Army Antiaircraft Command, National Guard, U.S. Navy and Marine Corps

- 2 Air Defense Warning Systems
- 3 Security Control of Air Traffic and Electromagnetic Radiations (SCATER)
- 4 Control of Electromagnetic Radiations (CONELRAD)

7

5 - Weather

6 - Antisubmarine Warfare

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Appendix 7 - Organization

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- Tab 2 Units Programmed for Overseas Deployment
- Tab 3 Chart Air Division (Defense) Boundaries

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  - 2 Augmentation Fighter Forces Which Will be Deployed Within the EADF Region Provided Sufficient Warning Has Been Received
  - 3 Augmentation Radar Facilities
- ANNEX C AIR NATIONAL GUARD
  - Appendix 1 Mobilization Assignments for Air National Guard Fighter Units
    - 2 Mobilization Assignments for Air National Guard Tactical Control Units
    - 3 Air National Guard Weather Flights
    - Tab 1 Chart Air National Guard Fighter Unit Locations

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2 - Naval and Marine Radar

3 - Naval Picket Vessels

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- 3 Comptroller
- 4 Chaplain Services
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Eastern Sea Frontier	1		
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Western Air Defense Force	1		
Central Air Defense Force	1		
First Air Force	1		
Tenth Air Force	1		
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Headquarters USAF	41		

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#### ANNEX A

## TO EADF WAR CAPABILITIES PLAN 55-1

### CONCEPT OF OPERATIONS

Appendix 1 - Antiaircraft Forces of the Army Antiaircraft Command, National Guard, U.S. Navy and Marine Corps Appendix 2 - Air Defense Warning Systems Appendix 3 - Security Control of Air Traffic and Electromagnetic Radiations (SCATER) Appendix 4 - Control of Electromagnetic Radiations (CONELRAD) Appendix 5 - Weather

Appendix 6 - Antisubmarine Warfare

Appendix 7 - Organization

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Tab 1 - Chart - Organization of Eastern Air Defense Force

Tab 2 - Units Programmed for Overseas Deployment

Tab 3 - Chart - Air Division (Defense) Boundaries

ANNEX A EADFWCP 55-1 1 Apr 55

## ANNEX A

#### TO

# EADF WAR CAPABILITIES PLAN 55-1

## CONCEPT OF OPERATIONS

1. (Unclassified) Eastern Air Defense Force will increase the state of

1. (UNCLASSIFIED) pastern AIT beforse force will increase the state of preparedness of assigned forces and employ them as the tactical situation dictates to provide maximum air defense of the EADF region.

2. (Secret) During the initial attack phase, in view of the enemy's assumed capability to attack targets in the Eastern Air Defense Force region simultaneously from all directions at any time, a hostile aircraft or missile identified in any sector will act as an alert for the entire Eastern Air Defense Force region. Conditions of air defense warning, the circumstances under which these warnings will be initiated, the procedures for notifying appropriate agencies, and actions to be taken in accordance with the existing warning condition will be as outlined in ADCR 55-39.

3. (Secret) The fighter-interceptor will be the basic combat force for air defense of the Eastern Air Defense Force region. Antiaircraft artillery weapons will be simultaneously employed for additional defense of designated targets. Operational control of AAA units is exercised of designated targets. Operational control of AAA units is exercised through the Air Defense Direction Center (ADDC) and the AAA Operations

Center (AAAOC) of the appropriate AAA defense commander.

4. (Secret) Electronic warfare techniques will be employed to the maximum practicable extent. This will include: denying enemy aircraft effective use of their communications and electronics facilities and equipment; denying the enemy the opportunity of obtaining advantage from or interfering with friendly communications electronics operations; utilizing techniques for confusing the enemy as to the true nature of

friendly operations.

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5. (Secret) The EADF concept for commitment of forces is that intercepts of hostile aircraft will be made with sufficient interceptors to insure a reasonable probability of destruction of all the hostile aircraft. This concept will be adhered to regardless of the fact that it may utilize all available interceptors leaving little or no forces to meet subsequent

6. (Unclassified) Air Reserve Force units (ANG and AFRes) possessing an air defense capability and having mobilization assignments to Eastern attacks. Air Defense Force will be utilized to augment established air defense forces on D-Day. Initial utilization of Air Reserve Force units will be in place at present stations. Subsequent redeployment will be accomplished if required by the tactical situations. Further details concerning Air Reserve Force units are contained in Annexes C and D.

7. (Unclassified) Forces of the Army, Navy, and other USAF Major Commands, possessing an air defense capability and made available for emergency participation in air defense will be utilized, in accordance with existing agreements, to augment the Eastern Air Defense Force to

the maximum extent practicable.

8. (Secret) Air defense operations of the U.S. and Canada will be coordinated to the maximum extent possible. Unknown aircraft will be intercepted for identification purposes by the air defense forces of either

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## ANNEX A

#### TO

### EADF WAR CAPABILITIES PLAN 55-1

## CONCEPT OF OPERATIONS .

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7. (Unclassified) Forces of the Army, Navy, and other USAF Major Commands, possessing an air defense capability and made available for emergency participation in air defense will be utilized, in accordance with existing agreements, to augment the Eastern Air Defense Force to the maximum extent practicable.

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8. (Secret) Air defense operations of the U.S. and Canada will be coordinated to the maximum extent possible. Unknown aircraft will be intercepted for identification purposes by the air defense forces of either

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(Secret) Canada or the U. S. over the sovereign territory of the other. Air Defense operations will be conducted in accordance with the operational plans and orders of the RCAF Air Defence Command and the USAF Air Defense Command and will be coordinated at the RCAF Air Defence Control Center -USAF Air Defense Division level through liaison and coordinated communications. Operational control of RCAF Air Defence forces will pass to USAF Air Defense Divisions, and operational control of the USAF Air Defense Forces will pass to RCAF Air Defence Control Centers as required. The passing of operational control will be dependent upon the capabilities of the direction centers, the relative position of hostile aircraft with respect to the Canadian-U.S. boundary and availability of fighter-intercentor forces.

9. (Unclassified) The aircraft control and warning system will control and coordinate the activities of fighter aviation, antiaircraft and other forces for air defense. The information gathered by the aircraft control and warning system will permit the employment of forces to counter the enemy air attack; permit the alerting of other forces; provide information for the issuance of air defense warnings, and allow the execution of other defense measures for countering enemy air attacks.

10. (Unclassified) The Ground Observer Corps augments and is an integral part of the aircraft control and warning system. The Ground Observer Corps supplements the radar coverage of the primary system by providing low altitude visual and aural surveillance. On D-Day 18 Air Defense Filter Centers will be operating twenty-four hours a day with an estimated 605 Ground Observer Posts on full-time operations, and 1403 Ground Observer Posts operating on a part-time basis, within the Eastern Air Defense Force region.

11. (Unclassified) Weather support for the Eastern Air Defense Force will be furnished by the 12th Weather Squadron. Details are contained in Appendix 5 of this annex.

12. (Unclassified) The air defense system will provide air defense warnings to military air defense key points and other Federal Civil Defense Administration liaison officers, or their duly authorized representatives, for transmission to civil air defense warning key points. Details are contained in Appendix 2 of this annex.

13. (Unclassified) Control of illumination and public air raid warning other than at military installations will be a function of the Federal Civil Defense Administration or other appropriate government agencies. Available intelligence and combat information on which the operation of these functions depend will be provided by Eastern Air Defense Force facilities through appropriate communication channels.

14. (Unclassified) Security control of air traffic will be in accordance with the "Plan for Security Control of Air Traffic During a Military Emergency".

15. (Unclassified) Close military-civil coordination will be necessary for the control of electromagnetic radiations capable of aiding the enemy.

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16. (Unclassified) The responsibility rests with each individual aircraft pilot or formation commander to comply with established

ANNEX A EADFWCP 55-1 1 Apr 55 (Unclassified) procedures which are used by the air defense system to determine his identification. The AC&W system has the responsibility for identification of the aircraft or formation.

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APPENDIX 1 - ANTIAIRCRAFT FORCES OF THE ARMY ANTIAIRCRAFT COMMAND, NATIONAL GUARD, U.S. NAVY AND MARINE CORPS

- 2 AIR DEFENSE WARNING SYSTEM
- 3 SECURITY CONTROL OF AIR TRAFFIC AND ELECTROMAGNETIC RADIATIONS (SCATER)
- 4 CONTROL OF ELECTROMAGNETIC RADIATIONS (CONELRAD)
- 5 WEATHER
- 6 ANTISUBMARINE WARFARE
- 7 ORGANIZATION
- TAB 1 Chart Organization of Eastern Air Defense Force

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- 2 Units Programmed for Overseas Deployment
- 3 Chart Air Division (Defense) Boundaries

OFFICIAL:

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ARTHUR C. AGAN, JR. Colonel, USAF

Deputy for Operati

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APPENDIX 1

## TO ANNEX A

## TO

## EADF WAR CAPABILITIES PLAN 55-1

### ANTIAIRCRAFT FORCES OF THE ARMY ANTIAIRCRAFT COMMAND, NATIONAL GUARD, U.S. NAVY AND MARINE CORPS

(Confidential) Critical areas of the Eastern Region of the United States will be provided antiaircraft defense by units of the Eastern Army Antiaircraft Command. Antiaircraft fire of naval vessels and naval shore-based antiaircraft weapons will be integrated with established Army Antiaircraft defenses.

(Unclassified) In a military emergency, National Guard Antiaircraft Forces will be ordered into active military service and function under the supervision of the Army Antiaircraft Command.

(Unclassified) Operational control of AAA units is exercised through the Air Defense Direction Center (ADDC) and the AAA Operations Center (AAAOC) of the appropriate AAA Defense Commander.

(Unclassified) For details concerning Air Defense participation of antiaircraft forces of the Army, National Guard, Navy and Marine Corps, refer to Headquarters Eastern Army Antiaircraft Command Operation Plan for Antiaircraft Defense of the Eastern Region of the United States, dated 15 January 1955.

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#### CONFIDENTIAL

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#### EADF WAR CAPABILITIES PLAN 55-1

#### AIR DEFENSE WARNING SYSTEMS

1. <u>GENERAL SITUATION</u>. (Unclassified) Upon receipt of information regarding enemy force penetration toward the EADF region of responsibility, a warning system is required to pass information to the military and civil air defense warning key points.

2. <u>GENERAL DESCRIPTION</u>. (Unclassified) Warning systems are transmitted over the multipoint air defense warning private line nets, and/or the toll phone facilities provided for this purpose. These are divided into the Military Air Defense Warning (MADW) system and the Civil Air Defense Warning (CADW) system. MADW and CADW nets are comprised of a primary and secondary system. The conditions of warnings are forwarded by the Air Division Defense Control Centers to designated key points. Further dissemination is the responsibility of receiving agencies. Key points that do not acknowledge the primary net will be called on the secondary net. By using this fan out system of alert, the entire net can be alerted in a minimum of time.

3. MISSION. (Unclassified) To provide warning alert message, Yellow, Red, White, etc., to appropriate agencies.

4. TASK ORGANIZATION. (Unclassified)

a. Headquarters Eastern Air Defense Force.

- b. 26th Air Division (Defense).
- c. 30th Air Division (Defense).
- d. 32d Air Division (Defense).
- e. 35th Air Division (Defense).
- 5. TASKS FOR SUBORDINATE UNITS.

a. Responsibility. Air division (defense) commanders are responsible for dissemination of air defense warnings as follows:

- (Unclassified) To Military Air Defense Warning key points within their sectors.
- (2) (Unclassified) To Federal Civil Defense Administration liaison officers, or their authorized representatives, on duty in the ADCC's. Air Force personnel on duty within the ADCC's will assist FCDA liaison officers in the purely mechanical operation of the CADW equipment. Operational control of the CADW net and supervision of the dissemination of warnings to Civil Air Defense Warning key points will be the responsibility of FCDA Liaison Officers.

b. (Unclassified) Reports will be adhered to as outlined in current ADC publications.

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#### TO

## ANNEX A

#### TO

#### EADF WAR CAPABILITIES PLAN 55-1

#### SECURITY CONTROL OF AIR TRAFFIC AND ELECTROMAGNETIC RADIATIONS (SCATER)

1. <u>GENERAL SITUATION</u>. (Unclassified) Enemy aircraft may attempt to penetrate the EADF region without detection at any time. Prior to the declaration of a military emergency, or "Warning Red", or "Warning Yellow", the identification of aircraft will be accomplished in accordance with current directives. Subsequent to the declaration of a military emergency or "Warning Red", or "Warning Yellow", current identification procedures will be augmented by implementation of the plan for SCATER.

2. GENERAL DESCRIPTION. (Unclassified)

a. The Plan for SCATER is devised to accomplish the following objectives.

- Limit the movement of non-tactical and civil air traffic to the identification capacity of the air defense system.
- (2) Expedite the movement of tactical, high priority non-tactical and high priority civil air traffic.
- (3) Control the operation of navigation aids making them available when needed by tactical and high priority flights and denying their use to the enemy at other times.
- (4) Provide for the diversion and/or landing of air traffic when necessitated by the defensive situation.
- b. (Unclassified) The SCATER Plan is implemented at the discretion of the air division (defense) commander. Detailed instructions originate at the ADCC and are transmitted to the appropriate ARTCC. The ARTCC relays the instructions to subordinate or associated agencies of the air traffic control system.

3. <u>MISSION</u>. (Unclassified) To implement the Plan for SCATER as directed by the air division (defense) commander.

4. TASK ORGANIZATION. (Unclassified)

- a. 26th Air Division (Defense)
- b. 30th Air Division (Defense)
- c. 32d Air Division (Defense)
- d. 35th Air Division (Defense)

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e. Associated Air Route Traffic Control Centers of the First and Third Civil Aeronautics Administration Regions.

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5. <u>TASKS FOR SUBORDINATE UNITS</u>. (Unclassified) Upon declaration of a military emergency or "Warning Red", or "Warning Yellow", the Plan for SCATER or appropriate portions thereof will be implemented. At the direction of the ADCC concerned, SCATER actions will be accomplished in accordance with the EADF Plan for SCATER dated 1 August 1953 and classified supplements thereto.

6. <u>DETAILED INSTRUCTIONS</u>. (Unclassified) The 26th, 30th, 32d and 35th Air Divisions (Defense) are responsible for maintaining a complete Plan for SCATER for their respective sectors.

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#### APPENDIX 4

#### TO

#### ANNEX A

TO

#### EADF WAR CAPABILITIES PLAN 55-1

## CONTROL OF ELECTROMAGNETIC RADIATIONS (CONELRAD)

1. <u>GENERAL SITUATION</u>. (Unclassified) Enemy forces approaching or penetrating the EADF region of responsibility will attempt to use every available type of electromagnetic radiation available as a homing device or as an aid to navigation in attaining their desired goal.

#### 2. GENERAL DESCRIPTION.

a. (Unclassified) CONELRAD is a system devised to control electromagnetic radiations thereby denying the enemy forces the use of these emissions as a means to assist in navigation. The CONELRAD plan is divided into two distinct plans, the FCC plan, and the Government Plan.

b. (Unclassified) The FCC plan controls all radio stations licensed by the Federal Communications Commission.

c. (Unclassified) The Government Plan controls all radio stations licensed by the government. Numerous non-military governmental agencies and departments are included in this plan.

d. (Unclassified) Radio stations are defined as any device capable of emitting electromagnetic radiations between 10 kilocycles and 100,000 megacycles, suitable for use as a navigational aid beyond 5 miles.

e. (Unclassified) Any department or agency of the U.S. Government that owns or operates an electronic device will prepare and place into effect such plans as approved by the Secretary of Defense and the Office of Defense Mobilization, incorporated into the air division (defense) consolidated CONELRAD Plan.

3. <u>MISSION</u>. (Unclassified) To deny enemy forces the use of electromagnetic radiations in the EADF region as an aid to navigation.

4. TASK ORGANIZATION. (Unclassified)

a. 26th Air Division (Defense)

- b. 30th Air Division (Defense)
- c. 32d Air Division (Defense)
- d. 35th Air Division (Defense)

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5. <u>TASKS FOR SUBORDINATE UNITS</u>. (Unclassified) CONELRAD will be implemented simultaneously with the declaration of a "Warning Yellow" or "Red" alert in accordance with ADC message, ADOOT-B1 35157, 16 December 1953. CONELRAD operations will be adhered to in accordance with appropriate air division (defense) CONELRAD Plans.

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#### ANNEX A

#### EADF WAR CAPABILITIES PLAN 55-1

WEATHER

#### TASK ORGANIZATION

Commander, Detachment 10 12th Weather Squadron (Staff Weather Officer, 26th ADiv)

Major Williams

Lt Col Schubert

Commander, Detachment 20 12th Weather Squadron (Staff Weather Officer, 30th ADiv)

Major Planck

Commander, Detachment 16 12th Weather Squadron (Staff Weather Officer, 32d ADiv)

Commander, Detachment 38 12th Weather Squadron (Staff Weather Officer, 35th ADiv) Capt Hamilton

1. <u>GENERAL SITUATION</u>. (Unclassified) Air Weather Service, MATS, is functionally organized to correspond to the command which it serves. Headquarters Air Defense Command is provided a Weather Group with a squadron serving each air defense force and detachments serving each air division and ADC base. Weather squadron commanders at force level, and commanders of detachments allocated to air divisions, perform dual functions as weather unit commanders and air staff weather officers for the headquarters to which assigned. 12th Weather Squadron is assigned the weather support function for Headquarters Eastern Air Defense Force and each subordinate unit. Where EADF tactical units are tenants on air bases of other USAF major commands, weather support is furnished by the local weather detachment. The weather service system employed in support of the Eastern Air Defense Force during peace-time operations will continue during hostilities involving air attacks upon the continental United States.

2. <u>MISSION</u>. (Unclassified) To provide weather service in support of the operations of Eastern Air Defense Force and Eastern Army Antiaircraft Command, and provide staff and consultant services as may be directed by the Commander, Eastern Air Defense Force.

## 3. TASKS FOR SUBORDINATE UNITS.

a. (Unclassified) <u>Detachments 10, 20, 16 and 38 of the 12th Weather</u> <u>Squadron</u> will plan, provide and/or arrange for weather service to components of their respective air divisions and attached units of the Army Antiaircraft Command.

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#### x. General Instructions:

- (Unclassified) Meteorological Watch for active air defense missions will be conducted in accordance with ADCR 55-30, EADFR 55-24 and appropriate 3d Weather Group and 12th Weather Squadron directives.
- (2) (Unclassified) The control center forecaster will furnish the air division commander and senior controller, with weather service as prescribed by ADCR 105-1 and EADFR 55-24.
- (3) (Unclassified) The control center forecaster and the fighter-interceptor base forecaster will furnish the senior director with weather service as prescribed by ADCR 105-1 and EADFR 55-24.
- (4) (Unclassified) The fighter-interceptor squadron will be furnished weather service by the control center forecaster and the base weather station forecaster as prescribed by ADCR 105-1 and EADFR 55-24.
- (5) (Unclassified) Army Antiaircraft units will be furnished service as required.
- (6) (Unclassified) Augmentation forces will be furnished weather service as required by ADCR 105-1 and EADFR 55-24.
- (7) (Unclassified) Air National Guard units, upon mobilization, will be furnished weather service as required by ADCR 105-1 and ADCR 55-30 and EADFR 55-24.
- (8) (Unclassified) Upon notification of a Red or Yellow Air Defense Warning, twenty-four hour weather service will be furnished by all weather sections assigned.
- (9) (Unclassified) Air National Guard weather flights with M-Day assignments to the Eastern Air Defense Force will furnish weather service upon mobilization in accordance with ADCRs 55-30, 105-1, EADFR 55-24, appropriate 3d Weather Group directives and 12th Weather Squadron directives. Within 12 hours after receiving notice of mobilization, weather flights will be capable of furnishing weather advisories for recovery of interceptors.
- (10) (Unclassified) Pilot reports will be obtained from fighterinterceptor pilots in accordance with ADCR 55-23.
- (11) (Unclassified) Radar reports will be obtained from Air Defense Command radar facilities in accordance with air division (defense) directives.
- 4. LOGISTICAL MATTERS. Normal procedures will apply.
- 5. COMMAND AND SIGNAL MATTERS.

a. Command.

(1) (Unclassified) Operational control of all weather detachments will be exercised by the Commander, Eastern Air Defense Force, through the Commander, 12th Weather Squadron.

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APPENDIX 5 ANNEX A EADFWCP 55-1 1 Apr 55 b. <u>Communications</u>. (Unclassified) Eastern Air Defense Force commun-ication facilities, teletype, telephone and radio will be used to provide required weather service to remote locations and to coordinate weather forecasts as authorized in ADCR 102-4.

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Bernard F. FORSTER Lt Col, USAF Commander

Commander, 12th Weather Squadron

APPENDIX 5 ANNEX A EADFWCP 55-1 1 Apr 55

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APPENDIX 6

TO

#### ANNEX A

#### EADF WAR CAPABILITIES PLAN 55-1

#### ANTISUBMARINE WARFARE

#### 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
35th	Air	Division	(Defense)	Brig Gen J.B. Cary

1. <u>GENERAL SITUATION</u>. (Confidential) If the Soviet rulers resort to a general war, it is anticipated that they will utilize every war-making potential at their disposal including submarine attacks along the east coast of the United States. In discharging its responsibilities under the U.S. Air Force collateral mission of supporting naval antisubmarine warfare, Eastern Air Defense Force will provide all multi-engine and attack aircraft and aircrews that can be made available without affecting the primary mission of air defense for temporary employment during a military emergency in antisubmarine warfare search and suppression missions. Such participation will be conducted in accordance with the provisions of ConAC - Eastern Sea Frontier Agreement, "Joint Operations for United States Air Force Support of Naval Antisubmarine Warfare Within Eastern Sea Frontier Atlantic and Gulf of Mexico Waters", dated 5 March 1953.

a. <u>Enemy Forces</u>. (Confidential) Russian or satellite nation submarines may attack shipping and coastal areas with conventional weapons and/or guided missiles utilizing atomic, biological, or chemical warheads and, in addition, may:

- (1) Provide navigational aid to incoming enemy air formations.
- (2) Jam friendly electronic and communications equipment and radio sets.
- (3) Coordinate hostile air attacks.
- (4) Pick up hostile airmen who have "ditched" their aircraft at predetermined rendezvous points.

#### b. Friendly Forces.

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 U.S. Navy. (Unclassified) Commander-in-Chief, U.S. Atlantic Fleet, has assigned the Commander, Eastern Sea Frontier, responsibility for antisubmarine warfare within the U.S. coastal waters of the Atlantic Ocean and the Gulf of Mexico.

> APPENDIX 6 ANNEX A EADFWCP 55-1 1 Apr 55

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(2) <u>Continental Air Command</u>. (Unclassified) Continental Air Command is charged with the responsibility of coordinating USAF participation in antisubmarine warfare. The Commander, First Air Force, has been delegated by Continental Air Command as the operating link between Eastern Air Defense Force and Eastern Sea Frontier.

