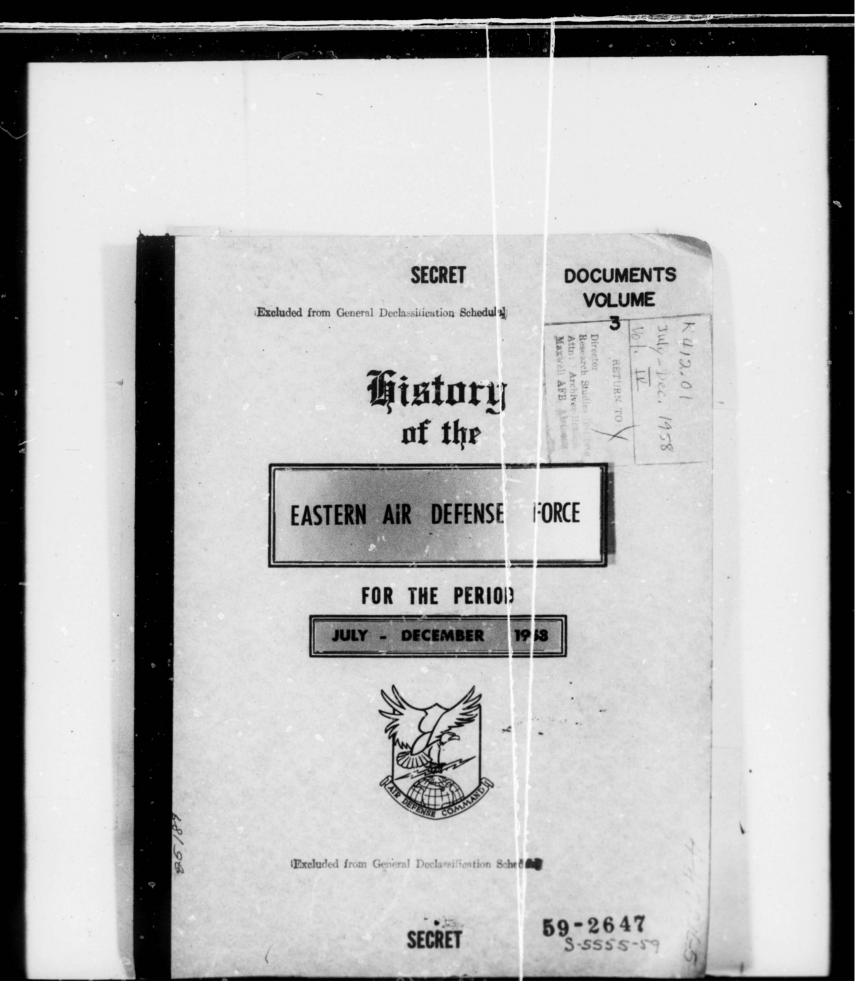


<u>CERTIFICATE</u> OF AUTHENTICITY

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BILLIE H. HIX

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



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MENORANTION 10; The Commander

SUBJECT: Flying Training in EADF

PROBLEN :

Dees the Eastern Air Defense Force have the capability of supporting all of the following flying constituents?

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1. Fulfill training requirements as outlined in ADC 51 series menuals for all eiterenes assigned. (Reference ADCM 51-2, 3, b and 5)

2. Provide designated command and staff officers with the opportunity for maintaining their electrosedy status as required by current regulations. (Reference ADCR 60-4; and EADF Supplement #1)

3. Allow sufficient flying time for purposes other than training; i.e., engineering test hops, etc.

FACTORS BEARING ON THE PROBLEM:

1. The number of flying hours now being generated is insufficient to meet all of the requirements listed above.

2. There is a 125 overage in assigned aircrews within the Eastern Air Defense Force.

3. The present flying hour allocation will not support all of our operational commitments. (Reference ADCM 27-1, dated May 1958)

k. We performance critaria has been established for a properly manual CANRON except that specified in the Organization Table, and this appears unrealistic. (Reference Tab A)

5. There is a lack of agreement between posse time planning factors for alreader profileionory. All training requirements, and allocated flying [

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DISCUSSION

I. Aircrew Training.

1. In order to affect standardization, it is ADC policy that all directives pertaining to aircrew training will be published by Readouartors Air Defense Command. Subordinate commands are expressly forbidden to supplement or modify these directives is any way. Recommendations from lower echelons are encouraged and any changes considered necessary must be submitted through channels to ADC. In order to facilitate rapid publication and dissemination of such changes, these directives are published in the form of loose-leaf manuals (reference ADDM 51 ceries).

2. The flying training requirements specified therein are outlined on a sortis basis. This is further broken down into various types of intercepts and approaches. No reference is made as to the number of flying hours considered necessary to meet these requirements. Moreover, certain complications arise in any attempt to arrive at an accurate estimate. The following points must be listed as the principal limiting factors in this regard.

a. Firstly, the amount of training required varies between individual pilots. Aircrews are divided into three distinct categories expert, skilled, and qualified. A skilled pilot only requires 80% as much training as a qualified pilot. For an expert, the figure is 6%. The number of pilots who fall into these three categories varies considerably between equadrons and also with time.

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be Secondly, the amount of training meeded will also vary between pilets in any one category, depending upon the conditions under which individual missions are flown. For example, the majority of all required sorties are profiles, during which at least one successful Phase III intercept must be recorded in order for the pilet to take credit for the sortie. If the mission is run against multiple targets, the pilot may log an additional intercept under this category. If the target happens to be dispensing chaff, he can also take credit for an ECM intercept. If the mission is flown at night and the target is blacked out, he can take credit for still another type of intercept. In short, a considerable amount of double logging is possible when conditions are favorable. On the other hand, if a successful Phase III intercept is not accomplished, the pilot cannot take credit for either the sortie or any of the various type intercepts which conditions at the time would ordinarily have persitted.

3. In view of these factors, it is abvious that certain assumptions must be made in order to arrive at an accurate command-wide estimate of the number of flying hours necessary for each pilot to meet his annual profiniency requirements. For the purpose of this study, the following accumptions were made and are considered to represent an splinistic approach.

a. It is assumed that a success rate of no more than 50% one he attained on profile missions. Henced upon the operational experience of these directores plans date compiled from the ADC BESS F-11 Reparts, this is considered the maximum which easily be based for over an

Ind all improve training in VE sirdreft (which consists solary of various type approaches - ADF, 661, TLS, etc.) can be accomplished upon completion of other type wissions, and that no additional sorties will be required for this purpose.

c. That the average skill level of pilots throughout the force will be maintained in the "skilled" category. Here again, an optimistic outlesk is being taken since the overall skill level is considerably reduced when a large number of pilots are undergoing . transition into new type sinceaft.

d. That a maximum of 1.5 intercepts can be recorded on each successful profile sortie. Available operational data substantiates this as a realistic estimate.

h. Taking into consideration the above assumptions then, it has been calculated that eighteen (18) hours per month per pilot is the minimum number of flying hours necessary to satisfy training requirements for basis aircrews. To further substantists this figure, it must also be mentioned that one officer in this directorate had eccasion to perform a detailed study of this problem over an extended period of time at squadron level. Careful consideration was given to flight planning on each schululed mission to insure that the maximum amount of training would be realized from each sortis. It was found that the number of hours required per month varied between 18 and 20 for each pilot. Only revely, and under the most favorable consistions, did this figure drop as low as 15 inverse.

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5. Based upon anthorized yilet strength slows and 18 hears per pilot, this means that each equadron must fly 560 hears per month to satisfy training requirements. In addition, the command now has 113 encouse pilots. We are authorized 930 and have 10h3 assigned. This represents a 12% overage or reaghly h additional pilots per squadrom. Providing training requirements for these pilots brings the total to 612 hours per month.

6. The squadron commander, operations officer, and his essistant are only required to accouplish the profile corties under the ADC training program. However, they are required to maintain alertready status and a high degree of proficiency in the aircraft. It is full that this messesitates their obtaining a minimum of 15 hours per month in the UE aircraft, thereby bringing the total to 657 hours per squadron.

II. Flying time required for higher schelon command and staff officers.

1. Communication of air defenses wings, sectors, and groups; and air division, wing, and sociar deputies for operations are required to become alert-ready in at least one type of tastical aircraft assigned to their command within 120 days of their assumption of efficial duties, and also within 120 days of the initial date of conversion to a new type hirmraft. Furthermore, they are required to <u>maintain</u> alert-ready status and anot provide a convert AF Form & (Green) dot instruments ration. (Antancess ADE Code and FADF Supplement \$1.) In order to maintain alert tody readed a size scale state anothermore realized assumption.

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least four flights, four successful lead collision course intercepts, and four hooded, might or weather low approaches. (Reference ADCR 55-2.) The extent to which officers in this category have not their alert-ready requirement has been a subject of special investigation on testical oveloations from this directorate. It was found that an average of 6 heres per nearth per pilot is necessary in order for officers in these command and staff positions to remain alert-ready. There are approximately h8 officers in the command who fall into this estagory. Pro-rated on a squadron basis, this means an additional 12 hours per squadrom, bringing the total to 669 hears. (It is realized, of course, that due to location of certain units, etc., it is not always possible to levy this time evenly among all coundroms.

2. We additional allowance is being made in the way of flying hours necessary to bring the above-mentioned command and staff officers up to alert-ready status, either upon initial assignment to the command, or upon conversion to new type aircraft. There are too many variables involved, and, in any case, it is felt that the requirement is too small to justify an additional allowance for flying hours on a continuing basis.

3. Aside from the question of falfilling training requirements, we believe that all pilots at squadron level should obtain at least 20 hours per month in order to maintain a high degree of preficiency in the UE aircraft. From a flying safety standpoint, this is considered especially reasonary for pilote flying contery sories aircraft, in which average flying emperiance is how.

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III. Flying time needed for other commitments.

L. The flying time meeded to meet other commitments will pertially make up the difference between the 19 hours needed for training and the 20 hours considered necessary for optimum proficiency. Listed below is a breakdown of these requirements. Where possible, this figures shown are based upon available statistics. Also, where possible, this flying time is oredited toward training. Under engineering test hops no allowance was made for "operational checks" since this type of test hop does not ordinarily precinde utilizing the aircraft for training purposes once the operational check has been completed.

> Monthly Hours Per Squadron

Active Air Defense	12	(Based upon statistics and all creditable toward training)
Engineering Test	35	(Estimate by DM)
All other, including flytys, static display, ferry, parts pickup and weapons deployment	ьо	(50% creditable toward training)
Total	87	
Hours creditable toward training	32	
Total time for other commitments	53	

RECAPITULATION:

Flying Time Hecessary to Meet Training Requirements Plas Other

Commitmente.

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Month Per Squadron

5-6425-18

1.	For pilots authorized	540	
2.	For additional pilots assigned	72	
3.	Squadron commander, squadron ops	and	
	assistant	. 15	
4.	For other command and staff offic	978	
	required to maintain alert-ready	status 12	
	Total time f	or training 669	
	Other commit	ments <u>53</u>	
	Total	722	
Fly	ying Time Necessary to Meet All Com	mitments (based upo	m
20	hours per month per pilot for squa	dron pilots only)	
1.	Pilots authorized	600	
2.	Additional pilots assigned	80	
3.	Squadron commander, operations of	ficer	
	and assistant	60	
4.	All other command and staff offic	879	

required to maintain elect-roady status <u>12</u> Total 752

IV. Hours flown vs. allocated.

Le When we compare the above figures reflecting our needs with the master of hours actually flown by each squadron in fiscal year 1958, it is readily apparent that definite corrective measures are in order. (Astronomo 1960 B) Febring as an emergin the P-RGL (as attereft which has

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been in the inventory a long time), we see that an average of only his hours per sonth were flown.

2. The first question that arises is whether or not there was a problem in obtaining sufficient allocated flying time. We find that budgetary consideration did have a marked effect on the amount of flying time available beginning in the second quarter and continuing to a lessor extent through the third quarter of 1958. Therefore, we shall consider only the fourth quarter when this could no longer be considered a problem, The information contained under Tab B was extracted from ADCM 27-1 and shows the original allocation by type sireraft for the fourth quarter, 1958, and the basis upon which it was calculated. For the F-862 it will be noted that the allocation was 72 hours per quarter, or 24 hours per month for each siremaft pessessed. Tab D shows the reductions which were usde in the original allocation, and the hours actually flown. For the F-96s we see that 1500 hours were initially tarned back by EADF, leaving a total of 18,240. This was evidently done because of knowledge gained from past experience as to what the CAMRONS were considered capable of producing. As the quarter progressed, the allocated hours were further reduced by this command as a result of requests by the division commanders. of the final revised allocation of 17, 168 hours the F-86 equadrons, taken as a shele, still fall short by 77 bours in utilizing this time. It should be noted that even more glaring discrepancies existed between allocated hours and flying time accomplished for certain other types of sircraft principally the F-1021. Apart free the W-102, only the F-89 squadrons

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succeeded in flying the original allocated time received from ADC. Attention is further invited to the EADF totals in Columns 1, 3 and 5, which shows 77,157 hours initially allocated, revised downward by this command to 58,427 and 3,488 hours of the revised allocation not accomplished.

For the entire fiscal year 1958, EADF was allocated 211,129 hours and flow 186,856. By way of contract, WADF was allocated 83,162 hours and overflow this amount by 75k hours. (Reference ADC Command Summary, dated August 1958.)

For the first quarter of fiscal year 1959 there has been a marked reduction in allocated flying hours. For the F-86Ls it has been reduced from 72 hours per sircraft per quarter to 66. The number of hours allocated is now very nearly in line with what is actually being accomplished. (Reference Tab E) It should be noted that the overall utilization rate for the month of August (excluding F-10k and T-33) was 21.6. In order to fulfill all flying commitments (752 hours per squadron per month) a utilization rate of 27 hours is necessary for F-86L/F-102/F-10k, and 30 hours for the F-89. These figures are based upon an authorized strength of 28 aircraft per F-86 squadron, and including 3 TF models for each F-10k/F-102 unit. In practice the rates may be slightly higher due to a reduction in the average number of aircraft possessed by each squadron because of Mod/ IRAN, etc.

3. It seems most likely that the presently reduced allocation was brought about because of the large amount of flying time turned back in the past. However, it may be that USAF-wide budgetary considerations are involved.

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V. CANCENT Copabilities.

I. At this paint the question naturally arises: Could the CAMBONE produce the additional flying time needed if it were made available? Before attempting to answer this question, the following factors must be given careful consideration.

a. The Organization Table states that a properly memod GANRON should generate 50 hours per month for each aircraft authorized, in addition to carrying out its other functions and responsibilities. (Reference Tab A). This figure is indeed high, and also rather startling when compared with the 19 odd hours astually being produced. Since the GANRON system was established as a much more efficient and up-to-date method of performing aircraft maintenance, it would seem reasonable to assume that the performance oritoric and necessary manning to support it were arrived at after due regard for planning factors and careful analysis of performance data. If, as it has been suggested, this is merely a wartime planning factor, then the document should so state. Even assuming this to be the case, it would then appear that 30 to 35 hours is a reasonable passes time standard. After all, there is a limitation to the number of productive man-hours which can be obtained by isoreasing the work schedule, even under workies conditions.

b. The ment objection most likely to be raised is that our process meaning is not compatible with our anthreightime. It is theretern approximized to see if this is really a problem. The gappes a breaktern of the non-lag of party and anthorized are assigned by shill lavel in the both the first to main out a state, out along

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for a hypical Chicker Squadron. Certainly it cannot be argued that our overall meaning is poor. Even in the higher skill levels we note a high performance of every-meaning in many APSCs. The only critical eres is in the everyall shortage of 3-level Fire Control Systems Technicians. This, however, is not a new problem, and was with us at a time when a greatly increased amount of flying was being accomplished, together with combatrendy rates comparable to those being maintained at present. It should also be observed that args in this category the manning in P-S6L squadrows is good.

We It is also interesting to note that in the August 2958 W-8 Remember the number of simen reported as "operationally ready" by the GAMMON Communicate is generally very high. For the 52d CAMMON referred to under Tab §, the figures wave 840 acthorized, 882 assigned and 847 operationally ready. Either this unit is in excellent shape or the figure given was marely pulled out of the sir and has no real meaning.

d. On the surface at least, supply appears to be no great problem. (Reference Tab 6). ACCP/ANVE rates are low and TOC even for the FoldSA is not accessive. It has been pointed out that the MORS rates have been reduced to some extent because of camibelisation. If this is the same, so are membry making supply look good at the expense at centre readiness, and the burder should be put share it belongs.

and an antipart of the second state and descent and the grant of the second state and the second state and the second sec

Wildow out how will have anoth people be not. Perhaps the second for the point chooses of the ULECONS to date is markly due to the fact that they have not been given a challenging goal to shout for. The precise of basing fature accordants on past performance can only result in last of initiative and diminishing returns. At any rate we shall never know would an ettempt is made.

VI. Airerew Menning.

L. In sums squadrons, movely assigned pilets from the Air Training Command are not filling cockpit positions even though they have a directed duty assignment to this effect. This situation has developed because comnumbers are forced to utilize the small number of available flying hours to maintain the proficiency of their alert qualified crews. We are destroying our foture combat capability by allowing promising young officers to become discouraged through lack of opportunity for developing their professional abilities. The practice of either not allowing newly assigned pilets to check out in UE aircreft at all, or providing them with insufficient flying time to hold their interest is demoralizing for these so effected, and highly discouraging to other young men who may be contamplating an Air Force career. Obviously a reduction in aircrews to meet authorized atrength would be at least a partial solution.

Le 18 is strongly suggested that the CAMRONS are capable of mosting our flying constituents with more effective management and planning. Ear Maintenance Mercletter for the month of January states that come units want taking or long on 16 means to complete a periodic inspection. This

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is cortainly highly susperiive of poor susagement precises. There is also suidenes which indicates that poor plouning within the fighter spaceboos is having an adverse effect upon the CAMRONS. We note in many Vel Reports that a considerable number of sortles provided by the CAMRONS upe not being eccomplished.

2. Contain training requirements could be reduced or eliminated from the program. The training programs outlined in the 51 series manuals have been continually pared down since their inception. In their present form they represent the ideas and experience of highly qualified personnel throughout the Air Defence Command, and in this sense can be considered as highly realistic programs. However, constantly changing conditions as wall as new tactics and techniques might justify a re-examination to determine if further trimming is in order. If, on the other hand we are to consider 20 heurs per aircrew per month as the minimum desirable standard a further reduction in training requirements would provide no solution to our basic problem.

3. The number of assigned aircress could be reduced to authorized strength without serious effect on our combat potential. Action of this kind might eventually dry up the pipeline and induce a pilot famine. It should not be considered therefore unless a definite need for such action can be determined.

h. The masher of command and steff officers who are required to maintain alarb-ready status could be reduced in number. This is anything holes desirable solution. Henever, when such consituents must be falfilled at the maximum of line pilots, the overcall benefits become quest comble.

5. If saming requirements for maintenance personnel are found to be too high to meet car needs, the fighter equadrons could be reduced in mumber. It would be far more effective and less expensive than to continue on our present course with insefficient resources.

RECOMMENDATIONS

1. It is recommended that:

a. A comprehensive time and motion study be made on a sample CAMBON in order to pinpoint problem areas, and initiate corrective action. After all possible corrective measures have been taken, it should then be determined what the performance criteria for an <u>average manned squadron</u> should be.

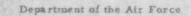
b. A study be made to determine if maintenance production is being adversely effected by lack of management and improper working agreements between the CAMBONS and the fighter squadrons.

c. All action on any of the other solutions suggested here be held in absymme until a determination can be made regarding our maintenance capability.

> DEAN F. SCHWENDEMAN Major, USAF

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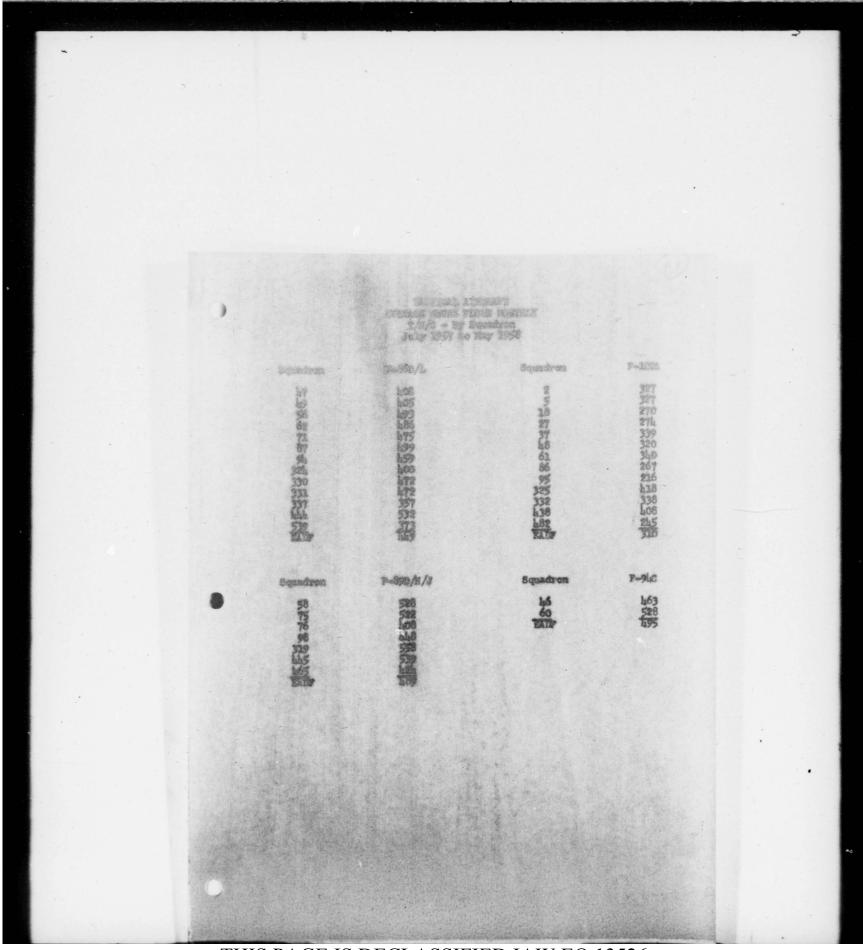
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Organization Table No. 4155A

Consolidated Aircraft Maintenance Squadron

(Air Defense)



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ADC FLITING HOUR PROGRAM

LTH CHARTER FY 59

BADP

Type Acts	Code	Nr Acft Assigned	Rate	Hrs Allocated
0+54	Ω۸	1	180	180
P=86	CC	275	72	19800
F-898	CC	50	69	· 3450
y-89J	CC	120	72	8640
P-94C	cc	50	72	3600
F-1024	cc	295	54	15930
- F-204A	00	30	45	1350
F-1048	60	5	45	225
TC-121	cc			13676
TB-29	cc	9	365	1485
TP-1024	cc	32	45	1440
0-1178	CH	1	180	180
H-5	CM	h	21	96
H-13	CM	5	30	150 .
H-19	CH	11	90	(990)
H-21B	CM	6	75	450
L-20A	CH	n	156	1716
T-33	CN .	1 _	150	150
T-33	CP	107	162	17334
T-33	CS	214	150	* 3600
0-1190	CP	20	105	2100

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ADI FLIDE HOER PROBAN, AND OTH FY 58 (Continued)

BADE .

Type Anth	Cote	Mr Acf's Assigned	Rate	HTO Allocated
C=1838	CP	5	1.35	675
0-45X	CS	18	189	3602
0-47	GS	38	208	7904
10-47	cs	2	270	5140
2-274	GS	8	234	1872
T-298	(S)-	1	180	180

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ADC FIXING HOUR PRODAN

FORSMA RD

The ANS Flying Hour Progress was preserved by the Allocations Branch, Directoress of Operstices, Deputy for Operations, Readquarters Alp Melsare Constant, in constanting with the USAF Program PF 60-1, dated Petroary 1955.

2. The Air Force RUTC Flying Indontrination Program (AFR 76-18) and the AFRING Success Training (AFM 45-3) will be a ported from the flying forms allocated each Defense Force.

3. The third and Fourth Cearter, FT 1958 hours for each type, so ded, and series already are considered as a bulk allotsent to be flows during this period. Total hours allocated will not be accorded unless agreeved by this headquarters. Request for either increase or dedrease in programmed hours should besubsited to reach this headquarters not later than 30 April 1958.

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				DAND FLOWN FOR M	HIRS HAMA IN			TOTAL AIR	CRAFT	MRS FLO	M PKR	HRS FLORN
TIPE A/C	CRIG. ADC QUARTERLY ALLOCATION	TUENED BACZ TO ADC	HES INTTIALLY GIVEN TO BRITS SY BQ EADS	ALLOCATION BY HQ MADE	ROT FLOW	FLO	ill.	POSSESS	ED	AIRCRAT		PER AIRCRAFT ET CER
-1024	15930		15,84	15058	1199	Anril Asy June TOTi	1970 1711 1388 13849	June	271 240 253 254.6		18.3 19.6 16.4 20.4	18.1
1024	1440	Ó	04411	2322	163	Anri) May June Tur	673 669 817 2159	April May Japa Average	22 22 34.3	April Hay June April	19.7	20.9
F-10k	1375	1185	150	604	50	Ampli Jest June Tura	207 207 201 201	April May June Average	10 23 11	May 21.2 June 19.		15.6
P-8 6	19800	1560	16260	17168	77	April Ney June FOR:	5974 5035 17091	April May June Average	280 256 281.4	May 21.2 June	19.0	20.1
F-89	12090	6	12090	NONE	Flew 82 hrs over alloc	Angel Ney June TOT:	1983 4251 39.19 12172	April Kay June Average	165	May June April	25.8	24.6
7.%	3600	0	3600	2845	149	Anril May June TOn	1115 1037 544 2695	April May June Average	20	June	23.0	T
7-33	22.06k	0	21084	20644	1350	April May June TOT:	6506 5996 6292 13794	April May Jupe Average	126	Nay June	47.6 51.9 22.1	4
RADIF	77157	ham.	71388	58427	88,42	April May June TOT:	23335 22847 20992 671.74	Amril May Jume Average	900	April May June	25.	

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Type Acts	Allossted	Hours	Utilisation	Allocated	Hours Flown	Utilization
P-1024	5267	b715.	36.9	Shile9	5598	18.9
77~1022	751	658	16.5	Boh	874	20.5
P=104	h79	346	11.9	480	90	3.1
7-36L	4420	h 19h	16,6	hh22	4517	19.3
P-39	P052	3908	23.7	6025	4069	24.5
7~94C	2,00	230	12.1	300	126	25.0
T-33 EADY	64.54 201976	6034 20085	51.3	8455 21935	6434 21968	53.9

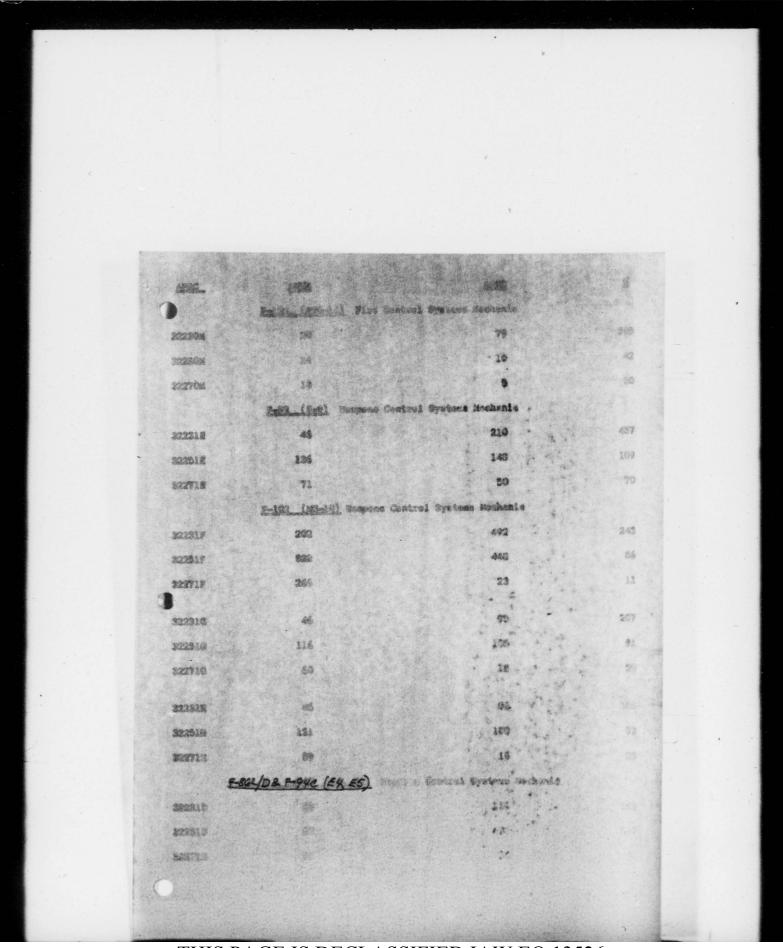
ALLOCATED BURRS AND FLYING TIME ACCOMPLISHED For July & August 1953

subilization rates for T-33 and F-10% were not included in these two figures.

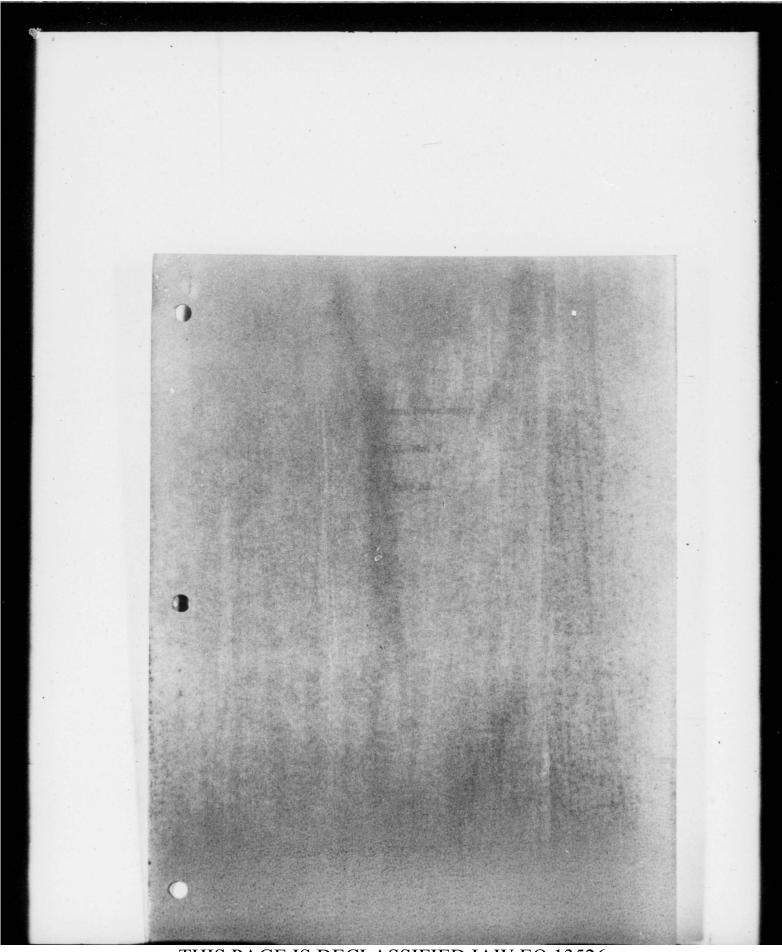
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ARTIG			A CALLER OF		BATE	
) more	19231	ASSIR	E.	AUTA	EDEA	: %
		A1	TOPOTt Bodto Repairus	n		
303.304 -	3	6	200	50	92	184
3015 0 4	4	10	111	139	150	123
301300	3	a	167	60	91	182
301500	10	127	70	143	200	140
30170	1	1	200	152	195	129
		Alzer	aft Electrical Repairs	an		
43330	4	11	275	128	198	154
42,350	ð '	12	150	180	314	175
42370	4	3	75	54	60	111
Seepone C	ontrol Sy	stanc Mechani	le .			
32231F	18	29	161			
32251F	50	63	109			
32271F	29	8	28			
Seapone G	entrol Sy	stans Mechani	6			
322.310	4	3	75		NEXT PAGE	s
322516	13	20	154	ON A	LL WEAPONS	
322710	6	3	50		YPE AIRCRA	
Heapons Go	ntrol Sy:	tens Mechani				
32231N	4	3	75			
322518	13	26	185	all's and		
322711	6	1	17			

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VOL. 2 NO. 9 DATE SEPT-58

AIRCRAFT MAINTENANCE NEWSLETTER

I. AIRCRAFT MAINTENANCE ANALYSIS

1. The following figures are presented for your information in comparing and/or evaluating your maintenance, supply and flying capabilities in relation to EADF Average (Source: RCS: 1-MAC-A1). All figures are expressed as percentages, with the exception of Fly Hours/Aircraft.

UNIT	<u>O/R</u>	NORS	TOC	P/M	MALF	OTHER	FLY HRS/ACFT
			F-86 AIRC	CRAFT (AUG	CUST)		
49TH FIS	59.5	•7	6.2	15.8	9.4	8.2	19.6
56TH FIS	73.5	5.5	0	6.6	10.6	3.7	21.4
87TH FIS	66.6	5.0	0	4.9	18.5	3.9	16.1
444TH FIS	78.9	4.1	0	10.9	2.8	3.3	18.6
539TH FIS	36.8	7.9	0	8.6	41.1	4.7	15.8
1ST CALRON	80.9	1.6	0	8.3	7.3	1.9	19.3
56TH CALRON	62.7	4.2	.6	8.0	19.8	4.7	14.1
J29TH CAMRON	78.3	.8	0	6.3	14.1	0	21.9
AVG	67.2	3.7	.8	8.7	15.4	3.8	18.4
			F-89 AIRC	RAFT (AUC	ust)		
58TH FIS	64.3	2.6	6.0	7.5	17.9	1.7	17.4
76TH FIS	78.4	.6	1.5	5.1	13.9	.5	31.2
98TH FIS	63.9	11.3	2.3	1.3	18.8	2.5	18.5
319TH FIS	74.1	0	7.3	11.1	5.8	1.6	21.2
23RD CAMRON	76.9	.6	3.4	5.1	12.7	1.6	32.4
412TH CAMRON	63.8	2.5	7.7	10.9	11.5	3.5	22.4
606TH CAMPON	73.3	.2	1.1	10.9	13.1	1.2	27.0
AVG	70.7	2.5	4.2	7.4	13.4	1.8	24.3

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AIRCRAFT MAINTENANCE NEWSLETTER

I. AIRCRAFT MAINTENANCE ANALYSIS

1. The following figures are presented for your information in comparing and/or evaluating your maintenance, supply and flying capabilities in relation to EADF Average (Source: RCS: 1-MAC-A1). All figures are expressed as percentages, with the exception of Fly Hours/Aircraft.

UNIT	<u>0/R</u>	NORS	TOC	P/M	MALF	OTHER	FLY HRS/ACFT
			F-86 AIRC	RAFT (AUG	UST)		
49TH FIS	59.5	.7	6.2	15.8	9.4	8.2	19.6
56TH FIS	73.5	5.5	0	6.6	10.6	3.7	21.4
87TH FIS	66.6	5.0	0	4.9	18.5	3.9	16.1
444TH FIS	78.9	4.1	0	10.9	2.8	3.3	18.6
539TH FIS	36.8	7.9	0	8.6	41.1	4.7	15.8
1ST CALRON	80.9	1.6	0	8.3	7.3	1.9	19.3
56TH CAMRON	62.7	4.2	.6	8.0	19.8	4.7	14.1
329TH CAMRON	78.3	.8	0	6.3	14.1	0	21.9
AVG	67.2	3.7	.8	8.7	15.4	3.8	18.4

			F-89 AI	RCRAFT (A	UCUST)		
58TH FIS	64.3	2.6	6.0	7.5	17.9	1.7	17.4
76TH FIS	78.4	.6	1.5	5.1	13.9	.5	31.2
98TH FIS	63.9	11.3	2.3	1.3	18.8	2.5	18.5
319TH FIS	74.1	0	7.3	11.1	5.8	1.6	21.2
23RD CAMRON	76.9	.6	3.4	5.1	12.7	1.6	32.4
412TH CAMRON	63.8	2.5	7.7	10.9	11.5	3.5	22.4
606TH CAMPON	73.3	.2	1.1	10.9	13.1	1.2	27.0
AVG	70.7	2.5	4.2	7.4	13.4	1.8	24.3

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						/	
UNIT	O/R	NORS	TOC	P/M	MALF	OTHER	FLY HRS.
		F	-102 AIRC	RAFT (AUG	UST)		
48TH FIS	44.4	4.7	10.2	•5	31.4	8.8	17.0
95TH FIS	54.3	6.7	6.4	18.0	9.0	5.6	14.7
332ND FIS	47.6	8.6	7.3	10.1	24.8	1.6	14.3
482ND FIS	70.5	2.0	18.4	0	7.7	1.4	9.8
14TH CAMRON	56.1	3.7	12.5	11.6	13.9	2.2	17.3
15TH CALIRON	67.7	0	0	6.6	25.7	0	22.7
52ND CAMRON	62.3	2.3	6.5	2.7	21.3	4.9	21.0
79TH CAMRON	68.6	7.4	1.6	1.7	10.5	10.1	20.6
327TH CAMRON	76.6	.3	6.8	7.2	7.0	2.1	18.2
412TH CAMPON	56.9	1.8	4.8	12.0	23.4	1.0	20.4
507TH CALRON	59.9	0	14.6	3.4	18.5	3.6	16.6
606TH CAMRON	70.2	2.2	2.9	7.0	16.0	1.9	26.9
AVG	61.2	3.3	7.7	6.7	17.5	3.6	18.3
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II. GENERAL

1. Mechanized Manhour and Maintenance Data Collection

Implementation of this new system will begin with the least possible delay. A firm schedule is being prepared to follow, as closely as possible, the recommended dates submitted in reply to message this headquarters, EACDC-1 37003, dated 12 September 1958.

Tentative schedule for initial implementation:

1 Oct	Otis
1 Nov	Wurtsmith
l Jan	Niagara Falls, Kinross
l Feb	Stewart
1 Mar	Truax, Youngstown, Presque Isle
1 Apr	Ethan Allen
1 May	Selfridge
l June	Suffolk

Due to the limited number of copies of AFM 66-1 available, additional copies of Part II, Chapter 1, Manhour Reporting and Control, and Chapter 2, Collection and Use of Maintenance Data, have been prepared. Each Fighter Group will receive approximately fifty (50) copies of these two chapters, to be used for training, implementation, and operation of the system.

Exception Time Accounting (Punch Card Accounting Machine) will be phased in first, to be followed approximately a month later by Collection and Use of intenance Data (Mechanized-PCAM).

When the firm implementation schedule is published, project officers will make arrangements for a team of key personnel to visit the closest other base that has already mechanized. This visit will allow direct study of the system in operation and will result in standardization of procedures.

During implementation and utilization of these procedures, it is again emphasized that input data must be accurate before the remaining procedures can be expected to produce the desired result.

2. Aircraft Arrestor Barrier

At the present the type MA-1 Barrier will be used until a more suitable barrier is developed. However, F-102 Aircraft must be modified in accordance with T.O. 1F-102-658 for successful barrier engagement.

III. MAINTENANCE

1. Failure of Rotating Beacon Lights TF/F-102 Aircraft

Investigation of beacon light failures experienced are restricted to lights of all part numbers with serial numbers below 1500. Red lights can not be reworked and only a minimum of parts salvageable. Pending replenishment of supply stock with later serial number lights the use of lights of serial number below 1500 should be sed as formation lights. If a light has failed in the extended position its effect

on aircraft flight characteristics are negligible. The respective beacon circuit breaker in the main wheel well should be pulled to kill the hot circuit to the failed portion of the light. To avoid confusion, formation flying is not recommended with a failed extended light as a dim steady red light will shine from the sides of the beacon. A recommendation has been submitted that spares procurement be expeditiously increased. There are no lights on hand due to cancellation of T.O. 1F-102-628. Approximately 230 F-102 and 40 TF-102 Aircraft are affected.

2. Powered Ground Equipment

a. This headquarters desires to again stress the importance of establishing certain controlling measures to insure proper operation and care of "Powered Ground Equipment." The maintenance officer is responsible for proper operation and conservation of "Powered Ground Equipment". The maintenance officer and NCOIC are responsible to insure that all operators are trained, and fully qualified. There is in most cases a definite shortage of mechanics hand tools - again this headquarters stresses the fact that a shortage of mechanics hand tools poses a serious handicap on maintenance personnel in the performance of their duties. Decisive action by maintenance and supply personnel should eliminate this problem.

b. In the July issue of "Aircraft Accident and Maintenance Review", there appears an article titled "The Forward Look". This article is written by Captain Harland A. Sommer, USAF and is a very worthwhile article for all interested Ground Support Equipment Personnel. The article conveys the increasing importance of Ground Support Equipment and explains the part played by the Pilot Ground Equipment Shop Program and its importance to the Air Force.

IV. SUPPLY

1. F-102 AOCP Status

The following is quoted from SAAMA message to ADC.

"Personnel Stone to Gillum this message in three parts. Part I: I am extremely concerned about the AOCP condition and particularly with that of AFB. In analyzing their S-52 Report of 2 September 1950 it is indicated that nine aircraft are currently AOCP for a total of 11 items. If proper consolidation of shortages had been made two aircraft would be AOCP. Part II: Analysis of all outstanding AOCP requests indicates that the F-102 LSSM has a total of 72 AOCP requests. The alarming factor is that only 20 of the requests had been previously anticipated while in reality a total of 65 should have been anticipated. It appears that the F-102 bases are getting extremely lax in anticipating AOCP requests. Part III: Request your personal assistance in correcting these deficiencies as outlined in Parts I and II above."

2. Tables IX

As a result of recent authorization for development of Tables IX for GSE spares this LSM submitted requests to the affected GSE and item depots for expedited development of the tables and/or listings of field level maintenance spares (as determined by the prime depot) for each item of equipment. Upon receipt of Tables IX, distribution will be made to Air Defense Forces, 64th and 73rd Air Divisions and major commands for reproduction and dissemination to field activities. Listings of authorized field maintenance spares received will be furnished to all using organizations

an. higher echolons. It is suggested that these listings be retained in TO format > in a similar manner for ready reference and to preclude loss or misplacement. Over one hundred, both common and peculiar, GSE end items have been selected and furnished applicable commodity class managers for consideration and necessary action. Tables IX for MC-1, PT250-1 and -3 and MD-1, PT-250-4 Heaters were refined and revised at a conference held at Hqs ADC 21-23 July 1958. MOAMA prime commodity class - spot for these heaters has advised that the tables will be forwarded to this LSM on or about 15 August 1958. Tables IX for MA-7, MA-8 (American Electronics), MA-8 (KECO) Air Conditioners and MC-1 Joy Compressors are in process of development at this time and are expected for distribution by 1 September 1958. Continuous followup action is being made to insure early development of these tables and/or field level maintenance spares listings. In view of the above, it is requested that queries by activities relative to these items be discontinued to allow sufficient time for development and distribution of Table IX information. (Extracted from F-102 Newsletter, SASYSM).

V. ARMAMENT ELECTRONICS

1. 16-12 Pire C. ol Systems Support

Due to a high condemnation rate of Directional couplets S/N 1270-317-3934 all depot stocks have been exhausted. Emergency procurement action has been taken by WRAMA but a firm delivery it is not available. As a matter of additional information, depot repair turn around time for this item is 60-90 days.

2. MG-10 Components

Attention is invited to Headquarters ADC Letter subject: Redistribution f LC-10 Fire Control System, 19 State bor 1958. All units will insure that redisribution is made as directed.

JDHN C OSGOOD. Colonel USAF Acting Deputy for Materiel

DISTRIBUTION NOTE:

Beginning with this issue, distribution from this headquarters will be made to Publications Distribution Officers in sufficient copies for further distribution to maintenance and supply activities.

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AIRCRAFT MAINTENANCE NEWSLETTER

I. AIRCRAFT MAINTENANCE ANALYSIS

1

1. The following figures are presented for your information in comparing and/or evaluating your maintenance, supply and flying cupabilities in relation to EADF Average (Source: RCS: 1-MAC-A1). All figures are expressed as percentages, with the exception of Fly Hours/Aircraft.

	UNIT	<u>0/R</u>	NORS	TOC	P/M	LALF	OTHER	FLY HRS/ACFT
				F-86 AIR	RAFT (SEI	PTE BER)		
	49TH FIS	66.2	•4	•4	14.5	13.4	5.0	24.0
	56TH FIS	74.5	6.0	0	9.4	6.0	4.1	20.4
	87TI FIS	60.1	14.8	1.6	7.4	13.6	2.5	3.4
	444TH FIS	79.8	6.5	0	4.7	6.3	2.7	23.9
	539TH FIS	47.9	7.6	3.5	7.7	27.2	6.2	22.2
	1ST CALRON	77.3	1.4	0	9.7	8.2	3.4	19.7
	STH CALIRON	60.9	7.1	.3	6.5	19.3	5.9	18.8
	329TH CALRON	77.5	.7	0	8.3	13.4	.2	24.2
	AVG	69.4	4.5	.6	8.6	13.3	3.8	20.7
				F-89 AIRC	RAFT (SEP	TELBER)		
	58th FIS	71.4	3.0	.7	8.3	15.5	1.0	24.0
	76TH FIS	73.4	7.3	1.4	6.1	11.4	•4	24.8
1	98TH FIS	67.7	5.9	6.1	4.2	14.1	1.9	24.9
	319TH FIS	78.1	0	3.8	13.9	3.5	.6	20.3
:	23RD CALIRON	75.8	6.2	4.3	2.9	9.9	.7	28.2
4	412TH CAMPON	72.6	2.1	3.8	6.2	13.9	1.3	27.0
(606TH CALRON	75.7	2,1	1.6	9.1	9.9	1.5	25.1
1	AVG	73.6	3.7	3.2	7.5	10.9	1.1	25.0

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UNIT	<u>O/R</u>	NORS	TOC	P/M	MALF	OTHER	FLY HRS/ACF
		<u>F-</u> :	102 AIRCR	AFT (SEPT	EMBER)		
48TH FIS	55.2	6.8	1.1	1.5	31.9	3.5	23.8
95TH FIS	57.6	7.0	9.8	10.1	12.1	3.4	17.9
332ND FIS	43.3	13.4 .	14.2	5.2	21.9	2.0	19.8
482ND FIS	71.9	4.7	5.1	4.9	13.0	.3	20.6
14TH CAMRON	44.0	6.3	22.1	11.2	11.5	4.9	18.5
15TH CALRON	57.7	0	2.5	9.1	29.2	1.5	12.8
52ND CAMPON	68.1	2.7	8.4	4.3	13.7	2.8	19.8
79TH CAMRON	66.9	12.5	4.6	1.1	9.5	5.4	26.1
327TH CALRON	81.6	.5	0	10.4	6.5	1.1	21.2
412TH CAMRON	62.8	1.4	.9	10.7	22.9	1.2	26.8
507TH CALIRON	75.2	0	0	5.7	15.2	4.0	21.5
606TH CAMPON	66.6	10.3	3.4	6.3	11.7	1.7	23.5
AVG	64.6	4.7	5.8	6.9	15.6	2.5	20.9

2. AIRCRAFT STATUS STANDARDS

The following standards are provided to enable maintenance organizations to compare their particular aircraft status rates with EADF standard rates for other similar organizations.

It must be understood that these standards, based on averages and trends of past performance, merely set a base for measuring future improvement. (All figures expressed as percentages).

	<u>F-102</u>	<u>F-89</u>	F-86
OPERATIONAL READY	70	75	75
NORS	0	0	3
TOC	4	3	1
PERIODIC MAINT	9	8	7
MALFUNCTION	15	12	12
OTHER	2	2	2

3. PERIODIC INSPECTIONS F-102 AIRCRAFT

A survey of 114 periodic inspections complied with during the first quarter FY59 (within EADF) revealed the following:

AVERAGE NUMBER OF CALENDAR DAYS/INSPECTION	14
AVERAGE MANHOURS PER INSPECTION	474
PERCENT OF MANHOURS EXPENDED BY AIRCRAFT MAINT	57%
PERCENT OF MANH URS EXPENDED BY ARMAMENT AND ELECTRONICS	43%

II. CENERAL

1. EXCEPTION MANHOUR ACCOUNTING

THE INDIVIDUAL

Each individual assigned to the maintenance function will receive twenty five (25) AF Forms 1457, Daily Exception Cards. These cards will have pre-punched the individual's assigned work center, name, grade and labor distribution code. The individual will submit a Daily Exception Card any time duty is performed outside of his work center

and/or labor distribution code and whenever overtime work is necessary.

Entries required to be made on the Daily Exception Card will be type of change, date, hours of change and change of labor distribution code. If there is no change of labor distribution code this portion of the card will be left blank.

WORK CENTER SUPERVISOR

The work center supervisor will insure that there are cards for all personnel in the work center and the information pre-printed is accurate. He will submit Daily Exception Cards on transferred and newly assigned personnel, and monitor the Daily Exception Cards submitted to insure that the information is accurate and complete.

THE INTERMEDIATE MAINTENANCE SUFERVISOR

The intermediate supervisor will locate and establish the work center exception card racks. He will take personal action to insure that each work center supervisor understands the importance of exception time accounting, the operation thereof and the need for accuracy.

ANALYSIS, RECORDS AND REPORTS FUNCTION

This function will monitor the implementation and operation throughout the maintenance function. They will monitor the proper use of the exception cards. They will pick up and process all cards daily. They will prepare, when requested by Statistical Services, a roster of personnel by name, rank, work center code and labor distribution code. They will notify Statistical Services prior to the beginning of each semi-monthly reporting period the scheduled number of duty hours for each work center for the coming period.

CHIEF OF MAINTENANCE

The Chief of Maintenance will be responsible for establishing work center codes. A work center code will be assigned down to and including the lowest level of supervision. He will receive, analyze and take action as required on the actual Labor Distribution Report of the squadron.

2. DAILY EXCEPTION CARD (AF FORM 1457)

At first glance the Daily Exception Card AF Form 1457, probably appears somewhat confusing. By considering the portions of the card which are applicable to maintenance personnel however, the card in reality is very simple. Let us review these pertinent sections individually in respect to original entries and required entries.

a. The top line contains a Work Center Number of five digits. This number remains the same unless the individual is transferred to another section of the maintenance organization.

b. The next item is the name of the individual.

c. The Labor Code reflects the normal duty of the individual as defined in paragraph 2a(10), AFM 66-1.

d. The next applicable block is the Type of Change portion, with items 1 through 5.

(1) Item 1 is checked when the individual does work for a Work Center other than the one assigned to, as reflected on the basic pre-punched card. This other Work Center Code is then entered in the space provided.

(2) Item 2 is checked when the individual does work or expends time in a Labor Distribution Code other than his normal duty as reflected on the basic prepunched card. This other Labor Distribution Code is then checked in the last remaining applicable block titled, "Change Labor Distribution To:".

III. MAINTENANCE

1. TOTO PROGRAM

It has been reported to this headquarters that F-102 Aircraft are being flown to TCTO Depots with poor drag chutes instilled. Several times aircraft have been delayed curoute due to transient crews condenning drag chutes. It is the responsibility of maintenance personnel to assure that aircraft are in proper flight condition to be ferried to TCTO program and return.

2. SAFETY

A high-speed text test was completed on the airplane, and it was parked on the text strip. An engineer prepared to take temperature readings at the tires. Seconds later the tire and wheel blew up, fatally injuring the engineer. An engineering reprecontative standing nearby also was hurt.

This didn't happen on an F-102, but it is the type of accident that can occur with any airplane. During high-speed taxiing of any airplane, a lot of heat is generated. This accident is no isolated case of what this kind of heat can do.

The noral to this tale, in case you missed it, is this: Don't inspect or examine tires and wheels include tely after high-speed text runs or maximum landing performances. Such an inspection could be y ur last.

3. GROUND POWER

T.O. 34Y1-1-171C dated 16 July 1958 has been published and is now being received by units in the field. The following information is listed on the cover of the T.O. and should be brought to the attention of all maintenance personnel.

WARNING:

Do not hydroatatic test fibre glass air receivers, part number A218595 installed on the type NC-1 Modified Joy Compressor, stock number 4310-697-0858.

IV. ARLALENT AND ELECTRONICS

1. SPECIAL WEAPONS DEFICIENCY REPORTING

T.O. 00-35D-54 has been reissued. It is dated 15 August 1958. The Technical Order has been revised in its entirety. Major changes applicable to us are as follows:

a. The Technical Order states there are only two types of U.R.'s: "Emergency" and "Other". The old Technical Order listed "Categories" one, two and three.

b. The new Technical Order contains a separate section on the preparation of Special Weapons U.R.'s. These instructions are contained in Section IV.

c. The following information has been extracted for your ready reference:

(1) Paragraph 4-5. "The preparation of the U.R. will be in accordance with the instructions in Section II, except for special requirements specified in this section".

(2) Paragraph 2-8. "The other type U.R. will be submitted on AFTO Form 29 and 29A which is provided in duplimat packets designed to eliminate retyping to satisfy requirement for copy. The original offset master should be used for the ACTION copy......"

(3) Paragraph 4-9. "Unsatisfactory Reports identified as 'Other' and not of an emergency nature on special weapons items,will not be routed through command channels. The original offset master or 'action' copy will be forwar 1 direct to Commander, SAAMA ATTN: Directorate, Special Wespons".

(4) Paragraph 4-10. "The second unreproduced offset master, AFTC Form 29, will be used for reproduction and distribution to satisfy command requirements".

(5) Paragraph 4-12. "An energency Unsatisfactory Report will be forwarded by the most expeditious means (telephone or electrical)......"

V. SUPPLY

1. TEST EQUIPMENT FOR ARR-44 DATA LINK

Following items will have to be requisitioned from the depot: S/N 1700-5985-219-7454, AT-197/GR; 7CAC-363903-25 AN/USM-44; 7CAC-611136-6 Oscilliscope; 7CAC-654620 Pre-Amplifier; 6625-649-4356 AN/USM-26. Above items were previously on automatic distribution.

2. The overall AOCP/ANFE rates for F/TF-102 aircraft is increasing although very few requests for supply assistance under the provisions of AFR 67-82 are being received. When difficulties are encountered which are beyond the capability of the organization AFR 67-82 provides the means of advising higher echelons and obtaining their assistance.

3. Again we remind everybody that if the reparable items are not expedited a major problem is in the making. So make sure that your shelves are clean.

0 C. LUSAF 600 CARL T GOLDENBURG CARL T GOLDENBURG Colonel USAR Deputy for Materiel 1



AIRCRAFT MAINTENANCE NEWSLETTER

. AIRCRAFT MAINTENANCE ANALYSIS

1. The following figures are presented for your information in comparing and/or evaluating your maintenance, supply and flying capabilities in relation to EADF Average (Source: RCS: 1-MAC-Al). All figures are expressed as percentages, with the exception of Fly Hours/Aircraft.

UNIT	<u>0/R</u>	NORS	TOC	P/M	MALF	OTHER	FLY HRS/ACFT
			F-86	AIRÇRAF	I (OCTOB	ER)	
49TH FIS	72.4	1.3	0	9.1	13.0	4.3	23.0
444TH FIS	74.9	6.6	0	5.5	7.3	5.7	20.3
539TH FIS	66.2	4.2	2.5	8.2	12.5	6.5	22.9
1ST CAMRON	82.3	.1	0	7.9	7.6	2.0	25.0
56TH CAMRON	64.2	9.5	.2	6.5	14.9	4.7	19.5
329TH CAMRON	80.8	.8	0	11.4	6.8	.2	23.5
AVG	74.5	3.5	.3	8.1	10.0	3.5	22.7

F-89 AIRCRAFT (OCTOBER)

58TH FIS	70.2	2.9	7.2	6.9	12.7	0	21.6
76TH FIS	76.5	2.3	.2	2.3	18.6	.1	25.7
98TH FIS	70.2	5.9	5.9	6.0	10.3	1.0	26.5
319TH FIS	82.5	0	.8	11.4	4.2	1.0	25.4
23RD CAMRON	72.8	2.9	3.7	10.8	7.7	2.1	25.4
412TH CAMRON	69.7	7.9	0	12.5	8.8	.9	26.7
606TH CAMRON	79.7	1.1	2.5	7.2	8.6	.9	26.9
AVG	74.8	3.2	2.8	8.3	10.0	.9	25.6
	76TH FIS 98TH FIS 319TH FIS 23RD CAMRON 412TH CAMRON 606TH CAMRON	76TH FIS 76.5 98TH FIS 70.2 319TH FIS 82.5 23RD CAMRON 72.8 412TH CAMRON 69.7 606TH CAMRON 79.7	76TH FIS 76.5 2.3 98TH FIS 70.2 5.9 319TH FIS 82.5 0 23RD CAMRON 72.8 2.9 412TH CAMRON 69.7 7.9 606TH CAMRON 79.7 1.1	76TH FIS 76.5 2.3 .2 98TH FIS 70.2 5.9 5.9 319TH FIS 82.5 0 .8 23RD CAMRON 72.8 2.9 3.7 412TH CAMRON 69.7 7.9 0 606TH CAMRON 79.7 1.1 2.5	76TH FIS 76.5 2.3 .2 2.3 98TH FIS 70.2 5.9 5.9 6.0 319TH FIS 82.5 0 .8 11.4 23RD CAMRON 72.8 2.9 3.7 10.8 412TH CAMRON 69.7 7.9 0 12.5 606TH CAMRON 79.7 1.1 2.5 7.2	76TH FIS 76.5 2.3 .2 2.3 18.6 98TH FIS 70.2 5.9 5.9 6.0 10.3 319TH FIS 82.5 0 .8 11.4 4.2 23RD CAMRON 72.8 2.9 3.7 10.8 7.7 412TH CAMRON 69.7 7.9 0 12.5 8.8 606TH CAMRON 79.7 1.1 2.5 7.2 8.6	76TH FIS 76.5 2.3 .2 2.3 18.6 .1 98TH FIS 70.2 5.9 5.9 6.0 10.3 1.0 319TH FIS 82.5 0 .8 11.4 4.2 1.0 23RD CAMRON 72.8 2.9 3.7 10.8 7.7 2.1 412TH CAMRON 69.7 7.9 0 12.5 8.8 .9 606TH CAMRON 79.7 1.1 2.5 7.2 8.6 .9

1

UNIT	<u>0/R</u>	NORS	TOC	<u>P/M</u>	MALF	OTHER	FLYHRS/ACFT
			<u>F-102</u>	AIRCRAI	FT (OCTO	BER)	
48TH FIS	75.9	.9	2.5	4.5	14.9	1.3	21.0
95TH FIS	57.9	11.9	4.9	7.6	13.7	3.8	17.9
332ND FIS	47.4	15.8	3.3	8.1	23.5	1.9	19.3
482ND FIS	61.4	10.9	0	6.1	19.1	2.4	17.5
14TH CAMRON	38.7	1.9	13.2	21.8	21.4	2.9	16.8
15TH CAMRON	55.6	15.6	1.4	2.3	22.2	2.8	15.9
52ND CAMRON	72.7	1.9	.1	8.9	16.3	0	19.5
79TH CAMRON	70.5	10.1	1.2	5.7	9.4	3.2	26.7
327TH CAMRON	78.4	2.8	0	12.8	3.7	2.3	23.9
412TH CAMRON	64.8	4.8	0	14.4	15.3	.7	25.6
507TH CAMRON	77.2	0	2.3	2.2	15,1	3.2	20.9
606TH CAMRON	68.3	3.2	9.8	6.1	12.4	.2	23.8
AVG	65.8	6.1	2.7	8.6	14.8	1.9	20.8

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II. GENERAL

1. CANOPY ACCIDENT

This accident, caused by mechanics not utilizing ground safety support jack, and complying with standard maintenance procedures, actually happened at an ADC base.

The crew chief was in the process of clearing a pilot squawk on an F-102 canopy that would not cinch down. In the course of trouble shooting it was decided that the cinch down or control valve would have to be replaced. The normal procedure in the squadron during canopy maintenance was to first bleed the high pressure pneumatic system of all the air. The squadron SOP stated armament personnel were responsible to open the missile doors and bleed the system.

A verbal request was made by the crew chief for armament assistance and the following incidents occurred during the performance of this operation:

During the ensuing wait of about 30 minutes, the crew chief decided to deviate from normal procedure and bleed the system by cracking the pressure line at the cinch down valve. Prior to doing this he closed the canopy and removed the entrance ladder as a precaution, however, the canopy was not in the cinch down position, but still in counter balance. The valve was partially dis-assembled at this time, the control mechanism being disconnected. At almost the exact same time the crew chief cracked the fitting at the cinch down valve, the armament man arrived to bleed the system. He did not check with the crew chief, who was up in the intermediate electronic compartment. but climbed up on the a/c pulling himself up over the intake duct.

The armament man opened the canopy with no apparent difficulty, his only thought being to turn the battery switch on so he could open the missile bay doors. He did not have a canopy jack with him and apparently the canopy stayed temporarily in the open position. As he reached across the cockpit to turn the battery switch on, the corpor started to come down. A Master Sergeant, watching this from the next a/c, hollered over to him to jump, but he hesitated too long and before he could clear the canopy, it had closed, catching him by the neck. He never did get to the battery switch.

In the bedlam that followed and the lack of direction at the scene, the man came very close to losing his life. Apparently no one seemed to know what to do, and some of the men just ran away from the scene of the accident and became violently ill. Finally two men did get up on the a/c and held the canopy weight, but both of these men stated they could not raise the canopy. Then several men shouted,"Put power on the aircraft," and everyone without thinking assumed power had to be on before the canopy could be raised. This all took considerable time, about five minutes, before power could be hooked up and then the same two men raised the canopy with no difficulty.

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The injured man was given artificial respiration and oxygen at the scene until he could be moved to the hospital. However, his neck swelled up so fast they had to make a hole in his windpipe, and insert a tube, for him to breath. At first they thought his neck was broken, but X-rays showed no bones broken.

Investigation, after the accident, revealed the crew chief had also cracked the balance line on the cylinder but only slightly, this is why the canopy came down slowly. Had he not heard all the commotion, he would have loosened it more. This, then, most surely would have been a fatal accident.

Recommend that safety precautions and maintenance procedures be strictly adhered to, when maintenance is being performed on the canopy pneumatic system, in accordance with Section VIII, T.O. IF-102A-2-2 dated 4 Dec 1957, revised 20 June 1958.

The moral of this story??? Read and <u>heed</u> safety precautions before performing maintenance on aircraft.

III. MAINTENANCE

1. CATEGORY TEST PROGRAM

A three-step testing program is replacing the old eight-phase system. The former eight phases are replaced by three categories. Category I finds the bugs in components and subsystems. Category II involves checking out combined subsystems and user evaluation. Category III takes care of evaluation of components, support items and squadron unit skills under operational conditio

ARDC expects Category I to determine qualification, redesign, refinement, and re-evaluation of components. Category II will provide early decisions on reliability, durability, and compatibility. Category III will determine the operational efficiency of the complete system.

2. MC-1A GENERATOR

Organizations receiving the new type MC-lA Ideal Electric Motor Generator Sets are becoming confused in its use. After unit is started and timing mechanisum has cut in voltage on A.C. and D.C. buses, no voltage is present at D.C. cable end when D.C. switch is depressed. This is not necessarily a sign of a malfunction, as D.C. power contact is so arranged that D.C. cable end will not be hot until a small amperage draw is imposed upon D.C. circuit, thus automatically closing D.C. power contacting relay causing current to flow in D.C. cable.

3. MD-3 GENERATOR

Operators have encountered instances where MD-3 generators did not furnish D.C. current to aircraft, even though units had shown adequate current

Aut-put on the 340 analyzer. This condition can be traced to the fact that the small E pin terminal of the D.C. oval cable must be hot and show 28 volts. This pin furnishes current to close switches on the aircraft. No provisions are provided on 340 analyzer to show if this E pin is hot. If this condition is encountered, check by using a multimeter for external voltage.

4. SAFETY TIPS

Escaping high-pressure air is very dangerous. Do not hold hands tightly over escaping air parts. Do not allow it to strike the eyes or face.

5. SLUDGE BUILDUP, DILUTION OF RECIPROCATING ENGINES.

Over accumulation of sludge can adversely affect reciprocating aircraft engine performance and even result in engine failure. Further, periodic yearround dilution to control sludge, as outlined in T.O. 1-1-648, must be done with care, bearing in mind that over dilution or dilution repeated too soon can also cause damage.

In some instances the employment of improper dilution procedures have caused engine failures in flight. Caution must be exercised in diluting an engine after sludge deposits have started to form. Oil dilution should not be initiated when an engine is in this condition unless it is first cleaned in accordance with procedures outlined in T.O. 1-1-648. The T.O. tells how to clean an engine with over 130 hours of operation before dilution is accomplished.

This safety hazard can be eliminated if desludging and oil dilution are accomplished systematically, by qualified personnel. If a check has not been made recently, the inspector should see that a continuing program is in effect for the proper and timely performance of these operations on reciprocating aircraft engines. Further, to provide for adequate controls, there must be assurance of appropriate entries in DD Form 829-1, "Technical Instruction Compliance Record," regarding desludging and oil dilution operations.

6. WINTERIZING AIRCRAFT.

Now that winter is upon us utmost care should be exercised in preparation of aircraft for flight. Here are a few reminders: Although there is a little work involved utilize all surface covers available, it saves a great deal of sweeping, and insures dry hinges on movable surfaces. Insure that anti-icing tanks are top ed off before each take-off. If the aircraft is cargo type, carry at least one refill. NOTE: When reservicing aircraft with anti-icing fluid mike sure the proper type and specification of fluid is used. Clean and check de-icor boots in accordance with existing directives. Keep struts, actuaters and switch boxes on landing gear as dry as possible to prevent malfunction. Make frequent checks on dispenser line holes in windshield anti-icing lines and check defrosting systems for maximum heat output. Use oil dilution on the engines in accordance with existing directives. Make sure your de-icing and anti-icing systems are fully serviced and your trip will be more enjoyable.

IV. ARMAMENT AND ELECTRONICS

1. <u>Contractor Assistance Program</u>: Virtually all F-102A squadrons have been assigned MO-10 AWCS Training and Maintenance Assistance teams as per ADC Letter 66-65. These teams consist of seven (7) Hughes Aircraft Company CTSP. Three of these personnel are under an ATC contract and are to be used as permanent FTD instructors. The remaining four CTSP are to be utilized for maintenance assistance and on-the-job training for a period of six months.

Many F-102A squadrons have a large quantity of 322XX personnel. Each Organization should review the intent of ADC Letter 66-65 and make every effort to train the maximum number of AF Technicians while obtaining maximum utilization of this team. Some AAE Sections have discovered that <u>fewer</u> personnel sometimes result in better quality maintenance. Therefore, each organization should be able to supplement MG-10 maintenance with the added CTSP support while training a large number of 322XX personnel with the FTD.

V. SUPPLY

1. DUPLICATE REQUISITIONS

During recent inspections of prime property classes at Air Materiel Areas it was noted that duplicate requisitions for a like quantity and item, citing identical aircraft serial numbers, were being received and processed. The only difference in these requisitions was the date of receipt.

This practice creates increased administrative workload and doubles the cost of shipping and packaging. At first, it was felt that faulty transceiver procedures at the depots was the proximate cause; however, inquiry into this area at the depots failed to indicate this. Apparently AF activities are submitting duplicate requisitions due to the lack of control over base transceiver operation.

If this irregularity exists at your base, positive action should be taken to correct it.

