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Billie H. Hix

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

SECRET

Excluded from General Declassification Schedule
NAFD

DOCUMENTS
VOLUME 1

HISTORY
OF
JOINT EASTERN AIR DEFENSE FORCE
AND
EASTERN AIR DEFENSE FORCE

JANUARY – JUNE 1955

Excluded from General Declassification Schedule.
NAFD

RSI copy
S 14645

SECRET

Excluded from General Declassification 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: Comder
Eas Air Defense Force
Ste Air Force Base
Newgh, New York

1. The ently projected internal organization of this Division is shown Enclosure 1. Under this organization, twenty-four assigned ts, and fifteen major augmentation units (exclusive of seven augmtion units of lesser operational capability) will report directly this headquarters. After the proposed alteration of the northern undary of this sector, fifteen assigned units and thirteen majr mentation units will still report directly to this headquarters.

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

a. Redu the geographical span of control to feasible limits.

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 strture.

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

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NAFD

RSI Conti No
S 14645

SECRET

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.

2 Incls
1. Org of 35th ADiv
2. Proposed org of AD Wgs w/attach

/t/ JOHN B. CARY
Brig. General, USAF
Commander

S-2592

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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.

Enclosure 2 (Cont'd)

Organization Proposed

9. a. Form a new Air Defense Wing at McGhee-Tyson Airport, Knoxville, 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.

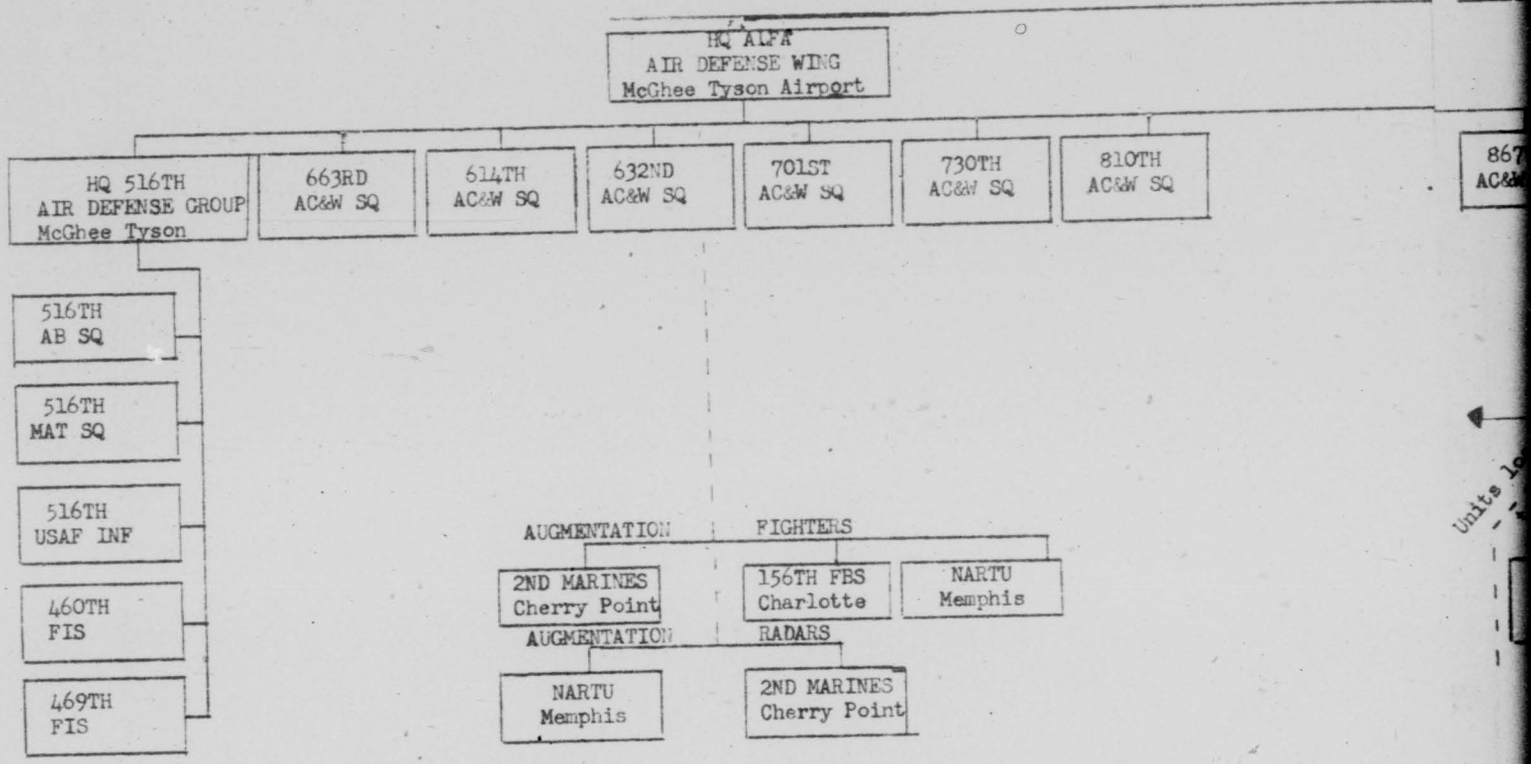
Timing

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.

1 Attachment
Organizational Structure of AD Wgs


HQ ALFA
AIR DEFENSE WING
McGhee Tyson Airport
HQ 516TH
AIR DEFENSE GROUP
McGhee Tyson
663RD
AC&W SQ
614TH
AC&W SQ
632ND
AC&W SQ
701ST
AC&W SQ
730TH
AC&W SQ
810TH
AC&W SQ
516TH
AB SQ
516TH
MAT SQ
516TH
USAF INF
460TH
FIS
469TH
FIS
AUGMENTATION
FIGHTERS
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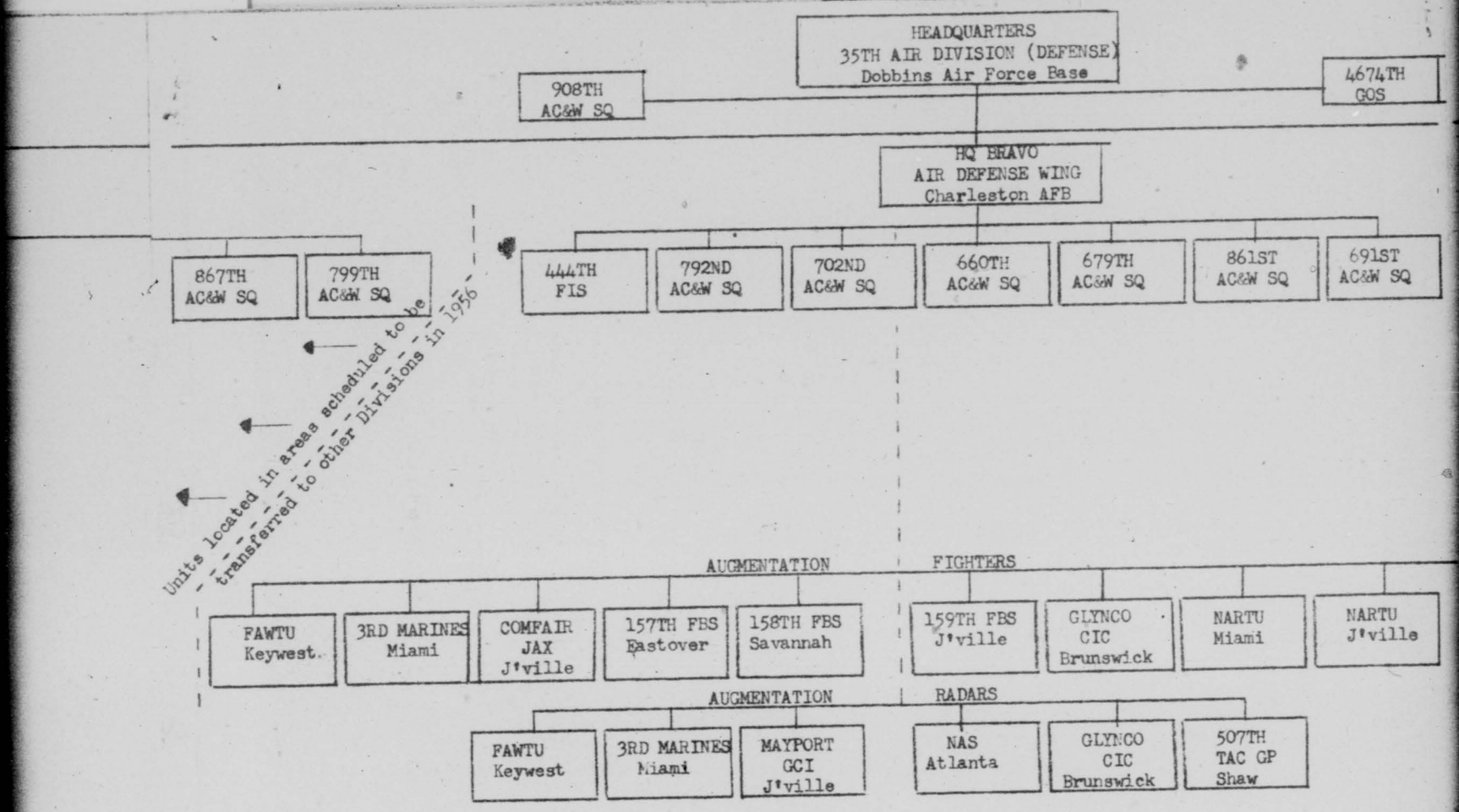
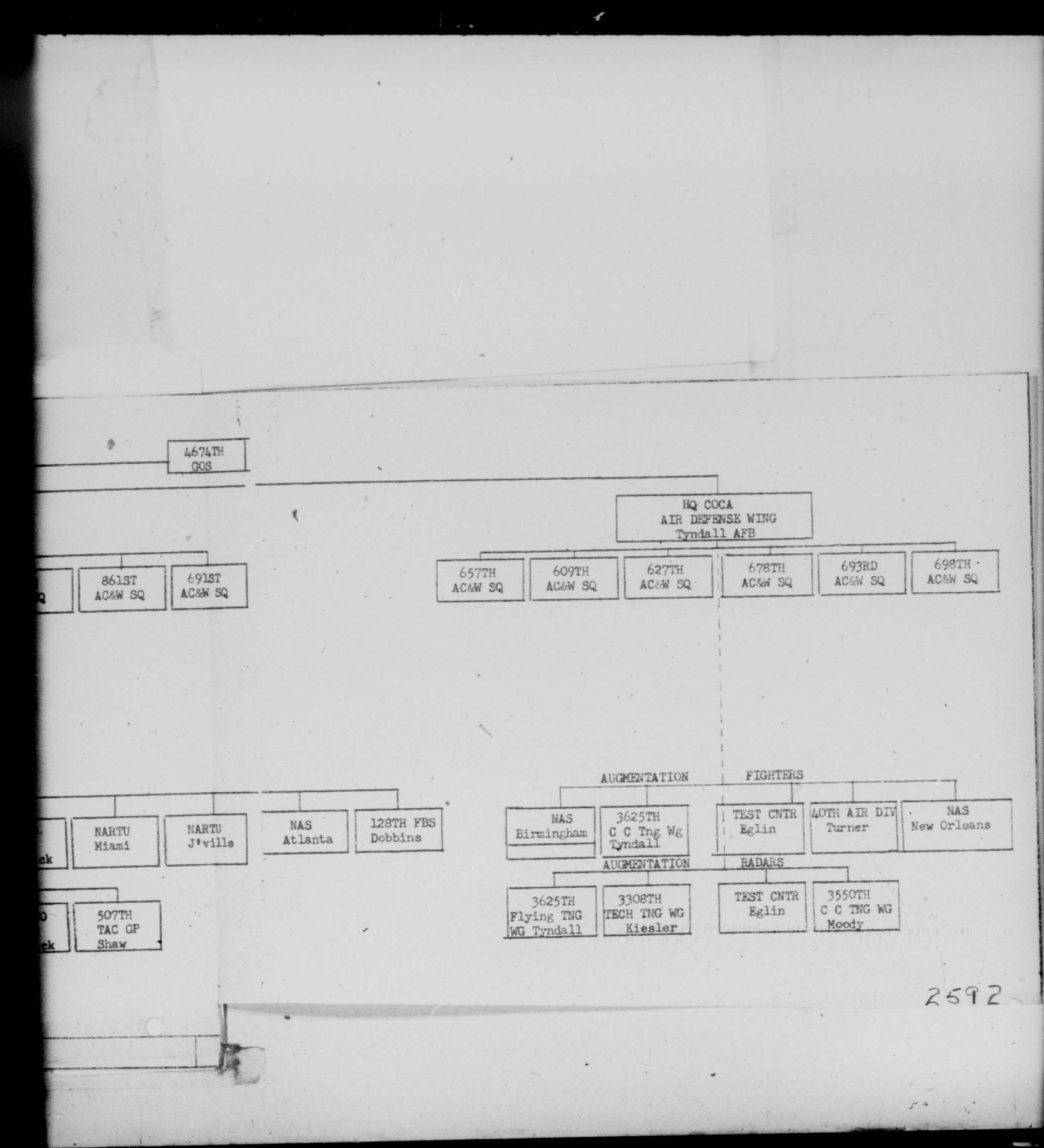
2ND MARINES
Cherry Point


HEADQUARTERS
35TH AIR DIVISION (DEFENSE)
Dobbins Air Force Base
908TH AC&W SQ
4674TH GOS
HQ BRAVO
AIR DEFENSE WING
Charleston AFB
867TH AC&W SQ
799TH AC&W SQ
444TH FIS
792ND AC&W SQ
702ND AC&W SQ
660TH AC&W SQ
679TH AC&W SQ
861ST AC&W SQ
691ST AC&W SQ
Units located in areas scheduled to be transferred to other Divisions in 1956
AUGMENTATION
FIGHTERS
FAWTU Keywest
3RD MARINES Miami
COMFAIR JAX J'ville
157TH FBS Eastover
158TH FBS Savannah
159TH FBS J'ville
GLYNCO CIC Brunswick
NARTU Miami
NARTU J'ville
AUGMENTATION
RADARS
FAWTU Keywest
3RD MARINES Miami
MAYPORT GCI J'ville
NAS Atlanta
GLYNCO CIC Brunswick
507TH TAC GP Shaw


4674TH GOS
HQ COCA AIR DEFENSE WING Tyndall AFB
861ST AC&W SQ
691ST AC&W SQ
657TH AC&W SQ
609TH AC&W SQ
627TH AC&W SQ
678TH AC&W SQ
693RD AC&W SQ
698TH AC&W SQ
NARTU Miami
NARTU J'ville
NAS Atlanta
128TH FBS Dobbins
507TH TAC GP Shaw
AUGMENTATION
FIGHTERS
NAS Birmingham
3625TH C C Tng Wg Tyndall
TEST CNTR Eglin
40TH AIR DIV Turner
NAS New Orleans
AUGMENTATION
RADARS
3625TH Flying TNG WG Tyndall
3308TH TECH TNG WG Kiesler
TEST CNTR Eglin
3550TH C C TNG WG Moody

2592

SECRET

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

SECRET

S-2592

0 0 1 2

SECRET

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

EAOMO (20 Apr 55) 1st 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&W 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

S-2592

SECRET

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

EAODO (20 Apr 55) 1st 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 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

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

S-2592

SECRET

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. Mission. 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 25° 00' N - 91° 45' W; thence north to 31° 00' N - 91° 45' W; thence east to 31° 00' N - 91° 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 122° 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. Organization. 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. Responsibilities. 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 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 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

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. 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.

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.

l. 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

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 Air Defense Force.
(EAOMO)

BY ORDER OF THE COMMANDER:

DONALD B. SMITH
Brigadier General, USAF
Vice Commander

OFFICIAL:

JOHN L. WARREN
Colonel, USAF
Adjutant

DISTRIBUTION:
A;H

SECRET

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

ADOMO 26 May 1954

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 Base 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.

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(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, decrease 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.

c. 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 subsectors. 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 FY 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.

2528

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.

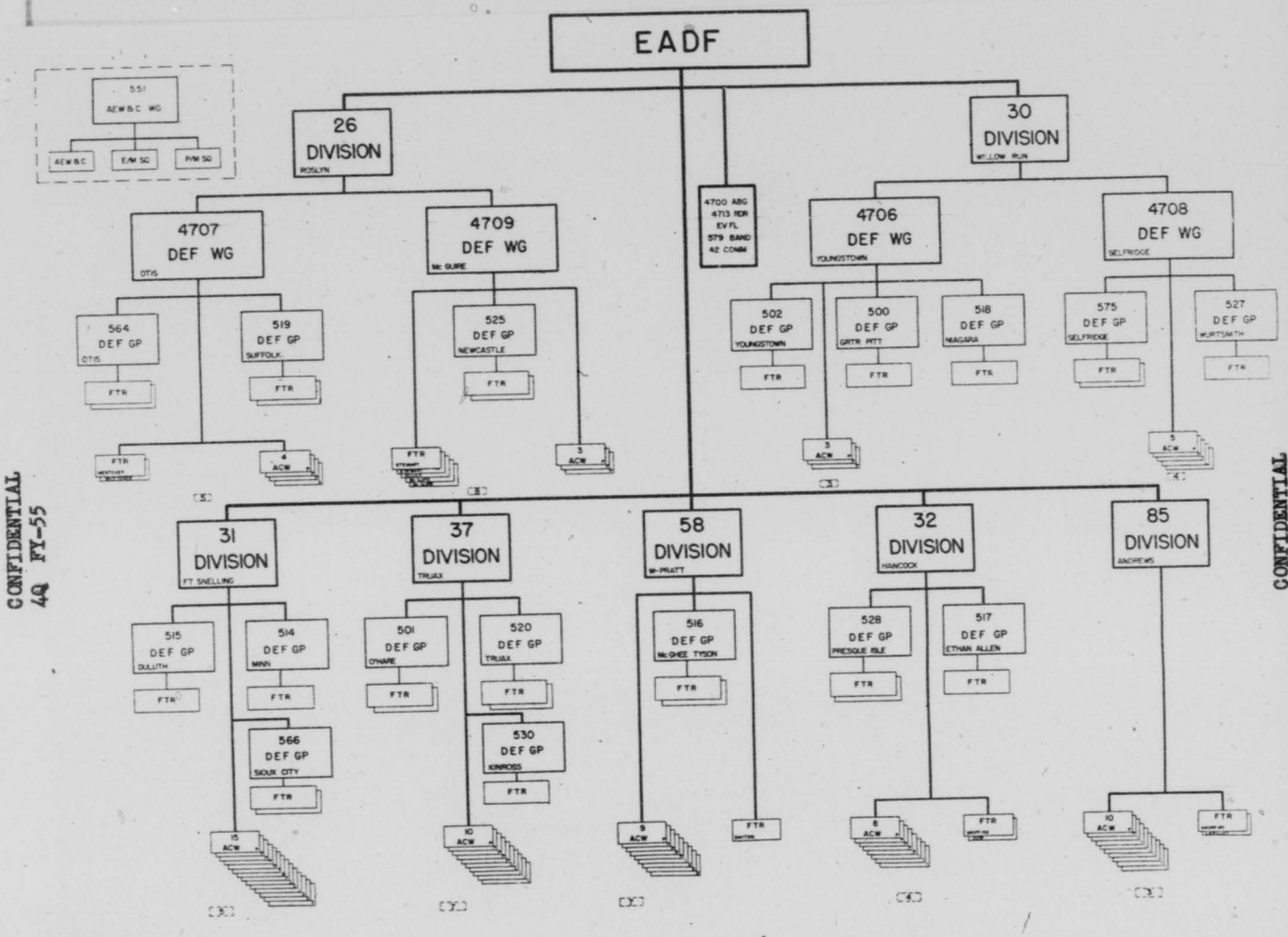
BY ORDER OF THE COMMANDER:

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

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)

All in Duplicate

2578



CONFIDENTIAL
4Q FY-55

CONFIDENTIAL

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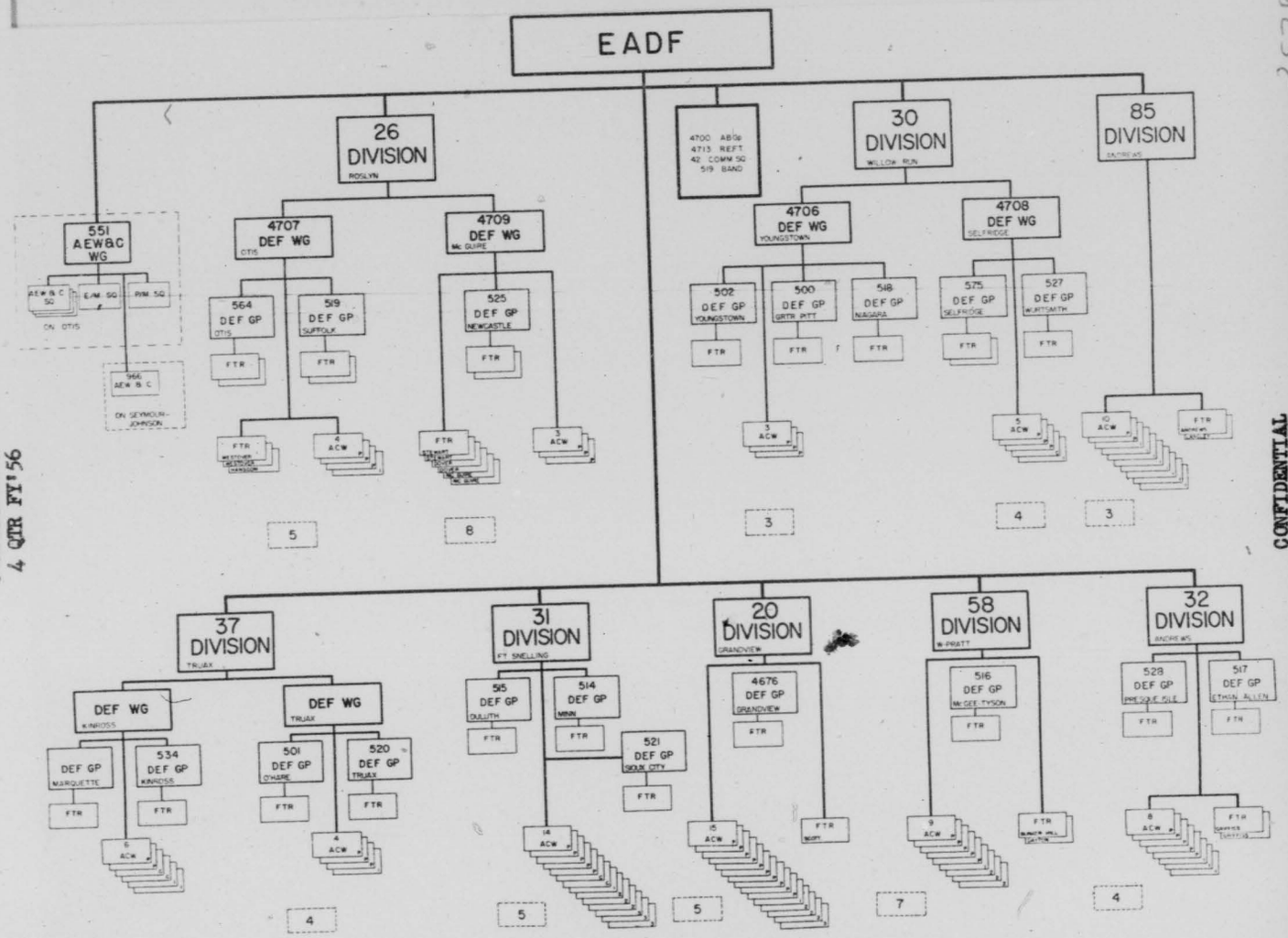

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4 QTR FY'56

CONFIDENTIAL

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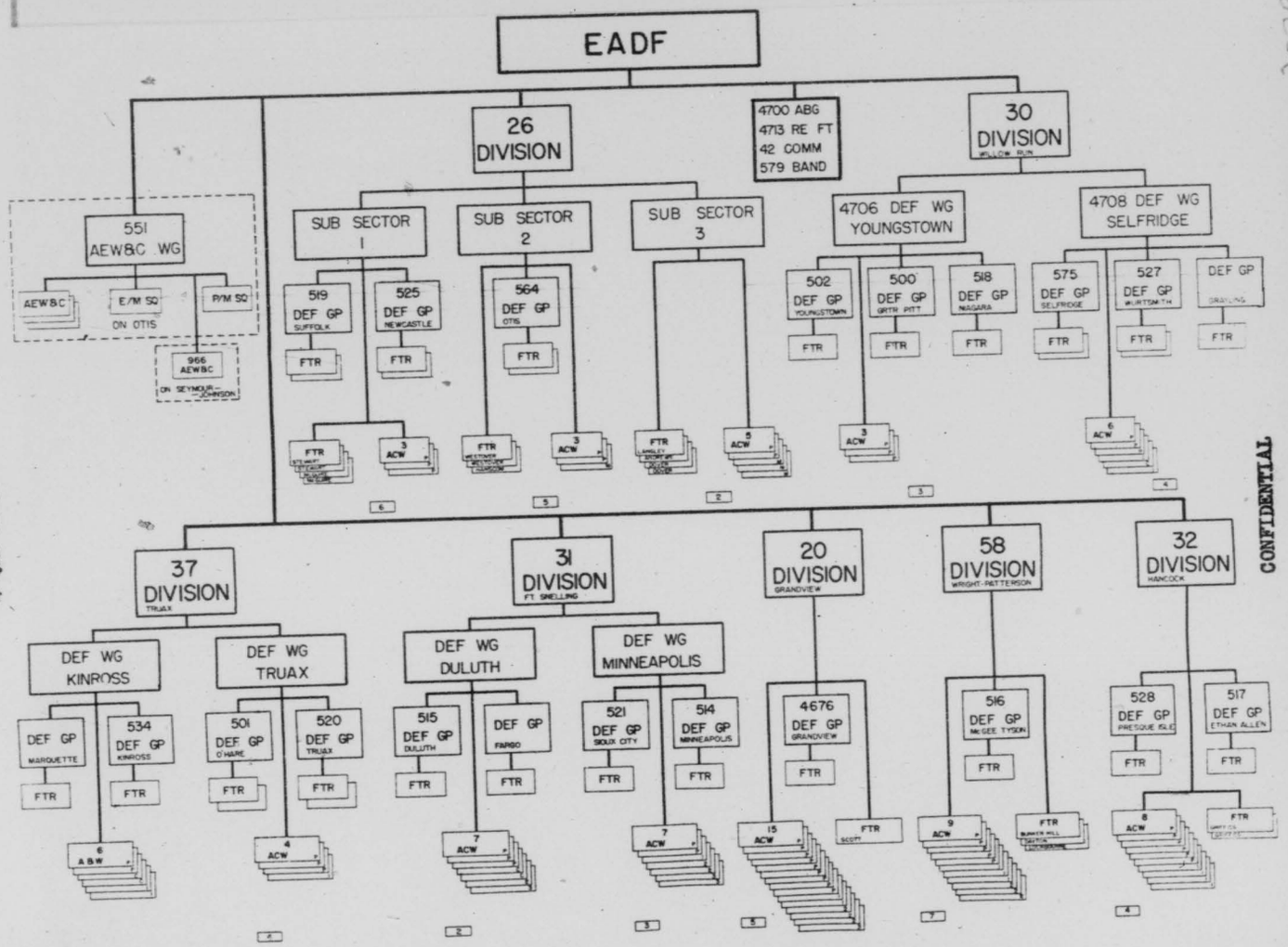
CONFIDENTIAL
4 QTR FY 57



CONFIDENTIAL

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 EWMP 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 detailed 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.

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:

	1st Qtr FY 1955	4th Qtr FY 1955	4th Qtr FY 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 Intcp Wing	1	0	0	0	0
Air Def Gps	14	14	20	20	22
AC&W Gps (Mobile)	1	0	0	0	0
Ftr Intcp 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	1
AEW&C Wing	0	1	1	1	1
AEW&C Sq	0	2	4	4	4
Comm. Sq.	1	1	2	2	2
Ground Observer Sqs	3	5	8	7	5
Air Police Sq	2	2	2	2	2

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:

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Air Def Wings	6	6	4	6	22 (sub sectors)
Ftr Intcp Wing	1	0	0	0	0
Air Def Gps	14	14	20	20	22
AC&W Gps (Mobile)	1	0	0	0	0
Ftr Intcp 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	1
AEW&C Wing	0	1	1	1	1
AEW&C Sq	0	2	4	4	4
Comm. Sq.	1	1	2	2	2
Ground Observer Sqs	3	5	8	7	5
Air Police Sq	2	2	2	2	2

	1st Qtr FY 1955	4th Qtr FY 1955	4th Qtr FY 1956	4th Qtr FY 1957	FY 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 AEW&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.

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

m. Deploy 10 Fighter-Interceptor Squadrons.

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

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 areas.

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 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 DCS/O, has studied this problem and his comments are quoted in part as follows:

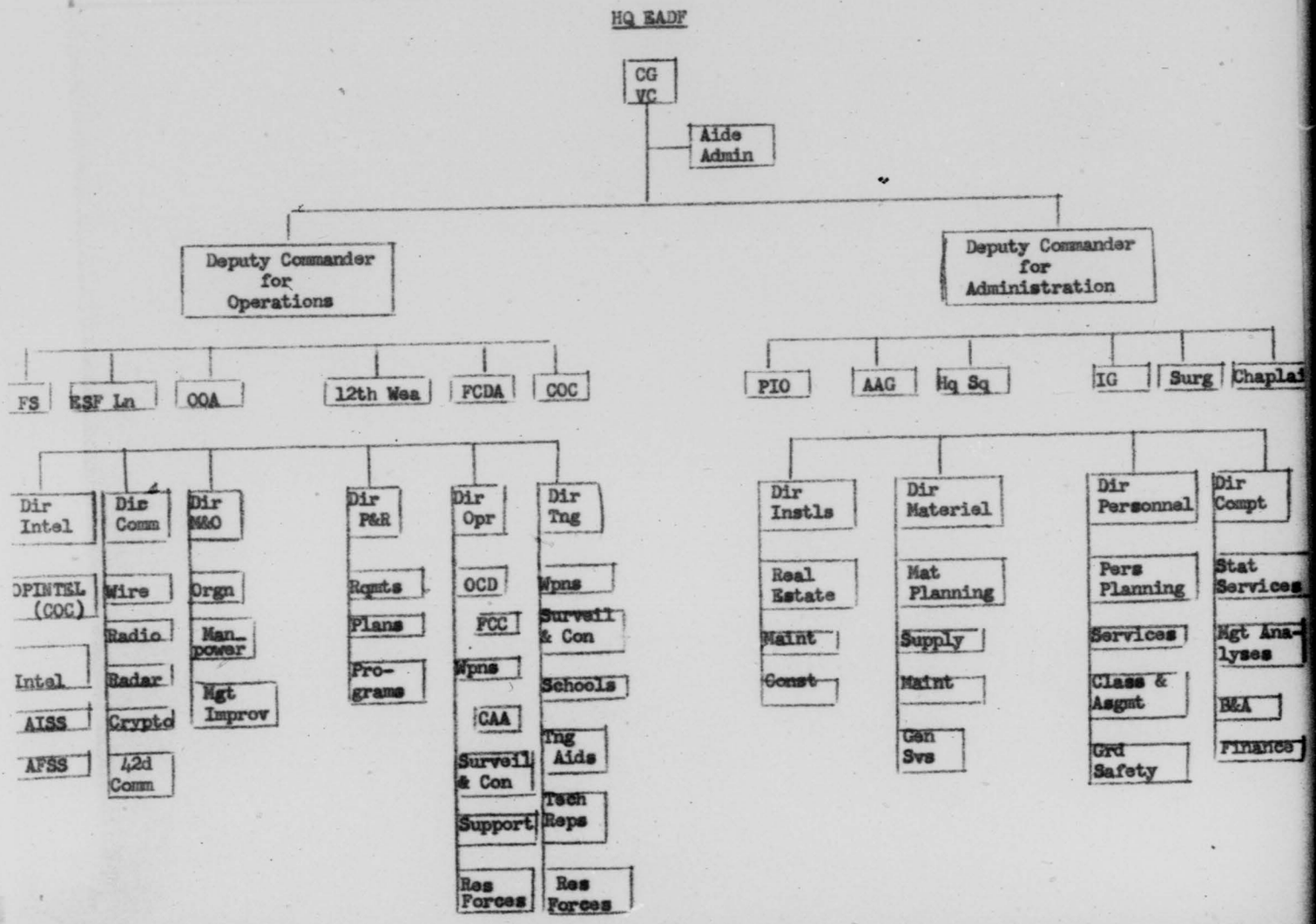
> "After studying all factors pertinent to the problem, I have concluded that there are five basic courses of action open to us if we are to attain and maintain a satisfactory degree of effectiveness in the conduct of our mission during this period. These are:
>
> a. Maintain current organization and manning.
>
> b. Place better people in these functional areas at force and division level through careful selection and assignment.
>
> c. Place more people in subject areas at each level.

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 possible 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 organization down to deputy level but reorganize the directorate level as indicated in Inclosure 1. Failing approval for any reorganization, I recommend adding the number of officers indicated in Inclosure 2 to the pertinent functional areas even though overmanning methods are used, in the event we are unable to obtain the required space authorization."


HQ EADF
CG VC
Aide Admin
Deputy Commander for Operations
Deputy Commander for Administration
FS
ESF Ln
COA
12th Wea
FCDA
COC
PIO
AAG
Hq Sq
IG
Surg
Chaplai
Dir Intel
Dir Comm
Dir M&O
Dir P&R
Dir Opr
Dir Tng
Dir Instls
Dir Materiel
Dir Personnel
Dir Compt
OPINTEL (COC)
Intel
AISS
AFSS
Wire
Radio
Radar
Crypto
42d Comm
Orgn
Man power
Mgt Improv
Rqmts
Plans
Pro-grams
OCD
FCC
Wpns
CAA
Surveil & Con
Support
Res Forces
Wpns
Surveil & Con
Schools
Tng Aids
Tech Reps
Res Forces
Real Estate
Maint
Const
Mat Planning
Supply
Maint
Gen Svs
Pers Planning
Services
Class & Asgmt
Grd Safety
Stat Services
Mgt Analyses
B&A
Finance

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

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 PORTION OF THE CONFERENCE, WE WILL DISCUSS THE ORGANIZATION OF EADF - NAMELY THE ORGANIZATION WE HAVE NOW, 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 ORGANIZATION 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 STRUCTURE MUST PROVIDE FOR APPROPRIATE

ECHELONS SO AS TO INSURE ADEQUATE PROVISIONS FOR THE PROGRESSIVE TRAINING 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 BRING YOU UP TO DATE ON THE STATUS OF CURRENT ORGANIZATIONAL ACTIVITIES.

A. FIRST AS REGARDS THE DIVISION HEADQUARTERS. AS A RESULT OF THE FUNCTIONAL REVIEW CONDUCTED 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 ORGANIZATION 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 BUDGET LIMITATIONS.

B. AC&W 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 AC&W SQUADRONS. COMPLETE MANNING DOCUMENTS FOR EACH AC&W 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,

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THE MAJOR CHANGE IN THE MANNING TABLES WAS A REDISTRIBUTION OF PERSONNEL AMONG THE VARIOUS UNITS. THIS REDISTRIBUTION WAS BASED ON THE MISSION AND EQUIPMENT ASSIGNED OR PROGRAMMED FOR THE UNIT. IN ADDITION, THE FOLLOWING INDIVIDUAL CHANGES WERE EFFECTED:

(1) EACH 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 COMMUNICATIONS 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 PERSONNEL BEING ABSENT TO MAINTAIN PROFICIENCY, TDY OF CONTROLLERS TO YUMA, CROSS TRAINING WITH FIGHTER SQUADRONS, LEAVE, SICKNESS, AND FORMAL SCHOOLING.

(5) ONE OFFICER (LT) AND 1 AIRMAN (T/SGT) were AUTHORIZED TO SUPERVISE TRAINING.

(6) A VETERINARY TECHNICIAN WAS AUTHORIZED EACH ORGANIZATION 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.

(8) 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 30TH AIR DIVISION, IT HAS BEEN RECOMMENDED TO ADC THAT WE ELIMINATE THE GOC SQUADRONS AND ATTACH THE FILTER CENTER PERSONNEL AS A T/D-A AUGMENTATION TO THEIR ASSOCIATED AC&W 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 PROGRAMMED 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

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INTERCEPTOR AND AC&W SQUADRONS, SOME UNDER WINGS 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 GRANDVIEW, 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 GROUP AT ANDREWS.

9. IT IS OBVIOUS 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 PROPOSAL 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 OR 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.

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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

TO: 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.

BY ORDER OF THE COMMANDER:

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

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

Upon withdrawal of Inclosures this correspondence may be downgraded to UNCLASSIFIED

SECRET

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SECRET

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

EAOPR-2 (17 Sep 54) 1st Ind 11 Oct 54

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. 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 facilities 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.

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 3QFY56 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 43° 00' N - 65° 45' W; thence northwest to 44° 49' N - 66° 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:

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

a. 26th Air Division: 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 42° 25' N parallel.

c. 30th Air Division: 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 89° 00' parallel.

d. 37th Air Division: 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.

Hq ADC ADOOT-R1 Subject: (Uncld) Proposed 1956 Air Defense Force and Air Division (Defense) Boundaries

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.

Hq ADC ADOOT-B1 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 above 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.

3 Encls
w/d 4 cys ea Encl 1 & 2
Added 1 Encl
3. Trns Sys Bdrys (1 cy)

M. E. Nelson

SECRET

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

a. Air Defense Force Regional Boundaries:

(1) WESTERN AIR DEFENSE FORCE REGION BOUNDARIES:

That geographical area inclosed by a line beginning at 48° 30' N - 132° 02' W; thence east to 48° 30' N - 124° 43' W; thence eastward along the United States-Canadian International Boundary to 49° 00' N - 115° 00' W; thence south along the 115th meridian to 46° 58' N - 115° 00' W; thence southward along the eastern border of Idaho to 42° 00' N - 111° 03' W; thence west along the 42nd parallel to 42° 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 DEFENSE FORCE REGION BOUNDARIES:

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

49° 00' N - 115° 00' W; thence along the United States - Canadian Border to 48° 03' N - 90° 00' W; 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 south to 34° 00' N - 89° 00' W; thence west along the 34th parallel to 34° 00' N - 92° 00' W; thence south to 32° 45' N - 92° 15' W; thence southeast to 30° 30' N - 91° 45' W; thence south to 25° 00' N - 92° 20' W; 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 including that area southward 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° 00' N - 65° 45' W; thence northwest to 44° 49' N - 66° 56' W; thence north and westward along the United States-Canadian International Boundary to 48° 03' N - 90° 00' W; thence south 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 south 34° 00' N - 89° 00' W; thence west along the 34 parallel to 34° 00' N - 92° 00' W; thence south to 32° 45 N - 92° 15' W; thence southeast to 30° 30' N-91° 45' W; thence south to 25° 00'N-92° 20' W; and including the area eastward and southward to the limit of radar surveillance and controlled fighter-inter-

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) WESTERN 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 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° 30' N - 132° 02' W; thence east to 48° 30' n - 124° 43' W; thence east along the United States-Canada international boundary to 49° 00' N - 121° 00' W; thence south to 46° 40' N - 121° 00' W; thence southwest to 44° 00' N - 122° 00' W; thence south to 43° 00' N -

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):

That area of Western Air Defense Force Region inclosed by a line beginning at 43° 00' N - 130° 10' W; thence east along the 43rd parallel to 43° 00' N - 117° 00' W; thence south to 42° 00' N - 117° 00' W; thence east to 42° 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° 99' N - 126° 10' W; thence northeast to 36° 00' N - 121° 30' W; thence east to 36° 00' N - 120° 00' W; thence northeast to 37° 00' N - 118° 30' W; thence northeast 39° 00' N - 113° 00' W; thence

south to 33° 00' N - 113° 00' W; thence southwest to 32° 11' N - 113° 45' W; thence west along United States-Mexican international boundary to 32° 30' N - 117° 23' W; thence southeast to 28° 48' N - 115° 45' W 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° 00' N - 92° 00' W; thence east to 34° 00' N - 89° 00' W; thence north to 41° 20' N - 88° 45' W; thence northwest to 42° 00' N - 90° 40' W; thence north to 44° 00' N - 90° 53' W; thence west to 44° 00' N - 94° 00' W; thence south to 42° 50' N - 94° 00' W; thence southwest to 41° 00' N - 102° 00' W; thence south to 37° 00' N - 102° 00' W; thence East along the 37th parallel to 37° 00' N - 97° 45' W; 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.

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

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

to 46° 40' N - 100° 10' W; thence southwest to 45° 00' N - 102° 00' W; thence south along the 102nd meridian to 41° 00' N - 102° 00' W; thence west along the southern border of the state of Wyoming to 41° 00' N - 111° 03' W; thence north along the western border of Wyoming to 44° 29' N - 111° 03' W; thence west and north along the eastern border of Idaho to 46° 58' N - 115° 00' W; thence north to 49° 00' N - 115° 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° 00' N - 99° 00' W; thence southwest to 46° 40' N - 100° 10' W; thence southwest to 45° 00' N - 102° 00' W; thence south along the 102nd meridian to 41° 00' N - 102° 00' W; thence northeast to 42° 50' N - 94° 00' W; thence north 44° 00' N - 94° 00' W; thence east along the 44th parallel to 44°00' N - 90° 53' W; thence north to 46° 00' N - 91° 00' W; thence northeast to 46° 30' N - 90° 00' W; thence north along the 90th meridian to 48° 03' N - 90° 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.

(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-Mexico international boundary to 29° 48' N - 102° 00' W; thence north along the 102nd meridian to 32° 20' N - 102° 00' W; thence northwest to 34° 00' N - 104° 00' W; thence north along the 104th meridian to 37° 00' N - 104° 00' W; thence east along the 37th parallel to 37° 00' N - 97° 45' W - 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° 45' N - 92° 15 ' W; thence south-southeast to 30° 30' N - 91° 45' W; thence south to 25° 00' N - 92° 20' 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):

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

south to 37° 00' N, 102° 00' W; thence west to 37° 00' N - 104° 00' W; thence south to 34° 00' N - 104° 00' W; thence southeast to 32° 20' N - 102° 00' W; 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.

(3) EASTERN AIR DEFENSE FORCE REGION:

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

That area of the Eastern Air Defense Force Region inclosed by a line beginning at 41° 40' N - 65° 00' W; thence northwest to 43° 22' N - 70° 26' W; thence northwest to 43° 35' N - 71° 30' W; thence west to 43° 45' N - 74° 30' W; thence southwest to 42° 45' N - 75° 00' W; thence west to 42° 40' N - 77° 00' W; thence southwest to 41° 30' N - 78° 30' W; thence southeast to 40° 25' N - 77° 00' W; thence southwest to 39° 45' N - 78° 01' W; thence southeast to 38° 30' N - 75° 00' W; thence southeast to 35° 40' N - 69° 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° 07' N - 84° 00' W; thence southeast to

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' N - 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° 00' N - 65° 45' W; thence northwest to 44° 49' N - 66° 56' W; thence north and westward along the United States-Canadian international boundary to 43° 38' N - 77° 30' W; thence southeast to 42° 40' N - 77° 00' W; thence east to 42° 45' N - 75° 00' W; thence northeast to 43° 45' N - 74° 30' W; thence east to 43° 35' N - 71° 30' W; thence southeast to 43° 22' N - 70° 26' W; thence southeast to 41° 40' N - 65° 00' W; and including the area eastward to the limit of radar surveillance and controlled fighter-interceptor capability adjacent to the eastern seaboard within the boundaries specified.

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

That area of the Eastern Air Defense Force Region inclosed by a line beginning at 31° 18' N - 74° 18' W; 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 34° 59' N - 83° 22' W; thence southwest to 34° 00' N - 86° 00' W; thence west along the 34th parallel to 34° 00' N - 92° 00' W; thence south to 32° 45' N - 92° 15' W; thence southeast to 30° 30' N - 91° 45' W; thence to 25° 00' N - 92° 20' W; including that area south and east to the limit of radar surveillance and fighter-interceptor capability within the boundaries specified.

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

That area of the Eastern Air Defense Force Region inclosed by a line beginning at 48° 03' N - 90° 00' W; 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 45° 15' N - 84° 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.

SECRET

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

That area in the Eastern Air Defense Force Region inclosed by a line beginning at 34° 00' N - 89° 00' W; thence north to 41° 20' N - 88° 45' W; thence east 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 southeast to 39° 45' N - 81° 40' W; thence southeast to 38° 42' N - 79° 32' W; thence southwest to 34° 59' N - 83° 22' W; thence southwest to 34° 00' N - 86° 00' W; 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' W; thence northwest to 38° 30' N - 75° 00' W; thence northwest to 39° 45' N - 78° 01' W; thence southwest to 38° 42' N - 79° 32' W; thence southwest to 34° 59' N - 83° 22' W; thence eastward along the southern border of North Carolina to 34° 49' N - 80° 49' W; thence southeast to 33° 31' N - 79° 03' W; thence to 31° 18' N - 74° 16 ' 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.

DISPOSITION FORM

SUBJECT: Proposed Boundaries for Defense Forces and Air Divisions

EACOT (ATTN: LT COL EMMERT EAOPR-2 22 Sept 54
EAOCE
EAOCD

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.

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 COMDR ADC ENT AFB COLO
TO COMDR EADF STEWART AFB NY

ADOOT-B1 01552. A PROPOSED 1956 RGN BDRY 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. DESIRE THIS DIFFERENCE BE RESOLVED AND THE RESULTS BE SENT TO THIS HQ NLT 15 JAN 55.
06/2124Z JAN JEDEN

12 Jan 55 UNCLASSIFIED

HQ EADF STEWART AFB NEWBURGH NY PRIORITY

COMDR ADC ENT AFB COLORADO
SPRINGS COLO

ADOOT-B1 01552 UNCIASSIFIED

(UNCLASSIFIED) EAOOT-OS 1089 . Ref your msg, ADOOT-B1 01552, 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 1 1

Major Schultz/leh

EAOOT-OS 121400 Jan 55 8207

Proposed Conference - EADF-CADF Boundary

EAOOT-OS

EACOC
EAOPR
EAOCD
EACRC
EAPDP
EAMDM

23 JAN 1955

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

"ADOOT-B1 3382. Urmsg 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, EAOOT Conference Room, to discuss this expansion proposal. Request names of personnel attending be telephoned to Captain Lewis, Ext. 8207, prior to the meeting.

SCHULTZ
8207

OLDS
600

5 Feb 55 UNCLASSIFIED

HQ EADF STEWART AFB NEWBURGH NY ROUTINE ROUTINE

COMDR ADC ENT AFB COLO SPRINGS
COLO

ADOOT B1 03382 UNCLASSIFIED

COMDR CADF GRANDVIEW 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 msg 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 msn 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 rqrd 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

HQ EADF STE ART APB NEWBURGH NY

UNCLASSIFIED

ROUTINE ROUTINE

Southeastern area be changed concurrently with realignment of bdrys.

UNCLASSIFIED 2 2

Col C. G. TESCHNER

EAOPR-4 041630 Feb 55 460

MESSAGEFORM

31 JAN 1955

FM CADF GRANDVIEW AFB MO
TO ADC ENT AFB COLO

/UNCLASSIFIED/ PO&R 8474. TH-S MESSAGE IN FIVE PARTS. PART I REF YOUR MSG ADOOT-B1 03380. THIS HQ RECOMMENDS TRANSFER OF THE 35TH AIR DIVISION TO EADF AND IMPLEMENTATION OF THE EADF CADF BOUNDARY AS OF 0001Z, 1 APRIL 1955./ O-45 88. EARLIEST POSSIBLE IMPLEMENTATION OF BOUNDARY CHANGE CONSISTANT WITH ORDERLY TRANSFER IS BELIEVED DESIRABLE FROM THE VIEWPOINT OF ALL UNITS AND COMMANDS INVOLVED. PART II. THE TRANSFER DATE EF ECTIVE 1 APRIL 1955, WILL ENABLE COMMANDS CONCERNED TO COMPLETELY COORDINATE THE TRANSFER. A PLAN IS BEING DEVELOPED BY THIS HEADQUARTERS WHICH OUTLINES SPECIFIED ACTIONS TO BE COMPLETED ON A FIVE-PHASED BASIS. THIS PLAN INCLUDES A DETAILED BRIEFING OF THE EADF STAFF BY THIS HEADQUARTERS AT GRANDVIEW. PART IV. RECOMMEND ASSUMPTION OF COMMAND AND/OR OPERATIONAL CONTROL BY EADF TO THE 35TH AIR DIVISION AND ASSIGNED AUGMENTATION UNITS EFFECTIVE 0001Z 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 REQUESTED NOT LATER THAN 5 FEBRUARY 1955.
29/1846Z JAN JEDKF

MESSAGEFORM

5 FEB 1955

FM ADC ENT AFB COIO
TO CADF GRANDVIEW AFB GRANDVIEW MO

ADOOT-B1 05454. THIS MSG IN TWO PARTS. PART I REF CADF MSG PO&R 9474, AND INFORMAL INFO RECEIVED FROM EADF. THIS HQ, FOR PLANNING PURPOSES ONLY, TENTATIVELY APPRS OF THE PROPOSAL FOR THE REALIGNMENT OF CADF-EADF BDRY AND THE TRF OF THE 35TH AIR DIV FROM CADF TO EADF. PART II. CERTAIN ACTIONS MUST BE ACCOMP BY THIS HQ PRIOR TO ACTUAL CHANGE OVER; THEREFORE, REQ A COPY OF CADF-EADF JT APPR CHANGE-OVER PLAN BE PROVIDED THIS HQ FOR REVIEW PRIOR TO ISSUANCE OF FINAL APPR AND THE AND THE ESTB OF A FIRM IMPL DATE.
05/1859Z FEB JEDEN

SECRET

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

ADOOT-B1

12 Mar 1955

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

1 Incl
Map of US-Canada
Air Div Bdry o(70 copies)

UPON REMOVAL OF INCLOSURES
THIS CORRESPONDENCE MAY BE
DOWNGRADED TO UNCLASSIFIED

SECRET

EAOPR-3 Feb 55

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-B1 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.

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/1C 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:

a. Headquarters Eastern Air Defense Force

Function	AFSC	Duty Code	Grade	Number
12000	70350		S/Sgt	1
19000	80170		T/Sgt	1
23000	68251		A/1C	1
23000	70250		S/Sgt	1
27000.01	01416		Major	1
27000.01	01616		Major	2

EAOPR-3 Subject: Transfer Agreement

Function	AFSC	Duty Code	Grade	Number
27000.13	27330	699	A/2C	2
27000.13	27350	699	A/1C	2
27000.13	27350	699	S/Sgt	1
39000	05524		C458	1
45000	03034		Capt	1
47300	70250		A/1C	1
47400	70250		S/Sgt	1
47400	70250		C458	1
49000	06424		Capt	1
80000	64174		M/Sgt	1

b. Headquarters 35th Air Division (Defense)

45000	03044	Capt	1
45000	05524	Capt	1
45000	22350	S/Sgt	1

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 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

****

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 Observer 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 concepts 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
	-	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, AC&W 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 Radar which forms a part of the 35th Air Division (Defense) AC&W system. This radar augmentation is as follows:

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MESSAGEFORM

24 Mar 1955

FM ADC ENT AFB COLO
TO EADF STEWART AFB NEWBURGH NY

ADOMO 11814. YOUR MSG EAOPR 11122, DATED 22 MAR 55. A GO IS BEING PROCESSED BY THIS HQS 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

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
COMDR 32D AIR DIV (DEF) SYRACUSE
XXXXX AF STA SYRACUSE 6 NY

INFO:

(UNCLASSIFIED) EAOOT-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 1

Captain Lewis/leh

EAOOT-OS 021515 Feb 55 8207

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

4 Jun 1955

EADEL

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

Commanders, Air Divisions (Defense) and Air Defense Wings

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

a. One per "g" site for each primary search, except AN/TPS-1D

b.

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

c. One per back-up search ("p" and "g" 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/GRC-27's within the division, on a roving basis.

e. One per three AN/FPA-8 equipment to be assigned to service equipment on a roving basis.

f. One per three An/FSA 1D equipment to be assigned to service equipment on a roving basis.

g. One per three FPS-1A 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 command:

EQUIP	MFG	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr
30th Air Division					
FPS-4/MPS-8/TPS-10D	RCA	2	2	2	3
FPS-6/MPS-14	G.E.	1	1	1	2
GRC-27	Collins	1	1	1	1
32nd Air Division					
FPS-4/MPS-8/TPS-10D	RCA	0	0	0	1
FPS-6/MPS-14	G.E.	1	2	3	3
FPS-8/MPS-11	Bendix	0	0	1	1
FSA-8	Lewyt	0	0	1	1
GRC-27	Collins	1	1	1	1
26th Air Division					
FPS-4/MPS-8/TPS-10D	RCA	1	1	1	1
FPS-6/MPS-14	G.E.	1	1	1	2
FPS-8/MPS-11	G.E.	2	2	2	2
FPS-14	Bendix	0	1	1	1
FSA-8	Lewyt	0	1	1	1
GRC-27	Collins	1	1	1	1

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.

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 air 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
Captain, USAF
Asst Adjutant

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

23 February 1955

Mr. John R. Booth, General Manager
Philco TechRep Division
Philco Corporation
Philadelphia 32, Pennsylvania

Dear Mr. Booth:

I 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 Philco Corporation has been awarded the contract to service the Eastern Air Defense Force area.

My 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 prepared and distributed to our ACW 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 Joint Eastern Air Defense Force have been developed.

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

Very truly yours,

/s/t/ M. R. NELSON
Major General, USAF
Commander

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

PHILCO CORPORATION

TechRep Division

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

February 9, 1955

Major General Morris R. Nelson, Commander
Eastern Air Defense Force
Headquarters Eastern Air Defense Command
Stewart Air Force Base
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 AC&W 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 TechRep Division.

In order to benefit by the guidance, advice and desires of Headquarters Air Defense Command, Colorado Springs, and those of the members of your staff, Mr. Dudley Wagar, Manager of Field Operations, Mr. John McMenomey, Philco TechRep ADC activities, his assistant, Mr. William Michaels, Mr. Charles Adams, Philco Supervisor CADF, and Mr. William Utterback, Philco 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 Sales Manager, Mr. Ernest Sommer, 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

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.

EAMEL

21 February 1955

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

TO: 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

Encl #1

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 notice. 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.

BY ORDER OF THE COMMANDER:

Ben D. Moorhead

BEN D. MOORHEAD
Captain, USAF
Assistant Adjutant

1 Encl
Instrs on same subj

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

John R. Dowswell

JOHN R. DOWSWELL
Colonel, USAF
Acting Deputy for Materiel

Attachment #1

CONTENTS

SECTION I . . . . . General

SECTION II . . . . . Responsibilities of Air Defense Command, Air Materiel Command, and the Contractor

SECTION III . . . . . Job Descriptions and Qualification Criteria

SECTION IV . . . . . Status of Contract Personnel

SECTION V . . . . . Outline for Maintenance and Training Actions

SECTION VI . . . . . Augmentation Contract Personnel Authorizations

SECTION VII . . . . . Evaluation Report

SECTION I

GENERAL

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.

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 12th day of the following month. RCS - ADC - E18 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 THE CONTRACTOR

AIR DEFENSE COMMAND, AIR MATERIEL COMMAND AND CONTRACTOR RESPONSIBILITIES

1. The operating agency (ADC) will:

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 assistance 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 on-site 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 tactical 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

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 insure 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 PBX 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:

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

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.

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

B. Facilities.

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

2. Government Housing and Quarters: 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. Government Meals: 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. Clothing: Contract personnel are authorized special clothing in overseas theaters only — 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. Special Assignment of Vehicles: 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

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.

(1) 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.

(1) 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.

(1) 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.

(1) 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

AUGMENTATION CONTRACT PERSONNEL AUTHORIZATIONS
1 JAN 55 THRU 30 JUN 55

SITE NR	SQUADRON NUMBER - LOCATION	ENGINEER	RADAR TECHNICIAN	RADIO TECHNICIAN	DIESEL TECHNICIAN
P-19	676 - Antigo, Wisc	1	2	1	1
P-31	755 - Williams Bay AFS, Wisc	1	2	1	1
P-16	665 - Calumet AFS, Mich	1	2	1	1
P-20	661 - Selfridge AFS, Mich	1	2	1	1
P-34	752 - Empire AFS, Mich	1	2	1	1
P-61	754 - Port Austin AFS, Mich	1	2	1	1
P-66	753 - Sault Ste Marie AFS, Mich	1	2	1	1
P-67	781 - Fort Custer, Mich	1	2	1	1
P-53	782 - Rockville AFS, Ind	1	2	1	1
P-62	662 - Brookfield AFS, Ohio	1	2	1	1
P-73	664 - Bellefontaine AFS, Ohio	1	2	1	1
P-82	784 - Ft Knox, Ky	1	2	1	1
P-55	647 - Quantico Marine Base, Va	1	2	1	1
P-56	771 - Cape Charles AFS, Va	1	2	1	1
P-10	762 - North Truro AFS, Mass	1	2	1	1
P-14	764 - St Albans AFS, Vt	1	2	1	1
P-13	654 - Brunswick NAS, Me	1	2	1	1
P-65	765 - Charleston AFS, Me	1	2	1	1
P-80	766 - Caswell AFS, Me	1	2	1	1
P-43	783 - Guthrie AFS, W.Va	1	2	1	1
P-30	648 - Benton AFS, Pa	1	2	1	1
P-63	772 - Claysburg AFS, Pa	1	2	1	1
P-9	646 - Highlands AFS, N.J.	1	2	1	1
P-54	770 - Palermo AFS, N.J.	1	2	1	1
P-45	773 - Montauk AFS, N.Y.	1	2	1	1
P-21	763 - Lockport AFS, N.Y.	1	2	1	1
P-49	655 - Watertown AFS, N.Y.	1	2	1	1
P-50	656 - Saratoga Springs AFS, N.Y.		1		1
M-106	700 - Two Creeks, Wisc		1		1
M-105	677 - Alpena, Mich		1		1
M-109	906 - Grand Marais, Mich		1		1
M-131	809 - Owingsville, Ky	1	1	1	1
M-121	649 - Bedford, Va		1		1
M-104	644 - Ft Dearborn, N.H.		1		1
M-110	907 - Bucks Harbor, Me				

1 JAN 55 THRU 30 JUN 55 - EADF

SITE NR	SQUADRON NUMBER - LOCATION		ENGINEER	RADAR TECHNICIAN	RADIO TECHNICIAN	DIESEL TECHNICIAN
SM-137	704 - Carmi, Ill			1		1
		TOTAL	29	64	29	36
		1 JUL 55 THRU 31 DEC 55 - EADF				
M-103	911 - New Concord, N.H.		1	2	1	1

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.

SECTION VII

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: 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	Communications
1. Classroom Training	_____	_____
2. OJT	_____	_____
b. Total Hours Training		
1. Classroom Training	_____	_____
2. OJT	_____	_____

4. Remarks: (Use additional paper if necessary)

5. Unusual Occurrences and General Comments:

6. Contract Engineer's Evaluation of Technicians:

SIGNATURE

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

SIGNATURE

8. Commanding Officer's Evaluation of Overall Maintenance Capability:

SIGNATURE

TIME PHASING OF AUGMENTATION CONTRACT PERSONNEL FOR EADF
1st Quarter FY 56

24 March 1955

BO DATE	SITE NR	SQUADRON NUMBER - LOCATION	EQUIPMENT	ENGINEER	RADAR TECHNICIAN	RADIO TECHNICIAN	DIESEL TECHNICIAN
	P-19	676 - Antigo, Wisc	3 - 4 - 4	1	2	1	1
	P-31	755 - Williams Bay AFS, Wisc	6B	1	2	1	1
	P-16	665 - Calumet AFS, Mich	3 - 6 - 5	1	2	1	1
	P-20	661 - Selfridge AFS, Mich	6B	1	2	1	1
	P-34	752 - Empire AFS, Mich	6B	1	2	1	1
	P-61	754 - 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	1	1
	P-62	662 - Brookfield AFS, Ohio	3 - 4 - 5	1	2	1	1
	P-73	664 - Bellefontaine AFS, Ohio	3 - 4	1	2	1	1
	P-82	784 - Ft Knox, Ky	3 - 4	1	2	1	1
	P-55	647 - Quantico Marine Base, Va	3 - 6 - 6	1	2	1	1
	P-56	771 - Cape Charles AFS, Va	3 - 6 - 8 - 6	1	2	1	1
	P-10	762 - North Truro AFS, Mass	6B - 8 - 6 - 6	1	2	1	1
	P-14	764 - St Albans AFS, Vt	6B - 6 - 6	1	2	1	1
	P-13	654 - Brunswick NAS, Me	6B - 8 - 6 - 6	1	2	1	1
	P-65	765 - Charleston AFS, Me	3 - 6 - 6	1	2	1	1
	P-80	766 - Caswell AFS, Me	10 - 8 - 6 - 6	1	2	1	1
	P-43	783 - Guthrie AFS, W. Va	3 - 4	1	2	1	1
	P-30	648 - Benton AFS, Pa	6B - 6 - 6	1	2	1	1
	P-63	772 - Claysburg AFS, Pa	3 - 6 - 6	1	2	1	1
	P-9	646 - Highlands AFS, NJ	6B - 8 - 6 - 6	1	2	1	1
	P-54	770 - Palermo AFS, NJ	3 - 6 - 8 - 5	1	2	1	1
	P-45	773 - Montauk AFS, NY	3 - 6 - 8 - 5	1	2	1	1
	P-21	763 - Lockport AFS, NY	6B - 6 - 6	1	2	1	1
	P-49	655 - Watertown AFS, NY	3 - 6 - 5	1	2	1	1
	P-50	656 - Saratoga Springs AFS, NY	3 - 6 - 5	1	2	1	1
	P-42	663 - Lake City AFS, Tenn	10	1	2	1	1
Jan 55	M-106	700 - Two Creeks, Wisc	1D		1		1
Dec 54	M-105	677 - Alpena, Mich	1D		1		1
Jan 55	M-109	906 - Grand Marais, Mich	1D		1		1
Nov 54	M-131	809 - Owingsville, Ky	1D		1		1
Jan 55	M-121	649 - Bedford, Va	11 - 6 - 6	1	2	1	1
Mar 55	M-104	644 - Ft Dearborn, NH	1D - 1D		1		1
Mar 55	M-110	907 - Bucks Harbor, Me	11 - 6 - 6	1	2	1	1
May 55	SM-137	704 - Carmi, Ill	1D		1		1

TIME PHASING OF AUGMENTATION CONTRACT PERSONNEL FOR EADF — 24 March 1955

1st Quarter FY 56

BO DATE	SITE NR	SQUADRON NUMBER - LOCATION	EQUIPMENT	ENGINEER	RADAR TECHNICIAN	RADIO TECHNICIAN	DIESEL TECHNICIAN
May 55	M-126	657 - Houma NAS, La	7 - 14 - 1D - 10D	1	2	1	1
Oct 54	M-129	660 - MacDill AFB, Fla	7 - 14	1	2	1	1
Mar 55	M-112	702 - Hunter AFB, Ga	7 - 14 - 8 - 10D	1	2	1	1
Apr 55	M-113	792 - Charleston AFB, SC	7 - 14 - 8 - 8M	1	2	1	1
Jul 55	M-115	701 - Ft Fisher, NC	7 - 14 - 11 - 8M	1	2	1	1
Jun 55	M-117	632 - Roanoke Rapids, NC	11 - 6 - 6	1	2	1	1
Aug 55	SM-159	861 - Aiken, SC	3 - 14 - 10D	1	2	1	1
			TOTAL	38	82	38	44

2d Quarter FY 56

Nov 55	M-103	911 - North Concord, Vt	11 - 14 - 6	1	2	1	1
Dec 55	M-111	908 - Dobbins AFB, Ga	11 - 8M - 6	1	2	1	1
Dec 55	SM-165	867 - Chattanooga, Tenn	11 - 10D - 6	1	2	1	1
			TOTAL	3	6	3	3

3d Quarter FY 56

Jan 56	M-124	652 - Pope AFB, NC	1D - 8M		1	1	1
Feb 56	M-130	810 - Winston Salem, NC	11 - 8M - 6	1	2	1	1
Jan 56	SM-148	820 - Robbins AFB, Ga	1D - 8M		1	1	1
Mar 56	M-114	679 - Jacksonville NAS, Fla	8 - 14 - 10D	1	2	1	1
Mar 56	SM-145	799 - Joelton, Tenn	11 - 10D - 6	1	2	1	1
			TOTAL	3	8	5	5

24 March 1955

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

EADF

24 March 1955

GAP FILLER AUGMENTATION PERSONNEL
TO BE ASSIGNED TO PARENT ACW SQ

BO DATE	SITE NR	SQUADRON NUMBER - LOCATION	EQUIPMENT	ENGINEER	RADAR TECHNICIAN	RADIO TECHNICIAN	DIESEL TECHNICIAN
			2d Quarter FY 56				
Oct 55	P-10A	762 - North Truro AFS, Mass	FPS-14		1	1	
Dec 55	P-45A, B	773 - Montauk AFS, NY	FPS-14		1	1	
Oct 55	P-54A	770 - Palermo AFS, NJ	FPS-14		1	1	
Oct 55	P-56A	771 - Cape Charles AFS, Va	FPS-14		1	1	
Dec 55	M-113A	792 - Charleston AFB, SC	FPS-14		1	1	
				TOTAL	5	5	
			3d Quarter FY 56				
Jan 56	P-13A	654 - Brunswick NAS, Me	FPS-14		1	1	
Feb 56	M-112A, B	702 - Hunter AFB, Ga	FPS-14		1	1	
Jan 56	M-113B	792 - Charleston AFB, SC	FPS-14				
Jan 56	M-126A	657 - Houma NAS, La	FPS-14		1	1	
				TOTAL	3	3	
			4th Quarter FY 56				
Jun 56	M-116A,B,C	614 - Cherry Point NCAS, NC	FPS-14		1	1	
May 56	TM-200A, B	691 - Cross City, Fla	FPS-14		1	1	
				TOTAL	2	2	
			1st Quarter FY 57				
Jul 56	TM-196A, B	693 - Foley, Ala	FPS-14		1	1	
Jul 56	TM-198A	678 - Tyndall AFB, Fla	FPS-14		1	1	
				TOTAL	2	2	

HEADQUARTERS
AIR DEFENSE COMMAND
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 ADMEL, subject: Implementation of Contract Augmentation Maintenance Program at AC&W Sites Within Your Command, dated 3 February 1955.

2. Section VI of sited letter will be replaced by the inclosed information. It should be noted that augmentation requirements for the pag filler station are based on a concept of a team from the parent AC&W sites servicing gap fillers approximately once each week plus any required emergency maintenance. These teams should include one radar technician, one radio technician and one diesel technician who will utilize vans equipped with necessary spare parts and test equipment. If experience dictates that this is inadequate, additional personnel will be provided from squadron resources. Augmentation requirements were programmed on a basis of one team for each three gap fillers sites. If the parent AC&W squadron utilizes commercial power, the contract augmentation diesel technician programmed for that site will assist in gap filler diesel 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 AC&W 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 radar technicians, one communications technician and one diesel technician at all GCI stations except those having only AN/TSP-1D/10D combinations and surveillance stations having only AN/TPS-1D equipment. These stations will have one radar technician, one radio technician, one diesel technician and one radar technician, one diesel 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 sometime this summer, augmentation 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.

BY ORDER OF THE COMMANDER:

JOHN J. HAYES
CWO, USAF
Asst Command Adj

1 Incl
25 copies: Time Phasing

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

EAMEL-E 27 Jun 1955

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

TO: 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 letter 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.

FOR THE COMMANDER:

J W FOUNTAIN JR
Major USAF
Asst Adjutant

3 Encls
1. Ltr HEDADC, ADMEL, Subj: Assignment of Contr Aug Maint Pers, 28 May 55
2. Procedures for the Implementation of the Contr Maint Program w/i the 35th AIRDIV (DEF)
3. B.O. Dates for 35th AIRDIV ACWRONS

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

25 Feb 1955

EADEL

SUBJECT: Contract Augmentation Manning Priority

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

The attached lists represent the desired priority of manning with Philco contract augmentation personnel within this command. We are maintaining close coordination with Philco Corporation to accomplish this.

FOR THE COMMANDER

BEN D. MOORHEAD
Captain, USAF
Asst Adjutant

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

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

PRIORITY LIST - SITE ENGINEERS
ACW Squadrons EADF

1 March

654
762
773 *
649 *
770 *
771 *
647
772
655 *
766

15 March - 1 April

646
752
662
783 *

1 April - 1 May

763 *
648

1 May - 1 June

764 *
765*

1 June - 30 June

656
754
661 *
781 *
664
665
676
753
755 *
784
782

* Engineers will be furnished from within EADF

PRIORITY LIST - RADAR TECHNICIANS
ACW Squadrons EADF

1 March

654 *
762 *
773
649
770 *
771 *
647 *
772 *
655
766

15 March - 1 April

646 *
752 *
662 *
783

1 April - 1 May

763
648 *
644

1 May - 1 June

764
765
907

1 June - 30 June

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

* Technicians will be furnished from within EADF

PRIORITY LIST - RADIO TECHNICIANS
ACW Squadrons EADF

1 March

654
762
773
649
770 *
771
647 *
772 *

15 March - 1 April

646 *
754
661
781

1 April - 1 May

648
763

1 May - 30 June

764
765
753
755
784
782
665
664
656
752 *
662
783
655
676
766

* Technicians will be furnished from within EADF

PRIORITY LIST - DIESEL TECHNICIANS
ACW Squadrons EADF

1 March	30 March - 1 June
646	764
773	765
648	907
649	
770	
771	

No priority established; any tine prior to 30 June

654	753	783
762	755	655
647	784	809
772	782	677
754	665	676
661	664	704
781	656	906
763	752	700
644	662	766

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

1. Reports have reached this 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 concerned. 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 Augmentation Maintenance Personnel to your defense force was furnished, on 6 April 1955, a revised listing of time-phased manning requirements. In the cover letter to the revised listing, they were advised that the Beneficial Occupancy dates were for planning 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 letter 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.

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 Liaison Representative, at Headquarters CADF. Request Mr. Reed 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 exercise vigilant supervision over the time phasing for assignment of contract 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 forecast within a plus or minus ten days, thus holding to a minimum the time in which contract personnel might be assigned prior to the equipment installation date. In any event, the assignment of contract personnel must never precede 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.

BY ORDER OF THE COMMANDER:

1 Incl
a/s

Hq ADC ADMEL Subject: Assignment of Contract Augmentation Maintenance Personnel

EAMEL (28 May 55) 1st Ind 7 June 1955

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. 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 emmerated 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 maintenance personnel.

FOR THE COMMANDER:

1 Incl
n/c

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

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

EAMEL 8 June 1955

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 headquarters 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.

Hq EADF EAMEL 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.

BY ORDER OF THE COMMANDER:

JAMES R. WORLINE
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/1 Encl

SECRET

35

EASTERN AIR DEFENSE FORCE

GENERAL COMMENTARY
ON STATE OF
COMBAT READINESS

MONTH OF

JANUARY 1955

S-1037-55

Book #1

SECRET

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SECRET

PART I

COMBAT READINESS OF AIR DIVISIONS BY TYPE UNIT

Computed on Basis of Lower of Weighted Score or C.O.'s Estimate

AIR DIVISION	OVERALL READINESS			FIGHTERS			ACW			COMBAT SUPPORT		
	NOV 1954	DEC 1954	JAN 1955	NOV 1954	DEC 1954	JAN 1955	NOV 1954	DEC 1954	JAN 1955	NOV 1954	DEC 1954	JAN 1955
26th	68	63	64	61	61	62	76	67	69	71	61	62
30th	60	61	61	55	56	53	59	60	61	70	71	71
32d	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	66

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

SECRET

PART II

COMBAT READINESS BY FUNCTION

	NOVEMBER 54	DECEMBER 54	JANUARY 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	57	58	59
ACW Squadrons	76	77	75
Air Defense Groups (Support)	75	74	74
OPERATIONS	72	72	73
Fighter-Interceptor Squadrons	66	65	66
ACW Squadrons	75	75	76
Air Defense Groups (Support)	96	96	96

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
FIGHTER-INTERCEPTOR SQUADRONS	
	OPERATIONS
1. 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

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.	2.
a. Low power output and susceptability to atmospheric interference of non-directional homers and low frequency ranges.	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. Shortage of qualified GCA Operators and Maintenance Personnel.	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 continuous IFR 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

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
FIGHTER-INTERCEPTOR SQUADRONS (Cont'd)	MATERIEL
3. Low combat ready in-commission status.	3.
a. Shortage of E4, E5, and E6 fire control system components.	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 Projects "Pull Out" and "Hop Up" and improved supply position as regards fire control system components. Responsible Agency: EAMAC-ARM
b. Malfunction in airborne fire control system in tactical aircraft due to moisture.	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 authorizations 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.

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
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 contemplated 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
1. 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. Responsible Agency: EAOOT

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
AC&W SQUADRONS (Cont'd)	OPERATIONS
b. 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. 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
1. Inadequate crash rescue facilities. a. Lack of a sufficient number of suitable helicopters.	1. 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: EAOOT

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
COMBAT SUPPORT UNITS (Cont'd)	**OPERATIONS**
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: EAOOT
GROUND OBSERVER CORPS	**OPERATIONS**
1. Combat effectiveness of the GOC is limited by: a. Lack of a means for evaluating the effectiveness of the elements of the GOC.	1. 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. Shortage of adequate training program.	b. The required revision to the current program has been forwarded to civilian publishers for final action. Publication is expected about 15 Feb 55.

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
GROUND OBSERVER CORPS (Cont'd)	OPERATIONS
	Action Required: Publication of the revised programs and distribution to military and civilian agencies. Responsible Agency: EAOOT
GENERAL	PERSONNEL
1. Low skill level of enlisted 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 problem--with 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.

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
GENERAL (Cont'd)	PERSONNEL
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 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. 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. Inadequate command and staff supervision. a. Shortage of field grade officers.	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.

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
GENERAL (Cont'd)	PERSONNEL
	Action Required: Fill all outstanding requisitions.
	Responsible Agency: Headquarters, ADC

MAJOR IMPROVEMENT TRENDS

AC&W SQUADRONS

	Operations
1. Inadequacy of existing communications facilities in fulfilling operational requirements. a. Lack of adequate entrance facilities for land-line communications at certain ACWRONs.	1. a. Augmentation of cable entrance facilities is now completed at all but two (2) permanent AC&W sites. Augmentation of the two remaining is to be completed by March 1955.

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.

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.

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 reported through ADDCs - 55

Naval Reserve fighters based at 10 locations are as follows:

JET DAY	39	PROP DAY	248
JET AI	0	PROP AI	0

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

WV-2 (RC-121C)	1
WV-1 (Constellation)	1
PB-1W	4

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 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.
3. Radar Facility, Beavertail Pt., Jamestown, R. I.
4. 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	100
	609

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.

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.

3-1037-55

DISTRIBUTION

Headquarters, EADF

Commander	1
Deputy for Operations	1
Deputy for Materiel	1
Deputy for Personnel	1
Deputy for Intelligence	1
Deputy for Comptroller	1
Inspector General	1
Director of Plans, Organization and Requirements	1
Director of Communications and Electronics	1
Operations Analysis Office	1
Director of Civil Air Defense	1
Director of Operations and Training	1
Director of Installations	1
Director of Management Analysis	3
Director of Historical Services	4

External

Commander, Air Defense Command	2
Commander, 26th Air Division (Defense)	1
Commander, 30th Air Division (Defense)	1
Commander, 32d Air Division (Defense)	1
Total Distribution	25

SECRET

36

EASTERN AIR DEFENSE FORCE

GENERAL COMMENTARY
ON STATE OF
COMBAT READINESS

MONTH OF

FEBRUARY 1955

Incl #13

SECRET

PART I

COMBAT READINESS OF AIR DIVISIONS BY TYPE UNIT

COMPUTED ON BASIS OF LOWER OF WEIGHTED SCORE OR C.O.'S ESTIMATE

Computed on Total Weighted Score

AIR DIVISION	OVERALL READINESS			FIGHTERS			AC&W			COMBAT SUPPORT		
	DEC 1954	JAN 1955	FEB 1955	DEC 1954	JAN 1955	FEB 1955	DEC 1954	JAN 1955	FEB 1955	DEC 1954	JAN 1955	FEB 1955
26th	63	64	64	61	62	58	67	69	69	61	62	75
30th	61	61	62	56	53	55	60	61	62	71	71	72
32d	65	63	59	48	48	47	81	80	71	70	61	60
TOTAL EADF	63	62	62	55	55	54	66	67	65	69	66	70

The above computations do not include the report from the 56th Air Defense Group.

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SECRET

SECRET

PART II

COMBAT READINESS BY FUNCTION

	DECEMBER '54	JANUARY '55	FEBRUARY '55
PERSONNEL	75	73	72
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	59	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 564th Air Defense Group.

SECRET

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
FIGHTER-INTERCEPTOR SQUADRONS	**OPERATIONS**
1. 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

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.	2.
a. Low power output and susceptability to atmospheric interference of non-directional homers and low frequency ranges.	a. A priority has been established with Headquarters, USAF for the installation 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. Lack of appropriate facilities to coordinate GCI-GCA activities and the recovery of aircraft.	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, EAOOT
c. Shortage of qualified GCA Operators and Maintenance Personnel.	c. No Change. Action Required: Action required is continued emphasis on practice GCA runs. Responsible Agency: EAOOT, EAOCE
	MATERIEL
3. Low combat ready in-commission status.	3.
a. Shortage of E4, E5, and E6 fire control system components.	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".

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
FIGHTER-INTERCEPTOR SQUADRONS (Cont'd) MATERIEL	
	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. Malfunction in airborne fire control system in tactical aircraft due to moisture.	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. Shortage of suitable ground power units for flight line and hangar maintenance and testing of fire control systems.	C. No Change. Action Required: No Change. Responsible Agency: EAMAC-ARM
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 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.

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
FIGHTER-INTERCEPTOR SQUADRONS (Cont'd)	MATERIEL
	Action Required: Fill all outstanding requisitions with qualified personnel. Responsible Agency: Higher authority, EAPMP, EAMDM
e. Shortage of qualified Maintenance Airmen.	e. Reference Comment 1 a, page 9.
	PERSONNEL
4. Restricted Operational and Training Capability in F-86D Squadrons. a. Shortage of combat crew personnel.	4. a. Our F-86D Squadrons are manned with 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. ACWRONs are unable to effectively control associated interceptors. a. Lack of trained directors. b. Lack of sufficient intercept control positions.	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.

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
AC&W SQUADRONS (Cont'd)	**OPERATIONS**
	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. 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

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
COMBAT SUPPORT UNITS (Cont'd)	OPERATIONS
	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. 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
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: 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.

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**
1. Limited combat effectiveness of the GOC. a. Lack of a means for evaluating the effectiveness of the elements of the GOC.	1. a. Action taken or change in status: (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. Inadequate training program.	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: EAOOT

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
GENERAL	**PERSONNEL**
1. Low skill level of enlisted personnel. a. Inability to retain 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 accomplishing 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. Shortage of trainable personnel through pipeline with sufficient lead time to allow for up-grade training prior to loss of skilled airmen.	b. No Change. Action Required: No Change. Responsible Agency: Higher Authority
2. Inadequate command and staff supervision. a. Inability to fill officer positions in the grade and skill authorized.	2. a. No Change. Action Required: No Change. Responsible Agency: Higher Authority

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
GENERAL	**INTELLIGENCE**
1. 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 ADDC's FIS's and ADCC's are incapable of handling the volume of intelligence traffic necessary during Air Defense Operations.	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, EAEDI 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 headquarters, 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 accordance with a list of navigation aids which was submitted with the request.

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.	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 Hq SAC the importance of timely receipt of flight plans especially during Warning Red and Warning Yellow.
d. Lack of authority to direct control of military navigation 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 planned in advance.	e. Expedite the designation of Inner Defense Areas and the development of pertinent operating procedures.
f. Failure to publish standard format for classified annexes to SCATER Plan.	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 authority.

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 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.

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

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

WV-2 (RC-121C)	1
WV-1 (Constellation)	1
PB-1W	4

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.
3. Radar Facility, Beavertail Pt., Jamestown, R. I.
4. 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	100
	609

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.

SECRET

GOC COMMENTARY FOR THE MONTH OF FEBRUARY 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 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

Headquarters, EADF

Commander	1
Deputy for Operations	1
Deputy for Materiel	1
Deputy for Personnel	1
Deputy for Intelligence	1
Deputy for Comptroller	1
Inspector General	1
Director of Plans, Organization and Requirements	1
Director of Communications and Electronics	1
Operations Analysis Office	1
Director of Civil Air Defense	1
Director of Operations and Training	1
Director of Installations	1
Director of Management Analysis	3
Director of Historical Services	4

External

Commander, Air Defense Command	2
Commander, 26th Air Division (Defense)	1
Commander, 30th Air Division (Defense)	1
Commander, 32d Air Division (Defense)	1
Total Distribution	25

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EASTERN AIR DEFENSE FORCE

GENERAL COMMENTARY
ON STATE OF
COMBAT READINESS

MONTH OF

MARCH 1955

Incl #13

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S-2331-55

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PART II - COMBAT READINESS BY FUNCTION

PART III - DEFICIENCIES AND LIMITING FACTORS MAJOR IMPROVEMENT TRENDS

PART IV - SPECIAL COMMENTARIES

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.

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
FIGHTER-INTERCEPTOR SQUADRONS	**OPERATIONS**
1. Low rocketry proficiency level of interceptor aircrews. a. Inadequate rocketry training.	1. 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: EAOOT, EAMDM, and EAOPR.
2. Existing Navigation and Recovery Aids Inadequate. a. Low power output and susceptability to atmospheric interference of non-directional homers and low frequency ranges.	2. 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 AFB 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

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
FIGHTER-INTERCEPTOR SQUADRONS (Cont'd)	OPERATIONS
b. Lack of appropriate facilities to coordinate GCI-GCA activities and the recovery of aircraft.	b. Fifteen 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, EAOOT
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 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
	MATERIEL
3. Low combat ready in-commission status. Shortage of E4, E5, and E6 fire control system components.	3. a. No Change. Action Required: No Change. Responsible Agency: EAMAC
b. Shortage of suitable ground power units for flight line and hangar maintenance and testing of fire control systems.	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

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
FIGHTER-INTERCEPTOR SQUADRONS (Cont'd)	**MATERIEL**
c. Lack of shelters for combat 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. Shortage of qualified Maintenance Officers.	d. No Change. Action Required: No Change. Responsible Agency: No Change.
e. Shortage of qualified Maintenance Airmen.	e. Reference Comment 1 a, page 7.
	PERSONNEL
4. Restricted Operational and Training Capabilities in All Fighter-Interceptor Squadrons. a. Shortage of combat crew 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-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.

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
FIGHTER-INTERCEPTOR SQUADRONS (Cont'd)	**PERSONNEL**
	Action Required: No Change.
	Responsible Agency: EAPMP and higher authority.
AC&W SQUADRONS	**OPERATIONS**
1. ACWRONs are unable to effectively control associated interceptors.	1. a. No Change.
a. Lack of trained directors.	**Action Required:** A continuation of the present intensified training program.
	Responsible Agency: EAOOT
b. Lack of sufficient intercept control positions.	b. No Change.
	Action Required: Contingent on ADC action. This headquarters received ADC message (ADOOT-B1 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. Lack of flexibility in airborne communications equipment limits combat capability of fighter aircraft.	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**
1. Inadequate crash rescue capability.	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
a. Lack of a sufficient number of suitable helicopters.	are preparing a qualitative opera-

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
COMBAT SUPPORT UNITS	**OPERATIONS**
	1a continued
	tional requirement for submission to USAF.
	Action Required: Forward applicable information currently available within this headquarters.
	Responsible Agency: EAOOT
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.
GENERAL	**PERSONNEL**
1. Low skill level of enlisted personnel. a. Inability to retain skilled technicians.	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 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

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
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. Shortage of Trainable personnel through pipe-line with sufficient lead time to allow for up-grade training prior to loss of skilled airmen.	b. No Change. Action Required: No Change. Responsible Agency: No Change.
c. Inadequacies of OJT Programs.	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.

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
GENERAL	PERSONNEL
	1 c continued Responsible Agency: EAPPT and all squadrons.
2. Inadequate command and staff supervision. a. Inability to fill officer positions in the grade and skill authorized.	2. a. The inadequacies 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.
INTELLIGENCE	
3. 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.	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.

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
OPERATIONS	
4. Preparation of classified annexes to SCATER Plan.	4. a. No Change.
a. Planned overflight of critical 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.	c. No Change.
d. Lack of authority to direct control of military navigation aids.	d. No Change.
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.	e. No Change.
f. Failure to publish standard format for classified annexes to SCATER Plan.	f. No Change. Action Required: No Change. Responsible Agency: EAOOT and higher authority.

MAJOR IMPROVEMENT TRENDS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
FIGHTER-INTERCEPTOR SQUADRONS	**MATERIEL**
1. Malfunction in airborne fire control systems in F-94C aircraft due to moisture.	1. a. Water-proofing modification of F-94C at project Hop Up by compliance with TO 1F-94-C-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

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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 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. 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.

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.

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V8 REPORT

EASTERN SEA FRONTIER 31 March 1955

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

		35th Air Div			35th Air Div
Jet Day	116	246	Prop Day	0	0
Jet AI	44	86	Prop AI	46	0

Average daily fighter potential reported thru ADDCs - Not available

Naval Reserve fighters based at 10 locations are as follows:

		35th AD			35th AD
Jet Day	74	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.

WV-2 (RC-121C)	2
WV-1 (Constellation)	1
PB-1W	3

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:

1. Fleet Training Center, Norfolk, Va.
2. Radar Facility, Atlantic City, N.J.
3. Radar Facility, Beavertail Pt., Jamestown, RI
4. Fleet Training Center, Newport, RI
5. CIC School, Glenview, Ill.

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

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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:

F-51	199
F-80	26
F-84	164
F-86	62
F-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.

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.

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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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DISTRIBUTION

Headquarters, EADF

Commander.	1
Deputy for Operations.	1
Deputy for Materiel	1
Deputy for Personnel	1
Deputy for Intelligence	1
Assistant to VC for Flight Safety.	1
Inspector General	1
Director of Plans, Organization and Requirements	1
Director of Communications and Electronics.	1
Operations Analysis Office	1
Director of Civil Air Defense	1
Director of Operations and Training	1
Director of Installations	1
Director of Management Analysis	3
Director of Historical Services	4

External

Commander, Air Defense Command.	2
Commander, 26th Air Division (Defense)	1
Commander, 30th Air Division (Defense)	1
Commander, 32d Air Division (Defense)	1
Commander, 35th Air Division (Defense)	1
Commander, 4706th Air Defense Wing.	1
Commander, 4707th Air Defense Wing	1
Commander, 4708th Air Defense Wing	1
Commander, 4709th Air Defense Wing	1
Commander, 4710th Air Defense Wing	1
Commander, 4711th Air Defense Wing	1
Total Distribution.	32

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EASTERN AIR DEFENSE FORCE

GENERAL COMMENTARY
ON STATE OF
COMBAT READINESS

MONTH OF

APRIL 1955

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SECRET

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.

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30 APRIL 1955

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
FIGHTER-INTERCEPTOR SQUADRONS	**OPERATIONS**
1. Low rocketry proficiency level of interceptor aircrews. a. Inadequate rocketry 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 LAS 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
2. Existing Navigation and Recovery Aids Inadequate. a. Low power output and susceptability to atmospheric interference of non-directional homers and low frequency ranges.	2. 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

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
FIGHTER-INTERCEPTOR SQUADRONS (Cont'd)	OPERATIONS
b. 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
3. Low combat ready in-commission status. a. Shortage of E4, E5, and E6 fire control system components.	3. a. No Change. Action Required: No Change. Responsible Agency: EAMAC
b. Shortage of suitable ground power units for flight line and hangar maintenance and testing of fire control systems.	b. Delivery of ADC allocated C-26 power units is substantially complete. Action Required: No Change. Responsible Agency: EAMAC
c. Lack of shelters for combat 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: 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

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
FIGHTER-INTERCEPTOR SQUADRONS (Cont'd)	MATERIEL
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. Action Required: Fill all outstanding requisitions with qualified personnel. Responsible Agency: EAPMP, EAMDM, higher authority.
e. Shortage of qualified Maintenance Airmen.	e. Reference Comment 1 a, page 8.
4. 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 SINCE LAST MONTH

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. Shortage of combat crew 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.

Responsible Agency: EAPMP and higher authority.

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DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
AC&W SQUADRONS	**OPERATIONS**
1. ACWRONs are unable to effectively control associated interceptors.	1.
a. Lack of trained directors.	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. Lack of sufficient intercept control positions.	b. No Change. Action Required: Contingent on ADC action. This headquarters received ADC message (ADOOT-B1 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. Lack of flexibility in airborne communications equipment limits combat capability of fighter aircraft.	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")

30 APRIL 1955

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
COMBAT SUPPORT UNITS	**OPERATIONS**
1. Inadequate crash rescue capability. a. Lack of a sufficient number of suitable helicopters.	1. 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
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. 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.
GENERAL	**PERSONNEL**
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,

30 APRIL 1955

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
GENERAL	PERSONNEL
	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%.
	Action Required: Extended use of advanced training as a reenlistment incentive.
	Responsible Agency: Reenlistment Officers, all echelons
b. Shortage of trainable personnel through pipeline with sufficient lead time to allow for up-grade training prior to loss of skilled airmen.	b. No Change.
	Action Required: No Change.
	Responsible Agency: No Change.
c. Inadequacies of OJT Programs.	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.

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
	GENERAL — PERSONNEL
	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. Responsible Agency: Squadron, Group, Wing, Division, and EAPPT
2. Inadequate command and staff supervision. a. Inability to fill officer positions in the grade and skill authorized.	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 lieutenant 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

30 APRIL 1955

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
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. Preparation of classified annexes to SCATER Plan.	1. a. No Change.
a. Classification of flight plans after filing.	
b. Lack of authority to direct control of military navigation aids.	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. Lack of procedures for movement of high priority logistical and administrative flights during Warning White, Red and Yellow which are not planned in advance.	c. No Change. Inner Defense Area Plan which includes this problem is being co-ordinated at Hq, CONAD.

30 APRIL 1955

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
GENERAL	**INTELLIGENCE**
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.	2. a. No Change. Action Required: No Change. Responsible Agency: Higher authority, EAOCE, and EAEDI
GENERAL	
1. Preparation of classified annexes to SCATER Plan. a. Planned overflight of critical target areas by deployment forces. b. Unreasonable number of navigation facilities to be made available. c. Failure to publish standard format for classified annexes to SCATER Plan.	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.
2. Lack of appropriate facilities to coordinate GCI-GCA activities and the recovery of aircraft.	2. 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.

PART IV

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 F-89Ds. 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.

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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

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

WV-2 (RC-121C)	2
WV-1 (Constellation)	1
PB-1W	3

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

Single engine AEW aircraft based at NAS Atlantic City.

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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:

1. Fleet Training Center, Norfolk, Va.
2. Radar Facility, Atlantic City, N. J.
3. Radar Facility, Beavertail Pt., Jamestown, R. I.
4. Fleet Training Center, Newport, R. I.
5. CIC School, Glenview, Ill.
6. NAS Key West, Florida
7. NCAS Cherry Pt., North Carolina
8. Jacksonville (Mayport), Florida

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

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
F-51	180	133
F-80C	59	37
F-84 D, E, F	214	96
F-86 A, E	86	44
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.

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 fighter-interceptor 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

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.

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

DISTRIBUTION

Headquarters, EADF

Commander	1
Deputy for Operations	1
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Deputy for Intelligence	1
Assistant to VC for Flight Safety	1
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Director of Operations and Training	1
Director of Installations	1
Director of Management Analysis	3
Director of Historical Services	4

External

Commander, Air Defense Command	2
Commander, 26th Air Division (Defense)	1
Commander, 30th Air Division (Defense)	1
Commander, 32d Air Division (Defense)	1
Commander, 35th Air Division (Defense)	1
Commander, 4706th Air Defense Wing	1
Commander, 4707th Air Defense Wing	1
Commander, 4708th Air Defense Wing	1
Commander, 4709th Air Defense Wing	1
Commander, 4710th Air Defense Wing	1
Commander, 4711th Air Defense Wing	1
Total Distribution	32

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EASTERN AIR DEFENSE FORCE

GENERAL COMMENTARY
ON STATE OF
COMBAT READINESS

MONTH OF

MAY 1955

4094

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PART I

COMBAT READINESS OF AIR DIVISIONS BY TYPE UNIT

AIR DIVISION	FIGHTERS			AC&W			COMBAT SUPPORT		
	March 1955	April 1955	May 1955	March 1955	April 1955	May 1955	March 1955	April 1955	May 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 EADF	61	64	70	79	77	79	87	85	85

NOTE: 75 FIS not reported

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 Sqdn, and from 77 to 79 in AC&W Sqdn 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 workload in connection with Project Hop-up, low 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 conversion 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 pilots assigned the command, in relation to authorized, has decreased for the fifth consecutive month. The ratio of O/R pilots 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 rose 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.

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
FIGHTER-INTERCEPTOR SQUADRONS	**OPERATIONS**
1. 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 EADF fighter-interceptor squadrons as an interim measure until initial issue of ADC-adopted target system is received. The initial issue is programmed in 4th Qr 56 Action Required: No Change. Responsible Agencies: EAOOT, EAMDM, and EAOPR
2. Existing Navigation and Recovery Aids Inadequate. a. Low power output and susceptability to atmospheric interference 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. Shortage of qualified GCA Operators and Maintenance Personnel.	b. The 200 practice runs monthly minimum was accomplished by all EADF air bases. Action Required: No Change. Responsible Agencies: EAOOT, EAOCE
3. Restricted Operational and Training Capabilities in Fighter-Interceptor Squadrons. a. Inability to utilize completed Unit A (Rocket Readiness Storage) Buildings	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. Responsible Agencies: EAMAC and ADC

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
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 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. Low Combat ready in-commission status. a. Shortage of E4, E5, and E6 fire control system components.	4. a. No Change. Action Required: No Change. Responsible Agencies: EAMAC & ADC
b. Shortage of suitable ground power units for flight line and hangar maintenance and testing of fire control systems.	b. No Change. Action Required: No Change. Responsible Agency: EAMAC

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
FIGHTER-INTERCEPTOR SQUADRONS	**MATERIEL**
Paragraph 4 c continued	
c. Lack of shelters for combat ready aircraft.	c. No Change. Action Required: No Change Responsible Agencies: EAMAC & ADC
d. Shortage of qualified Maintenance Officers.	d. No Change. Action Required: No Change. Responsible Agencies: EAPMP, EAMIM, & Higher Authority
e. Shortage of qualified Maintenance Airmen.	e. Reference Comment 1 a, Page 6
AC&W SQUADRONS	**OPERATIONS**
1. ACWRONs are unable to effectively control associated interceptors. a. Lack of trained directors.	1. a. No Change. Action Required: No Change. Responsible Agency: EAOOT
b. Lack of sufficient intercept control positions.	b. No Change. Action Required: No Change. Responsible Agency: EAOOT
c. Lack of flexibility in airborne communications equipment limits combat capability of fighter aircraft.	1. c. No Change. Action Required: No Change. Responsible Agencies: EAOCE (EAMAC-Project "New Look")

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
COMBAT SUPPORT UNITS	**OPERATIONS**
1. Inadequate crash rescue capability. a. Lack of a sufficient number of suitable helicopters.	1. a. No Change. Action Required: No Change. Responsible Agency: EAOOT
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 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	**PERSONNEL**
1. Low skill level of enlisted personnel. a. Inability to retain skilled technicians.	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-ENLISTMENT RATE	RE-ENLISTMENT RATE IN "HARD CORE" AREA
Jan 55	24.4%	11.9%
Feb 55	30.4%	19.3%
Mar 55	37.0%	25.9%
Apr 55	27.2%	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)

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
GENERAL	**PERSONNEL**
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. Shortage of trainable personnel through pipeline with sufficient lead time to allow for up-grade training prior to loss of skilled airmen.	b. No Change. Action Required: No Change. Responsible Agencies: EAPMP and ADC
c. Inadequacies of OJT Programs.	c. No Change. Action Required: No Change. Responsible Agencies: Squadron, Group, Wing, Division, and EAPPT
2. Inadequate command and staff supervision. a. Inability to fill officer positions in the grade and skill authorized.	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 given this subject to insure that all existing requirements are covered by requisition.

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
GENERAL	**PERSONNEL**
	2. continued Action Required: No Change. Responsible Agencies: EAPMP and ADC
1. Preparation of classified annexes to SCATER Plan. a. Classification of flight plans after filing.	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.
b. Lack of authority to direct control of military navigation aids.	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 recommen 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 communicatio facilities located in his area of responsibility during an air defense emergency or air defense warning yellow or red."
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.	c. An Inner Defense Area plan developed by the 30th Air Division (Defense) was forwarded to Hq ADC for possible nation-wide application.
	INTELLIGENCE
1. Inability to obtain Essential Elements of information required by ADC Operations Order 3-54 from subordinate units of this command on a timely basis,	1. a. No Change. Action Required: No Change. Responsible Agencies: ADC, EAEDI & EAOCE

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 SQUADRONS (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 whereby 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 Air Force Reserve Fighter Bomber Wing Capabilities.	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 EADF 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

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
FIGHTER-INTERCEPTOR SQUADRONS (ANG-RES)	
3. Low percentage of ANG pilots operationally ready.	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 observers to complete all weather fighter-interceptor crews.	4. 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

SECRET

PART IV

SPECIAL COMMENTARIES

31 MAY 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.

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 F-89Ds. 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.

V8 REPORT

EASTERN 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:

Jet Day	490	Prop Day	0
Jet 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 possessing 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 AEW aircraft based at NAS Quonset.

44

Procedures for utilization are formulated with the 32d and 26th Air Divisions. Single engine AEW aircraft based at NAS Atlantic City and NAS Quonset have a

limited early warning capability, and their availability may vary radically due to fleet deployment.

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:

1. Fleet Training Center, Norfolk, Va.
2. Radar Facility, Atlantic City, N. J.
3. Radar Facility, Beavertail Pt., Jamestown, R. I.
4. Fleet Training Center, Newport, R. I.
5. CIC School, Glenview, Ill.
6. NAS Key West, Florida
7. MCAS Cherry Pt., North Carolina
8. Jacksonville (Mayport), Florida

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

AIR NATIONAL GUARD AND AIR FORCE RESERVE

31 MAY 1955

1. Thirty ANG Fighter Bomber and 11 Fighter-Intercepter Squadrons (with four parent fighter-intercepter 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	OPERATIONALLY READY	% 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
F-94 A/B	127	66	52
	709	391	Over-all 55

TYPE	NO. OF CREWS ASSIGNED	OPERATIONALLY READY CREWS	% OPERATIONALLY 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	3	0	0
F-94 A/B	9	0	0
	610	65	11

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 squadrons) have 90-day mobilization assignments to EADF.

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, Trenton, 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.

s/t/ DONALD B. SMITH
Brig Gen USAF
Chairman, Combat Readiness
Commentary Committee

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Commander, 26th Air Division (Defense)	1
Commander, 30th Air Division (Defense)	1
Commander, 32d Air Division (Defense)	1
Commander, 35th Air Division (Defense)	1
Commander, 4706th Air Defense Wing	1
Commander, 4707th Air Defense Wing	1
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EASTERN AIR DEFENSE FORCE

GENERAL COMMENTARY
ON STATE OF
COMBAT READINESS

MONTH OF

JUNE 1955

4782

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PART I

COMBAT READINESS OF AIR DIVISIONS BY TYPE UNIT

AIR DIVISION	FIGHTERS			AC&W			COMBAT SUPPORT		
	1955 APRIL	MAY	JUNE	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
32d	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	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 in 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:

30th Air Div	42d FIS: Decreased 28% due to UAL changes and newly 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.
32d Air Div	82d FIS: Decreased 17% to 46. Drop in aircraft O/R due to non-availability of airlift to support 3 way deployment of this squadron. 47th FIS: Decreased 18% in O/R aircraft due to aircraft stood down for TDY to Yuma. 37th FIS: Decreased 8% in O/R pilots due to 12 pilots TDY.
35th Air Div	460th FIS: Decrease from 80 to 46% in aircraft O/R caused 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% of 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:

26th Air Div	771st AC&W Squadron drop of 33% due to Height Radar ROCP for pulse cable.
35th Air Div	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 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%.

30 JUNE 1955

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
FIGHTER-INTERCEPTOR SQUADRONS	**OPERATIONS**
1. 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 being 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.	2. a. A low power output and susceptibility 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 OMNI 4 miles from base). Additional information required from Headquarters, ADC on operational concept and siting of TVOR Facilities, due 15 June has been received. 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: EAOCE
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 operational schedule. To increase the number of qualified GCA operators, continued emphasis on GCA utilization is necessary.

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
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
3. Restricted operational and training capabilities in fighter-interceptor squadrons.	3.
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

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
FIGHTER-INTERCEPTOR SQUADRONS	OPERATIONS
	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. Low Combat ready in-commission status.	4. a. Critical shortages of Fire Control Systems exist, which will not be alleviated until completion of Projects Pull-Out and Hop-Up.
a. Shortage of E-4, E-5 and E-6 Fire control system components.	Action Required: Completion of Projects Pull-Out and Hop-Up and improved supply position.
	Responsible Agencies: EAMAC and Higher Headquarters.
b. Shortage of suitable ground power units for flight line and hangar maintenance and testing of fire control systems.	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

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH

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: EAMAC 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. 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 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 possessing Aircraft Maintenance qualifications.

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
FIGHTER-INTERCEPTOR SQUADRONS	MATERIEL
	Paragraph d continued Action Required: No Change Responsible Agencies: EAPMP, EAMDM and Higher Headquarters
e. Shortage of qualified Maintenance Airmen.	e. Reference Comment 1 a, Page 8.
AC&W SQUADRONS	OPERATIONS
1. ACWRONs are unable to effectively control associated interceptors. a. Lack of trained directors.	1. 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
b. Lack of sufficient intercept control positions.	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. Lack of flexibility in airborne communications equipment 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 availabl

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
AC&W 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")	
COMBAT SUPPORT UNITS	OPERATIONS
1. Inadequate crash rescue capability. a. Lack of a sufficient number of suitable helicopters.	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: EAOOT
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. ADC in answer to EADF message stated they requested a 1C priority from USAF to modify 4713th Rad Eval Flt TB-29s for ECM 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

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
COMBAT SUPPORT UNITS	**OPERATIONS**
	2. 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 co-ordination with SAC to utilize their ECM capability. Responsible Agencies: EAOOT, EAOCE, EAMAC, EAOPR, and ADC
GENERAL	**PERSONNEL**
1. Low experience level in technical fields. a. Inability to retain skilled technicians.	1. 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:

MONTH	OVER-ALL RE-ENLISTMENT RATE	RE-ENLISTMENT RATE IN "HARD-CORE" AREAS
Jan 55	24.4%	11.9%
Feb 55	30.4%	19.3%
Mar 55	37.0%	25.9%
Apr 55	27.2%	22.6%
May 55	48.6%	32.6%

Continued emphasis on re-enlistment in the "hard-core" areas has resulted in the increased re-enlistment in "hard-core" 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

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 airmen 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. Shortage of trainable personnel through pipeline with sufficient lead time to allow for up-grade training prior to loss of skilled airmen.	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

30 JUNE 1955

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE IN STATUS SINCE LAST MONTH
GENERAL	PERSONNEL
c. Too infrequent airman proficiency testing cycle.	1. c. (cont'd) The present semi-annual APT testing cycle 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 permit 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
2. Inadequate command and staff supervision. a. Inability to fill officer positions in the grade and skill authorized.	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 certain key positions. The present overall field grade manning is 63%; the projected field grade manning, through October 1955 is 58%. During the period 1 July through October 1955, our field grade authoriza-

10a

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
GENERAL	**PERSONNEL**
	2. a. (cont'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.	1. 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: EAOOT

30 JUNE 1955

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
INTELLIGENCE	
1. 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.	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. 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 EAOCE
FIGHTER-INTERCEPTOR SQUADRONS (ANG-RES)	
1. Adequate procedure for rapid mobilization of the ANG.	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 Defense
2. Inadequate information on Air Force Reserve Fighter Bomber Wing Capabilities.	2. 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

30 JUNE 1955

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR CHANGE OF STATUS SINCE LAST MONTH
FIGHTER INTERCEPTOR SQUADRONS (ANG-RES)	
3. Low percentage of ANG pilots operationally ready.	3. A definite improvement should be noted after annual summer training. Action Required: Concentrated gunnery program. Responsible Agencies: ANG units, ConAC Co-ordinating Agency: EAOOT
4. Critical shortage of radar 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. 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 personnel. a. Inadequacies of OJT Programs.	1. a. Pipe-line input has favorably increased to provide sufficient trainable airmen.

SECRET

PART IV

SPECIAL COMMENTARIES

V-8 REPORT 30 JUNE 1955

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 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-89Ds. 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

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

EASTERN SEA FRONTIER

V-8 REPORT 30 JUNE 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.

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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 YAGR-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:

1. Fleet Training Center, Norfolk, Va.
2. Radar Facility, Atlantic City, N. J.
3. Fleet Training Center, Newport, R. I.
4. CIC School, Glenview, Ill.
5. NAS Key West, Florida
6. MCAS Cherry Pt., North Carolina
7. Jacksonville (Mayport), Florida

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

SECRET

AIR NATIONAL GUARD AND AIR FORCE RESERVE

30 JUNE 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. 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	%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
F-94 A/B	127	66	52
	709	391	over-all 55

TYPE	NO OF CREWS ASSIGNED	OPERATIONALLY READY CREWS	%OPERATIONALLY 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	3	0	0
F-94 A/B	9	0	0
	610	65	11

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 squadrons) have 9-day mobilization assignments to EADF.

SECRET

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.

s/t/ HANLON H. VAN AUKEN
Col USAF
Acting Vice Commander
Chairman, Combat Readiness
Commentary Committee

DISTRIBUTION

Headquarters, EADF

EADCG.	1
EAODO.	1
EAMDM.	4
EAPDP.	3
EAEDI.	1
EADFS.	1
EAIIG.	1
EAOPR.	1
EAOMO.	1
EAOCE.	1
EAOOA.	1
EAOCD.	1
EAOOT.	1
EAMIS.	3
EACMA.	4
EADHS.	1

External

Commander, Air Defense Command	2
Commander, 26th Air Division (Defense)	1
Commander, 30th Air Division (Defense)	1
Commander, 32d Air Division (Defense)	1
Commander, 35th Air Division (Defense)	1
Commander, 4706th Air Defense Wing	1
Commander, 4707th Air Defense Wing	1
Commander, 4708th Air Defense Wing	1
Commander, 4709th Air Defense Wing	1
Commander, 4710th Air Defense Wing	1
Commander, 4711th Air Defense Wing	1
COMNAVFOREASTCONAD	1
Total Distribution.	39

HEADQUARTERS
26TH AIR DIVISION (DEFENSE)
Roslyn Air Force Station
Roslyn, New York

26ADOOT

14 Jan 1954

SUBJECT: Status of Plan Position Indicators

TO: 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

AC&W Sq	Surveil-lance	Control	Maint	Ht	AAA	Super-visor	Antenna Control	Total Poss.
646	4	4	1	0	1	0	1	11
647	2	2	1	1	1	1	0	8
648	3	2	1	0	0	1	1	8
770	2	3	1	1	1	0	0	8
771	2	2	1	1	1	1	0	8
772	2	1	1	1	0	0	0	5
773	2	2	1	1	0	0	0	6

2. Additional requirements:

AC&W Sq	15-J-1C Tng	Control	Recovery	Surveillance	Replacement
646	1				
647	1				2
648	1				

AC&W Sq	15-J-10 Tng	Control	Recovery	Surveillance	Replacement
770	1			1	
771	1		1	1	2
772	1	1			
773	1		1	1	

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 difficult 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 installation providing present equipment will be required for back-up.

FOR THE COMMANDER:

E. H. GAILLOT
Major, USAF
Adjutant

CONFIDENTIAL

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

42

EADOT-OS

4 October 1954

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
P-9	0	2	10
P-10	0	2	9
P-13	0	0	-
P-14	0	2	8
P-16	3	3	2
P-19	5	3	1
P-20	0	0	-
P-21	0	2	11
P-30	0	3	19
P-31	0	0	-
P-34	0	0	-
P-43	0	1	21
P-45	4	4	7
P-49	3	4	6
P-50	5	5	12
P-53	0	6	-
P-54	4	3	5
P-55	3	4	20
P-56	2	3	3
P-61	3	3	13
P-62	3	3	22
P-63	2	4	18
P-65	2	4	14
P-66	4	1	4
P-67	1	1	15
P-73	1	3	17
P-80	0	2	16
P-82	3	2	23
C-10	2		24

CONFIDENTIAL

CONFIDENTIAL

42

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

EAOOT-OS

4 October 1954

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
P-9	0	2	10
P-10	0	2	9
P-13	0	0	-
P-14	0	2	8
P-16	3	3	2
P-19	5	3	1
P-20	0	0	-
P-21	0	2	11
P-30	0	3	19
P-31	0	0	-
P-34	0	0	-
P-43	0	1	21
P-45	4	4	7
P-49	3	4	6
P-50	5	5	12
P-53	0	0	-
P-54	4	6	5
P-55	3	3	20
P-56	2	4	3
P-61	3	3	13
P-62	3	3	22
P-63	2	3	18
P-65	2	4	14
P-66	4	4	4
P-67	1	1	15
P-73	1	1	17
P-80	0	3	16
P-82	3	2	23
C-10	2	2	24

CONFIDENTIAL

EAOOT-OS Subject: (Unclassified) Request for Additional Plan Position Indicators (OS/99-UPA/35) (Cont'd)

SITE	PC 55-3-1 PROGRAM	DESIRED	DESIRED PRIORITY OF INSTALLATION
C-14	0	2	25
C-15	0	2	26
M-102	2	0	-
M-103	0	2	27
M-104	2	0	-
M-105	2	0	-
M-106	2	0	-
M-107	4	0	-
M-109	3	0	-
M-120	4	2	28
M-121	0	2	29
M-123	2	0	-
M-131	2	0	-
SM-132	3	0	-
SM-133	2	0	-
SM-137	2	0	-

2. The primary justification for this change is the vital need that exists at coastal and perimeter AC&W 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)

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 immediate nature and should be satisfied as soon as possible in the following priority:

PRIORITY	SITE	NUMBER OF INDICATORS	PRIORITY	SITE	NUMBER OF INDICATORS
1	P-19	2	8	P-14	2
2	P-16	2	9	P-61	2
3	P-80	2	10	P-66	1
4	P-65	2	11	P-9	1
5	P-49	2	12	P-10	1
6	P-54	2	13	P-56	2
7	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.

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

6 Sep 55

DWOAC

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.

FOR THE COMMANDER:

s/t/ CLAUDE M. DIXON
Major, USAF
Adjutant

Hq 4711th ADW DMOAC Subject: Additional PPI Scopes

OCE (6 Sep 55) 1st Ind 16 Sep 1955

HQ 32D AIR DIVISION (DEFENSE), Syracuse Air Force Station, Syracuse 6, New York

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 AC&W 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.

FOR THE COMMANDER:

EVERITT W. HOWE
Major, USAF
Adjutant

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 4

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: Commander, 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
Lt Col, USAF
Asst Comd Adj

EAOOT-OS (6 Sep 55) 4th Ind 26 Oct 55

HQ EASTERN AIR DEFENSE FORCE, 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, 1st thru 2d Ind on file in EAOOT

MESSAGEFORM

13 Jun 1954

FM HQ ADC ENT AFB COLO
TO EADF STEWART AFB NEWBURGH

/R E S T R I C T E D/ADMEL-2 18215. URMSG EAESU-CE 20546 AND PAR 2, OUR LTR TO YOUR HQ, ADOCE-E 413.33, SUBJ: (RESTRICTED) COMD RQMTS, RADAR INDICATORS OA-99/CPS-6B, 18 MAY. HQ USAF HAS INDICATED BY MSG AFOAC 55607, TO THIS HQ THAT SCOPES MAY BE MVD AT COMD DISCRETION TO FULFILL OPERATING RQMTS. NO OF SCOPES AT AC&W SITES IS REFLECTED IN BPC AND W/B C IAW ADC RQMTS. ACCT OF SCOPES W/B TRF AS INDIV ELECT UNITS AUTH FOR TRF OF OA-99 SCOPE IS USAF MSG, AFOAC 55607, 6 MAY AND ABOVE MENTIONED ADC LTR TO YOUR COMD.
13/0002Z JUN 3TP

CONFIDENTIAL

45

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

EAOOT-OS 30 Jul 1954

SUBJECT: (Unclassified) Request for Additional Plan Position Indicators (OA/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 subait 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 authorised.

d. ADC fighter interceptor squadrons associated or programmed.

e. AAA units associated or programmed.

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)

CONFIDENTIAL

EAOOT-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:

Identical ltr sent to 30th and 32d Air Divisions.

Captain Lewis/leh/8207

J 2 5 6

MESSAGEFORM

16 Jun 1955

FM COMDR RAFD GRIFFISS AFB ROME NY
TO COMDR EADF STEWART AFB NEWBURGH NY

FROM MRSRD3A-6-121-E FOR EAOCE-P URMSG EAOCE-P 23696 AND MYMSG MRSRD3A-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 RJEPGF

DISPOSITION FORM

SECURITY CLASSIFICATION (if any)

47

FILE NO.	SUBJECT	
	Programmed Equipment (AN/UPA-35, AN/GPA-5 AN/GPA-30)	

TO	FROM	DATE	COMMENT NO. 1
EAOOT	EAOCE-P	20 Jun 55	

1. The attached information, concerning AN/UPA-35, AN/GPA-5 and AN/GPA-30, is forwarded as requested by Captain Lewis.

2. Your attention is called to the fact that this equipment is fixed C&E equipment, authorized for a specific location and cannot be moved without Headquarters USAF approval.

GOTHARD/8136 BROOKS/396

1 Encl
Programmed Eqp List
(UPA-35, GPA-5, GPA-30)

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

16—54801-3 ☆ U. S. GOVERNMENT PRINTING OFFICE : 1952 O - 906875

Site	UPA-35 Qty	Qtr & FY Programmed	GPA-5 or GPA-30 Qty	Qtr & FY Programmed
P-9			1	A
P-10			1	A
P-13			1	455
P-14			1	A
P-16	3	455	1	A
P-19	4	455	1	A
P-20			1	A
P-21			1	A
P-30			1	A
P-31			1	A
P-34			1	A
P-42			1	455
P-43			1	A
P-45	4	455	1	A
P-49	3	455	1	A
P-50	4	455	1	A
P-53			1	A
P-54	4	455	1	A
P-55	3	455	1	A
P-56			1	A
P-61	3	156	1	A
P-62	3	156	1	A
P-63	2	455	1	A
P-65	2	455	1	A
P-66	4	455	1	455
P-67	1	156	1	A
P-73	1	156	1	A
P-80			1	A
P-82	2	156	1	456
M-102			1	356
M-103			1	455
M-110				
M-111	4	256	1	455
M-112			1	455
M-113			1	456
M-114			1	156
M-115			1	456
M-116				
M-117			1	456
M-119				
M-120	2	456	1	455
M-121			1	455
M-126				

Site	UPA-35 Qty	UPA-35 Qtr & FY Programmed	GPA-5 or GPA-30 Qty	GPA-5 or GPA-30 Qtr & FY Programmed
M-129			1	A
SM-144	3	356		
SM-145			1	456
SM-159			1	256
SM-165			1	256
TM-195			1	456
TM-196			1	456
TM-199			1	456
TM-200			1	356
TT-1	2	457		
TT-2	2	456		
TT-3	2	457		
TT-4	457			
TT-5	2	457		
C-10	2	455	1	455
C-14			1	455
C-15			1	455
Buckingham			1	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,
Rqrd 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 (MRM) w/4 cys incl
ADES Proj Office, NYC 2/4 cys incl
ATTN: Lt Col Dell

CONFIDENTIAL

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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-16	P-9	P-2	P-14	P-13	P-1
P-74	P-17	P-10	P-15	P-20	P-33	P-6
	P-69	P-19	P-21	P-38	P-37	P-11
		P-30	P-34	P-54	M-103	P-44
		P-31	P-39	P-56	M-121	P-46
		P-45	P-49	P-62		P-60
			P-50	P-63		M-115
			P-59	P-66		M-116
			P-61	P-67		M-117
			P-76	SM-138		SM-151

CONFIDENTIAL

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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-12	P-24	P-79	P-32	P-47	M-100
P-57	P-18	P-25	M-90	P-35	P-52	M-110
P-73	M-92	P-26	M-95	P-40	P-53	M-118
M-111	M-96	P-27	M-126	P-42	P-70	M-127
SM-145	M-112	P-28	M-129	P-43	P-71	SM-149
TT-2	M-113	P-29	SM-163	P-64	P-72	SM-150
	SM-162	M-114	TM-179	P-65	P-77	SM-157
				P-68	P-81	TM-177
				P-80	P-85	TM-180
				P-82	M-97	TT-1
				M-130	M-98	TT-3
				SM-132	M-99	TT-4
				SM-143	SM-133	
				SM-159	SM-134	
				SM-165	SM-139	
					SM-144	

CONFIDENTIAL

DATA LINK (GPA-37) PROGRAM

Required Operational Dates 6 September 1955

July 1957	August 1957	Sep 1957	October 1957
P-7	P-78	P-75	M-88
P-8	M-125	M-91	M-89
P-51	SM-147	TM-183	M-93
M-94	TM-178	TM-184	TM-192
M-128	TM-186	TM-187	TM-196
SM-156	TM-194	TM-188	TM-201
SM-164	TM-195	TM-189	
TM-181	TM-197	TM-190	
TM-182	TM-198	TM-191	
TM-200	TM-199	TM-193	

SECURITY CLASSIFICATION (If any)

49

DISPOSITION FORM

FILE NO.

SUBJECT: Availability of Directors in ADDCs

TO: EAODO

FROM: EAPDP

DATE: 30 Nov 54

COMMENT NO. 1 4

1. The contents of comment #2 above, are extremely informative. I would like to add to these comments some of the actions taken in this office to increase the availability of qualified Directors witnin EADF.

2. A recent survey reveals that we now have 526 Directors assigned and performing Director duty, with an authorization of 386. This overage in Directors, coupled with the difficulty experienced in obtaining the necessary support-type (Supply Officers and Adjutants), has resulted in commanders taking the prerogative of assigning a small number of their Directors into other unrelated duties. We have encouraged this action only when these unrelated duties are performed in an additional duty capacity.

3. Our losses of Directors through overseas levies are considerable smaller than previously experienced. We have been able to fill our levies with newly assigned school graduates, thereby reducing the loss of our experienced people. A continual review of our experience level is conducted by the three air divisions, and as a result, some moves are made to insure adequate distribution of our qualified directors.

4. Reference paragraph 1b (3) (b), we are utilizing every available school quota in the Aircraft Controller Course in order to provide formal training for all our Directors. The only other schools that this type personnel is released for are those which are considered beneficial to their careers. This does not include USAFIT schools.

5. Reference paragraph 2, comment #2, the subject of rotating individuals rather than units has been discussed. However, this discussion has been limited to the deployment of fighter-interceptor squadrons. We have concluded, in the case of fighter squadrons, that the deployment of a fighter squadron as a unit is much more expensive, personnel-wise, than through an individual rotation basis. All Directors ordered overseas are selected on an individual basis.

6. As you no doubt know, Headquarters ADC contemplates manning the Radar Observer (Controller) spots in the impending AEW&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

MYERS/494

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

16—54801-3 ☆ U. S. GOVERNMENT PRINTING OFFICE : 1953 O - 986875

HEADQUARTERS
30TH AIR DIVISION (DEFENSE)
Willow Run Air Force Station
Belleville, Michigan

DO

SUBJECT: Controller/Director Recognition 27 JAN 1955

TO: Commander
Eastern Air Defense Force
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 ADC 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

Incl 1

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

10 Mar 1955

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 recogni.ed 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
COLORADO SPRINGS, COLORADO

ADOOT-E 18 Feb 55

SUBJECT: USAF "Well Done Awards" for Aircraft Controllers

TO: 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, 4 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)

Headquarters USAF.

5. Desire this information be disseminated to all subordinate units of your command.

BY ORDER OF THE COMMANDER:

/s/t/ JOHN J. HAYES
CWO, USAF
Asst Command Adj

0269

5 Jan 55 UNCLASSIFIED

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
COMDR 32D AIR DIV (DEF) SYRACUSE
AF STA SYRACUSE 6 NY

XXXX

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 rqrs may be conducted three consecutive days once each six months. For 26th Air Div (Def). This answers your msg ADOOT 5237, 28 Dec 54.

UNCLASSIFIED 1 1

CAPT JOHN TRUESDELL/jss

EAOOT-TS 4 Jan 55 354

15 Jun 55 UNCLASSIFIED

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
COMDR 32D AIR DIV (DEF) SYRACUSE
XXXX AF STA SYRACUSE 6 NY
COMDR 35TH AIR DIV (DEF) DOBBINS AFB
MARIETTA GA

INFO:

(UNCLASSIFIED) EAOOT-TW 24645 . This msg in three parts. Part I. Ref ADCR 50-21. This hq proposes to recommend to Hq ADC that cross-tng 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 ltr 62d Ftr Intcp 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 ltr 4709th Air Def Wg, "Suspension of Pilot/Director Cross Tng Program", 21 May 55.

UNCLASSIFIED 1 1

CAPT WILLIAM D. TAYLOR/jss

EAOOT-TW 14 Jun 55

MESSAGEFORM

23 Dec 1954

FM COMDR ADC ENT AFB COLO
TO COMDR EADF STEWART AFB NY
COMDR CADF GRANDVIEW AFB MO
COMDR WADF HAMILTON AFB CALIF
COMDR 4750TH 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 REPT 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 ESTBD 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	YUMA	3	3	2
23 JAN	YUMA	3	2	3
3 FEB	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	3	3	2

23/1638Z DEC JEDEN

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 475Ø 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

HQ EADF STEWART AFB NEWBURGH NY 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

XXXX

INFO:

(UNCLASSIFIED) EAOOT-TS 42751 . Effective 10 Jan 55, Controller Proficiency Tng at Yuma w/b skedd on the basis of eight controllers with each ftr-intcp 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-intcp sqs at Yuma and two ftr-intcp sqs at Moody will provide a conbined 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-intcp sq. quotas estbd in our ltr, EAOOT-TS, subj: Controller/Director Proficiency Tng, 30 Nov 54, are rescinded and the folg will apply: a. 4750th Tng WG (Wpns), Yuma Cty Aprt, Yuma, Ariz:

Reptg Date	26th	30th	32d
6 Jan 55		3	
23 Jan 55		3	

HQ EADF STEWART AFB NEWBURGH NY

UNCLASSIFIED

PRIORITY

Reptg Date	26th	30th	32d
3 Feb 55			3
20 Feb 55			3
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 Tng Op (Wpns), Moody AFB, Valdosta, GA.

Reptg Date	26th	30th	32d
31 Mar 55	3		
18 Apr 55			3
5 May 55		3	
19 May 55		3	

Recommend that insofar as possible directors be skedd to attend tng at Yuma and Moody concurrently with assiciated ftr-intcp sq.

UNCLASSIFIED 2 2

MAJ GEORGE L MARSHALL/jss

EAOOT-TS 354

3 Feb 55 UNCLASSIFIED

HQ EADF STEWART AFB NEWBURGH 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) SYRACUSE
AF STA SYRACUSE 6 NY

XXXX

INFO:

(UNCLASSIFIED) EAOOT-TS 4564. This msg in two parts. Part I. Ref my msg EAOOT-TS 42751, 28 Dec 54. Effective 10 Jan 55, the duration of controller proficiency tng was extended to coincide with that of the ftr-intcp 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 1 1

MAJ GEORGE L MARSHALL/jss

EAOOT-TS 02 Feb 55 670

4 Jan 55 UNCLASSIFIED

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
COMDR 32D AIR DIV (DEF) SYRACUSE AF STA SYRACUSE 6 NY

XXXX EAOOT-TS 42751 UNCLASSIFIED

INFO:

(UNCLASSIFIED EAOOT-TS43525 . Quotas estbd in our msg EAOOT-TS 42751 are rescinded and the folg will apply. a. 4750th Tng Wg (Wpns), Yuma Cty Aprt, Yuma, Ariz:

Reptg Date	26th	30th	32d
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

b. 4756th Tng OP (Wpns), Moody AFB, Valdosta, Ga.

Reptg Date	26th	30th	32d
31 Mar 55	3		
18 Apr 55			3
5 May 55		3	
19 May 55	3		

MAJ GEORGE L MARSHALL/jss

EAOOT-TS Jan

24 Jan 55 UNCLASSIFIED

HQ EADF STEWART AFB NEWBURGH NY

ROUTINE

COMDR 26TH AIRDIV (DEF) ROSLYN
AF STA ROSLYN NY
COMDR 32D AIR DIV (DEF) SYRACUSE
AF STA SYRACUSE 6 NY

(UNCLASSIFIED) EAOOT-TS 2909 . Quotas for Controller Proficiency Tng estbd by our msg EAOOT-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.

UNCLASSIFIED 1 1

MAJOR GEORGE L MARSHALL/jss

EAOOT-TS 241110 Jan 55 629

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 61

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP: 11 Feb 55

SECURITY CLASSIFICATION: UNCLASSIFIED

PRECEDENCE FOR: ACTION: ROUTINE; INFORMATION: ROUTINE

☐ BOOK MESSAGE ☐ ORIGINAL MESSAGE

☐ MULTIPLE ADDRESS CRYPTOPRECAUTION ☐ YES ☐ NO

REFERS TO MESSAGE: IDENTIFICATION: CLASSIFICATION:

TO:

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

~~INFO:~~

INFO:

COMDR ADC ENT AFB COLO SPRINGS COLO
COMDR 4750 TNG WG (WPNS) YUMA CTY APRT YUMA ARIZ
COMDR 4756 TNG GP (WPNS) MOODY AFB VALDOSTA GA

(UNCLASSIFIED) EAOOT-TS 5845 . This msg in 2 parts. Part 1. Subj is revised sked for con proficiency tng at Wpns Employment Cens. This msg supersedes sked estbd b/ our msgs EAOOT-TS 43525 and EAOOT-TS 2909, (our msg EAOOT-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:

Old reptg Dt	New Reptg Dt	26th AD	30th AD	32d AD
20 Feb 55	(no change)			3
7 Mar 55	(10 Mar 55)	3		
21 Mar 55	(24 Mar 55		1	1
5 Apr 55	(7 Apr 55)		3	
20 Apr 55	(21 Apr 55)	3		
5 May 55	(8 May 55)		3	

SECURITY CLASSIFICATION: UNCLASSIFIED — PAGE 1 OF 2 PAGES

DRAFTER'S NAME (and signature, when required)

RELEASING OFFICER'S SIGNATURE

SYMBOL | TELEPHONE | OFFICIAL TITLE

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

16—58923-4 U. S. GOVERNMENT PRINTING OFFICE

ROUTINE ROUTINE

Old Rept Dt	New Reptg Dt	26th AD	30th AD	32d AD
19 May 55	(No change)	3		

b. 4756th Tng Gp (Wpns), Moody AFB, Valdosta, Ga. No change in reptg dts.

Reptg Dt	26th AD	30th AD	32d AD
31 Mar 55			3
18 Apr 55			3
5 May 55		3	
19 May 55	3		

Part 2. For Comdr ADC. Above sked reflects changes in reptg dts for con proficiency course at Yuma IAW your msg ADOOT-C 06000.

MAJ MARSHALL/mab

EAOOT-TS 111630 Feb 55 354

23 Mar 55 UNCLASSIFIED

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 4750TH AIR DEF WG (WPNS) YUMA CTY APRT YUMA ARIZ
COMDR 4756TH AIR DEF GRU (WPNS) MOODY AFB VALDOSTA GA
COMDR 30TH AIR DIV (DEF) WILLOW RUN AF STA BELLEVILLE MICH

(UNCLASSIFIED) EAOOT-TS 11259 . 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 Reptg Date	New Reptg date	26th AD	30thAD	32dAD
19 May 55	(31 Mar 55)	3		
18 Apr 55	(No change)			3
5 May 55	(No change)		3	

HQ EADF STEWART AFB NEWBURGH NY UNCLASSIFIED

PRIORITY ROUTINE

Old Reptg Date	New Reptg date	26thAD	30thAD	32dAD
31 Mar 55	(19 May 55)			3

It is the policy of this hq that whenever possible directors attend tng at wpns employment cens concurrently with ftr pilots whom they normally control. The above change in sked for director proficiency tng is due to change in wpns tng deployment dates for 318th and 332d Ftr Intcp Sqs outlined in our msg EAOOT-TW 4013, 22 Mar 55.

UNCLASSIFIED 2 2

MAJOR GEORGE L MARSHALL/lmk

EAOOT-TS 231115 Mar 55 679

5 Apr 55 UNCLASSIFIED

HQ EADF STEWART AFB NEWBURGH NY PRIORITY ROUTINE

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

XXXX

INFO:

COMDR ADC ENT AFB COLORADO SPRINGS COLO
COMDR 4750TH AIR DEF WG (WPNS) YUMA COUNTY APRT YUMA ARIZ
COMDR 4756TH AIR DEF GRU (WPNS) MOODY AFB GEORGIA

(UNCLASSIFIED) EAOOT-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.

UNCLASSIFIED 1 2

HQ EADF STEWART AFB NEWBURGH NY UNCLASSIFIED

PRIORITY ROUTINE

Rept Date	26th AD	30th AD	32D AD
18 Apr 55			3
5 May 55		3	
19 May 55			3

Part II. Dirs selected for this tng must meet criteria outlined in my msg EAOOT-TS 12707, 31 Mar 55. Every effort w/b made to sked dirs who have not previously attended this tng, however, dirs may be re-skedd when a pd of at least 12 months has lapsed since last attendance.

UNCLASSIFIED 2 2

MAJOR GEORGE L MARSHALL/lmk

EAOOT-TS 51415 Apr 55 679

20 Apr 55 UNCLASSIFIED

HQ EADF STEWART AFB NEWBURGH NY

PRIORITY

COMDR 30TH AIR DIV (DEF) WILLOW
RUN AF STA BELLEVILLE MICH

COMDR ADC ENT AFB COLORADO SPRINGS COLO
COMDR 35TH AIR DIV (DEF) DOBBINS AFB MARIETTA
COMDR 4750TH AIR DEFWG YUMA COUNTY APRT YUMA ARIZ

(UNCLASSIFIED) EAOOT-TS 15906. Ref fonecon 20 Apr 55 between Capt Murphy 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 EAOOT-TS 13367, 5 Apr 55. Dir selected for this tng must meet the criteria outlined in my msg EAOOT-TS 14494, 12 Apr 55. Desire you notify the 4750th Tng Wg and Hq ADC ASAP, w/info this hq, the name, rank, serial nr and scty clnc of the dir designated to attend.

UNCLASSIFIED 1 1

LT/COL RICHARD F DUTCHER/lmk

EAOOT-TS 20 Apr 55

20 Apr 55 UNCLASSIFIED

HQ EADF STEWART AFB NEWBURGH NY

ROUTINE

COMDR 35TH AIR DIV (DEF) DOBBINS
AFB MARIETTA GA

(UNCLASSIFIED) EAOOT-TS 15955. Ref urmsg 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.