2. <u>MISSION</u>. (Unclassified) Eastern Air Defense Force forces and facilities will be provided to augment Naval antisubmarine warfare operations as follows:

a. (Unclassified) To 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.

b. (Unclassified) To perform special strike missions on specific occasions when required to augment Naval capabilities.

c. (Unclassified) To provide bases and logistic support for redeployment of Navy antisubmarine warfare aircraft for limited periods of time as an emergency measure.

d. To provide:

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- (Unclassified) Operational intelligence obtained during regularly scheduled flights which may be of value in antisubmarine warfare operations.
- (2) (Unclassified) Air surveillance of shipping lanes and shipping focal points during regularly scheduled flights.

## 3. TASKS FOR SUBORDINATE UNITS.

- a. All Air Divisions (Defense) will:
  - (Unclassified) Provide multi-engine aircraft and aircrews, within their capabilities, for antisubmarine warfare search missions when directed by Headquarters, Eastern Air Defense Force.
  - (2) (Unclassified) Make available attack aircraft and aircrews (no special aircraft modifications will be required) for antisubmarine warfare strike missions when requested by this headquarters.
  - (3) (Unclassified) Provide bases and logistic support for redeployment of Navy antisubmarine warfare aircraft for limited periods of time as an emergency measure.
  - (4) (Confidential) Report submarine sightings, and provide operational intelligence concerning shipping lanes, shipping focal points, and unusual concentrations of vessels which may be of value in antisubmarine warfare operations.
  - (5) (Unclassified) Appoint an Antisubmarine Warfare Control Officer.

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- x. General Instructions.
  - (Unclassified) USAF aircraft participating in Naval antisubmarine warfare missions will either be flown to a designated Naval Air Station to augment specific Naval forces in an operation, or will proceed to predesignated areas and perform independent missions.
  - (2) Briefing and Debriefing
    - (a) (Unclassified) When USAF aircraft are to be utilized to augment specific Naval forces in antisubmarine warfare operations upon request from the Navy, aircraft and aircrews involved will proceed to the Naval installation from which the operation is being conducted for briefing and debriefing.
    - (b) (Unclassified) 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.
    - (c) (Unclassified) 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.
  - (3) (Confidential) Armament of USAF aircraft participating in antisubmarine warfare 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.
  - (4) (Unclassified) Air Division (Defense) Antisubmarine Warfare Control Officers will maintain a current status board of aircraft and aircrews tentatively available for antisubmarine warfare missions within the appropriate division sector, and will furnish the Eastern Air Defense Force Antisubmarine Warfare Control Officer these figures as required.
  - (5) (Unclassified) The Eastern Air Defense Force Antisubmarine Warfare Control Officer will maintain a current status board of aircraft and aircrews tentatively available for antisubmarine warfare, and will furnish First Air Force availability figures as required.

#### 4. LOGISTICS.

a. Supply and Maintenance.

 (Unclassified) Navy antisubmarine warfare aircraft operating from Eastern Air Defense Force bases will provide selfsupport to the maximum extent possible. The base commander

> APPENDIX 6 ANNEX A EADFWCP 55-1 1 Apr 55

## CONFIDENTIAL

(Unclassified) concerned will provide supply 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.

 (Unclassified) When USAF aircraft are operating from Naval Air Stations, the Navy shall provide supply and maintenance support to the extent of available equipment and capabilities.

b. <u>Reports</u>. (Unclassified) Immediately upon return of aircraft from antisubmarine warfare missions, task organizations will forward, by operational priority message or telephone, a narrative report on missions flown to the Eastern Air Defense Force Antisubmarine Warfare Control Officer for relay to the First Air Force (ConAC) Antisubmarine Warfare Control Officer.

#### 5. COMMAND AND SIGNAL MATTERS.

a. <u>Command</u>. (Unclassified) USAF aircraft participating in antisubmarine warfare missions will be under operational control of the Navy while engaged in antisubmarine warfare missions.

b. <u>Implementation</u>. (Confidential) This plan will be implemented by the Commander, Eastern Air Defense Force, upon request from Commander, First Air Force and after full coordination with the appropriate Task Organization Commanders. Requests emanating from Eastern Sea Frontier will be directed to Commander, First Air Force, who will further channel requests to the most appropriate USAF command within the First Air Force area of responsibility.

c. Communications.

- (1) (Unclassified) 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.
- (Unclassified) All U.S. Air Force aircraft committed to antisubmarine warfare missions will normally have at least one radio channel crystallized to an appropriate joint frequency. Plans will be made which will provide for such change if necessary upon arrival at the designated Naval Air Station.

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TO

## EADF WAR CAPABILITIES PLAN 55-1

#### ORGANIZATION

1. (Unclassified) Eastern Air Defense Force is organized to provide for and conduct the air defense of the Eastern Air Defense Force region.

2. (Unclassified) To carry out its mission, Eastern Air Defense Force is provided a headquarters and four designated air divisions (defense) to which all units, installations and facilities of Eastern Air Defense Force are assigned. The four air divisions (defense) will discharge administration, training, operational and logistical support functions as directed for units assigned and/or attached.

3. (Unclassified) The Commander, Eastern Air Defense Force, will exercise command over all units assigned or attached (except those attached for administrative and logistical support only) and will exercise operational control, according to existing agreements, over forces of other services, and other Air Force Major Commands made available for the air defense of the Eastern Air Defense Force region.

4. (Unclassified) Amplification of the organization for air defense of the Eastern Air Defense Force region appears in the form of tabs to this appendix as follows:

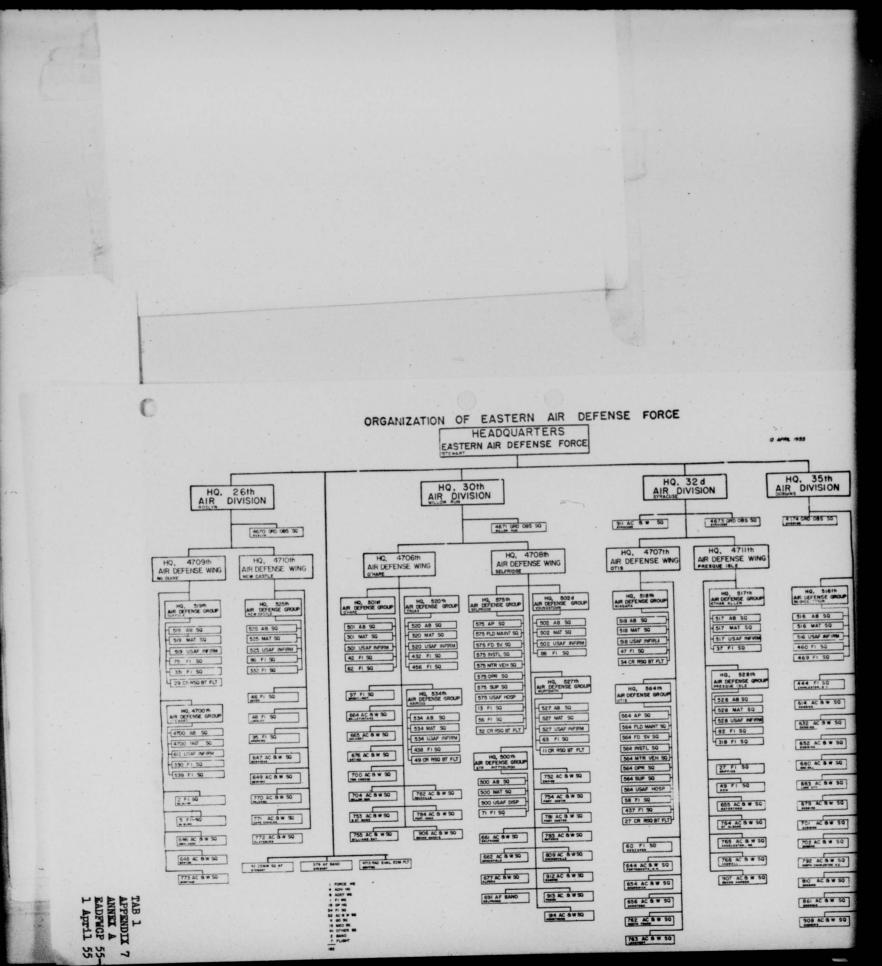
- Tab 1 Chart Organization of Eastern Air Defense Force
- Tab 2 Units Programmed for Overseas Deployment

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Tab 3 Chart - Air Division (Defense) Boundaries

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### TAB 2, APPENDIX 7

TO

#### ANNEX A

TO

#### EADF WAR CAPABILITIES PLAN 55-1

## UNITS PROGRAMMED FOR OVERSEAS DEPLOYMENT

1. (Secret) Eastern Air Defense Force is required to furnish forces for overseas deployment as follows:

Deployment Date	Unit	From	To
$D \neq 2 mos$	96 Ftr Intep Sq	New Castle AFB, Del.	Lajes, Azores
D / 4 mos	95 Ftr Intep Sq	Andrews AFB, Md.	Chaumont, France
	71 Ftr Intep Sq	Gtr Pittsburgh AFB, Pa.	Bitburg, Germany
	42 Ftr Intep Sq	O'Hare AFB, Ill.	Toul/Rosiere, France
	13 Ftr Intep Sq	Selfridge AFB, Mich.	Bentwaters, England
	56 Ftr Intep Sq	Selfridge AFB, Mich.	Tymbakin, Crete
	331 Ftr Intep Sq	Suffolk AFB, N.Y.	Laon/Couvron, France
	432 Ftr Intep Sq	Truax AFB, Wisc.	Spangdahlem, Germany
	97 Ftr Intep Sq	Wright-Patterson AFB Ohio	Hahn, German <b>y</b>
D / 5 mos	49 Ftr Intep Sq	Dow AFB, Me.	Aviano, Italy
	47 Ftr Intep Sq	Niagara Falls AFB, NY	Montichiari, Italy
	62 Ftr Intep Sq	O'Hare AFB, Ill.	Phalsbourg, France
	60 Ftr Intep Sq	Westover AFB, Mass.	Etain, France
D≠7 mos	639 AC&W Sq (Mobile)	Truax AFB, Wisc. (To be act in Jul 55)	Oba, Ont.
	645 AC&W Sq (Mobile)	Truax AFB, Wisc. (To be act in Jul 55)	Marathon, Ont.
D ≠ 8 mos	672 AC&W Sq (Mobile)	Syracuse AFS, N.Y. (To be act in Jul 55)	Barrington, N.S.

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2. (Secret) The above deployment is based on wartime requirements as of 1 January 1955. Peacetime deployments taken subsequent to this date will create certain inconsistencies in the planned deployment.

TAB 2, APPENDIX 7 ANNEX A EADFWCP 55-1 1 Apr 55

3. (Secret) The 319th Fighter-Interceptor Squadron is scheduled for deployment on D-Day plus 5 months from Komaki, Japan to Westover AFB, Massachusetts.

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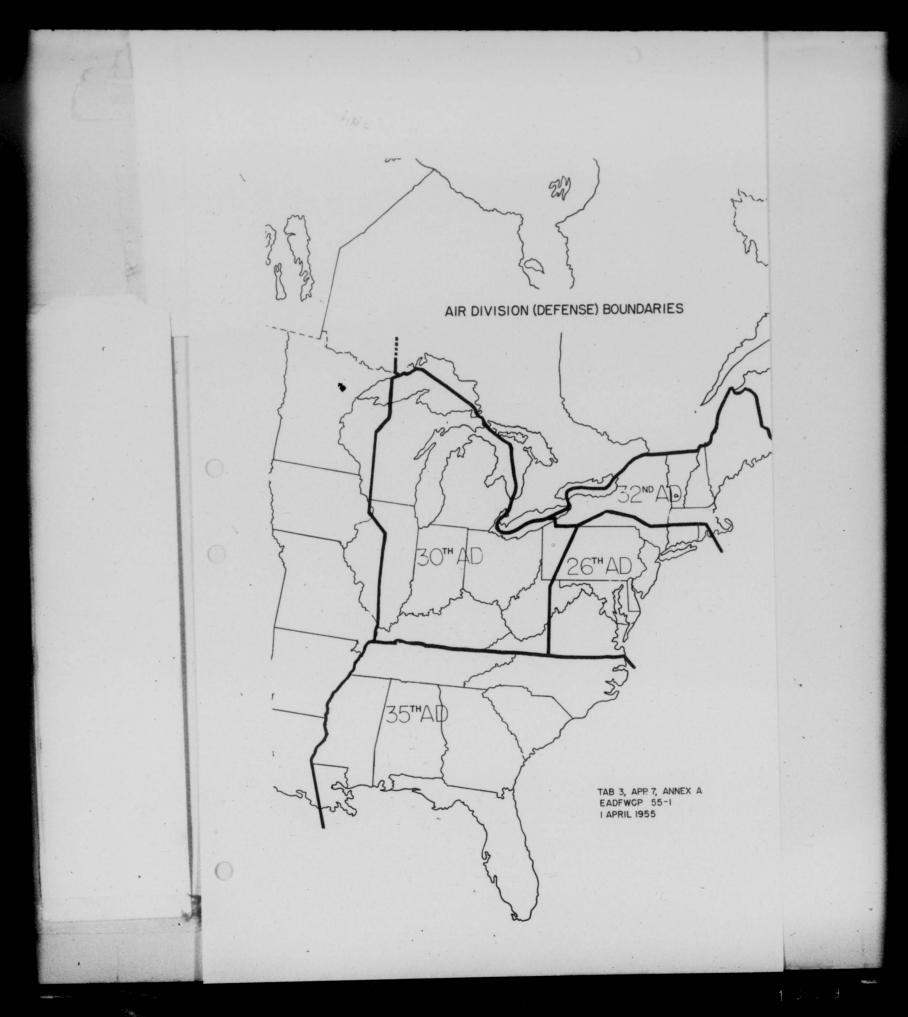
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EADF TAB 2, APPENDIX 7 ANNEX A EADFWCP 55-1 1 Apr 55

## SECRET

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ANNEX B

### TO

## EADF WAR CAPABILITIES PLAN 55-1

## AIR DEFENSE AUGMENTATION FORCES FROM OTHER MAJOR USAF COMMANDS

Appendix 1 - Augmentation Fighter Forces Which Will be Available Under Minimum Warning Conditions

Appendix 2 - Augmentation Fighter Forces Which Will be Deployed Within the EADF Region Provided Sufficient Warning Has Been Received

Appendix 3 - Augmentation Radar Facilities

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#### SECRET

#### ANNEX B

#### TO

#### BADF WAR CAPABILITIES PLAN 55-1

#### AIR DEFENSE AUGMENTATION FORCES FROM OTHER MAJOR USAF COMMANDS

1. <u>DESCRIPTION</u>. (Secret) ADC Operations Plan 4-54 provides that in the event of an aerial attack upon the United States, Eastern Air Defense Force will be augmented by fighter aircraft and/or radar facilities from the Air Training Command; Strategic Air Command; Tactical Air Command; Air Research and Development Command; and the Air Proving Ground Command. Augmentation fighter aviation physically located within the Eastern Air Defense Force region may be utilized in-place. Those units not located within the Eastern Air Defense Force region will be deployed to positions within Eastern Air Defense Force where early engagement of enemy aircraft is more likely. Augmentation radar facilities located in the Eastern Air Defense Force region will be integrated in the Aircraft Control and Warning System to the maximum practicable extent.

#### 2. IMPLEMENTATION.

a. (Confidential) The circumstances under which ADC Operations Plan 4-54 may be implemented are:

- Presidential proclamation and/or congressional declaration that a state of war exists, or
- (2) A directive issued by the Joint Chiefs of Staff, or
- (3) A declaration by the Commander, Air Defense Command, that an Air Defense Readiness, Military Emergency, or condition of Air Defense Warning Red or Yellow exists, or
- (4) An enemy attack upon the continental United States, or
- (5) By mutual agreement between the major air commanders concerned for training purposes.

b. (Secret) Augmentation forces and facilities of other major USAF commands will be acquired for emergency participation in air defense by direct notification from the Commander, Air Defense Command to the Commander, Strategic Air Command and Commanders of the fighter and aircraft control and warning units of other commands with information to the major commanders concerned.

c. (Unclassified) Requests for augmentation forces may be made by the air division commander to the Commander, Eastern Air Defense Force when the tactical and/or intelligence situation warrants. Requests should specify whether in-place or scheduled deployment is desired.

3. TASKS FOR SUBORDINATE UNITS. (Unclassified) Air division commanders will provide for the support and effective utilization of augmentation forces and facilities from other major USAF commands in accordance with provisions of ADC Operations Plan 4-54.

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APPENDIX 1 - AUGMENTATION FIGHTER FORCES WHICH WILL BE AVAILABLE UNDER MINIMUM WARNING CONDITIONS

2 - AUGMENTATION FIGHTER FORCES WHICH WILL BE DEPLOYED WITHIN THE EADF REGION PROVIDED SUFFICIENT WARNING HAS BEEN RECEIVED

3 - AUGMENTATION RADAR FACILITIES

OFFICIAL: . agan ARTHUR C. AGAN, JR. Colonel, USAF Deputy for Operations

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## EADE WAR CAPABILITIES PLAN 55-1

## AUGMENTATION FIGHTER FORCES MHICH WILL BE AVAILABLE UNDER MINIMUM WARNING CONDITIONS

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Organization	Aircraft Furnished No. Type	Unit Designation	Deployment Base	Operational Control
O5th FBW (TAC) angley AFB, Va.	62 F-84F		In-Place	26th Air Div
3550th FTW (ATRC) Moody AFB, Ga.	12 F-94C	Det Z	New Castle AFB	26th Air Div
	<u>4 T-33</u> 12 F-94C	Det Z-A	Griffiss AFB	26th Air Div
	4 T-33			
	16 F-89D	Det Z-B	Kinross AFB	30th Air Div
	4 T-33			
3555th FTW (ATRC) Perrin AFB, Tex.	4 T-33	Det N	Wurtsmith AFB	3Qth Air Div
	4 T-33	Det P	Youngstown AFB	30th Air Div
3645th FTW (ATRC) Laughlin AFB Tex.	18 T-33	Det X	Kinross AFB	30th Air Div
	18 T-33	Det W	Ethan Allen AFE	32d Air Div
40th ADiv (SAC) Turner AFB, Ga.	127 F-84G		In-Place	35th Air Di
3625th FTW(ATRC) Tyndall AFB, Fla			In-Place	35th Air Di
Cambridge Research Center Hanscom AFB, Mass	2 F-86A 19 F-86F 3. 2 F-89C		In-Place	32d Air Div
Wright Air Dev Center Wright-Patterson AFB, Ohio	Misc. Types		In-Place	30th Air Di

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## EADF WAR CAPABILITIES PLAN 55-1

## AUGMENTATION FIGHTER FORCES WHICH WILL BE DEPLOYED WITHIN THE EADF REGION PROVIDED SUFFICIENT WARNING HAS BEEN RECEIVED

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Organization F	ircra Furnis No. T	hed	Unit Designation	Deployment Base	Operational Control
405th FBW (TAC) Langley AFB, Va.	62 F	-84F		In-Place	26th Air Div
3550th FTW(ATRC) Moody AFB, Ga.	12 F	-94C	Det Z	New Castle AFB	26th Air Div
		-33	Det 7 A	Griffiss AFB	26th Air Div
		r-94C	Det Z-A	UTITISS MD	20011 111 111
		-33		Lockbourne AFB	30th Air Div
40th ADiv(ATRC) Turner AFB, Ga.	24 F	r-84F or G		LOCKDOUTHE ALD	
3550th FTW (ATRC) Moody AFB, Ga.	16 I	F-89D	Det Z-B	Kinross AFB	30th Air Div
	4	<u>I-33</u>			
3555th FTW(ATRC) Perrin AFB	16	F-86D	Det N	Wurtsmith AFB	30th Air Div
Tex.	4	T-33			
	16	F-86D	Det P	Youngstown AFE	3 30th Air Div
	4	T-33			•
3645th FTW(ATRC) Laughlin AFB	18	T-33	Det X	Kinross AFB	30th Air Div
Tex.	18	T-33_	Det W	Ethan Allen Al	FB 32d Air Div
506th SFW (SAC) Low AFB, Me.	74	F-84F or G		In-Place	32d Air Div
40th ADiv (SAC) Turner AFB, Ga.	24	F-84G		Hunter AFB	35th Air Div
	103	F-84G		In-Place	35th Air Div
3625th FTW(ATRC	16	F-86D	Det B	Charleston AF	B 35th Air Div
Tyndall AFB, Fla	• 4	T-33			35th Air Div
	72	F-86D		In-Place	35th Air Div

APPENDIX 2 ANNEX B EADFWCP 55-1 1 Apr 55

Organization and Location		raft ished Type	Unit Designation	Deployment Base	Operational Control
3200th AFOTC(APGC) Eglin AFB, Fla.	10	F-84E or G		In-Place	35th ADiv
	4	F-84F		In-Place	35th ADiv
	4	F-86F		In-Place	35th ADiv
	4	F-86D		In-Place	35th ADiv
	6	F-89D		In-Place	.35th ADiv
	5	F-94C		In-Place	35th ADiv
	6	F-100		In-Place	`35th ADiv
AF Arm Cent (ARDC)	22	Misc Type	S	In-Place	35th ADiv

Eglin AFB, Fla.