CARL T GOLDENBERG Colonel USAF Deputy for Materiel

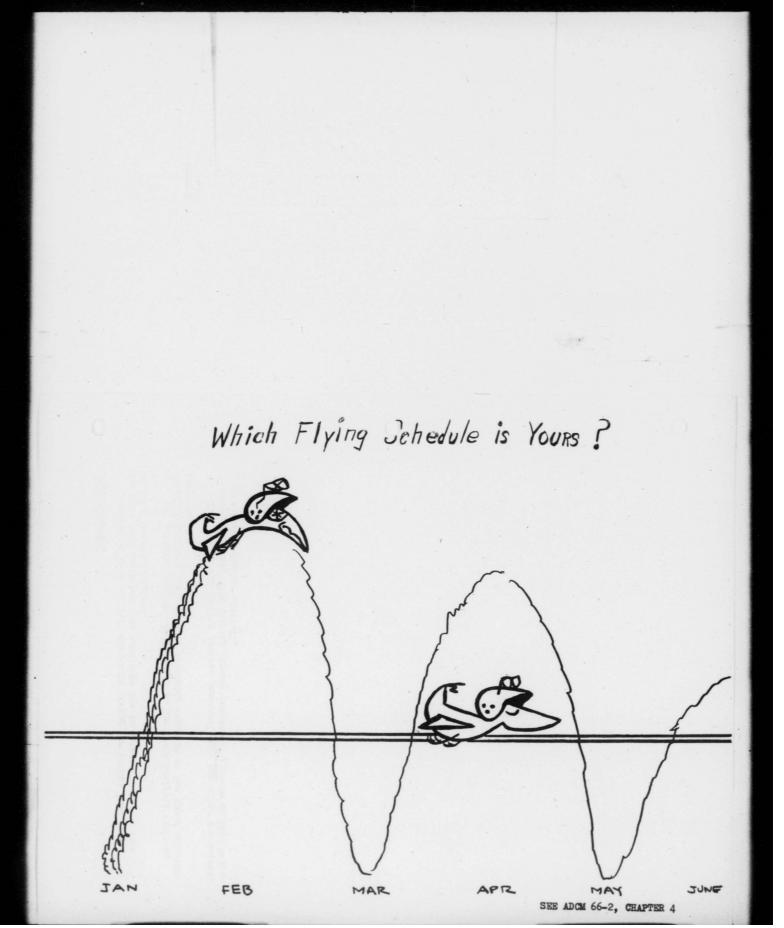
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F-86 Accidents

Review of F-06 aircraft accidents during the period January -November 1958 indicates nine accidents due to materiel failure, five of which involved engines.

Our letter, Subject: J-47-17B/33 Engine Trend Analysis Program, dated 21 November 1958, directs continued emphasis on the trend analysis program.

Maintenance and quality control personnel <u>must not</u> allow themselves to succumb to the, "Familiarity breeds contempt," pattern on this basically reliable fighter aircraft.





AIRCRAFT MAINTENANCE NEWSLETTER

1. AIRCRAFT MAINTENANCE ANALYSIS

1. The following figures are presented for your information in comparing and/or evaluating your maintenance, supply and flying capabilities in relation to EADF Average (Source: RCS: 1-MAC-A1). All figures are expressed as percentages, with the exception of Fly Hours/Aircraft.

UNIT	O/R	NORS	TOC	P/M	. MALF	OTHER	FLY HRS/ACFT
			F-86 A	IRCRAFT	(NOVEMBER)		
49TH FIS	71.8	3.2	0	7.6	12.2	5.2	21.2
444TH FIS	71.1	6.4	0	10.4	7.9	4.2	20.4
539TH FIS	67.0	5.3	2.1	10.7	9.8	5.1	18.2
1ST CAMRON	76.9	2.4	0	6.9	9.1	4.7	19.5
56TH CAMPON	70.7	6.1	0	9.8	7.6	5.8	15.0
329TH CALRON	78.2	•5	0	8.8	12.1	•4	18.7
AVG	73.1	3.9	.3	8.9	9.7	4.1	18.7
			F-89 AI	RCRAFT	(NOVEMBER)		
58TH FIS	72.1	3.8	3.7	10.4	9.9	0	22.5
76TH FIS	78.9	3.0	.9	6.2	10.8	.2	21.0
98TH FIS	77.2	6.6	•3	4.4	10.9	.6	25.1
319TH FIS	79.6	0	.3	13.5	5.5	1.1	18.2
23D CAMRON	81.0	7.1	0	.8	10.9	•3	25.5
412TH CAMRON	79.4	6.5	.1	6.8	6.4	.8	21.4
606TH CAMRON	69.1	4.2	2.9	10.8	12.9	.1	20.4
AVG	77.0	4.3	1.1	7.6	9.6	•4	21.8

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UNIT	<u>0/R</u>	NORS	TOC	P/M	MALF	OTHER	FLY HRS/ACFT
		F-102	AIRCRAF	T (NOVEL	IBER)		
48TH FIS	62.4	5.2	1.6	9.1	19.2	2.5	17.4
87TH FIS	21.3	6.4	0	2.9	69.2	.3	10.0
95TH FIS	65.8	12.2	0	8.6	13.1	•3	14.5
332D FIS	51.0	8.9	3.2	14.8	20.6	1.6	16.3
482D FIS	68.8	9.5	0	6.5	13.9	1.3	20.9
14TH CAMRON	55.7	2.7	3.6	22.3	11.5	4.2	13.2
15TH CAMRON	49.6	2.5	.7	13.9	31.5	1.8	13.2
52D CAMRON	73.1	2.0	0	8.2	16.6	0	17.1
79TH CAMRON	77.5	7.2	0	6.1	7.4	1.8	23.4
327TH CAMRON	74.8	2.6	•4	7.0	12.1	2.9	18.4
412TH CAMRON	75.2	4.2	0	13.4	6.9	•3	22.6
507TH CAMRON	67.2	0	0	5.7	25.3	1.8	14.9
606TH CAMRON	63.7	5.8	4.3	10.6	15.4	.2	21.9
AVG	62.9	5.0	1.0	9.4	19.9	1.6	16.6

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II. MAINTENANCE

1. F-102 Oscillations in Flight:

Due to numerous flight control problems, Convair has initiated a test program and has made recommendations as follows:

a. ECP 6269 was submitted for approval action to enable the pilot to place either hydraulic system in by-pass.

b. Improved hydraulic oil filter specifications have been submitted however; no approval has been received.

c. Aircraft Bleeding Procedures have been published and released to the field.

d. New bleeding procedures for hydraulic test stand have been published and should be available in January 1959.

e. Hydraulic case drain pressure check has been published (reference supplement 1F-102-2-3D). Further tests are being accomplished at Convair on temperature and amounts of air system can have before failure occurs.

2. TOC - T-33

Plans are being formulated and supply action has been initiated to accomplish T.O.'s $2J-J_{3}-5_{3}$, $-5_{3}4$, $-5_{3}5$, and $-5_{3}9$, applicable to the engines for our T-33 aircraft. Upon receipt of the special tools and the necessary kits, a schedule will be forwarded to the possessing organizations to follow in delivery of their engines to the applicable JEFM facility. When possible this work will be scheduled at the same time a periodic inspection is due on the aircraft.

III. SUPPLY

1. S-123 Reports

The AMC-S123 reports will be furnished on a monthly basis in lieu of twice a month. This has been necessitated due to the time required for each AF Depot to furnish accurate information.

2. ADC Letter 67-59

Attention is invited to ADCL 67-59, 17 Nov 58. The MA-1 cartridge required for use in modified Joy air compressor for F-102 support will be requisitioned from AFW 2052 under Federal Stock Number 4440-008-4579.

3. Zero Objective Aircraft

Headquarters USAF has established an objective of zero percent AOCP/ANFE for P-104 aircraft. AFR 67-89 will be amended.

4. Reparables

Reviews of staff visit reports by different agencies reveal that some units are not giving enough attention to the timely processing of reparables. This program should be continually reviewed to insure that reparable items are processed by all sections.

5. Request for Fire Control Components.

When anticipated ANFE requisitions for fire control system components are submitted, units must furnish all, repeat all, reparable voucher numbers on which the required item was shipped for repair and return.

6. Requests for Supply Assistance

During field visits, it was noted that some supply officers were not cognizant of AFR 67-82, or of the authority it gives them for calling attention of higher commands to problems which they cannot resolve. When a supply difficulty is forwarded to a higher echelon for solution, all pertinent information such as stock number, requisition number, noun, part number, and prime equipment to which the part is applicable will be included. Lateral commanders are authorized direct contact with one another in efforts to resolve supply difficulties through redistribution of available assets. Problems being referred to a higher echelon for resolution will be forwarded as outlined in paragraph 4b, AFR 67-82. Information copies specifying action taken will be furnished each lower echelon concerned. It is not desired that activities submit a flood of minor complaints; however, if you have a problem beyond your capabilities to resolve, request assistance and give us the facts.

1V. ARMAMENT AND ELECTRONICS

1. W-25 SWIR

Those units having the responsibility for submission of SWIRS are reminded that these reports are required as follows:

- a. Initial receipt.
- b. Component replacement (W-25).
- c. When defects are observed.

In general a SWIR is not required on pressure tests, even though the pressure is below prescribed value. Units are also reminded that carbon copies only of SWIRs should be forwarded to SAAMA.

2. 2.75 FFAR

Let us not forget our old faithful friend! The Mighty Mouse, although relegated to a minor role they still require care and maintenance to keep them in a state of combat readiness. There are many instances where heads have been found loose, markings are obliterated, excessive moisture has been allowed to remain on the rocket, and general slipshod storage procedures are being followed. All persons charged with the responsibility of storage and handling for 2.75" FFA Rockets should take a close look-see into this matter. "Let's not get caught with our heads loose."

3. BOMARC

The Directorate of Aircraft and Missiles, Headquarters Eastern Air Defense Force, has the responsibility to monitor activities not only in the manned aircraft field, but also in that of the pilotless aircraft, or guided missile. The IM-99 BOMARC interceptor missile will be the initial weapon of this type in the Eastern area. The Armament and Electronics Division of this Directorate is concerned with the maintenance, testing, storage, and handling of such surface-to-air missiles, related test equipment, and associated handling and launching equipment.

Specific responsibilities for missile maintenance on the BOMARC include:

- a. Guidance systems.
- b. Control systems.
- c. Ramjet propulsion.
- d. Liquid and solid rocket propulsion.
- e. Munitions, including special weapons.
- f. Airframe
- g. Special vehicles, such as fuel trailers and testing vans.
- h. Launcher shelter maintenance.

Many EADF BOMARC squadrons are programmed for activation and operational status in the not too distant future.

Each Air Defense Missile Squadron will be under the direct control of the appropriate Defense Sector, with the usual chain of command leading through the Air Division to the Defense Force.

Personnel have been nominated in many cases for assignment to BOMARC squadrons. They will be trained at either military or civilian schools, then sent to Eglin AF Base for unit training. From there they will be sent to the permanent base.

As items of interest on the BOMARC Program are received, they will be included in the Newsletter. Queries on IM-99 missile maintenance should be directed to EAMAC-5C.

- V. GENERAL
 - 1. Improper Submission of Unsatisfactory Reports

Several unsatisfactory reports have been returned through channels for re-submission in accordance with existing directive, T.O. 00-35D-54 and ADC Regulation 65-14.

T.O. 00-35D-54, dated 15 August 1958, Section II, Paragraph 2-30 states: "Both duplimat copies of the UR will be forwarded to the <u>MAJOR</u> command headquarters having command jurisdiction over initiating activity. Routing through intermediate command channels will be as directed by the Major Command." ADC Regulation 65-14, dated 20 October 1958, paragraphs 2a and b, outlines the routing of routine unsatisfactory reports. Request each unit become familiar with procedures outlined in above mentioned directives. This will prevent any undue delay because of mis-routing of unsatisfactory reports.

The requirement for forwarding of duplimat copies with suitable cardboard backing, to avoid mutilation, his been inadvertently omitted from the new T.O. 00-35D-54. However, pending revision of cited T.O. cardboard backing will continue to be used, and envelopes will continue to be marked, "UR MATERIAL DO NOT FOLD".

2. Mechanized Manhour and Maintenance Data Collection System

The following information and/or clarification of procedures is furnished for your information and application:

a. Codes 008 and 009 will be used to indicate grades E3 and E9. These codes will be included in a future revision of AFM 66-1.

b. If composite Labor Exception Cards are used close control and caution must be exercised to insure correct use and reporting. Use for overhead areas indicated in paragraph 2a(6)(d) will be withheld pending further notice.

c. Reference paragraph 2a(11), Part II, Chapter 1, AFM 66-1. Wageboard leaders will be coded with the prefix "L" followed by the applicable grade code. These working leader grade codes should be in accordance with grades authorized by local civilian personnel office. The list of grade codes to be used will be added to paragraph 2a(11) as subparagraph (5).

d. The next revision of T.O. 00-25-06 will include Code ER for MG-10 FCS and Code EZ for MG-12 FCS. Details under these codes will also be included.

e. Omission of Fire Control System codes in T.O. 1F-89-06 has been referred to OOAMA for necessary action.

f. Omission of AFCS codes in T.O. 1F-102A-06 has been referred to SAAMA for necessary action. Reply states that subject codes are presently being appended as System 52 to the -O6 Code Manual.

g. Assignment of labor distribution codes to an individual is dependent upon what he does most. Proper assignment of a labor distribution code will cause fewer exception cards to be submitted. However, no matter what the code of assignment is, there should be no discrepancy in the reports if an exception card is submitted as required. Work center supervisors should screen the exception cards to determine whether changes in the codes of assignment are necessary. These changes can be made on the master roster submitted to the analysis section.

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3. Maintenance Manhour Productivity Report (RCS: EADF-U14)

Initial reports, as reflected below, indicate wide variance in either (1) manpower utilization, (2) interpretation of reporting codes, or (3) improperly submitted and/or monitored exception cards.

	PRODUCTIVE DIRECT (01)	PRODUCTIVE INDIRECT (02-14)	NON PRODUCTIVE OR ABSENT (20-46)
ORGANIZATION #1	62.7	23.6	13.7
ORGANIZATION #2	32.8	49.8	17.4
ORGANIZATION #3	30.6	30.7	39.0
ORGANIZATION #4	52.5	26.6	20.9

Carl Dellenbe

CARL T. GOLDENBERG Colonel USAF Deputy for Materiel

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	A	ECKE	EXEMPTY GLASSIFICATION (If any)
DISPOS	ITION F	ORM	SECRET
FILE NO.	SUBJECT	Review of Hist January - June	
TO EADHS	FROM	EAMAC	DATE 12 Jan 59 COMMENT NO. 1

1. In reviewing the recently published History of EADF, January - June 1958, classified SECRET, the portion devoted to Maintenance contains certain conclusions that are not concurred in by this office, as follows:

a. On pages 74 through 77 the writers apparently reached the erroneous conclusion that Project Full-House was supported by the "old Crew Chief System". A review of the record will indicate that (as indicated in the history) all such personnel were controlled by a Chief of Maintenance (52d Fighter Group) well experienced in the CAMRON concept of operation. The mere fact that these personnel fell under the command jurisdiction of the Commander, 332d, during their deployment, does not indicate that the best principles of CAMRON were not employed. Apparently this conclusion was drawn by the Historical Section. Further, the authors seems to take the position that there is a considerable difference between the CAMRON concept and the Crew Chief System. The Crew Chief System is employed in the CAMRON concept. The writer could just as easily have drawn the conclusion that Project Full-House proved the advantages of consolidated Maintenance. However, we feel this conclusion would have been just as erroneous as the one drawn. The real reason appears to be attributed to:

(1) Operating under ideal conditions with best qualified personnel, supply priority, etc., and

(2) High morale due to headquarters interest and attention to the project.

For comparison of CAMRON performance under typical EADF conditions, the WEX-VAL exercise fairly well proved what could be expected with CAMRON personnel and equipment assets presently available. The units participating in WEX-VAL managed to maintain their performance after the exercise, as compared to the appreciable drop in the performance of the 332d upon their return to McGuire AFB and reorganized to a single squadron organization.

b. On page 71, paragraph 1 related to O/R rates of CAMRONS versus Single FIS, please find attached herewith <u>Staff Study of CAMRON Effectiveness</u>, 1 <u>October</u> <u>1957 to 1 October 1958</u>, which indicates conclusively that <u>CAMRON effectiveness has</u> been considerably better than single tenant squadrons in both O/R rate and NORS rate. Hours flown has very little correlation to the O/R rate reflected by the various units.

2. Request before the next edition is published, that the Maintenance portion

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DD 1 FORM 96 REPLACES HUE PORE DA. 1 OCT. 44 WIT

SECRET

EADHS fr EAMAC, 12 Jan 59, Subj: Review of History of EADF, Jan - June 1958 thereof be coordinated with this directorate.

3. This material is classified SECRET IAW AFR 205-1, paragraph 30b(2).

l Incl a/s (Uncl)

Roland M. Wilcox, It Colonel, USAF Assistant Director/595

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SECRET

HEADQUARTERS EASTERN AIR DEFENSE FORCE Stewart Air Force Base, New York 93

STAFF STUDY OF CAMRON EFFECTIVENESS

1 OCTOBER 1957 TO 1 OCTOBER 1958

Directorate of Aircraft and Missiles

Prepared by

ROLAND M. WILCOX LT COLONEL, USAF

STAFF STUDY OF CAMRON EFFECTIVENESS

I. <u>PROBLEM</u>: To determine the effectiveness of EADF CAMRON units versus the performance of single tenant squadrons during the period 1 October 1957 to 1 October 1958.

II. FACTS BEARING ON THE PROBLEM:

A. CAMRON performance on an ADC base with field maintenance capability.

B. CAMRON performance on a non-ADC base and without field maintenance capability.

C. Single squadron performance on a non-ADC base and without field maintenance capability.

D. Differences in performance of units with like and unlike aircraft.

E. Variations in the Non-Operational Ready for Supply rates.
III. <u>ASSUMPTIONS</u>:

A. Most EADF CAMRONS were activated during 1st quarter 1958. Since reorganizational problems were evident during that period, this quarter has been eliminated for analysis purposes.

B. Certain lesser variations effecting differences in performance were discounted and not considered. Most EADF units experienced varying problems throughout the period of this study such as, unit conversion, MOD/IRAN schedules, supply difficulties, facility differences, etc.

C. Comparisons were examined among units with like aircraft in order to determine differences among units with similar maintenance and supply problems.

IV. DISCUSSION:

A. Comparison performance charts for F-102 aircraft are attached as Inclosures 1, 2 and 3. In examining the O/R differences among the three types of F-102 maintenance activities it can be determined that the rate of performance was best with CAMRONS having field maintenance capability; second best with CAMRONS not having field maintenance capability; and lowest performance with single tenant squadrons. Likewise, there was a similar relationship in the Non-Operational Ready for Supply rate for the units concerned, i.e., the NORS rate for single tenant squadrons being approximately double that of CAMRONS with field maintenance capability. It is felt that the difference in supply rate cannot necessarily be attributed to the difference between CAMRON supply actions versus single squadron supply actions. However, this cannot be entirely discounted, as the performance of CAMRONS tenanted on another base apparently effected more aggressive supply action than did the single squadrons.

B. Comparison performance charts for F-86 aircraft are attached as Inclosures 4, 5 and 6. In examining the O/R differences between the two types of F-86 maintenance activities it can be determined that the rate of performance was best with CAMRONS having field maintenance capability versus single tenant squadrons. Moreover, the trend for the CAMRON is continuing upward while the trend for single squadrons appears to have plateaued at approximately 65%.

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There were no tenant F-86 CAMRONS for the entire period of this study. McGuire and Westover Units were active CAMRONS part of FI 58-59. The Non-Operational Ready for Supply rate for single squadrons was again approximately double that of CAMRONS on an ADC base with field maintenance capability.

C. Comparison performance charts for F-89 aircraft are attached as Inclosures 7, 8 and 9. In examining the O/R differences among the three types of F-89 maintenance activities it can be determined that the rate of performance remained approximately 70% for those CAMRONS on an ADC base with field maintenance during the year. The single tenants and the one CAMRON without field maintenance (Griffiss) made considerable improvement from the 50-55% level during the same period. On 1 October 1958 the three types of activities had approximately the same O/R rate. On the NORS rate all units improved during the year, with the greatest improvement being accomplished by the single tenant squadrons.

V. CONCLUSIONS:

A. It appears that the original intent of improving maintenance and supply performance through the CAMRON concept has been accomplished. The information available indicates that the greatest improvement has been in those CAMRONS stationed on an ADC base with field maintenance capability. The second greatest improvement has been in CAMRON activities tenanted on another major command

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base without field maintenance capability. With the possible exception of F-89 single tenant squadrons, improvement has not been appreciable in other types of single tenant squadrons.

B. Performance variation among the three types of maintenance activities could be attributed to the difference between support received on an ADC base and a non-ADC base. There was some evidence to indicate that this was partially true although the difficulties involved could not always be placed upon the host supporting activities. In a number of instances lack of coordination and cooperation between the EADF units and host activities was evident. The O/R-NORS rates indicate that tenant CAMRON activities were more aggressive in assuring closer cooperation and support than were single squadrons.

C. F-102 and F-86 units employing the CAMRON concept averaged 10-15% better in their operational ready rates than comparable single squadrons. This in turn has increased the usable inventory available for the air defense mission. The conclusion can be drawn that the CAMRON concept has successfully proven itself to be an improvement over the single squadron method of operation in terms of providing a greater number of operational ready aircraft, and an improved supply rate. Moreover, a one-year period is not considered adequate to attain the full benefits from consolidated maintenance and that further improvement should be anticipated as refinements are introduced and implemented.

VI. RECOMMENDATIONS:

A. That greater emphasis be placed on coordination and cooperation between tenanted EADF maintenance activities and host support elements.

9 Incls

1 - 3. F-102 charts 4 - 6. F-86 charts 7 - 9. F-89 charts

APPROVED:

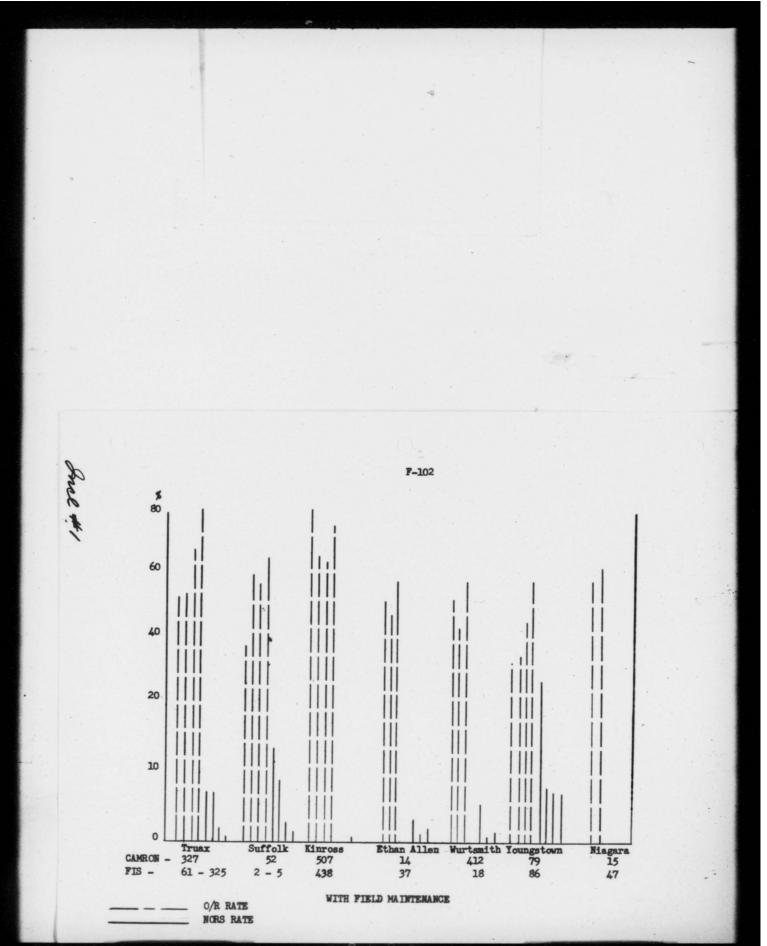
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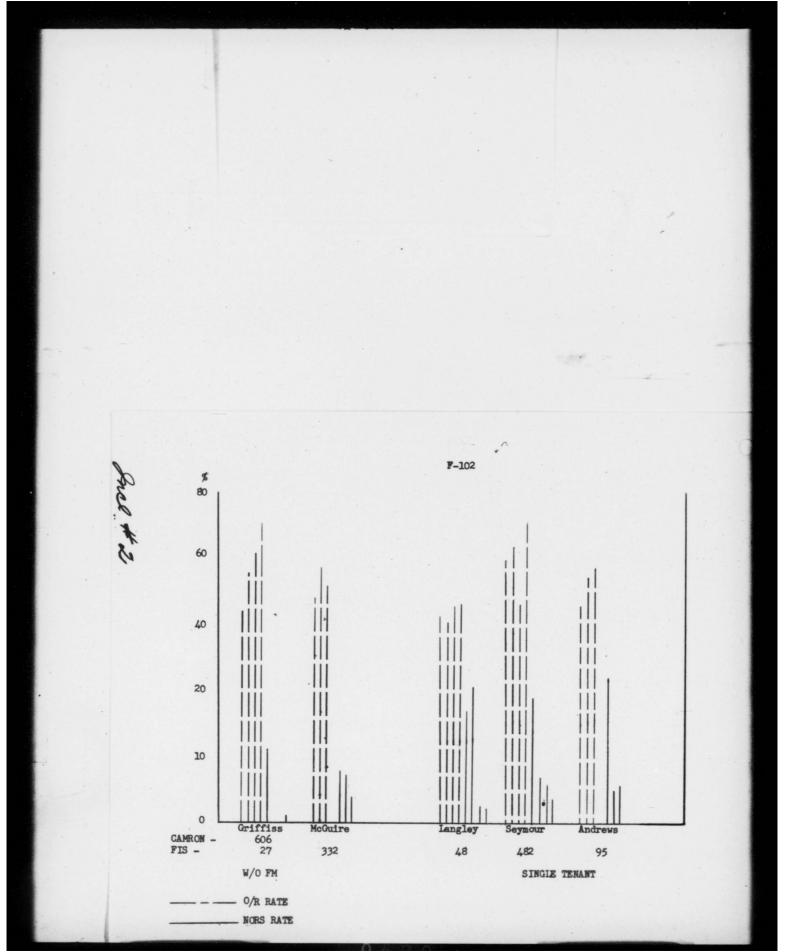
ROLAND M. WILCOX Lt Colonel, USAF Ass't. Director of Acft and Missiles

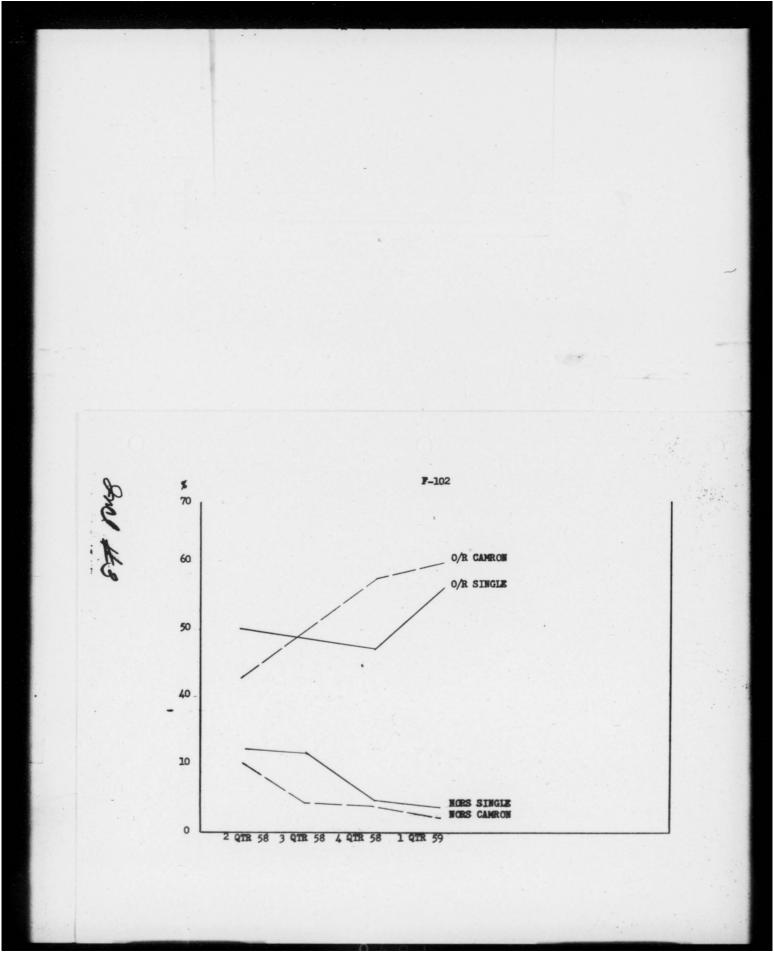
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CARL T. GOLDENBERG Colonel, USAF Deputy for Materiel

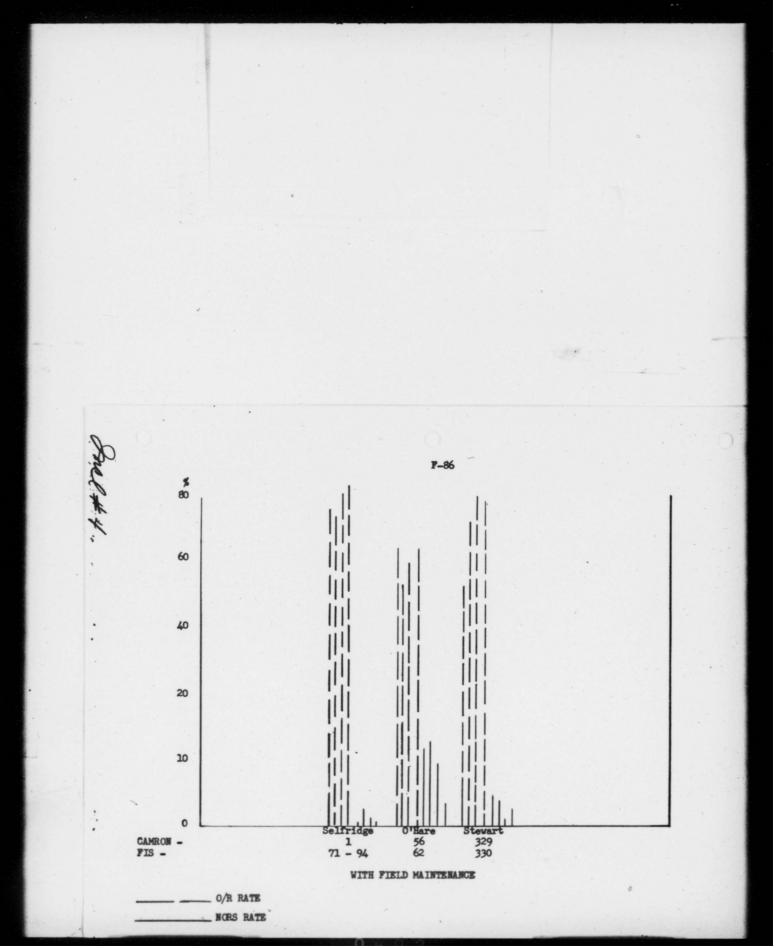
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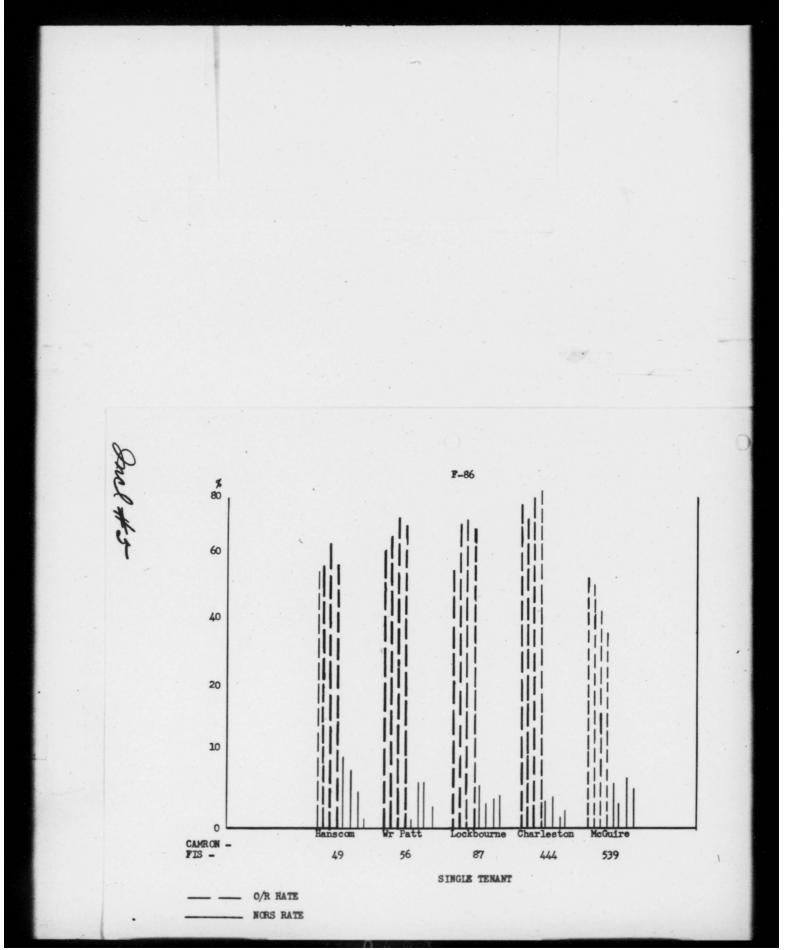


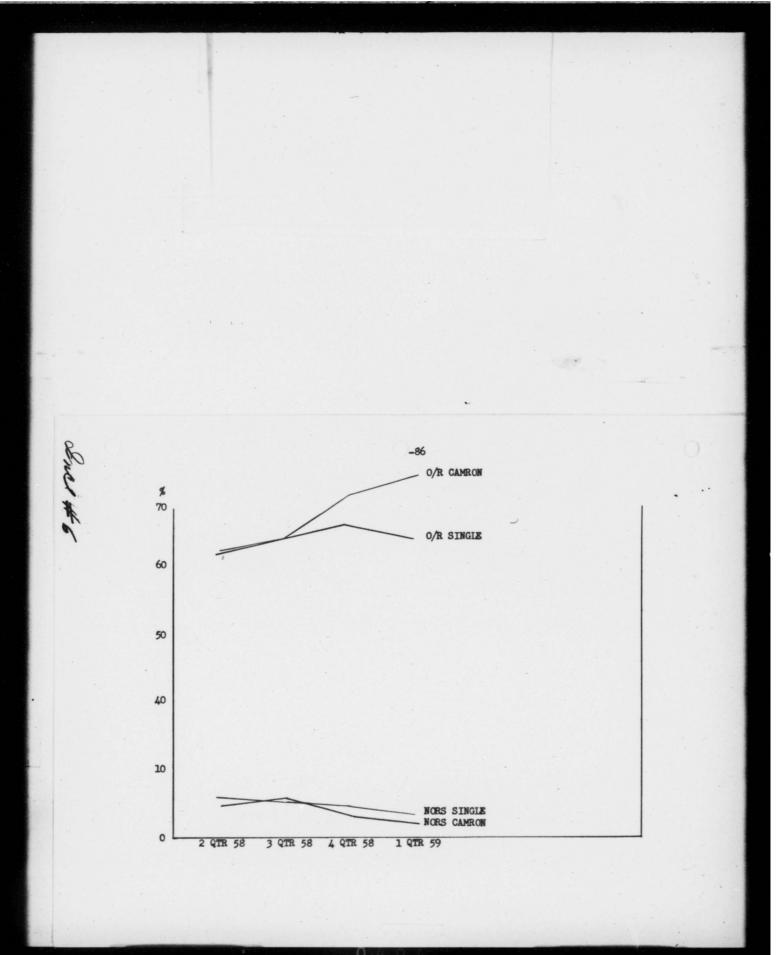


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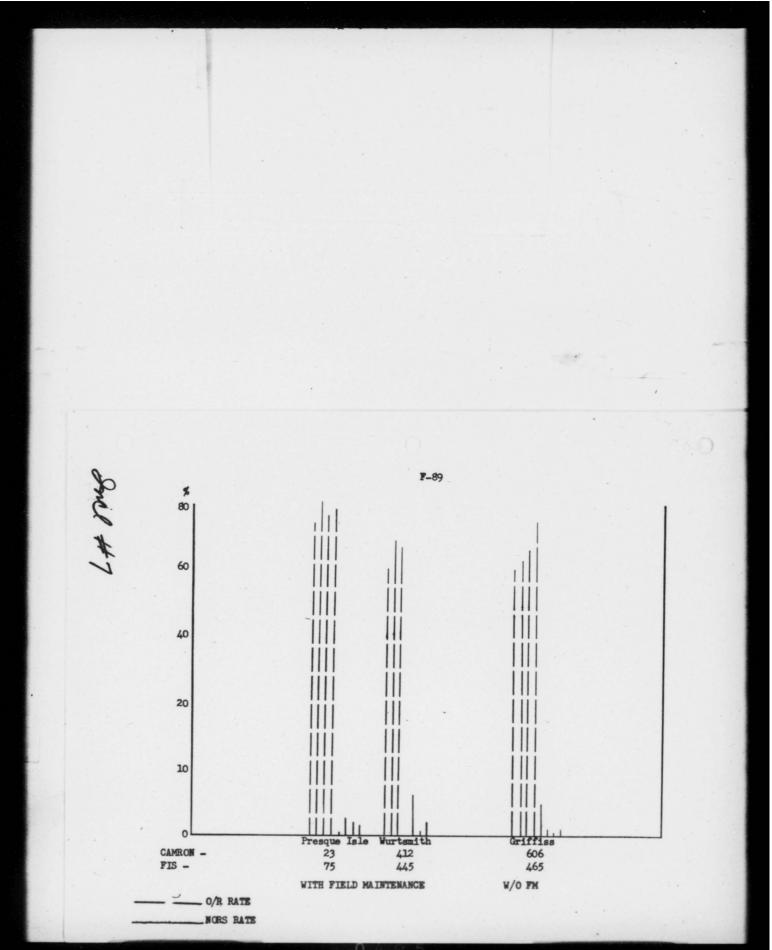


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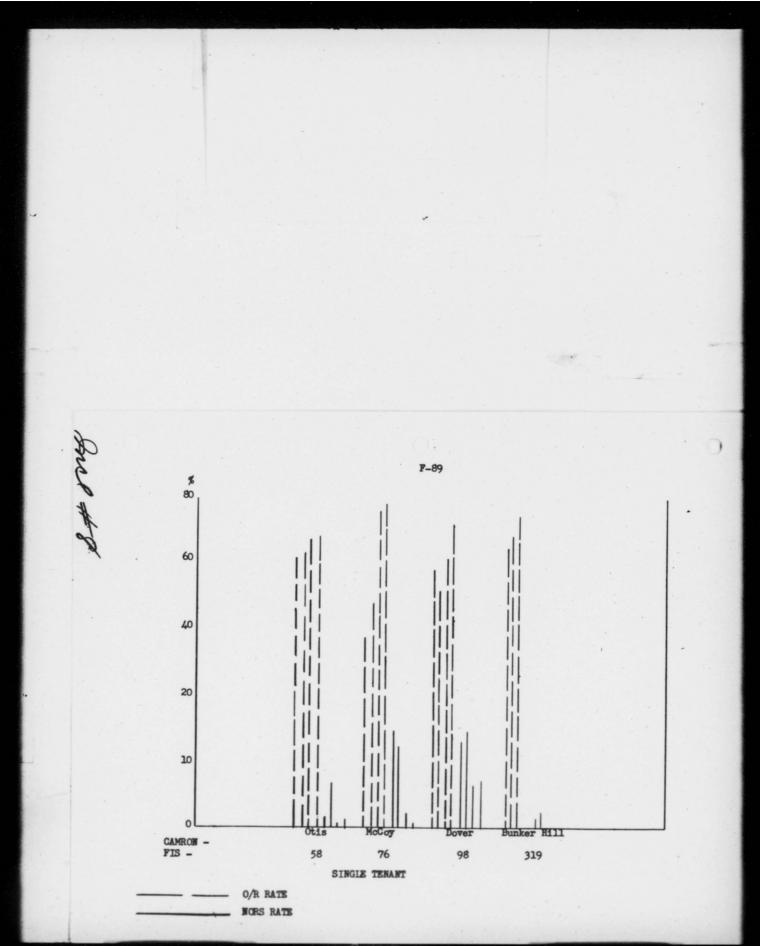




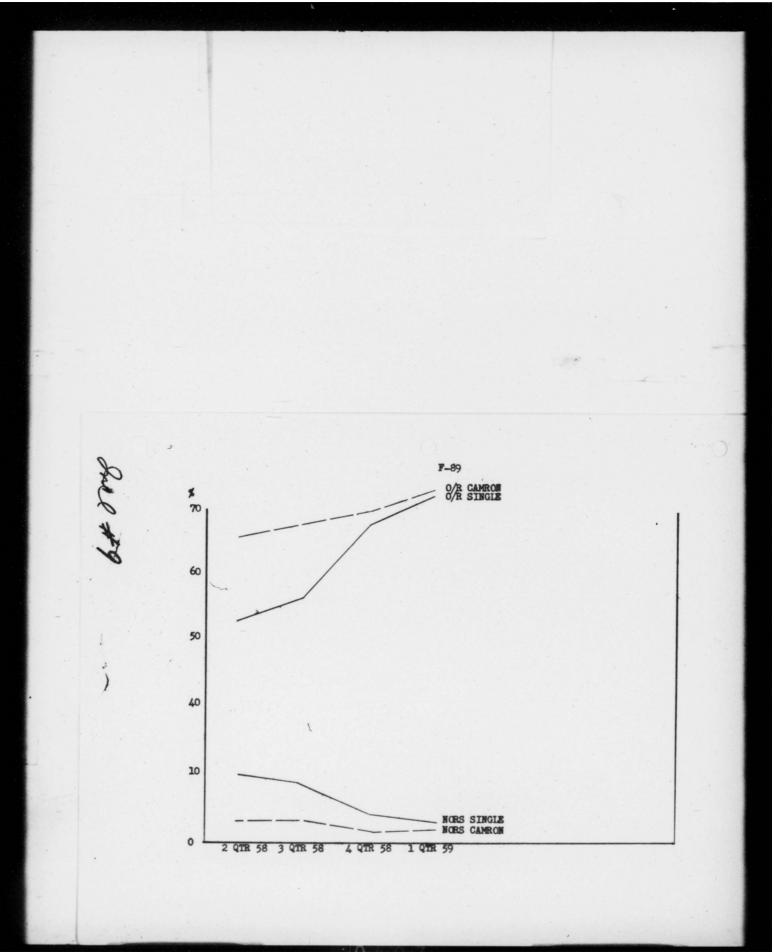
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Maintenance Re-organization Meeting 31 July - 1 Aug

SALAC

" E MAC-2B

5 August 1958

1. On 31 July 1958 and 1 August 1958 a meeting was held at ADC to determine implementation schedule for maintenance re-organization on four ADC bases. Truax and Selfridge are the affected EADF bases.

2. It was decided the following actions would be necessary prior to implementation:

a. New U. M. D. reviewed by defense forces and field units. U. M. D. due back to ADC by 15 September.

b. UAL instructions to be in the field by at least 30 days prior to implamentation.

c. Fevised ADCM 6 -2 to be in the field at least 30 days prior to inclementation date.

IS INOV. ADC

3. Target date for implementation of first basefull provide an areistance team during conversion to the new manual. The four bases selected will not convert simultaneously but will phase in one at a time.

L. The 327th CAMPON at Truax will be re-organized into 3 squadrons; organizational maintenance squadron, Add squadron, and field maintenance squadron. The function of the Chiff of Maintenance will move to group level.

. The let Fighter Wing will be reorganized as follows:

a. The 1st CAMPLW equatron will be re-organized into 3 equatrons; organizational maintenance equatron, Abs equatron, and tactical field maintenance equatron. These equatrons will be under the 1st Fighter Group and the Chief of Maintenance will be at group lavel. This creates a problem because under the latest manning, all operations manning forwerly in group have been moved to wing level. This problem has not been resolved.

b. The lst M & S Group will remain but will lose the responsibility of JEFM and maintenance of powered ground equipment and and to the fighter group. This maintenance will be performed by the Tactical Field Maintenance Squadron. This means the lst Fighter Group will be responsible for J-33 JEFM for half of the EADF T-33 Aircraft. In addition, the Tactical Field Mainteemance Squadron will share the facilities of the powered ground equipment shop. The Eactical Field Maintenance Squadron will be responsible for the fighter group powered ground equipment and the field maintenance equadron will be responsible for the remainder of the powered ground equipment at Selfridge. One question still to be answered is, who will take care of communications maintenance on base and transient aircraft. If the responsibility goes to the field maintenance equadron, this will mean a duplication of shops.

6. Single squadron ADC bases i.e., Minross will not convert to 3 squadrons. The CANRON will remain but will be re-organized into flights as outlined in the new ADCM 66-2.

7. Any ADC 2 squadron base scheduled to go to one squadron within 18 months will not be conversed into 3 squadrons.

CARL G CENHARD, Captain, USAF Aircraft Maintenance Officer

Haintenance Reorganization Conference

CLOMO_D

5 Aug 58

1. On 31 July - 1 August 1958, the undersigned represented this bendquarters at a Maintemance Reorganisation Conference at Headquarters Air Defense Cognand. Also re-resenting MOF vers

EACHO-O

Captain Carl G. Lenhard Lt Col James F. Mard, Sr. Capt Henry L. Saith Lt Col Fred R. Panico Major John D. salker Capt Hilliam N. Dewar, Jr.	Acrt Maint Dir of Maint Hanpw Off Maint Off Maint Off Manpw Off Manpw Off	Hq EADF Hq let Ptr Hg Hq let Ptr Hg Hq J27th Ftr Op J27th CANRON Hq J27 Ftr Op
(See Tab & for complete atten	dance roster).	

2. Reference Tab B, Colonel George R. Herrman, Director of Muintenance, ADMAC, ADC opened the conference with a recapitulation and history of the COMMON maintenance reorganisation effort, and he announced that ADC will reorganise damilton, McChord, Truax and Selfridge Mir Force Bases as follower CAMMONS at the above bases only will be inactivated on or about 1 November 1958, and individual maintenance squadrons will be organized and assigned to the respective fighter groups. The Chief of Maintenance and his staff will be placed at the fighter groups. The Chief of Maintenance and his staff will be placed at the fighter group level. Tastical Field Maintenance Squadrons will be organized as applicable. The decision to limit the C decision from headquarters USAF that a general COMMON reorganization in ADC must be accompanied by a similar reorganization mong Air Mational Guard units which would cost ADC an estimated 3,700 manpower authorizations. Implementation status of ADC 66-2 Maintenance Reorganization for remaining ADC units is se follows:

a. Twelve (12) units will retain their CAMRONS.

b. Single tement FIS will not implement new ADCH 66-2.

e. Unite phasing down to single FIS within 18 months of ADCN 66-2 effective date will not reorganize CANRunks to new 66-2 ecosopt.

d. Other fighter groups with CANNONS supporting 2 FIS will phase into the new ADCH 66-2 concept at an unknown future date.

e. At ADC single FIS bases, the Chief of Maintenance will nove up to group level.

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DF CORDET 1, Subje Meintenance Rosrgamination Conference

S. Emerge for Semilton, McCheerd, Treas and Selfridge, no other 66-2 maintenance reorganisations will take place during calendar 1958.

3. Fellowing the presentation by Colonel Merrman of ADC, the undersigned re-stated the position of the Commander SADF with respect to maintenance reorganization of the lat Fighter Ming, Balfridge Mir Perce Base, not conourring with the ADC plan. The undereigned then called upon Lt. Colonel Ward, Director of Maintenance, let Fighter Wing, to discuss the maintenance problem areas at Selfridge and to present detailed arguments in support of placing the Chief of Maintenance and staff at the wing level. Representa-tives from Headquarters MADF and H milton and HeChord interposed no objections to the ADC Maintenance Heorganisation. A reconciliation of the EADF position with the ADC plan could not be reached at the conference level and it was then presented together with other problem areas to the Deputy for Material for r solution. The decision was that the DC plan will be directed. This decision appears to be based upon a concept that maintenance management and control should be a responsibility of the tactical communier below wing level to allow him to place primary amphasis on maintaining mission aircraft. by a separate notivity, i.e. the Field Maintenance Squadran of the Mainten nos und Supply Group.

4. Manpower documents in the form of ADC Controlled UMDs were furnished the Force representatives for review and submission of proposed augmentations in changes to beside arters ADC by 15 September 1958. Authorization deficiencies are to be provided for by redistribution of Kampower Authorizations between WADF and MADF and provision of additional authorizations from ADC resources. It should be noted that suppower authorization tables are built on a 40 hour/zonth aircraft utilization rate. The Revised ADCE 66-2 and UAL instructions will be furnished 30 days before implementation date.

5. A problem area, unresolved at the alose of the conference was the fact that PM 60-1A, the new Manpower Progres, reflects the removal of authorizations for operations personnel in the fighter groups at wing bases such as Selfridge and processent of these authorizations in the Wing Operations activity. This incompatibility with the Maintenance Reorganization Plan will be resolved by ADC through reprograming.

2 Incla: Tab A T b B EDISTI L. KEARETY, JR. Lt Colonel, USAF Chiof, Organisation Division

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

EADCG

8 May 1957

SUBJECT: Consolidated Aircraft Maintenance Concept at Wing BAses

TO:

Commander Air Defense Command Ent Air Force B se Colorado Spring**3**, Colorado

1. Reference is made to letter from your headquarters, ADRMO-E, Sübject: Consolidated Aircraft Maintenance Squadron, dated 7 February 1957, which places the consolidated aircraft maintenance squadrons under the command of the fighter group (air defense) while the field maintenance remains a function of the maintenance and supply group in the wing base organizations.

2. My experience indicates that to obtain maximum efficiency from the consolidated maintenance compt, one agency should be assigned complete responsibility for the planning, controlling and producing functions thereby insuring effective and ecnonical utilization of skills, manpower and facilities, of the organizational and field maintenance activities. Under your proposed organization, these responsibilities would be divided.

3. Accordingly, recommend that the consolidated a rcraft maintenance squadrons to be organized at Otis and Selfridge Air Force B ses, be assigned to the maintenance and supply group rather than the fighter group. To insure sufficient flexibility in implementing this concept, further recommend that the field maintenance squadrons be reorganized as non-T/O units.

> s/t E. H. UNDERHILL Major General, USAF Commander

97 INFO RIEPHD/COMER EADF RJELKF/COMER CADF RJELKF/COMER CADF RJWZSB/COMER MADF EJESAH/COMER 73 ALR DIV BT/ /UNCLAS/FROM ADOOP-CA 975. ATTNI AFOOP-OS-A. SUBJECT IS CLIME GOLFIDOR FOR FAICH, FAICH AND F-101 AIRCRAFT. THE BASIC F-102 CORREDOR CAN BE USED FOR THESE AIRCRAFT WITH THE FOLLOWING MODIFICATIONS: A SENTEN ALT TUDE TO BETWEEN 3 AND 7 THOUSAND FRET. B. A LINE DRAWN FROM THE INA FOOT LEVEL AT CORRIDOR ENTRY TO ENTERSECT A VERTICAL LINE INFO POOT LEVEL AT CORRIDOR ENTRY AT 35,000 FEET MSL JILL REFRESE. THE UTBOUND FROM CONTINUE FOR THAT IT BE EXTENDED OUTBOUND OF 7-402 COR. MEMALL UNCHANNED FROM THAT IT BE EXTENDED OUTBOUND TO 5.0 FROM D. VERTICAL DIMENSIONS JITHIN AREA DESCRIBED ABOVE TO FXTEND TO 35,000 FEET MSL. F. RECUEST EMAILATE COURDINATION WITH CALMAD AFPROVAL AND IMPLEMENTATION AS OUTLINED ABOVE. ALSO HERE STILL ALL CORRIDORS BE REFERENCED TO AS CONTUNY SERIES CORRELORS WITHEN THAN BY TYPE OF AIRCRAFT ALD THAT UT AF AND GAM AFPROITS USE OF MILLING STORED FOR THE THAT IS THAT ON AS CONTUNY SERIES CORRELORS WITHEN THAN BY TYPE OF AIRCRAFT ALD THAT UNDER AND CAMERAFING THE WOR OF MILLING STORED FOR AND THE TO AS CONTUNY SERIES CORRELORS WITHEN THAN BY TYPE OF AIRCRAFT ALD THAT UNDER AND CAMERAFING THE AREA OF A SERIES OF MILLING STORED FOR A DESCRIPTION AS CONTUNY SERIES FOR ALLONG WITH A DESCRIPTION AND AND AND AND AND A DESCRIPTION OF A DESCRIPTION STORED FOR A DESCRIPTION AS CONTUNY SERIES FOR ALLONG WITH A DESCRIPTION AND A DESCRIPTION A DESCRIPTION AND A DESCRIPTION A DESCRIPTION AND A DESCRIPTION AND A DESCRIPTION AND A DESCRIPTION A DESCRIPTION AND A DESCRIPTION ADOVE. ALSO HERE A DESCRIPTION AND A DESCRIPTION AND A DESCRIPTION AND A DESCRIPTION AND A DESCRIPTION ADDIVING A DE 1

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25 June 58 ADOOP-CA

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HEDEADF STEWART AFB NY

ROUTINE

COMDR ADC ENT AFB COLO SPGS COLO INFO: COMDR 26TH ADIV (SAGE) ROSLYN AFS ROSLYN NY

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AF

COMDR BOSTON AIR DEF SECTOR STEWART AFB NY (COURIER)

COMDR 337TH FIS WESTOVER AFB MASS

UNCLASSIFIED FROM EACCO-A 32120

For ADOOP-CA. Subject: Climb Corridor for F-104, F-106 and F-101 Aircraft. Reference your message, ADOOP-CA 975, 28 June 58. A conference at BADS Hq on 8 Aug 58, attended by representatives of EADF, 26th ADiv, BADS and the 337th FIS, was held to discuss the operational requirements for the F-104 aircraft. It was determined that the modification of the F-102 corridor as specified in cited message will be adequate. However, subject message did not specify the maximum degree of turn which will be accepted for entry into the climb corridor. It has been determined that no more than 20° of turn can be accomplished with the F-104 aircraft for entry into the corridor. Due to the extremely high performance of the aircraft, the pilot

8 Aug 58

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HEDEADF STEWART AFB NY

must closely monitor the aircraft attitude after takeoff to insure that his landing gear retracts properly and that flaps are not damaged by excessive airspeeds. Under IFR conditions, the pilot would travel one mile while he is transitioning to actual instrument conditions and accomplishing his post takeoff checks. An immediate turn after takeoff is not considered feasible since the flying safety hazards involved during the transition period impose a severe penalty upon the pilot. It is recommended that USAF Hq and CAA be advised that not more than 20° of turn will be acceptable in establishing corridors for F-104 aircraft. Request action be taken to determine the capability of the F-101 and F-106 aircraft relative to maximum safe degree of turn possible in order to enter climb corridor.

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Memo to Col Miller Thru Maj Murphy

ADC msg ADOOP-CP 975 dated 25 Jun 58 SUBJECT: Climb corridors for F-102, F-106 and F-101 aircraft. ADC obviously has created the impression in USAF Hqs that the suggested modification to the F-102 climb corridor would be adequate for other century series aircraft. The F-102 T.O. clearly indicated that a max power climb would place the aircraft outside the area described as adequate by ADC Hqs.

The shortsightedness on the F-102 climb corridors cannot be condoned again with aircraft such as the F-104. ADC would have us compromising the performance capability of the F-104, F-101 and F-106 aircraft to the point where realistic training could never be conducted. The amount of turn which could be made to keep the aircraft in the corridor will undoubtedly be another bone of contention.

Recommend that the 337 FIS be instructed to conduct tests which will provide the necessary information as to the Climb corridor dimensions and the degree of turn which can be tolerated for entry into the corridor. The Westover RAPCON could utilize IFF to determine the distance traveled during max and military power climbs and in turns, the pilot would read-off altitude info to the RAPCON controlled every 5,000 feet, if possible. This combined info as to altitude and distance would then be plotted on graphs. This info would serve as the true picture of what can be accomplished with the \overline{p} -104 using the tactical procedures as outlined in the procedures manual. It would be highly desirable that CAA have representation at Westover during the conduct of such tests. CAA representatives

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of the N.Y. Regional and Washington office who are directly connected with the dimensions of the corridors should be invited to attend. If action is not undertaken immediately on such a project we are again going to find ourselves forced to accept procedures which compromise not only the performance of the aircraft, but will present serious implications to Flight Safety.

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16/1735Z SEP RJEDDN

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MILITARY POWER, CENTURY SERIES AIRCRAFT MAY BE MANEUVERED THROUGH ALL NORMAL INSTRUMENT PATTERNS PROVIDED THAT TURNS ARE COMMENCED AFTER REACHING 1,000 FEET ABOVE THE GROUND.C. HQ USAF AND AVIATION SAFETY OF THE CAA HAVE DETERMINED THAT PROXIMITY OF THE COORIDOR TO AN AIRWAY DOES NOT CONSTITUTE A HAZARD. D. THE REQUIREMENT FOR SUSTAINED AFTER-BURNER OPERATION FOLLOWING TAKE-OFF IN ORDER TO ATTAIN REALISTIC AIR DEFENSE TRAINING IS RECOGNIZED; HOWEVER, WHEN THIS IS NOT COMPATIBLE WITH USE OF A CORRIDOR DESIGNED FOR SAFETY OF PEACETIME OPERATIONS, REDUCED PERFORMANCE MUST BE ACCEPTED. PART II. THIS HQ CONCURS WITH YOUR RECOMMENDATION FOR FLECIBILITY IN SIZE OF THE ENTRANCE TO THE CORRIDOR AND WILL CONTINUE TO EXERT EVERY EFFORT TO OBTAIN USAF/CAA RECOGNITION OF THIS REQUIREMENT.

B. SUBSEQUENT TO CLEAN-UP OF TAKE-OFF CONFIGURATION AND ESTABLISHMENT OF

PAGE TWO RJEDDN 80 OR PROCEDURES CANNOT BE CHANGED WITHOUT SEVERE CONSEQUENCE TO AIR TRAFFIC, LOCAL ADC REPRSENTATIVES ARE AUTHORIZED TO COORDINATE ON THE ESTABLISHMENT OF THE COORIDOR AT ANY DIRECTION TO THE TAKE-OFF HEADING.

GENCE FROM THE RUNWAY DIRECTION TO 30 DEGREES. WHERE AIRWAY STRUCTURE

PRACTICAL. THE FOLLOWING POLICY HAS BEEN ESTABLISHED WITH REGARD TO IMPLEMENTATION OF CENTURY SERIES CLIMB CORRIDORS: A. A STRIAGHT-OUT CLIMB IS DESIRABLE FOR ALL TYPES OF CENTURY SERIES AIRCRAFT; HOWEVER, WHERE THIS IS NOT POSSIBLE, EVERY EFFORT SHOULD BE MADE TO LIMIT DIVER-

/UNCLAS/FROM ADOOD CA 1525. REFERENCE YOUR CADAS 34039, THIS MESSAGE IN TWO PARTS. PART I. YOUR RECOMMENDATION THAT ENTRY INTO THE CLIMB COORIDOR, IN NO CASE, EXCEED 20 DEGREES HAS BEEN REVIEWED. ALTHOUGH SUCH A POLICY IS DESIRABLE, IT IS NOT CONSIDERED MANDATORY FROM A FLYING SAFETY ASPECT OR, IN SOME CAS

RN RJEDNE DE RJEDDN 80 R 122130Z FM COMADC TO RJEDNB/COMEADF INFO RJWZNF/OTIG USAF RJWZSB/COMWADF RJEDKF/COMCADF

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1. EADAS does not concurned th second sentence, part 1 of attent TVI nessage ADOOP-CA 1525. The practicality and necessity for limit turns not in excess of 20 degrees after takeoff in century series air has been demonstrated vis-a-vis F-104, F-101, F-106.

2. Limiting the climb divergence from the takeoff runway direction to 30 degrees merely extends aircraft to the point whereby such procedures provides only a minimal safety factor for F/TF-102 type aircraft alone and has no applicability to other century series aircraft current in and/or programmed for the EADF inventory (F-101, 104, 106). Therefor the establishment of a 30 degree entry corridor would thus in a relative short period, require changes again and a repetition of the negotiating process.

3. With reference to the authorization granted local ADC representatives to coordinate on the establishment of the corridor at any direction to the takeoff heading, Air Traffic Section, this hq, has repeatedly pointed out this problem and that appeal to higher hq was made as a consequence of an inability to **xxxxxx** resolve same.

4. Ref par b: EADAS does not concur. First statement therein therein plass lack of knowledge of operating capability of F-104 type zircraft. Informal information available indicates that Phase V tests and results conducted by Capt P. Daniels, WADC/ARDA indicated relative inability to comply with RAPCOM procedures even under optimum conditions.

which factors strendant to A/B and/or non A/B operation an complete unacceptable. Little or no A/B selectivity is afforded in flight due climb out. Pellowing clean up of takeoff configuration and establish of military power in F-IGH type alcoraft provokes and/or precipitates sorious safety of flight hazards. The probability of flameout (blow has been well established. Further, operating with any weapon about F-IGH type director without A/B during takeoff necessitates approxim 20 knot proved run which is within 5 kaots of complete destruct and intervent the pessess 100% capability (i.e., brand new, first flight).

5. Ref par D: The requirement for sustained A/B operation ing takeoff is not concerned solely with attaining realistic air d training but is considered a mandatory safety requirement in order to obtain maximized safe employment of aircraft capability. EADAS con siders that reduced performance will not be the resultant but rather that unacceptable accident potential will occur. EADAS recommends reconsideration of all factors associated with this subject upon basis of representation from personnel associated with Phage V testing (F-101, F-104, F-106), which results may be made available from Hq WADC; and that Hq USAF and A lation Safety CAA re-evaluate safety factors concerning corridor proximity to airways with reference to all century series capabilities accordingly. It is considered that present and future corridor requirements with little or no disruption in procedures which may be established and/or adopted at present, combining maximum safety of operation of all century series aircraft, is mandatory at this time. Recommend substance of this DF be incorporated in foletwype measage to be forwarded as the current and valid RADF operational requirements pus and position with info to D/FSR. In use achieve.

HEADQUARTERS EASTERN AIR DEFENSE FORCE United States Air Force Stewart Air Force Base, New York

EAOPP

7 October 1958

EADHS 103

SUBJECT: (U) Assignment of AFNG Units Within Headquarters EADF

TO:

Commander Air Defense Command Attention: ADOOP-P Ent Air Force Base Colorado Springs, Colorado

1. References:

a. Paragraph 7, ADC Supplement 1 to AFR 45-6

b. ADC letter, ADOOP-P, 26 September 1958, Subject: Transfer of AFNG Fighter Wings (Day)

2. It is requested that Headquarters USAF and the National Guard Bureau be notified of the following Air Force National Guard (AFNG) unit assignments within Headquarters EADF:

a. AFNG units with a mobilization assignment to the Air Defense Command are assigned to the following Air Divisions (Defense/SAGE) within EADF for operational control, administrative and logistical support, and advisory assistance:

Unit	Employment Base Location	Assigned To	
101st ADW	Dow AFB, Bangor, Me.	26th AD (Det #2)*	
132d FIS	Dow AFB, Bangor, Me.	26th AD (Det #2)*	

* Until such time as the 26th Air Division (SAGE) becomes fully operational (administratively and logistically), the units assigned to the 26th Air Division in paragraph 2. a. above (for administrative, logistical and operational control) and in paragraph 2. b. (for operational control only) will be further attached to the Detachment or Sector as indicated. No correspondence will be directed to the 26th Air Division (SAGE) during this interim period; correspondence will be directed to the Air Defense Sector or Detachment within whose area the AFNG units are located as indicated.

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EAOPP, Hq EADF, Subj: (U) Assignment of AFNG Units Within Headquarters EADF (Cont'd)

Unit 101st ADW (Cont	Employment Base Location	Assigned To
133d FIS	Grenier AFB, Manchester, NH	26th AD (Boston ADS)*
134th FIS	Ethan Allen AFB, Burlington, Vt.	26th AD (Det #2)*
112th ADW	Greater Pittsburgh Aprt, Coraopolis, Pa.	26th AD (Det #2)*
103d FIS	Int'l Aprt, Philadelphia, Pa.	26th AD (New York ADS)*
146th FIS	Greater Pittsburgh Aprt, Coraopolis, Pa.	26th AD (Det #2)*
147th FIS	Greater Pittsburgh Aprt,	26th AD (Det #2)*
	Coraopolis, Pa.	
116th ADW	Dobbins AFB, Marietta, Ga.	35th AD (Def)
128th FIS	Dobbins AFB, Marietta, Ga.	35th AD (Def)
158th FIS	Travis MAP, Savannah, Ga.	35th AD (Def)
159th FIS	Imeson Aprt, Jacksonville, Fla.	35th AD (Def)
126th ADW	Chicago-Midway MAP, Chicago, Ill.	37th AD (Def)
108th FIS	O'Hare Int'l Aprt, Chicago, Ill.	37th AD (Def)
126th FIS	Gen Mitchell Fld, Milwaukee, Wisc.	37th AD (Def)
176th FIS	Truax Fld, Madison, Wisc.	37th AD (Def)
128th ADW	Congaree AB, Eastover, S.C.	35th AD (Def)
151st FIS	McGee-Tyson Aprt, Knoxville, Tenn.	35th AD (Def)
156th FIS	Douglas Fld, Charlotte, N.C.	35th AD (Def)
157th FIS	Congaree AB, Eastover, S.C.	35th AD (Def)
122d FIS	Alvin Callender Fld, New	35th AD (Def)
(136th ADW)	Orleans, La.	
156th FIG	San Juan Int'l Aprt, San Juan, Puerto Rico	35th AD (Def)
198th FIS	San Juan Int'l Aprt, San Juan, Puerto Rico	35th AD (Def)

* - See * page 1

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EAOPP, Hq EADF, Subj: (U) Assignment of AFNG Units Within Headquarters EADF (Cont'd)

Unit	Employment Base Location	Assigned To	
156th FIG (Cont	'd)		
140th ACW	San Juan Int'l Aprt, San Juan	35th AD (Def)	
Squadron	Puerto Rico		

b. AFNG units with mobilization assignment to the Tactical Air Command are provided to the following Air Divisions (Defense/ SAGE) within EADF for operational control:

Unit	Employment Base Location	Assigned To
108th FDW	Newark MAP, Newark, N.J.	26th AD (New York ADS)*
119th FDS	McGuire AFB, Trenton, N.J.	26th AD (New York ADS)*
141st FDS	McGuire AFB, Trenton, N.J.	26th AD (New York ADS)*
121st FDW	Lockbourne AFB, Columbus, O	. 30th AD (Def)
162d FDS	Springfield MAP, Springfield, O.	30th AD (Def)
164th FDS	Mansfield MAP, Mansfield, O.	30th AD (Def)
166th FDS	Lockbourne AFB, Columbus, O.	
122d FDW	Baer Fld, Ft. Wayne, Ind.	30th AD (Def)
112th FDS	Toledo Express Aprt, Toledo, O.	30th AD (Def)
113th FDS	Hulman Fld, Terre Haute, Ind.	37th AD (Def)
163d FDS	Baer Fld, Ft. Wayne, Ind.	30th AD (Def)
102d FDW	Logan Int'l Aprt, Boston, Mass.	26th AD (Boston ADS)*
101st FDS	Logan Int'l Aprt, Boston, Mass.	26th AD (Boston ADS)*
118th FDS	Bradley Fld, Windsor Locks, Conn.	26th AD (Boston ADS)*
131st FDS	Barnes Aprt, Westfield, Mass.	26th AD (Boston ADS)*
107th FDW	Niagara Falls Aprt, Niagara Falls, N.Y.	26th AD (Det #2)*
136th FDS	Niagara Falls Aprt, Niagara Falls, N.Y.	26th AD (Det #2)*
137th FDS	Westchester Cty Aprt, White Plains, N.Y.	26th AD (New York ADS)*
138th FDS	Hancock Fld, Syracuse, N.Y.	26th AD (Det #2)*
139th FDS	Schenectady Co Aprt, Schenectady, N.Y.	26th AD (Boston ADS)*

* - See * page 1

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EAOPP, Hq EADF; Subj: (U) Assignment of AFNG Units Within Headquarters EADF (Cont'd)

Unit	Employment Base Location	Assigned To
113th FDW	Andrews AFB, Camp Springs, Md.	26th AD (Det #3)*
104th FDS	Martin Aprt, Baltimore, Md.	26th AD (Det #3)*
121st FDS	Andrews AFB, Camp Springs, Md.	26th AD (Det #3)*
142d FDS	New Castle Cty Aprt, Wilming- ton, Del.	26th AD (New York ADS)*
167th FDS	Martinsburg MAP, Martins- burg, W.Va.	26th AD (Det #3)*

3. The information contained herein will be reflected in Change #9 to the EADF Wartime Capabilities Plan.

4. This letter is classified SECRET in accordance with paragraph 30b(2)(c), AFR 205-1.

FOR THE COMMANDER:

ardt

5-6+14-58

Captain, USAF Asst Dir of Admin Svcs

Distribution: Hq ADC - 15 cys Info cys to: (2 ea) 26, 30, 35, 37th AD (Def/SAGE) NYADS, Boston ADS, Det 1, 2, 3 (SAGE)**, 10th AF, 14th AF Hq EADF Staff EAOMO EAIIG EAPDP EADHS EAMDM EADIE EACDC EAOCE EAOTE EADSG EAOCO EAOPP (5 cys)

* See * page 1

** Info cys are forwarded for the Comdr, 26th Air Div (SAGE) to 26th Air Defense Sectors and Detachments.

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FILE NO.	SUBJECT (UNCL) Capabil:	ity of ANG and Navy Units Augmenta
TO	EADVC EAODO	DATE COMMENT Captain H.L. Seeley/rcms/8383
	assigned an M-Day mission to EAD?, which are responsible for advisor submitted Quarterly Air National C estimated by the unit commanders a advisor.	A assistance to these units, have Mard Operational Readiness as and indersed by the Air Force A-day assignment to EADF, possess ertain limitations are inherent pment. Many of these units are or fighters. It appears that all to EADF will have an all-weather The combat capability of the AFI
	3. The present day AFNG indi to be excellent. In most instance level is greater than present ADC possesses 1400 hours, mostly in fi number of these pilots had all-wea in the USAF. TAB B indicates some make the AFNG valuable as an augme	units. The average AFNC pilot ghter and jet aircraft. A large ther ADC experience while serving of the contributing factors that
	4. In addition to the above units equipped with F-861's which would be available for augmentation time. Their defense combat potent and proportionate to the degree of Divisions and Sectors. This coord to the Division/Sector Commander's Defense effort to fill areas not commander.	n to EADF for a short period of ial is considered somewhat limited coordination exercised by the ination, in turn, is proportionate need for these units in the Air
	5. The capability of regular Pilots that are reported combat re- Instructions 03320.1B are consider- numbers of regular Navy aircraft a TAB C. The breakdown of regular Na depending on the number of squadron time.	ed equal to ADC standards. The vailable will vary as noted in avy aircraft AI and NAI will vary
	SECRE	T 5-3582

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EAODO, Subject: (UNCL) Capability of ANG and Navy Units Augmentation

6. RESERVE NAVY: The capability of the Mavy Reserve Units is considered negligible due to the following factors:

a. Lack of sufficient flying hours per month.

b. Lack of continued gunnery training.