UNCLASSIFIED 1 1

LT/COL RICHARD F DUTCHER/lmk

EAOOT-TS 20 Apr 55 354

12 May 55 UNCLASSIFIED

HQ EADF STEWART AFB NEWBURGH NY

PRIORITY ROUTINE

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
XXXX COMDR 35TH ADIV (DEF) DOBBINS AFB MARIETTA GA

INFO:

COMDR ADC ENT AFB COLORADO SPRINGS COLO
COMDR 4750TH AIR DEF WG (WPNS) YUMA CTY APRT YUMA ARIZ
COMDR 4756TH AIR DEF GRU (WPNS) MOODY AFB VALDOSTA GA

(UNCLASSIFIED) EAOOT-TS 19805. Quotas for dir proficiency tng at ADC Wpns Employment Cens are allotted air divs (def) as indicated below: a. 4750th Air Def Wg (Wpns), Yuma Ctv Aprt, Yuma, Arizona:

Rept Date	26th AD	30th AD	32d AD	35th AD
25 May 55	2	0	1	0
8 Jun 55	1	0	0	1
15 Jun 55	0	2	0	0
22 Jun 55	1	0	1	1
29 Jun 55	0	0	2	0

b. 4756th Air Def Gru (Wpns), Moody AFB, Valdosta, Ga.

HQ EADF STEWART AFB NEWBURGH NY

UNCLASSIFIED

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 14494, 12 Apr 55. Provs 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/lmk

EAOOT-TS 10 May 55 679

20 May 55 UNCLASSIFIED

HQ EADF STEWART AFB NEWBURGH NY ROUTINE ROUTINE

COMDR 30TH AIR DIV (DEF) WILLOW RUN
AF STA BELLEVILLE MICH
COMDR 35TH AIR DIV (DEF) DOBBINS
AFB MARIETTA GA

COMDR ADC ENT AFB COLORADO SPRINGS
COMDR 4750TH AIR DEF WG (WPNS) YUMA APRT UMA ARIZ

(UNCLASSIFIED) EAOOT-TS 20921 . This msg three parts. Part I. Ref my msg 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.

UNCLASSIFIED 1 1

MAJ GEORGE L MARSHALL/lmk

EAOOT-TS 201525 May 55 679

23 May 55 UNCLASSIFIED

HQ EADF STEWART AFB NEWBURGH NY ROUTINE ROUTINE

COMDR 26TH ADIV (DEF) ROSLYN AF
STA ROSLYN NY
COMDR 30TH ADIV (DEF) WILLOW RUN
AF STA BELLEVILLE MICH
COMDR 32D AIR DIV (DEF) SYRACUSE
AF STA SYRACUSE 6 NY
XXXX COMDR 35TH ADIV (DEF) DOBBINS AFB
MARIETTA GA
COMDR ADC ENT AFB COLORADO SPRINGS, COLO

INFO:

COMDR 4750TH AIR DEF WG (WPNS) YUMA CTY APRT YUMA ARIZ

(UNCLASSIFIED) EAOOT-TS 21074 . This msg in two parts. Part I. Ref my msg EAOOT-TS 19805, 13 May 55. Make folg revisions on reptg dates for controller proficiency course at Yuma: 15 Jun 55 changed to 14 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 ADOOTGD 20409, 20 May 55.

UNCLASSIFIED 1 1

MAJOR GEORGE L MARSHALL/lmk

EAOOT-TS 23 May 55 679

11 Feb 55 UNCLASSIFIED

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
COMDR 32D AIR DIV (DEF) SYRACUSE
XXXX AF STA SYRACUSE 6 NY

INFO

(UNCLASSIFIED) EAOOT-TS 4846. 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.

UNCLASSIFIED 1 2

(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 rqrs".

MAJOR GEORGE L MARSHALL/jss

EAOOT-TS 111705 Feb 55 679

EADF REGULATION)
:
NUMBER 50-12)

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.

(1) First priority: ACW squadron operations officer.
(2) Second priority: Senior directors.
(3) Third priority: Duty directors possessing AFSC 1644.
(4) Fourth priority: Highly qualified duty directors possessing AFSC 1641.

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.

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:

(1) Reporting dates and period of TDY are in accordance with instructions issued by this headquarters.
(2) Orders are worded as follows: "For the purpose of accomplishing director proficiency requirements".

(EAOOT)

BY ORDER OF THE COMMANDER:

DONALD B. SMITH
Brigadier General, USAF
Vice Commander

OFFICIAL:

J. W. FOUNTAIN, JR.
Major, USAF
Assistant Adjutant

DISTRIBUTION:
E

HQ EADF STEWART AFB NEWBURGH NY 31 Mar 55 UNCLASSIFIED
PRIORITY

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

INFO:

(UNCLASSIFIED) EAOOT-TS 12707 . 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 intcp 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 EPD. Part III. Req this hq be advised NLT 6 Apr 55 as to your

HQ EADF ST[illegible]ART AFB NEWBURGH NY UNCLASSIFIED

PRIORITY

projected ability to meet existing May 55 and future quotas for Dir Proficiency tng at Yuma and Moody IAW above criteria and your estimate of its effect on the operational capability of the air def system.

UNCLASSIFIED 2 2

MAJOR GEORGE L MARSHALL/lmk

EAOOT-TS 311400 Mar 55 679

MESSAGE FORM

6 APR 1955

FR COMDR 30TH ADIV DEF WRAFS BELLEVILLE MICH
TO COMDR BADF STEWART APB NY

/C O N F I D E NT I A L/DOTWT 478. THIS MSG IN TWO PARTS. PART I. REF YR MSG BAOOT-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 1644, WHO MEET THESE QUALIFICATIONS. THESE FIVE (5) W/B USED TO MEET OUR MAY 55 QUOTA OF SIX (6). PART II. REQ A WAIVER OF THESE QUALIFICATIONS TO ACCEPT DIRECTORS, FSC 1641, WHO HAVE A SHORT TIME TO GO BEFORE UPGRADING TO 1644, WHO DO NOT MEET THE 12 MONTH AGW EXPERIENCE BUT WHO MEET ALL OTHER REQ, AND WHOSE ABILITY IS ENDORSED BY THE UNITS COMDR.
TORC 061402Z APR 60

C-5157-55

CONFIDENTIAL

MESSAGEFORM

Apr 7 14 49 '55

FM HQ 32D AD/D/ SYRACUSE AFS SYRACUSE NY

TO COMDR EADF STEWART AFB NEWBURGH 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.
07/17 05Z Apr

MESSAGEFORM

Apr 2 00 55 '55

FM COMDR 26 ADIV DEF ROSLYN AF STA ROSLYN NY
TO COMDR EADF STEWART AFB NY

/UNCLASSIFIED/26ADOOT 01454. SUBJ:) DIR PROFICIENCY TNG. THIS MSG IN FOUR PARTS. PART I REURMSG EAPPT-TS 12707. PART II. THIS HQ CAN FILL ONLY ONE SPACE OF QUOTA OF THREE DIRS FOR YUMA ON 21 APR 55 IAW ADC CRITERIA. PART III. THE 773D ACWRON W/B ABLE TO FILL THE QUOTA FIS IS SKEDD FOR ROCHETRY.) THIS IS REASON FOR INABILITY TO MEET QUOTA FOR 21 APR 55. PART IV. BASED ON CURR QUALD 1644'S AND RATE OF YUMA OR MOODY W/AFFECT OPERATIONAL CAPABILITY OF THIS COMD. THIS SIT FURTHER AGGRAVATED BY FUTURE RQRS OF 645TH ACWRON.
01/2232Z APR

MESSAGEFORM

APR 7 '55

FM COMDR 30TH AIR DIV WRAFS BELLEVILLE MICH
TO COMDR EADF STEWART AFB NEWBURGH 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.
07/2111Z APR

8 Apr 55 UNCLASSIFIED

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
XXXX COMDR 32D AIR DIV (DEF) SYRACUSE
AF STA SYRACUSE 6 NY

INFO:

(UNCLASSIFIED) EAOOT-TS 14063. Ref my msg EAOOT-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 intcps provd their ability is endorsed by their unit commander.

UNCLASSIFIED 1 1

MAJOR GEORGE L MARSHALL/lmk

EAOOT-TS 679

MESSAGEFORM

9 Apr 1955

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

ADCOT-E 14332. MYMSG ADCOT-E 12579 DTD 30 MAR 55. THIS MSG IN 2 PARTS. PART 1. QUAL DIRS 1641 MAY BE SKED FOR TNG AT YUMA AND MOODY PROVIDED RQRS OF REF MSG CANNOT BE MET TO FULFILL ASGD QUOTAS. A MIN OF SIX MONTHS EXPERIENCE IN AC&W INCLG AT LEAST THREE MONTHS EXPERIENCE CON LEAD COLLISION INTCPR ACFT AND A GRAD OF AN ACCREDITED CONTROLLERS SCHOOL IS MANDATORY FOR 1641 DIR ATTENDANCE. CURR DIRECTIVES ARE BEING REVIEWED FOR NEC CHANGES TO INCL QUAL 1641 DIRS FOR MEETING FUTURE RQRS 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 EADF. THIS CONFIRMS PONECON LT COL DUTCHER, YOUR HQ, AND MAJ SESTOKAS, THIS HQ.
09/1855Z APR JEDEN

11 Apr 55 UNCLASSIFIED

HQ EADF STEWART AFB NEWBURGH 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
XXXXX COMDR 35TH AIR DIV (DEF) DOBBINS
AFB MARIETTA GA

INFO:

(UNCLASSIFIED) EAOOT-TS 14494 . This msg in two parts. Part I. Subj is mandatory qualifications for controller proficiency tng at Wpns Employment Cens. Dirs selected for this tng must be the best qualified aval. Pending revision of para 5b EADFR 50-12, 14 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 re-skedd 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 intcp acft, provd, they have compld a formal acft

GQ EADF STEWART AFB NEWBURGH 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 EAOOT-TS 12707, Apr 55 and EAOOT-TS 14063, 9 Apr 55.

UNCLASSIFIED 2 2

MAJOR GEORGE L MARSHALL/lmk

EAOOT-TS 11415 Apr 55 679

EADF REGULATION)
:
NUMBER 50-12A)

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' experience 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).
(3) Third Priority: Duty directors (AFSC 1644).
(4) Fourth Priority: Highly qualified duty directors (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

deployed. Control exercised may be either by virtue of scramble authority or through hand-over from adjacent sub-sectors.

* * * *

(EAOOT)

BY ORDER OF THE COMMANDER:

DONALD B. SMITH
Brigadier General, USAF
Vice Commander

OFFICIAL:

JOHN L. WARREN
Colonel, USAF
Adjutant

DISTRIBUTION:
E

MESSAGEFORM

19 Apr 55

FM COMDR 35TH ADIV DEF DOBBINS AFB GA
TO COMDR EADF STEWART AFB NY

/U N C L A S S I F I E D/O&T-A 2171 ATTN: EAOOT-TS REF CADF LTR O&T-R SUBJ:CONTROLLER PROFICIENCY TNG DATED 29 DEC 54. THIS HQ IS UNABLE TO FILL ASSIGNED QUOTA OF TWO CONTROLLERS FOR 8 MAY 55 AT YUMA DUE TO A SHORTAGE OF EXPERIENCED PERS WITHIN 35TH AD. ONLY ONE DIRECTOR FROM 663RD AGW SQ WILL ATTEND.
19/2155Z APR JESKB

MESSAGE FORM

19 May 1955

FM COMDR 35TH ADIV DOBBINS AFB GA
TO COMDR EADF STEWART AFB NY

/U N C L A S S I F I E D/O&T-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
18/2118Z MAY JESKB

MESSAGEFORM

10 Dec 54

FM COMDR ADC ENT AFB COLO
TO COMDR EADF STEWART AFB NEWBURGH NY
INFO COMDR WADF HAMILTON AFB CALIF

ADPMP-A 39935. AEW&C UNITS ARE SKED TO ACTV AT MCCLELLAN AFB AND OTIS 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 CALIBER AND BE VOLS IF POSSIBLE. IN THE CASE OF 1644's, THEY SHOULD BE RATED RO'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 AMD FULLY QUALD IN AFSC.

NR	AFSC	GRADE	ORGN JAN 55
12	1644	CAPT	961ST AEW&C SQ, OTIS AFB, MASS.
31	1644	LT	961ST AEW&C SQ, OTIS AFB, MASS.
1	22350		551ST AEW&C WG, OTIS AFB, MASS.
4	29353		551ST AEW&C WG, OTIS AFB, MASS.
2	30130		551ST AEW&C WG, OTIS AFB, MASS.
2	30130		8TH ADIV (AEW&C), MCCLELLAN AFB, CALIF.
5	30150		551ST AEW&C WG, OTIS AFB, MASS.
1	42330		8TH ADIV (AEW&C), MCCLELLAN AFB, CALIF.
1	42570		8TH ADIV (AEW&C), MCCLELLAN AFB, CALIF.
1	43136		551ST AEW&C WG, OTIS AFB, MASS.
1	43136		8TH ADIV (AEW&C), MCCLELLAN AFB, CALIF.
1	53450		8TH ADIV (AEW&C), MCCLELLAN AFB, CALIF.
1	55251		8TH ADIV (AEW&C), MCCLELLAN AFB, CALIF.
4	64173		551ST AEW&C WG, OTIS AFB, MASS.
5	70230		551ST AEW&C WG, OTIS AFB, MASS.
10	70250		551ST AEW&C WG, OTIS AFB, MASS.
2	70270		551ST AEW&C WG, OTIS AFB, MASS.
5	73170		551ST AEW&C WG, OTIS AFB, MASS.
6	73250		551ST AEW&C WG, OTIS AFB, MASS.
3	73251		551ST AEW&C WG, OTIS AFB, MASS.
1	92250		551ST AEW&C WG, OTIS AFB, MASS.
			REPTING FEB 55
3	1644	MAJ	961ST AEW&C SQ, OTIS AFB, MASS.
11	1644	CAPT	961STAEW&C SQ, OTIS AFB, MASS.
32	1644	LT	961ST AEW&C SQ, OTIS AFB, MASS.
1	27270		551ST AEW&C WG, OTIS AFB, MASS.

ADPMP-A 39935 (Cont'd)

2	30130		551ST AEW&C WG OTIS AFB, MASS.
3	30150		551ST AEW&C WG, OTIS AFB, MASS.
2	30150		8TH ADIV (AEW&C), MCCLELLAN, CALIF.
1	30230		551ST AEW&C WG, OTIS AFB, MASS.
1	42371		8TH ADIV (AEW&C), MCCLELLAN AFB, CALIF.
1	42570		551ST AEW&C WG, OTIS AFB, MASS.
1	43132B		8TH ADIV (AEW&C), MCCLELLAN AFB, CALIF.
1	43136		551ST AEW&C WG, OTIS AFB, MASS.
1	43136		8TH ADIV (AEW&C), MCCLELLAN AFB, CALIF.
2	47131		551ST AEW&C WG, OTIS AFB, MASS.
1	53450		551ST AEW&C WG, OTIS AFB, MASS.
1	55251		551ST AEW&C WG, OTIS AFB, MASS.
1	60350		551ST AEW&C WG, OTIS AFB, MASS.
1	70230		551ST AEW&C WG, OTIS AFB, MASS.
6	70250		551ST AEW&C WG, OTIS AFB, MASS.
1	73251		551ST AEW&C WG, OTIS AFB, MASS.

REPTING MAR 55

1	1616	MAJ	551ST AEW&C WG, OTIS AFB, MASS.
3	1644	MAJ	961ST AEW&C SQ, OTIS AFB, MASS.
12	1644	CAPT	961ST AEW&C SQ, OTIS AFB, MASS.
31	1644	LT	961ST AEW&C SQ, OTIS AFB, MASS.
3	30130		551ST AEW&C WG, OTIS AFB, MASS.
1	30130		8TH ADIV (AEW&C), MCCLELLAN AFB, CALIF.
1	40330		8TH ADIV (AEW&C), MCCLELLAN, AFB, CALIF.
1	42330		551ST AEW&C WG, OTIS AFB, MASS.
1	42570		551ST AEW&C WG, OTIS AFB, MASS.
1	43132B		8TH ADIV (AEW&C), MCCLELLAN AFB, CALIF.
1	43136		551ST AEW&C WG, OTIS AFB, MASS.
1	47151		551ST AEW&C WG, OTIS AFB, MASS.
1	53130		551ST AEW&C WG, OTIS AFB, MASS.
1	53271		8TH ADIV (AEW&C), MCCLELLAN, CALIF.
1	53450		551ST AEW&C WG, OTIS AFB, MASS.
1	55231		551ST AEW&C WG, OTIS AFB, MASS.
1	55231		8TH ADIV (AEW&C), MCCLELLAN AFB, CALIF.
1	55251		551ST AEW&C WG, OTIS AFB, MASS.
1	60330		551ST AEW&C WG, OTIS AFB, MASS.
1	60350		551ST AEW&C WG, OTIS AFB, MASS.
1	64172		551ST AEW&C WG, OTIS AFB, MASS.
2	64173		551ST AEW&C WG, OTIS AFB, MASS.
1	70230		551ST AEW&C WG, OTIS AFB, MASS.
4	70250		551ST AEW&C WG, OTIS AFB, MASS.
1	73251		551ST AEW&C WG, OTIS AFB, MASS.
1	83150		551ST AEW&C WG, OTIS AFB, MASS.

10/2156Z DEC

MESSAGEFORM

4 JAN 55

FM COMDR HQ ADC ENT AFB COLO
TO COMDR EADF STEWART AFB NY
COMDR WADF HAMILTON AFB CALIF
ADPMP-A-ZI 01124. MYMSG ADPMP-A 30035, 8 DEC 54. SUBJ IS AEW&C UNITS SKED TO ACTV AT OTIS AFB. THE RSGMT OF OFFS, AFSC 1644, HAS BEEN DELAYED SIXTY (60) DAYS. REQ OFFS EARMARKED FOR JAN 55 REPTG BE RSGD REPTG DURING MONTH OF MARCH 55, AND THOSE EARMARKED FOR FEB AND MAR REPTG BE RSGD REPTG DURING MONTHS OF APR AND MAY 55. (AMCN 1301 TO 1437, INCL) ADHCA. FOR COMDR WADF ONLY: URMSG WDPPM 2218, 30 DEC 54.

MESSAGEFORM

5 JAN 55

FM HQ ADC ENT AFB COLO
TO COMDR CADF GRANDVIEW AFB MO
INFO COMDR EADF STEWART AFB NY
COMDR WADF HAMILTON AFB CALIF

ADPMP-A-ZI 01125. MYMSG ADPMP-A39935, 8 DEC 54. SUBJ IS AEW&C UNITS SKED TO ACTV AT MCCLELLAN AFB 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.
04/0029Z JAN

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 85

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)
HEDEADF STEWART AFB NEWBURGH NY

TO:
COMADC ENT AFB COLO SPRINGS COLO

INFO:

DATE-TIME GROUP: 6 Jan 55	SECURITY CLASSIFICATION: UNCLASSIFIED
PRECEDENCE FOR: ACTION: ROUTINE	INFORMATION
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION: ADPMP-A 39935	CLASSIFICATION: UNCLASSIFIED

(UNCLASSIFIED) EAPMP-O 254. Subj is manning AEW&C units. Ref your msg ADPMP-A 39935. This msg in 3 parts. Part I. This comd has presently asgd a total of 126 RO's perf acft controller duties, 44 of them are fully quald. Therefore, it will be nec that we fill a portion of the rqr imposed by your cited msg with officers who are not rated RO's. A considerable amount of our controller experience is possessed by the RO's asgd these duties. Req auth to utilize officers who are quald to 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 nec, 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 AC&W msn is fully executed. Part II. As of

	SECURITY CLASSIFICATION: UNCLASSIFIED	PAGE 1 OF 2 PAGES
DRAFTER'S NAME (and signature, when required): CAPT A.S. LOCKEE/mk	RELEASING OFFICER'S SIGNATURE	
SYMBOL: EAPMP-O 3/1320 Jan	TELEPHONE: 704	OFFICIAL TITLE

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

c0—16—58923-4 U. S. GOVERNMENT PRINTING OFFICE

(UNCLASSIFIED) EAPMP-O 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 msn, 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?

7 Jan 55 UNCLASSIFIED

HQ EADF STEWART AFB NEWBURGH NY

PRIORITY

COMDR ADC ENT AFB COLO SPRINGS
COLO

(UNCLASSIFIED) EAOOT-TS 478 . Subj is AEW&C manning. Serious operational objections are submitted to the proposed transfer of 135 1644s 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 1641s for 1644s in a nr proportionate to the ratio which exists elsewhere within EADF (approximately 55% 1641, 45% 1644). 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 hq.

UNCLASSIFIED 1 1

Lt Col Richard F. Dutcher/jss

EAOOT-TS 071450 Jan 354

MESSAGEFORM

12 JAN 55

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

ADFMP-A 02226. YOUR MSG EAOOT-TS 478, 7 JAN 55. PENDING FURTHER STUDY AT THIS HQ, TAKE NO ACTION TO RSG ACFT CONTROLLERS TO AEW&C UNITS AT OTIS AFB. PERS PRESENTLY ALERTED IN YOUR COMD FOR POSSIBLE RSGMT WILL REMAIN IN ALERT STATUS PENDING FINAL DECISION.
12/2128Z JAN

MESSAGEFORM

29 JAN 55

FM HQ ADC ENT AFB COLO
TO COMDR EADF STEWART AFB NY
COMDR CADF GRANDVIEW AFB MO
INFO COMDR WADF HAMILTON AFB CALIF

(UNCLASSIFIED). ADPMP-A-ZI 04457. SUBJ IS MANNING OF AEW&C UNITS SKED TO ACTV AT MCCLELLAN AFB, AND OTIS AFB, AS PERTAINS TO OFFS, AFSC 1644. REQ ACTION RSCN 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-O 254, 6 JAN 55. FOR COMDR CADF: MYMSGS ADPMP-A 39934, 8 DEC 54, ADPMP-A-ZI, 3 JAN 55 AND URMSG MIL PERS-OA 6607, 5 JAN 55.
29/0011Z JAN

MESSAGEFORM

4 FEB 55

FM COMDR ADC ENT AFB COLO
TO COMDR EADF STEWART AFB NY
INFO COMDR WADF HAMILTON AFB CALIF

ADPMP-A-ZI 05160. MYMSGS ADPMP-A 39935, 8 DEC 54, ADPMP-A-ZI 01124, 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/BE 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 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 RQMTS IN THE AEW&C PROG. YOU W/B ADVISED OF DECISION BY HQ USAF ASAP:

GRADE	NO	TO BE FULLY QUALD	MO REPTG
MAJ	2	1	MAR 55
CAPT	10	2	MAR 55
LT	10	2	MAR 55
MAJ	2	1	APR 55
CAPT	11	3	APR 55
MAJ	2	1	MAY 55
CAPT	12	2	MAY 55
LT	12	2	MAY 55
MAJ	1	1	JUN 55
CAPT	2	2	JUN 55
LT	16	2	JUN 55
MAJ	1	1	JUL 55
CAPT	0	0	JUL 55
LT	15	4	JUL 55
MAJ	1	1	AUG 55
CAPT	0	0	AUG 55
LT	19	6	AUG 55

03/2207Z FEB

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 90

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator) HEDEADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
18 Apr 55	UNCLASSIFIED
PRECEDENCE FOR: ACTION: PRIORITY	INFORMATION: ROUTINE
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☒ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION: ADPMP-A-ZI 5160	CLASSIFICATION: UNCLASSIFIED

TO: COMDR ADC ENT AFB COLO SPRINGS COLO

INFO: COMDR 8TH ADIV MCCLELLAN AFB CALIF
COMDR WADF HAMILTON AFB CALIF
COMDR 551ST AEW&C WG OTIS AFB FALMOUTH MASS

(UNCLASSIFIED) EAPMP-OZ 15576. Urmsg ADPMP-A-ZI 5160. Subj is rsgmt of offs AFSC 1644-41 w/add rtg of RO to 961st AEW&C Sq, Otis AFB, Mass. This hq has filled quota for offs to rept during months of Mar & Apr 55. Complete screening of offs possessing qual for this proj reveals that there are only four (4) Capts; five (5) 1st Lts, and five (5) 2d Lts remaining in this comd who are qual at this time for asgmt to AEW&C during mo of May. Reasons why there are so few qual are: (a) Offs w/less than one (1) yr retainability; (b) Off w/less than one (1) yr at present sta; and (c) Offs in frozen 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

SECURITY CLASSIFICATION	PAGE 1 OF 2 PAGES
UNCLASSIFIED	
DRAFTER'S NAME (and signature, when required): CAPT J P GENTRY/acc/RDK	RELEASING OFFICER'S SIGNATURE
SYMBOL: EAPMP-OZ 18/1115 Apr 55	TELEPHONE: 767
	OFFICIAL TITLE

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

16—58923-4 U. S. GOVERNMENT PRINTING OFFICE

(UNCLASSIFIED) EAPMP-OZ 15576 Cont'd

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.

MESSAGEFORM

25 APR 55

FM COMDR ADC ENT AFB COLO
TO COMDR EADF STEWART AFB NY
INFO COMDR 8TH ADIV MCCLELLAN AFB CALIF
COMDR WADF HAMILTON AFB CALIF
COMDR 551ST AEW&C WG OTIS AFB MASS
ADPRT-O 16619. URMSG EAPMP-OZ 15576, 19 APR 55, AND MYMSG ADPMP-A-ZI 05160. REQ ACTION BE TAKEN TO RSGN THE FOURTEEN (14) OFFS TO 961ST AEW&C SQ, REPORTING IN MAY 1955. YOUR COMD IS RELSD FR FURNISHING REMAINING OFFS AT THIS TIME PNDG A RE-EVALUATION OF THE COMD CAPABILITIES TO FURN ADD PERS.
25/2345Z APR

DISPOSITION FORM

SECURITY CLASSIFICATION (if any)

32

FILE NO.	SUBJECT	
	Manning AEW&C Unit at Otis AFB, Mass	

TO	FROM	DATE	COMMENT NO. 1
EAODO EADVC IN TURN	EAPDP	2 May 55	#1

1. On 3 Feb 55, this headquarters received from Hq ADC a levy of 116 Aircraft Controllers with additional rating as Radar Operator for assignment to 961st AEW&C Squadron, Otis AFB, Mass. Reassignment of these officers was to phased over a period from March to August 1955.

2. We exhausted our source of eligible officers with qualification of both Aircraft Controller and Radar Operator, after 46 officers were applied against above levy. We requested Hq ADC for further advice as to action to be taken.

3. As a result of this request, Hq ADC released this headquarters from furnishing the remaining 70 officers pending a re-evaluation of the command capabilities to furnish additional personnel.

LOCKEE
329

GAFFNEY
494

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

16—54801-3 ☆ U. S. GOVERNMENT PRINTING OFFICE : 1952 O - 986875

DISPOSITION FORM

SECURITY CLASSIFICATION (If any)

FILE NO.

SUBJECT: Manning AEW&C Unit at Otis AFB, Mass

TO: EAOOT

FROM: EAODO

DATE: 5 May 55

COMMENT NO. 1: #2

What is the effect of this action on our control capability commandwide?

SUSPENSE: 12 May 1955

ACAN/286

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

16—54801-3 ☆ U. S. GOVERNMENT PRINTING OFFICE : 1952 O - 986875

DISPOSITION FORM

SECURITY CLASSIFICATION (If any)

FILE NO.

SUBJECT Manning AEW&C Unit at Otis AFB, Mass

TO EAODO FROM EAOOT DATE 11 May 55 COMMENT NO. 1 3

1. The following is a recapitulation of EADF Director status during the past seven months:

MONTH	ASGD	FULLY COMBAT READY	TNG NEED TO BE COMBAT READY		AT ENTRY LEVEL	BELOW ENTRY LEVEL	PERCENT COMBAT READY
			Little	Considerable			
Oct 54	489	96	80	19	226	68	20
Nov 54	486	104	86	23	216	57	21
Dec 54	479	122	81	18	201	57	25
Jan 55	478	128	78	22	200	50	27
Feb 55	476	134	87	17	208	30	28
Mar 55	470	135	76	25	194	40	29
Apr 55	418	135	54	15	193	21	32

2. From the above figures, three facts are evident:

a. There has been a steady decline in the total number of directors assigned to EADF.

b. Up until March 1955, there was a steady increase in the number of EADF combat ready directors.

c. The numbers of directors needing a little or much training to become combat ready has remained relatively constant with a rather sharp decline in April 1955.

d. There has been a steady decline in the number of directors at entry level and below entry level. This decline has been greater in number than the total losses experienced by EADF.

3. Two additional items need to be considered. Normally:

a. Directors at entry level and below entry level are not shipped overseas and seldom used to meet other reassignment commitments:

b. Directors (AFROTC) get upgraded to fully qualified level (1644) prior to release from active duty. However, due to short period of retainability, they are not normally used to meet reassignment commitments, such as overseas or AEW&C program.

4. The above facts indicate that:

DD FORM 1 FEB 50 96 REPLACES NME FORM 96, 1 OCT 48, WHICH MAY BE USED 16—54801-3 ☆ U. S. GOVERNMENT PRINTING OFFICE : 1952 O - 986875

a. Our input from the controllers' school and from overseas returnees is less than our output to overseas commitments, intra-command 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 AEW&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 turn-over 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.

MARSHALL/679 OLDS/600

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

FF15-3:52:elr
A5
Ser 0154

Mar 16 1955

CONFIDENTIAL

From: Commander Eastern Sea Frontier
To: Commander Eastern Air Defense Force
Via: Commander Naval Forces, Eastern Continental Air Defense Command

Subj: Picket vessels while on station; change in operational control of

Ref: (a) OPNAV INST 03020.2 of 17 Aug 1954, Subject: Continental Air Defense Command and Naval Forces, Continental Air Defense Command; establishment of
(b) COMEASTSEAFRON 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 Mar 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. COMNAVFORCONAD in turn directed Commander Naval Forces, Eastern Continental Air Defense Command (COMNAV-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

CONFIDENTIAL

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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
COMNAVFORCONAD
COMDR 26th AIRDIV (DEF)
COMDR 32nd AIRDIV(DEF)

COMNAVEASTCONAD
A5
Serial: 030-55

28 Mar 55

CONFIDENTIAL

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 COMNAVEASTCONAD's Op Plan 1-55 mentioned in paragraph 4 of the basic correspondence has been approved.

/s/t J. D. BLITCH
CAPT., USN

Copy to:
CESF

CONFIDENTIAL

MESSAGEFORM

16 JUN 1955

FM COMEASTSEAFRON
TO CNO

//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 READ: THE CHIEF OF NAVAL OPERATIONS HAS DIRECTED COMMANDER 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 VESSELS WILL BE UNDER THE OPERATIONAL CONTROL OF COMMANDER NAVAL FORCES EASTERN CONTINENTAL AIR DEFENSE COMMAND. 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. TORC 160734Z JUN 60

C-5187

CONFIDENTIAL

CONFIDENTIAL

MESSAGEFORM

17 JUN 1955

FM COM ESF
TO COMSERVLANT

/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 YAGRS WHEN THEY ARE IN TRANSIT TO AND FROM PICKET STATIONS. /CHANGE PARA 3C TO 3D AND INSERT NEW PARA 3C. THE COMMANDANT 1ST NAVAL DISTRICT WILL EXERCISE OPERATIONAL CONTRON OF YAGRS 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

CONFIDENTIAL

SECRET

Excluded from General Declassification Schedule.
NAFD

DOCUMENTS
VOLUME 3

HISTORY
OF
JOINT EASTERN AIR DEFENSE FORCE
AND
EASTERN AIR DEFENSE FORCE

JANUARY–JUNE 1955

RSI Cont No S1529
Excluded from General Declassification Schedule.
NAFD

SECRET

SECRET NAFD

Excluded from General Declassification Schedule.

171

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

EAPMP 8 Apr 55

SUBJECT: (UNCLASSIFIED) Aircrew Manning

TO: All Units

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

Excluded from General Declassification Schedule

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:

Ben D. Moorhead

BEN D. MOORHEAD
Captain, USAF
Assistant Adjutant

2 Encls
1. Pilot Retainability Survey
2. Ltr, HEDEADF, EAPMP, 10 Feb 55, w/1 Ind and 1 Encl

SECRET

PILOT RETAINABILITY SURVEY

ORGANIZATION	ASGD PILOTS 30 Jun 55	RETAINABLE THROUGH 31 Dec 55	30 Jun 56	31 Dec 56	30 Jun 57
F-86D AIRCRAFT					
42d	33	33	20	14	14
62d	30	30	22	14	13
97th	30	28	19	10	10
432d	35	34	18	13	12
456th	23	23	15	9	9
47th	31	28	28	20	20
60th	30	28	25	20	20
13th	33	33	9	9	9
56th	32	32	16	10	10
71st	31	30	21	14	14
86th	26	26	15	10	10
2d	29	25	17	12	12
5th	24	24	13	10	10
75th	24	24	18	10	10
330th	27	23	13	10	9
331st	27	23	11	8	8
539th	27	21	19	9	9
95th	30	30	9	9	9
37th	33	32	15	15	14
49th	30	26	19	13	13
TOTAL	585	553	342	249	235
F-89D AIRCRAFT					
438th	31	29	17	9	9
63d	33	29	22	17	17
82d	35	31	29	15	15
318th	36	28	17	17	17
TOTAL	135	117	85	58	58
F-94C AIRCRAFT					
58th	28	26	16	11	6
437th	36	28	21	14	12
46th	34	33	12	11	11
48th	35	29	23	14	10
96th	32	29	11	8	8
332d	29	25	8	4	4
27th	26	22	13	9	9
TOTAL	220	192	104	71	60

Encl #1

SECRET

EADF S-1953-55

SECRET

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

EAPMP 10 February 1955

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:

Encl #2

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.

FOR THE COMMANDER:

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

2 Encls
1. Analysis of Plt Manning
2. Plt Retainability Survey

SECRET

B/ltr fr EADF, EAPMP Subj: (Secret) Shortage of F-86D Aircrews

ADPRT-0 (10 Feb 55) 1st 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	%MANNED	ELIG FOR SEPR	KNOWN LOSSES	PNDG LOSSES	GAINS	PROJ MANNING %
EADF	740	649	89%	32	11	2	8	83%
CADF	370	329	89%	15	20	8	2	78%
WADF	407	269	66%	2	8	4	39	72%
4750th	13	8	62%	0	0	0	0	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

SECRET

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.

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.

BY ORDER OF THE COMMANDER:

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

PILOT RETAINABILITY SURVEY

ORGANIZATION		ASGD PILOTS	RETAINABLE THROUGH 30 Jun 55	31 Dec 55	30 Jun 56	31 Dec 56
	42d	37	33	33	20	17
	62d	35	31	28	21	13
4						
7	97th	39	36	34	24	14
0	432d	38	34	33	16	10
6	438th	36	34	34	21	10
	456th	26	24	24	17	12
	WING TOTALS	211	192	186	119	76
4	47th	37	32	30	30	22
7	58th	40	38	38	27	22
0	60th	34	29	27	23	19
7	437th	45	37	36	28	19
	WING TOTALS	156	136	131	108	82
	13th	33	32	31	11	10
4	56th	37	31	31	15	10
7	63d	33	30	30	23	18
0	71st	37	32	32	23	17
8	86th	33	28	28	17	11
	WING TOTALS	173	153	152	89	66
	2d	35	31	30	22	16
4	5th	38	30	30	19	15
7	75th	28	26	26	20	13
0	330th	30	25	25	15	12
9	331st	32	26	24	11	8
	539th	35	29	27	25	14
	WING TOTALS	198	167	162	112	78
	46th	44	39	39	17	15
4	48th	36	36	36	28	20
7	95th	36	37	36	14	14
1	96th	42	35	35	15	12
0	332d	37	34	33	18	10
	WING TOTALS	195	181	179	92	71
	27th	35	32	30	21	15
4	37th	40	38	37	20	20
7	49th	31	30	28	21	15
1	82d	36	UNK	UNK	UNK	UNK
1	318th	38	26	26	17	17
	WING TOTALS	180	126	121	79	67
	COMMAND TOTALS	1113	955	931	599	440

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 172

SECRET

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator) HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
SECRET 4 Dec 54	SECRET
PRECEDENCE FOR: ACTION: ROUTINE	INFORMATION
☐ BOOK MESSAGE	☒ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☒ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

TO: COMDR 26 AIR DIV (DEF) ROSLYN AF STA ROSLYN NY

INFO:

(SECRET) EAOOT-OW C-1661. Present sked calls for dlvr of first 11 F-86D acft to 330th Ftr-Intcp Sq and first 16 F-86Ds to 539th Ftr-Intcp Sq in Jan 55. During conversion pd, it is planned to reduce the alert rqr for Stewart AFB to that specified for a single sq base. The 330th and 539th will retain five F-86F acftea to meet this rqr until sqs capable of standing alert in F-86D acft. Desire your comments rltv to the above proposal.

SECRET

SECURITY CLASSIFICATION	PAGE 1 OF 1 PAGES
SECRET	
DRAFTER'S NAME (and signature, when required) MAJ MILLER/mab	RELEASING OFFICER'S SIGNATURE /t/ BEN D. MOORHEAD 1st Lt, USAF
SYMBOL EAOOT-Ow 031000 Dec 54	TELEPHONE 492
	OFFICIAL TITLE Asst Adjutant

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 48, WHICH MAY BE USED.

16-50923-4 U. S. GOVERNMENT PRINTING OFFICE

2474

ROUTING

JOINT MESSAGEFORM

SECRET

COMMUNICATIONS CENTER NO. 173

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator) HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP: 18 Dec 54

SECURITY CLASSIFICATION: SECRET

PRECEDENCE FOR: ACTION: ROUTINE; INFORMATION: ROUTINE

TO: COMDR 26 AIR DIV(DEF) ROSLYN AF STA ROSLYN NY

☐ BOOK MESSAGE ☒ ORIGINAL MESSAGE

☒ MULTIPLE ADDRESS CRYPTOPRECAUTION ☐ YES ☒ NO

REFERS TO MESSAGE: IDENTIFICATION: CLASSIFICATION:

INFO: COMDR ADC ENT AFB COLO SPRINGS COLO

(SECRET) EAOOT-OW C 1129 . Present sked calls for dlvry of first 11 F-86D acft to 330th and first 16 F-86Ds to 539th Ftr-Intcp Sqs in Jan 55. Present alert rqr for Stewart AFB w/b suspd from time pickup notice is received for first F-86D until 60 days after receipt of first acft, prov ident req is met for the area concerned. It is expected that F-86Fs w/b replaced by F-86Ds on a one for one basis until suf F-86Ds have been received to prov adequate flying tng for asgd plts, at which time the remaining F-86Fs w/b trfd. UPD rqr for 330th and 539th Ftr-Intcp Sqs is waived for the 60 day pd folg receipt of the first F-86D. Auth ADC OPORD 3-54. For 26 Air Div (Def), this msg anss your clasd msg 26ADDDO 266, Subj: Alert Rqr, Stewart AFB.

SECRET

SECURITY CLASSIFICATION: SECRET

PAGE 1 OF 1 PAGES

DRAFTER'S NAME (and signature, when required): Maj Guernsey/bb

RELEASING OFFICER'S SIGNATURE: /t/ JOHN L. WARREN, Colonel, USAF

SYMBOL: EAOOT-OW 140945 Dec

TELEPHONE: 772

OFFICIAL TITLE: Adjutant

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

16—58922-4 U. S. GOVERNMENT PRINTING OFFICE

2474

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 174

SECRET

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator) HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
12 Jan 55	CLASSIFIED
PRECEDENCE FOR: ACTION: ROUTINE	INFORMATION: ROUTINE
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

TO: COMDR 26 AIR DIV (DEF) ROSLYN AF STA ROSLYN NY

INFO: COMDR ADC ENT AFB COLO SPRINGS COLO

(SECRET) EAOOT-OW C- 040 . Present alert rqr for Stewart AFB may be suspended from 10 Jan 55 until 10 Mar 55 prov ident rqr is met for the area concerned. UPD rqr for 330th and 539th Ftr-intcp Sqs is waived for the pd 10 Jan 55 to 1 Apr 55.

SECURITY CLASSIFICATION	PAGE	OF	PAGES
CLASSIFIED	1	1	

DRAFTER'S NAME (and signature, when required): Maj Guernsey/mab

RELEASING OFFICER'S SIGNATURE:

SYMBOL	TELEPHONE	OFFICIAL TITLE
EAOOT-OW 101200	Jan 55 492	S 7329

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 48, WHICH MAY BE USED.

SECRET

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ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 175

SECRET

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator) HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP: 1 Mar 55

SECURITY CLASSIFICATION: CLASSIFIED

PRECEDENCE FOR: ACTION: ROUTINE; INFORMATION: ROUTINE

☐ BOOK MESSAGE ☐ ORIGINAL MESSAGE

☐ MULTIPLE ADDRESS CRYPTOPRECAUTION ☐ YES ☐ NO

REFERS TO MESSAGE: IDENTIFICATION: CLASSIFICATION:

TO: COMDR 26 AIR DIV (DEF) ROSLYN AF STA ROSLYN NY

INFO: COMDR ADC ENT AFB COLO SPRINGS COLO

(SECRET) EAOOT-OW C- 292 . Reference your clasd msg 26 ADOOT 0079. Req for Extension of Alert and UPD Stand-down for 330th and 539th FIS is apprd. Subj units will resume Stewart AFB alert commitments and UPD tng on 15 Apr 55.

SECRET

SECURITY CLASSIFICATION: CLASSIFIED

PAGE 1 OF 1 PAGES

DRAFTER'S NAME (and signature, when required): Capt TOLER/mab

RELEASING OFFICER'S SIGNATURE:

SYMBOL: EAOOT-OW 011030

TELEPHONE: Mar 55

OFFICIAL TITLE:

S- 7329

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

16—58923-4 U. S. GOVERNMENT PRINTING OFFICE

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 176

SECRET

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)
HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP: 8 Apr 1955
SECURITY CLASSIFICATION: SECRET
PRECEDENCE FOR: ACTION: ROUTINE; INFORMATION: ROUTINE
☐ BOOK MESSAGE
☒ ORIGINAL MESSAGE
☒ MULTIPLE ADDRESS
CRYPTOPRECAUTION: ☐ YES ☒ NO
REFERS TO MESSAGE:
IDENTIFICATION:
CLASSIFICATION:

TO:
COMDR ADC ENT AFB COLO SPRINGS COLO

INFO:
COMDR 26 AIR DIV (DEF) ROSLYN AF STA
ROSLYN NY

(SECRET) EAOOT-OW C-468. Conversion stand-down for 539th FIS is extended to 15 May 55 due to "Hot Wheels", wea and lag in dlvr sked. 330th FIS will assume alert commitment at Stewart AFB on 15 Apr 55 based on single sq base criteria. For 26th Air Div: This answers your clasd msg 26 ADOOT 0116.

SECRET

SECURITY CLASSIFICATION: SECRET
PAGE 1 OF 1 PAGES

DRAFTER'S NAME (and signature, when required)
CAPT TOLER/mab

RELEASING OFFICER'S SIGNATURE

SYMBOL: EAOOT-OW 071015
TELEPHONE: Apr 55 492
OFFICIAL TITLE

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

c9—16—58923-4 U. S. GOVERNMENT PRINTING OFFICE

S-7319-55

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 177

SECRET

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator) HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP: 8 Dec 54	SECURITY CLASSIFICATION: SECRET
PRECEDENCE FOR: ACTION: ROUTINE	INFORMATION: ROUTINE
☐ BOOK MESSAGE	☒ ORIGINAL MESSAGE
☒ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☒ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

TO: COMDR 30 AIR DIV (DEF) WILLOW RUN AF STA BELLEVILLE MICH

INFO: COMDR ADC ENT AFB COLO SPRINGS COLO

(SECRET) EAOOT-OW C- 1677 . Present sked calls for dlvr of first 10 F-89D acft to 63d Ftr-Intcp Sq in Jan 55. Upon rec of pick-up notice for first F-89D, present alert rqr for Wurtsmith AFB w/b suspended until 60 days after receipt of first acft, provd ident rqr in this area can be met. In the event the Comdr, 30th Air Div (Def), considers it nec to deploy intcps to Wurtsmith to satisfy ident rqrs, req this hq be advised. In order to insure the most efficient conversion to F-89Ds practicable, and in view of the extensive maint and logistic effort required for F-86D acft, no F-86Ds w/b retained by the 63d Ftr-Intcp Sq for daily alert purposes. F-86Ds w/b replaced by F-89Ds on a one-for-one basis. UPD rqrs for 63d Ftr-Intcp Sq are waived upon receipt of pick-up notice for first F-89D until 60 days after receipt of first acft. Auth ADC OPORD 3-54.

SECRET

SECURITY CLASSIFICATION: SECRET	PAGE 1 OF 1 PAGES
DRAFTER'S NAME (and signature, when required): MAJ MILLER/mab	RELEASING OFFICER'S SIGNATURE: /t/ JAMES R. WORLINE, Captain, USAF
SYMBOL: EAOOT-OW 020945	TELEPHONE: Dec 54 492
	OFFICIAL TITLE: Asst Adjutant

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

c9—16—38923-4 U. S. GOVERNMENT PRINTING OFFICE

2474

SECRET

178

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 RQRMT FOR SIXTY THIRD FIS WILL BE 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 EFF RQRD 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 RQRMTS FOR SIXTY THIRD FIS ARE WAIVED UPON RECEIPT OF PICK-UP NOTICE FOR FIRST F-89D UNTIL SIXTY DAYS AFTER RECEIPT OF FIRST ACFT PD ALERT RQRMTS FOR WURTSMITH AFB DURING THE STAND DOWN OF SIXTY THIRD FIS WILL BE MET BY FIS UNDER JURISDICTION OF THE COMDR CMM 4708 ADW PD ALERT RQRMTS 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 102124Z DEC 66

SECRET

2475

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 179

SECRET

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator) HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP: 9 Feb 1955

SECURITY CLASSIFICATION: SECRET

PRECEDENCE FOR: ACTION: ROUTINE INFORMATION:

☐ BOOK MESSAGE ☒ ORIGINAL MESSAGE

☐ MULTIPLE ADDRESS

CRYPTOPRECAUTION ☐ YES ☒ NO

REFERS TO MESSAGE:

IDENTIFICATION: CLASSIFICATION:

TO: COMDR ADC ENT AFB COLO SPRINGS COLO

INFO:

(SECRET) EAOOT-OW C-152. Eff 6 Feb 55, 63d FIS was relieved from alert rqrs during conversion to F-89D acft. 56th FIS deployed 8 acft to Wurtsmith AFB 6 Feb 55 for pd of 30 days to maintain alert commitments and w/b replaced by 13th FIS for next pd of 30 days. Selfridge AFB w/b considered a 1 sq base for alert purposes during deployment of 56th FIS and 13th FIS.

SECRET

SECURITY CLASSIFICATION: SECRET

PAGE 1 OF 1 PAGES

DRAFTER'S NAME (and signature, when required): MAJ GUERNSEY/mab

RELEASING OFFICER'S SIGNATURE:

SYMBOL: 080945 Feb 55

TELEPHONE: 492

OFFICIAL TITLE: 7329

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

e0—16—58923-4 U. S. GOVERNMENT PRINTING OFFICE

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 180

SECRET

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
19 Aug 54	SECRET
PRECEDENCE FOR: ACTION: PRIORITY	INFORMATION: ROUTINE
☐ BOOK MESSAGE	☒ ORIGINAL MESSAGE
☒ MULTIPLE ADDRESS	CRYPTOPRECAUTION: ☐ YES ☒ NO
REFERS TO MESSAGE:	
IDENTIFICATION: EAOOT-TW 26418	CLASSIFICATION: UNCLASSIFIED

TO: 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

INFO: COMDR ADC ENT AFB COLO SPRINGS COLO

(SECRET) EAOOT-OW C-911. Reference our unclassified msg EAOOT-TW 26418 and para 3x (2) (g) Amendment 1 to ADC OPORD 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
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DRAFTER'S NAME (and signature, when required): MAJ MILLER/mab

RELEASING OFFICER'S SIGNATURE

SYMBOL: EAOOT-OW 191500 Aug 54

TELEPHONE: 492

OFFICIAL TITLE

8301

SECRET

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

80—16—58923-4 U. S. GOVERNMENT PRINTING OFFICE

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 181

SECRET

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
1 Apr 55	SECRET
PRECEDENCE FOR: ACTION: ROUTINE	INFORMATION
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

TO: 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

INFO:

(SECRET) EAOOT-OS C- 445 . Ref paras 3x (2) (f) and (g), Amnd 1, to AIC OPOND 3-54. Base alert rqrs during interceptor sq deployment to Yuma or Moody AFBs for rocketry tng are as fols: á. Single sq bases. If the ident function can be met for the area in which the sq normally operates, the base may be relieved of its alert rqrs by the Air Div Comdr eff 24 hrs prior to departure of the first flt of interceptors. Alert rqr will again become eff 24 hrs subq to the rtn of 50% of deployed interceptors. If the ident capability for an area w/b adversely affected as a result of rocketry deployment, the air div comdr concerned will deploy a sufficient nr of interceptors to the base to satisfy the"readiness" and "aval" base alert rqrs. c. Two sq base. The alert rqr may be reduced to that specified for a single sq base by the Air Div Comdr 24 hrs prior to departure of the first flt of interceptors and w/b

SECURITY CLASSIFICATION	PAGE OF PAGES
SECRET	1 2
DRAFTER'S NAME (and signature, when required) SECRET	RELEASING OFFICER'S SIGNATURE
SYMBOL / TELEPHONE	OFFICIAL TITLE

S-6494-55

DD FORM 1 OCT 49 173 REPLACES NME FORM 173. 1 MAY 49. WHICH MAY BE USED.

16—58923-4 U. S. GOVERNMENT PRINTING OFFICE

increased to that specified for a two sq base 24 hrs subq to the rtn of 50% of deployed interceptors. 2. Air div comdrs will advise this hq of alert plans prior to deployment of sqs for rocketry tng. This msg supersedes instrs contained in my clasd msg EAOOT-OW C-911, 19 Aug 54.

CAPT MILLER/mab

EAOOT-OW 011200 Apr 55 492

S-6494-55

SECRET

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 192

CONFIDENTIAL

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator) HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
4 Jan 55	CONFIDENTIAL
PRECEDENCE FOR: ACTION: ROUTINE	INFORMATION: ROUTINE
☐ BOOK MESSAGE	☒ ORIGINAL MESSAGE
☒ MULTIPLE ADDRESS	CRYPTOPRECAUTION: ☐ YES ☒ NO
REFERS TO MESSAGE:	
IDENTIFICATION: ACFOOT-FO 12101	CLASSIFICATION: CONFIDENTIAL

TO: COMDR 32D AIR DIV (DEF) SYRACUSE
AF STA EASTWOOD STA 6
SYRACUSE NY

INFO: COMDR ADC ENT AFB COLO SPRINGS COLO

(CONFIDENTIAL) EAOOT-OW C-007. Ref your msg ACFOOT-FO 12101, 31 Dec 54, pertaining to deployment of 8 F-86D acft of 49th Ftr-Intcp Sq to Burlington for the purpose of provg ident capability for the Burlington area during pd 37th Ftr-Intcp Sq attends rocketry tng at Yuma AFB. Concur w/proposed plan.

SECURITY CLASSIFICATION	PAGE	OF	PAGES
CONFIDENTIAL	1		1

DRAFTER'S NAME (and signature, when required) MAJ GUERNSEY/mab

RELEASING OFFICER'S SIGNATURE

CONFIDENTIAL

SYMBOL: EAOOT-OW 031120

TELEPHONE: Jan 55 492

OFFICIAL TITLE

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

c0—16—58923-4 U. S. GOVERNMENT PRINTING OFFICE

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 183

CONFIDENTIAL

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)
HQ STEWART AFB NEWBURGH NY

DATE-TIME GROUP: 28 Jan 55
SECURITY CLASSIFICATION: CONFIDENTIAL
PRECEDENCE FOR: ACTION: PRIORITY | INFORMATION:
☐ BOOK MESSAGE
☒ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS
CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:
IDENTIFICATION | CLASSIFICATION

TO: COMDR ADC ENT AFB COLO SPRINGS COLO

INFO:

(CONFIDENTIAL) EAOOT-OW C-110. Alert commitments at Otis AFB w/b reduced to those of a single sq base, eff 1700Z hrs, 3 Feb 55, due to deployment of 437th Ftr-Intcp Sq to Moody AFB for rocketry tng.

SECURITY CLASSIFICATION: CONFIDENTIAL
PAGE 1 OF 1 PAGES

DRAFTER'S NAME (and signature, when required)
MAJ GUERNSEY/mab

RELEASING OFFICER'S SIGNATURE

SYMBOL: EAOOT-OW 281345 Jan 55
TELEPHONE: 492

OFFICIAL TITLE

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 48, WHICH MAY BE USED.

69—16—58922-4 U. S. GOVERNMENT PRINTING OFFICE

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 194

SECRET

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator) HQ EADF STEWART AFB NEWBURGH NY

TO: COMDR ADC ENT AFB COLO SPRINGS COLO

INFO:

DATE-TIME GROUP	SECURITY CLASSIFICATION
25 Feb 55	SECRET
PRECEDENCE FOR: ACTION: ROUTINE	INFORMATION
☐ BOOK MESSAGE	☒ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☒ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

(SECRET) EAOOT-OW C-278. Subj: Alert Commitments. Eff 1300Z 4 Mar 55, single sq base active air def alert rqrs as prescribed by ADC OPORD 3-54 w/b assumed by the 5th FIS at McGuire AFB, NJ. This commitment w/b maintained until such time as a min of 50 per cent of the 2d FIS asgnd F-86D acft have rtnd fr wpns tng at Yuma AFB, Ariz.

SECRET

SECURITY CLASSIFICATION	PAGE 1 OF 1 PAGES
SECRET	
DRAFTER'S NAME (and signature, when required) CAPT TOLER/mab	RELEASING OFFICER'S SIGNATURE
SYMBOL EAOOT-OW 251415	TELEPHONE Feb 55 492
	OFFICIAL TITLE

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

e0—16—58023-4 U. S. GOVERNMENT PRINTING OFFICE

7432

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 185

SECRET

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
5 Apr 55	SECRET
PRECEDENCE FOR: ACTION / INFORMATION	ROUTINE
☐ BOOK MESSAGE	☒ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☒ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

TO: COMDR ADC ENT AFB COLO SPRINGS COLO

INFO:

(SECRET) EAOOT-OW C-447. Eight F-86D acft from the 60th Ftr-Intcp Sq w/b deployed to Griffiss AFB for pd 18 Apr - 27 May 55. Purpose is to prov ident capability for the Griffiss area during pd 27th Ftr-Intcp Sq is deployed to Moody AFB for rocketry tng.

SECRET

SECURITY CLASSIFICATION	PAGE	OF	PAGES
SECRET	1	1	

DRAFTER'S NAME (and signature, when required)	RELEASING OFFICER'S SIGNATURE
CAPT TOLER/mab	
SYMBOL / TELEPHONE: EAOOT-OW 011530 Apr 55 492	OFFICIAL TITLE

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

16—58928-4 U. S. GOVERNMENT PRINTING OFFICE

7432

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/ CITE DOTFO 476 PD
EFF 0800 EST CMM 5 APR 55 CMM SELFRIDGE AFB W/B CONSIDERED ONE-SQ
BASE FOR PURPOSE OF ALERT HQRS DURING TEMP DEPLOYMENT OF 56 FIS
TO YUMA PD NORM TWO-SQ BASE ALERT HQRS W/B RESUMED UPON RTN of 56
FIS FROM YUMA CMM BUT NLT 0800 HRS 10 MAY 55 PD.
0816352 APR

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 187

SECRET

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
7 May 55	SECRET
PRECEDENCE FOR: ACTION: ROUTINE	INFORMATION
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

TO:

COMDR ADC ENT AFB COLO SPRINGS COLO

INFO:

(SECRET) EAOOT-OW C- 615 . Ref para 3x(2)(g), ADC OPORD 3-54 as amended. O'Hare Intl Aprt will revert to one sq alert commitment as of 0900, 7 May 55, due to 42d Ftr Intcp Sq deployment to Yuma for dktry tng.

SECURITY CLASSIFICATION	PAGE 1 OF 1 PAGES
SECRET	

DRAFTER'S NAME (and signature, when required)

MAJ JOHN P LOONEY/jss

SECRET

RELEASING OFFICER'S SIGNATURE

Note: Cy made for EAOCP

SYMBOL: EAOOT-OW 070915

TELEPHONE: May 55 772

OFFICIAL TITLE

S-6494-55

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

16—58923-4 U. S. GOVERNMENT PRINTING OFFICE

1732

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 188

SECRET

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
8 Jun 55	SECRET
PRECEDENCE FOR: ACTION: ROUTINE	INFORMATION
☐ BOOK MESSAGE	☒ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☒ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

TO:

COMDR ADC ENT AFB COLO SPRINGS
COLO

INFO:

(SECRET) EAOOT-OW C-762. 97th FIS at Wright Patterson AFB will stand down from alert requirements eff 1700Z, 11 Jun 55. During period of deployment to Yuma, there w/b no alert rqrs for Wright-Patterson AFB. Alert rqrs w/b resumed NLT 1300Z, 21 Jul 55.

SECRET

SECURITY CLASSIFICATION	PAGE 1 OF 1 PAGES
SECRET	

DRAFTER'S NAME (and signature, when required)	RELEASING OFFICER'S SIGNATURE
CAPT TOLER/mab	
SYMBOL: EAOOT-OW 971530	TELEPHONE: Jun 55 492
	OFFICIAL TITLE

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

cg—16—58023-4 U. S. GOVERNMENT PRINTING OFFICE

7432

MESSAGEFORM

18 JUN 1955

FM COMDR 32 AD SYRACUSE AFS NY
TO COMDR 4711 ADW PRESQUE ISLE AFB ME
INFO COMDR EADF STEWART AFB NY
COMDR 517 ADC ETHAN ALLEN AFB VT
COMDR 518 ADC NIAGARA FALLS MUNI APRT NY
COMDR 37 FIS BURLINGTON VT

/CONFIDENTIAL/ CITE ACFOOT-FO 06109 PD
THE 47 FIS WILL DEPLOY TO RKTRY 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 RQRS FOR A SINGLE SQ BASE AT NIAG TO THE MAX DEGREE POSSIBLE WITH THE DEPLOYED DETMENT PD
TORC 181919Z JUN 58

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 190

CONFIDENTIAL

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator) HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
18 Feb 55	CONFIDENTIAL
PRECEDENCE FOR: ACTION: PRIORITY	INFORMATION: PRIORITY
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

TO: COMDR 32D AIR DIV (DEF) SYRACUSE AF STA SYRACUSE 6 NY

INFO: COMDR ADC ENT AFB COLO SPRINGS COLO

(CONFIDENTIAL) EAOOT-OW 230. Ref Proj "Hot Wheels" and your msg ACFOOT-FO 02061, 17 Feb 55. Concur in your planned deployment of 2 F-94 acft fr Otis and 2 F-86 acft fr Westover to Niagara for purpose of meeting 47th FIS alert commitments. Eight turbine wheels which are aval now for pickup at OCAMA are being earmarked for 47th FIS. Expect dlvr at Niagara 19 Feb 55.

SECURITY CLASSIFICATION	PAGE	OF	PAGES
CONFIDENTIAL	1	1	

RELEASING OFFICER'S SIGNATURE

CONFIDENTIAL

DRAFTER'S NAME (and signature, when required) MAJ JOHN P LOONEY/mab

OFFICIAL TITLE

SYMBOL EAOOT-OW 181445 Feb 55 492

TELEPHONE

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

16—58923-4 U. S. GOVERNMENT PRINTING OFFICE

CONFIDENTIAL

191

MESSAGEFORM

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 RQMTS AT BURLINGTON DURING THE DEPLOYMENT OF THE 37 FIS TO YUMA FOR RKTRY TNG.
TORC 191441Z FEB 51

CONFIDENTIAL

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
492

OLDS
600

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 193

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP: 25 Mar 55

SECURITY CLASSIFICATION: UNCLASSIFIED

PRECEDENCE FOR: ACTION / INFORMATION: PRIORITY

☐ BOOK MESSAGE ☐ ORIGINAL MESSAGE

☐ MULTIPLE ADDRESS CRYPTOPRECAUTION ☐ YES ☐ NO

REFERS TO MESSAGE:

IDENTIFICATION | CLASSIFICATION

TO:

COMDR 32D AIR DIV (DEF) SYRACUSE
AF STA SYRACUSE 6 NY

~~XXX~~

(UNCLASSIFIED) EAOOT-TW 11676 . The folg, this hq, is quoted FYI: "EAOOT-TW 11013. This msg in four parts. Part I. Ref fonecon Maj Johansen, Hq ADC; Maj Cummings, 32d Air Div (Def); Capt Adams, 26th Air Div (Def) and Capt Taylor, this hq. This msg confirms change in wpns tng deployment for 318th Ftr Intcp Sq and 332d Ftr Intcp Sq. 332d will deploy Moody AFB during pd 4 Apr-3May 55. 318th Ftr Intcp Sq will deploy Moody AFB pd 22 May-25 Jun 55. Part II, for Comdr ADC. Above change in deployment nec due to numerous engine guide van failures in F-89D acft of 318th Ftr Intcp Sq and programmed runway construction at Presque Isle which will result in closing of North-South runway during six weeks pd 15 May-1 Jul 55. Deployment of 318th in May will greatly alleviate problem of deploying and supporting woth 318th and 82d Ftr Intcp Sqs during pd of runway construction. Part III for Comdr 26th Air Div. Desire you submit airlift rqrs for 332d Ftr Intcp Sq by priority msg direct to Comdr ADC with info this hq. Part IV. This msg amends our msg EAOOT-TW 5277, 5 Feb 55, wpns tng sked."

SECURITY CLASSIFICATION: UNCLASSIFIED

PAGE 1 OF 1 PAGES

DRAFTER'S NAME (and signature, when required)

MAJ RAYMOND JANECZEK/jss

RELEASING OFFICER'S SIGNATURE

SYMBOL

EAOOT-TW 25114 5 Mar 55

TELEPHONE 630

OFFICIAL TITLE

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

80—16—58923-4 U. S. GOVERNMENT PRINTING OFFICE

SECRET

194

MESSAGEFORM

7 May 1955

FM COMDR ADC ENT AFB COLO
TO CINC SAC OFFUTT AFB NEBRASKA
INFO COMDR NADF STEWART AFB NY

//S E C R E T//ADOOT-C 3026. THIS MSG IN TWO PARTS. PART I. RWY RESEALING AND BLAST PAD CONSTRUCTION AT PRESQUE ISLE AFB WILL REQUIRE CLOSING SUBJ BASE TO ALL JETS OPNS FROM 22 MAY TO 30 JUN 55. IN ORDER TO RETAIN AN INTCP AND IDENT CAPABILITY IN THE PRESQUE ISLE AREA. IT IS RQD TO DEPLOY 6 F-89D ACFT FROM PRESQUE ISLE TO LORING AFB DURING THIS CONST PERIOD. PART II: IN ORDER TO PROV A LIMITED AIR DEFENSE CAPABILITY FOR LORING AFB. THE FOLG 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, ACCOMS FOR LINE MAINT PERS AND ADMIN FUNCTIONS (TENTS WOULD BE ACCEPTABLE). COMMS REQUIRED: 3 TPS LOCAL PBX WITH DIR COMMS TO CASWELL ADDC, CON TOWER, WEA STA AND LINE MAINT SECTION. REQ REPLY EARLY POSSIBLE DATE
TOIC 0701112 MAY 60

SECRET

8-6494-55

MESSAGEFORM

16 MAY 55

FM COMDR 32ND AIR DIVISION SYRACUSE AFB SYRACUSE NY
TO COMDR EADF STEWART AFB NEWBURGH 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

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 196

SECRET

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
18 Jun 1955	SECRET
PRECEDENCE FOR: ACTION / INFORMATION	PRIORITY
☐ BOOK MESSAGE	☒ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☒ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

TO:

COMDR 32 AIR DIV (DEF) SYRACUSE
AF STA SYRACUSE 6 NY

INFO:

(SECRET) EAOOT-TW C-807. This msg in 2 parts. Part 1. Ref your unclasd msg ACFOOT-PO 06100, waiver of UPD 10-4 rqrs for 58th FIS and one sq alert commitment at Otis AFB until 15 Jul is apprd. Rqrs as stated in para 3a/1/a ADCR 55-2, 24 Jul 53, w/b complied with. Part 2. As soon as 12 aircrews of the 58th FIS are reptd alert quald and aval, the waivers in Part 1 are cancelled. Otis AFB will then become a two sq alert base.

SECRET

SECURITY CLASSIFICATION	PAGE 1 OF 1 PAGES
SECRET	

DRAFTER'S NAME (and signature, when required)

MAJ JANECZEK/mab

RELEASING OFFICER'S SIGNATURE

SYMBOL

EAOOT-TW 180910 Jun 55

TELEPHONE 630

OFFICIAL TITLE

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

40—16—58923-4 U. S. GOVERNMENT PRINTING OFFICE

S-7319-55

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", "Hot 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 EAMF can do to overcome or speed up any of these projects.

JANECZEK/630 OLDS/600

19 Mar 55 UNCLASSIFIED

HQ EADF STEWART AFB NEWBURGH NY

ROUTINE

COMDR ADC ENT AFB COLO SPRINGS
COLO

ADOOT-C 0964 UNCLASSIFIED

(UNCLASSIFIED) EAOOT-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 at-home 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
EAOOT-TW 171310 Mar 55 630

MESSAGEFORM

Status of Local Rocketry Tng

4 FEB 1955

EAODO EAOOT
EADCG

1. Per your request the following information is submitted concerning the status of pland to conduct local firing.

a. Our request to modify 4713th 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 Moody. 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 dormant 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 flown 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 portion of the Narragansett Bay area near Suffolk could possibly be utilized.

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. BADFR 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 referencr 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

1. GENERAL:

The 437th Fighter-Interceptor Squadron arrived at Moody Air Force Base, 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 success.

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.

2. OPERATIONS:

The largest single problem during this period was in regard to film 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-94C 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 maximum 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 gasoline-driven 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 turn-around 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.

5. COMMUNICATIONS:

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.

6. ARMAMENT:

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.

7. SUPPLY:

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 437th 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

FINAL WEAPONS TRAINING REPORT

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 Wx	46	99	145	16.3%
Sorties Canx due to Maintenance	1	1	2	.2%
Sorties Canx due to no target	3	63	66	7.4%
Sorties Canx due to Other	1	7	8	.9%

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 201

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
29 Dec 54	UNCLASSIFIED
PRECEDENCE FOR: ACTION / INFORMATION	PRIORITY
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

TO:

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

~~INFO:~~ XXXX

(UNCLASSIFIED) EAOOT-TW 42924. This msg in 5 parts. Part 1. Unit wpns tng pds for moody and Yuma are listed in parts 2 and 3 below. Desire you advise this hq NLT 10 Jan 54 designation of sqs to fill spaces allotted your comds. Part 2. Aked for Moody (F-84C or F-89D acft only):

Air Div(Def)	Unit	Deploy	Return
32	437	7 Feb	16 Mar
26	46	15 Mar	21 Apr
32	27	20 Apr	23 May
26		22 May	25 Jun
32		24 Jun	30 Jul

Part 3. Sked for Yuma (F-86D acft only):

Air Div(Def)	Unit	Deploy	Return
32	37	22 Feb	24 Mar
26	331	9 Mar	8 Apr

SECURITY CLASSIFICATION: UNCLASSIFIED | PAGE 1 OF 2 PAGES

DRAFTER'S NAME (and signature, when required)

RELEASING OFFICER'S SIGNATURE

SYMBOL | TELEPHONE | OFFICIAL TITLE

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 48, WHICH MAY BE USED.

o9—16—58923-4 U. S. GOVERNMENT PRINTING OFFICE

PRIORITY

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 tng 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 adhered 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. Sqs w/b lmtd to two (2) loads of eqp at 30,000 lbs each, 200 amn at Yuma and 150 amn at Moody until adequate hsg is aval. Part 5. EADF OPLAN 6-53 being amndd to incl above info.

Capt Taylor/bb

EAOOT-TW 291050 Dec 796

4 Jan 55 UNCLASSIFIED

HQ EADF STEWART AFB, NEWBURGH, NY PRIORITY PRIORITY

CONDR 4709TH ADEF WG McGUIRE
AFB TRENTON NJ

COMDR ADC ENT AFB COLO SPRINGS COLO
COMDR 26TH ADIV (DEF) ROSLYN AFS ROSLYN NY
COMDR 519TH ADG SUFFOLD CO AFB WESTHAMPTON BEACH LI NY

(Unclassified) EAMAC-ACD 43522 . Fol msg fr hq ADC, 23 Dec 54, 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 rqst procedures as acft are rept 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 subq to sn 51-13511. Pickup and dlvr instr for these acft will be issued under normal crew rqst procedures. Units that rels these acft to proj Hop Up will

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 rqst USAF to provide these acft fr new pdn or fr other sources outside of ADC. Anticipate this rqst to rec favorable consideration at USAF. However, if USAF is unable to fill this rqmt, instr will be issued rqr 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. 4. 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.

HQ EADF STEWART AFB NEWBURGH NY

UNCLASSIFIED

PRIORITY 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 fly-away 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-94C 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.

UNCLASSIFIED 3 3

CWO WILLIAM P RYAN/fpw

EAMAC-ACD/3/1500 Jan 55 763

MESSAGEFORM
Rocketry Training Schedule

EADCG (Capt Smith) EACOT 8 JAN 1955
EAMAC-ARS
EACBA
EACSM

Following is the firm rocketry training schedule for the dates indicated:

Moody

Air Div (Def)	Unit	Deploy	Return
32d	437th FIS	7 Feb	16 Mar
26th	46th FIS	15 Mar	21 Apr
32d	318th FIS	4 Apr	8 May
32D	27th FIS	20 Apr	23 May
26th	332d FIS	22 May	25 Jun

Yuma

Air Div (Def)	Unit	Deploy	Return
32d	37th FIS	22 Feb	24 Mar
26th	331st FIS	9 Mar	8 Apr
30th	56th FIS	7 Apr	8 May
30th	71st FIS	7 May	3 Jun
26th	2d FIS	26 May	23 Jun
30th	97th FIS	15 Jun	14 Jul
32d	47th FIS	30 Jun	38 Jul

TAYLOR/796 OLDS/600

8 Jan 55 UNCLASSIFIED

HQ EADF STEWART AFB NEWBURGH NY

PRIORITY

COMDR 32D AIR DIV (DEF) SYRACUSE
AF STA SYRACUSE 6 NY

(UNCLASSIFIED) EAOOT-TW 574 . My msg EAOOT-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-Intcp Sq will deploy Moody on above dates.

UNCLASSIFIED 1 1

Maj Janeczek/mab

EAOOT-TW 081030 Jan 55 772

8 Jan 55 UNCLASSIFIED

HQ EADF STEWART AFB NEWBURGH NY ROUTINE

COMDR ADC ENT AFB COLO SPRINGS
COLO

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) EAOOT-TW 378. Urmsg ADOOT-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-Intcp Sq	7 Feb	16 Mar
26th	46th Ftr-Intcp Sq	15 Mar	21 Apr
32d	318th Ftr-Intcp Sq	4 Apr	8 May
32d	27th Ftr-Intcp Sq	20 Apr	23 May
26th	332d Ftr-Intcp Sq	22 May	25 Jun

HQ EADF STEWART AFB NEWBURGH NY

UNCLASSIFIED

ROUTINE

Yuma

Air Div(Def)	Unit	Deploy	Return
32d	37th Ftr-Intcp Sq	22 Feb	24 Mar
26th	331st Ftr-Intcp Sq	9 Mar	8 Apr
30th	26th Ftr-Intcp Sq	7 Apr	8 May
30th	71st Ftr-Intcp Sq	7 May	3 Jun
26th	2d Ftr -Intcp Sq	26 May	23 Jun
30th	97th Ftr-Intcp Sq	15 Jun	14 Jul
32d	47th Ftr-Intcp Sq	30 Jun	28 Jul

UNCLASSIFIED 2 2

Capt Taylor/bb

EAOOT-TW 071330 Jan 796

4 Feb 55 UNCLASSIFIED

HQ EADF STEWART AFB NEWBURGH NY ROUTINE

COMDR AIC 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
XXXX COMDR 32D AIR DIV (DEF) SYRACUSE
AF STA SYRACUSE 6 NY

INFO: 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

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

UNCLASSIFIED 1 2

UNCLASSIFIED

HQ EADF STEWART AFB NEWBURGH 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
30th	97th	15 Jun	14 Jul
32d	47th	30 Jun	28 Jul

Part II. For Comdr, ADC. This amends our msg EAOOT-TW 578, 6 Jan 55, and anss your classified msg ADCOT-C 0201, 28 Jan 55.

UNCLASSIFIED 2 2

MAJ WILLIAM D TAYLOR JR/jas

EAOOT-TW 031518 Feb 55 630

14 Feb 55 UNCLASSIFIED

HQ EADF STEWART AFB NEWBURGH NY ROUTINE ROUTINE

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

INFO:

COMDR ADC ENT AFB COLO SPRINGS COLO
COMDR 4750 TNG WG (WPNS) YUMA CTY APRT YUMA ARIZ
COMDR 4756 TNG OP (WPNS) MOODY AFB VALDOSTA GA

(UNCLASSIFIED) EAOOT-TS 4845. This msg in 2 parts. Part 1. Subj is revised sked for con proficiency tng at Wpns Employment Cens. This msg supersedes sked estbd by our msgs EAOOT-TS 43525 and EAOOT-TS 2909, (our msg EAOOT-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:

Old Reptg Dt	New Reptg Dt	26th AD	30th AD	32d AD
20 Feb 55	(no change)			3
7 Mar 55	(10 Mar 55)	3		
21 Mar 55	(24 Mar 55)		1	1
5 Apr 55	(7 Apr 55)		3	

Hq EADF STEWART AFB NEWBURGH NY

UNCLASSIFIED

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		

b. 4756th Tng Op (Wpns, Moody AFB, Valdosta, Ga. No change in retg dts.

Reptg Dt	26th AD	30th AD	32d AD
31 Mar 55			3
18 Apr 55			3
5 May 55		3	
19 May 55	3		

Part 2. For Comdr ADC. Above sked reflects changes in reptg dts for con proficiency course at Yuma IAW your msg ADOOT-C 06000.

UNCLASSIFIED 2 2

MAJ MARSHALL/mab

EAOOT-TS 111630 354

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 208

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
21 May 55	UNCLASSIFIED
PRECEDENCE FOR: ACTION: ROUTINE	INFORMATION: ROUTINE
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

TO:

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

~~UCC~~

INFO:

COMDR 35TH AIR DIV (DEF) DOBBINS AFB MARIETTA GA

(UNCLASSIFIED) EAOOT-TW 21003 . Tng pd dates for the remainder of 55 asg to each air div (def) for unit rktry tng at Yuma Cty Aprt and Moody AFB is as fols:

Yuma (F-86D)

Arr	Rtn	Air Div (Def)
14 Jul	11 Aug	26th
28 Jul	25 Aug	30th
20 Oct	17 Nov	26th
3 Nov	1 Dec	30th
17 Nov	15 Dec	32d

SECURITY CLASSIFICATION	PAGE OF PAGES
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DRAFTER'S NAME (and signature, when required) | RELEASING OFFICER'S SIGNATURE

SYMBOL | TELEPHONE | OFFICIAL TITLE

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

e9—16—58923-4 U. S. GOVERNMENT PRINTING OFFICE

HQ EADF STEWART AFB NEWBURGH NY UNCLASSIFIED

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 hq EPD unit dsg to utilize the above tng pds.

UNCLASSIFIED 2 2

MAJ RAYMOND JANECZEK/jss

EAOOT-TW 210945 May 55 630

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 209

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
1 Jun 55	UNCLASSIFIED

PRECEDENCE FOR:	ACTION	INFORMATION
	PRIORITY	

☐ BOOK MESSAGE ☐ ORIGINAL MESSAGE

☐ MULTIPLE ADDRESS CRYPTOPRECAUTION ☐ YES ☐ NO

REFERS TO MESSAGE:

IDENTIFICATION	CLASSIFICATION

TO:

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
COMDR 35TH AIR DIV (DEF) DOBBINS AFB MARIETTA GA

~~INFO:~~ XXXX

(UNCLASSIFIED) EAOOT-TW 22369 . This msg in four parts. Part I. Folg is revised sked for unit rktry tng. Auth is ADC msg ADOOT-C 21686, 28 May 55. Reference my msg EAOOT-TW 21003, 21 May 55, additional quotas and changes are: Yuma add 8 Oct - 3 Nov for 35th Air Div; add 24 Nov - 22 Dec for 32d Air Div; add 2 Jan - 31 Jan for 30th Air Div. Moody, add 15 Dec - 29 Jan for 26th Air Div; change 32d Air Div quota from 9 Nov - 18 Dec to 19 Sep - 23 Oct; 9 Nov to 18 Dec quota is deleted. Part II. All officers and amn of units conducting tng during Christmas holidays at Yuma or Moody w/b airlifted from Wpns Empl Cen to home sta on or about 23 Dec 55. They will rtn to respective 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 one rktry team to Yuma to prep for USAF rktry meet 3 thru 7 Oct 55. Each deployed team will consist of 6 aircrews and 2 controllers selected from same air div as

SECURITY CLASSIFICATION	PAGE 1 OF 2 PAGES
UNCLASSIFIED	

DRAFTER'S NAME (and signature, when required)	RELEASING OFFICER'S SIGNATURE

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DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49. WHICH MAY BE USED.

o9—16—58923-4 U. S. GOVERNMENT PRINTING OFFICE

aircrews. Each team w/b auth suppl elm of 40 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 hq EPD unit dsg to utilize the above tng pds.

MAJ RAYMOND JANECZEK/jss

EAOOT-TW 010915 Jun 55 630

MESSAGEFORM

24 JUN '55

FM COMDR ADC ENT AFB COLO
TO COMDR EADF STEWART AFB NY
COMDR WADF HAMILTON AFB CALIF
COMDR CADF GRANDVIEW 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 EA AIR DEF FORCE FOR UNIT ROCKETRY TNG AT YUMA CO APRT AND MOODY AFB ARE AS FOLS:

EDAF TO YUMA		CADF TO YUMA		WADF TO YUMA	
ARR	RTN	ARR	RTN	ARR	RTN
14 JUL	10 AUG	7 Jul	4 AUG	27 OCT	24 Nov
10 OCT	3 NOV	13 OCT	10 NOV	24 NOV	22 DEC
				1 DEC	22 DEC
20 OCT	17 NOV	10 NOV	8 DEC	15 DEC	23 JAN
3 NOV	1 DEC	8 DEC	16 JAN		
17 NOV	15 DEC				
2 JAN	31 JAN 56				

EADF TO MOODY		CALF TO MOODY		WADF TO MOODY	
ARR	RTN	ARR	RTN	ARR	RTN
29 JUL	2 SEP	16 AUG	20 SEP	13 JUL	17 AUG

DUE TO RECENT DECISION BY ATC, F-89 OPNS AT MOODY AFB W/B REDUCED. DEF FORCES WILL DEPLOY ONLY F-94C EQPD UNITS TO MOODY DURING 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 TNG DURING CHRISTMAS HOLIDAYS AT YUMA OR MOODY W/B AIRLIFTED FR THE WPNS EMPL CEN TO THEIR HOME STAS O/A 23 DEC 55. THEY WILL RTN TO THEIR RESPECTIVE WPNS EMPL CEN TO COMPL ROCKETRY TNG O/A 2 JAN 46. PART 3. (A) EA DEF FORCE WILL DEPLOY FOUR ROCKETRY TEAMS TO YUMA [redacted] FOR SHOOT-OFF AND D F FORCE TEAM SELECTION. TEAMS TO ARR AT YUMA NLT 1700 HRS, 10 AUG 55. SHOOT-OFFS W/B CONDUCTED THRU THE 23D AUG 55. DEF FORCE TEAM W/B SELECTED BY 1800 HRS 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 YUMA 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

28 Jun 55 UNCLASSIFIED

HQ EADF STEWART AFB NEWBURGH NY

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
XXXXX COMDR 35TH AIR DIV (DEF) DOBBINS
AFB MARIETTA GA

INFO:

(UNCLASSIFIED) EAOOT-TW 26756 . This msg in five parts. Part 1. Folg is final revised rktry deploy sked for Yuma/Moody. Auth this msg ADC msg ADOOT-C 25764, 24 Jun 55. Msgs EAOOT-TW 21003, 21 May 55, and EAOOT-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

UNCLASSIFIED 1 3

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 amn 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 wpn 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 EADF team selection. Teams to arr Yuma NLT 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 Wpns 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

HQ EADF STEWART AFB NEWBURGH NY UNCLASSIFIED

PRIORITY

shoot-off pd, dates for VIP and observer rqrs w/b subm by individual name direct to Comdr, 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 rqrd ASAP by Yuma to complete planning for log support.

UNCLASSIFIED 3 3

CAPT WILLIAM D. TAYLOR/jss

EAOOT-TW 280959 Jun 55 630

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

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 organizations 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-N6 GSAP camera equipped with a Kodak Portra-Lens, 2/ 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)

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 Encls: (Except 4710th-DW
1. 2 drawings (3 cys)
2. Graph (3cys)
3. Bill of Material (3 cys)

JAMES C. MEREDITH
1st Lt., USAF
Assistant Adjutant

MESSAGEFORM

4 Mar 1955

FM COMDR 5TH FIS MCGUIRE AFB TRENTON NJ
TO COMDR EADF STEWART AFB NEWBURGH NY

/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 RECORDING CAMERAS ARE UNDER PROD AT BASE SHOPS WITH AN
EST DATE OF DELIVERY SOMETIME IN MAR PD UNIT PROF AVERAGE INCLUDING
0 RUNS IS 68.4 PD THESE ARE NOT INCLUDED IN PAR 5 PD END
04/1955Z MAR JEPME

214

11 Mar 55 UNCLASSIFIED

HQ EADF STEWART AFB NEWBURGH NY ROUTINE

COMDR ADC ENT AFB COLO SPRINGS COLO

(UNCLASSIFIED) EAOOT-TS 9655 . Info aval this hq indicates F-89D scope recorder hits are aval at Ogden Air depot. T.O. 1F-890-221, 4 Feb 55, is abblicable T.O. for installation of recorders. Req comd authority for requisitioning kits by EADF-89D equipped units.

UNCLASSIFIED 1 1

MAJ RAYMOND JANECZEK/jss

EAOOT-TW 111628 Mar 55 630

MESSAGEFORM

22 Mar 1955

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

ADMAC-1C 11420. URMSG EAOOT-TW 9655, 14 MAR. SUBJ: SCOPE RECORDER KITS FOR F-89D ACFT TO 1F-89D-221. INFO FROM OOAMA INDICATES 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 FEASIBLe TO INSTL THE SCOPE REC KIT IN VIEW OF THE TIME FACTOR. IT WOULD RQR ABOUT 6 MONTHS TO PRO THE NEC KITS AND THE RADAR INSTL SHOULD BE AVAL IN ABOUT ONE YEAR. SUGGEST YOU FABRICATE SCOPE RECORDER MOUNTS IAW DRAWINGS FURN YOUR HQ BY LTR OF TRANSMITTAL ADMAC-5 THIS HQ DATED 17 JAN.
15/1839Z MAR JEDEN

Flying Tng Utilizing Scope Recorders as of 3d Qtr 55

EAODO EAOOT 16 MAY 1955

	Sorties Flown	Rqr to Date	% Accomp	Nr Recorders	Nr Units	Recorders per unit
26th Air Div	4272	4122	103.7	87	11	8
4709th	1293	1664	77.6	24	6	4
4710th	2979	2458	121.2	63	5	12.6

Two units recently activated (F-86D). Suffold County has trouble making recorders.

30th Air Div	3202	3965	80.8	57	11	5.2
4706th	1514	2117	71.5	37	6	6.2
4708th	1688	1848	91.4	20	5	4

One unit recently activated (F-86D). One unit converted 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	6.7
4711th	593	1297	45.7	13	5	2.6

Griffis, Niagara and Bangor having trouble producing recorders. 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 rocket firing. Has recently held division meet. Utilizes B-26 tow. Scope recorder sorties info is as follows: Flown-645, Rqr-1275, % accom-50.6, Nr Recorders-30, Nr Units-3, Recorders/unit-10.

JANECZEK/630 OLDS/600

4 Jan 55 UNCLASSIFIED

HQ EADF STEWART AFB NEWBURGH NY 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
XXXX
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:

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) EAOOT-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 rqrs for construction of scope mounts is reduced to 50 rpt 50 percent of asgd acft. Part 2. Desire Comdr 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.

UNCLASSIFIED 1 1

Capt Taylor/bb

EAOOT-TW 4 Jan 55 796

BRIEF FOR CORRESPONDENCE

To _____ From EAOOT 4 Jan 55
Date

1. The attached correspondence subject: SCOPE RECORDERS
is forwarded.

a. Background SEE ATTACHED LETTER
REQUEST RETURN FOR FILES. THIS DIRECTORATE
IS OF THE OPINION THAT ONE RECORDER PER
2 AIRCRAFT IS SUFFICIENT TO ACCOMPLISH REQUIRED TRAINING.

Previous co-ordination

W.D. TAYLOR
796

Modification of NADAR II (QOR)

EAMDM EAOOT 20 APR 1955
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 4c, 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

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 OLDS/600

1 Encl
n/c

22 Apr 55 UNCLASSIFIED

HQ EADF STEWART AFB NEWBURGH NY ROUTINE ROUTINE

COMDR 35TH ADIV (DEF) DOBBINS AFB
MARIETTA GA

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

(UNCLASSIFIED) EAOOT-OS 16344. In reply to verbal req of Capt Bokrick, your hq, 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.

UNCLASSIFIED 1 1

Captain Lewis/leh

EAOOT-OS 21039 Apr 1955 8207

MESSAGEFORM

20 May 55

FM COMDR ADC ENT AFB COLO
TO COFS HQ USAF WASH DC
INFO COMDR EADF STEWART AFB NY
COMDR WADF HAMILTON AFB 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/O-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 EQP. 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). NADAR 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 RQR 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 1060, SUBJ: NADAR RQR DTD 5 MAY 53 AND
SUCCEEDING CORR; CONF 11 JUN 54, DIR OF RQR, HQ USAF ATTENDED BY REPS
THIS HQ AND ATC. RECORDING OF ANTENNA AZIMUTH POSIT HAS BEEN A CON-
SISTENTLY STATED RQR OF THIS COMD. PART III. REF PART VI APGC MSG
CITED. CONCUR WITH PARA (1) EXCEPT AS FOL: (A) STATE OF THE ART AND
FORESEEABLE DEV PROGRESS PRECLUDE RECORDING VIDEO (SEARCH PHASE) ON
TAPE, THUS SUBJ RQR CANNOT BE FULFILLED IN FORESEEABLE FUTURE AND WILL
DELAY DLVRY OF AN ACPT NADAR TO THIS COMD (B) "EIGHTBALL" MOD TO FCS
TO DIFFERENTIATE BTWN FIRING AND PULL OUT SIG WILL FILL RQR 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, SUBJ: REQ FOR CLASS IV MOD, OF 19 APR TO HQ (AMC)

(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 RQR 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 RQR FOR RECORDING VIDEO FREQ ASSOC WITH SEARCH PHASE, TGT BLIP, CHAFF AND ECM, WHEN STATE OF THE ART PERMITS, IS REITERATED. REQ EXCEPTIONAL ACT TO CORRECT MAJ DEFICIENCIES OF NADAR CITED IN PART I ABOVE.
TORC 210149Z MAY

CONFIDENTIAL

15 Jun 55 UNCLASSIFIED

HQ EADF STEWART AFB NEWBURGH NY

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
XXXXX COMDR 35TH AIR DIV (DEF) DOBBINS AFB
MARIETTA GA

INFO:

(UNCLASSIFIED) EAOOT-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 comd. Reference is made to my ltr, 17 Nov 54, EAOOT-TW, Subj: (Unclassified) EADF Airborne Wpns Tng Program, and ltr, 19 May 1955, EAOOT-TW, Subj:(Unclassified) Wpns Tng. I expect each comdr 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 comdrs 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

calibre of unit tng achieved at Yuma/Moody but I consider at home tng essential in order to maintain unit proficience at high level between intensified rktry tng pds at the wpns 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 USAF 55 Rktry Meet 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 Comdr 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 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 EADF wg and div shoot-offs be conducted under

HQ EADF STEWART AFB NEWBURGH NY UNCLASSIFIED

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

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 222

SECRET

2 JUL 54

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
	SECRET
PRECEDENCE FOR: ACTION: PRIORITY	INFORMATION: PRIORITY
☐ BOOK MESSAGE	☒ ORIGINAL MESSAGE
☒ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☒ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

TO:

COMDR 4706TH DEF WG O'HARE INTL APRT
PARK RIDGE ILL
COMDR 30TH ADIV (DEF) WILLOW RUN AF
STA BELLEVILLE MICH

INFO:

COMDR ADC ENT AFB COLO SPRINGS COLO
COMDR 4750TH TNG WG YUMA CTY APRT YUMA ARIZ
COMDR 62D FTR INTCP SQ O'HARE INTL APRT PARK RIDGE ILL

(SECRET) EAOOT-TW C- 705 . This msg in 2 parts. Part 1. Ref msgs this hq EAOOT-TW 18469 and EAOOT-SS 20248. Hq ADC has advised that TAC airlift supt will not be aval for deployment of 62d Ftr-Intcp 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 skedd to commence 14 July 54. Ref part II EAOOT-SS 20248, only two cargo type acft w/b furndd by 30th Air Div to transport 15 pers and 13,000 lbs cargo. Acft should be dispatched to arrive Yuma not earlier than 13 July or NLT 16 July 54. Part II. Participation by 62d Ftr-Intcp Sq in Exercise Check Point w/b at discretion of Comdr 4706th Def Wg to permit meeting arrival date of UE acft specified in Part 1 above. This msg may be downgraded to Unclassified upon the termination of Exercise Check Point.

SECURITY CLASSIFICATION	PAGE OF PAGES
SECRET	1 1

DRAFTER'S NAME (and signature, when required)

t/ CAPT W.D. TAYLOR

RELEASING OFFICER'S SIGNATURE

t/

SYMBOL

EAOOT-TW 021440 July

TELEPHONE

630

OFFICIAL TITLE

8284

SECRET

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 48 WHICH MAY BE USED.

e0—16—58923-4 U. S. GOVERNMENT PRINTING OFFICE

MESSAGEFORM

Airlift Requirements

EAMDM EAOOT 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.

OLDS
600

Info cys to: Ops Spt Div
Tng Div
EAODO

11 May 55 UNCLASSIFIED

HQ EADF STEWART AFB NEWBURGH NY PRIORITY ROUTINE

COMDR ADC ENT AFB COLO SPRINGS
COLO

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
COMDR 35TH ADIV (DEF) DOBBINS AFB MARIETTA GA

(UNCLASSIFIED) EAOOT-SM 19766. This msg in 4 parts. Part I: Review of the weapons tng deployment sked for ftr units deploying to and returning fr rocketry 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 A/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 Intcp Sq from Presque Isle, Me to Moody AFB, Ga.

23 May - 27th Ftr Intcp Sq from Moody AFB to Griffiss AFB, NY

3 Jun - 42d Ftr Intcp Sq from Yuma, Ariz to O'Hare AFB, Ill.

25 Jun - 97th Ftr Intcp Sq from Wright Patterson AFB to Yuma, Ariz.

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HQ EADF STEWART AFB NEWBURGH NY UNCLASSIFIED

PRIORITY ROUTINE

25 Jun - 318th Ftr Intcp Sq from Moody AFB to Presque Isle AFB, Me.

7 Jul - 469th Ftr Intcp Sq from Yuma, Ariz to McGhee-Tyson Aprt, Tenn.

28 Jul - 47th Ftr Intcp 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 Intcp Sq from Yuma, Ariz to McGhee-Tyson Aprt, Tenn.

26 May - 75th Ftr Intcp Sq from Suffolk Co AFB, Ny to Yuma, Ariz.

8 Jun - 469th Ftr Intcp Sq from McGhee-Tyson Aprt, Tenn to Yuma, Ariz.

23 Jun - 75th Ftr Intcp Sq from Yuma, Ariz to Suffolk Co AFB, NY

30 Jun - 47th Ftr Intcp Sq from Niagara Falls, NY to Yuma, Ariz.

14 Jul 0 97th Ftr Intcp Sq from Yuma, Ariz to Wright Patterson AFB, Ohio.

Part II: Req supply of A/L supp for 75th Ftr Intcp Sq fr Suffolk Co AFB, NY to Yuma Co Aprt, Ariz. The folg info is submitted: a. 75th Ftr Intcp Sq. B. Req 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

HQ EADF STEWART AFB NEWBURGH NY UNCLASSIFIED

PRIORITY ROUTINE

is T.V. Ruechler, tel ext 423. Contact for off-loading at Yuma is 1st Lt F.E. Beams, Base Oprs. Part III: Req supply of A/L supp for 460th Ftr Intcp Sq fr Yuma, Ariz to McGhee-Tyson Aprt, Tenn. The folg info is submitted: a. 460th Ftr Intcp Sq. b. Req supply A/L supp of 260th Ftr Intcp Sq be 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 Yuma is Capt Weinard, 460th Ftr Intcp Sq, Base Oprs. Off-loading contact at McGhee-Tyson is Lt Moore, ext 284. Part IV: Req supply of A/L for 269th Ftr Intcp Sq fr McGhee-Tyson Aprt, Tenn to Yuma Co Aprt, Ariz. The folg info is submitted; a. 469th Ftr Intcp Sq. b. Req 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 McGhee-Tyson for on-loading is Capt Albert L. Brooks, ext 203. Off-loading contact at Yuma, Maj Robert D. McKee, Base Oprs.

UNCLASSIFIED 3 3

Capt Demers/bas

EAOOT-SM 101685 May 55 680

20 May 55 UNCLASSIFIED

HQ EADF STEWART AFB NEWBURGH NY PRIORITY PRIORITY

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
XXXX STA SYRACUSE 6 NY
COMDR 35TH ADIV (DEF) DOBBINS AFB
MARIETTA GA

INFO:

COMDR 4706TH AIR DEF WG O'HARE INTNL APRT PARK RIDGE ILL
COMDR 4707TH AIR DEF WG OTIS AFB FALMOUTH MASS
COMDR 4708TH AIR DEF WG SELFRIDGE AFB MT CLEMENS MICH
COMDR 4709TH AIR DEF WG McGUIRE AFB TRENTON NJ
COMDR 4710TH AIR DEF WG NEWCASTLE COUNTY APRT WILMINGTON DEL
COMDR 4711TH AIR DEF WG PRESQUE ISLE AFB PRESQUE ISLE ME
COMDR 500TH AIR DEF GP GREATER PITTSBURGH APRT CORAOPOLIS PA
COMDR 501ST AIR DEF GP O'HARE INTNL APRT PARK RIDGE ILL
COMDR 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 NY
COMDR 519TH AIR DEF GP SUFFOLK COUNTY AFB WESTHAMPTON BEACH, LI NY
COMDR 520TH AIR DEF GP TRUAX FLD MADISON WISC
COMDR 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 GP OTIS AFB FALMOUTH MASS
COMDR 575TH AIR DEF GP SELFRIDGE AFB MT CLEMENS MICH
COMDR 4700TH AIR DEF GP STEWART AFB NEWBURGH NY (COURIER)
COMDR 444TH FTR INTCP SQ CHARLESTON AFB SO CAROLINA
COMDR 416TH FTR INTCP SQ YUMA CO APRT YUMA ARIZ
COMDR 318TH FTR INTCP SQ PRESQUE ISLE AFB PRESQUE ISLE ME
COMDR 27TH FTR INTCP SQ MOODY AFB GEORGIA
COMDR 75TH FTR INTCP SQ SUFFOLK CO AFB WESTHAMPTON BEACH LI NY
COMDR 42D FTR INTCP SQ YUMA CO APRT YUMA ARIZ

UNCLASSIFIED 1 5

INFO:(Cont'd)
COMDR 469TH FTR INTCP SQ McGHEE TYSON APRT KNOXVILLE TENN
COMDR 97TH FTR INTCP SQ WRIGHT PATTERSON AFB OHIO
COMDR 47TH FTR INTCP SQ NIAGARA FALLS MUNI APRT N.Y.

(UNCLASSIFIED) EAOOT-SS 30816 . This is EADF OPORD 21-55.

TASK FORCE:	COMMANDER:
26th ADiv (Def)	B/Gen James W. McCauley
30th ADiv (Def)	B/Gen Edwin L. Tucker
32nd 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 msn as directed by this hq.

(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:

(1) Code name for this msn w/b "All Out". Specific airlift msns 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-47 and C-119 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-47 and C-119 acft w/b in commission.

(c) Number of air crews aval.

(3) Maintenance pers at all echelons must be impressed with the urgency of this msn 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 msn and be prepared to fly as nec to insure its accomplishment. At discretion of comdrs, additional crews may be carried as nec.

(5) This hq w/b notified immed of any C-47 or C-119 acft flown in supp of this msn; info will include cargo and/or pax A/Ld.

(6) This msn 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 msn.

(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.

Capt H.T. Annis

EAOOT-SS 20 May 55 584

26 Jan 55 UNCLASSIFIED

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 BELLEVELLE MICH
COMDR 32D AIR DIV (DEF) SYRACUSE
AF STA SYRACUSE 6 NY

INFO:

(UNCLASSIFIED) EAOOT-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 for hgrs. 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 rqrd for ranges curr being used within safe operating lmts. Any change in wpns 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

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 EAOOT-TW 25411, 6 Aug 54, w/b rqrd before live firing.

MAJ RAYMOND JANDCZEK/jss

EAOOT-TW 630

MESSAGEFORM

20 JAN 1955

FM HQ 32D AD D SYRACUSE AFS SYRACUSE 6 NY

TO EADF STEWART AFB NEWBURGH NY

/UNCLASSIFIED/ACFOOT-FO 01067. REQ HAS BEEN RECEIVED FROM THE 4711TH ADW FOR AUTHORITY TO CONDUCT AIR-TO-AIR ROCKETRY 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 AFB.

20/2114Z JAN

2 Mar 55 UNCLASSIFIED

HQ EADF STEWART AFB NEWBURGH NY ROUTINE ROUTINE

COMDR FIRST AF MITCHELL AFB NY

COMDR 32D AIR DIV (DEF) SYRACUSE AF STA SYRACUSE 6 NY

(UNCLASSIFIED) EAOOT-SF 8105 . Req permission for the 27th Ftr-Intcp 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-to-ground rkt firing to ck armt systems. Req reply dir to 27th Ftr-Intcp Sq, info copy to this hq, Hq 32d Air Div (Def) and 4711th Air Def Wg.

UNCLASSIFIED 1 1

Capt A. P. Wildern/pec

EAOOT-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

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 JEPQW

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 4707th 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 Otis sans 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 sent to Comdrs, 30th, 32d, and 35th ADivs]

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 EADF organizations is a prime responsibility of this and the air division (defense) headquarters.

MESSAGEFORM

9 Mar 1955

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

ADCOT-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 PRIM MSN.
09/2249Z MAR JEDEN

30 Mar 55 UNCLASSIFIED

HQ EADF STEWART AFB NEWBURGH NY ROUTINE

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

XXXX

INFO:

(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.

UNCLASSIFIED 1 1

Capt Annis/bas

EAOOT-SS 301040 Mar 55 584

HQ EADF STEWART AFB NEWBURGH NY 5 Apr 55 UNCLASSIFIED

ROUTINE

COMDR 32D ADIV (DEF) SYRACUSE AF
STA SYRACUSE 6 NY

(UNCLASSIFIED) EAOOT-S 13832. Ref 1st Ind your hq, OPR, undated to ltr, this hq, EAOOT-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 1 1

Lt Col Dutrack/bas

EAOOT-S 051000 Apr 55 584

MESSAGEFORM

7 Feb 1955

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

ADOOT-B2 05451. MYLTR, SUBJ: ASG OF T-33S, 26 APR 54. IN VIEW OF HIGHER UTILIZATION CODE CS T-33S THAN CP THE PLCY 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 THESE 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

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 236

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
10 Feb 55	UNCLASSIFIED

PRECEDENCE FOR: ACTION ROUTINE INFORMATION

☐ BOOK MESSAGE ☐ ORIGINAL MESSAGE

☐ MULTIPLE ADDRESS CRYPTOPRECAUTION ☐ YES ☐ NO

REFERS TO MESSAGE:

IDENTIFICATION | CLASSIFICATION

TO:

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

XINDEX

(UNCLASSIFIED) EAOOT-SS 5772. This msg in 2 Parts. Part I: The folg msg fr Hq ADC is quoted in part FYI and nec action: "T-33 acft are rqr 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 these 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 and II tng while at Moody." Air divisions will assure three T-33s are aval to all sq sked for TDY at Moody AFB sufficiently in advance of this TDY so that nec maintenance and inspections can be accomplished. Part II: Ref ltr this hq, EAOOT-SS, Subj: Assignment of T-33 Acft, 14 Jun 54. Due to relatively low utilization of T-33 acft in asgmt Code "DP" policy outlined in par 3 ref ltr is rescinded.

SECURITY CLASSIFICATION	PAGE 1 OF 1 PAGES
UNCLASSIFIED	

DRAFTER'S NAME (and signature, when required)

Capt Annis/bas

RELEASING OFFICER'S SIGNATURE

SYMBOL: EAOOT-SS 09111 | TELEPHONE: 5 Feb 55 584 | OFFICIAL TITLE

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

16—58922-4 U. S. GOVERNMENT PRINTING OFFICE

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 237

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP: 15 Feb 55

SECURITY CLASSIFICATION: UNCLASSIFIED

PRECEDENCE FOR: ACTION / INFORMATION: ROUTINE

☐ BOOK MESSAGE ☐ ORIGINAL MESSAGE

☐ MULTIPLE ADDRESS CRYPTOPRECAUTION ☐ YES ☐ NO

REFERS TO MESSAGE:

IDENTIFICATION | CLASSIFICATION

TO:

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

XXX

(UNCLASSIFIED) EAOOT-SS 6405. 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-P32 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-intcp sq. This info w/b incl in the remarks section of AF Form 1264 on all future AF-P32 reports. EADFR 36-2 w/b revised accordingly.

SECURITY CLASSIFICATION: UNCLASSIFIED

PAGE 1 OF 1 PAGES

DRAFTER'S NAME (and signature, when required): Capt Annis/bas

RELEASING OFFICER'S SIGNATURE

SYMBOL: EAOOT-SS 151055 Feb 55

TELEPHONE: 584

OFFICIAL TITLE

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

e9—16—58923-4 U. S. GOVERNMENT PRINTING OFFICE

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 238

SECRET

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator) HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
11 OCT 54	SECRET
PRECEDENCE FOR: ACTION: ROUTINE	INFORMATION
☐ BOOK MESSAGE	☒ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☒ NO
REFERS TO MESSAGE:	
IDENTIFICATION: ADOOT-B2 1680	CLASSIFICATION: SECRET

TO: COMDR ADC ENT AFB COLO SPRINGS COLO

INFO:

(SECRET) EAOOT-OW C-1537. Reference your classified msg ADOOT-B2 1680. This msg in 2 parts. Part 1. Recm the folg allocation of a portion of subj T-33 acft: a. Eight ea to Presque Isle, Otis, Ethan Allen, Niagara Falls Muni Apt. b. Four ea to Selfridge, Wurtsmith, Wright-Patterson, Youngstown, Greater Pittsburgh, O'Hare, Truax, Kinross. c. Two ea to Willow Run Apt; d. For ANG, 2 ea to Lockbourne AFB; Muni Aprt, Mansfield, Ohip; Stout Fld, Indianapolis, Ind; Baer Fld, Ft Wayne, Ind; Gen Mitchell Fld, Milwaukee, Wisc; Truax Fld, Madison, Wisc; Gtr Pitt AFB, Standiford Fld, Ky; Kanawha County Apt, Charleston, W. Va; O'Hare AFB; Detroit Wayne Major Apt; Kellogg Fld, Battle Creek, Mich. These acft w/b utilized for trailer, wea recon and courier. Part 2. This hq presently preparing recms rltv to increasing the cmbt potential of T-33 acft. Recms w/b based on possible methods of employment and tactical improvement kits described in pamphlet titled "Lockheed Model 580 Jet Ftr Trainer", pubd Apr 54.

SECRET

SECURITY CLASSIFICATION	PAGE	OF	PAGES
SECRET	1	1	

DRAFTER'S NAME (and signature, when required): MAJ MILLER/mab

RELEASING OFFICER'S SIGNATURE: /t/ BEN D. MOORHEAD, 1st Lt, USAF

SYMBOL: EAOOT-OW 051545

TELEPHONE: 492

OFFICIAL TITLE: Asst Adjutant

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 48, WHICH MAY BE USED.

50—16—58923-4 U. S. GOVERNMENT PRINTING OFFICE

SECURITY CLASSIFICATION (If any)

239

DISPOSITION FORM

FILE NO.

SUBJECT: ADC Operations Order 3-54

TO: EAODO, EAPDP, EAMDM, EAOCD, EAOCE, EAOPR, EAEDI, EACCP

FROM: EAOOT

DATE: 17 Sep 1954

COMMENT NO. 1

ADC message ADOOT-C 29898 is quoted for your information and necessary action: "(Uncl) ADOOT-C 29898. This msg in two parts. Part 1. Para 3x (10), OPORD 3-54, 1 Apr 54, is amnd as fol: guns and gunsight when aval, w/b instld in all T-33 acft not being utilized for CRT purposes. Cmbt ready T-33 acft will not be used to stand alert, but w/b used for emerg air def. Max load of cmbt ammo consistent w/safe weight and bal for indiv acft w/b carried. Charging of guns w/b IAW para 3x (12) below. Part 2. For EADF: This answers urmsg EAOOT-CW 26382".

/t/ TOLER
492

/t/ OLDS
600

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

16—54801-3 ☆ U. S. GOVERNMENT PRINTING OFFICE: 1952 O - 986875

0795

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 240

SECRET

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
21 May 1955	SECRET
PRECEDENCE FOR: ACTION: ROUTINE	INFORMATION
☐ BOOK MESSAGE	☒ ORIGINAL MESSAGE
☒ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION: ADOOT-C 3022	CLASSIFICATION: SECRET

TO:

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
COMDR 35 AIR DIV (DEF) DOBBINS AFB
MARIETTA GA

~~INFO:~~

INFO:

(SECRET) EAOOT-OW C-677. Folg msg from Hq ADC is quoted FYI and nec action: "ADOOT-C 3022. Ref para 3x (10) ADC OPORD 3-54, 1 Apr 54. Guns, gun sights, gun sight mounts, and ammo are no longer rqr to be instl in T-33 acft. ADC OPORD 3-54 is changed accordingly".

SECRET

SECURITY CLASSIFICATION: SECRET | PAGE 1 OF 1 PAGES

DRAFTER'S NAME (and signature, when required): CAPT TOLER/mab

RELEASING OFFICER'S SIGNATURE:

SYMBOL: EAOOT-OW 201500 | TELEPHONE: May 55 492 | OFFICIAL TITLE:

7687

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

16—58923-4 U. S. GOVERNMENT PRINTING OFFICE

MESSAGEFORM
UE Tow Reel and Target

18 MAR 1955

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
EAODO

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

CONFIDENTIAL

243

28 Feb 1955

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-to-air 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

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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
Photo of Frangible
Target

/t/ M. R. NELSON
Major General, USAF
Commanding

CONFIDENTIAL

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-lb 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-lbs. 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 $\frac{1}{4}$" 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.

Man hours expended - 1, 015.

CONFIDENTIAL

AIR DEFENSE COMMAND
Ent Air Force Base
Colorado Springs, Colorado

Office of the Commander 7 Apr 1955

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 Yuma 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. CHIDLAW
General, USAF
Commander

CONFIDENTIAL

31 Mar 55 UNCLASSIFIED

HQ EADF STEWART AFB NEWBURGH PRIORITY PRIORITY

COMDR 4710TH 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 4750TH AIR DEF WG (WPNS) YUMA CTY APRT YUMA ARIZ
COMDR 525TH AIR DEF GP NEW CASTLE CTY APRT WILMINGTON DEL

(UNCLASSIFIED) EAOOT-TW 12637. 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 1 1

CAPT WILLIAM D. TAYLOR/jss

EAOOT-TW 310850 Mar 55 630

Lightweight Target Systems

EAMAC EAOOT 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

EAODO EAOOT 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, production, 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.

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.

JANECZEK/630 OLDS/600

14 Mar 55 UNCLASSIFIED

HQ EADF STEWART AFB NEWBURGH NY ROUTINE

COMDR ADC ENT AFB COLORADO SPRINGS
COLORADO

ADOOT-C 25200 UNCLASSIFIED

(UNCLASSIFIED) EAOOT-TW 9671 . Ref your msg, ADOOT-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 intcp 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 intcp 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 1 1

Major R. Janeczek/pec

ADOOT-TW 121050 Mar 55 630

MESSAGEFORM

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 RQRS VIS CONTACT BTWN INTCP AND TGT BE ESTB BY 4- MILES TO-GO- APPLIES TO TWP PLACE INTCP ACFT. VIS CONTACT BTWN CHASE ACFT AND TGT MUST BE ESTB BY 4- MILES-TO-GO WHEN CONDUCTING RKTRY TNG IN SINGLE PLACE INTCPS PART II FOR EADF: URMSG EAOOT-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 TGTK AND SAFETY PROBLEMS ENCOUNTERED WITH 4,000-FT CABLE LENGTH.
18/1751Z MAR JEDEN

19 Mar 55 UNCLASSIFIED

HQ EADF STEWART AFB NEWBURGH NY PRIORITY 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
XXXXX AF STA SYRACUSE 6 NY

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 EAOOT-TW 25411, 6 Aug 54, rqrd for visual contact between intcp and tgt by 4 miles-to go applies to two place intcp 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 intcp 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.

UNCLASSIFIED 1 1

CAPT WILLIAM D. TAYLOR/jss

EAOOT-TW 191045 Mar 55 630

252

MESSAGEFORM

25 May 1955

FM COMDR ADC ENT AFB COLO
TO COMMDR 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

252

MESSAGEFORM

25 May 1955

FM COMDR ADC ENT AFB COLO
TO COMMDR EADF STEWART AFB NY

ADCOT-C 20995. URMSG EACOT-TW 20567. PERMISSION GRANTED TO USE 4000 FT CABLE LENGTH FOR TCW. SBM REPT AFTER FIRST WEEK OF FIRING OF SAFETY PROBLEMS ENCOUNTERED WITH 4000 FT LENGTH.
25/1813Z MAY JEDEN

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 253

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
1 Jun 55	UNCLASSIFIED
PRECEDENCE FOR: ACTION: ROUTINE	INFORMATION: ROUTINE
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

TO:

COMDR 4707TH AIR DEF WG OTIS AFB
FALMOUTH MASS

INFO:

COMDR 32D AIR DIV (DEF) SYRACUSE AF STA SYRACUSE 6 NY

(UNCLASSIFIED) EAOOT-TW 22365 . Ref your msg DWOOT 418 folg ADC msg quoted FYI and compliance: "ADOOT-C 20995. URMSG EAOOT-TW 20507. Permission granted to use 4000 ft cable length for tow. Sbm rept after first week of firing of safety problems encountered with 4000 ft length". Rept reqd w/b submitted direct to Hq ADC with info this hq.

SECURITY CLASSIFICATION	PAGE OF PAGES
UNCLASSIFIED	1 1

DRAFTER'S NAME (and signature, when required)

MAJ RAYMOND JANECZEK/jss

RELEASING OFFICER'S SIGNATURE

SYMBOL	TELEPHONE	OFFICIAL TITLE
EAOOT-TW	630	

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

e9—16—58923-4 U. S. GOVERNMENT PRINTING OFFICE

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

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 Year 1956.

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.

/t/ M. R. NELSON
Major General, USAF
Commander

2 Encls
1. Ltr Gen Chidlaw, ADC, to Gen Nelson, 7 Apr 55 (CONFIDENTIAL)
2. Lightweight Tow Tgt Conf Yuma Cty Aprt, Ariz 6 Apr 55

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. Tow Cable: 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. Aircraft Adaptability: This installation will be designed for T-33's.

c. Speeds: Capable of .75 mach at 20,000 feet and above.

d. Target Carrier Design: 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. Cable Counter: 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:

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.

Encl 2

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 OST 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

255

MESSAGEFORM

10 Jun 1955

FM HQ ADC ENT AFB COLO SPGS COLORADO
TO COMDR WADF HAMILTON AFB CALIF
COMDR CADF 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 HQS 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 TRAIN 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 A 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.

1ST 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 TWO 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

HQ ADC INT AFB COLO SPGS COLORADO SECRET

RECENT DECISION TO PROHIBIT F-89 OPERATIONS AT MOODY HAS FURTHER AGGREVATED THIS SERIOUS PROGRAM DEFICIENCY OF UNITS RECEIVING ANNUAL ROCKET TRAINING.

WE FEEL QUITE STRONGLY THAT THE THIRD PROPOSAL COSTING A LOSS OF ONLY 2 UNITS IS THE HIGHEST PRICE WE CAN PAY IN USE OF THE YUMA FACILITY TOWARD MEET VICTORY. NEVERTHELESS 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, OTHER THAN YUMA, TO SELECT AND PEAK YOUR TEAMS. 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 101206Z JUN 52

MESSAGEFORM

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, Adc has submitted a TWX 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 reel.

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-

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 drafted 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 we must know what ADC intends to do with our Yuma request at an early date.

TAYLOR/630 NUCKOLS/651

1 Encl
Draft, subj: Proposed ADC Aircrew
Flying Tng Program w/atchmt as listed

13 Jun 55 UNCLASSIFIED

HQ EADF STEWART AFB NEWBURGH NY PRIORITY

COMDR ADC ENT AFB COLO SPRINGS
COLO

(UNCLASSIFIED) EAOOT-TW 24179 . Personal Gen Nelson to Gen F. Smith. This msg in III 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 winnign the USAF rocketry meet with the least reduction in ADC rocketry tng. 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 tng loss serious enough to warrant changing plans. The benefits of daily skedd firing within units of this comd together with periodic wg competitions has offset to a great extent the apparent loss in tng pds expected at Yuma due to USAF meet preparation. It is recognized that at-home firing is not substitute for the calibre of unit tng achieved at Yuma/Moody, but I consider such at-home tng essential in order to maintain unit proficiency at a high level between intensified rktry tng pds at the weapons employment centers. Part II. I do not desire to

HQ EADF STEWART AFB NEWBURGH NY UNCLASSIFIED

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 provd 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, EAOOT-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.

UNCLASSIFIED 2 2

Capt W D TAYLOR/pec

EAOOT-TW Jun 55 489

MESSAGEFORM

17 Jun 2015Z '55

FM HQ 32D AD (D) SYR AFS SYR
TO COMDR EADF STEWART AFB NEWBURGH NY

/UNCLASSIFIED/ ACFOOT-FO 05105 PD PERSONAL ISRAEL TO NELSON PD
REF YOUR MSG /UNCLASSIFIED/ EAOOT-TW 24765 PD SUBJ MSG HAS BEEN
FWDD TO SUBORDINATE WG COMDTS FOR THEIR INFORMATION AND GUIDANCE
PD SPECIAL EMPHASIS HAS BEEN PLACED ON DEVELOPING PLANS TO PERMIT
ALL ASSIGNED FTR-INTCP SQS TO PERFORM AT HOME FIRING ON A MONTHLY
BASIS PD

17/2015Z JUN

MESSAGEFORM

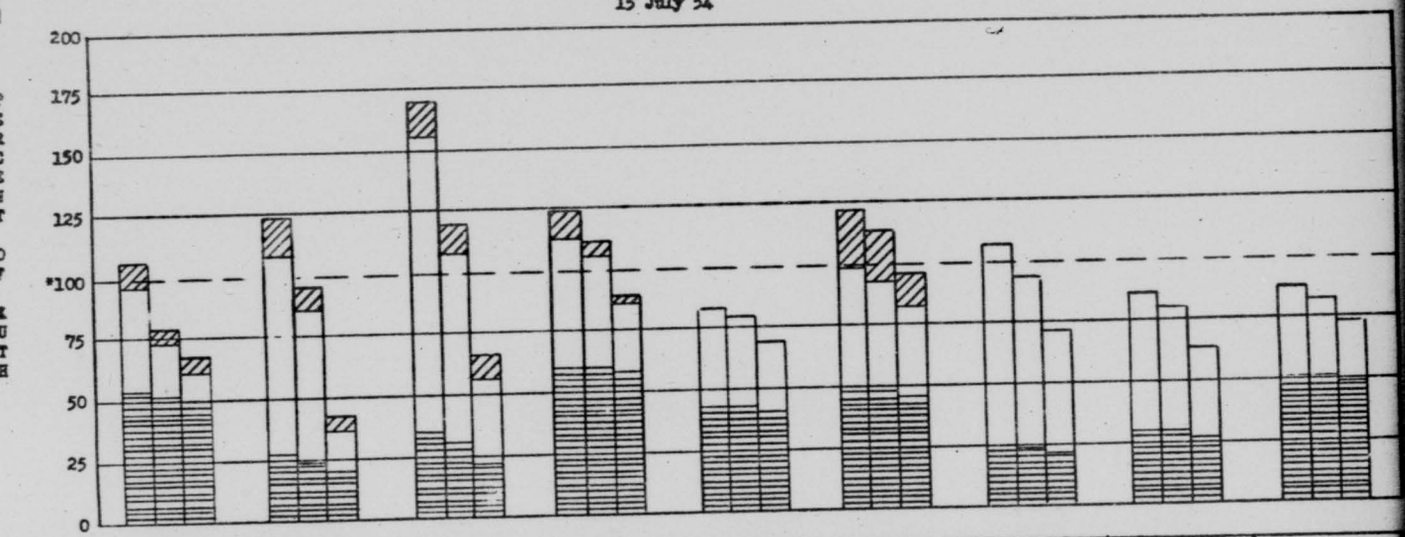
19 May 1955

FM COMDR 4711TH ADW PRESQUE ISLE AFB ME
TO COMDR ADC ENT AFB COLO

/UNCLASSIFIED/DWOOT 536-E. ATTN: MR LLOYD JENSEN (OOMTU,) PD INFO RECEIVED THIS HQ INDICATES A QUANTITY OF AIR DRIVEN TWO REEL MECHANISMS FOR T-33 A/C ARE BEING MANUFACTURED BY AMC, POSSIBLE UNDER SUPERVISION OF MR. LLOYD JENSEN (OOMTU) AT OGDEN AMA. INASMUCH AS THE ONLY REMAINING OBSTACLE PREVENTING THIS WING FROM CONDUCTING HOME BASE AIR-TO-AIR ROCKETRY FOR ASSIGNED UNITS IS THE LACK OF SUITABLE T-33 TWO FACILITIES, REQUEST UR HQ TAKE ANY POSSIBLE ACTION TO ASSIST US IN PROCURING FIVE (5) OF THESE REELS. THIS ORGANIZATION HAS ACCESS TO A SUITABLE ROCKETRY RANGE AND SUFFICIENT T-33 A/C FOR TOW PURPOSES AND A SUPPLY OF 2.75" PRACTICE ROCKETS ARE AVAILABLE.
19/1909Z MAY JEPDH

260

RADF RETENTION of Critical Career Fields 15 July 54



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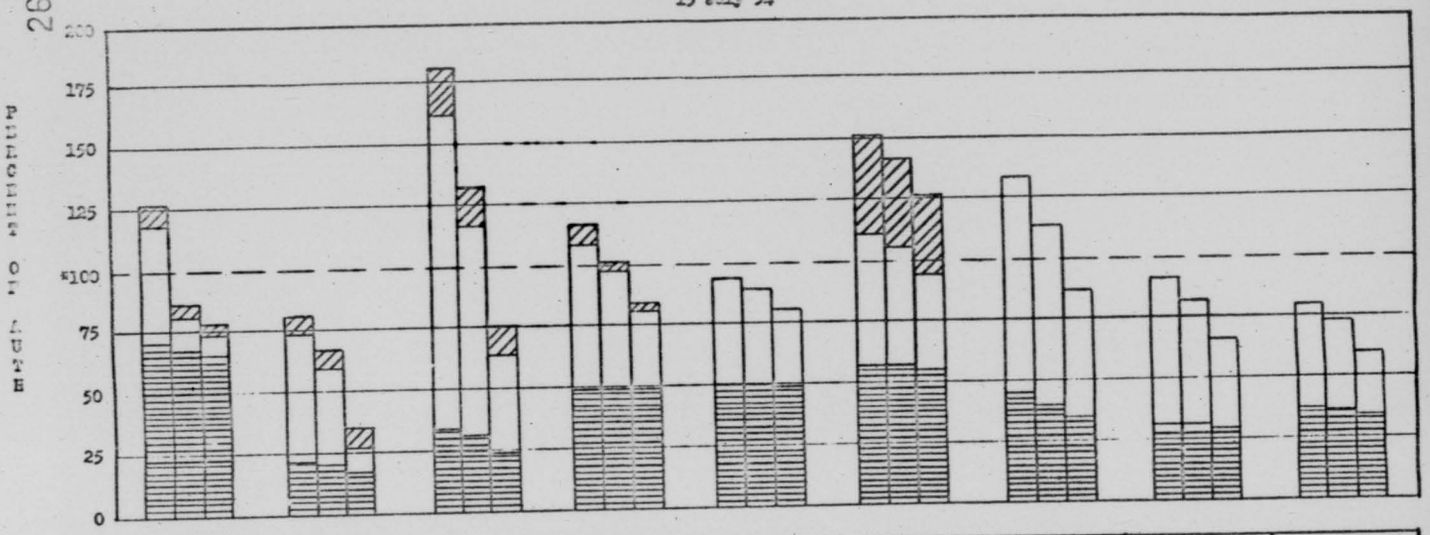
Source: RAPPL-P4 15 July 54

*100% Authorized

4706 DEFENSE WING MANNING
of
Critical Career Fields
15 July 54



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Source: RAPPL-P4
15 July 54

*100 Authorized

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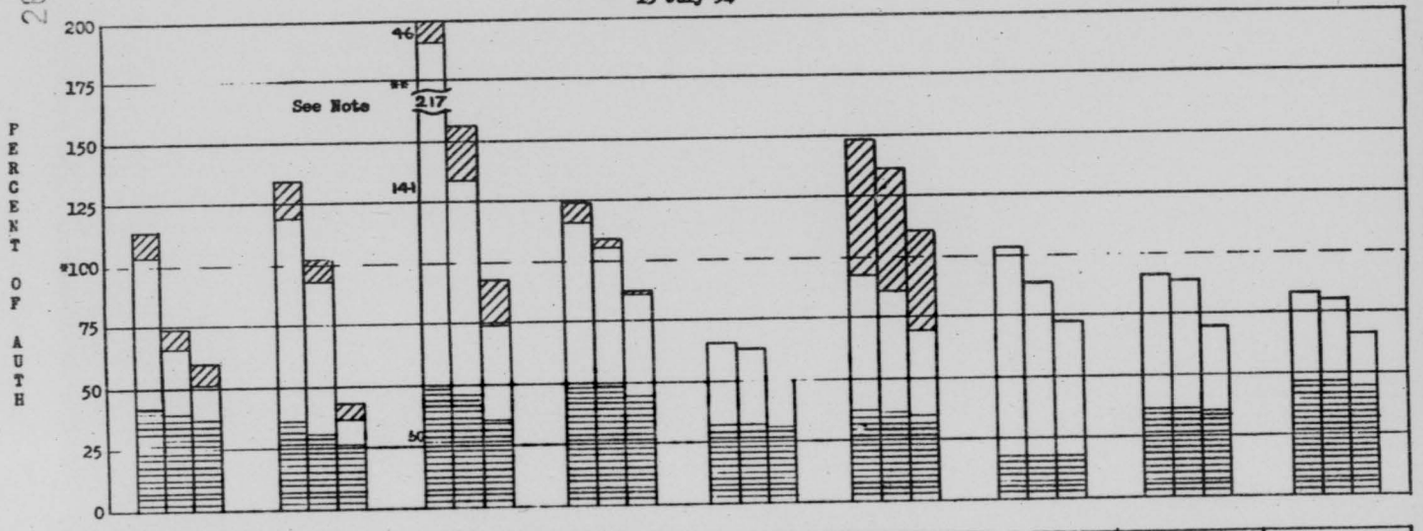
4707 DEFENSE WING RETENTION of Critical Career Fields 15 July 54



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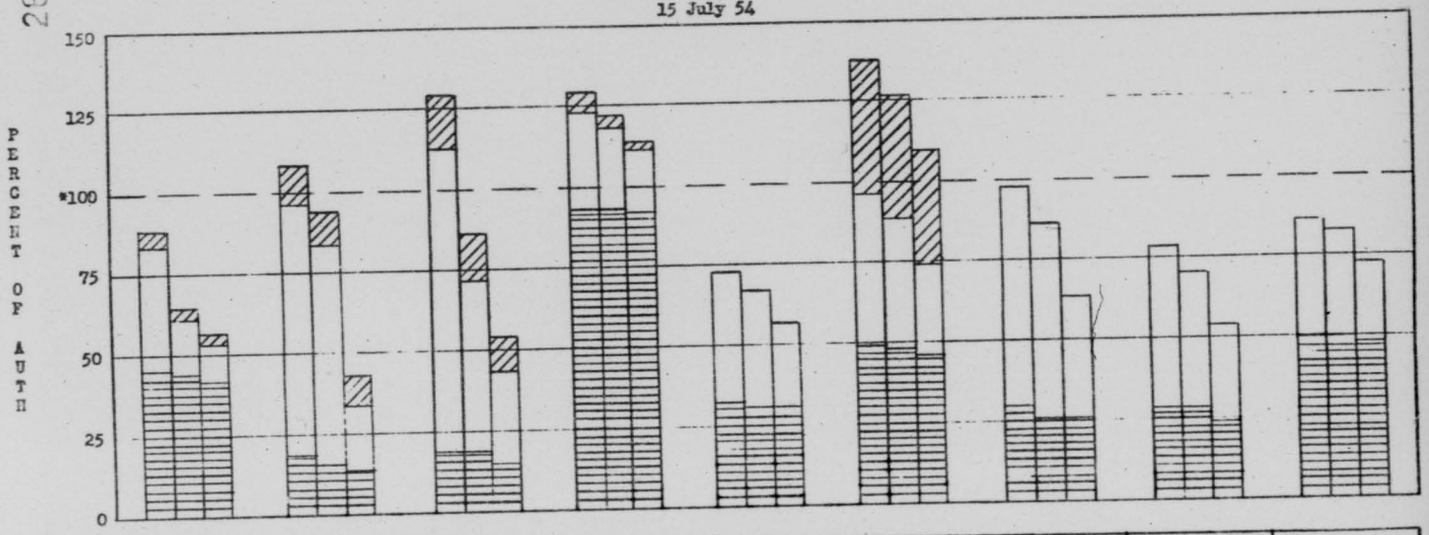
Source: EAPPL-P4
15 July 54

*100 Authorized

**23 of the 100 airmen presently assigned to the 4707 Defense Wing are being reassigned equitably to other wings on or before 8 Sept 54

263

4703 DEFENSE WING REVIEW
of
Critical Career Fields
15 July 54



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Source: EAPPL-P4
15 July 54

*100% Authorized

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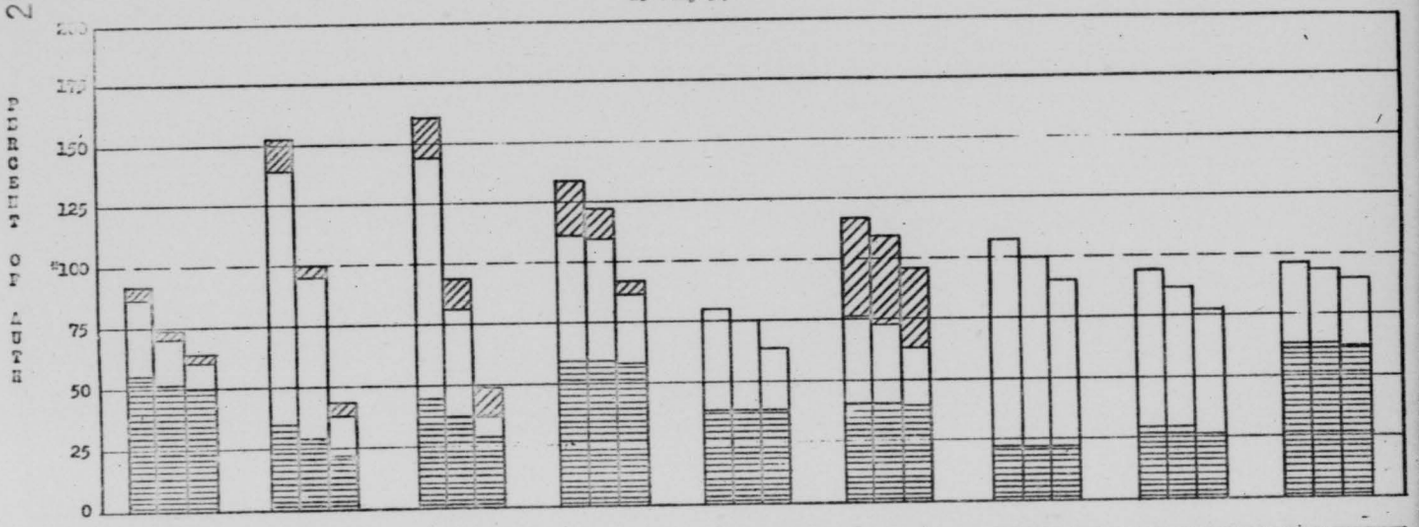
Critical Career Fields
15 July 54



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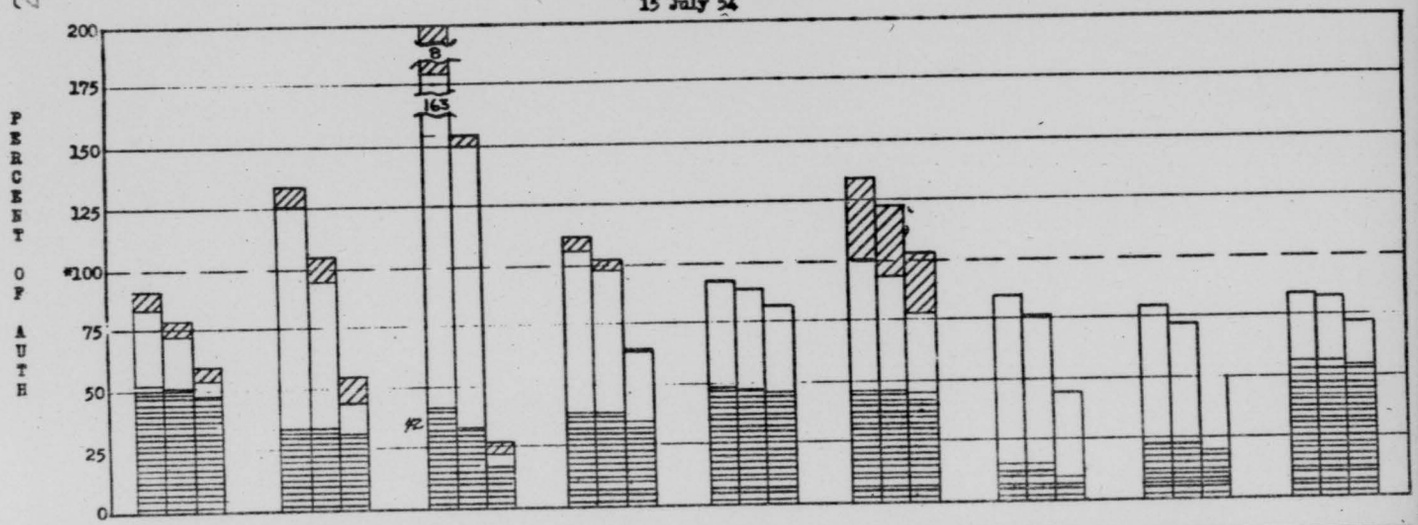
CAREER FIELD		273 ACSM OPR		303-2 ACSM REP MECH			304-0 GRD RADIO MECH			322-CD PCS MECH			425-0 ACFT HYD MECH			431-1H JET PWR MECH			431-6 ACFT MECH			431-4B ACFT ELEC GEN			431-3 ACFT JET ENG MECH		

Source: EAPPL-P4
15 July 54

*100% Authorized

4710 DEFENSE WING RETENTION of Critical Career Fields 15 July 54

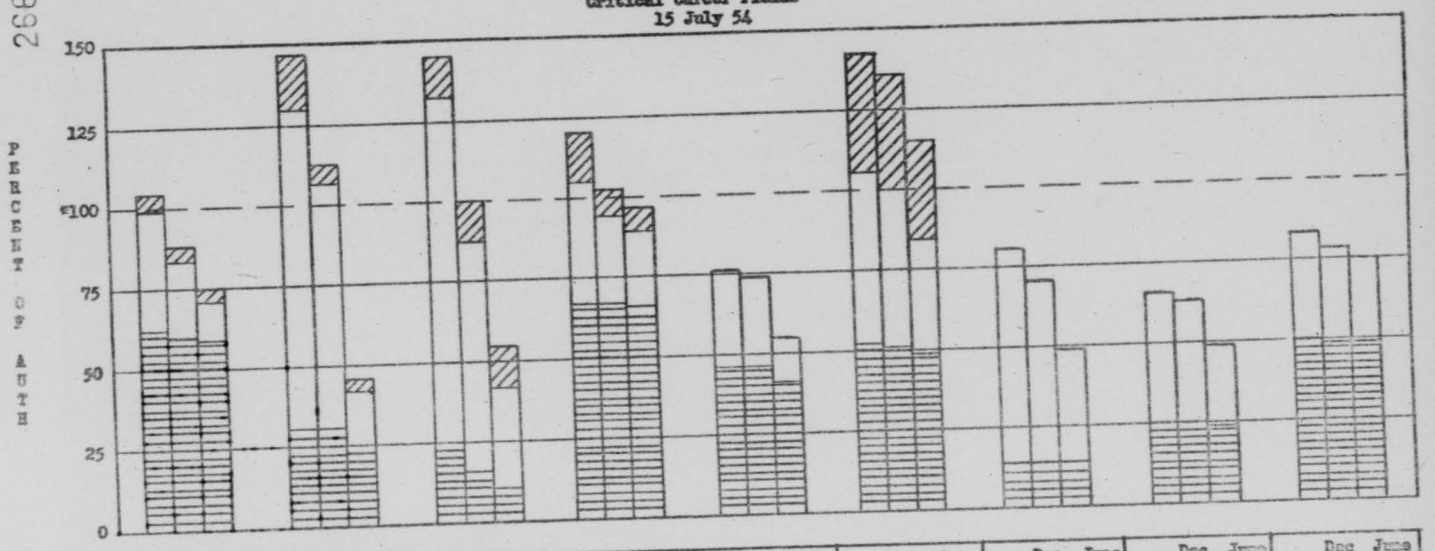


CAREER LADDER	Asgd	Dec 54	June 55	Asgd	Dec 54	June 55	Asgd	Dec 54	June 55	Asgd	Dec 54	June 55	Asgd	Dec 54	June 55	Asgd	Dec 54	June 55	Asgd	Dec 54	June 55	Asgd	Dec 54	June 55
30	163	161	153	14	14	13	10	8	4	58	58	51	43	42	41	181	181	177	5	5	3	21	21	18	91	91	87
50	102	65	19	37	25	5	39	28	14	99	87	41	38	36	31	206	175	118	23	20	12	55	48	30	46	44	27
70/71	23	18	17	4	4	4	2	1	1	9	6	2				127	110	100									
CAREER FIELD	273 AC&W CPR			303-2 AC&W REP MECH			304-0 GRD RADIO MECH			322-CD FCS MECH			425-0 ACFT HYD MECH			431-1H JET PTR MECH			431-6 ACFT MECH			431-4B ACFT ELEC GEN			431-3 ACFT JET ENG MECH		

Source: EAPPL-P4
15 July 54

*100% Authorized

4711 DEFENSE WING RETENTION of Critical Career Fields 15 July 54



CAREER LADDER	Dec Augd	Dec 54	June 55	Dec Augd	Dec 54	June 55	Dec Augd	Dec 54	June 55	Dec Augd	Dec 54	June 55	Dec Augd	Dec 54	June 55	Dec Augd	Dec 54	June 55	Dec Augd	Dec 54	June 55	Dec Augd	Dec 54	June 55
30	210	206	202	16	16	12	7	5	3	62	62	61	34	34	30	189	187	179	4	4	4	19	19	18	93	97	97
50	125	80	40	53	41	10	34	22	10	35	25	21	22	21	10	198	182	129	21	18	11	31	29	19	64	56	50
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CAREER FIELD	273 ACS&W OPR			303-2 ACS&W REP MECH			304-0 GND RADIO MECH			322-CD FCS MECH			425-0 ACFT HYD MECH			431-1H JET PER MECH			431-6 ACFT MECH			431-CD ACFT ELEC GMI			431-3 ACFT JET ENG MECH		

Source: RAPPL-P4
15 July 54

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267

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EASTERN AIR DEFENSE FORCE

REENLISTMENT MANUAL

1 DECEMBER 1954

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HEADQUARTERS EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, N.Y.
1 December 1954

FOREWORD

1. Purpose. 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. Applicability. This Manual is directive in nature upon commanders at each echelon of command and becomes effective upon receipt.