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## APPENDIX 3

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## ANNEX B

## TO

# EADF WAR CAPABILITIES PLAN 55-1

# AUGMENTATION RADAR FACILITIES

		TYPE RADAR	FUNC- TION	WHEN	REPORTS TO
JNIT	LOCATION	RADAN	IIOM		
Wright Air Develop- ment Center (ARDC)	Jamestown, Ohio	AN/CPS-6	EW	Emergencies or by request	ADCC 30th ADiv
Rome Air Develop- ment Center (ARDC)	Verona, N.Y.	FPS-3 FPS-5	ADDC	Emergencies	ADCC 32d ADiv
Rome Air Develop- ment Center (ARDC)	Syracuse, N.I.	FPS-7	ADDC	Emergencies	ADCC 32d ADiv
Cambridge Research Center (ARDC)	South Truro, Mass.	FPS-3	ADDC	Emergencies or by request	ADCC 32d ADiv
Cambridge Research Center (ARDC)	Hanscom AFB, Mass.	Cape Cod System ANFSQ-7	ADDC	Emergencies or by request	ADCC 32d ADiv
726th TC Sq (TAC)	Shaw AFB, S.C.	-	ACC (ADCC)	24 hrs daily	ADCC 35th ADiv
727th AC&W Sq (TAC)	Myrtle Beach S.C.	, MPS-7 MPS-8 TPS-10 TPS-10 Mark X	CRC (GCI)	24 hrs daily	ADCC, 35th ADiv thru ACC, 726th Tac Con Sq. Shaw AFB, S.C
Det 1, 727th AC&W Sq (TAC)	Shaw AFB, S.C.	TPS-18 MPS-8 Mark X	CRP (EW)	24 hrs daily	ADCC, 35th ADiv thru ACC, 726th Tac Con Sq, Shaw AFB, S.C
Det 2, 727th AC&W Sq (TAC)	Charleston, 5.C.	TPS-1D MPS-8 Mark X	CRP (EW)	24 hrs daily	ADCC, 35th ADiv thru ACC, 726th Tac Con Sq, Shaw AFB, 5.0

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UNIT	LOCATION	TYPE RADAR	FUNC- TION	WHEN AVAILABLE	REPORTS
728th AC&W Sq (TAC)	Donaldson AFB S.C.	, MPS-7 TPS-1D MPS-11 MPS-8 Mark X	CRC (GCI)	24 hrs daily	ADCC, 35th ADiv thru ACC, 726th Tac Con Sq, Shaw AFB, S.C
Det 1, 728th AC&W Sq (TAC)	Ft. Bragg, N.C.	TPS-1D TPS-10 Mark X	CRC (GCI)	24 hrs daily	ADCC, 35th ADiv thru ACC, 726th Tac Con Sq, Shaw AFB, S.C.
Det 2, 728th AC&W Sq (TAC)	Augusta, Ga.	TPS-1D MPS-8 Mark X	CRC (GCI)	24 hrs daily	ADCC, 35th ADiv thru ACC, 726th Tac Con Sq, Shaw AFB, S.C.
729th AC&W Sq (TAC)	Robbins <b>AF</b> B, Ga.	MPS-7 TPS-1B	CRC (GCI)	24 hrs daily	ADCC, 35th ADiv thru ACC, 726th Tac Con Sq, Shaw AFB, S.C.
Det 1, 729th AC&W Sq (TAC)	Hunter AFB, Ga.	TPS-1B	CRP (EW)	Emergencies or by request	ADCC, 35th ADiv thru ACC, 726th Tac Con Sq, Shaw AFB, S.C.
625th Ly Tng Wg (ATRC)	Tyndall AFB, Fla.	CPS-6 CPS-5 CPS-4	ADDC	Emergencies or by request	ADCC 35th ADiv
206th Sup- ort Wg Test) APGC)	Fla.	FPS-3 CPS-5 CPS-4	GCI	Emergencies or by request	ADCC 35th ADiv thru Tyndall ADDC
380th ech Tng g (ATRC)		CPS-6B CPS-4	EW	Emergencies or by request	ADCC 35th ADiv

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#### ANNEX C

## TO EADF WAR CAPABILITIES PLAN 55-1

### AIR NATIONAL GUARD

Appendix 1 - Mobilization Assignments for Air National Guard Fighter Units

Appendix 2 - Mobilization Assignments for Air National Guard Tactical Control Units

Appendix 3 - Air National Guard Weather Flights

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Tab 1 - Chart - Air National Guard Fighter Unit Locations

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#### ANNEX C

#### TO

### EADF WAR CAPABILITIES PLAN 55-1

#### AIR NATIONAL GUARD

1. DESCRIPTION. (Confidential) Four Air National Guard fighterinterceptor wings with eleven fighter-interceptor souadrons; thirty fighter bomber squadrons, thirteen tactical control units, and one radar calibration flight have a mobilization assignment to the Eastern Air Defense Force. In addition, fifteen Air National Guard weather flights have a mobilization assignment to the 12th Weather Squadron which is under the operational control of Eastern Air Defense Force. The fighter bomber squadrons; tactical control units, and the radar calibration flight will be assigned to the Eastern Air Defense Force for D-Day plus three months and will then be reassigned to the Tactical Air Command. The four fighterinterceptor wings with their eleven fighter-interceptor squadrons, and the fifteen weather flights will be permanently allocated to the Eastern Air Defense Force. All fighter squadrons are to become operational within three hours following the call to active military service. Procedures for M-Day utilization of Air National Guard units are contained in ADC Operations Plan 5-54.

## 2. POLICIES FOR WARTIME UTILIZATION:

a. (Confidential) It is assumed that an Executive Order will be issued delegating to the Commander, Air Defense Command the authority, in the event of an emergency, to immediately call to active military service those Air National Guard units with an air defense mission.

b. (Confidential) Subsequent to the issuance of the Executive Order and call to active military service by the Commander, Air Defense Command of those Air National Guard units with an air defense mission, the Commander, Continental Air Command will, upon receipt of proper authority, order these units into active military service, process the personnel therein, and assign them to the Air Lefense Command.

c. (Confidential) The personnel and equipment contained within the thirty fighter bomber squadrons and the thirteen tactical control units having a D/3 months mobilization assignment to Eastern Air Defense Force, remain frozen during their assignment to the Air Defense Command. These units, together with personnel and equipment, upon completion of the air defense mission will be reassigned by Headquarters USAF to the Tactical Air Command.

d. (Confidential) Air National Guard fighter-bomber wings, less fighter squadrons augmented by personnel and equipment necessary for ninety days separate sustained operations, will be ordered to active military service by the Continental Air Command and assigned directly to Tactical Air Command.

#### 3. RESPONSIBILITIES.

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a. (Unclassified) Air division commanders will provide for training, support and effective M-Day utilization of Air National Guard fighter forces and aircraft control and warning facilities listed in Appendices 1 and 2 of this annex in accordance with provisions of ADC Operations Plan 5-54.

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b. (Unclassified) The Commander, 12th Weather Squadron will provide for training, support and effective M-Day utilization of ANG weather flights listed in Appendix 3 to this annex in accordance with provisions of ADC Operations Plan 5-54.

c. (Unclassified) The Commander, 4713th Radar Evaluation Flight will provide for training, support and effective M-Day utilization of the 102d Radar Calibration Flight in accordance with provisions of ADC Operations Plan 5-54.

4. IMPLEMENTATION.

a. (Confidential) A request to bring Air National Guard units into active military service will be made by the Commander, Eastern Air Defense Force to the Commander, Air Defense Command when the tactical and/or intelligence situation warrants.

b. (Confidential) A request to bring Air National Guard units into active military service will be made by the cognizant air division commander to the Commander, Eastern Air Defense Force when the intelligence and/or tactical situation warrants.

> NELSON MAJ GEN

APPENDIX 1 - MOBILIZATION ASSIGNMENTS FOR AIR NATIONAL GUARD FIGHTER UNITS

2 - MOBILIZATION ASSIGNMENTS FOR AIR NATIONAL GUARD TACTICAL CONTROL UNITS

3 - AIR NATIONAL GUARD WEATHER FLIGHTS

TAB 1 - Chart - Air National Guard Fighter Unit Locations

OFFICIAL:

lgant. ARTHUR C. AGAN, JR.

Colonel, USAF Deputy for Operations

> ANNEX C EADFWCP 55-1 1 Apr 55

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#### APPENDIX 1

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## ANNEX C

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# EADF WAR CAPABILITIES PLAN 55-1

# MOBILIZATION ASSIGNMENTS FOR AIR NATIONAL GUARD FIGHTER UNITS

(Unclassified) Air National Guard fighter units having mobilization assignments to the Eastern Air Defense Force are allocated to air divisions as indicated below:

	26TH	AIRI	IVISION	(DEFENS	<u>E</u> )	
	a.	118th	Fighter	Bomber	Squadron	,
	b.	152d	Fighter	Bomber	Squadron	
	с.	119th	Fighter	Bomber	Squadron	
	d.	141st	Fighter	Bomber	Squadron	
	e.	103d	Fighter	Bomber	Squadron	
	f.	117th	Fighter	Bomber	Squadron	
	g.	104th	Fighter	Bomber	Squadron	
	h.	121st	, Fighter	Bomber	Squadron	
	i.	142d	Fighter	Bomber	Squadron	
	j.	148th	n Fighter	Bomber	Squadron	
	k.	137th	n Fighter	· Interd	ceptor Squad	ron
2.	301	TH AIR	DIVISION	N (DEFEI	NSE)	
	a.	128t)	h Fighter	r Intera	ceptor Wing	
		12	8th Ftr	Intep W	g Support Co	mponents
			126th	Fighter	Interceptor	Squadron
			176th	Fighter	Interceptor	Squadron
	b.	146t	h Fighte	r Bombe	r Squadron	
	с.	147t	h Fighte	r Bombe	r Squadron	
	d.	112t	h Fighte	er Bombe	r Squadron	

Windsor Locks, Conn. Providence, R.I. Newark, N.J. McGuire AFB, N.J. Philadelphia, Pa. Philadelphia, Pa. Baltimore, Md. Andrews AFB, Md. Wilmington, Del. Reading, Pa. White Plains, N.Y.

LOCATION

Milwaukee, Wisc. As deployed Milwaukee, Wisc. Madison, Wisc. Coraopolis, Pa. Coraopolis, Pa. Canton, Ohio

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30TH	AIR D	IVISION	(DEFENS	E) (CONT'D)
e.	162d	Fighter	Bomber	Squadron
f.	164th	Fighter	Bomber	Squadron
g.	166th	Fighter	Bomber	Squadron
h.	113th	Fighter	Bomber	Squadron
i.	163d	Fighter	Bomber	Squadron
j.	165th	Fighter	Bomber	Squadron
k.	167th	Fighter	Bomber	Squadron
1.	108th	Fighter	Bomber	Squadron
m.	168th	Fighter	Bomber	Squadron
n.	107th	Fighter	Bomber	Squadron
۰.	171st	Fighter	Bomber	Squadron
p.	172d	Fighter	Bomber	Squadron
321	AIRI	IVISION	(DEFENS	<u>(E)</u>
	101et	Fighter	Interd	ceptor Wing

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a. 101st Fighter Interceptor Wing
101st Ftr Intep Wg Support Components
132d Fighter Interceptor Squadron
133d Fighter Interceptor Squadron
134th Fighter Interceptor Squadron
b. 102d Fighter Interceptor Wing
102d Ftr Intep Wg Support Components
101st Fighter Interceptor Squadron
131st Fighter Interceptor Squadron

c. 107th Fighter Interceptor Wing
 107th Ftr Intep Wg Support Components
 136th Fighter Interceptor Squadron
 138th Fighter Interceptor Squadron
 139th Fighter Interceptor Squadron

Dayton, Ohio Mansfield, Ohio Columbus, Ohio Terre Haute, Ind. Ft. Wayne, Ind. Louisville, Ky. Charleston, W.Va. Chicago, Ill. Chicago, Ill. Detroit, Mich. Detroit, Mich. Battle Creek, Mich.

LOCATION

Bangor, Me. As deployed Bangor, Me. Manchester, N.H. Burlington, Vt. Boston, Mass. As deployed Boston, Mass. Westfield, Mass. Niagara Falls, N.Y. As deployed Niagara Falls, N.Y. Syracuse, N.Y.

> APPENDIX 1 ANNEX C EADFWCP 55-1 1 Apr 55

# 4. 35TH AIR DIVISION (DEFENSE)

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Marietta, Ga.

a.	128th	Fighter	Bomber	Squadron
b.	156th	Fighter	Bomber	Squadron
c.	157th	Fighter	Bomber	Squadron
d.	158th	Fighter	Bomber	Squadron
e.	159th	Fighter	Bomber	Squadron
	b. c. d.	<ul> <li>b. 156th</li> <li>c. 157th</li> <li>d. 158th</li> </ul>	<ul> <li>b. 156th Fighter</li> <li>c. 157th Fighter</li> <li>d. 158th Fighter</li> </ul>	<ul> <li>a. 128th Fighter Bomber</li> <li>b. 156th Fighter Bomber</li> <li>c. 157th Fighter Bomber</li> <li>d. 158th Fighter Bomber</li> <li>e. 159th Fighter Bomber</li> </ul>

Charlotte, N.C. Eastover, S.C. Savannah, Ga. Jacksonville, Fla.

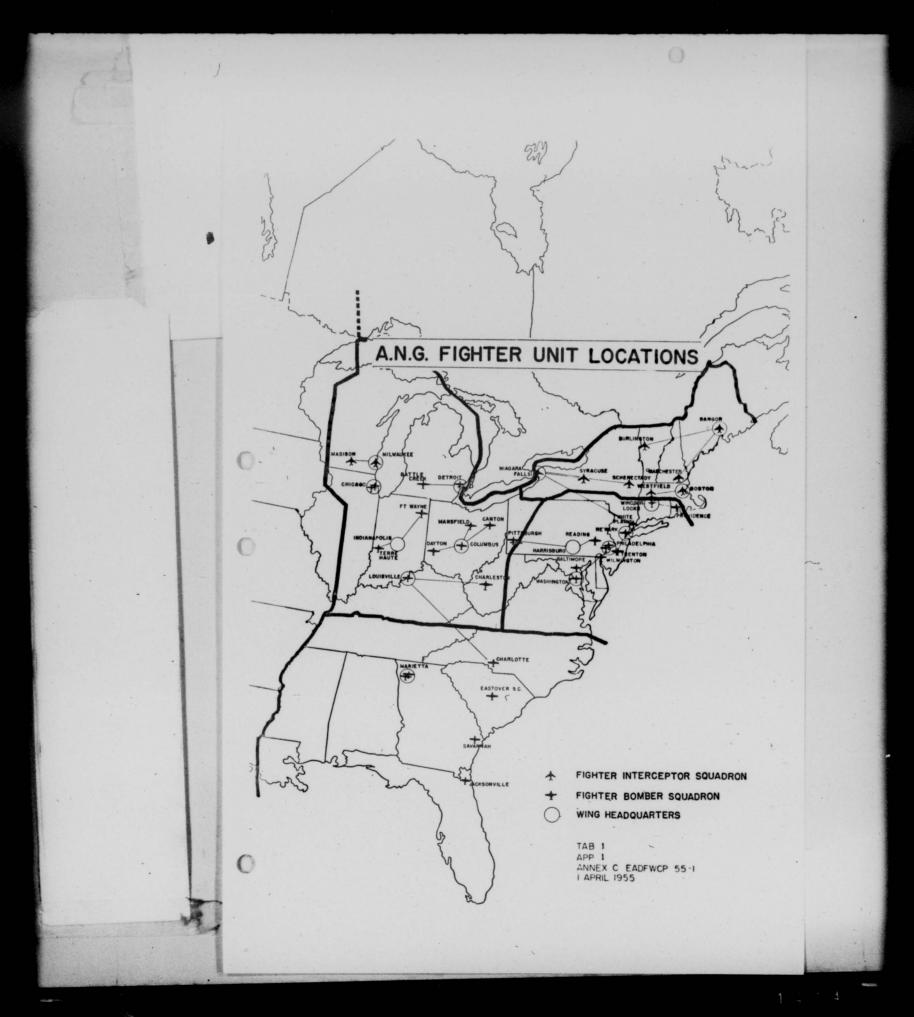
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TAB 1 - (Unclassified) ANG Fighter Unit Locations

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## TO ANNEX C

TO

# EADF WAR CAPABILITIES PLAN 55-1

# MOBILIZATION ASSIGNMENTS FOR AIR NATIONAL GUARD TACTICAL CONTROL UNITS

(Unclassified) Thirteen Air National Guard tactical control units and one radar calibration flight have a mobilization assignment to the Eastern Air Defense Force. They are further assigned to air divisions (defense) as indicated below. The tactical control units have, in addition to their radar capabilities, a considerable amount of point-topoint mobile communications equipment which may be valuable as a reserve force for breaching gaps in the air defense communications system occasioned by sabotage and/or enemy action. Such communications facilities could be employed in independent operations without materially decreasing the radar capability of the parent unit. Detailed operations plans for M-Day utilization of Air National Guard tactical control units will be prepared by the air division (defense) to which these units are assigned.

	LOCATION	TYPE RADAR	FUNCTION	ASSIGNED TO
UNIT	LOOATION	None	ADCC	26th ADiv
152 Tactical Contro Group	ol White Plains, NI	None		
106 Tactical Contr Squadron	ol White Plains, NY	None	ADCC	26th ADiv
103 AC&W Squadron	Hartford, Conn.	2 TPS-1D 1 TPS-10D	ADDC	26th ADiv
112 AC&W Flight	State College, Pa	Unknown	ADDC	26th ADiv
123 AC&W Squadron	Blue Ash, Ohio	Unknown	ADDC	30th ADiv
128 AC&W Squadron	Milwaukee, Wisc.	Unknown	ADDC	30th ADiv
101 AC&W Flight	Sommerville, Mass	1 TPS-1D	ADDC	32d ADiv
102 AC&W Squadron	Howard, R.I.	1 MPS-5 2 TPS-1D	ADDC	32d ADiv
108 AC&W Flight	Syracuse, NY	2 TPS-1D	ADDC	32d ADiv
115 AC&W Squadron	Dothan, Ala.	1 TPS-10D Unknown	EW	35th ADiv
117 AC&W Flight	Savannah, Ga.	Unknown	EW	35th ADiv
119 AC&W Flight	Alcoa, Tenn.	Unknown	EW	35th ADiv
129 AC&W Squadron	n Marietta, Ga.	Unknown	EW	35th ADiv
102 Radar Calibra tion Flight		[ None	Evalua- tion Flight	4713th Rada Evaluation Flight

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APPENDIX 3

## TO ANNEX C

#### TO

## EADF WAR CAPABILITIES PLAN 55-1

## AIR NATIONAL GUARD WEATHER FLIGHTS

(Unclassified) The 12th Weather Squadron is under the operational control of Eastern Air Defense Force and is responsible for providing all weather support required by EADF units. Weather flights attached to ANG units having a mobilization assignment to EADF, will be mobilized simultaneously with the units to which they are attached and assigned to the 12th Weather Squadron.

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ANG WEATHER FLIGHT	LOCATION
104th Limited Forecasting Flight	Baltimore, Maryland
107th Limited Forecasting Flight	Romulus, Michigan
119th Forecasting - Observing Flight	Newark, N.J.
126th Limited Forecasting - Observing Flight	Milwaukee, Wisc.
131st Forecasting Flight	Westfield, Massachusetts
146th Forecasting Flight	Coraopolis, Pa.
152d Forecasting Flight	Providence, R.I.
163d Forecasting Flight	Fort Wayne, Indiana
164th Forecasting Flight	Mansfield, Ohio
165th Forecasting Flight	Louisville, Kentucky
167th Forecasting Flight	Charleston, W.Va.
121st Forecasting Flight	Washington, D.C.
156th Forecasting Flight	Charlotte, N.C.
157th Forecasting Observing Flight	Eastover, S.C.

EADF APPENDIX 3 ANNEX C EADFWCP 55-1 1 Apr 55

ANNEX D

EADF WAR CAPABILITIES PLAN 55-1

# AIR FORCE RESERVE

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Appendix 1 - Air Force Reserve Fighter Unit Locations

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#### ANNEX D

#### TO

#### EADF WAR CAPABILITIES PLAN 55-1

#### AIR FORCE RESERVE

(Unclassified) Six Air Force Reserve fighter-bomber wings have recently been given an M-day plus 3 months assignment to the Eastern Air Defense Force. They have been further assigned to air divisions (defense) as indicated below. It is expected that a definitive plan for wartime utilization will soon be published by Headquarters Air Defense Command. Responsibilities in regard to training of Air Force Reserve units have been specified in ADC Regulation 50-11, dated 8 February 1955. Assignments of Air Force Reserve units to the 35th Air Division (Defense) listed below are effective 1 May 1955.

#### 30th Air Division (Defense)

#### Location

438th Fighter Bomber Wing 87th Squadron 88th Squadron 89th Squadron

#### 439th Fighter Bomber Wing 91st Squadron 92d Squadron 93d Squadron

#### 32d Air Division (Defense).

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89th Fighter Bomber Wing 24th Squadron 25th Squadron 26th Squadron

445th Fighter Bomber Wing 700th Squadron 701st Squadron 702d Squadron

#### 35th Air Division (Defense)

319th Fighter Bomber Wing 46th Squadron 50th Squadron

441st Fighter Bomber Wing 99th Squadron 301st Squadron

APPENDIX 1 Air Force Reserve Fighter Unit Locations

OFFICIA E, 4 nu ARTHUR C. AGAN, JR. Colonel, USAF

Deputy for Operati

Gen. B. Mitchell Field, Wisc. Gen. B. Mitchell <sup>F</sup>ield, Wisc.

Selfridge AFB, Mich. Selfridge AFB, Mich. Selfridge AFB, Mich. Selfridge AFB, Mich.

#### Location

Hanscom AFB, Mass. Hanscom AFB, Mass. Hanscom AFB, Mass. Hanscom AFB, Mass.

Niagara Falls MAP, N.Y. Niagara Falls MAP, N.Y. Niagara Falls MAP, N.Y. Niagara Falls MAP, N.Y.

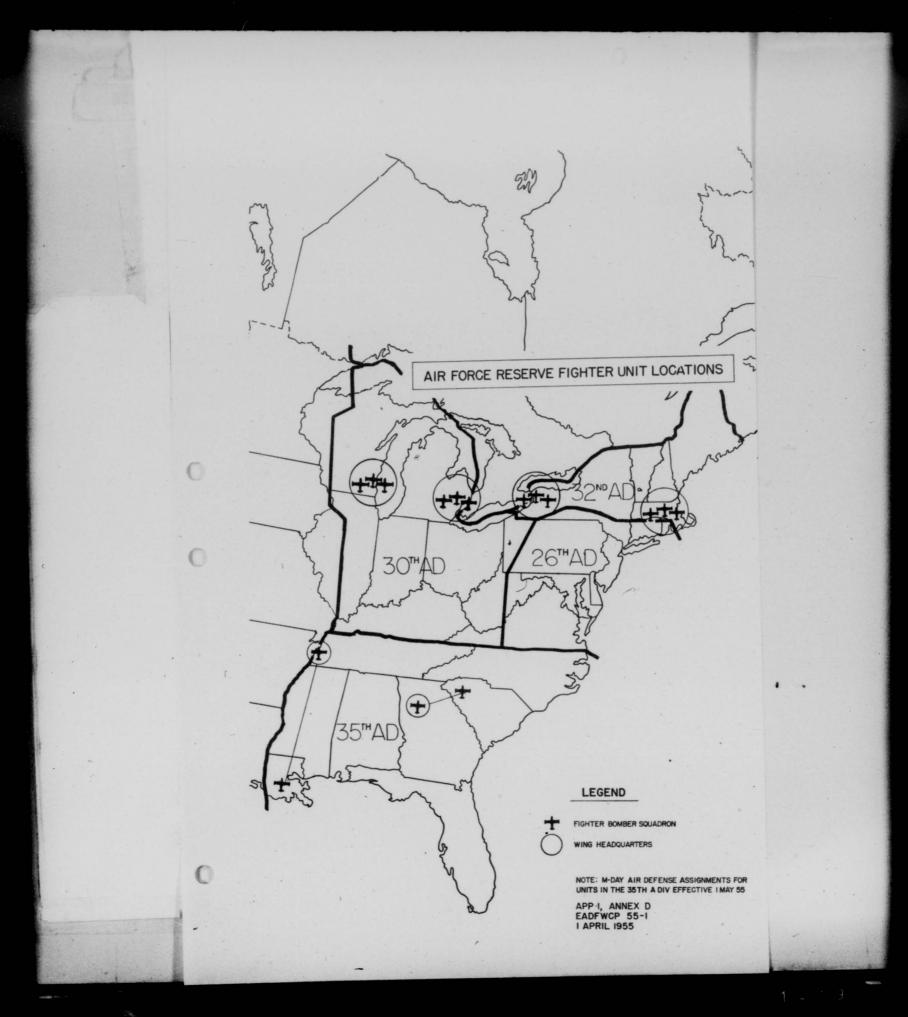
#### Location

Memphis, Tenn. Memphis, Tenn. New Orleans, La.

Dobbins AFB, Ga. Dobbins AFB, Ga. Donaldson AFB, S.C.