- c. Lack of AI equipped Interceptor Fighters.
- d. Lack of concentration in all-weather flying.

7. The capability of the Navy radar units varies depending on the type radar available. The value to EASTERN NORAD Region also varies due to the communication between the Navy radar units and EADF RACRONS. It should be noted that certain Navy radar units are connected by land line circuits to EADF ACWRONS and would be considered extremely valuable as a backup. Others are used on weekend training.

8. CONCLUSIONS: In order to improve the AFNG potential it will be necessary to include the AFNG in all the training exercises conducted by EADF. One vital requirement is to obtain Class A, AFIO's instead of the present Class B, AFIO's. This will provide realistic all-weather training. Communications lines are somewhat limited, however, this area will be improved with full toll terminal lines presently being installed. With regular and frequent exercising, the combat capability could increase markedly.

9. The Regular Navy possesses an excellent combat potential, however, it is apparent that exercises on a larger scale should be implemented to obtain a more realistic training approach. Due to the mobility of Naval forces, there appears to be a question as to what extent Air Defense participation would be implemented by the Navy. The Air Defense mission is considered to be their secondary mission. The Navy possesses an excellent weapons system and has participated in NORAD exercises. The potential of the Naval forces cannot be accurately evaluated, since an overall evaluation has not been established and the exact degree of capabilities cannot be determined without a proper evaluation system.

10. It is recommended that the Navy Reserve and the TAC augmentation forces be considered as very limited in providing EASTERN NORAD Region with Air Defense Capability.

11. Although we have two sources (AFNG Squadrons and Regular Navy units) of great potential value to the Air Defense effort, neither one is exercised sufficiently to translate the potential into very much everyday combat capability.

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EAODO, Subject: (UNCL) Capability of ANG and Navy Units Augmentation

12. This DF is classified SECRET in accordance with paragraph 30b (2) (b), AFR 205-1.

- 3 Incls VON R. SHORES, Brigadier General, USAF
 1. TAB A, AFNG Unit Deputy for Operations Combat Readiness (Conf)
 2. TAB B, Factors contributing to the AFNG Air Def Potential (Uncl)
 3. TAB C, Rept of Naval Augmentation (Conf)

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AFNG UNIT COMBAT READINESS

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The desired standard of unit combat readiness is 66 to 75% according to ANCR 55-6, dated 1 September 1957. It should be noted that the criteria for determining the operational readiness of AFNG pilots are less stringent than those required of ADC pilots. For example, in accordance with ADCM 51-2, to be declared operationally ready, an ADC F-86L pilot must obtain two actual or assessed rocket hits out of five consecutive passes and produce MADAR recordings within certain limits. However, according to ADCR 55-1, dated 14 July 1958, an AFNG pilot need only meet requirements established by appropriate ConAC training directives which merely require one actual or assessed hit. This headquarters, in accordance with ADC Supplement.1 to AFR 45-6, dated 15 April 1958, has recommended that CONAC training manuals be revises and modeled as closely as possible after the ADC 51 series manuals.

			76 - 85% UNIT CO	IBAT READ	INES	S							
	UNIT		LOCATION	TYPE		IRCRAFT		AIR	CREWS				
1	156+1	PTS	Charlotte, NC	(F-86E		S AV OP RDY	ASGD 33		RDY OF	RD.			
				(F-86L	25	20 0	22	18	11				
• 2.	176th	FIS	Madison, Wis.	F-89D	20	9	(21	3	18				
						(R.O.s)	(21	2	19				
			66 - 75% UNIT CO	MBAT READ	INES	<u>s</u>							
3.	128th	FIS	Marietta, Ca.	F-84F F-86L		15	28	25	0				
	146th			F-86L	. 19	10	35	0	5				
5.	158th	FIS	Savannah, Ga.				26						
6.	159th	FIS	Jacksonville, Fla	F-86D	Not	reported	28	5	18				
			56 - 65% UNIT CO	MBAT READ	INES	<u>s</u>							
7.	151st	FIS	Knoxville, Tenn.			Reported	30	10	19				
8.	198th	FIS	San Juan, P.R.	F-86E	19	15	18	10	5				
			46 - 55% UNIT CON	BAT READ	INES	3							
9.	108th	FIS	Chicago, Ill.	F-86L	25	11	30	2	1				
10.	126th	FIS	Milwaukee, Wis.	F-89D	21	12	24	11	5 5 1				
11.	147th	FIS	Coreapolis, Pa.	F-861.	19	(R.O.s)	24 33	11	5				
12.	132nd	FIS		F-89D	23	17	28	13					
						(R.O.s)	16	8	7 5				
			26 - 45% UNIT CON	BAT READ	INES	3							
13.	157th	FTS	Eastover, SC	P 0/1	West	Demonsteral	22						
14.	. 134th	FIS	Burlington, Vt.	F-89D	19	Reported	30	9	0				
					-		-	-					
			CONFIDE	NTIA	CONFIDENTIAL								

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CONFIDENTIAL 26 - 35% UNIT COMBAT READINESS

15. 122nd FIS New Orleans, La. F-86D 21 6 27 6 0

REPORTS WERE NOT RECEIVED TO DATE ON THE FOLLOWING SQUADRONS 16. 133rd FIS Grenier AFB, NM F-86L 17. 103rd FIS Philadelphia, Pa F-94C 18. 124th FIS Des Moines, Iowa F-86L

NOTE: The 124th FIS was transferred from CADF to EADF effective 15 October 1958.

In all, the above listed AFNG units provide an augmentation force of 500 pilots and 400 interceptor aircraft for employment by the commander, Eastern NORAD Region.

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TAB B

FACTORS CONTRIBUTING TO THE AFNG AIR DEFENSE POTENTIAL

- 1. Filot experience level is high.
- 2. Stablized tour reduces the training load.
- 3. Substantial income provides incentive (average guard pilot received \$2,000.00 for AFNG participation).
- 4. Excellent maintenance exists due to air technician program, (full-time Guardsmen).
- Generally, commanders and air technician supervisors are fully qualified through long experience to administer the activities of the units.
- Only personnel who meet criteria are being accepted in the Guard units today.
- 7. Sub-standard personnel can be relieved and replaced relatively. easily.
- 8. Proven aircraft are possessed.
- Facilities are generally considered to be excellent, with a few exceptions.
- 10. Logistics support is considered excellent in most instances.
- 11. Administration is considered to be excellent.
- 12. Aircraft conversion can be accomplished expeditiously due to experienced personnel.
- 13. AFNG units participate in continuous active air alert on a rotating basis. Currently, six (6) AFNG squadrons are on alert, two (2) meeting a 24-hour commitment and four (4) meeting a daylight commitment. This was designed as a training vehicle, but has provided ADC additional identification capability.
- 14. ADC is responsible for guiding unit training through CONAC:
 - a. COMAC usually adopts ADC proposed training directives.
 - b. Continuous advisory assistance is provided by Air Divisions.
 - c. ADC assists in procuring AFIO's with CAA.
 - d. AFNG units participate in Air Defense exercises. This participation should be increased to realize maximum potential from these units.

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SEPTEMBER REPORT OF NAVAL AUGMENTATION AIRPLANES IN EASTNORAD REGION

	AIRPLANES	PILOTS	AIR DEF TRAINING IN HOURS - SEPTEMBER
26TH NADD, SAGE, DET 1			
NAS New York NAS South Weymouth NAS Willow Grove Sub-Total	None 16 F9F <u>16 FJ</u> 32	None 15 <u>53</u> 68	37 18 <u>55</u>
26TH NADD, SAGE, DET 3	L		
FAD OCEANA	30 F9F 2 FJ	27 None	, 44
	37 F3H 34 F11F 13 F4D	49 33 14	267 437 12
Sub-Total	<u>5 F8U</u> 121	$\frac{7}{130}$	0 760
30TH NADD			
NAS Columbus	None		7 (41 PI's)
35TH NADD			
NAS New Orleans NAS Jacksonville NARTU	None 17 F9F	2	18
FAD Cecil	19 FJ 33 F8U 12 A4D	17 29 12 <u>16</u>	42 12 0
Sub-Total	<u>16 F9F</u> 97	76	0/65
MCAS Cherry Point MCAAS Beaufort, S. C.	44 F4D 73 FJ 20 F8U	26 68)	89 88
Sub-Total	137	121	177
37TH NADD			
NAS Glenview	22 F9F	105	79 (140 PI's)
GRAND TOTAL	409	500	1143 (181 FI's Reported)

CONFIDENTIAL NAVY AUGMENTATION RADARS

	UNIT	LOCATION	VOICE CALL	RADAR	FUNCTION	REMARKS
			26TH CONAD DIVISION			
	Fleet Training Center	U.S. Naval Base, Newport, R. I.	Wine List	3P3-68	EW, GCI Training	Used for training of fleet personnel in air control and EW exercises 08-160 daily for 5 days
						weekly.
	MACS 25	NAS, Columbus, Ohio	Crown	MPS-11A TPS-15 MPS-4 TPX-17	EW, GCI	lst weekend of each month for reserve training
			30TH CONAD DIVISION			
	MACS 19	NAS Grosse Ile, Mich.	Simon Pure	MPS-11A TPS-1D MPS-4	EW, GCI	Used for training of Marine Reserve personnel; conse-
	,					quently is not man- ned continuously. Can be fully manned within 2 hours.
	Fleet Air Defense Training Center	Virginia Beach, Va.	Clinch	SPS-28 2 SPS-60 SPS-8	EW, GCI	Fleet CIC training 0730-1600 Monday through Friday; backup radar for
1			CONFIDENTIAL			771st ACWRON, Cape Charles, Virginia

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NAVY	AUG	ENTATION	RADARS	(Cont'd)

UNIT	LOCATION	VOICE CALL	RADAR	FUNCTION	REMARKS
		30TH CONAD DIVISION			
MACS 6	MCAS, Cherry Point, N.C.	Stamp	MPQ-11A TPS-1D TPS-10D	EW, GCI	24 Hours continuous operation
MACS 7 ,	MCAF, New River, N. C.	Coffer Dam	MPS-11A TPS-1D TPS-10D	EW, GCI	24 Hours continuous operation
		35TH CONAD DIVISION			
U.S. Naval CIC School	NAS, Glynco, Ga.	Fortune Hunter	2 SPS-12 2 SPS-8A FPS-8	EW, GCI	Regular daily train ing Monday through Friday. Engineered landline circuit to 702nd ACWRON.
MAG 31 (MACS 8)	MCAS, Miami, Fla.	Velvet Pod	MPS-11 TPS-15 MPS-4	EW, GCI	Regular daily train ing Monday through Friday. Landline circuit to 660th ACWRON.
FAWTULANT	Key West, Fla.	Tarpon	SPS-12 SP3-6C	EW, GCI	Regular daily train ing Monday through Friday. Landline circuit to 660th
u i	0	ONFIDENTIA	L		ACWRON.

CONFIDENTIAL NAVY AUGMENTATION RADARS (Cont'd)

VOICE CALL

Colorado

35TH CONAD DIVISION

MACS 5

MCAS, Beaufort, S.C.

MPS-11 TPS-15

MPS-4

EW, GCI F

Regular daily train ing Monday through Friday. Landline circuit requested to 702nd ACWRON ETC 1 October 1958.

37TH CONAD DIVISION

MACS 22, AWS 27 (L) NAS Glenview, Ill.

Consent

MPS-11A TPS-15 MPS-4C TSQ-6 TRD-12 EW, GCI 2nd, 3rd, and 4th Training weekends of each month for reserve training.

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ADPI EADHS EASJA EAHG RAIPM EAPDP EAPRT EAPMP EAPPS EACDC EACBD EACAF EACST EAODO EAOSA EAOOT 18m EAOCE EAOSE EAOPP EAOMO EAOCP EANDM EAMLP FAMAC EAMEL EANSV EAMPR FOR DIRECTORATE USE

ROUTINE

MEREARY, STOPPET AFB, 18

COMER, BET 2, (SYRACHEE MARMAL CONTROL CENTER) NO 257M ADIV (RAGE), SYRACHEE APS, RAST SYRACHEE, NY

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11996 COMER, 26TH ABEV(SAGE), SYRACUSE AFS, BAST SYRACUSE, W 40760

Subjects Transfer of AFME Fighter Mings (Day). By authority of AEC letter, same subject, 26 Sep 38, the units listed herein will be redesignated Tastiani Fighter and given mobilization assignment to Tastical Air Command offestive 1 Oct 88. They are assignment to augmentation mission with ABS. These units area 107th AEM (Day) and 125th FIS, Miagame Falls, NY, and 139th FIS, Syrecuse, NY in Pyrnouse ADS area. All provisions of EADF May Capabilities Plan in reference to segmentation units, and MCDAD Rege 88-4, 18 Jan 56 and 88-5, 21 Jan 38 are applicable in preparing plans to assume operational contorel of these units.

BAOCO-R

Captain Howard L. Pooley/rens

106

SUBJECT: Gonsolidated Advisory Team Report (NCS: 100-15

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

DOM

Jore C # 9

1. This report is forwarded under the provisions of the Force Regulation 45-6, dated 15 July 1957 as appelemented by ADC on FACE publications.

2. The following LNG units were furnished advisory taxas during their 1958 summer encampments:

116th	Air Defense Wing				1.80
 125th	Fighter	Group	(AD)	Fla	ARG
134th	Fighter	Group	(AD)	Tenn	
145th	Fighter	Group	(AD)		
156th	Fighter	Geroup	(AD)	PR	
159th	Fighter	Group	(AD)	La	ANO
169th	Fighter	Group	(m).	S C	ANG
	ACM Seu				AND .

3. Following is a brief report on each encempmont:

a. 116th Air Defense Wing Ga (190

(1) There were no major training problems.

(2) Assistance Given by the Advisory Teas:

35th Continental Air Defense Division

representatives gave a complete and thorough in Defense briefing on the 12th of Juns. The Division Fighter Systems Officer, the Director of Intelligence, and a qualified director (ACW) presented a four hour briefing to all of the Operations and tactical personnel that covered the organization and mission of NCMD and subordinate units; the sarial threat to the USA; sircraft control and varning operations and techniques; and fighter operations and tactics. Individual briefings and discussions were held by the Division Director of Materiel and the Director of Personnel with the respective ANG Wing Sections. The ACW director, in addition to participating in the formal briefing, spant many hours in informal discussion on Air Defense Procedures with the pilots of both equadrons during his three day stay at the training site.

(3) A sensentrated instrument training program should be a continuing endeavor in order to make complete transition to AI aircraft easier and faster.

(4) Resume of the Endampment:

(a) The 125th Fighter Interceptor Squadron attended the encampment with 31 assigned pilots and 10 attached pilots; 29 F-84F type aircraft and three T-33's. This was the first op portunity afforded the tactical pilots of this squadron to fire gunnery in the F-SAF. Consequently, the overall average of hits was only 3% for the two week period. In addition to this being the first firing in this type aircraft, the attainment of a higher percentage of hits was critically blocked by bad weather which precluded flying gunnery missions almost entirely during the second week of training. At the end of the first week the pilots were just beginning to hit with some of the more experienced people hitting as high as 25%. 247 F-84F and 120 T-33 hours were flown. Tasse figures further broken down into sorties add up to 130 aerial gunnary sorties; 18 simulated combat sorties; and 25 pro cision instrument sorties. Since weather prevented the high altitude firing which was scheduled the second week, none of the alert ready pilots were able to accomplish the requirements necessary for upgrading to operationally ready. The average aircraft in-com-mission rate for the squadron ran 90% which is highly commendable and is indicative of excellent maintenance and support. All missions flown were thoroughly briefed and oritiqued by highly qualified flight commanders. A mobile control unit was in place and manned for all flying. The overall operation of this squadren was carried out in a highly efficient and professional manner.

(b) The 158th Fighter Interceptor Squadron attended summer camp with 31 pilots, 26 F-84F's and three T-33's. Having had access to a nearby gummery range, the pilots of this equadron had an opportunity to achieve some gummery during the year which gave them an advantage over the other squadron percentagewise (hits). Their overall average in aerial gunnery hits was 9%. On one mission which the undersigned towed for, the squadron commander shot 30,8%, the Group command 24.5%, and the wing executive 46.7%. This was exceptionally good shooting to say the least. As with the 128th, weather was the deciding factor which precluded the attainment of a higher overall average. 360 F-84F and 91 T-33 hours were flown. These were broken down into 160 gunnary sorties; 29 aerial interceptions; 54 simulated scata corties; and 69 precision instrument sorties. For the same reason as explained earlier, this unit also was unable to upgrade any pilots from alort ready to operationally ready. A mobile control unit was in place and manned for all flying. The average aircraft in-controls indicates the excellent maintenance and support received. The overall topration of this spectrum was performed in a very efficient manner.

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(c) An F-86D/L MTU was in place and operating during the encampment. A total of 75 maintenance men attended the course. This training is accomplished in anticipation of the two fighter interceptor squadrons converting to F-86D/L's sometime in the future, possibly this fall.

(d) The 116th Fighter Interceptor Wing had a summer camp attendance of 93.6%. This is a higher than normal figure and it can be termed a successful one. There were 174 officers and 1240 airmen in attendance.

(e) Miscellaneous:

1. During a three day period, 50 pilots went through the altitude chamber at Shaw Air Force Base by prior arrangement.

2. Only one aircraft accident occurred during the encampment. The left main gear of an F-34F dropped down in flight due to a system malfunction (which system undetermined before camp ended). The airplane was successfully landed without further mishap. The main wing spar was damaged and may require a wing change. This same (identical) type incident has happened in the case of 13 other F-34F's.

2. The supervisory personnel throughout the 116th Wing are looking forward to coming under the new Air Defense Wing, Group setup as they feel that they will be better organised under this system to perform the ADC mission.

b. 125th Fighter Group (AD) Fla ANG

(1) There were no major training problems.

(2) Assistance Given by Advisory Team: The 35th COMAD Division briefing team presented four hours of briefing to pilots of the 199th Fighter Interceptor Squadron and the 125th Fighter Group (AD). The 35th Air Division (Defense) Augmentation Fighter Officer and the Director of Intelligence, plus two directors from the 702nd ACW Squadron and one director from the 679th ACW Squadron, covered the operational phase of the briefing as well as organization and mission of NCRAD. Warrant Officer J. J. Hogg of the 35th Air Division Materiel Section spent five hours with the 125th Fighter Group (AD) Materiel Sections explaining ADC systems and methods as well as acquainting himself with the Florida Air Force Mational Guard supply system.

(3) Recommendational

(a) These Air Force Mational Quard fighter units having an M-Day assignment to ADC and having scores to an air-to-air

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rocketry range at their home base not be deployed for summer encampment unless they train at an ADC weapons training base (Tyndall Air Force Base).

(b) That ADC Regulation 55-1, "Criteria for Determining Operational Status of Crews and Aircraft of Augmentation Fighter Units", dated 21 December 1956, be expanded to explicitly determine how to assess a rocket hit on banner targets, del mar targets, drones, or any other type target used. There are no COMAC or NGB publications giving such information or specifically directing that any such system will be used. Assessing of MADAR or scope film shows pilot technique only. The potential of any unit cannot be determined until the effectiveness of the entire vempon system is known as the result of a good assessment of probable hits.

(c) That the CONAC ORI include an assessment of each Air Force National Guard fighter interceptor squadron at its summer encampment through the use of stored wing demeras, Thorton FEI, or any other evaluation system acceptable to an ADC weapons training base.

(d) That night scrazbles not be practiced from Travis Field, Georgia, until adequate taxiway and ramp lighting is installed.

(4) Weather: Prolonged periods of marginal and IPR weather at Travis Field and over the rocketry range (N-157) seriously hampared flight operations. In addition, grave concern by all supervisory personnel over the possibilities of a mid-air collision or a near miss with a commercial carrier resulted in the establishment of 2500' and five miles as operational minimums for the Florida Air Force Mational Guard while at Travis Field. There were only four days of good weather during the fifteen days spent at Travis Field.

Operations:

(a) The 159th Fighter Interceptor Squadron provided its own tow aircraft for RX firing missions and target aircraft for profile missions. Two T-33's, each complete with an Anchor Manufacturing Company wind-driver reel and "basket" were utilised to tow frangible Del Mar targets. A third T-33 was used for instrument training. All profile missions were multiple versus multiple -- three fighters versus two F-86D target aircraft, ongof which carried a reder reflective "bomb" attached to the rocket b

which carried a radar reflective "bomb" attached to the rocket p (b) RT procedures were in accordance with ADC directives and were standard throughout the squadron. Air discipling was excellent. A professional attitude toward flying was manifest among the rated personnel.

(c) All RX firing was standard wolfpack in accordance with ADC Manual 55-5. The tow ship flew at 30,000' unless cloud cover over the range forced the mission to be flown at a lower altitude. All profile missions were flown at 40,000'.

(d) Scope camera film was taken of each RY firing pass and each profile attack. This film was returned for assessing the same day or early the next morning. Each pilot was required to view his oun film. Assessed hits could only be scored by the squadron commander, operations officer, and two other instructor pilots in the 159th Fighter Interceptor Squadron. Each pilot filled out a card during the mission giving a complete radar presentation of each stack. This card, along with scope film, is filed and made a permanent record. Scope film revealed all pilots to be vary proficient in AI operations.

(e) The F-86D operationally ready rate varied from 69% on 27 June to 96% on 3 July with 83% being average for the encampment. A total of 24 F-86D's were at Travis Field for the training period. After each flight, the pilot was required to complete an operational report of the fire control system for benefit of the radar maintenance men.

(f) Each mission was briefed by a flight commander or instructor pilot in accordance with existing SOPs. Armament safety was stressed throughout the encampmant.

(g) The F-S6D flying accompliated fell short of the goal by 146:05 and T-33 time fell short 35:35. The prolonged periods of bad weather were responsible for this. The goals were quite realistic when you consider that the summer camp was programmed to be fifteen days of good, hard flying. In addition to the above, there are five officers in supervisory postions, including the group commander and the squadron commander, who are operationally ready in the F-86D. RX firing hit assessing was accomplished solely on the basis of scope camera film. This showed pilot technique but failed to assess the complete weapon system. Stereo cameras or a firing error indicator are necessary to determine if the RU's went where the scope film indicates they did. Accordingly, the number of hits listed above is probably greater than would have been scored had wing cameras been used and stereo assessing made of each firing pass.

(h) The 159th Fighter Interceptor Squadron provided two F-36D's on five minute practice alert from 1930 to 0530, 23-27 June. A T-33 with a Del Mar target was used for target. It was planned to unreel the Del Mar and provide multiple night targets. The T-33 took off on two nights, but weather was such that attack passes could not have been made and no fighters were scrambled. The weather on the remaining three nights was such that the target aircraft was not even sent airborns.

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c. 136th Fighter Group (AD) Team AND

(1) Major Training Problems:

(a) No major problems confronted the unit during the period. Of necessity the training was diversified in nature due to the varied state of training and experience of the individual pilots. Initially the squadron attempted to conduct rocketry, transition and elementary and advanced radar training missions simultaneously. This plan was gradually modified to concentration on the two major areas of transition and rocketry.

(b) The primary problem was adverse weather which resulted in the cancellation of flight operations for approximately four days. A second problem was having only one T-33 aircraft with which to support tow target requirements for rocketry. However, not one rocketry mission was cancelled due to lack of target aircraft which I consider to be a very fine example of support by the maintenance squadron.

(2) Assistance by Advisory Team:

(a) The advisory team consisted of the following:

1. Team Captain - Operations Officer, 56th FIS.

- 2. One Interceptor Director 663rd ACAW Squadron.
- 3. Six Armament Systems Technicians 56th FIS.

(b) The assignment of the intercept director and armament technicians to enable the unit to acquire maximum rocketry training. Without the latter no such training could have been conducted as the maintenance squadron possessed no qualified armament personnal.

(a) At the request of the fighter squadron the team captain served principally in the capacity of an instructor pilot for transitioning never pilots. This was considered to be a greater need than that of presenting lectures or briefings on overall Air Defense Command procedures. Further, the ground training time available to the squadron was consumed by an F-S5D Mobile Training Detachment which all pilots were required to attend.

(d) In addition to the above, the 58th Air Division placed a G-47 aircraft and crew at the disposal of the fighter group for transporting personnel and equipment to and from the training site.

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(3) Recommendations for Improvement of Puture Training Parisdan By the time of the 1959 encampment this squadron should have all pilots upgraded either to alert-ready or operationallyready status. Therefore the training should be on a more advanced level then was possible during this past period. This training should consist of approximately fifty percent rocketry and an equal amount of high altitude "profile" missions. It is also recommended that the appropriate air division plan and execute a maximum effort exercise once each week of the encampment. These should extend over at least a twelve-hour period and require both day and night operations. These missions should include high altitude, multiple targets employing electronic countermeasures and communications jamming, and in general be designed for maximum realism. Gare should be taken to eliminate long periods of inactivity during such exercises as time is definitely at a promium during the encampment and long hours of "standing alert" without flying would be largely wasted. The squadron should acquire proper Stereo and scope cameras and follow established assessment procodures for rockstry operations.

(4) <u>Resume of Fucanoment</u>;

(a) Operations:

1. Generally speaking, the training conducted was well planned and designed to accouplish the maximum toward upgrading the pilots. Supervision was maintained at a high level throughout the period. Supervisory personnel were familiar with the rapidly changing restrictions on VFR and IFP operations and decisions were consistently made with Safety as the paramount consideration. All missions were properly briefed and executed in accordance with pertinent directives.

2. One deficiency was the lack of proper recording and assessment of rocketry missions. Aircraft were not equipped with either scope or stereo wing cameras. The squadron did use wing root cameras, but the film was not processed and even if available would not have been adequate for proper assessing. The following standard was established for awarding a rocket hit:

g. "A successful rocket firing pass on which the pilot maintained the stearing dot on the reference line (Phase III) for one second prior to rocket fire." NADAR was required to substantiate the redar scope presentation. This did not permit an adequate evaluation of the accuracy of the individual aircraft but was considered to be a reasonable standard for grading pilot proficiency.

2. The following were accomplished during

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the encampment:

cluding the Commander)

b. Filots operationally-ready

a. Total F-860 hours flown

g. Pilots alert-ready

Aircraft accidents: One major aircraft accident occurred when the squadron lost a T-33 aircraft shortly after take-off from home base, McGhee-Tyson airport. Initial investigation indicated possible fuel control failure on both normal and emergency systems. Final investigation was not completed as of the termination of the encampent. Both pilots executed successful bail-out and sustained only minor outs and abrasions.

(b) <u>Maintenance</u>: Maintenance support was excellent both from the standpoint of attitude of the personnel and in providing all aircraft required by operations. The schedule required approximately 2.3 sorties per day per aircraft. Rescheduling of missions due to lack of aircraft was very infrequent. In spite of this heavy requirement the maintenance squadron attained an average operationallyready rate of 91.6%. At the completion of the first week of operation the O/R rate was LOOS. This was accomplished without night or weekend work schedules although the normal work-day ranged from tan to twelve hours. Overall the maintenance support was equal to the best I have ever seen.

d. 145th Fighter Group (AD) N C ANG

(1) <u>Major Problems</u>: No major problems were evident during the encampment. Operations, Maintenance and Supply units functioned very smoothly and efficiently throughout the entire encompment. Minor problems were quickly alleviated as they arose. This was indicative of a well supervised and coordinated program which is to be commended.

(2) <u>Assistance Given by the Advisory Team</u>: The Fighter Systems Officer of the 35th North American Air Defense Division gave an Air Defense briefing on 17 July 1958 to all the assigned and attached pilots. This briefing covered the organisation and mission of NORAD and its subordinate units, and the aerial, submarine and missile threat to the U.S.A. An aircraft control and warning squadron director from the 361st Aircraft Control and Warning Squadron spent three days with the 156th Fighter Interceptor Squadron.

(3) The F-S6L simulator should be made available to the 156th Fighter Interceptor Squadron as soon as possible. The instrument training program should be intensified in preparation of transition to AI fighters.

(4) Resume of the Encampment:

(a) Personnel: A total of forty-five pilots attended the North Garolina Air National Guard summer encampsent. Forty-one were jet qualified of which thirty-five were equadron pilots.

(b) Maintenance: The 156th attended summer camp with 26 F-36F and two T-33 type aircraft. An overall incommission rate of 95% was attained. A total of seven ground aborts during the encampment was experienced. A total of 287.30 F-36F hours and 61:25 T-33 hours were flown.

(c) Operations:

1. All gummery missions were flown against a 6' x 30' polyethelane target with a radar reflector, at altitudes of 17,000 feet (low altitude gunnery mission) and 25,000 feet (high altitude gummery mission), for the purpose of meeting the requirements for qualifying the pilots' Requirements for becoming Operationally Ready qualified consisted of two high altitude gummery sorties with a minimum of 12% hits and two low altitude sorties with a minimum of 17% hits.

2. All missions flown were thoroughly briefed and critiqued by the flight leaders. With very few exceptions air discipline and flight integrity were excellent and those exceptions were quickly corrected. The flight commanders utilized the gunnery camera film to a great advantage which was conducive to the high percent of qualifying missions. A mobile control unit was in place and manned for all flying. The excellent supervision and leadership displayed, produced an efficient and highly successful summer encampment.

(d) Ground Training: An F-86D/L MTH was set up during the encampment. The maintenance personnel and squadron pilots attended three hours per day during the encampment in anticipation of converting to F-86D/L in the not too distant future.

e. 156th Fighter Group (AD) FR ANG

(1) Major Training Problem:

(a) The major training problem was the complete inside usacy of the AN/TPS-1D and the AN/TPS-10D radar sets to perform any type of Air Defense mission. Until this outsoded, short-ranged reder is replaced with ADC type radar, no realistic training can be accomplished by the directors assigned to the 140th Aircraft Control can be aligned with This problem will become even more pronounced as the 197th Fighter Interceptor Squadron progresses in its transition for the F-SGD-36.

(b) As of the first day of the encampment, the group was short fifty-three (53) officers and two hundred and thirtyfive (235) airsen. In addition the 140th Aircraft Control and Warning Squadron was short sixteen (16) officers and one hundred and twenty-four (124) airsen. This was due to the recent activation of the group with its increased personnel authorization and the redesignation of the 140th from a flight to a squadron.

(2) Recommended Solution:

(a) Necessary negotistions for final approval of the 140th Aircraft Control and Warning Squadrow to erect its AM-FPS-6 (height finder radar) and AN/FPS-8 (search radar) on the Punta Salinas site should be expedited. As of 10 August word had not reached Puerto Rico that the U. S. Army and the National Guard Bureau had reached an agreement on use of this site.

(b) A vigorous resruiting program was planned during the summer camp. Its implementation upon completion of the active duty training period should rapidly build up the total strength of assigned personnel.

(3) Assistance given by Advisory Team:

(a) The Commander, 35th NORAD Division, Deputy for Materiel, U. S. Naval Deputy, Director of Comhat Operations, and the Director for Military Personnel conducted meetings with the Adjutant General, the Puerto Rico Air Porce National Guard Commends and associated support sections. The 35th MORAD Division sugmentation fighter officer, the Director of Intelligence and a director from the 361st Aircraft Control and Warning Squadron gave two, twohour briefings; one for the aircrews and directors, and one for the sation and mission of NORAD and subordinate units, Aircraft Control and Warning Squadron operations and techniques, fighter operations and tectics. A threat briefing was given by the Director of Intelligence. Lt Curvino gave six hours of lectures to directors and operation personnel of the 140th Aircraft Control and Warning

(b) The augmentation fighter officer also flew a few tow missions for the 198th Fighter Interceptor Squadron and gave one instrument instruction ride in a T-33.

(c) Informal discussions were held with commanders of the 156th Fighter Group (AD), 198th Fighter Interceptor Squadron, and the 156th CAMRON Squadron and the 140th Aircraft Control and Warning Squadron to initiate actions that must be planned in advance. Items covered were modification of the T-33's to permit their use as a Del Mar tow aircraft, wiring of the F-86D's for installation of

wing cameras, presurement of 16 NM movie gun cameras for recording of rocket firing, advisability of selected pilots and directors visiting the 444th Fighter Interesptor Squadron and the 792nd Aircraft Control and Warning Squadron at Charleston, South Carolina, absolute necessity of pilots and directors working together as a team with joint briefings and debriefings, and discussion associate operational matters.

(4) Recommendations for Future Active Duty Training Periods: The FPS-6 and FPS-8 radar should be brought into operation at the eerliest possible date. This will permit directors of the 140th Aircraft Control and Wareing Squadron to become familiar with their equipment and its operation prior to the initiation of combat crew training by the 198th Fighter Interceptor Squadron. Once the 198th Fighter Interceptor Squadron to be described to a firorews are ready to start combat onew training, the ground control interception radar and the directors should be prepared to perform their function and train with the eircraws as an air defense team.

(5) Resume of the Encempment:

(a) The 156th Fighter Group (AD) presently has assigned one tactical unit, the 198th Fighter Interceptor Squadron. The 140th Aircraft Control and Warning Squadron is not assigned to the group but is directly responsible to The Adjutant General of Puerto Rico.

1. The following chart shows total stiendance of the 156th Fighter Group (AD):

	Officers	Airmen
Authorized	93	711
Assigned	40	476
Present Encomposit	38 (1 at School) (1 on Leave)	367 (106 st Saho (3 on Leave

2. The following chart show attendance for the 198th Fighter Interceptor Squadron.

	Officers	Airmen
Authorized	35	21
Assigned	20	106%
Present Encampment	(1 st school)	15 (#87 to be fored to fored to 93 at Soho
		13 a.s. 2001

(b) Weather: Ideal flying weather prevailed throughout the entire encampment.

(c) Ground School: The 3496th Mobile Fraining Squadron, F-86-23 detachment conducted familiarization courses for the pilots each afternoon on the F-86D sireraft. The sireer not on full time technician status attended MTD classes eight hours a day.

(d) Operations:

L. Four missions were observed in various capacities: as No. 3 man in the gunnary pattern, tow in the T-33 and the F-36S, and observer outside the gunnery pattern. BT procedures were monitored on several other gunnery missions in the operations building of the 140th Aircraft Control and Warning Squadron. BT procedures were uniform and good. Air discipline was excellent.

2. All guarary missions were conducted in accordance with Air Force Manual 335-25. During the first week, firing was done at 20,000 feet. Firing the second week was accomplished at 25,000 feet.

2. Gun descra file use taken on each gunnary mission. The file was available within three hours after the alread't landed. Only a few aircraft had enseras mounted spans to record the sight reticle as well as the target. The remainder of the eight file gunnery file could only be assessed for range and angle off: tracking could not be assessed.

2. The F-B6E average in-commission rate for the entire encampment was 84%. The average operationally really rate was 82%. Aborts were practically non-existent; maintenance was excellent. Maintenance personnel worked many hours after normal only hours to have every possible siroraft available to operations the following day.

2. Military discipline and courtesy anone the airmen was outstanding. It prevailed in every section throughout the entire encampment.

6. Rescue facilities were provided by a PR ANG crash boat patrolling 10 miles out to sea during all flying operations. U. S. Navy helicopters and rescue vessels were also available out of Roosevelt Roads and San Juan. "SAF rescue units were also available out of Ramey Air Force Base.

f. 159th Fighter Group (AD) La ANG

(1) Major Training Problems:

(a) The major training problem encountered was primarily one of airborne redar. This is attributable to a number

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of factors. Both pilots and maintenance crews of the unit were, for the most part, largely unfamiliar with the equipment. situation was greatly aggravated by the fact that the F-360 simulator had not been available at Alvin Callender Field prior to the summer encampment. The unit had attempted to use the simulator at New Orleans Municipal Airport but had been forced to discontinue this training. The lack of a properly air condition building resulted in excessive moisture condensation followed by dangerous arcing in the high power terminals and an unacceptabl component failure rate. No adequate building was available at Alvin Callender, and the equipment had not been moved from the unit's former station at New Orleans. As a result of the pilot lack of experience, they were unable to properly evaluate the radar's performance; and, in addition, when a malfunction occur they were unable to fully analyze the nature of the difficulty. Consequently, radar "write-ups" were frequently incomplete and subject to mental reservation on the part of the maintenance personnel. This naturally compounded the fire control system maintenance problem.

(b) The lack of a radar reflector for the T-33 target aircraft decreased maximum radar detection range and further increased the difficulties confronting the pilots in the combat crew training phase.

(c) The lack of runway lighting prevented night

operations.

(2) Recommended Solutions:

(a) The programmed simulator building at Alvin Callender be completed and the simulator installed as soon as possible. The maximum use should then be made of the simulator during scheduled drills to acquaint assigned pilots with radar fundamentals and in-trail tactics.

(b) Radar reflectors be secured for the assigned

T-33 aircraft.

(3) Assistance Given by ADC Advisory Team:

(a) The 35th NORAD Division briefing team presented two hours of briefing to pilots of the 122nd Fighter Interceptor Squadron and the 159th Fighter Group (AD). The 35th Air Division (Defense) Augmentation Fighter Officer and the Director of Intelligence covered the organisation and mission of WORAD and subordinate units.

(b) Captain E. L. Scott of the 35th Air Division Director of Operations and Training conducted 20 hours of academic instruction on the E-4 Fire Control System and Standard ADC Tactics for Fighter Interceptor Operations.

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Encampments:

1

(4) Recommendations for Future Active Duty Training

(a) Future Field Training Periods of this unit be devoted to qualifying all assigned tactical aircrews in rocketry and to upgrading all crews to an operationally ready status. This training should be accomplished in accordance with standard ADC tactics.

(b) To achieve this goal, the P-86D simulator should be used to a maximum during the scheduled drill periods prior to the next encampment. In conjunction with this training, appropriate academic instruction should be given by the best qualified personnel.

(c) Immediately prior to departing for the maxt Field Training Period, both simulator training and academic instruction should emphasize target separation and rocket range procedures.

(d) Aircraft should be wived for wing caparas and circuits checked prior to departing Alvin Callender Field.

(e) Action should be taken to secure sufficient N-6 cameras and mounts, either on a permanent or a losn basis, prior to the next encempment.

(f) All missions during the Field Training Period requiring ground radar control be coordinated a day in advance. Final detailed coordination should then be effected ismediately prior to each mission.

(5) Resume of the Encampment:

(a) The expressed purpose of this Field Training Period was to complete transition of assigned pilots into the F-36D and to accomplish as much of combat crew training as possible. In support of this mission all related functions of the group would be exercised.

(b) Twenty F-36D sircraft of a total of twentytwo assigned and the squadron's three assigned T-33 sircraft were deployed to Gulfport. These aircraft were in position by neon on 17 August, the first day of the encampment. One of the two F-86D's left at Alvin Callender Field was not scheduled to deploy because of required maintenance. The other aborted prior to departure and was not subsequently deployed to Gulfport. Two additional T-33 aircraft, on lean from the Texas Air National Guard, were attached for the duration of the training period.

(c) Rinety-seven percent of assigned officer personnel of the 159th Fighter Group (AD) and ninety-five percent

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of assigned airmen were present for the encampment. The overall attendance was slightly in excess of ninety-five percent.

(d) The 159th Consolidated Aircraft Maintenance Squadron maintained a high aircraft in-commission rate throughout the training period. The operational ready status rate ran comsiderably below this figure because of radar maintenance dirficulties previously discussed. The highest aircraft in-commission rate was 92.4% and the lowest was 71.0%. The highest and lowest operational ready percentage figures were 50.5% and 11.5% respectively

g. 169th Fighter Group (AD) SC AND

(1) Major training problems encountered during training period and suggested solutions:

(a) The radar incommission rate was low juring the encampment. This was due mainly to lack of parts and brained radar maintenance personnel. The lack of spare parts for the S-4. FGS will be eliminated by acquisition through normal supply chemnels, and as soon as more airmen complete the radar maintenance training course there will be no lack of trained personnel.

(b) Better coordination is needed between Congares and the Sólst AC& Squadron. There is an engineered circuit at Congares Air Base, but this land line is operational only during exercises and in the event of hostilities. A circuit which is operational at all times would aid greatly in the training of the group. The main problem is one of funds for the "hot line". Since proper training of all-weather units is dependent on good soordination between fighter squadrons and GGI stations, the possibility of making funds available for this circuit be investigated.

(c) A Madar machine is needed for training purposes. General Wilson stated in a Commender's conference during the encampment that these machines would become available to Mational Guard units starting 1 September 1958. If these training aids are distributed on schedule this problem will be solved.

(d) Reflectors are needed for the 7-33 aircraft so they can be utilized as simulated targets. Until reflectors are available through normal supply channels, the group will utilize other F-86L's with locally manufactured reflectors as targets.

(2) Assistance given by the advisory team captain:

C

(a) One formal briefing was given on the E-4/Fire Control System and F-S6L operation; as well as several informal briefings on problems encountered during the encompment. These briefings included pilot techniques for better operation of radar

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and procedures for snake tactics. Eight missions were flown in the F-86L with the group, observing several preflights, and attending many of the pilot briefinge. Visibs were made to the maintenance areas and discussed possible future problems with the Electronics Officer and the North American Technical Representative.

(b) In addition, Major Burks and Major Bunniout from 35th Air Division, and Lt Russell from 36th AGAW Squadron gave a very comprehensive briefing to all flying personnel. This briefing consisted of composition of the Air Defense Command and 35th Air Division, a general intelligence briefing, and procedures to be used between the GCT station and the 169th Fighter Group. In addition to this briefing, Lt Russell stayed with the group for three days and was of great assistance to all flying personnel. He answered many questions and held many informal briefings on intercept tactics.

(3) It is recommended that the 169th Fighter Group (40):

 (a) Obtain wing cemeras in preparation for rocket firing.

(b) Hold more mass or general briefings and debriefings for better control and standardization.

(c) Increase instrument program in preparation for all weather operation.

(4) Brief description of encampment:

(a) The 169th Fightam Group (AD) began their summer braining period 3 August 1958, and concluded the encampneo 17 August 1953. The entire training period was conducted in a professional manner and no major discrepancies ware found.

(b) The attitude of the pilots was excellent. Although new to the F-86L and the all weather concept, the pilots were enthusiastic about the sireraft and performed their training missions in a serious, professional manner. The first week of training involved transition and "One or One" reder missions; during the second week suppasis was placed on "Snake" tactide at medium altitude. No profile or rocket missions were attempted during the encampment; however, these missions will be accompliable at a later date in secordance with pilot proficiency and acquisition of towing apparature.

(d) The average flying time of pilots in the 169th Fighter Group (AD) is 1,250 hours (mostly fighter time).

(d) The conduct of officers and man was excellent,

and commanders did not find it necessary to take any disciplicary action. The commanders and men of the 169th Fighter Group extended to me the utmost respect and courtesy, and were most interacted in any suggestions I made in their behalf.

(s) Humber of sorties flown and total hours flown is as follows:

Airgraft	Sortigs	Houra
T-33	89	94
F-86L	375	

h. 140th Aircraft Control and Warning Squadros P D AND

(1) The range and capability of this equipsent is very poor. Interceptor type jet aircraft are almost impossible to paint on the search radar. Skin paints of airliners are obtainable at low and medium altitudes to a range of approximately 40nm. The height finder is capable of picking up jet fighters and airliners at a range of about 60nm at low and medium altitudes.

(2) The present location of the site is poor for radar coverage even though for logistical support and coordination with the 156th Group and 198th F.I.S. it is excellent. The 140th ACLROM is presently located adjacent to a parking ramp near the banger (National Guard) at the extreme eastern end of San Juan International Airport.

(3) A new site has been proposed for the 140th with newer permanent type long range equipment. The proposed new location was found satisfactory in a recent site study made by a term of experts. The real estate for this new site is at Fta. Salinas, about 12nm west of the present location, a 45 minute drive by motor vehicle

(4) Some of the equipment programed for the new site has already been received. A complete MRD-6 (UMF/DF equipment), approximately 75% of the PPS-6 (height finder) and a partial shipment of UPA 35 (ppi scopes) has been received. As yet none of the FPS-8 (search radar) equipment has arrived. The equipment already receives is being stored in crates in a National Oward warehouse about 20 miles from San Juan, in a town called Toruguere.

(5) The afternoons were free since the pilots had class-room instruction and other training. The ACARON Advisor from 35th used this time to give classroom instruction to the airmen of the 140th. They were instructed in all phases of ACMAON operations and procedures and were briefed about the ADC picture as a whole system.

(6) The directors were given lectures and informal briefings in the controlling of intercepts and their duties in a Direction Genter. On two occasions some of the pilots and the directors were brought together to discuss the tactics and teamwork involved in successfully accomplishing the mission. The directors were also included in the sugmentation briefing given by the 35th Air Defense Division briefing team.

(7) It is possible that in the near future the 198th F.I.S. might be augmented with PS6D type aircraft. With this in mind, the mission of the next Summer Camp might be rocketry. If this is true, it will take much practice towards building Director-Filot teamwork to make the next Summer Camp auccessful. This also means that the 140th ACWRON will have to be operational with the proposed new equipment as soon as possible. The directors will need to have as much practice in running intercepts as possible throughout the year preceding the next Uncampnent. This will take full cooperation and coordination between the 198th F.I.S. and the 140th ACWRON.

(8) At the present time the 140th MOWRON has the following equipment for use in its operations.

> TP TP OP 2A 15

'S 1D	Secroh radar
S 10D	Height finder
X 17	IFF
N/DRC 32	UMF ground to air radio
JIC	Target simulator (inoperative)

(9) During this 15 day Summer Gamp there were no ground controlled intercepts accomplished. One of the reasons was because of the primary mission of the 198th F.I.S. during this period. The mission of the 198th F.I.S. during this derial Gunnery. This was a difficult task which required the scheduling of many missions. In order to accomplish this the FSSE's were flown without drop tanks. This gave them less flying time, shorter turn around and thus more missions. Due to this decreased fuel load the pilets had no time to work with GOI. They would simply rendezvous with the tow-ship over a known land mark and fly out to the range, fire, and come back as quickly as possible. Occasionally the Directors of the 140th ACMRON would be asked by the pilots to join them with the tow-ship. This mission of the 198th F.I.S. is probably the most important reason why during this Summer Encampment no ADC interceptions were accompliable.

(10) Another reason for lack of intercepts during this 15 day Camp and throughout the year previous to this Camp is the poor equipment of the 140th as stated earlier. In addition to poor radar the IFF at the radar site was not completely dependable. Also even though the aircraft of the 198th were maintained excellently,

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very little priority was put into maintenance of the transponder. Thus there has been a situation that most of the time either the IFF equipment on the ground or the transponder in the aircraft was not working properly or both.

(11) Due to this situation little or no training has been accomplished towards building a good Pilot-Director team. This has resulted in having directors who, even though they have the sollity and capabilities, have not become proficient in controlling of intercepts and pilots who have not become familiar and competant of flying intercepts under control of directors.

(12) The Commander of the 198th F.I.S. is a vary competent pilot and has worked in ADC for a number of years. He has stated that as soon as the Radar site equipment becomes dependable he will do everything in his power to have his pilots work with the directors and thus build good Pilot-Director teams.

4. The above summer encampments showed each unit to be more closely aligned with the Air Defense Command. Not only did more units have AI fighters, but all units had a greater sense of purpose in their mission. More and more former ADC AI pilots were included in the rolls of each fighter squadron. Evidence of cross-training and efforts to coordinate training with associated AG&W Squadrons was obvious. The increased number of air advisors with an ADC background has helped immeasurably. Transition from Hear day fighters to AI fighters is cometimes reluctant, but once the inevitable is present, transition has been smooth and the challenge of becoming a professional AI pilot has been tackled eagerly.

5. It is suggested that all Fighter Interceptor Squadrons having a weapons fir ing range accessable to their home base, not deploy during summer samp. Mobility is no longer a pre-requisite for an air defense squadron, but absolute familiarity with the home base and facilities is as well as alternate recovery fields. One exception would be deployment to an ADC weapons training base such as Tyndall APB.

6. It is also suggested that paragraph three of the 125th Fighter Group (AD) report be applicable to all ANG units AI equipped.

7. Quarterly visits were made to each ANO unit in the 35th Air Division area. Many minor bits of assistance has been rendered including preparation of the Louisiana ANG for their daylight elert commitment, development of AF 10's, assistance in planning and preparation for receipt of new aircraft, and a two - day ANG Tactical Commanders Conference at Headquarters 35th Air Division.

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8. WORAD Regulation 55-4, Briefing of Augmentation Units, dated 31 January 1958, should be changed to provide for the augmentation briefing to be given annually instead of semi-annually. There is not sufficient change in briefing material in a six month period, and the relative stability of personnel in the ASC units results in repetitious briefings to the same people.

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FOR THE COMMANDER:

A WARREN LENIZ LT. COL., USAF ASST. ADJUTANT

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580PR

10 June 1958

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SUBJECT: Augmentation Units Assigned to the 58th Air

TO:

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

Division (Defense)

1. References:

a. CFECR Plan 1-57, "Joint Air Defense Plan Eastern Region U.S.", 1 October 1957.

b. EADF War Capabilities Plan, 15 July 1957.

c. ADC letter, "(Unclassified) Air Defense Command Policy on Reserve Components in Air Defense", 21 March 1957.

2. This division is currently assigned augmentation units which would be of doubtful value at the outbreak of hostilities and which might even impede the conduct of air defense operations. It is recom-mended that the units listed below be deleted from our augmentation forces for the reasons indicated.

3. The 214th AAA Group (National Guard)

a. Component units are spread over a four-state area.

b. Because of range and altitude limitations, the 90MM gun is not adequate for the air defense of the Oak Ridge area.

c. The 2nd Regional Army air Defense Command advises the unit could not assume defense positions until five days after mobilization.

d. Costly communication circuits will have to be installed to provide intelligence and liaison.

4. The Naval Air Reserve Training Unit, Port Columbus NAS, Ohio

a. The unit cannot maintain a 24-hour operations for lack of sufficient trained maintenance personnel.

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580PR, 58th AD(D), Subject: Augmentation Units Assigned to the 58th Air Division (Defense)

b. Personnel are located over a four-state area.

c. The proficiency of the aircrews is limited as they only train two days per month plus a two-week summer training period.

d. The pilots have not fired gunnery in more than two years.

e. The aircraft do not have an airborne intercept capability.

f. No ammunition nor ammunition storage is presently available.

g. The use of these aircraft could saturate our control sites.

h. The station would require the installation of communications circuits into the air defense net.

5. The Marine Air Control Squadron "25, Port Columbus NAS, Ohio

a. The unit cannot maintain a 24-hour operation because of the lack of qualified radar controllers. There is only one qualified radar controller available and the proficiency of the reservists is considered to be low.

b. The personnel are located over a four-state area.

c. In addition to the fact that the unit has a low air defense capability, the Marine Corps requires this unit to be ready to re-deploy on 46 hours notice and a portion of equipment is kept packed to meet this requirement. It is probable that the unit would not be available for augmentation use.

d. The station would require the installation of communications circuits into the air defense net.

6. Air National Guard (Fighter Day) Augmentation Forces

113th	Fighter	Day	Squadron	Terre Haute, Indiana	F-84F
162nd	Fighter	Day	Squadron	Springfield, Ohio	F-84F
164th	Fighter	Day	Squadron	Mansfield, Ohio	F-84F
166th	Fighter	Day	Squadron	Columbus, Ohio	F-84F

a. These units have a primary mobilization assignment to TAC.

b. The units do not have an airborne intercept capability.

c. The units are training as fighter bombers.

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d. The use of interceptors of doubtful capability could saturate our control sites.

e. Communications circuits must be maintained to unit whose capability is doubtful.

7. Deletion of these units would be in line with current ADC policy regarding employment of the Air National Guard in EADF as expressed in paragraph 3g(3) of ADC letter, Subject: "(Unclassified) ADC Command Policy on Reserve Components in Air Defense" dated 21 March 1957. The reasoning cited in the letter is equally applicable to Navy augmentation units in this area which cannot provide us an immediate effective use.

8. This correspondence is classified Secret in accordance with paragraph 30b, AFR 205-1.

> WILLIAM E. ELDER Colonel, USAF Commander

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5

580PR, Hq 58th ADiv (Def), 10 Jun 58, Subject: (U) Augmentation Units Assigned to the 58th Air Division (Defense)

OPP 1st Ind 30 June 1958

Hq Eastern Air Defense Force, Stewart Air Force Base, New York

TO: Commander, CONAD Forces, Eastern CONAD Region, Stewart Air Force Base, New York

1. Basic correspondence is forwarded for comment concerning the desirability of reducing augmentation units in any form at this time.

2. This indorsement is UNCLASSIFIED.

FOR THE COLDIANDER:

N. J. NEIDHARDT Captain, USAF Asst Adjutant

S-CFE-1476-58

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580PR, Hq 58th ADiv (Def), 10 Jun 58, Subject: (U) Augmentation Units Assigned to the 58th Air Division (Defense)

CFEOP-W 2nd Ind 11 July 1958

Hq NORAD Forces, Eastern NORAD Region, Stewart Air Force Base, New York TO: TO: Commander, Eastern Air Defense Force, Stewart Air Force Base,

New York

1. Concur with basic letter from the 58th Air Division.

2. This indorsement is UNCLASSIFIED.

FOR THE COMMANDER:

SOMERVILLE E. DILLON 1st Lieutenant, USAF Adjutant

5-NFE-1476-58

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5

HEADQUARTERS 12ND AIR DIVISION (SAGE) UNITED STATES AIR FORCE DOBBINS AIR FORCE BASE MARIETTA, GEORGIA

JAN 19 1969

SUBJECT: Consolidated Report of Visita, RCS: ADC-TT

Commander Eastern Air Defense Force ATTN: EACOT-R Stewart Air Force Base, New York

1. <u>122d FIS</u>. Training problems arise from the relatively lownumber of operationally ready aircraft available to operations. The unit assumed a 24-hour alert commitment this quarter and has received valuable experience in preparation for operation in conjunction with the forthcoming Gulf ADIZ. The unit is capable of fulfilling its mission in a limited fashion. Construction of an alert pad closer to the end of the runway is a much needed item.

2. 128th FIS.

a. Conversion to the F-E6L started this quarter. Tach of a simulator has necessitated aircrews going to Knoxville, Congares, and Charleston for simulator training. The Air Advisor is well qualified. Capability of the Senior Air Advisor is vouched for by his record in the 1958 William Tell meet when he made a perfect score in the F-86D as Team Captain of the Florida Air Force National Guard Rocketry Team.

b. Training in the F-86L will be greatly hampered by the cancellation of installation of a TVOR facility at Dobbins Air Force Base. The Navy has programmed a TACAN facility for the base in the "future" and the F-86L's are programmed for TACAN conversion in the "future". Meanwhile, operation out of Dobbins Air Force Base with the F-86L is strictly a VFR operation with an all-weather fighter.

3. <u>151st FIS</u>. This unit converted to the F-86D less than one year ago and has progressed rapidly. All ADC facilities left at McGhee Tyson Airport are being used by this squadron re: alert hangar, hydrant fueling system, maintenance hangar, readiness building, etc. The aircrews are well qualified and the squadron is capable of performing its mission.

4. 156th FIS.

a. The 156th Fighter Interceptor Squadron went off active ADC alert the end of the quarter. This squadron has been the most

active Air Force Mational Quard participant in air defense exercises. The pilots are very well qualified as a result of this participation, plus the rotation of the alert commitment among the pilots. The operationally ready rate of this unit has always been the support of any Air_Force National Guard fighter interceptor squalment active an N-Day assignment to the 32d Air Division.

b. The unit is in need of ground handling equipment for the P-861. One F-861 has been assigned the squadron for both a dapter pads for the aft section has never been pulled for lac adapter pads for the aft section folly. This is just one example of the shortages existing. The 156th Fighter Interceptor Squam has asked that no additional F-861's be assigned until alequate ground handling equipment is received.

c. An F-26D simulator arrived this guarter and is being utilized in preparation for the forthcoming transition to be 7

5. 157th FIS. Conversion to the F-PAL was rapidly convicted this quarter and proparations for assumption of active ADL along 1 January 1959 were consummated. Lack of approval of a Category A AFIC for Congaree Air Base resulted in a unit on active ADL along limited to VFR operations. A TVCA is on band at this field. Installation and operation of this equipment will provide a mich better instrument approach procedure since the nearest VCA active (Columbia VCA) is 13 miles from the field. The 157th Fighter States ceptor Squadron is capable of fulfilling its mission.

6. <u>159th FIS</u>. This squadron has not been very active in air defense exercises in the past two years. The present conversion of Airborne Intercept fighters may very well bring about a charge for the better. The unit is primarily composed of day-fighter rilets with little or no AI background. This squadron will have no capability for the next three months and a very limited capability for the following three months.

7. 159th FIS. The 159th Fighter Interceptor Squairon is capable of performing its mission. Each qualified pilot states active ADC alert at least once per month. Profile and rocketry missions are flown year 'round. This squadron won the F-86D/L competition in the 1958 William Tell event. Time and again, this squadron has proved its ability in air defense exercises.

8. <u>198th FIS</u>. The 198th Fighter Interceptor Squairon is still in the initial stages of conversion to the F-86D. Supervisory personnel are well qualified but experience drops off rapidly from .* there down. Air defense operational training has been nil because of the extremely short range radar possessed by the 140th Aircraft Control and Warning Squadron. The 198th can perform its mission on a very limited scale due to a shortage of pilots and ineffective GCI equipment.

2

9. 140th ACMRON. The 140th Aircraft Control and Warning Squadron has had very little effective air defense training because of the inadequate equipment and the low experience level of nost assigned personnel. The men are eager and anxious to learn. Cominstallation of the FPS-6 and FP3-8 at Punta Salinas, practical is defense training can be accomplished with the 198th Fighter Interceptor Squadron. Installation of the FPS-6 and FP3-8 should be expedited in order to have an operational site ready when the 15 Fighter Interceptor Squadron starts air defense training is the F-86D.

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FOR THE COMMANDER:

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109

21. OCT 1958

26TH AIR DIVISION (SAGE) UNITED STATES AIR FORCE Roslyn Air Force Station, Roslyn, New York

SUBJECT: Consolidated Advisory Team Report (EADF TO)

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

TOO

1. In accordance with Air Porce Regulation 45-6 dated 14 October 1955, Air Defense Command Supplement-1 and EADF letter EAOOT-TR, dated 14 March 1956, the following report is submitted:

a. Major Training Problems Encountered During_ Training Periods:

(1) Aircrews did not possess adequate knowledge of aircraft systems and operating limitations, AFR 60-10, and instrument procedures.

(2) Most crews encountered difficulty in completing simulated firing on high altitude targets flying at 35,000 reet and above.

(3) No and N9 cameras were in poor condition resulting in approximately 30% of total passes unassessable due to the faulty cameras.

(4) Lack of modification kits for gun sights contributed to lower scores.

(5) Gunnery range R-70 is considered marginal for high altitude 2.75 rocket firing due to its size.

(6) Inability of maintenance personnel to realize the importance of aircraft fluid leaks and to take necessary corrective action.

(7) Indications of deferred maintenance.

addition of

OOT, Det 1, 26th AD (SAGE), Subj: Consolidated Advisory Team Rpt (EADF T6), Cont'd

program.

(8) Inadequate or lack of any corrosion control

b. Recommended Solutions To The Above Problems:

(1) Ground school classes should be established to provide aircrews with instruction on aircraft system, operating limitation, AFR 60-16 and instrument procedures.

(2) Schedule additional simulated firing missions at 35,000 feet or above.

(3) Insure that No and N9 cameras receive proper maintenance.

(4) Modify gun sights in accordance with TOCLLE7 -2-2-2-501 and 501A.

(5) Investigate the possibility of extending range R-70 to the west.

(6) Maintenance personnel will require additional instruction and supervision by section heads and engineering officers to insure that maintenance work will meet the desired standard.

c. Assistance Given By Advisory Teams:

(1) Aircrews and key staff personnel were given a briefing on the following subjects: NORAD structure, tactics, ADC Manual 55-5, SAGE System, Intelligence reports on Russian bomber capabilities and defenses and the current intelligence situation.

(2) Detailed critiques were held after each exercise that included:

(a) Briefings by operations personnel, flight commanders and flight leaders.

2

OCT, Det 1, 26th AD (SAGE), Subj: Consolidated Advisory Team Report (EADF T6), Cont'd

(b) Proficiency of supervisory personnel and aircrews in assigned aircraft to include knowledge of aircraft systems, tactics and procedures.

(c) Flight discipline and RT procedures.

(d) Preflight and setting up of aircraft for

scrambles. .

(e) Teamwork with ACWRON.

(f) Fighter tactics used and success attained in making attacks against target aircraft.

(g) Effectiveness of ACWRON control.

(h) Ability of the squadron to perform the air , defense mission.

d. Recommendations For The Improvement Of Future Active Duty Training Periods: (Other than those mentioned in paragraph 1b

(1) That scramble type missions be conducted on a recurring basis at units home stations.

(2) Maximum effort weekend exercises be scheduled during the year to coincide with scheduled drill periods.

(3) Limited participation of AFNG squadrons on weekdays and in combination with active Air Force units is also recommended.

(4) To use the AFNG in a combat situation or in maximum or limited participation in air defense exercises on adequate scramble circuits are necessary. It is recommended that toll terminal circuits which have proven to be too time consuming in exercises be replaced with full period or engineered military circuits to be compatible with SAGE operations.

3

OOT, Det 1, 26th AD (SAGE), Subj: Consolidated Advisory Team Report (EADF T6), Cont'd

(5) The 139th FIS (Day) was encamped at Hancock Field, Syracuse, New York. Syracuse is a joint use field and the training was greatly curtailed because of this fact. Delays in ARTC clearances and priority civilian traffic precluded flying on bad weather days. No GCA is available at Hancock Field. Recommend this unit train at Otis AFB, Massachusetts in 1959, as Otis AFB can provide the unit with GCA and RAPCON facilities during bad weather conditions.

e. Brief Resume Of The Conduct Of Each Encampment:

(1) The 103rd FIS deployed to Hancock Field, New Yorkfrom 7 June through 21 June 1958. During this period the unit participated in Operation "Shake Up", a joint ADC - 32nd Air Division exercise. Twelve (12) F-94C were scrambled within twelve (12 minutes under actual IFR conditions. The 103rd FIS flew 109 radar training sorties in addition to rocketry sorties. Special note of the cooperation and capability of the 656th ACWRON was made by the AF advisor.

(2) The 137th FIS encamped at Hancock Field during the period 2 August through 16 August 1958. Approach facilities at this field have been previously mentioned. In addition the 137th FIS flew four (4) GCI sorties which resulted in successfully assessed gunnery film.

(3) Personnel from units deployed to Hancock Field visited the Syracuse SAGE facility.

(4) The 142d FIS encamped at Travis Field, Georgia during 20 July through 3 August 1958. The 142d FIS furnished four (4) aircraft on five (5) minute alert status for two (2) days during the training period. Twenty-four (24) scrambles were accomplished during this two (2) day period with fifteen (15) successful intercepts completed.

(5) A pilot survey was prepared by Boston Air Defense Sector and given to all aircrews to test their knowledge of aircraft systems, current regulations and procedures as a gage to determine what phases required additional coverage by unit operations personnel.

OOT, Det 1, 26th AD (SAGE), Subj: Consolidated Advisory Team Report (EADF T6) Cont'd

(6) Two minuteman exercises were conducted under the control of Boston Air Defense Sector Direction Center. One exercise was conducted under the control of the manual AC&W site. Inclement weather caused the cancellation of one mission. The exercise will be rescheduled during October.

(7) Maintenance personnel of the Boston Air Defense Sector team were responsible for furnishing supervisory assistance and guidance concerning material activities to the AFNG. In general all units were considered satisfactory.

f. Summary Of Advice And Assistance:

(1) Assistance rendered was as outlined in AFR 45-0. It is important to note that each unit in the New York Air Defense Sector has converted to its present UE aircraft during the last year. The level of operational readiness shown by these units during their active duty period was complementary to all assigned personnel.

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FOR THE COMMANDER:

VINCENT COLASUONNO

lst Lt, USAF Assistant Administrative Officer

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85ADOOT-AF

SUBJECT: Concolidated Advisory Team Report (RCS: ADC-TS)

TO: Commander Eastern Air Defense Force ATTN: EAOOT-R Stewart Air Force Base Newburgh, New York

1. The following report is submitted in accordance with latter Headquarters, Eastern Air Defense Force, subject; Advisory Teams for Air National Guard 1958 Field Training Encomponents, dated 18 May 1958. The report covers the active duty training encomponent of the 113th Fighter Interceptor Wing (ANG) at Travis Field, Savannah, Georgia, during the period 20 July through 3 August 1958.

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a. Team members:

The advisory team consisted of the following officers: Major Samuel C. Harris, 771st ACWRON, Team Chief; Major Daniel, 26th Air Division (Defense), Captain Chester H. Lane, Jr, 85th Air Division (Defense).

b. Training Problems Encountered:

In general Travis Field is well organized and equipped to take care of the training meds of encamping units. Several discrepancies were noted which affected the training of a large unit (& equadrons, approximately 107 aircraft) as indicated below:

(1) There was no de-arming area provided. The taxi way had to be utilized, this caused a delay in taxing of all aircraft of up to 30 minutes.