3. Changes to Manual. 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:

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 non-commissioned 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. Objective: 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. Responsibility. 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. Directives. Commanders will issue directives, SOP's, and/or regulations, and produce such forms as required, in implementing the provisions of this Manual.

5. Project Officers. 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 Procurement 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:

(1) 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. Material Aids Provided by Headquarters USAF. 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. Use of Direction Signs. Prominent signs indicating routes to the recruiting office should be posted at strategic points throughout the installation.

g. Use of Air Police or Gate Guards: 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. Interviews, Counseling, and Graphic Aids: Headquarters USAF has published and distributed to all Air Force stations a condensed handbook, "Reenlistment Handbook for AF Supervisors," which provides a wealth of reenlistment counseling material for use by commanders and supervisors. Although the handbook 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 reenlistment. 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 non-commissioned 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. 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 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.

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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. Interview 60 Days Prior to ETS by Commander. 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. Interview 30 Days Prior to ETS by Commander. 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. Interviews and Counseling Conducted by the Personnel Officer: a. Interview 90 Days Prior to ETS by Personnel Officer: 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. Interview 60 Days Prior to ETS by Personnel Officer: 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 Months 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 intention toward reenlistment should be determined and recorded in Section III of the Interview Form. In addition, the council should solicit the individual's problems and personal dissatisfactions with the unit which adversely influence his 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 returned to the unit commander.

b. Interview 60 Days Prior to ETS: The non-commissioned officers' council will interview and counsel each airman eligible for reenlistment 60 days 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 interview 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 attached thereto.

2. Letter to Airman 90 Days Prior to ETS. Letters will be written by the 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 manner of reenlistment as follows:

a. Reenlist immediately for his own vacancy.

b. Reenlist 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.

SECTION V

Non-commissioned Officers' Council

1. Establishment of Council. Each squadron echelon organization will establish a non-commissioned officers' council.

2. Composition. 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. Responsibilities. 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 responsibilities.
(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 individual 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. Responsibility. Base recruiting officers are responsible for keeping unit commanders supplied with all available reenlistment aids.

2. Procedures and Functions. 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;" Chapters I and II of "Reenlistment Handbook for AF Supervisors;" and AFM 35-15.

REENLISTMENT INTERVIEW FORM

SECTION I Initial Interview (To be completed by commander)_____
(DATE)

NAME_____GRADE____AFSN_____ORGANIZATION_____

PAFSC_____DAFSC_____DUTY LOCATION_____AQE_____

MARITAL STATUS_____NR OF DEP_____TIME LOST MCM_____TOTAL SER _____
(M,S,W,D) (YRS)

DATE OF SEP_____RELIGION_____PARENTS' NAMES_____

PARENTS' ADDRESS _____

AIRMAN (DOES) (DOES NOT) INTEND TO REENLIST. (STATE REASONS)

SECTION II Letter to Airman's Parents or Wife (To be completed by commander)

Letter Written_____COPY OF LETTER ATTACHED_____
(YES)(NO) (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:

PROBLEMS PRESENTED:

SOLUTIONS:

AIRMAN (DOES) (DOES NOT) INTEND TO REENLIST. (STATE REASONS)

_____
(SIGNATURE 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) (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 REENLISTMENT. (IF "DO NOT," GIVE REASONS)

_____
(SIGNATURE OF PERS OFFICER)

SECTION VII 90-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 VIII 60-day interview prior to ETS (To be completed by chairman of non-commissioned officers' council)

RESUME OF REENLISTMENT DISCUSSION:

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)

SECTION X 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)

AIRMAN DOES NOT INTEND TO REENLIST _____. (STATE REASONS)
(CHECK)

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 _____.
(CHECK)

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)

FOLLOW-UP LETTER AND LETTER OF AUTHORIZATION MAILED_____
(DATE)

_____
(SIGNATURE OF COMMANDER)

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

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

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 apprentice Air Operations Specialist where his skill and his Air Force service training may be best used. I feel that as he works in this specialty 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 refer 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

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

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

(Date)

1st Ind

FROM: A/1C John Q. Doe, AF 11 222 333

TO: Commander, 00d Air Police Squadron, Blank AFB, New York

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.

b. _____ I intend to reenlist for my own vacancy within 90 days.

c. _____ I intend to reenlist immediately for one of three bases of my choice, provided a vacancy exists and my skill is not surplus to the needs of the Air Force. My choices in order of preference are as follows:

(1) _____

(2) _____

(3) _____

d. _____ 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:

(1) _____

(2) _____

(3) _____

e. _____ 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

HEADQUARTERS 000TH AIR DEFENSE GROUP
BLANK AIR FORCE BASE
New York

(Date)

SUBJECT: Letter of Appreciation

TO: A/1C John Q. Doe, AF 11 222 333
00d 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.

1 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 importance.
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. My civilian supervisors are generally fair to military personnel.
11. I have been generally assigned to jobs commensurate with my training and ability.
12. I believe my benefits are equivalent or better than civilian life.
13. 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.
20. 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.

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:

HEADQUARTERS 000TH AIR DEFENSE GROUP
BLANK AIR FORCE BASE
New York

(Date)

SUBJECT: Letter of Appreciation

TO: A/1C John Q. Doe, AF 11 222 333
00d 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 endeavor you decide to undertake.

1 Encl:
Questionnaire
and Envelope

JAMES B. BLACK
Colonel, USAF
Commander

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.
7. I simply do not desire a military career.
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.
17. I was treated unfairly with regard to working hours.
18. 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. My 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 honorable.
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 airmen.
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.
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.

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.
49. Military justice is not administered properly at this base.
50. REMARKS OR RECOMMENDATIONS:

COMMANDER'S CHECK LIST

1. 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?

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 Handbook 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?

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?

l. 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?

e. Is an adequate comparison of military versus civilian life being presented?

f. Are airmen, who do not intend 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 re-enlist?

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 intend 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 180 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?

k. Is a monthly report of the council's actions to include problems presented and solutions made or recommended submitted to the commander?

l. 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?

l. When an airman's civilian status is confirmed, do you write a follow-up letter enclosing a letter of authorization for his reenlistment?

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?

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 jurisdiction 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 airmen 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: 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.

JAMES B BLACK
Colonel, USAF
Commander

Attachment VIII to EADFM 39-1

HEADQUARTERS 000TH 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 000TH 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 indorsement 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 re-enlistment 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 commit 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

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

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.

Sincerely,

JOSEPH MYERS
Colonel, USAF
Deputy for Personnel

1 Encl:
Roster of
Personnel

/Identical ltr sent to
4707th, 4708th, 4709th
and 4710th ADEF Wgs/

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, DMPTR 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 personnel from date of current DOS to anticipated class starting date.

It is our recommendation that airmen 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 airman 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	A/2C	AF15470856	97th FIS	Dec '55*
Thomas Walsh	A/1C	AF16370400	62d FIS	Feb '55
Frank Ratka	A/1C	AF12310938	438th FIS	Feb '55
Robert E. Morgan	A/1C	AF11225002	438th FIS	Apr '55
John J. Andrejcik	A/1C	AF13401128	42d FIS	Nov '55*
Richard Iennaco	A/2C	AF12390914	42d FIS	Oct '55*
John D. Lance	S/Sgt	AF15440179	62d FIS	Feb '55
Ralph B. Larson	S/Sgt	AF16368911	42d FIS	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	62d FIS	May '55
Robert H. Pfeil	A/1C	32250D	456th FIS	Jun '55
Richard D. Clark	S/Sgt	32250D	42d FIS	Aug '55

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 prsent 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. GAFFNEY
Colonel, USAF
Deputy for Personnel

/Identical ltr sent to
4707th, 4708th, 4709th
and 4710th ADef Wgs/

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 270

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
15 Apr 55	UNCLASSIFIED
PRECEDENCE FOR: ACTION: ROUTINE	INFORMATION: DEFERRED
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

TO:

COMDR 4711TH ADEF WG PRESQUE ISLE
AFB PRESQUE ISLE ME

INFO:

COMDR 32D ADIV (DEF) SYRACUSE AF STA
SYRACUSE 6 NY

(UNCLASSIFIED_ EAPPT-A 15287 . Subject: Factory tng Course on E-9 Fire Control System. This comd has been allocated quotas for classes starting 6 Jun 55, 1 Aug 55 and 16 Jan 56 in Fcty Tng Course, F&O Maint of E-9 FCS to be conducted at Hughes Aircraft Corp, Culver City, Calif. Prerequisits qual for entry: Class starting 6 Jun 55, pers must possess AFSC 322 50/70D and be grad of Hughes Fcty Course on RO4, E-5, E-6 FCS or be grad of course Nr AA32271D conducted at Lowry AFB and have minimum of nine (9) months fld experience on these systems. For remaining classes, pers must possess AFSC 32250D or higher. A minimum of 2 years retainability after grad is reqd for all classes. Class starting 6 Jun 55 will be 32 wks in duration; 1 Aug 55 and 16 Jan 56 classes will be 40 wks in duration. In view of extremely low reenlistment rate of highly quald Fire Control Systems tecs and repairman it is recommended that above quotas be offered as a reenlistment incentive to those airmen scheduled for separation.

SECURITY CLASSIFICATION	PAGE	OF	PAGES
UNCLASSIFIED	1	3	

DRAFTER'S NAME (and signature, when required)		RELEASING OFFICER'S SIGNATURE
SYMBOL	TELEPHONE	OFFICIAL TITLE

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

e0—16—58923-4 U. S. GOVERNMENT PRINTING OFFICE

HQ EADF STEWART AFB NEWBURGH NY

UNCLASSIFIED

ROUTINE DEFERRED

The following airmen asgd your comd 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/2C	32250D	27FIS	Jun 55
Richard R. Findl	A/1C	32250D	27FIS	Aug 55
Edward F. Vodvarka	A/2C	32250D	27FIS	Jul 55
Rollin D. Crawford	S/Sgt	32250D	27FIS	Jun 55
Henry J. Mengay	A/1C	32250D	318FIS	Jun 55
Paul T. Bowden	A/1C	32250D	37FIS	Jul 55
Carol G. Strawbinger	A/1C	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.

HQ EADF STEWART AFB NEWBURGH NY UNCLASSIFIED

ROUTINE DEFERRED

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 Fcty Course.

Name	Rank	PAFCS	DOS
Albert W. Crouch	M/Sgt	32270D	Nov 58
Walter R. Back	T/Sgt	32270D	Oct 60
Mortimer E. Fear	S/Sgt	32250D	Aug 59
Jack Snider	W/O	32000	Indef

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.

CAPT EDWIN P. LEONARD/scs

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:

CLASS NR	CLASS STARTING DT	GRADUATING DT	EADF	CADF	WADF	4750TH
2	6 JUN 55	13 JAN 56	13 14* 13***	8	12	1
3	1 AUG 55	4 MaY 56	15 16**	10	17	8
4	16 JAN 56	19 OCT 56	12 11**	14	18	6

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 RQR. 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 NR 5753400 064-4100 P443-02,03 S22-606 FOR FY 55. ACCT CLASS NR 5763400 064-4100 P443-02,03 S22-606 FOR FY 56. ACCT NR 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
TO COMDR EADF STEWART AFB NY
COMDR CADF GRANDVIEW AFB MO
COMDR WADF HAMILTON AFB 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.

TENT. CLASS STARTING DT	EADF	CADF	WADF	4750TH
7 JUN 55	11	8	10	1
1 AUG 55	17	12	17	8
16 JAN 56	12	12	20	6

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 NR 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, SUBJ: REQ FOR ADV ALOC OF QUOTAS FOR E-9 FCS FCTY CRSE.

BT
12/1851Z MAR JEDEN

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 273

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
25 Mar 55	UNCLASSIFIED
PRECEDENCE FOR: ACTION / INFORMATION: ROUTINE	
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

TO:

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

XBEOX

(UNCLASSIFIED) EAOOT-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.

SECURITY CLASSIFICATION	PAGE	OF	PAGES
UNCLASSIFIED	1	1	

DRAFTER'S NAME (and signature, when required)

CAPT TOLER/mab

RELEASING OFFICER'S SIGNATURE

SYMBOL

EAOOT-OW 251000 Mar 55 492

TELEPHONE

OFFICIAL TITLE

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 48, WHICH MAY BE USED.

c9—16—58923-4 U. S. GOVERNMENT PRINTING OFFICE

SECURITY CLASSIFICATION (If any)

274

DISPOSITION FORM

FILE NO.	SUBJECT	
	Preliminary Master Plan, 528th ADGp, Presque Isle, Me.	
TO	FROM	DATE / COMMENT NO.
EAODO	EAOOT	10 Jun 1955 / 3

1. Subject Master Plan for Presque Isle AFB proposes removal of the diagonal runway. Do not concur with the removal of that portion of the diagonal runway that adjoins the N-S runway and runs NW or removal of that portion adjoining the E-W runway and running SE. The NW portion of the diagonal runway could be used as a calibration hard stand compass/guns, aircraft power check pad, emergency parking area, etc. The SE portion of this runway must be retained in order to allow an expeditious flow of commercial traffic to the municipal terminal area when landing and taking off on the E-W runway or landing on runway 19.

2. Recommend the taxiway presently sited on the north of the alert hangar be changed to the south side. This would allow extension of the alert hangar to eight stalls if it should later be determined to expand Presque Isle to a two squadron base. Further, to join the present taxiway to the rear of the alert hangar would require less pavement.

YARBROUCH
624

OLDS
600

AGAN
286

2 Encls
n/c

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

16—54801-3 ☆ U. S. GOVERNMENT PRINTING OFFICE : 1952 O - 986875

MESSAGEFORM

14 Jan 1955

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 ACCORDANCE WITH AFCIE-EA/P DATED 12 NOV 1954 SUBJECT-ADDITION OF STEAM AND MASSAGE ROOMS /PHYSICAL CONDITIONING/ IN STANDARD GYMNASIUMS

CFN OVDAL-FC 10014 O-1 695 12 1954
14/1614ZJAN JEDWP

DISPOSITION FORM

SECURITY CLASSIFICATION (if any)

276

FILE NO.	SUBJECT			
	Physical Conditioning FAC			
TO EAODO	FROM EAOOT	DATE 17 Feb 1955	COMMENT NO. 1	3

1. It is requested steam and massage rooms be included in PWP. It is most practical to include this facility with the gym where other recreational and physical conditioning means are available.

2. Distances from readiness areas are not a paramount factor to be considered since the physical conditioning facility is designed for use after long hours of alert or extended flight. Aircrews on close alert status should not be in the steam and massage rooms.

3. Another factor to be considered at Westover is the movement of SAC to that Base. No doubt Sac crews will require use of the physical conditioning facility. It should be located centrally for all concerned.

3 Encls
n/c

JANECZEK/630

OLDS/600

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

16—54801-3 ☆ U. S. GOVERNMENT PRINTING OFFICE: 1952 O - 986875

0 8 6 0

DISPOSITION FORM

SECURITY CLASSIFICATION (If any)

277

FILE NO.

SUBJECT: Aircraft Arrestor Barrier Installation

TO: EAMAC-ACM

FROM: EAOOT

DATE: 25 Jan 1955

COMMENT NO. 1/2

Concur with comment of 4711th Air Defense Wing that one barrier be installed on over-run area on northmost end of runway 33, in accordance with CAA Standard TSO-N16.

WILDENN
624

OLDS
600

1 Incl
n/c

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

16—54801-3 ☆ U. S. GOVERNMENT PRINTING OFFICE: 1952 O - 986875

0 9 3 1

MESSAGEFORM

31 Jan 55

FM COMDR ADC ENT AFB COLO
TO COFS USAF WASHDC
COMDR EADF STEWART AFB NY
COMDR CADF GRANDVIEW AFB MO
COMDR WADF HAMILTON AFB 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 OBJECTIVE OF NEW CONCEPT IS TO PROV CONTINUOUS IFR GCA COVERAGE AT ALL USAF BASES IN ZI. TO IMPL CONCEPT EACH BASE W/B PROV MIN PERS RQMNTS (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 TNG CAPABILITY. 2. WHERE COND RQMTS DICTATE ADD PERS W/B PROV. POL 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 WEEK. ADEQUATE PERS MUST BE AVAL TO PROV TNG IN HIGH SPEED, MULTIPLE RECOVERY. 3. DEF FORCES WILL ESTB A LIST OF BASES, IN ORDER OF PRIORITY, FOR ACCOMP OF MANNING. BASE AND SQ COMDRS WILL COORD WITH LOCAL AACS DET COMDRS TO DETERMINE MIN PERS RQMNT NEC TO PROV CAPABILITY OUTLINED IN PAR 2 ABOVE FOR EACH BASE. 4. REQ ACTION BE EXPEDITED TO FWD ORDER OF PRIORITY AND BASE RQMNTS ASAP TO INS IMMED IMPL. 5. CORR OUTLINING DTL CONCEPT HAS BEEN FWD. PART II FOR DIR OF OPERATIONS UHLTR 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

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 279

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
10 Mar 55	~~UNCLASSIFIED~~
PRECEDENCE FOR: ACTION / INFORMATION	ROUTINE
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☑ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

TO:

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

~~INFO:~~

(UNCLASSIFIED) EAOOT-S 9173. Folg msg fr Hq ADC is quoted for your info and nec action: "ADOOT-3 08450. This msg in four parts. Part I. Visits by mbrs of this staff indicate a serious lack of proficiency and coord btwn GCI sites and CCA in letdown pros. Three most recent samples of ailure in this regard occured at Geiger, Wurtsmith, 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 msn 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 intcps are operating. Difficulties encountered by tenant units that cannot be resolved locally will be ref to this hq." Ref ~~msg this hq, EAOOT-S 8596, Mar 55~~. Desire

SECURITY CLASSIFICATION	PAGE	OF	PAGES
~~UNCLASSIFIED~~	1		2

DRAFTER'S NAME (and signature, when required)	RELEASING OFFICER'S SIGNATURE
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action be taken to assure handoff procedures from GCI to CCA units are fully covered and are operationally suitable.

Maj Yarbrough/bas

EAOOT-S 606

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 280

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP: 5 Mar 55

SECURITY CLASSIFICATION: UNCLASSIFIED

PRECEDENCE FOR: ACTION: PRIORITY | INFORMATION

☐ BOOK MESSAGE ☐ ORIGINAL MESSAGE

☐ MULTIPLE ADDRESS CRYPTOPRECAUTION ☐ YES ☐ NO

REFERS TO MESSAGE:

IDENTIFICATION | CLASSIFICATION

TO:

COMDR ADC ENT AFB COLORADO SPRINGS COLO

INFO:

(UNCLASSIFIED) EAOOT-SF 8637 . Ref ltr Hq USAF, subj: Rev of Radar approach Con (RAPCON) Program, 21 Jan 55 and your ind 11 Feb 55. Only RAPCON facility programmed for 30th Air Div was for Selfridge AFB Mich. This facility was commissioned 23 Feb 1955. Ref para 3, basic ltr. The folg justification for retention is sbmd: A. Req for airspace sbmd by ltr Hq 575th ADG Subj: Airspace Selfridge AFB 17 Feb 55. In initial coord with CAA it is indc that there w/b no difficulty obtaining adequate prescribed airspace. B. There is no indcn that any lmtg factors are involved that w/prohibit eff opr use of all maj comps of the RAPCON fac. c. The prim msn of the base is all wea air def which by virtue of its tactical doctrin w/embrace max util of the fac capability. d. Del of approach con auth was granted to Selfridge AFB in Nov 49 and is not limtd to such an extent that the deg of opr w/b impared. e. RAPCON opr is an absolute need to accomp the bases msn off. f. RAPCON opr is capable of prov a systematic flow of tfc in harmony with the surrounding area and

SECURITY CLASSIFICATION: UNCLASSIFIED | PAGE 1 OF 3 PAGES

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DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

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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 proximity of Selfridge AFB to Lake Huron, a great amt of adverse wea prevails that cannot be easily fcst. h. Local tfc opr avg 190 take-offs and landing on VFR days and 52 take-offs and landing on IFR days. On peak load days the tfc 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 tfc area. (5) Programmed RAPCON facility for 32d Air Div is Otis AFB, Falmouth, Mass (ADC). This facility

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 tfc compatible with normal control tfc procs; wea factors are of sufficient IFR proportions to rqr radar control and separation in this area of high density air tfc. 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 msn. In that there is a great amt of air tfc in this area the RAPCON is considered to be essential. Stewart AFB is in very close proximity to the high density tfc 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.

CAPTAIN ARTHUR P. WILDREN, JR/lmk

EAOOT-SF 51145 Mar 55 624

MESSAGEFORM

28 Jan 1955

FM COMDR ADC ENT AFB COLO SPGS COLO
TO COMDR EADF STEWART AFB N Y
COMDR CADF GRANDVIEW AFB MO
COMDR WADF HAMILTON AFB CALIF
COMDR 4750 ADW (WPNS) YUMA CNTY APRT ARIZ
COMDR 4600 ABGP ENT AFB COLO/COURIER
INFO COFS USAF WASH DC

ADOOT-C 04286. THIS MSG IN TWO PARTS. PART I. FOL MSG FROM HQ USAF QUOTED FYI AND REPLY TO THIS HQ: "AFOOT-OC-FL AIMAJCOM 329/55. COMDR FEAF INDICATED PRIORITY RQR FOR USE 60 INCH AA SEARCHLIGHTS AS SUPPLEMENTAL LDC AND NAVAID. THIS HQ CONSIDERING ADVISABILITY OF AF-WIDE INSTALLATION OF 2 LIGHTS PER BASE WHERE JET OPS ARE PREVALENT. DESIRE COMMENTS AND IF FAVORABLE, NR LIGHTS RQR FOR UR COMD NTL 1 FEB 1955." PART II. FOR DIR OPNS, USAF. THIS IS INTERIM REPLY URMSG AFOOP-OC-FL AIMAJCOM 329/55. REQ EXTENSION OF SUSPENSE DATE TO 8 FEB 55, PENDING EVAL OF DAF FORCE REPLY.
28/1705Z JAN JEDEN

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 282

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

TO:

COMDR ADC ENT AFB COLO SPRINGS COLO

INFO:

DATE-TIME GROUP	SECURITY CLASSIFICATION
2 Feb 55	UNCLASSIFIED
PRECEDENCE FOR: ACTION / INFORMATION	ROUTINE
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION
ADOOT-C 04286	UNCLASSIFIED

(UNCLASSIFIED) EAOOT-OW 4784. Ref your msg ADOOT-C 04286. Feasibility of using 60 inch AA searchlights as supplemental ldg and nav aid is dependent upon method of utilization and proximity of air bases to large metropolitan areas. Due to the probable cost of such instl, req any aval info rlty to actual usage of such lights be provd prior to our estbg a rqr for bases locd w/i this rgn.

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EAOOT-OW 021705 Feb 55 492	

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

09—16—58023-4 U. S. GOVERNMENT PRINTING OFFICE

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

15 Apr 1955

EAOOT-SF

SUBJECT: Helicopters vs Crash Rescue Boats

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

1. References: 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-B2, 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 ADGp, 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.

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 all-weather 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:

J. W. FOUNTAIN JR
MAJOR USAF
ASST. ADJUTANT

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 27CRBF Subj: Marine Crash Rescue Rept, RCS: AF-E30, 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

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

1 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., crash 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.

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 Boat 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,

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 EAOOT-SF 6617, 18 February 1955, the following narrative reports by the three (3) bases possessing both helicopter and crash boat facilities are submitted:

a. 527th Air Defense Group, Wurtsmith Air Force Base, Michigan:

(1) 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

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:

(1) 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.

(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

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.

3. 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.

e. 25 April 1954, people in sinking boat. 32d Crash Boat Flight accomplished rescue. Helicopters were not alerted.

f. 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:

RALPH C. WILLIAMS
MAJOR USAF
ADJUTANT

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
17 Feb 55	UNCLASSIFIED
PRECEDENCE FOR: ACTION / INFORMATION	ROUTINE
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

TO:

COMDR 30TH ADIV (DEF) WILLOW RUN AF
STA BELLEVILLE MICH
COMDR 32D ADIV (DEF) SYRACUSE AF
STA SYRACUSE 6 NY

INFO:

(UNCLASSIFIED) EAOOT-SF 6617 . Desire you fwd a one-time narrative report to this hq HLT 5 Mar 55 covering the period Nov 53 thru Jan 55, comparing hcptrs versus crash boats and utilizing Section VIII of Marine Crash Rescue Report RCS AF-#20. This narrative report will compare in detail the use of hcptrs and crash boats where both were employed in any single effort. Cases where either a boat or a hcptr was forces to abort a water search and rescue man will be fully explained as to reasons preventing joint participation. (i.e., icing, poor visibility etc.) Where actual cases cannot be compared it is desired that a comparison be made between hcptrs and crash rescue boats for all operating conditions.

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UNCLASSIFIED	1 1
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Capt Wildern, Jr./s/	
SYMBOL TELEPHONE	OFFICIAL TITLE
~~EAOOT-SF 17352 Feb 55~~ 624	

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

e9—10—58923-4 U. S. GOVERNMENT PRINTING OFFICE

MESSAGEFORM

1 Mar 1955

FM COMDR 518TH AIRDEFGRU NIA FALLS MUNI APRT NY
TO COMDR EADF STEWART AFB NY
INFO COMDR 4707TH AIRDEFWG OTIS AFB MASS
COMDR 32D ADIV/D/ SYRACUSE AF STA NY
MIDDLETOWN AIR MATERIEL AREA OLMSTEAD AFB PA

/UNCLASSIFIED/DGO 1071 PD REF EADF MSG EAOOT-SF 6617 PD SUBJ:
COMPARISON OF HELICOPTERS VS CRASH BOATS PD PART I PD OPERATIONAL
REQUIREMENT EXISTS FOR RETENTION OF BOTH CRASH RESCUE BOAT FLIGHT AND
HELICOPTERS AT 518TH AIR DEF GP PD A PD A PORTION OF EVERY 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 MUNI APRT PD/
B PD THE D-94 DANGER AREA CMM NIA FALLS GUNNERY RANGE CMM IS LOCATED
APPROXIMATELY IN THE MIDDLE OF LAKE ONTARIO PD THIS RANGE IS UTILIZED
BY THE 518TH AIR DEF GP CMM NY AIR NATIONAL GUARD CMM AF RESERVE
TRAINING UNIT CMM AF AIRCRAFT UNDER BAILMENT TO BELL AIRCRAFT AND CORNELL
AERO LABS CMM THREE SQUADRONS OF NAVAL AIRCRAFT CMM AND CIVILIAN
OVER-WATER FLYING CMM INCLUDING CAP PD FURTHER CMM THE DESIGNATED
ACROBATIC AREA AT NIA FALLS AFB 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 CMM INCLUDING AIRCRAFT
ACCIDENTS CMM CRASH LANDINGS CMM DITCHING CMM ABANDONMENT CMM AND SIMILAR
OCCURRENCES IN WATER ADJACENT TO AIR BASES AND GUNNERY RANGES PD
CONSEQUENTLY CMM 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 A 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 BETWEEN HELICOPTERS AND CRASH RESCUE BOATS FOLLOWS:
1 PD H-13 HELICOPTER ADVANTAGES: /A/ RAPID DEPLOYMENT CMM DELIVERY OF
SURVIVAL EQUIPMENT TO SCENE CMM RECOVERY CMM AND FAST VISUAL SEARCH
SPEED PD /B/ PRIMARILY FOR LAND RESCUE PD 2 PD H-13 HELICOPTER
DISADVANTAGES: /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 FLIGHT UNDER INSTRUMENT FLIGHT CONDITIONS PD /D/ RADIO
COMMUNICATIONS LIMITED TO CHANNEL B AND D VHF/UE AIRCRAFT ASSIGNED
518TH AIR DEF GP UHF EQUIPPED/. /E/ MAXIMUM OF ONE WATER CASUALTY RESCUE
AT ONE TIME CAN BE EFFECTED WHEN EQUIPPED WITH FLOATS PD /F/ EXTREMELY
LIMITED NIGHT OPERATIONS PD 3 PD CRASH BOAT ADVANTAGES: /A/ NO WEATHER
MINIMUMS PD /B/ BOATS EQUIPPED WITH RADAR FOR SURFACE SEA SEARCH
AND IS VERY EFFECTIVE PD /C/ MULTIPLE CASUALTIES CAN BE HANDLED /D/
MEDICAL ATTENTION AVAILABLE ON BOAT PD /E/ COMMUNICATIONS INCLUDE VHF
CMM UHF CMM AND HF HOMING ADAPTER PD /F/ SUSTAINED SEARCH FOR THIRTY
HOURS WITHOUT RELIEF POSSIBLE WITH ONE BOAT PD 4. CRASH BOAT DISADVANTAGES

/A/ SPEED IS SLOWER THAN HELICOPTER. /B/ CRASH BOATS NOT AVAILABLE IN WINTER 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 RELOCATION 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 SUGGEST SURVEY BE 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 PORT DALHOUSIE CMM ONTARIO CMM CANADA PD B. RECOMMEND PERMANENT TYPE STANDARD USAF BOAT FLIGHT INSTALLATION BE PROVIDED PD ALL INFORMED PD
01/1450Z MAR JEPDG

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 285

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
18 Jan 55	UNCLASSIFIED
PRECEDENCE FOR: ACTION: PRIORITY	INFORMATION
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

TO:

COMDR 30TH ADIV (DEF) WILLOW RUN AF STA BELLEVILLE MICH
COMDR 32D AIDV (DEF) SYRACUSE AF STA SYRACUSE 7 NY

INFO:

(UNCLASSIFIED_ EAOOT-SF_1887__. Folg info is required by higher hq. Desire you provide this hq with detailed justification for an H-19 helicopter assigned your comd, NLT 4 Feb 55, giving sernr, base of asgmt, ACW site supp, average hrs flown per month in this capacity and other pertinent info which would justify the retention of these helicopters. Your particular attn is directed to the primary msn of H-19 helicopters which are justified and assigned specifically for logistical supp of remote ACW site. Local rescue is considered a secondary msn; however, no objection is offered to their use in rescue operation provided their asgmt can be justified primarily on the basis of ACW supp.

SECURITY CLASSIFICATION	PAGE OF PAGES
UNCLASSIFIED	1 1
DRAFTER'S NAME (and signature, when required)	RELEASING OFFICER'S SIGNATURE
Capt Wildern, Jr/bas	
SYMBOL: EAOOT-SF 181430 Jan 55	TELEPHONE: 624
	OFFICIAL TITLE

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

c0—16—38923-4 U. S. GOVERNMENT PRINTING OFFICE

1

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 286

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
17 Feb 55	UNCLASSIFIED
PRECEDENCE FOR: ACTION: ROUTINE	INFORMATION
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

TO:

COMDR 519TH AIR DEF GP SUFFOLK CO
AFB WEST HAMPTON BEACH,L.I., NY
COMDR 520TH AIR DEF GP TRUAX FLD
MADISON WISC
COMDR 534TH AIR DEF GP KINROSS AFB
~~XXXX~~ KINROSS MICH
COMDR 529TH AIR DEF GP WURTSMITH AFB
OSCODA MICH
COMDR 518TH AIR DEF GP NIAGARA FALLS MUNI APRT
NIAGARA FALLS NY
COMDR 564TH AIR DEF GP OTIS AFB FALMOUTH MASS
COMDR 517TH AIR DEF GP ETHAN ALLEN AFB WINOOSKI VT
COMDR 528TH AIR DEF GP PRESQUE ISLE AFB PRESQUE ISLE ME

INFO:

COMDR 26TH AIDV (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 4706TH AIR DEF WG O'HARE INTNL APRT PARK RIDGE ILL
COMDR 4707TH AIR DEF WG OTIS AFB FALMOUTH MASS
COMDR 4708TH AIR DEF WG SELFRIDGE AFB MT CLEMENS MICH
COMDR 4709TH AIR DEF WG McGUIRE AFB TRENTON NJ
COMDR 4711TH AIR DEF WG PRESQUE ISLE AFB PRESQUE ISLE ME

(UNCLASSIFIED) EAOOT-SF 6518 . Desire you fwd to this hq NLT 3 Mar 55, the folg: 1. One ea 8x10 photograph, 3/4 left front view of ea heptr assigned. 2. Indicate the folg: a. Carrying capacity in addition to plt and 1 crew member. b. Whether joist equipped and slings possessed or impracticalbe to equip. c. Whether inst equipped for night and weather flt or instrumentation lacking and whether or not such instrumentation is possible. d. Range limitations w/plt and one crew member

SECURITY CLASSIFICATION	PAGE 1 OF 2 PAGES
UNCLASSIFIED	
DRAFTER'S NAME (and signature, when required)	RELEASING OFFICER'S SIGNATURE
SYMBOL / TELEPHONE	OFFICIAL TITLE

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 45, WHICH MAY BE USED.

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retrieving one individual and retrieving 2 individuals. e. 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.

Capt Wildern, Jr./bas

EAOOT-SF 171310 Feb 55 624

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 287

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
23 Feb 55	UNCLASSIFIED
PRECEDENCE FOR: ACTION: ROUTINE	INFORMATION: ROUTINE
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

TO:

COMDR ADC ENT AFB COLO SPRINGS COLO

INFO:

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

(UNCLASSIFIED) EAOOT-SF 7965 . Ref your ltr ADOOT-B2, Subj: Aids for Local Crash Rescue, 31 Jan 55. Folg info is submitted: 1. 26th ADiv: 519th Air Def Gp, 2 H-5 hcptrs only, incls 2 and 4, ref ltr, not required. 2. 30th ADiv: 534th Air Def Gp, 2 H-19 Hcptrs, incl 4, ref ltr, not required; 520th Air Def Gp, 2 H-19 hcptrs, incls 2, 4 and item 1a, incl 3, ref ltr, not required; 527th Air Def Gp, 2 H-13 hcptrs, programmed 2 H-5s, incls 2, 4 and items 1a and 2i, incl 3, ref ltr, not required. 3. 32d ADiv: 528th Air Def Gp, 1 H-19 and 1 H-13 hcptr, and 517th Air Def Gp, 1 H-19 and 1 H-13 hcptrs, incl 4, ref ltr, not required; 564th Air Def Gp, 2 H-5 and 2 H-13 hcptrs, incls 2, 4 and item 1j, incl 3, not required; 518th Air Def Gp, 2 H-13, 2 H-5 hcptrs, incl 4 not required and items 1a and d, incl 3 not required for H-13 hcptr.

SECURITY CLASSIFICATION	PAGE OF PAGES
UNCLASSIFIED	1 1
DRAFTER'S NAME (and signature, when required)	RELEASING OFFICER'S SIGNATURE
Capt Wildern/bas	
SYMBOL / TELEPHONE	OFFICIAL TITLE
EAOOT-SF 281130 Feb 55 624	

DD FORM 1 OCT 49 173 . REPLACES NME FORM 173, 1 MAY 49. WHICH MAY BE USED.

e9—16—55923-4 U. S. GOVERNMENT PRINTING OFFICE

MESSAGEFORM

8 Mar 1955

FM HED 4711TH ADW PIAFB ME
TO COMDR EADF STEWART AFB NY
COMDR 517TH ADG ETHAN ALLEN
COMDR 528TH ADG PIAFB ME

/UNCLASSIFIED/ DWMMT 829-C. FOR EAMAC-ACD, CWO RYAN. SUBJ IS REASG OF HCPTRS. REQ H-19B HCPTR S/n 51-7536 NOW ASG TO 517TH ADG BE REQ TO 528TH ADG AND H-13G HCPTR S/N 53-3786 NOW ASGD TO 528TH ADG BE REASG TO 517TH ADG. THIS WOULD PROV EACH UNIT WITH AN H-13 EQP WITH PONTOONS 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 OPRS. THE H-19 IS ALSO MORE SUITABLE FOR LIAISON BTWN THE SQS AND OUTLYING ACW BASES FOR LOGISTICS AND AIR EVAC PURPOSES. H-19B HCPTR S/N 52-7536 IS PRESENTLY 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 "CM". 06/1950Z MAR JEPDH

MESSAGEFORM

4 Apr 55

FM COMDR ADC ENT AFB COLO
TO COMDR WADF HAMILTON AFB CALIF
COMDR CADF GRANDVIEW AFB MO
COMDR EADF STEWART AFB NY
COMDR 4750 AIR DEF WG WPNS YUMA ARIZ

ADCOT-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 MSG IN 5 PARTS. PART I CLN REF MYMSG AFOOP-OC-S 1213/54 CMM 31 DEC 54. CONTINUED REVIEW OF HCPTR 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 PLANS 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 HCPTRS ARE URGENTLY REQUIRED 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 DEGREE OF SUPERVISION AND SUPP NEC TO INSURE SATIS MSN ACCOMPLISHMENT. HIGH ACCIDENT RATE AND LOW UTILIZATION RATE FOR HCPTRS IS INDICATIVE OF THIS LACK OF SUPERVISION. PART III CLN ALL CONCERNED MUST REALIZE THAT WITH EXCEPTION OF LIMITED NR OF H-13'S PROCURED FOR LOCAL RESCUE CMM ALL HCPTRS CURR ASSIGNED TO NON-T/O ORGAN ARE AVAL SOLELY BY REASON OF ELIMINATION OF CERTAIN ORGAN AUTH UNDER 143 WG PROGRAM. HCPTRS MADE SURPLUS BY THIS REDUCTION HAVE BEEN ALLOCATED TO ALL COMDS ON AN EQUITABLE BASIS. NO REPLACEMENT ACFT HAVE BEEN PROGRAMMED FOR NON-T/O ORGAN NOR IS SUCH PROCUREMENT CONTEMPLATED AT THIS TIME. CURR HIGH ATTRITION RATE HAS DEPLETED INVENTORY SO RAPIDLY THAT IT IS NOW BECOMING NEC TO WITHDRAW HCPTRS FROM NON-T/O ORGAN TO SUPP RQRS OF T/O ORGAN. EACH COMD SHOULD ANTICIPATE. A CONTINUOUS DECREASE IN NON-T/O AUTH DIRECTLY PROPORTIONAL TO HCPTR ATTRITION RATE. PART IV CLN THIS HQ IS CONSIDERING 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 PROGRAM. PART V CLN IN VIEW OF FOREGOING COMM DESIRE THAT ALL COMDS IMPART TO THEIR SUBORDINATW UNITS IMPORTANCE OF PROV ADEQUATE SUPERVISION OVER HCPTR OPRS AT ALL TIMES. FURTHER DESIRE THAT AGGRESSIVE FOL-UP ACTION BE TAKEN TO INSURE COMPLIANCE WITH CONTENTS OF MYMSG CITED IN PART I ABOVE. IN EVENT THERE ARE PROBLEMS RELATED TO HCPTR OPRS 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 HCPTR PLTS YOUR COMD RECEIVE A MIN OF 10 HRS HCPTR TIME PER MONTH.
04/2048Z APR JEDEN

MESSAGEFORM

28 JUN 1955

FM COMDR 30TH ADIV DEF WRAFS BELLEVILLE MICH
TO COMDR EADF STEWART AFB NEWBURGH

/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 VEHS AVAL AT 534TH AIR DEF GP KINROSS AFB MICH TWO (2) 63 FT CRASH BOATS AND ONE (1) H-19B HELICOPTER. ONE ADD ASGD HCPTR PRESENTLY IN IRAN. UNIT 49TH CRASH RESCUE BOAT FLT. AVAILABILITY OF CRASH BOAT APPROX 15 APR TO 1 DEC. HCPTR YEAR AROUND. COORDINATION FOR STAND BY ACCOMP BY CONTACTING W/O BAILLEY COMDR 49TH CRASH RESCUE BOAT FLT AFTER ROCKETRY RANGE CLNC RECEIVED FR COMDR 534TH ADEF GP. FACILITIES CONSIDERED ADEQUATE WHEN TWO H-19 HCPTR ARE IN PLACE AT KINROSS AFB. B. D-91: RESCUE VEHS AVAL FR 527TH ADEF GP WURTSMITH AFB 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 WURTSMITH IN NEAR FUTURE. RESCUE UNIT: 11TH CRASH RESCUE BOAT FLT AVAL APPROX 15 APR TO 1 DEC. COORDINATION FOR STANDBY ACCOMP BY CTC WURTSMITH TOWER AND REQUESTING CRASH RESCUE BOAT FOR STANDBY OR DIRECT COMM WITH COMDR OF 11TH CRASH RESCUE BOAT FLT. APPR AGENCY FOR USE OF RNG IS COMDR, 527TH AIR DEF GP, WURTSMITH AFB. FACILITIES WILL NOT BE CONSIDERED ADEQUATE UNTIL TWO H-19 ACFT ASGD TO WURTSMITH AFB.
28/1825Z JUN RJEDBW

MESSAGEFORM

27 JUN 1955

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/VC /FS/ 3933. UREMSG EACOT-TW 25910 PD THIS MSG IN FOUR PARTS PD PART ONE PD 48TH ARS EGLIN RESPONSIBLE FOR CHARLESTON COVERAGE SA-16 S AND HELICOPTERS AVAILABLE ON CALL THROUCH FLIGHT SERVICE CMM COAST GUARD SEAPLANES AVAILABLE FROM ELIZABETH CITY CMM N PD C PD AND ST PETERSBURG FLA ON CALL CMM NAS CLYNCO AT BRUNSWICK GEORGIA HAVE BLIMPS AND AN OCCASIONAL HELICOPTER WHICH CAN BE CALLED UPON PD NAS JACKSONVILLE HAS SEAPLANES AVAILABLE ON CALL PD PART II PD RESCUE BOATS ARE AVAILABLE AT CHARLESTON, BYRTLE BEACH, ST SIMONS ISLAND FOR CLOSE-IN RESCUE OPERATION PD PART III PD DURING ROCKET FIRING EARLY IN YEAR ARS HQ AT ORLANDO WERE QUERIED FOR COVERAGE PD THEY STATED THAT COVERAGE FROM EGLIN WAS DEEMED ADEQUATE FROM THEIR POINT OF VIEW PD PART IV THIS HQ DOES NOT BELIEVE THAT AVAILABLE FACILITIES ARE 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 ARRIVE PD IT IS DOUBTFUL THAT RESCUE BOATS COULD OPERATE IN THE RANGE DUE TO THE DISTANCE FROM SHORE PD THIS HQ IS OF THE OPINION THAT ARS SHOULD PROVIDE AN SA-16 OR HELICOPTER TO OPERATE FROM CHARLESTON AFB PD END
27/1837Z JUN RJESKB

MESSAGEFORM

28 Jun 1955

FM CONDR 26TH ADIV DEF ROSLYN NY
TO CONDR EADF STEWART AFB NEWBURGH NY

/UNCL/26ADOOT 3138. SUBJ: RESCUE FACS. IN REPLY TO UR MSG EAOOT-TW 25190.
A. W 105 (1) USCGAS-QUONSET PT; 1UF1G ALERTED BY 26 ADCC THRU NYCG RCC OR P-45; AVAL YR ROUND AND ADEQUATE. (2) SUFFOLK CTY AFB; 2 H5'S ALERTED BY 26 ADCC OR P-45; AVAL YR ROUND AND NOT ADEQUATE. (3) 46 ATS AT WESTOVER AFB; 4 SA16 AND 2 H-19 ALERTED BY 26 ADCC DIR 46 ARS ; AVAL YR ROUND AND ADEQUATE (4) USCG WESSELS AT NANTUCKET ISLAND; 83 FOOT VESSEL DURING SUMMER 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 OR P-45; AVAL YR ROUND AND NOT ADEQUATE. (2) USCGAS-FLOYD BENNET; 1 P2M, 2 UF1G, 1 PB1G AND 5 HCPTRS ALERTED BY 26 ADCC THRU NYCG RCC; AVAL YR ROUND AND ADEQUATE. (3) ATLANTIC CITY NAS; 1 HF, 1 HUP AND 2 SNB FOR SEARCH; AVAL YR ROUND AND ADEQUATE.
C. W 108 (1) NORFOLK NAS; 1 P5M AND 1 HUP. (2) OCEANA NAS; 1 HUP. (3) CHINCOTEAQUE NAS; 1 PGY AND 1 HUP (4) QUANTICO MCAS; EIGHT HCPTRS, (5) CHERRY PT MCAS; 2 HUP. (6) PANTUXENT RIVER NAS; 1 UF AND 1 HUP ABOVE ARE ALERT BY 26 ADCC THRU AS30C ADDC; AVAL YR ROUND AND ADEQUATE. IN ADD TO ABOVE ACFT THERE ARE MANY LIFEBOAT STAS ALONG EASTERN SEABOARD AVAL FOR PILOT PICKUP. THESE ARE AVAL YR ROUND AND ADEQUATE. THEY ARE ALERTED BY 26 ADCC THRU NYCG RCC IN NYC OR USCG RCC AT NORFOLK NAS.
28/2045Z JUN RJEPNY

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 293

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

TO:

COMDR ADC ENT AFB COLO SPRINGS COLO

INFO:

DATE-TIME GROUP: 5 Jan 55	SECURITY CLASSIFICATION: UNCLASSIFIED
PRECEDENCE FOR: ROUTINE	ACTION / INFORMATION
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION: ADOOT-C 41677	CLASSIFICATION: UNCLASSIFIED

(UNCLASSIFIED) EAOOT-TS 286. Ref your msg ADOOT-C 41677, this hq concurs with the monthly AAA exercise. However, req exercises be programmed at least three months in advance. Joint tng of this nature could then be taken into consideration in the programming of other required tng exercises and conflict would be avoided.

	SECURITY CLASSIFICATION: UNCLASSIFIED — PAGE 1 OF 1 PAGES
DRAFTER'S NAME (and signature, when required): CAPT ROY B CARRIS/jss	RELEASING OFFICER'S SIGNATURE
SYMBOL: EAOOT-TS 050930 Jan 55 — TELEPHONE: 639	OFFICIAL TITLE

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

69—16—58923-4 U. S. GOVERNMENT PRINTING OFFICE

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 294

FROM: (Originator) SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

HQ EADF STEWART AFB NEWBURGH NY

TO:

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

BT

DATE-TIME GROUP: 18 Jan 55	SECURITY CLASSIFICATION: UNCLASSIFIED
PRECEDENCE FOR: ACTION: ROUTINE	INFORMATION
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
IDENTIFICATION	REFERS TO MESSAGE: CLASSIFICATION

(UNCLASSIFIED) EAOOT-TS 2285 . The folg ADC msg is quoted FYI and necessary action: "ADOOT-C 02363. Ry msg ADOOT-C 41677. To facilitate programming monthly 24 hr AAA exercise with other rqrd tng exercises, folg tentative dates have been selected by APAACON for first qtr of 1955. 13-14 Jan; 17-18 Feb; 17-18 Mar; 14-15 Apr. All exercises will commence and term as of 0800 EST on dates indc."

DRAFTER'S NAME (and signature, when required)

SYMBOL: CAPT ROY B CARRIS/jas

TELEPHONE: EAOOT-TS 261430 Jan 55 351

SECURITY CLASSIFICATION: UNCLASSIFIED

RELEASING OFFICER'S SIGNATURE

PAGE 1 OF 1 PAGES

OFFICIAL TITLE

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 48, WHICH MAY BE USED.

16—26023-4 U. S. GOVERNMENT PRINTING OFFICE

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 294

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
18 Jan 55	UNCLASSIFIED
PRECEDENCE FOR: ACTION / INFORMATION	ROUTINE
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

TO:

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: XX

(UNCLASSIFIED) EAOOT-TS 2285. The folg ADC msg is quoted FYI and necessary action: "ADOOT-C 02363. My msg ADOOT-C 41677. To facilitate programming monthly 24 hr AAA exercise with other rqrd 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 commence and term as of 0800 EST on dates indc."

SECURITY CLASSIFICATION	PAGE OF PAGES
UNCLASSIFIED	1 1
DRAFTER'S NAME (and signature, when required)	RELEASING OFFICER'S SIGNATURE
CAPT ROY B CARRIS/jss	
SYMBOL / TELEPHONE	OFFICIAL TITLE
EAOOT-TS 281430 Jan 55 351	

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

e9—16—58923-4 U. S. GOVERNMENT PRINTING OFFICE

SECURITY CLASSIFICATION (If any)

295

DISPOSITION FORM

FILE NO.

SUBJECT AAA Tracking Exercises

COMMENT NO. 1

TO Col Olds, EAOOT

FROM EAOOT-TW

DATE 4 Jan 1955

1. Undersigned, plus S/L Ockenden, Capt Lewis and Capt Carris, met with Lt Col Palizza on 3 Jan 55 and agreed on a course of action for the 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 correlate AAA acquisition radar tracks with existent ACW tracks. Any track within a 100 mile radius of an AAA defense is suitable for this purpose and no extraordinary effort on our part is warranted.

3. It was agreed that Capt Carris would publish an EADF operations order to cover ACW actions during these exercises. No further action was 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

Encl

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

16—54801-3 ☆ U. S. GOVERNMENT PRINTING OFFICE : 1952 O - 986875

0925

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 296

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
10 Jan 55	UNCLASSIFIED
PRECEDENCE FOR: ACTION / INFORMATION	PRIORITY
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

TO:

COMDR 4713TH RAD EVAL (ECM) FLT
GRIFFISS AFB ROME NY

INFO: ~~XXXX~~

(UNCLASSIFIED) EAOOT-SF 647. This msg in two parts. Part I: Folg req received fr Comdr 32d ADiv (Def): Special AAA tracking msn to be flown over route #4 on 18 Jan 55 and over route #6 on 20 Jan 55 to provide AAA Tracking units w/bmbr type acft during sked AAA Comd exercise for these dates. This will provide sufficient AAA tracking for that week. Further req that routes #4, 5 and 6 be flown, in turn, one route on ea Firday subsequent to 21 Jan 55 as agreed upon folg EASTARAACON meeting at Stewart AFB, 14 Apr 54. Direct comm auth. Part II: In the event augm of Part I this msg results in conflict with CPS Snowbird, priority w/b given CPS Snowbird.

SECURITY CLASSIFICATION	PAGE OF PAGES
UNCLASSIFIED	1 1
RELEASING OFFICER'S SIGNATURE	
DRAFTER'S NAME (and signature, when required)	OFFICIAL TITLE
Capt Wildern, Jr/bas	
SYMBOL / TELEPHONE	
EAOOT-SF 10 Jan 55 624	

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

16—58923-4 U. S. GOVERNMENT PRINTING OFFICE

MESSAGEFORM

30 Mar 1955

FM COC ADC
TO COC CADF
COC EADF
COC WADF

//UNCLASSIFIED// COC CITE 3-8. APR ARAACOM EX W/B CONDUCTED FR 141500Z TO 151500Z ARAACOM IS ARNG ONE OR MORE AERIAL ATKS AGAINST EA GUN DEFENDED AREA IN THEIR RESPECTIVE AREAS BY SAC, TAC, ADC OR OTHER A/C. MAJ ARAACOM FLD COMDS HAVE BEEN INSTRUCTED TO MAKE NEC ARRANGEMENTS WITH APPROPRIATE ADC UNITS TO DSG THESE PREARRANGED FLTS AS FK, TO PASS THESE FK TRACKS TO AA DEF AND TO FWD-TELL THESE TRACKS TO COC, ADC. EVERY PRECAUTION W/B TAKEN TO PVNT AA DEF COMDRS FROM GAINING ADV KNOWLEDGE OF THE NR OF ATKS PLANNED AGAINST THEIR DEF, ROUTES, TIMES, ETC. THESE ARAACOM TRACKS W/B FWD TOLD THRU ARAACOM CHANNELS AS FK AND THRU ADC CHANNELS AS KSZ, RPT KSZ IAW NORMAL PROCEDURES. REQ DISEM OF THIS MSG TO ALL APPROPRIATE UNITS OF YOUR COMD.
30/1749Z MAR JEDEN

MESSAGE FORM

11 Apr 1955

FM 32D ADIV (D)
TO ALL ADIVS (D)

JEPSN 25

/UNCLASSIFIED/ACFOOT-FO 04043. THIS IS 32D AD /D/ OPORD 12-55. 1. GENERAL 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 TGTS PENETRATING AAA DEFS. 3. TASKS FOR SUBORD UNITS: A. COMDRS, ADW AND ADC WILL PROV A SUFFICIENT NBR 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. COMDRS, ACW SQS WILL INS ANG ACFT ARE SCRAMBLED IN SUFFICIENT TIME TO MEET TIME-OVER-TGT TIME AND DIRECT THEM OVER PROPOSED CRSE. ALL TRAKCS W/B REPORTED LAW ADCR 55-29 AND ADCM 55-3, D. ADCC, 32D AD /D/ WILL REPT TRACKS LAW ADCR 55-29 AND ADCM 55-3 AS AMENDED. E. GENERAL: /1/ COMDR, 437TH 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 A HEADING OF 040 DEGREES FROM A POINT 50 MILES SOUTHWEST 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 DEGREES FROM A POINT 50 MILES SOUTHEAST OF THE CITY TO A POINT 50 MILES NORTHWEST 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 A HEADING OF 090 DEGREES 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/ COMDR 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 DEGREES FROM A POINT 50 MILES EAST OF NIAGARA TO A POINT 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

NIAGARA AT 1330F, 14 APR 55 AND 0900F, 15 APR 55. ACFT WILL FLY OVER NIAGARA ON A HEADING OF 220 DEGREES 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 DEGREES AND TWO ACFT ON A HEADING OF 150 DEGREES. 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 INTCP 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 POINT 50 MILES SOUTHEAST OF NIAGARA TO A POINT 50 MILES NORTHWEST OF NIAGARA. ACFT W/B AT AN ALT OF 25,000 FT. /7/ COMDR, 101ST FTR INTCP SQ (MASS ANG) 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 ANG) 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 DEGREES FROM A POINT 50 MILES NORTHWEST OF BOSTON TO A POINT 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, 1400F, 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 EAST OF BOSTON. ACFT W/B AT AN ALT OF 30,000 FT. /10/ COMDRS OF ANG FTR INTCP SQ WILL COORD WITH APPROPRIATE ACW SQS TO INS THEIR TWO JET ACFT ARE SCRAMBLED IN TIME TO MEET THE TIME OVER TGT FOR BOSTON AND NIAGARA. /11/ALL TRACKS W/b CLASFD KEYSTONE ZEBRA AND REPORTED IAW WITH ADCR 55-29 AND ADCM 55-3 AS AMENDED. /12/ TRACKS W/B PASSED TO AAOCS AS FAKER. /13/ RPT OF COMPLD MSN W/B SUBMITTED FROM TASK ORGANIZATIONS BY TELETYPE MSG OR MAIL ADDRESSED TO THIS HQ. 4. LOG AND AMN: AS NORMAL. 5. COMD AND COMM: AS NORMAL.
11/1835Z APR JEPSN

SECURITY CLASSIFICATION (If any)

299

DISPOSITION FORM

FILE NO.

SUBJECT: Inves Re Guns Free Condition Issued from COC, 26th Air Div

TO: EAODO

FROM: EAOOT-OS

DATE: 21 Jun 1955

COMMENT NO. 3

1. Concur with report of investigation in general; however, certain of the conclusions and recommendations stated are not sufficiently appreciative of the more important discrepancies indicated by the contents of this report and the exhibits. This investigation confirms and substantiates previous staff reports which have indicated that ACW-AAA relationships and procedures are not thoroughly understood by any of the units concerned. Further, that these relationships and procedures are not clearly defined at this time and in most cases are not interpreted in the same light by the ACW and AAA systems. Action to clarify these relationships and procedures is being taken by this directorate in the rewrite of the ACW-AAA directives.

2. Reference paragraph 2, Exhibit A-1, and paragraph 1, this comment, do not believe the investigation and report are of sufficient scope to satisfy this requirement. This requirement is the key to the solution of the over-all ACW-AAA operational difficulties.

3. Reference paragraph 33c and d, basic report. The COC duty officer would logically grant a simulated "guns free" request without recourse to higher authority and without causing such a grant to be logged since this request is for AAA practice only and has not bearing or effect on the active air defense. No written procedure exists which covers requests for simulated changes in engagement status.

4. Reference paragraph 46a(1), basic report. There is no requirement for AA defenses to request simulated or actual changes in engagement status from the ACW system since the Air Division Commander is responsible for the air defense of the sector and the most effective weapons employment based on his estimate of the situation. Further, present rules of engagement are flexible enough to allow AAA units to engage aircraft committing a hostile act and, under warning red conditions, to conduct preparatory fire without reference to the ACW system when time is the critical factor. Do not concur with direct contact between air division and AAAOC for announcing engagement status since this procedure would leave the ADDCs out of the tactical action picture and make coordinated efforts impractical. The ADDC is the basic air defense control unit and should be cognizent of operational control being exercised over all air defense weapons which are allocated to the defense of its subsector of responsibility. Existing directives include the ADDC in the operational control channel to insure maximum co-ordination and effectiveness of weapons.

16—54801-3 ☆ U. S. GOVERNMENT PRINTING OFFICE: 1952 O - 986875

5. Reference paragraph 46A(2) basic report. Do not believe it feasible to attempt to presuppose battle conditions and tie engagement status procedures thereto. Current directives rpovide sufficient guidance for prescribing appropriate engagement status.

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.

Lewis
8207

Olds
600

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 300

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
23 Apr 55	UNCLASSIFIED
PRECEDENCE FOR: ACTION: ROUTINE	INFORMATION: ROUTINE
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

TO:

COMDR ADC ENT AFB COLO SPRINGS COLO

INFO:

COMDR 32D ADIV (DEF) SYRACUSE AF STA
SYRACUSE 6 NY

(UNCLASSIFIED) EAOOT-OS 16883 . Ref is made to para 4c (1), ADCM 55-29. Req definition of "action of maj importance". This hq recms an action of maj importance be construed as when AAA wpns engage a track and/or change of 20% or more of the atkg or defending force. This definition would provide the ADivs (Def) with a guide for reptg purposes and preclude an interpretation by each crew at each ADCC plus assuring that timely info is aval on AAA wpns engagement.

SECURITY CLASSIFICATION: UNCLASSIFIED

PAGE 1 OF 1 PAGES

DRAFTER'S NAME (and signature, when required)

Captain Carris/leh

RELEASING OFFICER'S SIGNATURE

SYMBOL

EAOOT-OS 211155 Apr 55

TELEPHONE 8207

OFFICIAL TITLE

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 48, WHICH MAY BE USED.

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CONFIDENTIAL 301

MODIFIED HANDLING AUTHORIZED

HEADQUARTERS
EASTERN ARMY ANTIAIRCRAFT COMMAND
STEWART AIR FORCE BASE
Newburgh, New York

EAAC-C 300.6 17 January 1955

MEMORANDUM FOR RECORD

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

CONFIDENTIAL

MODIFIED HANDLING AUTHORIZED

EAAC-C 300.6 17 January 1955
SUBJECT: B-47 Aircraft Through EADF Region During "JANUARY EXERCISE"

information on to Lt Col Linn who asked that we keep him informed since Lt 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.

6. I noted about 2030 hours a message from 1st AA Regional Command to ARAACOM, stating that they had been successful in acquiring and tracking two B-47 tracks at altitudes of 38,000 and 40,000 feet. 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.

7. 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.

8. An attempt was made to contact the AA representative at the 30th Air Division, Lt Col Ewing; however after contacting the Operstions Officer at Willow Run, it was ascertained that Lt Col Ewing was not present at the COC.

Copies furnished:
CofS
Opr
AG

MAURICE J. PALIZZA
Lt Col, GS
Operations Officer

MEMO

FM K. C. SMITH
/Col. USA
Dep JEADF/

TO COL OLDS 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.

MESSAGEFORM

10th AF Reserve Wing Commanders Conf

EAOPR
EAODO

EAOOT

2 Feb 1955

1. Reference paragraph 1 of attached letter, Hq 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 438th at Milwaukee, 439th at Selfridge, 445th 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 met.

JONES/703

OLDS/600

1 Encl
Ltr fr 10th AF, subj:
10 AF Air Reserve Flying
Cen and Reserve Wg Comdrs
Conf, 28 Jan 55

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 303

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
7 Feb 55	UNCLASSIFIED
PRECEDENCE FOR: ACTION: PRIORITY	INFORMATION: PRIORITY
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

TO:

COMDR 10TH AF SELFRIDGE AFB MT CLEMENS MICH
COMDR 30TH AIR DIV (DEF) WILLOW RUN AF STA BELLEVILLE MICH

INFO:

COMDR ADC ENT AFB COLO SPRINGS COLO
COMDR CADF GRANDVIEW AFB GRANDVIEW MO
COMDR 4708TH AIR DEF WG SELFRIDGE AFB MT CLEMENS MICH

(UNCLASSIFIED) EAOOT-TW 5065 . This msg in two parts. Part I for Comdr, 30th Air Div (Def). Hq ADC has indicated that the 438th Ftr-Bmr Wg (Res), Milwaukee, and the 439th Ftr-Bmr Wg (Res), Selfridge, 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. Hq 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 FY 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 duty tng skedd to take place 1400 to 1700 hrs, 17 Feb 55. Representatives should be prepared to discuss the

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SYMBOL / TELEPHONE	OFFICIAL TITLE

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

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HQ EADF STEWART AFB NEWBURGH 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 ltr 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.

EAOOT-OW 15 February 1955

SUBJECT: Summary of Air National Guard Air Defense Augmentation Program

TO: 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-B1, 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

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
1 Armorer	NGM 15 Job # 46-11
1 Air Operations Spec	NGC 5 Job # 27-10
1 Administrative Spec	NGC 7 Job # 70-11
1 Radio Mechanic	NGM 15 Job # 30-13
1 Flying Tng 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.

e. The active duty and air technician personnel comprising the group performing the air defense duty will be referred to as the _____ Air Alert Detachment,_____Fighter Interceptor/Bomber Squadron. This designation is for the purpose of identification only.

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

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 responsibility 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.

l. 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.

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:

(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:

(1) Letter Orders ordering the individual to voluntary active duty and relief therefrom will be issued.

(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

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)

(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 Report (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.

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:

(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

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

(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:

a. 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 lieu 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

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.

f. 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

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
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. GPLD $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, Symbol 225-175, 1

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 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. GPLD $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, Symbol 225-175, 1

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 Exemption. Enter the number of exemptions claimed for Federal income tax. This entry must be supported by TD Form W-4 on file in unit pay records.

3. 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 Lieu of Transportation. In the sub-column 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 McNally 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

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.

3. 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".

3. 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.

5. 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.

8. Tax collections. Enter the total amount due for authorized stoppages.

9. Balance Paid. Balance paid will be net 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

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 2OL. 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 numerous 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.

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 Roster.

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 well 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 personnel 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.

l. Scheduling of alert personnel will be the responsibility of the ANG.

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:

J. W. FOUNTAIN, JR.
Major, USAF
Assistant Adjutant

2 Encls
1. Med Cert
2. Status Roster

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 305

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
18 Feb 55	UNCLASSIFIED
PRECEDENCE FOR: ACTION / INFORMATION	ROUTINE
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

TO:

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

~~INFO:~~

INFO:

COMDR ADC ENT AFB COLO SPRINGS COLO

(UNCLASSIFIED) EAOOT-OW 6867. This msg in two parts. PART I. The folg policy regarding ADC ftr alert cen is fwdd FYIG:

a. On bases at which an ADC ftr alert cen is being oprd and ANG or other augmentation ftrs are also based, all tac air def comm required by these units w/b channeled through the ADC ftr alert cen to the ANG or augmentation oprs cen. (Where an ADC standard alert cen is oprd, this w/b through the meduim of the 507 PBX terminations reserved for such purpose).

b. When the comm sys described above has been accomplished, no oprl requirement will exist for sep circuits from ADDCs or ADCCs dir to ANG or other augmentation force oprs cens and any such lines to instld should be removed.

PART II. In the event this policy is considered operationally unsuitable, req comments be fwdd this hq, ATTN: EAOOT-OW.

SECURITY CLASSIFICATION	PAGE	OF	PAGES
UNCLASSIFIED	1	1	

DRAFTER'S NAME (and signature, when required)	RELEASING OFFICER'S SIGNATURE
Major Guernsey/leh	
SYMBOL / TELEPHONE	OFFICIAL TITLE
EAOOT-OW 180905 Feb 55 492	

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

c9—16—58923-4 U. S. GOVERNMENT PRINTING OFFICE

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 306

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
7 Jan 55	UNCLASSIFIED
PRECEDENCE FOR: ACTION / INFORMATION: ROUTINE	
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

TO:

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

INFO:

(UNCLASSIFIED) EAOOT-OW 859. Ref our msg EAOOT-OW 33840. Folg ADC msg is quoted in part FYI and nec action: "ANG Sq will stand alert from 1 hr before sunrise until 1 hr after sunset; however, such alert will not exceed 14 hrs daily. This rest nec for the present due to non-aval of supp pers beyond that pd. When nec, comdrs are auth to reduce this alert commitment under prov of para 3x(7), ADC Opr Order 3-54, 1 Apr 54. This hq has proposed to the NCB that the sunrise-sunset alert sked become standard. This matter w/b further clarified upon receipt of their reply". For 26th Air Div. This answers your 1st Ind to ltr from 137th Ftr-Intcp Sq NYANG, dated 13 Oct 54.

SECURITY CLASSIFICATION	PAGE OF PAGES
UNCLASSIFIED	1 1
DRAFTER'S NAME (and signature, when required)	RELEASING OFFICER'S SIGNATURE
CAPT TOLER/mab	
SYMBOL / TELEPHONE	OFFICIAL TITLE
EAOOT-OW 071145 Jan 55 492	

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

69—10—58928-4 U. S. GOVERNMENT PRINTING OFFICE

MESSAGEFORM

24 Jan 1955

FM COMDR 30TH ADIV DEF WRAFS 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 HQ.
24/1705Z JAN JEDBW

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 308

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP: 25 Jan 55

SECURITY CLASSIFICATION: UNCLASSIFIED

PRECEDENCE FOR: ACTION / INFORMATION: ROUTINE

☐ BOOK MESSAGE ☐ ORIGINAL MESSAGE

☐ MULTIPLE ADDRESS CRYPTOPRECAUTION ☐ YES ☐ NO

REFERS TO MESSAGE: IDENTIFICATION / CLASSIFICATION

TO:

COMDR 30TH ADIV (DEF) WILLOW RUN
AF STA BELLEVILLE MICH

INFO:

(UNCLASSIFIED) EAOOT-OW 3037 . Ref your msg DOTFT 435. Req for 2 day extension on stand-down of 126th Ftr-Intcp Sq is granted.

SECURITY CLASSIFICATION: UNCLASSIFIED

PAGE 1 OF 1 PAGES

DRAFTER'S NAME (and signature, when required): MAJ GUERNSEY/mab

RELEASING OFFICER'S SIGNATURE

SYMBOL: EAOOT-OW 250900 Jan 55

TELEPHONE: 492

OFFICIAL TITLE

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

c9—16—58923-4 U. S. GOVERNMENT PRINTING OFFICE

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 309

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP: 24 Jan 55

SECURITY CLASSIFICATION: UNCLASSIFIED

PRECEDENCE FOR: ACTION: ROUTINE | INFORMATION

☐ BOOK MESSAGE ☐ ORIGINAL MESSAGE

☐ MULTIPLE ADDRESS CRYPTOPRECAUTION ☐ YES ☐ NO

REFERS TO MESSAGE:

IDENTIFICATION | CLASSIFICATION

TO:

COMDR 30TH ADIV (DEF) WILLOW RUN
AF STA BELLEVILLE MICH

INFO:

(UNCLASSIFIED) EAOOT-OW 3223 . Ref your msg DOTFT 278. Alert stand-down for 164th Ftr-Bmr Sq is extended to 15 Feb 55. Authority, Hq ADC msg ADOOT-B3, 22 Jan 55.

SECURITY CLASSIFICATION: UNCLASSIFIED

PAGE 1 OF 1 PAGES

DRAFTER'S NAME (and signature, when required)

MAJ A GUERNSEY/mah

RELEASING OFFICER'S SIGNATURE

SYMBOL

TELEPHONE

EAOOT-OW 24134S Jan 55 492

OFFICIAL TITLE

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 48, WHICH MAY BE USED.

e0—16—58923-4 U. S. GOVERNMENT PRINTING OFFICE

MESSAGEFORM

6 Apr 1955

FM COMDR, 26 ADIV (D) ROSLYN 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 RQRS UNTIL 1100Z, 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 NEGLIGIBLE BECAUSE OF FOLG REASONS: (A) THE UNIT IS EQUIPPED WITH F-94B ACFT WHICH RQRS A CREW OF TWO. HOWEVER, NO RO'S ARE PRESENTLY AVAL. BECAUSE OF THIS WE HAVE USED THEM AS DAY FIGHTERS WITHOUT AN RO EMPLOYING DAY FIGHTER TACS. (B) THE SQ COMDR HAS ESTBD 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 PROGRAM 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 RQRD NR OF ACFT ON AN ALERT STATUS WHICH EFFECTIVELY LMTS THE NR OF ACFT AVAL FOR TNG. 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 RQRS FOR THE 137TH FIS TO PARTICIPATE IN THE ANG AIR ALERT PROGRAM.
UNTIL THIS RQR HAS BEEN RE-AFFIRMED, IT IS RECMD THAT THIS SQ BE REMOVED FROM THE AIR ALERT PROGRAM FOR A PD OF SIX MONTHS OR UNTIL AFTER SUMMER ENCAMPMENT AT THE EARLIEST, 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

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 fighter-interceptor 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-to-day participation in such missions as are arranged on a local basis with the associated ADDC. 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

312

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

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 313

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP: 25 Mar 55

SECURITY CLASSIFICATION: UNCLASSIFIED

PRECEDENCE FOR: ACTION / INFORMATION: ROUTINE

☐ BOOK MESSAGE ☐ ORIGINAL MESSAGE

☐ MULTIPLE ADDRESS CRYPTOPRECAUTION ☐ YES ☐ NO

REFERS TO MESSAGE: IDENTIFICATION / CLASSIFICATION

TO:

COMDR ADC ENT AFB COLO SPRINGS COLO

INFO:

COMDR 30 AIR DIV (DEF) WILLOW RUN AF STA BELLEVILLE MICH

(UNCLASSIFIED) EAOOT-OW 11927. Subj: ANG Air Alert Plan. In the interest of expeditiously qualifying as many ANG plts as possible 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 conversion programs and will only pertain to sqs that req this method of opr. Unquald plts will not man alert acft.

SECURITY CLASSIFICATION: UNCLASSIFIED

PAGE 1 OF 1 PAGES

DRAFTER'S NAME (and signature, when required): MAJ GUERNSEY/mab

RELEASING OFFICER'S SIGNATURE:

SYMBOL: EAOOT-OW 251045

TELEPHONE: Mar 55 492

OFFICIAL TITLE:

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

e0—16—58923-4 U. S. GOVERNMENT PRINTING OFFICE

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 314

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP: 10 May 55

SECURITY CLASSIFICATION: UNCLASSIFIED

PRECEDENCE FOR: ACTION / INFORMATION: ROUTINE

☑ BOOK MESSAGE ☐ ORIGINAL MESSAGE

☐ MULTIPLE ADDRESS

CRYPTOPRECAUTION ☐ YES ☐ NO

REFERS TO MESSAGE:

IDENTIFICATION | CLASSIFICATION

TO:

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
XNBOX
COMDR 35TH AIR DIV (DEF) DOBBINS AFB MARIETTA GA

(UNCLASSIFIED) EAOOT-OW 19568. Subj ANG Air Alert Plan. EADF msg EAOOT-OW 11927, 25 Mar 55, to ADC and ADC msg ADOOT-B3 12963, 31 Mar 55, are quoted for your guidance. Msg 11927. "In the interest of expeditiously qualifying as many ANG plts as possible 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 conversion programs and will only pertain to sqs that req this method of opr. Unquald plts will not man alert acft". Msg 12963. "Urmsg EAOOT-OW 11927. This hq has no objections to your proposals in above ref msg. It is re-emphasized, however, that plts on 5 min alert w/b qual IAW ADCR 55-2".

SECURITY CLASSIFICATION: UNCLASSIFIED

PAGE 1 OF 1 PAGES

DRAFTER'S NAME (and signature, when required): MAJ MILLER/mab

RELEASING OFFICER'S SIGNATURE

SYMBOL: EAOOT-OW 100930 May 55

TELEPHONE: 492

OFFICIAL TITLE

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

c9—16—58923-4 U. S. GOVERNMENT PRINTING OFFICE

CONFIDENTIAL

MESSAGEFORM

31 Dec 1954

FM HQ 32D AD(D) SYR AFS SYR 6 NY
TO COMDR EADF STEWART AFB NEWBURGH NY

//C O N F I D E N T I A L//ACPOOT-FO 12105. REF PAR 3B (4), EADF OPORD 14-54, DTD 1 MAY 54, THE FOLG AUGM FORCES WERE INDOCD ON DATES INDC AT THEIR HOME STAS: 101 FIW CMM DOW AFB CMM ME CMM 28 DEC 54; 132 FIS CMM DOW AFB CMM ME 28 DEC 54; 133 FIS CMM GRENIER AFB CMM NH CMM 1 OCT 54; 134 FIS CMM BURLINGTON MUNI ARPT CMM VT CMM 20 DEC 54; 102 FIW CMM LOGAN ARPT CMM MASS CMM 15 SEP 54; 101 FIS CMM LOGAN ARPT CMM MASS CMM 15 SEPT 54; 121 FIS CMM BARNES ARPT CMM WESTFIELD CMM MASS CMM 1 SEP 54; 107 FIW CMM NIAGARA FALL MUNI ARPT 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 SCHENECTADY CMM NY CMM 22 DEC 54; 6520 TEST SUPPORT WG CMM HANSCOM AFB CMM BEDFORD CMM MASS CMM 6 DEC 54; 506 SFW CMM DOW AFB CMM ME CMM 28 DEC 54; NARTU CMM NAS CMM NIAGARA FALLS CMM NY CMM 3 DEC 54; NARTU 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.
TORC 31/1834Z DEC 55

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/WDO 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 PARTICIPATED IN A SPECIAL SECTOR EXERCISE ON 23 AND 24 OCT 54. MSN: TO PROVIDE REALISTIC TNG IN AIR DEF PROC AND CLOSE CONTROL INTCP 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

CONFIDENTIAL

317

MESSAGEFORM

8 Jun 1955

FM COMDR 35 ADIV DOBBINS AFB GA
TO COMDR 507 TAC CON OP SHAW AFB SC
INFO COMDR EADF

/C O N F I D E N T I A L / CITE DO AND T-F 138. DUE TO SUMMER FIELD TNG. THE 158 FBS/ANG/TRAVIS FIELD, SAVANNAH GA WILL NOT BE STANDING DAILY ALERT FROM 12 JUNE 55 TO 26 JUNE 55
IORC 082137Z JUN 52

CONFIDENTIAL

SECRET

318

MESSAGEFORM

23 Jun 55

FM COMDR 32 ADD SYR AFS NY
TO COMDR EADF STEWART AFB NY

/S E C R E T/ACFOOT-FO 012. THE FOLG REPT IS SUBMITTED IN ACCORDANCE WITH PARA FOUR BRAVO PAREN FOUR PAREN EADF OPORT ONE FOUR DASH FIVE FOUR CMM DTD ONE MAY FIVE FOUR PD UNITS INDOCTRINATED AS FOLS CLN NARTU CMM NIAGARA FALLS MUN APRT CMM NY TWO SIX MAY NARTU CMM SOUTH WEYMOUTH NAS CMM MASS TEN JUN FOUR FOUR FIVE FIW NIAGARA FALLS JUN APRT TWO SIX MAY EIGHT NINE FIW LIMA GOLF HANSCOM FLD CMM MASS ONE ZERO JUN THREE FIVE FIVE ZERO CCTW DET ALPHA DASH TWO MOODY AFB CMM GA ONE ZERO JUN AFCRC ARDC LIMA GOLF HANSCOM FLD CMM MASS ONE ZERO JUN ONE ZERO ONE FIW DOW AFB CMM MAIN ONE JUN ONE ZERO ONE FIG ETHAN ALLEN AFB CMM VT TWO ZERO JUN ONE THREE FIW DOW AFB CMM ME ONE JUN ONE THREE THREE FIS GRENIER AFB, NEW HAMPSHIRE ONE ZERO JUN ONE THREE FOUR FIS ETHAN ALLEN AFB CMM VT TWO ZERO JUN ONE ZERO TWO FIW LOGAN INTNL APRT CMM MASS TWO TWO JUN ONE ZERO TWO FIW LOGAN INTNL APRT CMM MASS TWO TWO JUN ONE ZERO ONE FIS LOGAN INTNL APRT CMM MASS TWO TWO JUN ONE THREE ONE FIS BARNES MUN APRT CMM MASS TWO FOUR MAY ONE ZERO SEVEN FIW NIAGARA FALLS MUN APRT TWO SIX MAY ONE ZERO SEVEN 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 CMM 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

S-6494-55

SECRET 319

MESSAGEFORM

1 Feb 1955

FM COMDR ADC ENT AFB COLO
TO COMDR ATRC SCOTT AFB ILL
INFO COMDR CADF GRANDVIEW 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 1 PD REF MEETING BTWN REP THIS HQ AND REP YOUR HW CMM 21 JAN 55 CMM CONCERNING AIR LIFT FOR ADC AUGM FORCES RE AS DISCUSSED AT MEETING CMM REQ YOUR COND PROV AIR LIFT CAPABILITY FOR AIRC FORCES DEPLOYING FROM PERRIN CMM TYNDALL AND MOODY AND FOR 6 DET DEPLOYING FROM NELLIS PD PART 2 PD CONAD OPR PLAN 4-55 WILL CONTAIN DEPLOYING OF F-84 DET FROM LUKE TO KIRTLAND IN PLACE OF DET DEPLOYING FROM LAUGHLIN TO KIRTLAND PD AS DISCUSSED CMM OTHER DEPLOYMENTS FROM LAUGHLIN WILL BE DELETED IN SUBJ PLAN PD

SECRET S-6494-55

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 320

SECRET

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
28 Jun 55	SECRET
PRECEDENCE FOR: ACTION: PRIORITY	INFORMATION
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

TO:

COMDR ADC ENT AFB COLORADO SPRINGS COLORADO

INFO:

(SECRET) EAOOT-OW C-856. Ref your msg, ADOOT-B3 3321. Folg 35th Air Div (Def) msg is quoted FYI and is concurred in by this hq. "It is our opinion that tactical advantage of having deployment force located at Chas under present circumstances outweighs the disadvantage of a slower turn around time. Decision of Comdr one six zero eight Air Trans Wg regarding inability to provide thirty minute turn around was based on entire deployed force arr simultaneously. This is not considered a serious situation and believe that sustained operations for a limited time under emerg conditions could be conducted with acceptable turn around times for both four four four Ftr Intcp Sq and deployed force. This concurred in by one six zero eight Air Trans Wg. Most critical item is acute shortage of billeting. Recm that planned deployment cont through bal of calendar year under emerg conditions only. This recm is based upon present circumstances and consideration only of Chas versus Tyndall as the deployment base.

SECURITY CLASSIFICATION	PAGE 1 OF 2 PAGES
SECRET	
DRAFTER'S NAME (and signature, when required)	RELEASING OFFICER'S SIGNATURE
SECRET	
SYMBOL / TELEPHONE	OFFICIAL TITLE
	S-6484-55

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 48, WHICH MAY BE USED.

16—58923-4 U. S. GOVERNMENT PRINTING OFFICE

HQ EADF STEWART AFB NEWBURGH NY SECRET

PRIORITY

Surveys of other possible deployment bases are being made by Tyndall and this hq jointly. It is hoped that a solution can be found more sat tactically and acceptable to Tyndall, the base concerned and this hq. If these surveys are fruitful recms jointly agreed will be submitted permitting optimum use over a longer time span of the considerable AW capability possessed by Tyndall.

Capt C. F. Toler, Jr./pec

EAOOT-OW 271035 Jun 55 492 SECRET S-6484-55

BRIEF FOR CORRESPONDENCE

TO: EAOPR
EAODO

FROM: EAOOT 27 Jun 55
Date

1. The attached correspondence subject: Facilities Shortage is forwarded.

a. Background Reference ADC msg questioned advisability of deploying F-86D's from Tyndall to Charleston due to a lack of facilities at Charleston. This is 35th Air Div comment and our answer to ADC.

2. Previous co-ordination

Toler
773

Colonel, USAF
Director O&T
Ext 600

SECRET

321

MESSAGEFORM

17 Jun 1955

FM ADC ENT AFB COLO
TO R EADF STEWART AFB NY
INFO 35TH ADIV (DEF) DOBBINS AFB GA

/S E C R E T/ ADOOT-B3 3321. MSG IN THREE PARTS. PART 1. COMDR 1608 ATW' CHARLESTON AFB' INFO THIS HQ THAT FAC NOT AVAL HIS BASE TO SUPP 30 MIN TURN-AROUND FOR AUGM FORCE DEPLOYING FROM TYNDALL. REPTD FAC SHORTAGES ARE: TWO F-2A REL UNITS' THREE F-6 REL UNITS WITH GEN PT SYS' ONE F-7 REL UNIT' TWO OXY SVC TLR' FOUR C-26 POWER UNITS' ONE HIGH PRESSURE AIR COMPRESSOR AND LMT BILLETING UNTIL 1 OCT 55. PART 2. FYIG. THIS HQ DOES NOT PLAN DEPLOYMENT OF AUGM FORCE TO CHARLESTON AFTER CALENDAR YR 1955. PART 3. REQ YOUR HQ EVAL SUPP PROBLEM AT CHARLESTON IN KEEPING WITH TACTICAL ADVANTAGE IN CONT OR DISC DEPLOYMENT OF DET A-20 FROM TYNDALL TO CHARLESTON FOR BAL THIS CALENDAR YR.
TORC 162358Z JUN 55

SECRET

S-4182-55

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 322

CONFIDENTIAL

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
31 Jan 55	CONFIDENTIAL
PRECEDENCE FOR: ACTION: ROUTINE	INFORMATION
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

TO:

COMDR 26 AIR DIV (DEF) ROSLYN AF STA ROSLYN NY
COMDR 30 AIR DIV (DEF) WILLOW RUN AF STA BELLEVILLE MICH
~~INFO:~~ XXXX COMDR 32 AIR DIV (DEF) SYRACUSE AF STA SYRACUSE 6 NY

(CONFIDENTIAL) EAOOT-OW C-131. Folg ADC msg is quoted for your nec action: "ADOOT-B3-0204. Hq ATRC has dird subor comds to deploy flt of augn det periodically to deployment bases as outlined in ADC OPLAN 4-54 in order that pers may become familiar 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 54. Req this hq be advised as to the proposed freq of visits to deployment bases when this info is aval.

SECURITY CLASSIFICATION	PAGE OF PAGES
CONFIDENTIAL	1 1

DRAFTER'S NAME (and signature, when required)

CAPT C. TOLER/mab

RELEASING OFFICER'S SIGNATURE

CONFIDENTIAL

SYMBOL: EAOOT-OW 311110 Jan 55

TELEPHONE: 492

OFFICIAL TITLE

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

c9—16—58923-4 U. S. GOVERNMENT PRINTING OFFICE

MESSAGEFORM

20 Apr 1955

FM CINCONAD ENT AFB COLO
TO COMDR JEADF STEWART AFB NY
COMDR JCADF GRANDVIEW AFB MO
COMDR JWADF HAMILTON AFB CALIF
COMNAVFORCONAD ENT AFB COLO

CCCOT-D 50127. PART 1 OF 2. COMNAVFORCONAD HAS REQ THAT FOR PLANNING PURPOSES, NAVAL AUGM FORCES BE GIVEN AS MUCH LEAD TIME AS POSSIBLE, PREFERABLY 6 MOS, FOR PARTICIPATION IN AIR DEF EXERCISES. PART 2. CONAD WILL PROV COMNAVFORCONAD AND OTHER AUGM FORCE COMDRS WITH APRX DTS OF COMD-WIDE AIR DEF EXERCISES. REQ YOU PROV LOC NAVAL AND OTHER AUGM FORCE COMDRS WITH AS MUCH LEAD TIME AS POSSIBLE FOR ANY PLANNED FORCE OR DIV WIDE SKED EXERCISES IN WHICH USE OF AUGM FORCES IS DESIRED.
20/2145Z APR JEDEN

DISPOSITION FORM

SECURITY CLASSIFICATION (If any)

324

FILE NO.

SUBJECT ADC Operations Plan 4-54

TO EAOPR FROM EAOOT DATE 17 Jan 1955 COMMENT NO. 1

1. Reference paragraph 3x (4) of proposed rivision to ADC Operations Plan 4-54. The referances paragraph does not appear clear in regard to the method of obtaining augmentation forces for necessary training in air defense procedures. It seemingly still leaves the initiative for training with the augmentation or other force and not with the concerned units of Air Defense Command. Out doubt may be a result of the change from the similar paragraph in the current plan which definitely restricts initiation of such action to the augmentation unit "and not by Air Defense Command agencies".

2. The training of augmentation units is a major problem since their active participation normally is limited to the yearly exercise conducted by Headquarters ADC. An exception to this is the 3550th Fighter-Training Wing which sends at least 2 aircraft and crews per month to New Castle County Airport for air defense training.

3. Recommend ADC Operations Plan 4-54 be amended to authorize defense force and air division commanders to invite augmentation forces to participate in specific training (defense force, division or wing) in addition to the present procedures whereby augmentation units initiate action to participate in air defense training at ADC bases.

LOONEY
492

OLDS
600

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

16—54801-3 ☆ U. S. GOVERNMENT PRINTING OFFICE: 1952 O - 986975

0977

MESSAGEFORM

9 Mar 1954

FM COMDR 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 AFB, N.Y., ON 15 MAR 54 TO DISCUSS TACS AND TECHS ON E-4,-T, -6 FCS EQUIPPED INTCP:

MAJ WALTER B WACIAWSKI	A0667664	13TH FIS
CAPT WILLIAM L GINNEY	A0576883	661ST AC&W SQ

CONFEREES WILL REPT TO BLDG 2508-4, STEWART AFB NLT 0830 HRS EST, 15 MAR 54. IT IS DESIRED THAT CONFEREES DRAFT A PROPOSED REVISION OF APPLICABLE PARTS OF CHAPTER VI, ADCM 55-2. PROPOSALS W/B PRESENTED DURING CONF. HQ ADC PLNS TO HOLD A CONF ON THIS SUBJ EARLY IN APR AND THESE CONFEREES POSSIBLE W/B REQUIRED TO ATTEND.
09/2211Z MAR D49A

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

326

5 Jan 55

EAOOT-TS

SUBJECT: Air Mass Positioning

TO: Commander
26th Air Division (Defense)
Roslyn Air Force Station
Roslyn, 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, Arizona 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 (if any) 327

DISPOSITION FORM

FILE NO.

SUBJECT: ACW Director's Work Kit (Qualitative Operational Rqr)

TO: EAOPR-5

FROM: EAOOT

DATE: 29 Mar 1955

COMMENT NO. 1 2

1. A requirement exists at direction centers to develop a suitable working location for intercept control technicians and standard basic equipment required by this position. The purpose of the intercept control technician is to render aid and assistance to the director during control, recovery or navigational assistance to fighter interceptors.

a. ACW Directors' Work Kit: The performance features described in paragraph 3c, basic correspondence are considered valid. This kit should satisfy the current needs of our direction centers and provide a convenient and compace work area for solving the air mass positioning problem.

b. Air Mass Positioning Plotter: Many director aids in the form of computers have been developed for solving the air mass positioning problem and forwarded to ADC for consideration. However, a standard aid of this nature has not been adopted for use ADC-wide. The performance factors outlined in paragraph 3c, Enclosure 3, are considered valid. This plotter has several desirable features not present in other director aids that have been developed. This plotter should produce greater accuracy than a device with moving arms or parts. The use of work sheets would provide an excellent air dor instruction and training. Both the plotter and the work sheets would be inexpensive to produce. The plotter and plotter technique are readily adaptable for use with the directors' work kit.

2. It is the opinion of this directorate that the QOR's outlined in attached correspondence possess considerable merit and should be forwarded to ADC for consideration. A more complete evaluation could be obtained from units using the equipment.

MARSHALL/679 OLDS/600

1 Encl
n/c

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

16—54801-3 ☆ U. S. GOVERNMENT PRINTING OFFICE : 1952 O - 986875

HEADQUARTERS
32D AIR DIVISION (DEFENSE)
Syracuse Air Force Station
Syeacuse 6, New York

OOT-A 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 redude 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 extraneous call which can be deleted is to our benefit.

4. It is recommended 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 recommendation 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

0961

Hq 32d ADiv (Def) OOT-A Subject: Interceptor Control Procedure

DOTACWO 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 aand pilots be reduced to only that precise information which experience showed necessary for commitment of action desired. In most cases, acknowledgements 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 10a, 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 'Kodak' on Channel 12 for further control. Return to this channel after one (1) minute if no control established."

FOR THE COMMANDER:

RALPH C. WILLIAMS
MAJOR USAF
ADJUTANT

0 0 6 2

Hq 32d ADiv (Def) OOT-A Subject: Interceptor Control Procedure

26ADOOT (14 Dec 54) 2nd Ind 10 Jan 55

HEADQUARTERS 26TH AIR DIVISION (DEFENSE), Roslyn Air Force Station, Roslyn, New York

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.

FOR THE COMMANDER:

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

//C O N F I D E N T I A L//CITE ACFOOT-A 01076. REF YOUR MSG EAOOT-TS C-055, CORRECTIVE ACTION TAKEN AS FOLS: CONFS HAVE BEEN HELD BETWEEN INTCP PLTS AND DIRS CONCERNED TO DISCUSS PROBLEMS INVOLVED. LOCALLY SPONSORED PRAC INTCPS ARE NOW BEING USED TO MINIMIZE THESE PROBLEMS
21/2020Z JAN 60

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 329

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
7 Jun 55	UNCLASSIFIED
PRECEDENCE FOR: ACTION: PRIORITY	INFORMATION: PRIORITY
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

TO:

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: ~~XXXXX~~
COMDR 35TH AIR DIV (DEF) DOBBINS AFB MARIETTA GA
COMDR ESF 90 CHURCH ST NY 7 NY
COMDR ADC ENT AFB COLO SPRINGS COLO
CO EASTARAACOM STEWART AFB NEWBURGH NY (COURIER)
COMNAVFOREASTCONAD STEWART AFB NEWBURGH NY (COURIER)
AOC ADC RCAF STA ST HUBERT QUE CAN
COMDR 340TH BOMB WG SEDALIA AFB MO

(UNCLASSIFIED) EAOOT-TW 23391 . The folg 340th Bomb Wg msg quoted FYI: "DOP 129. 340th Bomb Wg will fly a unit simulated combat type msn on 13, 14, 15 Jun 55. Req max ftr interception be furnished by your comd. B-47s will depart Sedalia AFB in formations of five acft each; there w/b three formations on the 13th and 14th Jun with one hr 15 mins separation and one formation on 15 Jun. Routes, times (in Zulu) and alts thru your areas are as fols:

Alt	Depart	Time 12,14,15 Jun Form 1	13,14 Jun Form 2	13, 14 Jun Form 3
32,000	Marion Ill VQR	0802	0917	1032
32,000	Cleveland, Ohio	0850	1005	1120
35,000	Boston Mass	0951	1106	1221

SECURITY CLASSIFICATION	PAGE OF PAGES
UNCLASSIFIED	1 2
DRAFTER'S NAME (and signature, when required)	RELEASING OFFICER'S SIGNATURE
CAPT ROBERT E. BOBO/jss	
SYMBOL	TELEPHONE / OFFICIAL TITLE
EAOOT-TW 071450 Jun 55	489

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

d9—16—58923-4 U. S. GOVERNMENT PRINTING OFFICE

Alt	Depart	Time 13,14,15 Jun	13,14 Jun	13,14 Jun
	To 42-59N 57-00W to 55-50N 60-20W to 49-19N 67-25W			
40,000	Montreal RES	1540	1655	1810
40,000	Detroit Mich VQR	1651	1806	1921
40,000	Kirksville Mo VQR	1757	1912	2027

Req this hq be notified ASAP the nr of successful passes made by the ftrs on the B-47s". This hq will not issue an OPORD on this opr. However, Comdrs, 26th, 30th and 32d Air Divs (Def) may utilize overflies to accomplish intcp crew director team tng. Tracks w/b classified Keystone George and forwarded to EADF COC. Req Comdrs, Air Div (Def) submit direct to 340th Bomb Wg info EADF the nr of successful intercepts accomplished. Code maze of 249th Bomb Wg msn w/b forwarded upon receipt.

CAPT ROBERT E. BOBO/jss

EAOOT-TW 071450 Jun 55 489

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

14 Jan 55

EAOOT-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
1. Ltr, 32d ADiv, OOT-A
subj as above, 14 Dec 54
2. 2d ind, 26th ADiv, 26ADOOT,
subj as above, 10 Jan 55
3. 2nd ind, 30th ADiv, DOTACWO,
subj as above, 27 Dec 54

Major Schultz/leh/8207

331

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

8 Feb 55

EAOOT-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, OOT-A, subject as above, 14 December 1954, forwarded by this headquarters 1st indorsement, EAOOT-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 COMMANDER:

J. W. FOUNTAIN, JR.
Major, USAF
Asst Adjutant

Identical letter sent to 30th ADiv.

Major Schultz/leh/8207

MESSAGEFORM

8 Mar 1955

FM COMDR 95TH FINCEPTRON ANDREWS AFB WASH D C
TO COMDR 26TH AIR (DEF) ROSLYN AFS NY
INFO COMDR EADF STEWART AFB NEWBURGH NY
COMDR 4710TH ADW NCCA WILM DEL

/U N C L A S S I F I E D/FSOPS 3-424 PD IN COMPLIANCE WITH TELEPHONE REQUEST FROM YOUR HEADQUARTERS THE FOLLOWING STATEMENT CONCERNING LT AGEE IS SUBMITTED PD FURTHER DETAILS MAY BE OBTAINED FROM LT MC NULTY AT THE 4710TH ADW NCCA CNM DEL PD THE FOLLOWING IS A STATEMENT FROM LT MC NULTY CLN AT 1136 EST I TOOK OFF FROM ANDREWS AFB AS FLIGHT LEADER OF A FLIGHT OF FOUR F-86D'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 EMERGENCY CONDITION EXISTED WE MAINTAINED RADIO SILENCE PD THE REPLY FROM THE PILOT WAS THAT ATLANTIC CITY WAS TOO FAR PD AT THIS POINT I REALIZED THAT THE AIRCRAFT IN TROUBLE WAS LT AGEE CNM THAT HE WAS PROBABLY LOST AND WAS TRANSMITTING ON GUARD CHANNEL PD LT AGEE MADE THE FOLLOWING TRANSMISSIONS ON GUARD CHANNEL (243.0 MEG) BETWEEN 1139 AND 1146 EST PD THEY WERE NOT NECESSARILY MADE IN THE ORDER GIVEN PD

1. I'M ABOVE AN OVERCAST CNM CIRCLING A HOLE PD
2. SOMEONE CNM I BELIEVE HUBERT GCI ASKED CNM ARE YOU STILL SQUAWKING EMERGENCY PD LT AGEE REPLIED CNM NO CNM I TURNED IT OFF PD HUBERT REPLIED CNM TURN IT ON TO EMERGENCY PD LT AGEE REPLIED CNM OK CNM BUT IT WON'T DO ANY GOOD PD
3. I'M GOING TO BELLY IT IN ON A BEACH BELOW ME PD
4. I'M BOING TO BAIL OUT PD

I HEARD NO FURTHER TRANSMISSIONS FROM LT AGEE PD IMMEDIATELY AFTER WE LANDED THE OTHER MEMBERS OF MY FLIGHT MADE THE FOLLOWING STATEMENTS CNM INDEPENDENTLY OF EACH OTHER PD 1/LT DAVID G ROBERTS HEARD LT AGEE SAY THAT HE WAS GOING TO BAIL OUT PD 1/LT JAMES HESS HEARD SOMEONE ASK CNM WHERE ARE YOU PD HE THEN HEARD SOMEONE COMMENT THAT DOG WILL TAKE A LOT OF BEATING PD LT AGEE ANSWERED YES I KNOW PD HE THEN HEARD LT AGEE SAY I'M GOING TO BAIL OUT PD 1/LT JOE B DAVIS HEARD LT AGEE SAY THAT HE WAS ABOVE AN OVERCAST AND THAT HE WAS GOING TO BAIL OUT PD LT DAVIS COMMENTED THAT LT AGEE SOUNDED VERY CALM PD IN A COLLECTIVE DISCUSSION WE AGREED THAT ALL THE ABOVE TRANSMISSIONS WERE MADE AND HEARD BY AT LEAST TWO OF THE MEMBERS OF THE FLIGHT. LT AGEE SOUNDED CALM CNM WELL-COLLECTED AND SLIGHTLY DISGUSTED WITH SOMETHING PD THERE WAS A GREAT AMOUNT OF EXCESSIVE CHATTER ON GUARD CHANNEL WHICH MAY HAVE BLOCKED SOME OF LT AGEE'S TRANSMISSIONS PF DURING MOST OF THESE TRANSMISSIONS OUR FLIGHT WAS OVER THE CITY OF BALTIMORE AT 25000 FEET PD ALL TRANSMISSIONS BY LT AGEE WHICH WERE NOT BLOCKED WERE LOUD AND CLEAR PD THE TOPS OF ALL COULDS WERE

BELOW 15000 FEET CMM WITH ABOUT 1/10THS CLOUD COVERAGE PD VISIBILITY
ABOVE THE CLOUDS WAS UNLIMITED PD
SIGNED PETER H. MC NULTY
PD END
08/1910Z MAR JEPHL

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 333

CONFIDENTIAL

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
13 Jan 55	CONFIDENTIAL
PRECEDENCE FOR: ACTION	INFORMATION
ROUTINE	
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

TO:

COMDR 30TH AIR DIV (DEF) WILLOW RUN AF STA BELLEVILLE MICH

INFO:

XXXXX

(CONFIDENTIAL) EAOOT-TS 054. Reference is made to Item 13 sub-column 6, ADC Form 74, Monthly Combat Readiness Rept 71st Ftr-Intcp Sq, for the month of Nov 54 and the comdrs remarks contained in ADC Form 190, 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 direction cens after becoming airborne.

CONFIDENTIAL

SECURITY CLASSIFICATION	PAGE OF PAGES
CONFIDENTIAL	1 1
DRAFTER'S NAME (and signature, when required)	RELEASING OFFICER'S SIGNATURE
CAPT JOHN T TRUESDELL/jss	
SYMBOL / TELEPHONE	OFFICIAL TITLE
EAOOT-TS 131110 Jan 55 354	

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

16—88923-4 U. S. GOVERNMENT PRINTING OFFICE

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 334

CONFIDENTIAL

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP: 13 Jan 55

SECURITY CLASSIFICATION: CONFIDENTIAL

PRECEDENCE FOR: ACTION: ROUTINE INFORMATION

☐ BOOK MESSAGE ☐ ORIGINAL MESSAGE

☐ MULTIPLE ADDRESS CRYPTOPRECAUTION ☐ YES ☐ NO

REFERS TO MESSAGE:

IDENTIFICATION CLASSIFICATION

TO:

COMDR 32D AIR DIV (DEF) SYRACUSE AF STA SYRACUSE 6 NY

NMEGXX

(CONFIDENTIAL) EAOOT-TS C-055. Reference is made to Item 13, sub-column 6, ADC Form 74, Monthly Combat Readiness Rept 49th Ftr-Intcp Sq, for the month of Nov 54 and the comdrs remarks contained in ADC Form 190, 30 Nov 54. Req this hq be advised as to reasons and corrective action, if any, for the nr of unsuccessful interceptions resulting in tail chases due to being scrambled too late or vectored to a position where speed of bogie precluded making a proper intercept.

SECURITY CLASSIFICATION: CONFIDENTIAL

PAGE 1 OF 1 PAGES

DRAFTER'S NAME (and signature, when required)

CAPT JOHN T TRUESDELL/jss

RELEASING OFFICER'S SIGNATURE

CONFIDENTIAL

SYMBOL: EAOOT-TS 131100 Jan 55

TELEPHONE: 354

OFFICIAL TITLE

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

16—58923-4 U. S. GOVERNMENT PRINTING OFFICE

MESSAGEFORM

7 Apr 1955

FM HQ 32D AD (D) SYR AFS SYR 6 NY
TO COMDR EADF STEWART AFB NEWBURGH NY
INFO COMDR 4707TH ADW CTIS AFB FALMOUTH MASS
COMDR 4711TH ADW PQI AFB PQI ME

/UNCLASSIFIED/ ACFOOT-FO 04029. DURING SYS TNG EXERCISES, IT IS NEC FOR DIRECTORS TO CON FLTS OF ACT ON DIFFERENT FREQ IN ORDER TO MAINTAIN EFFECTIVE CON DURING PDS WHEN MULTIPLE INTCPS ARE ABN. DUE TO THE FREQ ASSIGNMENT, THE PLT OF THE INTCP IS NOT ALWAYS ABLE TO TALK TO THE TGT. IN VIEW OF THE ABOVE AND THE CONTINUING NEC TO MAINTAIN EFFECTIVE CON WHILE EMPLOYING MULTIPLE INTCPS, REQUEST WAIVER OF THE PROV OF PARA 5A (3) (A), EADFL 55-4, PD END
07/1555Z APR 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.

C-2
Pg 3

The Air Defense Group Commander and/or tenant Interceptor Squadron Commander will be responsible for the operation of the alert center, briefing of interceptor crews, and the qualification of alert crews and alert center personnel

C-3
Pg 3

telautograph, status boards to reflect current aircraft status, crew status, aircraft and crews on varying states of alert, mission, scramble time, landing time and turn-around time required. Weather information will include: sky condition, visibility, weather and/or obstructions to vision, dewpoint, surface winds, runway 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.

C-5
Pg 4

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 is considered a minimum for 24 hour operation.

C-6
Pg 4

(Diagram following page).

C-7
Pg 4

Land Lines

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 communications center to alert centers is installed, the circuit will be one that is approved for transmission of classified messages in the clear.

C-8
Pg 5

Radio

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 in-flight 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 VHF 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.

C-9
Pg 7 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 outset 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 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 Pg 13 Scramble

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 Pg 14 Under IFR conditions, fighter-interceptor pilots will comply with IFR procedures outlined in local operational agreements. Formation and penetration techniques will be as specified in squadron SOPs.

C-13 Pg 14 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 Pg 19 Visibility at Point of Intercept

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 fighter-interceptor bases in his sector.

C-17 Pg 21 Following specific instructions received from the director during IFR recovery, including diversion to an alternate. 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 Pg 21 The director will provide navigation assistance to the fighter-interceptor aircraft back to base or to such a position 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 Pg 27 For interceptions outside an ADIZ, except when necessary to 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.

C-21 Pg 28 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 Pg 28 Firendly

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 Pg 28 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.

C-24 Pg 29 Day Recognition Procedures

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.

C-25 Element (Two Aircraft)
Pg 34

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.

AIRBORNE INTERCEPT TACTICS & TECHNIQUES (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-1 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 proceudres 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.

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 lead aircraft and reverts to search to locate the target. The leader continues his attack through to break-off passing any special directions that may be pertinent to the remainder of his flight. As soon as the wing man locates 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 Pg 59 The importance of rapid and complete dissemination of current and forecast weather conditions cannot be over-emphasized when considering the concept of all-weather operations.

C-28 Pg 60 Alert crews will also be provided hourly and special weather observations for home base and selected alternate recovery bases.

C-29 Pg 63 There are times when the weather at the normal base of recovery 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 established 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.

C-30
Pg 63 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 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 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

FM COMDR 30TH AIR DIV DEF WRAFS BELLEVILLE MICH
TO COMDR EADF STEWART AFB NEWBURGH NY

/UNCLASSIFIED/ DCO 2946. SUBJECT IS INTCP PROCEDURES. REFERENCES: ADCR 51-4 AS AMND BY MSG EAOOT-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 POSSIBLE HAZARD TO FLT SAFETY CONSTITUTED BY PRESENT VARIED SOURCES OF INSTRUCTIONS ON INTCP PROCEDURES, POLICY OF USING TWX TYPE AMENDMENTS FOR LONG PERIODS OF TIME, AND POSSIBLE CONFLICTING INSTRUCTIONS AMONG DIFFERENT DIRECTIVES. THE FOLLOWING RECOMMENDATIONS ARE MADE: A. REPUBLICATION OF ADCR 51-4 INCORPORATING CHANGES MADE SINCE ORIG ISSUE, AS PERTAINS TO INTCP AGAINST SAC ACFT. B. REVIEW AND CONSOLIDATION INTO ONE PUBLICATION OF EXISTING INSTRUCTIONS FOR ACTIVE AIR DEFENSE AI INTCP, 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 CURRENT DIRECTIVE ON INTCP OF APGC EAST FREIGHT ACFT (ADCR 51-6, 17 SEPT 52).
20/2000Z MAY JEDBW

1. Purpose of EADF FIS-ACW Techniques Conference 1-6 June 1955.

a. 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.

3. Conference Agenda

1 June 1955

1000 - 1030	Initial address by Col Robin Olds, Director EACOT
1030 - 1145	Preparation of Manual
1145 - 1300	Lunch
1300 - 1715	Preparation of Manual

2-6 June 1955

0815 - 1715	Preparation of Manual

DISPOSITION FORM

SECURITY CLASSIFICATION (If any)

339

FILE NO.	SUBJECT	
	Techniques Manual Conference	
TO: EAADJ	FROM: EAOOT	DATE: 26 May 1955

COMMENT NO. 1

1. In accordance with paragraph 2a of EADFSM 11-26, the following information is submitted:

a. N/A

(1) Conference is scheduled 1-6 June 1955.

(2) Conference will be on FIS-ACW Techniques.

(3) Project Officer is Major J. P. Looney, Telephone Extension 492.

(4) Names of conferees are not available at this time; however, billets for 8 officers should be provided. Lt Colonel is the highest rank expected.

(5) No transportation requirements are known at this time.

(6) Conference will be held in Building 2506-4, Stewart AFB.

(7) N/A

2. Reference paragraph 2d of EADFSM 11-26. If on-base quarters are not available the required list will be provided prior to termination of the conference.

LOONEY
492

OLDS
600

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25 May 1955

DISCUSSION OUTLINE - TACTICS AND TECHNIQUES

I EADF MISSION - TO CONDUCT THE AIR DEFENSE OF THE US IN THAT REGION DESIGNATED BY THE COMMANDER ADC

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

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)

(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

b. Hostilities

(1) 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 AGREEMENTS

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

IX DISCUSSION

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., interceptor-bomber commitment ratio.

X WHAT WE ARE DOING ABOUT THE SHORTCOMINGS IN THESE PLANS.

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 Capabilities 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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EADFM 55-

AUGUST 1955

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

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 refinement 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.

OFFICIAL:

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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 land-lines, 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.

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 net. 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.

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

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.

COMBAT CREWS

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.

SQUADRON ALERT RECALL PLAN

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.

CHAPTER II

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

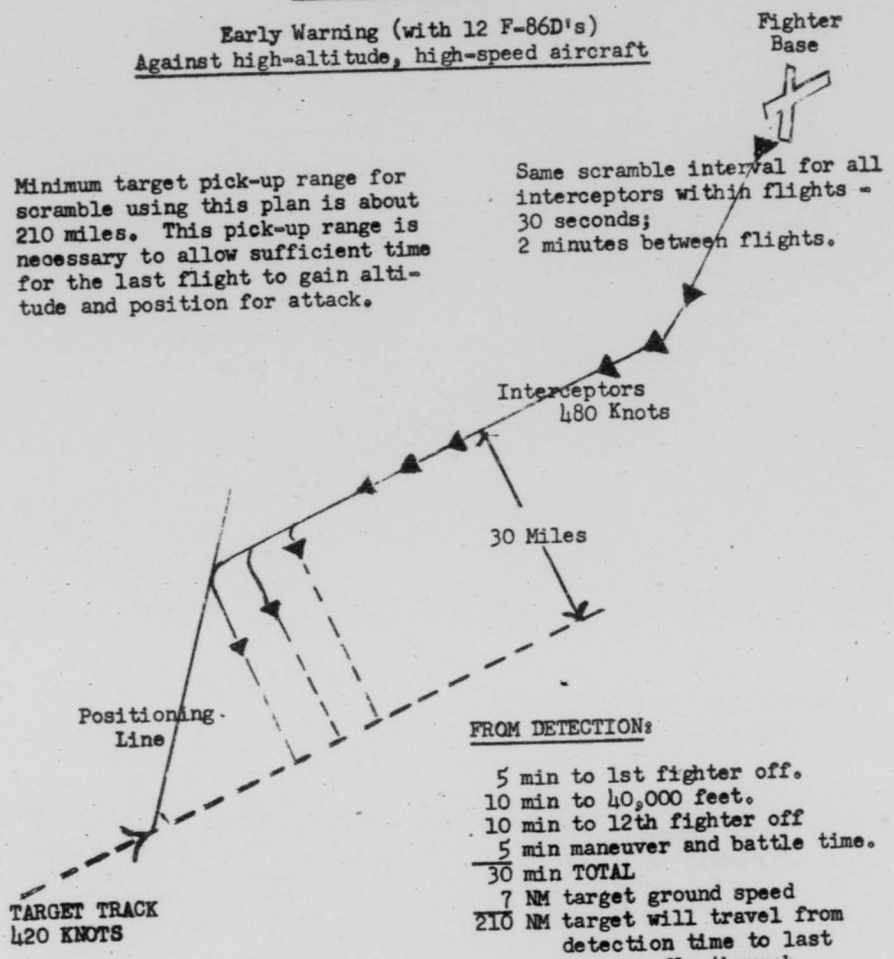
Flights will be designated by squadron call-sign and color (VANGUARD RED). Aircraft within flights will be designated in their proper order as VANGUARD RED LEADER, VANGUARD RED 2, and VANGUARD RED 3.

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.

SCRAMBLE PLAN "A"

Early Warning (with 12 F-86D's)
Against high-altitude, high-speed aircraft



FROM DETECTION:

5 min to 1st fighter off.
10 min to 40,000 feet.
10 min to 12th fighter off
5 min maneuver and battle time.
30 min TOTAL
7 NM target ground speed
210 NM target will travel from detection time to last fighter fly-through.

DIAGRAM 1

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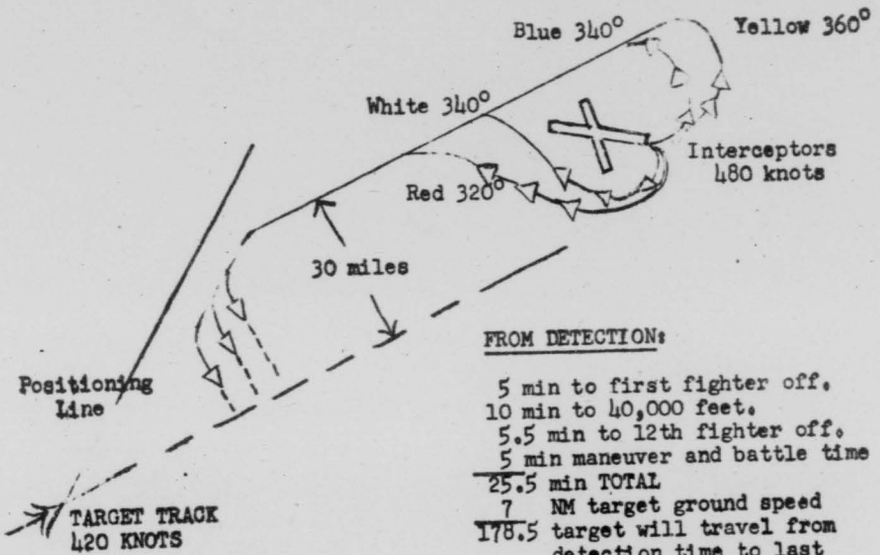
SCRAMBLE PLAN "B"

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.

Scramble interval = 30 seconds between all fighters.

NOTE: If target aircraft is closer than 140 miles from Fighter Base, all flights will turn away from target immediately after scramble.



FROM DETECTION:

5 min to first fighter off.
10 min to 40,000 feet.
5.5 min to 12th fighter off.
5 min maneuver and battle time
25.5 min TOTAL
7 NM target ground speed
178.5 target will travel from detection time to last fighter fly-through.

Target will travel 140 NM from time of detection to time of last fighter fly-through.

DIAGRAM 2

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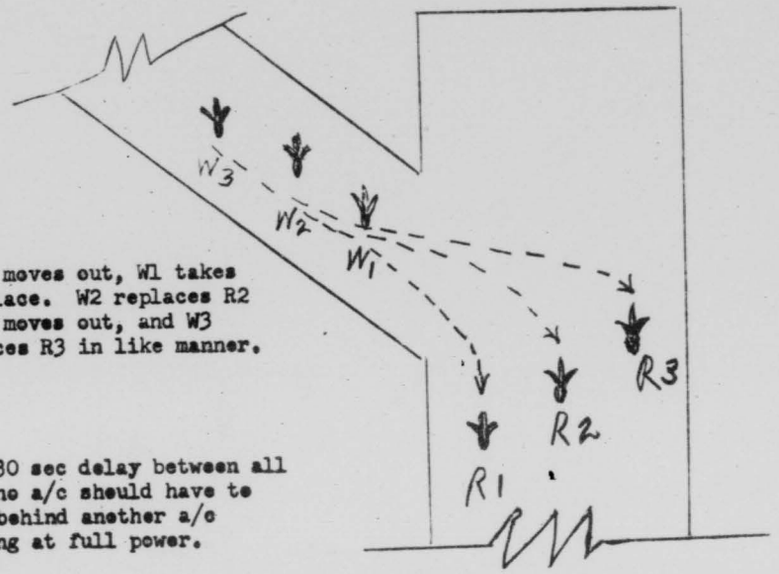
MARSHALLING - LATE DETECTION



As R1 moves out, W1 takes his place. W2 replaces R2 as he moves out, and W3 replaces R3 in like manner.

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 - EARLY DETECTION

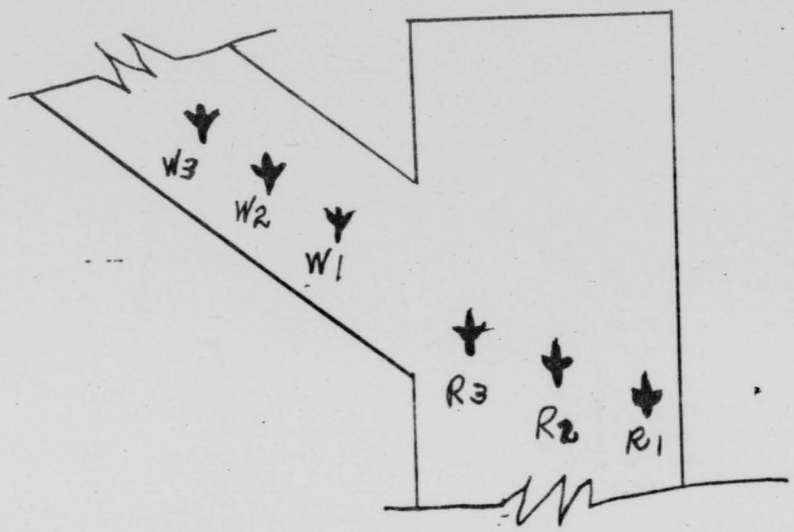

DIAGRAM 4

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) (Pause to allow Alert Center duty NCO to sound scramble alert)

b. Initial Vector - Port 300° (Indicate direction of initial turn)

c. Angels - 40

d. Gate

e. Scramble Plan - "A"

f. Channel assignment by flights, if not covered by SOP.

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.

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 not enough starting units for each aircraft, priority for starting will as each flight has started engines and UHF is operational, pilots will RED LEADER, RED 2, RED 3; WHITE LEADER, WHITE 2, WHITE 3; etc. As soon 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

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.

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:

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.")

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.

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 speed. 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 (approximately 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.

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.

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 GCI 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.)

1. Acquiring Lock-on. As soon as the AI radar is operational, the pilot will begin "automatic" sweep. If the interceptor ahead 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.

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 0° azimuth line. When not locked-on, 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 0° azimuth line.

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. GCI-Director Assistance to Pilots. 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 take-off 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, locks-on 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.

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 PILOT CONCENTRATES HIS ATTENTION ON HIS SCOPE, HE CANNOT MAINTAIN VISUAL SEPARATION FROM OTHER TRAFFIC.

CHAPTER IV

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 line-astern 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 TURNING...NOW.", and begin his turn on "NOW." This will permit RED 3 to vary his interval delay accordingly.

IN-TRAIL TURN

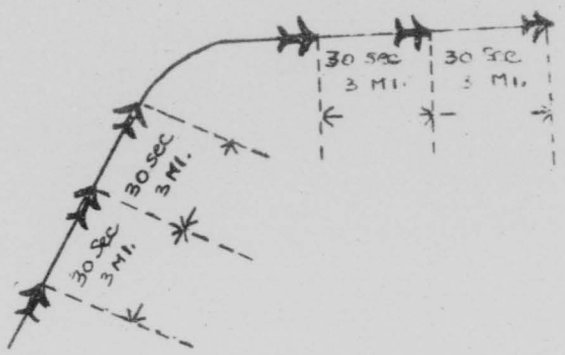

DIAGRAM 5

IN-PLACE TURNS

For many reasons, it may be desirable to quickly displace a flight to starboard or port. The GCI director can accomplish this by use of the IN-PLACE TURN.

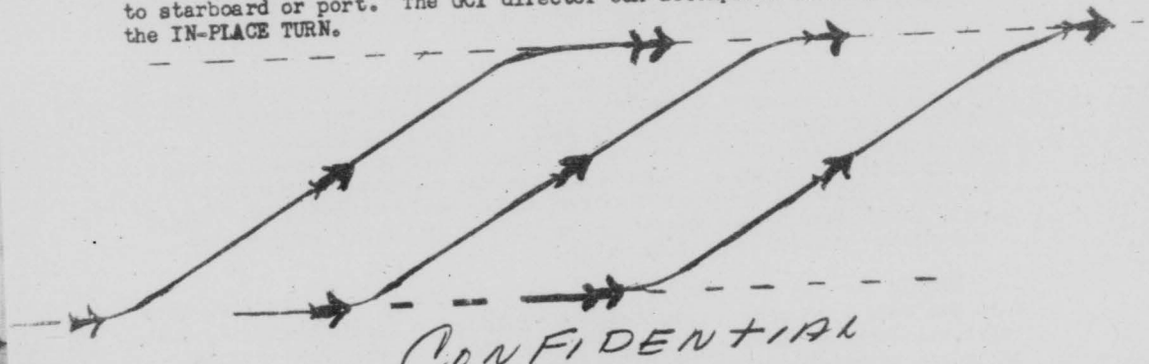

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DIAGRAM 6

The director's command for execution of this maneuver may be, "PATIO BLUE FLIGHT, TURN IN-PLACE, PORT 0-4-0-....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 0-9-0.....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-PLACE turns, or any turn that positions interceptors line-abreast or out of AI radar contact, are generally not desirable. For instance, an IN-PLACE 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.

Reforming the flight to its original in-trail formation may be accomplished by simply reversing the above procedure.

SEPARATE VERTICALLY

	To Separate Flight		To Regroup Flight
The Command	: "CARNIVAL RED FLIGHT, SEPARATE VERTICALLY 2000 FEET .....NOW"	The Command	: "CARNIVAL RED FLIGHT, RETURN TO ANGELS TWO TWO .....NOW."
Carnival Red: Leader	DESCENDS 1,000 FPM, CONSTANT SPEED, TO 2,000 FEET BELOW ASSIGNED ALTITUDE.	Carnival Red: Leader	CLIMBS 1,000 FPM, CONSTANT SPEED, TO 22,000 FEET.
Carnival Red 2	: CONTINUED ON COURSE AND ALTITUDE.	Carnival Red 2	: CONTINUES ON COURSE AND ALTITUDE.
Carnival Red 3	: CLIMBS 1,000 FPM, CONSTANT SPEED, TO 2,000 FEET ABOVE ASSIGNED ALTITUDE.	Carnival Red 3	: DESCENDS 1,000 FPM, CONSTANT SPEED, TO 22,000 FEET.

DIAGRAM 7

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PROCEDURE 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.

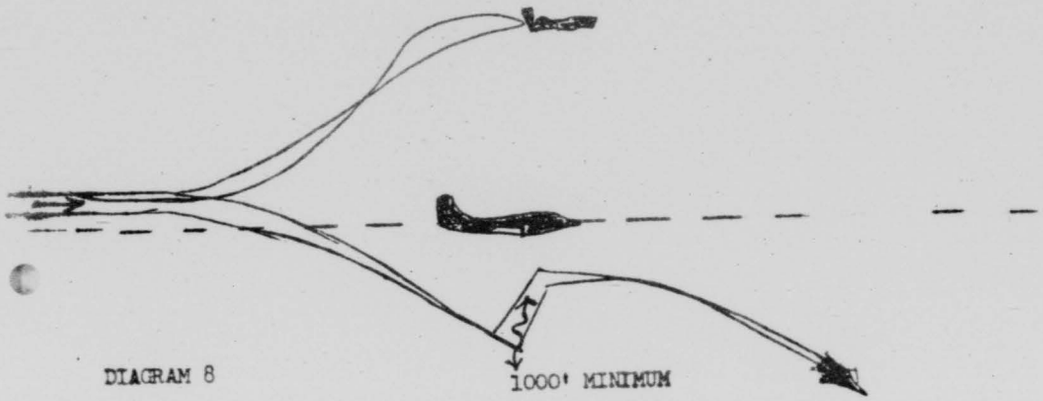

DIAGRAM 8

PROCEDURE FOR NIGHT OR WEATHER INTERCEPTION OF AIRCRAFT.

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 interceptor pilot will break away in the opposite direction from 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.

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.

CHAPTER V

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. When the interceptor pilot observes that he is in a good beam position, and this 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° within the air mass. The director never sees an intercept on his scope that looks like a 90° beam attack because the wind and true airspeeds 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

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 scope, 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

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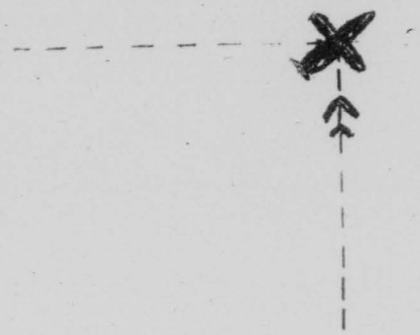
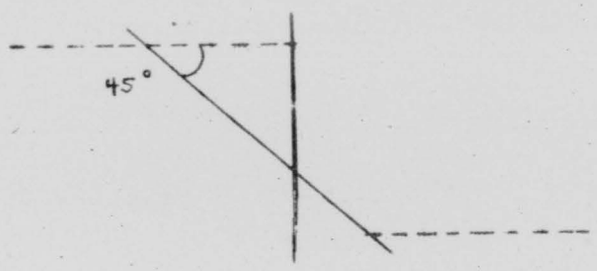
BUT, THIS IS WHAT THE INTERCEPTOR PILOT SAW



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



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The question that arises at this point is, "Is there any standard pattern the director may use 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 1: 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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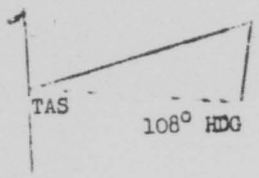
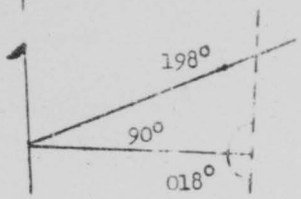
STEP 4: He next draws a line from the end of the target vector (opposite end from the base point) in the direction from which the wind is blowing and scales off the force of the wind velocity in the same scale as used for the target ground speed. This is the WIND VECTOR. NOTE: The wind must be corrected 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.



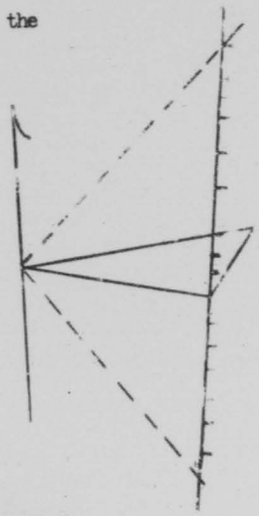
STEP 6: He now erects a line perpendicular to the target heading vector at the point where it meets the wind vector. This line will be the two INTERCEPTOR FINAL APPROACH VECTORS for a true 90° beam attack.



STEP 7: The Intercept Technician now refers to the Interceptor Airspeed Chart and determines desired interceptor TAS for altitude of intercept — TAS 410 KNOTS

STEP 8: The Intercept Technician 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. — IAS 220 KNOTS

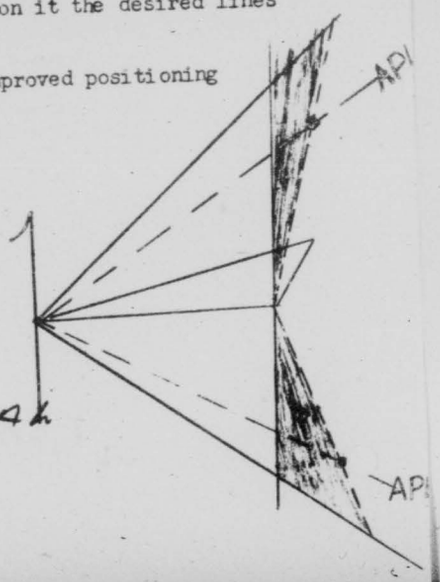
STEP 9: The Intercept Technician next scales off the Interceptor's True AIRSPEED along the Final Approach Line. These points will be reference points for drawing the Interceptor Positioning Lines for B/29/50 type targets in STEP 10.



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° Approach Lines 20° outside of the 90° 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.