> NELSON MAJ GEN

ANNEX D EADFWCP 55-1 1 Apr 55



### ANNEX E

TO

# EADF WAR CAPABILITIES PLAN 55-1

# AIR DEFENSE PARTICIPATION OF U. S. NAVY AND MARINE FORCES

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Appendix 1 - Naval and Marine Fighters Appendix 2 - Naval and Marine Radar Appendix 3 - Naval Picket Vessels

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ANNEX E

#### TO

#### EADF WAR CAPABILITIES PLAN 55-1

### AIR DEFENSE PARTICIPATION OF U.S. NAVY AND MARINE FORCES

1. GENERAL SITUATION: (Confidential) With acceptance of the basic premise that the initiation of attack is left to the enemy, it is mandatory that swift defensive measures be available at all times to repel an incoming attack. 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. This annex lists U.S. Navy and Marine fighter aircraft and radar facilities which may be made available for temporary employment in air defense of the Eastern Air Defense Force region during a military emergency, as well as picket vessels which have been assigned a continuous mission of air defense. Fighter units of the Naval Operating Forces which may be in port or temporarily based ashore; units of the Reserve fleets; facilities of the Naval Shore Establishment, and Marine Corps fighter aircraft and radar facilities not regularly allocated to continental air defense, but having air defense capabilities, will provide maximum practicable assistance, consistent with primary missions, to appropriate air division (defense) commanders. Navy and Marine fighter units located within the Eastern Air Defense Force region will normally be utilized in-place at their home stations. Air defense participation of these units is provided under authority of the Joint CESF-EADF-CADF Agreement for Air Defense, 27 April 1953. Participation of Naval antiaircraft forces will be in accordance with Headquarters Eastern Army Antiaircraft Command "Operation Plan for Antiaircraft Defense of the Eastern Region of the U.S.", dated 15 January 1955.

2. MISSION.

a. (Unclassified) To provide for effective utilization of U.S. Naval and Marine forces and facilities made available for air defense of the Eastern Air Defense Force region under emergency conditions.

b. (Unclassified) To provide for effective utilization of Naval forces assigned an air defense mission of supporting the seaward extension of the contiguous radar coverage system.

#### 3. TASKS FOR SUBORDINATE UNITS:

a. (Unclassified) <u>Commanders of the 26th and 32d Air Divisions (Defense)</u> will utilize naval picket vessels listed in Appendix 3 of this annex in accordance with the provisions contained therein and as further specified in Eastern Air Defense Force Regulation 55-27 (Confidential).

### b. All Air Division Commanders will:

(1) (Confidential) Be prepared to exercise operational control of Naval and Marine forces designated to temporarily augment Eastern Air Defense Force forces during emergencies, or when temporarily assigned for joint exercises. Naval and Marine Forces which may be made available for air defense purposes are listed in Appendices 1 and 2 of this annex.

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- (2) (Unclassified) Assist Naval and Marine units in maintaining complete and accurate files on appropriate air defense publications listed in EADFR 5-5 when requested. Distribution of such publications will be accomplished by Headquarters Eastern Air Defense Force.
- (3) (Unclassified) Accomplish periodic reindoctrination (at least twice annually) of Naval and Marine unit personnel at their home bases. The briefing team will include an operations officer and a controller. Briefing of each Naval or Marine unit will be conducted, when possible, by personnel with whom the unit will work during actual air defense operations. A review of scramble and recovery procedures will be included in these briefings.
- (4) (Unclassified) Provide assistance to Naval and Marine fighter and radar units in the preparation of alert plans when requested.
- (5) (Unclassified) Encourage Naval and Marine units to participate in local air defense exercises to the maximum extent possible. Commanders of Naval or Marine units which participate in these exercises will be invited to air division exercise critiques.

#### 4. LOGISTICAL MATTERS.

a. (Unclassified) Logistic supply of Naval and Marine units based at Regular Naval or Marine Corps Air Stations located within the Eastern Air Defense Force region will be accomplished by the Navy or Marine Corps as appropriate.

b. (Unclassified) When Naval or Marine fighter forces are redeployed into the Eastern Air Defense Force region, logistic supply peculiar to the support of various types of Naval or Marine fighters will be furnished at the Naval or Marine Corps Air Stations to which redeployment of Naval or Marine aircraft has been made.

c. (Unclassified) When Naval or Marine fighter forces have deployed to the Eastern Air Defense Force region, airlift of key support Naval or Marine personnel and equipment will be provided by the Navy or Marine Corps. Assistance in this task will be provided by the air division (defense) commander to which the unit is allocated when requested.

### 5. COMMAND AND SIGNAL MATTERS.

a. <u>Command</u>. (Unclassified) Naval forces (less radar picket forces) and Marine forces assigned 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 division (defense) commander.

b. <u>Implementation</u>. (Confidential) The circumstances under which this plan may be implemented are:

- Upon Presidential proclamation and/or Congressional declaration that a state of war exists.
- (2) A directive issued by the Joint Chiefs of Staff.

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- (3) Automatically upon air attack upon the Continental United States.
- (4) By mutual agreement between the services or subordinate commanders of the services concerned.

c. <u>Acquisition</u>. (Confidential) Under the condition of air defense "Warning Red", air division (defense) commanders are authorized to request the allocation of Naval or Marine forces direct from the Naval or Marine Corps unit commanders concerned. Under air defense "Warning Yellow", with the approval of the Commander, Eastern Air Defense Force, air division commanders may request allocation of Naval or Marine forces direct from the Naval or Marine Corps unit commander concerned keeping the Commander, Eastern Air Defense Force advised. Under other conditions of air defense warning or readiness, requests for the participation of Naval or Marine forces will be submitted to Headquarters Eastern Air Defense Force. The availability of Naval or Marine forces for emergency air defense employment will be determined by the cognizant Naval or Marine Corps commander.

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APPENDIX 1 - NAVAL AND MARINE FIGHTERS 2 - NAVAL AND MARINE RADAR 3 - NAVAL PICKET VESSELS

OFFICIAL:

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Inc ARTHUR C. AGAN, JR Colonel, USAF Deputy for Operations

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## CONFIDENTIAL

APPENDIX 1 TO ANNEX E ' TO

#### EADF WAR CAPABILITIES PLAN 55-1

### NAVAL AND MARINE FIGHTERS

(Confidential) Naval and Marine fighter aircraft and aircrews which may be made available for temporary employment in air defense of the Eastern Air Defense Force region during a military emergency, and the air divisions (defense) in which they are located, are listed in this appendix. Naval and Marine fighter units will normally be utilized in place at their regularly assigned air stations. The information contained herein was provided by the U.S. Navy for planning purposes only. The number and composition of fighter forces temporarily based ashore at regular Naval Air Stations and Marine Corps Air Stations varies considerably from month to month in accorance with fleet requirements, while the number of fighter aircraft based at Naval Air Reserve Stations remains relatively stable. Revisions of this listing will be issued periodically as new information is received.

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LOCAL NAVAL AND TYPE AN	(Confidential) ND APPROXIMATE NUM TER AIRCRAFT POSSE	BER	LOCATED IN
Regular Naval Air Stations Commander Fleet Air Detachment Naval Air Station Quonset Point Quonset Point, R.I.	All-Weather Jet Day Jet		26th Air Div
Commander Fleet Air Detachment Naval Air Station Atlantic City Atlantic City, N.J.	All-Weather Jet Day Jet All-Weather Prop	25 25 40	26th Air Div
Commander Fleet Air Detachment Naval Air Station Oceana Virginia Beach, Va.	Day Jet	30	26th Air Div
Commander Fleet Air Detachment Naval Air Station Jacksonville Jacksonville, Fla.	Day Jet All-Weather Jet	60 15	35th Air Div
Commander Fleet Air Detachment Naval Air Station Cecil Jacksonville, Fla.	All-Weather Jet Day Jet	25 110	35th Air Div
Naval Air Reserve Stations and Units	3		
Commanding Officer Naval Air Station New York New York, N.Y.	Day Prop Day Jet	25 25	
Commanding Officer Naval Air Station Willow Grove Willow Grove, Pa.	Day Prop	30	26th Air Div
			APPENDIX 1 ANNEX E

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CAL NAVAL AND TYPE AND APPROX CAL NAVAL AND OF FIGHTER AIRCR	MATE NUMBER	LOCATED IN
RINE CORPS COMMAND OF FIGHTER AIRCH		a state of the second second
val Air Reserve Stations and Units (Cont	'd)	
VAL ALL NOUL VO DURLEY		26th Air Div
Commanding Officer Naval Air Reserve Training Unit Naval Air Station Anacostia Washington, D.C.	Day Prop 30	
Commanding Officer	Day Prop 14	26th Air Div
Naval Air Reserve Training Unit Naval Air Station Norfolk Norfolk, Va.	-	* .
	Day Prop 9	30th Air Div
Commanding Officer Naval Air Station Glenview Glenview, Ill.	Day Jet 26	
Commanding Officer	Day Prop 25	30th Air Div
Naval Air Station Akron Akron, Ohio		
	Day Prop 25	30th Air Div
Commanding Officer Naval Air Station Columbus Columbus, Ohio	Day Jet 15	
	Day Prop 2	5 30th Air Div
Commanding Officer Naval Air Station Grosse Ile	200	
Grosse Ile, Mich.		11 D'
Commanding Officer Naval Air Station South Weymouth South Weymouth, Mass		5 32d Air Div 5
	Day Prop 1	3 32d Air Div
Commanding Officer Naval Air Station Niagara Falls Niagara Falls, N.Y.	Day Jet	3
Commanding Officer Naval Air Station Atlanta	Day Prop	29 35th Air Div
Atlanta, Ga.	<	
Commanding Officer Naval Air Station Birmingham Birmingham, Ala.	Day Prop	18 35th Air Di
Commanding Officer Naval Air Station New Orleans	Day Prop	13 35th Air Di
New Orleans, La.		
Commanding Officer Naval Air Reserve Training Unit	Day Jet Day Prop	8 35th Air Di 11

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(Confid LOCAL NAVAL AND TYPE AND APP MARINE CORPS COMMAND OF FIGHTER AD		LOCATED IN		
Marine Corps Air Stations				
Commanding General 2d Marine Air Wing Marine Corps Air Station Cherry Point, N.Carolina	All-Weather Jet Day Jet	10 50	35th Air Div	
Commanding General 3d Marine Air Wing Marine Corps Air Station Miami Miami, Fla.	Day Jet	16	35th Air Div	

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APPENDIX 2 TO ANNEX E TO EADF WAR CAPABILITIES PLAN 55-1

### NAVAL AND MARINE RADAR

(Confidential) Certain radar facilities of the U. S. Navy and Marine Corps are so located as to provide an additional surveillance or ground controlled intercept capability for the air defense of the Eastern Air Defense Force region. This appendix lists those Naval and Marine radar facilities which may be made available for EADF utilization during periods of emergency.

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UNIT	LOCATION	TYPE RADAR	FUNC- TION	WHEN AVAILABLE	REPORTS TO
Fleet Tng Center	Newport, R.I.	SPS-6B SP-1M	EW	Emergencies or by request	P-45, Montauk AFS, N.Y. (26th ADiv)
Atlantic City NAS	Atlantic City, N.J.	SPS-6B MPS-4	GCI	Emergencies or by request	P-54, Palermo AFS, N.J. (26th ADiv)
Fleet Tng Center	Norfolk, Va.	SX SPS-6A	EW	Emergencies or by request	P-56, Cape Charles AFS; Va. (26th ADiv)
CIC School NAS Glenview	Glenview, Ill.	TPS-1B SX	EW	Emergencies or by request	P-31, Williams Bay AFS, Wisc. (30th ADiv)
NAS Atlanta	Atlanta, Ga.	TPS-1B SP-1M	EW	Emergencies or by request	ADCC (35th ADiv)
NAS Key West	Key West, Fla.	SX SPS-6C MPS-8 MPS-4 2 TPS-1B	GCI	Emergencies or by request	ADCC (35th ADiv)
NAS Jackson- ville	Mayport, Fla.	SPS-6B MPS-4	GCI	Emergencies or by request	ADCC (35th ADiv)
Marine Air Control Gp 1 MCAS Cherry F	Cherry Pt., N.C.	TPS-1B	TACC	24 hrs daily	ADCC (35th ADiv)

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(Confidential)		TYPE	FUNC-	WHEN	REPORTS
UNIT	LOCATION	RADAR	TION	AVAILABLE	TO
Marine Air Control Sq 5 MCAS Cherry Pt	Edenton, N.C.	TPS-1B CPS-5 MPS-4	GCI	0700-2400 daily	ADCC (35th ADiv)
Marine Air Control Sq 6 MCAS Cherry Pt	Cherry Pt., N.C.	TPS-1B CPS-5 MPS-4	GCI	0700-2400 daily	ADCC (35th ADiv)
Marine Air Control Sq 7 MCAS Cherry Pt	New River, N.C.	TPS-1B CPS-5 MPS-4	GCI	0700-2400 daily	ADCC (35th ADiv)
Marine Air Control Sq 8 MCAS Miami	Miami, Fla.	CPS-5 TPS-1B MPS-4	GCI	Emergencies or by request	ADCC (35th ADiv)
Marine Air Control Sq 9 MCAS Miami	Miami, Fla.	CPS-5 TPS-1B MPS-4	GCI	Emergencies or by request	ADCC (35th ADiv

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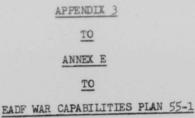
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#### NAVAL PICKET VESSELS

#### 1. GENERAL.

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(Confidential) Picket vessels are sea-going vessels equipped, manned and operated as operational units of the Air Defense System. They are assigned by the U.S. Navy, and operate in conjunction with Texas Towers, Airborne Early Warning and Control Aircraft, and certain on-shore Air Defense Direction Centers, to extend the contiguous radar coverage and weapons directing capabilities of the Air Defense Combat Zone to seaward. Picket vessels are fitted with radar equipment to perform aircraft control and warning functions in a manner similar to shore-based Air Defense Direction Centers. Certain shore-based Direction Centers have been designated Associated Direction Centers. Control of interceptor aircraft is passed from the Primary Direction Center to the picket vessel for the interception of unidentified or hostile aircraft. Identification is the responsibility of the Direction Center with which the picket vessel is associated, however Associated Direction Centers are encouraged to utilize any capabilities of the picket vessels to aid in the completion of identification functions. Eastern Air Defense Force fighter-interceptors under picket vessel control will be controlled in accordance with Air Defense Command and Eastern Air Defense Force directives. Six radar picket escort vessels, under the command of Commander, Escort Squadron 16, Newport, R.I., are presently assigned an air defense mission. Two of these vessels man two picket stations continuously. Radar picket escort vessels will eventually be replaced by YAGR's (Ocean Radar Ship Station) type vessels.

### 2. AIR DEFENSE STATIONS.

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(Confidential) Five picket vessel stations have been designated by Headquarters Air Defense Command. Assignments of picket vessels to these specific stations are designated by Eastern Sea Frontier operation orders after coordination with Commander, Eastern Air Defense Force. Copies of these orders are furnished to Headquarters Eastern Air Defense Force; concerned air division commanders, and associated direction centers. Emergency manning priorities are established in order to provide the Commander, Eastern Sea Frontier, with a plan for rapid and effective deployment of picket vessels, upon declaration of a military emergency, in the absence of specific location requests from the Commander, Eastern Air Defense Force. Station numbers, manning priorities, locations and associated direction centers are indicated below.

STATION	MANNING	(Secret) GEOGRAPHICAL	HICAL ASSOCIATED		
NO.	PRIORITY	LOCATION	DIRECTION CENTER		

42° 47' 30" N 68° 23' W Pl3 Brunswick NAS, Me. (32d Air Division)

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#### SECRET

STATION MANNING (Se NO. PRIORITY		(Secret) GEOGRAPHICAL LOCATION	ASSOCIATED DIRECTION CENTER
2	3	120 00 N 680 00 W 1	Plo North Truro, Mass. (32d Air Division)
3	2	40°.00 N 70° 00 W	Ph5 Montauk AFS, N.Y. (26th Air Division)
4	1	38° 56' N 72° 05' W	P9 Highlands AFS, N.J. (26th Air Division)
5	5	37° 41' N 73° 00' W	P56 Cape Charles AFS, Va. (26th Air Division)

#### 3. WEATHER REPORTING .

(Unclassified) Each picket vessel will report weather observations to the Associated Direction Center by high frequency voice radio every three hours on the half hour beginning 0030Z daily. Voice reporting of surveillance data will not be subordinated to the transmission of this information. Weather reports received at the Associated Direction Center will be transmitted immediately through the air defense wing to the parent Air Defense Control Center by tactical teletype. The air division weather officer will evaluate and disseminate this weather data as deemed necessary.

### 4. SEARCH AND RESCUE.

(Unclassified) Picket vessel search and rescue operations will be conducted in accordance with applicable U.S. Navy instructions. During a military emergency, should picket vessel participation in search and rescue activities necessitate abandonment of station which is detrimental to the air defense mission, the air division commander concerned may request of Commander, Eastern Sea Frontier, that such search and rescue activities be held in abeyance pending an improvement in the air defense situation.

#### 5. COMMAND.

(Secret) Control of picket vessel active air defense functions is assigned to the air division commander within whose sector the vessel is operating. Picket vessels reporting on-station for duty with Eastern Air Defense Force will patrol within a circle twenty-five nautical miles in radius from the picket vessel control point specified in naval operations orders. Picket vessel commanding officers are authorized to prescribe the course and manner in which the ships patrol within the patrol area. When deemed desirable, or when requested by proper authority, the commanding officers of the picket vessels will coordinate their movements to effect best radar coverage.

#### 6. COMMUNICATIONS.

(1)

(Secret) Beavertail Naval Radio Facility, Newport, R.I., will act as monitor and net control station of all Picket Vessel nets. The picket vessel will establish and maintain contact with the monitor station and the primary station, reverting to the secondary station if radio contact with the primary station fails or by prior arrangement with either of the

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APPENDIX 3 ANNEX E EADFWCP 55-1 1 Apr 55 (Secret) other stations. The secondary station should be capable of immediately assuming all functions of the primary station. The following nets for high frequency point-to-point communications have been established:

PICKET VESSEL NET	PICKET VESSEL STATION	(Confidential) PRIMARY STATION	(Confidential) SECONDARY STATION
1	l	654th AC&W Squadron Brunswick NAS, Me.	762d AC&W Squadron North Truro, Mass.
2	2	762d AC&W Squadron North Truro, Mass.	773d AC&W Squadron Montauk, N.Y.
3	3	773d AC&W Squadron Montauk, N.Y.	646th AC&W Squadron Highlands, N.J.
4	4	646th AC&W Squadron Highlands, N.J.	770th AC&W Squadron Palermo, N.J.
5	5	771st AC&W Squadron Cape Charles, Va.	770th AC&W Squadron Palermo, N.J.

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APPENDIX 3 ANNEX E EADFWCP 55-1 1 Apr 55

# ANNEX F TO EADF WAR CAPABILITIES PLAN 55-1

# ADMINISTRATION AND LOGISTICS

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Appendix l - Personnel
Appendix 2 - Inspector General
Appendix 3 - Comptroller
Appendix 4 - Chaplain Services
Appendix 5 - Wartime Planning Factors
Appendix 6 - Ferrying

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ANNEX F

TO

### EADF WAR CAPABILITIES PLAN 55-1

#### ADMINISTRATION AND LOGISTICS

#### 1. GENERAL

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a. (Unclassified) <u>Purpose</u>: This Annex outlines the administrative and logistic requirements necessary for the support of EADF after D-Day.

#### b. Assumptions:

- (1) (Confidential) National Registration and Selective Service for women subsequent to D-Day is a possibility but the uncertainty and the time involved in the consideration, passage, and subsequent implementation of appropriate legislation make it impractical to consider in this plan. Therefore, female personnel will be procured on a voluntary basis and will not, for the purposes of this plan, be subject to induction through the Selective Service System.
- (2) (Confidential) Maximum use will be made of limited service personnel.
- (3) (Confidential) Except for Aviation Cadets, Officer Candidates, females and personnel ineligible for induction, voluntary recruitment programs will be suspended by the Secretary of Defense. It is anticipated that the timing of this suspension will coincide with the date the Selective Service System is capable of delivering quotas.
- (4) (Confidential) An agency similar to the Procurement and Assignment Service of the Federal Security Agency in World War II will be established to aid in the procurement of doctors of medicine, dentistry and veterinary medicine; murses and other highly specialized personnel; and to assure an equitable distribution of medical service personnel between military and civilian requirements.
- (5) (Confidential) Tactical Air Command will assist EADF by providing airlift to assist in deploying or redeploying air defense units and/or augmentation forces as required. (See Annex B)
- (6) Air Materiel Command will:
  - (a) (Confidential) Provide an adequate and efficient system to insure that all supplies and equipment are developed, procured, distributed and maintained to fulfill the requirements of operations within the continental U.S.
  - (b) (Confidential) Continue depot support, including supply support, maintenance support, procurement technical assistance responsibilities and accomplish modification in support of air defense operations.
  - (c) (Confidential) Arrange for emergency supply of (and allocate critical items to) EADF forces when the tactical situation so dictates.

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- (d) (Confidential) Insure continued maintenance of "readiness reserves" under Project AF-GEN-1-50-OPR and effect shipment when so directed.
- (e) (Confidential) Within command capabilities, control and operate feeder lines required for inter-depot airlift in the continental U.S.
- (7) (Confidential) All major USAF commands will provide logistic support for EADF units and/or augmentation forces operating through, based on, or deployed to bases under their command jurisdiction.

#### c. Basic Planning Data:

- (Confidential) Agreements in effect on D-Day regarding EADF responsibilities for logistic and administrative support of Army and Navy units and agreements for Army and Navy support of EADF units will continue.
- (2) (Confidential) Departments of the Army and Navy are responsible for the logistic and administrative support of their own forces unless prior agreements have been made with USAF Headquarters.
- (3) (Secret) When unit equipment aircraft have been reduced due to attrition losses, units will be consolidated on air bases without reduction in total number of units. Units will be re-equipped with aircraft as soon as possible.
- (4) (Confidential) Logistic and administrative support of EADF units tenanted on installations of other commands and AC&W units satellited to and/or located on installations of other commands will continue to be provided in accordance with AFR 11-4 and 87-2, as amended, and as mutually agreed upon.
- (5) (Confidential) For additional planning data, see applicable Emergency Air Staff Actions (EASA) directives. In the event EASA directives conflict with the provisions of this annex, EASA directives will apply.

# d. Resume of the Logistic and Administrative Situation:

(1) (Secret) Shortages of skilled personnel, critical supplies, and equipment may be expected during the early phases of the war. Initially, all units must be manned and logistic support furnished on an austere basis. Since it is impossible to prestock all supplies and equipment required for the initial phase of operations, it will be necessary to make the best use of supplies and equipment available within the command. This calls for the establishment of a distribution and priority system to meet the demands. It will be necessary for the operational commanders to be kept fully informed at all times concerning the status of all types of supplies in order that critical items not subject to prompt replacement may be redistributed within the command. Strict control must be maintained over critical items, whether serviceable or reparable, or whether in stock or reclaimed from damaged equipment. Care will be taken not to issue parts for equipment which will be in maintenance for extended periods.