(2) The target R/W 23 is asphalt, when temperatures were in excess of 90° the aircraft would sink into the asphalt thus in addition to tearing up the runway often incapecitated the target aircraft.

(3) There was insufficient fire fighting equipment.

e. Recommended solutions to above problems:

(1) De-arming areas be constructed on both sides of runway 27 well clear of the taxi ways.

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(2) Knowny 23 now is concrete for the first 1000', this should be extended to 2000' so the target aircraft may make his hock-up and initial take-off roll on a hard surface.

(1) That sufficient and well equipped fire fighting equipment be provided and that all be UHF radie equipped.

d. Assistance given by advisory team;

(1) The advisory team planned, supervised and conducted an eight (8) day air defense exercise for the 113th Fighter Interceptor Wing (ANG). A break down of results is provided in Inclosure #1. In conjunction with the exercise, team members conducted both individual and group briefings on ANC procedures and intercept techniques throughout the eight day exercise period.

e. Recommendations:

That Air Defence exercises during summer encampment be discontinued and all effort of the Wing be expended on a program of summery, transition, instruments and fighter tactic training so as to increase the combat readiness of all pilots. That the Augmentation Forces Officer establish a program whereby each squadrom participate in an Air Defense encreise conducted during are drill period such 3 months.

f. Briaf Resumes

The light Pighter Interceptor Wing (ANG) again gave every indication of being a thoroughly trained and well disciplined unit. It is a completely self sufficient organization capable of all internal functions, including supply, maintenance and administration. A break down of training accomplishments is included in Inclosures 2, 3, 4 and 5.

2. Assistance to the 113th Fighter Interceptor Wing (ANG) and 104th, 121st and 167th Fighter Interceptor Squadrons (ANG) since 1 January 1958 has consisted of the normal augmentation forces briefings and solvisory visits.

FOR THE CONMANDER :

5 Incls

1. Resume of ADC Missions 2, 3, 4, 4 5. Training Accomplishments LEAVITY A. SHERTMER, JR. Captain, USAF Adjutant

Ecodequarters 307H AIE DIVISION (DEFENSE) United States Air Force Willow Run Air Force Station Belleville, Michigan

111

DOT7

SUBJECT: Commelidated Advisory Team Report (RCS: ADC 7-5)

201

Commander Rastern Air Dafense Force ATH's EACOT-R Stewart Air Force Base Neeburgh, Mew York

1. Reference EADF letter RA007-R dated 14 May 1958, the following consolidated Advisory Team Report is submitted.

a. 112th Air Defense Wing - Pennsylvania Air Mational Quard.

(1) Major training problems encountered during training

periods.

ful # 3

(a) Neither fighter squadron was operationally ready during the encampment paried due to the recent conversion from F-ShF to F-ShL eircraft. Consequently, this period was used primarily to further transition and alert-readiness training. The main problem observed was a low E-h fire control system in-consission rate. This seemingly resulted from a lack of technical assistance to maintain these systems. The light Air Defense Ming and squadroms do not have an E-k system technical representative assigned. They have reached a point where technical assistance is required to stain a higher E-k in-commission rate and to achieve peak performance from these systems. Also, the Wing is lacking much of the test equipment needed to maintain the E-k systems in peak condition.

(2) Recommended solution to this problem.

(a) At least one Hughes Technical Representative be assigned to the Wing; if not on a permanent basis, then for a period of at least six months.

(b) Beceasary test equipment should be procured.

(3) Assistance given by the Air Defense Command Advisory Team. Every oppertunity to discuss the aircraft, its measure system, air defense and GUI procedures, etc., was taken advantage of by the team captain and the AGEN members. Group briefings were held, but next information was disseminated on an individual basis. The members of this advisory team flow a representative member of missions during the encampment to observe first-hand the ability of the pilots and procedures being

DOIF, SQ 3022 ADIV (DEF), Subj: Consolidated Edvisory Tesa Report (R38: ADC T-5)

employed. Other assistance consisted of lision with the 32nd Air Division to coordinate participation by the libth Squadron in an Air Defense exercise and to arrange an orientation tour through the SAGNE unit for personnel of the Wing. Close lision was maintained by this team with the Ll2th Air Advisor Staff throughout the encompment. Cooperation received was excellent.

(h) Recommendations for the improvement of future active duty training periods.

(a) Prior to the next encampsent period a concentrated affort should be made by the two fighter squadrons to achieve complete all-weather capability by:

1. Establishing a continuous program of hood, meather and night flying training.

2. Taking advantage of every opportunity to participate in air defense exercises.

3. Develop an at-home rocketry program.

h. Utilizing GCI control to the fullest extent possible to affect mutual training of one unit by the other. Periodic visits should be made to the GCI sites by the pilots to promote further anderstanding of inter-related problems.

(b) If Hancock Field is to be used for future encomparents:

1. A scramble and recovery procedure (SARP) should be catablighed to expedite air defense flying training when the field is under LFR weather conditions.

2. The packing ramp should be provided with lighting to facilitate might alert and other night flying activities.

(5) Brief resume of the conduct of the encampsent. The lifth Fighter Intercepter Wing was in place at Rancock Field, Syracuse, New York, on 21 June 1958 as scheduled. A concentrated flying training schedule commenced the following day and continued through noon on a July 1958. Due to recent conversion to the F-661 aircraft mather the bloth nor the 147th Fighter Interceptor Squadron was operationally ready, though the 146th was further advanced in its conversion than the 147th. The 147th was still engaged in transition training of its pilots. The bloth almost completely through with transition, concentrated on interception training with its schedule about equally divided between actual directo-air rocket firing and dry run intercepts. The T-33 aircraft toxing the DelMar targets were utilized for the actual firing

DOTP, NO 30th aDiv (DEP), Subj: Consolidated Advisory Team Report (NCS: ADG 3-5)

missions. Approximately 10% of the pilots of the light finished their training during this period and qualified as combat-ready crews. The light participated in one. 32nd Air Division exercise during this period. On the one day that the weather was too bad to fly, a complete briefing on the E-b fire centrol system was presented to the pilots by Sughes Aircraft Representative who came to Hancock Field for the specific purpose. Several pilots and other Wing personnel visited the SAGE unit for an erientation tour. In summary, the lifth Fighter Interceptor Wing summer encampment was felt to be as successful as could be expected under the circumstances. This type operation was a bit premature as far as the lifth Squadron was concerned; however, their transition programs was not hindered by the encampment. The training program was well organized and conducted effectively.

(6) Summary of all other essistance provided the recipient unit since the last summer encampront.

(a) One Division exercise was accomplished since the last summer encampment. Several others were attempted but were called off due to climatic conditions. Other factors that prevented exercises such as this was due to the units conversion of aircraft and preparation for this years summer encampment. Both summer encampment to intercepts with the 552nd ACMS Squedron since summer encampment to obtain higher qualifications in preparation for various ADC exercises.

(b) Two highly qualified F-66L IP's were assigned to the squadrons for a forty five day period to assist in transition check outs.

(c) A thorough briefing was conducted at this beadquarters and this Division's subordinate units for ten Senior - 112th Air Befense Wing and Air Force Advisory Personnel during the period 1 April 1958 through & April 1958.

(d) The Division Auguentation Briefing Team visited the recipient unit and briefed both squadrons pertaining to sir defense matters 1h June 1958.

(e) The 79th Fighter Group provided the 112th Air Defense Wing with a tow reel on a loan basis to assist with the units preparation for recketry.

b. 107th Fighter Day Wing, 136th Fighter Day Squadron, New York Air National Guard.

(1) Major training problems encountered during the training period. There were no outstanding training problems encountered during the encompment period.

3.

DOTF, Bq 30th ABir (Def), Sabjs Gomealidated Advisory Team Report (RDS: ABC 7-5)

(a) One discrepancy noted was that of the fourteen U/S sireraft initially deployed to Hancock Field approximately fifty percent wave cannot ready. The lack of armoment and gan sight harmonization use the contributing factor. This was remedied during the encomposat.

(2) Recommended solution to this problem. It is recommended that complete armoment and gunslight harmonization be completed prior to the deployment date to preclude loss of valuable training.

(3) Assistance given by advisory tess.

(a) The tess captain provided assistance as an instructor pilot for the F-33 transition program. Assistance was also provided in SAUE briafings and tears of the Syracuse SAGE Complex.

(b) A senior ACEW squadron director was on an on-call basis for instructional purposes; however, due to the nature of training during this encaugument and previous home base tours and lectures, the ACEM member was not required.

(h) <u>Becommendations for the improvement of fature active</u> training periods.

(a) Since COMAC has published Aircrew Training Manual 10-2 (Son-AI) it is fult that a COMAC advisor should be provided in Lieu of an ADC advisor for fighter day squadroms. This is nost significant during training encaupments when aircrews are transitioning, or qualifying in UE aircreft. It is recommended that an ADC advisor should be required when augmentation forces are to participate in emercises in accordance with ADC operations plans, accordings involving the AC&M/SAGE systems or prior to the asymption of an elert consitment.

(b) That only one flying unit at a time during summer encomposent be assigned to Mancock Field. In view of the high density civil air traffic, the scheduling of military operations becomes difficult then more than one unit is in place.

(a) That a more energetic water survival training program be undertaken.

(5) Brief repume of the conduct of each encampment. The conduct of the overall encampment was excellent. One aspect of the encampment which is compilered most not secrity was the military bearing and sourcests of simes percensel. The military solute was most evident and the sincenity that accompanied the gesture is indeed commendable.

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Source, Do South andre (Don), South General State of Advisory Term Report (1980) 200 200 200

(6) Beauny of all other contained provided realizants

(a) The 1,648 FDS has frequently prarticed intercepts sides the contained of the expected diffice. The speakron was contacted interval times for perticipation in "Rig Jhn" emergics but dealined dom to containing processes in a second generation to F-868's and for the restairements prior to summer encomposet.

(b) The Sender staff personnel and Air Advisors sections a theorem beforing 1 April through a April 1950 regarding and appinding emenand headquarters and suberdinate units.

(a) The Division Auguentation briefing teen visited the 1364h FRS EL June 1995. A therough briefing as preseribed by MELTER Side was residered to the aircrears at this time.

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Hat the thing white

C. M. Dailey Major, USAF Adjutant

OFFICE OF THE AIR FORCE ADVISED 13th Fighter Interestor Group (Tenn APRO) Mathee-Tysen Airport Enerville, Tennescee 112

2 August 199

ATA

SUBJECT: Air Advisor's Report of Completion AFHC Field Training, RCS: CHG-28.

201

Consender Fourteenth Air Force Robins Air Force Same Georgia

The stiached report of completed AFSO Field Training, for the ljuth Fighter Interceptor Group is forwarded in compliance with par-agraphs Sa, of COMACH 50-18 dated 3 August 1955.

HILLIAM H. PICKELN, JR. Major, USAF Air Forme Adviser



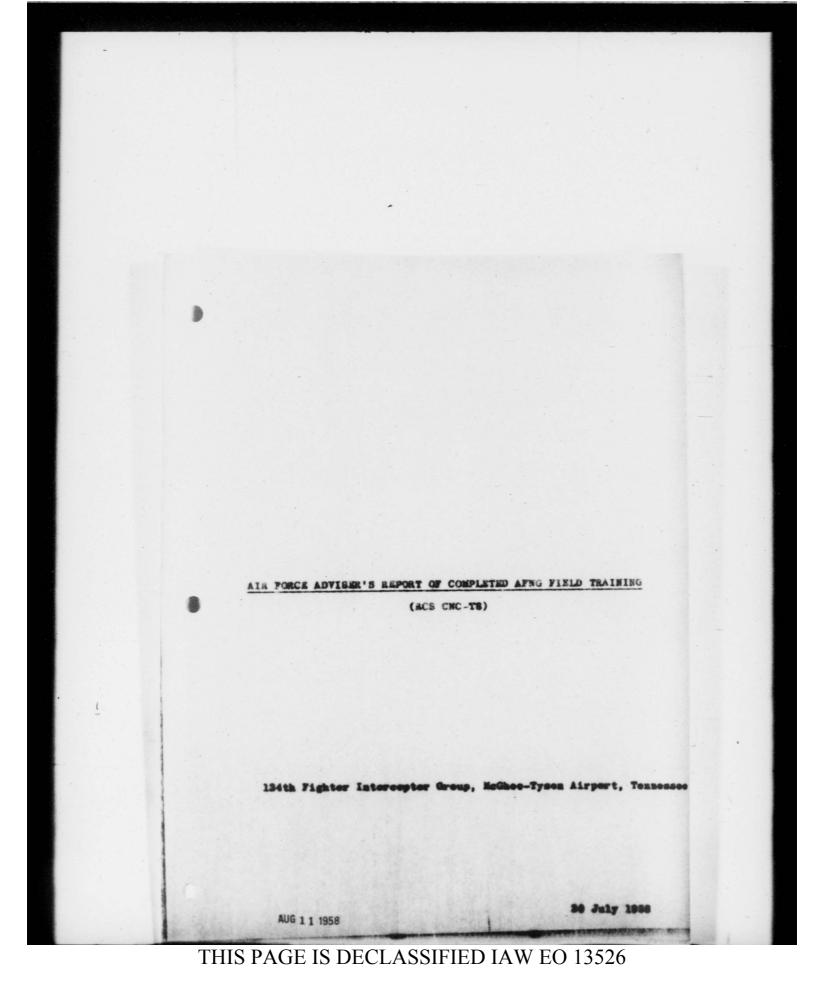
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AUG 1 1 1958

Ohio



1. GENERAL DISCUSSION OF OVERALL SUMMER ERCAMPHENT:

a. The 134th Fighter Interceptor Group (AD), Tennesses AFNG consisting of:

Headquarters, 134th Fighter Group

134th Air Base Squadron

134th Consolidated Aircraft Maintenance Squadron

134th DEAF Dispensary

151st Fighter Interceptor Squadron

departed ReGnee-Tyson Airport, 22 June 1958, for its first summer encampent at Travis Field, Savaanah, Georgia for a period of fifteen (15) days.

b. Personnel:

Assigned: Officers - 46 Airmen - 518 Present at encampment - Officers - 43 Airmen - 179 Constructively present-Officers - 3

Airmen - 116

Nan days lost due to sickness - 1

c. Transportation to and fram encampment (Personnel);

Unit sircraft - 37 Military vehicle - 10 Private conveyance - 150 Commercial transportation (Bus) - 35

d. Notor Vehicle Utilization and Mileage:

Training site vehicles utilized: - 5 134th Fighter Interceptor Gp Vehicles Utilized - 18 Bilenge to and from Travis Field, Georgia - 13,800 Bilenge at Travis Field, Savanach, Georgia - 2,911 Fuel consumed (gallens) - 2,814

e. Tactical Operation:

Tactical crows present - 19 Tactical aircraft (F-S6D) - 15 Total training sorties flows - 176 Average flying time per pilet - 10 hrs 11 min Rockets (2.75) fired - 897 Hours lost on range: Feather - 18 Other - 10

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2. Field Training Activities:

The following sections were consolidated and received training with the respective units of the Florida Air National Guard and Field Training Site personnel:

> Air Police Fire Department Food Service Motor Vehicle Air Installations Communications USAF Dispensary

This consolidation was necessary because the 134th Fighter Interceptor Group did not have sufficient assigned personnel to adequately operate these sections separately and train the airmon in their assigned duties.

2. ASSISTANCE PROVIDED BY ADVISERY TEAM, UNIT AND/OR COMMAND:

A. Armament assistance was provided by the S6th Fighter Interceptor Squadron, 58th Air Division. This team was composed of Major Earold E. Wells and six (6) airmen. Without the assistance of this team it would not have been possible to successfully perform the rocketry mission, as the 134th Fighter Group did not have qualified assigned personnel to accomplish this duty.

b. Additional assistance was provided by the 58th Air Division by making available a fully qualified GCI controller, lat Lt. William Asberry, from the 663rd AC&W site (Twig), Lake City, Temassee. Lt. Asberry was theroughly familiar with the firing range at Savannah and the patterns and presedures employed with the F-S6D aircraft. He was on duty with the GCI Site "Gleaner" at Savannah, Georgia during all missions flown by the 151st Fighter Squadren and controlled the majority of all firing runs personally. The efforts of this efficer contributed greatly to the success of the squadren's recket firing intercepts.

c. Combat Crew Training, Ground Phase: Ref. COMAC Training Directive 10-19, Annex 4) was administered in the form of instructions and engineering loctures to all assigned pilots. This training was provided by a F-86D Mobile Training Detachment, Chanute Air Force Base, and included all phases listed is above directive except flight simulator. Pilots were scheduled and attended training at periods when range was elected or flying not scheduled. Each pilot received twenty-four (24) hours of instruction.

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3. FLYING TRAINING ACCOMPLISEED:

a. The 151st Fighter Interceptor Squadron arrived at summer encampment, Travis Field, Savannah, Georgia, with "Principal Duty Aircrew" is all three (3) phases of training -Transition, Qualification (Radar) and Annual Unit Proficiency Training.

b. At the beginning of camp the nineteen (10) principal daty aircrews were either just beginning transition or far enough advanced in the qualification phase to fire rockets. Eleven (11) principal duty air erew pilots completed fifty-soven (57) successful rocket firing passes on a belmar tow target pulled by T-33A aircraft. Thirty-six (36) hits were assessed out of the fifty-soven (57) passes. Twentyfive (28) visual rocket firings were accomplished. Two (2) pilots received their initial check-out rides and several subsequent missions in the transition phase of training. Sixty-five (65) transition missions were flown in Unit Equipped Aircraft and twenty (30) qualification (radar) missions were accomplished. One pilot was upgraded from Alert Ready to Operation Ready. Five (5) T-33 instrument missions were acproficiency checks.

4. GROUND TRAINING ACTIVITIES:

A. Group Regulation 50-1, On-The-Job-Training, and Group Regulation 35-1, Personnel Evaluation Tests (APT, AFJET) and End of Course Tests were composed, published and distributed. Unit OJT Supervisors were appointed on PERAM and briefod concerning responsibilities toward training individuals within their responsibilities toward training individuals with-Supervisors in compiling requests for placing all eligible sirmer assigned on OJT. Personnel Action Newsrandums were published placing these individuals en OJT. Section Supervisors ware briefed and action initiated to establish individual OJT current OJT directives.

b. The Extension Course Institute (SCI) Program has been widely and aggresively publicized by notices in Daily Bulletia, Unit Bulletin Beards and personal contact. Noted increase of applications and interest in this program is due to thorough action taken to publicize advantages provided.

5. TRAINING AIDS

a. There were no training aids available to this unit either at the Field Training Site or home station, however, since the unit has returned correspondence has been forwarded as outline in COMAC Regulation 67-33 dated 24 May 1956 to obtain necessary aids for use at home station.

b. Recommend that Permanent Field Training Site procure and advice units of availability of training side for use

during summer cookapment.

6. PERSONNEL VACILITIES:

a. Personnel billets: Adequate. Barracks ware concrets block construction, well screened and in excellent condition. Barracks were sufficient and personnel were not crowded.

b. Latrine facilities: Adequate.

c. Mess facilities: Adequate. Centrally located, food was well propared and properly served.

d. Seligious activities: Adequate. Unit had Protestant Chaplain assigned. Transportation was furnished for personnel desiring to attend services in Savannah.

c. Recreation (On-Base): Non-existent. Recommend operation of Base Theater and Gym during summer encampment. Establishment of Airmon's Service Club would contribute to the morale of airmon during off-duty hours.

7. LOGISTICAL SUPPORT:

a. Supply: Adoquate. No AOCP/ANFE occurred during oucampmont.

b. Maintenance: Adequate. Maintenance facilities, sheet metal shop, machine shop and tool crib were destrally located in operating hangar and so equipped with machinery and expendable stocks that indirect support was not a problem.

c. Runways: Adequate. The condition of the runways was considered excellent, which was confirmed by the minimum of tires removed due to cuts and bruises.

8. OPERATIONAL FACILITIES:

a. Range: Adequate.

b. Instrument Departure and Recovery: Inadequate. Recommend that necessary action be taken to provide adequate instrument departure and recovery procedures so that all weather tactical units may continue training during instrument conditions. It would be desirable that the procedures include a departure corridor to the firing range and a VOR/ILS recovery.

9. SUMMARY OF MAJOR PROBLEMS:

AUG 1 1 1958

a. Power Units (type C-26/MD-3). Difficulties were encountered by the list Fighter Interceptor Equadron is this area. Permanent Field Training site issued this unit three (3) MD-3 power units for fifteen (15) F-86D aircraft. Two (2) of the three (3) power units became inoperative for approximately one and one-half (14) days which left only one (1) unit available for radar maintenance.

b. Recommend that the Permanent Field Training Bite be authorized spare power units to alleviate this condition.

c. Instrument Departure and Recovery: (See par. 8b.

d. Recreational Activities: See par. 6c.

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111 1958

OFFICE OF THE ALR FORCE ADVISER 107th Air Defense Wing, NYAFNO Municipal Airport Niagara Falls, New York

11 September 1958

113

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SUBJECT: Report of Completed AFNG Field Training, 107th Air Defense Wing, NYAFNG (RCS: CNC-T8)

> Commander Fourteenth Air Force Robins Air Force Base, Georgia

1. This report is submitted in compliance with instructions contained in ConAC Regulation 50-18, Headquarters, Continental Air Command, dated 3 August 1955; ConAC Regulation 50-18A, Headquarters, Continental Air Command, dated 10 February 1958; and 14AF Supplement 1 to ConACR 55-18, 3 Aug 55, Headquarters, Fourteenth Air Force, dated 17 June 1958.

2. Encampments:

a. In accordance with instructions contained in Field Training Directive, Serial Number 58-16. Headquarters, First Air Force, dated 1 February 1958, as amended; and Field Training Operations Order, Serial Number 58-1. Headquarters, 107th Air Defense Wing, NYAFNG, dated 26 March 1958, units of the 107th Air Defense Wing, NYAFNG, performed annual field training exercises at the Permanent Field Training Site, Hancock Field, Syracuse, New York, during the period 5 July through 16 August 1958. This period was subdivided into three encampments with units attending as follows:

(1) During 5 July - 19 July 1958, 109th Fighter Group (AD), NYAFNG.

(2) During 19 July - 2 August 1958, Headquarters,
 107th Air Defense Wing, NYAFNG; 107th Fighter Group (AD), NYAFNG;
 and 136th Fighter Interceptor Squadron (augmented), NYAFNG.

(3) During 2 August - 16 August 1958, 105th Fighter Group (AD). NYAFNO.

b. Actions taken in all units preparatory to field training were satisfactory with minor exceptions. Detailed flying training programs were designed to accomplish the maximum of aircrew transition, qualification, and annual unit proficiency training as prescribed in ConAC Aircrew Training fannal, Number 10-2. Headquarters, Continental Air Command, dated 1 April 1958.

o. Movements of units from, and in return to, home bases were accomplished in normal time with no unusual incidents. Travel was performed by AFMO military aircraft, AFMO military vehicle, connervial bus, and privately owned vehicle. Approximately \$15,000 were arrested in accomment of treeps, equipment, and supplies.

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d. Appropriate personnel musters were accomplished during the exercises.

e. Personnel statistics concerning number authorized, assigned, and in attendance for the exercises were as follows:

Class	Auth	Asgd	Percent Auth/Asgd	Pres	Percent Asgd/Pres
Officers	352	285	81.0%	273	95.8%
Airmen	<u>2492</u>	<u>2270</u>	92.7	<u>2114</u>	93.1
Total	2844	2555	89.8	2387	93.4

f. Pilot statistics concerning number assigned, authorized, in attendance, and average flying time per pilot present for the exercises were as follows:

Authorized	148
Assigned	131
Percent Auth/Asgd	88.5%
Present	124 (103 Tactical)
Percent Asgd/Pres	94.7%
Average flying time per pilot	14:20 hours (same for
tactical and non-tactical)	

g. Aircraft statistics concerning number authorized, present, percent in commission, and average flying time for the exercises were as follows:

Type	Auth	Pres	Percent in Comm	Average Fly Time	
F86H	100	88	84.3%	14:50 hours	
T33	7	7	96.7	24:00	
C45	2	2	99.3	27:20	
C47	2	2	100.0	30:30	

3. Assistance of Advisory Teams:

a. Air Defense Command advisory teams were present as follows:

(1) From 15th Fighter Group, 30th Air Division - one pilot for the 136th FIS.

(2) From 52d Fighter Group, New York Air Defense Sector - one pilot for the 105th FG.

(3) From 606th Consolidated Aircraft Maintenance Squadron, Syracuse Air Defense Sector - one pilot for the 107th FG.

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(4) From 337th Fighter Interceptor Squadron, 656th Aircraft Control and Warning Squadron, and Eq., Boston Air befores Sector four pilots, one intelligence officer, one maintenance officer, one aircraft controller, one maintenance non-commissioned officer, and one fire control systems non-commissioned officer, for the 109th FD.

b. All'members of advisory teams were well qualified (other than in primary mission aircraft) and provided valuable assistance. They presented lectures on GCI procedures, how the SAGE system will operate when completed, structure and mission of Air Defense Command (including films, intelligence, and ANC tactics (SGUM 55-5). Tours were arranged, also, of the Syracuse Air Defense Sector SAGE center. No pilots of advisory teams were adequately current in primary mission aircraft to give appreciable flying assistance. This situation is a repeat of the 1957 exercises.

4, Flying Training Accomplished

a. Average number of tactical training sorties was 10 per tactical pilot present during the exercises.

b. Flying training was concentrated on transition, and aircrew qualification. There were 1036 sorties flown of which 239 were transition and the balance of 797 sorties were aircrew qualification and annual unit proficiency training. Eleven pilots received initial checkout in primary mission aircraft, five advanced to "alert ready" status, and six advanced to "operationally ready", under ANGR 55-25. Department of the Air Force, dated 9 September 1957.

c. Of the annual unit proficiency training sorties 266 were aerial gunnery. Ammunition fired totaled 30,884 rounds of 20mm. Highest average scores varied between 10.3 percent for event "A" and 7.7 percent for event "B", under AFM 335-25.

d. Instrument training sorties flown totaled 98.

e. Two air defense type scrambles were accomplished and the intercepts were successful.

5. Ground Training Accomplished:

a. Aircrew: Lectures and/or films were presented covering combat intelligence, ADC tactics, SAGE system operation, and gunnery procedures. In addition, survival, meteorology, flight safety, cruise control, and armament systems were covered. Use was made of the C-II instrument trainer, F86H MTD facilities, and film assessing equipment.

b. Non-aircrews: Supervisers stressed on-the-job training for all personnel. Extensive use of F86H MTD facilities was made to insure full coverage of aircraft maintenance personnel. An administrative supervisor course on OJT was presented by a representative

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of Air Training Command. Counseling was conducted on classification and career progress. Crypto procedures were covered for a limited number of authorized personnel. General military training was accomplished by all.

6. Training Aids:

a. Training aids were adequate.

7. Personnel Facilities:

a. Billeting, food services, religious, and recreational facilities were adequate.

8. Logistics Support:

a. Supply and maintenance facilities, procedures, and practices, were adequate considering the limited scale of flying training.

b. Physical facilities such as runways, hangers, shops, and parking areas were adequate for the type and scale of training performed.

c. Fire prevention and crash rescue equipment, facilities, and procedures were below normal standards. Excessive maintenance was required. The crash notification system was not fully operational and was inadequate for normal use.

9. Operational Facilities:

a. Aerial gunnery ranges were adequate and no scheduling difficulties were encountered.

b. The firing-in site was adequate and was used extensivily since it is the only one in the state available to the four participating squadrons.

c. Crash rescue facilities and procedures for the gunnery range were inadequate. USAF helicoptors based at Niagara Falls Municipal Airport and Griffis Air Force Base (both 75 miles from the range center) are too far away to be totally effective. A Coast Guard rescue boat based at Oswego, New York (15 miles from the range center) was available but also of questionable effectiveness. Lack of common radio communications between the boat and firing aircraft further bore this out.

d. There was no established alert area to facilitate efficient scrambles in the conduct of training air defense missions.

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e. Scramble communications were extremely limited and not adequate for efficient use in conducting training air defense missions. A direct "hot line" of communications existed during the annual field training exercises only between the primary GCI site and the 138th FIS Operations, permanently stationed at Hancock Field. This was not connected to the PFTS for use by other squadrons, and was not connected to the CAA control tower. Coordination of training air defense traffic between the GCI site and control tower could only be made by commercial telephone relay through 138th FIS Operations.

f. Radar surveillance over ascents and decents for training air defense missions was extremely limited and was provided only from the primary GCI site located approximately 50 miles from Hancock Field. No GCA was available for surveillance or precision landing approaches. As the result practically all flying training had to be accomplished under VFR conditions. This coupled with minimum ceiling and visibility limitations of 5000 feet and five miles for pilots with less than 100 hours in primary mission aircraft, and the usual IFR weather conditions prevalent throughout the region immediately east of the Great Lakes prevented more efficient scheduling. During the exercise period of 42 days VFR flying conditions prevailed from sunrise to sunset only 25 days.

g. A written scramble and recovery agreement between the Commander, 32d Air Division, Hancock Field and CAA was in effect but could not be used for annual field training exercises except under VFR conditions and without priority over other traffic. As long as Hancock Field carries the designation of a Category "B" location (Ref 32, Annex E to AFIO) a system to insure effecient scheduling will not be possible. During the exercises it was necessary to "sandwich" all tactical flying training take-offs and landings between commercial and private aircraft with priority given in all cases to scheduled airline traffic.

10. Ground Communications:

a. Training:

(1) Telephone Operations: Operation of a TC-10 Central Office switchboard plus one additional 1 position commercial switchboard was conducted on a three shift, 24 hour basis.

(2) Teletype Operations: Teletype operators utilized two TG-26 typing reperforators, one TG-97 page printer, and one #15 commercial TWX teletypewriter. This equipment was used to perforate taped training messages for transmission over the AN/GRC-26-D RATT facilities.

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(3) Radio Operations: Radio-operators utilized voice and RATT facilities of the AN/GRC-26-D.

(4) Cryptographic Operations: Operators utilized COMSEC equipment and account to prepare training messages for transmission over the RATT facilities.

(5) Telephone Maintenance: Airmen were trained in their career fields on installation and maintenance of the facilities provided on the base consisting of a TC-10 Central Office, installation of telephones, installation of intercommunicating facilities, and maintenance of the secondary crash alarm system (SB-86) switchboard.

(6) Radio Maintenance: Radio repairmen received training by maintaining and repairing the AN/GRC-26-D radio set and AN/TIC-2 loudspeaker system.

b. Hours of Radio Operation and Equipment: 186 hours; AN/GRC-26-D equipment.

c. Messages received and transmitted:

RCVD XMITD

RATT	54	198
CW	13	0
Voice	20	1
Mail	1	0
TWX	27	45
Totals	115	244

d. Crypto messages: Received 8; transmitted 5.

- e. Maintenance Problems: Routine.
- 11. Summary and Conclusions:

a. To the best of their ability members of the 107th Air Defense Wing, NTAFNG, met the requirements contained in Field Training Directive 58-16, Headquarters, First Air Force, dated 1 February 1958, performing their annual field training exercises for 1958, in that:

(1) Intensified training was programmed to be conducted in consonance with established objectives.

(2) Satisfactory action was taken preparatory to training with exception of the following:

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(a) Operational facilities were not adequate to accomplish realistic training air defense missions. These are described in paragraph 9, above, and include inadequate range crash rescue, alert area, scramble communications, radar surveillance, and scramble and recovery procedures. Responsibility for corrective action falls primarily to the Permanent Training Site Detachment Supervisor in accordance with information contained in par 13, Part 3. Section III, NGB Bulletin, Vol IX, No. 8, Departments of the Army and the Air Force, dated 21 Feb 1958.

(b) Necessary flight recheck and familiarization of advisory team member pilots in primary mission aircraft were not accomplished. To do this was hardly practical for AFNG units since first notification of any names of designated advisory team members from respective ADC advisory units was on 5 June 1958.

(3) The training program was conducted as programmed with exception of the following:

(a) Adequately organized and effective instrument flying training was not accomplished as evidenced in the completion of only 98 instrument sorties, or an average of less than one per tactical pilot present.

(b) Whereas emphasis was placed on high altitude aerial gunnery training unsatisfactory weather conditions and general pilot inexperience limited gunnery sorties to 266, or an average of about three sorties per tactical pilot present.

(c) Sufficient pilots (60 percent of assigned) had not completed qualification training to permit the conduct of maximum effort ADC type exercises utilizing ADC tactics and techniques from five-minute alert status. This resulted from recent conversion in unit mission equipment and aircraft in all units.

(d) Only a minumum of pilots were "qualified"; during the exercises: five alert ready and six operationally ready. in accordance with ANGR 55-25, Department of the Air Force, dated 1 September 1958. This brought the total number in the Wing to 16 alert ready and six operationally ready.

(e) No night flying was conducted.

b. In conclusion, generally, programming for the exercises was satisfactory, physical facilities were adequate with exception of certain operational items, supplies and equipment were adequate considering the type and scale of training performed, adequate qualified personnel were present, and procedures were in order. Basic flying training objectives were not met, however, due to restrictive weather

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conditions, heavy commercial and private air traffic, limited operational facilities, restrictive minimum ceiling and visibility flying limitations, general pilot inexperience, and inefficient scheduling. In short, realistic training air defense missions were not accomplished and an appreciable amount of money was expended. Military pay alone approximated \$285,000. Adding flying operating expenses of about \$235,000, and support costs of \$60,000, a total of \$580,000 is approached. For this amount realistic primary mission training in air defense is to be expected or annual field training objectives should be revised.

c. In view of the foregoing the concept of moving each AFNG air defense committed unit from its home base to a FFTS annually for a 15-day field training exercise in air defense is quastioned as to quality of training to be gained, necessity under anticipated operational requirements, and economy:

(1) Quality in training air defense missions can only be gained by simulating active air defense missions. This cannot be done, as evidenced above for 1958 (as well as 1957), by moving a unit to a PFTS which does not have proper operational facilities and has weather predominantly restrictive to flying. In addition, the unit is being moved from the base on which it would initially operate if alerted, and the base on which unit pilots are most familiar with operational facilities and procedures under all weather conditions.

(2) The necessity for moving cannot be tied to operational requirements for reasons discussed heretofore. Supposedly unit home bases are so located in the national air defense complex to meet operational requirements on a two-hour alert basis. Movement for the purposes of mobility training is questionable, likewise, when deployment is made to the same PFTS year after year and planning and accomplishment become a stereotyped operation throughout. The logical conclusion, therefore, is for units to conduct their annual field training in air defense at their permanent home bases. To further maximize air defense training of such units at their home bases, all of them in an Air Division area could train simultaneously and participate in large scale air defense exercises under the control of Air Division and Air Defense Sector commanders. AFNG Wing headquarters personnel could augment division or sector staffs during the training periods. Through this arrangement actual problems would be exposed which could arise under mobilization, and Air Division and Air Defense Sector commanders and staffs would become more familiar with their augmentation forces by first hand experience.

(3) As to economy, it can be expected that pay, flying operating expenses, and many direct support costs would remain constant irrespective of unit location for annual field training. However, transportation costs could be eliminated, as well as could all

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costs related to PFTS operations and maintenance by conducting unit annual field training exercises at permanent home base.

12. <u>Recommendations</u>:

a. That the use of the PFIS, Hancock Field, Syracuse, New York, for unit annual field training in air defense be discontinued and future exercises be conducted at unit permanent home bases.

a. That all AFNG augmentation air defense units in an Air Division area conduct their annual field training exercises simultaneously and participate in large scale air defense exercises under the control of the Air Division and Air Defense Sector commanders.

DONALD D. RENWICK Colonel, USAF J. Knowecks

Colonel, USAF Air Force Adviser, 107th AD Wg and Senior Air Force Adviser, NYAFNG

Comdr. EADF , NYAFNG 26AD . SADS . BADS . NYADS 107ADW 105FG . 107FG , 109FG 136FIS . , 105FG AFA , 107FG . 109FG -. 136FIS

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HEADQUARTERS EASTERN AIR DEPENSE FORCE United States Air Force Stewart Air Force Base, New York

114

BACOD-R

SUBJECT: Areaual Active Duty Training Periods (RCS: ADC-T5)

Tot Commander Air Defense Command ATTN: ADDTS-D Ent Air Porce Base Celeredo Springs, Celerado

1. This report is submitted in accordance with paragraph Se, ADC Supplement 1 to AFR 45-6, 15 April 1958.

2. Commenter

a. During the months of June, July and August 1758, EADF Advisory Teams provided assistance during active duty training encomponents to seven (7) Ming Headquarters, twenty-one (21) Group Meadquarters and twenty-eight (26) Fighter Squadrons of which thirteen (13) were AI equipped and fifteen (15) were non-AI equipped. Nost of these units standed permenent training sites located at Velk Field, Piscansin, Phelps-Collins Field, dichigen, Kancock Field, New York, Otis AFB, Kassschweetts, Travis Field, Georgia er Guifpert Airfield, Mississippi. The 101st Fighter Group and 133rd FIS trained at their home station, Grenier AFB, New Hampshire. Likewise, the 156th Fighter Group, 198th FIS and 140th ACNNON remained at San Juan International Airport, Puerto Rico. Representatives from this beedquarters visited every unit to ebserve the effectiveness of advisory assistance, to provide any additional assistance required, and to gain personal observation of unit effectiveness.

b. Accomplishment and problem areas are reported in detail in the attached Air Division Consolidated Advisory Team Reports. Many of the problems incurred were common to numerous encompounts and are summarized below.

Captain Howard L. Seeley/rcms/8383/14 Oct 58

EADCO-R, Subject: Annual Active Duty Training Periods (RCS: ADC-TS)

(1) Traffic control facilities at several of the training sites were not adequate to support extensive flying IFR flying operations. Therefore, adverse weather conditions obstructed the accompliahment of programmed training for many units.

(a) Yolk Field, Wissonain: The low powered ADF homer, utilized in the published jet letdown, is too week for desired reception at operational ranges. Minneapolis ATOC, the controlling agency, would not slear more than two or three aircraft during a mission period. No AFIO was in effect.

(b) Phelps-Collins Field, Michigan: The low powered ADF hamer is too weak for desired reception at operational renges. F-06L's lacking low frequency navigational radies, could fly only when weather was CAVU or when callings and visibility were high enough to permit VFK flight from Furtwaith AFE, 45 miles to the south. No AFIO was in effect.

(c) Hancock Field, New York: No Class A AFIO was in effect and the high density civilian traffic greatly restricted military IFR operation. Parking ramp lighting was irreduces for safe hight flying operations.

(d) Granier AFB, New Hampshire: No VOR facility existed precluding any F-661 IFR operations. An AFIO was not available.

(e) Otis AFB, Massechusetts: Excellent facilities exist but high density traffic impeded totical IFR operations. Below minimum meather conditions occurred frequently. Authority was granted to allow AFND units to utilize the category A AFIG. This arrangement should be repeated in the future.

(f) Travis Field, Georgias Excellent control familities exist. The CAA-operated approach control agency was highly cooperative. The base needs only a Class A AFIO and improved texiway and ramp lighting to make it operationally ideal.

EADDO-R, Subjects Annual Active Duty Training Periods (RCS: ADC-TS)

(g) Guifport MAP, Mississippi: This base does not have even a published jet instrument approach. Nonzver, mether is generally good during the summer except for occasional thunderstore activity.

(h) San Juan International, Puerto Rico: Generally fair weather provailed. Until the GCl site is operating this unit will have little all-weather sepability.

(2) Ideally, waspons qualification, profile, and ADG exercise sorties should emprise the entire training program for ADC AFNG units. Nonwar, in most units, these missions were extensively pre-expited by other requirements. Every unit except the 196th, 199th and 198th FIS had undergone aircraft type or model re-equipping since their 1997 encomposant. Therefore, many transition sorties had to be flown. Weintenance personnel still had such to learn about sircraft systems and test equipment was not always available. Thus, the reliability of fire control systems was aften quite iow. Great credit is due to maintenance personnal who maintained an excellent in-commission rate, eside from redar, in all units.

(3) Look of certain equipment and facilities for use in year-around training at the home station has hindered the progress of individual aircrew training.

(a) Many units do not have convenient access to flight simulators corresponding to their type and madel of sircraft.

(b) No unit possessed T-33 rader reflectors.

(c) Except for those units performing elect duty, communications with ACLE sites are inadequate for proper coordination of training missions.

(d) F-86 D/L units do not have MADAR playback equipment and only few have scope cameras and assessment equipment. F-89 units do not have sufficient number of "Klugie" boxes.

EACCO-R. Subject: Annual Active Duty Training Periods (RCS: AUC-TS)

(e) Inadequate traffic control facilities at some bases proclude sufficient weather flying training.

(f) Absence of assessment criterie for rocketry and profile missions deprives units of an excellent source of individual incentive.

(4) Unite equipped with 7-290°s and 6-900's have insufficient numbers of Radar absorvers to dan all directed for 1200 collision tectics.

(5) Several Advisory units had difficulty in assigning teen chiefs from their remounces when possessed eli the qualifications stipulated in AFR 45-6, 15 July 1957 and ADD supplement 1, 10 April 1956 thereto. Aside from squadron commensions and operations officers, there were no field grade officers the ware or had been, operationally ready in sizeraft using the same type of annament, in some of the divisions.

c. For those units having access to a rocketry range at the home station, sir defense mission training could be of higher quality if conducted at home rather than by deploying to a permanent field training site. Advantages of home station training are:

(1) Pilote would be fauillar with operational facilities and procedures under all weather conditions.

(2) Communications and operational procedures would already be established with the Division or vector under which they would operate in an emergency.

(3) Problems which would arise under ectual aubilization would be exposed and solved.

(4) Transportation costs would be aliminated.

3. <u>Recommendations</u>, many of the recommendations stated in the Consolidated Advisory Tean Reports will receive corrective action by this headquarters. For consideration by Headquarters, Air Defense Coumend, it is recommended:

EACCO-R, Subject: Annual Active Duty Training Periods (BCN: ADC-TS)

a. That appropriate spancies take action to provide adequate IFR traffic control facilities at the home stations of all weather AFMS write and at the permanent training sites used by such units, so as to make IFR tectical training practicable. In order to give the Air Mational Guard on all-weather capability:

(1) F-86L equipped units sust have a W.R facility for departure and recovery.

(2) Government full period circuits should be installed between all ADC AFNG unit operations and associated direction centers.

(3) AFMS airfields should be adequately lighted for night acresable operations.

(4) All AFNG-ADC units need approved Category A AFIO procedures at their home bases to conduct all weether training even when not participating in the AFNO elert program.

(5) All persenent training sites need Gategory & AFI' procedures during encuel encampuent periods.

b. That ConAC training directives be revised to closely approximate ADC Hemusis in the 51 series, placing exphasis on profile sission and rocketry and clearly defining assessment criteris.

c. Thet all possible sesistance be rendered to AFMS units to expedite delivery of reder test equipment, flight simulators, NAD R playback equipment, "Klugie" bases and scope and ming camerae.

d. That the use of radar reflectors on T-33 Target Aircraft should be required and these reflectors, or suitable plans for their manufacture, should be provided.

o. That the redar observer shortage problem existent in F-09/94 equipped units be solved if possible. A two-pilot team, alternating their cockpit positions, sight not be entirely unfessible as there does not seem to be a shortage of pilots. Dual training should present no more of a problem than training F-060/L pilots.

Esoco-R, Subjects Annual Active Suty Training Pariods (RCS: 100-T5)

f. That Hessiquarters, USAF, be requested to relax the requirement that Advisory Team Chiefs be field grade officers as specified in paragraph 3b(7), APE 45-6. It is the opinion of this hesdquarters that the Team Chief should be field grade only when performing movisory services to sing hesdquarters. Heny senior captains who are IRIS graduates, are operationally ready in ADC do Aircraft, who have the time to consuct detailed coordination with the recipient squadrons the year around, and who have time to check but in their aircraft, can effectively provide the technical advice that is most welcomed by these units.

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g. That appropriate agancies consider the advantages of conducting annual active duty training at the hone station by those units having a rocketry range available, as a mobile capability is not a pre-requisite for ADC units.

FOR THE COMMANDERS

7 Incls

- 1. BOS: ADU-TS, 10 Uct 55,
- Det. 1, 26th ADIv("CL) 2. RCS: ADC-T5, 8 Sep 58.
- Det. 2, 26th ADLv(SACE) 3. RCS: ADC-TS, 10 Sep 58,
- 30th AD1v(Def) 4. RGS: ADC-T3, 10 Sep 58, 30th AD1v(Def)
- 5. ACE: AD-TS, 2 840 58,
- 37th ADAv(Def) 6. RCS: ADC-T5, 28 Aug 58,
- 58th ADiv(Def) 7. RCS: ADG-T3, 29 Aug 98 83th ADiv(Def)
- Cys Furnished
 - Chief, AP Div, Net'l Quard Bureau ATTN: OST Branch (w/o Incls)

Condr, Tenth AF (w/s Incls)

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JAN 30 1959

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(U) Auguentation of F-85 D, L and H Series Aircraft with the Sidewinder (Qualitative Operational Requirement)

Commander Air Defense Command ATTN: ADEAN Ent Air Perce Base Coloredo Springs, Coloredo

1. Introduction:

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SUBJECT :

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FOR DIRECTORATE

a. At present, Eastern Air Defense force possesses six (6) active Fighter Interceptor Squadrons equipped with F-86t aircraft. In addition, twelve (12) Air National Guard Squadrons are equipped, or scheduled to equip, with F-86 D/L aircraft with no further conversions scheduled through FY 1962. Also, eleven (11) F-86 H equipped APMG Squadrons are assigned an augmentation mission with EADF when mobilized by Tactical Air Command. Although the active duty units are programmed to convert or inactivate, the APHG units comprise a combat force of over 300 Interceptors whose evailability should refmain fairly constant for several years. Employment of this force wid) provide a defense in depth against a mass enemy attack by aircraft operating from sea level to 45,000 feet at sub-sonic speeds.

b. Stability of personnel assignment, high experience level of both maintenance and aircrew personnel, and general adequacy of facilities are favorable factors contributing to the effectiveness of this force. Obsolescent aircraft and weapons systems are its' primery limitation. The operational capability of the F-66D/L is well known from the records of ADC units so equipped in the past five (5) years. Of total scheduled intercept training sorties, forty (40) per cent result in successful intercepts (MA's). It may be assumed that the percentage of missed intercepts with the lead collision course attack by F-86 D/L aircraft is approaching an irreducible minimum. The non-AI F-86 H is superior in performance to the F-86 D/L, but is machinegun equipped (20 mm or .50 cal.).

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Hostetler/rcms/8382/23 Jan

EAOCD-R, MEMBARY, Subjects (U) Augmentation of F-06 D, L and M Series Aircraft with the Sideminder (Qualitative Operational Requirement)

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C. It would be highly desirable to sugment the F-86 D/L and H meapon systeme with a missile capability which would substantially increase their kill potential if this can be done at a modest cost and does not divert first line resources from active ADC units.

2. Objective: To equip the F-86 D/L and H with two sidewinder missiles (GAR-8) to increase the defensive potential against mass enoug bomber stank.

3. Description:

a. The Air Proving Ground Cosmand published a report on Employment and Suitability Test of the F-86 D/Sidewinder-1 on 2 Oct 57. This report is the source of information on sidewinder capability for this QDR. Its evaluation can be applied to the F-86 L and also illustrates the capability of the F-86 H so equipped. It should be noted that the GAR-8 is the sidewinder 1A incorporating improvements over the weapon tested. The APGC report establishes this weapon system as definitely feasible.

b. Purposes To increase kill potential of F-86 D/L and H interceptors.

(1) The causes of unsuccessful F-86 D/L lead collision course sortias may be prouped under three (3) categories: (a) Equipment Walfunction, (b) Operational Error, and (c) Target Defensive Action. The first category includes melfunction of eircraft systems, fire control system, ground radar, and communications. The second category includes pilot error, director error, and late detection. The third category includes electronic jamming, low altitude penetration, and evasive action. When any of these difficulties, with the exception of aircraft systems malfunction are encountered, a GAR-S equipped F-86 D/L has a good chance to complete a successful GAR-S attack pessibly doubling the percentage of successful sorties.

(2) The F-66 H has excellent performance capabilities but must employ a pursuit curve attack firing 20 MM guns (early series are equipped with .50 cml. guns). Therefore, it is guite vulnerable to enemy

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SACO-A, MEDRALF, Dubjects (U) Argumentation of F-SS D, L and E Same Algeraft with the Sidewinder (Canlitative Openstional Requirement)

defensive fire power. The advantage of adding a GAR-S capability is perious; more kills with lower losses, The lower performance F-00 T. GAR-S equipped, was employed with conspicuous success by the Chinese Nationalists egainst Communist Chinese fighters during the recent Queroy crisis and testifies to the petential of this weapon system.

4. Performances

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(1) The sideminder is limited to clear air mass operation. However, it will operate at night, under overcasts, and on top when cloud reflection is not excessive. Whether a mass enemy attack could attain total conceelment in cloude is a matter of conjecture but the odds favoring such an occurrence would not appear to justify dismissal of the sidewinder on the basis of this limitation.

(2) The APGC report indicates the desirability of a 50 knot overtake speed for the interceptor. The E-S6 H can attain mach .97 in level flight at altitude, the F-S6 D/L can attain much .93. On a standard day 50 knots IAS at 35,000 fest is equivalent to mach .12. This allows the F-86 H a 50 knot speed advantage over targets flying at mach .85. The F-86 D/L can maintain 50 knots over mach .81 targets. In fact successful attacks can be made at a zero speed differential according to the recort.

(3) Compatability with SAGE: The data link equipped F-36 1 can performa SAGE directod GAR-8 attack with a SAGE-programmed beam intercept, 70 degrees being the optimum approach according to the report. The F-86 D and H require voice direction. All three models retain their effectiveness under manual control. Under BROFICON or GAP, a GAR-8 attack can be initiated after visual detection with greater chance for success than is possible for lead collision attack because an offset conversion is not required.

(4) The effect of electronic countermeasures on a sidewinder equipped interceptor would be limited to the search phase and, once lo-cated, the target would still be vulnerable to infra-red attack. Naturally some IR counter-measure activity could be expected if our forces were known to be equipped with IR missiles. However, this places one more task on the

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ACTIVITY ACTIVITY ROUTING	CCORDI- NATION	FILE COPY
IDAS		EAGOD-A, MEDEADF, Subjects (U) Augmentation of F-66 D, L and H Series Aircraft with the Sideminder (Qualitative Operational Requirement)
DWX HSS ASV		designers and operators of sttacking sircraft and as in other counter- assaure activities, probably would not be 100% effective.
EAASV-A RAASV-P ADIS EADH		(5) A sidewinder attack spainst low altitude, visually identified targets would be superior to attack with a weapon system de- pendent upon redar search and lock-on.
ADPI ADHS ASCH ADSG		(6) Tectics would have to be developed but this should be
AIPM		critical as is the lead collision course attack positioning. Flow of the set
ADIE ADDE EAPRT EAPRP		Actor firing, a location, thus relieving the DC director of the task of made by the interceptor, thus relieving the DC director of the task of differentiating merged targets. In the event any of the difficulties mentioned in paragraph 3b above occur, the interceptor has an opportunity to switch from Lead Gellision Course to sidewinder attack and salvage a
APPS ACDC ACBD		missed intercept. d. Designed features: These should be obtained from APGC.
ACMA		e. Special features: Simplicity of operation and maintenance
AODO E AOSA F AOCO E AOCE		the missile is high, pilot training is simple, ground handling and test equipment is fully developed, and the only requirements for additional resources are 5 more armament men and necessary storage facilities.
AOPP AOPO AOMO		f. Proposed basis of issues See the recommendations of the APGC report, paragraph 4b page 13.
AMLP	130	g. Method of meeting the requirements:
AMEL AMSV FAVI'R		(1) Recommend that F-86 L equipped ADC units not converting or inactivating before CY 1960 and all F-86 D/L equipped AFNG units be sugmented with the sidewinder.
RDIRECTO	PRATE	(2) Recommend that those F-86 H units geographically located to be of value to the Air Defense effort, with the concurrence of Tactical Air Command, be auguented with the sidewinder. EADF relection of these squadrens is presently being made.
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	EAD-C.	SACID-R, MEREARY Subject: (U) Augmentation of P-Dé D, L and H Sacies Aircraft with the Sideminder (Qualitative Operational Requirement)	
	EALSU	4. This excremendance is classified SECREF in accordance with parsgraph 305 (2)(b), AFR 200-1. FOR THE COMMANDER:	-
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	JOINT MESSAGEFORM
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	PRECEDENCE TYPE WEG (Chrd) ACCOUNTING ORIG. OR REPERS TO CLASSIFICA ACTION ROUTIANE BOOK MULTI SINGLE
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	TO: COMDR SOTH ALR DIV (DEF) WILLOW RUN AFS BELIEVILLE MICH
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JOINT MESSAGEFORM - CONTINUATION SHEET

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HQ EADF STEWART AFB NY

Subject: Participation of ANG and interceptors in air defense exer cises. Reference ADCR 55-31 and USAFR 45-6 with ADC Supplement 1. Participation of ANG in air defense exercises in the past has not provided an opportunity for these units to become fully integrated in air defense operation. This can be attributed to exercises being conducted on weekdays, NO NOTICE-type missions, hight mission all-weather interceptors and day fighters on all SAC/Nobal exerciquality of training desired for these units. Therefore, effective third quarter fiscal year 59, and at least quarterly thereafter, each 26th Air Division (SAGE) Sector and the 30th Air Division (Defense), 32d Air Division (SAGE) and 37th Air Division (Defense) will conduct a weekend exercise primarily for ANG interceptor train ing. Augmentation radars will be used where possible and feasible. Air Divisions or Sectors will provide the ground environment and will augment the ANG targets (T-33s, all-weather fighters and day fighters). Contact for ANG units should be through the respective state ANG officers. Request a copy of your operations order for the quarterly ANG interceptor exercises be forwarded to this headquarte not later than 1 February 1959. Any problems on implementing this program will be sent to Readquarters EADF, ATTR: EADE.

Headquarters 37TH NORTH AMERICAN AIR DEFENSE DIVISION Truax Field, Madison 7, Wisconsin

8 December 1958

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SUBJECT: Project WEX VAL Report

- Commander
- Newburgh, New York

The 37th NORAD Division final report for Project WEX VAL is approved and forwarded herewith.

W. H. WISE

Brigadier General, USAF Commander

Section I - Participating Organizations Section II - Area Map Section III - Area Defense Operations B - Fighter Techniques and Procedures G - ACW Techniques and Procedures D - Combat Center Techniques and Procedures Soution IV - Aren Defense Communications and Electronics Soction V - Arma Doranse ECM and SCCN Section VI - Air Defense Artillery Operations

Section VII'- Conclusions and Recommendations



1. The parate of scales will deliver to obtain, in a contributering of the free distance of computed measures of the effection of box on the period air defense area and its prime on the interior functions, Specifically, the test plan and instrumentation was do in provide differentiate on 202 depredation of the following freetings

a. In the air-ground environment: Detection and Chastisication

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2. The pest project conducted by the Wespons System Freluebion Group consisted by seven RCM strike missions flown by SAC 5-57 similarity against the 37th HURAD Birlston and silecture Division ACN and fighter upits with similar similar points in the Chicago-Milwanker complex. The exercise area and participating engenitations are indicated in Sections I and II bergin.

3. The DEW and Mid-Canada Lines were not penetrated. Early warning was provided by an edviancy message, sent by SAG to the Communier, 37th MIRAD Division, which indicated the time that the leading edge of the strike force would penetrate the SAM stability. This information was normally received to hours prior to the penetration disc. Due to the fact that no east/vest distribution or depth of raid could be surgised from this warning, it is felt that the carly warning data actually provide here definitive detail them might normally be expected in the event of an actual penetration of the early varning lines.

4. The bomber force consisted, in each mission, of approximately 50 aircraft. Flight elkitodes ranged from 1500 to 40,000 feet. All missions were conducted during the bours of derkness.

5. HON constanted of journing and shaft in the L. S. and X bands and was directed against GCI and gap filler radars, ACF beight finders, AI fire control systems, local defense acquisition radars, HIMS acquisition radars and NEME target tracking radars. Due to the fact that SAC was not able to provide T band and jemming below 5900 memoryles, mechanical frequency stops were placed on the FIRE Ajar and ELKE Hercules target tracking radars and the AI radars to keep them above this frequency. Communications jemming was not a part of this emercies.

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6. SAC testics varies somewhat from mission to mission, however, the general attack pattern was fairly constant in that a large (45 aircraft) and force would penstrate from the northeast while a small (six aircraft) here loved force penstrates from the northeast while a small (six aircraft) here loved force penstrates from the northeast at approximately the same time. Grossing tracks, mplits, marges, altitude and heading changes were inequent and numerous. The raid duration, from time of first initial plot to the the last bomber last the concise area, varied from approximately two and can helf to three and one half hours. Two non-ECM and five ECM missions were conducted.

7. Fighter activities were hampered by recovery base weather conditions on every exercise mission. This problem was made particularly acute by the fact that Kinross and Daluth Air Bases were closed due to runway construction. Wurtsmith fighters could not participate at all on the Fourth mission and KI Savyer fighters did not participate in the seventh mission. On two occasions fighters from KI Savyer had to be recovered at Fargo, North Dakota, and on the seventh mission some fighters from Wurtsmith were required to recover at North Bay, Ontario. On the second mission 33 fighters were recalled before they could be committed to tactical action due to deteriorating weather at all exercise bases.

8. One unique feature of this project was the simulation of SCATER. This was accomplished by restricting all military and civilian traffic from the exercise area during the attack period. This feature proved extremely beneficial to air defense activities, particularly simplifying the identification and correlation problem.

9. Mission statistics are not included as part of this report inasmuch us data collected by the Weapons System Evaluation Group was not made available to this headquarters. Statistical results, and an enalysis thereof, will be published by the Weapons Systems Evaluation Group at a later date.

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FIGHTER GROUPS/SQUADRONS

LOCATION

438th FIS

327th Fighter Group Slat FIS 325th FIS

412th Fighter Group 18th FIS 445th FIS

319th FIS

KI Sevyer AFE

F-1024

F-102A

F-102A F-89J

F-89J

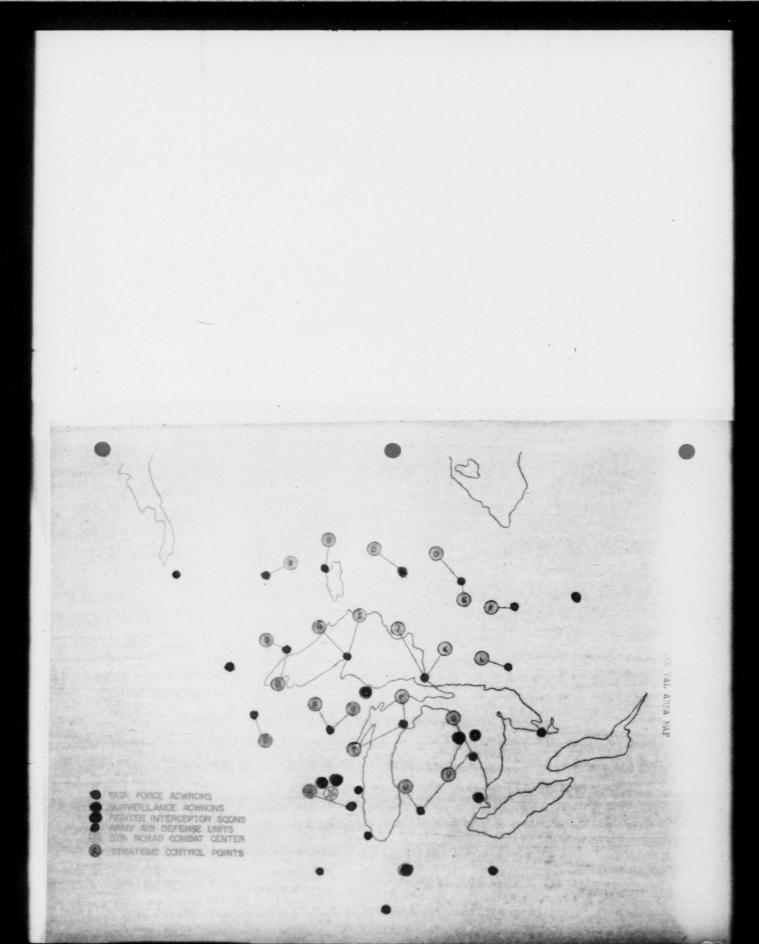
Gwinn, Michigan

Truex Field Madison, Wisconsin

Wurtsmith AFB Oscoda, Michigan

Bunker Hill ASB Bunker Hill, Indiana

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4. The 37th NORAD Division employed its standard Battle Flam during GEN VAL missions. This Flam is based on the principle of initiating attack update the invading africant as sood as possible after they enter Fine Tree Line surveillance and keeping them under attack during their entire penetration.

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2. To achieve this defense in depth, pre-planned strategic control coints were used for the purpose of positioning fighters prior to attack. These control points are indicated on the map in Section II herein.

3. Operational control of all participating organizations was vested in the Commander 37th NORMD Division and all interceptor commitment actions were directed from the 37th NORAD Division Combat Center. Three commitment methods were used:

s. Commitment to strategic control points on the basis of early

b. Scrabble to control points on the basis of surveillance information

c. Scramble against specific tracks.

4. In committing to control points, whether the action be based on early warning or surveillance information, it is normally considered desirable to have a flight of interceptors on station at the Fine Tree control points at the time that the intruders penetrate the surveillance range of the GCI site to which the control point(s) was assigned. In committing to other (internal) control points the 'on-station time' or scramble is timed so that the fighters arrive thereat when the invaders are approximately 250 nautical miles from the control points. (150 nautical miles is considered the minimum acceptable). This provides the ACW Weapons Assignment Director and Intercept Director time to make careful track assignment and place the fighters in the most advantageous position for interception. Additional flights of interceptors can be sent to any or all control points to protect against succeeding waves of intruders. The interval between flights arriving at a given point is of course dictated by the attack pattern.

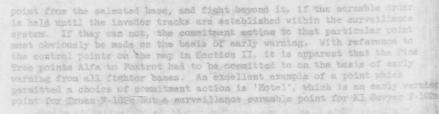
5. The decision as to whether to commit to a given point on the basis of early warning information or wait ustil the invaders have penetrated the surveillance system depends on whether the fighters can reach the control

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6. Scramble against specific tracks was used only on rare occasions, inasauch as this type of commitment action is meaningless sgainst the saturation raids experienced during Project VEX VAL.

7. The early warning consistent plan was worked out by the Control Cent Bettle Staff as soon as early warning data was received and assessed. This plan established the number of alroyalt by type and base which would proceed to control points, on the basis of early warning information. These sizenits were assigned an 'on-station' time based on the time that the invediag force was expected to ponetrate the surveillance system. If more than one flight was being eart to a control point on the basis of early warning information a time interval of from 20 to 30 minutes was allowed between flights in order to provide for action against succeeding waves of intruders.

8. These fighters not committed on the basis of early warning were a scrambled to the various control points as the attack developed. These acrombles were in all cases-ordered by the Combat Center Battle Director, however, the ACW Battle Commander had the prerogetive of acking for screeble action if he believed the early warning picture so distated and if as had control capacity available to properly accommodate the fighters.

9. The ratio on fighters scrambled to intruders within the system was constantly monitored in order to samure that fighter forces were not expenden at a dispropertionate rate scalars, the initial waves. As a general principle an effort was made to apply an average of two interceptors (one flight) perinvading aircraft. This is not intended to imply that a flight was errorble each time an additional invader appeared. The principle was simply used as rule of thus for the purpose of a general constituents instance.

10. When the convertment estimates took the form of an 'on-resident the fighter unit demander computed take-off bins. This slowed him of a into account departure problems, emorte winds, etc.

il. After bacturing antionre the interceptor flights proceeded over their control points and checked in with the ACS agasdron to which the point was maniputed. Considering associ control the flights sculd be immediately maniput to an invalue to pretrioused by the ACS Extile Considering any renter distance prote and agrains picture. Control of flights

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oftes passed between ACM squadrons and moved to the area of other cont points if the early warning or surveillance picture so dictated. It i important to understand that these points were not CAP points but rate geographic areas to which the flighte were initially directed.

12. All 'on-station' times as noted above, were computed on the estimated arrival time of the intruders at a particular distance from the control point. In a great sujority of the cases, fighters sent to control points were committed against specific tracks before or very shortly after they arrived on-station.

13. To control the air battle the Division used a procedure which is referred to as "Conference Control." This innovation proved to be one of the outstanding improvements made in that it permitted the air defense system to actually function as a 'system.' A detailed description of Conference Control techniques and procedures is contained in Section INC.

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B. FIGHTER TECHNIQUES AND PROCEDURES

1. Only 7-09J and F-102 alreraft participated in Project WEX WALL Purther, only two attacks were permitted by any fighter in order to assure that ordinance would have been theoretically available on each pass. Rocket attacks were not permitted due to the restrictions imposed by NORAD Regulation 51-1. This regulation also required that fighters break off an attack, even though a Judy had been achieved, if a 'safe target' could not be visually established by the interceptor pilot by the time he reached a point five miles out on the final attack vector or 20 seconds to go (NORADE 51-1). This did result in the loss of a number of MAS due to the fact that the target aircraft was flying in cloud, however, the overall total of these losses was not appreciable.

2. In general, electronic ECM had little overall effect on fighter AI redar, although there were isolated reports of intense jamming which resulted in missed intercepts. Spot chaff proved bothersome at first, however, as the pilots became more experienced they were quickly able to isolate an actual target from a chaff target. Fighter ECM and ECCM activities are covered in more detail in Section V.

 Interception procedures and techniques which are in any way considered non-standard are described below:

a. All eircraft operated in two ship flights.

b. F-102 aircraft operated with external drop tanks at all times. Tanks were retained during the entire mission.

c. Aircraft departing for control points on the basis of 'on station' time commitment cenerally took off and proceeded to the control point in close formation. Separation was achieved after reaching the control point area or when the flight was assigned a target.

d. After take off, flight leaders contacted the appropriate CCI site for departure control in accordance with AFIO procedures. Thereafter no other enroute sir/ground communications were required except in emergencies or as dictated by IFR conditions until the fighters contacted the control site to which assigned for tactical action. Initial contact with the controlling CCI site was always made on Channel 10 at which time the fighters were immediately transferred to their tactical frequency. Channel 10 was monitored by all interceptors while outbound or inbound to their respective battle areas in order that they could be readily contacted for diversionary purposes if desired. At the completion of the mission (i.e., when the fighters had completed tactical action) pilots were advised of their Figeons to home plate and released for recovery. At this time they switched to Channel 10 and no further radio contact was meduired, unless the pilot's desired navigational assistance, until contact was made with the recovery GCI site.

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e. The standard attack for the F-102 was a 30 degree beam. Separation between aircraft within the flight was from three to five alles.

f. GGI let downs were found to be totally impracticable in an BCM air battle situation. The standard let down procedure was a 1708 penetration under approach control supervision.

g. Low level attacks were made from six o'clock low by both F-102 and F-89J aircraft whenever possible.

h. Initial lock-on was generally made in the Rocket Mode (The switch to missile mode was made at approximately four to five miles if the angle off was close to 30 degrees) for the following reasons:

(1) Auto-tune feature of the tuneable magnetron operates in "rocket mode" only. Therefore, in "missile mode" it is very easy to just the frequency since only one frequency is involved, i.e., that of the missile.

(2) Steering dot sensitivity in "rocket" mode is several times greater than in "missile" mode. Thus, when locked-on to chaff, the dot immediately goes to the jizzle band and the lock-on condition is easy to recognize. Due to the relative sluggishness of the steering dot when in "missile" mode. This condition is not so easy to detect and time my lost. Also the charge in rate of closure method of chaff lock- n is not so reliable when making a n diffet surve of pursuit attice.