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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 high-speed, 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° approach line and the 110° 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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90° LEAD COLLISION

ANGLE OFF FIGHTER TO BOGEY

TARGET SPEED

FIGHTER SPEED	150	175	200	225	250	275	300	325	350	375	400	425	450	475	500	525	550	575	600	625	650	675	700	FIGHTER SPEED
200	37	41	45	48	51	54	56	58	60	62	63	65	66	67	68	69	70	71	72	72	73	74	74	200
225	34	38	42	45	48	51	53	55	57	59	61	62	63	65	66	67	68	69	69	70	71	72	72	225
250	31	35	39	42	45	48	50	52	54	56	58	60	61	62	63	65	65	66	67	68	69	70	70	250
275	29	33	36	39	42	45	47	50	52	54	55	57	59	60	61	62	63	64	65	66	67	68	69	275
300	27	30	34	37	40	43	45	47	49	51	53	55	56	58	59	60	61	62	63	64	65	66	67	300
325	25	28	32	35	38	40	43	45	47	49	51	53	54	56	57	58	59	61	62	63	63	64	65	325
350	23	26	30	33	36	38	41	43	45	47	49	51	52	54	55	56	58	59	60	61	62	63	63	350
375	22	25	28	31	34	36	39	41	43	45	47	49	50	52	53	54	56	57	58	59	60	61	62	375
400	20	24	27	29	32	35	37	39	41	43	45	47	48	50	51	53	54	55	56	57	58	59	60	400
425	19	22	25	28	30	33	35	37	39	41	43	45	47	48	50	51	52	54	55	56	57	58	59	425
450	18	21	24	27	29	31	34	36	38	40	42	43	45	47	48	49	51	52	53	54	55	56	57	450
475	17	20	23	25	28	30	32	34	36	38	40	42	43	45	46	48	49	50	52	53	54	55	56	475
500	17	19	22	24	27	29	31	33	35	37	39	40	42	44	45	46	48	49	50	52	53	54	55	500
525	16	18	21	23	25	28	30	32	34	36	37	39	41	42	44	45	46	48	49	50	51	52	53	525
550	15	18	20	22	25	27	29	31	32	34	36	38	39	41	42	44	45	46	48	49	50	51	52	550
575	15	17	19	21	24	26	28	29	31	33	35	36	38	40	41	42	44	45	46	47	48	50	51	575
600	14	16	18	21	23	25	27	28	30	32	34	35	37	38	40	41	42	44	45	46	47	48	49	600
625	14	16	18	20	22	24	26	27	29	31	33	34	36	37	39	40	41	43	44	45	46	47	48	625
650	13	15	17	19	21	23	25	27	28	30	32	33	35	36	38	39	40	42	43	44	45	46	47	650
675	13	15	16	18	20	22	24	26	27	29	31	32	34	35	37	38	39	40	42	43	44	45	46	675
700	12	14	16	18	20	21	23	25	27	28	30	31	33	34	35	37	38	39	41	42	43	44	45	700

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POSITIONING LINE ANGLE FROM TARGET HEADING

TABLE I - Θ (DEGREES)

Interceptor Mach Number

True Airspeed of Bomber (Knots)	.76	.77	.78	.79	.80	.81	.82	.83	.84	.85	.86	.87	.88	.89	.90	.91	.92	.93	.94
250	61	61	61	62	62	62	63	63	63	63	64	64	64	64	65	65	65	65	66
260	60	60	60	61	61	61	62	62	62	63	63	63	63	64	64	64	64	65	65
270	59	59	60	60	60	60	61	61	61	62	62	62	62	63	63	63	63	64	64
280	58	58	59	59	59	60	60	60	60	61	61	61	62	62	62	62	63	63	63
290	57	57	58	58	58	59	59	59	60	60	60	60	61	61	61	62	62	62	62
300	56	56	57	57	57	58	58	58	59	59	59	60	60	60	60	61	61	61	61
310	55	56	56	56	57	57	57	58	58	58	58	59	59	59	60	60	60	60	60
320	54	55	55	55	56	56	56	57	57	57	57	58	58	58	59	59	59	59	59
330	54	54	54	55	55	55	56	56	56	57	57	57	57	58	58	58	58	58	58
340	53	53	54	54	54	55	55	55	55	56	56	56	57	57	57	57	57	57	58
350	52	52	53	53	53	54	54	54	55	55	55	56	56	56	56	56	56	57	57
360	51	52	52	52	53	53	53	54	54	54	55	55	55	55	55	55	56	56	56
370	50	51	51	51	52	52	53	53	53	54	54	54	54	54	54	55	55	55	55
380	50	50	51	51	51	51	52	52	52	53	53	53	53	53	54	54	54	55	55
390	49	49	50	50	50	51	51	51	52	52	52	53	52	53	53	53	54	54	54
400	48	49	49	49	50	50	50	51	51	51	52	51	52	52	52	53	53	53	53
410	47	48	48	49	49	49	50	50	50	51	51	51	52	51	52	52	52	52	53
420	47	47	48	48	48	49	49	49	50	50	50	51	51	51	51	52	52	52	52
430	46	46	47	47	47	48	48	49	49	49	50	50	50	50	51	51	51	51	51
440	45	46	46	47	47	47	48	48	48	49	49	49	49	50	50	50	51	51	51
450		45	45	46	46	47	47	47	48	48	48	49	49	49	49	50	50	50	50
460			45	45	46	46	46	47	47	47	48	48	48	49	49	49	49	49	50
470					45	45	46	46	46	47	47	47	48	48	48	48	48	49	49
480							45	45	46	46	46	46	47	47	47	48	48	48	48
490									45	46	45	46	46	46	47	47	47	48	48
500												45	45	46	46	46	47	47	47
510													45	45	46	46	46	46	47
520															45	45	46	46	46
530																	45	45	46
540																			45
550																			

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CHAPTER VI

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 in-place 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.

PILOT 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° 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.

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 director-interceptor 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

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 technique must not be overlooked.

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 head-on 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.

CHAPTER VII

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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CHAPTER VIII

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.

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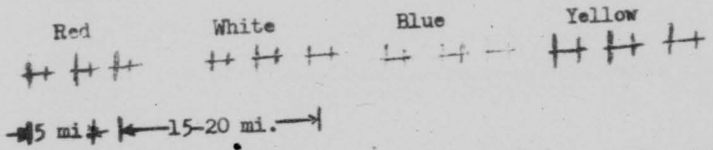

Take off interval 30 sec. between interceptors within flight.
2 min. between last a/c of a flight and the leader of next flight.

Red descends 1,000 ft.
White climbs 1,000 ft.
Blue descends 1,000 ft.
Yellow climbs 1,000 ft.

Merge of flights possible. altitude separation is mandatory echelon of flights may be used to maintain spacing

Flights returned to Bogie altitude

60° Turn

10 mi. displacement

Yellow blue white red

Position arm for quartering stern attack

BOGIE
B-47 type
.8 mach at 40,000 ft.

INTERCEPTORS
4 Flights of 3 aircraft each
.85 mach at 40,000 ft.

REATTACK PATTERN FOR B-47 TYPE

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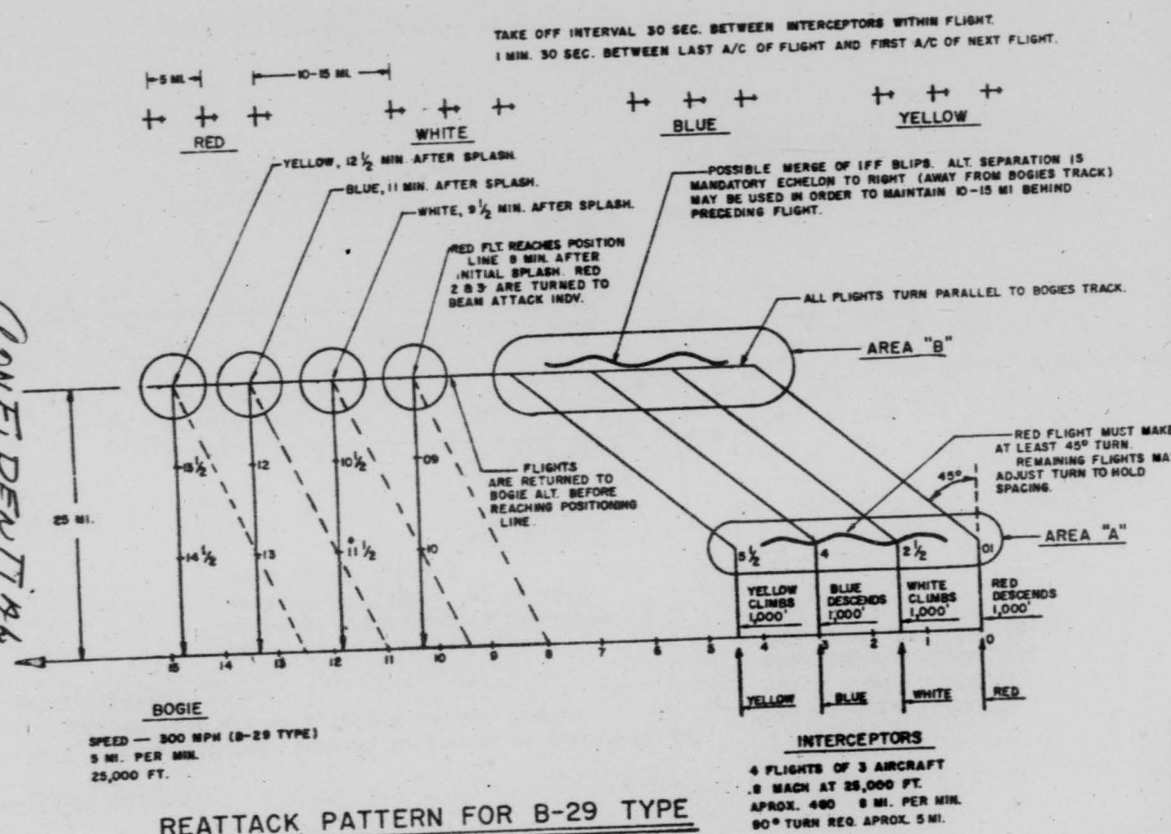

REATTACK PATTERN FOR B-29 TYPE

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Figure 10
Appendix III - Page 38

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 GCI 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 SARP agreements.

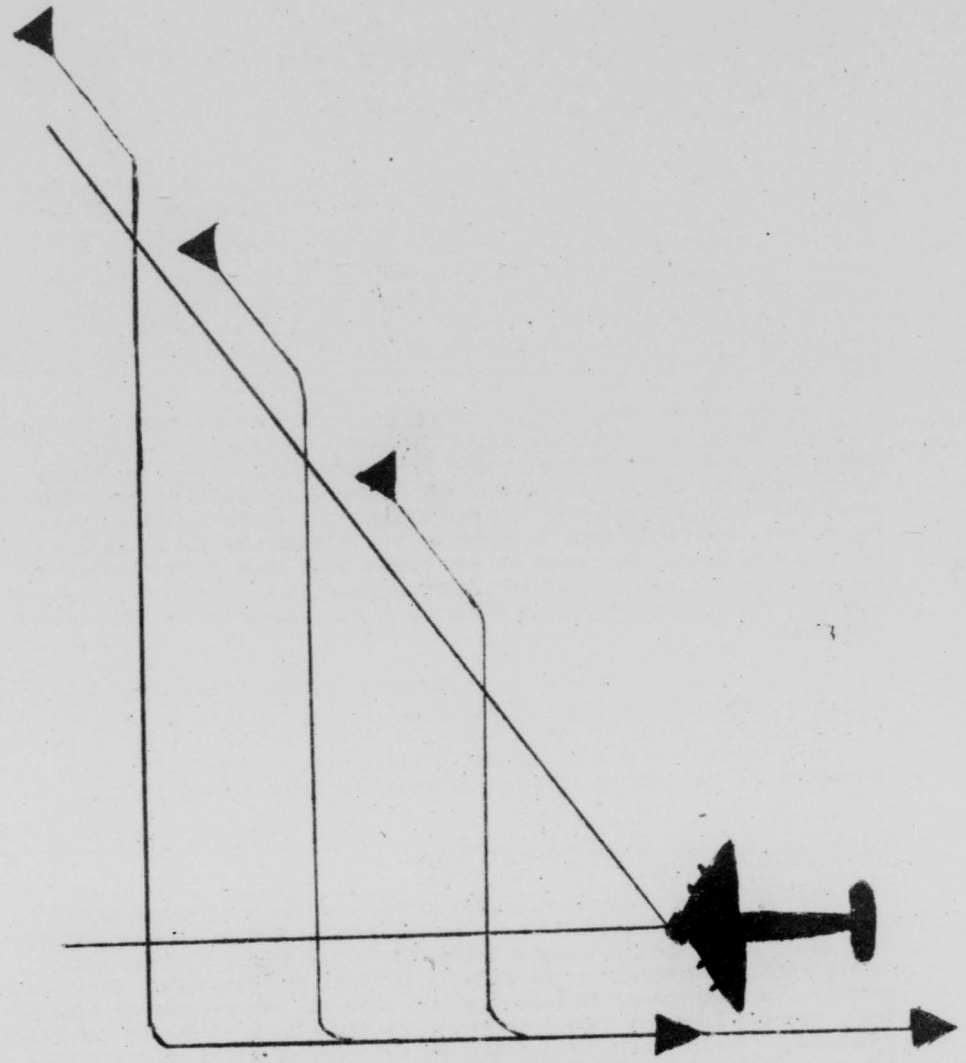
To regroup for recovery, all aircraft in the flight should continue straight ahead for one minute after break-off and then turn to the reciprocal of the target's heading. The leader will hold this course for two minutes while the Number 2 and Number 3 aircraft in the flight establish radar contact with 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. Airborne Receiver Failures. 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 pilot should follow the instructions outlined in the current radio facility chart, titled "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

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 aircraft, 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. Aircraft Malfunctions. 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.

CHAPTER X

BROADCAST 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.

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.

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 sound 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.

CHAPTER XII

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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CHAPTER XIII

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.

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.

PILOT TIPS

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.

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.

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 stay on the line throughout the turn.

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.

SECRET

SECURITY CLASSIFICATION (if any)

342

DISPOSITION FORM

FILE NO.	SUBJECT (U) Summary of Think Fast 13	
TO EAOOT	FROM EAOOT-TW	DATE COMMENT NO. 1

1. This mission was observed from North Truro, Highlands, N.J. and 26th Air Div (Def) by members of this directorate.

2. Problem areas as pointed out in COC's summary (See Encl 4) are being investigated by appropriate members of this directorate. ECM used by the Second Wave of strike aircraft caused very little difficulty for ACW in tracking the aircraft although several missed intercepts were accredited to ECM. The strike aircraft following the ECM aircraft missed the chaff stream nullifying the affect although controllers felt they could have read through the chaff.

3. The following are quotes from unit reports:

a. 60th Ftr-Intcp Sq - "Scramble and control procedures were based upon Tactical Doctrine and Wolfpack tactics, and resulted in the most successful mission accomplished by this unit to date against B-47 type targets. Pilot-Director coordination was excellent. The directors at P-50 positioned all aircraft so as to accomplish 90° beam attacks". (CONFIDENTIAL)

b. 331st Ftr-Intcp Sq - "Problems Encountered:

Scope recording cameras were utilized on only the two scrambles received during daylight hours. A suitable filter for night operations with the cameras has not yet been devised.

Evasive action was taken by the B-47's apparently due to their hearing the fighters call "Judy".

Our interceptors were not always in the best positions to lock on the last bomber. GCI, in general, was placing the fighters in the correct area; however, at such high closing speeds (fighter- .9 mach, bombers- .8 mach) there is very little time to make corrective turns.

Scrambles were made from the squadron ramp and the perimeter taxi strips had to be utilized quite often. These factors adversely affected scramble times.

Recommendations: Evasive action by the B-47's did not severely hamper our attacks; however, the mission prescribed no such actions by the bombers. For missions of the present type, it is recommended that a daily code be utilized to preclude the "bogies" understanding the interceptors' actions.

0367

SECRET

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

16—54801-3 ☆ U. S. GOVERNMENT PRINTING OFFICE: 1952 O - 986875

SECURITY CLASSIFICATION (If any)

DISPOSITION FORM

FILE NO.

SUBJECT
(U) Summary of Think Fast 13 (Cont'd)

TO | FROM | DATE | COMMENT NO. 1

During these practice exercises the pilots must watch the target visually rather than "flying the dot" in the interest of safety. Therefore, it follows that under good visual conditions it is not always necessary for all three fighters in snake to attack the last bomber. Battle conditions could be more nearly simulated (safely) if the fighter leader could assign targets (by radio to his other fighter aircraft considering such factors as: relative speeds, altitudes, and positions of the fighters and the bombers.

It is recommended that this type of exercise employing high altitudes, high speed targets be held more often. At present, due to long period since the last exercise, this organization lost a certain amount of efficiency in all aspects". (SECRET)

c. Rome AF Depot - "9 acft and crews made available. 6 acft scrambled. 3 LCC attacks. As second flight of 3 acft were scrambled too late and had to be returned to base without contact with target. No scope recorders were available. This organization did not participate in second portion of mission and was not notified until 28 March that exercise has terminated." (SECRET)

d. 5th Ftr Intcp Sq - "20 successful sorties were flown, and 1 abort. 12 LCC attacks were made. Scope radar personnel were available but not utilized, director technique was generally good. Concerning techniques used in Phase I, pilots suggest GCI not turn interceptors from high speed target, as vectoring may cause target to be missed". (SECRET)

e. 75th Ftr-Intcp Sq - "The in-trail technique of attack is considered a definite advantage over individual contact. However, most pilots stated that they were not told when they were in the attack vector. I recommended that a code word be set up for the attack vector. For example "Ligament 17 flight, Hot Rockets 150 degrees". Hot Rockets meaning an in place turn to the attack vector. The flight will then break lock and search for the target. I suggest also that additional training missions against formations be used. Pilots reported difficulty in locking to the desired aircraft of the formation, due mainly the inexperience against formations. GCI-GCA recoveries were not fully utilized. Mainly due to the 1500 lb fuel restrictions. Pilots could not hold in stack and still have 1500 lb on the final approach to landing. I recommend that a GCI-GCA recovery be made part of these exercises and that the 1500 lb restriction be lowered to 1000 lb during these exercises, provided an aft transfer pump switch is installed in the cockpit." (SECRET)

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

16—54801-3 ☆ U. S. GOVERNMENT PRINTING OFFICE : 1953 O - 986875

SECRET

SECURITY CLASSIFICATION (if any)

DISPOSITION FORM

FILE NO.

SUBJECT
(U) Summary of Think Fast 13 (Cont'd)

TO

FROM

DATE

COMMENT NO. 1

f. 646th ACWRON - "Track consisted of 10 B-47s some of which were emitting ECM while others sowed chaff. ECM emitted caused condition 2 but intercept was hampered only slightly because chaff trail made by other aircraft in the flight served to pinpoint their location within the ECM jamming strobe". (SECRET)

g. 763d ACWRON - "2 of attempted intercepts missed due to garbled radio transmission and radar in aircraft losing lock. These aircraft were repositioned and complete successful intercept. All available mission aircraft scrambled by use of centralized control from 32d ADCC. Excess plots furnished adjacent ADDCs on both 1 and 2 March. Centralized control of scramble prerogative worked very well". (CONF)

h. 762d ACWRON - "Early warning information was adequate except on 23 March when no advance information was available on A-34 track. Detection to scramble figures are not available as scrambles were ordered from the ADCC.

Comments: (1) There was a considerable delay in diverting fighters from their assigned target when the fighters, because of late scramble were not able to press a successful attack. Essentially, this delay occurs when a high fast target is approaching the station and the ADCC controller is not immediately aware of the tactical possibilities". (SECRET)

i. 783d ACWRON - "5. At 1005Z the interceptor aircraft reported a Tally-Ho on the target in HJ 3510. The intercept was missed due to the following reasons: a. The track to be intercepted faded from the PPI scope due to the location of the aircraft in regard to the lobe pattern of the FPS-3. The aircraft was then tracked on the FPS-4. b. The FPS-4 gave the altitude of the aircraft as 32 angels at which altitude the fighters were assigned. c. After the mission the fighters reported that they lost radio contact with this station at the time the intercept was about to be completed. 6. If the director on duty had used the altitude reading of the aircraft to be intercepted reported to this station from "Inform Control" instead of the altitude reading taken from our FPS-4, it is believed that the intercept would have been completed in spite of other difficulties". (CONFIDENTIAL)

j. 647th ACWRON - "During several intercepts fighters from adjacent stations were not broken off of the strike aircraft prior to this stations computed point of intercept, thus making it difficult to complete a successful intercept. This also caused difficulty in identifying fighters and in plotting". (SECRET)

SECRET

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

16—54801-3 ☆ U. S. GOVERNMENT PRINTING OFFICE : 1952 O - 986875

1970

DISPOSITION FORM

SECURITY CLASSIFICATION (If any)

FILE NO.

SUBJECT
(U) Summary of Think Fast 13 (Cont'd)

TO

FROM

DATE

COMMENT NO. 1

k. 656th ACWRON - "From a training viewpoint, this mission was very successful. Previous missions of this type, where the route, altitude, and times of the target aircraft were known, developed good early 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.

A study of the time differential between the scramble order and the intercept on both tracks indicates the close tolerances that were imposed by the late scramble order. The fact that all intercepts were successful is a tribute to the skill of the pilots and directors concerned. The pilots of the 60th Fighter Interceptor Squadron are to be commended for their co-operation and skill in applying the tactics currently being used by the 32d Air Division (Defense)". (CONFIDENTIAL)

4. This DF is classified Secret IAW paragraph 23c, AFR 205-1.

BOBO/489

4 Encls
1. Msg 26th Air Div 26ADOOT 0108, 28 Mar 55 (SECRET)
2. Msg 30th Air Div DOTFT 472, 29 Mar 55 (SECRET)
3. Ltr 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

SECRET

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

16—54801-3 ☆ U. S. GOVERNMENT PRINTING OFFICE : 1952 O - 986875

1971

22 Apr 55 UNCLASSIFIED

HQ EADF STEWART AFB NEWBURGH NY PRIORITY PRIORITY

COMDR 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 BRUNSWICK NAS BRUNSWICK ME (AIR MAIL)

(UNCLASSIFIED) EAOOT-TW 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 FRAOORD 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 P2V acft. Call sign of

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 intcp crew director team tng against strike acft. 3. Tasks for Subordinate Units: a. Comdr, 30th and 32d Air Divs will: (1) Implement EADF OPLAN 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:

HQ EADF STEWART AFB NEWBURGH NY

UNCLASSIFIED

PRIORITY PRIORITY

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 1600Z. 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 Falls, 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.

UNCLASSIFIED 3 3

CAPT ROBERT K. BOBO/jss

EAOOT-TW 211715 Apr 55 439

VP10/CAM:rws
A-5
Ser: 19

18 May 1955

From: Commander, Fleet Air Detachment, N.A.S Brunswick, Maine.
To: Commander Naval Forces, Eastern Continental Air Defense Command.

Ref: (a) COMNAVFOR, 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 VFR intercepts were observed. It is possible that intercepts were conducted from astern which were not observed. One (1) IFR intercept was conducted in the Bangor ADIZ near Brunswick, 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. FLEMING

9 May 1955

MEMORANDUM TO: Colonel Olds

SUBJECT: Summary of Think Fast 14

1. This exercise was a good moral builder. Target aircraft were P2Vs 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:

	S	MA
30th	86	81
32d	59	43

AAA Action
Sault Ste Marie - 0
Loring - 0
Chicago - 1
Detroit - 2
Pittsburgh-1
Niagara - 1 more

4. There were few complaints registered most of which will have to be ironed out between fighter interceptor squadrons and ADDCs or ADDCs and ADCCs.

5. Complaints as follows:

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.

d. In some cases pilots had to be queried by ADDCs as to tactical 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.

BOBO/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 MESSAGEFORM

COMMUNICATIONS CENTER NO. 346

SECRET

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
14 Feb 55	SECRET
PRECEDENCE FOR: ACTION	INFORMATION
PRIORITY	PRIORITY
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

TO:

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

XNOX

INFO:

COMDR ESF 90 CHURCH ST NY 7 NY
COMDR EASTARAACOM STEWART AFB NEWBURGH NY (COURIER)
COMNAVFOREASTCONAD STEWART AFB NEWBURGH NY (COURIER)
COMDR ADC ENT AFB COLO SPRINGS COLO

(SECRET) EAOOT-TW C-__180__. Exercise Think Fast 12. This is EADF OPORD 5-55. Chart and map references as needed. Task Orgn: Comdrs 26th, 30th, and 32d Air Divs (Def). 1. Gen Sit: 91st Str Recon Wg will redeploy 36 RB-27s free Sid: Slizene French Morocco to Lockbourne AFB Ohio on 27, 28 Feb and 1 Mar 55. On the 27th - two flts of 5,40 mins between flts. 38th and 1st - three flts of 5,4 and 4 respectively, 40 mins between flts. This is part of 2d AF operation "Old Fogy". Folg are routes, times w/b provided upon receipt. Sidi Slizene to aerial refueling area (39-05N 38-00W) to Argentis to Bangor to Lockbourne. 2. Msn: Implement EADF OPLAN 7-54, accomplish max possible interceptor/director team tng. Emphasize mass against mass attacks. 3x(1) Omitted. (2) H/A.

SECURITY CLASSIFICATION	PAGE OF PAGES
SECRET	1 2

DRAFTER'S NAME (and signature, when required)

RELEASING OFFICER'S SIGNATURE

SECRET

0373

SYMBOL	TELEPHONE	OFFICIAL TITLE

DD FORM 1 OCT 49 173 REPLACES NME FORM 175, 1 MAY 49, WHICH MAY BE USED.

e9—10—58023-4 U. S. GOVERNMENT PRINTING OFFICE

HQ EADF STEWART AFB NEWBURGH NY

SECRET

PRIORITY PRIORITY

(3) Omitted. (4) Omitted. (5) Omitted. (6) Unknown - w/b provided. (7) N/A. (8) 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 flt on 27 and 28 Feb w/b refueling in area of Bradford NY enni. (18) No ECM w/b employed by strike forces. 4. Omitted.

5. Omitted.

CAPT ROBERT K BOBO/jss

EAOOT-TW 1411145 Feb 55 489

NOTE: Cys for EAODO, EAOCP, EAOCD (Attn: FCDA Lsn Officer)

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 347

SECRET

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
17 Feb 55	SECRET
PRECEDENCE FOR: ACTION: PRIORITY	INFORMATION: PRIORITY
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION: EAOOT-TW C-180	CLASSIFICATION: SECRET

TO:

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~~

INFO:

COMDR ESF 90 CHURCH ST NY 7 NY
CG EASTARAACOM STEWART AFB NEWBURGH NY (COURIER)
COMNAVFOREASTCONAD STEWART AFB NEWBURGH NY (COURIER)
COMDR ADC ENT AFB COLO SPRINGS COLO

(SECRET) EAOOT-TW C-203. Exercise Think Fast 12. Ref our classified msg EAOOT-TW C-180, 14 Feb 44, EADF OPORD 5-55. Para 1, Gen Sit: 91st Strat Recon Wg will overfly Bangor at the folg times. 27th - two flts 1720Z and 1800Z. 28th - three flts 1720Z, 1800Z and 1840Z. 1st - three flights 1720Z, 1800Z and 1840Z. Ref para 6, strike acft will turn IFF off upon entering Bangor ADIZ to Lockbourne. Think Fast 12.

NOTE: Cy made for:
EAODO, EAOCP, EAOCD
(Attn: FCDA Lsn Off)

SECURITY CLASSIFICATION	PAGE 1 OF 1 PAGES
SECRET	

DRAFTER'S NAME (and signature, when required): CAPT ROBERT K. BOBO/jss

RELEASING OFFICER'S SIGNATURE

SECRET

0374

SYMBOL: EAOOT-TW 171430 Feb 55

TELEPHONE: 489

OFFICIAL TITLE

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

c9—16—58923-4 U. S. GOVERNMENT PRINTING OFFICE

SECRET

348

MESSAGEFORM

16 Mar 1955

FM CONDR 30TH AIR DIV (DEF) WILLOR RUN AF STA BELLEVILLE MICH
TO CONDR EADF STEWART AFB NEWBURGH

/SECRET/ DOTFT 447. REF EXERCISE THINKFAST 12 ADCC PARTICIPATION. CENTRALIZED CON OF SCRAMBLES WAS IN EFF WITH DIRECT CON BEING EXERCISED OVER INTCPS. EFF OF EARLY WARNING TELLING WAS EXCELLENT AND THAT OF AC&W SURVEILLANCE AND TELLING, GOOD. MULTIPLE FTR ATCKS WERE EMPLD AGAINST BMRS. STATISTICAL SUMMARY CNTND IN 30TH ADIV OPS SUMMARY FOR FEB 55.
TORC 16/2012Z MAR 57

SECRET

0375

SECURITY CLASSIFICATION (If any)

349

DISPOSITION FORM

SECRET

FILE NO.

SUBJECT (U) Summary Report of Think Fast 12

TO EAOOT FROM EAOOT-TW DATE COMMENT NO. 1

1. The late date of this report due to late reports from units, ACW stations and divisions. A TWX has been sent to all divisions requesting prompt compliance with reporting requirements for Think Fast missions.

2. Think Fast 12 utilized the 91st SRW redeployment of 29 B-47s from Morocco to Lockbourne AFB. 30th and 32d Air Divs participated. Mission was scheduled for 27 and 28 Feb and 1 March; was flown on 27 Feb, 1 and 2 Mar.

3. Scramble activity limited the first 2 days due to weather. Weather broke the third day with considerable activity.

Box Score for exercise:

	Scrambles	Result
30th	35	29MA
32d	61	46MA
Total	96	75

4. 86th FIS Comment. "Deviation from prebriefed plan; in this case Rattler, should be avoided and scrambles should be ordered in multiples of aircraft as specified in plan. ACW should keep ftr sq better informed of expected scramble times. Better co-ordination should be affected between ACW Sq to allow rapid passing of interceptor flights. ACW dirs should be rebriefed to keep voice communication to an absolute minimum. All available intcp should be used for such exercises to allow more benefit from this valuable training. During this exercise this ftr sq had to request scrambles from ACW in order that all available crews could participate. Operation Rattler appears to be feasible and workable provided all agencies have been thoroughly briefed on all phases of its use. It is felt that these exercises provide valuable training and should be run whenever possible".

5. 97th FIS Comment. "Some confusion existed in trying to establish communication on tactical frequencies. Since these frequencies are classified, directors should direct communication changes by channel number rather than frequency".

6. 662d ACW Sq Comment. Marked improvement was shown in the conduct of the mission on the second day because the direction center was given scramble prerogative and the number of acft scrambled did not exceed the stations comt capability. Communications problems encountered our first day indicated a lack of understanding and compliance with ADC CEI 2150, 2151 and 2152 by both ACW Sq and FIS. Standardization of channel

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SECURITY CLASSIFICATION (If any)

DISPOSITION FORM

SECRET

FILE NO.	SUBJECT	
	(U) Summary Report of Think Fast 12 (Cont'd)	
TO	FROM	DATE / COMMENT NO. 1

assignments should be made for division communication on frequencies throughout the command for effective utilization". (NOTE: Message has been sent to 662d ACW Sq requesting more detail on difficulties encountered.)

7. This DF is classified Secret IAW paragraph 23c, AFR 205-1.

BOBO/489

3 Encls
1. EADF COC Msn Brief
2. 32d Summary
3. 30th ADiv (Def) msg DOTFT 447, 16/2012Z Mar

SECRET

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16—54801-3 ☆ U. S. GOVERNMENT PRINTING OFFICE: 1952 O - 986875

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DISPOSITION FORM

SECURITY CLASSIFICATION (If any)

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SECRET

FILE NO.	SUBJECT	
	Project "Seed Apple"	

TO	FROM	DATE	COMMENT NO. 1
EAODO	EAOOT	5 Feb 1955	

1. On 31 January 1955, Majors Young and Gradel, AFOTC, Eglin AFB, Florida, visited this directorate to discuss the APGC project "Seed Apple." This project is designed to test the B-47 as a low altitude penetration bomber using a LABS technique for bomb delivery. Specifically, APGC will investigate the vulnerability of the B-47 at low altitude (50' to 200') to radar detection and lead collision course intercept action. The project will investigate many other facets of the low altitude B-47 problem (navigation, refueling, "K" system accuracy, LABS delivery, etc.) but we will be involved only from a radar detection and LCC intercept standpoint.

2. A total of 23 single aircraft missions are scheduled with six designed to penetrate EADF. Of these six, five will concern only the 26th Air Div (Def) and one will concern both the 26th and the 32d. All except one of the six missions will penetrate from well out to sea and, barring anomalous propagation, well outside our radar coverage. The project will start about 20 February and will continue for approximately six weeks. All flights will be day, VFR with take-off times being called to the 26th Air Div (Def).

3. Majors Young and Gradel promised to forward a copy of their project directive as soon as possible. Upon receipt of this project directive, an operations order will be published and we should be able to go into more detail as to what the project is all about.

4. This DF is classified Secret in accordance with para 23c, AFR 205-1.

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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 Palermo 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.

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 352

SECRET

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

DATE-TIME GROUP: 16 Jun 55	SECURITY CLASSIFICATION: SECRET
PRECEDENCE FOR: ACTION: PRIORITY	INFORMATION: PRIORITY
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

TO:

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
COMDR 35TH AIR DIV (DEF) DOBBINS AFB
MARIETTA GA

~~INFO:~~

INFO:

COMDR ESF 90 CHURCH ST NY 7 NY
COMDR ADC ENT AFB COLO SPRINGS COLO
CG EAST ARAACOM STEWART AFB NEWBURGH NY (COURIER)
COMNAVFOREASTCONAD STEWART AFB NEWBURGH NY (COURIER)
AOC ADC RCAF STA ST HUBERT QUE CAN

(SECRET) EAOOT-TW C-797. CANSECURITY. This msg in three parts. Part I. Within EADF, dissemination of the contents of this msg w/b restricted to air div (def) comdrs and staff members each deems appropriate. Comdrs air divs (def) may disseminate gen info they consider necessary for participating units. Part II. The folg 2d AF msg quoted in part FYI and necessary action: "CITE DICT 9002. This hq plans to run a special exercise involving the 301st Bomb Wg return from the United Kingdom thru the Harmon area. This exercise will involve aprx 25 acft as fols: (1) A force of 5 acft from Goose Bay to aprx 45N 74W to Schenectady, NY. (2) A force of 5 acft from Goose Bay to aprx 45N 73 W to Pittsfield, Mass. (3) A force of 5 ~~acft from Goose Bay to aprx 44 N 69W to~~

SECURITY CLASSIFICATION: SECRET		PAGE 1 OF 2 PAGES
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SYMBOL	TELEPHONE	OFFICIAL TITLE

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DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

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HQ EADF STEWART AFB NEWBURGH NY

SECRET

PRIORITY PRIORITY

Bangor, Me to Binghamton, NY. (4) A force of 5 acft from Goose Bay to aprx 44N 64W to Harrisburgh, Pa. (5) A force of 5 acft from Goose Bay to aprx 42N 69W to Nantucket, 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 reqd tha max ftr participation be affected consistent with your operational dictations. Permission is reqd 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, communications 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 msn w/b "YEAR LONG." Part III. This exercise will be Think Fast 16. 2d AF has be reqd to furnish more specific info. This hq will forward a Frag Ord implementing EADF OPLAN 7-54 ASAP.

SECRET Page 2 of 2 Pages

CAPT ROBERT K BOBO/jss

EAOOT-TW 161345 Jun 55 489

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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 then 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

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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, M-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 slow in submitting PAS's."

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.

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 high-speed 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

DISPOSITION FORM

FILE NO.

SUBJECT (Unclassified)
Summary of Think Fast 16

TO EAOOT FROM EAOOT-TW DATE COMMENT NO. 1

Think Fast 16 consisted of 24 B-47's returning from England to Barksdale and Lockbourne. The exercise was originally scheduled for 23 June. Two 24 hour delays set the exercise back to the 25th.

1. The breakdown of forward telling and passing of tactical action has been brought to the attention of Surveillance Brance, Operations Division, and appropriate action is being taken.

2. 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 then prevented successful interception.

3. Enclosed are reports from COC, 26th and 32d Air Divs (Def). 35th Air Div (Def) is being queried on their report.

4. Upon withdrawal of Encl #1 the classification of this DF will be cancelled IAW para 25g, AFR 205-1.

BOBO/489

3 Encls
1. Msg from 26th ADiv, 26AOOT 0228, 30 Jun 55 (SECRET)
2. Msn Summary Think Fast #16, 25 Jun 55
3. Ltr 32d ADiv, OOT-A, subj: Rept "Exercise Think Fast 16", 30 Jun 55

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 355

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SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

DATE-TIME GROUP	SECURITY CLASSIFICATION
~~15 Mar 55~~	~~SECRET~~
PRECEDENCE FOR: ACTION ~~PRIORITY~~	INFORMATION ~~PRIORITY~~
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

TO:

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: XXXX

INFO: COMDR ESF 90 CHURCH ST NY 7 NY
COMDR ADC ENT AFB COLO SPRINGS COLO
CG EASTARAACOM STEWART AFB NEWBURGH NY (COURIER)
COMNAVFOREASTCONAD STEWART AFB NEWBURGH NY (COURIER)
AOC ADC RCAF STA ST HUBERT QUE CAN

(SECRET) EAOOT-TW C- 352 . CANUSECURITY. Exercise Think Fast 13. This is EADF Frag Ord 9-55. Chart and Map References: As rqrd. Task Orgn: Comdrs, 26th,30th,and 32d Air Divs (Def). 1. Gen Sit: On 23 and 24 Mar 55, the 2d AF will launch simulated attacks against selected tgts. Attacks w/b supported by ECM acft. This is part of 2d AF OPORD 17-55, Nicknamed "Pea Green". Strike forces w/b composed of aprx 52 B-47 acft from 361st Bomb Wg and 376th Bomb Wg. Strike forces will penetrate from the NEast in the Washington, D.C. area and withdraw SWest. This operation consists basically of three waves of bombardment acft, one wave being supported by an ECM force. Strike routes, times and force info are provd for eyes only of div comdrs as Annex A to this Frag Ord. SAC flt plans will contain folg statement in remarks: Do not pass to direction centers, pass to control centers only. SH: Accomplish max possible

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DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

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interceptor crew director team tng against strike acft. Emphasize mass against sttacks. 3. Tasks for Subordinate Units: a. Comdr, 30th Air Div (Def) may deploy interceptors and participate at his discretion. b. Comdrs, 26th and 32d Air Divs (Def) will: (1) Implement EADF OPLAN 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 EADFL55-4. (e) Para 5b(3). ECM 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 msg does not contain restricted data Atomic Energy Act 1946. "EYES ONLY". Within EADF this msg is for the eyes only of air div (def) comdrs and their Deputies for Operation. It is reqd 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. x-day is 23 Mar 55. 2. Hester H-HCP times for each of the three waves are as fols:
a. First Wave I day

2330A. B. Second Wave: X plus 1/0730Z. C. Third Wave: Z plus 1/2330Z. 3. Wave composition w/b as fols: a. First Wave: (1) 301st Bomb Wg: Nine B-47. (2) 376th Bomb Wg: Nine B-47. b. Second Wave: (1) 301st Bomb Wg: Eight B-47. (2) 376th Bom Wg: Eight B-47. c. Third Wave: (1) 301st Bomb Wg: Nine B-47. (2) 476th Bomb Wg: Nine B-47. 4. Routes: a. Common Route Alfa. Depart: (43-15N 65-35W H-HCP), 41-00N 69-00W, 39-00N 74-30W, 38-40N 77-30W, 35-00N 87-30W, Barksdale. b. Common Route Bravo: Depart: (43-15N 65-35W H-HCP), 41-00N 69-00W, 39-00N 74-30W, 38-40N 77-30W, 35-00N 87-30W, Barksdale. c. Common Route Coca: Depart: (42-52N 65-00W H-HCP), 41-00N 69-00W, (39-00N 74-30W TERMINAL). d. Common Route Delta: Depart:(43-00N 75-00W H-HCP), (39-00N 74-00W TERMINAL). e. Tgt Route Echo: From Common Route Terminal, 38-50N 75-05W, 38-36N 77-00W, 38-40N 77-30W, 37-00N 80-00W, 34-10N 86-00W, Varksdale. f. Tgt Route Foxtrot: From Common Route Terminal Wilmington, Del; Harrisburg, Pa; Charleston, W.Va; Nashville, Tenn; Barksdale. g. Tgt Route Golf: From Common Route

Terminal, 38-50N 75-05W, Washington, D.C.; Charleston,W.Va; Nashville, Tenn; Barksdale. 5. Strike Force: a. First Wave-301st Bomb Wg: (1) Task Force "Canteen Red". (a) Force: Five B-47 acft. (b) Route: Common Route I, Tgt Routes Foxtrot and Golf. (c) Relative H-HOP time: H minus 03:00. (2) Task Force "Canteen Blue": (a) Force: Four B-47 acft. (b) Route: Common Route I, Tgt Route Echo. (c) Relative H-HOP time: H minus 02:50. b. First Wave: 376th Bomb Wg. (1) Task Force "Mamesake Green". (a) Force: Five B-47 acft. (b) Route: Common Route H, Tgt Routes Foxtrot and Golf. (c) Relative H-HOP time: H minus 03:30. (2) Task Force "Mamesake Black". (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 Wave - 301st Bomb Wg: (1) 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 plus 00:05. (2) Taks Force "Canteen Cardinal". (a) Force: Four B-47 acft. (b) Route: Common Route Coca, Tgt Routes Foxtrot and Golf.

(c) Relative H-HCP time: H plus 00:15. d. 2d Wave - 376th Bomb Wg: (1) Task Force "Mamesake White". (a) Force: Four B-57 ECM acft. (b) Route: Common Route Alfa. (c) Relative H-HCP time: H plus 00:00. (2) Task Force: "Mamesake Silver". (a) Force: Four B-47 ECM acft. (b) Route: Common Route Bravo. (c) Relative H-HCP time: H plus 00:00. e. 3d Wave - 301st Bomb Wg. (1) Task Force "Canteen Chrome". (a) Force: Five B-47 acft. (b) Route: Common Route Coca, Tgt Routes Foxtrot and Golf. (c) Relative H-HCP time: H plus 00:30. (2) Task Force "Canteen Copper". (a) Force: Four B-47 acft. (b) Route: Common Route Coca, Tgt Route Echo. (c) Relative H-HCP time: H plus 00:40. f. 3d Wave - 376th Bomb Wg. (1) Task Force "Mamesake Bronze". (a) Force: Five B-47 acft. (b) Route: Common Route Delta, Tgt Routes Foxtrot and Golf. (c) Relative H-HCP time: H plus 00:00. (2) Task Force"Mamesake Ruby". (a) Force: Four B-47 acft. (b) Route: Common Route Delta, Tgt Routes Foxtrot and Golf. (c) Relative H-HCP time: H plus 00:10. Exercise Think Fast 13.

CAPT ROBERT K. BODO/jss

EAOOT-TW 151430 Mar 55 489

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 356

SECRET

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
16 Mar 55	SECRET
PRECEDENCE FOR: ACTION	INFORMATION
PRIORITY	
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

TO:

AOC ADC RCAF STA ST HUBERT QUE CAN

INFO:

(SECRET) EAOOT-TW C-__257____. CANUSECURITY. Exercise Think Fast 13. Ref EADF msg EAOOT-TW C-__252__, EADF Frag Ord 9-55, "Think Fast 13". The folg additional routes are forwarded for your info: 1. Routes: a. Common Route Alfa: Depart: Barksdale, 30-45N 88-50W, Evergreen (Alabama) VOR, 34-00N 89-40W, 38-35N 92-00W, Ottumwa (Iowa) VOR, 49-00N 80-00W, 49-05N 68-25W, 48-45N 58-50W, 49-00N 57-00W, 44-45N 63-40W, (43-15N 65-35W H-HCP). b. Common Route Bravo: Depart: Barksdale, 30-45N 88-50W, Evergreen (Alabama) VOR, 34-00N 90-00W, 38-30N 92-30W, Ottumwa (Iowa) VOR, 49-00N 80-00W, 49-05N 68-25W, 49-10N 58-25W, 49-00N 57-00W, 44-45N 63-40W, (43-15N 65-35W H-HCP). c. Common Route Coca: Depart: Barksdale, 30-45N 88-50W, 31-25N 88-00W, 33-30N 90-20W, 38-15N 92-45W, Ottumwa (Iowa) VOR, Kapuskasing (Ontario) Radio, Casket Coca Rendezvous, 40-00N 55-30W, 48-40N 53-00W, (42-52N 65-00W H-HCP). d. Common Route Delta: Depart: Barksdale, 30-45N 88-50W, Evergreen (Alabama) VOR, 34-00N 89-40W, Packrat Alfa Rendezvous, 38-35N 92-00W, Ottumwa (Iowa)

SECURITY CLASSIFICATION	PAGE 1 OF 2 PAGES
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DRAFTER'S NAME (and signature, when required)

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DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

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HQ [AADF STEWART AFB NEWBURGH NY] SECRET

PRIORITY

VOR, Kapuskasing (Ontario) Radio, Casket Delta Rendezvous, 49-30N 54-30W, 48-40N 53-00W, (43-00N 65-00W H-HCP). Exercise Think Fast 13.

SECRET Page 2 of 2 Pages

CAPT ROBERT K. BOBO/jss

EAOOT-TW 161130 Mar 55 489

SECRET

SECRET

HQ EADF STEWART AFB NEWBURGH NY SECRET

PRIORITY

VOR, Kapuskasing (Ontario) Radio, Casket Delta Rendezvous, 49-30N 54-30W, 48-40N 53-00W, (43-00N 65-00W H-HCP). Exercise Think Fast 13.

CAPT ROBERT K. BOBO/jss

EAOOT-TW 161130 Mar 55 439

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ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 357

SECRET

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

DATE-TIME GROUP: 19 Mar 55	SECURITY CLASSIFICATION: SECRET
PRECEDENCE FOR: ACTION: PRIORITY	INFORMATION: PRIORITY
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

TO:

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:~~

INFO:

COMDR ESF 90 CHURCH ST NY 7 NY
COMDR ADC ENT AFB COLO SPRINGS COLO
CG EASTARAACOM STEWART AFB NEWBURGH NY (COURIER)
COMNAVFOREASTCONAD STEWART AFB NEWUBRGH NY (COURIER)
AOC ADC RCAF STA ST HUBERT QUE CAN

(SECRET) EAOOT-TW C-376. CAUTSECURITY. Within EADF, disemination of the contents of this msg w/b restricted to the air div (def) comdrs and staff members each deems appropriate. Think Fast 13. Ref our msg EAOOT-TW 353, 16 Mar 55. Acft in the 2d Wave will conduct electronic jamming and dispense chaff between 43--15N 65-35 W, 41-00N 69-00W and 39-00N 74-30W. Think Fast 13.

SECURITY CLASSIFICATION: SECRET	PAGE 1 OF 1 PAGES
DRAFTER'S NAME (and signature, when required): CAPT ROBERT K. BOBO/jss	RELEASING OFFICER'S SIGNATURE
SYMBOL: EAOOT-TW 190815 Mar 55	TELEPHONE: 489
	OFFICIAL TITLE

SECRET

0369

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

69—16—58923-4 U. S. GOVERNMENT PRINTING OFFICE

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ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO. 358

SECRET

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HQ EADF STEWART AFB NEWBURGH NY

DATE-TIME GROUP	SECURITY CLASSIFICATION
21 Mar 55	SECRET
PRECEDENCE FOR: ACTION: OPS IMMED	INFORMATION: PRIORITY
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION	CLASSIFICATION

TO:

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:

INFO

COMDR ESF 90 CHURCH ST NY 7 NY
COMDR ADC ENT AFB COLO SPRINGS COLO
CG EASTARAACON STEWART AFB NEWBURGH NY (COURIER)
COMHAVFORSASTCONAD STEWART AFB NEWBURGH NY (COURIER)
AOC ADC RCAF STA ST HUBERT QUE CAN

(SECRET) EAOOT-TW C- 361 . CAUTSECURITY. Think Fast 13. Within EADF, disemination of the contents of this msg w/b restricted to the air div (def) comdrs and staff members each deems appropriate. Folg are changes to Annex A, EADF Frag Order 9-55, our msg EAOOT-TW C-353, 16 Mar 55. Item 1. Delete "Para 4, Strike Forces" and substitute "Para 5, Strike Forces". Item 2. Add para 4h as fols: "h. Common Route Hotel: Kapuskasing (Ontario) Radio, 41-17N 70-04W, 40-59N 64-58 W, 39-00N 74-30W Terminal, N-NCP at intersection with line connecting 45-00N 72-00W and 43-00N 75-00W". Item 3. Add para 4i as fols: "i. Common Route India: Kapuskasing (Ontario) Radio, 41-20N 70-20W,,40-40N 70-15W, 39-00N 74-30W Terminal, N-NCP at intersection with line connecting 45-00N 72-00W and

SECURITY CLASSIFICATION	PAGE	OF	PAGES
UNCLASSIFIED	1		2

DRAFTER'S NAME (and signature, when required)

SECRET

RELEASING OFFICER'S SIGNATURE

0270

SYMBOL | TELEPHONE | OFFICIAL TITLE

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49, WHICH MAY BE USED.

16—58923-4 U. S. GOVERNMENT PRINTING OFFICE

1101

SECRET

43-00N 75-00W". Item 4. Para 5a(1)(b) delete "Cocoa" 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 "Cocoa" 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 "H minus 03:20". Think Fast 13.

1/Lt WILLIAM EBORALL/jss

EAOOT-TW 210900 Mar 55 489

SECRET

SECRET

359

28 Mar 1955

FM CONDR 26 ADIV ROSLYN AFS NY
TO CONDR EADF STEWART AFB NY

/S E C R E T/26ADOOT CLO3PD SUBJ CLN THINK FAST NARRATIVE REPT PD THIS HQ PARTICIPATED IN EXERCISE THINK FAST ONE THREE TO TEST AND PRACTICE PROJ WOLF PACK TACS PD TWO FLTS OF THREE ACFT EACH WERE COMMITTED FR EACH FTR INCP SQ PD ALL TACS WERE DIRECTED TO BE LAW FINAL REPT ON PROJ WOLF PACK PD THE DIV CMD POST OPR UNDER A DECENTRALIZED CONCEPT UTILIZING BATTLE COMDRS LOOP CIRCUIT TO COORD COMMITMENT OF FORCES BTWN ADJACENT ADDCS IAW EXT AREAS OF RESPONSIBILITY AS OUTLINED IN OUR REGULATION FIVE FIVE DASH SEVEN PD UNIT PROFICIENCY LEVEL IN SNAKE PROJ WOLF PACK TACS WAS LOW PD EARLY WNG RECEIVED FR THREE TWO AIR DIV WAS EXC PD MAJORITY OF TRACKS WERE WNG TOLD TO THIS HQ BY THREE TWO ADDC AT APRX HHCP TIME PD ECM APPARENTLY CAUSED LITTLE HINDRANCE IN CONDUCT OF THE AIR DEF MSN PD MSN WAS EXCELLENT IN SO FAR AS THE VALUE RECEIVED PD MORE MSNS OF THIS GENERAL TYPE SHOULD BE MADE AVAL TO THIS SECTOR PD TORC 282205Z MAR 52

SECRET

S-6454-55

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

EAODO 17 December 1954

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 Organization 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

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. NELSON
Major General, USAF
Commander

Hq 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 cognisant of these problems and would consider them in making decisions on joint matters.

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

GEORGE F. SMITH
Major General, USAF
Chief of Staff

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

11 Feb 1955

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.

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
CWO, 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

JEADFSM 5-2

STAFF MEMORANDUM)
:
NUMBER 5-2)

HEADQUARTERS JOINT EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, New York
1 April 1955

PUBLICATIONS

Numerical Index to Joint EADF Staff Memoranda

1. Purpose. This Memorandum provides a list of current JEADF Staff Memoranda and those EADF Staff Memoranda which are applicable to JEADF.

2. Current JEADF Staff Memoranda. The numerical index of current JEADF Staff Memoranda is indicated below:

NUMBER	DATE	CLASSIFICATION AND TITLE	DISTRIBUTION
		5 - PUBLICATIONS	
5-2	1 Apr 55	Numerical Index to Joint EADF Staff Memoranda	C

3. EADF Staff Memoranda Applicable to JEADF. The following is a list of current EADF Staff Memoranda 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
		5 - PUBLICATIONS	
5-3	10 Mar 55	Distribution and Requisitioning Procedures	C
5-4	10 Feb 55	EADF Standard Publications	C
5-5	2 Dec 53	Command Data Book	C
		6 - REPRODUCTION AND PRINTING	
6-1	2 Dec 54	Approval of EADF Recurring Publications	C
6-2	17 Dec 54	Preparation of Copy, Facilities, and Procedures for Reproduction	C
		9 - FORMS	
9-1	5 Feb 55	Numerical Index to Headquarters EADF Forms	C
9-2	7 Mar 55	EADF and Headquarters EADF Forms	C
		10 - CORRESPONDENCE	
10-2 10-2A	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	C
		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

NUMBER	DATE	CLASSIFICATION AND TITLE	DISTRIBUTION
11-10	22 Oct 54	Letters of Appreciation, Commendation, and Awards	C
11-12	20 Jan 54	Staff Duty Officers	C
11-13	7 Oct 53	Organization and Responsibilities of the EADF Emergency Air Staff Actions Programs	C
11-14	7 Oct 53	Responsibilities and Procedures for Processing Emergency Air Staff Actions	C
11-25	4 Dec 54	Control of Classified Documents	C
		35 - MILITARY PERSONNEL	
35-2	10 Aug 54	Assignment and Occupancy of Wherry Housing and Government Quarters	C
		50 - TRAINING	
50-2	22 Apr 54	On-the-Job Training	C
		55 - OPERATIONS	
55-1	22 Dec 54	Request for Aircraft or Airlift	C
55-3	27 Nov 54	Normal Number of EADF "Combat Ready" Interceptors	C
		60 - FLYING	
60-1	23 Dec 53	Scheduling Official Flights on Week Ends and Holidays	C(Plus 4700th AB Gp)
60-2	11 Dec 54	Conventional Aircraft Checkout	C
60-3	21 Aug 54	T-33 Pilot Qualifications	C
60-4	23 Nov 54	T-33 Minimum Flying Requirements	C
		100 - COMMUNICATIONS	
100-1	3 Mar 55	Preparation of Messages	C
100-2	21 Dec 54	Commercial Toll Calls	C
100-3 100-3A	29 Oct 54 31 Dec 54	Utilization of EADF Telephone Tie Lines	C
100-4	29 Oct 54	Radnote Service	C
100-5	21 Dec 54	Requests for Communications Services and Facilities	D
100-6 100-6A	17 May 52 7 Jun 52	Official Collect Telephone Calls	C
100-7	6 Jan 55	Utilization of EADF COC Tactical Voice Circuits	C
100-8	22 Jan 55	Utilization of EADF Circuits Approved for Transmission of Classified Information	C
		125 - PROVOST MARSHAL ACTIVITIES	
125-1 125-1A	12 Apr 54 15 May 54	Parking of Motor Vehicles	C

NUMBER	DATE	CLASSIFICATION AND TITLE	DISTRIBUTION
		205 - SECURITY	
205-1	7 Oct 54	Security of BLDG 110-1 and Combat Operations Center Proper	C
205-3	3 Jan 55	Safeguarding Classified Information	C
205-4	22 Jan 51	Fire Evacuation Plan for Classified and Unclassified Material	C
205-5	3 Mar 52	Security of EADF Headquarters Buildings	C
205-7	6 Jul 54	Release of Classified Information and/or Material to the RCAF	C
205-8 205-8A	21 Jan 54 22 Jun 54	Handling of "EYES ONLY" Report and Correspondence	C

BY ORDER OF THE COMMANDER:

DONALD B. SMITH
Brigadier General, USAF
Deputy Commander

OFFICIAL:

JOHN L. WARREN
Colonel, USAF
Adjutant

DISTRIBUTION:
D (Plus Navy Cat I & EASTARAACOM)

JEADFSM 10-1

STAFF MEMORANDUM)
:
NUMBER 10-1)

HEADQUARTERS JOINT EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, New York
7 May 1955

CORRESPONDENCE

Symbols for Staff Identification

1. Purpose. This Memorandum prescribes office identification symbols for use on correspondence, messages, routing slips, and fanfolds.

2. Symbols.

Commander	JEADCR
Deputy Commander	JEADDC
Assistant to Deputy Commander	JEADAV
Assistant for Flight Safety	JEADFS
Army Deputy	JEAAC
Navy Deputy	JEADNF
Headquarters Squadron Section	JEAHSS
Chaplain	JEASCH
Surgeon	JEADSG
Staff Judge Advocate	JEASJA
Adjutant	JEAADJ
Administration Directorate	JEAAGD
Publications Directorate	JEAAGP
Office of Information Services	JEADIS
Internal Information Directorate	JEADII
Public Information Directorate	JEADPI
Historical Services Directorate	JEADHS
Inspector General	JEAIIG
Provost Marshal Directorate	JEAIPM
Deputy for Personnel	JEAPDP
Ground Safety Directorate	JEAPGS
Personnel Plans Directorate	JEAPPL
Personnel Training Directorate	JEAPPT
Personnel Services Directorate	JEAPPS
Deputy for Comptroller	JEACDC
Budget and Accounting Directorate	JEACBA

Finance Directorate	JEACFN
Statistical Services Directorate	JEACST
Management Analysis Directorate	JEACMA
Deputy for Intelligence	JEAEDI
Operational Intelligence Directorate	JEAEOI
Intelligence Requirements Directorate	JEAEIR
Deputy for Operations	JEAODO
Operations Analysis Office	JEAOOA
Operations and Training Directorate	JEAOOT
Communications and Electronics Directorate	JEAOCE
Civil Air Defense Directorate	JEAOCD
Plans and Requirements Directorate	JEAOPR
Manpower and Organization Directorate	JEAOMO
Combat Operations Center	JEAOCP
Deputy for Materiel	JEAMDM
Assistant for Logistics Plans	JEAMLP
Aircraft Directorate	JEAMAC
Electronics Directorate	JEAMEL
Installations Directorate	JEAMIS
General Supply, Service, Transportation, and Procurement Directorate	JEAMSS

3. Additional Symbols. 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. Symbols on Command Section Correspondence. 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. Symbols on Correspondence to Civilian Agencies. 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. Coordination Sheet. Coordination sheets for Headquarters JEADF (Hq JEADF Form 1 for unclassified correspondence and Hq JEADF Form 2 for

classified correspondence), containing all the office symbols indicated in paragraph 2, above, can be secured under the provisions of EADFSM 5-3. (JEAAGD)

BY ORDER OF THE COMMANDER:

DONALD B. SMITH
Brigadier General, USAF
Vice Commander

OFFICIAL:

J. W. FOUNTAIN, JR.
Major, USAF
Assistant Adjutant

DISTRIBUTION:
C

SECURITY CLASSIFICATION (If any)

364

DISPOSITION FORM

FILE NO.

SUBJECT STUDY ON INFORMATION REQUIRED IN THE COMBAT OPERATIONS CENTER

TO JEAODO FROM JEAOCP DATE 8 April 1955 COMMENT NO. 1

PROBLEM: To determine and list the specific information to be collected and presented in the COC that is essential to fill the needs of the Commander JEADF, and his battle staff.

FACTORS:

1. Physical facilities limit the amount of information that can be collected and displayed on a timely basis by the COC.

2. The commander must depend on his staff agencies and battle staff members to supply him with a great volume of information gained through sources other than the COC facilities.

DISCUSSION:

1. A working committee of the following members of the JEADF staff was formed in the latter part of January 1955 to study this problem:

Lt Colonel Orrel Culwell	JEAOCP	Chairman
Lt Colonel Maurice J. Palizza	Army Comp	Member
Commander John F. Felter	Navy Comp	Member
Major Robert T. Miller	JEAOOT	Member
Major Arthur B. Guernsey	JEAOOT	Member
Major Paul C. Jahant	JEAEDI	Member
Captain Gur M. Watson	Army Comp	Member

2. A preliminary study dealing with this same problem, but in more general terms, which was completed by another committee, was used as a guide.

3. The problem was attacked from the standpoint of what information is required to enable the commander to take the necessary courses of action under the following conditions:

a. Peace, Active Air Defense, to and into war.

b. Peace, Active Air Defense, plus exercise, to and into war.

4. The condition "war" was integrated into the above two conditions on the basis that the system must be designed and operating during peace to provide the same information that is needed during war.

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.

8. Reference recommendation 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 members 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 members particulars concerning the phasing "in" or "out" of radar stations, picket vessels, AEW, etc., particulars on inoperative facilities and special reports on interceptor status, to include augmentation and Navy fighters. For instance, the ACW Battle Staff Officer knows what augmentation radar JEADF is supposed to get. He must know, on a timely basis, what he actually 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.

1118

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 EADF Weather Station furnish to the COC, 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 inpending attack.

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.

ORNEL CULWELL
Lt Col, USAF
Chairman (JEAOCP)

MAURICE J. PALIZZA
Lt Col, USA
Member (Army Comp)

ROBERT T. MILLER
Major, USAF
Member (JEAOOT)

JOHN F. PELTER
Comdr, USN
Member (Navy Comp)

ARTHUR B. GUERNSEY
Major, USAF
Member (JEAOOT)

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	Method of Display	Action Required
Peace, Active Air Defense to and into war.	Early Warning: Air, surface, sub-surface objects. Identification:Hostile/unknown Position Speed Altitude Direction or course Number Time	Surveillance of own or other commands (radars, visual audio, communications, intercept beyond limits of effective interceptor range.	From ASAP to 30 min. when occurance is at extremities	Tactical and/or Private Line Teletype format report	Plotting on vertical display board by track.	None
	Surveillance on objects which present posaible threat: Identification:Hostile/unknown Position (Grid) Speed Altitude Direction Number Time ECM Activity (yes or no)	Radars, COC (Visual and audio), communications, intercepts within effective intercept range.	ASAP	Private Line Teletype Format Report	Plotting on vertical display board by track	None

PEACE

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.	Status of Own Forces: Fighters: 1. Division totals of AI & MAI ready for immediate commitment. 2. Division totals of c/c, AI & MAI available for commitment to the air battle	Air divisions exercising operational control.	5 Min for those ready for immediate commitment, 15 Min for total combat capable.	Under condition of air def readiness or air def warning-telephone for those ready for immediate commitment. TAC teletype for total of combat capable. Normal conditions: TAC teletype for all fighter status.	Plotting on vertical display board by division.	Obtain ADC approval to downgrade classification on the number of aircraft ready for immediate commitment.
	3. Special report on fighter squadrons: Time Unit Type air craft Number combat capable Reason: Deployed to and from. Failure to meet alert and reason. Ineffective. Gained or lost operational control.	Air divisions exercising operational control.	10 Minutes	TAC TWX	Plotting on vertical display board.	Eliminate "Available Forces" swing wing display board.

PEACE

Condition	Specific Data Required	Source of Data	Maximum Age of Data	Method of Reporting	Method of Displaying	Action Required
Peace, Active Air Defense into war.	Status of Own Forces (Cont'd) Guns: 1. Number of batteries on five minutes by AA Defense. 2. Number of batteries operational by AA Defense. Note: Naval ship guns (equivalent batteries) and ANG batteries being reported along with the report of the defense to which assigned when integrated. Missile (Short Range): 1. Number of batteries on five minutes by AA Defense. 2. Number of batteries operational by AA Defense Missile (Long Range) (Leave this until more is known about characteristics of long range missiles.)	Air division having operational control.	10 Minutes	TAC Teletype V-6 Report	Plotted on vertical	Eliminate "Assigned" column of V-6 and "Available Forces" swing wing display board.

PEACE

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: 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 operational control	15 Minutes	B-3 TAC teletype by site	Inop sites indicated on vertical plotting board (surveillance) by drawing circle around letter designator. Details on inoperative facilities portion of vertical plotting board. Augmentation radars letter designators placed on surveillance board when phasedin & erased when phased out.	Make space available on vertical plotting board.

PEACE

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.
	AEW&C Aircraft on Station: (Same as Radars)	Same as Radars	Same as Radars	Same as Radars.	Same as Radars.	Same as Radars.
	Jamming Equipment used as weapons against incoming hostile tracks:					
	Ground Based: Operative or inoperative. Report will probably be similar to that sent for radar status report.	Air division having operational control.	15 Minutes	TAC TWX by site similar to E-3 for radars.	Indicate location on surveillance board with letter designator or symbol. Indicate "in" or "Out" condition same as for radar.	More status space needed on vertical display boards.
	Airborne Jamming Equipment to be used as weapons against incoming hostile tracks. Status of these aircraft to be reported similarly to that of interceptors.	Air division having oper-	15 Minutes	TAC TWX	Vertical display board by division totals.	Add to status display.

PEACE

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 return. Note: Above info needed on all airfields from which interceptors under EADF operational control are operating or will be recovered.	Air division having operational control.	15 Minutes	TAC TWX	Indicate conditon on surveillance board by shading airfield symbol. Details on Inoperative Facilities portion of vertical status board.	More vertical status board space required.
	Status of Forces of Other Commands: 1. Fighters: a. NEAC (1) Number AI & NAI Available for commitment. b. RCAF (Same as NEAC for Sectors 1, 2 & 3.)	RCAF	30 Minutes	TWX	Vertical status board.	None

PEACE

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 inoperative (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 targets observed by fighter pilot. 7. Missed intercept & reason.	Air division having operational control	ASAP	Private Line Teletype by track.	Vertical Plotting board.	None
	AA Gun & 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 operational control	ASAP	Private Line Teletype by track.	Vertical plotting board.	None

PEACE

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.	Tactical Action and Results (Cont'd) Electronics: Ground Based Jammers: 1. Track being committed on. 2. Particular jammer by location. 3. Time jamming began. 4. Time jamming stopped.	Air division having operational control	ASAP	Private Line Teletype	Vertical plotting board	More knowledge required.
	Airborne Jamming Equipment: 1. Track committed on. 2. Time committed. 3. Number of aircraft committed. 4. Time jamming began. 5. Time jamming stopped.	Air division having operational control	ASAP	Private Line Teletype	Vertical plotting board	More knowledge required.

PEACE

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 Weather: Air Base Weather: 1. Ceilings 2. Visibility 3. Obstruction to visibility by type. Air Battle Weather: 1. Cloud coverage area. Bases and tops. 2. Frontal Act. 3. Flow patterns. 4. Severe weather phenomena.	COC Wx Station	15 Minutes	Weather maps. Surface charts. List of base weather	Use maps on swing wing posting board	
	Ocean Area Weather: Ocean areas from coastline between Cape Hatteras and Canadian boundary to 200 miles seaward. Air bases and air battle weather items plus sea conditions as expressed in "state of the sea" reports.	Fleet WX Center	30 Minutes			Set up procedure for getting sea conditions from Fleet Wx Center to COC Wx Station and display sea conditions on weather map.

PEACE

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.	Weather Forecasts: 1. Forecasted approach route weather: a. Each route: (1) Cloud coverage. (2) Height of bases and tops (3) Flying time for each route at 10 and 30,000 ft for jet and conventional bombers (considers winds).	ADC	30 minutes	TWX	Plexiglass covered map.	None
	2. Forecasts on all other weather: 1. Current 2. Base. 3. Air Battle. 4. Ocean area	COC Wx Station	ASAP	Hand carry	Same as actual wx.	For ocean area forecasts, COC Wx station must arrange to get forecast from Fleet Wx Center.

PEACE

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	Combat Intelligence: 1. Probable attack	ADC Intel Est	When required	Mail or TWX	Attack route weather map.	None
	2. Early warning of attack while enemy is beyond extremities of North American continent to include: a. Time. b. Location. c. Direction. d. Type. e. Number. f. Weapons. g. Plan of attack.	ADC and USAFSSO USAFIP	In time to allow effective action	Tactical teletype	Intelligence briefing toard on dias	Obtain more field sources.
	3. Enemy Tactics: a. Type formation. b. Use of weather. c. Evasive action. d. Employment of defensive weapons.	ADC & CADF	In time to allow effective action	TWX and Tp	None required	Set up procedure with CADF for timely exchange of this data.

PEACE

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 sector target is located, and adjacent ADF when fall out pattern is that region will extend into EADF.	ASAP	Telephone	No display on targets hit & weapons used.	Set up procedure with CADF to report to EADF.
		COC WX Station	ASAP	Hand carry	Display fall out pattern on small wx map on swing wing board.	COC Wx Station established procedure for furnishing patterns.
	2. Conditions of Air Defense Readiness or warnings of other commands	Commands concerned	ASAP	Alert teletype network.	Condition of warning board	None-COC revising present board.
	3. Notification of declaration of military emergency.	Authorized AGency	ASAP	Telephone,TWX	Condition of warning board	None-COC revising present board.
	4. Spot information on unusual occurrances, covert activity, or sightings which adversely affect accomplishment of the mission	Other estab surveillance systems thru intelligence sources.	ASAP	Telephone,TWX	Plot sightings only on vertical display board. Others verbal briefings by Intel	None

PEACE

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.	ALCOP Information:					
	1. Fighter Status:					
	a. WADF Number AI & NAI available for commitment.	WADF	20 Minutes	Telephone	Vertical board	None
	b. RCAF Sector #5 (Same as WADF)					
	c. CADF (Same as WADF less Sector #5)	CADF	20 Minutes	Telephone	Vertical board	None
	2. Surveillance:					
	a. WADF Number unknown tracks by geographical location. Number unknown aircraft in force area. Number of hostile tracks by geographical location. Number of hostile aircraft in force area.	WADF	20 Minutes	Telephone	Vertical board	None
	b. CADF (Same as WADF)	CADF	20 Minutes	Telephone	Vertical board	None

PEACE

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.	ALCOP Information (CONT'D):					
	3. Tactical Action:					
	a. WADF	WADF	20 Minutes	Telephone	Vertical board	None
	(1) Number of AI & NAI committed					
	(2) Number of splashes to include AA splashes.					
	b. CADF	CADF	20 Minutes	Telephone	Vertical board	None
	(Same as WADF					
	4. Notification of initial hostile track or overt act.	CADF & WADF	ASAP	Telephone	None	None
Peace, Active Air Defense plus exercise to and into war.	In order to exercise the Commander must have the scheme and ground rules of the exercise. He must have the same type of information and intelligence relative to the exercise enemy and friendly forces in keeping with the scope of the exercise that he has relative to the actual enemy and friendly forces during peace and active air defense and war. The exercise information and intelligence must be identifiable as exercise information.	Same or simulated same source as for Peace, Active Air Defense to and into war.	Same as Peace, Active Air Defense to and into war.	Same as Peace, Active Air Defense to and into war.	Same as Peace, Active Air Defense to and into war.	Umpires at applicable levels when a/c are flown as targets, must have the route times and altitudes in order to prevent the commander declaring actual conditions of warning when exercise targets appear as unknown due to withholding flight plans from radars, or: no flight plan must ever be withheld from radars.

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HEADQUARTERS
COMMANDER EASTERN SEA FRONTIER
90 Church Street
New York 7, N. Y.

FF15-3:521:hmn
ComEastSeaFron
Notice 03320
Ser 0132
8 Mar 1955

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COMEASTSEAFRON NOTICE 03320

From: Commander Eastern Sea Frontier
To: Distribution List

Subj: COMEASTSEAFRON OpPlan No. 4-53; Change No 5

Encl: (1) Revised Page D-3
(2) Revised Pages J-1 and J-2
(3) Revised Annex K (Pages K-1 and K-2)
(4) New Appendix to Annex K (Pages K-1-1 thru K-1-3)
(5) New Tab A to Appendix 1 to Annex K (Pages K-I-A-1 thru K-I-A-7)
(6) New Tab V to Appendix 1 to Annex K (Page K-I-B-1)
(7) Revised 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 Plan. This change consists of pen and ink corrections and twenty-two pages to be inserted.

2. Action required.

a. Page ii
(1) Under Annex B delete Appendix I.

(2) Under Annex K add the following:

Appendix I	Control of Electromagnetic Radiation CONELRAD Plan
TAB A	Specific Types of Military Radio Stations
TAB B	Consideration of Transmissions by Frequency

(3) Under Annex L Delete Appendix IV

b. Page iii. change paragraph 4 to read:

"4. Pending issue of new directives by CINCONAD and his regional commanders to replace COMEASTSEAFRON OpPlan 4-53, all agreements contained herein remain in effect subject to the following modifications:

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a. COMNAVEASTCONAD is substituted for COMEASTSEAFRON to coordinate directly with CINCLANTFLT and his Type Commanders, including CG F MF LANT, on all matters concerning LANTFLT augmentation forces.

b. COMNAVEASTCONAD, in lieu of COMEASTSEAFRON, will coordinate directly with Air Training Commanders on all matters concerning air augmentation forces.

c. COMNAVEASTCONAD will keep COMEASTSEAFRON advised as to any coordination effected under subparagraphs a and b above.

d. COMNAVEASTCONAD and COMEASTSEAFRON are to be kept fully informed of naval participation in air defense operations.

e. Naval shore establishment and LANTFLT commanders with whom COMNAVEASTCONAD does not coordinate directly, as authorized in subparagraphs a and b above, shall not effect any new procedure, commitment, or other official action concerning air defense matters without referring same via chain of command through COMEASTSEAFRON or CINCLANTFLT, as appropriate, to COMNAVEASTCONAD.

f. COMNAVEASTCONAD will coordinate air defense matters with COMEASTAREA COGARD via COMEASTSEAFRON.

f. COMNAVEASTCONAD, in lieu of COMEASTSEAFRON, will coordinate all air defense matters with COMDR EADF. COMNAVFORCONAD (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 COMNAVEASTCONAD and COMEASTSEAFRON for the Eastern Air Defense region and between COMNAVFORCONAD (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-1 thru B-I-7.

(2) Change Annex 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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(4) Change Annex K listing to read

Annex K	Change 5	K-1 and K-2
Appendix I	Change 5	K-I-1 thru K-I-3
TAB A	Change 5	K-I-A-1 thru K-I-A-7
TAB B	Change 5	K-I-B-1

(5) Change Annex L listing to read

Appendix I	Change 5	L-I-1 and L-I-2
Appendix II	Change 5	L-II-1

(6) Under Annex L delete Appendix IV, Original, L-IV-1 and L-IV-2.

(7) Change Annex X listing to read

Annex X	Change 5	X-1 thru X-3

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.

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)):

COMELEVEN	2
COMTWELVE	2
COMTHIRTEEN	2
COMDR 26 AD(DEF)	5
COMDR 29 AD(DEF)	5
COMDR 30 AD(DEF)	5
COMDR 31 AD(DEF)	5
COMDR 32 AD(DEF)	5
COMDR 33 AD(DEF)	5
COMDR 34 AD(DEF)	5
COMDR 35 AD(DEF)	5

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Excluded from General Declassification Schedule
NAFD

RSI Cont No
S 14646

SECRET

KAFB 01
Hist. Jan-Jun 1955
Vol 4

DOCUMENTS
VOLUME 4

HISTORY
OF
JOINT EASTERN AIR DEFENSE FORCE
AND
EASTERN AIR DEFENSE FORCE

JANUARY – JUNE 1955

SECRET

Excluded from General Declassification Schedule
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3-3522-3

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COMMAND DATA BOOK

31 MARCH 1955

quarterly

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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 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.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF 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 PROHIBITED BY LAW. RETAIN OR DESTROY IN ACCORDANCE WITH AF REGULATION 205-1.

DO NOT RETURN

S-2541-55

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 fighter aircraft, capable of 24 hour operation.
2. To organize, man, equip and operate 29 permanent radar stations, 21 first phase and 5 second phase and 6 third 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

31 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 to the Eastern Air Defense Force.

2. Organizing and operating the air defense system within the Air Defense region assigned and the correlation of that system with adjacent air defense systems as required.

3. Establishing and maintaining communications facilities with NEAC, RCAF/ADC, USN, USA, CAA, FCC, etc., for the exchange of air defense operational and warning information.

4. Coordinating with Eastern Sea Frontier on the basis of mutually approved agreements for the operational control of any U.S. Navy 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 AAA forces allocated to the Eastern Army AA Command, on the basis of mutually approved agreements, 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 operations.

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 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 identification 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 radiations 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 EADF region.

16. Submitting recommendations concerning the requirements for equipment, personnel, unit proficiency directives, training standards, 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 accordance with approved plans.

18. Submitting recommendations concerning the allocation and deployment of available forces in preparation for and in the conduct of 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 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 Continental 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.

ORGANIZATION OF EASTERN AIR DEFENSE FORCE

10 APRIL 1955

HEADQUARTERS
EASTERN AIR DEFENSE FORCE
STEWART

HQ. 26th AIR DIVISION
ROSLYN

4670 GRD OBS SQ

HQ, 4709th AIR DEFENSE WING
Mc GUIRE

- HQ, 519th AIR DEFENSE GROUP, SUFFOLK
  - 519 AB SQ
  - 519 MAT SQ
  - 519 USAF INFIRM
  - 75 FI SQ
  - 331 FI SQ
  - 29 CR RSQ BT FLT
- HQ, 4700th AIR DEFENSE GROUP, STEWART
  - 4700 AB SQ
  - 4700 MAT SQ
  - 612 USAF INFIRM
  - 330 FI SQ
  - 539 FI SQ
- 2 FI SQ
- 5 FI SQ
- 646 AC & W SQ, HIGHLANDS
- 648 AC & W SQ, BERTON
- 773 AC & W SQ, MONTAUK

HQ, 4710th AIR DEFENSE WING
NEW CASTLE

- HQ, 525th AIR DEFENSE GROUP, NEW CASTLE
  - 525 AB SQ
  - 525 MAT SQ
  - 525 USAF INFIRM
  - 96 FI SQ
  - 332 FI SQ
- 46 FI SQ, DOVER
- 48 FI SQ, LANGLEY
- 95 FI SQ, ANDREWS
- 647 AC & W SQ, HARRIDAN
- 649 AC & W SQ, MEDFORD
- 770 AC & W SQ, PALERMO
- 771 AC & W SQ, CAPE CHARLES
- 772 AC & W SQ, CLAYSBURG

42 COMM SQ AF, STEWART
579 AF BAND, STEWART
4713 RAD EVAL ECM FLT, GRIFFISS

HQ, 30th AIR DIVISION
WILLOW RUN

4671 GRD OBS SQ, WILLOW RUN

HQ, 4706th AIR DEFENSE WING
O'HARE

- HQ, 501st AIR DEFENSE GROUP, O'HARE
  - 501 AB SQ
  - 501 MAT SQ
  - 501 USAF INFIRM
  - 42 FI SQ
  - 62 FI SQ
- HQ, 520th AIR DEFENSE GROUP, TRUAX
  - 520 AB SQ
  - 520 MAT SQ
  - 520 USAF INFIRM
  - 432 FI SQ
  - 456 FI SQ
- 97 FI SQ, WRIGHT-PATT
- HQ, 534th AIR DEFENSE GROUP, KINROSS
  - 534 AB SQ
  - 534 MAT SQ
  - 534 USAF INFIRM
  - 438 FI SQ
  - 49 CR RSQ BT FLT
- 664 AC & W SQ, BELLEFONTAINE
- 665 AC & W SQ, CALUMET
- 676 AC & W SQ, ANTRIM
- 700 AC & W SQ, TWO CREEKS
- 704 AC & W SQ, WILLOW RUN
- 753 AC & W SQ, E ST MARIE
- 755 AC & W SQ, WILLIAMS BAY
- 782 AC & W SQ, BELTSVILLE
- 784 AC & W SQ, FORT KNOX
- 906 AC & W SQ, MAINE BARRACK

HQ, 4708th AIR DEFENSE WING
SELFRIDGE

- HQ, 575th AIR DEFENSE GROUP, SELFRIDGE
  - 575 AP SQ
  - 575 FLD MAINT SQ
  - 575 FD SV SQ
  - 575 INSTL SQ
  - 575 MTR VEH SQ
  - 575 OPR SQ
  - 575 SUP SQ
  - 575 USAF HOSP
  - 13 FI SQ
  - 56 FI SQ
  - 32 CR RSQ BT FLT
- HQ, 502d AIR DEFENSE GROUP, YOUNGSTOWN
  - 502 AB SQ
  - 502 MAT SQ
  - 502 USAF INFIRM
  - 86 FI SQ
- HQ, 527th AIR DEFENSE GROUP, WURTSMITH
  - 527 AB SQ
  - 527 MAT SQ
  - 527 USAF INFIRM
  - 63 FI SQ
  - 11 CR RSQ BT FLT
- HQ, 500th AIR DEFENSE GROUP, ETR PITTSBURGH
  - 500 AB SQ
  - 500 MAT SQ
  - 500 USAF DISP
  - 71 FI SQ
- 752 AC & W SQ, EMPIRE
- 754 AC & W SQ, PORT AUSTIN
- 781 AC & W SQ, PORT CUSTER
- 783 AC & W SQ, BUTLER
- 809 AC & W SQ, EVANSVILLE
- 912 AC & W SQ, RAMONE
- 913 AC & W SQ, PARIS
- 914 AC & W SQ, ARMSTRONG
- 661 AC & W SQ, SELFRIDGE
- 662 AC & W SQ, BROOKFIELD
- 677 AC & W SQ, ALPENA
- 691 AF BAND, SELFRIDGE

HQ, 32d AIR DIVISION
SYRACUSE

911 AC & W SQ, SYRACUSE
4673 GRD OBS SQ, SYRACUSE

HQ, 4707th AIR DEFENSE WING
OTIS

- HQ, 518th AIR DEFENSE GROUP, NIAGARA
  - 518 AB SQ
  - 518 MAT SQ
  - 518 USAF INFIRM
  - 47 FI SQ
  - 34 CR RSQ BT FLT
- HQ, 564th AIR DEFENSE GROUP, OTIS
  - 564 AP SQ
  - 564 FLD MAINT SQ
  - 564 FD SV SQ
  - 564 INSTL SQ
  - 564 MTR VEH SQ
  - 564 OPR SQ
  - 564 SUP SQ
  - 564 USAF HOSP
  - 58 FI SQ
  - 437 FI SQ
  - 27 CR RSQ BT FLT
- 60 FI SQ, WESTOVER
- 644 AC & W SQ, PORTSMOUTH, N.H.
- 654 AC & W SQ, BRUNSWICK
- 656 AC & W SQ, SARATOGA
- 762 AC & W SQ, NORTH TRURO
- 763 AC & W SQ, LOCKPORT

HQ, 4711th AIR DEFENSE WING
PRESQUE ISLE

- HQ, 517th AIR DEFENSE GROUP, ETHAN ALLEN
  - 517 AB SQ
  - 517 MAT SQ
  - 517 USAF INFIRM
  - 37 FI SQ
- HQ, 528th AIR DEFENSE GROUP, PRESQUE ISLE
  - 528 AB SQ
  - 528 MAT SQ
  - 528 USAF INFIRM
  - 82 FI SQ
  - 318 FI SQ
- 27 FI SQ, GRIFFISS
- 49 FI SQ, DOW
- 655 AC & W SQ, WATERTOWN
- 764 AC & W SQ, ST ALBANS
- 765 AC & W SQ, CHARLESTON, ME
- 766 AC & W SQ, CADWELL
- 907 AC & W SQ, BUCKS HARBOR

HQ, 35th AIR DIVISION
DOBBINS

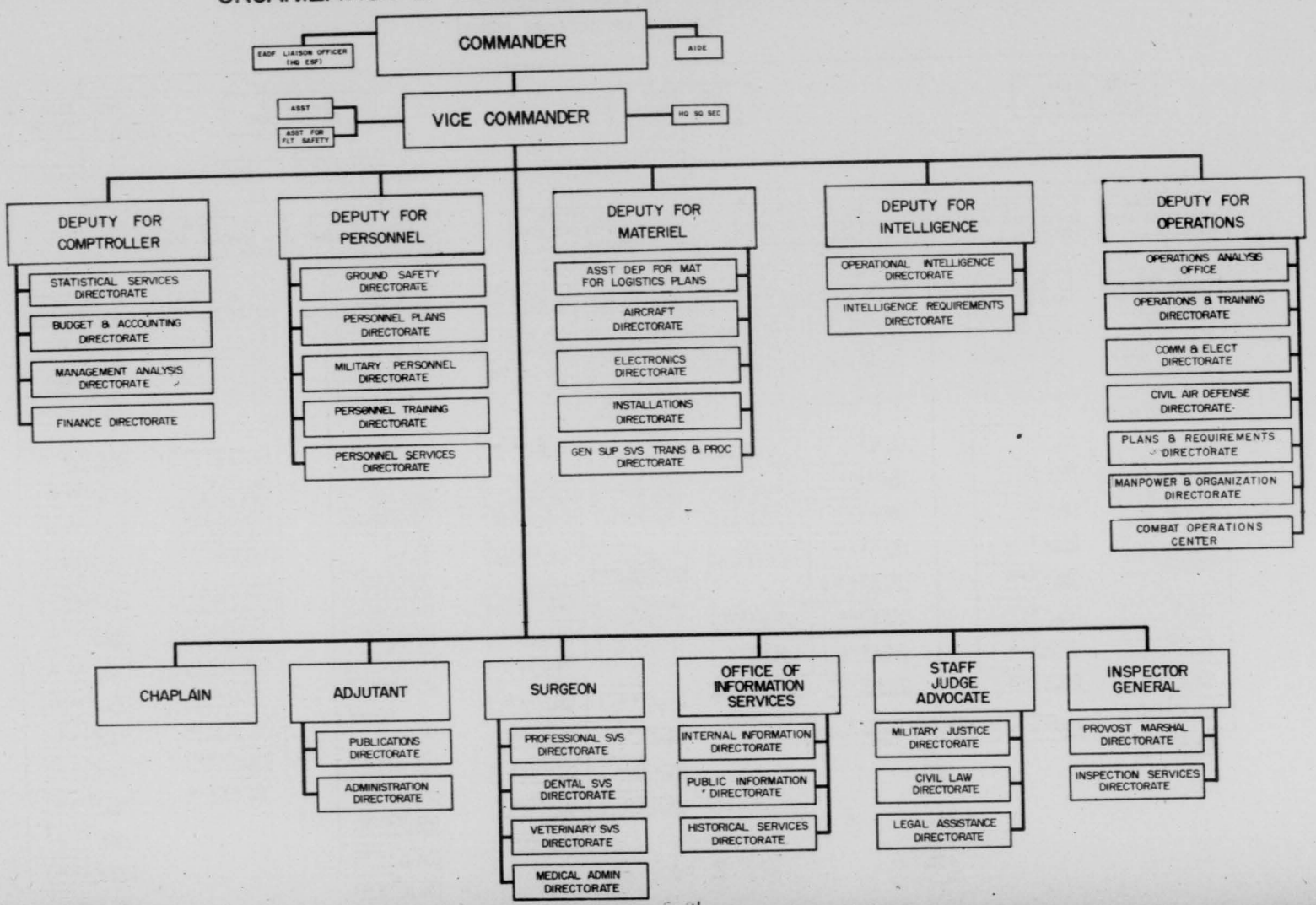
4674 GRD OBS SQ, DOBBINS

- HQ, 5161th AIR DEFENSE GROUP, McGHEE-TYSON
  - 516 AB SQ
  - 516 MAT SQ
  - 516 USAF INFIRM
  - 460 FI SQ
  - 469 FI SQ
- 444 FI SQ, CHARLESTON, S.C.
- 614 AC & W SQ, DOBBINS
- 632 AC & W SQ, DOBBINS
- 652 AC & W SQ, DOBBINS
- 660 AC & W SQ, MAC DILL
- 663 AC & W SQ, LAKE CITY
- 679 AC & W SQ, DOBBINS
- 701 AC & W SQ, DOBBINS
- 702 AC & W SQ, DOBBINS
- 792 AC & W SQ, NORTH CHARLESTON S.C.
- 810 AC & W SQ, DOBBINS
- 861 AC & W SQ, DOBBINS
- 908 AC & W SQ, DOBBINS
- 657 AC & W SQ, MAINE

1 FORCE HQ
4 ADIV HQ
6 ADEF WG

15 GP HQ
34 FI SQ
53 AC & W SQ
4 GO SQ
15 MED SQ
41 OTHER SQ
2 BAND
7 FLIGHT
182

ORGANIZATION OF HEADQUARTERS EASTERN AIR DEFENSE FORCE



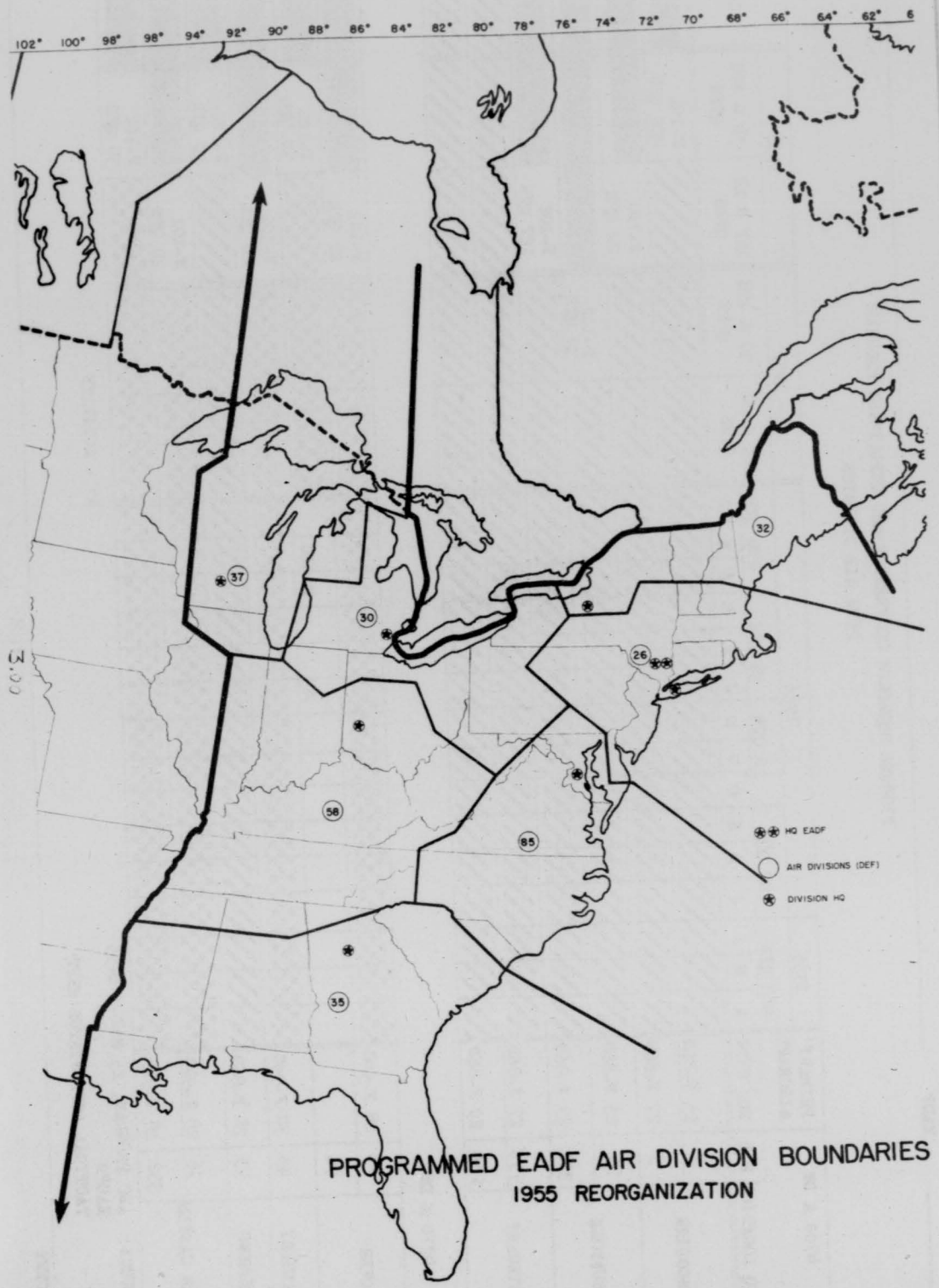
AUGMENTATION FORCES AND FORCES AVAILABLE FOR AIR DEFENSE

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 control 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.	(1) ADCCMP 1-54, ADC Ops Plan 5-54. (2) EADFEWMP 1-53, ANNEX E (3) Ltr ADOOT-B1, 13 Aug 54
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, 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 EASTARAACOM AAOC'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 dissemination, automatically and on request.	ADCCMP 1-54
CAA	Flight Plan Information SCATER Plan	Flight plans furnished to appropriate ADDC on all ADIZ penetration tracks. Air division directs implementation of SCATER plan during an emergency.	(1) Public Law 778 (2) SCATER Plans
FCC	CONELRAD Plan	Air division directs implementation of CONELRAD through FCC representative to key radio stations during Red and during Yellow warnings.	(1) Executive Order 10312, 10 Dec 51 (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 recuperation from air attacks.	(1) Public Law 920 (2) Executive Order 10186

AGENCY	FORCES, FACILITIES OR SUPPORT FURNISHED	PROCEDURE FOR UTILIZATION	AUTHORITY
STATES IN EADF REGION	GOC	GOC observation network is operationally controlled by the appropriate air division. Recruiting and administration is accomplished by respective states.	(1) Public Law 920 ADC Ops Plan 10-54
MARS	Auxiliary Radio 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 dissemination.	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 divisions and local Air Research and Development Centers. Direct contact with available unit authorized.	(1) ADC Ops Plan 4-54 (2) Joint Agreement ADC-ARDC, 23 Nov 51
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 Trainers	Commander, ADC requests that Commander, ATRC implement applicable portion of ADC Ops Plan 4-54.	ADC Ops Plan 4-54

SOURCE: EAOPE



PROGRAMMED EADF AIR DIVISION BOUNDARIES
1955 REORGANIZATION

EADF

FIGHTER SQUADRON CONVERSION AND DEPLOYMENT PROGRAM
26TH AIR DIVISION

4709 A DW		PRIMARY AIRCRAFT	1955			1956												1957		1958		1959
			4TH QTR			1ST QTR			2D QTR			3D QTR			4TH QTR			1ST & 2D QTRS	3D & 4TH QTRS	1ST & 2D QTRS	3D & 4TH QTRS	
HQ LOCATION	FIS	NO. TYPE	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J					
MCGUIRE	2	25 F-86D																		F-102 4TH QTR		
	5	27 F-86D																		F-102 2D QTR		
SUFFOLK	75	25 F-86D																	F-102 3D QTR			
	331	29 F-86D																		F-102 1ST QTR		
STEWART	330	27 F-86D																				
	539	20 F-86D																				

| 4710 A DW | | | | | | | | | | | | | | | | | | |

FIGHTER SQUADRON CONVERSION AND DEPLOYMENT PROGRAM
30TH AIR DIVISION

4706 A DW		PRIMARY AIRCRAFT	1955			1956												1957		1958		1959
			4TH QTR			1ST QTR			2D QTR			3D QTR			4TH QTR			1ST & 2D QTRS	3D & 4TH QTRS	1ST & 2D QTRS	3D & 4TH QTRS	
HQ LOCATION	FIS	NO. TYPE	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J					
O'HARE	42	27 F-86D																		2D QTR MV KANSASVILLE		
	62	26 F-86D																		2D QTR MV KANSASVILLE		
WRIGHT-PATT	97	26 F-86D																	F-89D 3D QTR	F-89D/H 2D QTR		
TRUAX	65																			FR AAC 1ST QTR F-102		
	432	23 F-86D																	F-102 3D QTR	DEPLOY AAC, 1STQ		
	456	25 F-86D																	F-102 4TH QTR			
KINROSS	438	32 F-89D													F-89D/H							

4708 A DW

SELFRIDGE	13	23 F-86D																				
	56	27 F-86D																				
WURTSMITH	59																		FR NEAC 4TH QTR, F-102			
	63	28 F-89D											F-89D/H					F-102 2D QTR	TO NEAC 4TH QTR			
	324									A*		F-86D								F-102 2D QTR		
GREATER-PHT	71	26 F-86D																				
YOUNGSTOWN	86	25 F-86D																				

SOURCE: ADC PROGRAM, 25 MARCH 1955
EAOPR
TACTICAL ACFT STATUS REPT

A* - ACTIVATE

NOTE: F-89D/H INDICATES 1/2 F-89D'S AND 1/2 F-89H'S

FIGHTER SQUADRON CONVERSION AND DEPLOYMENT PROGRAM
32D AIR DIVISION

4707 A DW		PRIMARY AIRCRAFT	1955			1956												1957		1958		1959
			4TH QTR			1ST QTR			2D QTR			3D QTR			4TH QTR			1ST & 2D QTRS	3D & 4TH QTRS	1ST & 2D QTRS	3D & 4TH QTRS	
HQ LOCATION	FIS	NO. TYPE	A	M	J	J	A	S	O	N	D	J	F	M	A	M	J					
NIAGARA	47	27 F-86D																			F-102 4TH QTR	
OTIS	58	22 F-94C	F-89D												F-89D/H			F-102 2D QTR				
	437	26 F-94C										F-89D						F-89D/H 2D QTR	F-102 4TH QTR			
WESTOVER	60	27 F-86D																				
	319								FR FRAF F-86D													

4711 A DW

GRIFFISS	27	24 F-94C																F-89D/H 1ST QTR				
	61																			ER MRAC 2D QTR, F-102		
	329											A* F-86D							F-102 3D QTR	DEPLOY MRAC 2D QTR		
BURLINGTON	37	28 F-86D																			F-102 4TH QTR	
DOW	49	25 F-86D							MT HLNSCOM													
PRESQUE ISLE	82	23 F-89D																TO AZORES 2D QTR				
	318	28 F-89D																				F-102 4TH QTR

SOURCE: ADC PROGRAM, 25 MARCH 1955
EACPR
TACTICAL ACFT STATUS REPT

A* - ACTIVATE

NOTE: F-89D/H INDICATES 1/2 F-89D'S AND 1/2 F-89H'S

FIGHTER SQUADRON CONVERSION AND DEPLOYMENT PROGRAM
35TH AIR DIVISION

35TH ADIV HQ LOCATION	FIS	PRIMARY AIRCRAFT NO. TYPE	1955 4TH QTR A	M	J	1956 1ST QTR J	A	S	2D QTR O	N	D	3D QTR J	F	M	4TH QTR A	M	J	1957 1ST & 2D QTRS	3D & 4TH QTRS	1958 1ST & 2D QTRS	3D & 4TH QTRS	1959
CHARLESTON	444	F-86D																				F-102 1ST QTR
MCGHEE-TYSON	460	F-86D																				
	469	F-86D																	DEPLOY USAFE, 4TH Q			
SEYMOUR - JOHNSON	482														A*	F-86D			F-102 4TH QTR			

ADDITIONAL SQUADRONS AND LOCATIONS FIS 1955 THROUGH 1959

HQ LOCATION	COMD	FIS	1955 4TH QTR A	M	J	1956 1ST QTR J	A	S	2D QTR O	N	D	3D QTR J	F	M	4TH QTR A	M	J	1957 1ST & 2D QTRS	3D & 4TH QTRS	1958 1ST & 2D QTRS	3D & 4TH QTRS	1959
BUNKERHILL	TAC	498							A*			F-94C									F-102 3D QTR	
LOCKBOURNE	SAC	484										A*			F-86D							
K.I. SAWYER	ADC	327													A* F-94C				F-102 3D QTR			
		519																			FR SKUK CRT F-102 4TH QTR	
CADILLAC ARRA	ADC	546																	A* 3D QTR F-102, 4THQTR			
HANSCOM FIELD	ARDC	49							FR DON F-86D											F-89D 2D QTR		
KANSASVILLE	ADC	42																		2D QTR FR OTHER F-86D	F-102 3D QTR	
		62																		2D QTR FR OTHER F-86D		F-102 2D QTR

SOURCE: ADC PROGRAM, 25 MARCH 1955, HAOPR, TACTICAL ACFT STATUS REPT

A* - ACTIVATE

AC&W PROGRAM

1ST PHASE SEMI-MOBILE

SITE NUMBER	AC&W SQUADRON NUMBER	AD	ULTIMATE LOCATION	PRESENT OR ACTIVATION LOCATION	CONSTRUCTION STATUS*	CONSTRUCTION % COMPL	BENEFICIAL OCCUPANCY DATE	SUPPORT BASE NORMAL	SUPPORT BASE ELECT	COMMAND IF IN TENANT STATUS
M-102	672	32	BARRINGTON, N. S.	SYRACUSE AF STA	S NOV 53		APR 56			
M-103	911	32	N. CONCORD, VT.	SYRACUSE AF STA	CDI NOV 54		NOV 55	ETHAN ALLEN	STEWART	
M-104	644	32	PORTSMOUTH, N. H.	PORTSMOUTH, N. H.	C SEP 54	90	FEB 55	GRENIER	STEWART	
M-105	677	30	ALPENA, MICH.	ALPENA, MICH.	C JUN 54	98	DEC 54	WURTSMITH	SELFRIDGE	
M-106	700	30	TWO CREEKS, WISC.	TWO CREEKS, WISC.	C APR 54	95	JAN 55	TRUAX	TRUAX	
M-109	906	30	GRAND MARAIS, MICH.	GRAND MARIAS, MICH.	C APR 54	96	JAN 55	KINROSS	SELFRIDGE	
M-110	907	32	BUCKS HARBOR, ME.	BUCKS HARBOR, ME.	C SEP 54	90	MAR 55	DOW	STEWART	
M-111	908	35	DOBBINS AFB, GA.	DOBBINS AFB, GA.	CDI NOV 54		DEC 55			CONAC
M-112	702	35	HUNTER AFB, GA.	DOBBINS AFB, GA.	C OCT 54	61	MAR 55			SAC
M-113	792	35	NO. CHARLESTON, S.C.	NO. CHARLESTON, S.C.	C JUL 54	58	APR 55			
M-114	679	35	JACKSONVILLE, NAS, FLA.	DOBBINS AFB, GA.	S OCT 54		MAR 56			USN
M-115	701	35	FORT FISHER, N. C.	DOBBINS AFB, GA.	C DEC 54	5	DEC 55			

SOURCE: ADC PROGRAMS, 25 MARCH 1955
EAOPR & EAOCE

S: SITE SURVEY APPROVED BY ADC
*STATUS LEGEND - CDI: CONSTRUCTION DIRECTIVE ISSUED
C: CONSTRUCTION CONTRACT AWARDED

EADF

AC&W PROGRAM

1ST PHASE SEMI-MOBILE

SITE NUMBER	PERSONNEL				SITE FUNCTION	RADAR EQUIPMENT				G/A RADIO EQUIP			SITE OPERATIONAL STATUS
	AUTH		ASGD			PRIMARY		EMERGENCY		UHF TACTICAL (MULTI CHANNEL)	UHF COMMON (SINGLE CHANNEL)	VHF (SINGLE CHANNEL)	
	OFF	AMN	OFF	AMN		SEARCH	HEIGHT FINDER	SEARCH	HEIGHT FINDER				
M-102	12	147			DIRECTION CENTER	FPS-3	FPS-6	TPS-1D	TPS-10D	3	3	2	X
M-103	12	144	1	1	DIRECTION CENTER	MPS-11		MPS-14	FPS-6	2	3	2	X
M-104	4	77	1	1	SURVEILLANCE	TPS-1D	TPS-1D						X
M-105	4	74	3	47	SURVEILLANCE	TPS-1D							X
M-106	4	74	4	46	SURVEILLANCE	TPS-1D							X
M-109	4	74	3	40	SURVEILLANCE	TPS-1D							X
M-110	4	78	2	14	SURVEILLANCE	MPS-11	FPS-6	MPS-11	FPS-6	3	3	2	X
M-111	20	175	1	1	DIRECTION CENTER	MPS-11	FPS-6		MPS-8	3	3	2	X
M-112	5	45	1	1	DIRECTION CENTER	MPS-7	MPS-14	FPS-8	TPS-10D	4	3	2	X
M-113	5	45			DIRECTION CENTER	MPS-7	MPS-14	FPS-8	MPS-8	3	3	2	X
M-114	11	73	1	1	DIRECTION CENTER	FPS-8 (USN)	MPS-14	FPS-8	TPS-10D	4	3	2	X
M-115	12	148	1	1	DIRECTION CENTER	MPS-7	MPS-14	MPS-11	MPS-8	3	3	2	X

SOURCE: ADC PROGRAMS, 25 MARCH 1955
EAOCE & EAOPR

X - NOT OPERATIONAL

AC&W PROGRAM

1ST PHASE SEMI-MOBILE

SITE NUMBER	SQUADRON NUMBER	AD	ULTIMATE LOCATION	PRESENT OR ACTIVATION LOCATION	CONSTRUCTION		BENEFICIAL OCCUPANCY DATE	SUPPORT BASE		COMMAND IF IN TENANT STATUS
					*STATUS	%COMPL		NORMAL	ELECT	
M-116	614	35	CHERRY POINT, N. C.	DOBBINS AFB, GA.	DD DEC 54		APR 56			USN
M-117	632	35	ROANOKE RAPIDS, N.C.	DOBBINS AFB, GA.	C OCT 54	6	JUN 55			
M-119	639	30	OBA, ONT.	TRUAX AFB, WISC.	S NOV 53		APR 56	DET #1 OTTAWA		
M-120	645	30	MARATHON, ONT.	TRUAX AFB, WISC.	S OCT 53		APR 56	DET #1 OTTAWA		
M-121	649	26	BEDFORD, VA.	BEDFORD, VA.	C MAR 54	98	MAY 55	LANGLEY	NEW CASTLE	
M-124	652	35	POPE AFB, N. C.	DOBBINS AFB, GA.	CDI SEP 54		JAN 56			TAC
M-126	657	35	HOUMA NAS, LA.	HOUMA NAS, LA.	C AUG 54	78	MAY 55			USN
M-130	810	35	WINSTON-SALEM, N.C.	DOBBINS AFB, GA.	CDI DEC 54		FEB 56			
M-131	809	30	OWINGSVILLE, KY.	OWINGSVILLE, KY.	C JAN 54	98	NOV 54	CLINTON CO.	SELFRIDGE	

SOURCE: ADC PROGRAMS, 25 MARCH 1955
EAOCE & EAOPR

* STATUS LEGEND:
S - SITE SURVEY APPROVED BY ADC
CDI - CONSTRUCTION DIRECTIVE ISSUED
C - CONSTRUCTION CONTRACT AWARDED
DD - DESIGN DIRECTIVE ISSUED

AC&W PROGRAM
1ST PHASE SEMI-MOBILE

SITE NUMBER	PERSONNEL				SITE FUNCTION	RADAR EQUIPMENT				G/A RADIO EQUIP			* SITE OPERATIONAL STATUS
	AUTH		ASGD			PRIMARY		EMERGENCY		UHF TACTICAL (MULTI-CHANNEL)	UHF COMMON (SINGLE CHANNEL)	VHF (SINGLE CHANNEL)	
	OFF	AMN	OFF	AMN		SEARCH	HEIGHT FINDER	SEARCH	HEIGHT FINDER				
M-116	12	150	1	1	DIRECTION CENTER	(MC) FPS-8	FPS-6	MPS-11	FPS-6	4	3	2	X
M-117	12	142	1	1	DIRECTION CENTER	MPS-11	FPS-6		FPS-6	3	3	2	X
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	FPS-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	FPS-6		MPS-8	3	3	2	X
M-131	4	74	5	83	SURVEILLANCE	TPS-1D							X

SOURCE: ADC PROGRAMS, 25 MARCH 1955
EAOCE & EAOPR

* OPERATIONAL STATUS - X: NOT OPERATIONAL
S: SUSTAINED OPERATIONS

EADF

AC&W PROGRAM

2D & 3D PHASE SEMI-MOBILE

PHASE	SITE NUMBER	SQUADRON NUMBER	AD	ULTIMATE LOCATION	FUNCTION *	COORDINATES NORTH	COORDINATES WEST	** CONST'N STATUS	B.O. DATE	RADAR EQUIPMENT PRIMARY SEARCH	RADAR EQUIPMENT PRIMARY HEIGHT	RADAR EQUIPMENT EMERGENCY SEARCH	RADAR EQUIPMENT EMERGENCY HEIGHT	G/A RADIO UHF TAC	G/A RADIO UHF COMM	G/A RADIO VHF
2D SM	137	704	30	CARMI, ILL.	SS	38°09'07"	88°06'07"	C SEP 54	MAY 55	TPS-1D						
	144	730	35	UNION CITY, TENN.	SS	36°23'00"	88°58'30"	CDI OCT 54	SEP 56	TPS-1D	FPS-6			3	3	2
	145	799	35	JOELTON, TENN.	DC	36°20'10"	86°51'35"	DD APR 54	MAR 56	MPS-11	FPS-6			4	3	2
	148	820	35	ROBINS AFB, GA.	DC	32°35'51"	83°34'38"	D DEC 54	JAN 56	(TAC) MPS-7	(TAC) MPS-8	TPS-1D	MPS-8	3	3	2
	159	861	35	AIKEN, S. C.	DC	33°39'15"	81°40'30"	C DEC 54	AUG 55	FPS-3	MPS-14		TPS-10D	3	3	2
	165	867	35	CHATTANOOGA, TENN	DC	34°57'15"	85°22'58"	D JUL 54	DEC 55	MPS-11	FPS-6		TPS-10D	3	3	2
	168		37	TRUAX FIELD, WISC	CC			C FEB 55	NOV 55							
	170		58	WRIGHT-PATT, OHIO	CC			C JAN 55	OCT 55							
	171		85	ANDREWS AFB, MD.	CC			C JAN 55	OCT 55							
3D TM	195	627	35	CRYSTAL SPRINGS, MISS.	DC	31°58'00"	90°21'00"	DD DEC 54	JAN 57	FPS-3A	FPS-6			3	3	2
	196	693	35	FOLEY, ALA.	DC	30°14'00"	88°01'00"	DD DEC 54	FEB 57	FPS-3A	FPS-6	TPS-1D	MPS-8	4	3	2
	197	698	35	THOMASVILLE, ALA.	DC	31°56'00"	87°46'00"	DD DEC 54	FEB 57	FPS-3A	FPS-6			4	3	2
	198	678	35	TYNDALL AFB, FLA.	DC	30°04'33"	85°36'32"	S JUN 54	AUG 56	(ARTC) FPS-3	(ARTC) FPS-6		MPS-8	4	3	2
	199	609	35	EUFAULA, ALA.	DC	31°55'00"	85°15'00"	DD DEC 54	JAN 56	FPS-3A	FPS-6			4	3	2
	200	691	35	CROSS CITY, FLA.	DC	29°38'00"	83°06'00"	DD DEC 54	FEB 57	FPS-3A	FPS-6		MPS-8	3	3	2

SOURCE: ADC PROGRAM, 25 MARCH 1955

* FUNCTION: SS - SURVEILLANCE STATION; DC - DIRECTION CENTER; CC - CONTROL CENTER

** CONST'N STATUS: C - CONST'N CONTRACT AWARDED; CDI - CONST'N DIRECTIVE ISSUED; S - SITE SURVEY APPR; D - SITE DEV PLAN APPR BY ADC; DD - DESIGN DIRECTIVE ISSUED

AC&W PROGRAM
UNMANNED GAP FILLERS

SITE NUMBER	SQUADRON NUMBER	AD	ULTIMATE LOCATION	FUNCTION	COORDINATES		** CONST'N STATUS	B.O. DATE	RADAR EQUIPMENT				G/A RADIO		
									PRIMARY		EMERGENCY				
					NORTH	WEST			SEARCH	HEIGHT	SEARCH	HEIGHT	UHF TAC	UHF COMM	VHF
P-10A	762	32	WESTBORO, MASS.	GF	71°37'37"	42°14'19"	S MAR 55	OCT 55	FPS-14						
P-13A	654	32	SEDGWICK, ME.	GF	44°18'50"	68°38'24"	DD JAN 55	JAN 56	FPS-14						
P-45A	773	26	MANORVILLE, N.Y.	GF	40°51'05"	72°46'04"	DD NOV 54	DEC 55	FPS-14						
P-45B	773	26	CHILMARK, MASS.	GF	41°21'18"	70°44'06"	DD JAN 55	DEC 55	FPS-14						
P-54A	770	26	BETHANY BEACH, DEL	GF	38°31'35"	75°06'28"	DD JAN 55	OCT 55	FPS-14						
P-56A	771	26	TEMPERANCEVILLE, VA	GF	37°51'37"	75°33'29"	DD JAN 55	OCT 55	FPS-14						
M-112A	702	35	PARIS ISLAND MS, N. C.	GF	32°19'40"	80°42'25"	DD FEB 55	FEB 56	FPS-14						
M-112B	702	35	ST SIMON ISLAND, GA.	GF	31°11'30"	81°22'30"	S FEB 55	FEB 56	FPS-14						
M-113A	792	35	MYRTLE BEACH, S.C.	GF	33°45'50"	78°47'50"	DD DEC 54	DEC 55	FPS-14						
M-113B	792	35	GEORGETOWN, S.C.	GF	33°18'45"	79°19'38"	DD FEB 55	JAN 56	FPS-14						
M-116A	614	35	ELIZABETH CITY, NC.	GF	36°14'45"	76°15'30"	DD FEB 55	JUN 56	FPS-14						
M-116B	614	35	ENGELHARD, N. C.	GF	35°29'47"	76°00'25"	DD FEB 55	JUN 56	FPS-14						

NOT APPLICABLE

SOURCE: ADC PROGRAM, 25 MARCH 1955

* - GF: GAP FILLER ** - CONST'N STATUS: S - SITE SURVEY APPROVED BY ADC
DD - DESIGN DIRECTIVE ISSUED

EADF

AC&W PROGRAM
UNMANNED GAP FILLER

SITE NUMBER	SQUADRON NUMBER	AD	ULTIMATE LOCATION	FUNCTION*	COORDINATES		** CONST'N STATUS	B.O. DATE	RADAR EQUIPMENT				G/A RADIO		
					NORTH	WEST			PRIMARY		EMERGENCY		UHF TAC	UHF COMM	VHF
									SEARCH	HEIGHT	SEARCH	HEIGHT			
M-116C	614	35	HOLLYRIDGE, N.C.	GF	34°30'17"	77°32'40"	DD FEB 55	JUN 56	FPS-14						
TM-196A	693	35	EGLIN AFB, FLA.	GF	30°33'12"	86°45'39"	DD FEB 55	JUL 56	FPS-14						
TM-196B	693	35	GULFPORT, MISS.	GF	30°25'00"	89°04'00"	DD FEB 55	JUL 56	FPS-14		NOT APPLICABLE				
TM-198A	678	35	CARRABELLE, FLA.	GF	39°51'26"	84°37'53"	DD FEB 55	JUL 56	FPS-14						
TM-200A	691	35	PERRY, FLA.	GF	30°04'30"	83°35'00"	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															
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	
TT-2	762	32	GEORGES SHOAL	DC	42°32'00"	67°52'00"	C DEC 54	SEP 55	FPS-3A	FPS-6		FPS-6		22	
TT-3	773	26	NANTUCKET SHOAL	DC	41°02'00"	69°25'00"	DD SEP 54	SEP 56	FPS-3A	FPS-6		FPS-6		22	
TT-4	646	26	UNAMED SHOAL	DC	39°40'00"	72°40'00"	DD SEP 54	SEP 56	FPS-3A	FPS-6		FPS-6		22	
TT-5	654	32	BROWN'S BANK	DC	42°47'00"	68°55'00"	DD SEP 54	SEP 56	FPS-3A	FPS-6		FPS-6		22	

SOURCE: ADC PROGRAM, 25 MARCH 1955

* FUNCTION: GF - GAP FILLER
DC - DIRECTION CENTER

** CONST'N STATUS: DD - DESIGN DIR ISSUED
C - CONST'N CONTRACT AWARDED

EADF

AEW&C PROGRAM

HQ LOCATION	SQ	AIRCRAFT NO.	TYPE	1955 4TH QTR A	M	J	1956 1ST QTR J	A	S	2D QTR O	N	D	3D QTR J	F	M	4TH QTR A	M	J	1957 1ST & 2D QTRS	3D & 4TH QTRS	1958 1ST & 2D QTRS	3D & 4TH QTRS	1959
OTIS	960	7	RC-121D																				
	961			RC-121D			10																
	962						RC-121D			10													
SEYMOUR-JOHNSON	955																				ACTIVATE 2D QTR	10 RC-121D 3D QTR	
	956																				ACTIVATE 2D QTR	10 RC-121D 3D QTR	
	966									ACTIVATE			RC-121D					10					

RADAR EVALUATION AND ECM PROGRAM

GRIFFISS	4713TH FLT	7	B-29
		3	B-25J

SOURCE: ADC PROGRAM, 25 MARCH 1955
EACPR

MAJOR PROBLEM AREAS

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 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	
1. Low rocketry proficiency level of interceptor aircrews. a. Inadequate rocketry training.	1. 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. 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.
2. Existing Navigation and Recovery Aids Inadequate. a. Low power output and susceptability to atmospheric interference of non-directional homers and low frequency ranges.	2. 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.
b. Lack of appropriate facilities to coordinate GCI-GCA activities and the recovery of aircraft.	b. Fifteen 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.
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.

PROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS
OPERATIONS (Cont'd) Fighter Squadrons (Cont'd)	 Action Required: Continued emphasis on practice GCA runs.
MATERIEL 3. Low combat ready in-commission status. a. Shortage of E4, E5, and E6 fire control system components.	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. 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 ramps, 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. Completion 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 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 contemplated that funds will be obligated on these projects prior to 1 May 1955 and that the projects will be completed by the 2d Quarter Fiscal Year 1956. Upon completion, the deficiency in AC regulated current, which now exists, will be eliminated.

PROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS
MATERIEL (Cont'd) Fighter Squadrons (Cont'd)	
c. Lack of shelter for combat 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. 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 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 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. We have given this subject special attention to insure that all existing requirements are covered.
e. Shortage of qualified Maintenance Airmen.	e. Reference Comment 1 a, page 4.08.
PERSONNEL	
4. Restricted Operational and Training Capabilities in all Fighter-Interceptor Squadrons. a. Shortage of combat crew 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 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.

PROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS
PERSONNEL (Cont'd) Fighter Squadrons (Cont'd)	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.
OPERATIONS AC&W Squadrons 1. ACWRONs are unable to effectively control associated interceptors. a. Lack of trained driectors.	1. 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 Missions). (2) Training in intercept tactics and techniques received at Weapons Employment Centers and Interceptor Weapons Instructor Schools. Action Required: A continuation of the present intensified training program.
b. Lack of sufficient intercept control positions.	*b. Headquarters, ADC has approved the standardized floor plan project for CPS-6B squadrons. The number of control positions authorized per squadron will depend upon the function, location, and workload of each individual AC&W Squadron. Action will be initiated by EAOOT upon receipt of correspondence from Headquarters, ADC. ADC Secret message, ADOOT-B1 0956, 19 March 1955, 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.
c. Lack of flexibility in airborne communications equipment limits combat capacity 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. ARC-34 equipped F-86D aircraft are being delivered with this feature.

MAJOR PROBLEM AREAS

PROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS
OPERATIONS (Cont'd)	
AC&W Squadrons (Cont'd)	
*2. Implementation of Texas Tower Program. a. Lack of sufficient information and planning guidance necessary for detailed 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 scheduled 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 warning 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 number of suitable helicopters.	1. 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. Action Required: This headquarters will provide the applicable information to higher headquarters.
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. 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. Action Required: Further co-ordination with SAC to utilize their ECM capability.
*3. Support of Reserve Component 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.

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 assistance 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 Headquarters, ADC has been prepared outlining discrepancy between ADCR 50-11 and ConACL 50-2 which affects the type and amount of training support required. c. Due to slippages, facilities to support the Reserve program have not been constructed; however, the Reserve program has not been amended accordingly.
MATERIEL	
*4. Installations activities are seriously hampered. a. Shortage of fully qualified installations officers.	*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. Relief 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 centralization 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 Construction Program criteria (formerly PWP)	c. In reply to letter from this headquarters, 28 June 1954, "Recommendations for Improving Preparation 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

MAJOR PROBLEM AREAS

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 clearance 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 EADF 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 again requested to take immediate action through OCE channels to have future alert hangars, including those in 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

PROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS
MATERIEL (Cont'd)	
Combat Support Units (Cont'd)	the scope of work for construction previously authorized and/or funded (FY-56 and prior programs). 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, EADF 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 Refueling System.	*6. The present POL installation was based on Headquarters, 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. Headquarters, ADC has issued instructions reducing 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, maintenance, and inspection procedures. Headquarters, USAF is continuing their surveillance of the system, with a party presently touring the country, including visits to Selfridge and Otis AFB. Based on past studies, a "grid" layout has been proposed by Headquarters, USAF for future construction, which will permit fueling the parked aircraft.
OPERATIONS	
Ground Observer Corps	
1. Combat effectiveness of the GOC is limited by: a. Lack of a means for evaluating the effectiveness of the elements of the GOC.	1. 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.
b. Shortage of Government vehicles for GOC field training personnel.	b. 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

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 vehicles because of excessive wear and tear and non-reimbursement for travel within city limits.
PERSONNEL	
General	
1. Low experience level in technical fields. a. Inability to retain skilled technicians.	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

MAJOR PROBLEM AREAS

PROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS
PERSONNEL (Cont'd) General (Cont'd)	1 April 1954 through 30 June 1955. Eighty 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 upgrading during the specified period. Although every effort is being made to complete their 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 APT results. On-the-job training has been made a Special Subject of Inspectors General of EADF.
2. Inadequate Personnel Administrative Actions. a. Incorrect Morning Reports.	2. 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.
b. Mal-assignment of Personnel.	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.
c. Non-current Maintenace of Basic Personnel Records.	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. d. Twenty-two (22) spaces for Personnel Officer (7321) Course 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.

EADF

MAJOR PROBLEM AREAS

PROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS
PERSONNEL (Cont'd)	
General (Cont'd)	
3. Inadequate Command and Staff Supervision. a. Inability to Fill Officer Positions in the Grade and Skill Authorized.	3. a. The inadequacies 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.
4. Non-availability of adequate family housing.	4. a. The lack of family housing still remains a major problem throughout this command. 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. As previously indicated, 840 units of Government-constructed or Wherry Housing have been authorized for construction during FY 1955. 925 additional units are presently programmed for FY 1956. 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 housing, when furnished, must be Government-sponsored.
INTELLIGENCE	
5. AC&W Fighter-Interceptor Squadrons. Inability to obtain Essential Elements of Information required by ADC Operations Order 3-54 from subordinate units of this command on a timely basis.	

MAJOR PROBLEM AREAS

PROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS
INTELLIGENCE (Cont'd) General (Cont'd) a. Existing circuits between ADDCs, FISs, and ADCCs are incapable of handling the volume of intelligence traffic necessary during air defense operations.	5. 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 the request of DCS/I, ADC, EAEDI has compiled data on the adequacy of communications facilities for intelligence traffic during CPX "Snow Bird" for inclusion in this study.
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 effecing 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 recruiting, selecting and assigning intelligence M-Day assignees and designees has been furnished D/P, EADF. CONAC has been furnished EADF M-Day requirements. Briefs of service of qualified personnel in the region have been requested from CONAC. An intelligence training program has been established for M-Day personnel, and presently assigned M-Day personnel are participating. When remaining M-Day personnel are recruited and assigned, their training must be accomplished prior to an emergency.
OPERATIONS 7. Preparation of classified annexes to SCATER Plan. a. Planned overflight of critical target areas by deployment forces.	7. The following applies to all listed SCATER problems. Letter, this headquarters, subject: (Unclassified) Current Status of SCATER Plan, EAOOT-OS, 9 March 1955, points out to Headquarters, ADC the problem areas listed and recommends their actions as follows: a. Follow-up ADC's letter of September 1954 to the major USAF command and Navy requesting them to revise deployment routes in accordance with a list of navigation aids which was submitted with the request.

EADF

MAJOR PROBLEM AREAS

PROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS
OPERATIONS (Cont'd) 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 especially during Warning Red and Warning Yellow.
d. Lack of authority to direct control of military navigation 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 planned in advance.	e. Expedite the designation of Inner Defense Areas and the development of pertinent operating procedures.
f. Failure to publish standard format for classified 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 in 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.
MAJOR IMPROVEMENT TRENDS	
MATERIEL	
Fighter Interceptor Squadrons	
1. Malfunction in airborne fire control systems in F-94C aircraft due to moisture.	1. 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. Current status of this problem indicates major improvement in its solution.