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(Secret) Logistic support should be on a wartime footing by D/6 months, at which time wartime supply levels will have been established, additional materials will become available from production, and wartime requisitioning procedures will be in effect. Distribution will remain a problem due to personnel, facilities, and transportation.

- (2) (Secret) In view of the possibility of the loss (due to enemy action) of supply lines, transportation facilities, depot facilities and supply sources, it will be necessary to prestock certain war consumables on-base to insure accomplishment of the EADF mission. Pre-stocking objectives for the EADF are listed in paragraph 3b.
- (3) (Secret) Air bases existing on D-Day within the continental U.S. can support air operations in defense of the U.S. Pre-D-Day requirements are being met by new construction and/or rehabilitation. Post-D-Day new construction will be extremely limited due to the non-availability of Army Engineer and Engineer Aviation units, since the requirement for the continued maintenance of existing installations will require full use of all engineer units in-being on D-Day.
- 2. AIRCRAFT

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#### a. Unit Equipment:

- (1) (Unclassified) See paragraph 3c for equipping policies.
- (2) (Unclassified) See Tab 2, Appendix 7, Annex A for the overseas deployment of units.
- (3) (Secret) The number of active squadrons on D-Day is not decreased with the attrition of combat aircraft. These units are continued in existence and are re-equipped with aircraft as soon as possible. Existing units will be filled to authorized UE plus command support before new units become operational.

b. (Secret) <u>Conversions</u>: Unit conversions will be based on wartime development and production of new equipment.

c. Replacement of Aircraft:

- (Secret) Aircraft from storage, modification, repair, production and/or disbanded units (if any) will be utilized for replacement aircraft when available.
- (2) (Confidential) When replacement aircraft become available to this command, distribution will be made through normal ADC channels.
- (3) (Secret) Except for the D-Day input of ANG aircraft and scheduled peacetime production deliveries, no significant numbers of replacement aircraft will accrue to ADC until production can be adjusted to increased wartime procurement.
- (4) (Secret) Obsolete and second line equipment will be phased out of Air National Guard units as modern replacements become available.

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#### SECRET

3. SUPPLY

## a. Equipping Policies:

- (Secret) On D-Day, unit precedence categories and precedence numbers contained in "Priorities of Programmed Units (OPU)" will be revised by USAF in accordance with the urgency of the mission to be accomplished.
- (2) (Secret) Active units scheduled to remain in the continental U.S. (Tab 2, Appendix 7, Annex A) will be equipped with only such allowances as are necessary (UEE or USE plus BSE), to carry out their wartime mission.
- (3) (Secret) Active units scheduled for early deployment overseas (Tab 2, Appendix 7, Annex A) will be equipped as authorized by the MEAL.
- (4) (Secret) Units to be activated and scheduled for duty in continental United States will be equipped only with allowances required to accomplish their specific mission (UEE only, or USE plus BSE).
- (5) (Secret) Units to be activated and scheduled for deployment overseas will be equipped with UEE plus USE equipment while in the continental U.S. Upon receipt of movement directive, units will move to the appropriate port of embarkation with UEE only.
- (6) (Confidential) Organizational equipment, including vehicles, assigned aircraft, spare parts, special tools and ground handling equipment, will accompany ANG units into active military service.
- (7) (Secret) Units moving from one base to another within the continental United States for the purpose of air defense will be equipped as prescribed in the movement order issued by this headquarters. Insofar as practicable, only aircraft, and the equipment and supplies peculiar to the aircraft will be moved on the change of station. To the extent practicable, common supplies and equipment will remain in place except in those cases where the base is being inactivated, evacuated or such items are not available at the new station.
- (8) (Confidential) Requirements for special lists of equipment (SLOE) and/or special items required due to climatic or terrain condition will be determined and processed in accordance with AFM 67-1.

#### b. Supply Levels:

(1) (Secret) The supply levels and stockage objectives outlined in this paragraph indicate quantities of war consumables that must be on hand on D-Day to sustain combat operations. Supply levels and stockage objectives for items of supply, other than those items outlined in this paragraph will be as established in AFM 67-1.

#### Item

#### (a) Fuel and Oil

ANNEX F

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On Base Stockage Objective

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#### SECRET

(Secret)	On Base Stockage Objective
Item	
(b) Ammunition	30 days 2/
(c) Oxygen	2/
(d) Aircraft Spares (less En	30 days 4/
(e) Aircraft Engines	30 days 5/
(f) Auxiliary Fuel Tanks	JO
5. Peacetime ratte of	factors contained in Appendix d on current ADC Flying Hour
2/ Based on wartime sortie	rates contained in Appendix 5.
- AFM 67-1-	tion computed in accordance with
	projected to wartime sortie ndix 5.
5/ Exact number and type t by ADC and included in	a he pre-stocked will be compared
c. Reserves:	angumbles are
being established on ensu	ves of certain war consumables are continental U.S. to support the mption subsequent to D-Day.
(2) (Confidential) Effective readiness reserves establ constitute the immediate	D-Day, operating stock lets will ished to support ADC forces will source of supply to support combat
(a) (confidential) Readines	s Reserve stocks prestocked under

- Project AF-GEN-1-50-OPR in continental U. (3) (Confiden accompany or precede units deploying to overseas areas.
- (4) (Confidential) For supply and equipping procedures, see paragraphs 3a and b above and AFM 75-37, "Preparation for Oversea Movement of AF Units (POM)."

d. (Unclassified) <u>Property Accountability and Responsibility</u>: Existing instructions governing property accountability and responsibility will remain in effect after D-Day. Air National Guard units with mobil-ization assignments to ADC will comply with AFM 67-1 and AFR 45-51.

# e. Local Procurement:

 (Confidential) Commanders, in an emergency, are authorized to have materiels and services procured and to obligate and expend funds necessary to provide for immediate operational requirements. For appropriate funds, see Appendix 3. Authority for emergency local procurement will be delegated to base level.

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- (2) (Confidential) Local procurement will be utilized to the maximum extent for commercial type, non-military items authorized by Armed Services Special Regulations (ASSR's).
- (3) (Confidential) Authorized local procurement line items of less than one hundred dollars will be purchased by cash.
- (4) (Confidential) When required, "negotiation" will be considered the sole method of procurement.
- f. Salvage, Surplus, Critical Scrap and Captured Enemy Materiel:
  - (Confidential) Major end items procured and supplied by the Army and those items controlled by depot or Headquarters USAF will not be salvaged at base level but will be returned to the appropriate depot for necessary actions.
  - (2) (Confidential) Effective on D-Day, the disposal of excess and surplus property will be suspended pending a determination by AMC of those items which can be utilized in the build-up of the USAF.
  - (3) (Confidential) Existing instructions governing collection and disposition of critical and strategic scrap materiel will remain in effect on and after D-Day.
  - (4) (Confidential) Disposal and safeguarding of items of captured enemy materiel will be the responsibility of the 4602d Air Intelligence Service Squadron.
  - (5) (Unclassified) See AFR 65-86, "Storage, Reclamation and Disposal of Operational, Excess, and Surplus Aircraft."
  - (6) (Unclassified) See AFR 66-19, "Reclamation and Processing of Condemned Property."
  - (7) (Unclassified) See Volume XIII, AFM 67-1.

#### 4. MAINTENANCE

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a. (Confidential) On D-Day authority for jet engine minor repair at base level will be continued. Organizations having such authority will accomplish minor repair of jet engines to the maximum extent of base capabilities.

b. (Confidential) Aircraft engine build-up and engine changes for assigned organic and transient aircraft will continue to be accomplished by organizational and/or field maintenance activities of the base.

c. (Confidential) Contract maintenance will be utilized to the maximum extent where efficiency or economy can be increased, but will not be used to the extent that it will deprive tactical units of operational mobility or impair the depot system from providing essential support.

d. (Confidential) Repairs will be performed at the lowest category of maintenance consistent with the nature of the repair, authorized and available spare parts, tolls and equipment, capabilities of personnel, and the tactical situation. Field and depot activities may perform any of the maintenance and repair activities of lower echelons if required by operational necessity. Materiel requiring maintenance or repair beyond the capability of the repair activity will be expeditiously evacuated to AMC depots and/or commercial facilities.

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e. (Unclassified) Full utilization of the most expeditious and available transportation will be made for the return of reparable AF equipment requiring depot level maintenance.

f. (Unclassified) Reclaimed items will be expeditiously returned to serviceable or reparable stocks. (See AFR 66-19)

#### 5. MEDICAL SERVICE AND MATERIEL

a. (Confidential) Medical Service Units furnishing hospitalization at base level echelon will provide care and treatment for all casualties not requiring hospital care in excess of thirty days except where otherwise medically contraindicated. Those units will, where required, furnish hospitalization to Army and Navy personnel serving with or located adjacent to Air Force facilities.

b. (Confidential) Infirmaries will accomplish medical care within the capability of assigned medical staffs. Patients requiring prolonged definitive care and surgical procedures of a formidable nature, beyond the capabilities of the staff or equipment of the infirmary, will be transferred to a large service hospital of the Air Force or Army or Navy and as directed by the Surgeon General.

c. (Confidential) Squadrons or units acting as tenants on a base where the operational control is under another USAF command or the Army or Navy will receive complete medical support from the base concerned.

d. (Confidential) Aircraft Control and Warning Squadrons at isolated sites will receive first-aid from an assigned medical technician, 90270, who operates a dispensary under the professional supervision of the Air Division surgeon. The use of local practicing physicians for emergency care of military personnel is authorized under the provisions of AFR 160-53.

e. Evacuation Policy:

- (Confidential) For planning purposes, the evacuation policy for all areas will be 120 days.
- (2) (Confidential) Evacuation of patients from AC&W sites requiring prolonged care will be to the nearest military facility unless professional judgment in the individual case requires otherwise.
- (3) (Confidential) Medical evacuation, except by the liaison aircraft or ambulance, over short road distance and/or in emergency, will be the responsibility of MATS and will be through the medical regulating officer for the area as directed by the Surgeon General.

f. (Confidential) <u>Dental Service</u>: Responsibility for a preventive medicine program to include implementation and supervision remains as specified in appropriate directives.

g. (Confidential) <u>Preventive Medicine</u>: Responsibility for the formulation and conducting of a comprehensive preventive medicine program remains as prescribed in AFR 160-89.

h. (Confidential) <u>POW Decontamination and Hygiene</u>: The Surgeon will make necessary recommendations to assist his Commander in effecting decontamination of all prisoners of war and their effects and to maintain satisfactory standards of hygiene.

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#### 6. TRANSPORTATION

### a. Land Transportation:

- (Unclassified) <u>Military Motor Vehicles</u>: Commanders will utilize military motor vehicles for transport of cargo and passengers in accordance with AFM 77-1.
- (2) (Confidential) <u>Commercial Motor Freight and Commercial Rail</u>? The use of less than truckload lots or less then carload lots for shipments of supplies and military impedimenta may be utilized at the discretion of the base commanders. Those units and installations to which specific truckload and carload routing authority has been granted, may route commercial carloads and truckloads of freight as required. All other installations will contact the Commercial Rate and Route Branch, Transportation and Package Division, Headquarters AMC, for an Air Force Routing Order.
- (3) (Confidential) Railway Express may be utilized for shipments weighing 1,000 pounds or less at the discretion of the Base Transportation Officer. All shipments weighing over 1,000 pounds will be referred to Headquarters ADC in accordance with paragraph 17d, AFR 75-2.
- (4) (Confidential) Land transportation requirements which cannot be met within available resources will be referred to this headquarters.
- (5) (Confidential) Commanders will provide on-base transportation support to units of other major commands staging through their bases.
- (6) (Confidential) Maintain up-to-date logistical data reflecting unit's movement requirements for land transportation. This data will include, but not be limited to, numbers of assigned officers and airmen to total weight and cubage of largest item.

b. (Confidential) Water Transportation: Units will maintain up-to-date logistical data reflecting a summary of sea lift requirements in accordance with the provisions of AFR 75-15 and be prepared to furnish EADF such requirements upon request.

c. Air Transportations

- (Confidential) Commercial air may be utilized for shipments under 1,000 pounds. Continental Air Freight Movement number and spaces assignment will be obtained from the Transportation and Packaging Division, Headquarters AMC, for all shipments over 1,000 pounds.
- (2) (Confidential) Tactical unit support aircraft and MIT aircraft will be utilized to the fullest extent possible in meeting command-wide airlift requirements.
- (3) (Confidential) Units will maintain up-to-date logistical data reflecting a summary of air transportation requirements needed for the movement of all units under their command jurisdiction and be prepared to furnish EADF such requirements upon request. This data will include, but not be limited to, numbers of assigned officers and airmen to total weight and cubage of largest item.

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- (4) (Confidential) Air transportation requirements which cannot be met within available resources will be referred to this headquarters.
- d. (Unclassified) Ferrying of Aircraft: See Appendix 6
- 7. CONSTRUCTION AND BASE DEVELOPMENT
  - a. Construction:
    - (1) (Confidential) All construction will be reduced to the absolute minimum necessary to the war effort. Currently approved projects, not substantially started, will be reviewed to eliminate all construction not absolutely essential to the war effort.
    - (2) (Confidential) Emergency type construction will be used for all new structures, except where permanent type construction is determined by USAF as more advisable and except in areas where other types of construction may be more economical.
    - (3) (Confidential) Maximum utilization will be made of existing installations even at the cost of administrative inconvenience.
    - (4) (Confidential) Civilian installations and facilities will be rehabilitated only when, and to the extent that, a gain in the war effort and a saving of labor, supplies and funds will result.
    - (5) (Confidential) Approval for all new construction and for the alteration, addition, extension or modification of existing real property and facilities will be retained in Headquarters USAF, except in those cases where the expenditure of funds is within the amount authorized.
    - (6) (Confidential) Criteria for construction of facilities which may become targets for atomic and guided missile attacks will be specified by USAF Headquarters.
    - (7) (Confidential) Maximum use will be made of civilian construction agencies for the construction of new facilities and the repair and rehabilitation of existing facilities consistent with the security classification of the construction required.
    - (8) (Confidential) Facilities will not exceed the standards and space criteria prescribed by Headquarters USAF, modified as necessary to meet climatic and other conditions peculiar to the area.
    - (9) (Confidential) See applicable EASA directives.
    - b. Maintenance and Repair of Installations:
      - (Confidential) Existing instructions outlined in applicable AF regulations, letters and manuals will remain in effect until superseded or amended by this or higher authority.
    - c. Acquisition and Disposal of Real Estate:
      - (1) (Confidential) Maximum use will be made of government-owned land.
      - (2) (Confidential) Joint use of real estate by two or more services will be effected when appropriate.

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- d. Base Developments
  - (Confidential) Development will be phased to provide minimum operational facilities at the earliest possible time, so as to permit early utilization on an austere basis and then progressively developed to meet full operational requirements.
  - (2) (Confidential) Development will be phased in accordance with the priorities dictated by local conditions, climate, and the specific instructions of this headquarters.

e. (Confidential) Bomb Damage Repair: All available resources will be used in effecting expeditious bomb damage repair. Damage repair will be given priority based upon the importance of the damaged facilities to the primary mission.

- f. This headquarters will:
  - (Confidential) Establish priorities and schedule construction requirements in accordance with approved plans and operational requirements.
  - (2) (Confidential) Provide construction and maintenance support.
  - (3) (Confidential) Develop working agreements with Army and/or Navy commands for the logistic support of construction elements of their command. This includes clear-cut and well-defined contact channels with local civil authorities, resident engineers and district engineers.
  - (4) (Confidential) Establish uniform administrative policies and procedures, including the maintenance of records, that may be required to settle claims against the U.S. or return real estate to owners.
  - (5) (Confidential) Assign the responsibility for conducting realty operations to one office to insure maximum control.
  - (6) (Confidential) Establish policies and procedures for construction and maintenance, including fire and crash rescue activities, so as to obtain maximum economical utilization of facilities.
  - (7) (Confidential) Insure that plans for bomb damage repair and emergency reconstruction are prepared by each installation under their command jurisdiction. Such plans will include, but not be limited to, the following:
    - (a) Bomb disposal procedure.
    - (b) Priorities of reconstruction.
    - (c) Availability lists of contractors and equipment.
    - (d) Availability lists of repair materials.
  - (8) (Confidential) Insure that plans for emergency fire fighting procedures are prepared for each installation under its command jurisdiction.
- 8. (Unclassified) PERSONNEL

a. See Appendix 1, Personnel

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## CONFIDENTIAL

## 9. (Unclassified) SERVICES

## a. Personal Clothing.

- (1) (Unclassified) Established clothing sales stores will continue to operate after M-Day. Establishment of new sales outlets will be as directed by this headquarters.
- (2) (Unclassified) Army clothing may be stocked and issued from AF clothing sales stores to assigned or attached Army personnel. Current agreements whereby the AF is responsible for providing clothing for Army units will continue. Reimbursement for clothing stocked and issued by the Air Force to Army units will be effected under normal operating procedures.
- (3) (Unclassified) The clothing monetary allowance system will continue in effect after M-Day.
- (4) (Unclassified) The procedures prescribed in AFM 67-5 will continue in effect after M-Day.
- b. Graves Registration and Disposition of Personal Effects:

(Unclassified) Refer to AFM 143-1 and AFR's of the 143 series.

#### 10. INSPECTOR GENERAL

- a. (Unclassified) See Appendix 2, Inspector General.
- 11. COMPTROLLER
  - a. (Unclassified) See Appendix 3, Comptroller.
- 12. CHAPLAIN

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a. (Unclassified) See Appendix 4, Chaplain Services.

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APPENDIX 1 - PERSONNEL

- 2 INSPECTOR GENERAL
- · 3 COMPTROLLER
  - 4 CHAPLAIN SERVICES
  - 5 WARTIME PLANNING FACTORS
  - 6 FERRYING

OFFICIAL:

myple JOHN K. DOWSWELL Colonel, USAF

Deputy for Materiel

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APPENDIX 1 TO ANNEX F

TO

#### EADF WAR CAPABILITIES PLAN 55-1

#### PERSONNEL

(Unclassified) The policies and responsibilities outlined herein are to provide guidance in the preparation of detailed personnel plans.

1. GENERAL POLICIES

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a. (Unclassified) The Department of the Army is responsible for the operation of the Joint Induction System. The Military Personnel Procurement Service Division (MPPSD) of the office of the Adjutant General will supervise this function.

b. (Unclassified) The Department of the Air Force will be required to furnish approximately 20% of the overhead personnel for the Joint Induction System.

c. (Unclassified) ATC will be responsible for providing overhead personnel to the induction stations and for supervising the induction of all Air Force personnel received from the Selective Service System.

d. (Unclassified) Procurement of female personnel will be on a voluntary basis through the Air Force Recruiting Service and personnel will be processed in accordance with current applicable directives and will be required to meet the same standards established in AFM 39-9 and AFR 39-43 for enlistment in the Regular Air Force and Air Force Reserve. Ceilings or quotas will be established by Headquarters USAF, as appropriate.

2. RESPONSIBILITIES

a. Commanders will:

- (Unclassified) Coordinate and supervise personnel planning of subordinate elements of their commands.
- (2) (Unclassified) Supervise and coordinate personnel operations of subordinate elements of their commands.
- (3) (Confidential) Take action to insure that Air National Guard units, when called to active duty, are filled to authorized strength and brought to a state of operational efficiency as rapidly as possible. Except for restrictions imposed by Headquarters Eastern Air Defense Force regarding distribution of critical specialists and distribution of overall shortages equally, qualified personnel assigned air divisions (defense) should be utilized as fillers for these units and regular Air Force units.

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- (4) (Unclassified) Supervise and coordinate personnel activities at installations under their commands.
- (5) (Unclassified) Insure personnel readiness of the units and individuals under their commands.

#### 3. ENLISTMENTS .

a. (Confidential) <u>Initial Period (D-day until suspensed by the Secretary</u> of Defense). Channels for the procurement of recruits in operation on D-day will continue to operate until suspended by the Secretary of Defense. During this period when procurement of all categories of recruits is still in effect, applicants from civil life with dependents are authorized to enlist in the Air Force provided they are not in a dependency deferred Selective Service status. All enlistments shall be in the USAF without component (see paragraph b(1) below for exception) and shall be for the duration of the war plus six months. Enlistments will be controlled by quotas issued by Headquarters Air Defense Command. Air Force volunteers (except for categories treated in paragraphs (1) and b(1) below) with prior service will be recruited in accordance with AFM 39-9 and assigned direct to the nearest Air Force personnel processing station. Assignment upon completion of processing will be directed by Headquarters USAF. Volunteers without prior service will be sent direct to a United States Air Force basic military training school.

> (1) (Unclassified) Every effort will be made to secure enlistment of qualified specialists whose skill fields are in short supply. Quotas will be issued by Headquarters USAF through Headquarters Air Defense Command. Grades will be offered based on qualifications determined by Air Force job knowledge tests. Unless otherwise directed by Headquarters USAF, such volunteers will be ordered direct to selected air bases and placed on duty status in their skill fields. Volunteers without prior service will be given indoctrination training at their duty bases.

b. (Confidential) <u>Subsequent to the Time the Secretary of Defense</u> <u>Suspends Enlistments</u>. Subsequent to the time the Secretary of Defense suspends enlistments, voluntary enlistments outside the Induction System will be authorized only for personnel potentially capable of undergoing aviation cadet and officer candidate training, for females, and for persons ineligible for induction. Air Training Command will be responsible for the recruitment of these types of personnel in accordance with quotas to be issued by Headquarters USAF. Established recruiting main stations will be reduced consistent with the volunteer recruiting mission by D/90 days.

(1) Procurement of Aviation Cadets and Officer Candidates.

- (a) (Unclassified) Present channels for procurement of Aviation Cadets and Officer Candidates from personnel on active duty will be continued.
- (b) (Unclassified) Present channels for procurement of Aviation Cadets from civilian life will be continued. Procurement of Officer Candidates from civilian life will be initiated or continued, as appropriate. AC-OC Examining Boards will be established as necessary to give mental aptitude and physical examinations. AC-OC Examining Boards will serve as field agencies for the initial processing of aviation cadets and officer candidates in accordance with quotas and policies to be announced by

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Headquarters USAF. Classification Testing Detachments will serve as final field agencies for processing of aviation cadets in accordance with instructions issued by Headquarters USAF. Air Training Command will be responsible for the operation of these boards and will prepare plans for expansion and manning to insure efficient filling of quotas. Applicants approved by AC-OC Examining Boards will be ordered to the nearest Air Crew Classification Testing Detachments for final processing. Disposition will be as follows:

- 1. (Unclassified) Qualified Aviation Cadet applicants will be enlisted in the Air Force Reserve, in grade E-1, and, if training facilities are available, given pre-flight training immediately. Otherwise they will be returned to their homes to await active duty orders. In any event, such personnel will be ordered to active duty not later than 120 days after reserve enlistment. (Otherwise they become eligible for induction through Selective Service. If necessary or feasible, enlistments in the Air Force Reserve may be changed to a deferment from Selective Service for 120 days, depending upon the current policy.) Aviation cadets eliminated from a course of training, not qualified for other aircrew training in an Aviation Cadet status, will be retained in the service in enlisted status.
- (2) (Unclassified) Volunteer male personnel who are ineligible for induction will be sent to the nearest Joint Induction Station for initial processing.