C. ACW TECHNEQUES AND PROCEDURES

1. Conference Control was probably the major system-wide improvement from the GCI standpoint. It was achieved by the establishment of two conference telephone networks, defined locally as the luner Area and Outer Area circuits. Each network conferenced six ACW squadrons and the Combat Center. At the GCI site this circuit was constantly manned by the Battle Commander, a position filled by the ACW Squadron Commander or Operations Officer and at the Combat Center by a Battle Staff Officer titled the Inner or Outer Area Director. Over these Conference Circuits it was possible for any of the conference members to talk to any other instantaneously. Lisison between the two circuits was accomplished by the two area directors who sat side by side on the Combat Center Battle Staff dais.

2. Through Conference Control the air battle was planned and fought in concert. The following information and instructions are examples of the type of data that was transmitted:

a. ACW Battle Commanders were advised of interceptors bein assigned to their control points and of early warning intelligence.

b. ACW Battle Commanders:

(1) Advised of fighters for which they had no targets and were thus available for hand-off.

(2) Broadcast need for extra fighters due to a surplus of targets.

(3) Requested interceptor commitment action from the Combat Center.

(4) Announced commitment actions against specific tracks.

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(5) Advised the Combat Center of aborting fighters.

(6) Arranged hand-off actions.

(7) Arranged sequential attacks against specific tracks.

c. Tactical mission data was exchanged, particularly invader numbers, altitude, type, etc.

d. Surveillance assistance was given.

e. The Combat Center Area Directors assigned specific tracks to certain squadrons for tactical action.

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f. The Area Directors over-rode certain ACW Battle Commander .

3. Inclosed as Attachment 1, hereto, is a marrative prepared by one of the participating ACW Squadron Commanders which describes in detail the functions of various key personnel under this control concept.

4. In consonance with the objectives of utilizing all air space and fighting as far out as possible, GCI tactics were developed around the concept of hitting the target as soon as possible after it had entered the site's surveillance range. This required that the ACW Battle Commander frequently make track assignment on the basis of early warning information. For that reason great emphasis was placed on the development of adequate early warning boards and the prompt transmission of this data throughout the system. Each Squadron was able to post early warning data at least 300 nautical miles outside of its surveillance area.

5. As noted in Section IIIA, this Division used the principle of track selection, allowing AGW Battle Commanders to select tracks penetrating their area for attack. In other words, the principle of the Division Battle Plan was to provide AGW squadrons with as many fighters as their control capacity could handle, limited of course by the number of fakers within the system, and then to permit the AGW Battle Commander to determine the way in which these fighters could be most effectively used.

6. Prior to the start of the WEX VAL exercises it was determined that each ACW squadron would need four director scopes each with a separate multi-channel radio and a total of six tactical channels. It was further decided that a director should, in general, be required to control only ons fighter flight against a single target at any one time. This principle, of course, was violated occasionally, however, by carefully monitoring fighter distribution and making maximum use of all control capacity available within the system this goal was achieved to a suprising degree.

7. In order to assure that no control capacity went unused, ACW Battle Commanders were required to predict to the Combat Center available control capacity giving 10 to 20 minutes warning where possible. In this way it was possible to direct additional fighter flights to the ACW squadron where they could be best utilized.

8. Even though a director did not have a fighter flight to control he was never idle during the mission. He could be assigned the task of monitoring an interception being conducted by another director at the same site in order to be able to pick up control if the other director experienced radio or scope difficulty. Further, as an ECCM measure, pre-arranged hand offs were set up with adjacent ACM squadrons. Under this concept a free director was assigned to monitor an interception (surveillance coverage permitting) being conducted by another GCI site. The interceptor flight was advised that, in

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the event of radio contact loss with the controlling site, or if so directed, to switch to the radio frequency being monitored by the director in the adjacent site. By carefully following the progress of the interception on his scope a director at one GCI site could pick up the interceptors from another site as close as 15 to 20 miles out on final attack vector and continue giving directions with little loss of efficiency.

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9. After every attack all pilots were required to advise the director of target altitude and numbers of objects if possible. A great deal of tactical mission data was gleaned in this manner and passed to the entire Division over the Conference Circuits.

10. Height finders were used to great advantage against low level tracks. In many cases a low level track would be DR'd after fade by the Combat Center Intercept Officer and the ACM Battle Commander given an estimated position in relation to his site at a specific time. He would then utilize his height finder to search in that general area. A great deal of our surveillance against low level tracks was achieved from the height finder. Further, under heavy RCM conditions, interceptions were conducted by following the fighter on the surveillance scopes by INF and monitoring the stimuth, direction and height of the target on the HAI scope. For many reasons, it is considered imperative that all GCI sites have an HEI scope on the director dats.

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ATTACHNERT 1, SECTION IIIC

DIRECTION CENTER BATTIN STAFF FUNCTION

This narrative describes the activities and responsibilities of the four principle direction center battle staff positions as they function on the 37th SORAD Division operational concept.

Battle Commander

This position is occupied by the Squadron Commander or Operations Officer and his principle assistants are the despons issignment Director and Senior Director. He also has an airman assistant who maintains an activities los. In addition, this airman has a plotting table, computers and other equipment available to him with which he can solve probable intercept of flights and times for the Battle Commander's use. The Battle Commander has on his data position a Conference Gircuit termination linking him with the Division Battle Saff and six adjacent Direction Centers. During 'Cocked Pistol' he occupies this position along with Direction Center Combat Staff.

The first information he receives from the Combat Center area directo usually consists of interceptor allocations, call signs and a time that he can expect to have the interceptors under control. As an example, he is informed that two flights of F-LO2s and two flights of F-B9Js have been consisted to his control points with certain 'on-station' times. The WAD and Jenior Director are immediately advised.

Intelligence based on DBW or Mid-Canada Line information is given his over the Conference Circuit. This information includes raid composition, sp altitude and any other pertinent information. The first notification of the raid penetrating the surveillance system will probably be received over the Conference Circuit, forwarded from a Pine Tree ACW Squadron Battle Commander as targets progress toward the sub-sector he is informed of those which are being attacked by stations to the North.

The Weapons Assignment Director informs the Battle Commander when his interceptors are under control. From the surveillance display on the EM Board and from the information received over the Conference Circuit be selects targets and directs the Weapons Assignment Director to attack them. As targets are assigned to the intercept director for interception, the Battle Commander is so advised. He notifies the Division of this action by stating, for example "Maples committing on track HEDO."

A Pine Tree Battle Commander may now inform him that another wave has been detected, through the Conference Circuit. Over the Conference Circuit he then coordinates his plan of attack against this wave with adjacent station An agreement is reached on which targets he can attack without interfering

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with these sites. He again specifies to the Meapons Assignment Director the targets to be attacked.

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If a low level target is detected and is under surveillance a sufficient length of time to determine a course and speed the Battle Commander is advised by the Division to attempt an intercept. He then projects the track using the last known speed and direction and determines a time of arrival at a point where he will attempt the intercept. (This computation may be done at the Combat Center and the recommended intercept point and time given to him). Weapons Assignment is briefed and directed to assign a director to run the intercept. The Senior Director is told to provide maximum surveillance in the vicinity of the DR position. In particular he directs that the height finder be used for low level surveillance. This capability was achieved as a result of a controllable nod modification on the FPS-6 which permits the height finder to be aimed at any angle. With this modification the FPS-6 has become an effective low level surveillance radar.

As these interceptors complete their attacks the Bittle Commander advises the Combat Center and adjacent Battle Commanders on the results, with particular emphasis on target altitudes, number of objects in the track, etc.

Meapons Assignment Director:

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The Weapons Assignment Director is primarily concerned with interceptor control and assignment of tracks to specific directors. He is stationed at a GPA-23 control console. When the Battle Commander informs him of fighter allocations he assigns a flight to each of the available intercept directors. (Usually four). He determines that each director knows his tactical frequencies and the control point area that a particular flight will proceed to. When the interceptors check in on Channel 10 he advises them to immediately switch to their primary tactical frequency. He then identifies the interceptor flights and instructs the flight to contact a particular director by number. His interceptor.

When the Battle Commander tells him to attack certain tracks he in turn assigns them to the Intercept Directors. At this point the targets are usually still outside of his station's surveillance coverage and the Battle Plan must be developed from the early warning picture and Conference Control information that is provided him by the Battle Commander. As the targets appear on his scope he locates them and "flashes" them to the Interceptor Directors concerned. The Director acknowledges acquisition of the target and proceeds with the interception.

The Weapons Assignment Director monitors the progress of interceptions making certain that conflict with other flighter flights does not take place. He may advise a particular director to break his flight off in a certain

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The organization of approaches it provides additional targets of the second state of t

As the bettle progresses he keeps the Battle Commander informed of results, compliance estions, his re-attack plan and any other pertinent information.

Interbert Directors

Whis primery concern is of course intercepting the target assigned to him. He has an intercept control technician to assist him in such thing as recording and reporting tactical action, computing Pigeons, obtaining target altitudes, solving the air mass positioning problem, etc. This leaves the Director free to concentrate on his intercept.

The first amplifying data received on the target is usually lateral of forward told information portrayed on the early warning board. From this he positions his fighters in the general area that the target should first appear on his scope. When the target is within range his intercept technician has the altitude measured and continues to do so until an MA is accompliabed. When his interceptors obtain Judy, Weapons Assignment is accompliabed.

Prior to the completion of the first interception he may be advised that he has a second target for re-attack and he is given its relationship to the first so that he can plan his break away. As soon as the interception is completed the second target is flashed to him by the Weapons Assignment Director and he proceeds against it.

After each interception he receives from the pilot the identification, altitude, and numbers of objects in the target just attacked. This data is passed with the interception results to the Weapone Assignment Director by the Director's technician. If the pilot does not automatically provide him this information he is obliged to request it.

The Battle Commander extracts information that is immediately useful to the Combat Center and adjacent Battle Commanders and broadcasts it over the Conference Circuit. Complete results are relayed to the mission data board for mormal processing, and forwarding through TAD channels.

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If the Director is assigned a low level target a concentrated effort is made to locate the target by expanding the search scope and using the search capability of the height finder. If the target is located a stern attack is used if possible. If the target can not be located and the interception must be conducted on a DR estimate the fighters are positioned at an altitude below that of the target if possible and approximately 10 miles astern of the estimated position of the target. They are then vectore on the same heading the target is assumed to be flying and directed tosearch ahead.

Senior Director:

He can best be defined as a station manager. He supervises the interna function of the Direction Center to assure that the best possible display is presented to the Battle Commander and that the surveillance picture and tactical action information is forwarded to the ^Combat Center.

Much of the detailed coordination between Direction Centers is done by the Senior Director. He provides Weapons Assignment with information concerning the best video selection to counter-act jamming. This informatio is obtained from the ECCM Officer in a manner described in Section V.

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COMPANY CHNYTHER TECHNIQUES AND PROCEDURES

1. Following is a rundown of the non-standard, and/or new technique and procedures developed and implemented within the Combat Center during WEX VAL.

a. The "forward telling" of faker force track movement from the ACW squadron into the Combat Center was established at five minute intervals rather than the normal frequency of two minute moves. Under relatively light traffic load conditions, two minute track movement provides a more timely air picture. However, under the tremendous track loads experienced during WEX VAL, attempts to maintain two minute moves astually caused the entire surveillance display to "bog down." Contributing to the breakdown were such factors as communications saturation, illegible track plotting, and plotting inaccuracies. In conjunction with the five minute move, an average track length of three moves was established as the nexe for displaying track continuity on the Combat Center vertical plotting board the normal procedure of the sites immediately reporting and the Combat Center plotting any marked changes in track course, speed, or altitude way retained.

b. "Faker Force" Aircraft Count (Raid Assessment): Upon the appearance of "initial" plots in any given ACM squadron sub-sector or general area of the Division sector the Combat Center Air Surveillance Offices or Surveillance Supervisor computed the number of objects contained in the "initial" plots. The number was then posted on the main plotting board close by the "initial" plots. This provided the Battle Director with a "Raid Assessment" estimate to compare against the number of fighters committed in that same general area.

c. Track Count: At frequent intervals during the course of a mission the Combat Center ASO contacted each ACW squadron surveillance section for a fast count on the number of tracks then being carried by that station. If the number of tracks displayed on the Combat Center board dia not "jibe" with that station's count, then a track by track comparison was made to locate and correct the discrepancy.

d. Passing of tactical mission data from the sites to the Combat Center was streamlined down to where only the minimum essential data was passed and subsequently posted on the TMD Board. The forward telling of fighter airborne times, commitment times, fighter call signs, flight color designations, times on control points, and "MA" (Splash) times were eliminated from the normal tactical action reporting sequence. Initially, at the start of WEX VAL, the normal practice of passing and posting all such tactical actic data was attempted. Here again due to the large volume of traffic the normal TMD telling and posting system broke down. Analysis of the problem disclosed

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that information on most of the above listed data items was never used by the Combat Center Battle Staff during the course of the mission. Further if such data was required, alternate sources were available. For example the Righter Status Officer on the Division Battle Staff meintains a recor of airborne times, ground aborts and so forth and can brief the Battle Director. ACM Battle Commanders who are on a common conference circuit w the Division area Directors can provide all of the other information that was eliminated from the normal TMD reporting sequence.

e. During the latter phase of WEX VAL the Conference Circuits connecting the Division Innter/Outer Battle Directors with the ACM Battle Commanders were monitored by a tactical mission data clerk. As fighter commitments or the results of tactical action were reported by the ACM Battle Commanders, this airman copied the data and passed it to the other BCD clerks for posting. This procedure further expedited the receipt and posting of tactical action data.

f. All fighter interceptor forces were committed from the Comba Center. Based on the early warning data available the fighter allocation and commitment plan was computed and made known to the ACW squadrons and the fighter interceptor units in advance of the first penetration of the Division's sector by the faker forces.

g. BOM Reporting and Flatting Fracedures. The factical SCM reporting procedures, (Cliff Report), as defined in CONAD Regulation 101-1, have proven to be unsatisfactory for presenting an up-to-the-minute BCM picture to the Division Battle Commander and staff. These procedures were discarded in favor of a system of telling and plotting BCM information in conjunction with the forward tell and plotting of faker track data. The ECM symbology as outlined on Attachment \$1 hereto was developed for plotting and telling purposes. This indicates azimuth of jamming from each site, identifies targets that are employing electronic and/or chaff ECM, indicates when a site is saturated with electronic jamming, and portrays heavy chaff saturated areas. The station experiencing electronic and /or mechanical ECM forward tells the presence of such ECM over the 'plot-tell' circuits to the Combat Center. Advantages of this system are:

(1) The Combat Center Battle Staff receives a current detailed picture of the ECM situation at all times.

(2) Reduced circuit saturation. (Time loss or circuit saturation results when all stations attempt to "funnel" in Cliff Reports to the RIM Officer.)

(3) Provides a method for denoting those chaff saturated acres following passage of the chaff dispensing alreraft.

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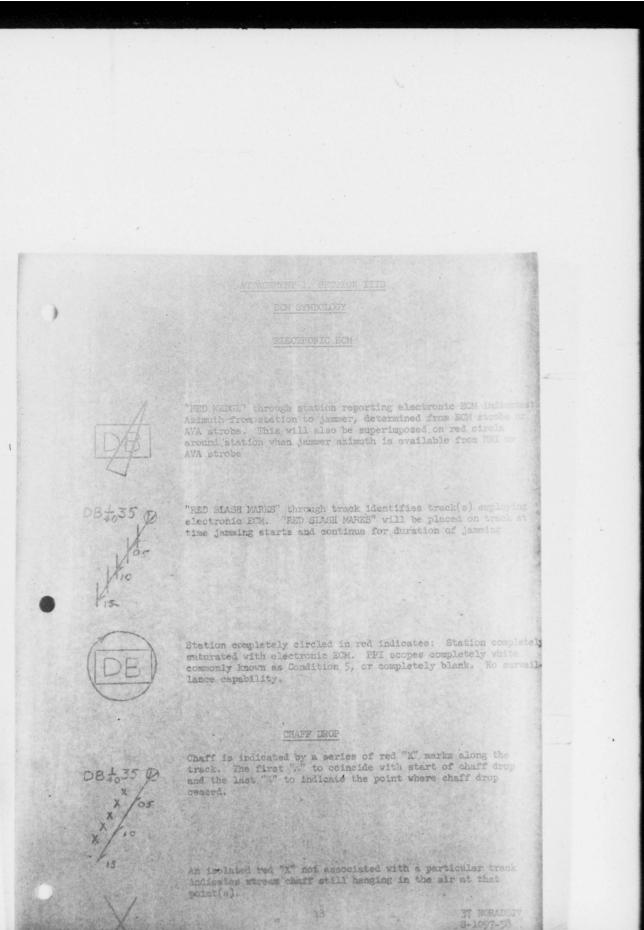
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A. In addition to the above type of display the Division ECN Officer also maintained an "ECM Effects Board," which provided the Dattle Staff a method of repidly determining the surveillance and control capability of a particular site. This board listed each radar squadred, with space provided for inserting a code number of 1, 3 or 5. The code numbers indicated the MOM condition (intensity) being experienced on the radar scopes after all available ECCM (Anti-jum) measures had been token. For example; a code of number 1 indicated slight jamming discernable with no loss of targets, and a number 3 indicated that the unit was experienced some loss of targets. A number 3 indicated complete scope saturation and loss of all surveillance and control capability. ECM personnel at the ACW Squadrons reported ECM effectiveness conditions directly to the Division ECN Officer.

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CHAFF DROP (cont'd)

A group of red "I" marks not associated with a particular track indicates the presence of single unit drops or burst of chaff still happing in the air at that point(s).

MASS TRACK PLOTTING .

"RED SLASH MARKS" denote electronic BCM. Station should have "RED WEDGE" pointing to jamming azimuth.

Red "X" marks denote chaff drop.

1. ECM Forward Telling Procedures from ACW Direction Centers to Division Combat Center:

a. The station experiencing electronic and/or mechanical ECM will forward tell the presence of such ECM over the plot tell circuits along with track data in the following menner:

(1) Electronic Jamaing - "Mississippi this is Popular" followed by normal track information, then followed by the statement "Electronic Jamaing, i.e., "Strobe direction 280 degrees" (The azimuth strobe direction from station), commenced at i.e., "Golf Kilo Echo Foxtrot 50-20" (The GEOREF point along track where ECM started).

NOTE: Whenever the station is unable to determine an azimuth direction or specific track(s) that are emitting ECM due to saturation of the radar, the following report will be forward told - "Mississippi this is Popular, Electronic Jamming, station saturated."

(2) <u>Mechanical Jamming</u> - "Mississippi this is Popular," followed by normal track information, then followed by the statement, "Mechanical Jamming commenced at i.e., "Golf Kilo Echo Foxtrot 50-20" (The GEOREF point clong track where chaif started).

(3) Follow-up Telling of continuing Electronic Jamming and/or chaff drop after the initial report, will be told at the same frequency as normal track movement data except that electronic jamming azimuth changes of ten (10) by more degrees, and the cessation of Electronic and/or Mechanical Jamming will be forward told immediately.

(4) Chaff Persistence: If chaff continues to hang in the drop area or drift with little dissipation, the following report will be made: "Mississippi this is Popular. Chaff (stream or burst) hanging in area or drifting in area j.e., "Golf Kilo Echo Foxtrot 50-20" (The GEOREF coordinates of heaviest chaff concentration).

NOTE: When chaff fades from the PPI scope or dissipates to the point where it no longer affects the capability of the station, the following report will be made, "Mississippi this is Fogular" - scrub chaff at <u>i.e.</u>, "Jolf Kilo Echo Foxtrat 50-20" (IECREF coordinates of previously saturated area.)

2. ECM Track(s) will be forward told from Division Combat Center to Region CO3, in accordance with NORALM 55-1. (The Combat Center Teletype Scanner will obtain the information on BCM activity from the ECM Symbology displayed on the Vertical Plotting Board.)

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AREA DEFENSE COMMUNICATIONS AND ELECTRONICS

1. WEX VAL Circuit Requirements.

a. In preparation for WEX VAL, practically all wire efforts were directed togenerated implementing circuits required in support of WEX VAL. With the advant of the WEX VAL plan, a requirement for 21 new circuits was immediately generated. In addition, 17 circuits that had already been ordered under routine procedures in support of the normal Division mission, were upgraded to a WEX VAL priority for a total of 39 circuits. Of these 39, 19 were circuits required to our Canadian sites. Of these 19 Canadian circuits, only seven were eventually installed in time for the WEX VAL missions. The primary reason for the poor implementation percentage was the 12 - 15 months construction time required by the Canadian agencies to provide the services. With this one exception, all other circuitry ordered for WEX VAL was eventually installed as required. It is interesting to note that of the seven circuits established to the Canadian sites, the circuits from the ADCC to Separate and Popular were provided only by cross-patching two new circuits from the ADCC to circuit DND-18 at Galahad and Circuit DND-730B at Pillow. No direct circuits were furnished to these two Canadian sites for WEX VAL.

b. A total dollar amount of \$14,578.45 was expended for the activation of Engineered Military Circuits during WEX VAL.

2. Battle Area Conference Circuits. In an effort to improve the circuit quality of those circuits used with the <u>Inner</u> and <u>Outer</u> Area conferences, two newly developed conference jack equipments were installed on 20 August 1958. This new equipment was specifically designed to provide a zero transmission loss on any combination of long haul and/or local circuits. The conferences, when established, connected the Division Battle Director with the Commanders of each radar site to enable him to talk directly with them and to allow the individual Commanders to talk with each other. When connected, the Outer Battle Area conference consisted of the ADCC, Separate, Popular, Galahad, Frogpond, Pillow and Maples. The Inner Battle Area conference connected the ADCC with Redman, Freakshow, Paperdoll, Drawing and Pagan.

3. UHF Augmentation: It was decided for WEX VAL that augmentation of the UHF Air/Ground radio facility at each ACWRON participating should be made. During the months of April through July, action by Rome Air Force Depot was initiated to replace the old unmodified AN/GRC 27 radio equipments which were installed at that time with the new modified full duty cycle AN/GRC 27 (multi-channel) radio equipment. The concept was to provide one (1) AN/GRC-27 for every controller position, a total of four (4) at each site. Previously, there were only three at each site. Supply action by Rome Air Force Depot was direct to each ACWRON and the equipment was installed and operational in time for WEX VAL.

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4. TVOR Facilities:

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a. In preparation for furnishing augmented NAVAID to aircraft a. In preparation for furnishing augmented NAVAID to aircraft participating in WEX VAL, TVORs were sited at Lakehead Airport and North Bay Airport, Ontario, Canada. The Lakehead TVOR was sited at a point Accated at the intersection of two lines, each 780 feet perpendicular to the centerline of each runway. The site was concurred in by Dr. D. M. Holmes of the DOT Regional Office at Winnipeg.

b. The TVOR at North Bay was sited in the area of the triangle formed by the intersection of the three runways at a distance of 1435.5 feet from the centerline of the main runway and 658.6 feet from the centerline of the secondary runway. This site was concurred in by Mr. L. W. Hicks, the Airport Manager representing DOT, Canada.

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AREA DEFENSE ECM AND ECCM

1. General ACW ECCM Procedure. Modification of ACW search and height finder radars with ECCM fixes dictated specific changes in operation of the radar systems from the previous unmodifie. mode of operation. main change to radar operational practices was the addition of an ECCM position with associated PPI scopes and ECCM fix controls to the search radar system. This required a specially trained operator to man the position and have complete control of the video picture presented to all Direction Center scopes. Eight ECM officers, from various organizations throughout ADC, were assigned on temporary duty to the ECCM modified sites to man and operate this position. It was the responsibility of each of these officers to continuously analyze the ECM situation and apply the best combinations of ECCM fixes to present the cleanest videos possible for Direction Center use. Because of the physical layout of the GCI sites, it was not possible to locate the search and height finder ECCM positions together. This problem was solved by training an HRI operator to operate the ECCM fix control panel, which was not as complicated as the search radar ECCM position. Procedures were established requiring the complete radar system, including the special ECCM receivers to be checked and peaked twice each day with the last peaking period to occur within four hours prior to each mission. In order to obtain maximum benefits from the modified radar systems, procedures were established requiring that the search radar be operated at all times with the CFAR receivers in the system and ability to go into diplexing of channels upon notification or detection of ECM.

2. ECM Activity and Effects.

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mission.

a. Types of ECM: Types of ECM experienced during the WEX VAL missions varied somewhat from mission to mission, depending on the tactics employed. The following types were identified during the various missions:

(1) Ground Radars:

(a) Slow sweep electronic - AM Noise Modulated.

(b) Spot Electronic - AM Noise Modulated. Single channel of the FPS-20 in the first two missions and both channels in the remaining missions.

(c) "L" Band very high sweep carcinatron during the last

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(d) "3" Band very high sweep carcinatron against the FPS-6 height finder and FP3-6B search radars.

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- - (a) Slow sweep electronic AN Noise Modulated.
 - (b) "X" Band very high sweep carcinatron.

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(1) It is difficult to assess, in terms of amount, the ECM that was employed during any particular WEX VAL mission. The fact that any single site was less affected by electronic ECM in one particular mission as compared to the other missions does not necessarily indicate a lessened ECM effort. Any combination of factors such as a change in faker tactics, variations in jammer carrier displacement, improvements in operation of the ECOM fix positions, stc., caused conditions to appear changed from mission to mission. In general, it is believed that a full electronic ECM effort was employed during each jamming mission with improvement in effects during the final two missions due to better jammer equipment stability and the use of new equipment such as the "L Band carcinatron.

(2) Three conditions of electronic jamming effectiveness were established and used as a standard throughout all missions.

> Condition 1 - The site is beginning to experience jamming with no degradation effect. All targets are visible and the site has full control capability

Condition 3 - Electronic jamming is becoming intense. Jamming is screening targets in intense areas on unsodified radars. Bldp Scan is being degraded on modified radars and initial pick-up and target tracking continuity is being reduced. Intercept capability is being degraded. A the to a south in

Condition 5 - Electronic jemming is saturating the radar system. PPI scopes at the unmodified radar sites are completely white. All targets have disappeared from the FPI scopes at the modified radar sites. No intercept control capability. ALTER CEN

and an all grander the test (3) Considering the effectiveness of electronic ECM, first on the musodified radars; the FPB-3 type radars at Siour Lookout (C-16), Armstrong (C-15), Lowther (M-119), Ramora (C-10) and Falcombridge (C-9) were all saturated and reported Condition 5 at some time. The saturation affect and

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Sensiti of time any shaple site versions on this status one a circular mail evaluation and programs. Show lookout reached situation for short incompitent periods due to the relatively shall maker of rule distance to the east. Armstrops, lowther and Ramore were saturated at anying times "hroughout hill SC" type sissions with Lowther and Armstrop remaining in saturated condition for prolonged periods. Falconorida experienced complete saturation intermittently however, Condition 5, a with Ramore, was experienced for prolonged periods in each ECM type also

(4) The AN/FPS-20 HCM modified radars were effected in varying degrees from mission to mission. Cenerally, the ECCM fixes absolutely bandled mont of the jamming. There were instances, due to the large numbers of ECM carriers concentrated in an area, where jamming intensity was sufficient to cause some loss of blip scan ratio, and Condition 5 was reached and sustained for as much as thirty minutes. Pagwa, Sault Ste marie, and Culturet reached Condition 5 status for brief periods, maximum of five minutes, and then went mark to Condition 3 status. All instances of Condition 5 were reported when jamming aircraft were atther over the site, orbiting the site, or in the immediate airc area and at altitudes varying from 5,000 feet upward. The normal video PFI scope in the ECCM position at all sites showed a Condition 5 status for most of the time that jammers were within 75 to 100 mile radius from the site; however, the ECCM fixes eliminated the eppearance of jamming completely from the aurveillance and director accepts, except for the carcination jamming. "I" Band carcination jamming, experienced during the last mission was very intense on the azimuth of the jammer. It did saturate the system and caused a blank wedge between one and one-half to three degrees in vidth on the PFI scope in which no targets were visible. Some light strobes along the edges of the blank azimuth were apparent and a checkered pattern developed in the blank wedge as the jammer case closer to the site. The main effect was self screening with no screening or degradation to targets outside of the blanked azimuth.

(5) The AN/FPS-6 ECCM modified height finder radars were, in general, less affected by the electronic ECM than the search radars. This can be stiributed to some extent to the higher power concentrated in the narrow beam of the radar which resulted in stronger target return. There was no instance where the electronic jamming saturated the system. Although the jamming, particularly "5" Band carcinatron, at times became very intense and was visible on the HRI scope, there was little difficulty in distinguishing targets and obtaining height information. The effectiveness of "5" Band carcinatron jamming was apparent at Fort Custer, 'Michigan (P-67), which did not have an BOCM modified FFS-6. As the jammer aircraft came within range of this site, the HRI scope went from light theokered pattern to a heavy herringbone pattern all over the scope and the sweep trace disappeared. This set was rendered useless for lengthy periods during each mission while height information was available from the ECCM modified sets at the adjacent sites.

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(6) The two CFS-5 ECCM modified sets at Empire, Michigan (P-34) and Milliams Boy, Misconsin (P-31) neceived very intense concentrations of "S" Eand allow neess and carcination jamming. This radar, being considerably lower is power than the FFS-20, is reasonably easy to jam. As a result of this lower power broblem, the ECCM fix receivers had to be adjusted accordingly for optimum target detection and the jamming effectiveness against the radar was greater than for the FFS-20. Empire received the most severe concentration of jamming of the two sites and was affected with Condition 3 status and intermittend Condition 5 status for periods during each ECM type mission, whill jammar carriers were within 75 miles of the site. Williams Bay was affected with Condition 3 status intermittently. Although very severe jamming was experienced by both sites, tracking continuity appeared to be very good except under the extreme conditions which were of short duration.

(7) Chaff was the greatest problem for most all of the radars. It caused some amount of confusion in raid assessment during the early phases of some missions in the Sioux Lookout, Armstrong, Pagwa, and Ramore areas. these instances the chaff drops appeared to be well coordinated with cell splits and altitude changes for low level attack. All other sites experienced very heavy chaif saturation which appeared to increase in effect from mission to mission. Combinations and variations of single unit drop and stream drop were employed. At various times during the five ECM missions, Pagwa, Sault Ste Marie and Calumet estimated more than five hundred single chaff drops. were visible on their scopes. This condition was further complicated during the last two missions by semi or solid corridors of chaff weaving through the areas. All sites in the heavy chaff areas reported difficulty in maintaining track continuity. Initial target detection of second wave aircraft was delayed in many instances in the Armstrong, Fagwa and Lowther areas due to earlier heavy chaff drops. The anti-chaff receiver at all FPS-20 sites was completely useless. The velocity filter was late in installation and was used during the last two missions only. At Pagwa and Sault Ste Marie, the velocity filter was no help because of maintenance difficulties. Calumet and Antigo were successful in using the velocity filter because it punched out the chaff and, even though a blank hole was left, the surveillance operators and directors were relieved from sorting out targets from chaff. At best, the velocity filter was not a satisfactory anti-chaff device.

c. <u>AI Radar ECM/ECCM Effects</u>: ECM effectiveness against the AI radars was sporadic. Interceptors deployed in the northwest sector experienced very light electronic ECM activity and had no difficulty working through it. Because of the relatively light ECM action, it is difficult to assess the difference in results obtained between the ECCM modified and unmodified aircraft. It is not implied that the modifications were not effective, but rather that this particular situation didn't provide a real test of these modifications. As an example, the Auto-tune mode was used and considered an asset by pllots flying the modified aircraft; however, pllots flying unmodified aircraft could accomplish the same function manually with little extra effort. Interceptors deployed in the central and eastern sectors of the Division



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monuntered a considerably heavier SCM effort. The most effective electronic EQI experienced was spot jamming; however, it appeared that when this was encountered, only one interceptor in a two aircraft element was effected and the second aircraft was able to complete the attack without interference. Auto-tune was employed by the modified interceptors against spot jamming with complete success. Several instances were reported, during the last two missions, of spoofer jamming combined with burst chaff techniques which did cause some problems in distinguishing the target; however, Random PRF solved this problem for the modified interceptors. The major effects of heavy MCM proved to be reduced contact range and subsequent late lock-on. The Jam angle track offered an advantage in that strobing appeared on the from targets beyond the 30 mile range and azimuth lock-on could easily be accomplished and closure made to visual cross-over range where conversion was made to a range lock-on for automatic firing. Although there were several scattered instances of missed intercepts due to chaff throughout the WEX VAL missions, the chair techniques employed were more of a muisance value than serious threat. In general, either re-attacks with successful MAs were accomplished or successful MAs were accomplished by other flights. Chaff was more effective against interceptors vectored on 90 degree beam attack In the case of the 12 o'clock 15 mile pass, chaff actually aided the pilot in recognizing an otherwise dim target. Few intercepts were lost as a result of ECM. The most effective ECM counter-measure remained a well-tuned fully-operational radar combined with a skilled pilot or radar observer

3. ACW ECCM Fixes Installed:

a. AN/FPS-20

ITEMS	P-16	P-19	P-61	P-66	P-67	P-69
Ouick Fix Receiver		x	x	x	x	
AVA			x			x
Dicke Fix	x	x	x	x	x	X
Cross Gating	x	x	x	x	x	X
Diplexing	x	x	x	x	x	x
Multi-channel Preamp	x	x	x	x	x	X
Jam Alarm	x	x	x	x	х	
Side Lobe Cancellation	x	x	x	x	x	X
Video Integrator (Imprv)	x	x		x	x	X
P1 SAB	x	x	x		x	x
MTI CFAR	x	x	x	x	x	х.
Velocity Filter	Loren X	X		x		
b. AN/FPS-6						
TIEMS AND AND AND AND	P-16	P-19	P-31	P-34	P-66	
Variable Nod Kit	r-bla X	x	x	x	x	
Dicke Fiz a salar a st	In a R	x	x	x	I'm	
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FRF Jitter x x x Video Integrator x x x Special Mags QK-3384 x x Tuncable Mags QK-327 x x x X

e. AN/CPS-6B

AVA The state of the state Dicke Fix X Cross Gating X Diplexing X Diplexing Log IF and FTC Wide Band Preamp X Video Integrator X

4. F-102/MG-10 and F-89J/MG-12 ECCM Fixes Installed:

x

X

X

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Items:

Random PRF - Automatic function of the equipment Automatic Tune - Pilot selection Home on Jam - Pilot selection Rapid Range Reset - Pilot selection

- 5. Operation of ECCM Fixes:
 - a. AN/FPS-20

Video Combinations Employed: Crossgating

CFAR NORMAL -

A-J MEI -

CFAR NORMAL -(Constant False Alarm Rate) Dicke Fix and Log Receivers Causes some loss in blip scan ratio, possibly due to the constant output of the CFAR receiver. OR position seemed best for higher blip scan and should be available at ECCM position. Excellent combination for heavy ECM with spot and sweep combination.

> Excellent combination particularly within the range gate.

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Crossgating <u>APD</u> AVIL MIT (Automatic Video Noise Limiting)

Integrator

Side Lobe Blanking

Individual Items:

Diplex Log

Diplex Dicke Fix

Anti-chaff Receiver and Chaff Gates Eliminates strobing on PPIs. Also attendively used in combination with INAR Normal.

buccessful in eliginating strobas on PPT scope. Some reduction in target returns within the MTT gate.

This does not give target degradation as CFAR MTI. Somewhat better for target continuity although some light stroking on PPIs which does not cause a serious problem.

Could be very effective for target enhancement but extremely sensitive and requires constant adjustment. Presently, too sensitive to keep in proper adjustment even for Bendix A-J Fix technicians. Needs review of technical aspects for future maintenance by military personnel. Excellent target presentation when usable.

Effectively eliminates any possible mutual interference (PRF) and off-azimuth strobing. Used with discretion - caused increase in noise level on PPIs and some indication of instability (possibly maintenance problem).

Used under extreme ECM although some loss of target paints. Has also been fairly good, as a chaff and weather suppressor.

Good for fast sweep with AM noise and carcinatron with AM noise. Should be used, where possible, in combination with logo because of the high noise level. Could effectively jam PPI with internal noise.

Was either completely useless or had insignificant value. Position on control panel removel to make room for PISAB and MTI CFAR installation. A definite need exists for a good anti-chaff receiver coupled with non-coherent gates because of the serious effects of heavy stream chaff on target concelment, target loss, and tracking degradation.

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AVA (Azimuth Versus Amplitude)

JAM ALARM 1. 1. 1. 1.

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PPI Position #1 MASTER-SLAVE-NORMAL

PISAB (Pulse Interference Separator and Blanker)

b. AN/FPS-6

Videos Employed: Crossgating

Dicke Fix and Log staller (the stall application

And the settle the state to achieve

And search and seatting

Single Items:

Log Receiver

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Excellent for early warning of ECM pointing out raid areas - exact azimuths of jammers in broad frontal attack. Some use in cross-tell of jammer azimuth to adjacent sites for D/F. Worked very well on carcinatron when the target was blanked on azimuth and range information denied. Has a solid place in the inventory Jam alarm should be coupled to AVA for first indication of jamming only. This requirement should have further investigation on workability considering alarm for successive waves after first alarm has been given.

Completely useless in present form. No optimum adjustment to prevent continuous alarm without loss of sensitivity for additional alarm on successive waves. Presently can be triggered by any strong . return such as from clouds or interference. Should be coupled to AVA.

Used in balancing videos and for constant reference to determine raw ECM effect and type for employment of proper fixes.

No evaluation - it was used when spoofing was suspected; however, there was no known repeater jammers used.

Very effective against most combinations of ECM experienced. Dicke Fix receiver somewhat noisy and crossgated with log only when necessary.

Excellent. Eliminated most jamming completely. Some slight target loss.

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Side Lobe Suppressor satisfactory. FRF Jitter englis s.

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FAGC

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En anticke

Excellent. Although somewhat noisy, it was suployed against carcinstron type it was employed against carcinatron by issuing with excellent results. Crossgated with log when necessary under intense

Limited reports; however, appeared to be

No fair evaluation - No known spoofer. May have helped with carcinatron jameing.

to bother operator

> Excellent - when necessary. Time sharing too critical to fully employ for good continuous evaluation.

Video Integrator:

Very good for target enhancement - very little information on operational problems, if any.

No evaluation - installed too late. (Fast Automatic Gain Control)

No evaluation - used at random.

RF Components: c. AN/CPS-6B

(1) Diplexing of beams and combinations of crossgating and single fixes were employed continuously as needed. The relative low power of this radar as compared to the FPS-20 caused a different situation to exist when crossgating Dicke Fix and Log Receivers. An optimum setting for each had to be reached for balance and, as a consequence, some strobing was generally present on the operations PPI scopes. This condition reached the highest degradation effect on the system at Empire, Michigan, during the sixth mission, when a large number of aircraft were from 25 NM North - directly over - and 25 NM South of the site, at which time complete saturation was experienced for short periods. There were other situations where a Condition 5 was evidenced on normal video on one beam while another beam was clear and diplexing solved the problem very satisfactorily.

(2) The Dicke Fix and log receivers reduced electronic jamming considerably but they also reduced the pick-up range of targets. This loss was not sufficient to interrupt normal tracking continuity in most cases; however, long range targets were not carried on the VL beam as early as they should have been.



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(3) The video integrator, when in good operating condition, was one of the best and most used fixes. At Empire, some maintenance difficulty was experienced. Williams Bay had a very high degree of success with it. In addition to giving very good target enhancement, it breaks up the ground clutter and weather and permits good tracking continuity through the normal ground clutter area.

(4) A compatibility problem exists between the CPS-6B and the video integrator on the FPS-6. When the FPS-6 video integrator was used, it caused running rabbits on the CPS-6B scopes. This appears to be a fairly simple blanking problem to solve.

(5) Some difficulty was experienced at Empire with carcinatron jamming. Strobes at jammer azimiths were $5 - 10^{\circ}$ wide, very intense on the outer fringes with a herringbone pattern down the center. Little could be done about this problem and targets on the strobe azimuth were not visible

(6) Chaff was the most severe problem. The area was saturated with chaff throughout each ECM type mission.

d. F-102/MG-10 - F-89J/MG-12:

Random PRF

Auto Tune

This item is not controllable by the pilot. It is difficult to determine how effective this mode was; however, the theory is sound and it should be a definite aid against more sophisticated types of ECM.

Considered a definite asset against spot or slow sweep jamming.

Home-on-Jam Mod This mode, to be effective, depends on steady jamming. Intermittent jamming while in this mode causes break-lock conditions, particularly in final attack phase. This mode could bring the interceptor in close enough for optical she of the sheet at the second firing.

Rapid Range Relock: Very satisfactory for quickly reaccomplishing lock-on. A pilot can simply re-position the gate marker on the target which is still spot-lighted from the original lock-on.



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AIR DEFENSE ARTILLERY OPERATIONS A. GENERAL

1. This section discusses general techniques and procedures utilized in coordinated employment of Air Defense Artillery with ACW and interceptor forces. Detailed information on the operation of ADA elements is contained in WEX VAL reports prepared by the 45th Artillery Brigade and filst Artillery Group.

2. There was limited opportunity to exercise ADA, ACW and interceptors as a joint NORAD force during the WEX VAL training program due to limitations in available target effort. Through past systems exercises, however, the main limitations existing in combined operations were known. The main one, the problem of making rapid and accurate identification of tracks detected by ADA radar, was largely attributable in previous exercises to the usual presence of various numbers of non-exercise aircraft in and around defended areas. This situation was expected to improve during WEX VAL and did improve to quite an extent due to the airspace restriction. Other limitations previously noted were degradation of ADA defenses resulting from operation of fighters within battery acquisition and missile ranges, delayed telling to AADCPs during large scale exercises, and lack of capabilit of AADCPs to tell ADA detected tracks to essociated direction centers.

 Prior to the first WEX VAL mission certain actions were taken to improve combined ADA, ACW and fighter systems operations. These were as follows:

a. Particular emphasis was given to rapid track identification by Direction Centers associated with and adjacent to ADA defenses, with DCs using ADA radar track information wherever ACM track information was not available. Authority to classify tracks as faker was retained by the Combat Center, however, within the meaning of NORADR 55-6. That is, DCs were authorized to identify tracks friendly based upon speed, direction, etc., but had to obtain track classification from the Combat Center for tracks not obviously friendly.

b. Emphasis was also placed upon AADCPs providing track speed, direction and number of objects as well as position when referring ADA detected tracks to DCs, to aid in identification by the DC or Combat Center.

c. 37NORAD Division Operations Order 3-58 provided that fighters would not be directed against fakers within a 50 mile radius of the center of ADA defenses unless locked-on to fakers at time of penetration, and

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also would not fly within 80 miles of defenses unless absolutely necessary in defensive actions. These provisions were intended to minimize presence of fighters in NIKE Ajax missile and battery acquisition ranges, respectively, and were somewhat more restrictive than standing division operational policy at that time.

d. Direction Centers were instructed to use mass track plotting procedures where large numbers of tracks were approaching ADA defenses, to reduce the required amount of telling to AADCPs and assist in the identification problem.

4. During WEX VAL mission 1 it was noted that identification of ADA detected tracks was still the main difficulty. The large number of tracks reported by many defense acquisition and battery acquisition radars, the problem of track correlation, and the amount of communications traffic between AADCPs and DCs delayed identification and in fact prevented some identification requests from being processed on available circuits. For example, AADCPs either were unable to pass identification requests to DC or receive final identification on approximately 50% of tracks established by FPS-36s due to circuit saturation. Also, it was noted that it was impracticable for the Combat Center (Commander or Battle Director) to attempt to identify ADA tracks or tracks re-established by interior DCs after earlier fades. This can not possibly be done within the established one minute time period. Time delays in faker classification degrade the ADA defense, and the Division Commander or Battle Director can not give attention to a large number of identification requests without resulting distraction from and degradation of other phases of the air battle.

5. Lateral tell limitations mentioned in paragraph 2 again were evident during the first mission, from DCs to AADCPs and vice versa. As tracks penetrated within a few minutes of battery acquisition ranges and converged upon ADA defenses, time intervals for telling ACW track plots to AADCPs averaged from four to six minutes. AADCPs have a requirement for at least two minute plot intervals at these ranges (within about 150 miles from fire unit locations) and rapid notification of changes in track characteristics. The primary reason for delayed telling was reported by ADA and ACW units to be inadequacy of the one standard DC to AADCP tell circuit to handle the amount of traffic generated by a large effort mission. Also, some defense acquisition and battery acquisition track information could not be told from AADCPs to DCs. There has been no AADCP to DC tell circuit in the defense system. The DC-AADCP liaison circuit is not terminated for telling and shouldn't be, as it must be utilized for coordination of tactical matters. Lack of capability to pass surveillance data between the two agencies increased the problem of correlating ACW and ADA radar tracks and directly contributed to greater identification difficulty.

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 Prior to the second mission, additional actions were taken to improve system operations as follows:

a. Tectical circuits between DCs and AADCPs were increased from two to four. Initially, this was accomplished by simply holding open long distance calls between the two activities. Immediate follow-up action was taken to procure EMCs for this purpose. Headquarters ADC was prompt in granting approval for the EMCs and subsequent action was initiated to establish them. One of the new circuits was utilized as a second DC to AADCF tell circuit. The other was employed as an AADCP to DC tell circuit and was terminated specifically for this function, that is, in front of the AADCP plotting board and behind the DC plotting board.

b. Track identification procedure was revised. DGs associated with and adjacent to ADA defenses were authorized to identify tracks established by themselves or ADA radars as faker, during Lemon Juice and Apple Jack, and for WEX VAL purposes only. Movements-identification officers were placed alongside ADA liaison officers in DGs to expedite identification requests from AADCPs. Tracks were to be referred to the Combat Center for identification only where there was doubt as to correct classification.

c. Particular emphasis was placed upon maximum surveillance support between DCs as faker strikes approached ADA defenses. DCs were advised to extend every effort to effect two-minute lateral telling and rapid notification of changes in track characteristics. This was especially important for telling between the two DCs associated with AADCPs (676 and 755 ACWFONS), and from other adjacent DCs into these two. This also included constant appraisal of locations of fighters being employed by the various DCs, in order the fighter identity could be passed to AADCPs.

d. Use of mass track plotting procedure was re-stressed. This was noted to be of definite value during the first mission.

7. Improvement in coordination of ADA with ACM and interceptor operations continued to receive attention throughout the exercise. Since system delays and difficulties in coordination during large exercises stem largely from the amount of data passed between AADCPs and DCs, actions taken by ADA organizations to reduce the amount of data considerably aided operations. The 45th Artillery Brigade and 61st Artillery Group AADCPs took positive action during the exercise to limit identification requests to tracks presenting the greatest threat to defended areas and to curtail telling on tracks not of immediate concern to artillery defenses. This permitted more rapid handling and identification of critical tracks.

8. There was considerable improvement in all espects of combined operations during the exercise. Installation of the additional DC to AADCP tell circuit permitted use of two artillery tellers in the DC and approximately

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doubled the capability of the system to provide AGM surveillance information to ADOPa. The new AADOF to DC tell circuit provided a workable method of telling defense acquisition radar information to DCs, to augment ACW surveillance and to aid in track identification by DCs. The additional circuits and the delegation of full identification authority to DCs speeded up identification of tracks established by DCs and ADA radar. The avarage time required for identification of tracks established by ADA radar was less than one-minute during most missions. However, it is considered that this still doesn't satisfy the requirement for immediate identification of inveders detected within or mean air-to-surface missile or bomb release lines.

9. With the exception of the second mission, where bad weather caused recovery of a number of fighters at bases within artillery defended areas, very few fighters penetrated missile ranges during times that fakers were within or in the vicinity of artillery defenses. A total of six were specifically indicated in ADA mission reports. Forty-one additional fighters were reported conducting engagement within battery acquisition range, an average of approximately seven per mission, again excluding the second mission. Some fighter flights were taken through ADA defenses enroute to control points, especially from Bunker Hill, however, this is accepted procedure and did not appear to cause any difficulty inasmuch as DCs informed AADCPs of such overflights.

10. Although the Milwabkee and Chicago-Gary Ajax acquisition and missile ranges cover more than three-fourths of the 755th ACW Squadron fighter control area, and portions of effective control area of four other participating ACW Squadrons, it is considered that restriction of fighter employment in these areas hampered fighter defense only to a small degree. This was due to continuous and normally successful efforts to employ fighters as far morth as range and available airspace and ACW control capacity allowed.

11. Correlation of AGW and ADA radar tracks improved considerably during the exercise, being directly related to timely telling. It was indicated that this will continue to be a problem in the manual system, however, due to the number of scope operators, plotters, tellers and plotting boards involved with surveillance information. Criteria for correlating AGW and ADA tracks (i.e., lateral, fore and aft limits, etc.) were not established by this headquarters for WEX VAL. Correlation is left to the judgement of artillery defense commanders and concerned AGW squadron commanders. This was believed desirable due to inherent inaccuracies in correlation. The main difficulty resulting from inaccurate correlation was over-assessment of numbers of fakers approaching and within ADA defenses. For example, a single faker might be carried as two separate tracks by AGW and defense acquisition radar, and, in some instances as three tracks, upon battery acquisition detections. Overassessment for some missions was estimated to have been on the order of 20% to 30% based upon very general strike information made available to this headquarters. Chaff no doubt contributed in some degree to over-assessment. Over-assessment was not of particular concerns is interceptor operations. At this stage in the battle, with fakers within or in the vicinity of artillary defenses, available fighters had already completed engagements or been withdrawn.

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As far as ADA actions are concerned, over-assessment constituted more of a problem, although, it is believed not an essentially serious one. It was considered that the most important requirement was to obtain fastest possible identification on any live tracks reported within or close to defended areas, rather than waiting for possible correlation or taking the time to search with one type radar for a track detected by another.

12. The 37th NORAD Division Commander employed "Warm Touch" (Weapons Tight) weapons control status during all missions, under which ADA defenses were authorized to engage only those tracks identified as faker.

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B. BOM AND BOOK

1. ECM Effectiveness:

a. <u>61st Artillery Croup, Milwaukee</u>: Electronic jammers caused little or no difficulty in tracking or lock-on of aircraft from 100,000 to 120,000 yards range with the use of the new field changes. BCM conditions varied from Condition 1 to light Condition 3 at those ranges. When ECM aircraft flew well within weapons range or overflew fire units, all radar scopes were saturated or near saturated during short periods of time. Electronic noise jamming appeared to be the most effective type of jamming against the HTKL Ajax. Chaff saturation of the defense area was the most successful DCM technique employed. Many times, chaff bursts were reported as tracks and identified as faker aircraft. It took at least two sweeps of the acquisition antenna to distinguish between mission aircraft and chaff. Another technique employed was sowing very heavy corridors with chaff, which blanketed large areas within acquisition and weapons range. With light variable winds, these chaff blankets would hover over the defense area thus saturating the "S" and "X" Band radars.

b. <u>15th Artillery Brigade, Arlington Heights</u>: The defense area was never totally saturated by the BCM effort. However, in many instances, particularly during the later missions, some individual fire units and FPG-36 radars, were incapable of effective operations. This was particularly true when both electronic jamming and heavy, close-in chaff were used simultaneously against the defenses.

2. ECCM Modifications:

a. Nike AJAX:

Field Change

Video Amplifier

Allows proper angle sensing and source of noise (will automatically track the jamming signal in azimuth and elevation, even though the target can not be seen). Reduces the possibility of complete video cancellation. Eliminates the possibility of the target radar automatic frequency control locking and side band. This helps to prevent reverse angle sensing. Proved highly effective in enabling acquisition and lock-on at maximum ranges.

Increase the amplitude of range video and noise on the "A" scopes of the target tracking radar. Considered of limited value as an BCCM measure but is of value in amplifying weak targets at extreme ranges.

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Dump Switch

Interference

Suppressor (IS)

b. NIKE HERCULES:

Interference

Suppressor (IS)

c. AN/FFS-36 RADARS:

Dicke Fix

Receiver

Log Receiver

Instantaneous Automatic Gain Control (IAGC) Allows the target automatic frequency control to remain locked-on while the magnetron frequency is being charged and at the same time shunts the transmitted energy into a "dummy load", this preventing detection of the chance in frequency by a lock-on type jammer. This device worked very well considering the limited use due to requirement for a lock-on type jammer.

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Helps to reduce the appearance of jamming on the PFI and PI scopes of the acquisition radar; the most valuable of all installed fixes. The effect was to reduce "S" Band jamming by two or more conditions and sometimes eliminate jamming completely from the scope. Negligible effect on chaff

This device was not as effective against electronic jamming as in the case of the NIKE Ajax. Requires further test to evaluate problem.

Designed to be effective against noise and fast sweep jamming signals of relatively high intensity. Very successful both singly and in combination with the other "Black Box" Receivers.

Used to combat different types of low strength jamming simultaneously. Also useful in breaking up ground clutter and storm clouds. Successfully used singly and in combination with other "Black Box' Receivers.

Very effective against relatively high intensity CW, amplitude modulate CW and slow sweep jamming signals. Also a part of the "Black Box" group.

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CONCLUSIONS AND RECOMMENDATIONS

1. A number of conclusions made during the pre-WEX VAL training period and contained in the 37th Air Division (Defense) Freliminary Report on Project WEX VAL, 1 August 1958, were substantiated during the Evaluation Exercise. These, along with associated recommendations, are included in this report.

2. <u>General Conclusion</u>: The training value of exercises of this type in developing the combat capability of a NORAD division can hardly be everstated.

Recommendation: That every effort be made to provide frequent training missions of the WEX VAL type, with employment of large strike forces and intensive and varied ECM against one or several NGRAD divisions. That, in furtherance of this, consideration be given to assignment of a suitable target force to the command or each region possessing ECM capability and of sufficient size to provide frequent saturation size ECM missions to each division.

3. Area Defense Operations.

a. <u>Conclusion</u>: The Strategic Control Point concept proved very effective in committing fighters during all missions, both on basis of early warning and contiguous cover surveillance. This permitted orderly and simplified planning of tactical action and considerably aided weapons assignment and intercept direction.

Recommendation: That Strategic Control Points, as selected by NORAD divisions or possibly NORAD regions be assigned code names by Headquarters NORAD to avoid duplication and be established in a NORAD publication to enable each division to be aware of control points in adjacent divisions.

b. <u>Conclusion</u>: The 30 degree beam missile attack with the F-102 provides excellent results where the fighter has speed advantage. The attack simplifies the director's job, can be initiated from either a side or head-on set up, and is particularly effective under ECM conditions.

Recommendation: That above tactic be adopted as standard for the F-102 against targets over which the F-102 has a speed advantage.

c. <u>Conclusion</u>: GCI fighter recoveries are not practicable or desirable during penetration by large forces, particularly those bearing ECM. Radio aid recoveries release scopes, directors, and radio frequencies for the air battle.

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Recommendation: That radio aid recoveries with ILAS or OCA pick-up be established as the primary recovery method and that required aids be identified in the NORAD/ CAA SCATER Flan as "military necessity recovery aids."

d. <u>Conclusion</u>: Recovery facilities are generally inadequate for NORAD interceptors expected to operate under all conditions. This includes, for all ADC bases and planned alternates, recovery aids, instrument landing systems compatible with interceptor automatic flight control landing equipment, and high intensity runway and approach lighting systems. There are at present no landing strips of suitable dimension within remote areas in which a large portion of 37th NORAD Division interceptors probably would be employed during an attack and are, in fact, employed during systems and unit training.

Recommendation: That action be taken to provide maximum recovery facilities at all ADC bases and selected alternates, and to provide suitable landing strips in the Pinetree area. Regarding the latter, landing facilities at Armsthong and Kapuskasing, Ontario, would presently be of most benefit to this particular division. In this connection, reference is made to 37th Air Division (Defense) letter, 18 January 1957, Subject: "Emergency Landing Facilities, Finetree Area", and 3d Indorsement to EADF letter, 25 June 1958. subject as above.

e. Conclusion: Pre-arranged hand-off of fighters, as discussed in Section IIIC, insures more complete use of ACM control capacity and dictates maximum coordination and support between direction centers.

Recommendation: That the "pre-arranged hand-off" procedure be included in Chapter VIII, ADCM 55-5, as a standard technique.

1

r. <u>Conclusion</u>: Manning of the Combat Center and Direction Centers by primary teams consisting of best qualified personnel is very advantageous during penetrations of the WEX VAL type. It is not practicable to maintain full and intact primary team on a continuous basis, due to resulting system degradatic when primary teams are not available for duty and loss of training and supervision value of best qualified personnel. On the other hand, the number of highly proficient personnel available is often so limited that spreading them among several crews will result in no one crew being sufficiently effective. An alternative is establishment of a small select crew consisting of the most skilled personnel in key functional areas, to serve as a unit standardization team, to directly assist the Combat Center Chief Controller and Direction Center Operations Officer in crew and individual training, and to augment the "on-duty" crew during critical stages of an attack or exercise.

Recommendation: That a "standardization crew" be established at each Combat Center and Direction Center.

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g. Conclusion: A more favorable and realistic distribution of ACM manual control capacity (at least as far as this Division is concerned) is necessary for maximum defense capability. Very briefly, under existing director and control scope allocations, this division has most of its control capacity in the southern half of the sector and an inadequate capability in northern perimeter stations. This is not consistent with ranges of available fighters and with logical attack routes. Actions taken prior to the exercise to augment the control capacity of northern sites on a temporary basis contributed materially to successful tactical actions.

Recommendation: That manual control capacity be reviewed and adjusted on a command wide basis to insure maximum compatibility with present day fighters and NORAD area defense requirements.

h. <u>Conclusion</u>: There were probably some MAs obtained by fighters against fighters during the exercise, although this headquarters has no means of analyzing this accurately. The present inability of interceptor crewe to make AI radar distinction between friendly and target aircraft, and resulting degradation of defense capability during large scale night or bad weather attacks must be considered a serious system limitation.

Recommendation: That interceptors be equipped with the Fighter Identification System (APX 26 and/or 27) at the earliest possible time.

i. <u>Conclusion</u>: A second factor which can lead to MAs against fighters, although this headquarters again could not specifically attribute any to this factor during the exercise, is loss of IFF by fighter aircraft. This also complicates the surveillance picture with regard to invader track identification. A system is needed to immediately inform the interceptor pilot and in turn the direction center when the fighter experiences IFF cutage. The fighter can then be immediately directed away from the battle area if not within a flight, where reliable fighter identification and skin paint can not be assured, and "free lance" tactics are not desirable due to possible interference with direct control of other fighters.

Recommendation: That an IFF warning light system be developed to inform the pilot when IFF outage occurs, either complete loss or outage of a particular IFF mode.

j. <u>Conclusion</u>: Loss of tracking continuity on low level faker tracks during missions indicates that adequate ACW low level surveillance remains a serious weakness in the system. Use of dead-reckoning procedure and height finders for low altitude pick-up and interception, as discussed in Section IIIC, is an improvisation designed to compensate for this weakness and in no sense should be considered a primary tactic.

Récommendation: That the ACW Gap-filler program be accelerated to the extent possible and that Gap-filler radars be equipped with ECCM fixes.



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k. <u>Conclusion</u>: Interceptor AI fire control systems do not have adequate low altitude capability. The procedure of employing fighters below bombers flying at low level, as mentioned in Section IIIB, was intended to avoid ground return effects. Actually, the procedure had limited effectiveness.

Recommendation: That an acceptable low altitude capability for Alfire control systems be developed.

1. Conclusion: That Cliff Report method of reporting the presence of BCM and the "Suffix" method of displaying BCM on the Combat Center plotting board are unsatisfactory since they do not provide a timely visual picture of the ECM situation.

Recommendation: That the SUM plotting, telling and reporting procedures described in Attachment 1, Section IIID, be adopted, and the Sliff Report be discontinued.

4. Area Defense Communications and Electronics:

a. <u>Conclusion</u>: From a communications standpoint, battle area conference circuits were a non-standard installation which worked fairly well during WEX VAL, but only through constant efforts and monitoring by the various telephone companies. furing missions, telephone companies maintained personnel on duty at their many local offices and at this headquarters to assist with maintenance problems. This method of operation is considered far too combersome for only a fair return in communications quality and reliability. The primary shortcoming of the scaferences as established was the use of existing long haul circuits to the sites rather than completely engineered conference systems with circuits specifically tailored for conference use.

Recommendation: That organizations contemplating conference systems such as used in this Division should consider the greatly improved communications to be gained from a system specifically engineered and installel for conference use.

b. <u>Conclusion</u>: UNE sugmentation at ACW Squadrons provided A/G communications in a manner far exceeding the performance of the unmodified AN/GRC-27, and without the excessive malfunctions generally experienced.

Recommendation: That this augmentation be provided all direction centers, until the BAGE A/G facility becomes fully operational.

c. <u>Conclusion</u>: Temporary TVOR facilities at Lakehead and North Bay were of particular value as NAVAIDS and fighter recovery aids during missions, expecially during inclement weather.

Recommendation: That these TVORs be retained in place until the programmed Ganadian TVOR facilities at these locations are operational.

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a. Conclusion: All A-J fixes appear to have worked very the varying conditions and types of jamming experienced.

Recommendation: That all ECCM items be retained in this Division in their present form, with modifications as noted below.

b. Conclusions:

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(1) A critical need exists for a good anti-chaff receiver with non-coherent gating. The present system is ineffective. Investigation to improve the system for effective use against stream chaff with good target detection ability should be given high priority.

(2) An anti-chaff device is needed for the FTS-6. The chaff problem became very severe with resultant difficulty in obtaining good height information.

(3) A fual channel AVA should be developed to permit selection of either channel for AVA presentation. This would be extremely useful while in normal single channel operation (non-ECM environment), for ECM warning, and of course, in the event of single channel failure or single channel saturation.

(4) An OR circuit in madition to the AND circuit should be made available for crossgating. During ECM conditions, where all strobing is eliminated by both GFAR receivers, choosing an CR circuit would enable the highest paint ratio to be presented to the operations PFI scopes. This should be available for selection of AND - CR at the ECCM control position.

commendation: That actions as defined above be taken to provide further ECCM capability.

6. Air Defense Artillery Operations.

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a. <u>Ceneral Conclusion</u>: The capability of the 37th NORAL Division to employ NIKE and interceptor weapons system in combined defense against large scale ECM penstrations was demonstrated. This capability increased materially as the exercise progressed.

b. Conclusion: Rapid identification of aircraft detected late by the defense system is very important to permit ADA acquisition and engagement prior to such aircraft reaching weapons release points. This has reference to aircraft initially detected by battery acquisition radars, or by interior ACN Equadrons or defense acquisition radars when such aircraft are within or in the immediate vicinity of battery acquisition range. Sufficiently timely track

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identification can not be assured if the Division Commander retains authority to classify tracks hostile (or faker) in the absence of hostile acts, particularly where there are large numbers of tracks.

Recommendation: That NORAD policy governing track identification be modified to allow hostile (or faker) aircraft classification below Combat Center level where overt hostile acts have not occurred. This headquarters forwarded a letter on 23 October 1958, pertaining to this subject which, in brief, recommended that Direction Centers be given full identification authority during hostilities and that the Division Commander be authorized to make broader use of the "hostile act" provision to permit immediate engagement of tracks presenting greatest threat to critical targets.

c. <u>Conclusion</u>: Two tactical circuits between an AADCP and associated DC are not adequate, except possibly for small scale operations. Use of at least four circuits is desirable.

Recommendation: That two EMCs be established between each AADCI and associated DO to augment the standard two FPT circuits.

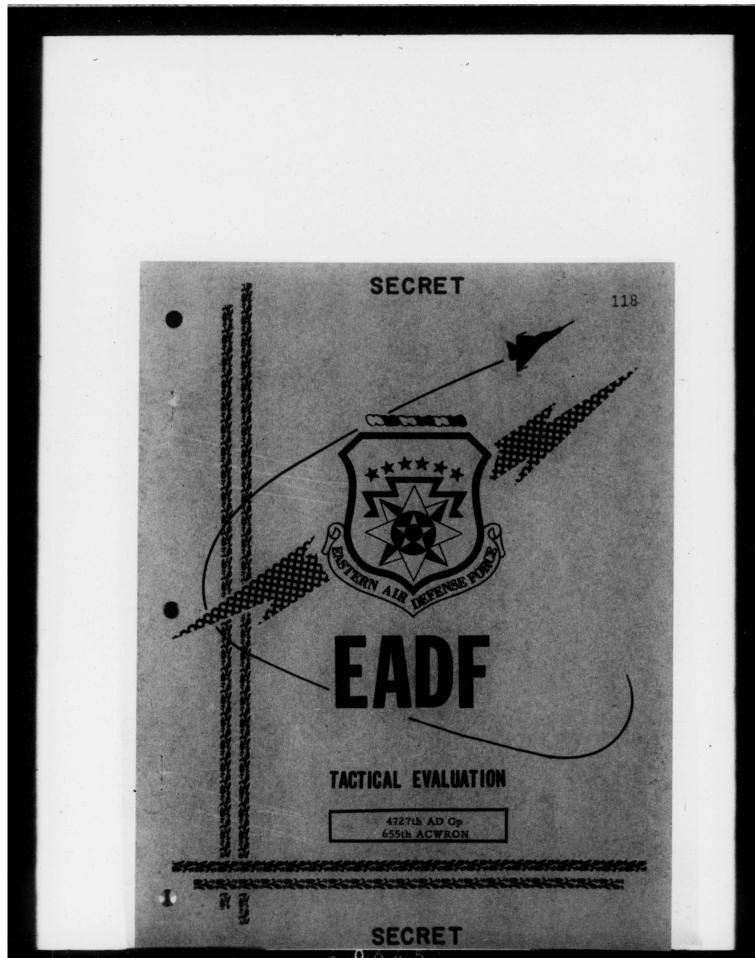
d. <u>Conclusion</u>: Although the principle of simultaneous engagement by interceptors and NIKE should be retained, employment of large numbers of fighters within battery equisition and missile ranges does degrade the NIKE defense and increases the complexity of system coordination. Employment of fighters within these ranges should be minimized wherever this can be done without degrading the total Division defense capability. Full conversion of the Chicago-Gary and Milwankee ADA defenses to NIKE Hercules in the near future, with considerably extended missile and battery acquisition ranges (covering about 30% of the present 37NORADD sector) will require employment of more fighters within these areas. It will be necessary through systems training and further investigation to establish procedures for doing this without excessive ADA degradation.

e. <u>Conclusion</u>: Limiting the amount of data passed between AADCPs and DCs is practicable and, during large scale operations, essential to permit prompt handling and maximum attention to most critical traffic. Critical traffic is that posing the greatest threat to the defended target complex. Actions such as taken during MEX VAL to restrict data should be extablished as permanent written procedure to insure that benefit of WEX VAL experience is maintained.

Recommendation: That limitations be placed upon data passed between AADCFs and DCs, to include, for example, establishment of specific distances beyond which detailed ACW track information will not be passed to AADCFs, detailed defense acquisition radar information will not be passed to DCs, and identification requests will be limited to system capability. This is basically an individual NORAD Division problem. This headquarters has initiated action to establish such procedures in coordination with ADA organitations, probably to be published as division supplements to NORADM 55-1.



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HEADQUARTERS EASTERN AIR DEFENSE FORCE United States Air Force Stewart Air Force Base, New York

EAOTE

03 OCT 1958

SUBJECT: (Uncl) Tactical Evaluation of the 4727th Air Defense Group

1. The Eastern Air Defense Force Tactical Evaluation Team conducted an evaluation of the 4727th Air Defense Group during the period 9 - 12 September 1958.

2. The report on this evaluation comprises 5 sections. Section I is the report on the 4727th Air Defense Group. Section II is the report on the 27th FIS. Section III is the report on the 465th FIS. Section IV is the report on the 655th AGW Squadron and Section V is a statistical summary of the results of the evaluation.

3. This report has been disseminated to units concerned. No reply will be required by this headquarters.

4. When inclosure is withdrawn or is not attached, the classification of this correspondence will be cancelled in accordance with paragraph 37h, AFR 205-1.

FOR THE COMMANDER:

l Incl Tac Eval Report (Secret)

N. D. CANTWELL 2d Lt, USAF Asst Dir of Admin Sves

5-6344-58

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FOREWORD

The purpose of the tactical evaluation conducted by the Headquarters Eastern Air Defense Force Tactical Evaluation Team on the 4727th Air Defense Group was to:

a. Appraise the overall state of operational readiness and efficiency of the 4727th Air Defense Group.

b. Determine the efficiency and state of operational readiness of the 27th FIS, the 465th FIS and the 655th ACWRON.

c. Examine the state of unit and individual training.

d. Determine the adequacy of ADC standardized tactics and

training with a view towards modernization and improvement of both.