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.
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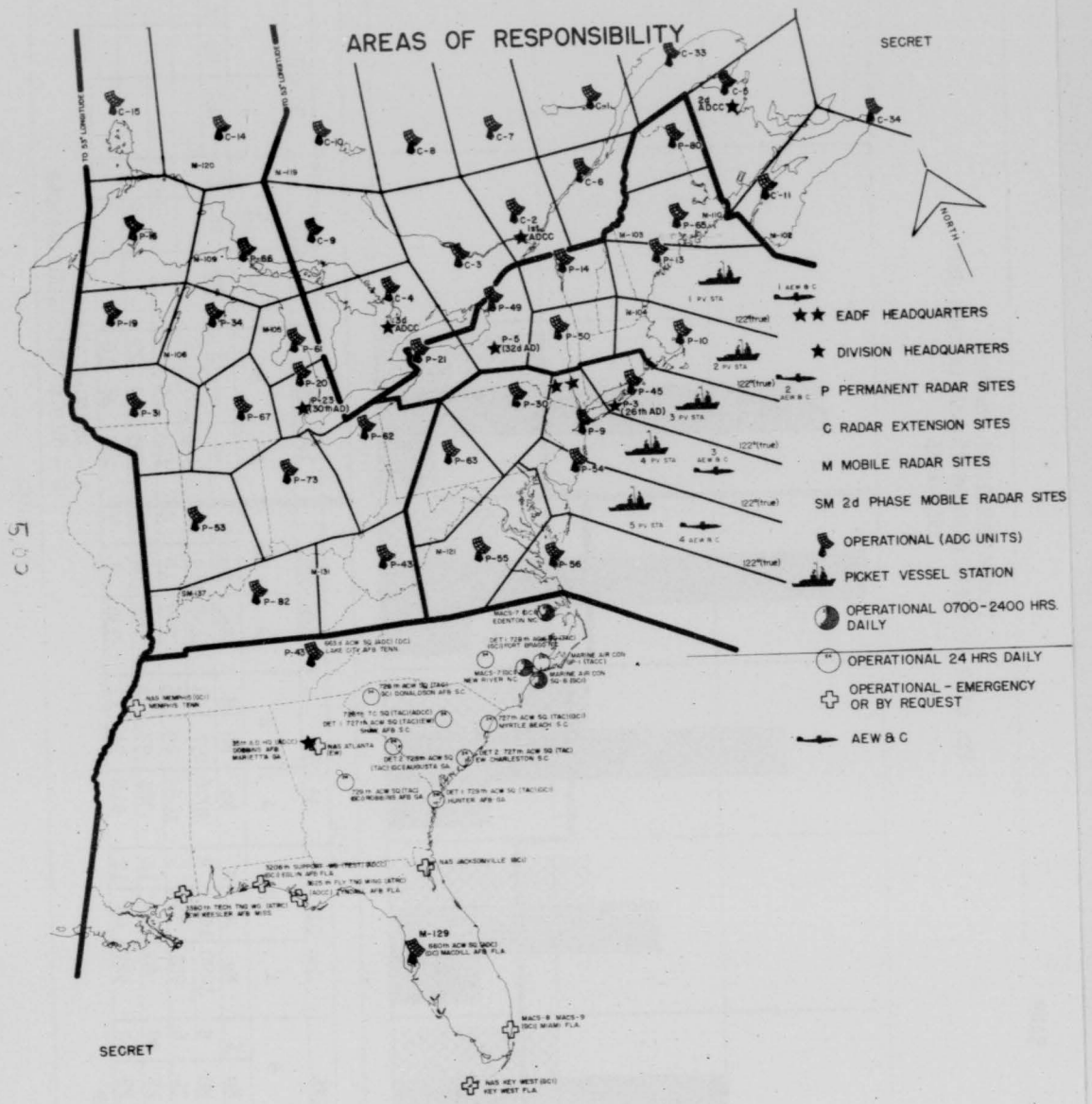
AREAS OF RESPONSIBILITY

SECRET



★★ EADF HEADQUARTERS

★ DIVISION HEADQUARTERS

P PERMANENT RADAR SITES

C RADAR EXTENSION SITES

M MOBILE RADAR SITES

SM 2d PHASE MOBILE RADAR SITES

OPERATIONAL (ADC UNITS)

PICKET VESSEL STATION

OPERATIONAL 0700-2400 HRS. DAILY

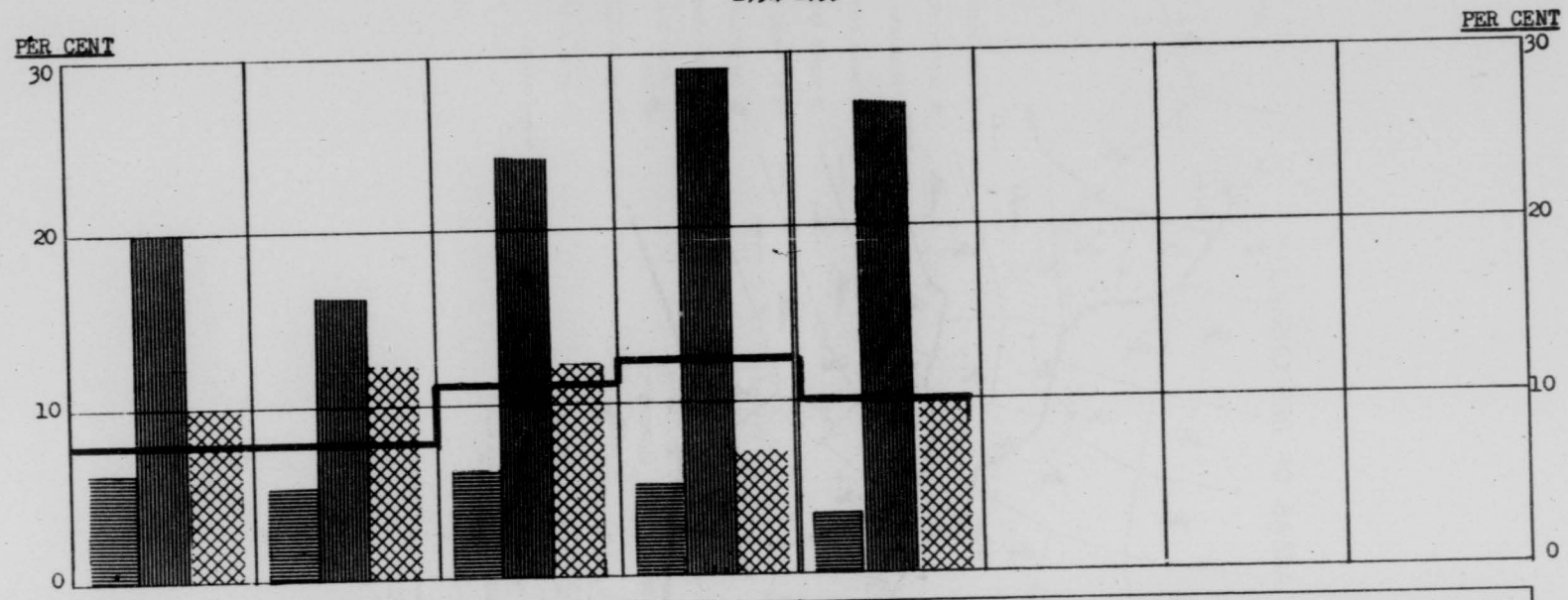
OPERATIONAL 24 HRS DAILY

OPERATIONAL - EMERGENCY OR BY REQUEST

AEW & C

SECRET

TRACKS REMAINING UNKNOWN
PER CENT OF TOTAL UNKNOWN TRACKS IN EACH UNIT
1954-1955

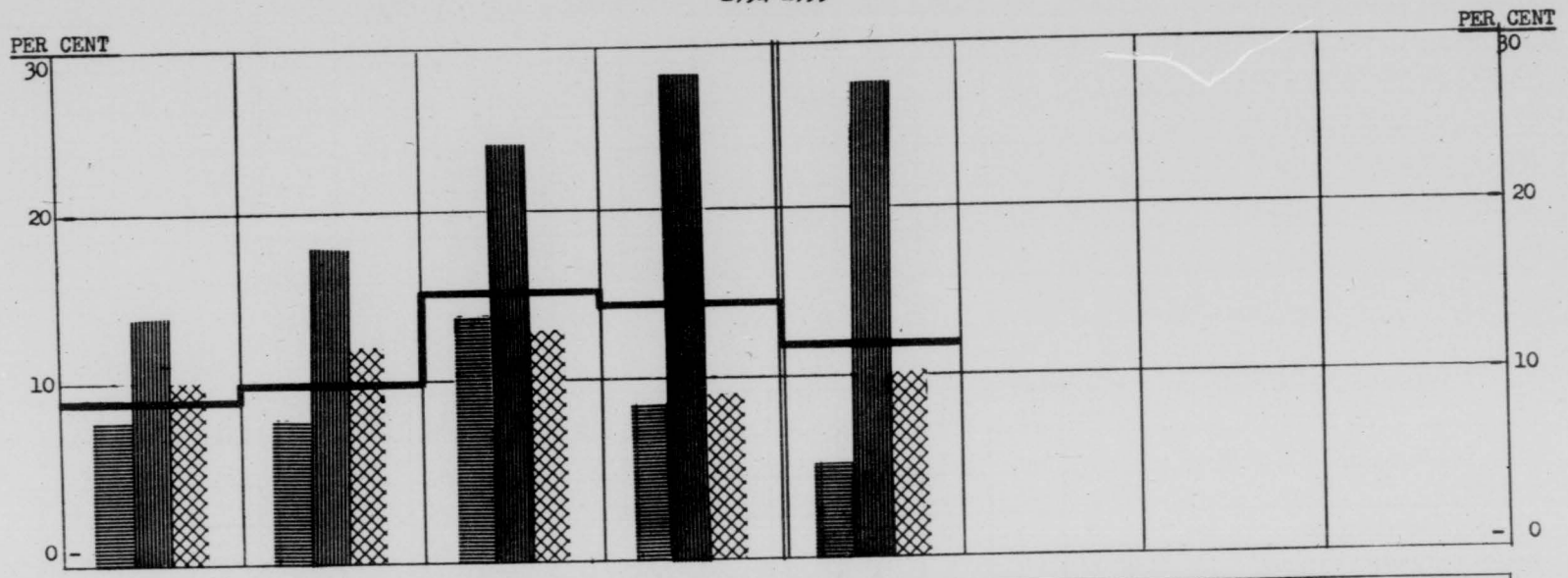


	1954												1955												
	1st QTR			2nd QTR			3d QTR			4th QTR			1st QTR			2d QTR			3d QTR			4th QTR			
	A	B		A	B		A	B		A	B		A	B		A	B		A	B		A	B		
UNIT	No.	No.	%	No.	No.	%	No.	No.	%	No.	No.	%	No.	No.	%	No.	No.	%	No.	No.	%	No.	No.	%	KEY
EADF	977	80	8	1290	106	8	2076	231	11	1437	169	12	1144	109	10										
26AD	604	34	6	701	33	5	1085	63	6	737	40	5	644	20	3										
30AD	85	17	20	62	10	16	381	93	24	364	104	29	235	63	27										
32AD	288	29	10	527	63	12	610	75	12	336	25	7	265	26	10										

SOURCE: EAOCP

A - UNKNOWN TRACKS
B - TRACKS REMAINING UNKNOWN

MISSED INTERCEPTIONS
PER CENT OF TOTAL SCRAMBLE ACTIONS
1954-1955



	1954												1955											
	1st QTR			2nd QTR			3d QTR			4th QTR			1st QTR			2d QTR			3d QTR			4th QTR		
	A	B		A	B		A	B		A	B		A	B		A	B		A	B		A	B	
UNIT	No.	No.	%	No.	No.	%	No.	No.	%	No.	No.	%	No.	No.	%	No.	No.	%	No.	No.	%	No.	No.	%	KEY
EADF	593	53	9	748	77	10	1238	204	16	1048	153	15	864	104	12									
26AD	324	24	7	299	22	7	426	58	14	407	32	8	399	20	5									
30AD	66	9	14	52	9	17	367	89	24	335	94	28	223	60	27									
32AD	203	20	10	397	46	12	445	57	13	306	27	9	242	24	10									

A - SCRAMBLE ACTIONS
B - MISSED INTERCEPTIONS

EADF

ANALYSIS OF UNKNOWN TRACKS
CALENDAR YEARS 1954 & 1955

REASONS FOR NO SCRAMBLE ACTION	EADF 26 AD								30 AD				32 AD			
	2D QTR	3D QTR	4TH QTR	1ST 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
WEATHER	56	35	62	51	21	10	28	30	2	1	17	7	33	24	17	14
NO ACFT IN SUITABLE LOCATION	10	5	15	89	9	0	14	84	1	1	1	3	0	4	0	2
NO AI ACFT IN SUITABLE LOCATION	2	0	1	2	0	0	1	2	0	0	0	0	2	0	0	0
OUT OF INTERCEPT RANGE	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
CONSERVATION OF AIRCRAFT	391	749	267	15	307	633	251	11	7	12	11	2	77	104	5	2
NR		49	44	122		16	36	118		0	0	0		33	8	4

REASONS FOR MISSED INTERCEPTION	2D QTR	3D QTR	4TH QTR	1ST 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
FADED PRIOR TO INTERCEPTION	51	144	117	79	12	39	24	13	6	61	73	48	33	44	20	18
WEATHER	3	15	11	7	1	3	3	2	0	4	6	4	2	8	2	1
AIRCRAFT PERFORMANCE	2	2	2	2	1	1	0	1	1	0	1	0	0	1	1	1
GROUND EQUIPMENT FAILURE	0	6	1	1	0	3	1	0	0	2	0	0	0	1	0	1
AIRBORNE EQUIPMENT FAILURE	2	4	2	1	0	1	1	1	1	3	1	0	1	0	0	0
PERSONNEL ERROR	9	19	7	10	4	5	1	3	1	12	6	5	4	2	0	2
DARKNESS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LATE SCRAMBLE	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
ABORT	10	14	11	4	4	6	2	0	0	7	5	3	6	1	4	1
ECM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WD			1	0			0	0			1	0				0

SOURCE: EAOCP

AC&W SITE COMPLETION
31 MARCH 1955

AIR DIVISION	SITE NUMBER	SQUADRON	PERMANENT LOCATION	FUNCTION & TYPE	PRIMARY SEARCH RADAR	PRIMARY HEIGHT FINDER	EMERGENCY SEARCH RADAR	EMERGENCY HEIGHT FINDER	RADIO NO OF EQUIP VHF PROG	RADIO NO OF EQUIP VHF INSTL	RADIO NO OF EQUIP UHF PROG	RADIO NO OF EQUIP UHF INSTL	MARK X IFF	FIGHTER SQUADRON SCRAMBLE CIRCUITS
26 AD	P-3	AD HQ	ROSLYN, N.Y.	C.C. IV										
	P-9	646	HIGHLANDS, N.J.	D.C. III	OA-347 CPS-6B	FPS-6*	FPS-8*	FPS-6*	6	12	12	8	GPA-16 GPX-6	2D, 5TH
	P-55	647	QUANTICO, VA.	D.C. II	FPS-3	(CPS-4) FPS-6*		FPS-6* (FPS-4*)	6	10	9	7	GPA-16 GPX-7	95TH
	P-30	648	BENTON, PA.	D.C. III	OA-347* CPS-6B	FPS-6*		FPS-6*	6	11	9	7	GPA-16 GPX-6	330TH, 539TH
	P-54	770	PALERMO, N.J.	D.C. II	FPS-3	FPS-6*	FPS-8*	FPS-6* (FPS-5)	6	13	11	7	GPA-16 GPX-7	46TH, 96TH, 332D
	P-56	771	CAPE CHARLES, VA.	D.C. II	FPS-3	(CPS-4) FPS-6*	FPS-8*	FPS-6* (FPS-4*)	6	12	9	8	GPA-16 GPX-7	48TH
	P-63	772	CLAYSBURG, PA.	D.C. II	FPS-3	FPS-6* (FPS-4)		FPS-6*	6	10	8	4	GPA-16 GPX-7	NONE
	P-45	773	MONTAUK, L.I., N.Y.	D.C. II	FPS-3	FPS-6*	FPS-8*	FPS-6* (FPS-5)	6	12	12	10	GPX-7	75TH, 331ST
30 AD	P-23	AD HQ	WILLOW RUN, MICH.	C.C. IV										
	P-20	661	SELFRIDGE AFB, MICH.	D.C. III	OA-347 CPS-6B	FPS-6*		FPS-6*	6	12	12	9	GPX-6 GPA-16 GPX-4*	13TH, 56TH
	P-62	662	BROOKFIELD, OHIO	D.C. II	FPS-3	FPS-6*		FPS-6* (FPS-5) (FPS-4*)	6	7	9	7	GPX-7 GPA-16	71ST, 86TH
	P-73	664	BELLEFONTAINE, OHIO	D.C. II	FPS-3	FPS-6*		FPS-6*	6	7	9	6	GPX-7 GPA-16	97TH

( ) INTERIM EQUIPMENT
* NOT INSTALLED

SOURCE: EAOCE

AIR DIVISION	STN NUMBER	SQUADRON	PERMANENT LOCATION	FUNCTION & TYPE	PRIMARY SEARCH RADAR	PRIMARY HEIGHT FINDER	EMERGENCY SEARCH RADAR	EMERGENCY HEIGHT FINDER	RADIO NO OF EQUIP VHF PROG	VHF INSTL	UHF PROG	UHF INSTL	MARK X IFF	FIGHTER SQUADRON SCRAMBLE CIRCUITS
30 AD	P-16	665	CALUMET, MICH.	D.C. IR	FPS-3	FPS-6*		FPS-6* (FPS-5)	3	3	8	7	GPA-16 GPX-7	NONE
	P-19	676	ANTIGO, WISC.	D.C. IR	FPS-3	FPS-6*		FPS-6* (FPS-4) (FPS-4*)	5	5	12	4	GPA-16 GPX-7	NONE
	P-34	752	EMPIRE, MICH.	D.C. III	OA-347 CPS-6B	FPS-6*		FPS-6*	6	8	9	8	GPA-16 GPX-6	NONE
	P-66	753	S.S. MARIE, MICH.	D.C. II	FPS-3	FPS-6*		FPS-6* (FPS-5)	6	8	9	9	GPA-16 GPX-7	438TH
	P-61	754	PORT AUSTIN, MICH.	D.C. II	FPS-3	(CPS-4) FPS-6*		FPS-6* (FPS-4*)	5	6	9	7	GPA-16 GPX-7	63D
	P-31	755	WILLIAMS BAY, WISC.	D.C. III	OA-347 CPS-6B	FPS-6*		FPS-6*	8	8	12	6	GPX-6 GPA-16	42D, 62D 432D, 456TH
	P-67	781	FORT CUSTER, MICH.	D.C. II	FPS-3	FPS-6*		FPS-6* (FPS-4*)	6	6	8	6	GPA-16 GPX-7	NONE
	P-53	782	ROCKVILLE, IND.	D.C. IIIM	OA-347 FPS-10	FPS-6*		FPS-6*	6	7	8	6	GPA-16 GPX-6	NONE
	P-43	783	GUTHRIE, W. VA.	D.C. IR	FPS-3	FPS-6*		FPS-4	5	6	8	5	GPA-16 GPX-7	NONE
	P-82	784	FORT KNOX, KY.	D.C. IR	FPS-3	FPS-6*		FPS-4	5	5	8	6	GPA-16 GPX-7	NONE
	C-10	912	RAMORE, ONT.	S.S. IR	FPS-3	TPS-502	FPS-502		3	2	5	3	GPX-7	NONE
	C-14	913	PAGWA, ONT.	S.S. IR	FPS-3	TPS-502	FPS-502		3	5	5	3	GPX-7	NONE

( ) INTERIM EQUIPMENT
* NOT INSTALLED

SOURCE: EACCE

RADF — AC&W SITE COMPLETION 31 MARCH 1955

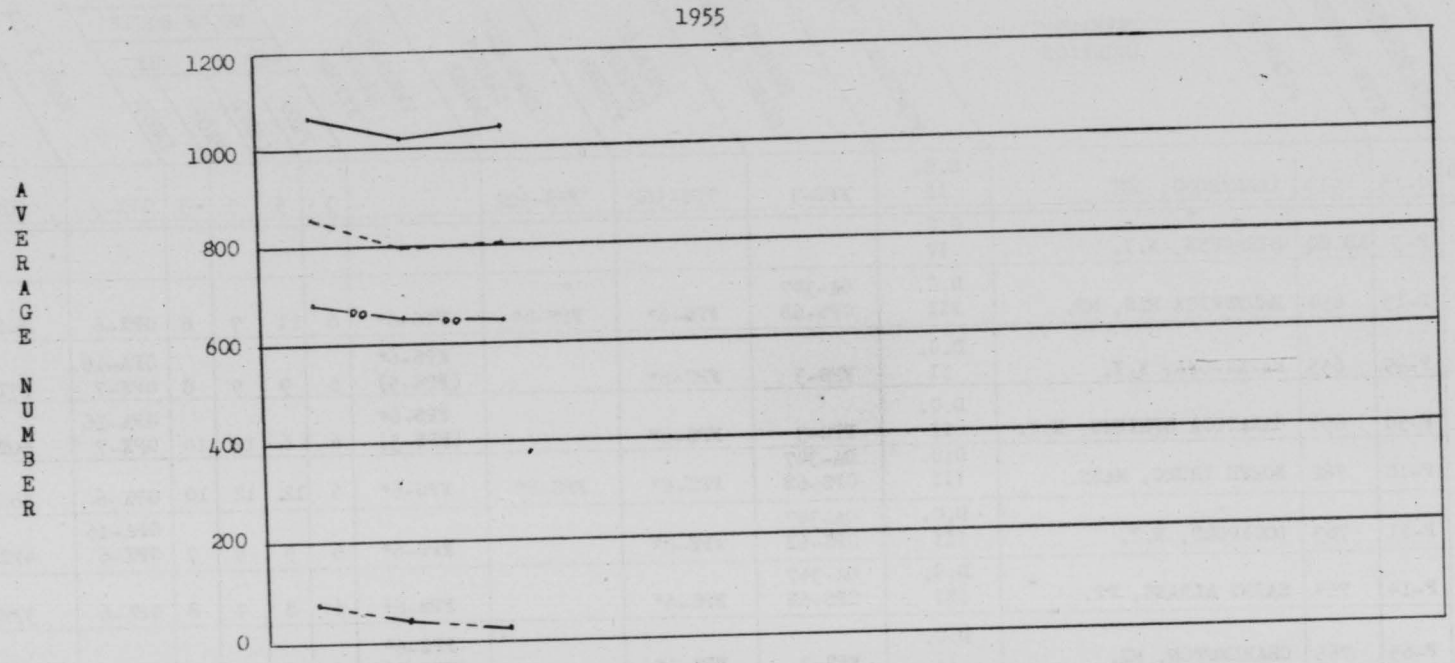
AIR DIVISION	SITE NUMBER	SQUADRON	PERMANENT LOCATION	FUNCTION & TYPE	PRIMARY SEARCH RADAR	PRIMARY HEIGHT FINDER	EMERGENCY SEARCH RADAR	EMERGENCY HEIGHT FINDER	RADIO NO OF EQUIP VHF PROG	RADIO NO OF EQUIP VHF INSTL	RADIO NO OF EQUIP UHF PROG	RADIO NO OF EQUIP UHF INSTL	MARK X IFF	FIGHTER SQUADRON SCRAMBLE CIRCUITS
30 AD	C-15	914	ARMSTRONG, ONT.	S.S. IR	FPS-3	TPS-502	FPS-502		3	5	5	3	GPX-7	NONE
32 AD	P-5	AD HQ	SYRACUSE, N.Y.	C.C. IV										
	P-13	654	BRUNSWICK NAS, ME.	D.C. III	OA-347 CPS-6B	FPS-6*	FPS-8*	FPS-6*	6	11	9	6	GPX-6	NONE
	P-49	655	WATERTOWN, N.Y.	D.C. II	FPS-3	FPS-6*		FPS-6* (FPS-5)	6	9	9	8	GPA-16 GPX-7	27TH
	P-50	656	SARATOGA SPRINGS, N.Y.	D.C. II	FPS-3	FPS-6*		FPS-6* (FPS-5)	6	6	12	10	GPA-16 GPX-7	60TH
	P-10	762	NORTH TRURO, MASS.	D.C. III	OA-347 CPS-6B	FPS-6*	FPS-8*	FPS-6*	6	12	12	10	GPX-6	58TH, 437TH
	P-21	763	LOCKPORT, N.Y.	D.C. III	OA-347 CPS-6B	FPS-6*		FPS-6*	6	9	9	7	GPA-16 GPX-6	47TH
	P-14	764	SAINT ALBANS, VT.	D.C. III	OA-347 CPS-6B	FPS-6*		FPS-6*	6	8	9	8	GPX-6	37TH
	P-65	765	CHARLESTON, ME.	D.C. II	FPS-3	FPS-6*		FPS-6* (FPS-5)	6	6	9	8	GPX-7	49TH
	P-80	766	CASWELL, ME.	D.C. IIIM	OA-347 FPS-10	FPS-6*	FPS-8*	FPS-6 (FPS-4*)	6	6	8	8	GPX-6	82D, 318TH
35 AD	M-87	AD HQ	DORBINS AFB, GA.	CC										
	P-42	663	LACK CITY AFS, TENN.	DC	FPS-10	FPS-6*							GPX-6	460TH, 469TH
	M-129	660	MACDILL AFB, FLA.	DC	MPS-7	MPS-14*			3	0	8	0	GPX-20	NONE

SOURCE: EAOCE

( ) INTERIM EQUIPMENT
* NOT INSTALLED

EADF

COMBAT CREWS
BY MONTH
1955

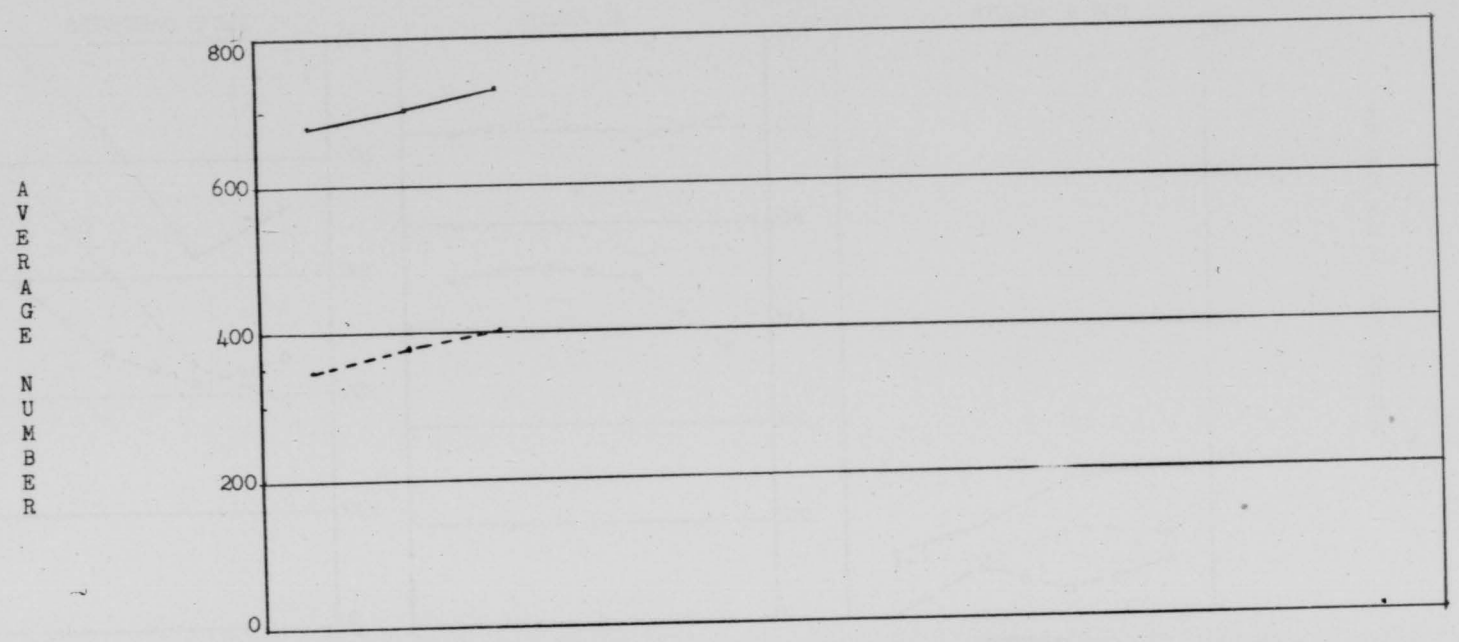


		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
AVG ASSIGNED	———	1060	1024	1041									
AVG ON HAND	- - - -	855	799	816									
AVG COMBAT READY	—oo—	678	657	648									
AVG COMBAT QUAL	—- —-	80	46	24									

SOURCE: AF-V14

EADF

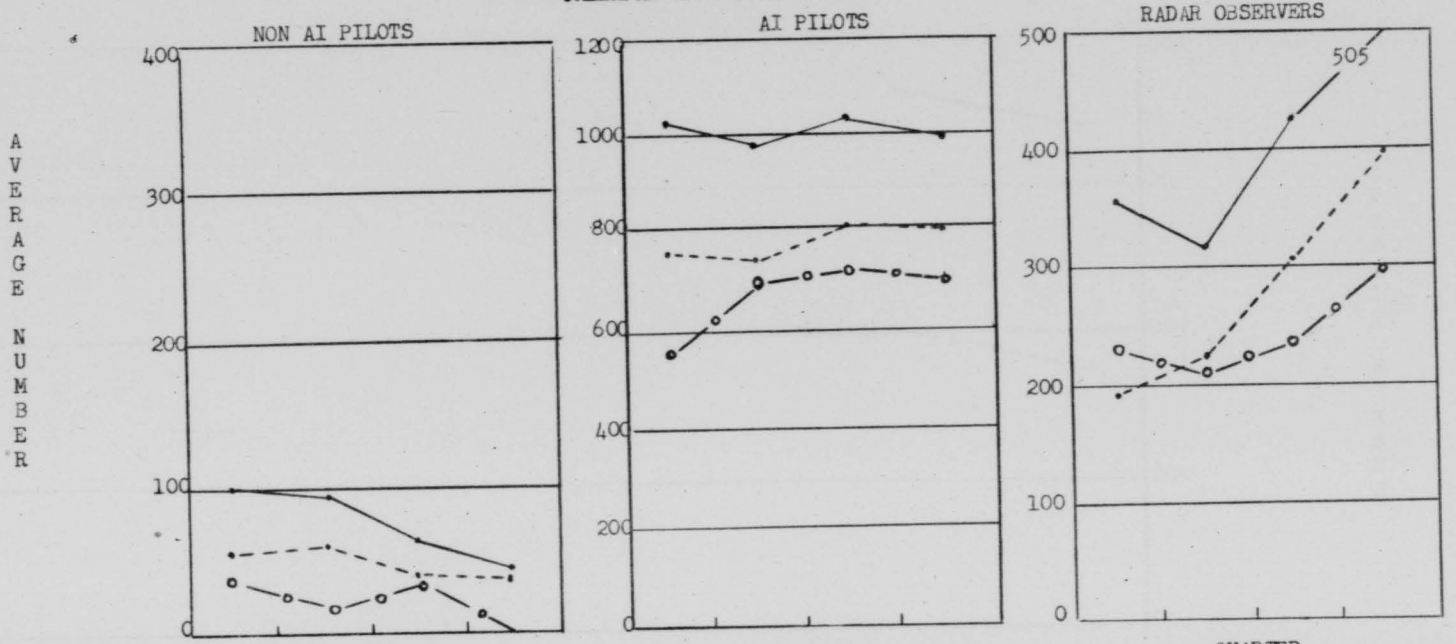
TACTICAL AIRCRAFT
BY MONTH, 1955



		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
AVG POSSESSED	———	674	699	732									
AVG COMBAT READY	- - -	350	378	408									
% COMBAT READY		52	54	56									

SOURCE: AF-V14

COMBAT READINESS STATUS
CALENDAR YEAR 1954-1955



		2D	3D	4TH	1ST
ASSIGNED	——	101	94	64	45
ON HAND	- - - -	68	69	42	38
COMBAT READY	—o—	40	16	35	0

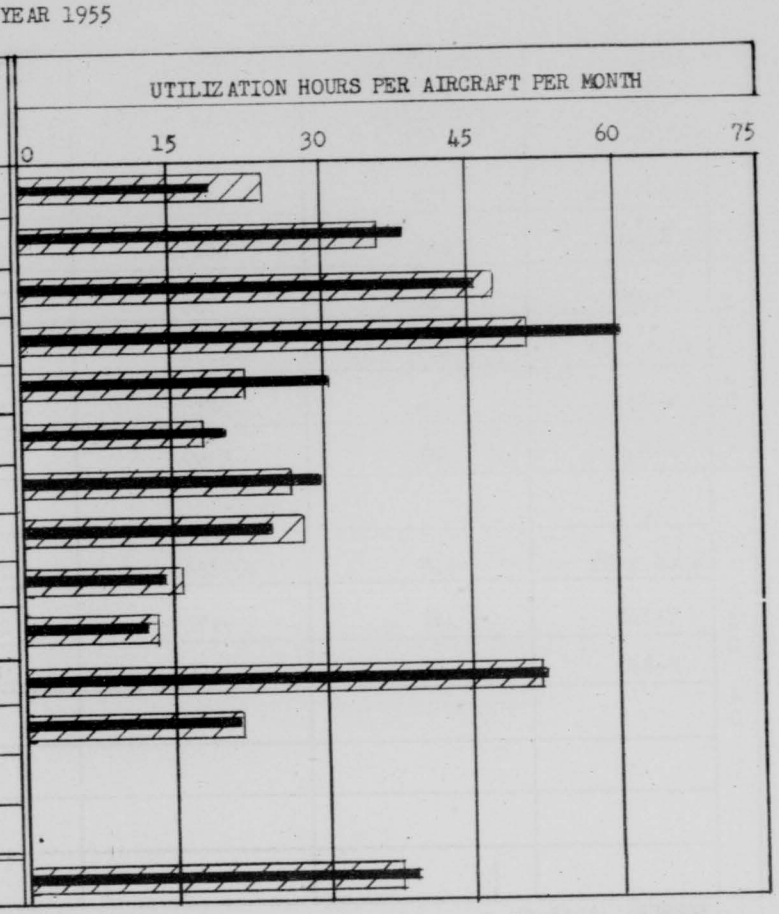
2D	3D	4TH	1ST
1027	984	1034	991
760	744	801	789
563	699	720	685

2D	3D	4TH	1ST
359	326	428	505
195	247	305	397
230	212	231	297

SOURCE: 1-ADC-V8

UTILIZATION OF NON-TACTICAL AIRCRAFT
1ST QUARTER CALENDAR YEAR 1955

TYPE AIRCRAFT	UTILIZATION HRS PER ACFT POSSESSED PER MONTH	TOTAL FLYING HOURS 1ST QTR 1955	AVERAGE NO. AIRCRAFT POSSESSED PER MONTH	AVERAGE NO. AIRCRAFT IN-COMM PER MONTH
T-11	19.6	647	11	6
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
C-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
VB-17	21.0	63	1	1
TOTAL EADF	38.9	27,911	239	149

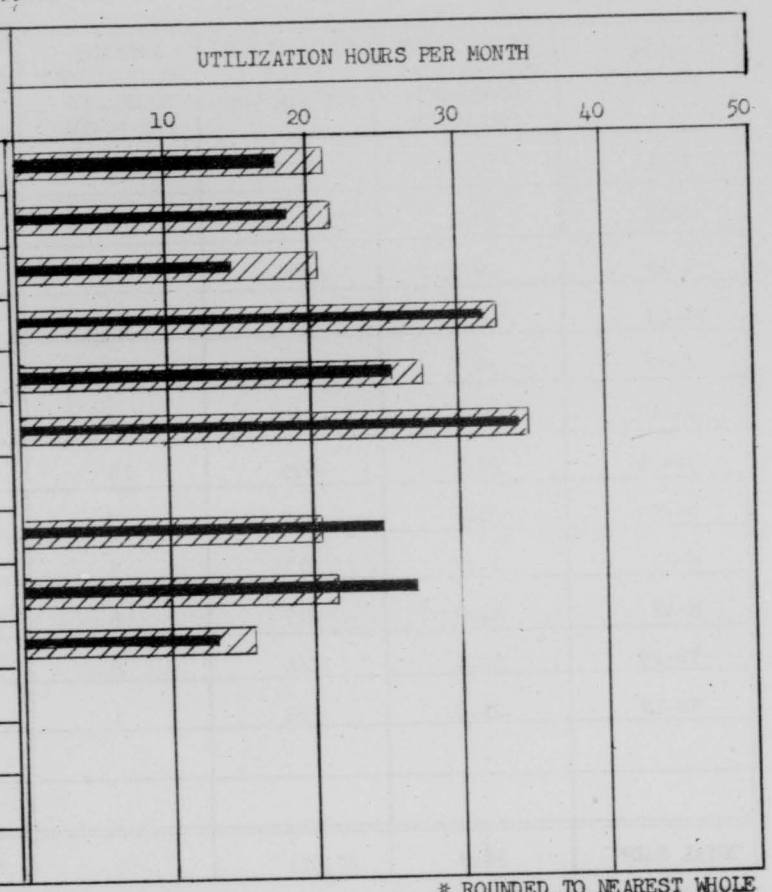


SOURCE: 1-AF-A1

PREVIOUS QTR
CURRENT QTR

UTILIZATION OF TACTICAL AIRCRAFT
1ST QUARTER 1955

	WING AND TYPE AICRAFT	AVERAGE NO. AIRCRAFT POSSESSED PER MONTH *	TOTAL FLYING HOURS 1ST QTR - 1955	UTILIZATION HOURS PER MONTH
26 AD	4709 A DW	138	7384	17.8
	F-86D	121	6649	18.3
	F-86F	16	735	15.3
	4710 A DW	109	10,574	32.3
	F-86D	26	2015	25.8
	F-94C	83	8559	34.4
30 AD	4706 A DW	145	10,888	25.0
	F-86D	122	9972	27.2
	F-89D	22	916	13.9



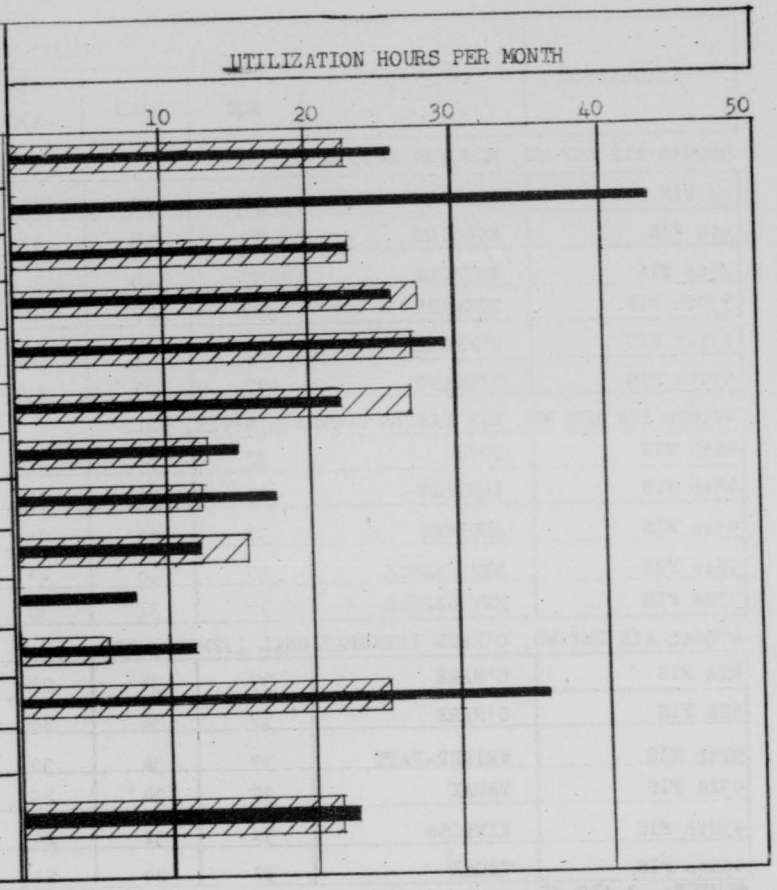
SOURCE: 1-AF-A1

PREVIOUS QTR
CURRENT QTR

* ROUNDED TO NEAREST WHOLE NUMBER

UTILIZATION OF TACTICAL AIRCRAFT
1ST QTR 1955

	WING AND TYPE AIRCRAFT	AVERAGE NO. AIRCRAFT POSSESSED PER MONTH *	TOTAL FLYING HRS 1ST QTR - 1955	UTILIZATION HOURS PER MONTH
30 AD	4708 A DW	111	7809	26.3
	F-89D	11	1424	43.2
	F-86D	99	6385	23.3
32 AD	4707 A DW	84	6526	25.9
	F-86D	43	3762	29.2
	F-94C	41	2764	22.5
	4711 A DW	126	6115	16.2
	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
	EADF	713	49,296	23.0



SOURCE: 1-AF-A1

PREVIOUS QTR
CURRENT QTR

* ROUNDED TO NEAREST WHOLE NUMBER

FIGHTER-INTERCEPTOR SQUADRONS
LOCATION, MANNING AND EQUIPMENT
31 MARCH 1955

DESIGNATION	LOCATION	COMBAT CREWS					AIRCRAFT					
		RQD	AVG ASGD	AVG ON HAND	COMBAT READY PILOTS	COMBAT READY RO'S	TYPE PRIMARY	TYPE NON PRIMARY	AUTH	AVG ON HAND	AVG POSS	AVG C/R
4909th AIR DEF WG, MCGUIRE AFB, N. J.												
2d FIS	MCGUIRE	37	30	27	31	NA	F-86D		25	23	24	18
5th FIS	MCGUIRE	37	28	37	29	NA	F-86D		25	27	28	12
75th FIS	SUFFOLK	37	24	20	21	NA	F-86D		25	23	24	17
330th FIS	STEWART	37	29	21	1	NA	F-86D		25	27	27	4
331st FIS	SUFFOLK	37	26	20	16	NA	F-86D		25	25	25	15
539th FIS	STEWART	37	23	20	0	NA	F-86D		25	20	16	2
4710th AIR DEF WG, NEW CASTLE COUNTY AIRPORT, DEL.												
46th FIS	DOVER	37	36	33	34	42	F-94C		25	20	19	16
48th FIS	LANGLEY	37	29	25	23	41	F-94C		25	19	18	16
95th FIS	ANDREWS	37	33	25	26	NA	F-86D		25	26	26	17
96th FIS	NEW CASTLE	37	40	33	32	40	F-94C		25	21	20	18
332d FIS	NEW CASTLE	37	31	30	28	31	F-94C		25	20	21	16
4706th AIR DEF WG, O'HARE INTERNATIONAL AIRPORT, ILL.												
42d FIS	O'HARE	37	34	27	24	NA	F-86D		25	26	26	18
62d FIS	O'HARE	37	34	26	23	NA	F-86D		25	26	26	19
97th FIS	WRIGHT-PATT	37	34	30	30	NA	F-86D		25	25	26	18
432d FIS	TRUAX	37	34	25	27	NA	F-86D		25	23	22	13
438th FIS	KINROSS	37	32	24	20	25	F-89D		25	19	20	8
456th FIS	TRUAX	37	24	21	18	NA	F-86D		25	24	25	11

SOURCE: 1-ADC-V8
1-AF-V14

NA - NOT APPLICABLE

FIGHTER-INTERCEPTOR SQUADRONS
LOCATION, MANNING AND EQUIPMENT
31 MARCH 1955

DESIGNATION	LOCATION	COMBAT CREWS					AIRCRAFT					
		RQD	AVG ASGD	AVG ON HAND	COMBAT READY PILOTS	COMBAT READY RO'S	TYPE PRIMARY	TYPE NON PRIMARY	AUTH	AVG ON HAND	AVG POSS	AVG C/R
4708th AIR DEF WG, SELFRIDGE AFB, MICH.												
13th FIS	SELFRIDGE	37	32	29	11	NA	F-86D		25	22	22	14
56th FIS	SELFRIDGE	37	30	23	22	NA	F-86D		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	F-86D		25	24	25	15
86th FIS	YOUNGSTOWN	37	28	17	19	NA	F-86D		25	22	23	12
4707th AIR DEF WG, OTIS AFB, MASS.												
47th FIS	NIAGARA	37	29	23	20	NA	F-86D		25	20	23	9
58th FIS	OTIS	37	38	28	43	38	F-94C		25	13	14	8
60th FIS	WESTOVER	37	30	28	30	NA	F-86D		25	26	25	22
437th FIS	OTIS	37	37	29	30	34	F-94C		25	26	26	20
4711th AIR DEF WG, PRESQUE ISLE AFB, ME.												
27th FIS	GRIFFISS	37	31	20	14	26	F-94C		25	23	23	12
37th FIS	ETHAN ALLEN	37	38	36	25	NA	F-86D		25	23	26	19
49th FIS	DOW	37	28	21	8	NA	F-86D		25	25	25	11
82d FIS	PRESQUE ISLE	37	36	14	0	0	F-89D		25	22	23	1
318th FIS	PRESQUE ISLE	37	38	24	24	26	F-89D		25	28	28	9

SOURCE: 1-ADC-V8
1-AF-V14

NA - NOT APPLICABLE

EADF

FIGHTER-INTERCEPTOR SQUADRONS
LOCATION, MANNING AND EQUIPMENT
31 MARCH 1955

DESIGNATION	LOCATION	COMBAT CREWS					AIRCRAFT					
		RQD	AVG ASGD	AVG ON HAND	COMBAT READY PILOTS	COMBAT READY RO'S	TYPE PRIMARY	TYPE NON PRIMARY	AUTH	AVG ON HAND	AVG POSS	AVG C/R
4708th AIR DEF WG, SELFRIDGE AFB, MICH.												
13th FIS	SELFRIDGE	37	32	29	11	NA	F-86D		25	22	22	14
56th FIS	SELFRIDGE	37	30	23	22	NA	F-86D		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	F-86D		25	24	25	15
86th FIS	YOUNGSTOWN	37	28	17	19	NA	F-86D		25	22	23	12
4707th AIR DEF WG, OTIS AFB, MASS.												
47th FIS	NIAGARA	37	29	23	20	NA	F-86D		25	20	23	9
58th FIS	OTIS	37	38	28	43	38	F-94C		25	13	14	8
60th FIS	WESTOVER	37	30	28	30	NA	F-86D		25	26	25	22
437th FIS	OTIS	37	37	29	30	34	F-94C		25	26	26	20
4711th AIR DEF WG, PRESQUE ISLE AFB, ME.												
27th FIS	GRIFFISS	37	31	20	14	26	F-94C		25	23	23	12
37th FIS	ETHAN ALLEN	37	38	36	25	NA	F-86D		25	23	26	19
49th FIS	DOW	37	28	21	8	NA	F-86D		25	25	25	11
82d FIS	PRESQUE ISLE	37	36	14	0	0	F-89D		25	22	23	1
318th FIS	PRESQUE ISLE	37	38	24	24	26	F-89D		25	28	28	9

SOURCE: 1-ADC-V8
1-AF-V14

NA - NOT APPLICABLE

EADF

OTHER FORCES WITHIN EADF AREA
(NAVY)

LOCATION (NAVY)	TYPE AIRCRAFT		NO. ACFT POSS *
NAS, Quonset Point, R. I.	F2H-3	Jet AI	17
	F9F-6	Jet NAI	23
	F9F-5	Jet NAI	30
NAS, Oceana, Va.	F7U-3	Jet NAI	12
	F9F-6	Jet NAI	8
	FJ-3	Jet NAI	7
NAS, Atlantic City, N. J.	FJ-3	Jet NAI	6
	F2H-3	Jet AI	2
	F2H-4	Jet AI	25
	F9F-6	Jet NAI	13
	F4U-5N	Prop AI	46
	F7U-3	Jet NAI	4
NAS, New York, N. Y.	F9F-7	Jet NAI	26
	FG-1D	Prop NAI	28
NAS, Willow Grove, Pa.	FG-1D	Prop NAI	32
NARTU, Anacostia, Md.	F4U-4	Prop NAI	29
NARTU, Norfolk, Va.	F4U-4	Prop NAI	16
NAS, Glenview, Ill.	F9F-6	Jet NAI	18
	F4U-5	Prop NAI	9
	F9F-7	Jet NAI	8
NAS, Akron, Ohio	F4U-4	Prop NAI	28
NAS, Columbus, Ohio	F9F-4	Jet NAI	14
	FG-1D	Prop NAI	28
NAS, Grosse Ile, Mich.	F4U-4	Prop NAI	25

LOCATION (NAVY)	TYPE AIRCRAFT		NO. ACFT POSS *
NAS, So. Weymouth, Mass.	F9F-6	Jet NAI	5
	FG-1D	Prop NAI	19
NAS, Niagara Falls, N. Y.	F2H-2	Jet NAI	3
	F4U-4	Prop NAI	13
NAS, Jacksonville, Fla.	F2H-3	Jet AI	15
	F2H-2	Jet NAI	27
	F9F-8	Jet NAI	15
	F4U-4	Prop NAI	16
NAS, Cecil (Near Jacksonville)	F2H-3	Jet AI	7
	F2H-4	Jet AI	10
	F2H-2	Jet NAI	22
	F3D-2	Jet AI	11
	F9F-5	Jet NAI	18
	F9F-6	Jet NAI	35
	F9F-8	Jet NAI	34
MCAS, Cherry Pt., N. C.	F2H-4	Jet AI	27
	F3D-2	Jet AI	16
	FJ-2	Jet NAI	72
MCAS, Miami, Fla.	F9F-6	Jet NAI	16
NAS, Atlanta, Ga.	F4U	Prop NAI	29
NAS, Birmingham, Ala.	F4U	Prop NAI	18
NAS, New Orleans, La.	F4U-4	Prop NAI	13
NAS, Memphis, Tenn.	F9F-7	Jet NAI	8
	F4U-5	Prop NAI	11
TOTAL		Jet NAI	424
		Jet AI	130
		Prop NAI	314
		Prop AI	46
			914

SOURCE: NAVFORESTCONAD

* LISTED FORCES MAY BE MADE AVAILABLE FOR AIR DEFENSE PURPOSES DURING EMERGENCY CONDITIONS.

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 YAGR 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 YAGRs 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.

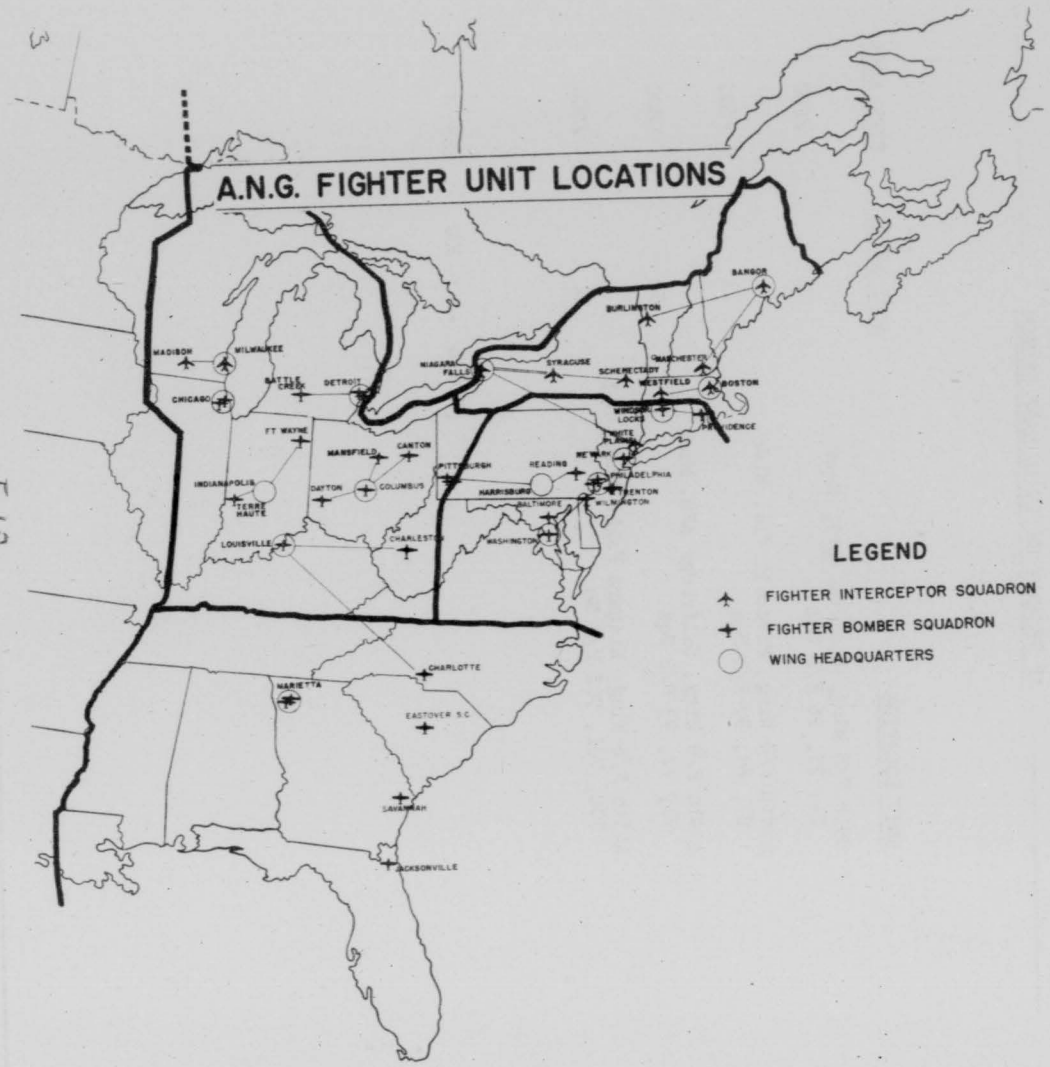
Naval AA: AA potential is integrated with appropriate AAOCs.

SOURCE: NAVFOREASTCONAD

OTHER FORCES AVAILABLE WITHIN EADF AREA
(ANG)

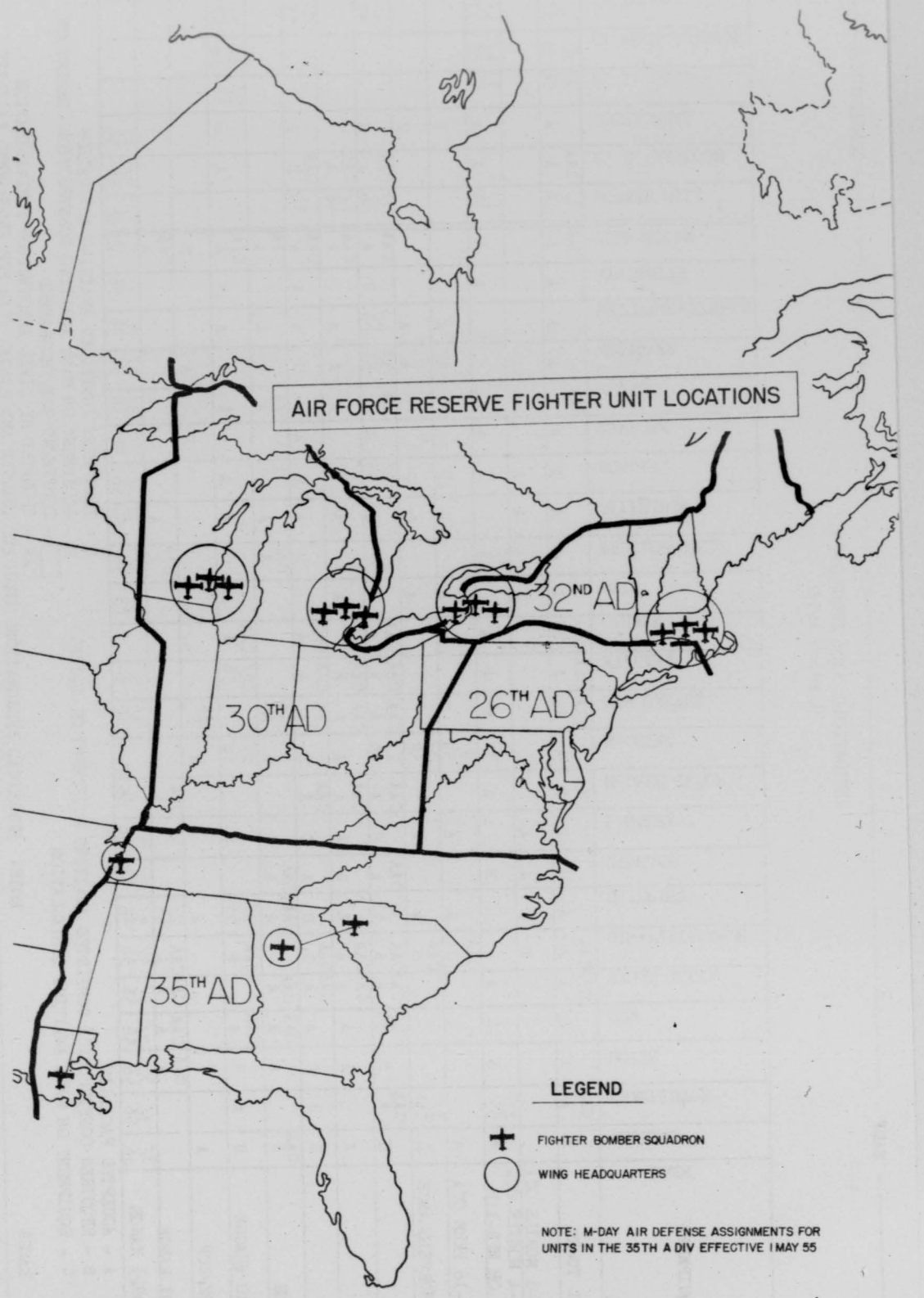
UNIT LOCATION	ACFT AVAIL	TYPE ACFT
101st F/I Wing, Dow AFB, Me.		
132d FIS, Dow AFB, Me.	12	F-94
133d FIS, Grenier AFB, N.H.	11	F-94
134th FIS, Burlington Aprt, Vt	12	F-94
102d F/I Wing, Logan Aprt, Mass		
101st FIS, Logan Aprt, Mass.	12	F-94
131st FIS, Barnes Aprt, Mass.	15	F-94
103d F/B Wing, Bradley Fld, Conn		
118th F/B Sq, " " "	19	F-84D
152d F/B Sq, Theo Green Aprt, R.I.	16	F-84D
107th F/I Wing, Niagara Aprt, NY		
136th FIS " " "	14	F-94
137th FIS, Westchester Aprt, N.Y.	15	F-94
138th FIS, Hancock Fld, N.Y.	11	F-94
139th FIS, Schnectady Aprt, NY	18	F-51
	8	F-94
108th F/B Wing, Newark Aprt, NJ		
119th F/B Sq, " " "	24	F-51
141st F/B Sq, McGuire AFB, NJ	13	F-86A
111th F/B Wing, Phila Aprt, Pa.		
103d F/B Sq, " " "	14	F-84F
	10	F-51
117th F/B Sq, " " "	12	F-84F
	7	F-51D
112th F/B Wg, Harrisburg Aprt, Pa		
146th F/B Sq, Gtr Pittsburgh Aprt, Pa.	14	F-84F
147th F/B Sq, " "	14	F-84F
148th F/B Sq, Spaatz Fld, Pa.	18	F-51D
113th F/B Wing, Andrews AFB, DC		
104th F/B Sq, Harbor Fld, Md.	23	F-51
121st F/B Sq, Andrews AFB, DC	12	F-86
142d F/B Sq, New Castle Aprt, Del.	8	F-86
116th F/B Wing, Travis Fld, Savannah, Ga.		
128th F/B Sq, Dobbins AFB, Marietta, Ga.		F-86A
157th F/B Sq, Congaree AFB, Eastover, S.C.		F-86A
158th F/B Sq, Travis Field, Savannah, Ga.		F-84D
159th F/B Sq, Thomas Cole Imeson Aprt, Jacksonville, Fla.		F-86A
121st F/B Wing, Lockbourne AFB, Ohio		
162d F/B Sq, Dayton Aprt, O.	19	F-51
164th F/B Sq, Mansfield Aprt Ohio	36	F-84E
166th F/B Sq, Lockbourne AFB, Ohio	38	F-84E
112th F/B Sq, Canton Aprt, O.	30	F-51
122d F/B Wing, Weir-Cook Aprt, Ind.		
113th F/B Sq, Hullman Fld, Ind	12	F-80C
163d F/B Sq, Baer Fld, Ind	14	F-80C
123d F/B Wing, Standiford Fld, Ky		
165th F/B Sq, " " "	22	F-51D
" " "	1	F-84
167th F/B Sq, Kanawha Aprt, W. Va.	24	F-51D
156th F/B Sq, Standiford Fld, "		F-86A
126th F/B Wing, Peoria Aprt, Ill.		
108th F/B Sq, O'Hare Aprt, Ill.	17	F-51
168th F/B Sq, " " "	15	F-51
127th F/B Wg, Detroit-Wayne-Major Aprt, Mich.		
107th F/B Sq, Romulus Aprt, Mich.	10	F-86E
171st F/B Sq, "	10	F-86E
172d F/B Sq, Kellogg Fld, Mich	9	F-86E
128th F/I Wg, Mitchell Fld, Wisc		
126th FIS, " " "	16	F-89B
176th FIS, Truax Fld, Wisc.	12	F-89B
TOTAL - F-51 - 227		
F-80 - 26		
F-84 - 164		
F-86 - 62		
F-89 - 28		
F-94 - 110		
617*		

*FIGURES FOR 35TH AIR DIV NOT INCLUDED.


A.N.G. FIGHTER UNIT LOCATIONS
BANGOR
BURLINGTON
MADISON
MILWAUKEE
BATTLE CREEK
DETROIT
NIAGARA FALLS
SYRACUSE
SCHENECTADY
MANCHESTER
WESTFIELD
BOSTON
CHICAGO
WINDSOR LOCKS
PROVIDENCE
FT WAYNE
MANSFIELD
CANTON
PITTSBURGH
READING
NEWARK
PHILADELPHIA
INDIANAPOLIS
TERRE HAUTE
DAYTON
COLUMBUS
HARRISBURG
TRENTON
WILMINGTON
BALTIMORE
LOUISVILLE
CHARLESTON
WASHINGTON
CHARLOTTE
MARIETTA
EASTOVER S.C.
SAVANNAH
JACKSONVILLE
LEGEND
FIGHTER INTERCEPTOR SQUADRON
FIGHTER BOMBER SQUADRON
WING HEADQUARTERS

_____ EADF _____ AF RESERVE UNITS IN EADF REGION _____

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	11	F80C
TOTAL - F-80C	88	


AIR FORCE RESERVE FIGHTER UNIT LOCATIONS
32ND AD
30TH AD
26TH AD
35TH AD
LEGEND
FIGHTER BOMBER SQUADRON
WING HEADQUARTERS
NOTE: M-DAY AIR DEFENSE ASSIGNMENTS FOR UNITS IN THE 35TH A DIV EFFECTIVE 1 MAY 55

NAVIGATIONAL AIDS PROGRAMMED
31 March 1955

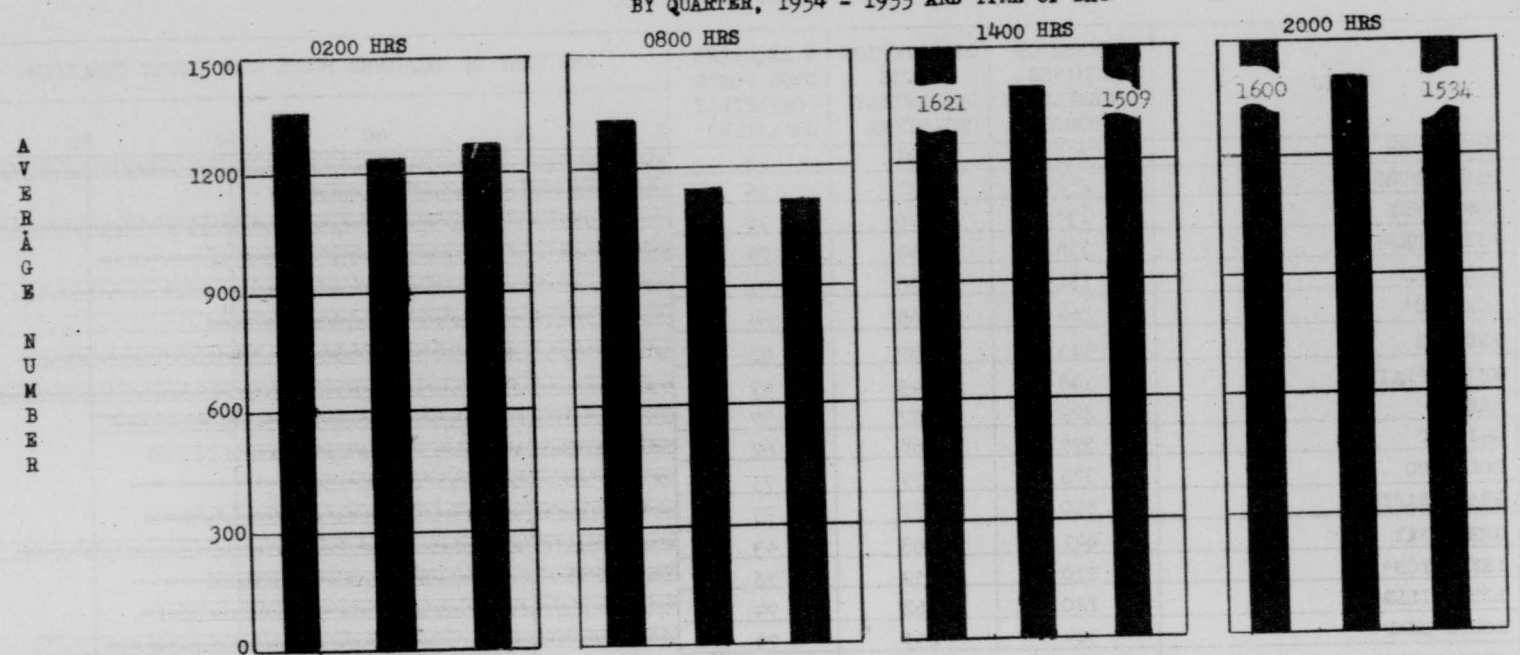
EQUIPMENT / BASE	ANDREWS	CHARLESTON	DOVER	DOW	ETHAN ALLEN	GTR-PITTSBURGH	GRIFFISS	KINROSS	LANGLEY	McGHEE-TYSON	McGUIRE	NEW CASTLE	NIAGARA	O'HARE	OTIS	PRESQUE ISLE	SELFRIDGE	STEWART	SUFFOLK	TRUAX	WESTOVER	WRIGHT-PATTERSON	WURTSMITH	YOUNGSTOWN	BUNKER HILL	L. G. HANSCOM	LOCKBOURNE	K. I. SAWYER	SEYMOUR-JOHNSON	CADILLAC	KANSASVILLE
CONTROL TOWER	A	CAA A	A	A	CAA A	CAA A	A	A	A	CAA A	A	CAA A	CAA A	CAA A	A	A	A	A	A	CAA A	A	A	A	CAA A	1/56	CAA A	A	3/56	4/56	3/57	4/57
AN/MPN-1 MOBILE GCA						A	A	A	A						A		A	A			A										
AN/CPN-4 MOBILE GCA OR MPN-11B	A	1/55	A	A	A			B		A	A	A	A	A		A			A	A			A	A	1/56	A	A	3/56	4/56	4/57	1/58
AN/FPN-16 PERM GCA	D					CAA B	A		A		2/55				A		D	B			A	A					B				
RADAR SURVEILLANCE	D	1/55				CAA B	A		A		2/55				A		D	B			A	A					B				
ILS	E	CAA A	B	1/56	CAA A	CAA A	3/55	CAA A	B	CAA A	1/56	CAA A	CAA A	CAA A	A	4/55	B	4/55	B	CAA A	3/55	4/55	B	CAA A	3/56	CAA A	B			4/57	1/58
VHF/DF	A		A	A	CAA A	CAA A	A	A	A	CAA A	A	CAA A	CAA A		A		A	A		A	A	A		CAA A	1/56	CAA A					
UHF/DF	E	B	D	A	CAA A	CAA C	D	A	D	CAA A	B	CAA A	CAA A	CAA A	D	D	A	D	A	A	D	A	A	CAA A	1/56	CAA D	A			4/57	1/58
LF RANGE	CAA A		A	CAA A	CAA A		CAA A	CAA A	A		A	CAA A				CAA A	A			CAA A	A	A		CAA A							
LF RADIO BEACON	B	A	B	CAA A		CAA A	2/55		A		2/54		2/56	CAA A	A		A	A	A	D	A	A	A	CAA A		A	B	3/56	4/56	3/57	1/58
RADAR BEACON	A						A				B	CAA B							B		A			D							
VOR OMNI RANGE			CAA A	CAA A	CAA A	CAA A	2/55			CAA A						CAA A	A							CAA A							
OMNI (OBD) RANGE	3/56	3/56	3/56	3/56	3/56	3/56	3/56	3/56	3/56	3/56		3/56	3/56		3/56	3/56	3/56	3/56	3/56	3/56	3/56	3/56	3/56	3/56	3/56	3/56	3/56				1/58

LEGEND: A - ACCEPTED FACILITY
B - REQUIRED CONSTRUCTION COMPLETED AWAITING EQUIPMENT OR INSTAL.
C - EQUIPMENT ON HAND AWAITING INSTALLATION
D - EQUIPMENT INSTALLED AWAITING ACTIVATION
E - EQUIPMENT ON HAND AWAITING CONSTRUCTION COMPLETION
☐ - EQUIPMENT NOT PROGRAMMED
CAA - OPERATED BY CIVIL AERONAUTICS ADMINISTRATION

SOURCE: EACCE

NOTE: NUMERICAL DESIGNATIONS INDICATE QUARTER AND FISCAL YEAR FOR PROGRAMMED FACILITY

OPERATION SKYWATCH
BY QUARTER, 1954 - 1955 AND TIME OF DAY



	3D QTR	4TH QTR	1ST QTR
REQUIRED POSTS	5408	5262	4888
ORGANIZED POSTS	4438	4181	3734
ACTIVE POSTS	1373	1240	1279

3D QTR	4TH QTR	1ST QTR
5408	5262	4888
4438	4181	3734
1333	1159	1141

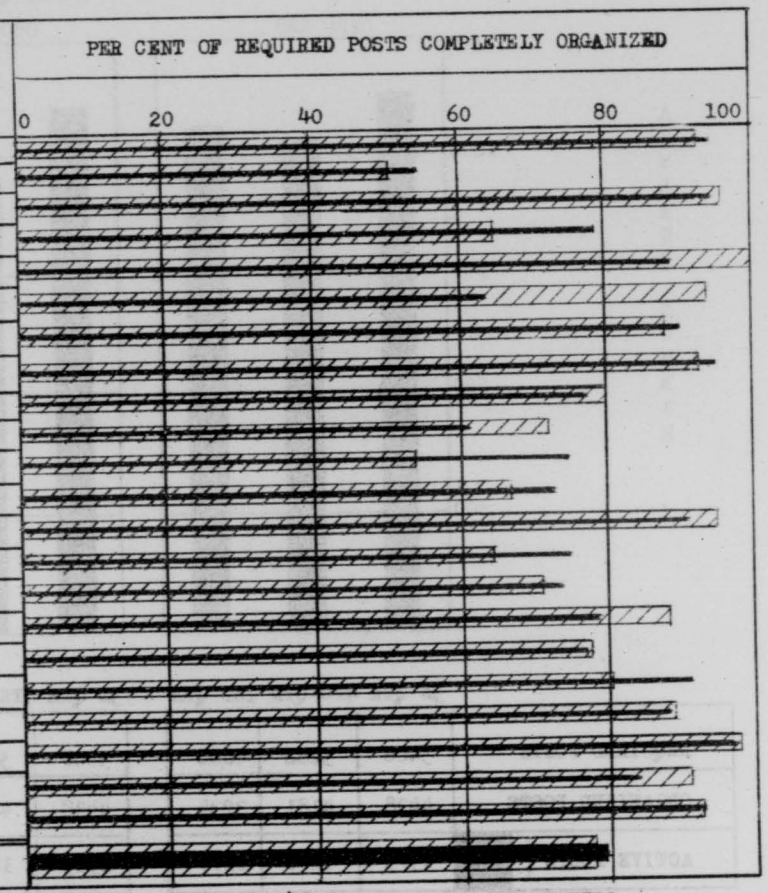
3D QTR	4TH QTR	1ST QTR
5408	5262	4888
4438	4181	3734
1621	1412	1509

3D QTR	4TH QTR	1ST QTR
5408	5262	4888
4438	4181	3734
1600	1414	1534

SOURCE: ADC-V13

GROUND OBSERVER CORPS ORGANIZATION, PHASE I AND II
BY FILTER CENTER, MARCH 1955

	UNITS	NUMBER OF REQUIRED OBSERVATION POSTS	OBSERVATION POSTS COMPLETELY ORGANIZED	% REQUIRED OBSR POSTS COMPLETELY ORGANIZED
26 AD	BALTIMORE	202	191	95
	HARRISBURG	272	151	56
	NEW HAVEN	134	128	96
	PITTSBURGH	336	264	79
	RICHMOND	151	138	91
	ROANOKE*	264	169	64
	TRENTON	116	107	92
	WHITE PLAINS	148	143	97
30 AD	CANTON	229	177	77
	CHICAGO	598	368	62
	COLUMBUS	373	279	75
	GRAND RAPIDS	520	377	73
	GREEN BAY	441	408	93
	LEXINGTON*	210	159	76
	LOUISVILLE*	220	162	74
	SOUTH BEND	324	255	79
	SPRINGFIELD*	397	306	77
32 AD	ALBANY	205	186	91
	BANGOR	241	213	88
	BUFFALO	138	135	98
	MANCHESTER	323	274	85
	SYRACUSE	150	140	93
TOTAL		5,992	4,730	79



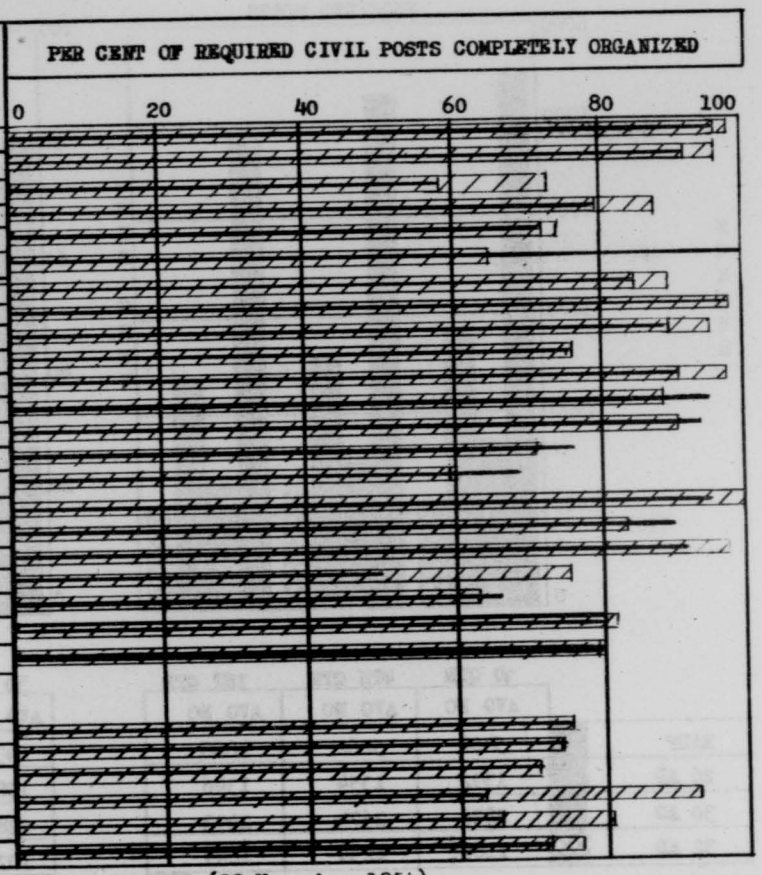
SOURCE: ADC-V13

END OF PREVIOUS QUARTER (30 NOVEMBER 1954)
31 MARCH 1955

*PHASE II FILTER CENTERS

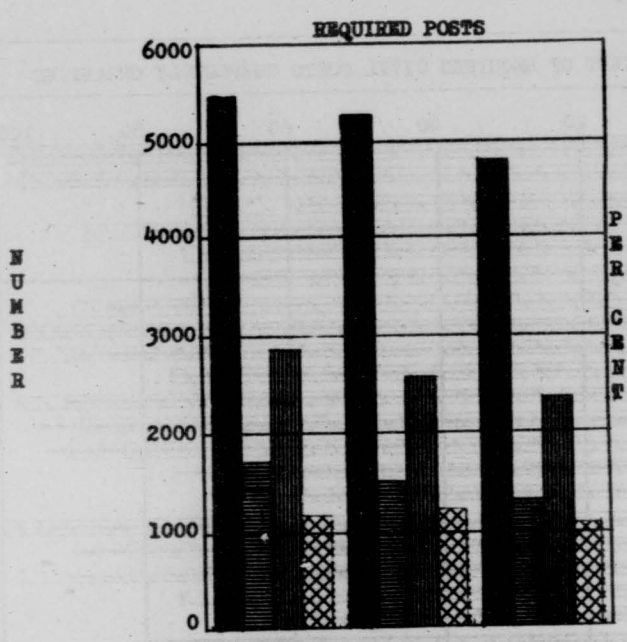
ORGANIZATION OF CIVIL GROUND OBSERVER POSTS
PHASE I AND II, BY STATE, MARCH 1955

	STATE	NUMBER OF REQUIRED CIVIL POSTS	CIVIL POSTS COMPLETELY ORGANIZED	% OF REQD CIVIL POSTS COMPLETELY ORGANIZED
PHASE I	CONNECTICUT	91	87	96
	DELAWARE	25	23	92
	ILLINOIS	339	195	58
	INDIANA	316	250	79
	IOWA	82	59	72
	KENTUCKY	8	8	100
	MAINE	280	234	84
	MARYLAND	127	125	98
	MASSACHUSETTS	144	129	90
	MICHIGAN	726	560	77
	NEW HAMPSHIRE	104	95	91
	NEW JERSEY	120	114	95
	NEW YORK	556	522	94
	OHIO	557	428	77
	PENNSYLVANIA	595	401	68
	RHODE ISLAND	20	19	95
	VERMONT	116	104	90
	VIRGINIA	205	191	93
	WASHINGTON, D. C.	2	1	50
	WEST VIRGINIA	67	44	66
	WISCONSIN	733	590	80
	TOTAL	5,213	4,179	80
PHASE II	ILLINOIS	397	306	77
	INDIANA	138	105	76
	KENTUCKY	428	305	71
	VIRGINIA	175	111	63
	WEST VIRGINIA	153	101	66
	TOTAL	1,291	928	72

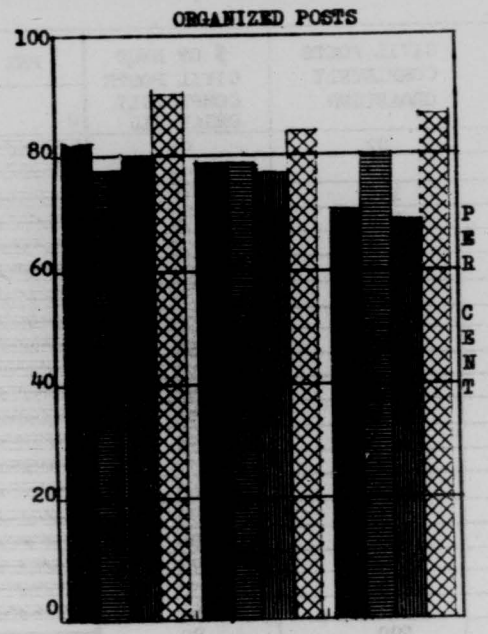


SOURCE: ADC-V13

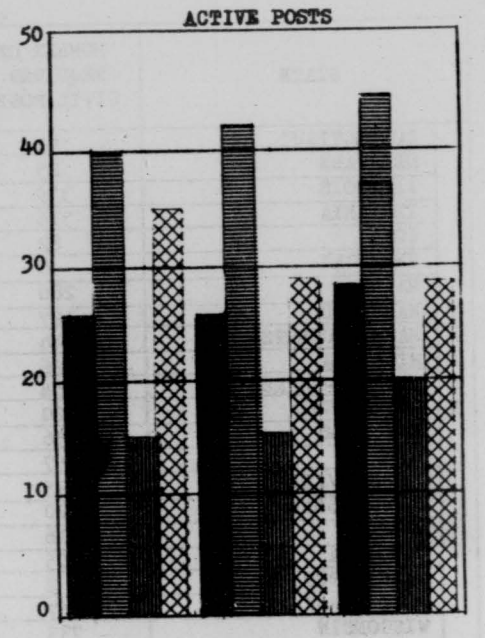
OPERATION SKYWATCH
MANNING CHART, BY QUARTER - 1954 AND 1955



	3D QTR AVG NO	4TH QTR AVG NO	1ST QTR AVG NO
EADF	5408	5262	4888
26 AD	1392	1354	1346
30 AD	2836	2674	2493
32 AD	1180	1234	1049



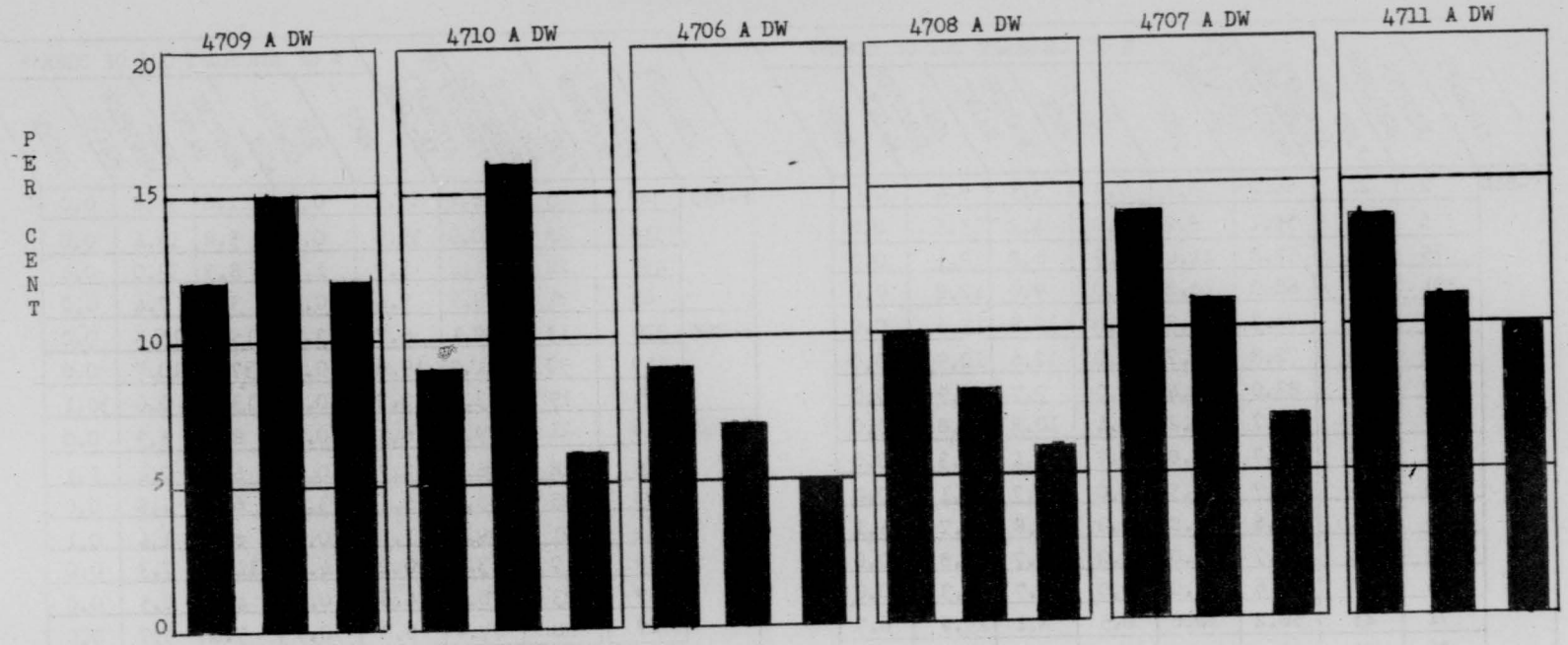
3D QTR AVG NO	%	4TH QTR AVG NO	%	1ST QTR AVG NO	%
4438	82	4181	79	3734	76
1083	78	1072	79	1072	80
2281	80	2079	78	1729	69
1074	91	1030	83	933	89



3D QTR AVG NO	%	4TH QTR AVG NO	%	1ST QTR AVG NO	%
1483	26	1342	26	1370	28
591	40	566	42	587	44
467	15	422	16	491	20
425	35	354	29	292	28

SOURCE: ADC-V13

PER CENT OF STATION HOURS OFF THE AIR
CALENDAR YEAR 1954-1955



	QUARTER			QUARTER			QUARTER			QUARTER			QUARTER			QUARTER		
	3D	4TH	1ST	3D	4TH	1ST	3D	4TH	1ST	3D	4TH	1ST	3D	4TH	1ST	3D	4TH	1ST
AVG MONTHLY HRS AVAILABLE	2208	2208	2160	2944	2944	2880	5152	5152	5040	6624	6624	6480	2944	2944	2880	2944	2944	2880
AVG MONTHLY HRS ON THE AIR	1941	1884	1903	2667	2470	2719	4687	4777	4770	5996	6120	6119	2546	2635	2693	2547	2610	2603
% AVG MONTHLY HRS OFF THE AIR	12	15	12	9	16	6	9	7	5	10	8	6	14	11	7	14	11	10

SOURCE: 1-ADC--V8

TACTICAL AIRCRAFT OUT OF COMMISSION
BY UNIT AND TYPE, 1ST QTR 1955

AIRCRAFT	FIGHTER SQUADRON	*AVG NO. AIRCRAFT POSSESSED	**PERCENT OF AIRCRAFT IN-COMM	% OF AIRCRAFT OUT OF COMM**				
				ACCP	T/O COMPLIANCE	ROUTINE MAINT	MAL-FUNCTION MAINT	OTHER
F-86D	2	22	64.2	13.3	7.9	5.3	9.4	0.0
	5	27	55.1	8.2	17.0	4.2	15.5	0.0
	75	24	57.8	11.4	4.9	6.8	19.1	0.0
	331	23	68.0	10.2	0.0	9.0	12.8	0.0
	95	26	71.3	4.3	0.0	12.8	11.6	0.0
	42	26	72.8	3.7	0.0	12.6	10.9	0.0
	62	23	83.0	0.4	0.0	7.7	8.9	0.0
	97	24	70.7	7.2	0.4	10.8	10.8	0.0
	432	22	74.7	7.8	0.7	7.4	9.3	0.0
	456	25	53.7	16.5	0.0	7.7	22.1	0.0
	13	24	56.6	9.8	1.0	14.8	12.7	5.1
	56	22	63.7	9.0	4.0	8.7	14.8	0.0
	63	7	80.6	7.0	0.0	8.7	3.3	0.0
	71	23	58.2	10.6	0.5	8.1	15.9	6.7
	86	20	66.5	9.3	2.5	8.9	12.7	0.0
	47	20	69.7	5.1	5.4	6.7	13.1	0.0
	60	22	89.4	5.3	0.0	1.6	3.7	0.0
	37	25	67.1	6.1	3.3	21.8	1.6	0.0
	49	23	63.8	10.6	3.8	7.6	0.0	14.1
	330	15	53.6	11.5	0.0	21.5	13.3	0.0
	539	26	39.3	9.3	13.2	30.7	7.4	0.1
F-89D	82	23	16.1	15.1	0.3	12.6	55.8	0.0
	318	28	40.9	39.9	0.0	5.8	13.4	0.0
	438	22	51.4	4.9	1.7	8.9	33.0	0.0
	63	11	79.5	9.4	0.0	3.7	7.4	0.0
F-86E	330	13	59.1	6.7	3.2	15.4	15.5	0.0
	539	30	31.2	19.8	0.7	37.5	10.7	0.0
	49	19	43.9	12.7	0.0	13.3	0.0	30.1
F-94C	46	21	79.6	6.3	0.1	8.7	5.3	0.0
	48	18	86.9	2.7	0.0	6.8	2.4	1.1
	96	23	83.1	5.1	3.6	6.3	1.8	0.0
	332	21	89.3	1.8	0.8	6.6	1.4	0.1
	58	17	63.0	10.2	4.8	14.6	7.3	0.0
	437	23	90.5	4.6	0.0	4.3	0.5	0.0
	27	20	77.9	8.8	0.5	7.0	5.7	0.0
EADF		713	65.7	9.4	2.3	9.7	11.7	1.2

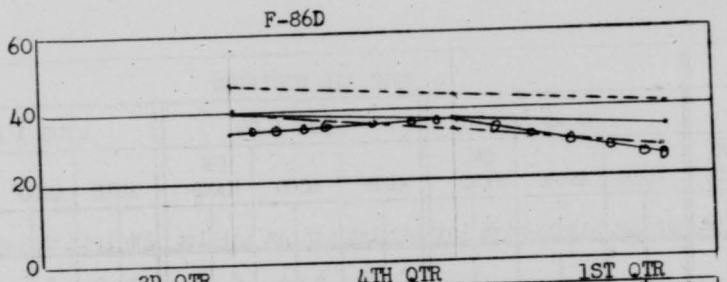
SOURCE: 1-AF-A1

* ROUNDED TO NEAREST WHOLE NUMBER
** ROUNDED TO NEAREST TENTH

EADF

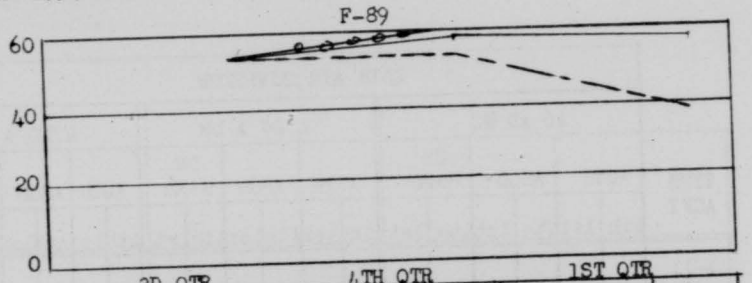
PER CENT OF TACTICAL AIRCRAFT HOURS OUT OF COMMISSION
CALENDAR YEAR 1954-1955

F-86D



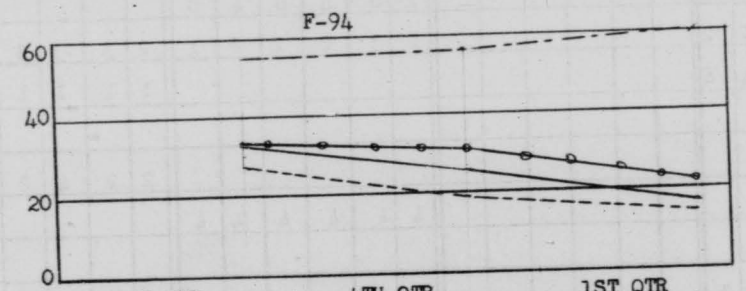
		3D QTR HRS	%	4TH QTR HRS	%	1ST QTR HRS	%
EADF	——	334,787	40	311,365	38	339,875	34
26 AD	- - -	109,248	47	91,881	43	124,310	40
30 AD	- - -	174,955	40	164,443	36	160,819	34
32 AD	—o—	50,584	35	55,041	38	54,746	28

F-89



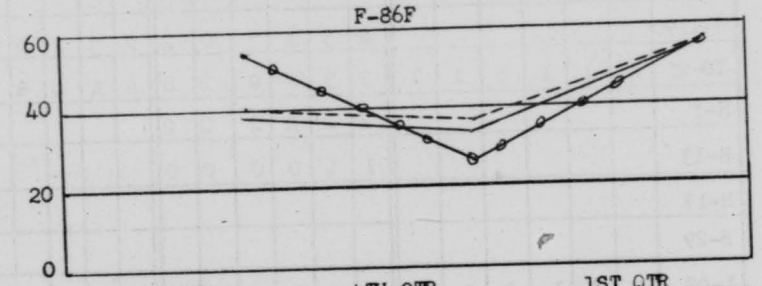
3D QTR HRS	%	4TH QTR HRS	%	1ST QTR HRS	%
65,952	54	95,895	59	106,069	58
0	0	0	0	0	0
31,535	54	27,671	54	28,235	39
34,417	54	68,224	61	77,834	69

F-94



		3D QTR HRS	%	4TH QTR HRS	%	1ST QTR HRS	%
EADF	——	116,460	31	76,824	25	57,648	18
26 AD	- - -	57,819	28	33,118	19	27,414	15
30 AD	- - -	4,761	57	924	58	2,160	100
32 AD	—o—	53,880	32	42,782	31	28,074	22

F-86F



3D QTR HRS	%	4TH QTR HRS	%	1ST QTR HRS	%
50,633	39	42,898	33	27,618	56
34,480	40	30,708	36	19,872	56
0	0	0	0	0	0
16,153	38	12,190	27	7,746	56

SOURCE: 1-AF-A1

EADF

NON-TACTICAL AIRCRAFT AUTHORIZED, ASSIGNED AND ON HAND
AS OF LAST DAY OF EACH QUARTER
1954-1955

TYPE ACFT	26TH AIR DIVISION																		30TH AIR DIVISION															
	26 AD HQ						4709 A DW						4710 A DW						30 AD HQ						4706 A DW						4708 A DW			
	AUTH		ASGD		ON HAND		AUTH		ASGD		ON HAND		AUTH		ASGD		ON HAND		AUTH		ASGD		ON HAND		AUTH		ASGD		ON HAND		AUTH		ASGD		ON HAND	
	4th	1st	4th	1st	4th	1st	4th	1st	4th	1st	4th	1st	4th	1st	4th	1st	4th	1st	4th	1st	4th	1st	4th	1st	4th	1st	4th	1st	4th	1st	4th	1st	4th	1st
T-11																									0	0	6	4	6	4	0	0	3	4	3	4
T-33	3	3	3	7	3	7	31	30	31	24	29	21	16	15	16	15	16	12	3	3	2	2	2	2	19	18	23	18	22	14	16	15	17	17	16	14
C-45	1	0	2	1	2	1	5	4	6	7	6	7							1	1	1	2	1	1	8	7	5	6	5	6	13	12	11	11	10	11
C-47	1	1	1	1	1	1	10	9	12	11	12	11	3	3	2	2	2	2	1	1	1	1	1	1	5	6	4	4	4	3	8	7	6	5	5	5
C-82																									2	0	4	0	4	0						
C-119C							2	3	1	3	0	2	2	3	2	2	2	2							2	3	2	2	2	1	2	3	3	3	3	3
TB-25	1	1	1	1	1	1	3	3	2	0	2	0	4	4	4	8	4	6													1	1	1	1	1	1
H-5							2	2	2	2	0	2																								
H-13							1	1	0	0	0	0																			2	2	4	2	4	2
H-19																									4	4	4	4	4	4						
B-29																																				
L-20	1	1	1	1	1	1	1	1	2	1	2	1	1	1	0	1	0	1							1	1	1	1	1	1	2	2	2	2	2	2
VB-17G							1	1	1	1	1	1																								
TOTAL	7	6	8	11	8	11	56	54	57	49	52	45	26	26	24	28	24	23	5	5	4	5	4	4	41	39	49	39	49	33	44	42	47	45	44	42

SOURCE: EAMDM
EACOT

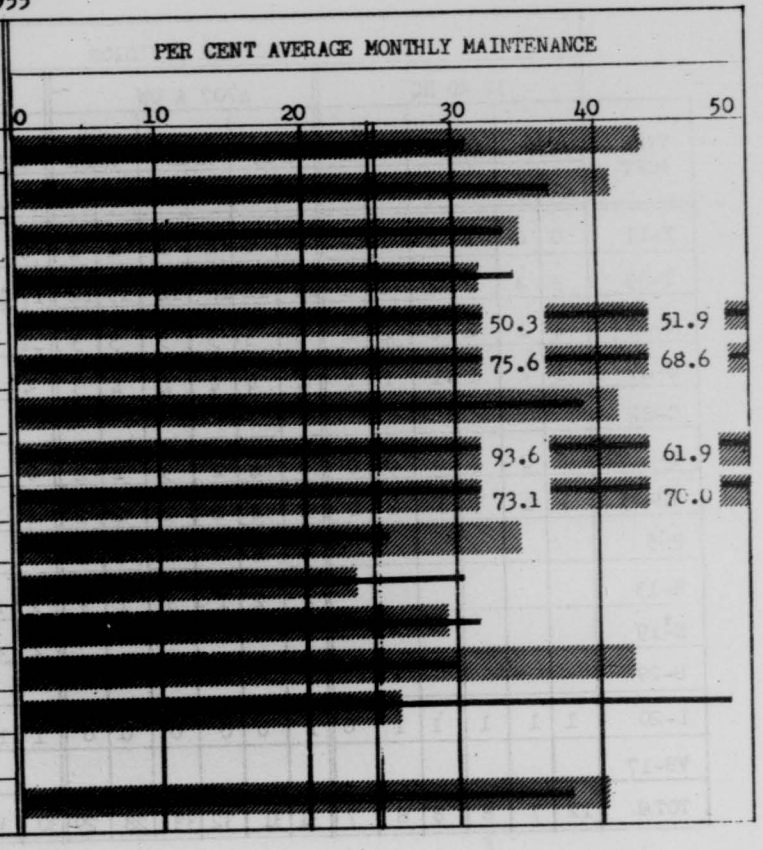
NON-TACTICAL AIRCRAFT AUTHORIZED, ASSIGNED AND ON HAND
AS OF LAST DAY OF EACH QUARTER
1954-1955

TYPE ACFT	32D AIR DIVISION																		ASGD TO EADF						TOTAL					
	32 AD HQ						4707 A DW						4711 A DW						4713 RAD EVAL FLT											
	AUTH		ASGD		ON HAND		AUTH		ASGD		ON HAND		AUTH		ASGD		ON HAND		AUTH		ASGD		ON HAND		AUTH		ASGD		ON HAND	
	4th	1st	4th	1st	4th	1st	4th	1st	4th	1st	4th	1st	4th	1st	4th	1st	4th	1st	4th	1st	4th	1st	4th	1st	4th	1st	4th	1st	4th	1st
T-11	0	0	1	1	1	1	0	0	2	2	2	2	0	0	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							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													6	6	4	4	0	4
H-13							2	2	1	3	1	3	2	2	2	2	2	2							7	7	7	7	7	7
H-19													2	2	2	2	2	2							6	6	6	6	6	6
B-29																			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							9	8	8	8	8	7
VB-17																									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	262	250	268	258	252	230

SOURCE: EAMDM
EAOOT

OUT OF COMMISSION HOURS
NON-TACTICAL AIRCRAFT
1ST QUARTER 1955

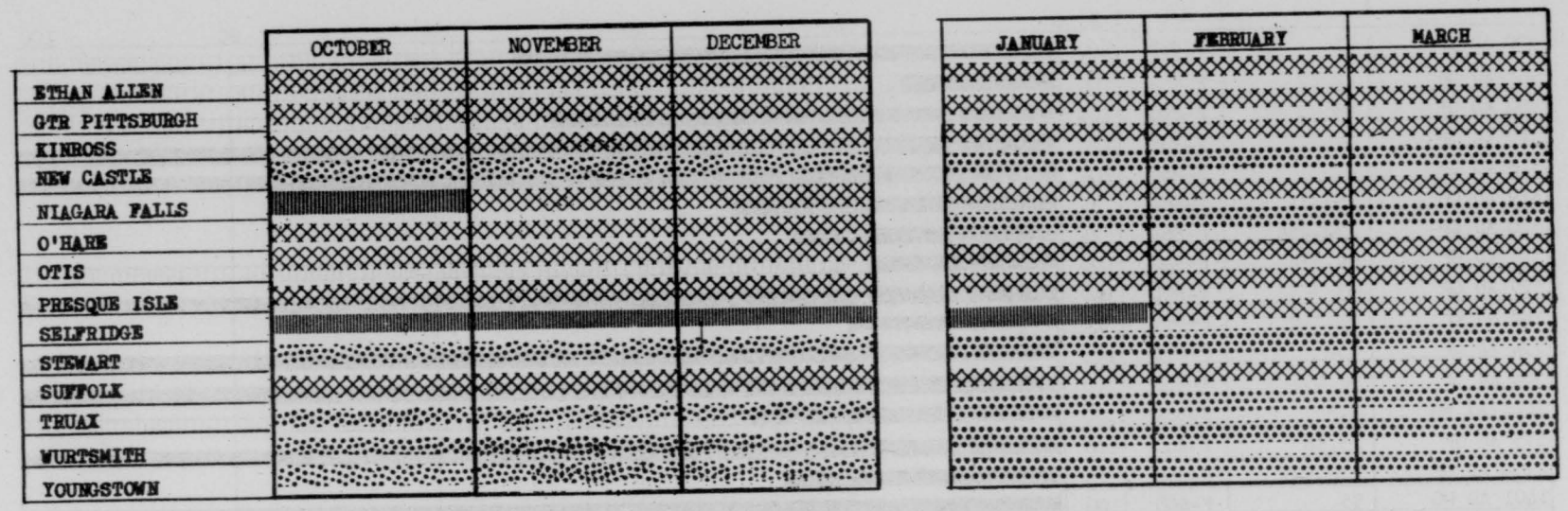
TYPE ACFT	TOTAL HOURS POSSD	MAINTENANCE HOURS					PER CENT AVG MONTHLY MAINT
		AOCP	T/O COMP	ROUTINE MAINT	MAL-FUNCT MAINT	OTHER	
T-11	22768	1512	13	2700	2262	509	30.7
T-33	230250	28530	7750	26012	22528	1398	37.4
C-45	63376	5789	639	8574	5265	1111	33.7
C-47	71284	5793	217	12754	5806	147	34.7
C-82	4699	0	0	2373	66	0	51.9
C-119	18699	4592	136	5890	1880	334	68.6
TB-25	41420	3626	418	8267	3626	160	38.9
L-4	1413	308	0	305	36	227	61.9
L-16	2047	24	0	821	0	424	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
TOTAL EADF	518813	59094	9898	74808	45128	4436	37.3



SOURCE: 1-AF-A1

PREVIOUS QTR 1ST BREAK
CURRENT QTR 2ND BREAK

BASE SUPPLY PROGRESS



HIGH STANDARD - 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.

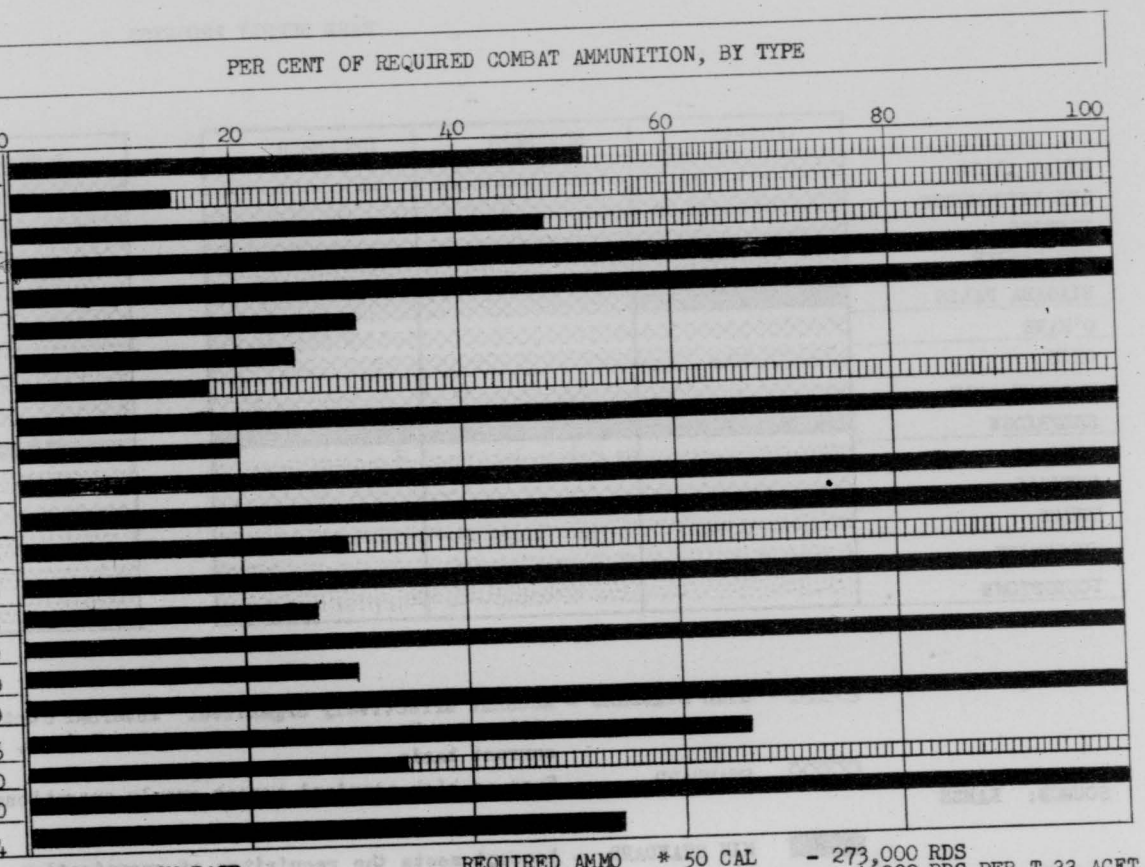
SOURCE: EAMSS

MIN STANDARD - Account meets the requisites of organization and establishments of internal control and manpower utilization. Some major deficiencies may exist. Minor discrepancies prevalent.

SUB STANDARD - Account no properly organized. Internal control lacking. Training inadequate. General conditions unsatisfactory.

COMBAT AMMUNITION, BY INSTALLATION
31 MARCH 1955

SUPPORT INSTL	FIGHTER SQUADRONS	TYPES OF COMBAT A/C	%
500 AD GP	71	F-86D	100
501 AD GP	42,62	F-86D	100
502 AD GP	86	F-86D	100
517 AD GP	37	F-86D	100
518 AD GP	47	F-86D	100
519 AD GP	75,331	F-86D	31
520 AD GP	432,456	F-86D	24
525 AD GP	96,332	F-94C	100
527 AD GP	63	F-86D	100
528 AD GP	82,318	F-89D	20
534 AD GP	438	F-89D	100
564 AD GP	58,437	F-94C	100
1611 AT WG	2,5	F-86D	100
575 AD GP	13,56	F-86D	100
4700 AD GP	330,539	F-86D	25
1401 AB WG	95	F-86D	100
1607 AB WG	46	F-94C	30
506 ST F/W	49	F-86D	100
ROME A/DEV CEN	27	F-94C	66
405 FTR B/W	48	F-94C	100
1600 AB WG	60	F-86D	100
2750 AB WG	97	F-86D	54



SOURCE: ADC-V8 AND 1-AF-S18
COORDINATED WITH EAMAC

REQUIRED AMMO * 50 CAL - 273,000 RDS
PER USING SQ 2.75" RKTS 4,000 RDS PER T-33 ACFT
4,000 RDS PER F-86D SQ
7,500 RDS PER F-94C SQ
16,000 RDS PER F-89D SQ

NA - NOT APPLICABLE

* SUFFICIENT 50 CAL ON HAND AT ALL EADF BASES

EADF

CONSTRUCTION OF PERMANENT AMMUNITION STORAGE BUILDINGS, BY INSTALLATION
31 MARCH 1955

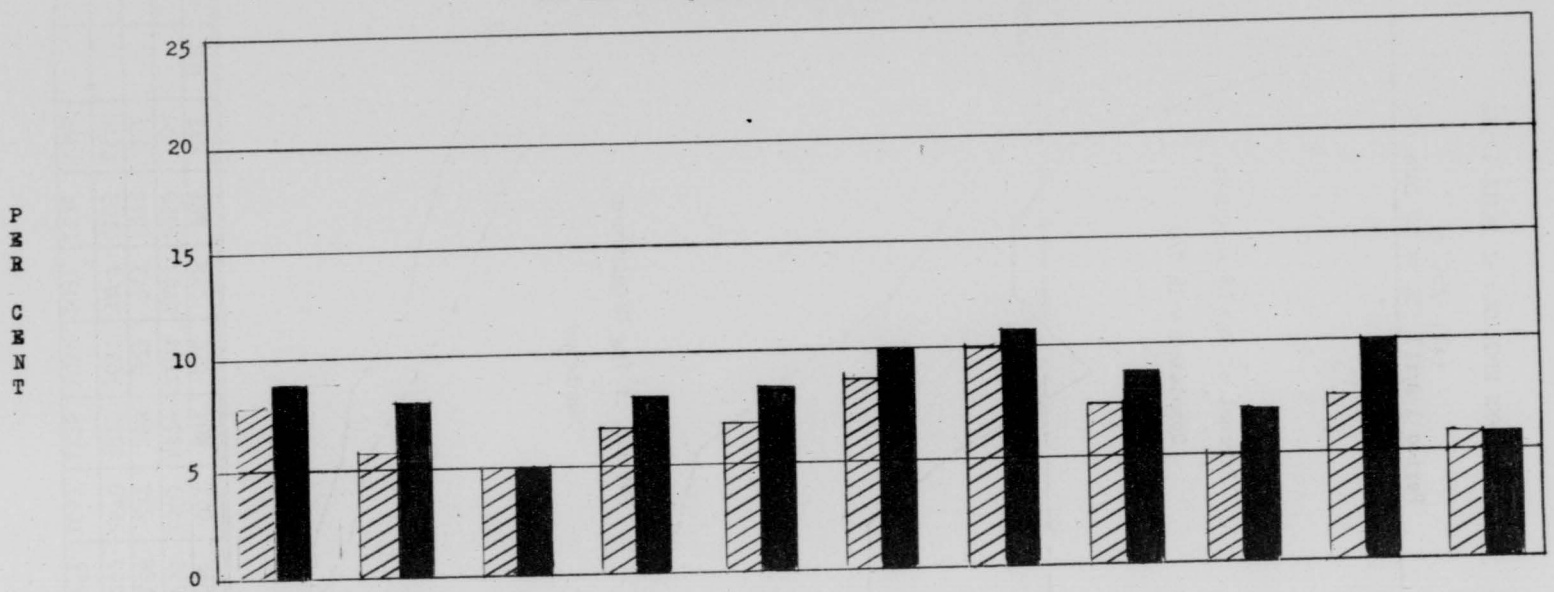
INSTALLATION	FISCAL YEAR PRO-GRAMMED	AMOUNT AUTH	NO. OF BLDGS AUTH FOR CONST	AMOUNT IN SQ FT	CONSTRUCTION DATA: DATE WORK SCHEDULED TO START	CONSTRUCTION DATA: DATE WORK SCHEDULED FOR COMP	CONSTRUCTION DATA: ACTUAL PER CENT COMPLETE	REMARKS
ANDREWS	52-4	$ 74,000	2	3665	STARTED	JUN 56	35	1 BUILDING COMPLETE, REDUCED 15%
BUNKER HILL	55	134,000	3	5815	MAR 55		0	
DOVER	52-4-5	264,000	4	7330	STARTED	DEC 55	10	
ETHAN ALLEN	53-4	142,000	3	5815	STARTED	MAR 55	100	3 BLDGS FUNDED. 1 BLDG COMPLETE
GREATER-PITT	53-4	164,000	3	5815	STARTED	MAR 55	80	2 IGLOOS COMPLETED DEC 53.
GRIFFISS	53-4-5-6	380,000	6	27,841	STARTED	AUG 55	10	2 BLDGS NOT FUNDED
HANSCOM	53-4-5	56,000	5	6839	STARTED	OCT 55	50	3 IGLOOS COMPLETE
KINROSS	54-5-6	268,900	6	20,959	STARTED	OCT 55	65	
K.I. SAWYER	55	363,000	3	13,922	MAY 55	JUN 56	0	DESIGN COMPLETE, 1 BLDG COMPLETE
LANGLEY	54-6-7	65,000	4	17,093	STARTED	JUN 55	14	BY 55 FUNDED
LOCKBOURNE	55	157,000	3	5815	MAR 55	DEC 55	0	1 BLDG COMPLETE
MCGUIRE	52-4	107,000	2	4735	STARTED	MAY 55	75	1 BLDG, FY 55, NOT FUNDED
NEW CASTLE	53-4-5-6	214,000	5	10,020	STARTED	APR 55	50	DESIGN COMPLETED
NIAGARA FALLS	52-4-6	80,000	3	4085	FEB 55	AUG 55	2	ALL CONSTRUCTION HALTED BY USAF
O'HARE	52-3-4-5	113,000	7	13,690			0	1 BLDG NOT FUNDED
OTIS	54-5-6	222,000	2	21,141	STARTED	JAN 56	5	3 BLDGS COMPLETE;420 S.F.INCOMPLETE
PRESQUE ISLE	53-4-6	168,000	4	6235	STARTED	DEC 54	95	4 BLDGS COMPLETE
SELFRIDGE	53-4-5	194,900	6	9430	STARTED	JUL 55	71	
STEWART	53-4-5-6	187,000	6	10,440	STARTED	SEP 55	25	5 BLDGS UNDER CONTRACT
SUFFOLK	53-4-5	397,000	6	18,145	STARTED	NOV 55	45	MASTER PLAN NOT APPROVED
TRAVERSE CITY	55-6	NONE	5	19,890	APR 56	JAN 57	0	CONTRACT LET ON 4 BLDGS
TRUAX	52-3-4-5-6	336,500	8	37,491	STARTED	OCT 55	36	COMPLETE
WESTOVER	53-4-6	122,000	5	10,020	STARTED	NOV 54	100	SITING DELAY ON IGLOO
WRIGHT-PATT	52-4	98,600	2	4214	STARTED	MAY 55	56	1 IN DESIGN STAGE. 2 IGLOOS COMPLETE
WURTSMITH	52-3-4-5-6	243,000	5	35,906	STARTED	JUN 55	59	UNDER CONTRACT
YOUNGSTOWN	54	63,000	1	2595	STARTED	FEB 55	92	
KANSASVILLE	56	NONE	4	25,630				

ACTUAL PER CENT COMPLETE: 0 25 50 75

SOURCE: MILITARY CONSTRUCTION PROGRESS REPORT COORDINATED WITH EAMIS

COMPLETION DATES DO NOT INCLUDE ITEMS PROGRAMMED FOR FY56.

MILITARY PERSONNEL TURNOVER
4TH AND 1ST QUARTERS CALENDAR YEAR 1954 - 55



QUARTER	TOTAL EADF		HQ 26 AD		HQ 30 AD		HQ 32 AD		4706 A DW		4707 A DW		4708 A DW		4709 A DW		4710 A DW		4711 A DW		OTHER UNITS	
	4TH	1ST	4TH	1ST	4TH	1ST	4TH	1ST	4TH	1ST	4TH	1ST	4TH	1ST	4TH	1ST	4TH	1ST	4TH	1ST	4TH	1ST
LOSSES TO AF STRENGTH	3826	3715	65	66	3	22	69	69	567	522	624	557	1132	1160	439	412	263	260	553	556	111	91
INTER-EADF RSGMTS	1530	2392	29	38	28	29	18	44	297	358	211	443	256	423	269	376	198	323	176	289	48	69
INTRA NOT PCS	1056	1210	11	10	1	5	5	11	131	157	233	254	180	262	219	217	42	55	224	232	10	7
INTRA PCS	1550	1449	34	51	70	60	43	32	218	262	226	190	522	434	151	152	89	83	167	166	30	19
TOTAL TURNOVER	7962	8766	139	165	102	116	135	156	1213	1299	1294	1444	2090	2279	1078	1157	592	721	1120	1243	199	186

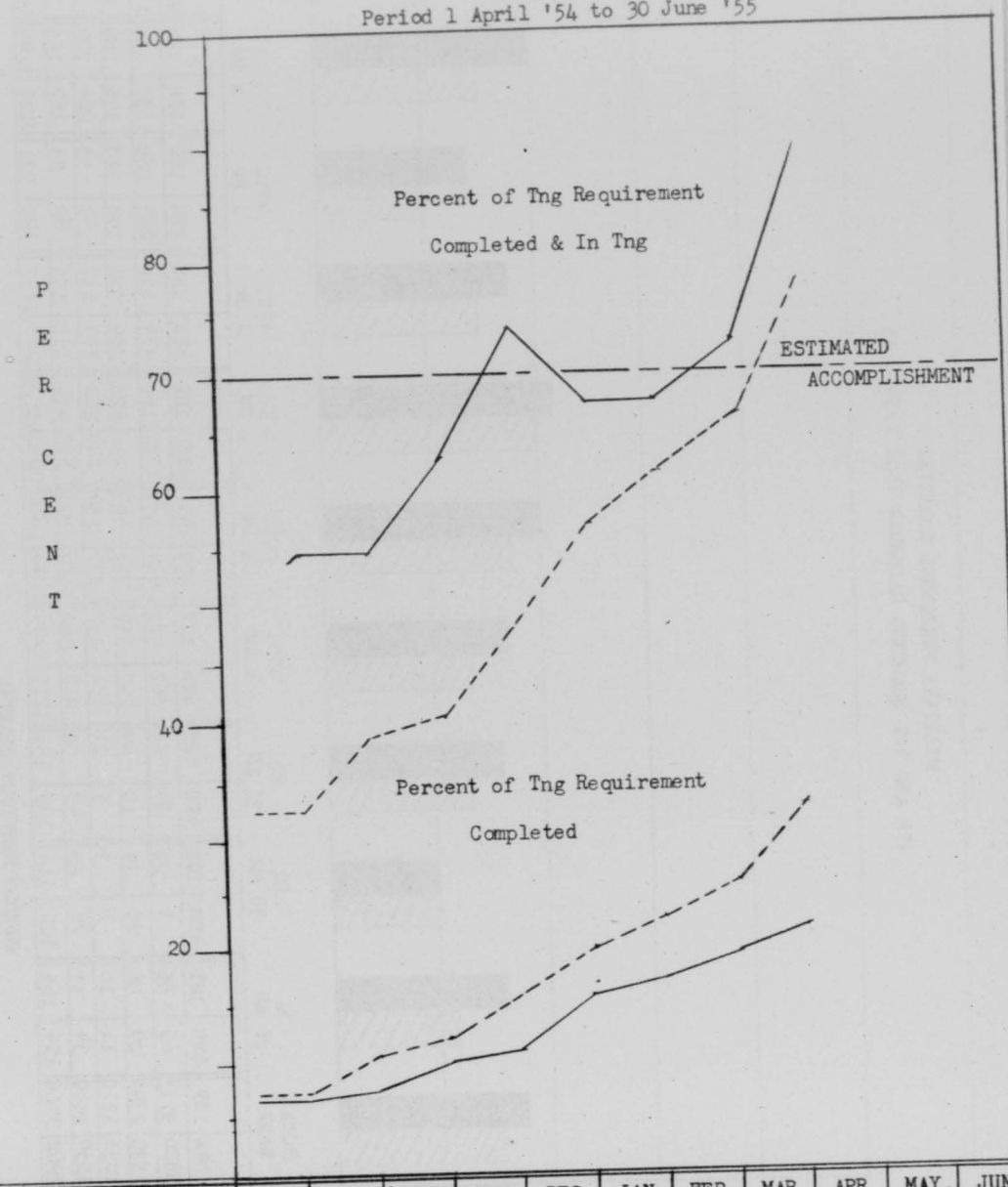
SOURCE: EAPPL-P3

▨ PREVIOUS QUARTER
■ CURRENT QUARTER

AIRMEN UPGRADED BY SKILL LEVEL

(All AFSC's)

Period 1 April '54 to 30 June '55



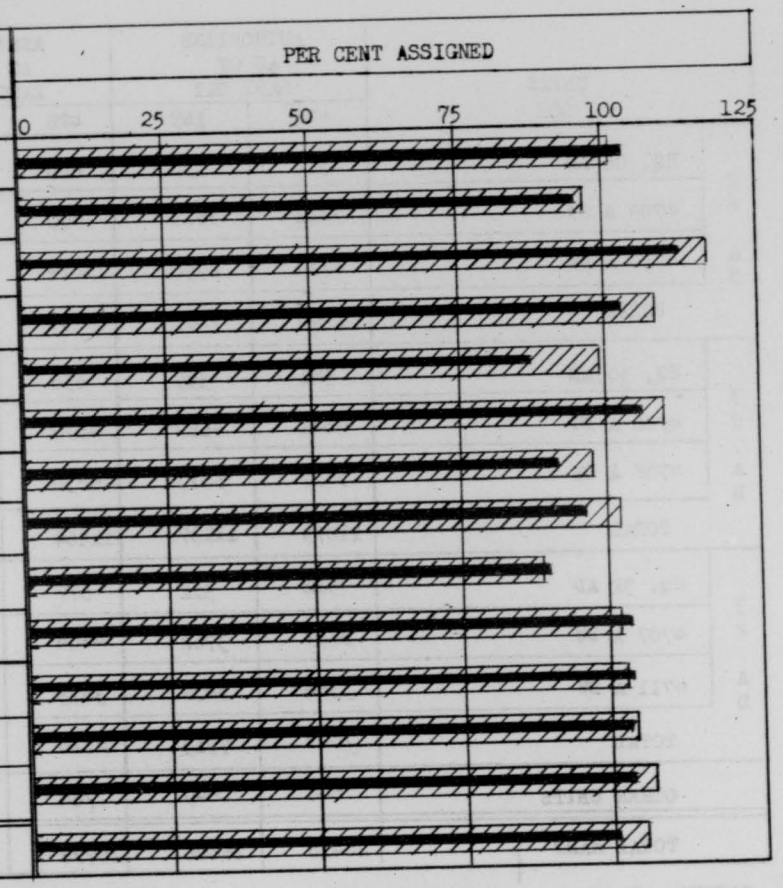
MONTH (CUMULATIVE TOT)	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
Compl Tng 3-5 Sk Level	955	1293	1503	1879	2168	2467	2750	3251			
Compl Tng 5-7 Sk Level	162	188	227	268	323	345	375	414			
In Tng 3-5 Sk Level	2424	2797	2670	2977	3697	3867	4105	4530			
In Tng 5-7 Sk Level	973	959	1057	1226	1052	1031	1134	1364			

- - - - 3-5 Skill Level

——— 5-7 Skill Level

OFFICER STRENGTH SUMMARY
4TH & 1ST QTRS, 1954 & 1955*

UNIT		AUTHORIZED AS OF LAST DAY		ASSIGNED AS OF LAST DAY	
		4TH	1ST	4TH	1ST
26 AD	HQ, 26 AD	128	123	133	125
	4709 A DW	599	489	490	449
	4710 A DW	534	528	632	595
	TOTAL	1161	1140	1255	1169
30 AD	Hq, 30 AD	145	159	143	139
	4706 A DW	620	625	680	662
	4708 A DW	727	725	711	664
	TOTAL	1492	1509	1534	1465
32 AD	HQ, 32 AD	117	117	111	107
	4707 A DW	575	583	609	608
	4711 A DW	573	565	591	588
	TOTAL	1265	1265	1311	1303
	OTHER UNITS	248	248	265	255
	TOTAL EADF	4166	4162	4365	4192



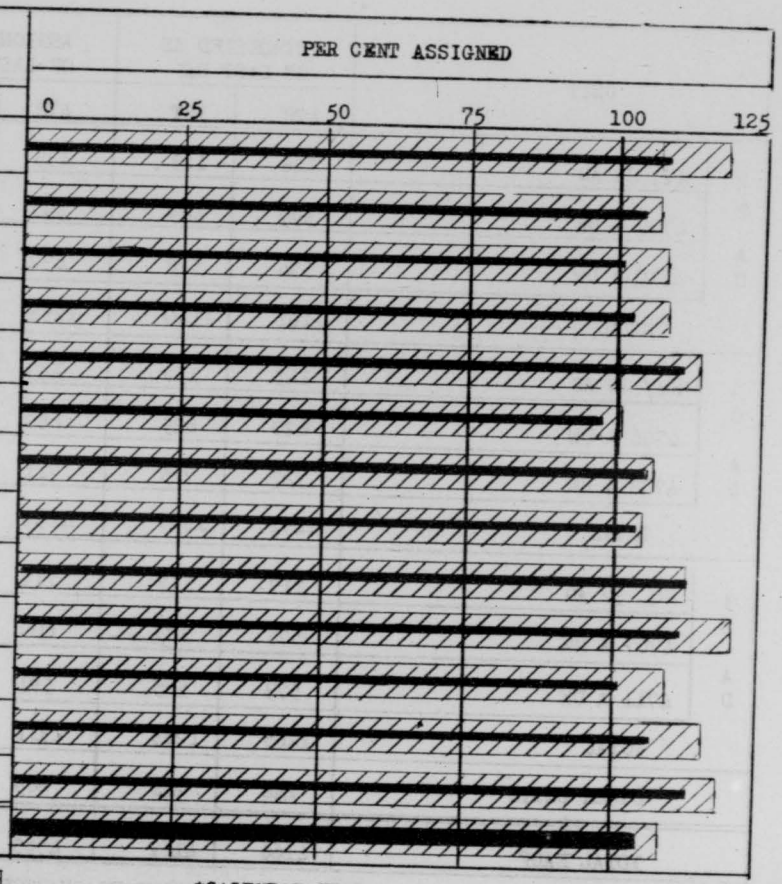
SOURCE: EAPMP

PREVIOUS QUARTER
CURRENT QUARTER

*CALENDAR YEAR

AIRMAN STRENGTH SUMMARY
4TH AND 1ST QUARTERS 1954 & 1955 *

UNITS		AUTHORIZED AS OF LAST DAY		ASSIGNED AS OF LAST DAY	
		4TH	1ST	4TH	1ST
26 AD	HQ, 26 AD	522	538	620	590
	4709 A DW	3622	3613	3900	3783
	4710 A DW	2938	2956	3214	2999
	TOTAL	7082	7107	7734	7372
30 AD	HQ, 30 AD	581	597	656	695
	4706 A DW	4641	4667	4678	4594
	4708 A DW	5857	5873	6230	6298
	TOTAL	11079	11137	11564	11587
32 AD	HQ, 32 AD	512	512	577	584
	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 EADF	26418	26606	28778	28006



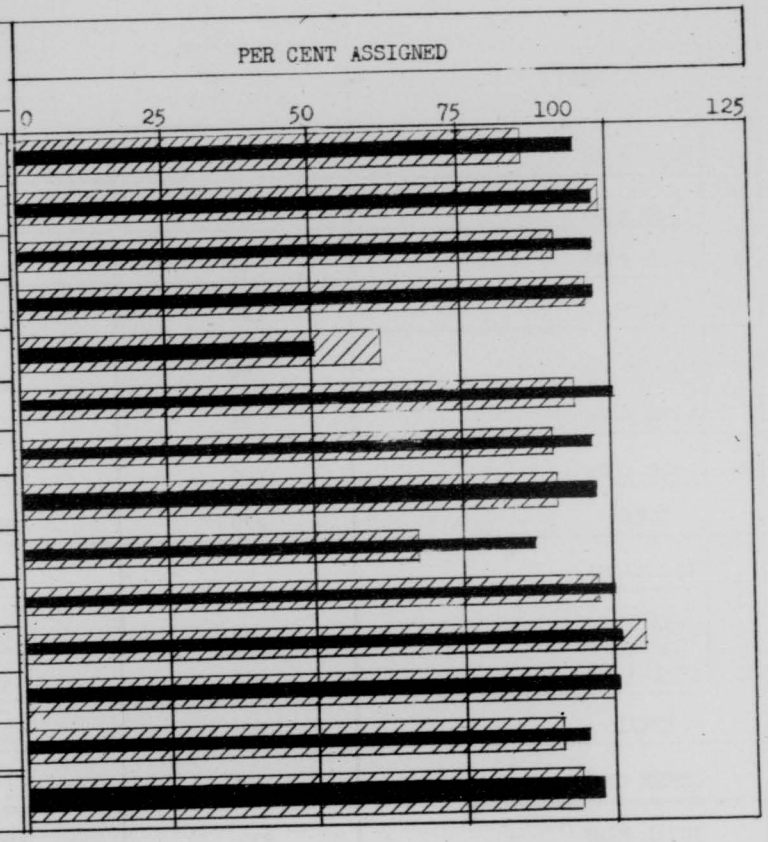
SOURCE: EAPPL

PREVIOUS QUARTER
CURRENT QUARTER

*CALENDAR YEAR

CIVILIAN STRENGTH SUMMARY
4th & 1st QTR 1954 & 1955*

	UNIT	AUTHORIZED AS OF LAST DAY		ASSIGNED AS OF LAST DAY	
		4TH	1ST	4TH	1ST
26 AD	HQ, 26 AD	36	37	31	34
	4709 A DW	652	672	644	653
	4710 A DW	338	338	309	328
	TOTAL	1026	1047	984	1015
30 AD	Hq, 30 AD	37	37	23	19
	4706 A DW	722	730	682	734
	4708 A DW	1073	1063	965	1006
	TOTAL	1832	1830	1670	1759
32 AD	Hq 32 AD	48	37	32	31
	4707 A DW	625	647	613	649
	4711 A DW	539	569	566	581
	TOTAL	1212	1253	1211	1261
	HQ EADF	177	174	161	161
	TOTAL EADF	4247	4304	4026	4196



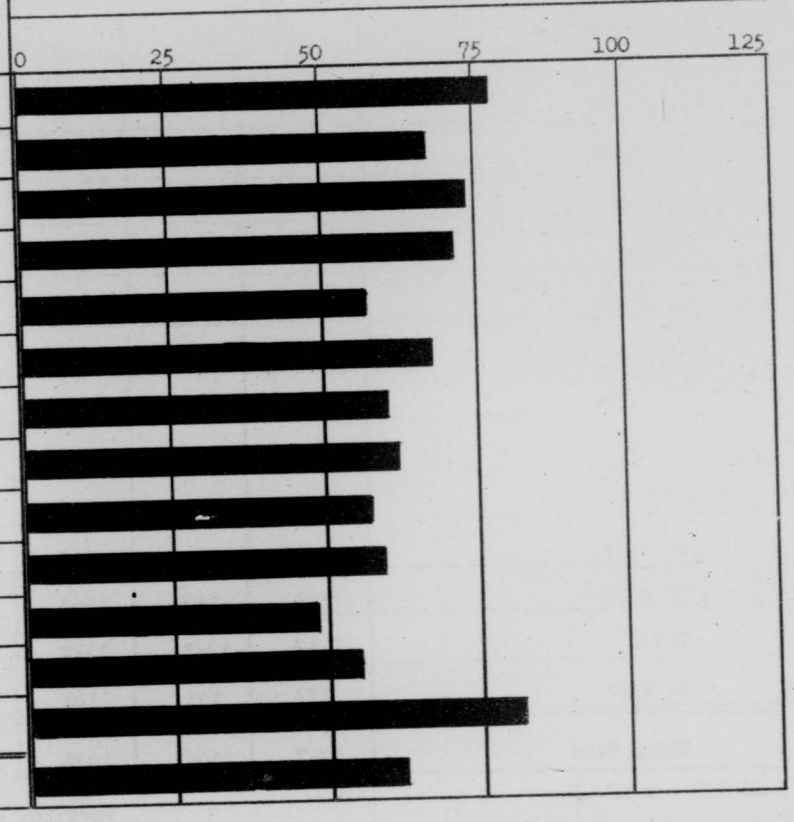
SOURCE: 1-AF-Q1

PREVIOUS QUARTER
CURRENT QUARTER

*CALENDAR YEAR

OFFICER
FIELD GRADE MANNING AS OF
31 MARCH 1955

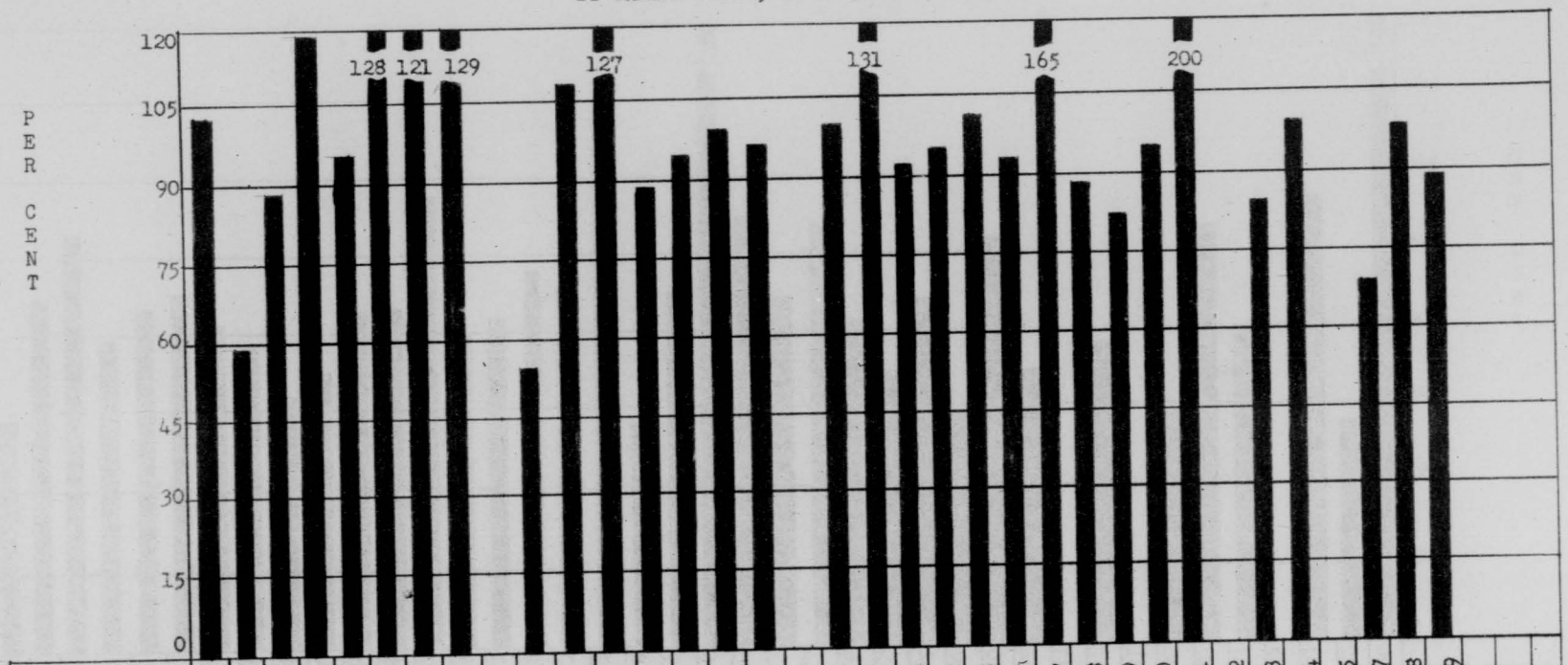
	UNIT	AUTHORIZED AS OF LAST DAY	ASSIGNED AS OF LAST DAY	PER CENT ASSIGNED
26 AD	HQ, 26 AD	58	46	
	4709 A DW	75	49	
	4710 A DW	62	46	
	TOTAL	195	141	
30 AD	HQ, 30 AD	59	36	
	4706 A DW	91	65	
	4708 A DW	129	83	
	TOTAL	279	184	
32 AD	HQ, 32 AD	54	33	
	4707 A DW	92	58	
	4711 A DW	76	37	
	TOTAL	222	128	
	OTHER UNITS	137	117	
	TOTAL EADF	833	570	



SOURCE: EAPMP

OFFICER PER CENT ASSIGNED

BY CAREER FIELD, AS OF 31 MARCH 1955

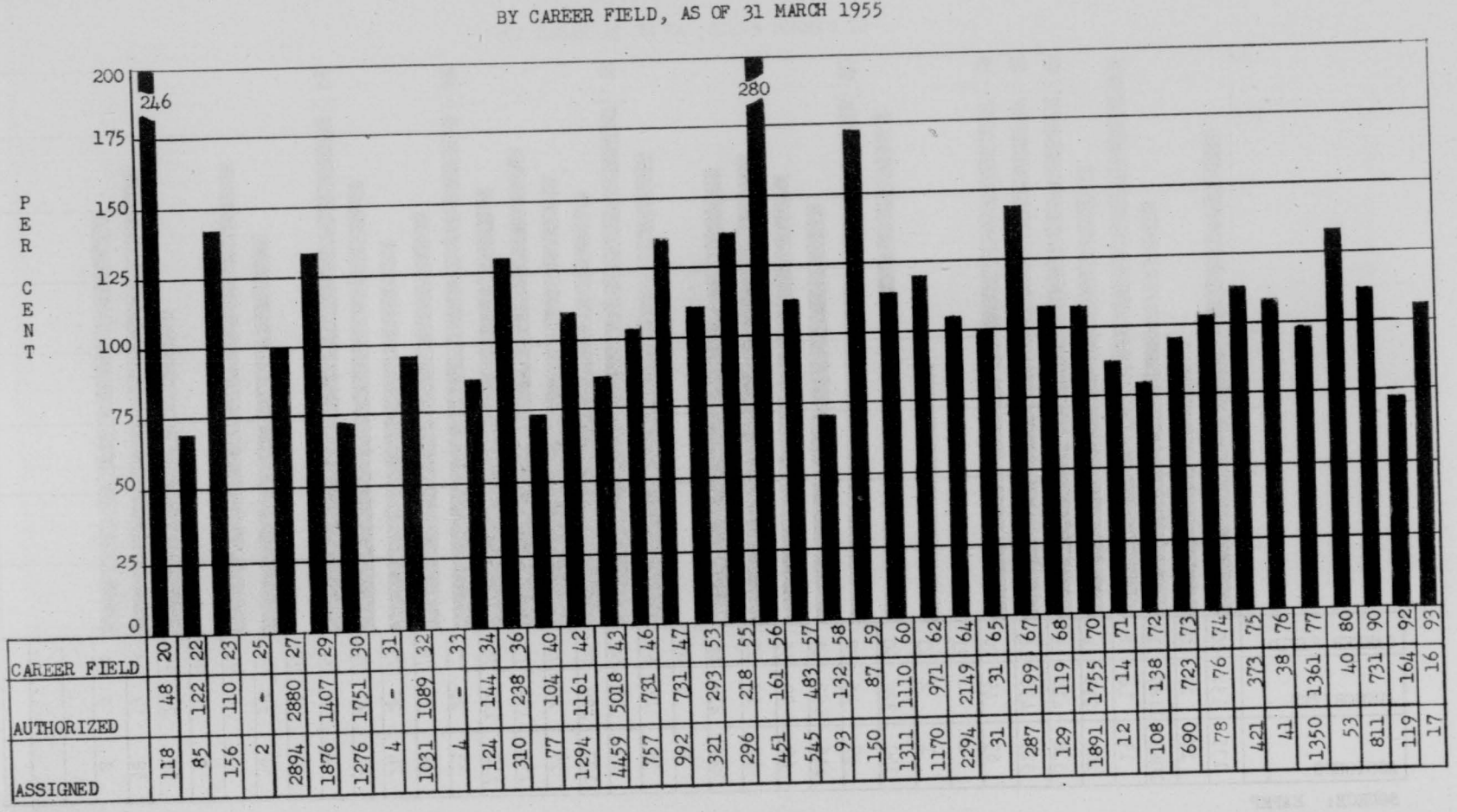


CAREER FIELD	00	10	11	12	14	15	16	20	21	23	30	32	43	55	60	64	65	67	68	70	72	73	75	77	78	79	90	91	92	93	94	95	97	98	99
AUTHORIZED	132	29	1187	16	213	412	436	49	-	2	324	45	132	70	17	234	4	44	13	189	28	193	122	20	35	29	25	1	1	59	6	1	26	59	9
ASSIGNED	135	17	1043	19	203	528	529	63	-	1	350	57	118	69	17	227	0	39	17	173	27	194	112	33	31	24	24	2	0	50	6	0	18	58	8

SOURCE: EAPMP
EADSG

EADF

AIRMEN PER CENT ASSIGNED
BY CAREER FIELD, AS OF 31 MARCH 1955



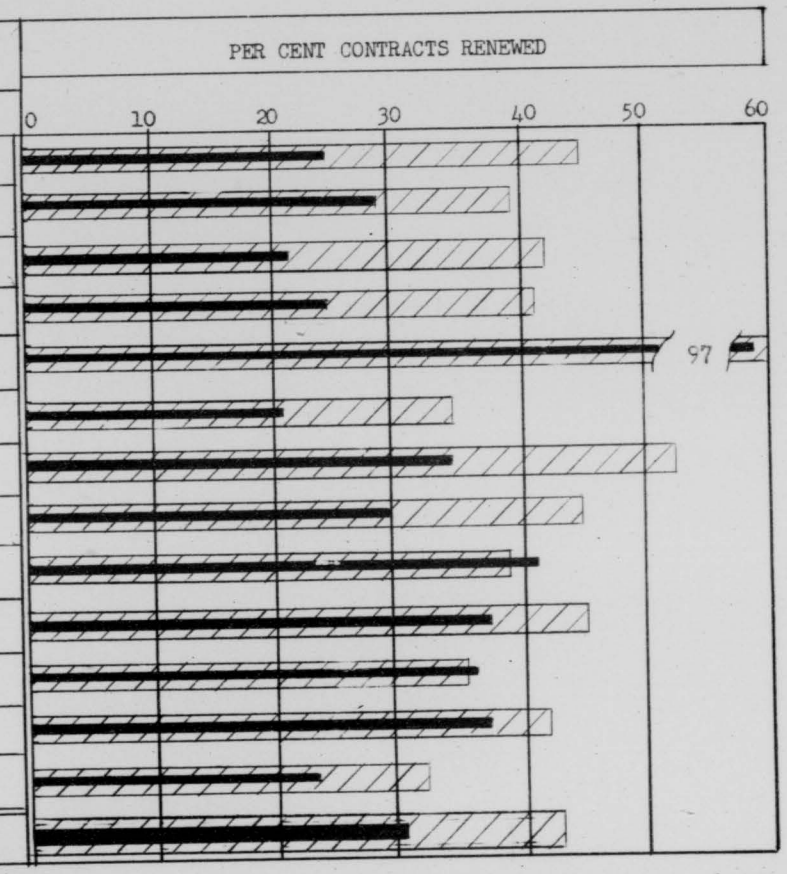
CAREER FIELD	20	22	23	25	27	29	30	31	32	33	34	36	40	42	43	46	47	53	55	56	57	58	59	60	62	64	65	67	68	70	71	72	73	74	75	76	77	80	90	92	93
AUTHORIZED	48	122	110	-	2880	1407	1751	-	1089	-	144	238	104	1161	5018	731	731	293	218	161	483	132	87	1110	971	2149	31	199	119	1755	14	138	723	78	373	38	1361	40	731	164	16
ASSIGNED	118	85	156	2	2894	1876	1276	4	1031	4	124	310	77	1294	4459	757	992	321	296	451	545	93	150	1311	1170	2294	31	287	129	1891	12	108	690	76	421	41	1350	53	811	119	17

SOURCE: EAPMP

AIRMEN RETENTION RATES

4TH & 1ST QTRS CALENDAR YEAR 1954 & 1955

UNIT		SEPARATIONS- ALL CAUSES		RENEWED CONTRACTS	
		4TH	1ST	4TH	1ST
26 AD	HQ, 26 AD	51	82	23	21
	4709 A DW	276	369	108	108
	4710 A DW	179	288	75	63
	TOTAL	506	739	206	192
30 AD	HQ, 30 AD	20	34	18	20
	4706 A DW	383	635	134	135
	4708 A DW	457	870	237	308
	TOTAL	860	1539	389	463
32 AD	HQ, 32 AD	41	68	16	28
	4707 A DW	393	534	178	199
	4711 A DW	256	437	93	159
	TOTAL	690	1039	287	386
	OTHER UNITS	66	112	21	26
	TOTAL EADF	2122	3429	903	1067



SOURCE: EAPPL

COMPTROLLER SUMMARY

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

CURRENT ASSETS		
Unobligated Allotment	$ 2,347,139.35*	
Undelivered Orders Outstanding	5,762,223.98*	
Accrued Expenditures	5,883,661.55*	
Accounts Receivable	128,660.19	
Advances Outstanding	9,357.27	
Inventories	59,313,660.76	
TOTAL CURRENT ASSETS		$ 73,444,703.10
FIXED ASSETS		
Equipment in Use - UAL	$ 31,395,880.19**	
Equipment in Use - Other	4,960,611.58**	
Aircraft	261,924,578.50***	
Land and Land Improvements	3,617,222.12	
Pavements and Runways	33,690,730.54	
Buildings and Structures	88,279,367.59	
Utility Plants and Systems	12,588,105.28	
TOTAL FIXED ASSETS		$436,456,495.80
OTHER FIXED 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

8.01

* 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	$ 5,744,880.14	
Accrued Payroll, Civilian	1,008,182.35	
Accrued Transportation of Material	288,904.81	
Accrued Travel & Travel Allowances	479,555.07	
Accrued Liabilities, Other	874,316.01	
TOTAL CURRENT LIABILITIES		$ 8,395,838.38

ACCRUED LIABILITIES

Transfers Out - Accrued Liabilities	$ 49,492,606.43	
TOTAL ACCRUED LIABILITIES		$ 49,492,606.43

NET WORTH

NET WORTH

Net Investment, 1 July 1954	$554,215,703.51	
TOTAL NET WORTH		$554,215,703.51

CURRENT OPERATING TRANSACTIONS

Current Operating Transactions	($ 50,135,950.06)	
Inter Office Transfers	9,532,004.80	
TOTAL CURRENT OPERATING TRANSACTIONS		($ 40,603,945.26)
TOTAL LIABILITIES AND NET WORTH		$571,500,203.06

REPORTS OF SURVEY - 1954
FINALIZED BY EASTERN AIR DEFENSE FORCE

LOSSES BY PROPERTY TYPE	1954 AMOUNT	1954 % OF TOTAL
PERSONAL EQUIPMENT	$ 24,410.16	24.2
MACHINERY 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

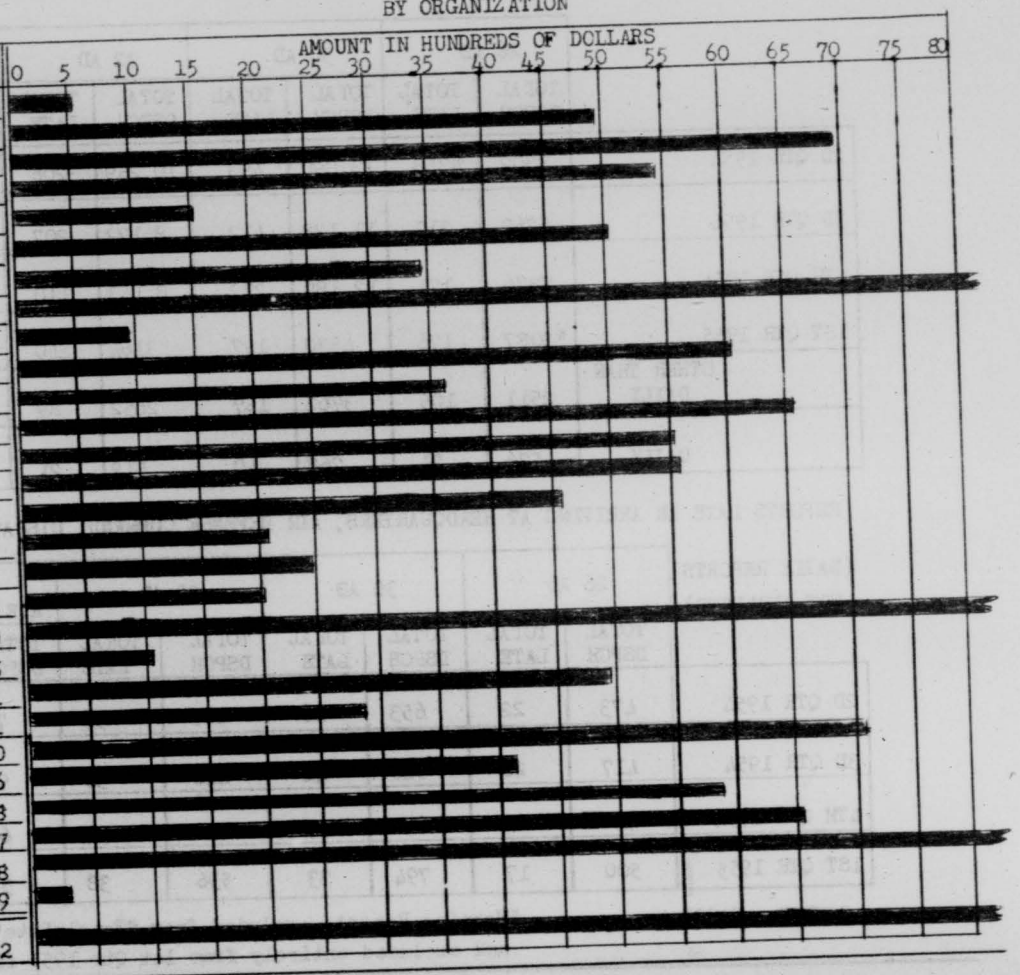
LOSSES BY REASONS	1954 AMOUNT	1954 % OF TOTAL
INADEQUATELY TRAINED PERSONNEL	$ 27,008.19	26.8
UNDETERMINED	23,874.46	23.7
ERRORS IN JUDGMENT	11,010.50	10.9
INSUFFICIENT PERSONNEL	7,972.68	7.9
LACK OF SAFEGUARDS	7,154.14	7.1
MECHANICAL DEFECTS	4,814.86	4.8
EXIGENCIES OF THE SERVICE	4,744.03	4.7
LACK OF 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
TOTAL	$100,923.82	100.0

SOURCE: EACFN

EADF

REPORTS OF SURVEY FINALIZED BY EADF-1954 BY ORGANIZATION

	ORGANIZATION	NO.	AMOUNT
26 AD	HQ, 26th AD & GOS	9	$ 581.49
	HQ, 4709 A DW, AC&W SQ & SEP FIS	28	4940.63
	HQ, 519 A DEF GP	78	6962.42
	HQ, 4700 A DEF GP	57	5415.09
	HQ, 568 A DEF GP	24	1502.12
	HQ, 4710 A DW, AC&W SQ & SEP FIS	26	5013.42
	HQ, 525 A DEF GP	43	3434.88
	TOTAL	265	27,850.05
30 AD	HQ, 30 AD & GOS	13	935.65
	HQ, 4706 A DW, AC&W SQ & SEP FIS	59	6163.67
	HQ, 501 A DEF GP	46	3688.98
	HQ, 520 A DEF GP	44	6603.29
	HQ, 534 A DEF GP	59	5551.08
	HQ, 4708 A DW, AC&W SQ & SEP FIS	35	5680.11
	HQ, 575 A DEF GP	53	4686.49
	HQ, 502 A DEF GP	42	2128.68
	HQ, 500 A DEF GP	35	2405.73
	HQ, 527 A DEF GP	27	2064.22
	TOTAL	413	39,907.90
32 AD	HQ, 32 AD & GOS	19	1012.85
	HQ, 4707 A DW, AC&W SQ & SEP FIS	43	4992.91
	HQ, 518 A DEF GP	35	2877.11
	HQ, 564 A DEF GP	55	7108.20
	HQ, 4711 A DW, AC&W SQ & SEP FIS	24	4276.06
	HQ, 517 A DEF GP	40	5863.78
	HQ, 528 A DEF GP	56	6679.77
	TOTAL	272	32,810.68
	HQ, 4713 RAD EVAL ECM FLT	18	355.19
	TOTAL EADF	968	100,923.82



REPORTS LATE IN ARRIVING AT THIS HEADQUARTERS

	26 AD		30 AD		32 AD		4713 R.E. ECM FLT		42 COMM SQ		579 AF BAND	
	TOTAL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL LATE
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

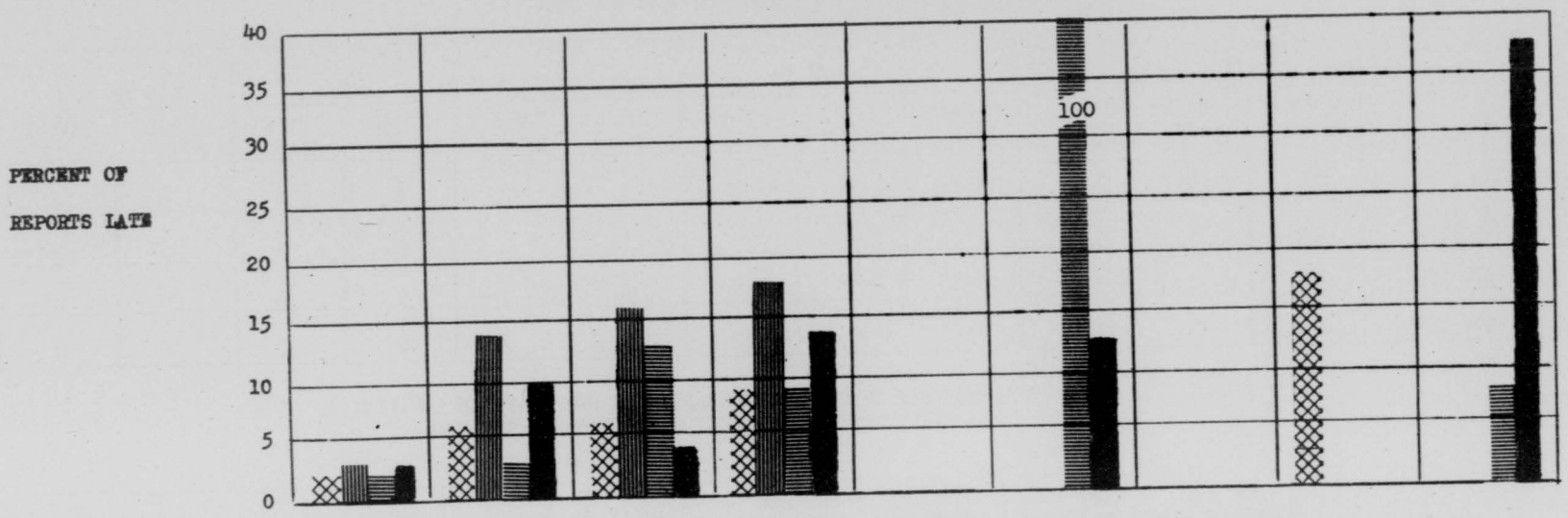
REPORTS LATE IN ARRIVING AT HEADQUARTERS, AIR DEFENSE COMMAND, DISPATCHED FROM DIVISION HEADQUARTERS OR LOWER

(DAILY REPORTS NOT INCLUDED)	26 AD		30 AD		32 AD		4713 R.E.(ECM)FLT		42 COMM SQ		579 AF BAND	
	TOTAL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL LATE	TOTAL 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 units, and excluded entirely from 1st Qtr 1955 figures.