4. AIR RESERVE FORCES

a. <u>Air National Guard of the United States</u>. (Unclassified) Air National Guard units, including the members thereof, will be ordered into the active military service by direction of the President or by congressional action. (See Annex C, basic plan.)

b. Air Force Reserve

- (Confidential) Ordering Mobilization Assignees and Designees into active military service.
  - (a) (Confidential) Mobilization Assignees and Designees will be ordered into active military service by the commands to which assigned within D46 months. All personnel not ordered to active military service by the sixth month will be reported to Headquarters Air Defense Command for assignment. Copies of all orders for active military service will be transmitted promptly to Headquarters Air Defense Command for forwarding to the appropriate ConAC Air Force.
  - (b) (Confidential) The operation of processing activities, issuance of orders and other administrative functions will conform with policies which are consistent with ConAC procedures. Commander, ConAC, will furnish such technical assistance as other major commanders may request. Commander, Air Defense Command, will establish an adequate number of Delay Boards, each consisting of at least one

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officer and necessary clerical assistants, for the purpose of considering and determining requests for delay. The officers selected for the Board will be of field grade, whenever possible, and at least one member should be a member of the Judge Advocate General's Department, USAF, the Air Force Reserve (JACD), or an officer with comparable qualifications. Before notifying any person of selection and prior to any processing, the name of each officer and airman whom the major commands intend to order into active military service will be submitted to the Air Force Reserve Records Center (ConAC), for a check of its records to determine if any security or character reason exists for holding his recall in abeyance.

- (c) (Confidential) The names of colonels and WAF lieutenant colonels for whom orders for active military service are desired will be submitted to Headquarters USAF, Attention: AFPMP-A, by ConAC as part of the clearance specified in paragraph b above. Major commands will receive notification of action taken on such clearance through ConAC channels.
- (d) (Confidential) Upon receipt of clearances from ConAC numbered Air Forces, Headquarters Air Defense Command will inform the commands so that they may order the personnel concerned to active military service for a brief period for the purpose of physical examination, proper classification, and determination of delay status. Concurrent with the dispatch of orders to the reservist concerned (10 days prior to reporting date), he will be advised of the specific purposes of this short tour of active military service, and requested to bring his 201 file and such other documents needed to substantiate data developed during the classification interview. In addition, he will be cautioned to take no definite steps to close out his personal and business obligations until this processing has been completed. Individuals ordered on these short tours of active military service, will be given a certificate of service in accordance with applicable portions of current Air Force regulations.

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- 1. (Confidential) Reservists found qualified for active military service will be so advised. Final decisions on delay requests will be made before completion of processing, unless appeals are taken from local Delay Board findings.
- (Confidential) Reservists found qualified may volunteer for immediate active military service. Such offers will be accepted only if immediate station assignments are available.
- 2. (Confidential) All qualified reservists who have neither requested delay nor appealed delay decisions and those who have volunteered for immediate active service but for whom no station assignments are immediately available will be returned to their homes and will revert to inactive status. They will be given actual dates for entry on extended active duty and as soon as possible thereafter will be sent their active military service orders.

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- 4. (Confidential) Reservists not meeting current physical standards will be so advised at the stations where processed. In addition, they will be informed that they will not again be called into active military service under present policy until their physical criteria are lowered to include personnel with their physical limitations.
- 5. (Confidential) Qualified reservists who file appeals from decisions of local Delay Boards before completion of processing will be returned to their homes and will revert to inactive status. If an appealed decision is sustained, procedure outlined in paragraph (c) above will be followed. If the appealing reservist is sustained, he will be advised of his new status by the station where processed.
- (2) (Confidential) Ordering of individuals assigned to Air Force Reserve Specialists Training Units and VARTU's, Ready and Standby Reservists not assigned to units and individuals on the Inactive Status List into active military service.
  - (a) (Confidential) Continental United States. In the continental United States, personnel of the above categories and mobilization assignees and designees not ordered to active military service by commands to which assigned by the sixth month will be ordered by ConAC to report for brief periods of active military service at processing stations. The procedure for the preliminary processing will be as outlined in paragraph 4b(1) above. This type of personnel will be assigned to meet manning requirements throughout the Air Force.
    - 1. (Confidential) It is contemplated that those commands on whose bases processing stations are operated would be permitted to fill their existing airmen shortages by AFSC from qualified reserve personnel processed at these stations, as specifically authorized by Headquarters USAF. Daily reports giving totals by AFSC of these reserve airmen retained by each command and of those available for assignment would be made at base level and consolidated at command level and forwarded to Headquarters USAF. Levies would be made by Headquarters USAF on these commands for worldwide airmen personnel requirements.
- (3) (Confidential) Chaplains, physicians, dentists and veterinarians will be ordered to active military service and assigned by ConAC in accordance with instructions to be furnished by Headquarters USAF.
- (4) (Confidential) Upon direction of the President, periods of , service of all enlisted reservists on active duty will be extended for the duration of the emergency.

c. (Confidential) Requests for deferment or delay of Reserve Component personnel in the Department of Defense and other government agencies whose positions warrant their retention as civilians and support of requests for deferment by private industry will be in accordance with criteria established by Department of Defense.

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5. <u>PROFESSIONAL GROUP</u>. (Confidential) Professional (doctors, dentists, veterinarians, nurses, and certain highly qualified personnel in allied medical sciences, lawyers, and chaplains) personnel whose utilization requires little or no military training to convert the civilian to a military skill will be ordered to the nearest processing station for processing and assignment; such personnel will not normally be required to undergo basic training. Individuals qualified for commissioned status will be tendered a commission in the USAF without component in accordance with directives to be issued by Headquarters USAF. Necessary indoctrination will be given at initial duty station, or in a short Officer Training School indoctrination program if such programs are established by Headquarters USAF.

6. <u>COLONELS AND GENERAL OFFICERS</u>. (Unclassified) Headquarters USAF will monitor the intake of all Air Force Reserve and USAF colonels; and WAF lieutenant colonels and all Reserve, Air National Guard, and USAF General officers. Assignments of this category of personnel having specific tasks or assignments on "D-Day" will be reported to Headquarters Air Defense Command for Headquarters USAF approval. Assignments of Air Force Reserve colonels and general officers not having specific assignments on "D-Day" will be directed by Headquarters USAF through Headquarters Air Defense Command.

7. PERSONNEL PROCUREMENT

a. (Confidential) Manning priorities of Air Force units will be in conformance with the current "Priorities of Programmed Units" and as may be revised by directives from Headquarters Air Defense Command.

b. (Confidential) Insofar as resources permit, aircrew strength of units engaged in combat will be augmented over and above T/O wartime strength by 20% during the period subsequent to "D-Day" for the purpose of replacing combat crew losses.

c. (Confidential) Requisitioning instructions for officer personnel will be suspended upon implementation of this plan and the following substituted therefor:

- (Confidential) Headquarters Eastern Air Defense Force will submit requisition against "D-Day" vacancies based upon authorizations to include 20% overmanning of combat crew positions.
- (2) (Confidential) Air divisions (defense), air defense wings and separate units will submit direct, in the format prescribed by AFR 36-59, an initial requisition to reach Headquarters Eastern Air Defense Force within D/8 days and each 10 days thereafter. RCS: 4-AF-P24 assigned this report.
- (3) Submission Data: (Confidential)
  - (a) Submitted by: All air divisions (defense), air defense wings, and separate units.
  - (b) Frequency: "D/8" and each 10 days thereafter.
  - (c) Due Date: "D/8" and each 10 days thereafter.
  - (d) Classification: Unclassified
  - (e) Method of transmission: Teletype
  - (f) Reports Control Symbol: 4-AF-P24

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d. Air divisions (defense), air defense wings and separate units will ( submit direct, a consolidated report of airmen personnel by UAFSC required to man each unit at 100%. Reports will be forwarded to arrive Headquarters Eastern Air Defense Force by D/8 and each 10 days thereafter. RCS: EADF-D-P2 assigned this report.

(1) Submission Data: (Confidential)

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- (a) Submitted by: Air divisions (defense), (including Ground Observer Squadrons), air defense wings, and separate units.
- (b) Frequency: "D/8" and each 10 days thereafter.
- (c) Due Date: "D/8" and each 10 days thereafter.
- (d) Classification: Unclassified
- (e) Method of transmission: Teletype
- (f) Reports Control Symbol: EADF-D-P2

e. (Confidential) Air divisions (defense) will report, by unit, the number of personnel, by AFSC, required to bring Air National Guard units to authorized strength plus 20% overmanning for combat crew positions. Officers' vacancies will be reported by DAFSC and airmen vacancies by UAFSC. This report will be submitted to arrive Headquarters Eastern Air Defense Force within D/4 days or within 4 days after the unit is assigned to Air Defense Command. RCS: EADF-D-P1(OT) assigned this report.

- (1) Submission Data: (Confidential)
  - (a) Submitted by: All air divisions (defense)
  - (b) Frequency: "D/4" or within 4 days after Air National Guard unit is assigned to Air Defense Command.
  - (c) Due Date: "D/4" or within 4 days after Air National Guard unit is assigned to Air Defense Command.
  - (d) Classification: Unclassified
  - (e) Method of transmission: Teletype
  - (f) Reports Control Symbol: EADF-D-Pl(OT)

f. (Confidential) Air divisions (defense), air defense wings and separate units will submit reports direct to Headquarters Eastern Air Defense Force within 36 hours after declaration of emergency indicating the name, grade and AFSN of Mobilization Assignees whom they desire to call to immediate extended active duty. RCS: EADF-D-Pl assigned this report.

- (1) Submission Data: (Confidential)
  - (a) Submitted by: Air divisions (defense), air defense wings and separate units (including Ground Observer Squadrons)
  - (b) Frequency: Immediately upon declaration of the emergency. Thereafter at 10 day intervals until D/ 60 days
  - (c) Due Date: Within 36 hours after declaration of emergency and each 10 days thereafter until D<sub>4</sub>60.

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- (d) Classification: Unclassified
- (e) Method of transmission: Teletype
- (f) Reports Control Symbol: EADF-D-Pl

#### 8. PERSONNEL UTILIZATION

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a. (Unclassified) Air Force Regulations, letters, and other directives effective prior to "D-Day" pertaining to assignment of officers are based primarily on non-emergency type operations. The provisions of any such directive which are in conflict with emergency instructions pertaining to assignment of officers below the grade of colonel contained in this annex are suspended until after the emergency.

b. (Unclassified) Effective "D-Day", the discharge, release from active duty or retirement of all Air Force personnel is suspended, except for disability, hardship under policies to be announced, pregnancy, incompetency or unfitness, retirement mandatory by law, homosexuality and disloyalty. Applications for retirement will be considered only in those cases where retirement is mandatory by law. In such cases, personnel concerned will be advised they will be subject to immediate recall to active duty. Normal tour rotation due to expiration of term of service will be suspended.

c. (Unclassified) Personnel on leave or pass on "D-Day" will be recalled. Cancellation of ordinary leaves and passes will be announced by Headquarters USAF for dissemination by national and regional press, radio and television organizations. Commanders, air divisions (defense), air defense wings and separate units, will insure that bases under their command secure prompt local press and radio dissemination of cancellation announcement. Commanders will not issue individual cancellation orders by telephone or telegraph except to key personnel whose individual services will aid materially in the implementation of this plan. Ordinary leaves will be suspended during the period "D-Day" to D/3 months. Current policies on emergency leaves will remain in effect. As a matter of policy, a pre-embarkation leave of 10 days will be given all personnel prior to oversea movement provided such leaves do not interfere with unit deployment.

d. (Unclassified) All Royal Air Force and Royal Canadian Air Force Exchange Officers on duty with Eastern Air Defense Force activities will continue in their present assignments pending further instructions from appropriate agencies of their governments.

e. (Unclassified) Effective "D-Day", the provisions of EADFR 35-7 are suspended in order to facilitate intra-Eastern Air Defense Force reassignments.

f. (Unclassified) Air divisions (defense), air defense wings and separate units will insure that officers below the grade of lieutenant colonel and all airmen under oversea orders are handled as follows:

> (1) (Unclassified) Air division (defense), air defense wing and separate unit commanders will insure that the issuing agencies cancel orders of all personnel of their commands who are under orders to proceed to an AFORG or PAE and have not departed home stations.

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- (2) (Unclassified) Air division (defense), air defense wing and separate unit commanders will insure that each organization cancelling such orders submits a report outlined below:
  - (a) Reports will be in two parts. Part I pertains to officers and will contain the number, grade, primary AFSC, duty AFSC, utilization AFSC, aeronautical rating and flying status, and AFORG or PAE concerned; Part II pertains to airmen and will contain number, grade, utilization AFSC, and AFORG or PAE concerned.
  - (b) Submission Data:
    - 1. Submitted by: Each organization concerned.
    - 2. Frequency: One time
    - 3. As of date: "D-Day"
    - 4. Due date: "D"/48 hours
    - 5. Classification: Unclassified
    - 6. Method of transmission: Teletype
    - 2. Addressee: Headquarters Air Defense Command; Information: AFORG or PAE concerned, Headquarters Eastern Air Defense Force
    - 8. Reports Control Symbol: AFD-P1(OT)-PERS ADC
  - (3) (Unclassified) Personnel who have departed home station will be advised, if possible, by losing organization, to proceed to AFORG or PAE without delay.
  - (4) (Confidential) All Air Force colonels assigned under the jurisdiction of AFORG ar PAE for movement to or from overseas areas are to be "frozen" at the ORG or PAE if on orders dated prior to, on, or 10 days subsequent to "D-Day". Exception will be when such orders contain the phrase "not affected by 'D-Day' actions." Requisition and assignment procedures for colonels will operate as in normal times.

g. (Unclassified) Air division (defense), air defense wing and separate unit commanders will insure that a report is submitted direct to Headquarters Eastern Air Defense Force as outlined below:

- (Unclassified) Reports will contain the number, by grade, PAFSC, DAFSC and station assignment of airmen who have completed depot level Specialist Training conducted by AMC as recorded in item 21, DAGO Form 20.
- (2) Submission Data: (Confidential)
  - (a) Submitted by: Air divisions, air defense wings and separate units.
  - (b) Frequency: One time
  - (c) Due date: "D"/40 days

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- (d) Classification: Unclassified
- (e) Method of transmission: Mail
- (f) Reports Control Symbol: AFD-P2(OT)-PERS-ADC
- (3) (Confidential) Airmen reporting in accordance with above will be frozen at their station of assignment until "D"/120 days or until receipt of disposition instructions, whichever is earlier.

h. (Confidential) Students attending TDY schools, including factory training, whose services are required to accomplish the command mission, may be withdrawn by the organization commander. In the event withdrawal is necessary, the student's commander may telephone the school Commandant and request that the student prepare himself within 24 hours for transportation to home station. Special airlift or most expeditious means available should be utilized. This telephone conversation will be confirmed in writing as soon as possible.

i. (Confidential) Personnel attending school and not required by their parent organization when alerted for oversea movement will be transferred to an organization remaining at the home station.

j. (Confidential) Provided the student's grades and time in school warrant such action, the Commandant of the service school from which an officer or airman is being withdrawn will furnish the officer, airman, or respective commander a certificate of satisfactory completion of the course, and also provide for the award of the appropriate AFS to the individual. In the event the withdrawing student is not considered qualified for such a certificate, the school commandant will furnish a written statement stating that student was withdrawn without prejudice, prior to course completion, and due to military necessity.

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k. (Confidential) Officer PCS School quotas allocated to Eastern Air Defense Force units will be filled through D/30 days after which time officer courses at Air Training Command schools will be filled primarily by reserve officers called to active military service, also OCS graduates, and, to that extent necessary by officers assigned to Eastern Air Defense Force. Air University schools (with the exception of Air War College and certain advanced USAF Institute of Technology In-Residence Courses and/or Civilian Institution Courses) are scheduled to become TDY status after D/30 and quotas will be reallocated.

1. (Confidential) After D/30 days, officer quotas for Army, Navy, Air University or Air Training Command TDY and PCS courses (exception, Air War College) will be allocated to Eastern Air Defense Force units upon a quota request basis. Commanders may request quotas (AFR 50-33) from Headquarters USAF through channels, for personnel assigned their commands who need training in Air Training Command, Army or Navy courses. Quotas for Air University schools may be requested by letter or message.

m. (Confidential) Eastern Air Defense Force units will receive mandatory quotas for airmen student personnel for advanced courses only to the extent necessary over and above the availability of qualified prior service personnel and recalled reservists.

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n. (Confidential) Airmen personnel for whom reporting instructions have already been received by "D-Day" from Air Training Command including those in the above paragraph may be detailed to the appropriate school. Quotas presently submitted which are approved may be utilized. Eastern Air Defense Force commanders will notify Headquarters Eastern Air Defense Force by D+6 days of those technical schools' quotas which they cannot utilize. Future quotas for enlisted Air Training Command courses (other than those listed in preceding paragraph) will be filled by basic training center graduates and prior service personnel passing through Air Force processing stations. Headquarters USAF will issue mandatory quotas to major ZI air commands only in the number required to fill each class of advanced courses.

o. (Confidential) Airmen possessing professional, scientific or outstanding technical skills will be classified and assigned as "Bypassed Specialists" in the AFS most appropriate to their special abilities, as provided for in AFM 35-1 and AFR's in the 35-400 series. Officers will be classified in established Air Force Specialties reflecting those specialized skills.

p. (Confidential) It can be anticipated that certain critical specialties may be organized into mobile teams of military and civilian personnel to provide services for all agencies operating within a convenient area. Over-all control of joint specialist teams will be the responsibility of the Service having paramount interest in the particular area.

q. (Unclassified) Requests to withdraw personnel attending colleges and universities on final semester TDY under "Operation Bootstrap" will be fully justified and submitted to Headquarters USAF through channels for final action.

## 9. PERSONNEL MANAGEMENT

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a. (Unclassified) Effective "D-Day", the wearing of civilian clothing by all Air Force personnel during off-duty hours will be prohibited, except in the privacy of the individual's home or during participation in sports or recreation. Air division (defense), air defense wing, and separate unit commanders will insure compliance by all members of their commands. Local commanders will prescribe uniforms in accordance with AFR 35-14, as amended.

b. (Unclassified) Classification of active duty airmen will be made in accordance with AFM 35-1, except that the APT requirement will not be required for skill upgrading airmen to the 5 and 7 skill level.

c. (Unclassified) The following procedures will apply to promotion upon implementation of this plan:

(1) (Unclassified) Permanent promotions of officers in the Regular Components of the Air Force, if not sooner suspended, shall be suspended shortly after M-Day by Executive Order suspending the applicable sections of the Officer Personnel Act of 1947, with the exception of promotions to permanent First Lieutenant USAF. Permanent promotions in the Reserve Components will be suspended at the same time as permanent promotions for Regular Officers are suspended.

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(2) (Unclassified) Temporary officer promotions in the USAF will be authorized, based upon Air Force requirements. Promotion authority, based upon criteria established by Headquarters USAF, will be delegated to and retained at Headquarters Air Defense Command.

- (a) (Unclassified) Whenever practicable, selections will be made by selection boards at the promotion authority level of selection.
- (b) (Unclassified) Initially, Headquarters USAF will retain final promotion authority, including review of commanders' recommendations by a central board prior to effecting promotions. At such time as this review becomes administratively impossible, this final promotion authority will be delegated to major commanders.
- (c) (Unclassified) From time to time, certain commands will be authorized to make "spot" promotions in instances when such promotions are deemed essential to the accomplishment of the mission of the command. Criteria for such promotions will be established by Headquarters USAF.
   "Spot" promotions will be subject to termination upon permanently vacating the position for which the officer was promoted.
- (3) (Unclassified) Permanent promotions of Warrant Officers will be suspended at the same time as permanent promotions for commissioned officers are suspended. All promotions in time of war will be temporary.

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- (a) (Unclassified) Authority for making temporary promotions either in rank or pay grade will be given to the major commanders, but will be based on quotas and criteria announced by Headquarters USAF.
- (b) (Unclassified) Quotas and eligibility criteria will normally be controlled by and restricted to career fields.
- (c) (Unclassified) Promotions will be made by selection boards at the promotion authority level. Warrant Officers selected will be the "best qualified" of those considered regardless of present assignments or whether or not they occupy position vacancies.
- (4) (Unclassified) All permanent promotions of airmen both in the Regular and Reserve Components, if not sooner suspended, will be suspended at the time that permanent promotions of officers and warrant officers are suspended.
- (5) (Unclassified) Promotions of airmen during the emergency period will be in the USAF and will be temporary in nature. No certificates of appointment will be issued. Commanders will be authorized to make temporary promotions based upon criteria and quotas to be announced by Headquarters Air Defense Command. Special instructions will be issued pertaining to the advancement of airmen prisoners of war, individuals hospitalized as a result of combat wounds or injuries and individuals operating in enemy territory. General officers will be authorized to promote airmen in recognition of extraordinary achievement in combat, regardless of vacancies and other qualifying criteria.

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d. (Unclassified) Commanders will insure the development and progressiveness of their ground safety programs. Accident prevention plans and programs must be instituted concurrent with the expansion of the command. Personnel made ineffectual and materiel damaged or destroyed through preventable ground accidents had a serious effect on the Air Force mission during past emergencies. Every effort must be taken to promote safety consciousness among personnel and to eliminate hazardous operating practices in Air Force support and training activities. The USAF ground safety program as established by Air Force Regulation 32-1 will continue to be the guide in developing a comprehensive program for the conservation of manpower and materiel.

e. (Unclassified) Rest and rehabilitation leave will be established to provide relief from combat, hazardous, and other trying conditions and to recondition personnel for return to duty upon release from hospitals. When possible, a 7 day rest period will be given aircrew personnel for each 60 days in active combat; other personnel (including non-aircrew) will receive a 7 day rest period for each 6 months in the combat area.

f. (Unclassified) Commanders will endeavor to stimulate and to provide the facilities for participation of all personnel in special service activities insofar as the situation permits. Headquarters USAF, through Headquarters Air Defense Command, will assist commanders by providing the following services: motion pictures, athletic equipment, recreational equipment, and periodicals. Recreational supplies within the POM (Procedures for Overseas Movement) will accompany each unit. Initial requisitions through channels will be for a 90 day supply. Thereafter, equipment and supplies will be furnished in the form of an allocation through appropriate supply channels. Headquarters Army and Air Force Motion Picture Service will arrange for an initial 6 weeks supply of lomm film for showing after debarkation at destination. Resupply will be effected on a weekly basis.

g. (Unclassified) Provisions will be made to insure a convenient centralized agency through which an individual may seek and obtain authentic information, counsel and advice in resolving personal problems.

(1) Personal affairs personnel will:

- (a) (Unclassified) Be prepared to advise all Air Force military personnel and their dependents in connection with the following: Government life insurance, commercial life insurance, allotments of pay, airmen's deposits, U.S. Savings Bonds, pertinent public records, absentee voting, State bonus, casualty benefits, Soldiers' and Sailors' Civil Relief Act, personal affairs statement, servicemen's and veterans' benefits, personal file, emergency financial assistance, 6 months' gratuity, leaves of absence and delays, marriage of airmen, Missing Persons Act and such other items as affect the personal affairs of Air Force military personnel and their dependents.
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(b) (Unclassified) Be prepared to inform all Air Force military personnel and their dependents concerning assistance and the facilities available to them from established Governmental, State, city and private agencies.