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Section I

4727th Air Defense Group, Griffiss Air Force Base, New York

1. General.

a. <u>Timing</u>. A tactical evaluation of the 4727th Air Defense Group was conducted by the Headquarters Eastern Air Defense Force Tactical Evaluation Team during the period 9 through 11 September 1958. The evaluation team arrived at the 4727th Air Defense Group at 1200Z hours on 9 Sep 58, and briefed the Acting Group Commander. A general briefing was conducted at 1330Z hours at the 465th FIS readiness facility.

b. <u>Scope of Evaluation</u>. This evaluation encompassed checks into unit and individual discipline, appearance of facilities, personal equipment, adequacy of briefing and debriefings, training, operational flying, and radar support. The personnel being evaluated at FIS and ACMRON level were given appropriate EADF written examinations. The 27th FIS equipped with F-102 aircraft was required to demonstrate its ability to fire rockets, and this squadron with the 465th F-89J equipped FIS and the 655th ACMRON were required to demonstrate combat capabilities on the three missions described below.

(1) A profile mission was flown at 2400Z hours on 9 September 1958. Both FISs participated. Targets consisted of five (5) T-33s with AIE-2 chaff dispensers, four (4) F-102As and six (6) F-89Hs, flying strike routes at altitudes between 25,000 and 46,000 feet. In addition, two TB-29s were employed to generate both mechanical and electronic jamming. One of these aircraft descended to 2,000 feet during the latter part of its ECM mission.

(2) Two (2) profile missions were flown on 10 September 1958 at 1300Z hours and 1700Z hours respectively. Targets for each of these profiles were five (5) T-33 aircraft flying between 30,000 and 36,000 feet.

2. Observations.

a. The 4727th Air Defense Group is capable of performing its mission satisfactorily. The combat center was well organized and functioned effectively. Maintenance, as provided by the 606th CAMRON, was excellent.

b. The RAPCON at Griffiss AFB has not yet been declared operational. However, recovery facilities are otherwise excellent. In spite of this, local restrictions imposed by CAA on the operation of interceptors in IFR conditions, have mitigated against the development of acceptable IFR scramble and recovery procedures. At one

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period during the evaluation, when cloud base was 1500 feet and visibility 5 miles, the local ATC authorities restricted take-offs to a maximum of three per hour. Consequently, fighter scrambles were delayed an average of 31 minutes, and in one instance, for as long as 55 minutes. Such delays are utterly incompatible with an efficient air defense operation, and are intolerable even for routine FIS training. Moreover, because take-offs are severely restricted in IFR conditions, there has been no opportunity to develop and prove a recovery system capable of recovering large numbers of interceptors in IFR weather. This point was confirmed by the recovery problems encountered on the first profile mission. Although cloud base was 8,000 feet and visibility 7 miles, recoveries were poorly coordinated and considerable delays occurred.

c. Due to the construction work presently in progress at Griffiss AFB, MB-1 missiles can only be brought from the storage area to the loading point by way of a long and circuitous route over badly surfaced dirt roads. This limits the MB-1 loading capability to nine (9) F-89Js in one hour. In addition, missiles are sometimes damaged owing to the rough road surfaces. The group was therefore not required to demonstrate its MB-1 loading capability.

d. At times there appeared to be a lack of a sense of urgency and determination to succeed during the evaluation. This was reflected in the appearance of certain aircrews and airmen, and in the degree of military discipline which was displayed.

3. Recommendations.

a. Scramble and recovery procedures suitable for the ADC mission must be devised, coordinated with local CAA authorities, and constantly practiced. This matter must be given the highest priority, since adequate systems will not be available in time of war unless they are set up and proved during normal peace time training and exercises.

b. Although the limitations on MB-1 loading capabilities are unavoidable under present conditions, it must be recognized that they represent a serious operational deficiency, which must be corrected as soon as conditions permit.

c. The military discipline of certain elements of the group must be improved and the urgency and importance of the air defense mission must be re-emphasized.

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Section II

27th Fighter Interceptor Squadron

Griffiss Air Force Base, Rome, New York

1. General.

a. The 27th Fighter Interceptor Squadron is a well-organized, well-led unit. The appearance of personnel and facilities was excellent. The Squadron Commander and Operations Officer are extremely well qualified. The attitude of the pilots was very cooperative, but lacked aggressiveness. Although the military discipline displayed by the squadron as a whole was good, certain individual members fell short of the squadron standard.

2. Observations.

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a. <u>Profiles</u>. Aircrews were well briefed prior to each mission and displayed a sound knowledge of tactics and procedures. During the three profile missions, a total of twenty-nine (29) intercepts were attempted and eleven (11) MAs were confirmed for a success rate of 38%.

b. <u>Rocketry</u>. Two hours of range time was allotted to the squadron on the Suffolk range (W-105). Seventeen (17) sorties were flown and five (5) MAs were confirmed for a success rate of 30%. This is considered commendable since none of the crews had fired rockets from the F-102 prior to the evaluation. Examination of NADAR for this mission revealed instances of poor steering techniques and overcontrolling, which indicated a need for more practice in the rocket mode.

c. <u>Chase</u>. Two chase missions were flown. The average score for these missions was 84%. In general, the technique demonstrated on these missions was excellent. One deficiency noted, however, was that the climb schedule used above 20,000 feet differed from that laid down in Technical Orders and in fact resulted in a slower climb. It was also observed that one aircraft was still loaded with practice rockets from the previous day's rocketry program.

d. <u>Ground Training</u>. An adequate ground training program is conducted on a weekly basis, under the personal supervision of the Squadron Commander. It is gratifying to note that the knowledge and experience of the squadron IWS graduate is fully utilized in the ground training program.

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e. <u>Written Examinations</u>. The results obtained on the written examinations were average. Statistical results are set out in Section V of this report.

3. Recommendations.

a. <u>Rocketry</u>. More practice in the rocket mode must be undertaken. Every opportunity must be taken to carry out live rocket firing, since this provides training for both aircrews and armament personnel.

b. <u>Profiles</u>. The Technical Order climb schedule must be followed at altitudes above 20,000 feet in order to assure optimum performance.

c. <u>Discipline</u>. The military discipline of certain individual members of the squadron must be brought up to conform with the overall squadron standard, and mission-consciousness must be emphasized.

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Section III

465th Fighter Interceptor Squadron

Griffiss Air Force Base, Rome, New York

1. General.

a. The 465th FIS is a capable unit in the air, and showed considerable development potential. However, the squadron's performance on the ground did not match its performance in the air. The discipline and appearance of both aircrews and airmen was sub-standard and needed command attention. Squadron facilities were untidy and in need of cleaning, and obviously this must raise some doubt as to the unit's pride and self-respect.

b. The Squadron Commander and Operations Officer are well qualified but were absent during the evaluation.

2. Observations.

a. <u>Profiles</u>. During the profiles a total of thirty-four (34) attacks were attempted and twenty (20) MAs were confirmed for a success rate of 58%. The techniques and degree of aggressiveness displayed by aircrews were of a high standard. A statistical summary of results of profile missions is in Section V.

b. <u>Chase</u>. One (1) chase mission was flown on 10 September 1958. A member of the Tactical Evaluation Team flew as number two position in Orange flight, his RO being a candidate for upgrading to "Expert" rating. Briefing and debriefing for this mission were carried out by the lead pilot, and were thorough and complete. In the air, a most satisfactory knowledge of ADC tactics and procedures was displayed by the flight leader, and both aircraft achieved MAs.

c. <u>ECM</u>. The ability of squadron aircrew to combat ECM was not satisfactory. This suggests that full advantage is not being taken of the close proximity of the 4713th REVRON.

d. <u>Ground Training</u>. Ground training is presently delegated to flight level. It is considered essential that this important function be placed directly under the Squadron Commander. This ensures uniform training standards and permits more economical use of available technical personnel. At present, the ground training program in the 465th FIS is inadequate.

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e. <u>Written Examination</u>. Results of the pilots written examinations were below average. This is a direct reflection of the deficiencies of the training program mentioned in paragraph d above. Statistical results are contained in Section V of this report. Chief areas of weakness were in Tactics and Fire Control Systems.

f. <u>Personal Equipment</u>. The space available for personal equipment is small, and working conditions are crowded and difficult. However, even when full allowances are made for these deficiencies, this section cannot be considered well run or efficient. The facility was untidy and dirty, and several administrative deficiencies were noted. Chief among these was that the Technical Order Master File was out of date.

g. <u>Appearance of Personnel and Squadron Facilities</u>. Aircrews were observed to be wearing blue flying clothing and non-standard footwear. Some aircrew did not wear rank badges and/or name tags and squadron insignia. The snack bar and pilots' lounge were not overly clean, and airmen serving in the snack bar did not present a smart and clean appearance.

h. <u>Military Courtesy and Discipline</u>. Squadron standards in these matters were inadequate.

3. Recommendations.

a. <u>Profiles</u>. Emphasis must be placed on ECM training, using the ALE-2 equipped T-33. Full coordination must be effected with the 4713th REVRON in order to take advantage of any ECM training which this unit may be able to provide.

b. <u>Ground Training</u>. This must be centralized at squadron level, making full use of available technical personnel. Emphasis must be placed on Tactics and Fire Control Systems.

c. <u>Personal Equipment</u>. Immediate action must be taken to correct the existing deficiencies in this important section.

d. <u>Appearance of Personnel and Squadron Facilities</u>. Command action must be taken to ensure that all personnel are correctly and tidily dressed in standard clothing, and that the squadron facilities are cleaned and kept clean.

e. <u>Military Courtesy and Discipline</u>. These subjects must be given added emphasis.

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Section IV

655th ACW Squadron

Watertown Air Force Station, N. Y.

1. <u>General</u>. With the exception of a few discrepancies, the 655th ACW Squadron demonstrated the ability to perform its assigned air defense mission in a satisfactory manner.

2. Observations.

a. The discrepancies noted during this evaluation are as follows:

ADCR 55-39.

Plotting procedures used were not in accordance with
 9.

(2) The Weapons Assignment function was not performed satisfactorily. There was evidence of the lack of a basic plan for the employment of large numbers of interceptors against multiple targets. This situation was further aggravated by the fact that adjacent radar sites were unable to participate fully in the missions, thus forcing the 655th to expand its control and surveillance responsibility into areas normally covered by those stations.

(3) The inability of the scope operators in the surveillance section to take prescribed electronic counter-counter measures from these positions, such as diminishing the trace brilliance, use of a grease pencil for dead reckoning, etc., indicated lack of proper ECM training and supervision among the airmen of the surveillance section.

b. The primary factors contributing to the satisfactory rating of the 655th ACWRON are as follows:

(1) The high level of director proficiency as indicated by the excellent control of interceptors and the squadron director average of 90% on the written examination.

(2) The radar (height and search) and communications equipment performance during the evaluation was excellent.

(3) The eagerness and enthusiasm with which the personnel of the 655th approached and corrected previous errors resulted in each succeeding mission being more successful.

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3. Recommendations.

a. Immediate action be initiated to conform with the plotting procedures as prescribed in ADCR 55-39.

b. The ACW squadron battle staff devise a plan of action for the positive control of large numbers of interceptors against multiple targets that can be expected to penetrate the sector.

c. An ECCM training program be initiated that will encompass all phases of ECCM training for the surveillance personnel within the ACW squadron. This proposed program should be aided tremendously by the close proximity of 4713th REVRON.

d. Continued emphasis be placed on director training to maintain a high level of proficiency among all operationally ready directors.

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Section V

Statistical Summary

1. <u>Mission Breakdown:</u> Wpns AI										
Mission Number	Sorties Attempt	Sorties Succ	% Succ	Aircrew Error	Dir Error	Assign	Acft Malf	Radar Malf	ECM	Other
27th FIS										
1	11	3	27%	0	0	2	0	1	5	0
2	9	2	22%	0	0	0	1	5	1	0
3	_2	_6	67%	Q	<u>0</u>	<u>o</u>	l	1	<u>0</u>	l
TOTAL	29	11	38%	0	0	2	2	7	6	ı
Rocketry	17	5	30%	4	6	0	0	1	0	l
465th FIS	1									
1	13	8	62%	1	0	0	0	2	2	0
2	13	8	62%	l	0	2	1	l	0	0
3	_7	4	58%	0	0	2	Ö	0	0	1
TOTAL	33	20	61%	2	0	4	1	3	2	1
4727th AL	Group									
1	24	. 11	46%	l	0	2	3	0	7	0
2	22	10	45%	1	0	2	6	2	1	0
3	16	10	63%	0	0	2	1	1	0	2
TOTAL	62	31	50%	2 1	0	6	10	3	8	2
2.]	Examination	n Results:		Examina	tion	Ave	rage			
	a. 655th	CWRON		Control	ler	. 9	0%			
-1	b. 27th F.	IS		Aircrew Flt Com Instrum	mander	7	3%			

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Examination

c. 465th FIS

Aircrew (Pilot)	69%
Aircrew (RO)	78%
Flt Commander	67%
Instrument	85%

Average

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K.L. BERRY, JE., COLONEL, USAF Director, Tactics, Training & Evaluation

APPROVED:

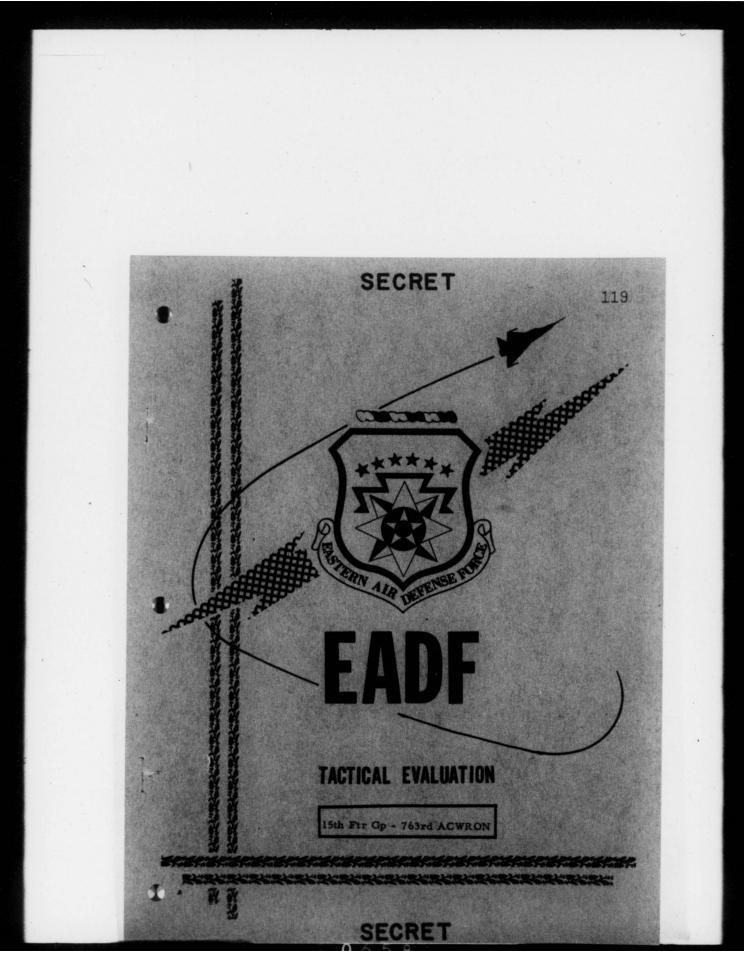
Chester J. Standa, Cor AT-VI VON R. SHORES, BRIG GEN, USAF

Deputy for Operations

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HEADQUARTERS EASTERN AIR DEFENSE FORCE United States Air Force Stewart Air Force Base, New York

EAOTE

SUBJECT: (Uncl) Tactical Evaluation of the 15th Fighter Group (AD)

TO:

1. The Eastern Air Defense Force Tactical Evaluation Team conducted an evaluation of the 15th Fighter Group (AD) during the period 16 through 18 September 1958.

2. The report on this evaluation consists of four sections. Section I is the report on the 15th Fighter Group (AD), Section II is the report on the 47th FIS, Section III is the report on the 763rd ACWRON, and Section IV is a statistical summary of the results of the evaluation.

3. This report has been disseminated to units concerned. No reply will be required by this headquarters.

4. When inclosure is withdrawn or is not attached, the classification of this correspondence will be cancelled in accordance with paragraph 37h, AFR 205-1.

FOR THE COMMANDER:

l Incl: Tac Eval Report (Secret)

leichardt N.J. NEIDHARDT

N J. NEIDHARDT Captain, USAF Asst Dir of Admin Svcs

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FOREWORD

The purpose of the tactical evaluation conducted by the Headquarters Eastern Air Defense Force Tactical Evaluation Team on the 15th Fighter Group (AD) was to:

a. Determine the over-all state of operational readiness and efficiency of the 15th Fighter Group (AD).

b. Determine the efficiency and state of operational readiness of the 47th FIS and the 763rd ACWRON.

c. Examine the state of unit and individual training.

d. Determine the adequacy of ADC standardized tactics and

training with a view towards modernization and improvement of both.

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Section I

15th Fighter Group (AD), Niagara Falls Municipal Airport, New York

1. General.

a. <u>Timing</u>. A tactical evaluation of the 15th Fighter Group (AD) was conducted by the Headquarters Eastern Air Defense Force Tactical Evaluation Team during the period 16 through 18 September 1958. The evaluation team arrived at the 15th Fighter Group (AD) at 1900Z hours on 16 September 1958 and briefed the Group Commander. A general briefing was conducted at 2400Z at the 47th FIS readiness facility.

b. <u>Scope of Evaluation</u>. This evaluation encompassed checks into unit and individual discipline, appearance of facilities, personal equipment, adequacy of briefing and debriefing, training, operational flying, and maintenance support. The personnel being evaluated at FIS and ACWRON level were given appropriate EADF written examinations. The 47th FIS is equipped with the F-102A and was required to demonstrate its ability to fire rockets as well as to fly multiple profile missions to demonstrate its combat capability as described below:

(1) A rocketry mission was flown between 2030Z and 2230Z hours on the 16th of September 1958 on the range at Oscoda, Michigan (D-91).

(2) A profile mission was flown at OlOOZ hours on 16 September 1958. Targets consisted of four (4) T-33s with ALE-2 chaff dispensers flying strike routes at altitudes between 30,000 and 36,000 feet.

2. Observations.

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a. The 15th Fighter Group (AD) is capable of performing its mission satisfactorily.

b. The adequacy of maintenance support provided by the 15th CAMRON is questioned. Only seven (7) fighters were provided for each of the first two profile missions and, had the third profile mission been flown as scheduled, only one (1) fighter would have been available for use. This third mission was delayed by the Chief of the Evaluation Team so that more fighters could be made ready; however, only a total of three (3) fighters were made ready four (4) hours after recovery from the second mission. Therefore, the third mission was cancelled. Further, maintenance, either aircraft or radar, was charged with 6% of unsuccessful intercepts (nine (9) out of thirteen (13) unsuccessful attempts). Information supplied below does provide some mitigation for inadequate maintenance support.

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(1) One maintenance hangar is available. The evaluation started after approximately twenty-four hours of inclement weather and intermittent rainfall was experienced throughout the duration of the test. This prolonged the recovery time after each mission and also prevented completion of five test hops which would have helped the in-commission rate.

(2) The CAMRON commander indicated that only five of the seventeen NCOs assigned in the Fire Control Section possess the skill level authorized. Thirty-five of the Fire Control System personnel are attending a school being conducted by Hughes Aircraft personnel which runs eight hours each day. The school will run until December.

(3) The armament storage area is located fourteen and one-half road miles from the base. This caused a thirty-minute delay in the start of the rocketry phase of the evaluation.

(4) Maintenance of ground powered equipment was hampered by the supply of parts. A recent change from local procurement to central procurement caused a low stock of supplies.

3. Recommendations:

a. Every effort must be made to expedite the current training program within the Electronics Section of CAMRON so as to achieve as speedily as possible an acceptable level of maintenance support. In this respect a program which has just been initiated which calls for aircrews to familiarize themselves with their individually assigned F-102s and follow them through scheduled maintenance should provide added incentive to maintenance personnel as well as teach the aircrews more about their equipment. This should yield positive results in Weapons System reliability in the future.

b. Quality control within all the sections of CAMRON must be emphasized during this conversion period to assure that complete corrective action is taken on all discrepancies.

c. Construction of adequate on-base armament storage should be accelerated if possible.

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Section II

47th Fighter Interceptor Squadron, Niagara Falls Municipal Airport, N. Y.

1. <u>General</u>: This fighter interceptor squadron became operationally ready 4 September 1958. It can satisfactorily perform its assigned Air Defense mission.

2. Observations:

a. <u>Rocketry</u>: Two (2) hours of range time were provided at D-91, Lake Huron, Michigan, for the rocket firing phase. Nine (9) sorties were flown and two (2) MA's were confirmed for a success rate of twenty-two percent (22%). There were seven (7) automatic firings. This is considered satisfactory since none of the crews had fired rockets from the F-102 prior to the evaluation.

b. <u>Profiles</u>: Two (2) profile missions were flown. One mission was flown at night and one was flown when the Niagara weather was at or near published base minimums. Briefings were excellent and it was noted that the squadron IWS graduate was used to good purpose. During the second mission, it was necessary for the targets to make a gradual descent from the prescribed altitude due to weather. Two (2) trailer aircraft were scrambled on this mission but were ineffective because of an abort and a late scramble. A total of fourteen (14) intercepts were attempted and six (6) MA's were confirmed for a success rate of forty-three percent (43%).

c. <u>Chase</u>: One (1) chase mission was flown and resulted in a grade of 90%. The chase pilot was favorably impressed with the overall smoothness of the pilot being chased.

d. <u>Ground Training</u>: The ground training program is excellent. Maximum use is made of available instructor personnel. The results of the examinations given the aircrews support this observation. They are the highest yet achieved on this set of examinations. A statistical summary of the results of these examinations may be found in Section IV.

e. <u>Instrument Training Program</u>. A realistic instrument training program is provided aircrews. There appeared to be no hesitancy to commit all available interceptors even when weather was marginal and the AFIO was utilized on all scrambles and recoveries. Coordination with Buffalo Approach Control and Cleveland Center was superb and resulted in excellent recoveries and scrambles.

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f. <u>Facilities and Personnel</u>. The personal equipment section is excellent. Adequate supplies are available and good records are maintained. There were a few instances of soiled flying clothing and the absence of rank insignia. The overall appearance of facilities and personnel, however, was excellent. Military courtesy and discipline were satisfactory.

3. Recommendations:

a. Continue and expand the aggressive training program in effect.

b. When possible, a program of live rocket firing should be initiated to provide training for aircrews and armament personnel.

c. Emphasize realistic profile training with multiple targets and interceptors. ALE-2 chaff dispensers should be employed whenever possible in keeping with ADC's policy to "Train The Way We Fight".

d. Be more critical of Fire Control Systems and insist that ADC minimum acceptable standards for these systems be met. (Reference: CONFIDENTIAL ADC Supplement 6, dated 30 June 58, to AFR 55-83, dated 9 Oct 56)

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Section III

763rd ACW Squadron, Lockport AFS, N. Y.

1. General. The EADF Tactical Evaluation Team arrived at the 763rd ACWRON to conduct an evaluation on 16 September 1958. The tactical ability of the squadron was not taxed to the desired extent due to the small number of interceptors made available for control on two of the three scheduled missions. As a result of this small effort, full appraisal could not be made. However, it is believed that if the 763rd ACWRON were afforded the opportunity to participate in a large-scale operation they would perform in a satisfactory manner.

2. Observations.

a. The briefing and debriefing of the control section for each mission was excellent.

b. The effectiveness of the director training program was evidenced by the written examination average score of 85%. The effectiveness of the six (6) directors who participated in the evaluation missions indicates an overall satisfactory degree of director proficiency.

c. The tactics, techniques and procedures employed by Operations personnel (Surveillance and Control Section) are as prescribed in current regulations and directives.

d. Search radar and communications equipment functioned satisfactorily during the evaluation; however, either the FPS-6 height finders were in error or the directors were not informed of target altitude changes, resulting in missed intercepts.

3. Recommendations.

a. Continued emphasis be placed on the director and airmen training programs to maintain present degree of proficiency.

b. Determine the reason for altitude errors during the evaluation and take action to correct this deficiency.

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Section IV

Statistical Summary

1.	Mission	Breakdown	•			Wons		AI		
Mission Number	Sorties Attempt	Sorties Succ	% Succ	Aircrew Error	Dir Error	Assign Error	Acft Malf	Radar Malf	Other	
l(Nite)	7	3	43%	0	3	0	1	0	0	
2	7	3	43%	0	0	0	0	3	1	
Total	14	6	43%	0	3.	0	1	3	1	
Rocketry	9	2	22%	2	0	0	0	5	0	

2. Examination Results:

а.	47th Fighter	Interceptor	Squadron:	Examination	Average
				Aircrew Flt Comdr Instrument	83% 85% 90%
b.	763rd ACW Squ	adron:		Examination	Average
				Director	85%

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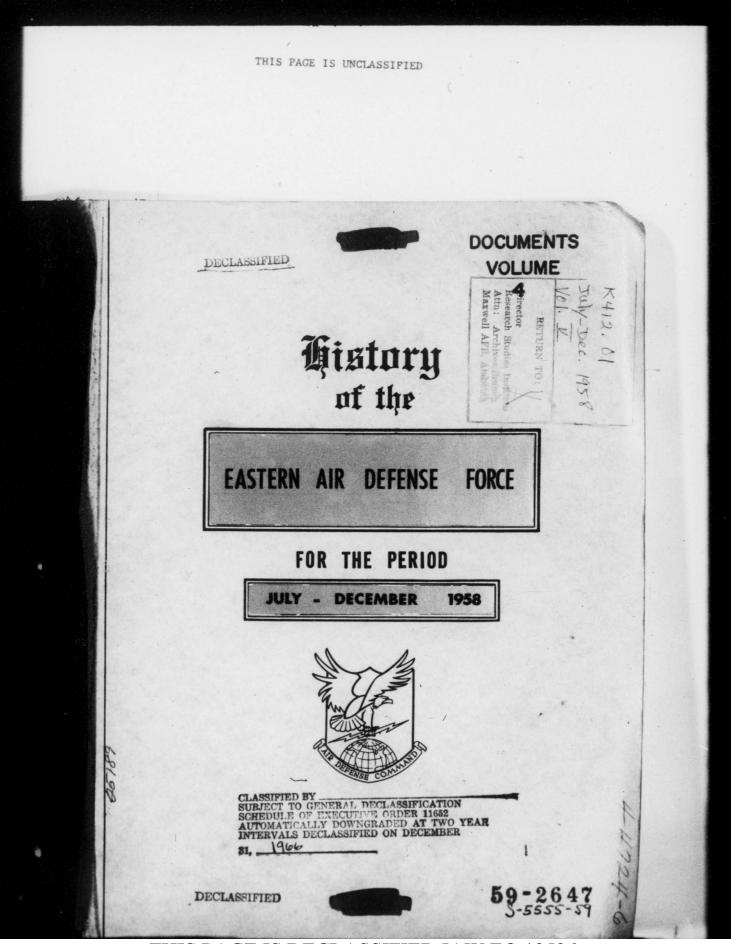
RK SETTING Director, Tactics, Training & Evaluation

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APPROVED: Chester S. Alester Lolor-VON R. SHORES, BRIG GEN, USAF Deputy for Operations

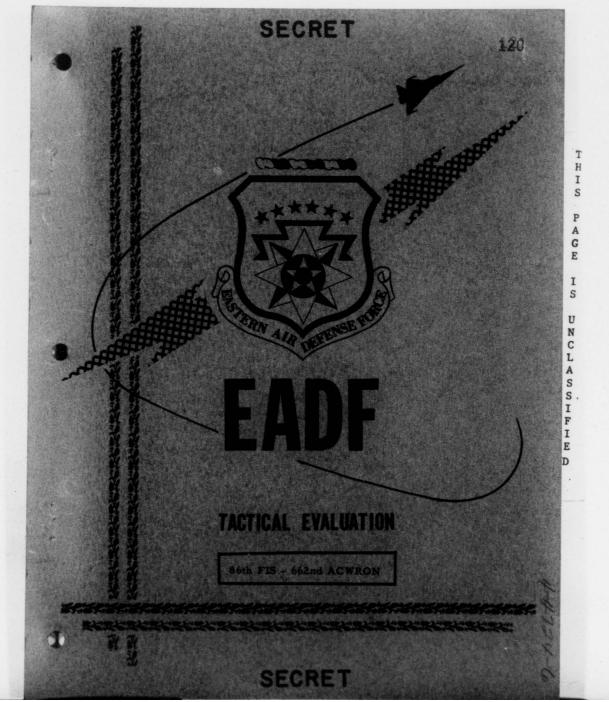
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HEADQUARTERS EASTERN AIR DEFENSE FORCE United States Air Force Stewart Air Force Base, New York

EAOTE

SUBJECT: (Uncl) Tactical Evaluation of the 86th Fighter Interceptor Squadron and the 662nd ACW Squadron

TO:

1. The Eastern Air Defense Force Tactical Evaluation Team conducted an evaluation of the 86th Fighter Interceptor Squadron and the 662nd ACW Squadron during the period 30 October through 1 November 1958.

2. The report on this evaluation consists of three sections. Section I is the report on the 86th FIS, Section II is the report on the 662nd ACW Squadron and Section III is a statistical summary.

3. This report has been disseminated to units concerned. No reply will be required by this headquarters.

4. When inclosure is withdrawn or is not attached, the classification of this letter will be cancelled in accordance with paragraph 37h, AFR 205-1.

FOR THE COMMANDER:

l Incl Tac Eval Report (Secret)

GEORGE F. SONIAK Major, USAF Asst Dir of Admin Svcs

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FOREWORD

The purpose of the tactical evaluation conducted by the Headquarters Eastern Air Defense Force Tactical Evaluation Team on the 86th FIS and the 662nd ACW Squadron was to:

a. Determine the state of operational readiness and efficiency of the 86th FIS and the 662nd ACWRON.

b. Examine the state of unit and individual training.

c. Determine the adequacy of ADC standardized tactics and training with a view towards modernization and improvement of both.

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SECTION I

86th Fighter Interceptor Squadron, Youngstown Municipal Airport, Youngstown, Ohio.

1. General.

a. <u>Timing</u>. The Headquarters Eastern Air Defense Force Tactical Evaluation Team conducted an evaluation of the 86th Fighter Interceptor Squadron, Youngstown Municipal Airport, Youngstown, Ohio during the period 30 October through 1 November 1958.

b. Equipment. This unit is equipped with F-102A aircraft. Twenty-five (25) of these aircraft are possessed. An average of 14.5 aircraft were maintained in commission during the evaluation.

c. <u>Scope</u>. The evaluation comprised checks into squadron discipline, appearance of personnel and facilities, personal equipment, the instrument training program, armament systems, T-33 utilization and operational capability.

d. Missions.

(1) <u>Rocketry</u>. Two hours range time was allocated to the squadron on R491 range. Seven MA's were assessed as a result of sixteen (16) attempts, nine (9) of which resulted in firings. Detailed results are in Section III of this report.

(2) Profiles. Three profile missions were flown using T-33 and B-57 target aircraft. One of the missions was flown at night with the targets blacked out. Detailed results of these missions are in Section III of this report.

2. Observations.

a. The 86th Fighter Interceptor Squadron is capable of performing its mission satisfactorily. However, there are areas of weakness which are described below.

(1) As indicated in Section III of this report, the incidence of fire control system failures and marginal operation was unduly high. Erratic steering dots, inability to maintain lock-on, recurring pressurization difficulties, and intermittent receiver operation, were common complaints. Examination of Forms 781 revealed that certain aircraft had a history of recurring discrepancy, and that corrective action was limited to "ground checked and found OK".

(2) There were more than the normal number of radio failures and marginal operation. These adversely affected the

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squadron's performance.

(3) The ramp is small and consequently heavily congested. Aircraft movement is hampered and a considerable accident potential exists.

(4) The departure procedures in use at Youngstown are considered entirely too complicated, time-consuming, and are generally a deterrent to efficient operations. Recovery facilities, on the other hand, were considered excellent. Although the team was unable to check recovery in actual weather, it is considered that it should be adequate, since the procedure is practiced on every mission.

b. The team was immensely impressed with the enthusiasm and spirit displayed by all concerned during the evaluation. The Group Commander, Squadron Commander and Squadron Operations Officer all flew missions, and displayed a high standard of leadership. A spirit of team participation was evident throughout. All briefings were thorough and well presented.

c. <u>Facilities</u>. The squadron offices and readiness facility are adequate and are extremely well kept. They are among the best which have been seen by the team.

d. Appearance and Discipline. The high morale and esprit de corps possessed by this squadron was reflected in the excellent appearance and discipline of all squadron members. It is quite obvious that the unit has a proper pride in itself and is jealous of its reputation.

e. The 86th Fighter Interceptor Squadron has no formal instrument training program. Pilots are not required to accomplish any specific T-33 or F-102 instrument training. The only accelerated instrument training occurs when a pilot is due for his annual instrument check. There is no formal instrument ground training program. A check of the instrument time flown by the pilots of the 86th Fighter Interceptor Squadron in the last thirty (30) days indicates that all pilots are receiving sufficient instrument time in the F-102. However, the T-33s and TF-102s have not been utilized to supplement this instrument time with a more formal instrument flying program. Tactical Evaluation team members performed two instrument flight checks with relatively inexperienced members of the Squadron. Neither pilot had flown instruments in the T-33 in several months. The checks indicated inadequate emphasis on precision instrument flying. A new instrument training officer is taking appropriate corrective action.

f. <u>Ground Training</u>. The squadron averaged 83% on the aircrew examination. This was a comparatively good score and reflects

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favorably on the efforts of the ground training officer. However, the ground training program is unsatisfactory as presently organized. A greater than normal number of pilots missed emergency procedures on the examination. This reflects directly on the squadron training program.

g. The number of pilots maintaining currency in the T-33 is considered too great for the amount of T-33 time that is generated. Of the sixteen T-33 instructor-pilots assigned and attached, thirteen (13) of them averaged 3:50 in the last thirty (30) days. Of the other ten (10) pilots maintaining currency in the T-33, seven (7) averaged 4:25 in the last thirty (30) days.

3. Recommendations.

a. Thorough follow-up action should be taken on all Fire Control System discrepancies to assure that positive corrective action be taken.

b. Thorough indoctrination of aircrews, ground crews and vehicle operators to insure maximum safety consciousness on the parking ramp.

c. Efforts to reach a solution to scramble departure problems must be continued at all levels of command.

d. A formal instrument training program should be established to include both ground and flight instruction on a continuing basis.

e. Periodic "no-notice" checks should be scheduled for all pilots in the simulator to include all emergency procedures as well as checks on standardization of other procedures.

f. The number of pilots maintaining currency in T-33 should be reduced to that number which can be supported with sufficient flying hours to assure that proficiency is maintained. Instructor pilots should be screened periodically to maintain high standards.

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Section II

662nd ACW Squadron, Brookfield AFS, Ohio

1. General. The ability of the 662nd ACW Squadron to perform its assigned air defense mission as demonstrated during the evaluation was satisfactory.

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2. Observations:

a. The experience level of the directors of the 662nd ACW Squadron is comparatively low. Of the 10 assigned directors, 7 have the skill level of qualified. The remaining three directors are alert ready. The squadron commander was in training status and was upgraded during the evaluation to alert ready.

b. The obviously high state of morale and the exemplary attitude displayed by the operations personnel more than offset the lack of experience mentioned above. These two conditions were contributing factors in enabling the operations section to show an appreciable improvement with each succeeding mission.

c. The squadron average on the director written examination was 81%. This average is 4 percentage points below the EADF average. The questions missed most were extracted from ADCM 51-series, Aircrew and Interceptor Controller Training, and ADCM 55-5, Tactics and Techniques.

d. Performance of the search and height finding radars and of communications was satisfactory. IFF was not dependable during the first two missions of the evaluation, resulting in weak returns or none at all. This condition was resolved prior to the last evaluation mission when the IFF equipment operated satisfactorily.

3. Recommendations:

a. Continued emphasis be placed on the director and airmen training programs to increase the present degree of proficiency.

b. Special attention be devoted to the study of ADCM 55-5, Tactics and Techniques, and ADCM 51-series, Aircrew and Interceptor Controller Training.

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Section III

Statistical Summary

	1. Mission	Breakdown:				Linna		AI		
Missi Numbe		e gae encoe	% Succ	Aircrew Error	Dir Error	Wpns Assign Error	Acft Malf	Radar Malf	Other	т
1 (RX	.) 16	7	44%	2	1*	0	2	4	0	H
2 (Ni	te) 15	3	20%	0	1	0	l	10	0	S
3	19	8	42%	4	1	0	l	5	0	P
4	22	12	55%	<u>o</u>	0	<u>0</u>	2	6	2	A G
TOTAL	. 72	30		6	3	0	6	25	2	E
AVERA	GES		42%	8%	4%		8%	35%	3%	I

*Director error attributed to ACWRON other than ACWRON being evaluated.

2.	Mission	Averages:	

- a. Rocketry: 44%
- b. Profiles: 41%
- c. Overall: 42%

3.	Exami	nation Results (Average):	86th FIS	662nd ACWRON
	a.	Aircrew Exam:	83%	
	b.	Instrument Exam:	87%	

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Exami	nation Results (Average):	86th FIS	662nd ACWRON
c,	Flight Commander Exam:	66%	
d.	Director Exam:	1	81%

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> K. L. BERRY, JR., COLONEL, USAF Director, Tactics, Training & Evaluation

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APPROVED :

VON R. SHORES, BRIG GEN, USAF Deputy for Operations

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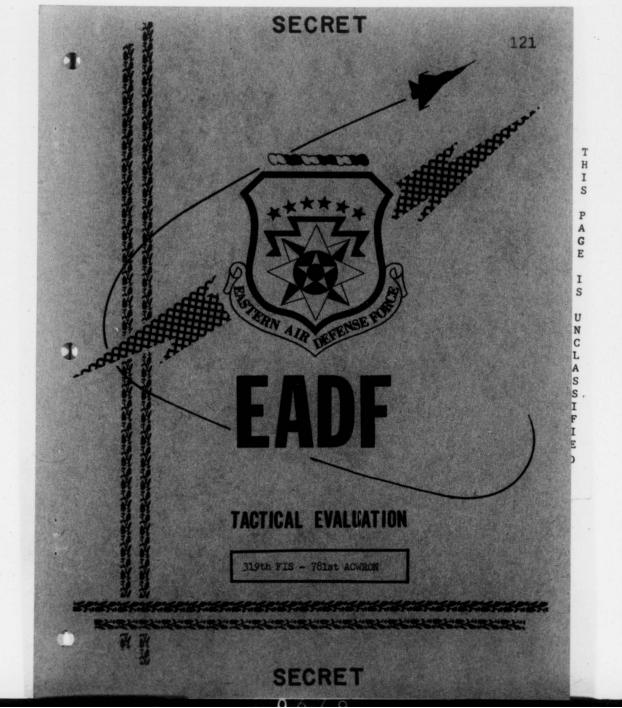
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HEADQUARTERS EASTERN AIR DEFENSE FORCE United States Air Force Stewart Air Force Base, New York

EAOTE

SUBJECT: (Uncl) Tactical Evaluation of the 319th Fighter Interceptor Squadron and the 781st ACW Squadron

TO:

1. The Eastern Air Defense Force Tactical Evaluation Team conducted an evaluation of the 319th Fighter Interceptor Squadron, Bunker Hill Air Force Base, Peru, Indiana, and the 781st ACW Squadron, Custer Air Force Station, Michigan, during the period 13 through 15 November 1958.

2. The report of this evaluation consists of three sections. Section I is the report on the 319th FIS. Section II is the report on the 781st ACWRON. Section III is a statistical summary.

3. This report has been disseminated to units concerned. Units evaluated will reply by letter through channels describing remedial action taken on deficiencies noted. Subject report will be forwarded to arrive at this headquarters within thirty days after receipt of this report.

4. Upon withdrawal of inclosure, the classification of this letter will be cancelled in accordance with paragraph 37h, AFR 205-1.

FOR THE COMMANDER:

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Captain, USAF Asst Dir of Admin Svcs

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FOREWORD

The purpose of the tactical evaluation conducted by the Headquarters Eastern Air Defense Force Tactical Evaluation Team on the 319th Fighter Interceptor Squadron and the 781st ACW Squadron was to:

a. Determine the state of operational readiness and efficiency of the 319th FIS and the 781st ACWRON.

b. Examine the state of unit and individual training.

c. Determine the adequacy of ADC standardized tactics and training with a view towards modernization and improvement of both.

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Section I

319th Fighter Interceptor Squadron, Bunker Hill Air Force Base, Indiana

1. General.

a. <u>Timing</u>. The Headquarters Eastern Air Defense Force Tactical Evaluation Team conducted an evaluation of the 319th Fighter Interceptor Squadron, Bunker Hill Air Force Base, Peru, Indiana, during the period 13 through 15 November 1958. However, owing to extremely poor weather conditions, the final maximum effort mission was postponed until 18 December 1958.

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1.

b. Equipment. This unit is equipped with F-89J aircraft. Twenty-five (25) of these aircraft are possessed.

c. <u>Scope</u>. The evaluation comprised checks into squadron discipline, appearance of personnel and facilities, personal equipment, the instrument training program, armament systems, T-33 utilization and operational capability.

d. <u>Missions</u> Four (4) profile missions were flown using T-33 and F-89J target aircraft. One of the missions was flown at night with the targets blacked out. One mission was a maximum effort with six F-89Js from the 445th FIS acting as targets.

2. Observations:

a. The 319th FIS is fully capable of performing its mission. The below average results obtained on the first two (2) profile missions were due to an unusually high rate of radar and NADAR malfunctions following modification of the NADAR system to incorporate range gate marking. Results obtained on the last two (2) profile missions approached the success rate obtained during the WEXVAL test when this unit achieved the highest score. The aircrews displayed an aggressive attitude throughout this evaluation and only one intercept was lost due to aircrew error.

b. The squadron was found to be satisfactory in the following areas:

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(1) Discipline

(2) Appearance of personnel and facilities

(3) Personal equipment

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(4) Instrument training

(5) Armament systems maintenance and storage

(6) T-33 utilization

3. <u>Recommendations:</u> Areas where improvement should be effected are:

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a. Strengthen the centralized ground training program to assure high standards throughout. Test results were above average; however, the flights did not achieve uniform results. This reflects the fact that, until directed otherwise by this headquarters, this squadron had a decentralized ground training program. The ground training program must be centrally administered to assure standardization as to quality and content.

b. Take action to assure greater reliability of operation of the NADAR equipment. Six possible MA's were lost due to malfunctioning NADAR.

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Section II

781st ACW Squadron, Custer Air Force Station, Michigan

1. General.

a. During the period of this evaluation, the high esprit de corps and operational ability of this unit resulted in a very satisfactory performance.

b. One of the steps taken to increase overall ACW squadron performance standards has been to increase the difficulty of the problem presented during evaluations. This unit is the first to have an evaluation raid launched against it in which none of the targets were displaying IFF. This resulted in surveillance and interception difficulties never before encountered. The surveillance difficulty was compounded because the most qualified man was on leave. Immediate steps were taken to correct control difficulties experienced during the first mission, and a significant improvement was noted during the remaining missions.

2. Observations: The following specific points were noted:

a. The written examination average of 81% is slightly below the current EADF average. Study of the examination results shows a weakness in knowledge of performance of aircraft other than the F-89, and of the more recent NORAD and ADC manuals.

b. Intercept directors failed to observe proper R/T procedures.

3. <u>Recommendations</u>: The Commander has already initiated action to implement the following recommendations suggested at the time of the evaluation:

a. Intensify the study and review of all NORAD and ADC manuals by all squadron operations personnel.

b. Insure that intercept directors use the R/T procedures set out in ACP 165 and ADCM 55-5.

c. Insure that operations personnel are familiar with aircraft performance figures for all aircraft in the EADF inventory.

d. Intensify the surveillance training program and insure that all members are able to perform according to desired standards.

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Section III

Statistical Summary

1. Mission Breakdown:

Mission Number	Intcps Att	Intcps Succ	% Succ	Aircrew Error	Dir Error	Wpns Assign Error	Acft Malf	AI Radar Malf	Other
1	12	6	50%	1	1	0	1	1	2
2 (Nite)	21	11	52%	0	2	0	0	6	2
3 (ECM)	17	15	88%	0	1	0	1	0	0
4 (Max Ef	f) <u>22</u>	17	77%	<u>0</u>	<u>0</u>	2	<u>0</u>	1	2
Total	72	49		1	4	2	2	8	6
Averages			68%	1%	6%	3%	3%	11%	8%
2. <u>E</u>	xaminati	on Resu	lts (Ave	rage):	3	19th FIS	78	Blst ACW	VRON
а	. Aircr	ew Exam	(Pilot)			75%			
b	. Aircr	ew Exam	(RO)			80%			
c	. Flight	Comma	nder			75%			
d	. Instru	ment				90%			
e	. Contro	oller						81%	

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oz. ringo K. L. BERRY, JR., Colonel, USAF

Director, Tactics, Training & Evaluation

APPROVED:

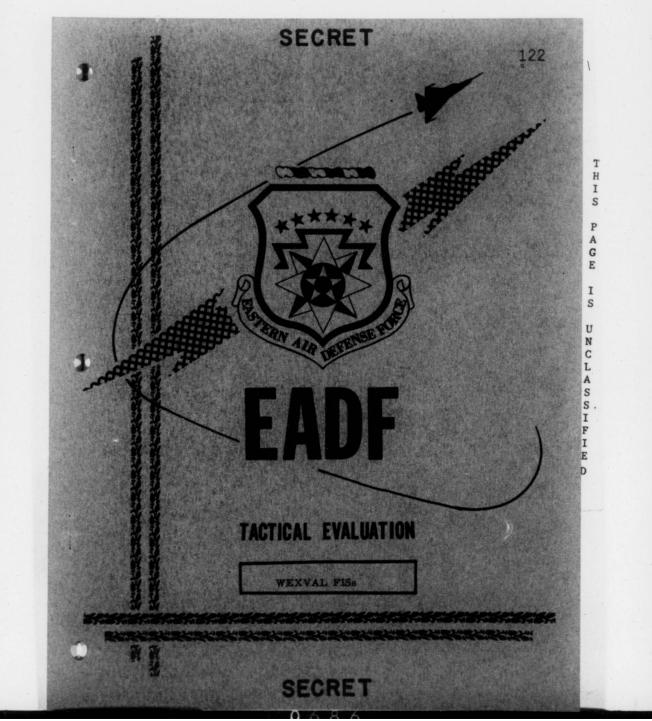
Mastor YNE. PINKSTON, Colonel, USAF GLADW

Deputy for Operations

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HEADQUARTERS EASTERN AIR DEFENSE FORCE United States Air Force Stewart Air Force Base, New York

EAOTE

SUBJECT: (Uncl) Tactical Evaluation of the WEXVAL Fighter Interceptor Squadrons

TO:

1. During the period 23 September - 3 October 1958 the Eastern Air Defense Force Tactical Evaluation Team conducted evaluations on the fighter interceptor squadrons which had previously been involved in WEXVAL. These evaluations were limited in that squadrons were not required to fly profile missions. The only flying conducted consisted of upgrading flights.

2. The report on these evaluations comprises seven sections. Section I is the report on the 18th FIS. Section II is the report on the 445th FIS. Section III is the report on the 319th FIS. Section IV is the report on the 61st FIS. Section V is the report on the 325th FIS. Section VI is the report on the 438th FIS and Section VII is a statistical summary of the results of the evaluations.

3. This report has been disseminated to units concerned. No reply will be required by this headquarters.

4. When inclosure is withdrawn or is not attached, the classification of this letter will be cancelled in accordance with paragraph 37h, AFR 205-1.

FOR THE COMMANDER:

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Captain, USAF Asst Dir of Admin Svcs

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l Incl Tac Eval Report (Secret)

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FOREWORD

The purpose of the tactical evaluations conducted by the	Headquarters
Eastern Air Defense Force Tactical Evaluation Team on the	WEXVAL
fighter interceptor squadrons was to:	

a. Appraise the state of the ground training program of the

WEXVAL fighter interceptor squadrons.

b. Determine the condition of the facilities and equipment of the WEXVAL fighter interceptor squadrons.

c. Conduct ground examinations and perform upgrading chase missions.

d. Determine the adequacy of ADC standardized tactics and training with a view towards modernization and improvement of both.

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SECTION I

18th Fighter Interceptor Squadron, Wurtsmith AFB, Oscoda, Michigan

1. General.

a. <u>Timing</u>. A tactical evaluation of the 18th FIS was conducted by the Headquarters Eastern Air Defense Force Tactical Evaluation Team during the period 23 - 24 September 1958.

b. Scope of Evaluation.

(1) This evaluation encompassed checks on unit and individual discipline, appearance of facilities, personal equipment, adequacy of briefings and debriefings, training, operational flying, and radar support. Aircrews were given appropriate EADF written examinations.

(2) Seven chase missions were flown for the purpose of upgrading pilots to Expert. Four pilots were awarded this rating. Three pilots failed the check; one due to radar malfunction, one due to a combination of radar malfunction and aircrew technique, and one due to aircrew error.

2. Observations:

a. Approximately six pilots were late for the morning briefing.

b. This unit has a very high experience level among its aircrews and flight commanders, and full cooperation was received from the operations section and Commander during this evaluation. The 18th FIS has the potential for accomplishing "A" Award work; however, they are presently enjoying and coasting on a high WEXVAL profile sortie success rate.

c. The physical location of the briefing room results in much confusion and noise while squadron and flight briefings are in progress.

d. Radio discipline leaves something to be desired due to occasional wisecracks, especially on tower frequency.

e. Seventy degree (70°) attacks were required instead of the usual WEXVAL tactics during the upgrading missions. All except one of the pilots experienced difficulty locking on and obtaining re-lock when the radar broke lock. They displayed a lack of practice in conversions and in general, lazy radar work.

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f. One of the aircraft flown by the Tac Eval representative had been written up on a previous flight for pressurization. During the pre-flight inspection, the faulty regulator was found in a paste board box behind the pilot's seat. Two discrepancies found during the flight were a cabin altitude of 30,000' while flying 40,000' and faulty automatic heat control. This aircraft was flown by a pilot on an upgrading mission the next day and the same two discrepancies were present. A satisfactory maintenance status would appear questionable if a sustained effort was attempted.

g. The East-West letdown books were found to be up-to-date; however, they are not in the aircraft. Each pilot maintains and carries his individual set.

h. The 18th FIS maintains an excellent record of radar and other maintenance discrepancies for each aircraft.

i. Cognizance was taken by the operations officer of the discrepancies noted in this report and a vigorous remedial program was initiated during the last day of the evaluation. Emphasis was placed on aircrew discipline and adherence to the ground training schedule.

3. Recommendations:

a. That the current revision of the ground training program be accelerated and measures be taken to insure full compliance by all personnel.

b. The degree of discipline required of aircrews, both air and ground, be increased to assure maximum operational capability.

c. A variety of attacks be practiced to gain greater flexibility.

d. Follow-up action be taken by all personnel concerned to prevent recurring maintenance difficulties of the type described in paragraph 2e, above.

e. Letdown books be kept in unit aircraft.

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SECTION II

445th Fighter Interceptor Squadron, Wurtsmith AFB, Oscoda, Michigan

1. General.

a. <u>Timing</u>. A tactical evaluation of the 445th FIS was conducted by the Headquarters Eastern Air Defense Force Tactical Evaluation Team during the period 23 - 24 September 1958.

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b. Scope of Evaluation.

(1) This evaluation encompassed checks on unit and individual discipline, appearance of facilities, personal equipment, adequacy of briefings and debriefings, training, operational flying and radar support. Aircrews were given appropriate EADF written examinations.

(2) One chase mission was flown for the purpose of upgrading a flight commander to Expert. The pilot was awarded the rating.

2. Observations.

a. The 445th FIS is capable of performing its mission satisfactorily.

b. The facilities of the squadron were highly satisfactory. The building was exceptionally well kept.

c. The PE section had a current TO file and was well staffed with qualified personnel.

d. Aircrew personnel were uniformly dressed in regulation flying clothing and presented a neat and orderly appearance.

e. RT procedures were generally poor during the chase mission. There were a number of non-standard and extraneous transmissions. This confused the director and necessitated a number of transmissions to clarify the situation.

f. Test results were satisfactory but lower than expected for one of the original F-89J units.

g. The squadron commander and operations officer were both newly assigned. An accelerated program was being conducted to qualify them in UE aircraft.

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h. The operations officer had recognized the inadequacies of the ground training program, as reflected in the examination results, and a reorganization of the program was in progress.

i. The squadron is not presently outstanding but given time for proposed policy changes to be made, should become outstanding in the very near future.

3. Recommendations:

a. Greater emphasis be placed on air discipline, particularly as regards adherence to standard commentary and procedures.

b. Reorganization of the ground training program be accelerated.

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SECTION III

319th Fighter Interceptor Squadron, Bunker Hill AFB, Peru, Indiana

1. General.

a. <u>Timing</u>. A tactical evaluation of the 319th FIS was conducted by the Headquarters Eastern Air Defense Force Tactical Evaluation Team on 2 October 1958.

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b. <u>Scope of Evaluation</u>. This evaluation encompassed checks on unit and individual discipline, appearance of facilities, personal equipment and the instrument training program. Aircrews were given appropriate EADF written examinations.

2. Observations:

a. The 319th FIS is capable of performing its mission in an excellent manner.

b. The readiness facility is exceptionally well kept.

c. The personal equipment section is neat and well organized. Supplies of all categories of personal equipment were adequate and records were maintained in accordance with applicable directives.

d. The appearance of the aircrews was excellent.

e. Test results were above average. However, they were not as high as expected of an "A" Award unit. The ground training program is conducted by the Flight Commanders. Results indicated a lack of standardization inherent in such a program.

3. Recommendation: That the ground training program be centrally administered to assure standardization as to quality and content.

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SECTION IV

61st Fighter Interceptor Squadron, Truax Field, Madison, Wisconsin

1. General.

a. <u>Timing</u>. A tactical evaluation of the 61st FIS was conducted by the Headquarters Eastern Air Defense Force Tactical Evaluation Team on 2 October 1958.

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b. <u>Scope of Evaluation</u>. This evaluation encompassed checks on unit and individual discipline, appearance of facilities, personal equipment, rocketry training, ground training and instrument training. Aircrews were given appropriate EADF written examinations.

2. Observations:

a. No flying was called for during this evaluation; however, nothing was observed that would be detrimental to the proper performance of the squadron's primary mission.

b. The ground training program appears to be adequate. Training was conducted at squadron level. The records indicate an excellent utilization of the flight simulator.

c. A check of the instrument training section and on weather flying procedures revealed that AFIO's have been established but are not being used except for scrambles. It was not known by the squadron operations officer why the recovery portion of the AFIO's was not being utilized.

d. An attempt was made during July to fly eight (8) rocketry sorties with little success. All rocketry training since July has been curtailed due to pre-WEXVAL and WEXVAL missions.

e. The personal equipment section was checked and the following shortages were noted:

(1) Summer flying suits.

(2) Gloves.

- (3) Oxygen masks and facelets.
- (4) Items of survival equipment.

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f. The entire section of the readiness building occupied by the 61st FIS was found to be immaculate.

g. The commander, operations officer and pilots of the 61st FIS were very courteous and cooperative.

3. Recommendations:

a. That all portions of the AFIO's be used under all-weather conditions in order to determine recovery capabilities.

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b. That an active at-home rocketry program be initiated as soon as possible.

c. That the personal equipment section review their records and requisitions and ensure that every effort is being made to correct the shortages in paragraph 2e, above.

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SECTION V

325th Fighter Interceptor Squadron, Truax Field, Madison, Wisconsin

1. General.

a. Timing. A tactical evaluation of the 325th FIS was conducted by the Headquarters Eastern Air Defense Force Tactical Evaluation Team on 2 October 1958.

b. Scope of Evaluation. This evaluation encompassed checks on unit and individual discipline, appearance of facilities, personal equipment, ground training program and instrument training program. Aircrews were given appropriate EADF written examinations.

2. Observations

a. The ground training program appeared to be adequate. Scores attained on the examinations substantiated this. Complete records of training accomplished were being maintained. Cross training with ACW squadrons was being conducted in accordance with appropriate regulations. Simulator utilization was excellent.

b. The instrument training program was satisfactory. The squadron pilots received ten hours of ground instruction at the Group Instrument School in preparation for their annual flight examination. Continuing flight instruction was the responsibility of the flight commander.

c. The WEXVAL exercise limited the local rocketry program. In the previous three months, twelve rocketry sorties were attempted and two of these were successful.

3. Recommendations:

a. That the squadron institute an aggressive ground training program, centrally controlled and monitored by the commander, to improve knowledge of equipment, tactics and procedures.

b. That the instrument training officer closely monitor the instrument training program in each flight to assure standardized training.

c. That the squadron institute an expanded rocketry training program to train aircrews and ground crews on their respective equipment and procedures.

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SECTION VI

438th Fighter Interceptor Squadron, K. I. Sawyer Aprt, Gwinn, Michigan

1. General.

a. Timing. A tactical evaluation of the 438th FIS was conducted by the Headquarters Eastern Air Defense Force Tactical Evaluation Team on 3 October 1958.

b. Scope of Evaluation. This evaluation encompassed checks on unit and individual discipline, appearance of facilities, personal equipment, training, and the instrument training program. Aircrews were given appropriate EADF written examinations.

2. Observations:

a. This squadron has equipped itself with orange flying suits and as a result the appearance of the aircrews was striking. Personal equipment was in excellent shape with no important shortages.

b. The readiness facility was neat and clean. It is new and is serving as the squadron's temporary home while runway construction is in progress at Kinross AFB, Michigan.

c. The ground training program was average but was in the process of being changed and accelerated. If the program outlined to the Tactical Evaluation representatives during the evaluation is pursued vigorously, outstanding results should be realized.

d. The instrument training program was being renovated and emphasized to assure optimum results.

3. Recommendation: That the programs described by the operations officer be instituted and monitored to assure that all aircrews are receiving the entire training program.

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SECTION VII

Statistical Data

1. Examination Results (Averages):

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		Airci	rew	Instrument	Flight Comdr	Т
		Pilot	RO			H
a.	18th FIS	80%		85%	72%	S
b.	61st FIS	83%		86%	70%	P
c.	319th FIS	75%	80%	90%	75%	-
d.	325th FIS	84%		84%	81%	
e.	438th FIS	82%		81%	85%	1

K. L. BERRY, JR., COLONEL, USAF

Director, Tactics, Training & Evaluation

APPROVED: <

VON R. SHORES, BRIG GEN, USAF Deputy for Operations

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Proposed Change to ADOM 51-2

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1. Paragraphs 45 and 46, ADGM 51-2, specify those echelons in ADG responsible for taotical evaluations within the command. Specifically, teams are to be established at Hq ADG, Air Defense Force, 73rd Air Div (Vpms), ASMAC Mgs, FIS, ACM and ASMAC Squadrons. He mention is made that teams are to be established at Air Division (Defense) level. Further, Hq ADC feams have the responsibility for air defense systems evaluation while defense force teams have a dual responsibility of systems and taotical unit evaluation.

2. Our present someopt of evaluation (defence force level) is slanted at systems evaluation rather than tactical unit evaluation. Therefore we are in conflict with paragraph 45d of this manual. There is no apparent loophele for a liberal interpretation in our fevor.

3. The mochanics of conducting unit evaluations are well established and no problem is presented in this area. In fact the manual is very specific in outlining the <u>whata</u> and <u>here</u> of system and unit evaluation. Our major concern in resolving this problem is to obtain permission to delegate the responsibility for evaluation of tactical units to air divisions (defense).

4. Discussion of our proposed method of evaluation versus that outlined by ADC must be completed at an early date. A strong point in our review of the problem should be that taotical units must be evaluated more than once per year in erder to keep them at peak effectiveness. This is most easily accomplished at air division (defense) level providing they have the wherewithal to do so.

5. In the interim, however, it is recommended that the BADF Systems Evaluation Teams continue to evaluate the over-all effectiveness of air divisions and those taotical units which indicate from their performance that they are not meeting established standards in completing their mission requirements. This method of operation would be in conformance with the procedures outlined in the manual. Meanwhile, necessary changes to ADGM 51-2 could be proceesed, and plans to obtain additional personnel authorisation for evaluation teams at air division (defense) level could be completed.

> FRANCIS J. VETORT, COLONEL, USAF Director, Systems Byn Instien

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DISPOS	SITION FORM
FILE NO.	Weapons Center Deployment Concept
TO BAODO	FROM EAOCO . COL H.G. TURNER, JR. / pec /600
1. I belie	ve that under the present weapons center concept, EADF pays

I. (I believe that under the present weapons center concept, EALF pays too high a price for the transitory and infrequent benefits derived from deploying a fighter squadron to a weapons center once every 12 to 18 months. The net result of this system is that: ТН

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a. As each squadron deploys, EADF suffers a serious gap in its geographical coverage of the region. Usually at best, a flight is deployed in to cover for the missing squadron. This problem is becoming increasingly erious as the total number of fighter squadrons is reduced.

b. In each squadron, the over-all weapons proficiency rides at a low level for a year or more, then pops up for perhaps two months then deteriorstas rapidly to the original level. Most of the time the typical fighter squadron has no one who is really peaked up for firing armament at bombers. As a result, I believe that if you put all EADF fighters in the air against a fleet of bombers there would be a discouragingly large number of accidental firings around the countryside and - even worse - of failures to fire at the proper time. I base this statement on the fact that in the typical fighter squadron all of the pilots go for 1 to 12 years practicing "not firing" and having very little occasion to think or practice firing.

2. In view of the foregoing, I recommend that this headquarters propose that ADC change the concept of its weapons center deployments. I suggest that a system be devised whereby individual flights will be deployed to the appropriate weapons center for shorter periods of time but more frequently. In this way, EATF's combat capability can be maintained on a more consistently high level - geographically and qualitatively. In the same way, each fighter squadron will maintain a more stable and higher level of capability. At any given time in any given fighter squadron, there will be a few flots and maintenance personnel who are peaked up and truly current in the use of our weapons. They in turn will inevitably spread the word and cause a continuing climate of weapons consciousness throughout the squadron.

3. This DF is classified SECRET in accordance with paragraph 30b(2)(b), AFR 205-1.

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H. G. TURNER, CR., Colonel, USAF Director, Curtent Operations

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DISPOSITIO	
DIGI VJITIV	SECRET
ILE NO.	Weapons Center Deployment Concept
0 EAOTE	FROM EAODO DATE 10 Sep 58 COMMENT NO. 2
firing interceptors, a re	and recommendations. With the phasing in of missile eduction in "at-home hot firing" will occur. It appears or Weapons Center deployment is necessary.
(This comment is	Chester & Standen CHESTER L. SLUDER, Colonel, USAF
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EAOTE ROUTING SHEET Date Recd ACTION COORDINATION INFO Director 9C Ass Director Ch Intop Eval & Tac Asst Chief Т Н I Ch ... p. Trg & Research S Ass: Chief P A Missile G Fir Weapons E ECM Trg QOR Deref I S Intelligerce U N C Th Grd En or E al & Trg L Ass; Chief A S S SAGE Masie Irg Ι F I E D SUSPENSE DATE FANFOLD # REMARKS: Buck- have comment 3 prepared which will putset our concept that live fining is a Must q is at present can missile Lel altho J in done al. 031 Inne I also that lso he

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DISPOS	SITION FORM	SECURITY CLASSIFICATION (27 MAX)	
FILE NO.	SUBJECT Weapons Center De	ployment Concept	
TO EAODO	FROM EAOTE	DATE 23 Sep 58	COMMENT NO.3

1. Reference Comment No 1. The adjectives "transitory" and "infrequent", as used in paragraph 1 of this comment, are perhaps somewhat harsh. In any event, there appears to be some misconception over the purpose and scope of Weapons Center Deployments.

2. The Weapons Centers cannot be expected to undertake the entire live weapons training load for the whole of ADC. If the only live weapons training available was that provided at these Centers, the benefits obtained would indeed be transitory and infrequent. However, this is not their purpose; rather, it is to provide an annual period of weapons training at a base where all possible facilities and experienced instructors are available, so that each FIS may concentrate on weapons training to the exclusion of all else. In other words, the Weapons Center Deployment can be regarded as the culmination of the "weapons training year".

3. One deployment annually to the Weapons Center is certainly insufficient to maintain the proficiency of aircrews and ground crews. Therefore, an "at home" live weapons training program is essential. If a vigorous "at home" program is maintained, the Weapons Centers can achieve their purpose of "peaking up" the squadrons, increasing their interest in weapons matters, and setting a standard of achievement to which the squadrons can operate during their "at home" programs.

4. I hope that the situation depicted in paragraph lb of Comment No l tends to the pessimistic side. If it is correct, however, it cannot be remedied by deployments to the Weapons Centers alone, regardless of whether such deployments are made by squadrons or flights. Only an "at home" program can give the continuity training which is essential if the squadrons are to maintain the high standards they achieve at the Weapons Centers.

5. Now that missiles are phasing in, the Weapons Center Deployments will provide the only opportunity for live firing the primary weapons of our interceptor However, this does not mean that "at home" programs are no longer feasible. Much can be gained by using secondary armament in "at home" programs. In fact attacks in the rocket mode call for greater steering accuracy than missile attacks and therefore demand a higher lovel of skill from the aircrews.

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EAOTE, Subject: Weapons Center Deployment Concept (Contd)

6. The armament ground crew also benefit as a result of "at home" programs, since they are given ample opportunity to practice arming and downloading, and further to check the efficiency of their maintenance. This should discourage the involuntary and promiscuous firings referred to in paragraph lb of the attached DF.

7. As regards the relative merits of deployment to Weapons Centers by Flights rather than squadrons, I consider that this is a matter to be decided between Current Operations and the Director of Materiel. I would prefer to retain Squadron deployments, since these concern the squadron as an entity, and require that the Squadron Commander himself goes on each deployment. This might not always happen if deployments were made by Flights. However, if Squadron deployments make overlarge "holes" in our active air defense coverage, then obviously we may be forced to accept Flight deployments.

8. I suggest that DM may have some objections to Flight deployments on the grounds that the movement of larger numbers of smaller units would increase transportation, maintenance, and manpower costs. The scheduling and monitoring of sorties at the Weapons Centers would also become more complicated, and the 73rd Air Division might object to the Flight deployment scheme on this score.

9. In conclusion, I would point out that the Weapons Centers have a fixed capacity. Therefore, we cannot get something for nothing, no matter whether we deploy by Squadrons, Flights, or even individual aircrews.

10. This comment is classified SECRET in accordance with paragraph 30b(2)(b), AFR 205-1.

K. L. BERRY, JR., COLONEL, USAF Asst Director, Tactics, Training & Evaluation

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	CHESTER L. SLUE	ER, Colonel, 1	JSAF
	Asst Deputy for Op	ci deiono	
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	SUBJECT Weapons Center	Deployment Concept
10 FAODO	FROM EAOCO-FW	DATE OCT : 4 128 COMMENT St 3 Capt J : Lang/1p/354
1 Refere	ace Comment #3. It certainly aggest that the squadrons cur	/ was not intended in any way to

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squadrons are deployed en masse; e.g., for an example, an F-89J squadron to Vincent and simultaneously an F-102 squadron to Tyndall. To replace the de-ployed squadrons, like aircraft should be deployed to the vacated bases, which in turn reduces the replacing squadron's defense capability. On the other way if flights from four or even six squadrons were deployed to available wapped if flights from four or even six squadrons were deployed to available wapped centers even though simultaneously, the individual squadrons would still be an to maintein their defense capability.

3. Regarding the "fixed capacity of weapons centers" in paragraph 9, Comment #3, I feel that there is sufficient support presently available at these centers to permit deployed squadrons to concentrate on firing their primary armament with the addition of only a small increment of squadron specialists I also feel sure that EAMIM would, if after a careful investigation of the air lift requirements, find that the over-all airlift requirements would not be excessive either in total number of sorties or in manpower costs.