REPORTS DISPATCHED FROM THIS HEADQUARTERS WHICH WERE LATE ARRIVING AT HEADQUARTERS, AIR DEFENSE COMMAND



	DEP FOR COMPT		DEP FOR PERS		DEP FOR MAT		DEP FOR OPRS		STF JA		IG		SURGEON		ADJUTANT		CHAPLAIN	
	TOTAL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL LATE
2D QTR 1954	367	7	33	2	193	11	22	2	1	0	6	0	15	0	11	2	6	0
3D QTR 1954	323	9	36	5	81	13	22	4	2	0	3	0	18	0	6	0	5	0
4TH QTR 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

SOURCE: EACST-4

1ST QTR, NOTE: DIR OF INSTL, TOTAL DSPCH 27, TOTAL LATE 5.
EADIS, TOTAL DSPCH 10, TOTAL LATE 0.

EADF

REPORTS LATE IN ARRIVING AT HEADQUARTERS USAF DISPATCHED FROM DIVISION HEADQUARTERS OR LOWER
(DAILY REPORTS NOT INCLUDED)

	26 AD		30 AD		32 AD		4713 R.E. ECM FLT		42 COMM SQ		579 AF BAND	
	TOTAL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL LATE
2D QTR 1954	220	*UNK	394	*UNK	254	*UNK	0	0	0	0	0	0
3D QTR 1954	236	"	425	"	269	"	0	0	0	0	0	0
4TH QTR 1954	245	"	387	"	221	"	0	0	0	0	0	0
1st QTR 1955	270	"	467	"	284	"	0	0	0	0	0	0

REPORTS FROM THIS HEADQUARTERS WHICH WERE LATE IN ARRIVING AT
HEADQUARTERS USAF (DAILY REPORTS NOT INCLUDED)

	DEP FOR COMPTROLLER		DEP FOR PERSONNEL		DEP FOR MATERIEL		DEP FOR OPERATIONS		STAFF JA		IG		SURGEON		ADJUTANT		INFO SVS	
	TOTAL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL LATE
2D QTR 1954	34	UNK	0	0	0	0	0	0	0	0	0	0	5	UNK	0	0		
3D QTR 1954	17	"	0	0	0	0	0	0	0	0	0	0	16	"	0	0		
4TH QTR 1954	27	"	0	0	0	0	6	UNK	0	0	0	0	21	"	0	0		
1ST QTR 1955	22	"	0	0	0	0	5	"	0	0	0	0	12	"	0	0	3	UNK

SOURCE: EACST-4 NOTE: NO REPORTS DISPATCHED FOR DIR OF INSTALLATIONS AND CHAPLAIN

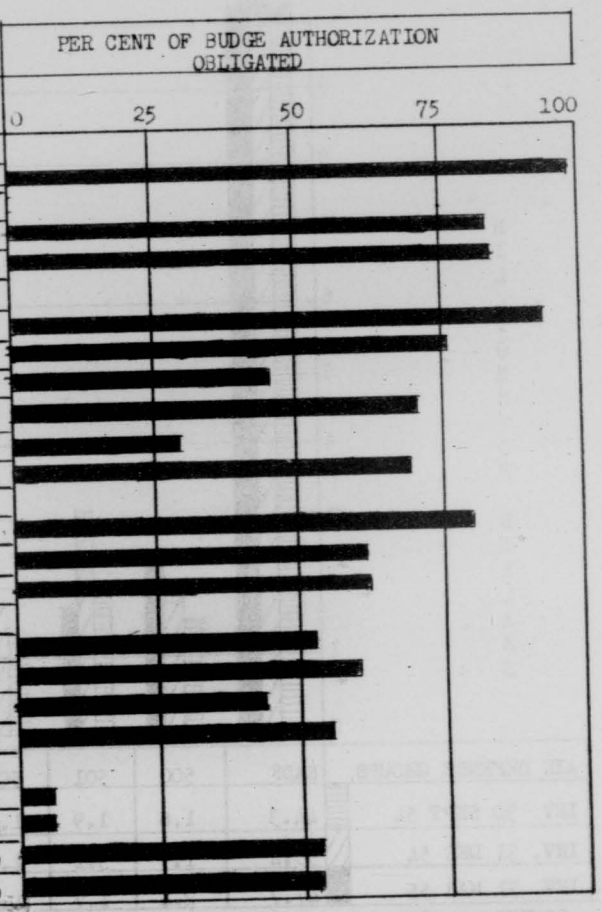
*This Hq is not advised by Hq EADF of late reports.

EADF

STATUS OF APPROPRIATED FUNDS - CUMULATIVE FOR FISCAL YEAR 1955

AS OF 31 MARCH 1955

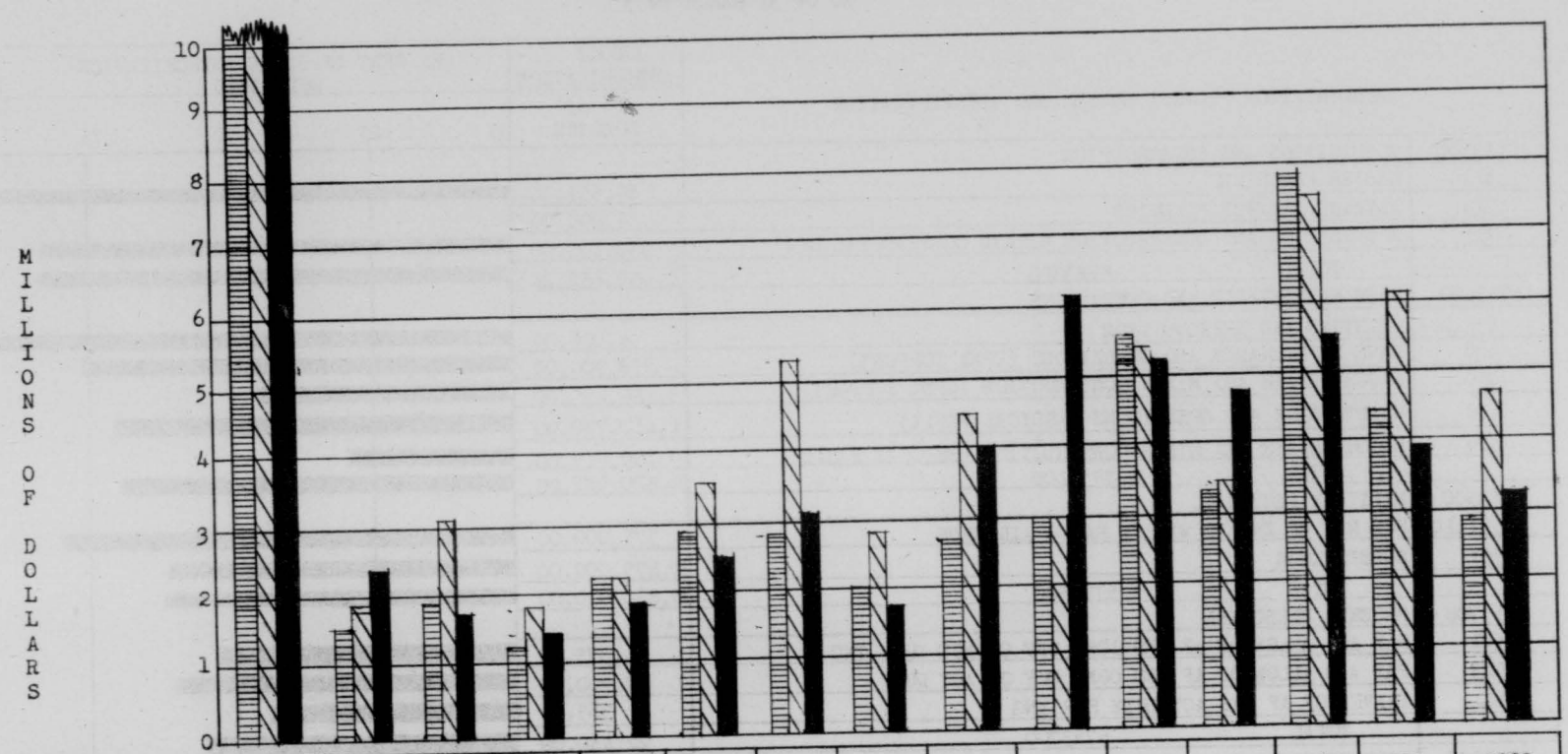
	APPROPRIATION PROJECT NUMBER AND IDENTIFICATION	BUDGET AUTHORIZATION FY 55 DOLLARS	PER CENT OF BUDGE AUTHORIZATION OBLIGATED
57X3300	ACQUISITION AND CONSTRUCTION		
311	MASTER PLANNING	89,551.24	
313	ADVANCE PROJECT PLANNING	9,000.00	
321	ACQUISITION AND CONSTRUCTION WITHIN CONTINENTAL USA	952,101.00	
	TOTAL 57X3300	1,050,652.24	
5753400	BASE MAINTENANCE AND OPERATIONS		
434.2	PRINTING AND REPRODUCTION	6,000.00	
458	BASE MAINTENANCE AND OPERATIONS (OPNL SUPPORT)	31,058,900.00	
459	MAJOR REPAIR AND MINOR CONSTRUCTION (OPNL SUPPORT)	3,144,495.00	
478	MAINTENANCE AND OPERATIONS (MEDICAL FACIL)	1,410.770.00	
479	MAJOR REPAIR AND MINOR CONSTRUCTION (MEDICAL FACIL)	100,517.00	
	TOTAL 5753400	36,820,682.00	
5753500	MILITARY PERSONNEL		
531.10	PCS MVS OF INDIVS WITHIN MAJOR AIR CMDS	375,000.00	
551	SUBSISTENCE	10,475,000.00	
	TOTAL 5753500	10,850,000.00	
5753700	RESERVE PERSONNEL		
521	PAY AND ALLOW OF AF RES COMM OFF ON ACT DUTY TNG	14,375.00	
525	PAY AND ALLOW OF AF RES COMM OFF ON ACT DUTY	7,700.00	
541	TRAVEL OF AF RES ACT DUTY FOR TNG	365.00	
	TOTAL 5753700	22,440.00	
5753850	CONTINGENCIES		
721	MISCELLANEOUS CURRENT EXPENSE	3,474.00	
	TOTAL 5753850	3,474.00	
5755371	PREPARATION FOR SALE OR SALVAGE OF MIL PROPTY	17,067.00	
400	TOTAL 5755371	17,067.00	



SOURCE: AF FORM 410

EADF

STATUS OF SERVICEABLE INVENTORIES FOR EASTERN AIR DEFENSE FORCE
BY AIR DEFENSE GROUPS



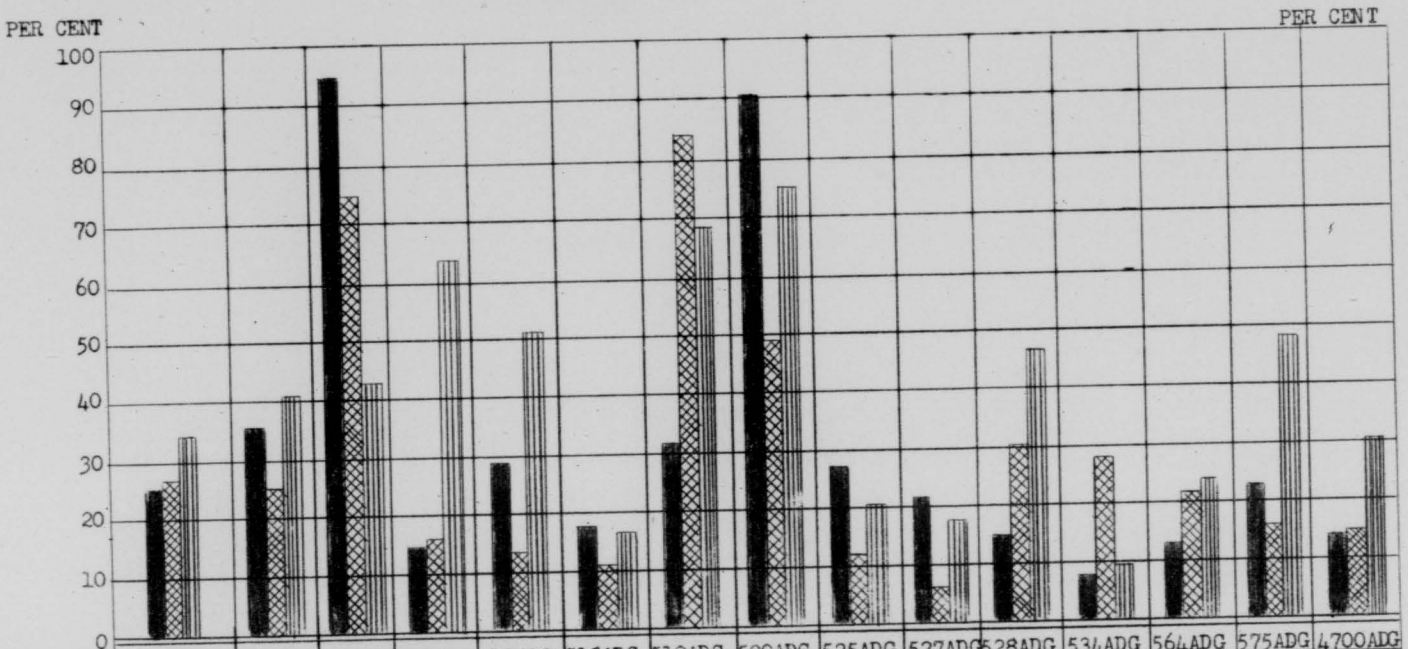
AIR DEFENSE GROUPS	EADF	500	501	502	517	518	519	520	525	527	528	534	564	575	4700
INV. 30 SEPT 54	44.3	1.6	1.9	1.2	2.1	2.9	2.8	2.0	2.7	3.0	5.6	3.3	7.8	4.5	2.9
INV. 31 DEC 54	55.4	1.9	3.1	1.8	2.1	3.6	5.3	2.8	4.5	3.0	5.4	3.4	7.5	6.2	4.7
INV. 31 MAR 55	47.7	2.4	1.7	1.4	1.8	2.5	3.1	1.7	4.0	6.2	5.2	4.8	5.5	3.9	3.3

SOURCE: 2-AF-C86

EADF

*MONTHLY SERVICEABLE INVENTORY ISSUED COMPARED WITH AVERAGE MONTHLY SERVICEABLE INVENTORY

FIRST QUARTER 1955



	EADF	500ADG	501ADG	502ADG	517ADG	518ADG	519ADG	520ADG	525ADG	527ADG	528ADG	534ADG	564ADG	575ADG	4700ADG
(TOTAL SERV ISSUES	10,931	598	1,505	211	555	371	963	1,362	995	585	784	343	886	1,219	555
JAN(AV SERV INVENTORY	44,109	1,630	1,570	1,397	1,898	2,065	2,978	1,502	3,509	2,670	5,223	3,938	6,474	5,278	3,976
(% OF SERV INVEN ISSUED	24.8%	36.7%	95.8%	15.1%	29.2%	18.0%	32.3%	90.7%	28.4%	21.9%	15.0%	8.7%	13.7%	23.1%	14.0%
(TOTAL SERV ISSUES	11,831	420	1,208	246	253	214	2,671	558	493	239	1,514	1,232	1,322	851	610
FEB(AV SERV INVENTORY	45,107	1,647	1,596	1,546	1,877	1,894	3,154	1,412	3,811	3,718	4,952	4,387	5,933	5,075	4,104
(% OF SERV INVEN ISSUED	26.2%	25.5%	75.7%	15.9%	13.5%	11.3%	84.7%	39.5%	12.9%	6.4%	30.6%	28.1%	22.3%	16.8%	14.9%
(TOTAL SERV ISSUES	16,238	833	712	953	948	385	2,168	1,167	832	978	2,297	425	1,322	2,093	1,125
MAR(AV SERV INVENTORY	46,317	2,026	1,658	1,552	1,852	2,171	3,176	1,546	4,021	5,392	4,926	4,458	5,497	4,316	3,727
(% OF SERV INVEN ISSUED	35.1%	41.1%	42.9%	61.4%	51.2%	17.7%	68.3%	75.5%	20.7%	18.1%	46.6%	9.5%	24.1%	48.5%	30.2

*IN THOUSANDS OF DOLLARS

SOURCE: RCS:1AF-C-86

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 Year Quarters	Total Hours Flown	Accident Rate
2nd, 1954	88,380	55
3d, 1954	87,235	28
4th, 1954	70,130	38
1st, 1955	77,293	22

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.

Quarters:	2nd Qtr, 1954	3d Qtr, 1954	4th Qtr, 1954	1st Qtr, 1955
Pilot Error	49	21	19	53
Materiel Failure	42	58	48	35
Other	7	8	30	12
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.

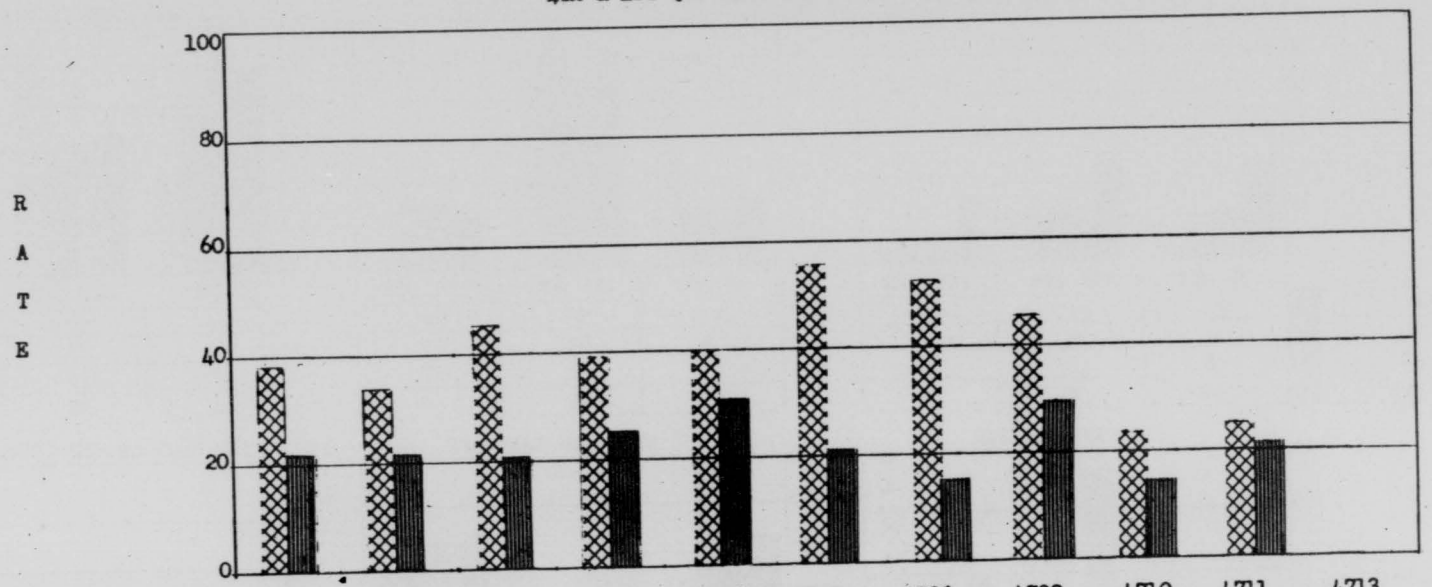
GROUND SAFETY

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:

	1 Jan - 31 Mar 1954	1 Jan - 31 Mar 1955
Military Injuries	134	155
Military Fatalities	6	8
Military Injury Rate	5.02	5.75
Civilian Injuries	6	8
Civilian Injury Rate	3.08	3.76
Government Vehicle Acdts	34	60
Government Veh Acdt Rate	1.01	1.85
Total Cost all Ground Acdts	$288,177	$340,968
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 sane operation of private vehicles during the coming year.

AIRCRAFT ACCIDENT RATE
4TH & 1ST QTR CALENDAR YEARS 1954 & 1955



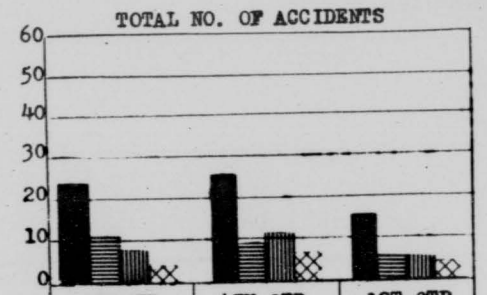
		EADF TOTAL	26 AD TOTAL	30 AD TOTAL	32 AD TOTAL	4706 ADW	4707 ADW	4708 ADW	4709 ADW	4710 ADW	4711 ADW	4713 FLT
NO OF ACCIDENTS	4TH QTR 1954	27	9	11	7	5	5	6	6	3	2	0
	1ST QTR 1955	17	6	6	5	4	2	2	4	2	2	0
HOURS FLOWN	4TH QTR 1954	70,130	26,263	24,557	17,798	12,491	9,134	11,619	13,421	12,458	7,769	1,512
	1ST QTR 1955	77,293	27,405	28,754	19,421	15,614	9,595	12,668	13,305	13,393	9,022	1,713
ACCIDENT RATE	4TH QTR 1954	38	34	45	39	40	55	52	45	24	26	0
	1ST QTR 1955	22	22	21	26	32	21	16	30	15	22	0

SOURCE: AF FORM 14
1 EAMAC-A1

EADF

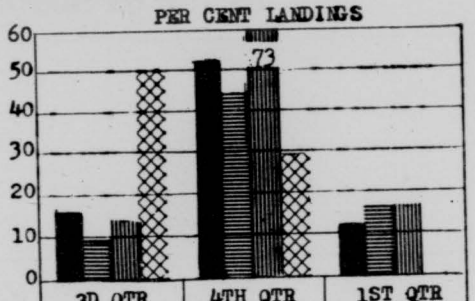
AIRCRAFT ACCIDENTS, PHASE OF FLIGHT
CALENDAR YEARS 1954 AND 1955

TOTAL NO. OF ACCIDENTS



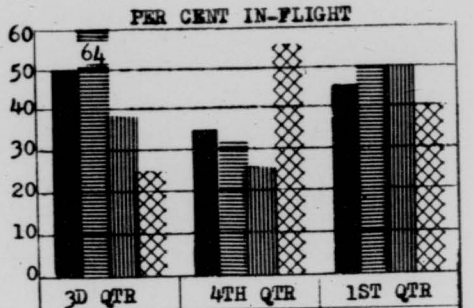
	3D QTR	4TH QTR	1ST QTR
EADF	24	27	17
26 AD	11	9	6
30 AD	8	11	6
32 AD	4	7	5

PER CENT LANDINGS



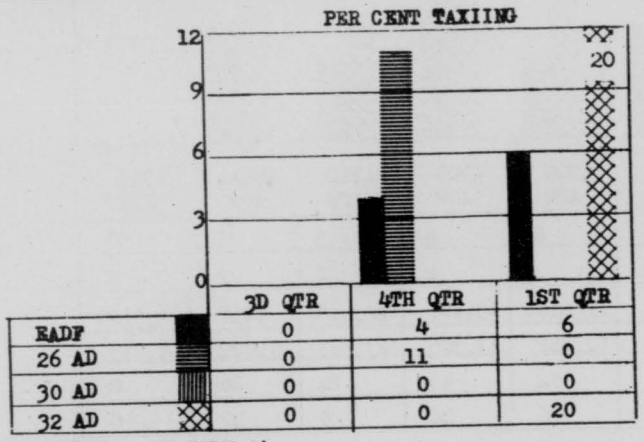
3D QTR	4TH QTR	1ST QTR
17	52	12
9	44	17
13	73	17
50	29	0

PER CENT IN-FLIGHT



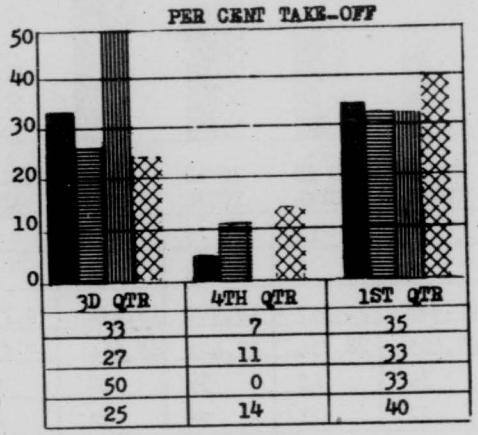
3D QTR	4TH QTR	1ST QTR
50	37	47
64	33	50
38	27	50
25	57	40

PER CENT TAXIING



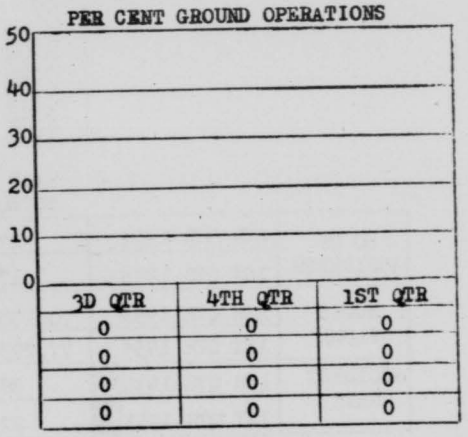
	3D QTR	4TH QTR	1ST QTR
EADF	0	4	6
26 AD	0	11	0
30 AD	0	0	0
32 AD	0	0	20

PER CENT TAKE-OFF



3D QTR	4TH QTR	1ST QTR
33	7	35
27	11	33
50	0	33
25	14	40

PER CENT GROUND OPERATIONS

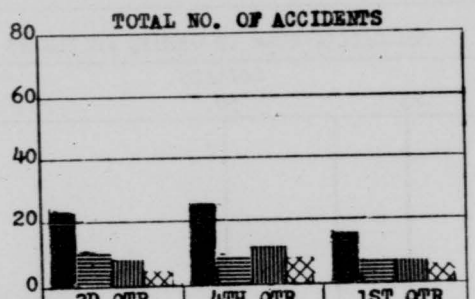


3D QTR	4TH QTR	1ST QTR
0	0	0
0	0	0
0	0	0
0	0	0

SOURCE: AF FORM 14

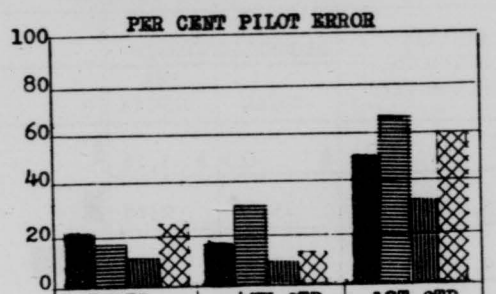
MAJOR FACTORS INVOLVED IN AIRCRAFT ACCIDENTS
CALENDAR YEARS 1954 AND 1955

TOTAL NO. OF ACCIDENTS



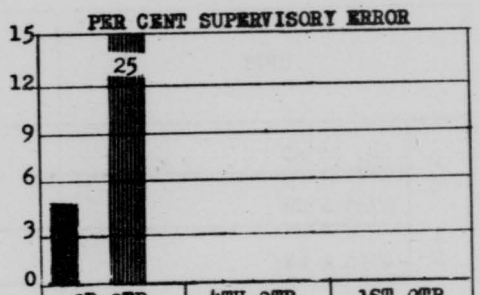
	3D QTR	4TH QTR	1ST QTR
EADF	24	27	17
26 AD	11	9	6
30 AD	8	11	6
32 AD	4	7	5

PER CENT PILOT ERROR



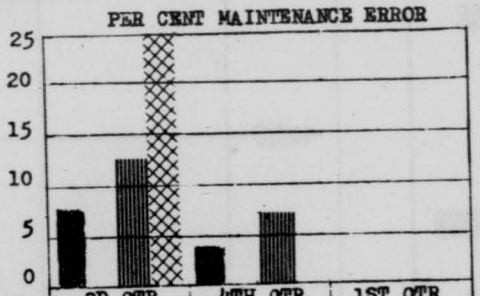
3D QTR	4TH QTR	1ST QTR
21	19	53
18	33	67
13	7	33
25	14	60

PER CENT SUPERVISORY ERROR



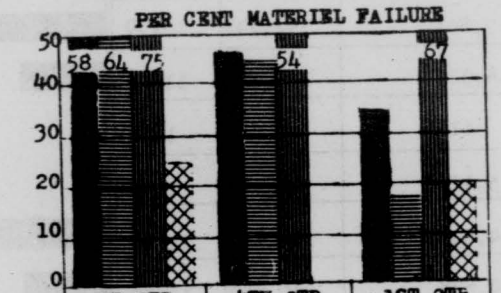
3D QTR	4TH QTR	1ST QTR
5	0	0
0	0	0
0	0	0
25	0	0

PER CENT MAINTENANCE ERROR



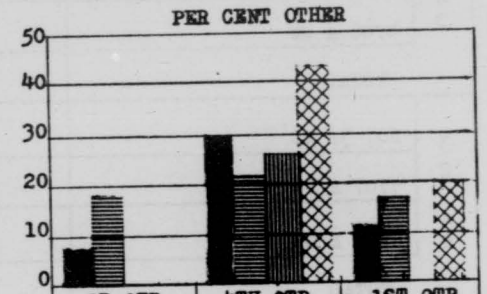
	3D QTR	4TH QTR	1ST QTR
EADF	8	4	0
26 AD	0	0	0
30 AD	13	7	0
32 AD	25	0	0

PER CENT MATERIEL FAILURE



3D QTR	4TH QTR	1ST QTR
58	48	35
64	44	17
75	54	67
25	43	20

PER CENT OTHER



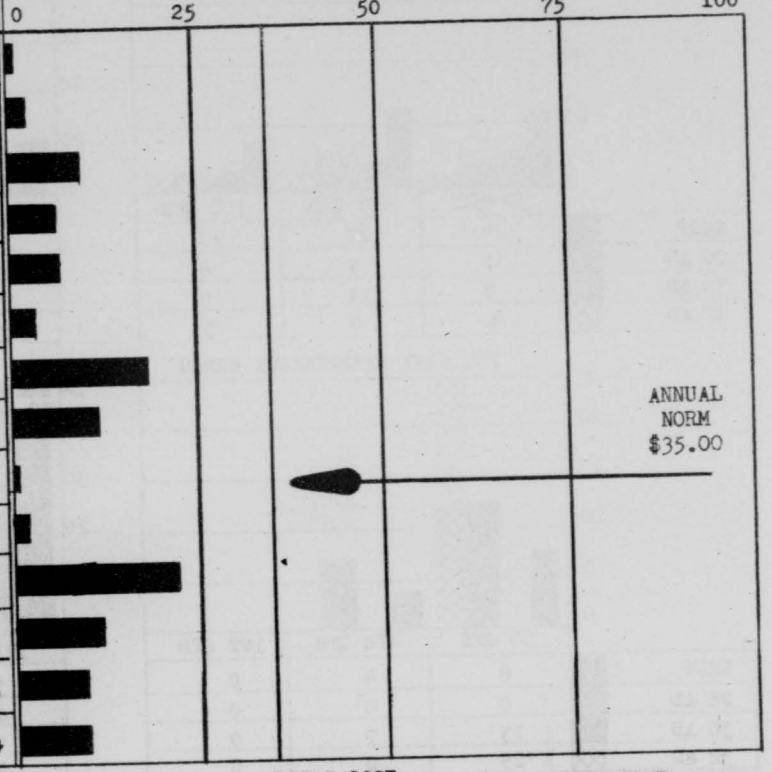
3D QTR	4TH QTR	1ST QTR
8	30	12
18	22	17
0	27	0
0	43	20

SOURCE: AF FORM 14

PER CAPITA COST OF GROUND ACCIDENTS
1 JANUARY - 31 MARCH 1955

UNIT		AVERAGE STRENGTH (MIL & CIV)	COST OF GROUND ACCIDENTS TOTAL	COST OF GROUND ACCIDENTS PER CAPITA
26 AD	HQ. 26 AD	545	$ 687	$ 1.26
	4709 A DW	5,837	15,666	2.68
	4710 A DW	4,064	36,739	9.04
	TOTAL	10,446	53,092	5.08
30 AD	HQ. 30 AD	605	3,223	5.33
	4706 A DW	5,917	21,553	3.64
	4708 A DW	7,801	142,741	18.30
	TOTAL	14,323	167,517	11.70
32 AD	HQ. 32 AD	616	654	1.06
	4707 A DW	5,420	14,941	2.76
	4711 A DW	4,638	102,154	22.02
	TOTAL	10,674	117,749	11.03
SEP UNITS		281	2,610	9.29
EADF AVERAGE		35,724	340,968	9.54

PER CAPITA COST OF GROUND ACCIDENTS

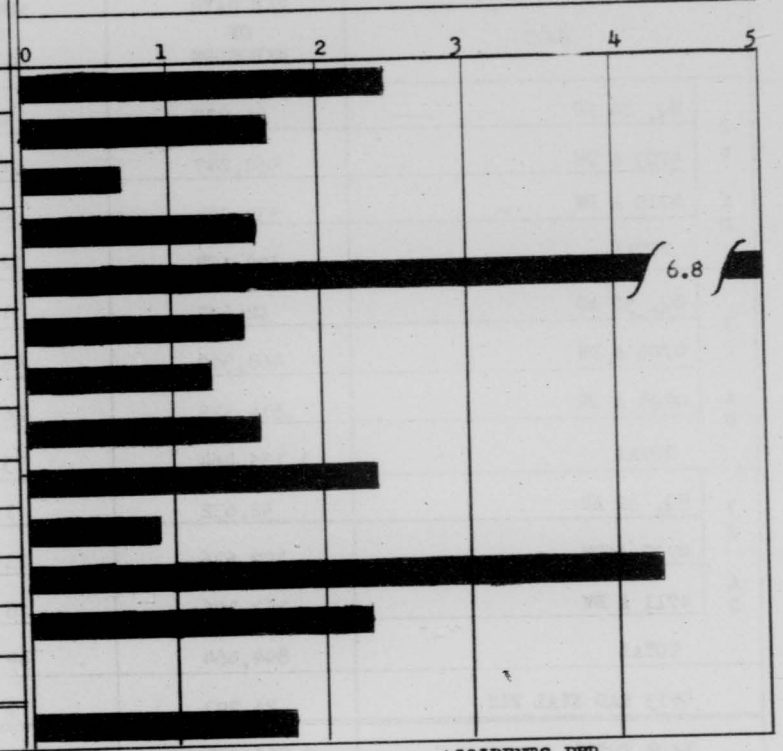


SOURCE: EAPIT-GS

TOTAL COST / TOTAL AVG STR = PER CAPITA COST

MOTOR VEHICLE ACCIDENT RATE
BY UNIT, 1 JANUARY - 31 MARCH 1955

UNIT		MILES TRAVELED	NUMBER OF ACCIDENTS
26 AD	HQ, 26 AD	240,483	6
	4709 A DW	410,071	7
	4710 A DW	284,814	2
	TOTAL	935,368	15
30 AD	HQ, 30 AD	44,244	3
	4706 A DW	533,079	8
	4708 A DW	603,206	8
	TOTAL	1,180,529	19
32 AD	HQ, 32 AD	169,016	4
	4707 A DW	569,321	5
	4711 A DW	394,101	17
	TOTAL	1,132,438	26
4713 RAD EVAL FLT		3,344	0
RADF TOTAL		3,251,679	60

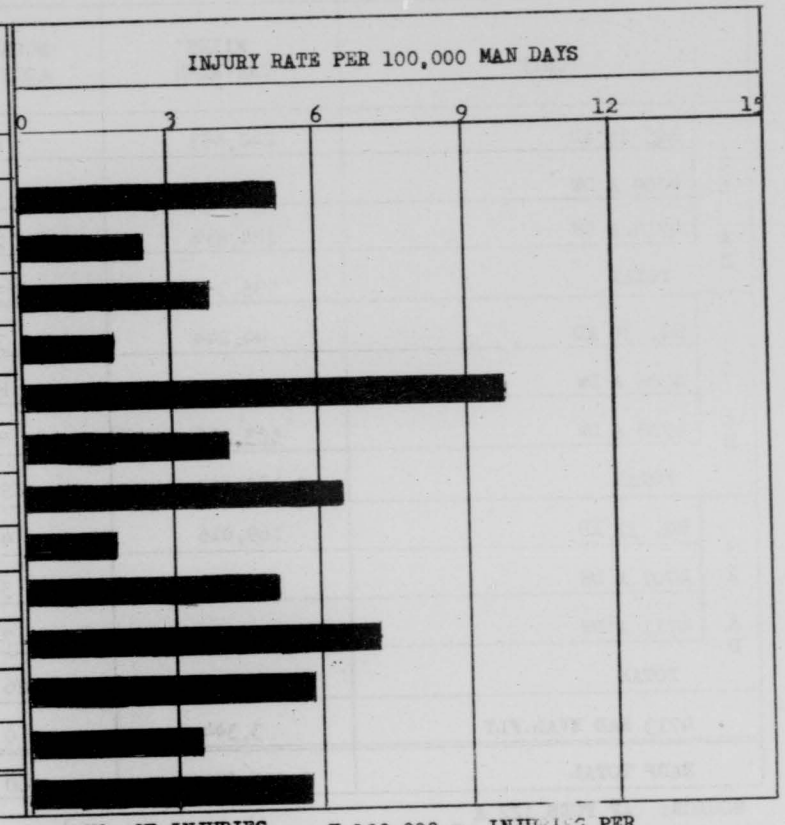


SOURCE: AF FORM 122 A

NO. OF ACCIDENTS / MILES TRAVELED X 100,000 = ACCIDENTS PER 100,000 MILES

MILITARY DISABLING INJURY RATE
BY UNIT, 1 JANUARY - 31 MARCH 1955

UNIT		MAN DAYS OF EXPOSURE	NUMBER OF INJURIES
26 AD	HQ, 26 AD	45,930	0
	4709 A DW	452,247	24
	4710 A DW	332,001	8
	TOTAL	830,178	32
30 AD	HQ, 30 AD	52,632	1
	4706 A DW	468,309	46
	4708 A DW	614,523	26
	TOTAL	1,135,464	73
32 AD	HQ, 32 AD	52,632	1
	4707 A DW	429,636	22
	4711 A DW	362,196	26
	TOTAL	844,464	49
4713 RAD EVAL FLT		25,293	9
EADF TOTAL		2,835,399	163



SOURCE: AF FORM 122A

NO. OF INJURIES / MAN DAYS OF EXPOSURE X 100,000 = INJURIES PER 100,000 MAN DAYS

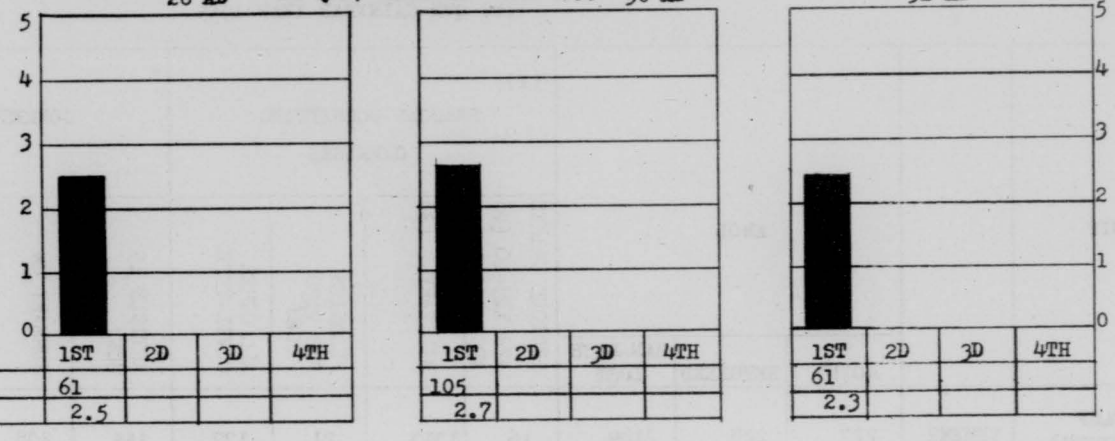
OFFENSES BY PERSONNEL ASSIGNED OR ATTACHED TO EADF INSTALLATIONS BY QTR, CALENDAR YEAR 1955

AWOL

FORMULA:

$\frac{\text{OFFENSES}}{\text{STRENGTH}} = \text{RATE}$

EADF RATE = 2.6



	1ST	2D	3D	4TH
NO. OF OFFENSES	61			
AVG RATE	2.5			

	1ST	2D	3D	4TH
NO. OF OFFENSES	105			
AVG RATE	2.7			

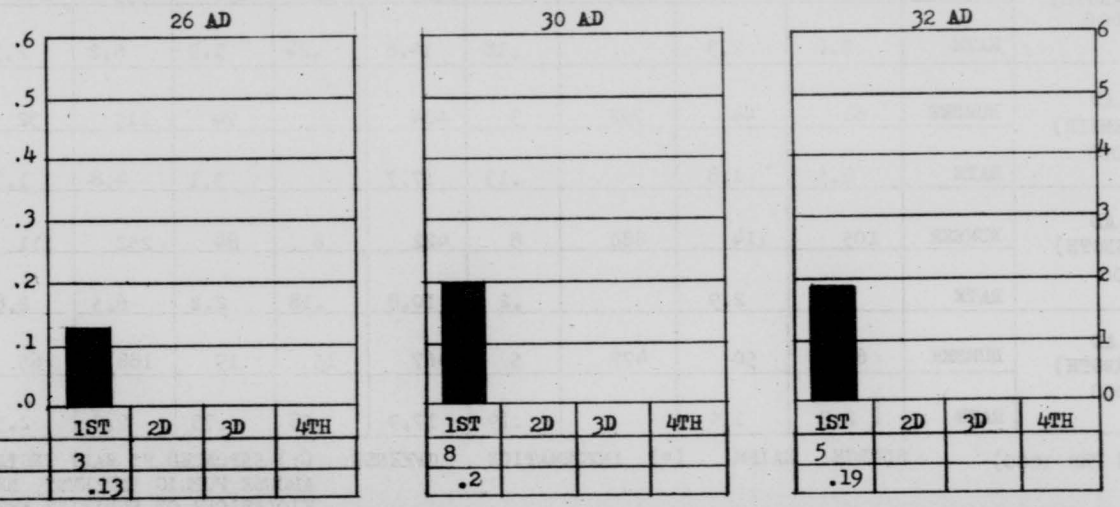
	1ST	2D	3D	4TH
NO. OF OFFENSES	61			
AVG RATE	2.3			

SERIOUS CRIMES
AFR 125-40

FORMULA:

$\frac{\text{OFFENSES}}{\text{STRENGTH}} = \text{RATE}$

EADF RATE = .18



	1ST	2D	3D	4TH
NO. OF OFFENSES	3			
AVG RATE	.13			

	1ST	2D	3D	4TH
NO. OF OFFENSES	8			
AVG RATE	.2			

	1ST	2D	3D	4TH
NO. OF OFFENSES	5			
AVG RATE	.19			

SOURCE: EAIPM

PROVOST MARSHAL ACTIVITIES
1ST QTR CALENDAR YEAR 1955

UNIT		AWOL			(1) PERSONS COMMITTING OFFENSES				CORRECTIVE ACTION UNDER				(*) SECURITY CLEARANCES		
		GOING	RETURNED	MAN-DAYS LOST	SERIOUS CRIMES AFR 125-40 (2) ADCR 125-1	MILITARY (3)	FELONIES PAR 213D UCMJ	ALL OTHER CIVIL-TYPE	ARTICLE 15 UCMJ	SUMMARY CM	SPECIAL CM	GENERAL CM	REQUESTED	PENDING	FINAL GRANTED
EADF (STRENGTH) 30000	NUMBER	227	208	2149	16	1313	21	177	555	208	109	6	2435	2022	1944
	RATE	2.6	2.3		.18	14.8	.24	1.9	6.2	2.3	1.2	.07			
26 AD (STRENGTH) 80000	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			
30 AD (STRENGTH) 13000	NUMBER	105	114	880	8	422	6	84	252	111	44	3	1090	1014	1023
	RATE	2.7	2.9		.2	10.8	.18	2.2	6.5	2.8	1.1	.08			
32 AD (STRENGTH) 90000	NUMBER	61	50	477	5	467	15	19	188	65	38	1	618	639	424
	RATE	2.3	1.9		.19	17.9	.58	.73	7.2	2.5	1.5	.04			

(RATE PER 1000) SOURCE: EAIPM (*) INFORMATION OFFENSE: (1) REPORTED BY EADF INSTALLATIONS (2) INCIDENTS EXPECTED TO AROUSE PUBLIC INTEREST, NEWS VALUE, OR ACTION BY HQ USAF (3) VIOLATIONS OF PUNITIVE ARTICLES UCMJ.

EADF

DISTRIBUTION

HQ, EASTERN AIR DEFENSE FORCE

	COPIES
COMMANDER	1
VICE COMMANDER	1
DEPUTY FOR COMPTROLLER	1
DEPUTY FOR PERSONNEL	5
DEPUTY FOR MATERIEL	1
DEPUTY FOR OPERATIONS	1
DEPUTY FOR INTELLIGENCE	1
DIR OF MANAGEMENT ANALYSIS	9
DIR OF INSTALLATIONS	1
DIR OF PLANS, ORGANIZATION AND REQUIREMENTS	1
DIR OF OPERATIONS AND TRAINING	1
DIR OF COMMUNICATIONS AND ELECTRONICS	1
DIR OF CIVIL DEFENSE	1
OPERATIONS ANALYSIS OFFICE	1
DIR OF HISTORICAL SERVICES	4
SURGEON	1
PUBLIC INFORMATION OFFICE	1
INSPECTOR GENERAL	1
STAFF CHAPLAIN	1
STAFF JUDGE ADVOCATE	1
COMBAT OPERATIONS CENTER	1
TOTAL	36

FIELD DISTRIBUTION

	COPIES
26TH AIR DIVISION	1
30TH AIR DIVISION	1
32D AIR DIVISION	3
35TH AIR DIVISION	2
4706TH AIR DEFENSE WING	3
4707TH AIR DEFENSE WING	1
4708TH AIR DEFENSE WING	1
4709TH AIR DEFENSE WING	1
4710TH AIR DEFENSE WING	2
4711TH AIR DEFENSE WING	1
500TH AIR DEFENSE GROUP	1
501ST AIR DEFENSE GROUP	1
502D AIR DEFENSE GROUP	1
516TH AIR DEFENSE GROUP	1
517TH AIR DEFENSE GROUP	1
518TH AIR DEFENSE GROUP	1
519TH AIR DEFENSE GROUP	1
520TH AIR DEFENSE GROUP	1
525TH AIR DEFENSE GROUP	1
527TH AIR DEFENSE GROUP	1
528TH AIR DEFENSE GROUP	1
534TH AIR DEFENSE GROUP	1
564TH AIR DEFENSE GROUP	1
575TH AIR DEFENSE GROUP	1
4700TH AIR DEFENSE GROUP	1
TOTAL	31

EXTERNAL DISTRIBUTION

DIR M/A SVS, D/CS, COMPTROLLER, USAF	1
COMMANDER, AMC	1
COMMANDER, NEAC	1
AIR UNIVERSITY LIBRARY	1
RAND CORPORATION	1
RCAF ADC	1
EASTERN ARMY AA COMMAND	1
NAVFOREASTCONAD	1
COMMANDER, AIR DEFENSE COMMAND	5
COMMANDER, WESTERN AIR DEFENSE FORCE	1
COMMANDER, CENTRAL AIR DEFENSE FORCE	1
TOTAL	15
CUMULATIVE TOTAL	82

EASTERN AIR DEFENSE FORCE COMMAND DATA BOOK
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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 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.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF 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 PROHIBITED BY LAW. RETAIN OR DESTROY IN ACCORDANCE WITH AF REGULATION 205-1.

DO NOT RETURN

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 59**

1. To organize, man, equip and operate 42 fighter-interceptor squadrons, each squadron equipped with 25 all-weather fighter aircraft, capable of 24 hour operation.
2. To organize, man, equip and operate 29 permanent radar stations, 21 first phase and 5 second phase and 6 third 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 to the Eastern Air Defense Force.

2. Organizing and operating the air defense system within the Air Defense region assigned and the correlation of that system with adjacent air defense systems as required.

3. Establishing and maintaining communications facilities with NEAC, RCAF/ADC, USN, USA, CAA, FCC, etc., for the exchange of air defense operational and warning information.

4. Coordinating with Eastern Sea Frontier on the basis of mutually approved agreements for the operational control of any U.S. Navy 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 AAA forces allocated to the Eastern Army AA Command, on the basis of mutually approved agreements, 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 operations.

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 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 identification 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 radiations 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 EADF region.

16. Submitting recommendations concerning the requirements for equipment, personnel, unit proficiency directives, training standards, 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 accordance with approved plans.

18. Submitting recommendations concerning the allocation and deployment of available forces in preparation for and in the conduct of 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 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.

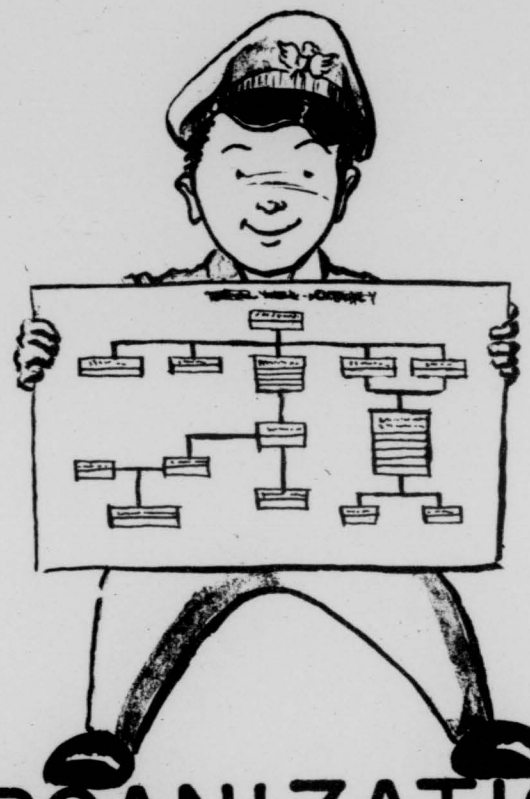
24. Preparing units for overseas deployment as directed.

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 Continental 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.



ORGANIZATION

ORGANIZATION OF EASTERN AIR DEFENSE FORCE (ASSIGNED UNITS ONLY)

15 JUNE 1955

HEADQUARTERS EASTERN AIR DEFENSE FORCE STEWART

HQ. 26th AIR DIVISION — ROSLYN

- 4670 GRD OBS SQ
- **HQ. 4709th AIR DEFENSE WING** — Mc GUIRE
  - HQ. 519th AIR DEFENSE GROUP — SUFFOLK
    - 519 AB SQ
    - 519 MAT SQ
    - 519 USAF INFIRM
    - 75 FI SQ
    - 331 FI SQ
    - 29 CR RSQ BT FLT
  - HQ. 4700th AIR DEFENSE GROUP — STEWART
    - 4700 AB SQ
    - 4700 MAT SQ
    - 612 USAF INFIRM
    - 330 FI SQ
    - 539 FI SQ
  - 2 FI SQ
  - 5 FI SQ
  - 646 AC & W SQ
  - 648 AC & W SQ
  - 773 AC & W SQ
- **HQ. 4710th AIR DEFENSE WING** — NEW CASTLE
  - HQ. 525th AIR DEFENSE GROUP — NEW CASTLE
    - 525 AB SQ
    - 525 MAT SQ
    - 525 USAF INFIRM
    - 96 FI SQ
    - 332 FI SQ
  - 46 FI SQ
  - 48 FI SQ
  - 95 FI SQ
  - 647 AC & W SQ
  - 649 AC & W SQ
  - 770 AC & W SQ
  - 771 AC & W SQ
  - 772 AC & W SQ
- 42 COMM SQ AF — STEWART
- 579 AF BAND — STEWART
- 4713 RAD EVAL EDK FLT — GRIFFISS

HQ. 30th AIR DIVISION — WILLOW RUN

- 4671 GRD OBS SQ — WILLOW RUN
- **HQ. 4706th AIR DEFENSE WING** — O'HARE
  - HQ. 501st AIR DEFENSE GROUP — O'HARE
    - 501 AB SQ
    - 501 MAT SQ
    - 501 USAF INFIRM
    - 42 FI SQ
    - 62 FI SQ
  - HQ. 520th AIR DEFENSE GROUP — TRUAX
    - 520 AB SQ
    - 520 MAT SQ
    - 520 USAF INFIRM
    - 432 FI SQ
    - 456 FI SQ
  - 97 FI SQ — WRIGHT-PATT
  - 664 AC & W SQ — BELLEFONTAINE
  - 665 AC & W SQ — CALUMET
  - HQ. 534th AIR DEFENSE GROUP — KINROSS
    - 534 AB SQ
    - 534 MAT SQ
    - 534 USAF INFIRM
    - 438 FI SQ
    - 49 CR RSQ BT FLT
  - 676 AC & W SQ — ANTWERP
  - 700 AC & W SQ — TWO CREEKS
  - 704 AC & W SQ — WILLOW RUN
  - 753 AC & W SQ — S BAY SHORE
  - 755 AC & W SQ — WILLIAMS BAY
  - 782 AC & W SQ — GRAYLING
  - 784 AC & W SQ — PORT AUSTIN
  - 906 AC & W SQ — GRAND MARAIS
- **HQ. 4708th AIR DEFENSE WING** — SELFRIDGE
  - HQ. 575th AIR DEFENSE GROUP — SELFRIDGE
    - 575 AP SQ
    - 575 FLD MAINT SQ
    - 575 FD SV SQ
    - 575 INSTL SQ
    - 575 MTR VEH SQ
    - 575 OPR SQ
    - 575 SUP SQ
    - 575 USAF HOSP
    - 13 FI SQ
    - 56 FI SQ
    - 32 CR RSQ BT FLT
  - HQ. 502d AIR DEFENSE GROUP — YOUNGSTOWN
    - 502 AB SQ
    - 502 MAT SQ
    - 502 USAF INFIRM
    - 86 FI SQ
  - HQ. 827th AIR DEFENSE GROUP — BURTTSMITH
    - 527 AB SQ
    - 527 MAT SQ
    - 527 USAF INFIRM
    - 63 FI SQ
    - 11 CR RSQ BT FLT
  - HQ. 500th AIR DEFENSE GROUP — ETC, PITTSBURGH
    - 500 AB SQ
    - 500 MAT SQ
    - 500 USAF DISP
    - 71 FI SQ
  - 752 AC & W SQ — EMPIRE
  - 754 AC & W SQ — PORT AUSTIN
  - 781 AC & W SQ — PORT HURON
  - 783 AC & W SQ — BATHBIE
  - 809 AC & W SQ — EVANSVILLE
  - 912 AC & W SQ — EUDORA
  - 913 AC & W SQ — OSCEOLA
  - 914 AC & W SQ — HUNTSTOWN
  - 661 AC & W SQ — SELFRIDGE
  - 662 AC & W SQ — SNOWFIELD
  - 677 AC & W SQ — ALPENA
  - 691 AF BAND — SELFRIDGE

1 FORCE HQ
4 ADIV HQ
9 ADEF WG
15 SP HQ
54 FI SQ
54 AC & W SQ
4 GO SQ
18 MED SQ
41 OTHER SQ
2 BAND
7 FLIGHT
183

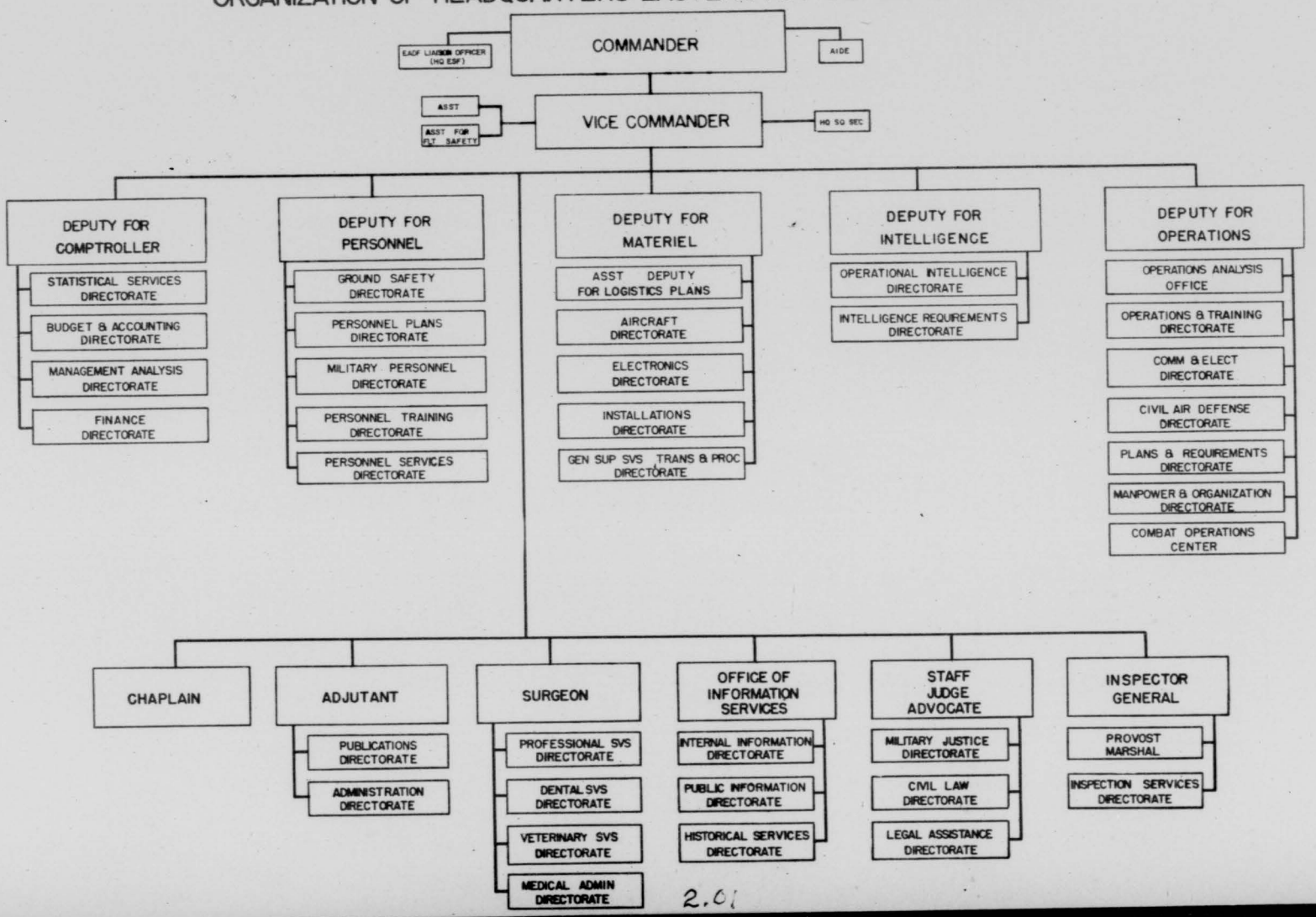
HQ. 32d AIR DIVISION — SYRACUSE

- 911 AC & W SQ — SYRACUSE
- 4673 GRD OBS SQ — SYRACUSE
- **HQ. 4707th AIR DEFENSE WING** — OTIS
  - HQ. 518th AIR DEFENSE GROUP — NIAGARA
    - 518 AB SQ
    - 518 MAT SQ
    - 518 USAF INFIRM
    - 47 FI SQ
    - 34 CR RSQ BT FLT
  - HQ. 564th AIR DEFENSE GROUP — OTIS
    - 564 AP SQ
    - 564 FLD MAINT SQ
    - 564 FD SV SQ
    - 564 INSTL SQ
    - 564 MTR VEH SQ
    - 564 OPR SQ
    - 564 SUP SQ
    - 564 USAF HOSP
    - 58 FI SQ
    - 437 FI SQ
    - 27 CR RSQ BT FLT
  - 60 FI SQ — WESTOVER
  - 644 AC & W SQ — PORTSMOUTH, N.H.
  - 654 AC & W SQ — BRUNSWICK
  - 656 AC & W SQ — SARATOGA
  - 762 AC & W SQ — NORTH TRURO
  - 763 AC & W SQ — LINCOLNTON
- **HQ. 4711th AIR DEFENSE WING** — PRESQUE ISLE
  - HQ. 517th AIR DEFENSE GROUP — ETHAN ALLEN
    - 517 AB SQ
    - 517 MAT SQ
    - 517 USAF INFIRM
    - 37 FI SQ
  - HQ. 528th AIR DEFENSE GROUP — PRESQUE ISLE
    - 528 AB SQ
    - 528 MAT SQ
    - 528 USAF INFIRM
    - 82 FI SQ
    - 318 FI SQ
  - 27 FI SQ — GRIFFISS
  - 49 FI SQ — DOW
  - 655 AC & W SQ — BATTERTOWN
  - 764 AC & W SQ — ST ALBANS
  - 765 AC & W SQ — CHARLESTON, ME
  - 766 AC & W SQ — CARROLL
  - 907 AC & W SQ — BUCKS HARBOR

HQ. 35th AIR DIVISION — DOBBINS

- 4674 GRD OBS SQ — DOBBINS
- HQ. 516th AIR DEFENSE GROUP — MILWHITESTON
  - 516 AB SQ
  - 516 MAT SQ
  - 516 USAF INFIRM
  - 460 FI SQ
  - 469 FI SQ
- 444 FI SQ — CHARLESTON, S.C.
- 614 AC & W SQ — DOBBINS
- 632 AC & W SQ — DOBBINS
- 652 AC & W SQ — DOBBINS
- 660 AC & W SQ — MAC HILL
- 663 AC & W SQ — LAKE CITY
- 679 AC & W SQ — DOBBINS
- 701 AC & W SQ — DOBBINS
- 702 AC & W SQ — DOBBINS
- 792 AC & W SQ — NORTH CHARLESTON S.C.
- 810 AC & W SQ — DOBBINS
- 861 AC & W SQ — DOBBINS
- 908 AC & W SQ — DOBBINS
- 867 AC & W SQ — DOBBINS
- 657 AC & W SQ — DOBBINS

ORGANIZATION OF HEADQUARTERS EASTERN AIR DEFENSE FORCE



2.01

AUGMENTATION FORCES AND FORCES AVAILABLE FOR AIR DEFENSE

30 JUNE 1955

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 control 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.	(1) Ltr ADOOT-B3, 8 Jan 55 (2) Ltr ADOOT-B1, 13 Aug 54
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.	(1) ADCCMP 1-55 (2) CANUSEADP 2-54
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'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 dissemination, automatically and on request.	ADCCMP 1-55
CAA	Flight Plan Information SCATER Plan	Flight plans furnished to appropriate ADDC on all ADIZ penetration tracks. Air division directs implementation of SCATER plan during an emergency.	(1) Public Law 778 (2) SCATER Plans
FCC	CONELRAD Plan	Air division directs implementation of CONELRAD through FCC representative to key radio stations during Red and during Yellow warnings.	(1) Executive Order 10312, 10 Dec 51 (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 recuperation from air attacks.	(1) Public Law 920 (2) Executive Order 10186

AGENCY	FORCES, FACILITIES OR SUPPORT FURNISHED	PROCEDURE FOR UTILIZATION	AUTHORITY
STATES IN EADF REGION	GOC	GOC observation network is operationally controlled by the appropriate air division. Recruiting and administration is accomplished by respective states.	(1) Public Law 920 ADC Ops Plan 10-54
MARS	Auxiliary Radio 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 dissemination.	ADCCMP 1-55
SAC	Fighters	Commander, ADC requests that Commander, SAC implement applicable portion of CONAD Ops Plan 4-55.	CONAD Ops Plan 4-55
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 divisions and local Air Research and Development Centers. Direct contact with available unit authorized.	(1) CONAD Ops Plan 4-55 (2) Joint Agreement ADC-ARDC, 23 Nov 51
TAC	Fighters	Commander, ADC requests that Commander, TAC implement applicable portion of CONAD Ops Plan 4-55.	CONAD Ops Plan 4-55
ATRC	Fighters and Jet Trainers	Commander, ADC requests that Commander, ATRC implement applicable portion of CONAD Ops Plan 4-55.	CONAD Ops Plan 4-55
APGC	Fighters and AC&W	Commander, ADC requests that Commander, APGC implement applicable portion of CONAD Ops Plan 4-55.	CONAD Ops Plan 4-55

SOURCE: EAOPE

CONFIDENTIAL

SECRET

3.00

PROGRAMMED EADF AIR DIVISION BOUNDARIES
1956 REORGANIZATION

FIGHTER SQUADRON CONVERSION AND DEPLOYMENT PROGRAM

26TH AIR DIVISION

4709 ADW			PRIMARY AIRCRAFT	1956												1957						1958		1959
				1st QTR			2d QTR			3rd QTR			4th QTR			1st QTR			2d QTR			3rd & 4th QTRS	1st & 2d QTRS	3rd & 4th QTRS	
LOCATION	FIS	COM	NO TYPE	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D				
McGuire	2	MATS	25 F-86D																					F-102B 4th QTR
	5	MATS	27 F-86D																				F-102A 2d QTR	
Suffolk	75	ADC	25 F-86D																			F-102A 3rd QTR		
	331	ADC	29 F-86D																				F-102A 2d QTR	F-102B 4th QTR
Stewart	330	ADC	27 F-86D																					F-102B 4th QTR
	539	ADC	20 F-86D																					

4710 ADW

Dover	46	MATS	28 F-94C																			F-102A 2d QTR		F-101 4th QTR
	76	MATS								A			F-89 D/H									F-89J/H 3rd QTR	F-102A 3rd QTR	
Langley	48	TAC	30 F-94C																			F-102A 2d QTR		
Andrew	95	MATS	28 F-86D																					F-102B 1st QTR
New Castle	96	ADC	28 F-94C																			F-102A 2d QTR		F-102B 3d, QTR
	332	ADC	28 F-94C																				F-102A 4th QTR	

A- ACTIVATE

SOURCE: ADC PROGRAM
EAOPR
TACTICAL ACFT STATUS REPT

EADF

FIGHTER SQUADRON CONVERSION AND DEPLOYMENT PROGRAM
30TH AIR DIVISION

4706 ADW LOCATION	FIS	COM	PRIMARY AIRCRAFT NO TYPE	1956 1st QTR J A S	2d QTR O N D	3rd QTR J F M	4th QTR A M J	1957 1st QTR J A S	2d QTR O N D	3rd & 4th QTRS	1958 1st & 2d QTRS	3rd & 4th QTRS	1959
O'Hare	42	ADC	27 F-86D								2d QTR MV Kansasville		
	62	ADC	26 F-86D								2d QTR MV Kansasville		
Wright-Patt	97	AMC	26 F-86D										F-102A 3rd QTR
Truax	337	ADC								FM MINN-St Paul 4QTR	FR AAC 1st QTR F-102		
	432	ADC	23 F-86D							F-102A 2d QTR		Deploy NEAC 4 QTR	
	456	ADC	25 F-86D								F-102A 1st QTR		F-102B 3rd QTR
Kinross	438	ADC	32 F-89D			F-89 D/H				MV 4th QTR Youngstown			
Kinross	546									AC 3rd QTR 4th F-102A			F-101 1 QTR

4708 ADW													
Selfridge	13	ADC	23 F-86D										F-102B 2d QTR
	56	ADC	27 F-86D										F-102B 4th QTR
Wurtsmith	65	ADC								FM AAC 3d QTR F-102A 4 QTR			F-102B 2d QTR
	63	ADC	28 F-89D			F-89 D/H				F-89 J/H 4th QTR			
	324	ADC			A	F-86D			F-102A	Deploy AAC 4th QTR			
Gtr-Pitt	71	ADC	26 F-86D										F-102B 4th QTR
Youngstown	86	ADC	25 F-86D							Mv 4th QTR Traverse City			
Youngstown	438	ADC								FM 4th QTR Kinross F-89J/H			

SOURCE: ADC PROGRAM
EAOPR
TACTICAL ACFT STATUS REPT

A- ACTIVATE
* F-89 J/H 4th Qtr '57

3.02

1958

EADF

FIGHTER SQUADRON CONVERSION AND DEPLOYMENT PROGRAM
32D AIR DIVISION

			PRIMARY AIRCRAFT	1956										1957						1958		1959
4707 ADW				1st QTR	2d QTR			3rd QTR			4th QTR			1st QTR			2d QTR			3rd & 4th QTRS	1st & 2d QTRS	3rd & 4th QTRS	
	FIS	COM	NO TYPE	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D				
Niagara	47	ADC	27 F-86D																						3d QTR F-102B
Otis	58	ADC	22 F-94C										F-89 D/H									3d QTR F-89 J/H		3d QTR F-89 J	
	437	ADC	26 F-94C																					3d QTR F-102A	3d QTR F-101
Westover	60	SAC	27 F-86D																						3d QTR F-102B
	319	SAC					Fr FEAF F-86D																		4th QTR F-102B
Hanscom	49	ADC					Fm F-86D Dow																		
4711 ADW																									
Griffiss	27	AMC	24 F-94C										F-89 D/H									F-89 J/H 3d QTR			F-102A 1st QTR
	329	AMC					A				F-94C														
Dow	49	SAC	25 F-86D				Mv Hanscom																		F-101 1st QTR
Ethan Allen	37	ADC	28 F-86D																	To Azores					
Presque Isle	82	ADC	23 F-89D																			F-89J 1st QTR			
	318	ADC	28 F-89D																						

A-ACTIVATE

SOURCE: ADC PROGRAM
EAOPR
TACTICAL ACFT STATUS REPT

SECRET

FIGHTER SQUADRON CONVERSION AND DEPLOYMENT PROGRAM
35TH AIR DIVISION

35TH AIR DIV (DEF)			PRIMARY AIRCRAFT	1956												1957						1958		1959
				1st QTR			2d QTR			3d QTR			4th QTR			1st QTR			2d QTR			3rd & 4th QTRS	1st & 2d QTRS	3d & 4th QTRS	
LOCATION	FIS	COM	NO TYPE	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D			
CHARLESTON	444	MATS	F-86D																					F-102 1st Q
MCGHEE-TYSON	460	MATS	F-86D																			Deploy USAFE 4thQ		
	469	MATS	F-86D																			F-102 3d Qtr		NEAC 1st QTR
SEYMOUR-JOHNSON	482	TAC														A	F-86D							FM NEAC F-102A
	74	TAC																						

ADDITIONAL SQUADRONS AND LOCATION F.I.S. 1956 THROUGH 1959

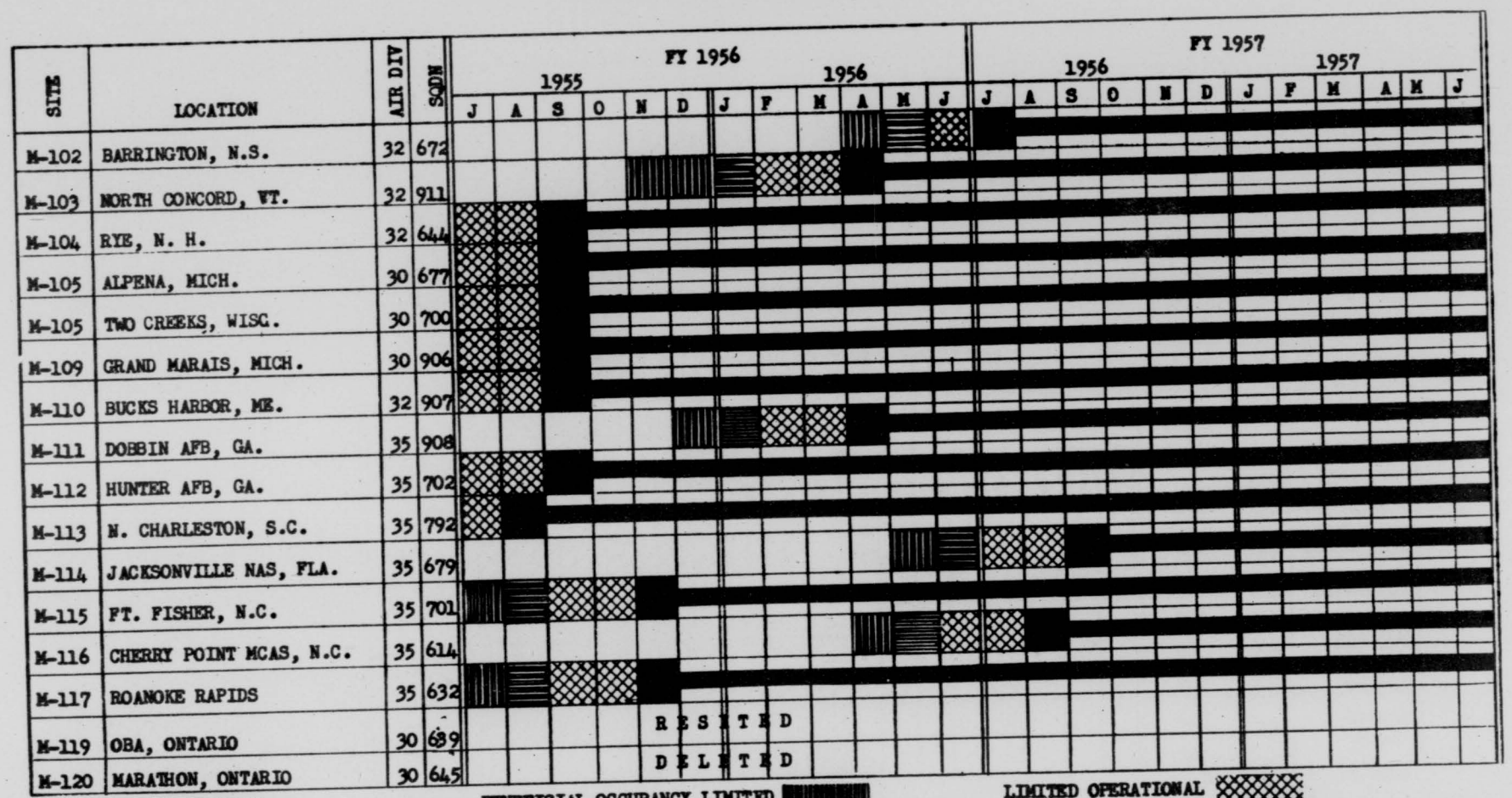
		FIS	1956												1957						1958		1959
			1st QTR			2d QTR			3d QTR			4th QTR			1st QTR			2d QTR			3d & 4th QTRS	1st & 2d QTRS	3d & 4th QTRS	
LOCATION	COM		J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D				
BUNKER HILL	TAC	498					A		F-94C												F-89 J/H 4th QTR			
LOCKBOURNE	SAC	484					A		F-86D												F-89J/H 3Q F-89J 4Q			
K.I.SAWYER	ADC	327								A		F-89D/H											FR-SIOUX CITY F-102 4Q	F-102A 2Q
		519																			F-86D from Youngstown 4Q			
TRAVERSE CITY AREA	ADC	86																						
HANSCOM	ARDC	49				Fr DOW F-86D																Fr O'Hare F-86D 2 Q	F-102B 4 Q	
KANSAS-VILLE	ADC	42																				Fr O'HARE F-86D 2Q		F-102B 2Q
		62																						

SOURCE: ADC PROGRAM
EAOPR
TACTICAL ACFT STATUS REPT

A = ACTIVATE

EADF - SEMI-MOBILE RADAR PROGRAM

SITE	LOCATION	AIR DIV	SQDN
M-102	BARRINGTON, N.S.	32	672
M-103	NORTH CONCORD, VT.	32	911
M-104	RYE, N. H.	32	644
M-105	ALPENA, MICH.	30	677
M-105	TWO CREEKS, WISC.	30	700
M-109	GRAND MARAIS, MICH.	30	906
M-110	BUCKS HARBOR, ME.	32	907
M-111	DOBBIN AFB, GA.	35	908
M-112	HUNTER AFB, GA.	35	702
M-113	N. CHARLESTON, S.C.	35	792
M-114	JACKSONVILLE NAS, FLA.	35	679
M-115	FT. FISHER, N.C.	35	701
M-116	CHERRY POINT MCAS, N.C.	35	614
M-117	ROANOKE RAPIDS	35	632
M-119	OBA, ONTARIO	30	639
M-120	MARATHON, ONTARIO	30	645



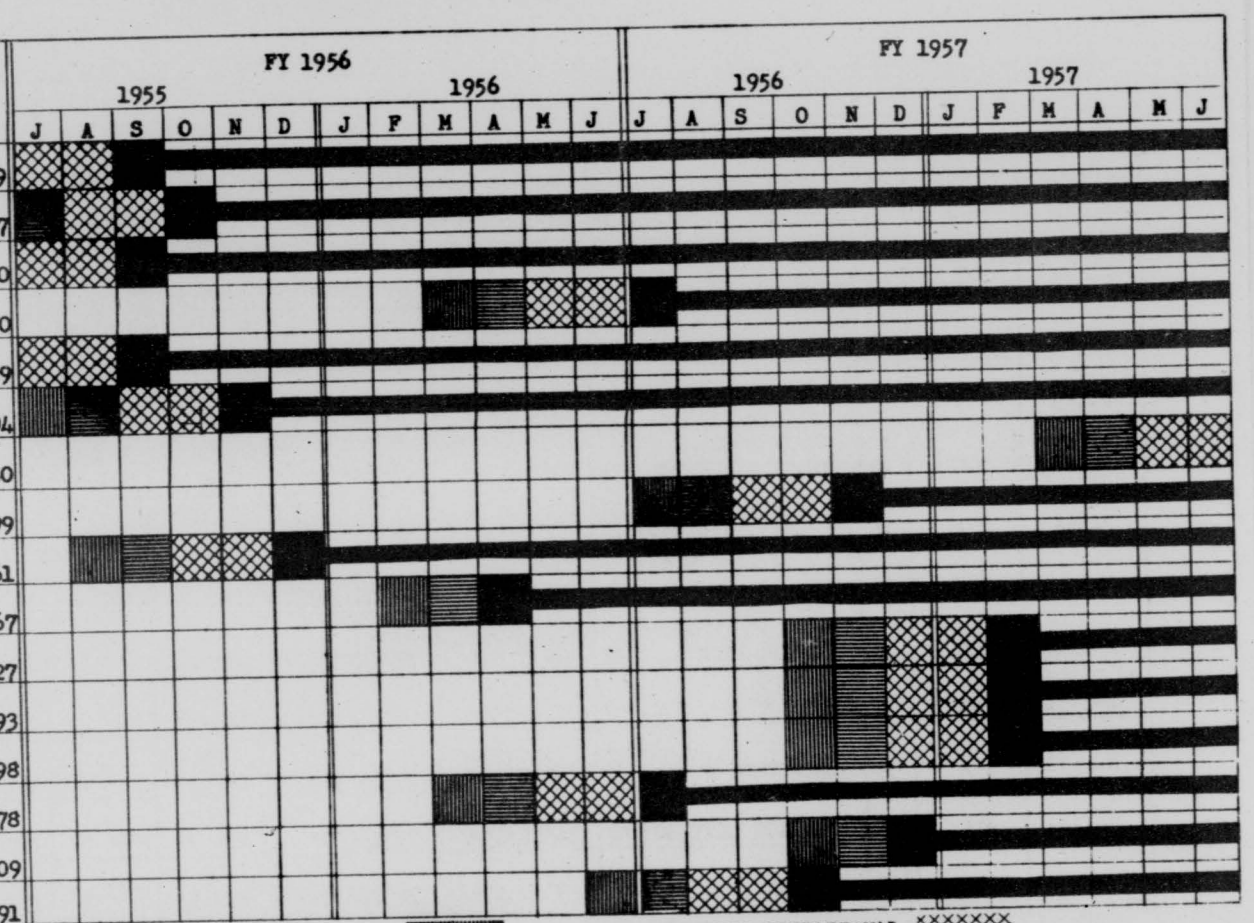
SOURCE: ADC PROGRAM
25 MAR 1955
EAOPR & EAOCE

BENEFICIAL OCCUPANCY LIMITED
OCCUPANCY FULL
LIMITED OPERATIONAL
FULLY OPERATIONAL

SECRET

EADF - SEMI-MOBILE RADAR PROGRAM

SITE	LOCATION	AIR DIV	SQDN
M-121	BEDFORD, VA.	26	649
M-126	HOUMA NAS, LA.	35	657
M-129	MACDILL AFB, FLA.	35	660
M-130	WINSTON SALEM, N.C.	35	810
M-131	OWINGSVILLE AFS, KY.	30	809
SM-137	CARMI, ILL.	30	704
SM-144	UNION CITY, TENN.	35	730
SM-145	JOELTON, TENN.	35	799
SM-159	AIKEN, S.C.	35	861
SM-165	CHATTANOOGA, TENN.	35	867
TM-195	CRYSTAL SPRINGS, MISS.	35	627
TM-196	FOLEY, ALA.	35	693
TM-197	THOMASVILLE, ALA.	35	698
TM-198	TYNDALL AFB, ALA.	35	678
TM-199	EUFAULA, ALA.	35	609
TM-200	CROSS CITY, FLA.	35	691



SOURCE: ADC PROGRAM
25 MAR 1955
EAOPR & EAOCE

AC&W PROGRAM
UNMANNED GAP FILLERS

SITE NUMBER	RESPONSIBLE SQUADRON NUMBER	AD	ULTIMATE LOCATION	FUNCTION	COORDINATES		** CONST'N STATUS	B.O. DATE	RADAR EQUIPMENT				G/A RADIO		
					NORTH	WEST			PRIMARY		EMERGENCY		UHF TAC	UHF COMM	VHF
									SEARCH	HEIGHT	SEARCH	HEIGHT			
P-10A	762	32	WESTBORO, MASS.	GF	71°37'37"	42°14'19"	S MAR 55	OCT 55	FPS-14						
P-13A	654	32	SEDGWICK, ME.	GF	44°18'50"	68°38'24"	DD JAN 55	JAN 56	FPS-14						
P-45A	773	26	MANORVILLE, N.Y.	GF	40°51'05"	72°46'04"	DD NOV 54	DEC 55	FPS-14						
P-45B	773	26	CHILMARK, MASS.	GF	41°21'18"	70°44'06"	DD JAN 55	DEC 55	FPS-14						
P-54A	770	26	BETHANY BEACH, DEL.	GF	38°31'35"	75°06'28"	DD JAN 55	OCT 55	FPS-14						
P-56A	771	26	TEMPERANCEVILLE, VA	GF	37°51'35"	75°33'29"	DD JAN 55	OCT 55	FPS-14						
M-112A	702	35	PARIS ISLAND MS, N.C.	GF	32°19'40"	80°42'25"	DD FEB 55	FEB 56	FPS-14						
M-112B	702	35	ST SIMON ISLAND, GA.	GF	31°11'30"	81°22'30"	DD FEB 55	FEB 56	FPS-14						
M-113A	792	35	MYRTLE BEACH, S.C.	GF	33°45'50"	78°47'50"	DD FEB 55	DEC 55	FPS-14						
M-113B	792	35	GEORGETOWN, S.C.	GF	33°18'45"	79°19'38"	DD FEB 55	JAN 56	FPS-14						
M-116A	614	35	ELIZABETH CITY, NC	GF	36°14'45"	76°15'30"	DD FEB 55	JUN 56	FPS-14						
M-116B	614	35	ENGELHARD, N.C.	GF	35°29'47"	76°00'25"	DD FEB 55	JUN 56	FPS-14						

NOT APPLICABLE

SOURCE: ADC PROGRAM, 25 MARCH 1955

* - GF: GAP FILLER ** - CONST'N STATUS: S- SITE SURVEY APPROVED BY ADC
DD - DESIGN DIRECTIVE ISSUED

1 2 6 3

AC&W PROGRAM
UNMANNED GAP FILLER

SITE NUMBER	SQUADRON NUMBER	AD	ULTIMATE LOCATION	FUNCTION*	COORDINATES		CONST'N STATUS**	B.O. DATE	RADAR EQUIPMENT				G/A RADIO		
					NORTH	WEST			PRIMARY		EMERGENCY		UHF TAC	UHF COMM	VHF
									SEARCH	HEIGHT	SEARCH	HEIGHT			
M-116C	614	35	HOLLYRIDGE, N.C.	GF	34°30'17"	77°32'40"	DD FEB 55	JUN 56	FPS-14						
TM-196A	693	35	EGLIN AFB, FLA.	GF	30°33'12"	86°45'39"	DD FEB 55	JUL 56	FPS-14						
TM-196B	693	35	GULFPORT, MISS.	GF	30°25'00"	89°04'00"	DD FEB 55	JUL 56	FPS-14						
TM-198A	678	35	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°35'00"	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															
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	
TT-2	762	32	GEORGES SHOAL	DC	42°32'00"	67°52'00"	DD DEC 54	SEP 56	FPS-3A	FPS-6		FPS-6		22	
TT-3	773	26	NANTUCKET SHOAL	DC	41°02'00"	69°25'00"	DD SEP 54	SEP 56	FPS-3A	FPS-6		FPS-6		22	
TT-4	646	26	UNAMED SHOAL	DC	39°40'00"	72°40'00"	DD SEP 54	SEP 56	FPS-3A	FPS-6		FPS-6		22	
TT-5	654	32	BROWN'S BANK	DC	42°47'00"	68°55'00"	DD SEP 54	SEP 56	FPS-3A	FPS-6		FPS-6		22	

SOURCE: ADC PROGRAM, 25 MARCH 1955

* FUNCTION: GF-GAP FILLER
DC-DIRECTION CENTER

** CONST'N STATUS: DD-DESIGN DIRECTIVE ISSUED
C -CONST'N CONTRACT AWARDED

EADF

AEW&C PROGRAM

HQ LOCATION	SQ	AIRCRAFT NO.	TYPE	1956 1ST QTR J	A	S	2D QTR O	N	D	3D QTR J	F	M	4TH QTR A	M	J	1957 1ST QTR J	A	S	2D QTR O	N	D	3D & 4TH QTRS	1958 1ST & 2D QTRS	3D & 4TH QTRS	1959
OTIS	960		RC-121D																						
	961		RC-121																						
	963			RC-120D			10																ACTIVATE 2D QTR	10-RC-121D 3D QTR	
SEYMOUR-JOHNSON	955																						ACTIVATE 2D QTR	10-RC-121D 3D QTR	
	956																								
	966						ACTIVATE RC-121D							/DO												
RADAR EVALUATION AND ECM PROGRAM																									
GRIFFISS	4713TH FLT	7	B-29																						
		3	B-25J																						

SOURCE: ADC PROGRAM, 25 MARCH 1955
EAOPR

MAJOR PROBLEM AREAS

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.
OPERATIONS Fighter Squadrons	
1. 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 being 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.
2. Existing Navigation and Recovery Aids Inadequate. a. Low power output and susceptability to atmospheric interference of non-directional homers and low frequency ranges.	2. a. A low power output and susceptibility 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 OMNI 4 miles from base). Additional information required from Headquarters, ADC on operational concept and siting of TVOR Facilities, due 15 June has been received. 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.	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 operational schedule. To increase the number of qualified GCA operators, continued emphasis on GCA utilization is necessary. 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.

MAJOR PROBLEM AREAS

PROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS
OPERATIONS (Cont'd)	
3. Restricted operational and training capabilities in fighter-interceptor squadrons. a. Inability to utilize completed Unit A (rocket readiness storage) buildings.	3. 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 1B 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.
b. Shortage of combat crew personnel (pilots)	*b. Our F-86D squadrons are manned with an average of 28.3 pilots per squadron, with 25.2 pilots 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. Action Required: That all outstanding requisitions be filled in accordance with the criteria established in ADCR 36-4.
MATERIEL	
4. Low Combat ready in-commission status. a. Shortage of E-4, E-5 and E-6 Fire Control System components.	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.

EADF

MAJOR PROBLEM AREAS

PROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS
MATERIEL (Cont'd)	
b. Shortage of suitable ground power units for flight line and hangar maintenance and testing of fire control systems.	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 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 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.
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

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 directors.	1. *a. During May and June 1955, the number of combat ready directors increased from 137 to 150 as a result of increased emphasis on director training. However, the number of director spaces authorized increased by 29 to 414 during the same period. Director input into the system has not been sufficient to keep up with director output (reassignment commitments and releases from active duty) and increased authorizations. Action Required: Continuation of the present intensified director training programs. Remedial actions to correct current input/output ratios and high turnover rate.
b. Lack of sufficient intercept control positions.	b. The programmed UPA 35 scopes should alleviate this problem; however, available and programmed communications equipment will affect the total capability to control aircraft.
c. Lack of flexibility in airborne communications equipment 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 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 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 helicopters.	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.

MAJOR PROBLEM AREAS

PROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS
OPERATIONS (Cont'd) 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. ADC in answer to EADF message stated they requested a 1C priority from USAF to modify 4713th Rad Eval Flt TB-29s for ECM 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 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.
PERSONNEL General 1. Low experience level in technical fields. a. Inability to retain skilled technicians.	1. a. The over-all reenlistment rate and the reenlistment rate of skilled technicians in "hard-core" career fields for the past five months has shown a significant improvement trend as indicated below:

MONTH	OVER-ALL REENLISTMENT RATE	REENLISTMENT RATE IN "HARD-CORE" AREAS
Jan 55	24.4%	11.9%
Feb 55	30.4%	19.3%
Mar 55	37.0%	25.9%
Apr 55	27.2%	22.6%
May 55	48.6%	32.6%

Continued emphasis on reenlistment in the "hard-core" areas has resulted in an increase in these specialties as indicated above. As part of the plan established by this headquarters to offer Advanced Factory Training as a reenlistment 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. Fifteen or 45.4% of these airmen have reenlisted to attend this training. An additional group of eight airmen, AFSC 32250D/70D with DOSs in 1956 have taken a short discharge and reenlisted or extended their current enlistment up to two years to attend this course. Six airmen with critical specialties in the 30 and 32 career fields have

MAJOR PROBLEM AREAS

PROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS
PERSONNEL (Cont'd) General (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 airmen.	*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 33⅓. The revised objective and FY 1955 results are depicted 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 OJT within short periods following testing cycle for the AFSC in which trained. In many cases airmen complete OJT 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 considered. A recommendation 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.

MAJOR PROBLEM AREAS

PROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS
PERSONNEL (Cont'd)	
General (Cont'd)	
2. Inadequate command and staff supervision. a. Inability to fill officer positions in the grade and skill authorized.	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 certain key positions. The present over-all field grade manning is 63%; the projected field grade manning through October 1955 is 58%. During the period 1 July through October 1955, our field grade authorizations 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 requisition. 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.
3. *Inadequate Personnel Administrative Actions. * a. Incorrect Morning Reports.	3. *a. This command is presently manned at approximately 100% in Personnel Officers, with 133 authorized and 131 assigned. However, 107 of those assigned are only qualified at the entry level. This results in only 24 qualified Personnel Officers assigned. These statistics include only AFSC 7324, the AFSC which is normally authorized at unit level.
* b. Mal-assignment of Personnel.	*b. Every possible step is being taken to qualify our officers in their jobs through OJT and through utilizing all available spaces for the Personnel Officers Course. Difficulty has been encountered in sending officers to the Personnel Officers Course for two reasons: non-availability of spaces, and the non-availability of qualified personnel with sufficient retainability to apply against school quotas. With further training and experience, our Personnel Officers will gain the necessary skill.
*c. Non-current Maintenance of Basic Personnel Records.	*c. See paragraphs 3a and b above.

MAJOR PROBLEM AREAS

PROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS
PERSONNEL (Cont'd)	
General (Cont'd)	
4.* Non-availability of adequate family housing.	4.* a. The lack of family housing still remains a major problem throughout this command. As previously 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 programmed for virtually all AC&W Squadrons. * 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 housing when furnished, must be Government-sponsored.
General (Cont'd)	
1. Preparation of classified annexes to SCATER Plan. a. Classification of flight plans after filing.	1. 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. 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 logistical 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

PROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS
INTELLIGENCE	
1. 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.	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 the request of DCS/I, 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.
2. 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. *b. Required intelligence training not accomplished on above M-Day personnel.	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 total EADF authorized intelligence M-Day positions are filled. Recommended criteria for recruiting, selecting and assigning intelligence M-Day assignees and designees has been furnished D/P, EADF. CONAC has been furnished EADF M-Day requirements. Briefs of service of qualified personnel in the region have been requested from CONAC. An intelligence training program has been established for M-Day personnel, and presently assigned M-Day personnel are participating. When remaining M-Day personnel are recruited and assigned, their training must be accomplished prior to an emergency.
3. Non-authorization of Intelligence Specialist AFSC 20470 in Fiscal Year 1955 from each of the AC&W Squadrons has reduced potential intelligence collection capability during emergencies and exercises.	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.

EADF

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 Construction Program Criteria.	*c. Lower echelons of this command were appreciably hampered in the preparation of their programming 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 Organization & 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 received 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 construction 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.

MAJOR PROBLEM AREAS	
PROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS
INSTALLATIONS (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 determined.
*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 programmed 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 clearance of existing and future alert hangars. *a. F-102 longer than many existing and desired alert hangars.	2. *a. Reference, Command Data Book, 31 March 1955, page 4.06. Problem is still in existence as stated in the reference. Five projects for the modification of alert hangars were submitted by this headquarters to be included in the FY 56 Appropriation Request (M&O) and were subsequently deleted by Headquarters ADC. On 11 May 1955 this headquarters received the following information from Headquarters ADC: "Alert modifications are presently under study by Headquarters USAF and their headquarters with the manufacturers. Ramifications such as Long Range Fighter-Interceptor 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 Hydraft 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

MAJOR PROBLEM AREAS

PROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS
*INSTALLATIONS(Cont'd)	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, maintenance, and inspection procedures. Hq 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 permit fueling the parked aircraft.
4.* Present and future Filter Center Real Estate sites.	4.* In accordance with AF Policy concerning the vulnerability of GOC Filter Centers located in potential 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 $160,000 Transfer of Communications Facilities 24,000 P.C.S. Transfer of Personnel and Equipment 16,000 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. Adequate procedure for rapid mobilization of the ANG.	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
2. Inadequate information on Air Force Reserve Fighter Bomber Wing Capabilities.	2. Adequate information is still not available on Air Force reserve Fighter bomber wings' capabilities. Action Required: Follow-up action to ConAC.
3. Low percentage of ANG pilots operationally ready.	3. A definite improvement should be noted after annual summer training. Action Required: Concentrated gunnery program.
4. Critical shortage of radar 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. Action Required: Continual efforts be extended by ANG units to recruit ROs from sources available.

EADF

MAJOR PROBLEM AREAS

PROBLEMS AND LIMITING FACTORS	ACTION TAKEN OR STATUS
INSPECTOR GENERAL (PERSONNEL) General	
1. Inadequate internal controls 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 headquarters has initiated correspondence emphasizing corrective action that increases internal controls.
2. Lack of internal controls of Non-appropriated 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 inaccurate 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 accumulations 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

HADF — MAJOR PROBLEM AREAS

PROBLEMS 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 civilian 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.	1. 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. Inexperience of operators during winter season was a contributing factor for many vehicle accidents. Supervisors and Ground Safety personnel were not analyzing the accidents to determine 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.
(ARMAMENT)	
1. Inadequate Allocation of Maintenance and Storage Space.	1. Shop facilities were adequate, however, allocation of space for storage of fire control, spare parts, and test equipment was inadequate.
2. Inadequate Maintenance of Small Arms and Storage of Small Arms Ammunition.	2. In most units, maintenance of small arms weapons was unsatisfactory. The lack of basic preventive maintenance has resulted in weapons becoming rusty and corroded. Small arms ammunition stored in unit gun rooms did not have fire symbols posted. Loaded clips were not properly tagged to indicate condition or lot number. Dunnage was not provided to insure proper ventilation nor were good housekeeping procedures utilized. Responsible officers should conduct monthly inspections of weapons assigned and the ammunition storage area so this condition does not re-occur in the future.

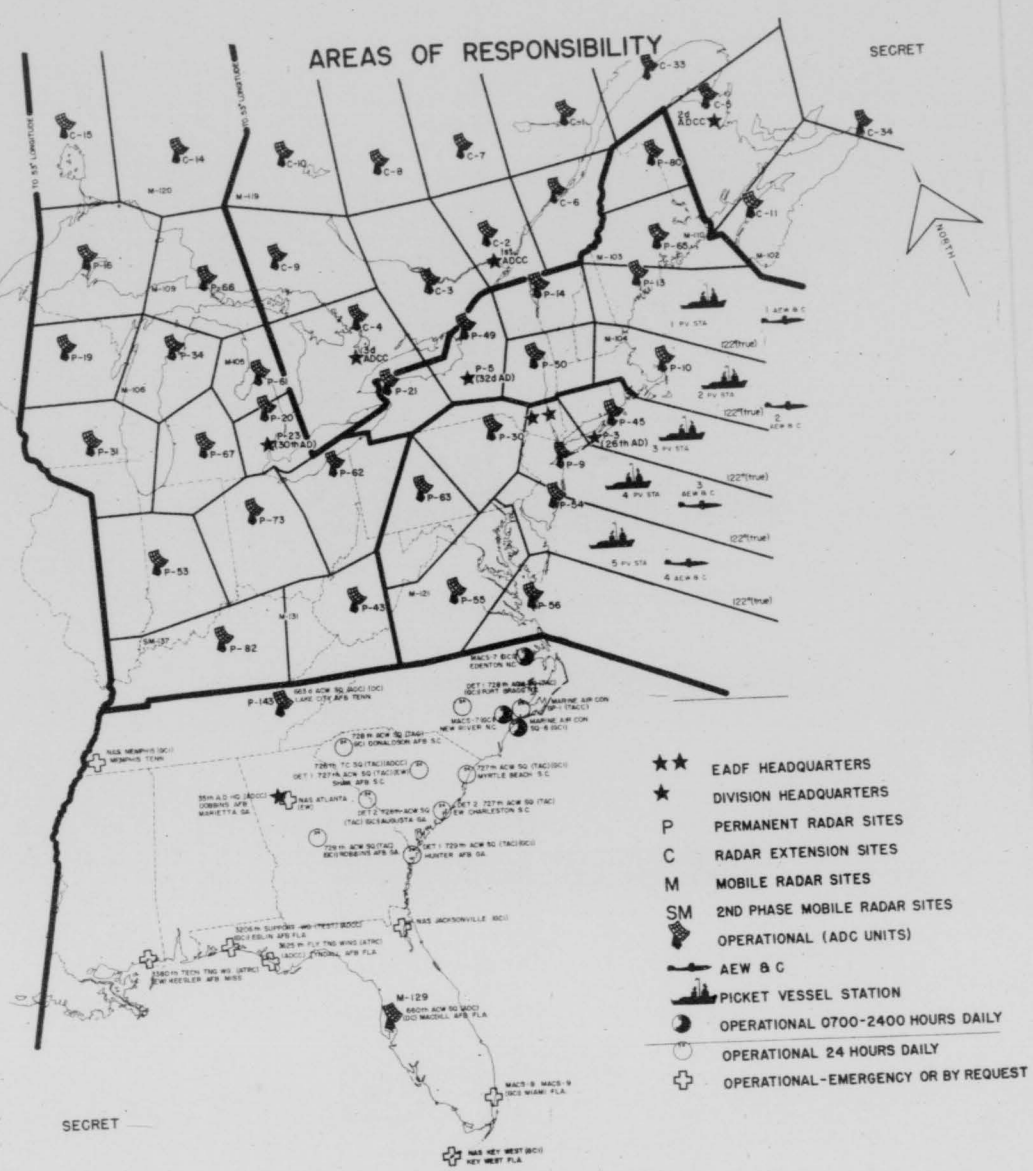
MAJOR PROBLEM AREAS

MAJOR IMPROVEMENT TREND	ACTION TAKEN OR STATUS
PERSONNEL General	
1. Low skill level of enlisted personnel. a. Inadequacies of OJT programs.	1. a. Pipe-line input has favorably increased to provide sufficient trainable airmen.