- (c) (Unclassified) Refer to the legal assistance office problems concerning legal matters, such as wills, powers of attorney, joint bank accounts, income tax, legal documents, property matters, and rights of survivorship.
- (2) (Unclassified) Each serviceman should be apprised of Air Force Manual 34-4 entitled "Personal Affairs of Air Force Personnel and Aid to Their Dependents" in order that his dependents may be equally aware of the status of his personal affairs and may be cognizant of their rights and benefits as dependents of a serviceman.
- (3) (Unclassified) Assistance from the American Red Cross is available to military personnel and their dependents to help meet personal and family problems that arise in relation to or as a result of the service. In general, the service of the Red Cross includes:
  - (a) Counseling in personal and family problems.
  - (b) Assistance in providing information for use by the Armed Forces.
  - (c) Assistance to dependents in applying for Governmental benefits, and explanation of the other sources of assistance which are available.
  - (d) Transmission of emergency messages between servicemen and families.
  - (e) Emergency financial assistance to servicemen and dependents.
- (4) (Unclassified) Except as provided in Air Force directives, supplies and services of the Red Cross normally will be furnished by the Air Force when they cannot be provided otherwise, and then on a reimbursement basis. In such instances, reimbursement for Air Force supplies and services received by individual representatives of the Red Cross will be on a cash basis. When supplies and services are furnished to the Red Cross, as an agency, reports will be submitted to Headquarters Air Defense Command for submission to Headquarters USAF for effecting reimbursement.

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- (5) (Unclassified) The following categories of personnel are eligible for assistance from the Air Force Aid Society:
  - (a) Air Force personnel (including retired personnel and Air Reserve Forces) and their dependents.
  - (b) Dependents of disabled and deceased Air Force personnel. (
  - (c) Dependents of disabled and deceased Army Air Force personnel who were disabled or who died while on active duty.
- (6) (Unclassified) Air Force Aid Society assistance is rendered in the form of noninterest-bearing loans or cash grants or combinations of both. In addition, assistance is rendered in the form of advice and counsel in connection with personal problems, particularly those involving financial difficulties.

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(7) (Unclassified) The limited resources of the Air Force Aid Pociety and the very large number of persons eligible under its charter for assistance, make it mandatory for Aid Society assistance to be limited to cases of emergency and restricted to those cases which do not rightfully belong in the realm of some other welfare organization. A commissioned officer detailed as the Air Force Aid Society Officer will be the custodian of this fund.

h. (Unclassified) Recommendations for awards other than those indicated below will be forwarded to Headquarters Air Defense Command, through Headquarters Eastern Air Defense Force, in accordance with AFR 30-14.

- (Unclassified) The Commander, Eastern Air Defense Force, is authorized to award the Silver Star, Distinguished Flying Cross, Soldier's Medal and Commendation Ribbon to members of the United States armed services under his command.
- (2) (Unclassified) The Commander, Eastern Air Defense Force, is authorized to award the Bronze Star Medal and the Air Medal to United States civilian citizens.
- (3) (Unclassified) The commander of any unit having administrative jurisdiction is authorized to award the Purple Heart.
- (4) (Unclassified) Five copies of orders announcing the above awards of decorations will be forwarded to Headquarters USAF through Headquarters Air Defense Command with a citation for each individual named.

i. (Unclassified) Recommendations for award of the Medal for Marit and the President's Certificate of Merit must be forwarded first to the Department of the Air Force, through channels, which will then submit them to the President's Board.

j. (Unclassified) Concurrence on awards to foreigners will be obtained prior to award from the government concerned, through channels, the Department of the Air Force and the Department of State.

k. (Unclassified) Casualties will be reported in accordance with existing directives. Every effort will be made to accomplish expeditious reporting. The maintenance of a current DD Form 93 is emphasized.

1. (Unclassified) Commanders will provide an information program for all personnel to maintain intelligent, cooperative, and loyal effort toward the accomplishment of the mission through such media as radio service, information centers, discussion periods and unit newspapers. The education program including correspondence courses and group study classes will be continued as soon as time is available to personnel for individual or group study.

10. CIVILIAN PERSONNEL ADMINISTRATION

a. (Unclassified) The following policies will govern the administration of the civilian personnel function during the mobilization period:

> (Unclassified) Present basic functional relationships in Civilian Personnel will be continued. These are that Headquarters USAF will establish Civilian Personnel policies, regulations, standards, and procedures in accordance with

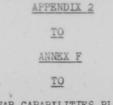
(Unclassified) which maximum authority possible is delegated to commanding officers to operate Civilian Personnel programs; and that Headquarters USAF will evaluate these programs and render staff advice and assistance; and that major commands will be responsible that adequate civilian personnel programs are maintained in all installations within their jurisdiction.

- (2) (Unclassified) Current authorities for the conduct of civilian personnel programs as contained in Air Force Civilian Personnel Manual 40-1 and in pertinent series of Air Force Regulations and Letters will continue in effect, but will be modified as required by mobilization conditions.
- (3) (Unclassified) Civilian personnel officers will be selected on the basis of experience in and knowledge of the civilian personnel function. The civilian personnel officer's staff will be composed of experienced civilian personnel technicians insofar as this is possible. The civilian personnel officer, whether military or civilian, will be an individual whose appointment may be expected to result in continuity of service.

b. (Unclassified) Greater reliance will be placed upon civilian personnel in accomplishing functions which do not require military incumbency for reasons of security and training and which are not in operational zones. Utilization of civilian employees will be accomplished within the structure of a streamlined Civil Service system, certain restrictive laws, rules, and regulations being revised in order to gain maximum flexibility and rapidity of action.

- (Unclassified) A minimum regular workweek of 48 hours and a maximum regular workweek of 54 hours will be established. Work will be scheduled on most national holidays.
- (2) (Unclassified) The taking of annual leave for vacation purposes by civilian employees will be restricted to two weeks including travel time.
- (3) (Unclassified) Training will be authorized as follows:
  - (a) Preassignment training and training of subeligibles will be authorized.
  - (b) Apprentice training will be continued on an expedited basis.
  - (c) Instructor training conferences will be established.
  - (d) Employment of mechanic learners will be authorized.
- (4) (Unclassified) Limitations on payment of travel expenses and transportation to first duty station will be relaxed.

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## EADF WAR CAPABILITIES PLAN 55-1

#### INSPECTOR GENERAL

(Unclassified) The following instructions for Defense Force Inspector General functions and responsibilities are applicable in the event of emergency.

1. <u>GENERAL POLICIES</u>. (Unclassified) Unless specifically provided herein, the Defense Force Inspector General functions will continue as provided for in current instructions and publications pertaining to Inspection and Provost Marshal.

#### 2. INSPECTION SERVICES.

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a. (Confidential) Immediate action will be taken to cancel all inspections previously scheduled in the event Defense Force organizations are actively engaged with the enemy. A review of critical needs or shortages will then be made and the necessary inspections scheduled to provide coverage of these trouble areas. Normally, emphasis will be placed at this time on the activities directly affecting combat capabilities and effectiveness of support activities, such as combat condition of aircraft, training and effectiveness of aircrews, scramble, interception and recovery procedures, etc. Coverage will also be provided the augmentation forces to insure complete understanding by the unit of Air Defense Command combat procedures.

b. (Confidential) After the initial onslaught and combat conditions have stabilized to some extent, emphasis will be placed on the following actions:

 (Confidential) A study to determine the requirements of an inspection plan and program within Eastern Air Defense Force, with particular thought to future personnel requirements, deployment of these inspection personnel, and frequency and type of inspection.

3. <u>PROVOST MARSHAL</u>. (Unclassified) Provost Marshal functions to include internal security, installations defense, air police activities, and special investigations unless specifically provided herein will be in accordance with AFR's of the 125 and 205 series, AFR 355-4, ADCR's 205-2 and 205-4.

a. Air Police.

- <u>Training</u>. (Confidential) The training of Air Police will be intensified with special emphasis on proficiency in arms, organization and employment of security forces for local ground defense, patrolling, identification and search procedures, and personnel circulation control.
- (2) <u>Prisoner Rehabilitation</u>. (Confidential) Prisoner rehabilitation program will be intensified in order to return as many to duty as time and facilities permit.

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- (3) Prisoners of War. (Unclassified) POW apprehension, collection and confinement will be in accordance with directives published by APM, USAF and ADC, and the Provost Marshal General, Department of the Army.
- b. Internal Security.
  - (1) <u>Restricted Areas</u>. (Confidential) The security of restricted areas will be intensified by strict control of personnel circulation, by erection of physical safeguards when necessary, and by the arming of operating personnel within the restricted areas to augment the security guards.
  - (2) <u>Personnel Clearance</u>. (Unclassified) The personnel clearance program for military and civilians will be accelerated and all personnel for which clearance cannot be obtained will be restricted from areas vital to the operation of the unit.
  - (3) <u>Special Investigations</u>. (Confidential) Close coordination will be effected with the local OSI Detachment for the conducting of necessary investigations and for providing the Provost Marshal with early warning as to the strength, disposition and probable intentions of local subversive organizations.
  - (4) <u>Coordination with Other Agencies</u>. (Confidential) Close liaison will be established and maintained with FBI resident agents, state, local and other governmental agencies who may be called upon for assistance.
  - (5) <u>Sabotage Alert Procedures</u>. (Unclassified) The installation sabotage alert plan will be rehearsed at frequent intervals to insure that all personnel are familiar with their assignments.

c. <u>Installations Defense</u>. (Unclassified) The active and passive defense of Defense Force installations will be in accordance with ADC standardized installation defense program as set forth in directives listed in paragraph 3. In addition to these, the following special instructions will apply:

- (1) <u>Weapons Training</u>. (Unclassified) All personnel designated to participate in the active defense on the installation will receive weapons training to bring them to as high a state of proficiency as possible, consistent with the overall mission of the installation. All other personnel who will not actively engage in local ground defense will receive instructions in their basic arm. Weapons instruction will be under the supervision of the Air Police when practicable.
- (2) <u>Coordination with Other Agencies</u>. (Unclassified) The Provost Marshal or other person charged with the installations defense program will establish and maintain liaison with local army units and civil defense agencies who may be called upon for assistance.
- (3) <u>Rehearsal of Installations Defense Plan</u>. (Confidential) The installations defense plan will be rehearsed as frequently as local conditions permit, with special emphasis on ground organization, occupation of positions, supply and logistics, fire fighting, evacuation and decontamination of equipment and areas.

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(4) <u>Installations Defense Control</u>. (Unclassified) The local commander controls his installation's defense operation, but will apprise commanders concerned as directed. The local commander, or his designated representative, will advise Headquarters Eastern Air Defense Force, through the Intelligence Duty Officer, of the emergency and the action being taken, and will provide an estimate of the installation commander's ability to cope with the situation.

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APPENDIX 3

#### TO

#### ANNEX F

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## EADF WAR CAPABILITIES PLAN 55-1

## COMPTROLLER

(Unclassified) The following instructions for the Comptroller functions and responsibilities are applicable in the event of an emergency.

## 1. GENERAL POLICIES.

a. (Unclassified) Unless specifically provided herein, the Comptroller functions will continue as provided for in current instructions and publications as defined by AFR 170-10.

b. (Unclassified) Eastern Air Defense Force Commander is responsible for the establishment of appropriate Comptroller elements within EADF down through group level.

c. (Unclassified) Air division commanders will act as coordinating agencies on Comptroller functions within their command with Headquarters Eastern Air Defense Force.

d. (Confidential) Upon the enactment of Emergency War Powers, the long-term accounting and relating Comptroller methods and procedures will be announced. Headquarters USAF directives under Emergency War Powers will govern. Therefore, Headquarters Eastern Air Defense Force is unable to set forth in this plan specific long-term methods and procedures covering certain Comptroller functions. Pending announcement of wartime method on procedures, the instructions enumerated below will apply.

## 2. BUDGET AND ACCOUNTING.

a. (Confidential) All echelons will abide by budget and funding procedures in effect at the time of announcement of emergency to the maximum extent possible except that where application of these methods and procedures precludes or handicaps the accomplishment of the emergency mission, the following authority will be used.

- (Confidential) Appropriate funds already available may be used without regard to legal requirements where preservation of life or property are immediately involved.
- (2) (Confidential) In cases where adequate appropriated funds are not locally available and where life and property would be jeopardized or where the emergency demands immediate execution of a plan, it may be assumed that commitments may be made for the use of appropriated monies even though no immediate formal action can be taken to obtain such appropriated funds.

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(3) (Confidential) Where actions are taken under paragraphs (1) and (2) above, persons authorizing such actions will be prepared to submit to higher headquarters, as soon as circumstances permit, adequate justification data for the actions taken during the emergency.

b. <u>Accounting Functions</u>. (Confidential) Procedures and reporting in effect at the time of the announcement of the emergency will be continued to the maximum extent possible except where application of these procedures would handicap the accomplishment of the emergency mission.

c. Fiscal Accounting. (Unclassified) Every effort will be made to maintain adequate fiscal accounting records.

d. <u>Appropriation and Expense Accounting</u>. (Confidential) Operation of the expense accounts will be continued insofar as possible until definitive instructions are received.

e. <u>Stock Funding Accounting</u>. (Confidential) The system under any division of the Air Force Stock Fund will be continued.

#### 3. STATISTICAL SERVICES.

a. (Unclassified) Perform the applicable functions as set forth in AFR 171-4.

b. (Unclassified) Operate the Combat Operations Reporting System required by AFR's 55-80 through 55-100.

c. (Confidential) Issue regulations to subordinate commands indicating those reports which will be suspended upon the outbreak of hostilities. Issues instructions to subordinate commands indicating new or modified reports upon the outbreak of hostilities.

4. FINANCE.

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a. (Unclassified) Payment of U.S. military personnel and civilians under U.S. military control will continue to be made in accordance with provisions of AFM 173-20 and AFM 40-1.

b. (Unclassified) Recommendations for the activation of finance offices will be submitted in accordance with the provisions of paragraph 10101, AFM 173-10:

c. (Unclassified) Procurement of specialized finance equipment will be in accordance with provisions of paragraphs 10285 through 10289, AFM 173-10.

## 5. MANAGEMENT ANALYSIS.

a. (Confidential) In combat units, primary emphasis should be placed on recurring analyses of operations and the ability to sustain operations with a relative decrease of emphasis on funds and dollar costs. Determination of combat potential, which includes Statement of Effectiveness of the various organization units under ADC and the Kill Effectiveness within Air Defense Command, analyses of unit performance and effectiveness and the development of valid planning factors, should be stressed.

b. (Confidential) In support type organizations, Management Analysis will continue in accordance with the present policies and procedures as defined by AFR 170-10.

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APPENDIX 4

ANNEX F

TO

## EADF WAR CAPABILITIES PLAN 55-1

## CHAPLAIN SERVICES

## 1. CHAPLAIN PERSONNEL

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a. <u>Resources</u>. (Unclassified) Chaplain personnel that will be available for the implementation of the Chaplain program within this command will be as follows:

- (1) Presently authorized Eastern Air Defense Force Chaplains.
- (2) Air Force Reserve Chaplains recalled to active duty and assigned to Eastern Air Defense Force bases.
- (3) Chaplains of Air National Guard units having M-day assignments to Eastern Air Defense Force.

b. <u>Training</u>. (Confidential) Normally the Chaplain reservists recalled to active duty by Continental Air Command and ordered to nearest processing station for processing and assignment will not be required to undergo basic training. Necessary indoctrination will be given at initial duty station.

 (Confidential) The Staff Chaplain, Eastern Air Defense Force, will conduct indoctrination for all Chaplain Reservists and Air National Guard Chaplains assigned to Headquarters Eastern Air Defense Force and air division headquarters.

(2) (Confidential) The Staff Chaplain at each air division headquarters will conduct indoctrination for all Chaplain Reservists and Air National Guard Chaplains assigned to organizations within the air division.

c. <u>Relationships in Joint Tenancy of Eastern Air Defense Force Installa-</u> <u>tions</u>. (Unclassified) The Eastern Air Defense Force base accommodating the tenant is responsible for providing religious facilities and Chaplain coverage for all personnel, except those augmentation forces having chaplain authorizations, in which case responsibilities will be limited to providing facilities.

> (Unclassified) The tenant organization will be responsible for coordinating any tenant chaplain activities with the senior Eastern Air Defense Force Chaplain of the base.

d. <u>Assignment to Secular Duties</u>. (Confidential) When extreme military emergency necessitates the assigning of chaplains to secular duties, they may be assigned only to those duties compatible with their status as noncombatants under the terms of the Geneva Convention.

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- (Confidential) Such emergency assignments may be made only with the concurrence of the EADF Staff Chaplain.
- (2) (Confidential) Chaplains will not assume command, by virtue of their seniority, except in activities which are primarily ecclesiastical.

2. <u>PROGRAM</u>. (Unclassified) Chaplains will implement the Air Force Chaplains Six Point Program insofar as possible under existing conditions. Adaptations of the program may be made to meet the needs of separate units.

## 3. GENERAL INFORMATION.

a. <u>Identification Tags</u>. (Unclassified) Instructions concerning the religious information to appear on identification tags is contained in Air Force Regulation 35-25.

b. <u>Identification Cards</u>. (Unclassified) Instructions concerning issuance of Identification Cards denoting non-combatant status of chaplains is contained in Air Force Regulation 30-10.

c. Brassards. (Unclassified) Instructions concerning issuance of Brassards for non-combatant personnel is contained in Air Force Regulation 35-14.

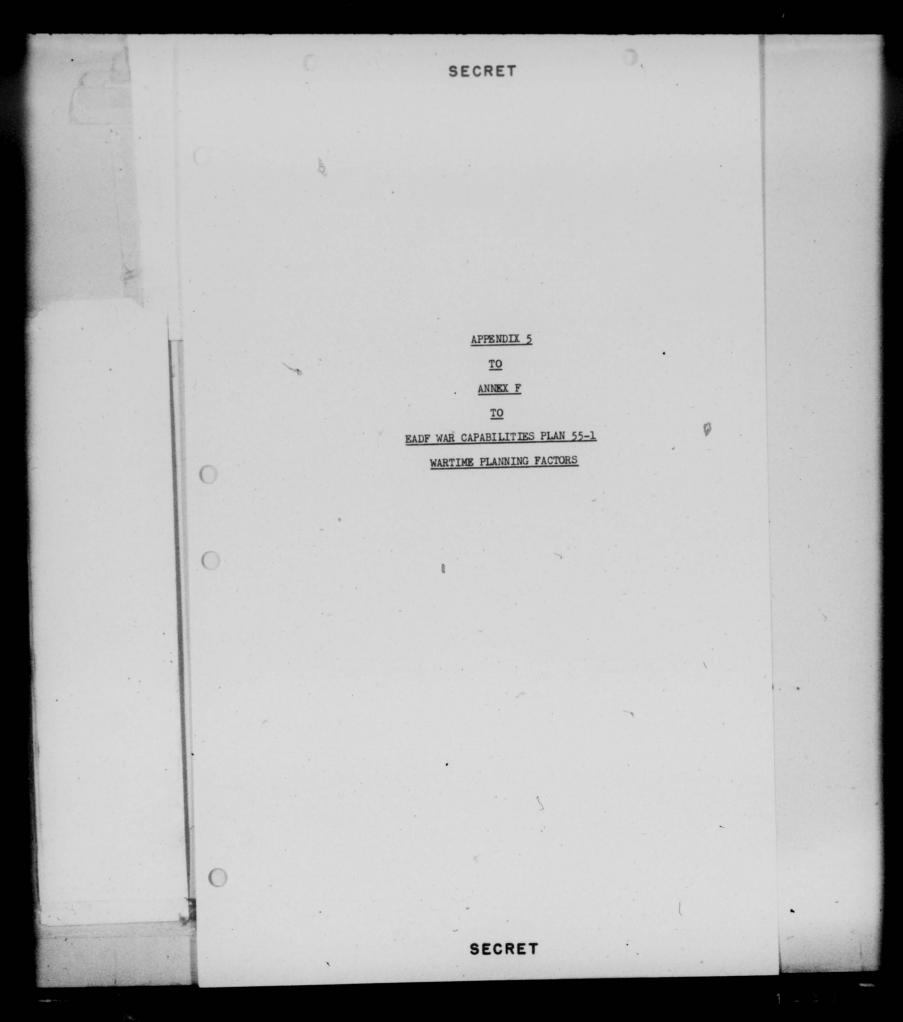
d. <u>Wearing of Awards and Badges</u>. (Confidential) During time of war, or in theaters of operations during periods of national emergency, chaplains will not wear aviation, marksmanship, or combat "badges" they have earned prior to being commissioned as chaplains.

e. <u>Basic Arms Familiarization</u>. (Confidential) Air Force Chaplains are "protected personnel" under the terms of the Geneva Convention. Therefore, chaplains do not bear arms neither are they required to be trained in the care, operation and firing of individual weapons.

 (Confidential) Chaplain Services Personnel are not included in the "protected personnel" category and they should complete necessary indoctrination on individual weapons.

f. <u>Chaplain Relationship to Enemy Prisoners of War</u>. (Confidential) Religious ministry for enemy Prisoners of War will be in accordance with directives to be published by the Air Provost Marshal and the Chief of the Air Force Chaplains, Headquarters, United States Air Force.

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Line		F84 All		F86 D	F86 F	F86	F94 A&B	F94 F C C
No								
1. a. b.	Total Sorties (EADF aircraft) 1/ 1st Day (D-day) 2d thru 30th Day (per day)	3 1	3	3	3	3 1	3	31
2.	Total Sorties (ANG & Augmentation Acft) 1/ 1st Day (D-day) 2d thru 30th Day (per day)	2 1	2 1		2 1		2 1	2 1
3.	Flying Hours per Sortie (all forces)	2.2	1.5	1.5	1.5	1.5	1.5	1.5
4. a. b. c.	Ammunition Expenditure (all forces) 2/ lst Day (D-day) 2d thru 6th Day (per day) 7th thru 30th Day (per day)	80% 25% 10%	80% 25% 10%	80% 25% 10%	80% 25% 10%	10%	10%	80% 25% 10%
	Gallons Fuel Expended Per Flying Hour (all forces)	370	405	510	500	435	470	485
6.	Auxiliary Fuel Tank Expenditure (all forces) 3/ lst Day (D-day) 2d thru 6th Day (per day)	80% 25% 10%	80% 25% 10%	80% 25% 10%	80% 25% 10%	25%	25%	80% 25% 10%

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## WARTIME PLANNING FACTORS

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	Aircraft Model and Series								-		
	F84 All	F86 A&E	F86 D		F86 H	F94 A&B	F94 C	F89 C&D	 		
Sorties (EADF aircraft) <u>l</u> / lay (D-day) uru 30th Day (per day)	3 1	3	3 1	3	3 1	3	3 1	3 1			
Sorties (ANG & Augmentation Acft) 1/	-	2	2	2	2	2	2	2	7		
ay (D-day) aru 30th Day (per day)	1	1	2 1	ĩ	ĩ	1	1 ·	1			
g Hours per Sortie (all forces)	2.2	1.5	1.5	1.5	1.5	1.5	1.5	2			
ition Expenditure (all forces) 2/ ay (D-day) ru 6th Day (per day) hru 30th Day (per day)	80% 25% 10%	80% 25% 10%	80% 25% 10%	80% 25% 10%	80% 25% 10%	25%	80% 25% 10%	80% 25% 10%			
ns Fuel Expended Per Flying Hour (all forces)	370	405	510	500	435	470	485	720			
iary Fuel Tank Expenditure (all forces) 3/ sy (D-day) ru 6th Day (per day) hru 30th Day (per day)	80% 25% 10%	80% 25% 10%	80% 25% 10%	25%	80% 25% 10%	25%		80% 25% 10%			

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NOTES: 1/ For ADC and ANG Forces: per aircraft in inventory. For Logistics planning purposes, assume 25 UE per squadron. For Augmentation Forces: per aircraft being deployed. Refer to ADC Augmentation Plan (ADC Operations Plan 4-54) 2/ Indicates percent of sorties flown which expend total ammunition

load.