4. Another valuable by product would be the leadership and command ex-perience gained by the flight leaders operating independently as well as cros fertilization of techniques and procedures between deployed flights.

5. In conclusion, I recommend that a vigorous approach be made to increase squadron "at-home" live firing and that squadrons deploy flights on a regular scheduled basis to weapons centers. This will maintain an acceptable degree defense as well as provide a continuous peaking of weapons systeme in the inventory.

This DF is classified SECRET in accordance with paragraph 30b(2)(b), 6. AFR 205-1.

> H. G. TURNER, JR., COLOMEL, USAF Director, Carrent Operations

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DISPOSII	ION FORM	1	ECRET	
ILE NO.	SUBJECT Weapon	18 Genter Deployment		
0 EAOCO	FROM EAODO	DATE 4	Dec 58 COMMENT NOA	
Request you pre detail should be incl feasibility of this ide	uded to insure that	C encompassing your headquarters being al	proposal. Sufficient de to determine the	
(This comment is UNCLASSIFIED)		CHESTER L. SLUI Abst Deputy'for Op	DER, Colonel, USAF erations	
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DISPO	SITION FORM	SECRET
FILE NO.	SUBJECT Weapons Center	Deployment Concept
weapons centers f to determine the	is recently been given the response or proficiency training. Prior feasibility of using a flight d	DATE products comment we hn C. Lang/nm/772 nsibility of scheduling our FISs to to this, a study was made by EAOCO eployment type operations rather advantages are: (a) Continuous
weapons training of the necessity of a complete squ peaking of the ar 2. I have a	for aircrews rather than once e of having to plug large gaps in adron deploying to one of our w mament systems of our aircraft. ttached our original DF, same s	very 12 - 18 months; (b) A reductio our defense capability as a result eapon centers, and (c) Continuous ubject, and succeeding comments for
views on this sub	consideration. It would be ap ject, so that we may comply with is aware of our concept and is	h Comment No. 6. Informal informa-
3. This DF 205-1.	is classified SECRET in accorda	nce with paragraph 30b(2)(b), AFR
	for H. G. TURN	iller, b. H. al. USAF ER, JR., COLONEL, USAF Current Operations
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FILE NO.	Weapons Cetter Deployment Concept
EAMOM	FROM EARAC-2A . DATE 24 Dec 53 Capt. Willing, Detouple/Inc/7%
provided the tot presently being further aggravat in these area's alcoruft present will send certai	orate is in general agreement with the proposal made by same al number of aircraft and personnel does not exceed the number deployed. This criteria is necessary in order to prevent ion of the support transportation problem. If there is no increa- it should not require anymore than the seven C-123 support ly required. In the event there is a quastion as to which fight n pieces of test equipment when only one is required, it is one flight be designated as the "Host Flight".
of maintenance p The maintenance	afgreed that there should be so problems in regara to call sources if fact the knowledge and training derived from the association ersonnel from different squadrons is of a definite condit. officer of the host flight could cannot respon itility of the all flights while deployed.
of course assume	teve this plan can be supported from an ALS start point. This is that the deployment have furnishes all facilities they are wide. Otherwise there are some larger items that could not be a locations.
The frequer and would define	ncy of deployment by flights is an important factor to consider tely influence our view point on the satter.
This comment AFR 205-1.	nt classified SECRET in accordance with paragraph 30b(2) of JORN C. OSTO D. J. Colonel, USAF Director of Actor Jissiles/595

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	Weapo	ons Center Deployment Concept
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		red in for the following reasons:
deployments :	For F-89J units al to cover alert comm sportation costs.	one, it would save five (5) separate itments with the resulting saving in
essary support	rt equipment. The	ment Centers are authorized all nec- shortages should not be provided by eas e shortages should be provided from ADC pliminate airlift requirements.
scheduled us	intenance that has	d eliminate the present disruption of resulted in poor operational ready note returns from the Weapons Center.
chiefs and f Weapons Cent a section ch fire control on the same squadron. T	ire control personn er. The so called ief at home base. personnel in the C base, the same pers his defeats the pur training. The pro	different squadrons. At present, crew hel deploy with the squadron to the crew chief is usually a M/Sgt or T/Sgt, The fire control personnel are the best CAMRON. In the case of two (2) squadrons sonnel deploy to Weapons Center for each rpose of training fire control personnel oposal to deploy by flight would elimina- cons Center rating system.
e. flight to We	As FADE reduces to	b one squadron per base, deployment by become necessary if combat capability
e. flight to We is to be mai 2. Rec	As EADF reduces to apons Centers will ntained in the EADF commend that EAOCO p	b one squadron per base, deployment by become necessary if combat capability
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1 DISPOS	ITION FORM	SECRET
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	RAME comments for nateri	
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HÉADQUARTERS AIR DEFENSE COMMAND UNITED STATES AIR FORCE ENT AIR FORCE BASE COLORADO SPRINGS, COLORADO

SECRET

125 TEL MELROSE 2-5511

EXT 2443

Dear Eddie:

28 MAR 1958

Your letter of 18 February 1958 describing limitations in the initial SAGE system has been thoroughly studied. In general, I concur with your appraisal of the problems confronting us in early SAGE operations.

The results of the study conducted by the Air Defense Command staff are attached as Inclosure No. 1 to this letter. This study covers each of the items you submitted and should be of value in determining the current status of each of the areas of concern.

Due to the complexity of the SAGE system, the long lead times required to modify it and the lack of operational experience with this system, there are and will be serious problems for some time to come. It is the responsibility of all concerned to isolate these problems or limitations as early as possible and apply corrective action. By this means, we will be able to realize the maximum air defense capability in the shortest period of time. Barly solutions to these problems are mandatory, as it is impractical to consider manning and operation of two (2) air defense systems simultaneously for other than the overlap periods.

I am of the opinion that the initial SAGE system will require much assistance on the part of the human operators in the direction centers. Standing Operating Procedures must be developed to overcome some of the shortcomings of the initial system. This will be a real challenge to your sector commanders and their experience will assist sector commanders of future sectors with their implementation problems. Here is the sector of the initial

Your continued evaluation of the initial segments of the system will provide us with much of the operational sufficient which has been lacking in the past. I am confident the SAGE system will



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provide a positive increase in air defense capability. As costly as the SAGE system is and since we are strongly committed to it, there can be no reason for not making it fulfill the air defense mission.

Sincerely/

1 Incl

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Hq ADC Discussion of SAGE Ops & Impl Prob as Eval by Hq EADF in Gen Underhill's 1tr to Gen Atkinson, 2 cys. J. H. ATKINSON Lieutenant Gereral, USAF Commander

Major General Edward H. Underhill Commander Eastern Air Defense Force Stewart Air Force Base Newburgh, New York

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SUBJECT: (U) Headquarters ADC Discussion of SAGE Operational and Implementation Problems as Evaluated by Headquarters EADF in General Underhill's letter to General Atkinson

GENERAL.

Ance 1'

This discussion will cover the topics included in General Underhill's personal letter of 18 February 1958.

Reference to the lack of documents on SAGE detailed capabilities and limitations. This headquarters is aware of the difficulty in obtaining specific data relative to the capabilities and limitations of SAGE. Recent action by this headquarters to determine the initial operational capability and limitations of SAGE resulted in a study made up as a presentation which was given to Headquarters USAF. A copy of this presentation was forwarded to Headquarters EADF. There has been considerable knowledge gained in all echelons of ADC relative to this subject within the past few months. The 4620th Air Defense Wing will have completed operational handbooks for each SAGE operation position by 1 July 1958 which will also aid considerably in a better evaluation and knowledge of the SAGE system and the manner of obtaining optimum capability from the system. In addition, a detailed description of Model 1 of the computer, program will be distributed to Headquarters BADF in the next few days.

2. New York Sector as an Island of SAGE Surrounded by Manual Environment.

a. The problem of employment of manned interceptors flying in and out of SAGE environment is one which must be resolved by standing operating procedures. It is agreed that this will be a cumbersome operation, but does not jeopardize the air defense capability in the New York area. The problem of re-entry into the SAGE environment for recovery will require closer human monitoring and assistance in the SAGE direction center, but does not appear to be an impossible or difficult task. It is true that recovery will require the assistance of the manual system until procedures can be worked out for RAPCON or Approach Control to assume this task. It was never visualized that SAGE would be responsible for letdown, only recovery to an approach fix. The requirement for Approach Control or RAPCON to assume these responsibilities has been forwarded by this headquarters to CAA for their approval. Headquarters BADF will be informed



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when this procedure has been approved. The Mode II capability is really not applicable to the New York Sector and the manual environment relationship. The earliest that such a capability would be required would be when the Boston Sector becomes operational. It appears that this capability will be available for New York, Boston, and Syracuse Sectors sometime between 1 January 1959 and 1 March 1959. Firm information on when Mode II will be available will be forwarded as soon as available.

b. SAGE Sectors and Manual Control Center Relationships. This problem is also under study by your headquarters and the 4620th Air Defense Wing. It is visualized that this problem can also be resolved by standing operating procedures to provide adequate data at the 26th Air Division Control Center to allow that Division to effectively supervise the air battle.

3. The PPS-20 and PPS-6 Radar Limitations. This problem is one of great concern on the part of this headquarters.

'a. The FPS-20 clutter problem must be resolved as soon as possible and there is a fix which Lincoln Laboratory has recommended that is presently being evaluated. The recommendations that ADC will make on this subject will be forwarded to Headquarters EADF as soon as they are fully evaluated. Western Electric will be consulted regarding their evaluation of this difficulty and a determination of the fix required will be made in the near future. This headquarters requested Headquarters EADF to furnish detailed data relative to this problem through classified messages ADOCE-ED-3718, and 3719, dated 10 March 1958.

b. The FPS-6 radar problems are well known by this headquarters and unsatisfactory reports have been submitted previously. The General Electric Company will be requested to evaluate the failures and engineering change reports will be submitted after the G.E. study. Headquarters EADF will be kept informed on the progress in this area.

4. The Weapons Assignment Display in Mode I Computer Fregram. The need for interceptor performance and capability as a part of this display will be considered for incorporation into the computer program as soon as possible. This does not appear to be an early fix, however, and for that reason BADP's recommended procedures

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for the intercept directors to use aircraft performance charts will be necessary for an indefinite period of time. The Weapons Assignment Display will still be an effective tool however, even with this limitation, to minimize the intercept director's workload.

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"Initially none of the aircraft in the New York 5. Sector will be data link equipped". Presently, within the New York Sector the only data link equipped aircraft are the P-861's assigned to the 539th Fighter Interceptor Squadron at McGuire. However, the F-102A data link retrofit program emphasizes the requirement to attain this capability in the New York Sector. The 332nd Fighter Interceptor Squadron at McGuire is scheduled to receive data link equipment for field installation on 1 june 1958, with an estimated one (1) month installation period. The 2nd and 5th Fighter Interceptor Squadrons at Suffolk are scheduled to receive equipment for field installation on 1 June and 1 July 1958, respectively, and the 539th Fighter Interceptor Squadron will convert to data link equipped F-102's during September and October 1958. The 98th Squadron at Dover presently equipped with F-89J's will convert to F-101's early in FY 1959; thereby completing the conversion to data link equipped aircraft of all five (5) fighter interceptor squadrons in the New York Sector. The Boston Sector is better equipped for initial data link operation. The 330th and 331st Highter Interceptor Squadrons at Stewart are equipped with F-86L*s, as is the 49th Fighter Interceptor Squadron at Laurence G. Hanscom Field. The 60th Fighter Interceptor Squadron will have this capability when converted to F-101B's early in FY 1959. The remaining two squadrons, the 337th Fighter Interceptor Squadron at Westover when equipped with F-104"s, and the 58th Fighter Interceptor Squadron at Otis equipped with F-89J's, will not have an initial data link capability. Presently, there are plans to install data link equipment with F-89J's and F-104's. The time period and best means for accomplishing this retrofit have not yet been determined.

A suggestion to increase the interception capability within a sector having a limited data link capability would be to place two (2) weapons direction teams or i weapon direction team on duty with the weapons direction team on duty during high traffic density time periods. This will impose an extra workload on these weapons direction teams, but could be instituted as a temporary measure until the data link capability improves.

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6. SAGE Interceptor Recovery. This comment was covered in paragraph 2.a., above.

7. Schedule of SSTP Periods and Computer Time. Both of these problems must be treated somewhat the same and are considered the responsibility of the commander actually charged with accomplishing the air defense mission. Much is to be learned in both of these areas as they are dependent upon computer and systems reliability. This headquarters is of the opinion this should be a Defense Force responsibility with possible further delegation, as the operational effectiveness and requirements of the air defense system must be evaluated at that level.

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8. This headquarters is aware of most of the operational limitations of the SAGE system. There may be many operational limitations which are not readily apparent at this time, and other limitations which were not anticipated will become apparent to the operational commanders after operational date. This command will expect to be informed of these as they appear, and every effort will be exerted to resolve those that occur. The studies that have been conducted by this headquarters at this time indicate that the SAGE system, even in the early sectors and on their initial operational date, will have a better capability than the existing manual system. If this conclusion is still valid after the operational dates and after SAGE operational experience, this headquarters intends to follow through with its personnel phasing plan to replace the manual system as scheduled. The date when a Mode II capability will be attained may require some modification of this planning. As soon as data for this capability can be determined, the revised personnel planning to provide a manual backup to SAGE prior to a Mode II backup will be completed and your headquarters advised.

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IN REFLY REFER TO ADOOA

23 June 1958

SUBJECT: Continuous Evaluation in SAGE Sosters

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Sammider Restern Air Defense Force Stewark Air Porce Rase Resturgh, New York

1. The performance of initial SAGE sectors will be under close sorutiny by many symples subsequent to their operghismal date. In order to provide a means of obtaining the nonsessary quantitative date, Headquarters Air Befames Command requires that Continuous Svaluation processes be established in New York and Boston Air Defense Sectors. These presesses will produce date on system and sub-system performance which wills

8. Provide a basis for supervisory cantrel over air defence eperations by the Sector Commander and his staff.

b. Be required by several agencies for analytical purposes in sommestion with their development of routine Continuous Evaluation techniques.

e. Be source material to the Sector Communder for preparation of memory reports required by higher headquarters.

2. The Sentimume Evaluation (CE) data reduction program is designed to extract and summarise certain information from the Master Operational Recording Tape (MORT). It will process up to 2k hours' output of Eirection Genter Active (DGA) recording at each operation.

3. The standby computer will be used for Continuous Braluation data reduction. The data reduction program has been written so that "SATE MATA" and air defence oritebover can take place. Bular air defence cambility is thereby relained in the same way as then the Direction Canter Standby (DOS) ministemans program is operating. Sures hours' standby computer time mill be required to process the expected member of MARDs during a Eb-boar period of air defence operation. Guidance regarding allocation of standby computer time has been provided in lotter to Commuter, Barten Air Befance Force, "Control of Standby Debuget Theo," dated 13 May 1950. Each day's operation, or other colored the interval, as requested by antherined agencies, we as required by higher basiquertars, will be processed as men as previouslike after that the datertal.

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b. The prosent program is known as OF Maini 1. It will work properly with Mid Mainie 1 and 0. The answer is a Maining of the performance measures for thick the program will print out minerical date. The information presented by UE is of four sajor types, as follows:

a. Type I - This is a simple court of events over the time of operation of the program. An example of this is the masher of flight plans incerted into the computer during the time interval processed.

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b. Type 2 - A cross sortion of the system and sub-system operations at a given time. In example of this is the number of tracks in tracking trouble in a given sub-frame. These areas sections can be taken at my desired interval fram ence per 24 hours to ence per 10 minutes.

e. Type 3 - A summary of events over a selected time interval. This is skiller to Type 1 encept that summaries over shorter periods are usually produced. An example of this is the total number of height replice over a given time interval. This interval can be selected to vary from 2h hours to 10 minutes. At 10-minute intervals lik totals would be note over a Schour period. It is also possible to request an interval between summaries so that, for example, summaries night be requested for a 10-minute period fellough by 50 minutes of no summaries, followed by a 10-minute summary, etc.

d. Type h - Interception histories. This type consists of summary information on the interception conducted by each interceptor assigned to a target track.

5. Continuous Evaluation will be started in the New York and Boston Air Defense Sectors on their respective operational dates. With suitable medifications it will be introduced into subsequent air defense sectors and divisions. A regulation will be prepared by Headquarters Air Defense Command as soon as is practicable.

6. The System Development Corporation (SDC) is contractually obligated to consult with the operating command concerning the collection, reduction, and analysis of data on performance of the SACE system. This responsibility includes proparation and revision of computer programs for data recording, reduction, and analysis, and system diagnostic practices. The Bell Telephone Laboratories (BTL) has the task of developing and recommending to Readparters ADC procedures and techniques for GE in SACE. Considerable time will be required to develop routize performance measures and associated standards which will provide Continuous Bralustion. In lisu of these finally tested and tried measures a proliminary set of measures has been selected as suitable for initial use. The basis for selecting these measures is experience with operations of the Cape God System, the Experimental SACE Sector, and the present manual system.

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7. The communicars of New York and Baston Air Refence Sectors, 15th Air Division (SAGE) and BADF are enjoined to familitate the development and thilestion of Continuous Drainstice to continues by collaboration with FYL and SDC personnel, and Gerrations Analysts of Headquarters ADC and Morth American Air Defence Constant. Recurmendations regarding such techniques will be made through channels to Communder MADF. Generander, MADF, will point these recommendations to the highth Air Defence Wing along with approval or disapproval.

8. The New York and Besten Sector Commanders will provide copies of GE printent data as requested by antherised symmetry. Similar copies of printent data and summaries of printent data will also be provided as required by higher bestquarters.

9. MHTS will be retained in storage for a time period of not more than one week, unless specific request for longer storage is submitted to the Sector Communics by sutherlash agencies or as required by higher handquarters. Storage time for primert data will be sufficient to meet the summary data requirements of higher handquarters; this will be at least one month.

10. Headquarters ADC is presently writing an operational readinous reporting regulation (V-8 type) on SAGE. This regulation will outablish procedures for reporting readiness information in the entegories of manuing, equipment status (materiel) and contain operational information. While the CE program is designed to aid command management at intro-command level, this regulation will provide readiness information for monthly analysis of SAGE readiness by Commander ADC in all staff areas of interest.

FOR THE COMBILIDERS

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/s/t/ R. W. PURKEAR Hajor General, USAF Bepring for Operations ТН

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ATTER

The information provided by 65 Motel 1 (which will be printed on printer after each operation of the program) is as follows: Line printer after and

I. Computer Derived Measures of System Performance

As Sumary of normal system activity

1.	Number of tracks established
2.	Suber of flight plans inserted into the computer
3.	Sumber of tracks identified unknown
4.	Number of intercepter treaks countited against unknowned (Combat STS # Dir, DiST. # track ID'd Unk.)*
5.	Humber of tracks identified unknown not sorembled on
6.	Number of unknowns identified friendly prior to inter-
	6a. Persontage of these identified friendly with correlation because of late flight plans.
7.	Euclor of successful interceptions on unknowns (ID changes after TTO # 1)
. 8.	Number of tracks identified witness when drupped
9.	Humber of intercenter aircraft screebled, by squadren
10.	Busher of interceptors aborted before becoming airborne, by soundress
	(Abert muitch action or reduced flight size when interesptor track becomes airborne)
. 8u	mery information on Paker tracks

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- er of tracks identified faker or of tracks initially identified unknown, re-identified 2.
- Sumber of tracks initially identified unknown, re-identified fakers prior to interception
 Humber of fakers identified friendly before interception
 (ID change after T20 = 1)
 Number of tracks identified faker when dropped
 Fumber of fakers tracks passed to AADDP
 Tumber of faker tracks reported engaged by AADDP

- The information in parenthesis under some of the items is meant for the programmer's use it refers to the intended source for the inthe program

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6. Summer information on Herbilo tracks	
1. Number of trucks identified hostils	
ille Total flight gins actimate	
2. Hasher of intercepter tracks consisted against hostile	
). Humber of successful intercontiens on heatilon	
(RILL PORSPEC)	
4. Number of tracks identified hostile which are not inter-	
(fetal flight size simus kill reports)	
5. Number of hestile tracks passed to AADOP 6. Rusber of hestile tracks reported angaged by AADOP	
7. Number of hestile sires i reported spisshed by AABCP	
II. Punction Parformance Messures	
D. Air Serveillance	
1. Rusber of established tracks in the system at any one subframe manulai at melected time intermele	
1. Rusher of established tracks in the system at my one subframe sampled at selected time intervals. 2. Number of tracks in tracking termine at any one middle	
 Humber of established trooks in the system at any one subframe sampled at selected time intervals. Humber of trooks in transking trouble at any one subframe, sempled at selected time intervals. Humber of tracks which become function or colored. 	
 Humber of established tracks in the system at any one subframe sampled at selected time intervals. Humber of tracks in tranking travels at any one subframe, sampled at selected time intervals. Humber of tracks which become Tentative during a selected time period and star Function. (Considering only only the function) 	
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is Report of nameal data inputs inserted into the computer per selected time interval.

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2. Ratio of the number of MI tracks which become sotablished to the mather entered furte the computer.

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- 1. Master of pendings in the system at any one subirence, sampled at selected time intervals.
- 2.0 Number of flight plans correlated per selected time interval.
- 3. Mumber of initial identification actions per selected time interval.
- b. Average time is initial pending category per selected time interval.
- 5. Number of re-identification actions per selected time interval.

G. Interceptor Assignments

- 1. Number of interceptor tracks under the control of the DC
- per selected time interval. Frequency distribution of the time to initial scramble from 2. time target track is identified, excluding cases where defer action is taken.
- 3. Frequency distribution of the Length of time in deferred combat status for all tracks identified unknown. h. Wimber of interception missions in foldback status when
- petablished.
- 5. Prequency distribution of the number of recommit actions for each interceptor (0, 1, 2, 3, etc.)

H. Interception

- 1. Per INS, number of times (0, 1, 2, 3, ste.) interceptors in final phase.
- 2. Par IND, number of times (0, 1, 2, 3, ste.) interceptors
- in airborne phase.
 Per IND, husber of times (0, 1, 2, 3, sto.) interceptore were in airborne status and final phase at same times.
 The largest number of simultaneous assignments to each IND per a selected time interval.
- 5. Frequency distribution of time in servable status. 6. Frequency distribution of time in mirborne status.
- III. Interception History
 - 1. HOK trank mather
 - 2. Time astablighed

 - Source of takek (computer, grouphold, MI)

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-	a Langth of the initial pending	
1	by Time of Indiated Identification	
1	w Altitude at initial identification	
1	le Flight din estimate	
	to Apded at initial identification	
	a Track portion at time identified (2008)	
	a This of dofut poking if taken	. 15
11	a Zine interstation genetical (monorille time or monorid time)	
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17	· IT IN Faldback at hims established	
19	. Time interceptor established	Р
20		A
21		G
		E
23	· Intercept flight size at final phase	E
ž	 Minimum range to target Zôme of minimum range 	
25	· some at an area th shares at a set	1
26	- Thus of target IB shange after interesption New XD	S
27.	Time intercoptor combet status changes	
88.	The interceptor contest status changes Shings in contat status	U
29	. Batts of fromes with poor track morit in four minute period	N
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ADOGA, Hq ADC, 23 June 58, Subject: Continuous Evaluation in SAGE Sectors

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25 July 1958

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Hq Eastern Air Defense Force, Stewart Air Force Base, New York

TO: Commander, 26th Air Division (Defense), Roslyn Air Force Station, Roslyn, New York

1. Your attention is directed to paragraphs 7, 8, and 9 of the basic letter. It is the desire of this headquarters that full coperation b e afforded the agencies concerned with the continuous evaluation program.

2. It is felt that some of the information provided by CE Model 1 is duplicative. For example, the need for distinctive information on both fakers and hostiles appears to be a duplication, since both fakers and hostiles will not be in the system simultaneously except for possibly a short time in the event that hostilities start with a surprise attack. In addition, it is felt that some items of information are meaningless or superfluous to air defense evaluation. Request that you review the CE Model 1 program for elimination of unnecessary items and/or inclusion of other data deemed desirable. Perhaps the CE Model 1 program can be shortened so as not to require the estimated three hours per day of standby computer time required to process the evaluation data or so that a greater number of samplings per day may be collected.

FOR THE COMMANDER:

n/c

(i) N. D. Cantwell
 2nd Lt., USAF
 Asst. Adjutant

Captain P. F. McWilliams/ceg/354

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Report of Staff Visit to the New York Air Defense Sector on 15-16 July 1958

NEOPO

18 July 1958 Lt.Col.Gouchoe/wc/8478

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1. On 15-16 July 1958, Lt. Col. Gouchoe and Maj. Tiernan visited NYADS for the purpose of observing their operations. Specifically we are interested in the utilization of seaward extension data, methods of passing threat warning and other air defense information to the AADCP's and the identification of Naval aircraft operating within the Atlantic ADIZ. Unfortunately, during the period of the staff visit, this sector had been ordered into a state of increased readiness and our impressions are still superficial on these subjects. Commander Laminan, commander of YAGR Division 21, was visiting the Sector while on leave in the Philadelphia area, and we spent considerable time discussing seaward extension problems with him, as well as with Comdr. MeIntire, the new Naval officer assigned to the New York Sector. We also held discussions with three of the eight Army officers assigned there as well as with Lt. Col. Dow, the acting Deputy for Operations. Our impressions are listed below.

2. <u>Dilisation of seaward extension data</u>. As of this date, there are no direct communications from NYADS to any of the seaward elements on station. Information is forward told to the ACWRONs at Montauk and Palermo where it is filtered and forward told to the SAGE Direction Center. The thinking expressed at NYADS was that little use of the seaward extension can be made until better communications are available and new programs are introduced into the SAGE computer. It appeared to Comdr. Laminan and to NFENR observers that we have actually retrogressed as far as implementing the concept of fighting the battle as far to seaward as possible at this time.

3. <u>SAGE relationship with the Army AADCP</u>. As mentioned earlier, eight umusually well-qualified Army officers are assigned to the New York Sector. It is our understanding that at least three of the officers have commanded NIKE batteries and all of them had considerable experience in air defense prior to this assignment. They stated that they have had considerable difficulty with teletype maintenance since becoming operational. However, both the Highlands and Palermo ACWRONS have continued to tell information to their associated AADCP's. It was noted that this sometimes causes confusion since the ACWRONS continue to identify track data and often pass information to the Army that is pre- or post-mature to the data passed by the SAGE Direction Center. However, until such time as the teletype system between SACS and the Army units is improved, it is obvious this manual backup system

4. SACE operations problems. The biggest problem that NYADS has at this time is the superimposing of the manual system upon the SAGE system. All forward telling and cross telling is accomplished manually, and personnel are continually having to improvise new techniques to accommodate this status.



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NEOPO-S, 17 Jul 58, Subj: Report of Staff Visit to NYADS 15-16 Jul 58 (Cont'd)

There are more written logs and other written records kept than was necessary under the manual system. NYADS personnel feel that this major problem will be alleviated when BADS becomes operational in September, and be gradually eliminated as other SAGE units become operational.

5. Other impressions. NYADS personnel appear to be unusually well-qualified for their duty assignments. Both Gouchoe and Tiernan met directors, warrant officer AC&W supervisors and others whom they have previously known. Two of the controllers that performed duty in this AFSC since early 1943. During the entire period we were there, two of the four crews were continually on duty and a vast majority of personnel kept busy in executing assigned tasks.

6. <u>Summary</u>. It should again be emphasized that some of these impressions are superficial based on the unusual conditions that existed during the visit. We plan on paying another staff visit to NYADS as soon as conditions warrant.

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MAURICE W. GOUCHOE Lt. Col., USAF Chief, Ground Environment Branch

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D	ISPOSIT	ION FORM	SECURITY CLASSIFICATION (If any)	128
FILE NO.		SUBJECT Passing Contro AEW&C and Pick	ol of Interceptors From Sag	e DC to
TO	EAODO	FROM EAOOT-CW	DATE 27 Jan 58 LT COL C.G. WHIT	COMMENT NO. 1
	ceptors fro ficulty lie	om a Sage DC to AEW&C ar es in a lack of programm	in the passing of control ad picket ship directors. ned communications and the ne Seaward Extension elemen	of inter- The dif- lack of
	AEW&C airc used for to radiotelet; manual impu Sage to man switchboard is a very u	raft consist of one radi slling track information ope is a one-way reversi ats room. Normally, no uual. The HF voice radi and can be switched to	ge DC's and a picket ship to teletype line which is n and one HF voice radio l ble system which is termin traffic will pass over thi to link is terminated at th any telephone in the Sage numing facility to be used in	ormally ink. The ated in the s line from e Sage DC DC. This
	picket ship have no way cepted; co	o or an AEW&C aircraft, of knowing the track d ensequently, it will be	wnward tell from the Sage I the directors aboard these esignator of a track to be difficult for a Sage direct d to a manual director.	vehicles inter-
	attack on a radio sites doctrine wo with direct	hostile after it enter , the most forward of w buld relieve us of the n	ve to be satisfied to make s the radio coverage of the hich are on the Texas Tower ecessity to man AEWAC and p make our efforts to train t e.	e Sage rs. This picket ships
	coverage of patrol base and picket targets of AEW&C and p	Sage radios is to depl d on Atlantic Barrier p ships and allow the Sea opportunity with them.	tors might be employed beyon oy interceptors on a combat enetration basis to the AE ward Extension directors to It must be remembered, how ntification function and he t.	t air &C aircraft attack
	6. Re will contro	quest a decision as to a l interceptors in the S	whether or not the Seaward age era.	Extension
			F. J. NELANDER, COLONEL, Director, Operations & 1	

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	Seater State		SECURITY CLASSIFI	
DICO	OCITION	FORM		129
DISP	OSITION	FORM		SECRET
LE NO.	SUI	NECT	-	
				York Air Def. Sector
E	LODO FRO	EAOCO-E	DATE 24 Jul Captain P.F.	COMMENT NO. 1 . 58 McWilliams/ceg/354
CC By	interceptor fl	ights which the in case of a lly would be e	e units of New Yor n enemy attack on mployed in flights	estimate of the number k Air Defense Sector this country. F-86L's of three; F-102's in
		Active	ADC Squadrons	
Ma Ma	Guire 1 Sq. Guire 1 Sq.	F-102's 9 F1	ts of 2 ts of 3	36 Interceptor 18 Flig 18 Interceptor 9 Flig 15 Interceptor 5 Flig 18 Interceptor 18 Flig 87 Aircraft 50 Flig
		ANG	Augmentation	
Pł We	iladelphia] stchester]	Sq. F-86L's Sq. F-94C's Sq. F-94C's Sq. F-94C's	15 Interceptor 15 Interceptor 15 Interceptor <u>15 Interceptor</u> 60 Interceptor	5 Flights 5 Flights
	Total of Acti	ve and Augment	ation = 147 Aircra	ft - 70 Flights
ar th be	eds the SAGE co d the SAGE Inte tactics and t come even more	mputer capabil ercept Director echniques pres acute if addit	ity to provide int capability to dir	ptor capability ex- ercept calculations ect interceptions using 5. Thisproblem could from outside the
80	3. To count ales the follow			nts-control capacity"
aj	a. Com ter becoming ai		rs in larger fligh	ts or combine flights
and the second of the second sec				Seaward Extension k Air Defense Sector
		SEC	RET	S-4653-58

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D/F to EAODO from EAOCO-E, Subject: (C; Schorol Capacity in New York Air Defense Sector

picket ships and three AEW&C aircraft when all stations are manned. These elements have a total of twelve control positions - three per picket ship and two per RC-121. Considering the proficiency of the directors assigned and the communications and radar equipment possessed, the maximum control capacity which could be expected from these units would be 24 flights of F-89J's or F-102's.

c. Pass control of some flights to Mode III controllers at the radar sites. This control capacity is as yet undetermined but will probably X be very limited as far as providing close control of interceptors.

d. Resorting to remote control for those interceptors for which $\,\times\,$ close control cannot be provided.

e. Staggering or delaying the commitment of flights so as not to V exceed the close control capacity.

f. Releasing control of interceptors for return-to-base and/or de- / ployment missions.

4. A sub-problem to the control capacity problem of the New York Air Defense Sector is that of inadequate director manning to fully utilize the computer capacity (50 intercept calculations). In order to utilize all of the computer capacity all twenty director positions should be manned. With all twenty positions manned each director would have to control 2-1/2 flights, which is near the director's maximum capability with voice-controlled interceptors. With only 25 directors assigned, it is doubtful whether a sector could ever man all 20 positions simultaneously, and it is certain that a sector could not man all 20 positions for a very long period of time. We believe some augmentation of directors should be provided those sectors on the perimeters of the United States or the United States and Canadian complex in the event that Canada buys SAGE equipment.

5. This Disposition Form is classified SECRET in accordance with paragraph 30b(2)(b), AFR 205-1.

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H. G. TURNER, CA., COLONEL, USAF Director, Current Operations

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D	ISPOSITION	FOR	M	SECRET	130
FILE NO.	SI	IBJECT	Control Capacity in	(SACE) Sectors	
TO	EAODO Info: EAOTE	EAOCO-E	DATE 24 Set	E CO	MMENT NO. 1
	of interceptor f cept New York Ai get airborne in is that followin	lights which r Defense case of an g the opera	uadron is a reasonal th units of the 26th Sector) and 30th Air enemy attack on this tional date. This i nutrol capacity in th	Air Division (SAGE) r Division (SAGE) of s country. The tim is a continuation of	c) (ex- could ne period of the
		BOSTON	AIR DEFENSE SECTOR	· · ·	
		Act	ive ADC Squadrons		
	Otis 1 Sq. Otis 1 Sq. Westover 1 Sq. Stewart 1 Sq. Hanscom 1 Sq.	F-89J's F-104's F-86L's	8 Flights of 2 ea	a per Sq 15 A/C	Flights Flights Flights Flights
		Augn	mentation Squadrons		
	Logan Schenectady Bzrnes	1 Sq. F-86H 1 Sq. F-86H 1 Sq. F-86H	5 Flights of 3 ea 4 Flights of 4 ea 4 Flights of 4 ea 4 Flights of 4 ea 4 4 Flights of 4 ea	per Sq 16 A/C 4 per Sq 16 A/C 4 per Sq 16 A/C 4	Flights Flights Flights Flights
		Secto	or Total	161+A/C754	Flights
		SYRACUS	E AIR DEFENSE SECTO	B	
		Act	ive ADC Squadrons		
	Niagara 1 Sq. Griffiss 1 Sq. Griffiss 1 Sq.	F-102A F-102A F-89J	9 Flights of 2 9 Flights of 2 18 Aircraft	18 A/C 9 18 A/C 9 <u>18 A/C18</u> 54 A/C36	Flights Flights
0			SECRET	S-4653-5	8

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D/F to EADDO w/info to mawIn, Subject: (0) Control Capacity in SAGE Sectors from EACCO-E (Syracuse Air Defense Sector - Continued)

Augmentation Squadrons

Niagara Hancock Greater Pitt	l Sq. F-86H l Sq. F-86H 2 Sq. F-86L's	4 Flights of 4 4 Flights of 4 5 Flights of 3 ea.	per Sq.	16 A/C 16 A/C 15 A/C 47 A/C	4 Flights 4 Flights 5 Flights 13 Flights	4	
		Sector Total		101 N/C	49 Flights		T H
	WASHINGTON	AIR DEFENSE SECTOR					I S
	Active	ADC Squadrons					
Andrews Langley Dover	1 Sq. F-102 1 Sq. F-102 1 Sq. F-101B	9 Flights of 2 9 Flights of 2 18 Aircraft		18 NC	9 Flights 9 Flights 18 Flights 36 Flights	an an	P A G E
	Auzment	tation Squadrons					I
 Andrews Martin (Baltin Martinsburg, Norfolk NAS Oceana NAS	l Sq. F-86 more) l Sq. F-86 W. Va. l Sq. F-86	H 4 Flights of 4 H 4 Flights of 4		16 A/C 16 A/C 16 A/C Unknown Unknown 48+A/C			S UNCL
		Sector Total		102+N/C	48+Flights	1	AS
	EANGOR	AIR DEFENSE SECTOR				act of	S. I
	Activ	e ADC Squadrons					F
Presque Isle Ethan Allen	1 Sq. F-89H 1 Sq. F-102	6 Flights of 3 9 Flights of 2		18 A/C 18 A/C 36 A/C			I E D
	Augmen	tation Squadrons					
Dow Burlington	1 Sq. F-89D 1 Sq. F-89D	5 Flights of 3 5 Flights of 3		15 NC 15 NC 30 NC	5 Flights 5 Flights 10 Flights		
		Sector Total		66 N/C	25 Flights		
		and a second sec		a series			

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D/F to EAODO w/info to EAOTE, Subject: (U) Control Capacity in SAGE Sectors from EAOOO-E

DETROIT AIR DEFENSE SECTOR

Active ADC Squadrons

Selfridge Youngstown Wright-Patterson Lockbourne Bunker Hill	2 Sq. F-102A 1 Sq. F-102A 1 Sq. F-104A 1 Sq. F-102A 1 Sq. F-89J	18 Flights of 2 9 Flights of 2 8 Flights of 2 9 Flights of 2 18 Aircraft	36 A/C 18 Flights 18 A/C 9 Flights 16 A/C 8 Flights 18 A/C 9 Flights 18 A/C 9 Flights 18 A/C 18 Flights 106 A/C 62 Flights
	Augmentation S	guadrons	
Toledo Springfield, Ohio Bmer Field	l Sq. F-84F l Sq. F-84F l Sq. F-84F	4 Flights of 4 4 Flights of 4 4 Flights of 4	16 A/C 4 Flights 16 A/C 4 Flights 16 A/C 4 Flights

Springfield, Ohio Baer Field Mansfield Lockbourne Columbus Navy Akron Navy

	1	Sq.	F-84F	4	Flights	of	4
io	1	Sq.	F-84F	4	Flights	of	4
	1	Sq.	F-84F	4	Flights	of	4
	1	Sq.	F-84F	4	Flights	of	4
	1	Sq.	F-100 /F	2	Flights	of	4

16 A/C 16 A/C 16 A/C 16 A/C 8 A/C	4 Flights 4 Flights 4 Flights 4 Flights 2 Flights
Unknown Unknown	
72+NC	18+Flights
78+1/C	80+Flights

112+A/C 42+Flights

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Sector Total

CHICAGO AIR DEFENSE SECTOR

ADC Squa

	A Ayea	
G. Mitchel	1 Sq. F-89D 5 Flights of 3	15 N/C 5 Flights
Truex Field	1 Sq. F-89D 5 Flights of 3	15 NC 5 Flights
O'Hare	1 Sq. F-86L 5 Flights of 3	15 NC 5 Flights
Hulman	1 Sq. F-84F 4 Flights of 4	16 NC 4 Flights
Des Moines	1 Sq. F-86L 5 Flights of 3	15 NC 5 Flights
Glenview Navy		Unknown
		76+1/C 24+F11ents

Sector Total

DULUTH AIR DEFENSE SECTOR

Active ADC Smadrons

Sp. F-1024

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The SALE Markets to SACTS, Surgect: (1) Control Capacity in SAGE Sectors To SA 3 - (Dubut Air December Sector - Sectiones)

Augmentation Squadrons

Minnespolis	1 Sq. F-871	5 Flights of 3	15 A/C 5 Flights
Duluth	1 Sq. F-87J	19 Aircraft	18 A/C 18 Flights
Minneapolis Navy			Unknown 33+NC 23+Flights

Sector Total 51+N/C 32+Flights

SAULT STE. MARIE AIR DEFENSE SECTOR

K.

Ki Wu

Active ADC Squadrons

.I. Sawyer	1 Sq. F-1	.01	18 Aircraft	18 NO	18 Flight
inross	1 Sq. F-1		Flights of 2	18 N/C	9 Flight
urtsmith	1 Sq. F-1	.01	1º Aircraft	18 N/C	18 Flight
					15 171 -111

Augmentation Squadrons

NONE

Sector Total

54 N/C 45 Flights

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2. It is noted that Mangor and Duluth Sectors could not get sufficient interceptors airborne to saturate their control capacity; however, these sectors would undoubtedly be expected to receive control of interceptors from units located south of their boundaries. Moston Sector could get far more aircraft airborne than they could possible control. Many of these aircraft could and should be handed over to Mangor in case of an attack through the Bangor Sector; or Bangor could expand to Mode II into the Boston Sector to assist Boston if the attack comes through the Moston Sector. Duluth Sector could be saturated with interceptors from adjacent sectors and Detroit Sector; which has far more interceptors than they can control. For these reasons it is recommended that each sector, including Bangor and Duluth, be furnished the 13 extra Weapons Directors and Intercept Directors.

3. Note that in paragraph 1 above interceptors are employed in flights of two and three in the case of rocket-firing AI interceptors. Employment of flights in radar trail is not presently compatible with computer capability unless aircrews are extremely well trained to convert their leader's instructions into an interception for themselves. We recommend, therefore, that an extensive training program be conducted to train aircrews to fly the radar trail formation in the SAGE fithout requiring individual track initiation and vectoring.

4. EAOTE is currently studying the problem of the normal duty training capability of the SAGE Sector Controllers versus the volume of aircrew training required in each sector.

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D/F to EAODO w/info to EAOTE, Subject: (U) Control Capable 10 SAOS Second EAOCO-E

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5. This Disposition Form is classified SARET in accordance with paragraph 30b(2)(b), AFR 205-1.

H. G. TURNER FR., COLONEL, USAF Director, Current Operations

T H I S P A G E I S U NC L A S S. I F I E D

1 Incl D/F Cmt #1 to EAODO fm EAOCO-E, Subj: (U) Control Capacity in New York AD Sector (S) dtd 24 Jul 58

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JOINT MESSAGEFORM			SECURITY CLASSIFICATION				
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ACTION INFO	RECEDENCE	TYPE MSG (Check) BOOK MULTI BINGI	SYMBOL -	ORIG. OR REFERS TO CLA	SSIFICATION		
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	ESSAGEFORM - CONTINUATION SHEET	SECURITY CLASSIFICATION
DM: *	HQ EADF STEWART AFB NY	
	Although we are not yet prepar	ed to prescribe that operational
	data link is an indispensable	element in an operational ready air-
	craft, such a policy may becom	e necessary in the foreseeable fut-
	ure. In the meantime, everyon	e concerned must realize that the aus-
	tere manning of SAGE direction	conters and the existing generally
	low in commission rate for dat	a link equipment can combine to lower
	our combat capability to an un	acceptable level. It is desired
	that all personnel concerned p	lace heavy emphasis on achieving a
	high percentage of operational	data link in the aircraft so equip-
	ped and that this headquarters	be advised of any difficulties which .
	impede or prevent achievement of	of this goal. Maintenance difficulties
	encountered may be reported on	ARR-44 Systems as indicated in our
	message (Uncl) EAMAC-5B 30331,	dated 29 July 1958 (Item C). ADC
	Letter 66-171, dated 26 March 1	1958 with EADF Supplement #1, dated
	26 May 1958, provides the means	for reporting problems applicable
		priate AME Officers inforsement to the
	General Electric Technical Repr	
	CONFIDENT	IAL
		C-44004-30
BOL	PAGE NR PAGE	DF SECURITY CLASSIFICATION INITIALS

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		SPAC	E BELOW RESE	RVED I	FOR C	OMMUNICATION	CENTER				
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F	ROM:		1		AA	Ar	() III			STRUCTIONS	
		HEDEADF STEWART	AFB NY					SPEC	IAL IN	STRUCTIONS	
T	0:	COMDR ADC ENT A	FB COLO S	PRIN	GS (COLO		-			
			SECRET FROM EACOT-FW 528.								
		Subject: Report									
		This message in									
		0214, dated 5 M	arch 1958	, fol	llow	ring informa	tion is sub	omitted	: (A)	
		22. (B) 21, in									
		F-102A, (D) 25									
			including 183 attempted and 82 successful during ESS testing. (F)								
		Problem areas as	sociated	with	gr	ound equipm	ent are: (1) Sho	rtag	e of	
		adequately train							-		
		and difficulty i									
		with airborne equipment are: (1) Automatic distribution of Test equip-									
		ment extremely s	low or li	mite	d in	n quantity.	Present E	CL does	not		
		authorize suffic									
		No AFSC or shred	out alloc	ated	to	data link	equipment a	nd no f	orma	1	
								DATE 19		тіме 1430	
		-						MONTH		VEAR 58	
	SYMBOL	EAOOT-FW			SIG	NATURE		1			
1		Major Donald Mil	ler	RELEA	TYP	ED (or stamped) N	AME AND TITLE				
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HEDEADF STEWART AFB NY

training course established. (3) Supply limitations imposed by T.O. 12R2-2ARR 39-22. Part II: The success rate shown in (E) above, considering the multitude of problems encountered since the relatively recent inception of this program, is believed to be a favorable indication of the capability of the ARR-39 equipment. Units that have accumulated the most experience report a definite decrease in their problems, particularly in the area of supply of parts and equipment, as well as a corresponding increase in their success rate; one unit has averaged 50 per cent successful since 1 March 1958. No data is yet available regarding the ARR-44 equipment.

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P.O.H

1. In response to an AEC request, a report was obtained from all Air Divisions (Defense) on the present status of the Ente Link Program in HAIF. Compliance with AEC suspinese date (19 March 1953) presinded coordinating all division reports with staff agameics concerned prior to subalasion of HADF Report. Following are verbalis entropte of problem areas reported by these units:

BA007

a. 19th FIBe

(1) "Test Realizations: Only one item of interim test equipment has been reserved by this ergenization. Reference seasers, this organization, FINE 3-195, dated 2 Har 55, requesting add on interim test equipment. This equipment would greatly expedite maintenance if it were on hend. Present BCL does not sutherize sufficient test equipment or components to fabricate all moche-ups required for field maintenance of the system. An SCL change request and a request for interim authorization is presently being written."

(2) "Personnel: Bnit Hanning Document, dated Dec 57, does not reflect a change in maxing to cover personnel requirements for flight line and field maintenance of the data link system. Baference latter, this organimation, Subjects Requirements for One 2/0 Personnel, dated 17 Jan 58, ten costh ADC E-20 Reports, 21 Oct 57 through 6 Mar 58, V-2 Report, dated 13 Feb 58."

(3) "Maintemange: Field maintemance is severely hampered by lack of adequate sheppy space, and power requirements as well as above mentioned itams. Reference to shove mentioned ADC E-24 Reports. Additional shop space presently under construction and additional DC Restifiers on order."

(b) "Europhy: A shortage still exists in supply of URM-76 Test Set. Command assistance was requested in cocardance with AFR 6762 an 26 Mar 57, 26 April 57, 13 June 57, 19 July 5%, was on ADC 5-22 Report 2 Aug 57, 3 Sept 57, 3 Oct 57, 4 How 57, 2 Dee 57, 1 June 58, and 6762 on 16 Jan 58. At this time only use URM-76 is an hand for midistensace of data link receiver and URF Transmitter Reserver ARD-36. Only fifty par cent of Table 16 has been received and only use item of Interim Test exclament has been received. The cent power supphy metallic type B-8 wave requisitioned 3 Jan 58 and command assistance requested h Mar 58. These items and ungestly needed to supply DC power for the new maintenence area new under construction."

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Report on Data Link in Operational Units

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EACOF-Fw, Ho EAEF, Subjects Report on Data Link in Operational Units

b. 654th ACWRONS

<section-header>

e. 26th ADiv(Daf) (Ground equipment):

(1) "All sites report shortage of trained maintenance personnel. Maintenance school is being conducted at 646th ACWRON to include trainces from other sites to improve situation."

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EACOD-FW, He BADF, Schjests Report on Data Link in Operational Units

(2) "Sites further report difficulty in obtaining sparse parts. Regular requisition procedures inadequate and NETP procedures must be utilised."

(5) "One site (6%6th ACMECH) reports no test equipment en band. Tost equipment has been placed en requisition."

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d. 1729th AD Ope

(1) "Automatic distribution of test equipment has been actrowely slow and limited in quantity. Meek-up has not been authorized or reseived. However, this organization made arrangements with Lincoln Lab for use of moskup on a loss basis."

(2) "Metivation of personnel has been difficult since as AFSC is suthorized. Meintenance personnel have been required to work outside of their server field thereby restricting promotion and advancement." "Since there is not formal date kink meintenance training course established, all training has been necessarily secondlished at organizational level."

(3) "A Table 16 for AE/ATE-39 suthorising spares and beach steels not yet published or available."

(b) "Recommend that automatic distribution of test equipment be expedited. Table los be published, an AFSC be authorized and that a formal training course be established at the earliest possible date."

e. 329th Ftr Opt

(1) "Personnels No AFSC or shredout allocated to this equipment. Bostom Air Dafense Sector directed that JOLKO personnel be utilized. This was found imprecticel due to number of JOLKO authorized and their lack of technical background. This equidron has trained J2211D on data link and are now using them for all flight line maintenance. The data link is now considered part of the E-N FCS and is maintained as such. This has been very successful. Since 1 March 1958, we have maintained approximately fifty per cent of our assigned increase."

(2) "Supply: Supply of END iteas, fittings, and pieces has been very alow but it is improving. Supply of spare components (black boxes) is not authorized. Squadrons with field maintenance capability such as us have should be authorized one of such component per five simuraft. This would allow izzediate change of malfunctioning boxes with little affect on the combat ready status."

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1. 1730th AD Ops

(1) "Test Equipment: "All necessary test equipment available with

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ELCOT-FW, Hq BAIF, Dubject: Report on Date Link in Operational Undte

exception of Type 545 Oscillascope. Substitute 535, coded as shipped, has not arrived. Type 541 barrowed from N Y Air Defense Sector, SAGE, presently being used but must shortly be returned."

(2) "<u>Personnals</u> Total of twelve simus assigned to data link section to maintain AR//NE-39A. Eight simus are from FOS Section - no replacements required at this time. Four simus are from Communications Section. Four yadis maintenance repairment are meeded to replace these skills."

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P

A G E I S 11 N C L A S S Τ F T E D

(3) "<u>Ory Heintenance</u>: Fine sirmen capeble of preflight and postflight. Sixty per cent qualified for periodic meintenance. UnD change being prepared to reflect requirement for twolve simen AFSC 301XCB, data link mechanics."

(b) "Maintaneous Heliabeli for waive alman AFSC JOLALS, and link systems is aff or ted by vibration of alreares: Baliability of airborne data link systems is aff or ted by vibration of alreares and norm varyage of airborne that hime ribben Space between ARD-398 Elask Bar meents and aircraft meunting members must be accurately sidemed to assume good alect sommert of continental and hime ribben type plage. Elask Bones afforted are ARD-398 Balis Encediver and Converter Coupler. Templates and meaning jigs fabricated locally to align means. Instructions for MABR templates and jigs obtained from N.A. Tesh Rep properly shimed meant increases date link reliability; however, meants must be checked at lasst every St hours rines means are not shock proof type nor will they withstand rough handling. A We, Project He. 7-1337-E-MD-780 for Neurit MT-1652 against URS Serial Members 57-53, 57-54, and 57-514, Ne Onire AFB, is prosently in affect. Parts breakings of the humited Elask Ber meanting bolts une encourt on prior to shimming meants, extreme pressure we means the chose alost. Approximately fifty relays on hand. High commented them removed. Himmy countdown relays 5 test He. 3300-512340-3155 being used at rate of 20/mask. Approximately fifty relays on hand. High commented the same to repairable. Defect relays being replaced by improved type some sheet sumbury local, a first relays being replaced by improved type some studies means to repairable. Defect relays being replaced by improved type some stude means to generate best log must be reacagedized for miny replacement. Speed up each be realized by AF pressments of improved type fill binary time to go counter board."

(5) "Testmical Representatives: One G.E. Testmical and one G.E. Testmical assigned for data link. One G.E. Testmician (data link) still required. Precise detailed GfT of ainem into data link was seriously delayed because of shorings of skilled instructors. Until 7 March 1958, only one G.E. Tesh Rep with assis of one Philes Contenest Testmician available to conduct all ARR-394 maint classes while at some time Heeping airborne equipment in equipsion for SAGE test."

(6) "Depuise Critical items - Four MiG-ANP, 5950-645-8698, Requisition Number 30,25040, Edd 90-180 days as of 25 Feb 58, three transformers, 1340-063861902, Requisition Number 80,25027, EDD 31-60 days as of 19 Feb 58.

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ELOOP-Ju, Bq ELEP, Schignols Report on Rate Link in Operational Units

Generand sects tamon, AFR 67-32, Requested 25 Fub 58. Bupply Table IVI urgently needed, expected to be available in tem to fifteen days. G.E. lists af equipment contain errors, examples Hastifier listed by C.E. es 370-609950-3892 coded by AF Depot 2200 es of 7 Her 58 as weakle to identify. Further research protectly being conducted. Taktyonix Oscillercope, Type 535, referred to under Sast Maximums, not errived as of 12 Mar, Regelsition Haster 2005087. Command accistance requested 28 Feb 58. Perisense and stand by levels of Black Bumes adequate."

g. 58th ADAY (Def):

2.

(1) "Test Equipments insufficient on hand to support eperational capability of the data link."

(2) "<u>Perpensed</u>: Sufficient on hand presently due to zonoperational status of equipment."

(3) "Maintements and Supply: Maintements lacks spare parts. Supply authorization for edering spare parts limited by to 1282-2AR39-22. Test equipment not reserved is on erder. Spare parts are ready to be ordered when authorized. Very little information can be given due to the non-operational states of the equipment in ACSN as well as fighter equedrons of this division."

h. 25th ABiv (Daf):

"Test equipment to fully preflight data link equipment has just arrived at the bloth Fighter Interseptor Squadrum and is sizes several componembe."

1. JOSh ADdy (Def):

(1) "All ACOMONS - No problem areas."

(2) "16th FIE. Might of themircraft possessed have data link espabilities but the operational status of this equipment cannot be determined at this time due to the lack of the following test equipment and component for the data link test stands

NONENCLATURE	STOCK HURBER			
AH/ARC-34 Radio Set	1600-013388000			
AH/786-7 Generator, Signal	7 GAG-363980			
AN/0835-ide Generatory Manal	7 CAC-363903-85			

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EACOT-FW, He ZANF, Subjects Report on Date Link in Operational Units

NCREINCLA TURE	STOCK MUNSBER		
1-216/GR Radie Transmitter	1700-019634600		
Multemoter Data Link	5200-474900		
Indicator, Height	1270-642-9886		
Speed Change	1270-562-8593		

Supply action is in effect for existing shorteges cited. To date no components have been received in pro-issue. Aircraft Cempany Field Engineer is due on this base 17 March 1958 to train maintenance personnal in data link."

(3) "17th FIE: Mandatory shipment of only PSM-7 and PSM-10 assigned to this unit by ADC message, AIMSV-AI-0171. Requirement for use of priority requisitions rather than ANFE type requisitions for data link parts by EAIF message, RAMAC 29053. Lock of qualified personnel to banch test and maintain equipment. Lask of techtronic scope No. 545 and Sum 26 frequency counter."

(b) "Tist and Shith FIE: Primary problem area is supply limitations imposed by IF H2-EANH 39-22. Reference your EANAC-1 9169, Dayton had advised that estime has been taken to rescind this to and state that sufficient quantities of test equipment are sveilable to supply normal support espability."

j. 37th ADiv (Def):

"Inability to obtain test equipment for both ground and airborne equipment and also lack of trained personnel are hindering the progress implementation. Maintemance/supply action problems are not appliesble at this time. All pessible effort is being directed to obtain test equipment and to train personnel. The above mentioned reasons cause the data link progress to be ineffective in this division. Attention is invited to 3rd Indersement, this headquarters, to 56th Fighter Group's latter, dated 31 January 1956, Subjects G.E. Representative Monthly Report to Headquarters ADC, Attms ADMAG-CG. Additionally, test benches have been received at 507th and 327th Fighter Groups."

2. These reports further indicated thatData Link in-commission rate for F-36L equipped units avarages 25 per cent, SADF-wide. Also, of 950 reported intercepts attempted, 311 were successful, using data link information alone, over a period of approximately the last four (k) months. Considering the problems listed above, this would appear to indicate that if these problems were solved, a highly satisfactory success rate could be expected.



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EACOI-FH, Rq BAIF, Belgack: Report on Note Link in Operational Unite

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3. Request such addresses commut an these problems reported above thick fall within your area of shalf supervision. The early recalation of these problems is extremely imperiant for the repid integration of the SACE system within MINF.

h. This assredgendenses is classified SECRET in accordance with paragraph $\rm JOb(2)\,(b)_{0}$ AFR 205-1.

VON R. SHORES, MELO GER, USAF Depaty for Operations Т

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FR 205-1

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PAGE TWO CRYPTO NER 625 STOCK LISTS, LACK OF TEST EQUIP, NO FORMAL ALR FORCE MAINTENANCE CAPABILITY, AND THE LACK OF OVERALL OPERATIONAL COORDINATION. A NEW TEST PROJECT WAS IMPLEMENTED AND THOUGH COMPLETED 30 NOV 57, THE APPLICATION TOWARD FINAL SUCCESFUL CAGE OPERATION IS DOUFTRU. CONFIDENTIAL ANNEX TO EADF OPLAN 14-57 REQUIRES: (A) 36 SUCCESS-FUL NYADS SAGE DATA LINK SORTIES PER WEEK UNTIL 3 JUN 58; AT WHICH TIME, THEY ARE TO BECOME SAGE OPERATIONAL WITH MANUAL BACK-P, WITH MANUAL BACKUP PHASE-OUT SCHEDULED FOR 1 OCT 58. (B) 16 SUCCESFUL EADS SAGE DATA LINK SORTIES PER WEEK THROUGH 21 JUN 58, THEN INCREASING TO 36 PER WEEK THROUGH 15 SEP 58; EE WHICH TIME THEY WILL BECOME SAGE OPERATIONAL WITH MANUAL BACKUP, AND WITH MANUAL BACKUP PHASE-OUT SCHEDULED FOR 15 DEC 58. AS OF AND WITH MANUAL BACKUP PHASE-OUT SCHEDULED FOR 15 DEC 58. AS OF AND WITH MANUAL BACKUP PHASE-OUT SCHEDULED FOR 15 DEC 58. AS OF AND WITH MANUAL BACKUP PHASE-OUT SCHEDULED FOR 15 DEC 58. AS OF AND WITH MANUAL BACKUP PHASE-OUT SCHEDULED FOR 15 DEC 58. AS OF AND WITH MANUAL BACKUP PHASE-OUT SCHEDULED FOR 15 DEC 58. AS OF AND WITH MANUAL BACKUP PHASE-OUT SCHEDULED FOR 15 DEC 58. AS OF AND WITH MANUAL BACKUP PHASE-OUT SCHEDULED FOR 15 DEC 58. AS OF AND WITH MANUAL BACKUP PHASE-OUT SCHEDULED FOR 15 DEC 58. AS OF AND WITH MANUAL BACKUP PHASE-OUT SCHEDULED FOR 15 DEC 58. AS OF AND WITH MANUAL BACKUP PHASE-OUT SCHEDULED FOR 15 DEC 58. AS OF AND WITH MANUAL BACKUP PHASE-OUT SCHEDULED FOR 15 DEC 58. AS OF AND WITH MANUAL BACKUP PHASE-OUT SCHEDULED FOR 15 DEC 58. AS OF AND WITH MANUAL BACKUP PHASE TO PERMITE (1) NECESSARY TESTING OF AND WITH MANUAL BACKUP PHASE TO PERMITE (1) NECESSARY TESTING OF AND WITH MANUAL BACKUP FOR THE DATA LINK AND GROUND COM-PONENTS AND OF COMPUTER AND TESTING OF OPERATIONAL PROCEDURES FOR MACH WE HAVE ACCOMPUTER AND TESTING OF OPERATIONAL PROCEDURES FOR EMPLOYMENT OF DATA LINK IN THE AIR DEFENSE MISSION. (3)

INFO COMDR ADC COMDR WADC COMDR AMC ADES 220 CHRUCH ST NY COMDR BOSTON AIR DEFSECT COMDR NYADS / S E C R E T / NNM Ø315. FROM GENERAL AGAN TO GENERAL SHORES, COLONEL GOLDENBERG; ADC FOR COLONOL KONOSKY. SUEJ: SAGE AIRFORME DATA LINK PRESENT AND FUTURE REQUIREMENTS. THIS MSG IN TWO PARTS. PART ONE FOR D/O. MY STAFF AND I HAVE CLOSELY MONITORED THE DAT-ALINK OPERATION AND MAINTENANCE PROLEM SINCE- WE WERE GIVEN THE ORIGINAL PROJECT IN MAY 57 TO ACCOMPLISH AN ACCELERATED WADC TEST PROGRAM OF 90 SUCCESSFUL DATA LINK SORITES IN APPROXIMATFLY 90 TO 120 DAYS. THE ORIGINAL TEST PROGRAM FAILED DUE TO NUMEROUS PROELEMS, I. E., NO SPARE PARTS HUM SPARES NOT IN AIR FORCE

AC - PARAPHRASE NOT REQUIRED EXCMPT PRIOR TO CATEGORY B ENCRYPTION - PHYSICALLY REMOVE ALL INTERNAL REFERENCES BY DATA-TIME GROUP PRIOR TO DECLASSIFICATION - NO UNCLASSIFIED REFERENCE IE THE DATE-TIME GROUP IS QUOTED

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PAGE FIVE CRYPTO NER 625 DOUN RELAYS. RECOMMEND IMPROVED AF PROCUREMENT OF NEW TYPE SIX



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PAGE FOUR CRYPTO NER 625 TION TO ESTABLISH A HIGHER SUPPLY PRECEDENCE RATING WAS FORWARDED TO ADC BY EAMAC 1-43654 FEB MSG. VERBAL FOLLOW-UP TO ADC ON 21 TION TO ESTABLISH A HIGHER SUPPLY PRECEDENCE RATING WAS FORWARDED TO ADC BY EAMAC 1-43654 FEB MSG. VERBAL FOLLOW-UP TO ADC ON 21 FEE HAS NOT PRODUCED A REPLY. REF PARAGRAPH ECHO (4)(F) OF 19 MAR 58 AD SECRET MSG OOT Ø226 FOR DETAILED BREAKDOWN OF CRITICAL SPARES. (E) PRE-ISSUE AND STANDEY SUPPLY LEVELS OF SPARES AND ELACK BOXES INADEQUATE. (C) AUTOMATIC DISTRIBUTION OF TEST EQUIP IS SLOW, LIMITED, AND LACKS COORDINATED DIRECTION AND SUPERVISION AT DEPOT LEVEL. REF NYADS MSG NYMSP Ø3168 (UNCLASS), DATED & APRIL 58 ON OSCILLOSCOPE TEXTRONIX 535, SUBSTITUTE FOR 545, WHICH ARE CRITICALLY SHORT. NEITHER THE 601 CAMRON, THEIR SECTOR GROUND ALE STATION, NOR THE 778 ACWRON, REQUIRING THIS OSCILLOSCOPE, WERE AUTHORIZED AUTOMATIC DISTRIBUTION OF THIS ITEM. (D) MAIN-TEMANCE PERSONNEL MOTIVATION IS DIFFICULT DUE TO AIRMEN WORKING OUTSIDE THEIR AFSC; THEREBY RESTRICTING ADVANCEMENT OPORTUNITY. (E) 1 EACH GE DATA LINK TECH REP IS INADEQUATE TO ACCOMPLISH OJT IN THIS NEW MAINTENANCE FIELD, PLUS ASSISTING IN CLEARING THE PE-CULLAR EQUIP FAILURES, RESULTING IN SHORTAGE OF TRAINED MAIN-TENANCE PERSONNE). (F) POOR RELIABILITY OF ARR-35 A RADIO RE-CEIVER AND CONVERTER COUPLER. (G) INACCEPTABLE CONSUMPTION, RE-SULTING IN VERY HIGH MAINTENANCE MAN-HOUR IN CHANGING BINARY COUNT-

PAGE THREE GRYPTO NER 625 UTILIZATION OF DESIGNED CONTROL CAPACITY OF THE SAGE DIRECTION CENTER. (4) FINALLY, TO DEVELOP THE CAPABILITY TO CONTROL EOMAR SINCE FREQUENCY DIVISION DAT LINK IS ONLY METHOD OF CON-TROLLING THIS WEAPON. PART TWO. FOR DAM. MANY OF THE SUPPORT PROBLEM OCCURRENCES DURING AND AS WE GAINED MORE EXPERIENCE WITH DATA LINK SOME HAVE REACHED MAJOR PROPORTION. IT CAN EE SAID THAT DAT LINK IS GENERALLY STILL IN PROCESS OF DEVELOPMENT WITH ECP BEING ACC-OMPLISHED IN THE FIELD AS SOON AS POSSIBLE TO TEACH & FINAL ACCEPTABLE CONFIGURATION TO SATISFY THE OPERATIONAL REQUIREMENT REQUIRES EXTRAORDINARY CENTRALIZED LOGISTICAL CONTROL AND SUPER-VISION AT ALL LEVELS. LOGISTIC PROBLEM AREAS ARE AS FOLLOWS: (A) NORMAL AMC REQUISITIONING PROCEDURES ARE INADEQUATE TO SATISFY THE IMMEDIATE OPERATIONAL AND LOGISTICAL SUPPORT REQUIREMENTS DURING NEXT 12 MONTH PERIOD. THE RECENT RECEIPT OF NEWLY PRINTED EXCOMPLY CATALOGUED TABLE XVI HAS CAUSED SOME CONFUSION AT UNIT AND DEPOT LEVEL AND HAS PREVENTED EARLY SUPPLY RESOLUTION. THOUGH SPARE SUPPORT NOW SHOWS SOME IMPROVEMENT, A RECOMMENDA-

PAGE THREE GRYPTO NER 625

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PAGE FIVE CRYPTO NER 625 DOWN RELAYS. RECOMMEND IMPROVED AF PROCUREMENT OF NEW TYPE SIX ZULU 1 EINARY TIME-TO DASH GO COUNTER BOARD. (H) NO EFFICIENT METHOD TO CHECK GKA-4 AT GROUND SITE BY OTHER THAN THE COMPUTER. (I) PRESENT TAPE RECORDER WILL CHECK OUT 12 OR 13 OF 25 TOTAL SUE-CARRIERS DUE TO FREQUENCY RESPONSE OF TAPE; THEREFORE INADEQUATE TO GROUND-CHECK ARR/39A. IN ORDER TO MEET OÙR SAGE TESTIN AND SUE-SEQUENT SAGE OPERATION DATES, IT IS RECOMMENDED THAT FOLG ACTIONS EE CONSIDERED FOR IMMEDIATE IMPLEMENTATION: (A ESTABLISH A DAT LINK PROJECT SECTION IN THE SAGE PROJECT OFFICE AT ALL ADC LEVELS OF COMMAND TO IMMEDIATELY RESOLVE AND CENTRALIZE DATA LINK PRO-ELEME AND MAINTAIN A CONTINUITY OF DATA LINK STATUS.) (B) PRO-VIDERAND AUTHORIZE DIRECT ACCESS TO QUALIFIED TECHNICAL ENGINEER ASSISTANCE AND SUPPLY SUPPORT BY USING UNITS. SUGGEST GE UTICA, NY. (C) ASSIGN ADDITIONAL GE TECH REP AT ACKRONS AND FIGHTER GROUP CAMRONS. (D. AUTHORIZE HIGHER PRIORITY SUPPLY PRECEDENCE RATING AT DEPOTE. (C) PROVIDE AND AUTHORIZE UNITS A DIRECT CONTACT WITH F-861 ACFT PROJECT DIVISION OF NA AVIATION, LOS ANGELES, CAL, PER-MITTING RAPID ENGINEERING ASSISTANCE TO IMPROVE PRESENT ARR/39A INSTALLATION, (F) PROVIDE DIRECT CONTAGT. WADE AND AMD AMC FACIL-ITIES FOR EXPEDITED ASSISTANCE AND APPROVAL OF TECHNICAL CHANGES, SUPPLY ACTION, AND FUNDS. TORC 112948Z APR 64



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FAGE FOUR CRYPTO NER 623 TION TO ESTABLISH A HIGHER SUPPLY PRECEDENCE RATING WAS FORWARDED TO ADC EY EAMAC 1-43654 FEB MSG. VERBAL FOLLOW-UP TO ADC ON 21 FEB HAS NOT PRODUCED A REPLY. REF PARAGRAPH ECHO (4)(5) OF 19 MAR 56 AD SECRET MSG OOT Ø226 FOR DETAILED EREAKDOWN OF CRITICAL SPARES. (B) PRE-ISSUE AND STANDEY SUPPLY LEVELS OF SPARES AND BLACK EOXES INADEQUATE. (C) AUTOMATIC DISTRIBUTION OF TEST EQUIP IS SLOW, LIMITED, AND LACKS COORDINATED DIRECTION AND SUPERVISION AT DEPOT LEVEL. REF NYADS MSG NYMSP Ø3168 (UNCLASS), DATED 8 APRIL 58 ON OSCILLOSCOPE TEXTRONIX 535, SUESTITUTE FOR 545, WHICH ARE CRITICALLY SHORT. NEITHER THE 6Ø1 CAMRON, THEIR SECTOR GROUND AIR STATION, NOR THE 778 ACWRON, REQUIRING THIS OSCILLOSCOPF, WERE AUTHORIZED AUTOMATIC DISTRIBUTION OF THIS ITEM. (D) MAIN-TENANCE PERSONNEL MOTIVATION IS DIFFICULT DUE TO AIRMEN WORKING OUTSIDE THEIR AFSC; THEREBY RESTRICTING ADVANCEMENT OPORTUNITY. (E) 1 EACH GE DATA LINK TECH REP IS INADEQUATE TO ACCOMPLISH OJT IN THIS NEW MAINTENANCE FIELD, PLUS ASSISTING IN CLEARING THE PE-CULLAR EQUIP FAILURES, RESULTING IN SHORTAGE OF TRAINED MAIN-TENANCE PERSONNEL. (F) POOR RELIABILITY OF ARE-35 A RADIO RE-CEIVER AND CONVERTER COUPLER. (G) INACCEPTABLE CONSUMPTION, RE-SULTING IN VERY HIGH MAINTENANCE MAN-HOUR IN CHANGING BINARY COUNT-

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	Subject: Airbo	me Data Link f	ar F-861 and	F-102 Aircraft.	The	
	ment for EADF P-102s in the New York Air Defense Sector will ser-					
				testing commitment		
				ne to say that un		
				tated in 26th ADJ		
				and the F-102 ds		
		problem, as stated in EADF Confidential message, EACOF-W 572, dated				
				that the capabil		
				will affect the		
	of Air Defense (
	Lincoln Laborato	ries testing of	the SAGE sy		4 0815	
lawren	ern Electric 346		be support		Apr 3	
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	quantity and quality to insur		
	prior to NYADS becoming operat	e the reliability of the .	SAGE system
	a standard allotter	tional 1 July 58. The se	cond reason
	for my concern with the data ]	link problem is that after	al July 58,
	when NYADS will be operational	l and expected to perform	air defense,
	their operations will be limit	ted without data link equi	ipped aircraft.
	I am convinced that the detail	led problems stated by Ger	eral Agan in .
	referenced 26th Air Division (	Def) message will confron	t us with the
	ARR 44 data link when we get t	the equipment in the F-102	I urge
	that the ADC staff undertake r	esolution of the data lir	ic problem on
	an urgent basis.		
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HEADQUARTERS Air Defense Command United States Air Force Ent Air Force Base

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#### Dear Sailor:

Ceneral Atkinson mentioned that on a recent visit with you, you expressed apprehension regarding a data link capability in your F-102 program. I gave this matter to my staff to develop the latest information insofar as your problem is concerned.