OPERATIONS

AREAS OF RESPONSIBILITY

SECRET

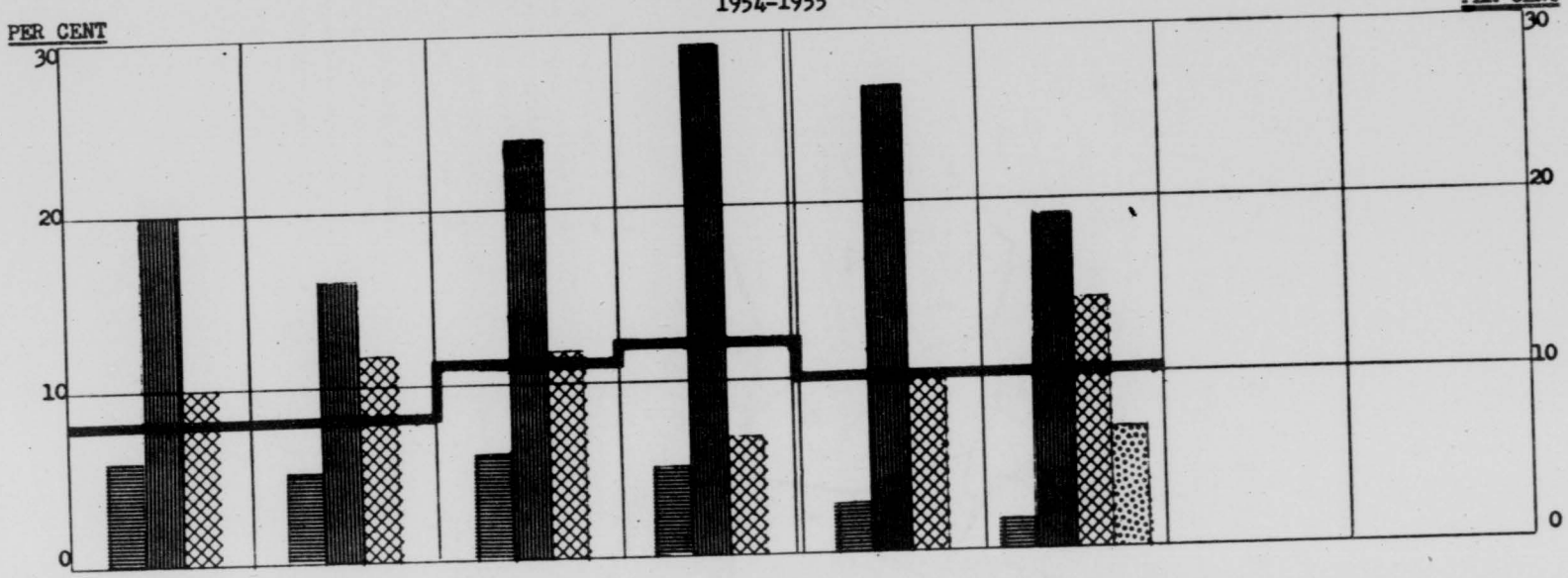


SECRET

509

EADF

TRACKS REMAINING UNKNOWN
PER CENT OF TOTAL UNKNOWN TRACKS IN EACH UNIT
1954-1955



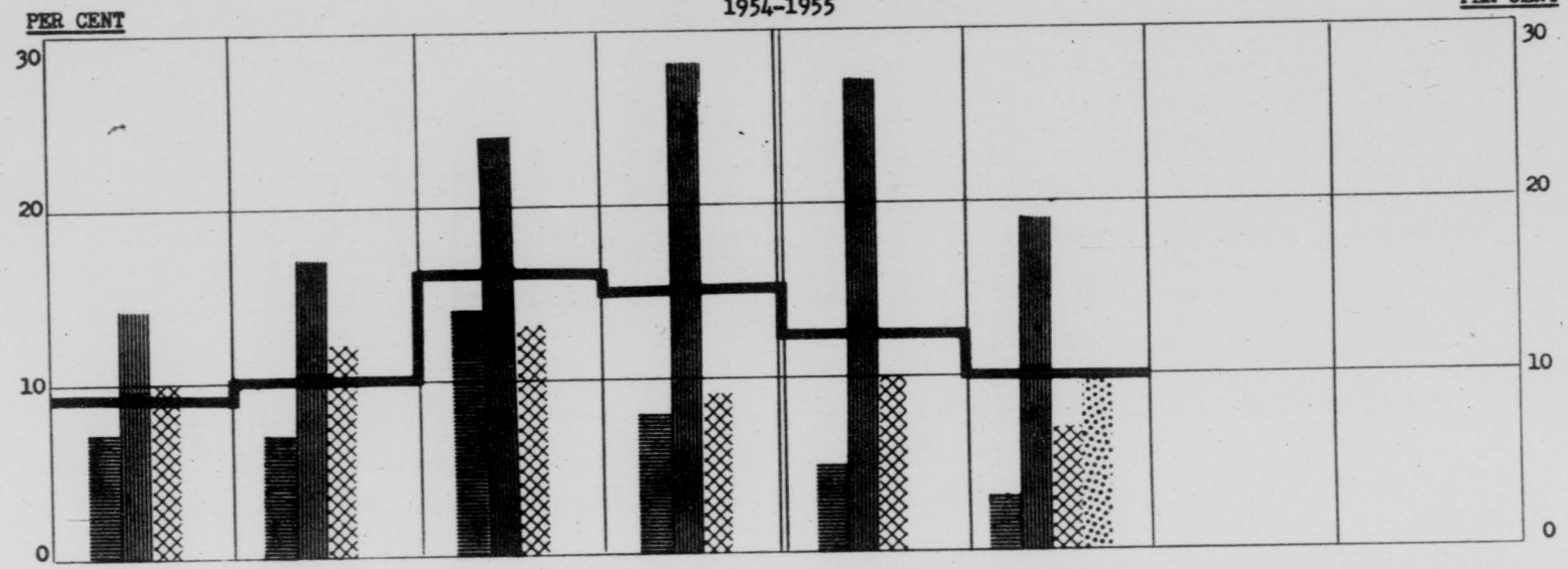
	1954												1955											
	1st QTR			2nd QTR			3d QTR			4th QTR			1st QTR			2d QTR			3d QTR			4th QTR			
	A	B		A	B		A	B		A	B		A	B		A	B		A	B		A	B		
UNIT	No.	No.	%	No.	No.	%	No.	No.	%	No.	No.	%	No.	No.	%	No.	No.	%	No.	No.	%	No.	No.	%	KEY
EADF	977	80	8	1290	106	8	2076	231	11	1437	169	12	1144	109	10	1520	147	10							
26AD	604	34	6	701	33	5	1085	63	6	737	40	5	644	20	3	573	11	2							
30AD	85	17	20	62	10	16	381	93	24	364	104	29	235	63	27	391	76	19							
32AD	288	29	10	527	63	12	610	75	12	336	25	7	265	26	10	307	43	14							
35AD																249	17	7							

SOURCE: EAOCP

A-UNKNOWN TRACKS
B-TRACKS REMAINING UNKNOWN

EADF

MISSED INTERCEPTIONS
PER CENT OF TOTAL SCRAMBLE ACTIONS
1954-1955



	1954												1955											
	1st QTR			2nd QTR			3d QTR			4th QTR			1st QTR			2d QTR			3d QTR			4th QTR		
	A	B		A	B		A	B		A	B		A	B		A	B		A	B		A	B	
UNIT	NO.	NO.	%	NO.	NO.	%	NO.	NO.	%	NO.	NO.	%	NO.	NO.	%	NO.	NO.	%	NO.	NO.	%	NO.	NO.	%	KEY
EADF	593	53	9	748	77	10	1238	204	16	1048	153	15	864	104	12	1356	133	10							
26AD	324	24	7	299	22	7	426	58	14	407	32	8	399	20	5	407	14	3							
30AD	66	9	14	52	9	17	367	89	24	335	94	28	223	60	27	375	71	19							
32AD	203	20	10	397	46	12	445	57	13	306	27	9	242	24	10	299	21	7							
35AD																275	27	10							

A-SCRAMBLE ACTIONS
B-MISSED INTERCEPTIONS

ANALYSIS OF UNKNOWN TRACKS
CALENDAR YEARS 1954 & 1955

REASONS FOR NO SCRAMBLE ACTION	EADF				26 AD				30 AD				32 AD				35 AD			
	3D QTR	4TH QTR	1ST 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	2D QTR	3D QTR	4TH QTR	1ST QTR	2D QTR
WEATHER	35	62	51	45	10	28	30	32	1	17	7	4	24	17	14	5				4
NO ACFT IN SUITABLE LOCATION	5	15	89	35	0	14	84	33	1	1	3	2	4	0	2	0				0
NO AI ACFT IN SUITABLE LOCATION	0	1	2	2	0	1	2	2	0	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				0
CONSERVATION OF AIRCRAFT	749	267	15	16	633	251	11	6	12	11	2	10	104	5	2	0				0
NR	49	44	122	95	16	36	118	92	0	0	0	0	33	8	4	0				0

REASONS FOR MISSED INTERCEPTION	3D QTR	4TH QTR	1ST 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	2D QTR	3D QTR	4TH QTR	1ST QTR	2D QTR
FADED PRIOR TO INTERCEPTION	144	117	79	91	39	24	13	9	61	73	48	60	44	20	8	15				7
WEATHER	15	11	7	8	3	3	2	1	4	6	4	2	8	2	1	2				3
AIRCRAFT PERFORMANCE	2	2	2	10	1	0	1	1	0	1	0	4	1	1	1	3				2
GROUND EQUIPMENT FAILURE	6	1	1	0	3	1	0	0	2	0	0	0	1	0	1	0				0
AIRBORNE 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				10
DARKNESS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				0
LATE SCRAMBLE	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0				0
ABORT	14	11	4	1	6	2	0	1	7	5	3	0	1	4	1	0				0
ECM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				0
WD		1	0	0		0	0	0		1	0	0			0	0				0

SOURCE: EAOCP

EADF

AD&W SITE COMPLETION
30 JUNE 1955

AIR DIVISION	SITE NUMBER	SQUADRON	PERMANENT LOCATION	FUNCTION & TYPE	PRIMARY SEARCH RADAR	PRIMARY HEIGHT FINDER	EMERGENCY SEARCH RADAR	EMERGENCY HEIGHT FINDER	RADIO NO OF EQUIP VHF PROG	RADIO NO OF EQUIP VHF INSTL	RADIO NO OF EQUIP UHF PROG	RADIO NO OF EQUIP UHF INSTL	MARK X IFF	FIGHTER SQUADRON SCRAMBLE CIRCUITS
26 AD	P-3	AD HQ	ROSLYN, N. Y.	C.C. IV										
	P-9	646	HIGHLANDS, N. J.	D.C. III	FPS-7* (OA-347) (CPS-63)	FPS-6*	(FSP-8)	FPS-6*	12	12	12	9	GPA-16 CPX-6	2d, 5th
	P-55	647	QUANTICO, VA.	D.C. II	FPS-3M* (FPS-3)	(CPS-4) FPS-6*		FPS-6* (FPS-4*)	12	12	9	7	GPA-16 GPX-7	95th
	P-30	648	BENTON, PA.	D.C. III	FPS-3M* (OA-347)	(CPS-6B) FPS-6*		FPS-6*	12	12	9	7	GPA-16 GPX-6	330th, 539th
	P-54	770	PALERMO, N. J.	D.C. II	FPS-3M* (FPS-3)	FPS-6*	(FPS-8)	FPS-6* (FPS-5)	12	12	11	7	GPA-16 GPX-7	46th, 96th 332d
	P-56	771	CAPE CHARLES, VA.	D.C. II	FPS-7* (FPS-3)	(CPS-4) FPS-6*	(FPS-8)	FPS-6* (FPS-4*)	12	12	9	8	GPA-16 GPX-7	48th
	P-63	772	CLAYSBURG, PA.	D.C. II	FPS-3M* (FPS-3)	FPS-6* (FPS-4)		FPS-6*	8	8	8	6	GPA-16 GPX-7	NONE
	P-45	773	MONTAUK, L.I., N. Y.	D.C. II	FPS-3M* (FPS-3)	FPS-6*	(FPS-8)	FPS-6*	12	12	12	10	GPA-16	75th, 331st
30 AD	P-23	AD HQ	WILLOW RUN, MICH.	C.C. IV										
	P-20	661	SELFRIDGE AFB, MICH.	D.C. III	(FPS-3M* (OA-347) (CPS-6B)	FPS-6*		FPS-6*	6	6	12	10	GPX-6 GPA-16 GPX-4*	13th, 56th
	P-62	662	BROOKFIELD, OHIO	D.C. II	FPS-3M* (FPS-3)	FPS-6*		FPS-6* (FPS-5) (FPS-4*)	8	8	9	9	GPX-7 GPA-16	71st, 86th
	P-73	664	BELLEFONTAINE, OHIO	D.C. II	(FPS-3M* (FPS-3)	FPS-6*		(FPS-4)	8	8	9	7	GPX-7 GPA-16	97th

( ) INTERIM EQUIPMENT
* NOT INSTALLED = FPS-3M FPS-3 plus GPA-27

SOURCE: EAOCE

5.06

AIR DIVISION	SITE NUMBER	SQUADRON	PERMANENT LOCATION	FUNCTION & TYPE	PRIMARY SEARCH RADAR	PRIMARY HEIGHT FINDER	EMERGENCY SEARCH RADAR	EMERGENCY HEIGHT FINDER	RADIO NO OF EQUIP VHF PROG	RADIO NO OF EQUIP VHF INSTL	RADIO NO OF EQUIP UHF PROG	RADIO NO OF EQUIP UHF INSTL	MARK X IFF	FIGHTER SQUADRON SCRAMBLE CIRCUITS
30 AD	P-16	665	CALUMET, MICH.	D.C. IR	FPS-3M* (FPS-3)	FPS-6*		FPS-6* (FPS-5)	4	4	12	6	GPA-16 GPX-7	NONE
	P-19	676	ANTIGO, WISC.	D.C. IR	FPS-3M* (FPS-3)	FPS-6*		FPS-6* (FPS-4) (FPS-4*)	4	4	12	10	GPA-16 GPX-7	NONE
	P-34	752	EMPIRE, MICH.	D.C. III	FPS-7* (OA-347) (CPS-6B)	FPS-6*		FPS-6*	12	12	9	7	GPA-16 GPX-6	NONE
	P-66	753	S.S. MARIE, MICH.	D.C. II	FPS-3M* (FPS-3)	FPS-6*		FPS-6* (FPS-5)	8	8	9	7	GPA-16 GPX-7	438th
	P-61	754	PORT AUSTIN, MICH.	D.C. II	FPS-3M* (FPS-3)	(CPS-4* FPS-6*		FPS-6* (FPS-4)	8	8	9	7	GPA-16 GPX-7	63d
	P-31	755	WILLIAMS BAY, WISC.	D.C. III	FPS-3M* (OA-347) (CPS-6B)	FPS-6*		FPS-6*	12	12	12	6	GPX-6 GPA-16	42d, 62d 432d, 456th
	P-67	781	FORT CUSTER, MICH.	D.C. II	FPS-3M* (FPS-3)	FPS-6*		FPS-6* (FPS-4*)	8	8	8	6	GPA-16 GPX-7	NONE
	P-53	782	ROCKVILLE, IND.	D.C. IIIM	FPS-7* (OA-347) (FPS-10)	FPS-6*		FPS-6*	12	12	8	6	GPA-16 GPX-6	NONE
	P-43	783	GUTHRIE, W. VA.	D.C. IR	FPS-3M* (FPS-3)	FPS-6*		FPS-6* (FPS-4)	6	8	8	6	GPA-16 CPX-7	NONE
	P-82	784	FORT KNOX, KY.	D.C. IR	FPS-3M* (FPS-3)	FPS-6*		FPS-6* (FPS-4)	4	4	8	7	GPA-16 CPX-7	NONE
	C-10	912	RAMORE, ONT.	S.S. IR	FPS-3	TPS-502	FPS-502		3	2	5	3	GPX-7	NONE
	C-14	913	PAGWA, ONT.	S.S. IR	FPS-3	RPS-502	FPS-502		3	5	5	3	GPX-7	NONE

SOURCE: EAOCE

( ) INTERIM EQUIPMENT
* NOT INSTALLED

EADF

AC&W SITE COMPLETION
30 JUNE 1955

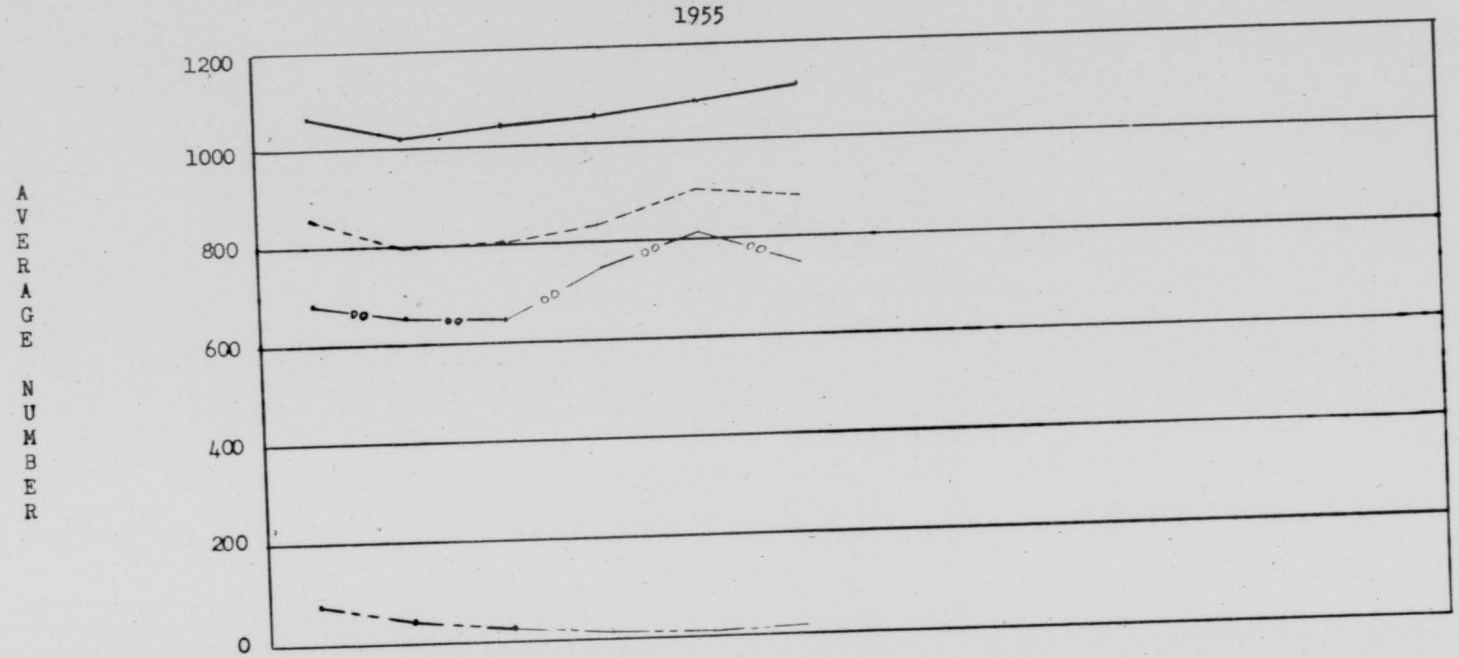
AIR DIVISION	SITE NUMBER	SQUADRON	PERMANENT LOCATION	FUNCTION & TYPE	PRIMARY SEARCH RADAR	PRIMARY HEIGHT FINDER	EMERGENCY SEARCH RADAR	EMERGENCY HEIGHT FINDER	RADIO NO OF EQUIP VHF PROG	RADIO NO OF EQUIP VHF INSTL	RADIO NO OF EQUIP UHF PROG	RADIO NO OF EQUIP UHF INSTL	MARK X IFF	FIGHTER SQUADRON SCRAMBLE CIRCUITS
30 AD	C-15	914	ARMSTRONG, ONT.	S.S. IR	FPS-3	TPS-502	FPS-502		3	5	5	3	GPX-7	NONE
32 AD	P-5	AD Hq	SYRACUSE, N.Y.	C.C. IV										
	P-13	654	BRUNSWICK NAS, ME.	D.C. III	FPS-3M* (OA-347) (CPS-6B)	(FPS-8)*	FPS-8*	FPS-6*	12	12	9	7	GPX-6 GPA-16	NONE
	P-49	655	WATERTOWN, N.Y.	D.C. II	FPS-3M* (FPS-3)	FPS-6*		FPS-6* (FPS-5)	8	8	9	8	GPA-16 GPX-7	27TH
	P-50	656	SARATOGA SPRINGS, N.Y.	D.C. II	FPS-3M* (FPS-3)	FPS-6*		FPS-6* (FPS-5)	8	8	12	9	GPA-16 GPX-7	60TH
	P-10	762	NORTH TRURO, MASS.	D.C. III	FPS-7* (OA-347) (CPS-6B)	(FPS-8)* FPS-6*	FPX-8*	FPS-6*	12	12	12	9	GPX-6 GPA-16	58TH, 437TH
	P-21	763	LOCKPORT, N.Y.	D.C. III	FPS-7* (OA-347) (CPS-6B)	FPS-6*		FPS-6*	12	12	9	7	GPA-16 GPX-6	47TH
	P-14	764	ST. ALBANS, VT.	D.C. III	FPS-7* (OA-347) (CPS-6B)	FPS-6*		FPS-6*	12	12	9	7	GPX-6 GPA-16	37TH
	P-65	765	CHARLESTON, ME.	D.C. II	FPS-3M* (FPS-3)	FPS-3		FPS-6* (FPS-5)	8	8	9	8	GPX-7 GPA-16	49TH
	P-80	766	CASWELL, ME.	D.C. IIIM	FPS-7* (OA-347) (FPS-10)	FPS-6*	(FPS-8)*	FPS-6*	5	5	8	6	GPS-16	82D, 318TH
35 AD	M-87	AD Hq	DOBBINS AFB, GA.	C.C.										
	P-42	663	LAKE CITY AFS, TENN.	D.C.	FPS-7* FPS-10	FPS-6*		FPS-6*	8	8	8	8	GPX-6	460TH, 469TH
	M-129	660	MACDILL AFB, FLA.	D.C.	MPS-7	MPS-14*			3	0	8	0	GPX-20	NONE

SOURCE: EAOCE

( ) INTERIM EQUIPMENT
* NOT INSTALLED

EADF

COMBAT CREWS
BY MONTH
1955

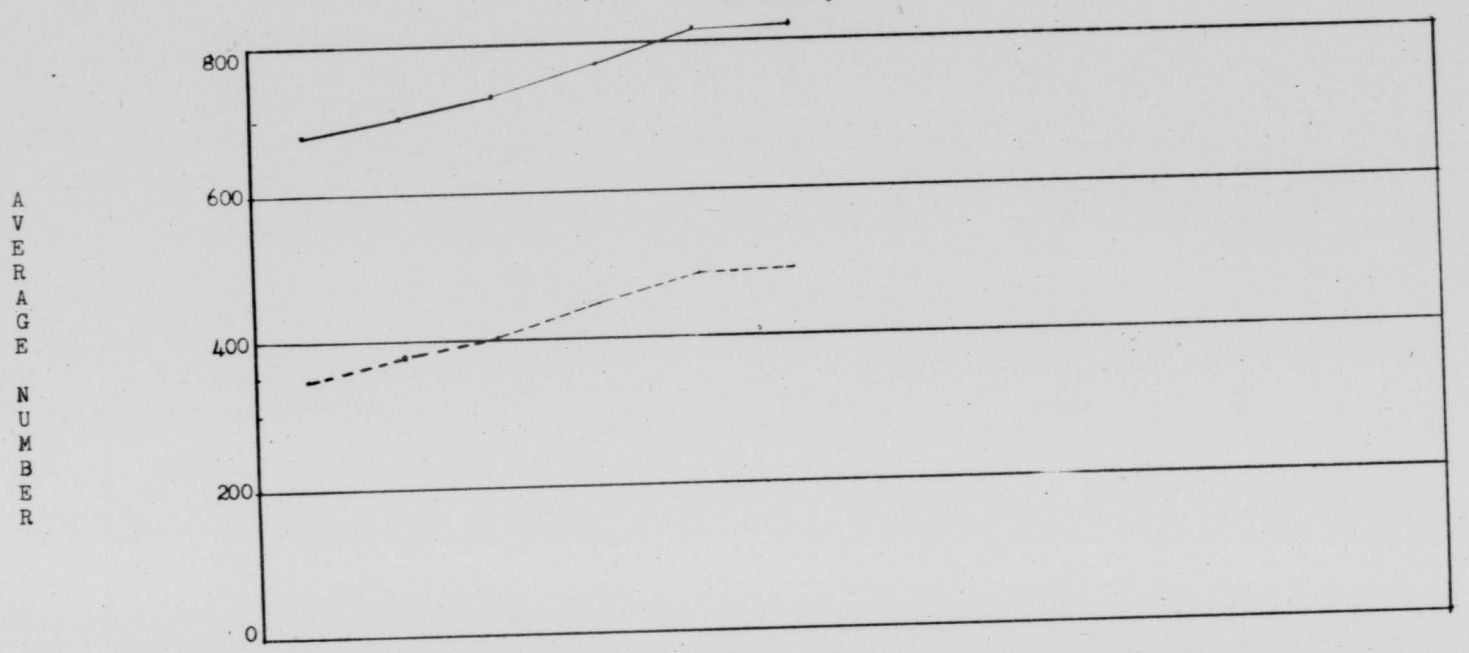


		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
AVG ASSIGNED	———	1060	1024	1041	1051	1080	1118						
AVG ON HAND	- - - -	855	799	816	834	904	875						
AVG COMBAT READY	—oo—	678	657	648	740	816	773						
AVG COMBAT ALERT	—- - —-	80	46	24	11	7	14						

SOURCE: AF-V14

EADF

TACTICAL AIRCRAFT
BY MONTH, 1955

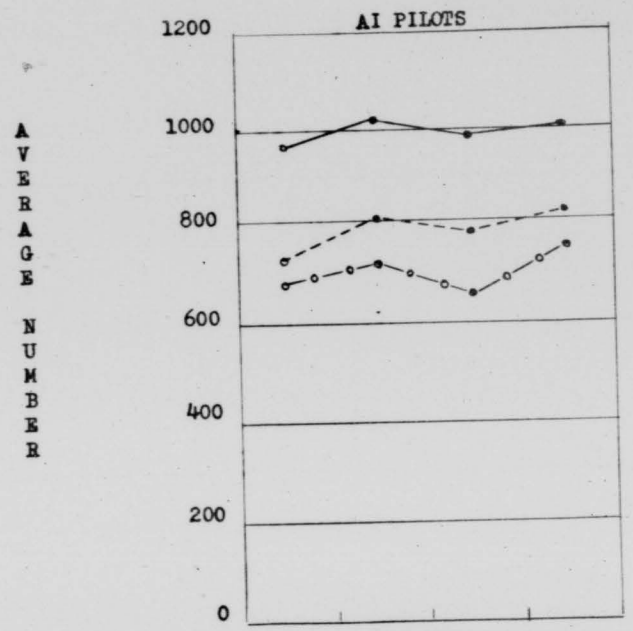


		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
AVG POSSESSED	——	674	699	732	781	813	814						
AVG COMBAT READY	- - -	350	378	408	448	488	490						
% COMBAT READY		52	54	56	57	60	60						

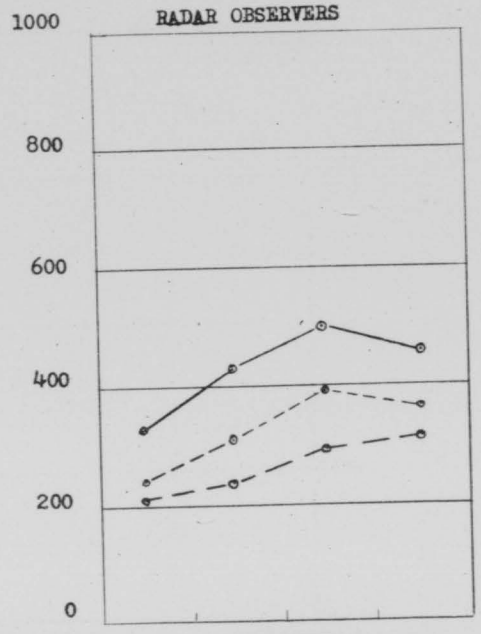
SOURCE: AF-V14

5.08

COMBAT READINESS STATUS
CALENDAR YEAR 1954-1955



		3D	4TH	1ST	2D
ASSIGNED	——	984	1034	991	1011
ON HAND	----	744	801	789	803
COMBAT READY	—o—	699	720	685	761



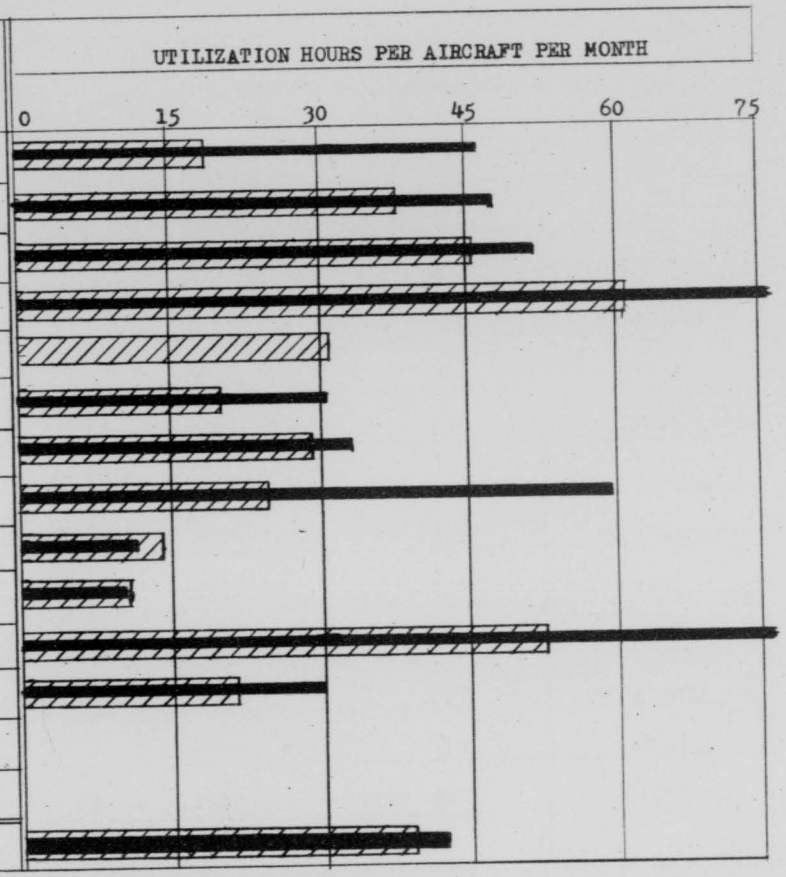
3D	4TH	1ST	2D
326	428	505	466
247	305	397	376
212	231	297	329

SOURCE: 1-ADC-V8

UTILIZATION OF NON-TACTICAL AIRCRAFT

2ND QUARTER CALENDAR YEAR 1955

TYPE AIRCRAFT	UTILIZATION HRS PER ACFT POSSESSED PER MONTH	TOTAL FLYING HOURS 2ND QTR 1955	AVERAGE NO. AIRCRAFT POSSESSED PER MONTH	AVERAGE NO. AIRCRAFT IN-COMM PER MONTH
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
TOTAL EADF	43.4	33,665	258	144



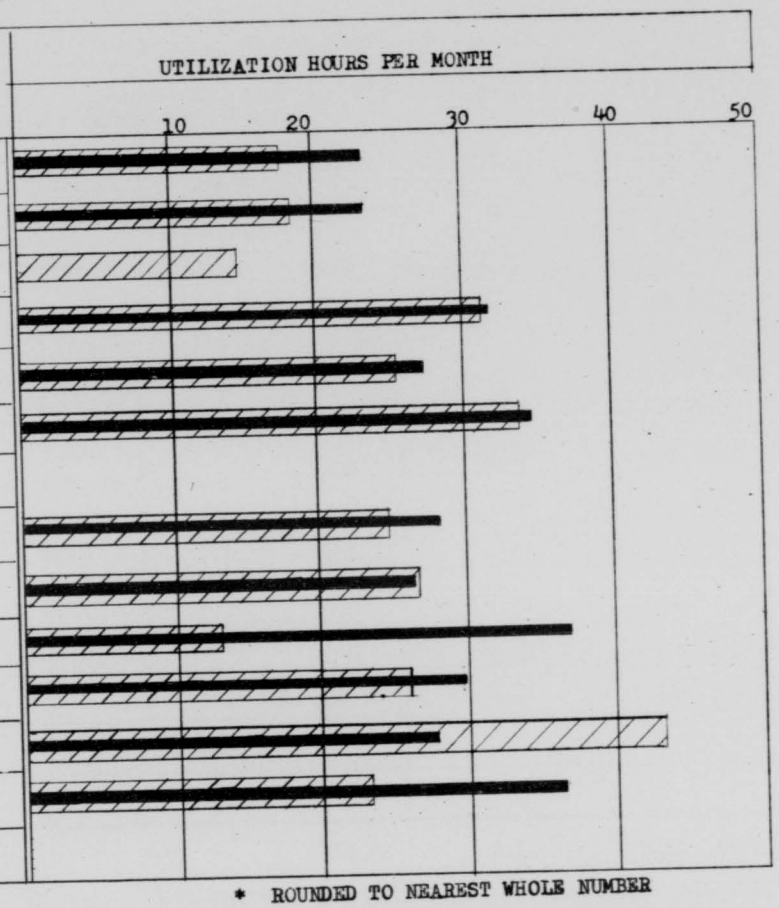
SOURCE: 1-AF-A1

PREVIOUS QTR
CURRENT QTR

UTILIZATION OF TACTICAL AIRCRAFT

2ND QUARTER 1955

	WING AND TYPE AIRCRAFT	AVERAGE NO. AIRCRAFT POSSESSED PER MONTH *	TOTAL FLYING HOURS 2ND QTR - 1955	UTILIZATION HOURS PER MONTH
26 AD	4709 A DW	151	10647	23.5
	F-86D	151	10647	23.5
	F-86F	0	0	0
	4710 A DW	113	11131	32.8
	F-86D	26	2130	27.3
	F-94C	87	9001	34.5
30 AD	4706 A DW	143	12101	28.2
	F-86D	127	10321	27.1
	F-89D	16	1780	37.1
	4708 A DW	130	11587	29.7
	F-86D	103	8523	27.8
	F-89D	28	3064	36.5



SOURCE: 1-AF-A1

PREVIOUS QTR
CURRENT QTR

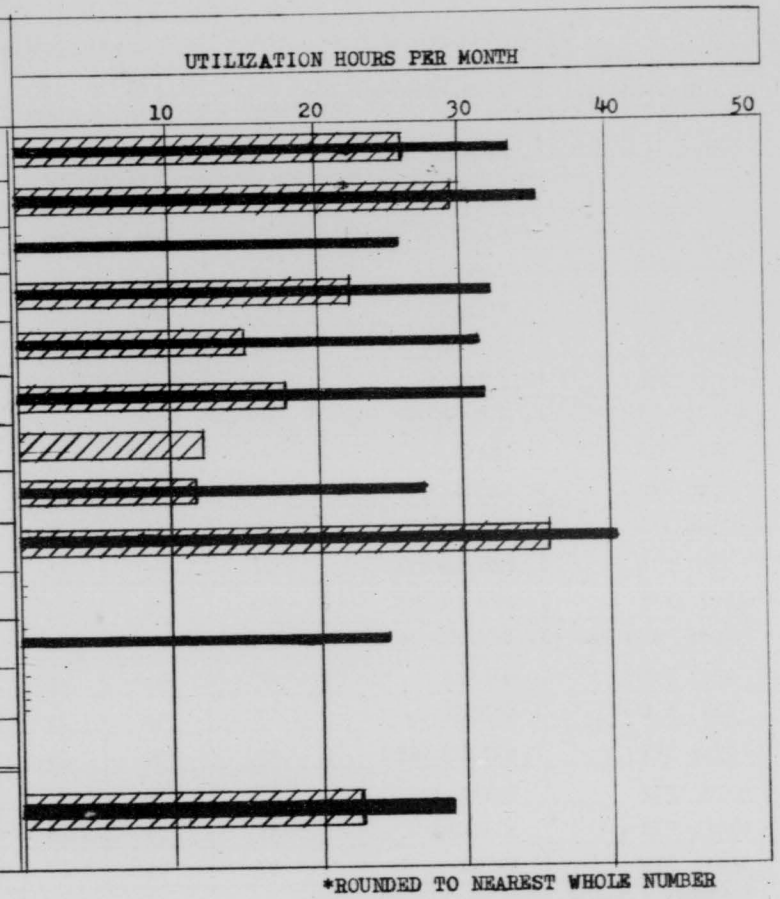
* ROUNDED TO NEAREST WHOLE NUMBER

EADF

UTILIZATION OF TACTICAL AIRCRAFT

2ND QUARTER 1955

	WING AND TYPE AIRCRAFT	AVERAGE NO. AIRCRAFT POSSESSED PER MONTH *	TOTAL FLYING HRS 2ND QTR - 1955	UTILIZATION HOURS PER MONTH
32 AD	4707 A DW	88	8906	33.7
	F-86D	49	5234	35.6
	F-89D	10	776	25.9
	F-94C	30	2896	32.2
	4711 A DW	113	10621	31.3
	F-86D	46	4349	31.5
	F-86F	0	0	0
	F-89D	47	3842	27.2
	F-94C	20	2430	40.5
35 AD				
	F-86D	46	3413	24.7
	EADF	785	68406	29.0



SOURCE: 1-AF-A1

PREVIOUS QTR
CURRENT QTR

*ROUNDED TO NEAREST WHOLE NUMBER

FIGHTER-INTERCEPTOR SQUADRONS
LOCATION, MANNING AND EQUIPMENT
30 JUNE 1955

DESIGNATION	LOCATION	COMBAT CREWS					AIRCRAFT					
					COMBAT READY		TYPE					
		RQD	AVG ASGD	AVG ON HAND	PILOTS	RO'S	PRIMARY	NON PRIMARY	AUTH	AVG ON HAND	AVG POSS	AVG C/R
4709th AIR DEF WG, MCGUIRE AFB, N. J.												
2d FIS	MCGUIRE	37	29	21	21	NA	F-86D	NA	25	26	20	16
5th FIS	MCQUIRE	37	27	23	23	NA	F-86D	NA	25	29	28	19
75th FIS	SUFFOLK	37	26	23	23	NA	F-86D	NA	25	24	22	16
330th FIS	STEWART	37	29	17	17	NA	F-86D	NA	25	27	27	12
331st FIS	SUFFOLK	37	29	20	20	NA	F-86D	NA	25	23	23	18
539th FIS	STEWART	37	20	16	16	NA	F-86D	NA	25	19	19	10
4710th AIR DEF WG, NEW CASTLE COUNTY AIRPORT, DEL.												
46th FIS	DOVER	37	32	22	22	31	F-94C	NA	25	22	22	15
48th FIS	LANGLEY	37	29	24	20	41	F-94C	NA	25	20	21	17
95th FIS	ANDREWS	37	31	23	23	NA	F-86D	NA	25	26	26	16
96th FIS	NEW CASTLE	37	37	30	27	42	F-94C	NA	25	24	24	20
332d FIS	NEW CASTLE	37	30	27	25	35	F-94C	NA	25	24	24	20
4706th AIR DEF WG, O'HARE INTERNATIONAL AIRPORT, ILL.												
42d FIS	O'HARE	37	33	24	24	NA	F-86D	NA	25	23	24	11
62d FIS	O'HARE	37	32	24	24	NA	F-86D	NA	25	26	26	13
97th FIS	WRIGHT-PATT	37	29	29	29	NA	F-86D	NA	25	27	27	20
432d FIS	TRUAX	37	33	26	26	NA	F-86D	NA	25	27	27	16
438th FIS	KINROSS	37	27	18	16	27	F-86D	NA	25	14	14	7
456th FIS	TRUAX	37	23	17	17	NA	F-86D	NA	25	23	26	14

NA - NOT APPLICABLE

SOURCE: 1-ADC-V8
1-AF-V14

FIGHTER-INTERCEPTOR SQUADRONS
LOCATION, MANNING AND EQUIPMENT
30 JUNE 1955

DESIGNATION	LOCATION	COMBAT CREWS					AIRCRAFT					
		RQD	AVG ASGD	AVG ON HAND	COMBAT READY PILOTS	COMBAT READY RO'S	TYPE PRIMARY	TYPE NON PRIMARY	AUTH	AVG ON HAND	AVG POSS	AVG C/R
4708th AIR DEF WG, SELFRIDGE AFB, MICH.												
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	NA	F-86D	NA	25	23	24	11
4707th AIR DEF WG, OTIS AFB, MASS.												
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
437th FIS	OTIS	37	24	21	20	39	F-94C	NA	25	23	23	20
4711th AIR DEF WG, PRESQUE ISLE AFB, ME.												
27th FIS	GRIFFISS	37	25	18	16	29	F-94C	NA	25	19	20	11
37th FIS	ETHAN ALLEN	37	33	19	19	NA	F-86D	NA	25	24	25	16
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
35th AIR DIV (DEF) DOBBINS AFB, GA.												
444th 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	MCGHEE-TYSON	37	32	29	29	NA	F-86D	NA	25	24	25	20

SOURCE: 1-ADC-V8
1-AF-V14

NA - NOT APPLICABLE

EADF

OTHER FORCES WITHIN EADF AREA
(NAVY)

LOCATION (NAVY)	TYPE AIRCRAFT		NO ACFT POSS*
NAS, Quonset Point, R. I.	F2H-3	Jet AI	14
	F9F-5	Jet NAI	14
	F9F-6	Jet NAI	14
NAS, Oceana, Va.	F2H-4	Jet AI	14
	F9F-5	Jet NAI	14
	F9F-6	Jet NAI	6
	FJ-3	Jet NAI	16
	F7U-3	Jet NAI	14
NAS, New York, N. Y.	F9F-7	Jet NAI	32
NAS, Willow Grove, Pa.	F9F-6	Jet NAI	2
NARTU, Anacostia, Md.	F4U-4	Prop NAI	20
NARTU, Norfolk, Va.	F4U-4	Prop NAI	16
NAS, Glenview, Ill.	F9F-6	Jet NAI	29
NAS, Akron, Ohio	F4U-5	Prop NAI	24
NAS, Columbus, Ohio	F9F-4	Jet NAI	16
	F9F-6	Jet NAI	11
NAS, Grosse Ile, Mich.	F4U-4	Prop NAI	29
	F4U-4B	Prop NAI	3
NAS, So. Weymouth, Mass.	F9F-6	Jet NAI	23
	F4U-4B	Prop NAI	17

LOCATION (NAVY)	TYPE AIRCRAFT		NO ACFT POSS*
NAS, Niagara Falls, N. Y.	F2H-2	Jet NAI	7
	F4U-4	Prop NAI	7
NAS, Jacksonville, Fla.	F9F-8	Jet NAI	14
	F9F-6	Jet NAI	14
	F2H-2	Jet NAI	23
	F2H-2B	Jet NAI	6
	F4U-4B	Prop NAI	14
NAS, Cecil Field (near Jacksonville)	FJ-3	Jet NAI	14
	F9F-8	Jet NAI	49
	F9F-5	Jet NAI	14
	F3D-2	Jet AI	11
	F2H-2	Jet NAI	15
	F2H-3	Jet AI	13
	F2H-4	Jet AI	11
MCAS, Cherry Pt., N. C.	F2H-4	Jet AI	17
	F9F-8	Jet NAI	22
MCAS, Miami, Fla.	F9F-6	Jet NAI	11
NAS, Atlanta, Ga.	F4U-4	Prop NAI	31
NAS, Birmingham, Ala.	F4U-5	Prop NAI	2
	F4U-5NL	Prop AI	15
NAS, New Orlenas, La.	F4U-4	Prop NAI	16
NAS, Memphis, Tenn.	F9F-7	Jet NAI	18
TOTAL		Jet NAI	398
		Jet AI	80
		Prop NAI	179
		Prop AI	15
			672

SOURCE: NAVFORESTCONAD

*LISTED FORCES MAY BE MADE AVAILABLE FOR AIR DEFENSE PURPOSES DURING EMERGENCY CONDITIONS.

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.

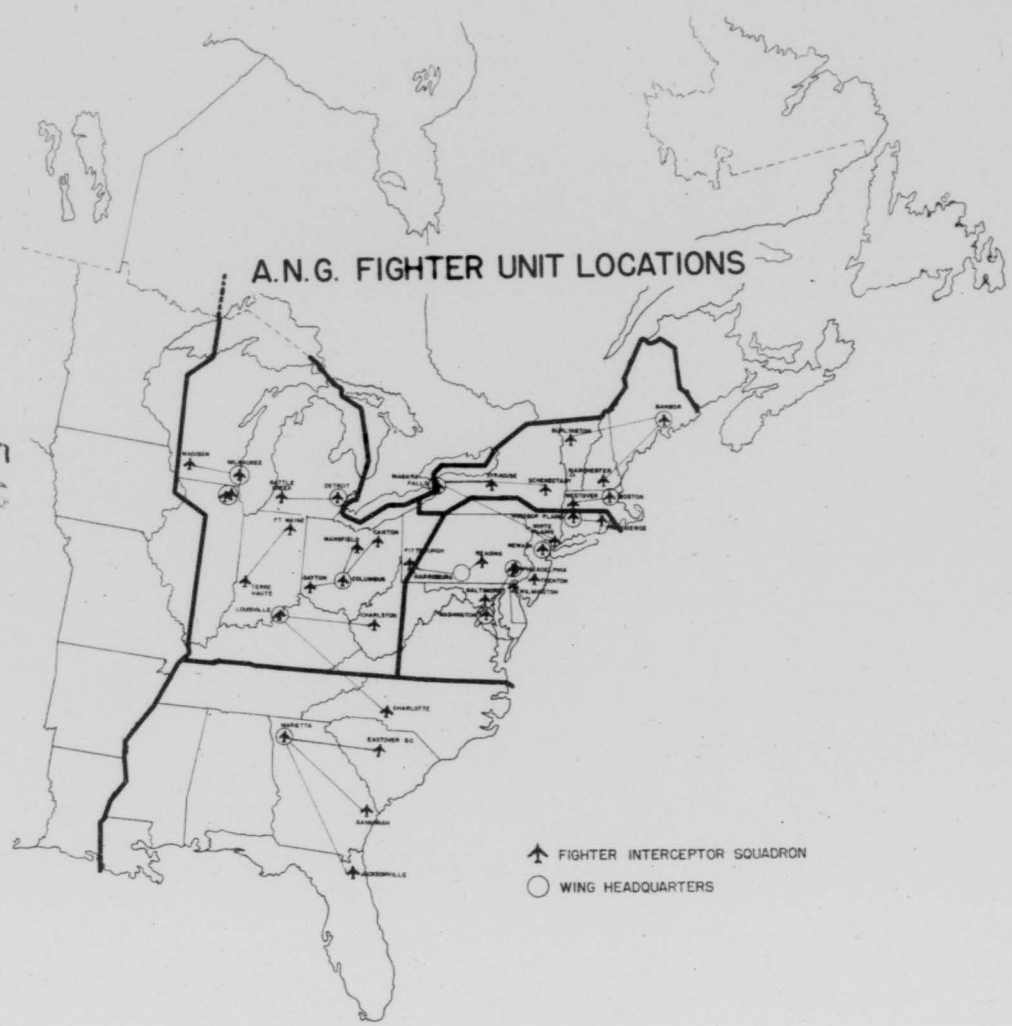
SOURCE: NAVFOREASTCONAD

EADF

OTHER FORCES AVAILABLE WITHIN EADF AREA
(ANG)

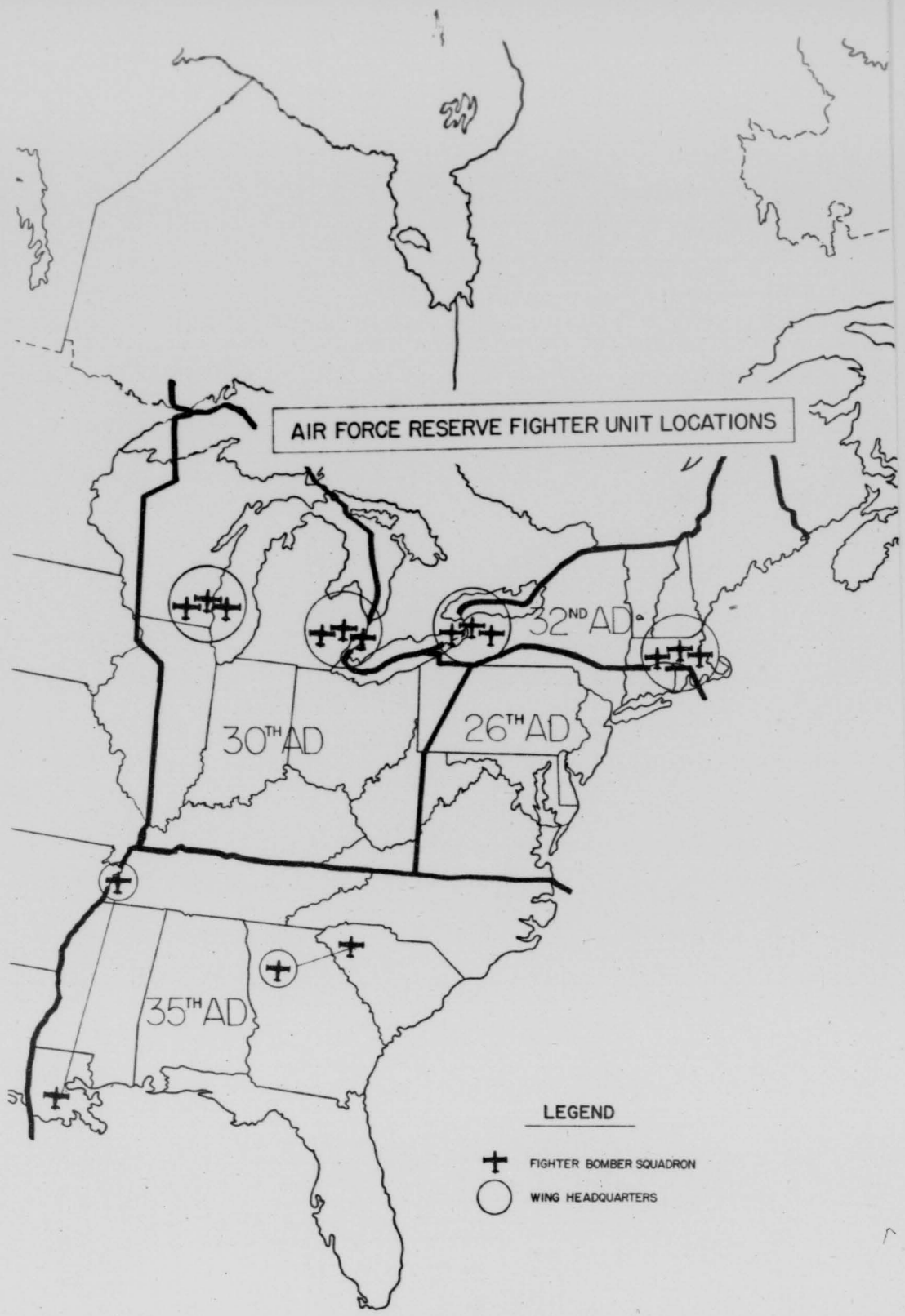
UNIT LOCATION	ACFT AVAIL	TYPE ACFT
101st F/I Wing, Dow AFB, Me.		
132d FIS, Dow AFB, Me.	14	F-94
133d FIS, Grenier	14	F-94
134th FIS, Burlington Aprt, Vt	14	F-94
102d F/I Wg, Logan Aprt, Mass.		
101st FIS, Logan Aprt, Mass.	17	F-94
131 FIS, Barnes Aprt, Mass.	17	F-94
103d F/I Wg, Bradley Fld, Conn.		
118th FIS, " " "	19	F-84D
152d FIS, Theo Green Aprt, R.I	16	F-84D
107th F/I Wg, Niagara Aprt, NY		
136th FIS, " " "	15	F-94
137th FIS, Westchester Aprt,"	16	F-94
138th FIS, Hancock Fld, N.Y.	14	F-94
139th FIS, Schnectady Aprt, NY	11	F-51
	10	F-94
108th F/I Wg, Newark Aprt, N.J.		
119th FIS, " " "	24	F-51
141st FIS, McGuire AFB, N.J.	13	F-86A
111th F/I Wg, Phila Aprt, Pa.		
103d FIS, " " "	13	F-84F
	6	F-51
117th FIS, " " "	17	F-84F
112th F/I Wg, Harrisburg Aprt, Pa		
146th FIS, Gtr Pittsburgh Aprt, Pa.	19	F-84F
147th FIS, " "	16	F-84F
148th FIS, Spaatz Fld, Pa.	16	F-51D
113th F/I Wg, Andrews AFB, DC		
104th FIS, Harbor Fld, Md.	18	F-51
	5	F-86
121st FIS, Andrews AFB, DC	12	F-86
142d FIS, New Castle Aprt, Del.	11	F-86
116th F/I Wg, Dobbins AFB, Marietta, Ga.		
128th FIS, Dobbins AFB, Marietta, Ga.	19	F-84
157th FIS, Congaree AFB, Eastover, S.C.	15	F-86A
158th FIS, Travis Field, Savannah, Ga.	20	F-84D
159th FIS, Thomas Cole Imeson Aprt, Jacksonville, Fla.	15	F-80C
121st F/I Wg, Lockbourne AFB, Ohio	9	F-84
162d FIS, Dayton Aprt, Ohio	8	F-51
164th FIS, Mansfield Aprt, Ohio	32	F-84E
166th FIS, Lockbourne AFB, Ohio	34	F-84E
112th FIS, Canton Aprt, Ohio	24	F-51
122d F/I Wg, Weir-Cook Aprt, Ind		
113th FIS, Hullman Fld, Ind.	15	F-80C
163d FIS, Baer Fld, Ind.	14	F-80C
123d F/I Wg, Standiford Fld, Ky.		
165th FIS, " " "	25	F-51D
	1	F-84
167th FIS, Kanawha Aprt, W. Va.	25	F-51D
156th FIS, Charlotte, N.C.	13	F-86A
126th F/I Wg, Peoria Aprt, Ill.	16	F-84F
108th FIS, O'Hare Aprt, Ill.	6	F-51
168th FIS, " " "	9	F-51
	9	F-84E
127th F/I Wg, Detroit-Wayne-Major Aprt, Mich.		
107th FIS, Romulus Aprt, Mich.	9	F-86E
171st FIS, " " "	8	F-86E
172d FIS, Kellogg Fld, Mich.	9	F-89
128th F/I Wg, Mitchell Fld, Wisc.		
126th FIS, " " "	23	F-89C
176th FIS, Truax Fld, Wisc.	21	F-89B

TOTAL - F-51 - 172
F-80 - 44
F-84 - 240
F-86 - 86
F-89 - 56
F-94 - 131
729


A.N.G. FIGHTER UNIT LOCATIONS
FIGHTER INTERCEPTOR SQUADRON
WING HEADQUARTERS

EADF — AF RESERVE UNITS IN EADF REGION

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	11	F80C
319 F/B Wing, Municipal Aprt, Memphis, Tenn. 46 F/B Sq " " 50 F/B Sq New Orleans, La.		F84
482d F/B Wing, Dobbins AFB, Marietta, Ga. 99 F/B Sq " " " 301 F/B Sq Donaldson AFB, Greenville, S.C.		
TOTAL - F-80C		88


AIR FORCE RESERVE FIGHTER UNIT LOCATIONS
32ND AD
30TH AD
26TH AD
35TH AD
LEGEND
FIGHTER BOMBER SQUADRON
WING HEADQUARTERS

NAVIGATIONAL AIDS PROGRAMMED
30 JUNE 1955

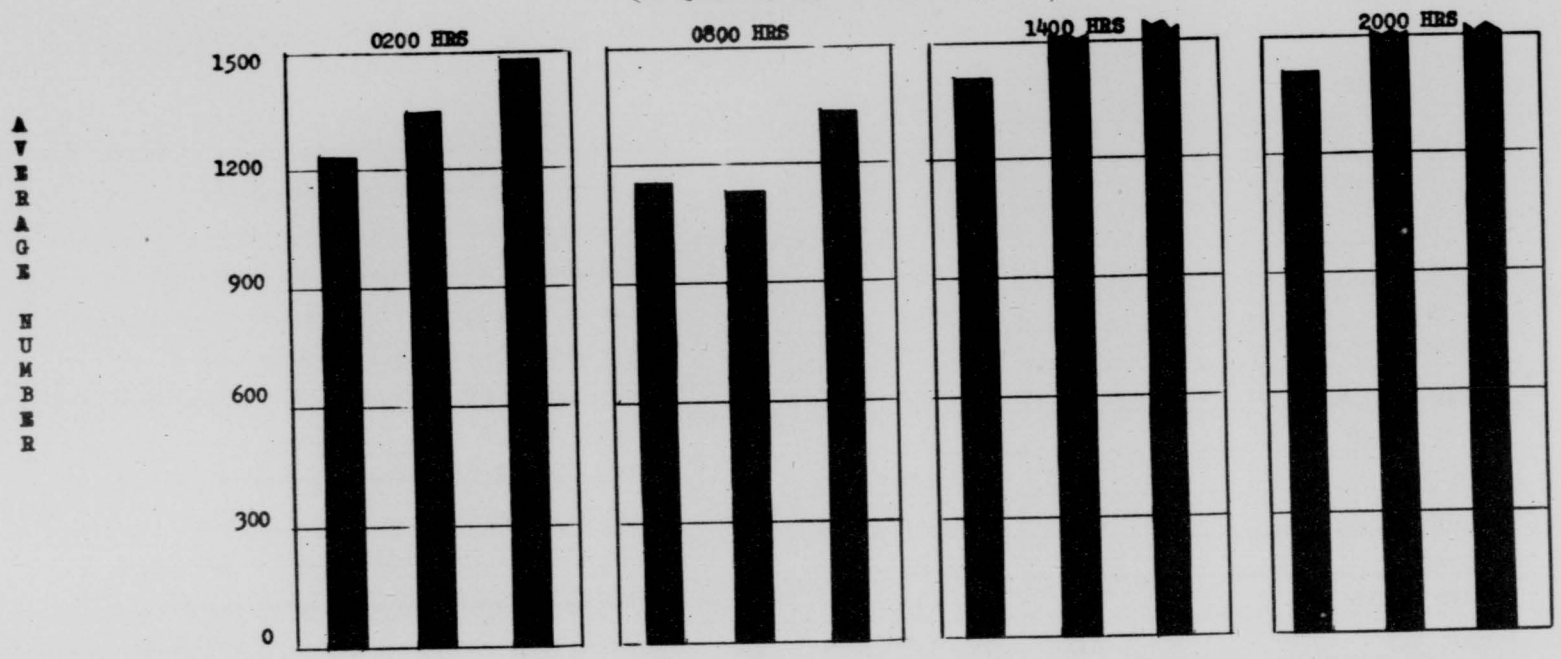
EQUIPMENT / BASE	ANDREWS	CHARLESTON	DOVER	DOW	ETHAN ALLEN	GTR-PITTSBURGH	GRIFFISS	KINROSS	LANGLEY	McGHEE-TYSON	McGUIRE	NEW CASTLE	NIAGARA	O'HARE	OTIS	PRESQUE ISLE	SELFRIDGE	STEWART	SUFFOLK	THUAX	WESTOVER	WRIGHT-PATTERSON	WURTSMITH	YOUNGSTOWN	BUNKER HILL	L. G. HANSCOM	LOCKBOURNE	K. I. SAWYER	SEYMOUR-JOHNSON	CADILLAC	KANSASVILLE
CONTROL TOWER	A	CAA A	A	A	CAA A	CAA A	A	A	A	CAA A	A	CAA A	CAA A	CAA A	A	A	A	A	A	CAA A	A	A	A	CAA A	1/56	CAA A	A	3/56	4/56	3/57	4/57
AN/MPN-1 MOBILE GCA						A	A	A							A			A			A											
AN/CPN-4 MOBILE GCA or MPN-11B	A	A	A	A	A			B		A	A	A	A	A		A			A	A			A	A	1/56	A	A	3/56	4/56	4/57	1/58
AN/FPN-16 PERM GCA	D					CAA B	A		A		3/56				A		A	B			A	A					B				
RADAR SURVEILLANCE	D					CAA B	A		A	CAA A	3/56				A		A	B			A	A					D				
ILS	E	CAA A	B	1/56	CAA A	CAA A	3/55	CAA A	B	CAA A	E	CAA A	CAA A	CAA A	A	2/56	B	1/56	B	CAA A	3/56	E	B	CAA A	3/56	CAA A	B			4/57	1/58
VHF/DF	A		A	A	A	A	A	A	A	CAA A	A	CAA A	CAA A		A		A	A		A	A	A		CAA A	1/56	CAA A					
UHF/DF	E	D	D	A	CAA A	CAA E	D	A	A	CAA A	D	CAA A	CAA A	CAA A	D	A	A	A	A	A	A	A	A	CAA A	1/56	CAA A	A			4/57	1/58
LF RANGE	CAA A	CAA A	A	CAA A	CAA A		CAA A	CAA A	A	CAA A	A	CAA A	CAA A	CAA A		CAA A	A			CAA A	A	A		CAA A			CAA A				
LF RADIO BEACON	B	B	B	CAA A		CAA A	B		A	CAA A	1/56		2/56	CAA A	A		A	A	A	D	A	A	A	CAA A		A	B	3/56	4/56	3/57	1/58
RADAR BEACON	A	B					A				D	CAA B							D		A			D							
VOR OMNI RANGE		CAA A	CAA A	CAA A	CAA A	CAA A	2/55			CAA A						CAA A	A							CAA A			CAA A				
OMNI (OBD) RANGE	3/56	3/56	3/56	3/56	3/56	3/56	3/56	3/56	3/56	3/56		3/56	3/56		3/56	3/56	3/56	3/56	3/56	3/56	3/56	3/56	3/56	3/56	3/56	3/56	3/56				1/58

LEGEND: A - ACCEPTED FACILITY
B - REQUIRED CONSTRUCTION COMPLETED
C - EQUIPMENT ON HAND AWAITING INSTALLATION
EQUIPMENT NOT PROGRAMMED
D - EQUIPMENT INSTALLED AWAITING ACTIVATION
E - EQUIPMENT ON HAND AWAITING CONSTRUCTION COMPLETION

NOTE: NUMERICAL DESIGNATIONS INDICATE QUARTER AND FISCAL YEAR FOR PROGRAMMED FACILITY.

SOURCE: EACCE

OPERATION SKYWATCH
BY QUARTER, 1954 - 1955 AND TIME OF DAY

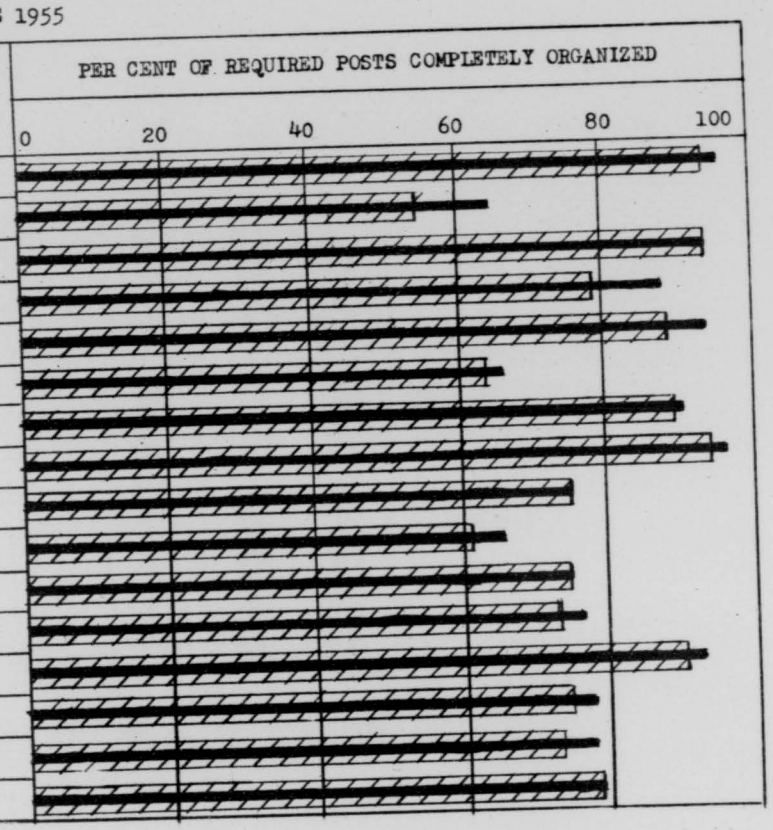


	0200 HRS 4TH QTR	1ST QTR	2D QTR	0800 HRS 4TH QTR	1ST QTR	2D QTR	1400 HRS 4TH QTR	1ST QTR	2D QTR	2000 HRS 4TH QTR	1ST QTR	2D QTR
REQUIRED POSTS	5262	4888	4866	5262	4888	4866	5262	4888	4866	5262	4888	4866
ORGANIZED POSTS	4181	3734	3960	4181	3734	3960	4181	3734	3960	4181	3734	3960
ACTIVE POSTS	1240	1279	1498	1159	1141	1331	1412	1509	1777	1414	1534	1827

SOURCE: ADC-V13

GROUND OBSERVER CORPS ORGANIZATION, PHASE I AND II
BY FILTER CENTER, 30 JUNE 1955

	UNITS	NUMBER OF REQUIRED OBSERVATION POSTS	OBSERVATION POSTS COMPLETELY ORGANIZED	% REQUIRED OBSR POSTS COMPLETELY ORGANIZED
26 AD	BALTIMORE	211	202	96
	HARRISBURG	270	172	64
	NEW HAVEN	134	126	94
	PITTSBURGH	336	297	88
	RICHMOND	156	147	94
	ROANOKE*	264	174	66
	TRENTON	115	105	91
	WHITE PLAINS	148	143	97
30 AD	CANTON	227	170	75
	CHICAGO	373	245	66
	COLUMBUS	373	280	75
	GRAND RAPIDS	518	400	77
	GREEN BAY	423	393	93
	LEXINGTON*	204	160	78
	LOUISVILLE*	286	224	78
	SOUTH BEND	324	257	79



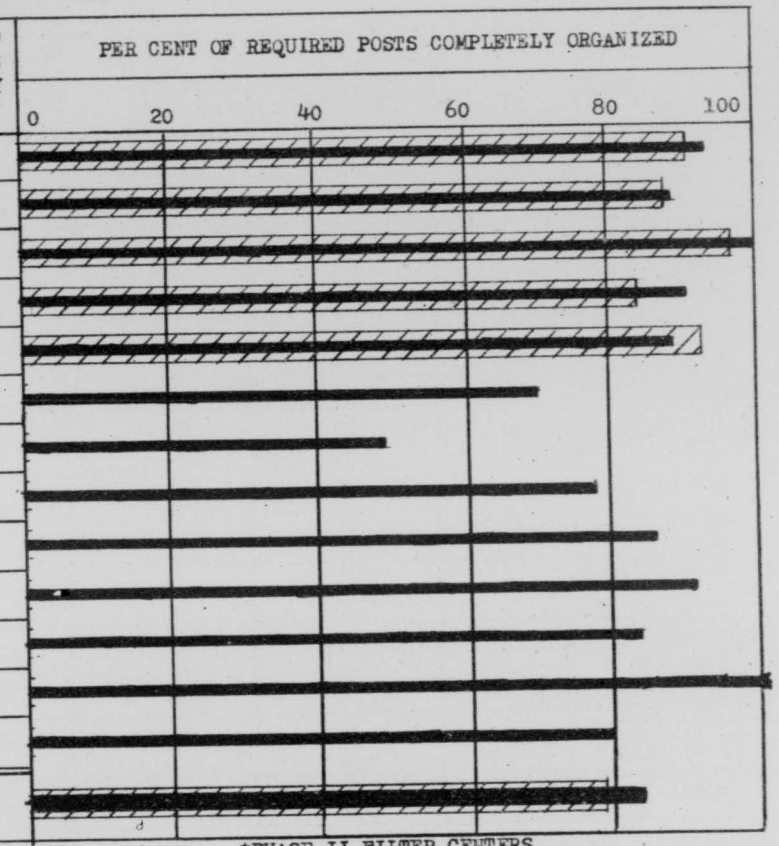
SOURCE: ADC-V13

END OF PREVIOUS QUARTER
30 JUNE 1955

*PHASE II FILTER CENTERS

GROUND OBSERVER CORPS ORGANIZATION, PHASE I AND II
BY FILTER CENTER, 30 JUNE 1955

	UNITS	NUMBER OF REQUIRED OBSERVATION POSTS	OBSERVATION POSTS COMPLETELY ORGANIZED	% REQUIRED OBSR POSTS COMPLETELY ORGANIZED
32 AD	ALBANY	217	201	93
	BANGOR	237	212	89
	BUFFALO	139	139	100
	MANCHESTER	318	290	91
	SYRACUSE	175	156	89
35 AD	NASHVILLE*	348	243	70
	KNOXVILLE*	330	161	49
	DURHAM*	258	201	78
	CHARLOTTE*	287	246	86
	SAVANNAH*	585	540	92
	ATLANTA*	310	261	84
	JACKSONVILLE*	286	303	106
	MIAMI*	147	117	80
	TOTAL EADF	7799	6565	84



SOURCE: ADC-V13

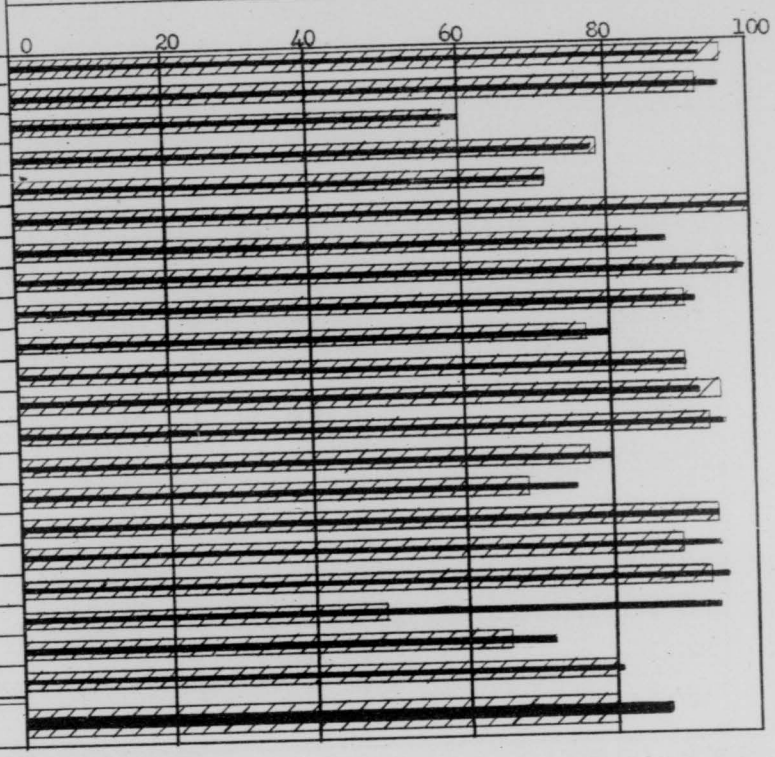
END OF PREVIOUS QUARTER
30 JUNE 1955

*PHASE II FILTER CENTERS

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
PHASE I	CONNECTICUT	91	85	93
	DELAWARE	24	23	96
	ILLINOIS	339	203	60
	INDIANA	316	246	78
	IOWA	82	59	72
	KENTUCKY	8	8	100
	MAINE	274	241	88
	MARYLAND	134	133	99
	MASSACHUSETTS	144	132	92
	MICHIGAN	729	584	80
	NEW HAMPSHIRE	102	93	91
	NEW JERSEY	121	111	92
	NEW YORK	561	539	96
	OHIO	554	442	80
	PENNSYLVANIA	594	434	75
	RHODE ISLAND	20	19	95
	VERMONT	117	111	95
	VIRGINIA	210	201	96
	WASHINGTON, D. C.	455	427	94
	WEST VIRGINIA	71	51	72
	WISCONSIN	718	579	81
	TOTAL	5364	4721	88

PER CENT OF REQUIRED CIVIL POSTS COMPLETELY ORGANIZED



SOURCE: ADC-V13

▨ END OF PREVIOUS QUARTER

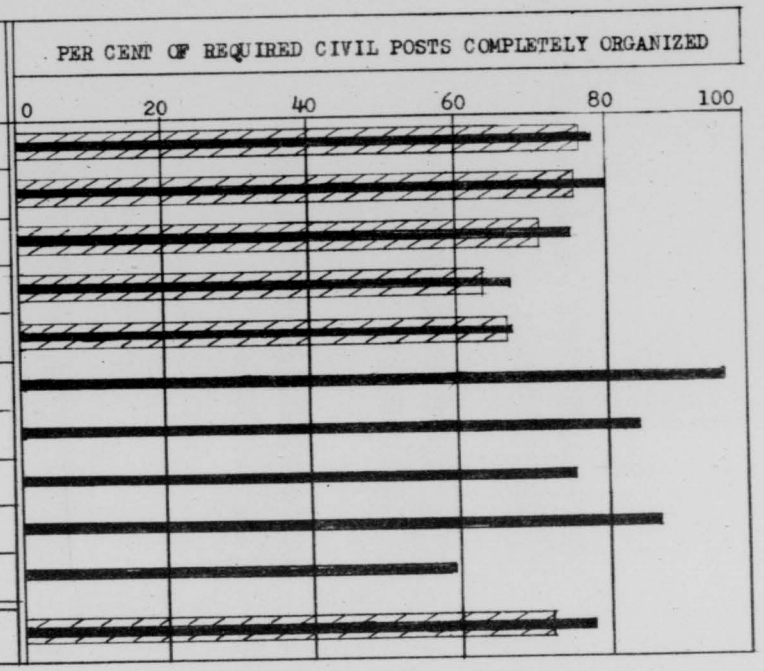
—— 30 JUNE 1955

1 5 0 7

ORGANIZATION OF CIVIL GROUND OBSERVER POSTS

PHASE I AND II, BY STATE, 31 MAY 1955

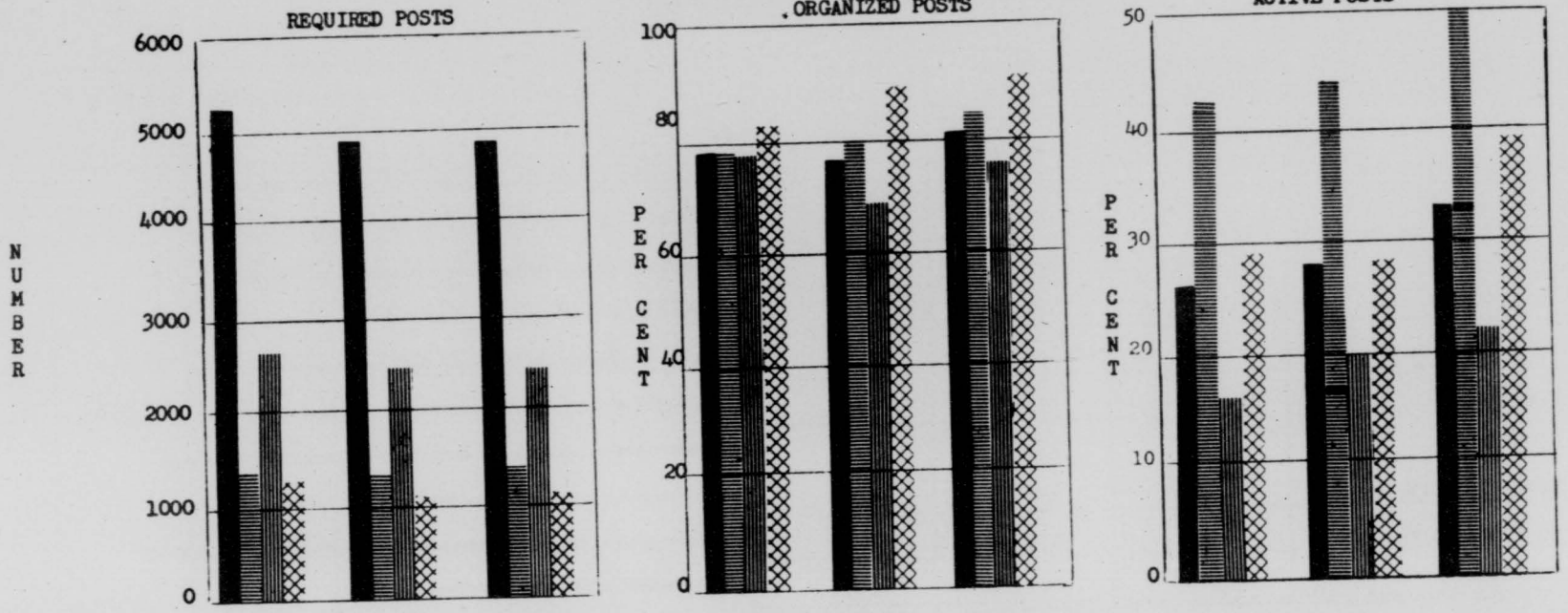
	STATE	NUMBER OF REQUIRED CIVIL POSTS	CIVIL POSTS COMPLETELY ORGANIZED	% OF REQD CIVIL POSTS COMPLETELY ORGANIZED
PHASE II	ILLINOIS	399	310	78
	INDIANA	138	111	80
	KENTUCKY	422	318	75
	VIRGINIA	172	115	67
	WEST VIRGINIA	156	105	67
	FLORIDA	364	352	97
	GEORGIA	736	618	84
	NORTH CAROLINA	472	352	75
	SOUTH CAROLINA	391	342	87
	TENNESSEE	385	226	59
	TOTAL	3635	2849	78



SOURCE: ADC-V13

EADF

OPERATION SKYWATCH
MANNING CHART, BY QUARTER - 1954 AND 1955



	4TH QTR	1ST QTR	2D QTR
	AVG NO	AVG NO	AVG NO
EADF	5262	4888	4866
26 AD	1354	1346	1367
30 AD	2674	2493	2443
32 AD	1234	1049	1056
35 AD *			

4TH QTR		1ST QTR		2D QTR	
AVG NO	%	AVG NO	%	AVG NO	%
4181	79	3734	76	3960	81
1072	79	1072	80	1147	84
2079	78	1729	69	1849	76
1030	83	933	89	964	91

4TH QTR		1ST QTR		2D QTR	
AVG NO	%	AVG NO	%	AVG NO	%
1342	26	1370	28	1618	33
566	42	587	44	681	50
422	16	491	20	529	22
354	29	292	28	408	39

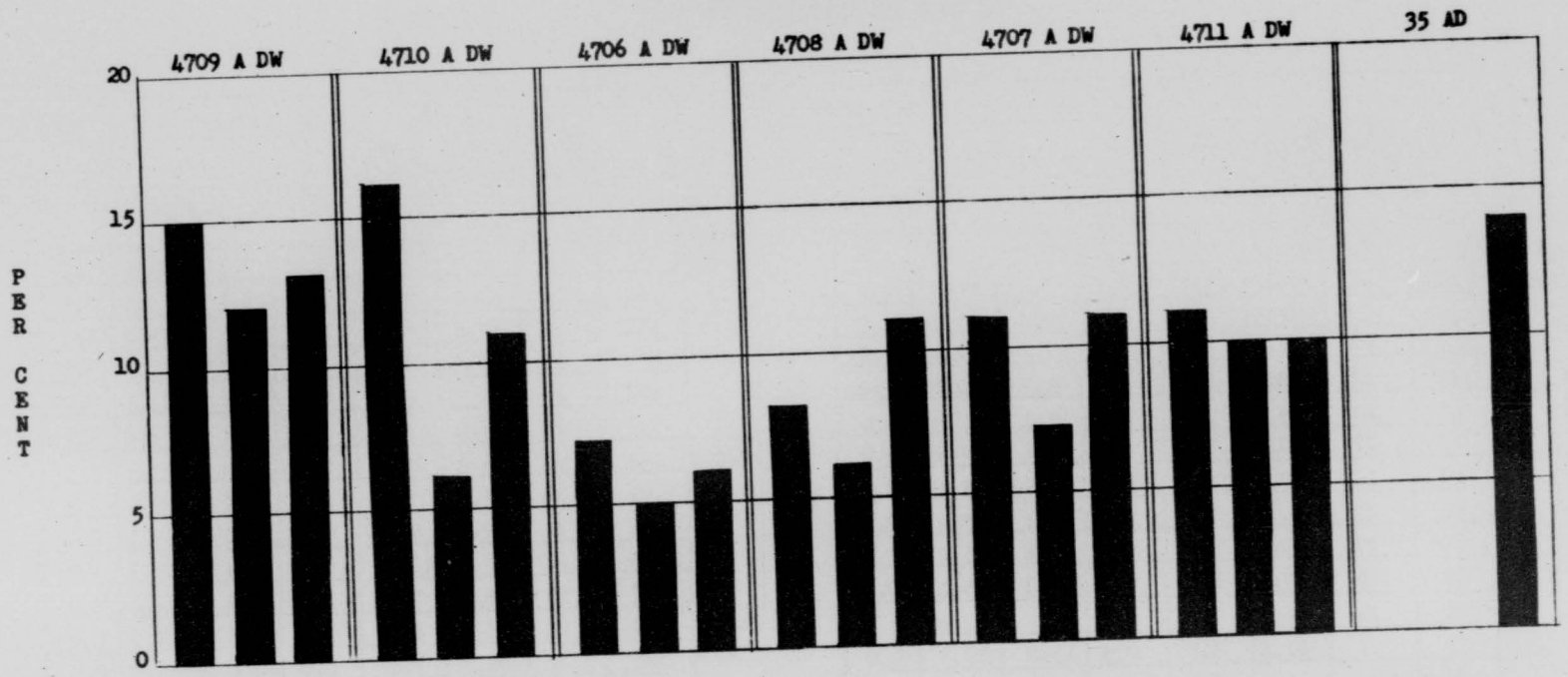
SOURCE: ADC-V13

* Not as yet activated

MATERIEL

EADF

PER CENT OF STATION HOURS OFF THE AIR
CALENDAR YEAR 1954-1955



QUARTER	4TH	1ST	2D	4TH	1ST	2D	4TH	1ST	2D	4TH	1ST	2D	4TH	1ST	2D	4TH	1ST	2D	4TH	1ST	2D
AVG MONTHLY HRS AVAILABLE	2208	2160	2184	2944	2880	2912	5152	5040	5096	6624	6480	6552	2944	2880	2912	2944	2880	2912			1442
AVG MONTHLY HRS ON THE AIR	1884	1903	1907	2470	2719	2587	4777	4770	4787	6120	6119	5816	2635	2693	2593	2610	2603	2608			1242
% AVG MONTHLY HRS OFF THE AIR	15	12	13	16	6	11	7	5	6	8	6	11	11	7	11	11	10	10			14

6.00

SOURCE: 1-ADC-V8

TACTICAL AIRCRAFT OUT OF COMMISSION
BY UNIT AND TYPE, 2ND QTR 1955

AIRCRAFT	FIGHTER SQUADRON	*AVG NO AIRCRAFT POSSESSED	**PERCENT OF AIRCRAFT IN-COMM	% OF AIRCRAFT OUT OF COMM**				
				AOCP	T/O COMPLI-ANCE	ROUTINE MAINT	MAL-FUNCTION MAINT	OTHER
EADF		794	66.2	6.8	1.5	10.8	12.9	1.8
F-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
	13	26	71.3	8.7	0.1	10.2	9.6	0.2
	37	22	58.4	8.5	0.0	22.3	10.8	0.0
	42	23	79.6	1.8	0.0	11.1	7.5	0.0
	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
	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
F-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
	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
	469	23	54.7	9.1	0.3	12.5	23.4	0.0
	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
	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

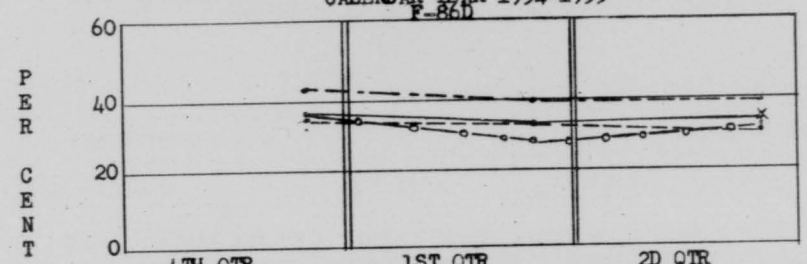
SOURCE: 1-AF-A1

* ROUNDED TO NEAREST WHOLE NUMBER
** ROUNDED TO NEAREST TENTH

EADF

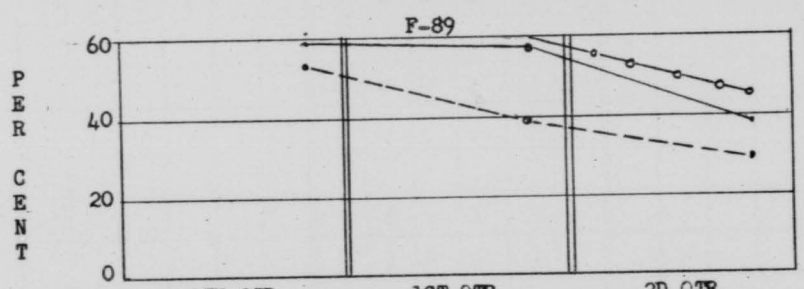
PER CENT OF TACTICAL AIRCRAFT HOURS OUT OF COMMISSION
CALENDAR YEAR 1954-1955

F-86D



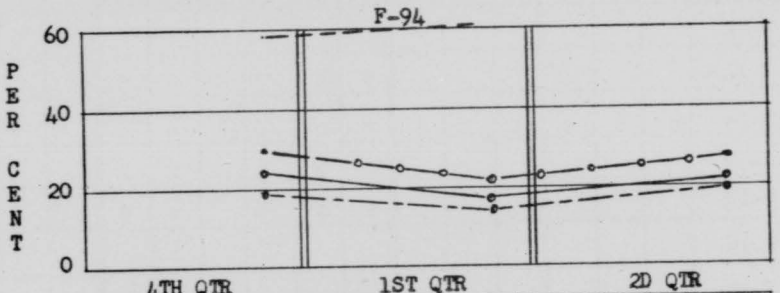
		4TH QTR HRS	%	1ST QTR HRS	%	2D QTR HRS	%
EADF	——	311,365	38	339,875	34	433,371	36
26 AD	- - -	91,881	43	124,310	40	142,484	39
30 AD	– –	164,443	36	160,819	34	161,300	32
32 AD	—•—	55,041	38	54,746	28	68,661	33
35 AD	-X-					60,926	36

F-89



		4TH QTR HRS	%	1ST QTR HRS	%	2D QTR HRS	%
EADF	——	95,895	59	106,069	58	85,722	39
26 AD	- - -	0	0	0	0	0	0
30 AD	– –	27,671	54	28,235	39	28,947	30
32 AD	—•—	68,224	61	77,834	69	56,775	46
35 AD	-X-					0	0

F-94



4TH QTR HRS	%	1ST QTR HRS	%	2D QTR HRS	%
76,824	25	57,648	18	66,324	23
33,118	19	27,414	15	35,674	19
924	58	2,160	100	0	0
42,782	31	28,074	22	30,650	28
				0	0

SOURCE: 1-AF-A1

EADF

NON-TACTICAL AIRCRAFT AUTHORIZED, ASSIGNED AND ON HAND
AS OF LAST DAY OF EACH QUARTER
1955

TYPE ACFT	26TH AIR DIVISION												30TH AIR DIVISION												32D AIR DIVISION					
	26 AD HQ						26TH AIR DIVISION						30 AD HQ						30TH AIR DIVISION						32 AD HQ					
	AUTH		ASGD		ON HAND		AUTH		ASGD		ON HAND		AUTH		ASGD		ON HAND		AUTH		ASGD		ON HAND		AUTH		ASGD		ON HAND	
	1st	2d	1st	2d	1st	2d	1st	2d	1st	2d	1st	2d	1st	2d	1st	2d	1st	2d	1st	2d	1st	2d	1st	2d	1st	2d	1st	2d	1st	2d
T-11																			0	0	8	4	8	4	0	0	1	1	1	0
T-33	3	2	7	0	7	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						
TB-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																														
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																		
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	8	6	7	5

SOURCE: EAMDM
EAOOT

EADF

NON-TACTICAL AIRCRAFT AUTHORIZED, ASSIGNED AND ON HAND
AS OF LAST DAY OF EACH QUARTER
1955

TYPE ACFT	32D AIR DIVISION						35TH AIR DIVISION										ASGD TO EADF						TOTAL					
	32D AIR DIVISION						35 AD HQ						35TH AIR DIVISION				4713 RAD EVAL FLT											
	AUTH		ASGD		ON HAND		AUTH		ASGD		ON HAND		AUTH		ASGD		ON HAND		AUTH		ASGD		ON HAND		AUTH		ASGD		ON HAND	
	1st	2d	1st	2d	1st	2d	1st	2d	1st	2d	1st	2d	1st	2d	1st	2d	1st	2d	1st	2d	1st	2d	1st	2d	1st	2d	1st	2d	1st	2d
T-11	0	0	2	2	2	2	0	0	0	1	0	1													0	0	11	8	11	7
T-33	28	28	30	19	27	17	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	0	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							19	35	15	20	11	16
TB-25	3	3	3	3	3	3													3	3	4	4	4	2	16	16	18	18	16	15
H-5	4	3	2	3	2	3																			6	5	4	5	4	5
H-13	4	3	5	5	5	5																			7	6	7	7	7	7
H-19	2	0	2	1	2	1																			6	4	6	4	6	4
H-21	0	2	0	1	0	1																			0	2	0	1	0	1
B-29																			7	7	7	7	5	5	7	7	7	7	5	5
L-20	1	1	1	0	1	0																			8	8	8	7	7	7
VB-17G																									1	1	1	1	1	1
TOTAL	61	57	62	51	56	46	0	5	0	4	0	4	0	11	0	20	0	19	10	10	11	11	9	7	250	266	258	260	230	232

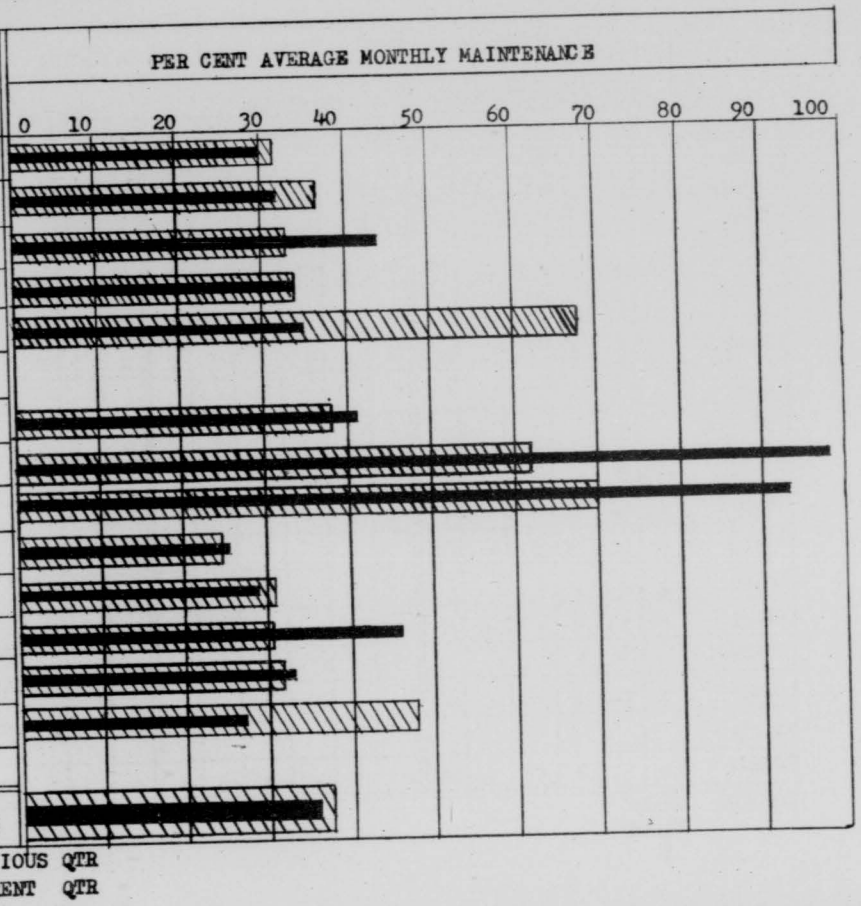
SOURCE: EAMDM
EAOOT

EADF

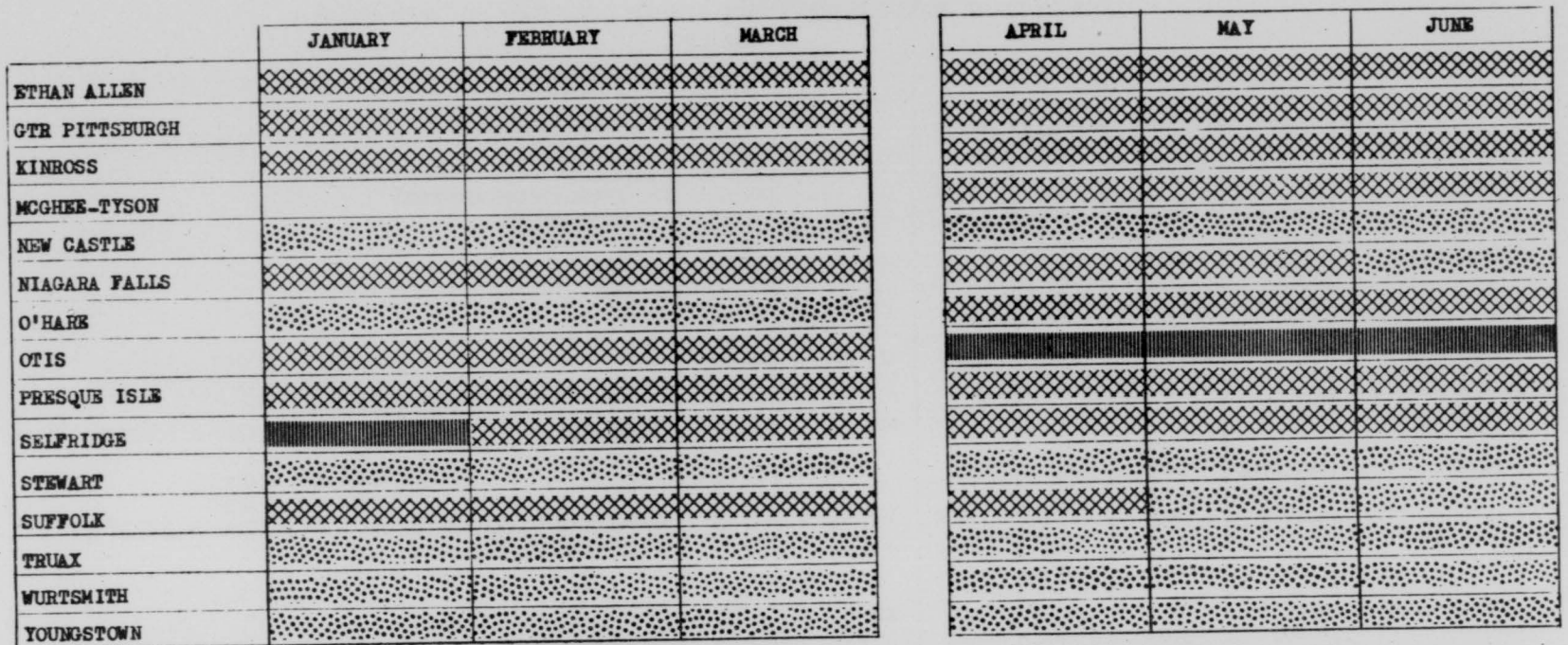
OUT OF COMMISSION HOURS
NON-TACTICAL AIRCRAFT
2D QUARTER 1955

TYPE ACFT	TOTAL HOURS POSSD	MAINTENANCE HOURS					PER CENT AVG MONTHLY MAINT
		AOCP	T/O COMP	ROUTINE MAINT	MAL-FUNCT MAINT	OTHER	
T-11	17970	759	0	3271	1130	224	30.0
T-33	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
TB-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
H-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 EADF	504583	43419	7728	79558	47747	5829	36.5

SOURCE: 1-AF-A1



BASE SUPPLY PROGRESS



HIGH STANDARD - 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: EAMSS

MIN STANDARD - Account meets the requisites of organization and establishments of internal control and manpower utilization. Some major deficiencies may exist. Minor discrepancies prevalent.

SUB STANDARD - Account no properly organized. Internal control lacking. Training inadequate. General conditions unsatisfactory.

EADF

CONSTRUCTION OF PERMANENT AMMUNITION STORAGE BUILDINGS, BY INSTALLATION
30 JUNE 1955

INSTALLATION	TYPE OF BLDG	SQ FT IN BLDG	FY PROGRAMMED	AMOUNT AUTH	CONSTRUCTION DATA: DATE STARTED	CONSTRUCTION DATA: DATE COMPLETE	CONSTRUCTION DATA: ACTUAL PER CENT COMPLETE (0 25 50 75)	REMARKS
ANDREWS	RKT STRG	1070	52	26.4		JAN 56	100	
	UNIT A	1610	55	47.	APR 55	JAN 56	55	
BUNKER HILL	IGLOO	1610	55	37.	MAY 55	SEP 55	15	
	IGLOO	1610	55	37.	MAY 55	SEP 55	15	
	UNIT A	2595	55	60.	APR 55	DEC 55	10	
CADILLAC		19,890	55-6	NONE	APR 56	JAN 57		MASTER PLAN NOT APPROVED 5 BLDGS TO BE CONSTRUCTED
CHARLESTON	UNIT A		54	61.	MAR 55	AUG 55	28	NO INFORMATION ON COMPLETED ITEMS
DOVER	RKT STRG	1070	52	44.		DEC 55		WORK NOT STARTED
	RKT STRG	1070	52	44.		DEC 55		WORK NOT STARTED
	UNIT A	2595	54-5	38.5	AUG 54	JUL 55	97	ADDN TO UNIT A 16,200 FY 57
	UNIT A	2595	54-5	38.5	AUG 54	JUL 55	97	
	GAR 1	11,191	57					
ETHAN ALLEN	UNIT A	2595	54	40.	AUG 54	JUL 55	97	
	IGLOO	1610	53	51.		DEC 54	100	
	IGLOO	1610	53	51.		DEC 54	100	
	GAR 1	5308						ADDN TO RKT ASSY OF 8100 SQ FT
GREATER-PITT	IGLOO	1610	53	39.5	SEP 54	JUL 55	97	
	IGLOO	1610	53	39.5	SEP 54	JUL 55	97	
	UNIT A	2595	54	57.	AUG 54	MAR 55	100	
GRIFFISS	RKT STRG	1070	52	36.8	FEB 53	SEP 53	100	
	IGLOO	1610	53	60.4	JUL 53	DEC 53	100	
	UNIT C	10,702	54	170.	NOV 54	JUL 55	97	

SOURCE: MILITARY CONSTRUCTION PROGRESS REPORT
COORDINATED WITH EAMIS

COMPLETION DATES DO NOT INCLUDE ITEMS PROGRAMMED FOR FY 57.
CHART COMPUTED PER SINGLE UNIT OF CONSTRUCTION.

EADF

CONSTRUCTION OF PERMANENT AMMUNITION STORAGE BUILDINGS, BY INSTALLATION
30 JUNE 1955

INSTALLATION	TYPE OF BLDG	SQ FT IN BLDG	FY PROGRAMMED	AMOUNT AUTH	CONSTRUCTION DATA: DATE STARTED	DATE COMPLETE	ACTUAL PER CENT COMPLETE (0 25 50 75)	REMARKS
GRIFFISS	UNIT A	2595	55	44.	FEB 55	JUL 55	97	
	IGLOO	1600	55					NOT FUNDED AS YET
	GAR 1	11,191	56					ADDN TO RKT ASSY 8100 SQ FT IN FY-57
HANSCOM	STRG ORD	1024	53	16.	JUL 54	DEC 54	100	
	UNIT A	2595	54	40.	JUN 54	DEC 54	100	
	IGLOO	1600	55					NOT FUNDED DUE TO DELAY IN LOCATING
	IGLOO	1600	55					AT DEVONS. NEEDS ARMY APPROVAL.
KANSASVILLE	IGLOO	4830	56					
	IGLOO	4830	56					
	IGLOO	4830	56					
	IGLOO	4830	56					
	UNIT C	20,800	56					NOT FUNDED
	STRG ORD	10,271	57					
	STRG ORD							
	BASE SEG							
	MAG		57					
KINROSS	RKT STRG	1069	52	21.1	JUL 52	NOV 52	100	
	IGLOO	1610	53	24.9	APR 53	OCT 53	100	
	IGLOO	1610	53	24.9	APR 53	OCT 53	100	
	UNIT A	2595	54	54.	JUL 54	JUL 55	97	
	UNIT B	8227	55	119.	FEB 55	OCT 55	50	
	GAR 1	5308	56					NOT FUNDED
K.I. SAWYER	IGLOO	1610	55	27.	JUN 55	JUN 56	5	ADDN TO RKT ASSY 10,400 SQ FT FY-57
	IGLOO	1610	55	27.	JUN 55	JUN 56	5	NOT FUNDED AS YET
	UNIT C	10,702	55	190.	JUN 55	JUN 56	5	
	IGLOO	1610	57					NOT FUNDED
	GAR 1	10,264	57					NOT FUNDED

SOURCE: MILITARY CONSTRUCTION PROGRESS REPORT
COORDINATED WITH EAMIS

COMPLETION DATES DO NOT INCLUDE ITEMS PROGRAMMED FOR FY 57.
CHART COMPUTED PER SINGLE UNIT OF CONSTRUCTION.

EADF

CONSTRUCTION OF PERMANENT AMMUNITION STORAGE BUILDINGS, BY INSTALLATION

30 JUNE 1955

INSTALLATION	TYPE OF BLDG	SQ FT IN BLDG	FY PROGRAMMED	AMOUNT AUTH	CONSTRUCTION DATA: DATE STARTED	CONSTRUCTION DATA: DATE COMPLETE	CONSTRUCTION DATA: ACTUAL PER CENT COMPLETE (0 25 50 75)	REMARKS
LANGLEY	UNIT A	2595	54	65.	OCT 54	JUL 55	97	NOT FUNDED
	UNIT B	8120	56					NOT FUNDED
	GAR 1	6235	57					
LOCKBOURNE	IGLOO	1610	55	71.5	MAY 55	FEB 56	16	
	IGLOO	1610	55	71.5	MAY 55	FEB 56	16	
	UNIT A	2595	55	42.	JUN 55	AUG 56	5	HAVE NO INFORMATION ON COMPLETED STORAGE AT THIS BASE.
MCGHEE-TYSON	IGLOO	1610	53	50.5	APR 55	JUL 55	79	
	IGLOO	1610	53	50.5	APR 55	JUL 55	79	HAVE NO INFORMATION ON COMPLETED STORAGE AT THIS BASE.
	UNIT A	2795	54	34.	JUN 55	SEP 55	5	
MCGUIRE	UNIT A	2140	52	52.6	OCT 53	NOV 54	100	
	UNIT A	2595	54	55.	AUG 54	JUL 55	97	NOT FUNDED
	UNIT B	8100	57					NOT FUNDED
	UNIT C	10,400	57					NOT FUNDED
	GAR 1	11,191	57					IGLOO 1080 SQ FT FY-57 ADDN & IGLOO 1610 SQ FT FY-57.
NEW CASTLE	IGLOO	1610	53	59.	NOV 53	AUG 54	100	
	IGLOO	1610	53	59.	NOV 53	AUG 54	100	
	UNIT A	2595	54	48.	AUG 54	JAN 55	100	
	UNIT A	2595	55	49.	JAN 55	JUL 55	97	NOT FUNDED
	IGLOO	1610	56					
	UNIT C	16,200	57					
	GAR 1	11,191	57					

SOURCE: MILITARY CONSTRUCTION PROGRESS REPORT
COORDINATED WITH EAMIS

COMPLETION DATES DO NOT INCLUDE ITEMS PROGRAMMED FOR FY 57.
CHART COMPUTED PER SINGLE UNIT OF CONSTRUCTION.

CONSTRUCTION OF PERMANENT AMMUNITION STRAGE BUILDINGS, BY INSTALLATION

30 JUNE 1955

INSTALLATION	TYPE OF BLDG	SQ FT IN BLDG	FY PROGRAM-MED	AMOUNT AUTH	CONSTRUCTION DATA: DATE STARTED	CONSTRUCTION DATA: DATE COMPLETE	CONSTRUCTION DATA: ACTUAL PER CENT COMPLETE	REMARKS
NIAGARA FALLS	UNIT A	2595	54	77.	FEB 55	AUG 55	75	THEY ARE USING ADDN STORAGE SPACE AVAILABLE THROUGH AMC.
	GAR 1	11,191	57					
O'HARE								ALL CONSTRUCTION HALTED BY USAF
OTIS	UNIT C	10,702	54	183.	DEC 54	OCT 55	40	
	UNIT A	2595	55	36.	DEC 54	OCT 55	52	
	UNIT B	8120	56					NOT FUNDED
	GAR 1	10,271	57					NOT FUNDED
PRESQUE ISLE	IGLOO	1610	53	64.	JUL 54	JUN 55	100	
	IGLOO	1610	53	64.	JUL 54	JUN 55	100	
	UNIT A STRG BASE SEG MAG #1	2595	54	44.	AUG 55	JUL 55	97	
		420	56					
	GAR 1	5308	57					
	UNIT B	8100	57					
SELFRIDGE	IGLOO	1060	53	27.3	APR 53	NOV 53	100	
	IGLOO	1060	53	27.3	APR 53	NOV 53	100	
	IGLOO	1060	53	27.3	APR 53	NOV 53	100	
	IGLOO	1060	53	27.3	APR 53	NOV 53	100	
	UNIT A	2595	54	44.9	AUG 54	JAN 55	100	
	UNIT A	2595	55	41.	MAR 55	JUL 55	75	

SOURCE: MILITARY CONSTRUCTION PROGRESS REPORT
COORDINATED WITH EAMIS

COMPLETION DATES DO NOT INCLUDE ITEMS PROGRAMMED FOR FY 57.
CHART COMPUTED PER SINGLE UNIT OF CONSTRUCTION.

EADF

CONSTRUCTION OF PERMANENT AMMUNITION STORAGE BUILDINGS, BY INSTALLATION

30 JUNE 1955

INSTALLATION	TYPE OF BLDG	SQ FT IN BLDG	FY PROGRAMMED	AMOUNT AUTH	CONSTRUCTION DATA: DATE STARTED	CONSTRUCTION DATA: DATE COMPLETE	CONSTRUCTION DATA: ACTUAL PER CENT COMPLETE	REMARKS
SEYMOUR JOHNSON	IGLOO	1070	55	28.2	MAY 55			NO COMPLETION DATE AS YET.
	IGLOO	1070	55	28.2	MAY 55			"
	IGLOO	1070	55	28.2	MAY 55			"
	IGLOO	1070	55	28.2	MAY 55			"
	IGLOO	7000	55	170.	JUN 55	MAR 56		NO INFORMATION ON EXISTING FACILITIES AT THIS BASE.
	UNIT C	11,000	55	163.	JUN 55	MAR 56		NOT FUNDED
	GAR 1	5308	56					
STEWART	IGLOO	1610	53	57.5	OCT 54	SEP 55	45	
	IGLOO	1610	53	57.5	OCT 54	SEP 55	45	
	UNIT A	2505	54	63.	NOV 54	JUL 55	97	
	IGLOO	1610	55	104.	MAR 55	AUG 55	40	
	UNIT A STRG SEG MAG #1A	2595	55	67.	MAR 55	AUG 55	50	NOT FUNDED
		420	56					
SUFFOLK	IGLOO	1610	53	38.7	NOV 54	APR 55	100	
	IGLOO	1610	53	38.7	NOV 54	APR 55	100	
	IGLOO	1610	53	38.7	NOV 54	APR 55	100	
	UNIT A	2595	54	42.	SEP 54	MAR 55	100	
	UNIT C	10,720	55	194.	DEC 54	SEP 55	10	AT BADGER ORDER
	GAR 1	10,264	56					NOT FUNDED
	UNIT B	8100	56					NOT FUNDED
TRUAX	SM ARMS STG	1068	52	11.	JUL 54	NOV 54	100	
	UNIT A	2595	54	40.4	JUL 54	JAN 55	100	
	UNIT C	10,702	55	154.5	MAR 55	NOV 55	20	AT BADGER ORDER
	IGLOO	1610	55	21.5	MAY 55	SEP 55	10	"
	IGLOO	1610	55	21.5	MAY 55	SEP 55	10	NOT FUNDED
	GAR 1	10,264	56					NOT FUNDED
	UNIT B	8,100	56					

ACTUAL PER CENT COMPLETE: 0 25 50 75

SOURCE: MILITARY CONSTRUCTION PROGRESS REPORT COORDINATED WITH EAMIS

COMPLETION DATES DO NOT INCLUDE ITEMS PROGRAMMED FOR FY 57.
CHART COMPUTED PER SINGLE UNIT OF CONSTRUCTION.

EADF

CONSTRUCTION OF PERMANENT AMMUNITION STORAGE BUILDINGS, BY INSTALLATION

30 JUNE 1955

INSTALLATION	TYPE OF BLDG	SQ FT IN BLDG	FY PROGRAMMED	AMOUNT AUTH	CONSTRUCTION DATA: DATE STARTED	CONSTRUCTION DATA: DATE COMPLETE	CONSTRUCTION DATA: ACTUAL PER CENT COMPLETE (0 25 50 75)	REMARKS
WESTOVER	IGLOO	1610	53	72.7	OCT 53	JUL 54	100	FUNDS FOR THESE INCLUDE 5 IGLOOS FOR MATS.
	IGLOO	1610	53	72.7	OCT 53	JUL 54	100	
	IGLOO	1610	53	72.7	OCT 53	JUL 54	100	
	UNIT A	2595	54	40.	JUN 54	NOV 54	100	
	UNIT A	2595	56					NOT FUNDED
WRIGHT-PATTERSON	SM ARMS STRG	1619	52	36.	JAN 55	SEP 55	95	
	UNIT A	2595	54	63.	AUG 54	MAY 55	100	
WURTSMITH	IGLOO	1060	52	18.	NOV 52	JUL 53	100	
	IGLOO	1610	53	18.5	APR 53	SEP 53	100	
	IGLOO	1610	53	18.5	APR 53	SEP 53	100	
	UNIT C	10,702	54	172.	AUG 54	MAR 55	100	
	IGLOO	1610	55	26.	APR 55	AUG 55	16	
	UNIT C	10,140	56					NOT FUNDED
	GAR 1	10,264	56					NOT FUNDED
YOUNGSTOWN	UNIT A	2595	54	50.	SEP 54	MAY 55	100	THEY HAVE THEIR STORAGE AT RAVENNA

FOOTNOTE #1. FY 56 ITEMS APPROVED BY HQ USAF BUT NOT FUNDED AS YET.

FOOTNOTE #2. FY 57 ITEMS APPROVED BY HQ ADC AND NOW IN HQ USAF.

SOURCE: MILITARY CONSTRUCTION PROGRESS REPORT COORDINATED WITH EAMIS

COMPLETION DATES DO NOT INCLUDE ITEMS PROGRAMMED FOR FY 57.
CHART COMPUTED PER SINGLE UNIT OF CONSTRUCTION.

MOTOR VEHICLE UTILIZATION SUMMARY

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.

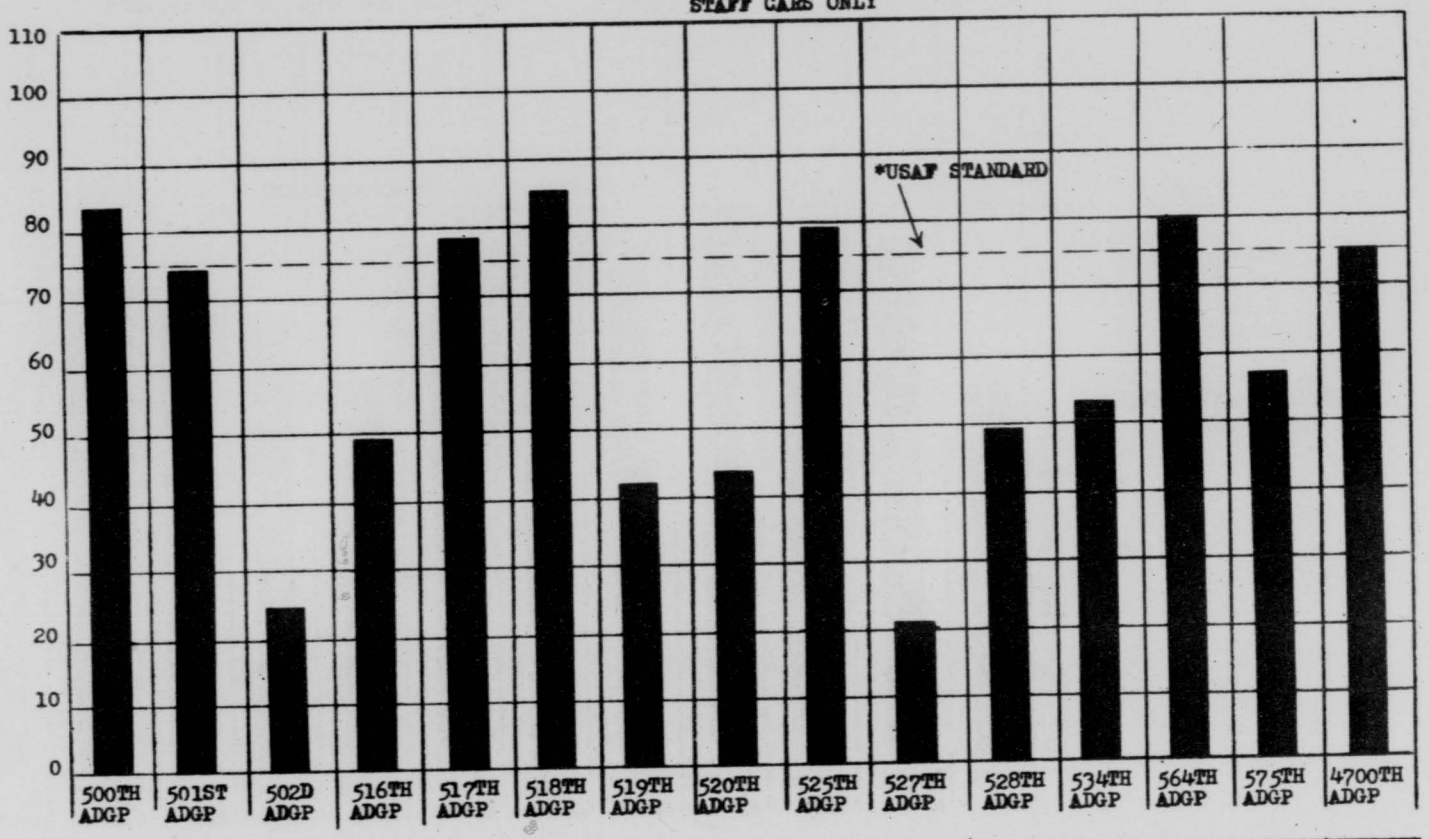
The USAF Motor Vehicle Utilization Mileage Criteria is used by this headquarters to effect reduction of vehicle authorizations at bases of this command. The criteria, indicated in miles per day for each type of vehicle, is as follows:

TYPE OF VEHICLE	MILES PER DAY
STAFF CAR (SEDAN)	75
CARRY ALL OR STATION WAGON	82
½ TON PICKUP TRUCK	41
1½ TON STAKE & PLATFORM	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.

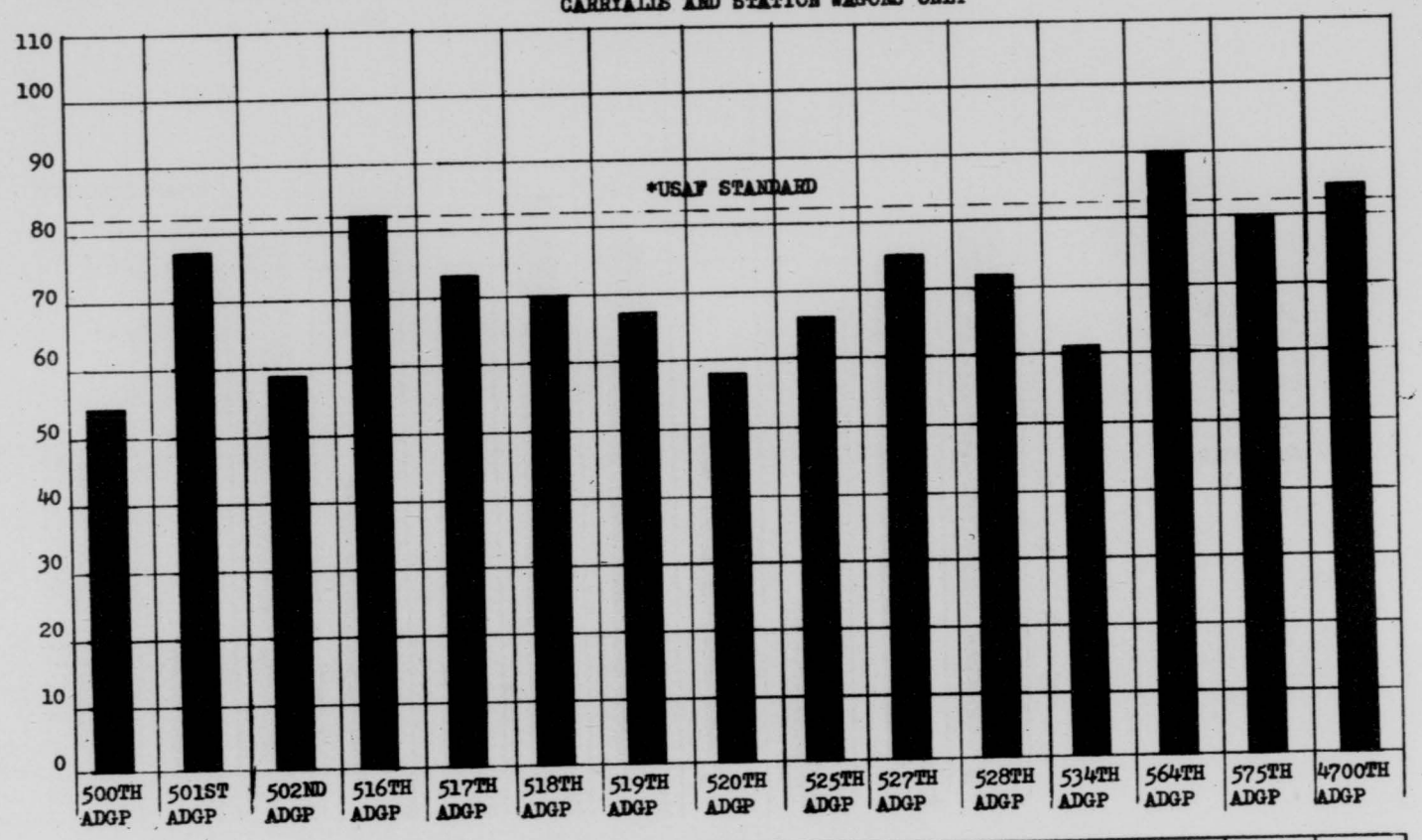
VEHICLE UTILIZATION, 2ND QTR 1955
STAFF CARS ONLY



AVERAGE NO OF MILES PER DAY	500TH ADGP	501ST ADGP	502D ADGP	516TH ADGP	517TH ADGP	518TH ADGP	519TH ADGP	520TH ADGP	525TH ADGP	527TH ADGP	528TH ADGP	534TH ADGP	564TH ADGP	575TH ADGP	4700TH ADGP
	83	74	24	49	78	85	42	43	79	21	49	53	80	57	75

* USAF Standard Usage 75 Miles per day.

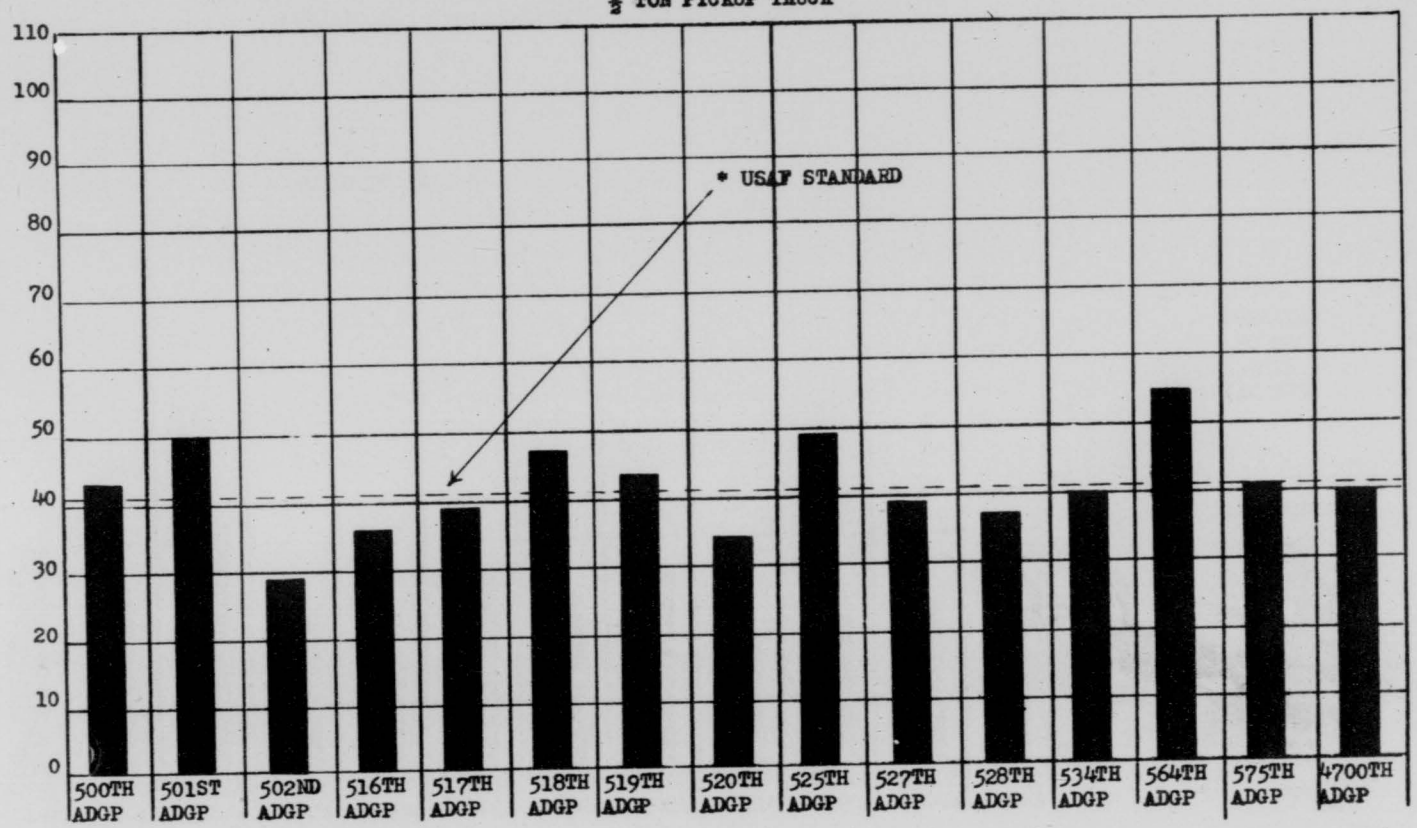
VEHICLE UTILIZATION, 2ND QTR 1955
CARRYALLS AND STATION WAGONS ONLY



AVERAGE NO OF MILES PER DAY	500TH ADGP	501ST ADGP	502ND ADGP	516TH ADGP	517TH ADGP	518TH ADGP	519TH ADGP	520TH ADGP	525TH ADGP	527TH ADGP	528TH ADGP	534TH ADGP	564TH ADGP	575TH ADGP	4700TH ADGP
	54	77	59	82	73	70	67	58	66	75	72	61	90	80	84

* USAF Standard Usage 82 miles per day.

VEHICLE UTILIZATION, 2ND QTR 1955
½ TON PICKUP TRUCK



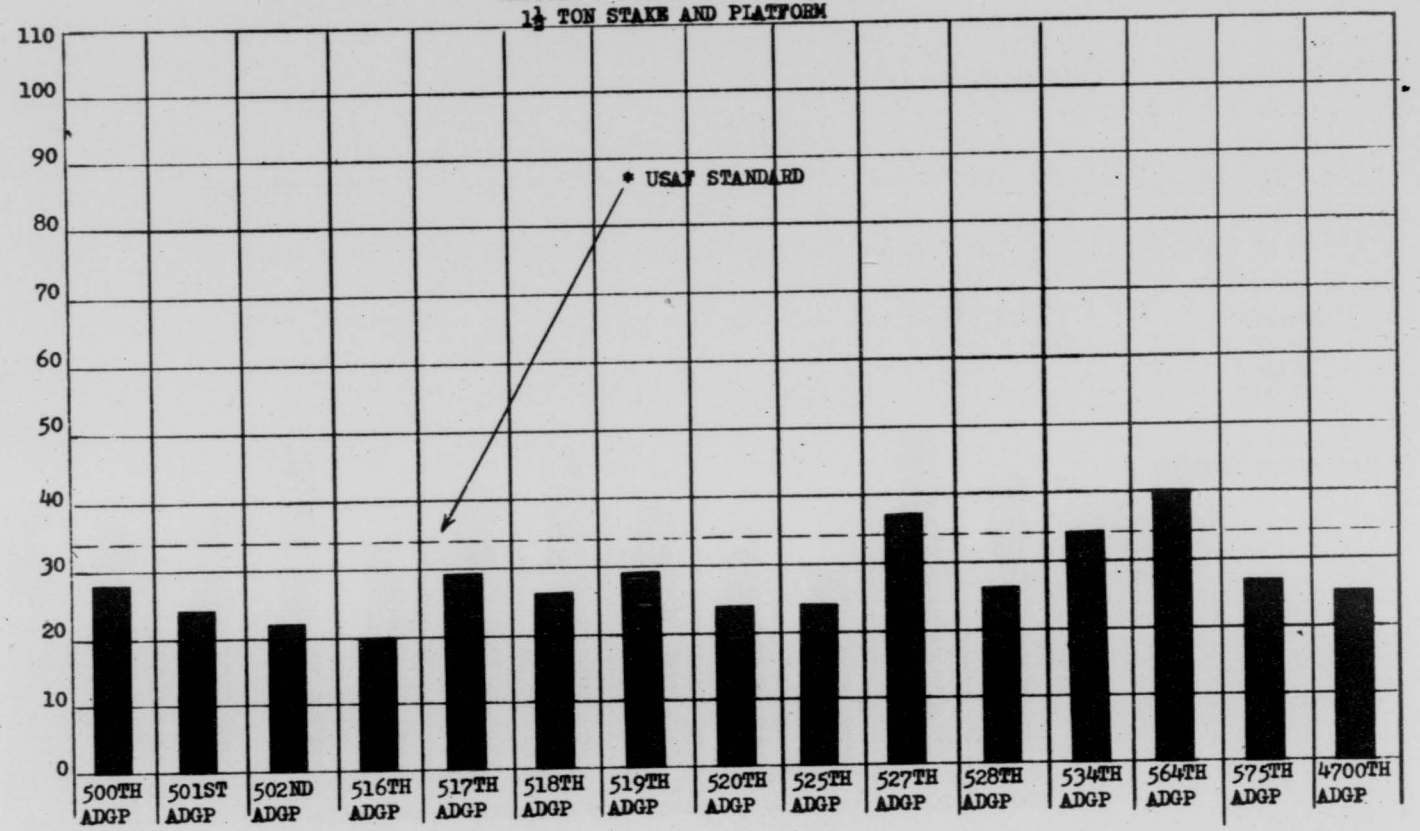
½ TON PICKUP TRUCK

AVERAGE NO OF MILES PER DAY	43	50	29	36	39	47	43	34	49	39	37	40	55	41	40

* USAF Standard Usage 41 miles per day.

VEHICLE UTILIZATION, 2ND QTR 1955

1½ TON STAKE AND PLATFORM



TON STAKE AND PLATFORM TRUCKS ONLY

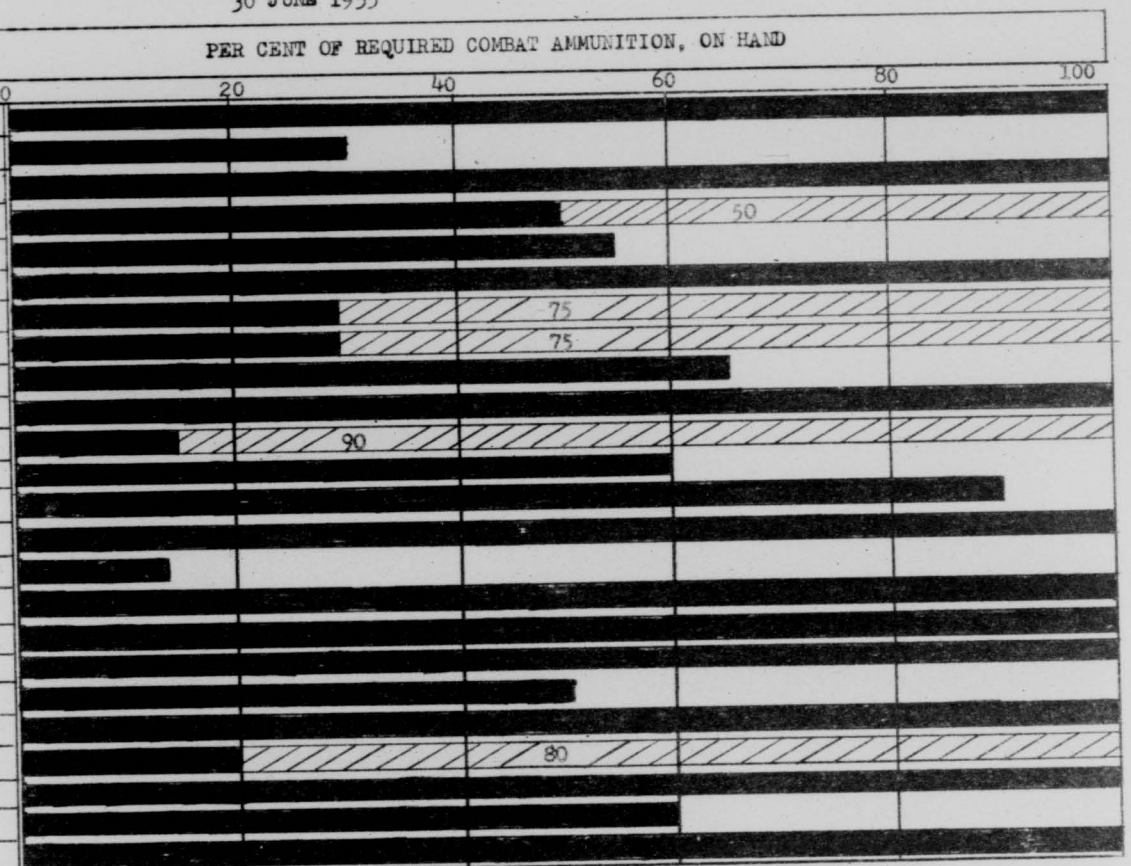
AVERAGE NO OF MILES PER DAY	28	24	22	20	29	26	29	24	24	37	26	34	40	27	25

* USAF Standard Usage 34 Miles per day.

EADF

COMBAT AMMUNITION, BY INSTALLATION
30 JUNE 1955

INSTALLATION	FIGHTER SQUADRONS	TYPES OF COMBAT A/C	%
ANDREWS	95	F-86D	100
DOVER*	46	F-94C	30
ETHAN ALLEN	37	F-86D	100
GTR PITTSBURGH*	71	F-86D	100
GRIFFISS*	27	F-94C	55
KINROSS	438	F-89D	100
LANGLEY	48	F-94C	100
MCGUIRE	2 & 5	F-86D	100
NEW CASTLE	96 & 332	F-94C	66
NIAGARA FALLS	47	F-86D	100
O'HARE*	42 & 62	F-86D	100
OTIS	58 & 437	F-86D F-89D	60
PRESQUE ISLE	82 & 318	F-89D	90
SELFRIDGE	13 & 56	F-86D	100
STEWART	330 & 539	F-86D	13
SUFFOLK*	75 & 331	F-86D	100
TRUAX	432 & 456	F-86D	100
WESTOVER	60	F-86D	100
WRIGHT-PATT	97	F-86D	50
WURTSMITH	63	F-89D	100
YOUNGSTOWN	86	F-86D	100
CHARLESTON	444	F-86D	100
MCGHEE-TYSON	460 & 469	F-86D	60
DOW	49	F-86D	100



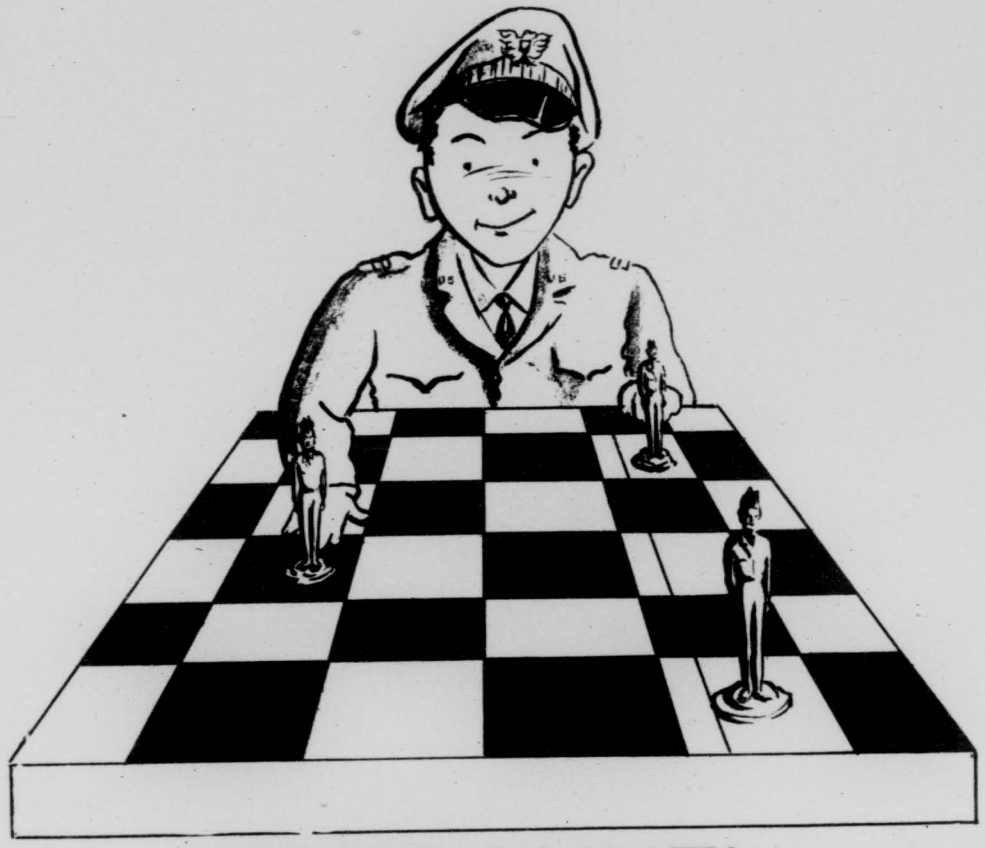
SOURCE: 1-ADC-V8 and 1-AF-S18

AUTH AMMO: 2.75" RKTS 4,000 RDS PER F-86D SQ
7,500 RDS PER F-94C SQ
16,000 RDS PER F-89D SQ

ON BASE OFF BASE

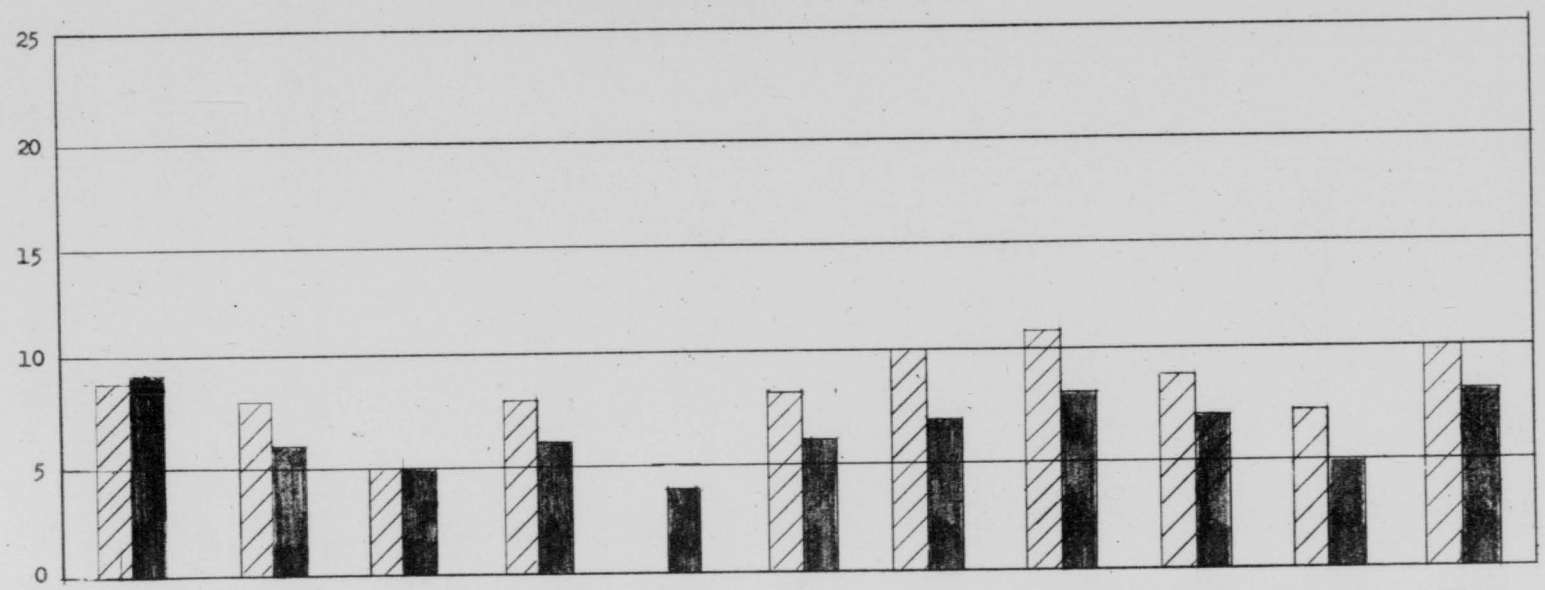
25% OF AUTH LEVEL ON HAND ON BASE IS CONSIDERED MIN OPERATIONAL LEVEL BASES MARKED WITH * REQUIRE 50% OF AUTH LEVEL ON BASE DUE TO DISTANCE OF BACK UP ROCKETS FROM BASE.

* SUFFICIENT 50 CAL ON HAND AT ALL EADF BASES.