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3/ Indicates percent of sorties flown which expend two auxiliary fuel tanks. Assumes expenditure of Pylon and under-wing-tip tanks only. (For Logistics planning purposes expenditure of center-line tanks will po Inel tanks. Assumes expenditure of Pylon and under-wing-tip tanks only. (For Logistics planning purposes, expenditure of center-line tanks will not exceed that established by peacetime consumption) Evact number and ture (For Logistics planning purposes, expenditure of center-line tanks will no exceed that established by peacetime consumption). Exact number and type of tanks to be prestocked at each base will be computed by ADC and include exceed that established by peacetime consumption). Exact number and type of tanks to be prestocked at each base will be computed by ADC and included in Project AF-GEN. (Refer to DAF letter (SECRET), file AFMSS PC-1-400.3, Subject: "(Unclassified) Prestocking of Equipment and Supplies (Project AF-GEN-1-50-OPR).")

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APPENDIX 5 ANNEX F

NOTES: 1/ For ADC and ANG Forces: per aircraft in inventory. For Logistics planning purposes, assume 25 UE per squadron.

For Augmentation Forces: per aircraft being deployed. Refer to ADC Augmentation Plan (ADC Operations Plan 4-54)

2/ Indicates percent of sorties flown which expend total ammunition load.

3/ Indicates percent of sorties flown which expend two auxiliary fuel tanks. Assumes expenditure of Pylon and under-wing-tip tanks only. (For Logistics planning purposes, expenditure of center-line tanks will not exceed that established by peacetime consumption). Exact number and type of tanks to be prestocked at each base will be computed by ADC and included in Project AF-GEN. (Refer to DAF letter (SECRET), file AFMSS PC-1-400.3, Subject: "(Unclassified) Prestocking of Equipment and Supplies (Project AF-GEN-1-50-OPR).")

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<u>APPENDIX 6</u> <u>TO</u> <u>ANNEX F</u> <u>TO</u>

#### EADF WAR CAPABILITIES PLAN 55-1

#### FERRYING

1. <u>GENERAL</u>: (Unclassified) Effective D-day, all previous instructions, including the provisions of AFR 67-37 (Delivery of Aircraft) and any amendments thereto which are in conflict with the instructions outlined below are automatically superseded.

#### 2. FACTORS:

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a. (Unclassified) The overall responsibility for ferrying unit equipment aircraft will be in accordance with AFM 75-37.

b. (Confidential) MATS provides the cadre for wartime expansion to a ferry organization capable of assuming full aircraft ferrying responsibility in the Continental United States.

c. (Unclassified) Designated routes and ferrying plans will be included in movement orders.

3. <u>RESPONSIBILITIES</u>: (Secret) The responsibility for ferrying and delivery of all aircraft within the Continental United States after D-day is as follows:

#### a. Military Air Transport Service:

## (1) From D-day:

- (a) From sources of supply (AMC and manufacturer) to POE when scheduled for water shipment.
- (b) From manufacturer to modification center when required.
- (2) <u>Commencing not later than the 1st day of the 7th month after</u> D-day:
  - (a) From sources of supply (AMC and manufacturer) to all recipient commands except when surface transportation is utilized.

#### b. Air Divisions:

- (1) From D-day: (Confidential)
  - (a) Releasing air divisions will ferry aircraft to modification centers, depots, storage installations or other commands.
  - (b) Releasing air divisions will ferry aircraft to POE when scheduled for water shipment.

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- (2) From D-day through D+6 months, but no later: (Confidential)
  - Recipient air divisions will ferry aircraft from source of supply (AMC or manufacturers).
- (3) In view of the initial limited capability of the MATS ferry organization, be prepared to augment MATS fighter interceptor ferry crews.

## c. Air Materiel Command:

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- (Confidential) Make necessary arrangements to have aircraft delivered when means other than flight are required.
- (2) (Confidential) Will advise Air Defense Command of the availability of aircraft which are to be ferried from sources of supply (AMC or manufacturer).
- d. <u>Headquarters Eastern Air Defense Force</u>: (Unclassified) Eastern Air Defense Force Headquarters will be responsible for advising air divisions of the availability of aircraft which are to be ferried from sources of supply to destination.

4. <u>PREPARING AIRCRAFT FOR MOVEMENT</u>: (Unclassified) The responsibility for equipping, inspecting, maintaining and loading of aircraft for delivery to other commands will be accomplished as prescribed by existing regulations and technical orders.

5. <u>ASSISTANCE FROM OTHER DEFENSE FORCES OR AIR DIVISIONS</u>: (Confidential) The air division responsible for ferrying aircraft may request assistance from other defense forces (through Eastern Air Defense Force) or other air divisions (direct) when incapable of providing necessary ferry crews.

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## CONFIDENTIAL

ANNEX G

TO

EADF WAR CAPABILITIES PLAN 55-1

COMMUNICATIONS - ELECTRONICS

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Appendix 1 - Standard Wire Communications Network Appendix 2 - Check List of Sensitive C-E Items

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TO BADF WAR CAPABILITIES PLAN 55-1

ANNEX G

COMMUNICATIONS - ELECTRONICS

PART I

Index and Instructions

1. (Unclassified) Table of Contents:

Part I - Index and Instructions

Part II - Introduction

Part III - C-E Mission

Part IV - Assignment of C-E Responsibilities

Part V - C-E Logistics Support

Part VI - Administration

2. (Unclassified) Table of Appendices:

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Appendix I - EADF Standard Wire Communications Network

Appendix II - Checklist of Sensitive C-E Items

3. (Unclassified) Table of Reference Material:

a. AFR 100-6, Standardization of Communications Plans Format

b. ADC Operations Plan 1-54, Combat Mobilization Plan

c. ADC Operations Plan 4-54, Air Defense Augmentation Plan

d. ADC Operations Plan 5-54, Air National Guard

4. (Unclassified) Administrative Instructions:

a. The format of this C-E Annex conforms with instructions contained in AFR 100-6, 19 June 1953.

b. Amendments, deletions, and modifications to this annex will be made by numbered changes.

c. Report of destruction of part or all of this document is not required.

#### PART II

## Introduction

5. (Unclassified) General:

ANNEX G EADFWCP 55-1 1 Apr 55 a. (Unclassified) Effective employment of the various facilities, weapons, and instruments of defense from which the EADF war capability is derived is dependent upon rapid and reliable communications-electronics services.

- b. This annex provides:
  - (Unclassified) Communications-electronics instructions, policies, and standards of operation required to support the basic War Capabilities Plan.

(2) (Unclassified) The implementing measures to be initiated for reduction of communications-electronics vulnerability through safeguarding, augmenting, replacing or rehabilitating those C-E facilities necessary to conduct combat operations which are rendered inoperative or inadequate by hostile action.

## 6. Statement of the Situation:

a. Enemy Situation:

- (Unclassified) Enemy capabilities inimical to friendly communications/electronics facilities include the following:
  - (a) Electronic countermeasures.
  - (b) Interception and analysis of radio and wire transmissions.
  - (c) Introduction of false messages into friendly communications networks.
  - (d) Sabotage, by trained enemy agents or subversive U.S. Nationals, of key communications-electronics facilities, both civil and military.
  - (e) Destruction of communications-electronics facilities by air action or limited raids.

b. Friendly Situation:

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- (Unclassified) Communications-electronics facilities and systems available to support the EADF mission are as follows:
  - (a) EADF Radar Networks.
  - (b) Augmentation Radar facilities listed in Annex B of this plan.
  - (c) EADF Tactical Landline Communications Networks (voice and teletype), as typified by function, routing, and termination points, in the EADF Tactical Wire Standard, 24 June 1953, attached as Appendix 1.
  - (d) Commercial Toll Telephone facilities.
  - (e) AIRCOMNET and commercial teletype facilities.
  - (f) Picket Vessel HF Radio Point-to-Point Networks (EADF Regulation 55-27).

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- (g) EADF HF Radio Emergency System, in being.
- (h) EADF MARS (Military Affiliate Radio System) Networks, in being.
- (i) UHF/VHF/MF Air/Ground Communications Facilities.
- (j) USAF and CAA Navigational Aids Facilities.
- (2) (Confidential) Physical protection of certain communicationelectronics installations is provided by assigned personnel, augmented in some cases by the U.S. Army in accordance with the Basic Defense Plan for the Continental United States.
- (3) (Unclassified) Commercial telephone companies, which provide the primary tactical communications systems within EADF, will make every effort to reroute or repair disrupted circuits within a minimum of time in accordance with plans currently in effect. Many of these companies maintain portable or mobile emergency communications units for such usage.

## 7. Assumptions:

a. (Unclassified) The enemy will fully exploit its capability to disrupt or reduce the effectiveness of Air Defense communications and electronics facilities.

b. (Secret) No additional communications-electronics facilities, above those already planned or in being, will be available before D/90 days, with the possible exception of commercial mobile facilities as noted above.

## 8. Guiding Principles:

(Unclassified) Existing USAF, ADC, and EADF directives (Regulations, Letters, CEI's and/or COI's, as applicable) will be utilized to the fullest extent for guidance.

## 9. Operational Concept:

a. (Unclassified) In the conduct of air defense operations by units of this command and supporting/augmenting forces, communications-electronics facilities and/or systems will perform numerous functions of prime importance. The concept of operations as applied to these individual facilities or systems will be as outlined in the succeeding subparagraphs b through m.

b. (Unclassified) <u>Tactical Wire Communications Networks (Voice and</u> <u>Teletype)</u> will be the primary means for the exchange of tactical data, i.e. command, intelligence, control, surveillance, status, scramble and other information as categorized in the EADF Tactical Wire Standard.

c. (Unclassified) <u>HF Emergency Radio Systems (including MARS)</u> will be maintained in a state of operational readiness, and will be utilized for the passage of essential traffic in the event of land-line failure.

d. (Unclassified) <u>Picket Vessel HF Radio Networks</u> will be operated in accordance with EADF Regulation 55-27.

e. (Unclassified) <u>Air/Ground Channelization</u> will be in accordance with ADC CEI Annex 11-A(1) and ADC CEI-2109.4

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f. (Unclassified) <u>Navigational Aids</u> will be operated and maintained by AACS and/or CAA.

g. (Unclassified) <u>CONELRAD Procedures</u> will be as outlined in Annex A to this plan.

h. (Unclassified) IFF will be operated in accordance with ADC CEI 2350\*

## i. Electronics Warfare activities will consist of:

- (Unclassified) Employment of all available electronics countermeasures to deny aggressor forces unrestricted usage of communications and electronics facilities for intelligence, navigational, or strike aids.
- (2) (Unclassified) Employment of all available anti-jamming techniques and devices to reduce effectiveness of enemy jamming.
- -(3) (Unclassified) Collection, analysis, and dissemination as required of comprehensive data on enemy electronics warfare activities, to include recommended methods to combat such activities.

j. (Unclassified) <u>Cryptographic Operations</u> will continue with no change. Additional material, if required, will be requisitioned in accordance with the current edition of SSG 25.

k. (Unclassified) <u>Recognition and Identification</u> will be in accordance with the instructions in ACP's 150/154, utilizing signals contained in ACP's 156/158. Electronic identification equipment will be operated concurrently in accordance with provisions of ADC CEI 2350.

- 1. Authentication Systems will be utilized as follows:
  - (Unclassified) Point-to-Point communications ADC Pointto-Point Authentication Tables
  - (2) (Unclassified) Fighter/Direction Center communications -ADC Fighter/Direction Center Authentication Tables
  - (3) (Unclassified) Authentication of airborne aircraft by Direction Centers or Interceptor Pilots will be accomplished by use of AFSAL 5104.

m. (Unclassified) <u>Call Words and Call Signs</u> will be in accordance with ADC CEI Annex 10A.

## PART III

## Communications - Electronics Mission

## 10. The Mission or Intentions:

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a. (Unclassified) To provide communications and electronics facilities for the detection, identification, surveillance, and interception of aircraft or missiles in flight.

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b. (Unclassified) To provide communications facilities for command, liaison, telling, status, scramble, weather, intelligence, warning, movements identification, control of electromagnetic radiations, and other information as required.

c. (Unclassified) To assure systems reliability by protection, maintenance, rehabilitation, replacement, augmentation, restoration, and repair of communications and electronics facilities as dictated by the situation.

#### PART IV

#### Assignment of Responsibilities and Coordination of Subsidiary Operation

11. Delegation of Communications-Electronics Tasks and Responsibilities to Major Components of the Force:

#### a. Air Divisions will:

- (Unclassified) Assure operation of communications and electronics facilities under their jurisdiction in accordance with paragraph 9, above.
- (2) (Unclassified) Arrange for installation of necessary point-to-point circuits to support the integration of augmenting/supporting forces in the air defense effort.
- (3) (Unclassified) Activate engineered wire circuits, as required in accordance with ADC Regulation 100-2, and EADFR 100-1.
- (4) (Unclassified) Order additional wire circuits, as required, during wartime or emergency conditions, in accordance with ADC Regulation 100-4.
- (5) (Unclassified) Insure that augmenting/supporting forces are equipped for air defense type communications and electronics operations, and are familiar with the manner of air/ground, point-to-point, and cryptographic operations to be employed.
- (6) (Unclassified) Specify UHF air/ground frequencies to be utilized by augmenting/supporting flying units, and prescribe navigational aids for use during normal and emergency operations.
- (7) (Unclassified) Exercise operational control over all active ECM utilized in sector area of responsibility in accordance with the provisions of the Joint Defense Plans for Northeast and Northcentral United States.

#### 12. Special Measures:

a. (Unclassified) In order to assure reliability of communicationselectronics facilities, air divisions will prepare plans designed specifically to reduce the susceptibility of facilities/installations to enemy action; enable retention of an operational capability despite losses sustained; and, provide the basis for rapid recuperation from disabilities

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(Unclassified) incurred due to hostile actions. Further, air divisions will require subordinate units to establish local procedures reducing the broad planning doctrine to those individual items of equipment and personnel necessary to perform each function. In the development of plans and procedures, consideration should be given, but not limited to, items listed in Appendix 2 to this annex.

b. (Unclassified) Contingent upon major command concurrence, unit commanders are authorized to consummate detailed agreements with individual units of other commands and services for emergency communications and electronics support.

c. (Unclassified) Base and/or station commanders are authorized to deal directly with commercial télephone companies to effect emergency repair of commercial and/or government owned wire facilities, in accordance with EADF Regulation 100-13.

d. (Unclassified) Scene of action communications will be handled in accordance with USAF CEI 2211.4e, where no previously coordinated communications plan has been established.

e. (Unclassified) Maximum testing and evaluation of emergency communications and electronics plans will be accomplished by all units.

#### PART V

## Communications-Electronics Logistical Support

## 13. Communications-Electronics Logistical Support:

a. (Unclassified) <u>General</u>: The assumptions, basic planning data, and responsibilities indicated in Annex F apply. Since it is impossible to procure and stock all the supplies and equipment required, and continued shortages of equipment and skilled personnel must be anticipated, it is necessary that:

- (Unclassified) Commanders be cognizant at all times of the tactical and materiel situation, and exercise rigid control over critical items.
- (2) (Unclassified) Materiel conservation be stressed at all echelons.
- (3) (Unclassified) Priority distribution and/or redistribution systems and procedures be established.
- (4) (Unclassified) Local procurement of supplies, maintenance, and services be utilized to the maximum extent for commercial or other type communications and electronics items requiring emergency repair.

#### b. Supply:

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(1)

- (Unclassified) The Department of the Army will procure, store, and issue common items of supply in accordance with existing agreements in effect on D-Day.
- (2) (Unclassified) Supplies and equipment in the hands of USAF personnel or depots will be considered assets available to meet total USAF demands.

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- (3) (Unclassified) Serviceable supplies and equipment will be phased into serviceable stocks in accordance with master repair schedules. Strict control will be maintained over repairable items at unit level to insure the returns of such items to the repair and supply channels.
- (4) (Unclassified) On D-Day all military C-E supplies and equipment issued to, procured for, or earmarked for civilian components of the USAF will become available to meet USAF requirements.
- (5) Supply Levels (Electronic):
  - (a) (Confidential) AC&W site 30 days, plus such critical items as required when authorized by Defense Force or ADC.
  - (b) (Confidential) Electronic support base 45 days, plus such critical items as required when authorized by Defense Force or ADC.
- c. Maintenance:
  - (1) (Unclassified) On D-Day authority for organizational and field maintenance of electronics equipment within unit capability will be continued.
  - (2) (Unclassified) Repairs will be performed at the lowest ćategory of maintenance consistent with the nature of the repair, available spare parts, tools and equipment, capabilities of personnel, and the tactical situation. Field and depot activities of lower echelons if required by operational necessity. Items requiring maintenance beyond the capability of the organization and/or specialized teams will be expeditiously evacuated to AMC depots and/or commercial facilities.
  - (3) (Unclassified) Full utilization of the most expeditious and available transportation will be made for the return of repairable Air Force equipment requiring depot level maintenance.

(Unclassified) Maintenance beyond the capabilities of the unit becomes the responsibility of the parent command.

#### PART VI

#### Administration

14. (Unclassified) Copies of Air Division plans in support of this annex will be furnished this headquarters, Attn: EAOCE.

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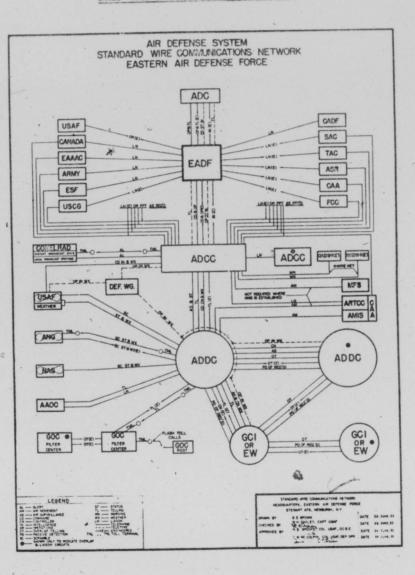
APPENDIX 1 - STANDARD WIRE COMMUNICATIONS NETWORK 2 - CHECK LIST OF SENSITIVE C-E ITEMS

OFFICIAL: ARTHUR C. AGAN, JR.

Colonel, USAF Deputy for Operations ANNEX G EADFWCP 55-1 1 Apr 55



EADF WAR CAPABILITIES PLAN 55-1



#### TO

## ANNEX G

## EADF WAR CAPABILITIES PLAN 55-1

TO

## CHECK LIST OF SENSITIVE C-E ITEMS

(Unclassified) While it is not possible to list all of the C-E items to be considered in Vulnerability Plans, the following list, in addition to those items contained in Annex A to AFR 100-6, will be considered by all commanders preparing plans and/or SOP's to implement this plan.

## 1. LANDLINE FACILITIES

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a. (Unclassified) Rerouting - to include alternate routings for existing circuits and definite plans, in the hands of communications agencies, for rerouting damaged or destroyed circuits.

b. (Unclassified) Rehabilitation - base plant and longline facilities.

c. (Unclassified) Priority lists for reestablishing service, on-base and off-base.

d. (Unclassified) Alternate entrance facilities.

e. (Unclassified) Alternate commercial central offices.

f. (Unclassified) Engineered military circuits (EMC).

g. (Unclassified) Priority lists for establishing EMC's.

h. (Unclassified) Priority lists for rehabilitation of military and commercial fabilities.

i. (Unclassified) Physical protection of entrance cables.

j. (Unclassified) Systems and nets of other Air Force commands, Army, Navy and governmental agencies.

k. (Unclassified) Private or public systems or nets.

1. (Unclassified) C-E units of other commands or services with capability to provide portable facilities and personnel in emergencies.

m. (Unclassified) C-E units of other commands or services with capability to provide maintenance or rehabilitation in emergencies.

2. RADIO COMMUNICATIONS

a. POINT-TO-POINT:

(1) (Unclassified) Physical protection of installations.

(2) (Unclassified) Crystal stocks and maintenance spares.

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- (3) (Unclassified) Mobile units of other commands or services.
- (4) (Unclassified) Commercial or private facilities.
- (5) (Unclassified) Portable equipment and personnel of other commands or services.
- (6) (Unclassified) Control of traffic on HF radio emergency nets.
- (7) (Unclassified) Utilization of HF frequencies.
- (8) (Unclassified) Anti-jamming measures.

## b. AIR-GROUND AND AIR-AIR:

- (1) (Unclassified) Anti-jamming measures.
- (2) (Confidential) Utilization of amplifiers and/or directional antennas.
- (3) (Unclassified) Frequency utilization.
- (4) (Confidential) Channelization and rechannelization of aircraft radio equipment.
- (5) (Unclassified) Crystal stocks and resupply.
- (6) (Unclassified) Use of ground facilities of other commands or services.
- (7) (Confidential) Civilian broadcast stations.

## 3. RADAR FACILITIES

- a. (Unclassified) Physical protection.
- b. (Unclassified) Maintenance spares, supplies and resupply.
- c. (Unclassified) Utilization of assigned emergency equipment.

d. (Confidential) Utilization of radars and personnel of other commands or services.

e. (Confidential) Installation and relocation of portable or mobile radar equipment and redeployment of AC&W personnel.

f. (Unclassified) ECM procedures.

### 4. RADAR SITES

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- a. (Unclassified) Base alert plans.
- b. (Unclassified) Base defense plans.

c. (Confidential) Alternate sites for mobile, transportable or replacement facilities.

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## 5. POWER EQUIPMENT

- a. (Unclassified) Physical protection against damage.
- b. (Unclassified) Fuel and maintenance supplies.
- c. (Unclassified) Protection of fuel supplies.
- d. (Unclassified) Maintenance and operating personnel.

## 6. C-E TECHNICAL AND OPERATING PERSONNEL

- a. (Unclassified) Cross training of military personnel.
- b. (Unclassified) Other sources military or civilian.
- c. (Unclassified) Contract technicians.
- d. (Unclassified) Availability of commercial agencies.
- 7. OTHERS

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- a. (Unclassified) Operations under reduced communications capability.
- b. (Unclassified) Operations under reduced radar capability.
- c. (Unclassified) Operations from alternate sites.

d. (Unclassified) Establishment of minimum traffic requirements during periods of reduced ground communications capability.

e. (Unclassified) Establishment of reporting and directing procedures during reduced radar or air-ground communications capabilities.

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