PERSONNEL

MILITARY PERSONNEL TURNOVER
1ST AND 2D QUARTERS CALENDAR YEAR 1955



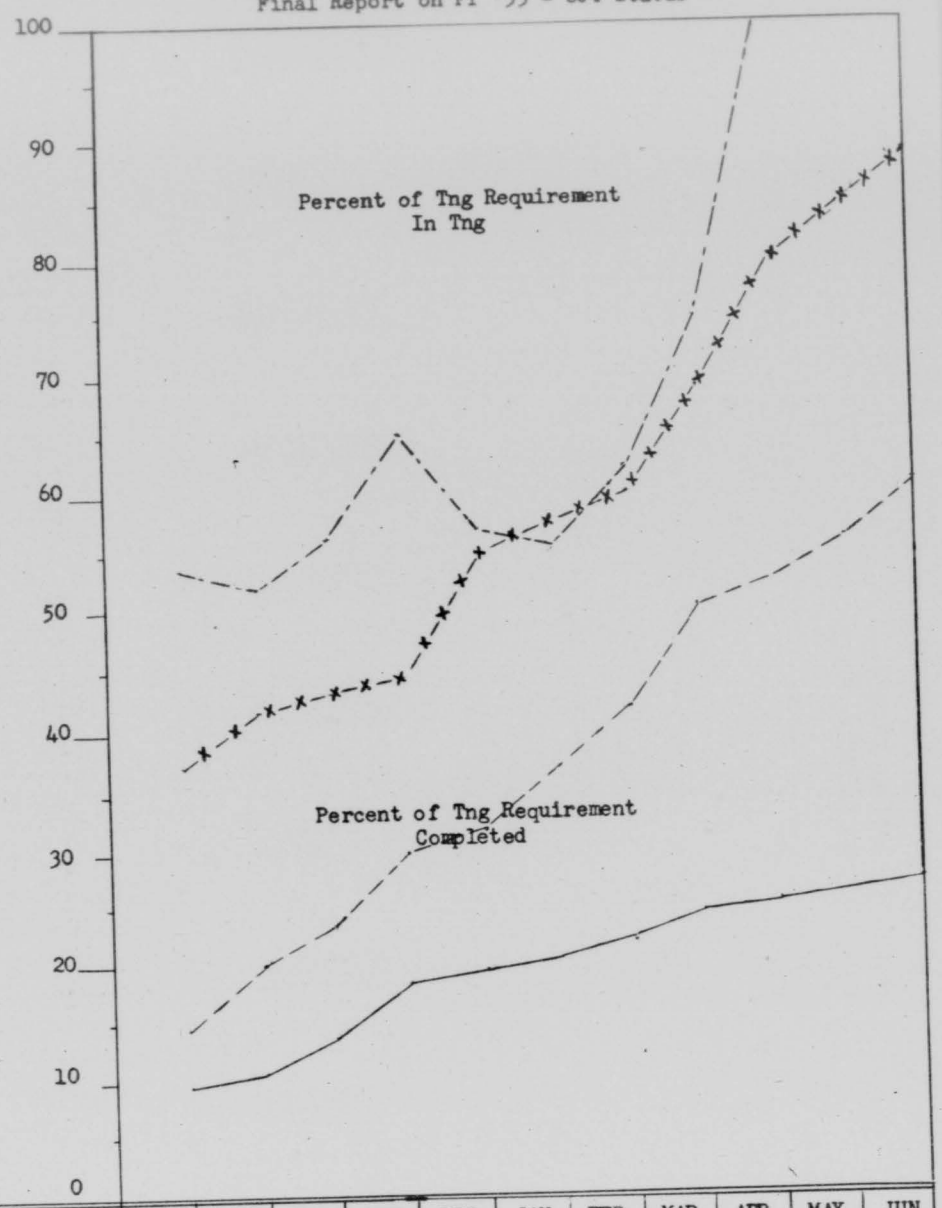
	TOTAL EADF		HQ 26 AD		HQ 30 AD		HQ 32 AD		HQ 35 AD		4706 A DW		4707 A DW		4708 A DW		4709 A DW		4710 A DW		4711 A DW	
	1st	2d	1st	2d	1st	2d	1st	2d	1st	2d	1st	2d	1st	2d	1st	2d	1st	2d	1st	2d	1st	2d
LOSSES TO AF STR	3715	2920	66	39	22	24	69	52	NA	134	522	300	557	372	1160	972	412	339	260	172	556	440
INTER*EADF RSGMTS	2392	2061	38	26	29	31	44	44	NA	155	358	302	443	293	423	386	376	284	323	212	289	264
INTRA NOT PCS	1210	3672	10	16	5	2	11	5	NA	3001	157	112	254	167	262	117	217	117	55	36	232	94
INTRA PCS	1449	1120	51	32	60	71	32	12	NA	120	262	143	190	147	434	251	152	111	83	91	166	119
TOTAL TURNOVER	8766	9773	165	113	116	128	156	113	NA	3410	1299	857	1444	979	2279	1726	1157	851	721	511	1243	917

SOURCE: EAPPL-P3

▨ PREVIOUS QUARTER
■ CURRENT QUARTER

OTHER UNITS INCLUDED WITH EADF TOTAL

AIRMEN UPGRADED BY SKILL LEVEL
(All AFSC's)
Period 1 April '54 to 30 June '55
Final Report on FY '55 - OJT Status

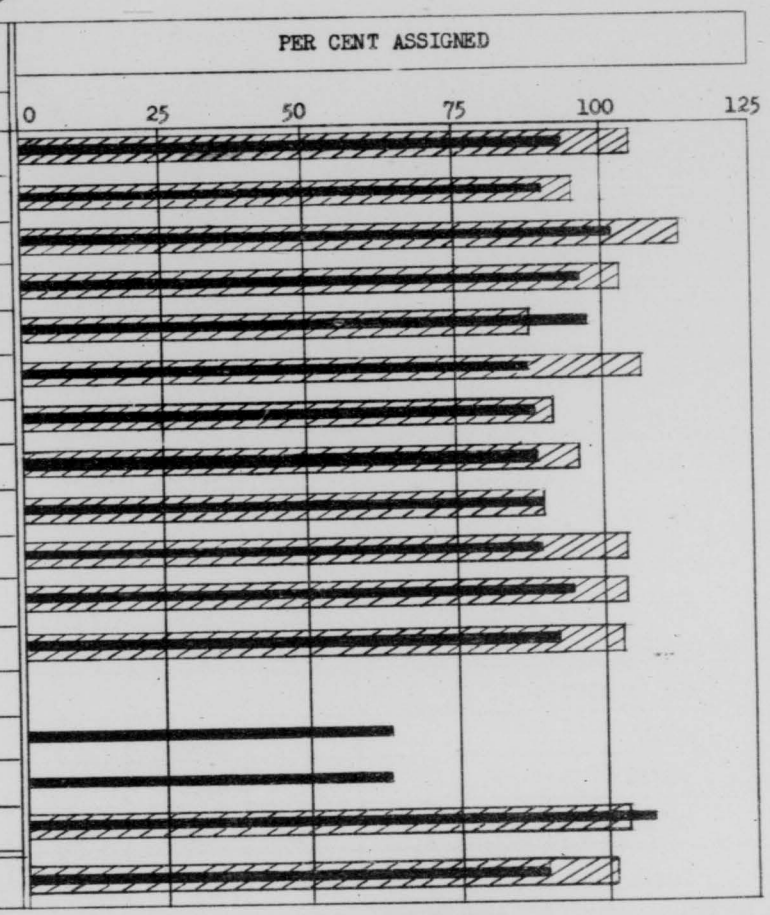


MONTH (CUMULATIVE TOT)	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
3-5 SKILL LEVEL TRAINING PROGRESS											
IN TRAINING	2424	2797	2870	2977	3697	3867	4105	4530	5323	5624	5934
UP GRADED	955	1293	1503	1879	2168	2467	2750	3251	3479	3766	4077
5-7 SKILL LEVEL TRAINING PROGRESS											
IN TRAINING	973	959	1057	1226	1052	1031	1134	1364	2165	2365	2521
UP GRADED	162	188	227	268	323	345	375	414	444	471	502

— — — — 3-5 Sk Level Completed
———— 5-7 " " "
—x—x— 3-5 " " In Tng
—·—·—· 5-7 " L " "

OFFICER STRENGTH SUMMARY
1ST & 2D QTRS, 1955*

UNIT		AUTHORIZED AS OF LAST DAY		ASSIGNED AS OF LAST DAY	
		1ST	2D	1ST	2D
26 AD	HQ, 26 AD	123	124	125	115
	4709 A DW	489	503	449	454
	4710 A DW	528	559	595	571
	TOTAL	1140	1186	1169	1140
30 AD	Hq, 30 AD	159	143	139	139
	4706 A DW	625	655	662	570
	4708 A DW	725	747	664	657
	TOTAL	1509	1545	1465	1366
32 AD	HQ, 32 AD	117	121	107	109
	4707 A DW	583	572	608	510
	4711 A DW	565	576	588	542
	TOTAL	1265	1269	1303	1161
35 AD	Hq, 35 AD **				
	35 AD		553		345
	TOTAL		553		345
	OTHER UNITS	248	250	255	270
	TOTAL EADF	4162	4803	4192	4282



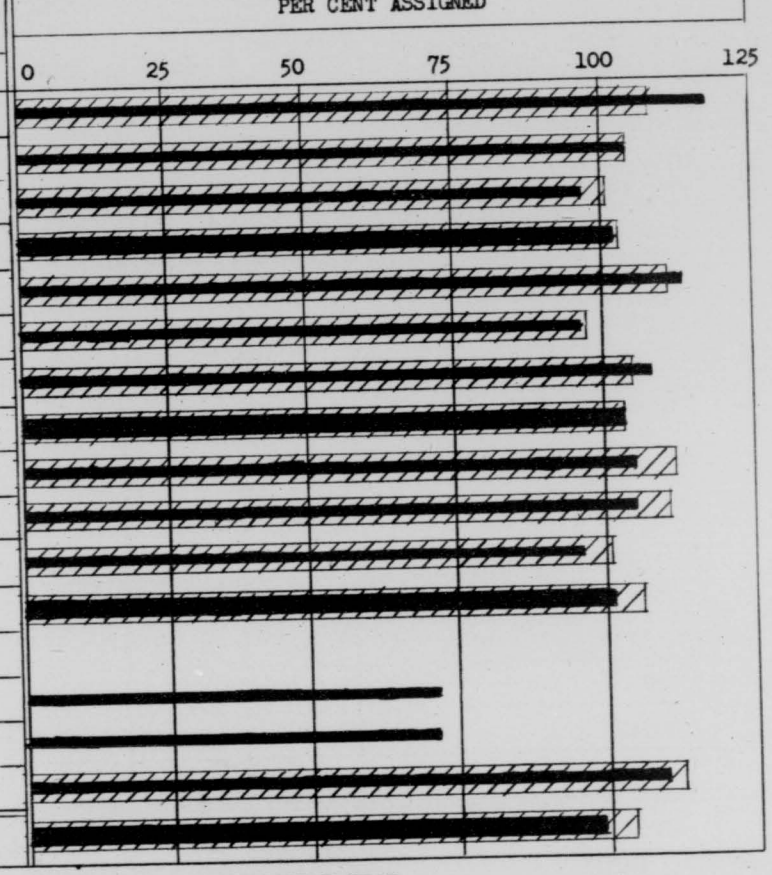
SOURCE: EAPMP

*CALENDAR YEAR
**Included with 35th AD

1333

AIRMAN STRENGTH SUMMARY
1ST AND 2D QUARTERS 1955*

UNITS		AUTHORIZED AS OF LAST DAY		ASSIGNED AS OF LAST DAY	
		1ST	2D	1ST	2D
26 AD	HQ, 26 AD	538	469	590	553
	4709 A DW	3613	3512	3783	3638
	4710 A DW	2956	3091	2999	2995
	TOTAL	7107	7072	7372	7186
30 AD	HQ, 30 AD	597	563	695	644
	4706 A DW	4667	4834	4594	4633
	4708 A DW	5873	5988	6298	6476
	TOTAL	11137	11385	11587	11773
32 AD	HQ, 32 AD	512	535	584	562
	4707 A DW	3762	4046	4251	4236
	4711 A DW	3439	3409	3467	3279
	TOTAL	7713	7990	8302	8077
35 AD	HQ, 35 AD**				
	35 AD		3962		2862
	TOTAL		3962		2862
	OTHER UNITS	649	638	745	700
	TOTAL EADF	26606	31047	28006	30598



SOURCE: EAPPL

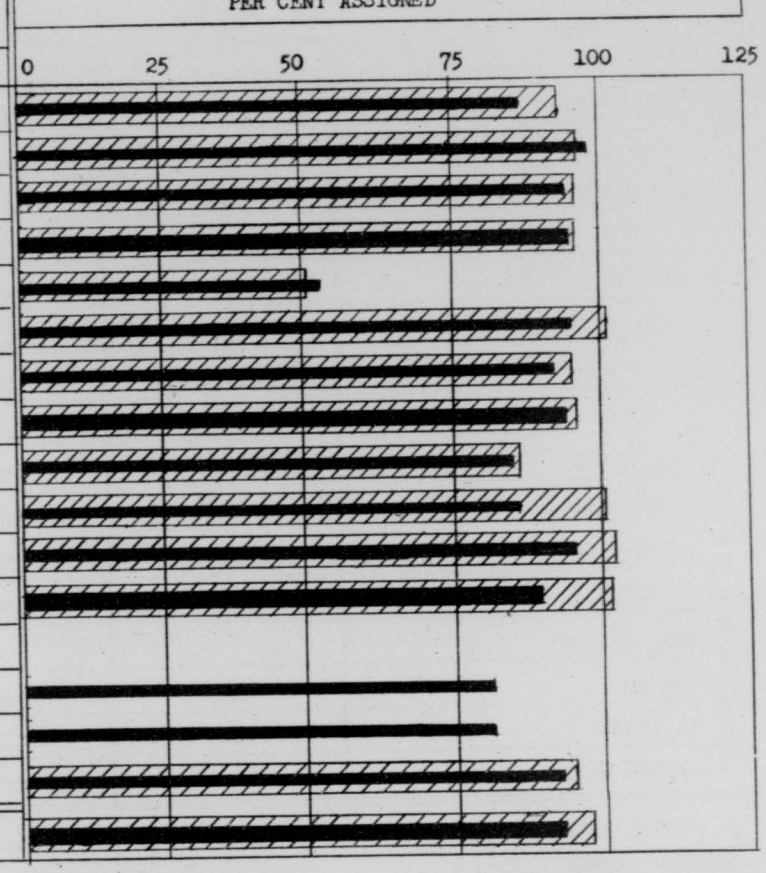
▨ PREVIOUS QUARTER
▬ CURRENT QUARTER

*CALENDAR YEAR
**INCLUDED WITH 35TH AD

1334

CIVILIAN STRENGTH SUMMARY
1ST & 2D QUARTERS 1955*

UNIT		AUTHORIZED AS OF LAST DAY 1ST	AUTHORIZED AS OF LAST DAY 2D	ASSIGNED AS OF LAST DAY 1ST	ASSIGNED AS OF LAST DAY 2D
26 AD	HQ, 26 AD	37	39	34	34
	4709 A DW	672	687	653	670
	4710 A DW	338	344	328	328
	TOTAL	1047	1070	1015	1032
30 AD	HQ, 30 AD	37	38	19	20
	4706 A DW	730	767	734	734
	4708 A DW	1063	1089	1006	1018
	TOTAL	1830	1894	1759	1772
32 AD	HQ 32 AD	37	41	31	34
	4707 A DW	647	788	649	676
	4711 A DW	569	602	581	579
	TOTAL	1253	1431	1261	1289
35 AD	HQ, 35 AD**				
	35 AD		243		197
	TOTAL		243		197
	HQ EADF	174	181	161	169
	TOTAL EADF	4304	4819	4196	4459



SOURCE: 1-AF-Q1

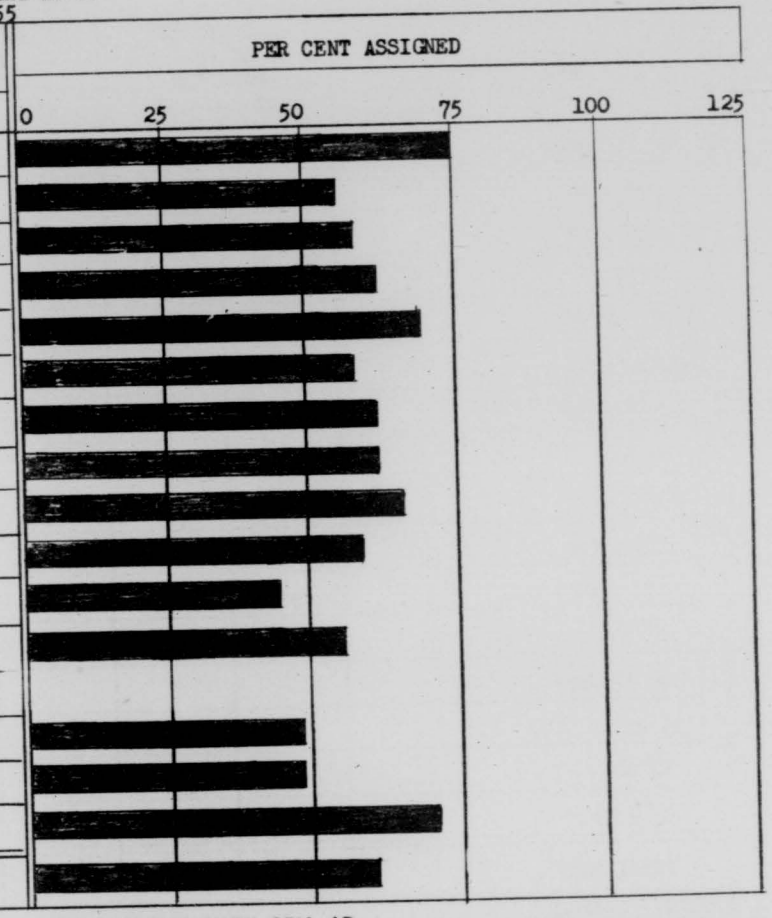
▨ PREVIOUS QUARTER
▬ CURRENT QUARTER

**INCLUDED WITH 35 AD

*CALENDAR YEAR

OFFICER
FIELD GRADE MANNING AS OF
30 June 1955

UNIT		AUTHORIZED AS OF LAST DAY	ASSIGNED AS OF LAST DAY
26 AD	HQ, 26 AD	57	43
	4709 A DW	83	46
	4710 A DW	67	39
	TOTAL	207	128
30 AD	HQ, 30 AD	56	38
	4706 A DW	109	62
	4708 A DW	137	84
	TOTAL	302	184
32 AD	HQ, 32 AD	50	32
	4707 A DW	99	57
	4711 A DW	86	39
	TOTAL	235	128
35 AD	HQ, 35 AD**		
	35 AD	106	51
	TOTAL	106	51
	OTHER UNITS	140	100
	TOTAL EADF	990	591

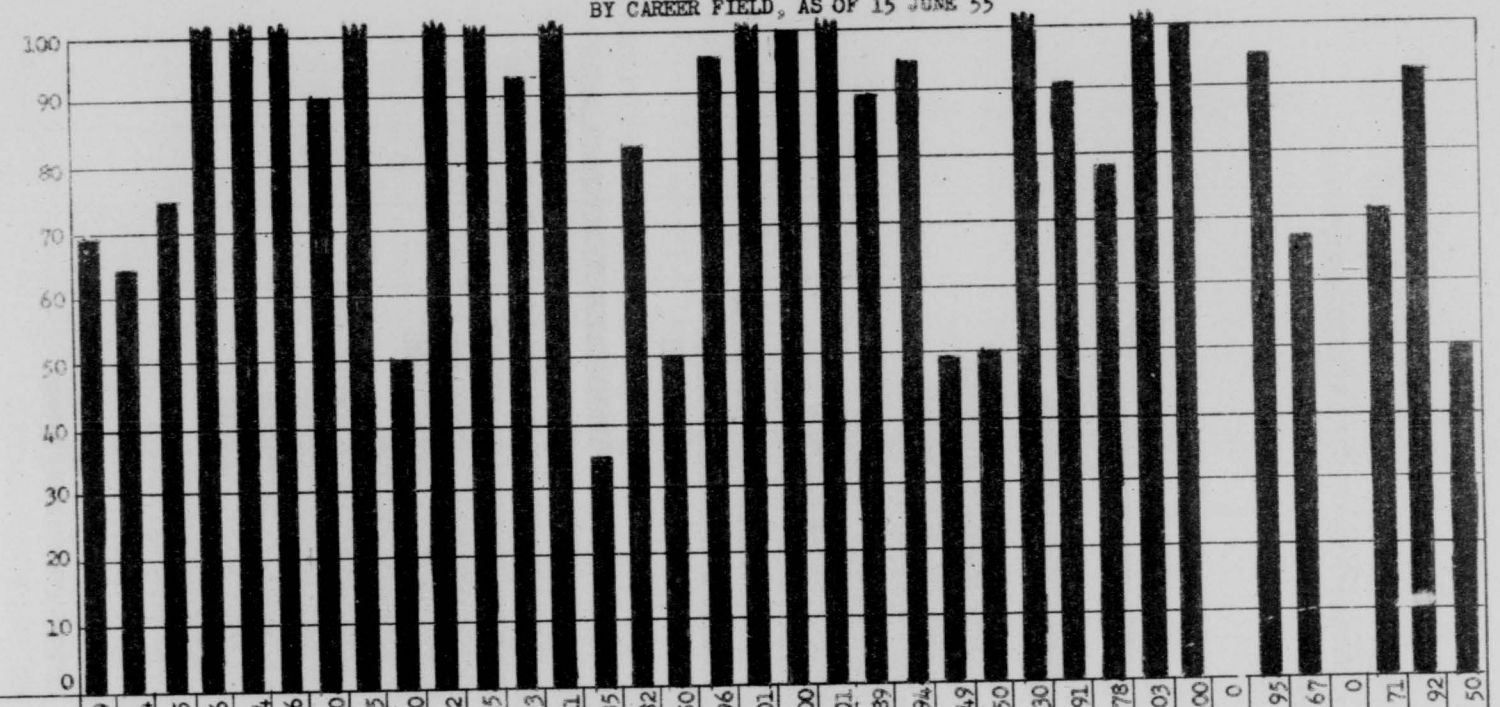


SOURCE: EAPMP

** INCLUDED WITH 35th AD

1336

OFFICER PER CENT ASSIGNED
BY CAREER FIELD, AS OF 15 JUNE 55

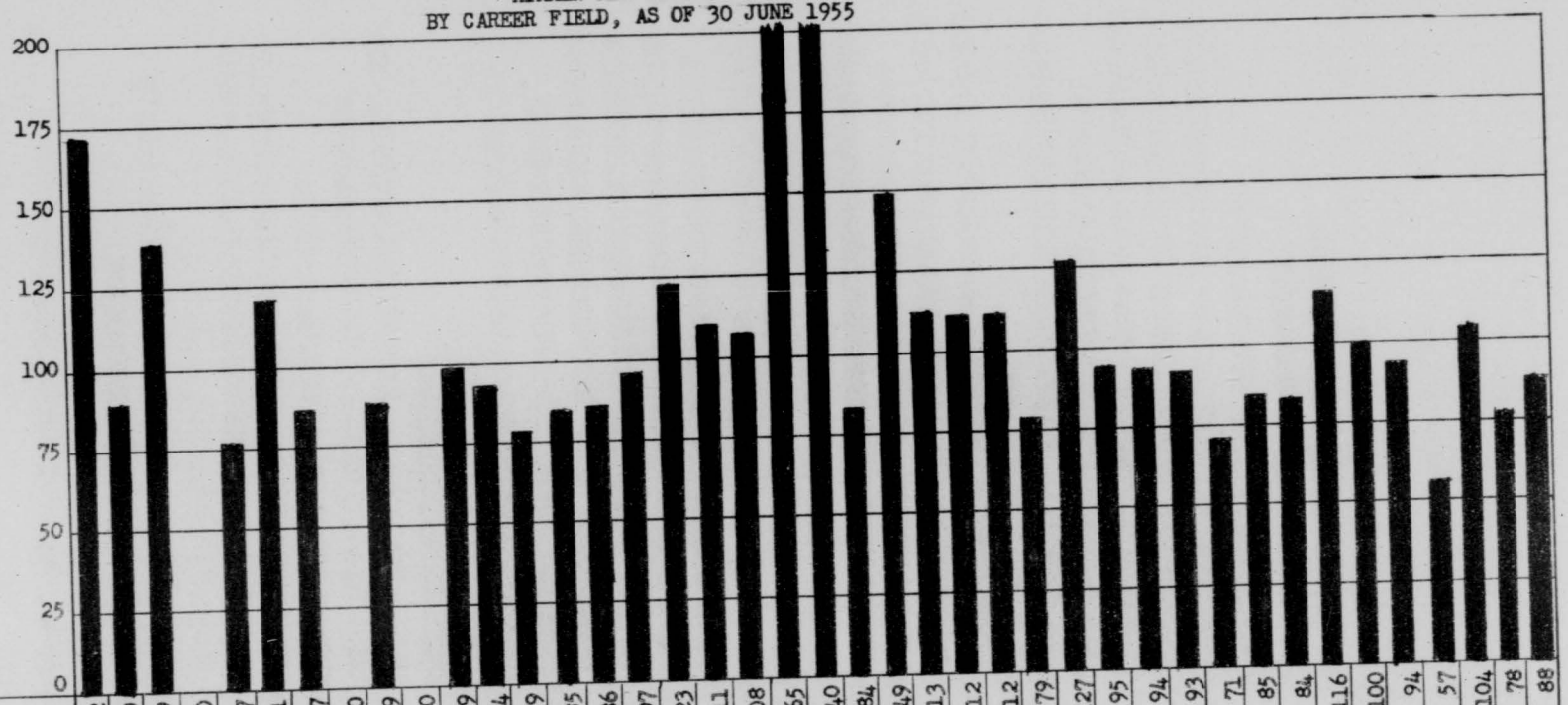


CAREER FIELD	ASSIGNED	AUTHORIZED	PER CENT ASGND
00	140	205	69
10	14	22	64
11	992	1313	75
12	17	16	106
14	250	240	104
15	477	412	116
16	597	665	90
20	59	53	105
23	1	2	50
30	309	276	112
32	56	45	125
43	139	149	93
55	78	55	141
59	6	12	35
60	17	21	82
62	9	18	50
64	232	244	96
67	45	44	101
68	12	12	100
70	208	206	101
72	26	29	89
73	217	230	94
75	100	215	49
76	1	2	50
77	29	22	130
78	39	43	91
79	28	36	78
90	28	27	103
91	1	1	100
92	0	1	0
93	63	66	95
94	4	7	67
95	0	1	0
97	20	28	71
98	61	66	92
99	7	14	50

SOURCE: EAPMP

1337

AIRMEN PER CENT ASSIGNED
BY CAREER FIELD, AS OF 30 JUNE 1955

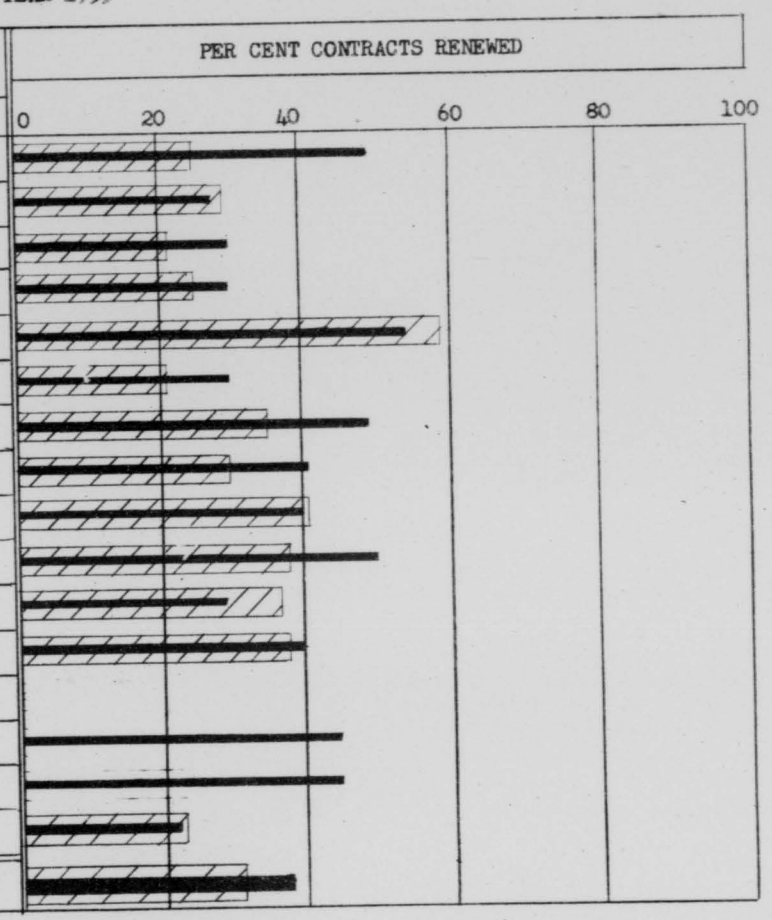


CAREER FIELD	ASSIGNED	AUTHORIZED	PERCENT ASNGD
20	110	64	172
22	115	128	90
23	167	120	139
25	2	0	0
27	3240	4201	77
29	1849	1522	121
30	1567	1800	87
31	0	0	0
32	1147	1290	89
33	0	0	0
34	139	141	99
36	317	339	94
40	85	107	79
42	1257	1475	85
43	5171	6007	86
46	805	833	97
47	989	806	123
53	385	347	111
55	326	301	108
56	461	174	265
57	565	166	340
58	100	119	84
59	136	91	149
60	1240	1095	113
62	1258	1123	112
64	2282	2041	112
65	30	38	79
67	277	218	127
68	121	127	95
70	1805	1914	94
71	14	15	93
72	132	187	71
73	784	926	85
74	74	88	84
75	617	530	116
76	38	38	100
77	1194	1264	94
80	30	53	57
96	869	839	104
92	139	178	78
93	15	17	88

SOURCE: EAPMP

AIRMEN RETENTION RATES
1ST & 2D QTRS CALENDAR YEAR 1955

UNIT		SEPARATIONS- ALL CAUSES		RENEWED CONTRACTS	
		1ST	2D	1ST	2D
26 AD	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
30 AD	HQ, 30 AD	34	35	20	19
	4706 A DW	635	338	135	103
	4708 A DW	870	417	308	205
	TOTAL	1539	790	463	327
32 AD	HQ, 32 AD	68	50	28	20
	4707 A DW	534	360	199	179
	4711 A DW	437	298	159	87
	TOTAL	1039	708	386	286
35 AD	HQ, 35 AD				
	35 AD		168		76
	TOTAL		168		76
	OTHER UNITS	112	91	26	20
	TOTAL EADF	3429	2322	1067	880



SOURCE: EAPPL

PREVIOUS QUARTER
CURRENT QUARTER

1 5 3 9

COMPTROLLER

COMMENTARY ON COMPTROLLER DATA

The statement of financial position of Eastern Air Defense 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.

1 3 4 1

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		$ 87,838,437.65
FIXED ASSETS		
Equipment in Use - UAL	$ 48,522,914.73**	
Equipment in Use - Other	6,040,560.51**	
Aircraft	296,665,013.50***	
Land and Land Improvements	9,754,632.36	
Pavements and Runways	38,812,096.11	
Buildings and Structures	91,181,464.27	
Utility Plants and Systems	13,676,910.54	
TOTAL FIXED ASSETS		$504,653,592.02
OTHER FIXED ASSETS		
Improvement to Leased Property	$ 59,668,112.71	
TOTAL OTHER FIXED ASSETS		$ 59,668,112.71
DEFERRED CHARGES		
Construction in Progress	$ 1,988,847.45	
TOTAL DEFERRED CHARGES		$ 1,988,847.45
TOTAL ASSETS		$654,148,989.83

8.01

* 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	$ 5,710,389.12	
Accrued Payroll, Civilian	1,099,291.96	
Accrued Transportation of Material	272,051.28	
Accrued Travel & Travel Allowances	487,575.70	
Accrued Liabilities, Other	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 WORTH

NET WORTH		
Net Investment, 1 July 1954	$567,875,543.72	
TOTAL NET WORTH		$567,875,543.72
CURRENT OPERATING TRANSACTIONS		
Current Operating Transactions	($ 78,855,158.07)	
Inter Office Transfers	83,925,708.01	
TOTAL CURRENT OPERATING TRANSACTIONS		($ 5,070,549.94)
TOTAL LIABILITIES AND NEW WORTH		$654,148,989.83

1343

REPORTS LATE IN ARRIVING AT THIS HEADQUARTERS

	26 AD		30 AD		32 AD		35 AD		4713 R.E. ECM FLT		42 COMM SQ		579 AF BAND	
	TOTAL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL LATE
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

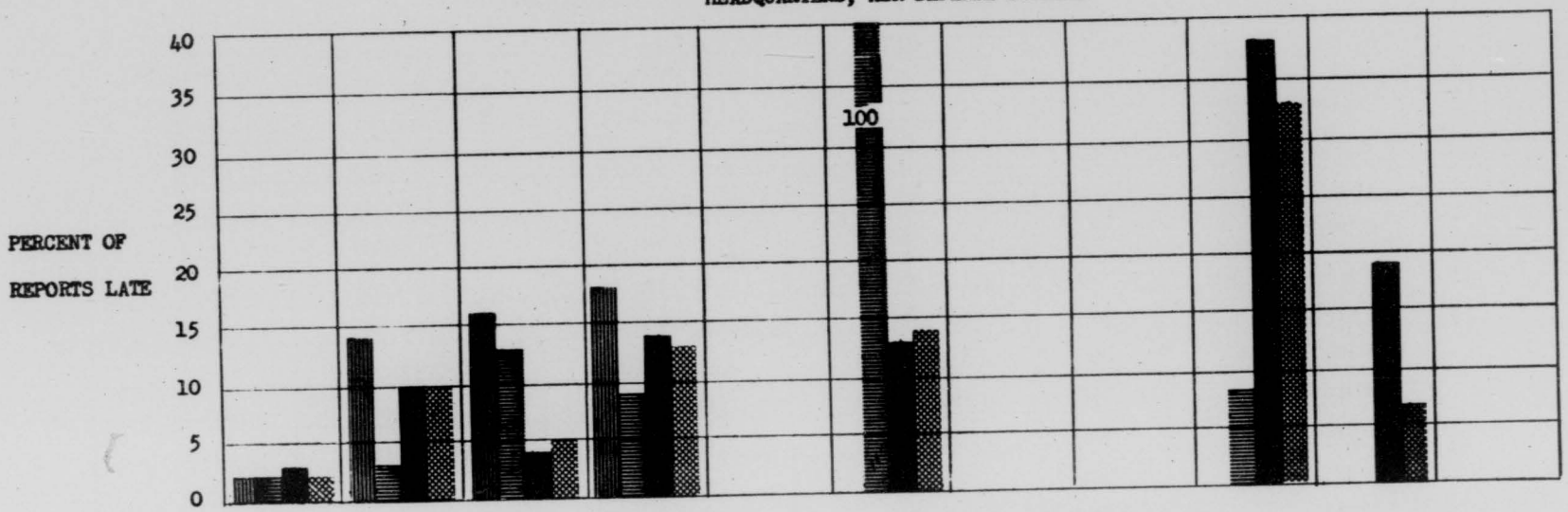
REPORTS LATE IN ARRIVING AT HEADQUARTERS, AIR DEFENSE COMMAND, DISPATCHED FROM DIVISION HEADQUARTERS OR LOWER

(DAILY REPORTS NOT INCLUDED)	26 AD		30 AD		32 AD		35 AD		4713 R.E.(ECM) FLT		42 COMM SQ		579 AF BAND	
	TOTAL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL LATE	TOTAL DSPCH	TOTAL LATE	TOTAL 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	0	2	0	0	0

SOURCE: EACST-4

*Morning Reports excluded from "Total Late" prior to 1st Qtr 1955 in all units, and excluded entirely from 1st Qtr 1955 figures.

REPORTS DISPATCHED FROM THIS HEADQUARTERS WHICH WERE LATE ARRIVING AT HEADQUARTERS, AIR DEFENSE COMMAND



	DEP FOR COMPT		DEP FOR PERS		DEP FOR MAT		DEP FOR OPRS		STF JA		IG		SURGEON		ADJUTANT		CHAPLAIN		INSTLS		INFO SVS	
	TOT DSPCH	TOT LATE	TOT DSPCH	TOT LATE	TOT DSPCH	TOT LATE	TOT DSPCH	TOT LATE	TOT DSPCH	TOT LATE	TOT DSPCH	TOT LATE	TOT DSPCH	TOT LATE	TOT DSPCH	TOT LATE	TOT DSPCH	TOT LATE	TOT DSPCH	TOT LATE	TOT DSPCH	TOT LATE
3D QTR 1954	323	9	36	5	81	13	22	4	2	0	3	0	18	0	6	0	5	0				
4TH QTR 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	27	5	10	0
2D QTR 1955	208	4	40	4	134	6	32	4	0	0	7	1	21	0	6	0	21	7	29	2	8	0

SOURCE: EACST-4

1345

STATUS OF FY-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
SELFRIDGE	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
YOUNGSTOWN	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
MCGHEE-TYSON	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

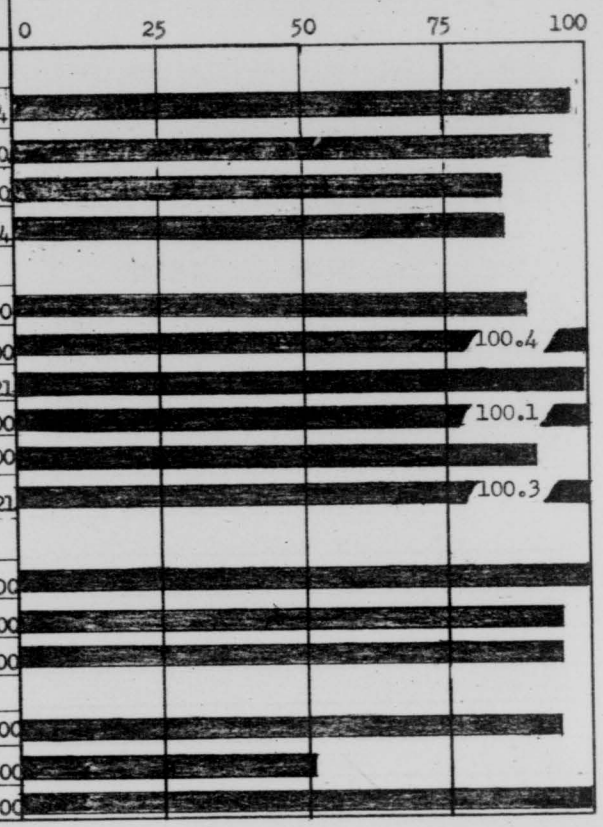
**PARENTHESIS INDICATE AUTHORIZED OVEROBLIGATION

1 3 4 6

STATUS OF APPROPRIATED FUNDS - CUMULATIVE FOR FISCAL YEAR 1955

AS OF 30 JUNE 1955

	APPROPRIATION PROJECT NUMBER AND IDENTIFICATION	BUDGET AUTHORIZATION FY 55 DOLLARS	PER CENT OF BUDGET AUTHORIZATION OBLIGATED
57X3300	ACQUISITION AND CONSTRUCTION		
311	MASTER PLANNING	89,551.24	
313	ADVANCE PROJECT PLANNING	70,000.00	
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	
458	BASE MAINTENANCE AND OPERATIONS (OPNL SUPPORT)	34,377,949.00	100.4
459	MAJOR REPAIR AND MINOR CONSTRUCTION (OPNL SUPPORT)	3,436,812.21	
478	MAINTENANCE AND OPERATIONS (MEDICAL FACIL)	1,475,418.00	100.1
479	MAJOR REPAIR AND MINOR CONSTRUCTION (MEDICAL FACIL)	91,177.00	
	TOTAL 5753400	39,387,356.21	100.3
5753500	MILITARY PERSONNEL		
531.10	PCS MVS OF INDIVS WITHIN MAJOR AIR CMDS	375,000.00	
551	SUBSISTENCE	9,475,000.00	
	TOTAL 5753500	9,850,000.00	
5753700	RESERVE PERSONNEL		
521	PAY AND ALLOW OF AF RES COMM OFF ON ACT DUTY TNG	16,794.00	
524	PAY AND ALLOW OF AF AMN ON ACT DUTY TNG	300.00	
525	PAY AND ALLOW OF AF RES COMM OFF INACTIVE DUTY	8,617.00	



SOURCE: AF FORM 410

STATUS OF APPROPRIATED FUNDS - CUMULATIVE FOR FISCAL YEAR 1955

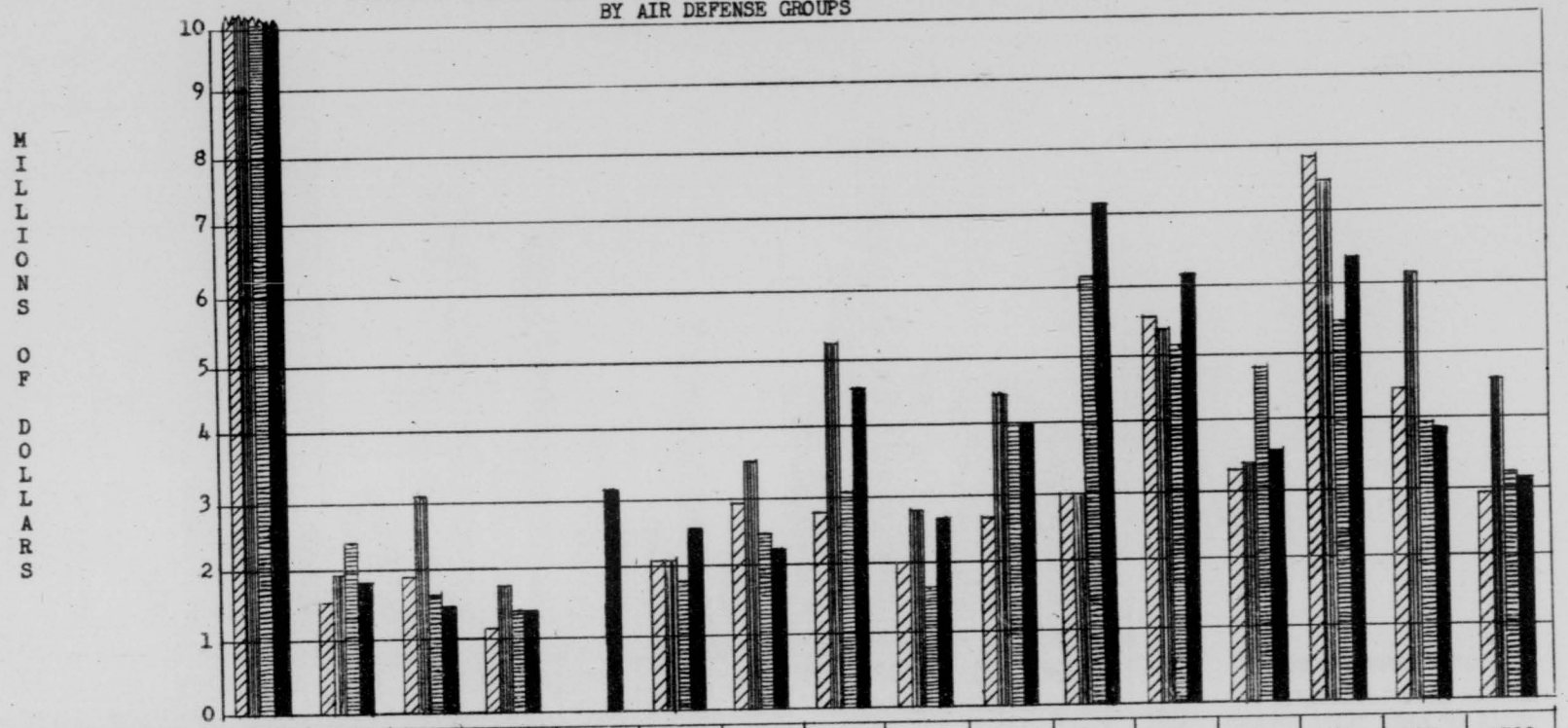
AS OF 30 JUNE 1955 - CONTD.

APPROPRIATION	PROJECT NUMBER AND IDENTIFICATION	BUDGET AUTHORIZATION FY 55 DOLLARS	PER CENT OF BUDGET AUTHORIZATION OBLIGATED 0 25 50 75 100
528	PAY AND ALLOW OF AF AMN INACTIVE DUTY	90.00	
541	TRAVEL OF AF RES ACT DUTY FOR TNG	380.00	
	TOTAL 5753700	26,181.00	
5753850	CONTINGENCIES		
721	MISCELLANEOUS CURRENT EXPENSE	2,779.79	
	TOTAL 5753850	2,779.79	
5755371	PREPARATION FOR SALE OR SALVAGE OF MIL PROPTY, AF		
400		19,517.00	
	TOTAL 5755371	19,517.00	
97X0110.002	FAMILY HOUSING (DEPARTMENT OF DEFENSE)		
99-999		138,100.00	
	TOTAL 97X0110.002	138,100.00	
	GRAND TOTAL	50,673,865.24	

1348

EADF

STATUS OF SERVICEABLE INVENTORIES FOR EASTERN AIR DEFENSE FORCE
BY AIR DEFENSE GROUPS



AIR DEFENSE GROUPS	EADF	500	501	502	516	517	518	519	520	525	527	528	534	564	575	4700
INV. 30 SEPT 54	44.3	1.6	1.9	1.2		2.1	2.9	2.8	2.0	2.7	3.0	5.6	3.3	7.8	4.5	2.9
INV. 31 DEC 54	55.4	1.9	3.1	1.8		2.1	3.6	5.3	2.8	4.5	3.0	5.4	3.4	7.5	6.2	4.7
INV. 31 MAR 55	47.7	2.4	1.7	1.4		1.8	2.5	3.1	1.7	4.0	6.2	5.2	4.8	5.5	3.9	3.3
*INV. 31 MAY 55	55.3	1.8	1.5	1.4	3.2	2.6	2.3	4.7	2.7	4.0	7.2	6.2	3.6	6.4	3.8	3.2

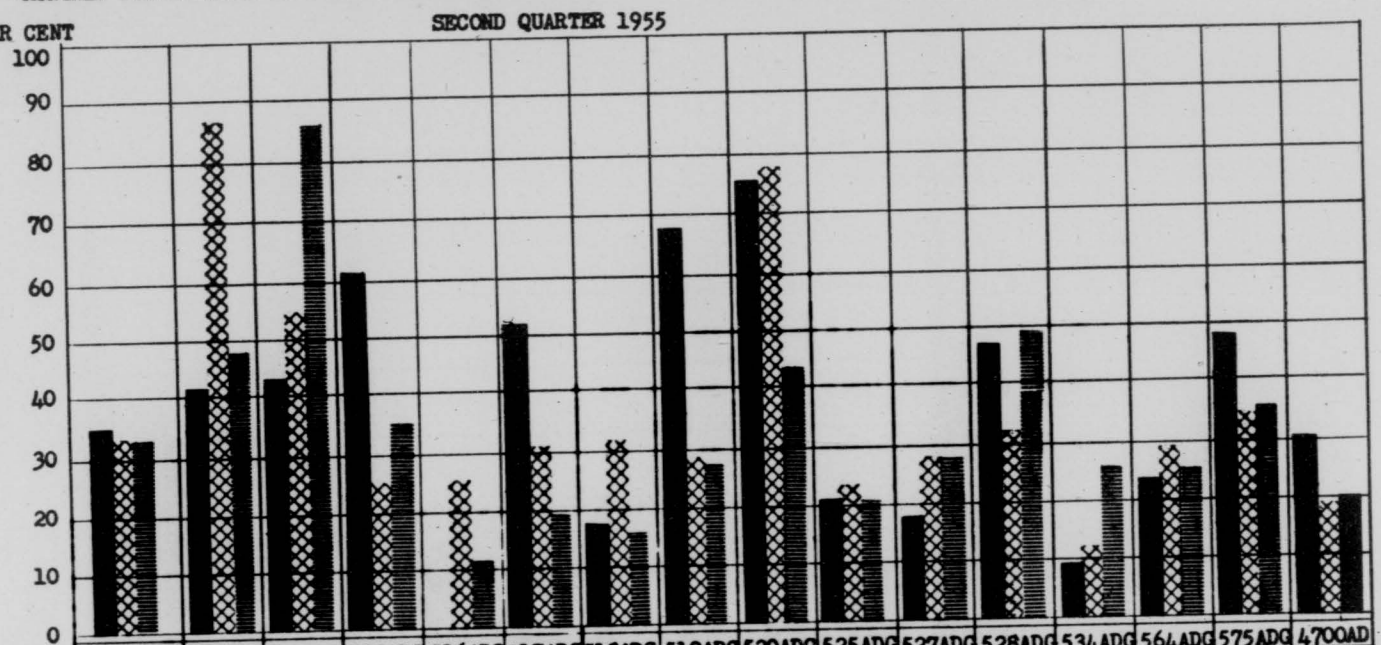
SOURCE: 2-AF-C86 *Figures for June 1955 not available.

1 5 4 9

EADF

*MONTHLY SERVICEABLE INVENTORY ISSUED COMPARED WITH AVERAGE MONTHLY SERVICEABLE INVENTORY

SECOND QUARTER 1955

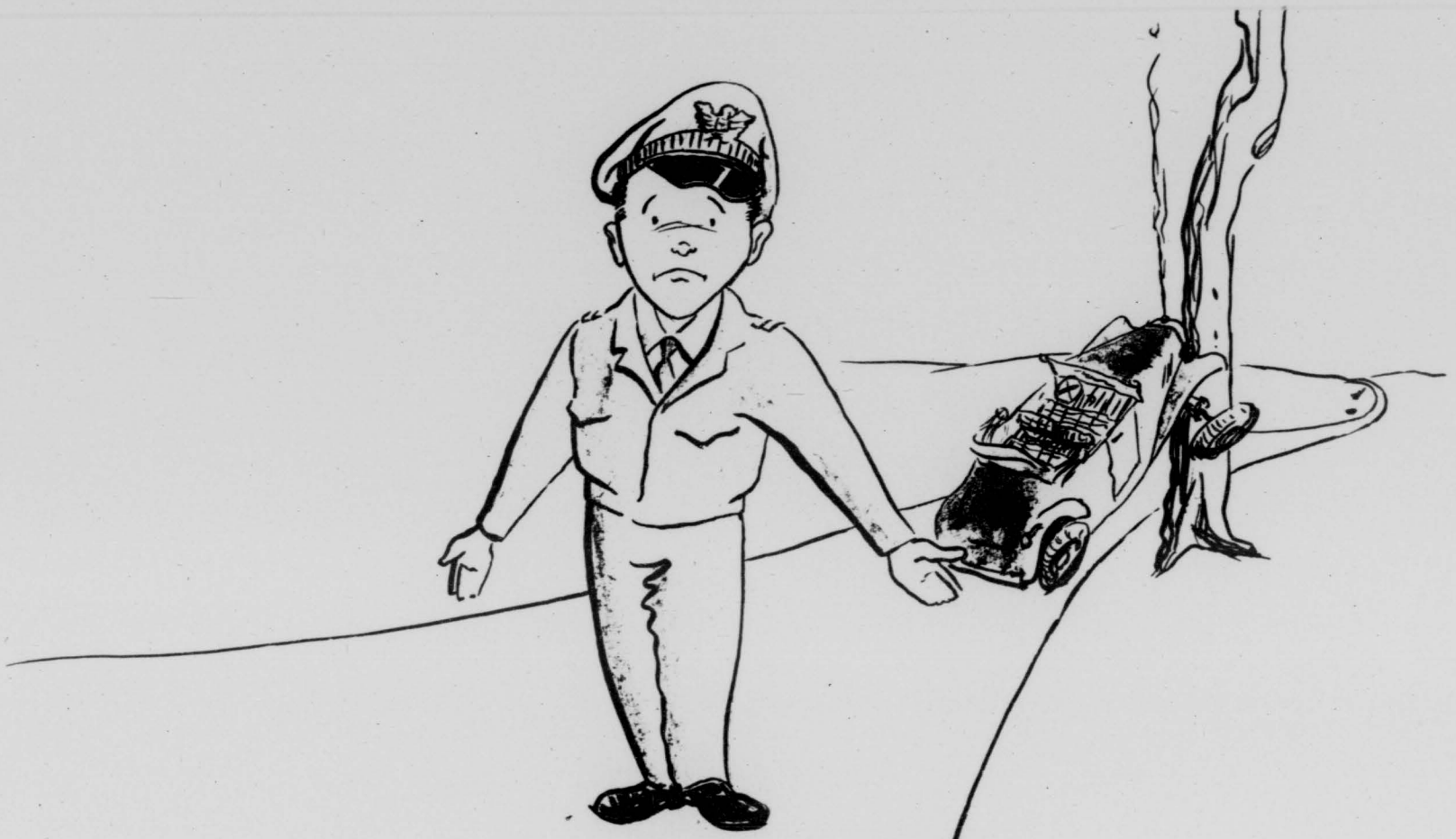


	EADF	500ADG	501ADG	502ADG	516ADG	517ADG	518ADG	519ADG	520ADG	525ADG	527ADG	528ADG	534ADG	564ADG	575ADG	4700AD
(TOTAL SERV ISSUES	16,238	833	712	953	NA	948	385	2,168	1,167	832	978	2,297	425	1,322	2,093	1,125
MAR (AV SERV INVENTORY	46,317	2,026	1,658	1,552	NA	1,852	2,171	3,176	1,546	4,021	5,392	4,926	4,458	5,497	4,316	3,727
(% OF SERV INVEN ISSUED	35.1%	41.1%	42.9%	61.4%	NA	51.2%	17.7%	68.3%	75.5%	20.7%	18.1%	46.6%	9.5%	24.1%	48.5%	30.2%
(TOTAL SERV ISSUES	16,286	1,842	875	385	711	612	760	1,017	1,408	922	1,811	1,783	525	1,668	1,301	659
APR (AV SERV INVENTORY	49,568	2,120	1,592	1,506	2,767	1,945	2,380	3,600	1,803	3,943	6,471	5,551	4,387	5,636	3,729	3,355
(% OF SERV INVEN ISSUED	32.8%	86.8%	54.9%	25.5%	25.6%	31.4%	31.9%	28.2%	78.0%	23.3%	27.9%	32.1%	11.9%	29.5%	34.8%	19.6%
(TOTAL SERV ISSUES	17,330	880	1,319	545	359	456	366	1,210	934	805	1,953	3,001	951	1,556	1,324	665
MAY (AV SERV INVENTORY	53,415	1,855	1,541	1,551	3,164	2,361	2,292	4,417	2,340	3,935	7,003	6,079	3,779	6,099	3,684	3,308
(% OF SERV INVEN ISSUED	32.4%	47.4%	85.6%	35.1%	11.3%	19.3%	15.9%	27.3%	43.1%	20.4%	27.8%	49.3%	25.1%	25.5%	35.9%	20.1%

*IN THOUSANDS OF DOLLARS

SOURCE: RCS:1AF-C86

1 3 5 0



SPECIAL DATA

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 Quarters	Total Hours Flown	Accident Rate
3d, 1954	87,235	28
4th, 1954	70,130	38
1st, 1955	77,293	22
2d, 1955	104,724	27

Analysis of aircraft accidents during Phase of Flight reveals an increase in "Landings" of 29% and decreases of 19% "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	1st Qtr, 1955	2d Qtr, 1955
Pilot Error	21	19	53	45
Materiel Failure	58	48	35	38
Other	8	30	12	17
Maintenance Error	1	8	4	0

1 3 5 2

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

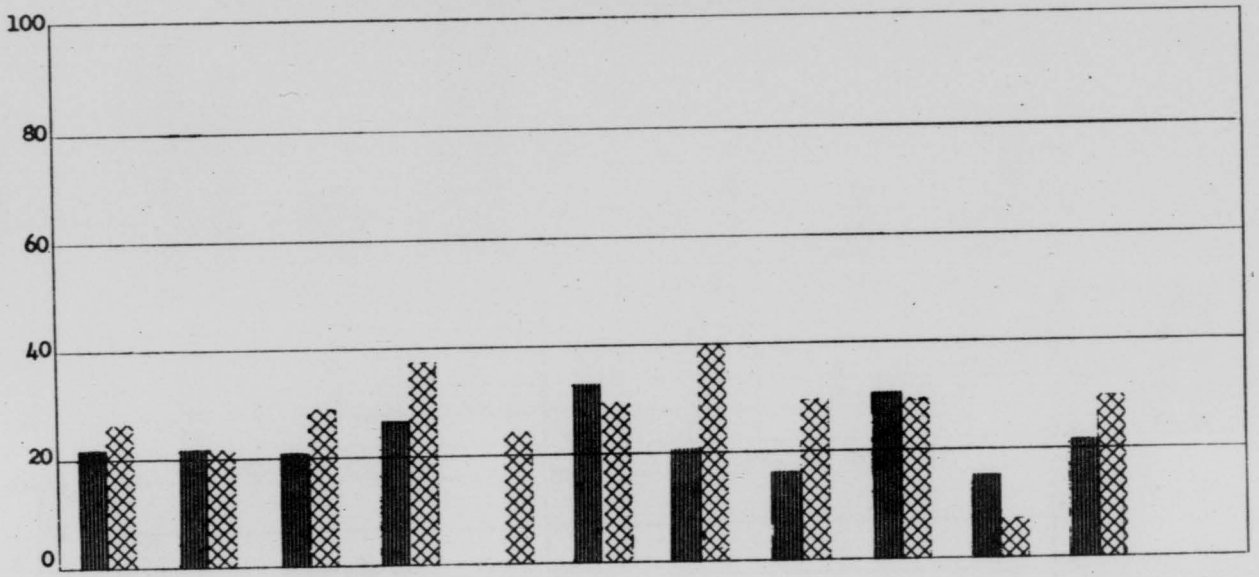
The number, severity and cost of ground accidents suffered by EADF continues to rise as indicated by the comparison of 1954-1955 statistics shown below:

	1 Jan 54 - 30 June 54	1 Jan 55 - 30 June 55
Military Injuries	312	354
Military Fatalities	14	14
Civilian Injury Rate	2.77	2.90
Govt Veh Acdt	75	103
Govt Veh Acdt Rate	1.05	1.43
Total Cost	642,676	747,640
Cost Per Capita	18.00	19.33

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.

1 3 5 3

AIRCRAFT ACCIDENT RATE
1ST & 2D QTR CALENDAR YEAR 1955



		EADF TOTAL	26 AD TOTAL	30 AD TOTAL	32 AD TOTAL	35 AD TOTAL	4706 ADW	4707 ADW	4708 ADW	4709 ADW	4710 ADW	4711 ADW	4713 FLT
NO OF ACCIDENTS	1ST QTR	17	6	6	5		4	2	2	4	2	2	0
	2D QTR	29	7	10	10	2	5	5	5	5	1	4	0
HOURS FLOWN	1ST QTR	77,293	27,405	28,754	19,421		15,614	9,595	12,668	13,305	13,393	9,022	1,713
	2D QTR	104,724	31,874	35,474	27,268	8283	17,460	12,476	17,427	17,575	13,724	13,884	1825
ACCIDENT RATE	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

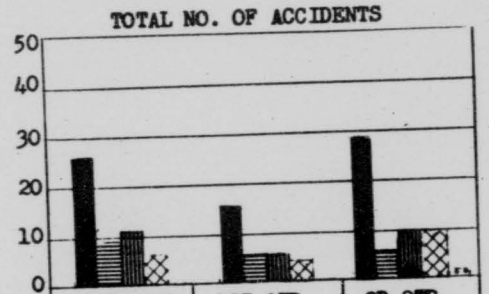
SOURCE: AF FORM 14
1 EAMAC-A1

1 3 5 4

EADF

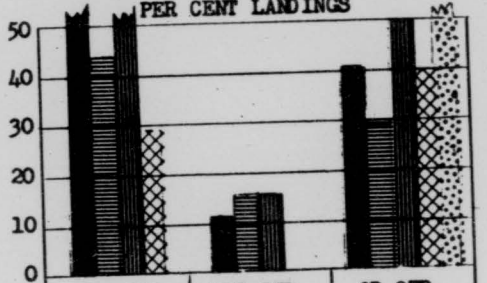
AIRCRAFT ACCIDENTS, PHASE OF FLIGHT
CALENDAR YEARS 1954 AND 1955

TOTAL NO. OF ACCIDENTS



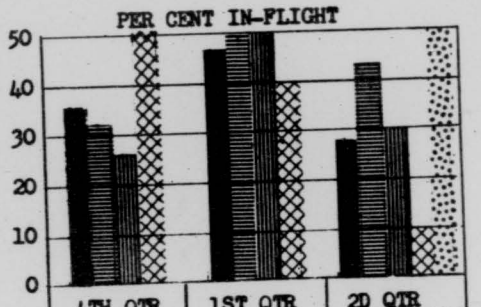
	4TH QTR	1ST QTR	2D QTR
EADF	27	17	29
26 AD	9	6	7
30 AD	11	6	10
32 AD	7	5	10
35 AD			2

PER CENT LANDINGS



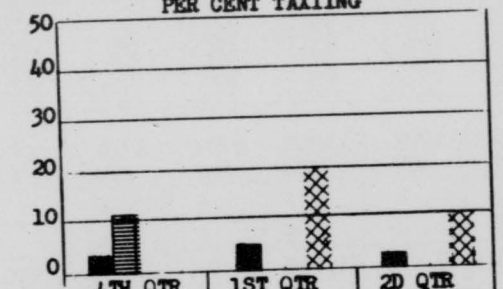
4TH QTR	1ST QTR	2D QTR
52	12	41
44	17	29
73	17	50
29	0	40
		50

PER CENT IN-FLIGHT



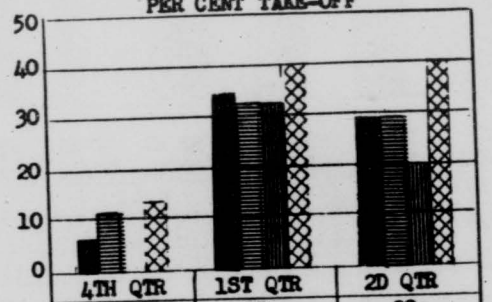
4TH QTR	1ST QTR	2D QTR
37	47	28
33	50	43
27	50	30
57	40	10
		50

PER CENT TAXIING



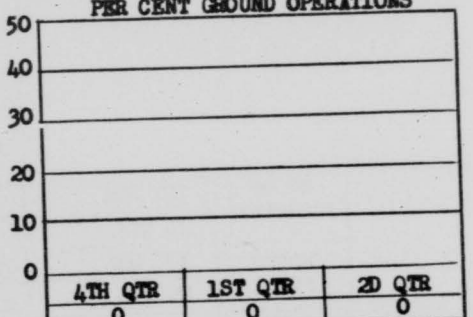
	4TH QTR	1ST QTR	2D QTR
EADF	4	6	3
26 AD	11	0	0
30 AD	0	0	0
32 AD	0	20	10
35 AD			0

PER CENT TAKE-OFF



4TH QTR	1ST QTR	2D QTR
7	35	29
11	33	29
0	33	20
14	40	40
		0

PER CENT GROUND OPERATIONS



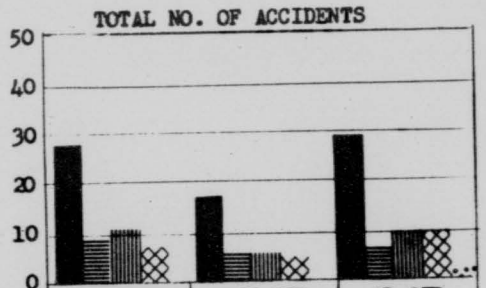
4TH QTR	1ST QTR	2D QTR
0	0	0
0	0	0
0	0	0
0	0	0
		0

SOURCE: AF FORM 14

1355

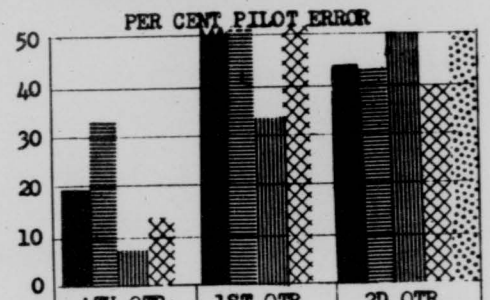
MAJOR FACTORS INVOLVED IN AIRCRAFT ACCIDENTS
CALENDAR YEARS 1954 AND 1955

TOTAL NO. OF ACCIDENTS



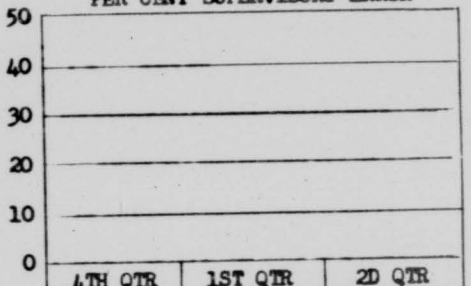
	4TH QTR	1ST QTR	2D QTR
EADF	27	17	29
26 AD	9	6	7
30 AD	11	6	10
32 AD	7	5	10
35 AD			2

PER CENT PILOT ERROR



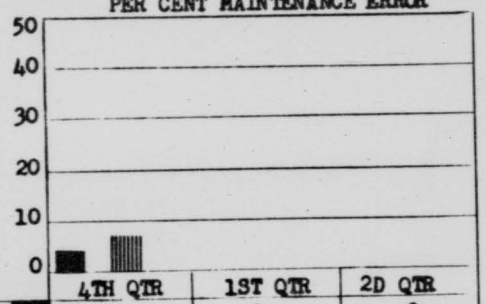
4TH QTR	1ST QTR	2D QTR
19	53	45
33	67	43
7	33	50
14	60	40
		50

PER CENT SUPERVISORY ERROR



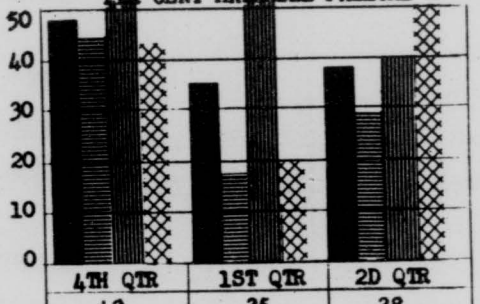
4TH QTR	1ST QTR	2D QTR
0	0	0
0	0	0
0	0	0
0	0	0
		0

PER CENT MAINTENANCE ERROR



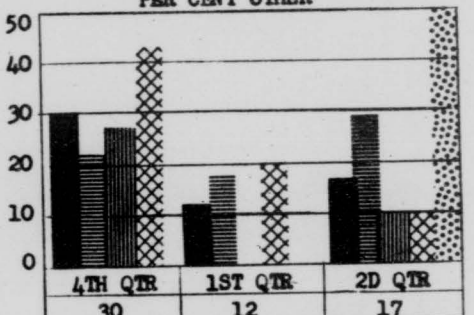
	4TH QTR	1ST QTR	2D QTR
EADF	4	0	0
26 AD	0	0	0
30 AD	7	0	0
32 AD	0	0	0
35 AD			0

PER CENT MATERIEL FAILURE



4TH QTR	1ST QTR	2D QTR
48	35	38
44	17	29
54	67	40
43	20	50
		0

PER CENT OTHER



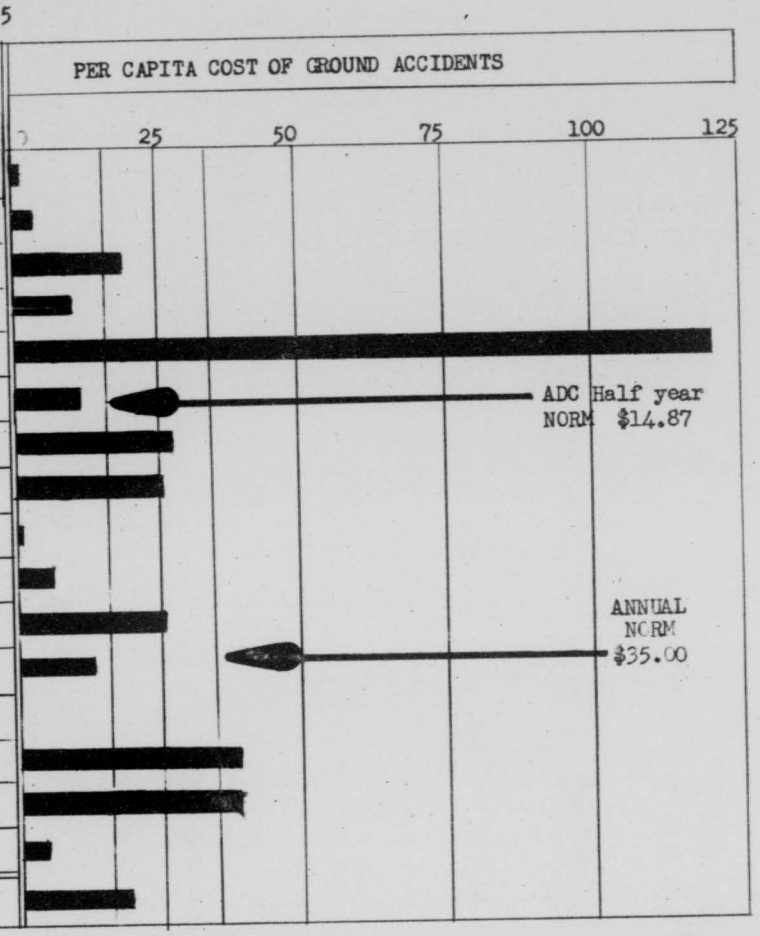
4TH QTR	1ST QTR	2D QTR
30	12	17
22	17	29
27	0	10
43	20	10
		50

SOURCE: AF FORM 14

1 0 5 6

PER CAPITA COST OF GROUND ACCIDENTS
1 Jan - 30 June 1955

UNIT		AVERAGE STRENGTH (MIL & CIV)	COST OF GROUND ACCIDENTS TOTAL	COST OF GROUND ACCIDENTS PER CAPITA
26 AD	HQ, 26 AD	631	$ 1,603	$ 2.54
	4709 A DW	5764	26,116	4.53
	4710 ADW	4015	80,058	19.94
	TOTAL	10,410	107,777	10.35
30 AD	HQ, 30 AD	563	68,135	121.02
	4706 ADW	5924	75,414	12.73
	4708 ADW	8001	226,872	28.36
	TOTAL	14,488	370,421	25.57
32 AD	HQ, 32 AD	507	847	1.67
	4707 A DW	5374	29,070	5.41
	4711 A DW	4566	115,699	25.35
	TOTAL	10,447	145,616	13.94
35 AD	HQ, 35 AD**			
	35 AD	3048	119,725	39.28
	TOTAL	3048	119,725	39.28
	4713 RE FLT	275	4,101	14.91
	EADF	38,668	747,640	19.33



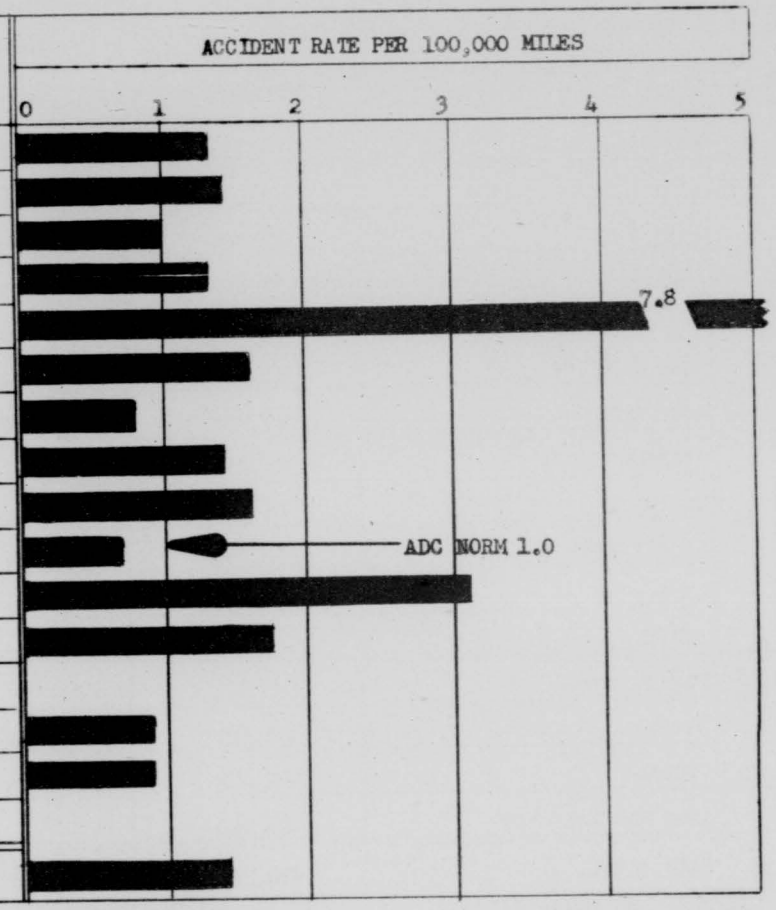
SOURCE: EAPIT-GS

** INCLUDED WITH 35TH AD

1357

MOTOR VEHICLE ACCIDENT RATE
BY UNIT, 1 JANUARY - 30 JUNE 1955

	UNIT	MILES TRAVELED	NUMBER OF ACCIDENTS
26 AD	HQ, 26 AD	540,096	7
	4709 A DW	843,786	12
	4710 A DW	574,954	6
	TOTAL	1,958,836	25
30 AD	HQ, 30 AD	89,641	7
	4706 A DW	1,069,083	17
	4708 A DW	1,316,981	11
	TOTAL	2,475,705	35
	HQ, 32 AD	368,561	6
	4707 A DW	1,232,958	9
	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



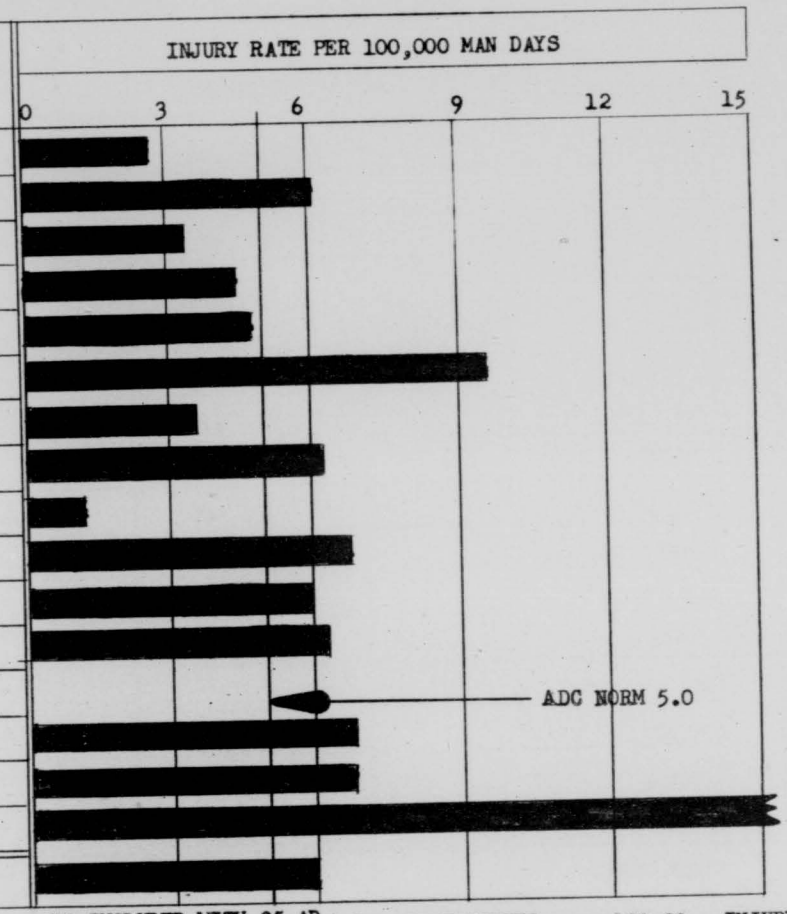
SOURCE: AF FORM 122 A

** INCLUDED WITH 35 AD

1 3 5 8

MILITARY DISABLING INJURY RATE
BY UNIT, 1 JANUARY - 30 JUNE 1955

	UNIT	MAN DAYS OF EXPOSURE	NUMBER OF INJURIES
26 AD	HQ, 26 AD	108,273	3
	4709 A DW	889,077	54
	4710 A DW	656,565	23
	TOTAL	1,653,915	80
30 AD	HQ, 26 AD	98,220	5
	4706 A DW	942,880	92
	4708 A DW	1,267,056	47
	TOTAL	2,308,156	144
32 AD	HQ, 32 AD	85,913	1
	4707 A DW	852,590	59
	4711 A DW	715,446	43
	TOTAL	1,653,949	103
35 AD	HQ, 35 AD**		
	35 AD	232,623	16
	TOTAL	232,623	16
	4713 RAD EVAL FLT	49,740	11
	EADF TOTAL	5,898,382	354



SOURCE: AF FORM 122A

** INCLUDED WITH 35 AD

NO. OF INJURIES / MAN DAYS OF EXPOSURE x 100,00 = INJURY RATE

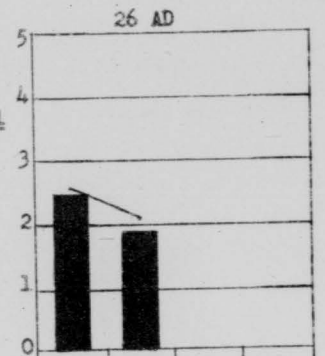
1959

EADF

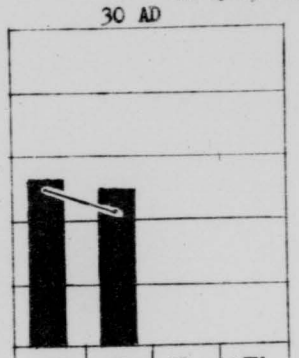
OFFENSES BY PERSONNEL ASSIGNED OR ATTACHED TO EADF INSTALLATIONS
BY QTR, CALENDAR YEAR 1955

AWOL

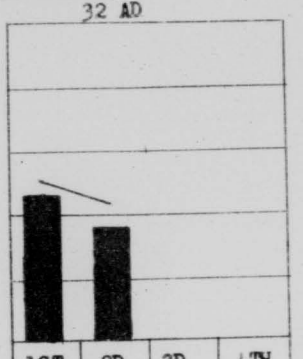
EADF RATE = 2.1



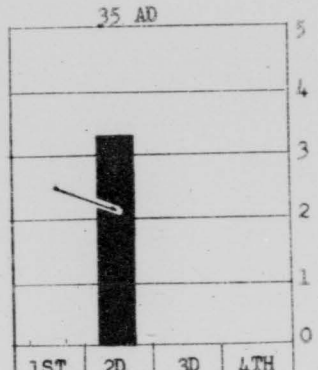
	1ST	2D	3D	4TH
NO. OF OFFENSES	61	46		
AVG RATE	2.5	1.9		



1ST	2D	3D	4TH
105	97		
2.7	2.5		



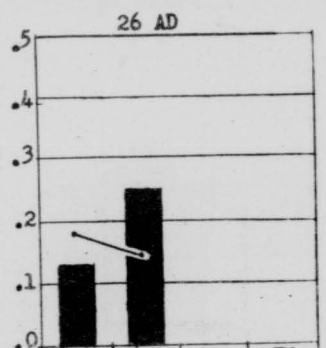
1ST	2D	3D	4TH
61	48		
2.3	1.8		



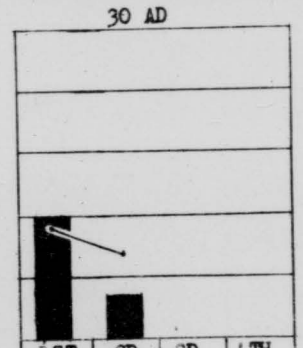
1ST	2D	3D	4TH
NA	10		
	3.3		

SERIOUS CRIMES
AFR 125-40

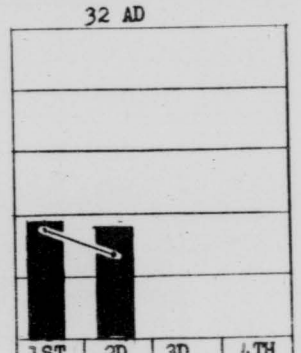
EADF RATE = .14



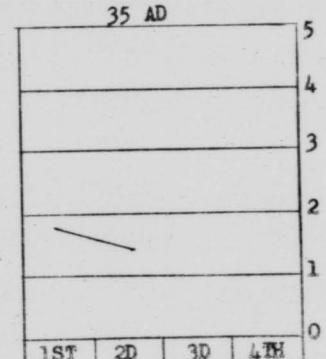
	1ST	2D	3D	4TH
NO. OF OFFENSES	3	6		
AVG RATE	.13	.25		



1ST	2D	3D	4TH
8	3		
.2	.07		



1ST	2D	3D	4TH
5	5		
.19	.18		



1ST	2D	3D	4TH
NA	0		
	0		

RATE = $\frac{\text{OFFENSES}}{\text{STRENGTH}}$ X 1000

NA - NOT APPLICABLE

SOURCE: EAIPM

1 3 6 0

PROVOST MARSHAL ACTIVITIES

2D QTR CALENDAR YEAR 1955

UNIT		AWOL			(1) PERSONS COMMITTING OFFENSES				CORRECTIVE ACTION UNDER				(*) SECURITY CLEARANCES		
		GOING	RETURNED	MANDAYS LOST	SERIOUS CRIMES (2) AFR 125-40 ADCR 125-1	(3) MILITARY	FELONIES PAR 213D (6) UCMJ	ALL OTHER CIVIL-TYPE	ARTICLE 15 UCMJ	SUMMARY CM	SPECIAL CM	GENERAL CM	REQUESTED	PENDING	FINAL GRANTED
EADF (STRENGTH) 32	NUMBER	201	195	2174	14	1138	14	197	673	259	78	5	2320	2578	1873
	RATE	2.1	2.03		.14	11.8	.15	2.1	7.01	2.7	.81	.05			
26 AD (STRENGTH) 8	NUMBER	46	40	488	6	328	2	50	121	40	22	2	614	317	474
	RATE	1.9	1.7		.25	13.7	.08	2.1	5.04	1.7	.92	.08			
30 AD (STRENGTH) 13	NUMBER	97	103	956	3	324	5	71	304	138	28	3	977	1446	913
	RATE	2.5	2.6		.07	8.3	.13	1.8	7.8	3.5	.72	.08			
32 AD (STRENGTH) 9	NUMBER	48	45	512	5	467	7	60	225	78	25		627	612	423
	RATE	1.8	1.7		.18	17.3	.26	2.2	8.3	2.9	.93				
35 AD (STRENGTH) 1	NUMBER	10	7	218		19		16	23	3	3		102	203	63
	RATE	3.3	2.3			6.3		5.3	7.6	1.	1.				

(STRENGTH PER 000) (*)INFORMATION OFFENSE: (1) REPORTED BY EADF INSTALLATIONS (2) INCIDENTS EXPECTED TO AROUSE PUBLIC INTEREST, NEWS VALUE, OR ACTION BY HQ USAF (3) VIOLATIONS OF PUNITIVE ARTICLES UCMJ.

SOURCE: EAIPM

1 3 6 1

SECRET

EASTERN AIR DEFENSE FORCE

WAR CAPABILITIES PLAN 55-1

Short Title: EADFWCP 55 I

HEADQUARTERS
EASTERN AIR DEFENSE FORCE
STEWART AIR FORCE BASE
NEWBURGH, NEW YORK

SECRET

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)

EADF S-2118-55

1 APRIL 1955

RECORD OF CHANGES

EASTERN AIR DEFENSE FORCE

WAR CAPABILITIES PLAN 55-1

HEADQUARTERS
EASTERN AIR DEFENSE FORCE
STEWART AIR FORCE BASE
NEWBURGH, NEW YORK

Record Changes Immediately Upon Receipt

CHANGE NO.	DATE ENTERED	ENTERED BY

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.

5. (Unclassified) It is contemplated that this document will be revised subsequent to receipt of ADC Capabilities Mobilization Plan 55-1.

EASTERN AIR DEFENSE FORCE

WAR CAPABILITIES PLAN 55-1

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(2) 30th Air Division (Defense)	1
(3) 32d Air Division (Defense)	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

CHART AND MAP REFERENCES

As required

TASK ORGANIZATION

Eastern Air Defense Force — Maj Gen M. R. Nelson

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) — Brig Gen J. B. Cary

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. Enemy Forces. (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.

(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.

(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:

a. Commander, 26th Air Division (Defense) will:

(1) (Unclassified) Conduct the air defense of the 26th Air Division sector, specified in EADFR 23-3, to include

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, 1st Air Force, and consistent with the accomplishment of the primary mission.

b. Commander, 30th Air Division (Defense) will:

(1) (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, 10th Air Force, consistent with accomplishment of the primary mission.

c. Commander, 32d Air Division (Defense) will:

(1) (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 1st, 2d and 3d Canadian Air Defence sectors.

(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 EADFR 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, 1st 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:

(1) (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, 14th Air Force, and consistent with the accomplishment of the primary mission.

x. All Air Division Commanders will:

(1) (Unclassified) Exercise operational control over Army Anti-aircraft 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.

(4) (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.

(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.

(7) (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.

(1) (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.

(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 32d Air Division (Defense) Syracuse AF Station Syracuse 6, New York
Headquarters 35th Air Division (Defense) Dobbins Air Force Base Marietta, Georgia	663d AC&W Squadron Lake City AF Station Tennessee
Headquarters 32d Air Division (Defense) Syracuse AF Station Syracuse 6, New York	656th AC&W Squadron (P-50) Saratoga Springs AF Station Saratoga Springs New York
Headquarters 30th Air Division (Defense) Willow Run AF Station Belleville, Michigan	661st AC&W Squadron (P-20) Selfridge Air Force Base Michigan
Headquarters 26th Air Division (Defense) Roslyn AF Station Roslyn, New York	646th AC&W Squadron (P-9) Highlands AF Station Highlands, New Jersey

b. Communications. 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)

5 - Weather

6 - Antisubmarine Warfare

(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 32d Air Division (Defense) Syracuse AF Station Syracuse 6, New York
Headquarters 35th Air Division (Defense) Dobbins Air Force Base Marietta, Georgia	663d AC&W Squadron Lake City AF Station Tennessee
Headquarters 32d Air Division (Defense) Syracuse AF Station Syracuse 6, New York	656th AC&W Squadron (P-50) Saratoga Springs AF Station Saratoga Springs New York
Headquarters 30th Air Division (Defense) Willow Run AF Station Belleville, Michigan	661st AC&W Squadron (P-20) Selfridge Air Force Base Michigan
Headquarters 26th Air Division (Defense) Roslyn AF Station Roslyn, New York	646th AC&W Squadron (P-9) Highlands AF Station Highlands, New Jersey

b. Communications. 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

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4 - Control of Electromagnetic Radiations (CONELRAD)

5 - Weather

6 - Antisubmarine Warfare

Appendix 7 - Organization

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Tab 2 - Units Programmed for Overseas Deployment

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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

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2 - Mobilization Assignments for Air National Guard Tactical Control Units

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ANNEX E - AIR DEFENSE PARTICIPATION OF U. S. NAVY AND MARINE FORCES

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2 - Naval and Marine Radar

3 - Naval Picket Vessels

ANNEX F - ADMINISTRATION AND LOGISTICS

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2 - Inspector General

3 - Comptroller

4 - Chaplain Services

5 - Wartime Planning Factors

6 - Ferrying

ANNEX G - COMMUNICATIONS - ELECTRONICS

Appendix 1 - Standard Wire Communications Network

2 - Check List of Sensitive C-E Items

DISTRIBUTION:

See Distribution List

OFFICIAL:

Arthur C. Agan Jr.

ARTHUR C. AGAN, JR.
Colonel, USAF
Deputy for Operations

DISTRIBUTION LIST

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Air Defense Command	3
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30th Air Division	3
32d Air Division	3
35th Air Division	3
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4707th Air Defense Wg	2
4708th Air Defense Wg	2
4709th Air Defense Wg	2
4710th Air Defense Wg	2
4711th Air Defense Wg	2
519th Air Defense Gp	1
525th Air Defense Gp	1
4700th Air Defense Gp	1
501st Air Defense Gp	1
520th Air Defense Gp	1
534th Air Defense Gp	1
575th Air Defense Gp	1
502d Air Defense Gp	1
527th Air Defense Gp	1
500th Air Defense Gp	1
518th Air Defense Gp	1
564th Air Defense Gp	1
517th Air Defense Gp	1
528th Air Defense Gp	1
4713th Radar Eval Flight	1
12th Weather Squadron	1
Eastern Army Antiaircraft Command	1
Eastern Sea Frontier	1
Naval Forces, Eastern Continental Air Defense Command	1
Western Air Defense Force	1
Central Air Defense Force	1
First Air Force	1
Tenth Air Force	1
Air University	1
Headquarters USAF	1

HQ EADF STAFF	Number of Copies
EADCG	1
EAODO	1
EAPDP	1
EAMDM	1
EAOCP	1
EAOPR	1
EAOOT	2
EAIIG	1
EADHS	4
EAOCE	1
EAOCD	1
EACDC	1
EAAAG (File)	10

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)

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TO

EADF WAR CAPABILITIES PLAN 55-1

CONCEPT OF OPERATIONS

1. (Unclassified) Eastern Air Defense 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 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.

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 attacks.

6. (Unclassified) Air Reserve Force units (ANG and AFRes) possessing an air defense capability and having mobilization assignments to Eastern 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 situation. 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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TO

EADF WAR CAPABILITIES PLAN 55-1

CONCEPT OF OPERATIONS

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6. (Unclassified) Air Reserve Force units (ANG and AFRes) possessing an air defense capability and having mobilization assignments to Eastern 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 situation. 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

(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-interceptor 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.

16. (Unclassified) The responsibility rests with each individual aircraft pilot or formation commander to comply with established

(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

2 - Units Programmed for Overseas Deployment

3 - Chart - Air Division (Defense) Boundaries

OFFICIAL:

Arthur C. Agan Jr.

ARTHUR C. AGAN, JR.
Colonel, USAF
Deputy for Operations

APPENDIX 1

TO

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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.

APPENDIX 2

TO

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TO

EADF WAR CAPABILITIES PLAN 55-1

AIR DEFENSE WARNING SYSTEMS

1. GENERAL SITUATION. (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. GENERAL DESCRIPTION. (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:

(1) (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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EADF WAR CAPABILITIES PLAN 55-1

SECURITY CONTROL OF AIR TRAFFIC AND ELECTROMAGNETIC RADIATIONS (SCATER)

1. GENERAL SITUATION. (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.

(1) 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. MISSION. (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)

e. Associated Air Route Traffic Control Centers of the First and Third Civil Aeronautics Administration Regions.

5. TASKS FOR SUBORDINATE UNITS. (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. DETAILED INSTRUCTIONS. (Unclassified) The 26th, 30th, 32d and 35th Air Divisions (Defense) are responsible for maintaining a complete Plan for SCATER for their respective sectors.

APPENDIX 4

TO

ANNEX A

TO

EADF WAR CAPABILITIES PLAN 55-1

CONTROL OF ELECTROMAGNETIC RADIATIONS (CONELRAD)

1. GENERAL SITUATION. (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. MISSION. (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)

5. TASKS FOR SUBORDINATE UNITS. (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.

APPENDIX 5

TO

ANNEX A

EADF WAR CAPABILITIES PLAN 55-1

WEATHER

TASK ORGANIZATION

Commander, Detachment 10 12th Weather Squadron (Staff Weather Officer, 26th ADiv)	Major Williams
Commander, Detachment 20 12th Weather Squadron (Staff Weather Officer, 30th ADiv)	Lt Col Schubert
Commander, Detachment 16 12th Weather Squadron (Staff Weather Officer, 32d ADiv)	Major Planck
Commander, Detachment 38 12th Weather Squadron (Staff Weather Officer, 35th ADiv)	Capt Hamilton

1. GENERAL SITUATION. (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. MISSION. (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) Detachments 10, 20, 16 and 38 of the 12th Weather Squadron will plan, provide and/or arrange for weather service to components of their respective air divisions and attached units of the Army Antiaircraft Command.

x. General Instructions:

(1) (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 fighter-interceptor 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.

b. Communications. (Unclassified) Eastern Air Defense Force communication 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.

Bernard F. Forster

BERNARD F. FORSTER
Lt Col, USAF
Commander, 12th Weather Squadron

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. GENERAL SITUATION. (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. Enemy Forces. (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.

(1) 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.

(2) Continental Air Command. (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. MISSION. (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:

(1) (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:

(1) (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.

x. General Instructions.

(1) (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.

(1) (Unclassified) Navy antisubmarine warfare aircraft operating from Eastern Air Defense Force bases will provide self-support to the maximum extent possible. The base commander

(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.

(2) (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. Reports. (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. Command. (Unclassified) USAF aircraft participating in antisubmarine warfare missions will be under operational control of the Navy while engaged in antisubmarine warfare missions.

b. Implementation. (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.

(2) (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.

APPENDIX 7

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ANNEX A

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.

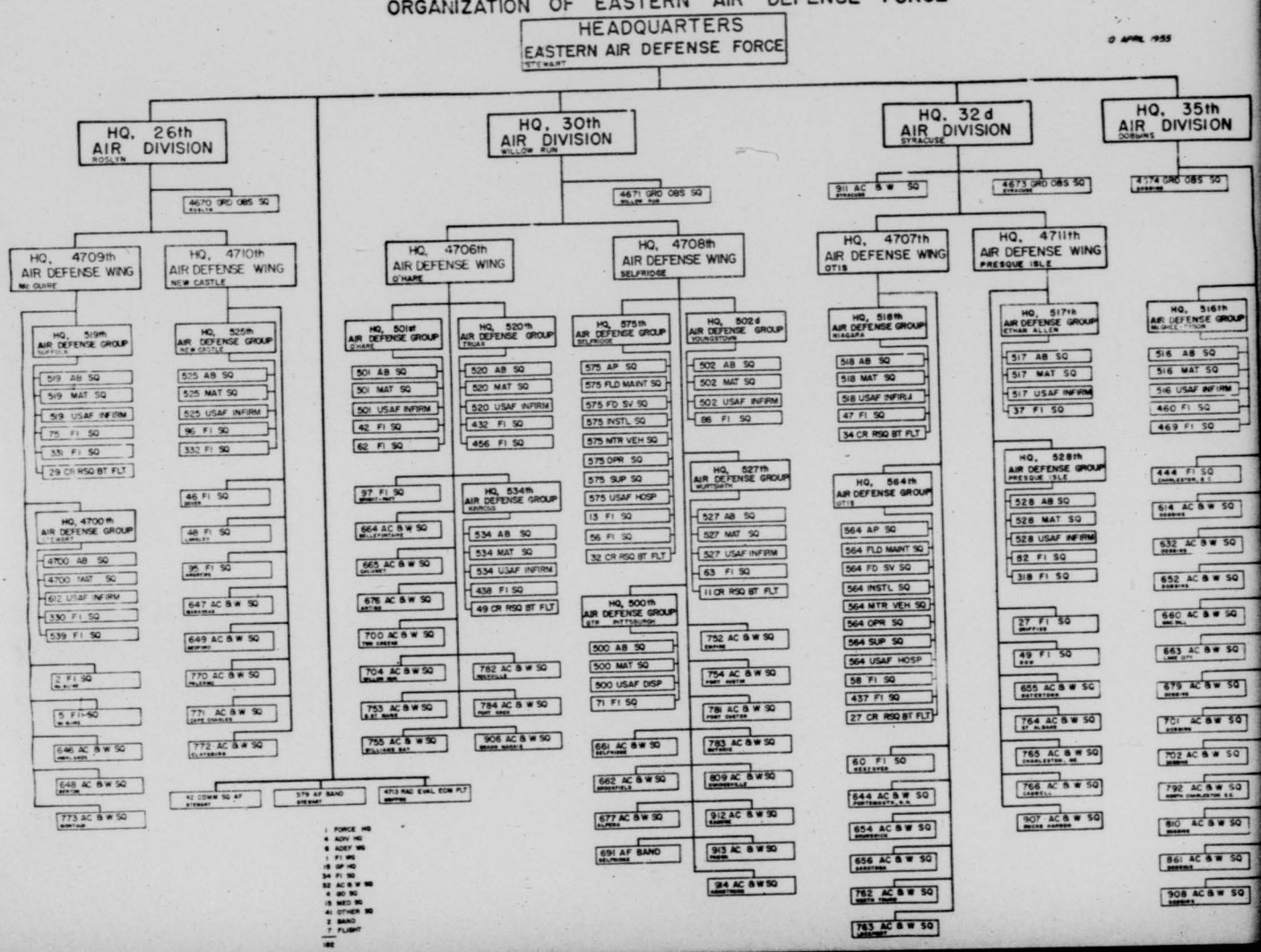
3. (Unclassified) The Commander, Eastern Air Defense Force, will exercise command over all units assigned or attached (except those attached for administrative and logistical support only) and will exercise operational control, according to existing agreements, over forces of other services, and other 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
Tab 3	Chart - Air Division (Defense) Boundaries

TAB 1
APPENDIX 7
ANNEX A
EADFWCP 55-
1 April 55

ORGANIZATION OF EASTERN AIR DEFENSE FORCE



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 ∕ 2 mos	96 Ftr Intcp Sq	New Castle AFB, Del.	Lajes, Azores
D ∕ 4 mos	95 Ftr Intcp Sq	Andrews AFB, Md.	Chaumont, France
	71 Ftr Intcp Sq	Gtr Pittsburgh AFB,Pa.	Bitburg, Germany
	42 Ftr Intcp Sq	O'Hare AFB, Ill.	Toul/Rosiere,France
	13 Ftr Intcp Sq	Selfridge AFB, Mich.	Bentwaters,England
	56 Ftr Intcp Sq	Selfridge AFB, Mich.	Tymbakin, Crete
	331 Ftr Intcp Sq	Suffolk AFB, N.Y.	Laon/Couvron,France
	432 Ftr Intcp Sq	Truax AFB, Wisc.	Spangdahlem,Germany
	97 Ftr Intcp Sq	Wright-Patterson AFB Ohio	Hahn, Germany
D ∕ 5 mos	49 Ftr Intcp Sq	Dow AFB, Me.	Aviano, Italy
	47 Ftr Intcp Sq	Niagara Falls AFB, NY	Montichiari, Italy
	62 Ftr Intcp Sq	O'Hare AFB, Ill.	Phalsbourg,France
	60 Ftr Intcp 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.

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
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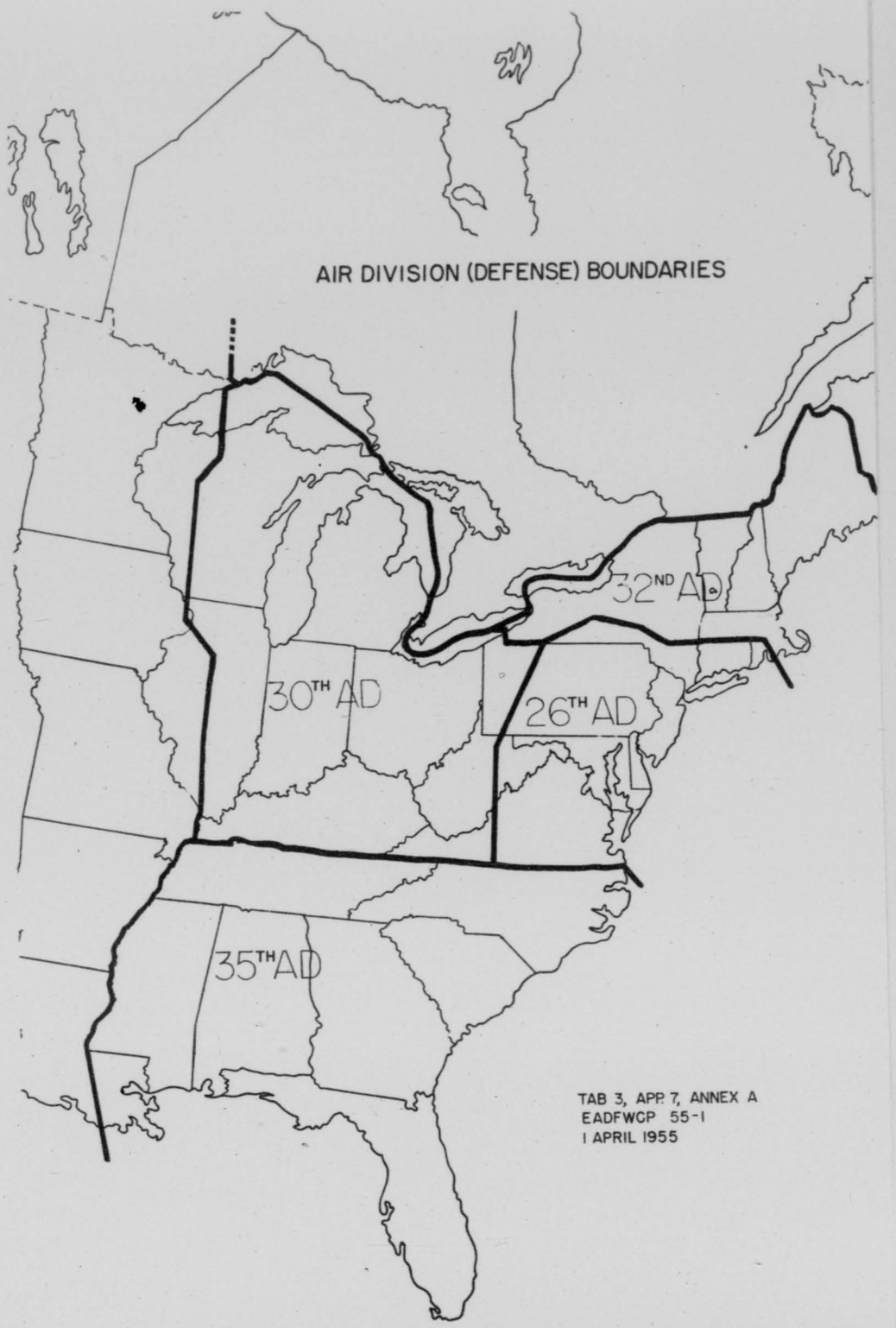
3. (Secret) The 319th Fighter-Interceptor Squadron is scheduled for deployment on D-Day plus 5 months from Komaki, Japan to Westover AFB, Massachusetts.



TAB 3, APP 7, ANNEX A
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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

ANNEX B

TO

EADF WAR CAPABILITIES PLAN 55-1

AIR DEFENSE AUGMENTATION FORCES FROM OTHER MAJOR USAF COMMANDS

1. DESCRIPTION. (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:

(1) 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.

NELSON
MAJ GEN

ANNEX B
EADFWCP 55-1
1 Apr 55

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:

Arthur C. Agan Jr.

ARTHUR C. AGAN, JR.
Colonel, USAF
Deputy for Operations

APPENDIX 1

TO

ANNEX B

TO

EADF WAR CAPABILITIES PLAN 55-1

AUGMENTATION FIGHTER FORCES WHICH WILL BE AVAILABLE UNDER MINIMUM WARNING CONDITIONS

Organization and Location	Aircraft Furnished No.	Type	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
	4	T-33			
	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	30th 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 AFB	32d Air Div
40th ADiv (SAC) Turner AFB, Ga.	127	F-84G		In-Place	35th Air Div
3625th FTW(ATRC) Tyndall AFB, Fla.	88	F-86D		In-Place	35th Air Div
Cambridge Research Center Hanscom AFB, Mass.	2 19 2	F-86A F-86F F-89C	———	In-Place	32d Air Div
Wright Air Dev Center Wright-Patterson AFB, Ohio	Misc. Types		———	In-Place	30th Air Div

APPENDIX 2

TO

ANNEX B

TO

EADF WAR CAPABILITIES PLAN 55-1

AUGMENTATION FIGHTER FORCES WHICH WILL BE DEPLOYED WITHIN THE EADF REGION PROVIDED SUFFICIENT WARNING HAS BEEN RECEIVED

Organization and Location	Aircraft Furnished No.	Type	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
	4	T-33			
	12	F-94C	Det Z-A	Griffiss AFB	26th Air Div
	4	T-33			
40th ADiv(ATRC) Turner AFB, Ga.	24	F-84F or G		Lockbourne AFB	30th Air Div
3550th FTW (ATRC) Moody AFB, Ga.	16	F-89D	Det Z-B	Kinross AFB	30th Air Div
	4	T-33			
3555th FTW(ATRC) Perrin AFB Tex.	16	F-86D	Det N	Wurtsmith AFB	30th Air Div
	4	T-33			
	16	F-86D	Det P	Youngstown AFB	30th Air Div
	4	T-33			
3645th FTW(ATRC) Laughlin AFB Tex.	18	T-33	Det X	Kinross AFB	30th Air Div
	18	T-33	Det W	Ethan Allen AFB	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) Tyndall AFB, Fla.	16	F-86D	Det B	Charleston AFB	35th Air Div
	4	T-33			35th Air Div
	72	F-86D		In-Place	35th Air Div

Organization and Location	Aircraft Furnished No.	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) Eglin AFB, Fla.	22	Misc Types		In-Place	35th ADiv

APPENDIX 3

TO

ANNEX B

TO

EADF WAR CAPABILITIES PLAN 55-1

AUGMENTATION RADAR FACILITIES

UNIT	LOCATION	TYPE RADAR	FUNC-TION	WHEN AVAILABLE	REPORTS TO
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.Y.	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-1B 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, S.C.	TPS-1D MPS-8 Mark X	CRP (EW)	24 hrs daily	ADCC, 35th ADiv thru ACC, 726th Tac Con Sq, Shaw AFB, S.C.

UNIT	LOCATION	TYPE RADAR	FUNC-TION	WHEN AVAILABLE	REPORTS TO
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 AFB, 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.
3625th Fly Tng Wg (ATRC)	Tyndall AFB, Fla.	CPS-6 CPS-5 CPS-4	ADDC	Emergencies or by request	ADCC 35th ADiv
3206th Support Wg (Test) (APGC)	Eglin AFB, Fla.	FPS-3 CPS-5 CPS-4	GCI	Emergencies or by request	ADCC 35th ADiv thru Tyndall ADDC
3380th Tech Tng Wg (ATRC)	Keesler AFB, Miss.	CPS-6B CPS-4	EW	Emergencies or by request	ADCC 35th ADiv

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

Tab 1 - Chart - Air National Guard Fighter Unit Locations

ANNEX C

TO

EADF WAR CAPABILITIES PLAN 55-1

AIR NATIONAL GUARD

1. DESCRIPTION. (Confidential) Four Air National Guard fighter-interceptor wings with eleven fighter-interceptor squadrons; 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 fighter-interceptor 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 Defense 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.

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.

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

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Arthur C. Agan Jr.

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Deputy for Operations

APPENDIX 1

TO

ANNEX C

TO

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:

	LOCATION
1. 26TH AIR DIVISION (DEFENSE)	
a. 118th Fighter Bomber Squadron	Windsor Locks, Conn.
b. 152d Fighter Bomber Squadron	Providence, R.I.
c. 119th Fighter Bomber Squadron	Newark, N.J.
d. 141st Fighter Bomber Squadron	McGuire AFB, N.J.
e. 103d Fighter Bomber Squadron	Philadelphia, Pa.
f. 117th Fighter Bomber Squadron	Philadelphia, Pa.
g. 104th Fighter Bomber Squadron	Baltimore, Md.
h. 121st Fighter Bomber Squadron	Andrews AFB, Md.
i. 142d Fighter Bomber Squadron	Wilmington, Del.
j. 148th Fighter Bomber Squadron	Reading, Pa.
k. 137th Fighter Interceptor Squadron	White Plains, N.Y.
2. 30TH AIR DIVISION (DEFENSE)	
a. 128th Fighter Interceptor Wing	Milwaukee, Wisc.
128th Ftr Intcp Wg Support Components	As deployed
126th Fighter Interceptor Squadron	Milwaukee, Wisc.
176th Fighter Interceptor Squadron	Madison, Wisc.
b. 146th Fighter Bomber Squadron	Coraopolis, Pa.
c. 147th Fighter Bomber Squadron	Coraopolis, Pa.
d. 112th Fighter Bomber Squadron	Canton, Ohio

30TH AIR DIVISION (DEFENSE) (CONT'D)	LOCATION
e. 162d Fighter Bomber Squadron	Dayton, Ohio
f. 164th Fighter Bomber Squadron	Mansfield, Ohio
g. 166th Fighter Bomber Squadron	Columbus, Ohio
h. 113th Fighter Bomber Squadron	Terre Haute, Ind.
i. 163d Fighter Bomber Squadron	Ft. Wayne, Ind.
j. 165th Fighter Bomber Squadron	Louisville, Ky.
k. 167th Fighter Bomber Squadron	Charleston, W.Va.
l. 108th Fighter Bomber Squadron	Chicago, Ill.
m. 168th Fighter Bomber Squadron	Chicago, Ill.
n. 107th Fighter Bomber Squadron	Detroit, Mich.
o. 171st Fighter Bomber Squadron	Detroit, Mich.
p. 172d Fighter Bomber Squadron	Battle Creek, Mich.
3. 32D AIR DIVISION (DEFENSE)	
a. 101st Fighter Interceptor Wing	Bangor, Me.
101st Ftr Intcp Wg Support Components	As deployed
132d Fighter Interceptor Squadron	Bangor, Me.
133d Fighter Interceptor Squadron	Manchester, N.H.
134th Fighter Interceptor Squadron	Burlington, Vt.
b. 102d Fighter Interceptor Wing	Boston, Mass.
102d Ftr Intcp Wg Support Components	As deployed
101st Fighter Interceptor Squadron	Boston, Mass.
131st Fighter Interceptor Squadron	Westfield, Mass.
c. 107th Fighter Interceptor Wing	Niagara Falls, N.Y.
107th Ftr Intcp Wg Support Components	As deployed
136th Fighter Interceptor Squadron	Niagara Falls, N.Y.
138th Fighter Interceptor Squadron	Syracuse, N.Y.
139th Fighter Interceptor Squadron	Schenectady, N.Y.

4. 35TH AIR DIVISION (DEFENSE)	LOCATION
a. 128th Fighter Bomber Squadron	Marietta, Ga.
b. 156th Fighter Bomber Squadron	Charlotte, N.C.
c. 157th Fighter Bomber Squadron	Eastover, S.C.
d. 158th Fighter Bomber Squadron	Savannah, Ga.
e. 159th Fighter Bomber Squadron	Jacksonville, Fla.

TAB 1 - (Unclassified) ANG Fighter Unit Locations

APPENDIX 1
ANNEX C
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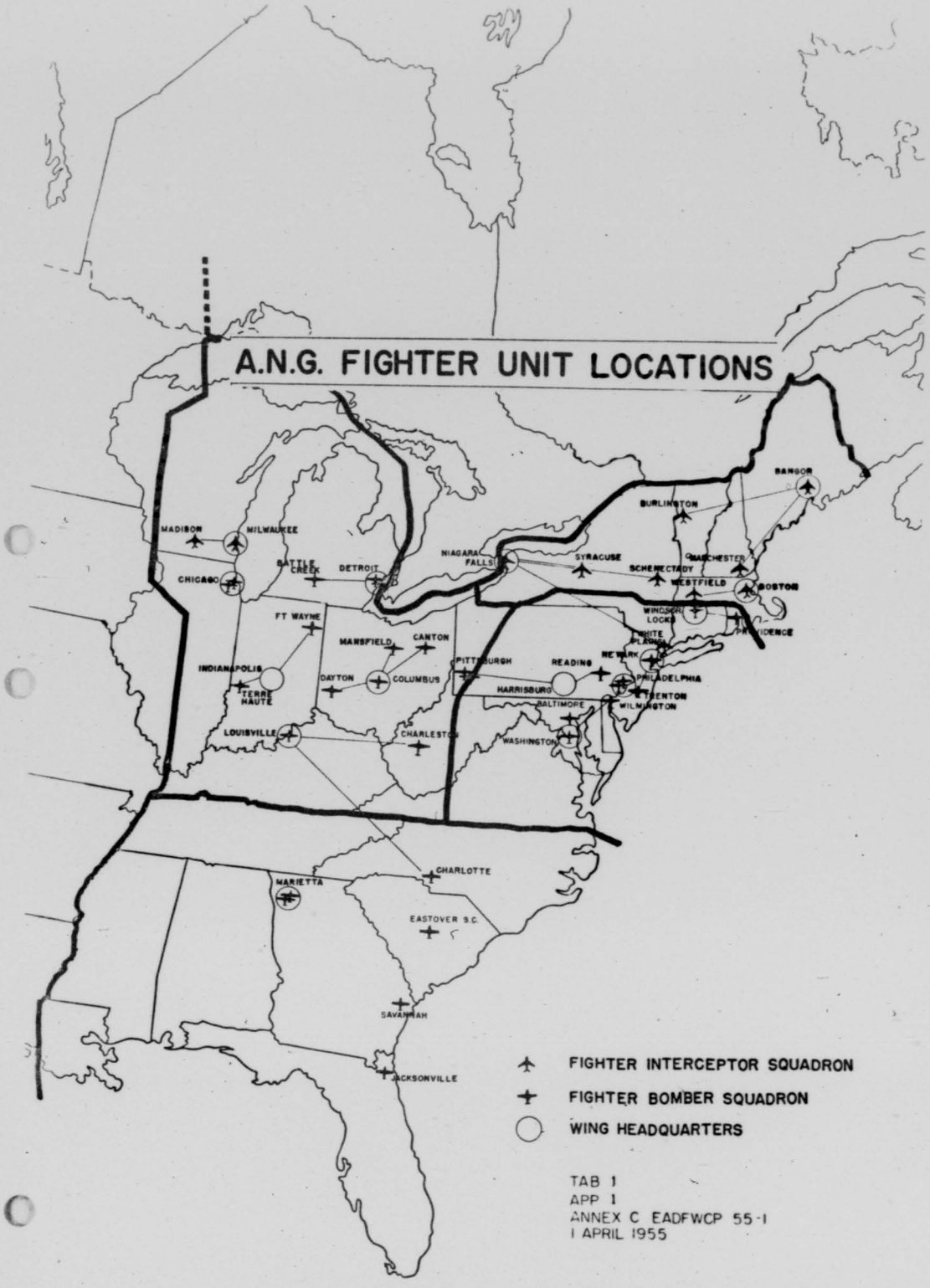
1 Apr 55

A.N.G. FIGHTER UNIT LOCATIONS



TAB 1
APP 1
ANNEX C EADFWCP 55-1
1 APRIL 1955

APPENDIX 2

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-to-point 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.

UNIT	LOCATION	TYPE RADAR	FUNCTION	ASSIGNED TO
152 Tactical Control Group	White Plains,NY	None	ADCC	26th ADiv
106 Tactical Control Squadron	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 1 TPS-10D	ADDC	32d ADiv
115 AC&W Squadron	Dothan, Ala.	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	Marietta, Ga.	Unknown	EW	35th ADiv
102 Radar Calibration Flight	White Plains,NY	None	Evaluation Flight	4713th Radar Evaluation Flight

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.

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.

ANNEX D

TO

EADF WAR CAPABILITIES PLAN 55-1

AIR FORCE RESERVE

Appendix 1 - Air Force Reserve Fighter Unit Locations

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	Gen. B. Mitchell Field, Wisc.
87th Squadron	Gen. B. Mitchell Field, Wisc.
88th Squadron	Gen. B. Mitchell Field, Wisc.
89th Squadron	Gen. B. Mitchell Field, Wisc.
439th Fighter Bomber Wing	Selfridge AFB, Mich.
91st Squadron	Selfridge AFB, Mich.
92d Squadron	Selfridge AFB, Mich.
93d Squadron	Selfridge AFB, Mich.

32d Air Division (Defense)	Location
89th Fighter Bomber Wing	Hanscom AFB, Mass.
24th Squadron	Hanscom AFB, Mass.
25th Squadron	Hanscom AFB, Mass.
26th Squadron	Hanscom AFB, Mass.
445th Fighter Bomber Wing	Niagara Falls MAP, N.Y.
700th Squadron	Niagara Falls MAP, N.Y.
701st Squadron	Niagara Falls MAP, N.Y.
702d Squadron	Niagara Falls MAP, N.Y.

35th Air Division (Defense)	Location
319th Fighter Bomber Wing	Memphis, Tenn.
46th Squadron	Memphis, Tenn.
50th Squadron	New Orleans, La.
441st Fighter Bomber Wing	Dobbins AFB, Ga.
99th Squadron	Dobbins AFB, Ga.
301st Squadron	Donaldson AFB, S.C.

APPENDIX 1
Air Force Reserve Fighter Unit Locations

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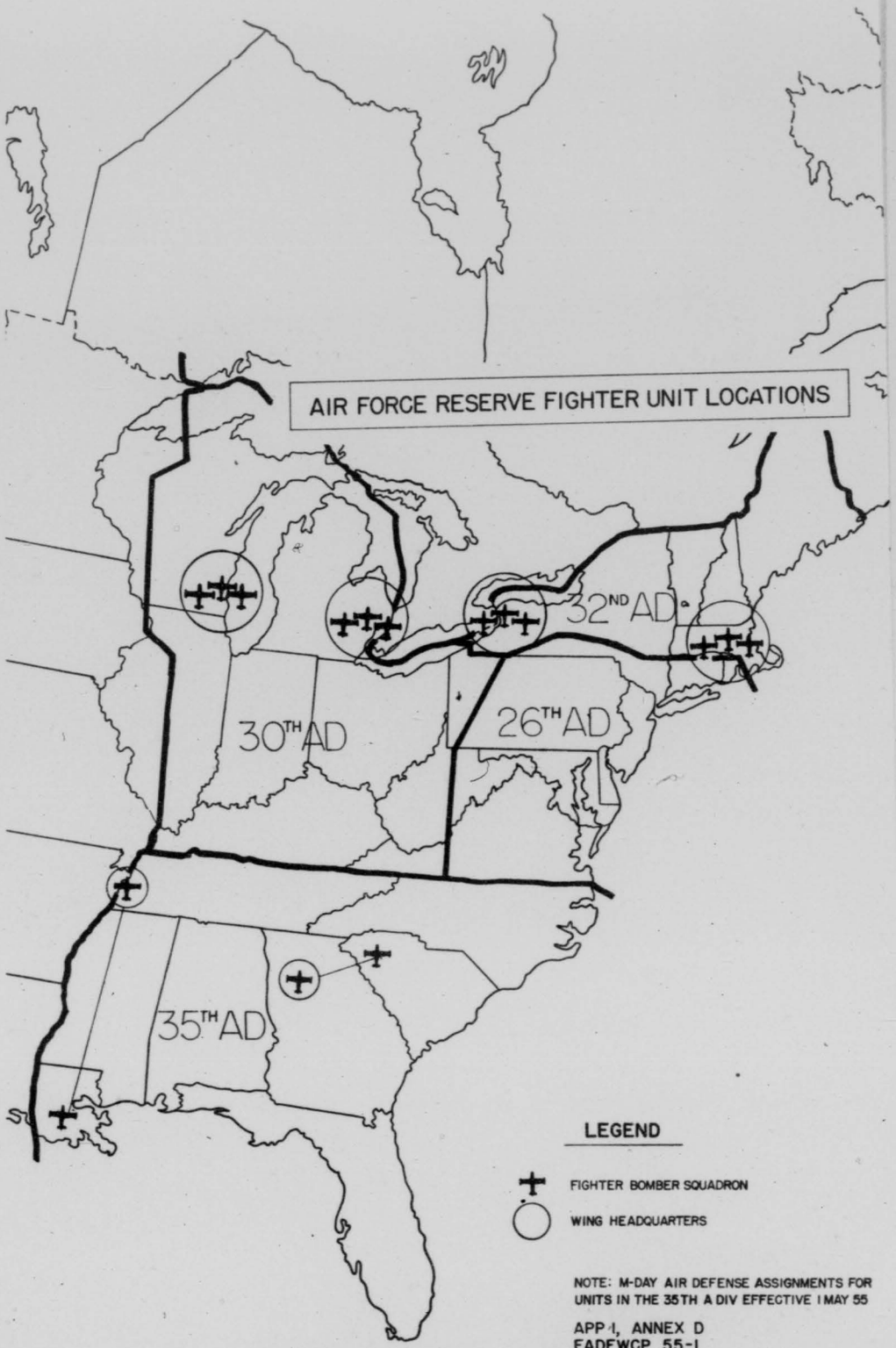
AIR FORCE RESERVE FIGHTER UNIT LOCATIONS
32ND AD
30TH AD
26TH AD
35TH AD
LEGEND
FIGHTER BOMBER SQUADRON
WING HEADQUARTERS
NOTE: M-DAY AIR DEFENSE ASSIGNMENTS FOR UNITS IN THE 35TH A DIV EFFECTIVE I MAY 55
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ANNEX E

TO

EADF WAR CAPABILITIES PLAN 55-1

AIR DEFENSE PARTICIPATION OF U. S. NAVY AND MARINE FORCES

Appendix 1 - Naval and Marine Fighters

Appendix 2 - Naval and Marine Radar

Appendix 3 - Naval Picket Vessels

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) Commanders of the 26th and 32d Air Divisions (Defense) 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.

(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. Command. (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. Implementation. (Confidential) The circumstances under which this plan may be implemented are:

(1) Upon Presidential proclamation and/or Congressional declaration that a state of war exists.

(2) A directive issued by the Joint Chiefs of Staff.

(3) Automatically upon air attack upon the Continental United States.

(4) By mutual agreement between the services or subordinate commanders of the services concerned.

c. Acquisition. (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:

Arthur C. Agan Jr.

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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.

(Confidential)

LOCAL NAVAL AND MARINE CORPS COMMAND	TYPE AND APPROXIMATE NUMBER OF FIGHTER AIRCRAFT POSSESSED		LOCATED IN
Regular Naval Air Stations			
Commander Fleet Air Detachment Naval Air Station Quonset Point Quonset Point, R.I.	All-Weather Jet Day Jet	15 60	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			
Commanding Officer Naval Air Station New York New York, N.Y.	Day Prop Day Jet	25 25	26th Air Div
Commanding Officer Naval Air Station Willow Grove Willow Grove, Pa.	Day Prop	30	26th Air Div

(Confidential)

LOCAL NAVAL AND MARINE CORPS COMMAND	TYPE AND APPROXIMATE NUMBER OF FIGHTER AIRCRAFT POSSESSED		LOCATED IN
Naval Air Reserve Stations and Units (Cont'd)			
Commanding Officer Naval Air Reserve Training Unit Naval Air Station Anacostia Washington, D.C.	Day Prop	30	26th Air Div
Commanding Officer Naval Air Reserve Training Unit Naval Air Station Norfolk Norfolk, Va.	Day Prop	14	26th Air Div
Commanding Officer Naval Air Station Glenview Glenview, Ill.	Day Prop Day Jet	9 26	30th Air Div
Commanding Officer Naval Air Station Akron Akron, Ohio	Day Prop	25	30th Air Div
Commanding Officer Naval Air Station Columbus Columbus, Ohio	Day Prop Day Jet	25 15	30th Air Div
Commanding Officer Naval Air Station Grosse Ile Grosse Ile, Mich.	Day Prop	25	30th Air Div
Commanding Officer Naval Air Station South Weymouth South Weymouth, Mass	Day Prop Day Jet	15 5	32d Air Div
Commanding Officer Naval Air Station Niagara Falls Niagara Falls, N.Y.	Day Prop Day Jet	13 3	32d Air Div
Commanding Officer Naval Air Station Atlanta Atlanta, Ga.	Day Prop	29	35th Air Div
Commanding Officer Naval Air Station Birmingham Birmingham, Ala.	Day Prop	18	35th Air Div
Commanding Officer Naval Air Station New Orleans New Orleans, La.	Day Prop	13	35th Air Div
Commanding Officer Naval Air Reserve Training Unit Memphis, Tenn.	Day Jet Day Prop	8 11	35th Air Div

(Confidential)

LOCAL NAVAL AND MARINE CORPS COMMAND	TYPE AND APPROXIMATE NUMBER OF FIGHTER AIRCRAFT POSSESSED		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

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.

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 Pt.	Cherry Pt., N.C.	TPS-1B	TACC	24 hrs daily	ADCC (35th ADiv)

(Confidential)

UNIT	LOCATION	TYPE RADAR	FUNC-TION	WHEN AVAILABLE	REPORTS 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)

APPENDIX 3

TO

ANNEX E

TO

EADF WAR CAPABILITIES PLAN 55-1

NAVAL PICKET VESSELS

1. GENERAL.

(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.

(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 NO.	MANNING PRIORITY	(Secret) GEOGRAPHICAL LOCATION	ASSOCIATED DIRECTION CENTER
1	4	42° 47' 30" N 68° 23' W P13	Brunswick NAS, Me. (32d Air Division)

STATION NO.	MANNING PRIORITY	(Secret) GEOGRAPHICAL LOCATION		ASSOCIATED DIRECTION CENTER
2	3	41° 00' N 68° 00' W	P10	North Truro, Mass. (32d Air Division)
3	2	40° 00' N 70° 00' W	P45	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.

(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

(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	1	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.

ANNEX F

TO

EADF WAR CAPABILITIES PLAN 55-1

ADMINISTRATION AND LOGISTICS

Appendix 1 - Personnel

Appendix 2 - Inspector General

Appendix 3 - Comptroller

Appendix 4 - Chaplain Services

Appendix 5 - Wartime Planning Factors

Appendix 6 - Ferrying

ANNEX F

TO

EADF WAR CAPABILITIES PLAN 55-1

ADMINISTRATION AND LOGISTICS

1. GENERAL

a. (Unclassified) Purpose: 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; nurses 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.

(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:

(1) (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.

(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 pre-stock 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

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) Conversions: Unit conversions will be based on wartime development and production of new equipment.

c. Replacement of Aircraft:

(1) (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.

3. SUPPLY

a. Equipping Policies:

(1) (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	On Base Stockage Objective
(a) Fuel and Oil	1/

(Secret)

Item	On Base Stockage Objective	
(b) Ammunition	30 days	2/
(c) Oxygen	30 days	2/
(d) Aircraft Spares (less Eng.)	45 days	3/
(e) Aircraft Engines	30 days	4/
(f) Auxiliary Fuel Tanks	30 days	5/

NOTES: 1/ 10 days peacetime plus 5 days wartime plus one resupply cycle at peacetime consumption rates. (Wartime rates based on factors contained in Appendix 5. Peacetime rates based on current ADC Flying Hour Program.)

2/ Based on wartime sortie rates contained in Appendix 5.

3/ Based on present consumption computed in accordance with AFM 67-1.

4/ Based on T.O. 00-25-128 projected to wartime sortie rates contained in Appendix 5.

5/ Exact number and type to be pre-stocked will be computed by ADC and included in Project AF-GEN.

c. Reserves:

(1) (Secret) Readiness reserves of certain war consumables are being established on the continental U.S. to support the accelerated rate of consumption subsequent to D-Day.

(2) (Confidential) Effective D-Day, operating stock levels plus readiness reserves established to support ADC forces will constitute the immediate source of supply to support combat operations.

(3) (Confidential) Readiness Reserve stocks prestocked under Project AF-GEN-1-50-OPR in continental U.S. depots will 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) Property Accountability and Responsibility: Existing instructions governing property accountability and responsibility will remain in effect after D-Day. Air National Guard units with mobilization assignments to ADC will comply with AFM 67-1 and AFR 45-51.

e. Local Procurement:

(1) (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.

(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:

(1) (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

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.

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:

(1) (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) Dental Service: Responsibility for a preventive medicine program to include implementation and supervision remains as specified in appropriate directives.

g. (Confidential) Preventive Medicine: Responsibility for the formulation and conducting of a comprehensive preventive medicine program remains as prescribed in AFR 160-89.

h. (Confidential) POW Decontamination and Hygiene: 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.

6. TRANSPORTATION

a. Land Transportation:

(1) (Unclassified) Military Motor Vehicles: Commanders will utilize military motor vehicles for transport of cargo and passengers in accordance with AFM 77-1.

(2) (Confidential) Commercial Motor Freight and Commercial Rail: 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 Transportation:

(1) (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.

(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:

(1) (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.

d. Base Development:

(1) (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:

(1) (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

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

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:

JOHN R. DOWSWELL
Colonel, USAF
Deputy for Materiel

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

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:

(1) (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.

(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) Initial Period (D-day until suspensed by the Secretary 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) Subsequent to the Time the Secretary of Defense Suspends Enlistments. 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

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. Air National Guard of the United States. (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

(1) (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 D/6 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

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 (JAGD), 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.

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.

2. (Confidential) Reservists found qualified may volunteer for immediate active military service. Such offers will be accepted only if immediate station assignments are available.

3. (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.

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.

5. PROFESSIONAL GROUP. (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. COLONELS AND GENERAL OFFICERS. (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:

(1) (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

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)

(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-P1(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-P1 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/60.

(d) Classification: Unclassified

(e) Method of transmission: Teletype

(f) Reports Control Symbol: EADF-D-P1

8. PERSONNEL UTILIZATION

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.

(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

7. 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 or 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:

(1) (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

(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.

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.

l. (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.

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 "By-passed 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

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.

(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.

(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.

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 16mm 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.

(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.

(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.

(7) (Unclassified) The limited resources of the Air Force Aid Society 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.

(1) (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 Merit 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.

l. (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:

(1) (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.

(1) (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.

APPENDIX 2

TO

ANNEX F

TO

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. GENERAL POLICIES. (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.

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:

(1) (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. PROVOST MARSHAL. (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.

(1) Training. (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) Prisoner Rehabilitation. (Confidential) Prisoner rehabilitation program will be intensified in order to return as many to duty as time and facilities permit.

(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) Restricted Areas. (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) Personnel Clearance. (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) Special Investigations. (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) Coordination with Other Agencies. (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) Sabotage Alert Procedures. (Unclassified) The installation sabotage alert plan will be rehearsed at frequent intervals to insure that all personnel are familiar with their assignments.

c. Installations Defense. (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) Weapons Training. (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) Coordination with Other Agencies. (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) Rehearsal of Installations Defense Plan. (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.

(4) Installations Defense Control. (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.

APPENDIX 3

TO

ANNEX F

TO

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.

(1) (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.

(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. Accounting Functions. (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. Appropriation and Expense Accounting. (Confidential) Operation of the expense accounts will be continued insofar as possible until definitive instructions are received.

e. Stock Funding Accounting. (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.

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.

APPENDIX 4

TO

ANNEX F

TO

EADF WAR CAPABILITIES PLAN 55-1

CHAPLAIN SERVICES

1. CHAPLAIN PERSONNEL

a. Resources. (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. Training. (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.

(1) (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. Relationships in Joint Tenancy of Eastern Air Defense Force Installations. (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.

(1) (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. Assignment to Secular Duties. (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.

(1) (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. PROGRAM. (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. Identification Tags. (Unclassified) Instructions concerning the religious information to appear on identification tags is contained in Air Force Regulation 35-25.

b. Identification Cards. (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. Wearing of Awards and Badges. (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. Basic Arms Familiarization. (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.

(1) (Confidential) Chaplain Services Personnel are not included in the "protected personnel" category and they should complete necessary indoctrination on individual weapons.

f. Chaplain Relationship to Enemy Prisoners of War. (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.

APPENDIX 5

TO

ANNEX F

TO

EADF WAR CAPABILITIES PLAN 55-1

WARTIME PLANNING FACTORS

SECRET

APPENDIX 5
ANNEX F
EADFWCP 55-1
1 Apr 55

WARTIME PLANNING FACTORS

Line No		Aircraft Model and Series							
		F84 All	F86 A&E	F86 D	F86 F	F86 H	F94 A&B	F94 C	F
1.	Total Sorties (EADF aircraft) 1/	3	3	3	3	3	3	3	
a.	1st Day (D-day)	1	1	1	1	1	1	1	
b.	2d thru 30th Day (per day)								
2.	Total Sorties (ANG & Augmentation Acft) 1/	2	2	2	2	2	2	2	
	1st Day (D-day)	1	1	1	1	1	1	1	
	2d thru 30th Day (per day)								
3.	Flying Hours per Sortie (all forces)	2.2	1.5	1.5	1.5	1.5	1.5	1.5	
4.	Ammunition Expenditure (all forces) 2/	80%	80%	80%	80%	80%	80%	80%	
a.	1st Day (D-day)	25%	25%	25%	25%	25%	25%	25%	
b.	2d thru 6th Day (per day)	10%	10%	10%	10%	10%	10%	10%	
c.	7th thru 30th Day (per day)								
5.	Gallons Fuel Expended Per Flying Hour (all forces)	370	405	510	500	435	470	485	
6.	Auxiliary Fuel Tank Expenditure (all forces) 3/	80%	80%	80%	80%	80%	80%	80%	
a.	1st Day (D-day)	25%	25%	25%	25%	25%	25%	25%	
b.	2d thru 6th Day (per day)	10%	10%	10%	10%	10%	10%	10%	
c.	7th thru 30th Day (per day)								

WARTIME PLANNING FACTORS

	Aircraft Model and Series							
	F84 All	F86 A&E	F86 D	F86 F	F86 H	F94 A&B	F94 C	F89 C&D
Sorties (EADF aircraft) 1/								
Day (D-day)	3	3	3	3	3	3	3	3
hru 30th Day (per day)	1	1	1	1	1	1	1	1
Sorties (ANG & Augmentation Acft) 1/								
Day (D-day)	2	2	2	2	2	2	2	2
hru 30th Day (per day)	1	1	1	1	1	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)	80%	80%	80%	80%	80%	80%	80%	80%
ru 6th Day (per day)	25%	25%	25%	25%	25%	25%	25%	25%
hru 30th Day (per day)	10%	10%	10%	10%	10%	10%	10%	10%
ns Fuel Expended Per Flying Hour (all forces)	370	405	510	500	435	470	485	720
iary Fuel Tank Expenditure (all forces) 3/								
ay (D-day)	80%	80%	80%	80%	80%	80%	80%	80%
ru 6th Day (per day)	25%	25%	25%	25%	25%	25%	25%	25%
hru 30th Day (per day)	10%	10%	10%	10%	10%	10%	10%	10%

SECRET

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).")

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)

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APPENDIX 6

TO

ANNEX F

TO

EADF WAR CAPABILITIES PLAN 55-1

FERRYING

1. GENERAL: (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:

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. RESPONSIBILITIES: (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) Commencing not later than the 1st day of the 7th month after 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.

(2) From D-day through D+6 months, but no later: (Confidential)

(a) 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:

(1) (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. Headquarters Eastern Air Defense Force: (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. PREPARING AIRCRAFT FOR MOVEMENT: (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. ASSISTANCE FROM OTHER DEFENSE FORCES OR AIR DIVISIONS: (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.

ANNEX G

TO

EADF WAR CAPABILITIES PLAN 55-1

COMMUNICATIONS - ELECTRONICS

Appendix 1 - Standard Wire Communications Network

Appendix 2 - Check List of Sensitive C-E Items

ANNEX G

TO

EADF WAR CAPABILITIES PLAN 55-1

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:

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:

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:

(1) (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:

(1) (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:

(1) (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).

(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 communication-electronics 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) Tactical Wire Communications Networks (Voice and Teletype) 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) HF Emergency Radio Systems (including MARS) 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) Picket Vessel HF Radio Networks will be operated in accordance with EADF Regulation 55-27.

e. (Unclassified) Air/Ground Channelization will be in accordance with ADC CEI Annex 11-A(1) and ADC CEI-2109.4.

f. (Unclassified) Navigational Aids will be operated and maintained by AACS and/or CAA.

g. (Unclassified) CONELRAD Procedures 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:

(1) (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) Cryptographic Operations will continue with no change. Additional material, if required, will be requisitioned in accordance with the current edition of SSG 25.

k. (Unclassified) Recognition and Identification 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.

l. Authentication Systems will be utilized as follows:

(1) (Unclassified) Point-to-Point communications - ADC Point-to-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) Call Words and Call Signs will be in accordance with ADC CEI Annex 10A.

PART III

Communications - Electronics Mission

10. The Mission or Intentions:

a. (Unclassified) To provide communications and electronics facilities for the detection, identification, surveillance, and interception of aircraft or missiles in flight.

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:

(1) (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 communications-electronics 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

(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 telephone 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) General: 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:

(1) (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:

(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.

(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 return 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 category 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.

(4) (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.

NELSON
MAJ GEN

APPENDIX 1 - STANDARD WIRE COMMUNICATIONS NETWORK
2 - CHECK LIST OF SENSITIVE C-E ITEMS

OFFICIAL:

Arthur C. Agan Jr.

ARTHUR C. AGAN, JR.
Colonel, USAF
Deputy for Operations

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ANNEX G
EADFWCP 55-1
1 Apr 55

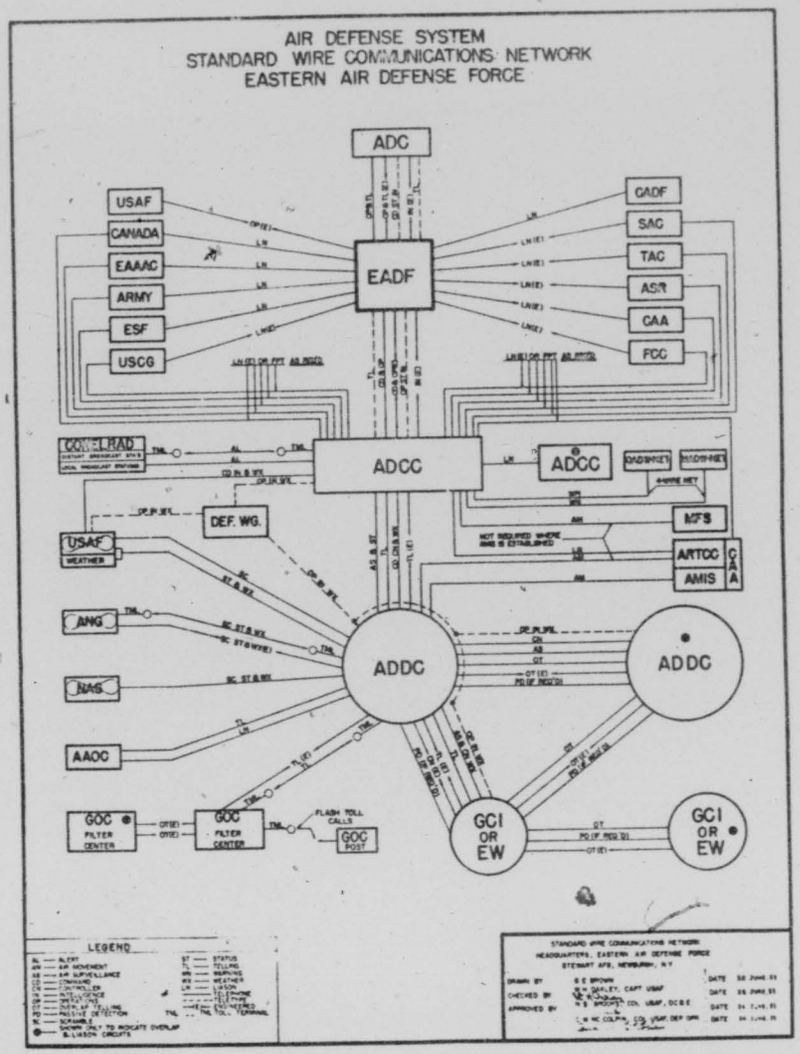
APPENDIX 1

TO

ANNEX G

TO

EADF WAR CAPABILITIES PLAN 55-1



APPENDIX 1
ANNEX G
EADFWCP 55-1
1 Apr 55

APPENDIX 2

TO

ANNEX G

TO

EADF WAR CAPABILITIES PLAN 55-1

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

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 facilities.

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.

l. (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.

(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

a. (Unclassified) Base alert plans.

b. (Unclassified) Base defense plans.

c. (Confidential) Alternate sites for mobile, transportable or replacement facilities.

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

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.

DOCUMENT TO ROLL INDEX

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Frame Number	Classification Number	Date Period	Vol.	Pt.	Title	Security Classification	Remarks
4	K412.01	Jan-Jun-55	2		History Eastern Air Defense Force	S	
333	"	Jan-Jun-55	3		"	S	
687	"	Jan-Jun-55	4		"	S	
1140	K412.01	Jan-Jun-55	5		History Eastern Air Defense Force	S	
1486	Index				Index		

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