The following program is being pursued to provide data link-equipped aircraft in your area of responsibility:

2nd FIS-Suffolk will receive F-102's from Mod/IRAN during April and May 1958. Field installation of data link is scheduled to begin 1 June 1958 and estimated date of completion to be one month later. The 2nd FIS is scheduled to convert to F-101 aircraft during FI-3-59.

5th FIS - Suffolk scheduled for data link installation to begin 1 July 1958 and estimated date of completion to be one month later. The 5th FIS is scheduled for inactivation during FY-4-60.

332nd FIS - McGuire scheduled for data link installation to begin 1 June 1958 and estimated date of completion to be one month later. The 332nd is scheduled to convert to data link-equipped F-106 aircraft during FY-4-59.

539th FIS - McGu2re is presently equipped with data linkequipped F-86L's. These are scheduled to be replaced with F-102's during September and October 1958. Effort is being made to have the F-102's data link-equipped when they replace the F-86L's. This squadron is scheduled for deployment to Minot during FY-2-60.

This area is of great concern to me and I have instructed my staff to keep you informed on this subject in order that you may plan accordingly.

Sincerely,

HAROLD W. GRANT Major General, USAF Deputy for Operations

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HEADQUARTERS AIR DEFENSE COMMAND UNITED STATES AIR FORCE BNT AIR FORCE BASE COLORADO SPRINGS, COLORADO R + D 2 137 TEL: MELROSE 2-5511

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Dear Roy:

This is the letter I promised you in my recent message pertaining to Data Link Schedules. You are probably familiar with much of the information below. If so, you can consider such information as confirmatory.

The AN/ARR-44 Data Link System under Contract to Hughes Aircraft Corporation will be installed in F-101 and F-102 aircraft. This program has slipped approximately one year from the original schedule due to the inability of the Contractor to develop a system which would meet military engineering specifications. The principal failure was the inability of the system to meet the -55°F temperature test. Approximately 300 sets were produced in this category, however, and several fixes were made. The sets which qualified are referred to as the Phase I receiver and are being installed in the last 200 F-102 aircraft in production. These final production F-102's with Data Link have been deployed or scheduled for deployment at the following bases in the ZI.

11th FIS - Duluth - fully equipped.
18th FIS - Wurtsmith has eight (8) aircraft.
438th FIS - Kinross has 18 aircraft.
325th FIS - Truax has 24 aircraft.
498th FIS - Geiger - fully equipped.
329th FIS - George estimated to be fully equipped by the end of May 1958.
482nd FIS - Seymour-Johnson estimated to be fully equipped by the end of May 1958. (No Test Frank)
456th FIS - Castle estimated to be fully equipped by the end of July 1958.

All Phase I spares and test equipment have been shipped to the above listed bases.

The improved AN/ARR-44 Data Link is referred to as Phase II equipment and is currently in production. It will be installed in F-101 aircraft during production. Those F-102 squadrons not equipped with Data Link in production will receive the equipment for field installation. It is expected that this installation program will be completed by 1 January 1959.

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The following program is being pursued to provide Data Link-equipped aircraft for the 26th Air Division:

a. 2nd FIS - Suffolk will receive F-102's from Mod/IRAN during April and May 1958. Field installation of Data Link is scheduled to begin 1 June 1958 and estimated date of completion to be one month later. The 2nd FIS is scheduled to revert to F-101 aircraft during FY-3-59.

b. 5th FIS - Suffolk scheduled for Data Link installation to begin 1 July 1958 and estimated date of completion to be one month later. The 5th FIS is sched- 50% Test Sched

c. 332nd FIS - McGuire scheduled for Data Link 23 cardy installation to begin 1 June 1958 and estimated date of completion to be one month later. The 332nd is scheduled pit for the to revert to Data Link-equipped F-106 aircraft during FY-4-59. (2/60)

d. 539th FIS - McGuire is presently equipped with Data Link-equipped F-86L's; scheduled to get Data Link-equipped F-106's, 3rd Quarter FY 59.

Stewart Air Force Base presently has two F-86L Data Link-equipped squadrons. One squadron is scheduled for inactivation during FY-3-59 and the other during FY=4=59. (3/23)

Westover Air Force Base has two F-86L Data Linkequipped squadrons. One squadron will be phased out during FY-3-58 and replaced with F-104's. Nine F-104's were scheduled to arrive during March 1958. The F-104's will not be Data Link-equipped. The other squadron is scheduled for overseas movement during FY-4-58.

These schedules are considered valid as of 22 Apr 58.

SAM W. AGEE Major General, USAF Asst Deputy for Operations

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Brigadier General Von R. Shores Deputy for Operations Eastern Air Defense Force Stewart Air Force Base, New York

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DISPOSIT	ION FORM	138 CONFIDENTIAL
ILE NO.	SUBJECT	Canadity in the New York AD Sector
TO EAOMO EAOPP EAPDP (In Turn)	FROM EAODO	Capacity in the New York AD Sector DATE COMMENT NO. 1 2 Sep 58 Lt/Colonel C.G. Whitley/ceg/354
in the New 1 Staff action	lork Air Defense Sector is	ment concerning control capacity s provided for your information. tiated by a Disposition Form from the 58.
has been tal used for add contemplated	ten by EAOMO and EAOPP. I ditional justification for	ne above referenced Disposition Form It is recommended that this study be Staff action already initiated or ed to EAOCO for retention upon com-
	ay be downgraded to UNCLAS	re the classification of this Disposi- SSIFIED in accordance with paragraph
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# CONFIDENTIAL

HEADQUARTERS 26TH AIR DIVISION (SAGE) UNITED STATES AIR FORCE Roslyn Air Force Station, Roslyn, New York

TOO

SUBJECT: Control Capacity in the New York Air Defense Sector

TO:

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

1. Inclosed are two copies of a study conducted by this headquarters on the subject of the simultaneous control capacity in the New York Air Defense Sector direction center.

2. If any additional information is revealed by further investigation, and in particular as a result of the exercise mentioned in the study, it will be forwarded.

3. When inclosure is withdrawn or not attached, the classification of this letter will be cancelled in accordance with paragraph 37h, AFR 205-1.

l Incl Study (2 cys) Confi s/tSAMUEL J. GORMLY, JR. Colonel, USAF Vice Commander

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CONTROL CAPACITY

IN THE

NEW YORK AIR DEFENSE SECTOR

Study conducted by Aircraft Control and Warning Division Directorate of Operations and Training, Headquarters, 26th Air Division (SAGE), Roslyn Air Force Station, Roslyn, N.Y.

(This document is classified "CONFIDENTIAL" under the provisions of paragraph 30c(2), AFR 205-1)

APPROVED:

WILLIAM P. McBRIDE Colonel, USAF Deputy for Operations T H I

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Study by: AC&W Division, Hq 26th Air Division (SAGE)

SUBJECT: Control Capacity in the New York Air Defense Sector

#### PROBLEM:

1. There has been considerable concern over the apparent inability of the New York Air Defense Sector to provide sufficient simultaneous control capability to meet the annual proficiency training requirements of the associated interceptor squadrons.

#### FACTORS BEARING ON THE PROBLEM:

2. The average number of ground-controlled sorties required daily to meet a proportionate share of the training requirements is estimated at 128. This figure is based on the number of assigned and attached aircrews requiring the training; analysis of the requirements of applicable ADC 51 - series manuals; average productive vs attempted sortie rate; and the normal number of work days per year.

3. It is considered desirable to conduct most training during the normal duty day, to avoid interfering with the maintenance requirements for active air defense and to maintained, if possible, the standard work week for personnel. In addition, the 51- series manuals indicate that most training should be conducted during daylight hours.

4. It is not feasible to divide the total required number of sorties by the number of hours in the duty day and derive an average number of sorties per hour. Concentration of intercepts for maximum utilizationof target aircraft, minor maintenance and turn-around delays, weather, and other factors tend to create peak periods, alternating with periods of reduced activity. In actual practice, there are normally three peak periods: 0900 to 1030; 1130 to 1300; and 1430 to 1600 hours.

5. The weapons team concept at a SAGE direction center provides for five operating intercept positions per team, plus one weapons director. In actual practice, however, one of the five positions is used for recovery, leaving four consoles available for intercepts.

6. New York Air Defense Sector estimates control capacity per console at three. This is considered an acceptable estimate; a control capability of two simultaneous intercepts, using voice control, is normal for a qualified director, but this figure is expanded by the introduction of data link.

7. Authorized manning provides for a four-crew operating concept, with one senior director, one weapons director, and sufficient intercept directors to man the five operating consoles per shift (including an allowance for leaves, TDY, etc.).

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8. The physical and electronic organization of the sector direction center limits the number of intercept consoles per weapons team to five. Augmentation of a crew to provide more than five intercept directors functioning simultaneously requires manning of a second weapons direction team.

#### DISCUSSION:

9. Normal manning at the New York Sector direction center appears to be adequate for normal active air defense requirements as we have known them. It is not adequate to handle the number of intercepts necessaryto meet the aircrew training requirements of the associated interceptor squadrons; nor is it sufficient to handle all of the sorties which the squadrons are considered capable of mounting simultaneously (although this is thought to be something less than the average number required by the 51-seriesmanuals). As an obvious corollary, then, the control capacity is inadequate except on a short-time crash basis - to handle all of the active air defense sorties which could be mounted simultaneously against a saturation attack.

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10. Partial confirmation of this conclusion is provided by the EADF+T-7 reports from the AC&W squadrons for the month of July.

a. The following information on controller activity at the squadrons is extracted:

	Intercepts	Profiles	Recoveries
646th ACWRON	58	15	51
770th ACWRON	129	60	81
773rd ACWRON	71	6	41

b. These figures represent the minimum activity and may actually be understated. They are the figures for the qualified directors only; intercepts and recoveries credited to skilled directors were not included, since there was no way of distinguishing additional intercepts from credit taken for supervision.

11. During a staff visit on 8 August to the 770th ACWRON at Palermo, the observation was made that the activity closely resembled a normal day prior to SAGE operations.

12. The New York Air Defense Sector is presently preparing an operations order designed to provide a saturation-type exercise for the purpose of evaluating the sector's control capability. This exercise is expected to take place within the next two weeks; it is anticipated that observers from this headquarters will be present to provide an independent analysis of the results.

#### SUGGESTED SOLUTIONS:

13. In order to meet the aircrew training requirements without exceeding the control capacity, the interceptor squadron could spread their sorties over a 24-hour flying day.

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a. This would impose a severe workload on supervisory and maintenance personnel.

b. Most of the necessary training should be conducted under daylight conditions.

c. It would not provide the increased control capability necessary for active air defense against a saturation attack.

14. Daytime operations in the control center could be augmented by personnel from crews working night shifts.

a. This would tend to destroy the integrity of the weapons team, considered essential for operating efficiency.

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b. Due to the physical limitations of the system, providinga maximum of five operating positions per weapons team, this would require an additional weapons director.

c. It would further degrade the capacity for active air defense sorties during night operations - an unacceptable penalty.

15. Authorized manning could be increased to provide a fifth weapons team.

a. This would provide an augmented control capability for daytime flying training.

b. It would provide an augmented control capability for emergency use for active air defense.

c. It would retain weapons team integrity.

16. The New York Sector is presently preparing an AC&W Operational Status Change Report (RCS: 3-AF-V 20) documenting this deficiency in control capacity. This report is expected to request an increase in authorized manning in accordance with paragraph 15 above.

a. This increased manning would include at least the following: One senior director, one weapons director, and five intercept directors, plus associated airman technicians.

b. The New York Sector indicated informally that, pending approval of such a request and in view of the 90 day freeze on UMD changes they are contemplating a request for authorization of additional manning on an overstrength basis from within their own resources.

c. A suggested alternative is the assignment of new graduates from the controller school at Tyndall AFB, on an over{strength basis. By integrating new personnel with experienced SAGE directors, a priority on-the-job training program could qualify new directors within a reasonable length of time.

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17. It seems logical to assume that this same problem may arise in other sectors as they become SAGE operational. The controlling factorwill be the number of associated interceptor squadrons and the liklihood of mass transfer of control from adjacent sectors.

#### CONCLUSIONS:

18. The control capacity of the New York Air Defense Sector is not adequate to provide intercept control of the total number of sorties which can be mounted simultaneously by the associated interceptor squadrons.

19. It is not practical to provide an augmented control capacityfrom within the resources of the sector itself (excluding the assigned AC&W squadrons).

20. The best method of meeting the requirement for increased simultaneous control capacity is the addition of sufficient personnel to provide a fifth weapons team.

21. Upon approval, the additional personnel should be acquired from both suggested sources.

a. From within the sector, to the extent that the manual backup capability will not be degraded; only qualified personnel with long retention and fairly recent FSSD's should be selected.

b. From graduates of the controller school at Tyndall AFB.

#### RECOMMENDATIONS:

22. The exercise planned by the New York Sector should be closely monitored, to provide additional confirming evidence of the findings of this study.

23. The anticipated request from the New York Sector for increased manning authorization to provide a fifth weapons team should be approved and forwarded.

24. The anticipated request from the New York Sector for interim overstrength manning should be approved and forwarded.

25. The 26th Air Division (SAGE) should initiate a study on the possible need for simular action for the other four sectors.

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DISPOSIT	TION FORM	CONFIDENTIAL
10.	SUBJECT (U) Control	Capacity in the New York AD Sector
EAOPP EAPDP (In Turn)	FROM EAOMO-R	12 Sep 58 COMMENT NO. 1 Major J.D. Alexander/jml/207
for 13 off:	n 22 August 1958 this Dir icers and 13 airmen to au ), of all perimeter Direc	ectorate forwarded to ADC a request gment the control capacity, (Function tion Centers.
	lso, we requested conside above increases.	ration for a change in ADCM 30-1 to
3. It this Direct	f our request, referred t torate will use the attac	o in paragraph 1, does not satisfy ADC hed study to reopen the issue with ADC.
		ure the classification of this DF may cordance with paragraph 37h, AFR 205-1.
l Incl n/c		C. HOLLICK, Colonel, USAF ector, Manpower and Organization
TO: EAPDP	FROM:	EAOPP DATE: 23 Sep 58 COMMENT NO. 3
		Maj. Hudson/cm/627
Noted	without comments.	
l Incl n/c	s/t E.W Dir	. BROWN, COLONEL, USAF ector, Plans & Programs
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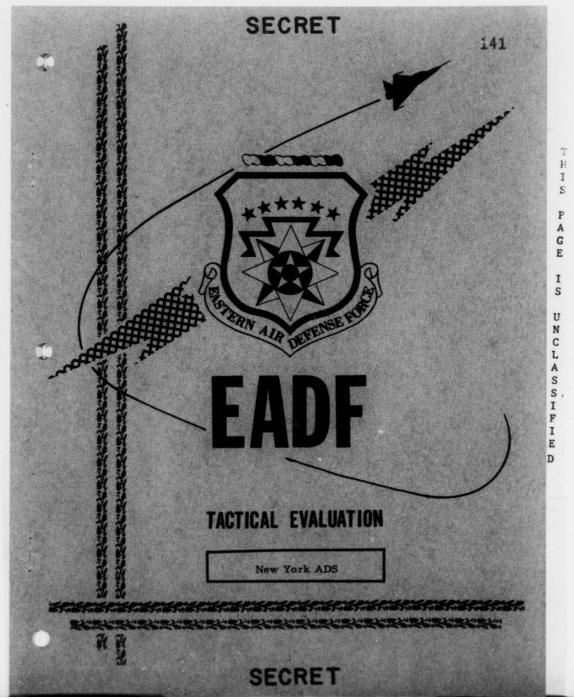
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DISPOSITION FORM		SECURITY CLASSIFICATION (U/ eng) 140 CONFIDENTIAL
LE NO.	SUBJECT Control Car	acity in the New York and AD Sector
EAOCO	FROM EAPDP	Comment No. 1 6 Oct 58 Capt D. R. Clearwater/8328/ Maj N. J. Orndorff/337/ forLtCol J. E. Dahl/672/rjs
Botton Air Defe 36747, dated 8	eputy has initiated nse Sectors with con September 1958, inst llers (AFSC 17XX) to	action to overman the New York and troller personnel. My message, EAPMP-O ructed both sectors to assign 13 ad- the direction centers from furplus
this headquarte zation of Inter dated 19 Septem	rs, EAOCO-E, Subject cept Directors in Ne	igned to positions indicated in letter, : Overmanning and Increased Authori- w York and Boston Air Defense Sectors, on to man the technician positions have ces.
by letter, this	headquarters, EAPRT	icers and 26 airmen have been requested -R, Subject: Increased Requirements tors, dated 2 September 1958.
	nclosure is withdraw on this comment wil	m or not attached, the classification l be cancelled.
l Incl N/C		STER C. COX, Colonel, USAF nuty for Personnel
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#### HEADQUARTERS EASTERN AIR DEFENSE FORCE United States Air Force Stewart Air Force Base, New York

#### EAOTE

#### 11 March 1959

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SUBJECT: (Uncl) Tactical Evaluation of the New York Air Defense Sector

TO:

1. The Eastern Air Defense Force Tactical Evaluation Team conducted an evaluation of the New York Air Defense Sector and certain of its associated units, during the period 16 through 19 February 1959. Unclassified nickname for this evaluation was "Eye Opener SAGE II".

2. This report comprises four sections, as follows:

a. Section I - General

b. Section II - Evaluation Report on New York Air Defense Sector

c. Section III - Evaluation Report on 332d Fighter Interceptor Squadron

d. Section IV - Report on 52d Fighter Group

3. This report has been disseminated to the units concerned. No reply will be required by this headquarters.

4. When inclosure is withdrawn or not attached, the classification of this letter will be cancelled in accordance with paragraph 37h, AFR 205-1.

FOR THE COMMANDER:

Seidhardt N J NEIDHARDT

1 Incl Tac Eval Report (Secret)

Captain, USAF Asst Dir of Admin Svcs 5-2,74-59

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#### FOREWORD

1. <u>Purpose</u>. The purpose of systems evaluations conducted by the Headquarters Eastern Air Defense Force Tactical Evaluation Team is to:

a. Appraise the overall state of operational readiness and efficiency of division and/or sector air defense systems within the Eastern Air Defense Force.

b. Appraise the proficiency of division and/or sector battle staffs.

c. Determine the state of unit and individual training.

d. Determine the adequacy of ADC standardized tactics and training programs with a view towards modernization and improvement of both.

2. <u>Scope</u>. This report is not intended as a fully detailed analysis, but as a pointer to important areas of strength and weakness. Full details on any particular aspect of this report, may be obtained on application to the Directorate of Tactics, Training and Evaluation, Headquarters Eastern Air Defense Force.

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#### SECTION I

#### EXERCISE "EYE-OPENER SAGE II"

#### GENERAL

1. <u>Concept</u>. Exercise "Eye-Opener SAGE II" took place during the period 16 through 19 February 1959. On 16 and 17 February, small scale missions of some six (6) target aircraft were flown. These missions served the dual purpose of providing a "warm-up" period for the New York Air Defense Sector Direction Center staff, while simultaneously allowing a unit evaluation to be conducted on the 332d Fighter Interceptor Squadron.

2. Units Involved. In addition to the formal evaluations conducted on the New York Air Defense Sector Direction Center and the 332d Fighter Interceptor Squadron, observations were made on the performance of the 52d Fighter Group (AD).

3. Augmentation of Evaluation Team. In order to insure that all major operational functions in the New York Air Defense Sector Direction Center would be covered by qualified observers, the Eastern Air Defense Force Tactical Evaluation Team was augmented by personnel from the Boston Air Defense Sector.

4. Target Force. The target force consisted of six (6) TB-29s and twelve (12) F-89 aircraft from EADF units, five (5) B-57 aircraft of the Tactical Air Command and three (3) B-57 aircraft from the 73rd Air Division. Coincidentally, Five (5) SAC B-47 aircraft on a "Big Blast" exercise, flew through the NYADS area immediately prior to the first "Eye Opener" target on 19 February 1959. This unexpected augmentation of the target force was much appreciated.

5. ECM. The TB-29s dispensed chaff and utilized both electronic and communications jamming. The SAC B-47s used electronic counter measures and the five (5) TAC B-57s dispensed chaff. The ECM environment thus generated, varied from "light" to "moderately intense".

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#### SECTION II

#### EXERCISE "EYE OPENER SAGE II"

#### EVALUATION REPORT ON THE NEW YORK AIR DEFENSE SECTOR DIRECTION CENTER

1. General.

a. Observers. The performance of the New York Air Defense Sector, during the Tactical Evaluation on 19 February 1959, was checked by observers placed throughout the various sections of the direction center as follows:

(1)	Command Post	two observers
(2)	Senior Director	one observer
(3)	Senior Director Technician	one observer
(4)	Senior Weapons Director	one observer
(5)	Senior Weapons Technician	one observer
(6)	Air Tactics Section '	one observer
(7)	Weapons Directors (4)	four observers
(8)	Weapons Director Technicians (4)	four observers
(9)	Intercept Directors (4 teams)	four observers
(10)	Intercept Technicians (4 teams)	four observers
(11)	Identification Section	one observer
(12)	Manual Inputs Section	two observers
(13)	Tracking Section	three observers
(14)	Systems Technical Coordination Center	two observers

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#### 2. Observations.

a. Overall Results. As indicated by the MA and track neutralization results, outlined in paragraph 4, the major raid conducted on

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19 February 1959 and involving 30 targets was not successfully neutralized. Despite this fact, results were gratifying in that, considering the complexity of the faker track pattern and the ECM intensity, a most encouraging potential was demonstrated. In particular the surveillance was excellent. All faker tracks, once identified, were maintained throughout the entire sector with an absolute minimum of fades and confusion. In other words, the 'system' can obviously cope with a raid of this magnitude and complexity with little difficulty. The factors that prevented the New York Air Defense Sector from realizing the full potential of the system are primarily procedural, particularly in the weapons assignment area, and well within the capability of the present staff to correct.

b. <u>Surveillance</u>. The excellence of the surveillance function of the direction center was the most noteworthy aspect of the entire evaluation. In spite of the moderately intense ECM experienced, computer initiation and tracking were of a high order. This section detected and maintained track continuity on 26 of the 30 targets which penetrated the sector boundaries. The remaining two targets were detected by seaward extension elements, but unexpectedly high winds caused them to make navigational errors which precluded their positive identification as fakers for the evaluation. Observers in the surveillance section made specific comment on the following:

(1) Appropriate anti-jam procedures were put into effect immediately when either electronic or mechanical ECM was detected. Little, if any, loss of tracking capability resulted from ECM.

(2) At least one target (track J-327) was detected by using the strobing effect of electronic ECM. In general, however, little use was made of ECM strobes, in periods of light ECM activity, as an aid toward tracking the target aircraft which caused them. Strobe eliminators were used immediately when ECM was detected, without regard for any aid which its presence might offer.

(3) Personnel of the Manual Data Inputs section experienced difficulty in obtaining re-runs on incorrect messages received by Dualex from AEW&C aircraft. AEW&C aircrew were not monitoring the voice frequencies required by paragraph 5, Appendix VI to Annex C, ENR Operations Plan 2-59, dated 1 January 1959. Since the manual inputs technicians could not transmit teletype, they were forced to relay requests to the AEW&C aircraft through long range radar stations. Manual inputs personnel could make these requests by voice if the AEW&C teletype operators allowed sufficient time between transmissions but this was very much the exception rather than the rule. Keying the voice line blocked

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out Dualex. These factors caused delays in verifying manual input data. It was reported that these difficulties rarely occur in connection with radar picket ships or airships, and that the trouble lies mainly with AEW&C operators.

(4) Noise Level in Manual Inputs Room. The combination of teletype machines, voice monitoring speakers, card punches, card readers, etc., produced a level of noise which was scarcely conducive to efficient operation. This problem was magnified by the absence of soundproofing on the metal walls of the room.

(5) <u>Communications Status</u>. Early in the evaluation, the Air Defense Artillery Director was informed that the teletype to the AADCP was out. No check was made to determine the cause or nature of the failure, and the ADAD passed tracks by voice. It was later determined that the failure involved only the teletype viewer at the AADCP, and . that the ADAD could therefore have continued to tell automatically throughout the entire mission.

c. Operation of the Battle Staff. It was apparent that the Battle Staff had devoted much thought to planning the initial commitment of interceptors on early warning information. A number of strategic control points had been designated, and their disposition was such as to cover any feasible attack route through the sector. (The sector area was further divided into three commitment zones in relation to the range characteristic of available interceptors and AA weapons). A plan had been prepared in advance which outlined scramble and employment procedures in detail, to the extent of specifying which flight would be assigned to which intercept director. The initial deployment plan. therefore, was well conceived, and its implementation was excellent, although a very strong off-shore wind at flight levels, resulted in the interceptors arriving at control points somewhat early. As the air situation developed, however, certain deficiencies became apparent. These were:

(1) Commitment of interceptors continued to be made against the initial deployment plan: i.e., on early warning extrapolations even when live surveillance data became available. This caused an overcommitment of interceptors, in the order of 25% against the first of two waves.

(2) The battle staff retained control of functions which could more suitably have been delegated to the appropriate positions within the direction center.

d. Weapons Assignment. As already indicated, the Achilles heel of the entire evaluation lay in the weapons assignment function. The

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following specific points concerning this area were noted by observers:

(1) The plan for initial commitments, though excellent for its purpose, became a liability rather than an asset when attempts were made to retain pre-planned flight assignment to INDs, rather than allow the demands of the actual air situation to dictate the assignment of interceptors. For example, INDs designated by the plan to control specific flights did not attempt to pass them off to picket ship control, even when it was possible and tactically desirable for this to be done.

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(2) Except for a short period midway through the evaluation, scramble and commitment authority was retained by the battle staff. Therefore, the Senior Director and Senior Weapons Director could not fulfill their normal functions of assigning faker tracks to weapons teams, and committing forces against them, until ordered to do so by the command post. In fact, individual pairings were made by the battle staff, who obviously lacked full knowledge of facts pertinent to the situation such as the position and heights of individual flights relative to fakers, number of interceptors under the control of each weapons team, areas of activity of individual INDs, fuel states of interceptors, etc. Such information was, of course, readily available to the Senior Director and/or the Senior Weapons Director.

(3) Assignment of fakers to weapons teams was not a progressive process. At one time early in the mission, some ten fakers remained unassigned for as long as 30 minutes, and pairings were then directed more or less simultaneously by the battle staff. The Senior Director, Senior Weapons Director and Weapons Directors were consequently seriously overloaded. The Senior Weapons Director lost control of the assignment situation since most assignments were hastily revised without proper switch action, and hence he was unable to determine wu or IND load. Weapons Directors were unable to secure switch assignments of targets in good position for interception by fighters under control of their INDs. In fact, targets of opportunity were attacked without ever having been paired.

(4) The lack, or lateness, of pairing noted above, caused difficulty in securing computer-generated interception instructions. Consequently, many intercepts were controlled manually even though data link was fully operational. Some interceptions were "eye-balled" without benefit of any computed information.

(5) The vertical display board in the command post carried only C and E character symbology for most of the evaluation. Many inquiries were made to the weapons room as to whether particular tracks and interceptors had yet been assigned or committed. This information would normally have been available on the vertical board, or on the

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appropriate Digital Information Display, had the correct symbology been called up.

(6) As described above, the Senior Director operated under the specific control of the battle staff. For much of the time, he served as an information center for the command post, and had little time to devote to his normal tasks. Lack of assignment prerogative caused forced displays to be retained on the SD and SWD console throughout most of the evaluation.

(7) The classification of a faker track was changed to "friendly" after two successful firing passes had been reported against it. The intention of the battle staff was to reclassify such tracks as "faker" in time to allow engagement by artillery units. This was not always accomplished, and it was not until the closing phases of the evaluation that artillery units were afforded full opportunity to engage faker tracks.

e. Weapons Control. The standard of intercept direction during the evaluation was satisfactory. Weapons Directors, Intercept Directors and their technicians, performed creditably, although, for reasons already explained, certain handicaps were imposed on their operations. Much of the success obtained during the evaluation can, in fact, be attributed to the initiative and proficiency of weapons director personnel. The following points were reported by observers:

(1) The IND load was generally equally distributed.

(2) Communications between Weapons and Intercept Directors were excellent.

(3) Many successful intercepts were obtained as a result of the initiative of Weapons Directors, even when targets were unassigned and inquiry to the SWD produced no firm information.

(4) Three of the four WD technicians failed to use standard procedures when ordering scrambles or passing airborne orders. In many cases the CAC had to call back to ascertain callsigns and other information which should have been included in the initial order.

(5) Recovery techniques left something to be desired. Fighters were handed off to the Boston Air Defense Sector for recovery at Otis AFB without adequate coordination between the sectors. It was also observed that several INDs made recoveries with the radar data switch in the "off" position. This practice is dangerous, since separation from non IFF/SIF traffic cannot be ensured.

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(6) The weapons assignment situation generally precluded satisfactory use of data link. However, there were instances where data link was available but was not used.

(7) Certain INDs failed to report abnormal conditions (e.g. ECM, equipment malfunction or failure, data link failures, etc.), to the appropriate agencies.

(8) Some INDs ran intercepts with symbology and IFF only, when electronic ECM was encountered. Not only does this present the possibility of a missed intercept if the target radar data and symbology should become separated, but also gives rise to a flying safety hazard when multiple targets are involved.

f. <u>Communications and Electronics</u>. The following observations concerning communications and electronics functions were made during the evaluation:

(1) The computer functioned satisfactorily. Only one outage (of 11 minutes duration), was experienced, and this was corrected with a minimum of confusion and delay.

(2) A memory parity error occurred in the "B" computer and the sector operated simplex for one hour and 30 minutes.

(3) The gap fillers at P-45A, Manorville, N. Y., and at P-45B, Chilmark, Massachusetts were wind-loading and the data from these sources was therefore unusable. This condition existed prior to, and continued throughout the entire evaluation.

(4) The search radar at P-30, Benton, Pennsylvania was inoperative (ROCP), and no data was received from this overlap site.

(5) The FPS-20 at P-54, Montauk, N. Y., was inoperative for one hour and eight minutes during the evaluation.

(6) Handover of interceptors to the seaward extension elements was accomplished by relay through personnel in the Manual Input Room. This procedure increases the possibility of error, and in some instances, positive control of the aircraft was lost.

g. Equipment and Facilities. The equipment and facilities within the Direction Center were generally excellent. However, the following exceptions were noted:

(1) Some headsets were in a very poor state of repair. In some cases, headbands had been removed, apparently in an attempt to convert the headsets into hand sets. As a result, some personnel were

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observed to be holding a makeshift headset to the ear, and simultaneously attempting to carry out two-handed tasks with the other hand.

(2) The physical layout of the manual inputs room was considered unsatisfactory. The manual data supervisor was positioned with his back to a portion of the room which contained the clock, most of the equipment, and the majority of the personnel under his supervision.

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(3) Radio selector switches on IND consoles were either not labelled, or very crudely labelled with grease pencil.

3. Recommendations. It is recommended that:

a. Surveillance personnel be given more training in ECCM procedures. It should be pointed out that the strobe effect of light ECM can, upon occasion, provide tracking assistance.

b. Procedures be developed for more expeditious handling of messages from the manual inputs room to AEW&C aircraft.

c. A study be made to devise an effective means of reducing the noise level in the manual inputs room.

d. A battle plan be adopted which allows more delegation of authority in the assignment of targets and commitment of weapons. It is further recommended that targets be assigned to weapons teams by areas whenever feasible, and that Weapons Directors be granted authority to commit their allotted interceptors as the tactical situation warrants.

e. The pre-planned method of initial weapons commitment be retained, but made more flexible and fully responsive to the tactical demands of a developing air situation.

f. Scramble and commitment authority be delegated to the Senior Director and Senior Weapons Director.

g. Assignment of targets to weapons teams be effected as soon as possible after track has been established. It is further recommended that individual pairings be made by the Weapons Director. This procedure should facilitate the use of data link when available.

h. Standard procedures be adopted for passing scramble information to the Combat Alert Center.

i. Intercept Directors be instructed on the correct use of the radar data switch for let-downs or when operating in airspace where non-IFF/SIF traffic may be expected.

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j. Firm procedures be established to govern the handover of interceptors to adjacent sectors.

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k. Existing voice circuits to seaward extension elements be patched through the switchboard to appropriate Weapons Room console positions, so that handovers may be accomplished without using facilities in the manual data inputs room.

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a. Miss	ion Results.	
(1)	Total target tracks	30
(2)	Total target tracks carried as fakers	28
(3)	Total fakers neutralized by interception (2 or more MA)	9
(4)	Total fakers with one interception MA only	11
(5)	Total fakers not intercepted	8
(6)	Total interceptors ordered airborne	62
(7)	Total ground aborts	8
(8)	Total interceptors airborne	54
(9)	Total interceptors committed against target	51
(10)	Total attempted interceptions	83
(11)	Total MAs	34
(12)	Total missed interceptions	49
	(a) Airborne equipment failure 20	
	(b) Electronic countermeasures 10	
~	(c) Ground personnel error 9	
	(d) Ground equipment failure 5	
	(e) Aircrew error 2	

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	(f) NADAR failure 2
	(g) Aircraft performance 1
The	following results were reported by air defense artillery:
(1)	Tracks passed to AADCP during evaluation mission 71
	(a) New York Air Defense Sector - 35
	(b) Philadelphia - 36
(2)	Fakers entering defense area:
	(a) New York - 25
	(b) Philadelphia - 34
(3)	Fakers entering weapon range:
	(a) New York - 14
	(b) Philadelphia - 18
(4)	Fakers against which engagement was directed:
	(a) New York - 14
	(b) Philadelphia - 18
(5)	Number of MAs:
	(a) New York - 14
	(b) Philadelphia - 18
(6)	Total fakers with only 1 intercept MA also MA'd by ADA - $\delta$
(7)	Total fakers with no intercept MAs which were MA'd by $$-7$$
(8)	Tracks not MA ^t d by either interception or ADA - 1

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#### SECTION III

#### 332D FIGHTER INTERCEPTOR SQUADRON

#### MCGUIRE AIR FORCE BASE, TRENTON, NEW JERSEY

1. GENERAL.

a. <u>Timing</u>. A tactical evaluation of the 332d Fighter Interceptor Squadron was conducted by the Headquarters Eastern Air Defense Force Tactical Evaluation Team during the period 16 through 20 February 1959. The evaluation team arrived at the 332d Fighter Interceptor Squadron at approximately 1615Z hours on 16 February 1959 and briefed the Commanders of the 4730th Air Defense Group and the 332d Fighter Interceptor Squadron. A general briefing was conducted at 1800Z hours in the readiness building briefing room.

b. Scope of Evaluation. This evaluation encompassed checks into unit and individual discipline, appearance of facilities, personal equipment, adequacy of briefing and debriefings, training, operational flying and radar support. The aircrew personnel being evaluated at the 332d Fighter Interceptor Squadron were given appropriate EADF written examinations. The 332d Fighter Interceptor Squadron is equipped with F-102A aircraft. This unit was not required to fire mockets due to the high number of aircraft having drop tanks installed, but an additional profile sortie was flown to replace the rocketry.

(1) A day profile mission was flown on 16 February 1959 with a target force comprising four (4) F-89s and three (3) chaff dropping B-57s. Altitude of the target aircraft ranged from 32,000 feet to 44,000 feet.

(2) A day profile mission was flown on 17 February 1959 with a target force of five (5) F-89s. Altitudes of the target aircraft ranged from  $32_{9}000$  feet to  $38_{9}000$  feet.

(3) A second day profile mission was flown on 17 February 1959 with IP times ranging from three (3) hours to three (3) hours and ferty-five minutes, after the IP time for the first mission. The target force consisted of three (3) chaff dropping B-57s and three (3) F-89s at altitudes ranging from 30,000 feet to 43,000 feet.

(4) A night profile mission calling for a maximum effort was scheduled for 18 February 1959 but could not be flown until the night of 19 February 1959 due to bad weather. The target force for this mission consisted of six (6) B-29s, twelve (12) F-89s, eight (8) B-57s and five (5) B-47s. The B-57s dispensed chaff and the B-47s

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employed electronic counter measures. The B-29s dispensed chaff, and employed both electronic counter measures and voice jamming. Altitudes of the target aircraft ranged from 22,000 feet to 45,000 feet.

c. Chase. Four (4) chase rides were flown during the period of the evaluation.

2. Observations.

a. During the final (hth) mission the 332d Fighter Interceptor Squadron demonstrated that it possessed the basic skills and know-how to satisfactorily accomplish its mission. However, the fact that three (3) preparatory missions were required before acceptable performance was noted and the existence of certain training deficiencies, discussed below in detail, indicated that no vigorous attempt was being made to exploit this potential. The squadron in general appeared to be content with an average standard. It was most noticeable that aircrews were thinking of the F-102 as an aircraft, rather than as a weapon and as part of a weapons system. It is necessary that this attitude be corrected, that the squadron cease to be satisfied with average achievement, and that a determined and sustained effort be made to improve all aspects of training.

b. All facilities utilized by this unit were adequate and well-kept.

c. No dangerous flight or ground safety practices were observed on the ground or in the air during the evaluation.

d. The personal equipment section, which is shared jointly by the 332d Fighter Interceptor Squadron and the 539th Fighter Interceptor Squadron, had a shortage of fifteen (15) parachutes for attached pilots. Survival equipment was satisfactory and the records were well-maintained. The flying clothing available was non-standardized and in a poor state of repair.

e. The maintenance section was well-organized and the aircraft were clean. This section is capable of performing rapid and efficient turn-arounds. It was observed that too many T.O. compliances and minor discrepancies were being carried in the Form 781-B for certain aircraft. A large number of aircraft were written out of commission after each mission. Most of the write-ups were on the fire control system.

f. The fire control system section has recently been assigned a new OIC and has been reorganized. The following specific observations were made:

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(1) Test Equipment.

(a) Except for a shortage of missile auxiliary test sets, the quantity of test equipment within the squadron was sufficient.

(b) Calibration of test equipment required too large a cycle. It appeared that the delay lies within the base organization.

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(c) The proper use and knowledge of the test equipment on hand was somewhat lacking. More training and use of same is suggested.

(d) Repair of test equipment within the squadron itself could be improved.

(2) Meck-Up.

(a) Both mock-ups were in operating condition and seemed to be in fair shape.

(b) The experience level of the men on the mock-up was adequate. However, no highly experienced NCO was available.

(3) Experience Level.

(a) The experience level within the squadron in the lewer ranks is high enough to permit a satisfactory standard of fire control maintenance if an efficient supervisory system is enforced.

(b) There is a definite lack of supervisory NCOs with the experience necessary to guide the knowledge of the lower three grades. The majority of NCOs are cross-trainees from other career fields.

(4) ANFE.

(a) The ANFE rate does not seem to be a problem in that there are a fair number of major components in supply.

(b) The major problem area seems to be the lack of the smaller items of hardware to repair major FCS components, especially receiver units.

(5) Organization. The plan of organization is adequate in its basic set-up of flights, mock-ups, etc.

g. All missions were adequately briefed by the squadron commander. Emphasis was placed on flying safety during each of the briefings.

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h. The IFR departure and recovery for McGuire AFB are unsatisfactory. Both procedures are complicated and require excessive time and fuel. There is no holding or marshalling point and there is no organized system for a rapid recovery. Aircrews are required to obtain their own approach times on scrambles prior to contacting GCI with ne knowledge of the proposed length of the mission. In almost every instance, this approach time subsequently had to be altered, which caused a duplication of effort and an unnecessary burden on the aircrew. Although all agencies were informed that a simulated weather condition of a 500-ft ceiling and one (1) mile visibility would exist upon return to the base, not one complete IFR recovery was approved. The reasons given for disapproval of low approaches were not acceptable. Under the present recovery system, only one approach time every five minutes will be issued when IFR conditions exist.

3. Training.

a. <u>Instrument Training</u>. An adequate instrument training program is in effect with the academic portion being conducted by the 4730th Air Defense Group. An instrument check ride was given to the training officer, who displayed a sound knowledge of procedures and excellent flying technique.

b. Ground Training. The aircrew ground training was found to be greatly lacking in standardization and the records maintained were inadequate. A de-centralized system of ground training was in effect, with each flight commander responsible for the training within his flight. The results of the EADF tactical evaluation written examinations were below average and considerable difference existed between results obtained by each flight. The greatest areas of weakness were in the tactics and fire control system sections. A lack of knowledge was also displayed in answers to the questions on the F-102A emergency gear extension and on T-33 spin recovery.

c. <u>Cross Training</u>. No cross training program was in effect in the 332d Fighter Interceptor Squadron.

d. Profile Training. No positive profile training existed.

e. <u>Rocketry</u>. Adequate tow equipment is available to the 332d Fighter Interceptor Squadron, but the utilization of this equipment during the past three (3) months has been poor. This may be attributed to the firing restriction on the F-102A with drop tanks.

f. WSEMS. This unit had not utilized the WSEMS on hand until very recently. A program is under way for better utilization of this equipment.

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g. <u>Chaff Dispensers</u>. Four chaff dispensers have been available to the squadron for approximately one year but have never been utilized. Only two (2) of the eight (8) T-33 aircraft have been modified to carry these dispensers. These T-33 aircraft, tow equipment and chaff dispensers are not assigned to the 332d Fighter Interceptor Squadron, but equipment is nevertheless readily available. It was noted that the 332d is falling short of its ECM training mission requirements.

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4. Aircrews.

a. Attitude. Discipline was satisfactory, but aircrews lacked aggressiveness and enthusiasm.

b. Appearance. Flying clothing was non-standard. This adversely affected the appearance of the aircrews.

c. <u>Standardization</u>. Standardization on the following items was excellent:

- (1) Flight briefings
- (2) Climb schedules
- (3) Tactics
- (4) Recovery speeds

d. R/T Procedures. Flight leaders displayed peer R/T technique. Apart from this, R/T procedures were generally fair.

e. Flying Proficiency.

(1) <u>Flying Technique</u>. The general flying technique of the aircrews was good.

(2) Radar. Radar technique in general was satisfactory, but aircrews were inclined to follow data link instructions blindly, were slow to declare "Judy", and experienced some difficulty in obtaining leck-ons.

(3) ECM. Aircrew attempted to obtain lock-ons at excessive ranges in ECM conditions. Apart from this, ability to combat ECM was satisfactory.

5. Recommendations: It is recommended that:

a. The personal equipment section and the squadron supply section make every effort to supply the aircrews with standardized flying clothing.

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b. The maintenance section correct the excessive number of discrepancies being carried on the Forms 781-B of certain aircraft.

c. The fire control system section expedite the training of their supervisory NCOs.

d. A request be initiated by the New York Air Defense Sector for an improved scramble and recovery system for McGuire Air Force Base.

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e. The New York Air Defense Sector obtain approach times for all fighters under their control and recovering at Suffolk County AFB and McGuire AFB.

f. The aircrew ground training program be centralized and adequate records maintained by the operations section, to insure that all aircrews complete the ground training requirements.

g. Emphasis be placed on the tactics and fire control system portions of the ground training program.

h. A cross training program be initiated by the operations section for the aircrews of the 332d FIS without delay.

i. A profile training program be organized by the 332d operations section to include exercises against multiple targets and full utilization of ALE-2 chaff dispensers.

j. At least two (2) more T-33 aircraft be modified to carry ALE-2 chaff dispensers.

k. A program to improve aircrew appearance and smartness be instituted without delay.

l. Emphasis be placed on the necessity for proper R/T procedures, especially by flight leaders.

m. An aggressive indectrination program on scope interpretation and ECCM be implemented.

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## STATISTICAL SUMMARY

332D FIGHTER INTERCEPTOR SQUADRON

	Inte	rcepts		E	rrer	Malfu	nction			
Mission	Att	Suce	Aver	Crew	Dir Ctr	A/C	FCS	ECM	Other	
1	10	3	30%			2	5			
2	12	4	33%	1	1	2	4			
3	13	4	31%	1			5		3	
4 (Maox Eff)	23	15	65%	1	1	1	3	2		
TOTAL	58	26		3	2	5	17	2	3	
AVERAGE		45%		5%	3.5%	9%	29%	3.5%	5%	

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#### SECTION IV

#### 52D FIGHTER GROUP

#### SUFFOLK COUNTY AIR FORCE BASE, WESTHAMPTON BEACH, LONG ISLAND, NY

1. GENERAL.

A formal tactical evaluation was carried out on the 52d Fighter Group during the period 22 January thru 24 January 1959. For this reason, a full evaluation of this unit was not attempted during "EYE-OPENER SAGE II". However, an observer was present at Suffolk County Air Force Base throughout the evaluation. T

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2. Observations. The following observations were made:

a. The 52d Fighter Group demonstrated that it had made considerable progress in the short time since its evaluation in January 1959. A marked improvement was noted in air discipline, R/T procedures, and in the attitude and aggressiveness of the aircrews.

b. The Commander of the 2d Fighter Interceptor Squadron, who had recently graduated from IWIS, gave several extensive and authoritative briefings on ECM and general radar techniques, and on all phases of MG-10 operation.

c. Knewledge of counter-ECM techniques showed marked improvement, but this was not matched by a corresponding improvement in their application in the air.

d. A formal instrument training program has been implemented. This consists of a ground training phase and four flights (including the final check).

e. The disparity between the success rates achieved by the 2d Fighter Interceptor Squadron and 5th Fighter Interceptor Squadron does not imply a higher aircrew skill level in the 2d Fighter Interceptor Squadron. The 2d Fighter Interceptor Squadron is presently reaping the benefit of its commander's recent course at IWIS. The Commander of the 5th Fighter Interceptor Squadron is presently attending IWIS, and, upon his return, the two squadrons should again show a comparable proficiency level.

3. Recommendations:

It is recommended that a practice interception program, utilizing ALE-2-equipped T-33 aircraft as targets, be instituted immediately. This should serve to increase the proficiency of aircrews when operating in an ECM environment.

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4. Statistical Summary.

Intercepts				E	rrer		Malfunction						
Unit	Att	Succ	Aver	Crew	Dir Ctr	A/C	FCS	ECM	Other				
2d FIS	14	7	50%		6				1				
5th FIS	15	6	40%				7		2				
TOTAL	29	13		0	6	0	7		3				
AVERAGE		44.8%		-	20.7%	-	24.13%	-	10.37%				

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Les K. Courtry W/csk DECRGE V. WILLIAMS, Colonel, USAY Director, Tactics, Training & Evaluation

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GLADWIN E. FINKSTON, Colonel, USAF Deputy for Operations

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GO 106, HEDEADF (ADC), is the last of the series for 1957

HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 1)

2 January 1958

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REORGANIZATION OF UNITS -- 1. Effective 21 January 1958, the following units are reorganized under appropriate Unit Manning Documents, with capability as cited in Part I of listed O/Ts and with O/T Composition and strength as indicated:

		S	th			
Unit	O/T Composition	Off	WO	Amn		
Headquarters, 56th Fighter Group (AD)	1104, 30 Sep 56, para 1 & 2a, Part I (Part IIA)	19		39		
56th Consolidated Aircraft Maintenance Squadron	4155A, 31 May 57, para 1 & 2a, Part I (Part IIA)	9	1	353		
56th Air Base Squadron	2005A, 30 Sep 56, para 1 & 2a, Part I (Part IIA)	5	1	119		

2. The strengths indicated in paragraph 1 are not the authorized strengths but are the total of the O/T composition and are furnished for planning purposes only. Authorized strengths for these units will be reflected on the appropriate Unit Manning Document as corroborated by the Manpower Authorization Voucher (MAV).

3. Personnel rendered surplus by this action will be reassigned in accordance with instructions from this headquarters.

4. The above are Category D units and are authorized Unit Essential Equipment only as listed in the MEAL O/T supplement with a basis of issue relating to the above composition. The UME authorized column of the UAL will be prepared in conformance with paragraph 7e of Air Force Regulation 5-25 to indicate full allowances of non-variable equipment listed in the MEAL O/T Supplement in Column 3A for the above organizational structure. The UME in-use column of the UAL will be reduced under the provisions of paragraph 7h(1)(f) of Air Force Regulation 5-25 to align non-variable equipment authorizations with the UMD. Variable items, T/A 1-21 and MEAL O/T Supplement, will be based on the UMD strength of the unit. These units are authorized additional equipment in the USE column of the UAL in conformance with paragraph 8d of Air Force Regulation 5-25 and the UMD.

5. Pertinent provisions of Air Force Manual 171-6, 1 March 1955, as amended, will apply.

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6. Upon completion of action directed herein, Organization Status Change Report (Reports Control Symbol AF-Ol) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0800 hours the first calendar day following the "as of" date.

7. Authority: Department of the Air Force letter AFOMO 638k, dated 9 December 1957, and letter, Headquarters Air Defense Command, ADLMO-F2, Subject: Reorganization of Headquarters, 56th Fighter Group (AD) and certain other USAF units, dated 20 December 1957.

FOR THE COMMANDER:

OFFIC IAL: DOSERN M. THOMPSON Lt Colonel, USAF Adjutant

W. R. GROHS Colonel, USAF Chief of Staff

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 2) 6 January 1958

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STAFF ASSIGNMENT -- 1. COLONEL WAYNE E THURMAN, 1764A, Detachment #1, Headquarters Eastern Air Defense Force, Truax Field, Wisconsin, is, in addition to other duties, assigned as Acting Inspector General, effective 31 December 1957, vice COLONEL CHESTER L SLUDER, 1780A, this headquarters, relieved.

FOR THE COMMANDER:

OFFICIAL:

OSETH M. THOMPSON

Lt Colonel, USAF Adjutant

DISTRIBUTION:

W. R. GROHS Colonel, USAF Chief of Staff

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HEADQUARTERS BASTENN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS

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REVOCATION OF GENERAL ORDERS .....

I. REWOCATION OF GENERAL ORDERS -- 1. General Orders Number 102, this headquarters, 16 December 1957, is reveked.

2. Authority: Headquarters USAF message AFOOP-OP-U 32583, dated 30 December 1957 and Headquarters ADC message ADLMO-F 375, dated 31 December 1957.

II. INACTIVATION OF UNIT -- 1. Effective 8 January 1958, the following unit is inactivated at station indicated:

Unit

#### Station of Inactivation

42d Fighter Interceptor Squadron

Greater Pittsburgh Airport, Coraopolis, Pennsylvania

6 January 1958

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2. Concurrently with inactivation, this unit will revert to the control of the Department of the Air Force.

3. Personnel rendered surplus by this action will be reassigned in accordance with instructions from this headquarters.

4. Equipment rendered surplus by this action will revert to stocks to fill present and future requirements. Unit authorization list is voided on date of inactivation.

5. Records will be disposed of in accordance with instructions contained in Air Force Manual 181-5.

6. The pertinent provisions of Air Force Manual 171-6 and Air Force Regulation 176-2, as amended; are applicable.

7. Upon completion of action directed herein, Organization Status Change Report (Reports Control Symbol AF-O1) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force to arrive not later than 0800 hours the first calendar day following the "as of" date.

8. Authority: Headquarters USAF message AFOOP-OP-U 32583, dated 30 December 1957 and Headquarters ADC message ADLHO-F 375, dated 31 December 1957.

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W. R. GROHS Colenel, USAF Chief of Staff

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FOR THE COMMANDER:

OFFICIAL:

JOSEPH M. THOMPSON Lt Colonel, USAF Adjutant

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER L) 7 January 1958

I. RESCISSION -- 1. General Orders 97, this headquarters, dated 29 November 1957, is rescinded effective 1 January 1958.

II. ASSIGNMENT OF AIR DEFENSE SECTORS -- 1. Air Defense Sectors are assigned in Continental Air Defense Ceneral Orders 5, dated 22 August 1957.

III. ASSIGNMENT OF AIR DEFENSE SUBSECTORS -- 1. The following air divisions are assigned subsectors of responsibility as indicated, effective 1 January 1958.

a. The subsectors of responsibility for the aircraft control and warning squadrons within the 26th Air Division (Defense) are as follows:

(1) 646th Aircraft Control and Warning Squadron - (P-9) - From a point 36 degrees, 00 minutes N - 67 degrees, 30 minutes W to 40 degrees, 40 minutes N - 73 degrees, 00 minutes W to 41 degrees, 25 minutes N - 74 degrees, 00 minutes W to 41 degrees, 35 minutes N - 74 degrees, 45 minutes W to 40 degrees, 10 minutes N - 75 degrees, 40 minutes W to 36 degrees, 15 minutes N - 66 degrees, 00 minutes W.

(2) 762d Aircraft Control and Warning Squadron - (P-10) - From a point 41 degrees, 40 minutes N - 65 degrees, 00 minutes W to 43 degrees, 22 minutes N - 70 degrees, 26 minutes W to 43 degrees, 35 minutes N - 71 degrees, 30 minutes W to 42 degrees, 00 minutes N - 72 degrees, 00 minutes W to 41 degrees, 30 minutes N - 71 degrees, 12 minutes W to 39 degrees, 00 minutes N - 66 degrees, 00 minutes W.

(3) 648th Aircraft Control and Warning Squadron - (P-30) - From a point 42 degrees, 40 minutes N - 75 degrees, 00 minutes W to 42 degrees, 40 minutes N - 77 degrees, 00 minutes W to 41 degrees, 30 minutes N - 78 degrees, 30 minutes W to 40 degrees, 25 minutes N - 77 degrees, 00 minutes W to 39 degrees, 48 minutes N - 75 degrees, 58 minutes W to 41 degrees, 35 minutes N -74 degrees, 45 minutes W to 41 degrees, 25 minutes N - 74 degrees, 00 minutes W to 42 degrees, 40 minutes N - 75 degrees, 00 minutes W.

(4) 773d Aircraft Control and Warning Squadron - (P-45) - From a point 39 degrees, 00 minutes N - 66 degrees, 00 minutes W to 41 degrees, 30 minutes N - 71 degrees, 12 minutes W to 42 degrees, 00 minutes N - 72 degrees, 00 minutes W to 41 degrees, 25 minutes N - 74 degrees, 00 minutes W to 40 degrees, 40 minutes N - 73 degrees, 00 minutes W to 38 degrees, 00 minutes N -67 degrees, 30 minutes W.

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(5) 656th Aircraft Control and Warning Squadron - (P-50) -From a point 43 degrees, 45 minutes N - 74 degrees, 30 minutes W to 43 degrees, 35 minutes N - 71 degrees, 30 minutes W to 42 degrees, 00 minutes N - 72 degrees, 00 minutes W to 41 degrees, 25 minutes N - 74 degrees, 00 minutes W to 42 degrees, 40 minutes N - 75 degrees, 00 minutes W to 43 degrees, 45 minutes N - 74 degrees, 30 minutes W.

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(6) 770th Aircraft Control and Warning Squadron - (P-54) -From a point 36 degrees, 15 minutes N - 66 degrees, 00 minutes W to 40 degrees, 10 minutes N - 75 degrees, 40 minutes W to 39 degrees, 46 minutes N - 75 degrees, 56 minutes W to 39 degrees, 43 minutes N - 75 degrees, 47 minutes W south along Maryland, Delaware border to 38 degrees, 33 minutes N - 75 degrees, 42 minutes W to 30 degrees, 33 minutes N - 75 degrees, 03 minutes W to 35 degrees, 40 minutes N - 69 degrees, 51 minutes W.

b. The subsectors of responsibility for the aircraft control and warning squadrons within 30th Air Division (Defense) are as follows:

(1) 661st Aircraft Control and Warning Squadron - (P-20) -From a point 81 degrees, 40 minutes W on United States/Canada boundary to 43 degrees, 38 minutes N - 82 degrees, 09 minutes W to 43 degrees, 33 minutes N - 84 degrees, 30 minutes W to 41 degrees, 00 minutes N - 84 degrees, 15 minutes W to 41 degrees, 00 minutes N - 82 degrees, 20 minutes W to 81 degrees 40 minutes W on United States/Canada boundary.

(2) 763d Aircraft Control and Warning Squadron - (P-21) - From a point 43 degrees, 38 minutes N - 77 degrees, 30 minutes W along United States/ Canada boundary to 42 degrees, 30 minutes N- 79 degrees, 46 minutes W to 42 degrees, 00 minutes N - 79 degrees, 46 minutes W to 41 degrees, 30 minutes W to 42 degrees, 40 minutes N - 77 degrees, 30 minutes W to 43 degrees, 38 minutes N - 77 degrees, 30 minutes W.

(3) 754th Aircraft Control and Warning Squadron - (P-61) -From a point 43 degrees, 38 minutes N - 82 degrees, 09 minutes W along United States/Canada boundary to 45 degrees, 20 minutes N - 82 degrees, 30 minutes W to 45 degrees, 40 minutes N - 84 degrees, 30 minutes W to 43 degrees, 33 minutes N - 84 degrees, 30 minutes W to 43 degrees, 38 minutes N - 82 degrees, 09 minutes W.

(4) 662d Aircraft Control and Warning Squadron - (P-62) - From a point 42 degrees, 30 minutes N - 79 degrees, 46 minutes W along United States/ Canada boundary to 81 degrees, 40 minutes W to 41 degrees, 00 minutes N - 82 degrees, 20 minutes W to 39 degrees, 45 minutes N - 01 degrees, 40 minutes W to 39 degrees, 14 minutes N - 80 degrees, 36 minutes W to 41 degrees, 30 minutes N - 76 degrees, 30 minutes W to 42 degrees, 00 minutes N - 79 degrees, 16 minutes W to 12 degrees, 30 minutes N - 79 degrees, 16

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GO 4 HEDEADF (ADC) USAF Stewart AFB NY 7 JAN 58 (CONT) (PARA 1b CONT)

(5) 772d Aircraft Control and Warning Squadron - (P-63) -From a point 41 degrees, 30 minutes N - 78 degrees, 30 minutes W to 39 degrees, 14 minutes N - 80 degrees, 36 minutes W to 38 degrees, 42 minutes N - 79 degrees, 32 minutes W to 40 degrees, 25 minutes N - 77 degrees, 00 minutes W to 41 degrees, 30 minutes N - 78 degrees, 30 minutes W.

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(6) 781st Aircraft Control and Warning Squadron - (P-67) -From a point 43 degrees, 33 minutes N - 84 degrees, 30 minutes W to 43 degrees, 33 minutes N - 86 degrees, 30 minutes W to 41 degrees, 20 minutes N - 87 degrees, 10 minutes W to 40 degrees, 30 minutes N - 85 degrees, 30 minutes W to 41 degrees, 00 minutes N - 84 degrees, 15 minutes W to 43 degrees, 33 minutes N - 84 degrees, 30 minutes W.

c. The subsectors of responsibility for aircraft control and warning squadrons within the 32d Air Division (Defense) are as follows:

(1) 654th Aircraft Control and Warning Squadron - (P-13) -From a point 43 degrees, 22 minutes N - 66 degrees, 00 minutes W to 44 degrees, 30 minutes N - 66 degrees, 45 minutes W to 44 degrees, 30 minutes N - 67 degrees, 07 minutes W to 44 degrees, 56 minutes N - 67 degrees, 00 minutes W to 44 degrees, 16 minutes N - 71 degrees, 20 minutes W to 43 degrees, 35 minutes N - 71 degrees, 30 minutes W to 43 degrees, 22 minutes N - 70 degrees, 26 minutes W to 41 degrees, 40 minutes N - 65 degrees, 00 minutes W.

(2) 764th Aircraft Control and Warning Squadron - (P-14) -From a point 45 degrees, 00 minutes N - 71 degrees, 30 minutes W along the United States/Canada boundary to 45 degrees, 00 minutes N - 74 degrees, 48 minutes W to 43 degrees, 45 minutes N - 74 degrees, 30 minutes W to 43 degrees, 35 minutes N - 71 degrees, 30 minutes W to 44 degrees, 16 minutes N - 71 degrees, 20 minutes W to 45 degrees, 00 minutes N - 71 degrees, 30 minutes W.

(3) 655th Aircraft Control and Warning Squadron - (P-49) -From a point 45 degrees, 00 minutes N - 74 degrees, 48 minutes W along United States/Canada boundary to 43 degrees, 38 minutes N - 77 degrees, 30 minutes W to 42 degrees, 40 minutes N - 77 degrees, 00 minutes W to 42 degrees, 40 minutes N - 75 degrees, 00 minutes W to 43 degrees, 45 minutes N - 74 degrees, 30 minutes W to 45 degrees, 00 minutes N - 74 degrees, 48 minutes W.

(4) 765th Aircraft Control and Warning Squadron - (P-65) -From a point 44 degrees, 56 minutes N - 67 degrees, 00 minutes W to 46 degrees, 00 minutes N - 67 degrees, 00 minutes W to 46 degrees, 00 minutes N - 70 degrees, 19 minutes W along the United States/Canada boundary to 45 degrees, 00 minutes N - 71 degrees, 30 minutes W to 44 degrees, 16 minutes N - 71 degrees, 20 minutes W to 44 degrees, 56 minutes N - 67 degrees, 00 minutes W.

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(5) 766th Aircraft Control and Warning Squadron - (P-80) -From a point 46 degrees, 00 minutes N - 67 degrees, 00 minutes W to 48 degrees, 00 minutes N - 67 degrees, 00 minutes W to 47 degrees, 30 minutes N - 69 degrees, 00 minutes W to a point on United States/Canada boundary at 69 degrees, 10 minutes W along United States/Canada boundary to 46 degrees, 00 minutes N - 70 degrees, 19 minutes W to 46 degrees, 00 minutes N - 67 degrees, 00 minutes W.

d. The subsectors of responsibility for aircraft control and warning squadrons within the 35th Air Division (Defense) are as follows:

(1) 908th Aircraft Control and Warning Squadron - (M11) -From a point 35 degrees, 02 minutes N - 83 degrees, 00 minutes W along the Georgia/North Carolina border to 34 degrees, 59 minutes N - 83 degrees, 22 minutes W to 34 degrees, 00 minutes N - 86 degrees, 00 minutes W to 34 degrees, 00 minutes N - 88 degrees, 00 minutes W to 32 degrees, 30 minutes N - 88 degrees, 00 minutes W to 32 degrees, 00 minutes N - 84 degrees, 25 minutes W to 33 degrees, 00 minutes N - 83 degrees, 00 minutes W to 35 degrees, 02 minutes N - 83 degrees, 00 minutes W.

(2) 702d Aircraft Control and Warning Squadron - (M112) -From a point 29 degrees, 50 minutes N - 75 degrees, 00 minutes W to 32 degrees, 30 minutes N - 80 degrees, 31 minutes W to 32 degrees, 36 minutes N - 81 degrees, 08 minutes W to 33 degrees, 00 minutes N - 83 degrees, 00 minutes W to 32 degrees, 00 minutes N - 84 degrees, 25 minutes W to 30 degrees, 40 minutes N - 84 degrees, 25 minutes W to 30 degrees, 40 minutes N - 84 degrees, 15 minutes N - 81 degrees, 25 minutes W to 27 degrees, 15 minutes N - 75 degrees, 00 minutes W.

(3) 792d Aircraft Control and Warning Squadron - (M113) -From a point 31 degrees, 18 minutes N - 74 degrees, 16 minutes W to 33 degrees, 31 minutes N - 79 degrees, 03 minutes W to 34 degrees, 15 minutes N - 80 degrees, 00 minutes W to 33 degrees, 00 minutes N - 81 degrees, 00 minutes W to 32 degrees, 36 minutes N - 81 degrees, 06 minutes W.to 32 degrees, 30 minutes N - 80 degrees, 31 minutes W to 29 degrees, 50 minutes N - 75 degrees, 00 minutes W.

(4) 657th Aircraft Control and Warning Squadron - (M-126) -From a point 25 degrees, 00 minutes N - 91 degrees, 45 minutes W to 31 degrees, 00 minutes N - 91 degrees, 45 minutes W to 31 degrees, 00 minutes N - 91 degrees, 38 minutes W then north along the western border of Mississippi to 34 degrees, 00 minutes N - 91 degrees, 00 minutes W to 34 degrees, 00 minutes N - 88 degrees, 00 minutes W to 25 degrees, 00 minutes N - 88 degrees, 00 minutes W.

(5) 660th Aircraft Control and Warning Squadron - (M-129) From a point 27 degrees, 15 minutes N - 75 degrees, 00 minutes W to 30 degrees, 15 minutes N - 81 degrees, 25 minutes W to 30 degrees, 40 minutes N - 83 degrees, 40 minutes W to 30 degrees, 40 minutes W to 25 degrees, 00 minutes N 84 degrees, 25 minutes W.

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(6) 678th Aircraft Control and Warning Squadron - (TM-198) -From a point 25 degrees, 00 minutes N - 88 degrees, 00 minutes W to 32 degrees, 30 minutes N - 88 degrees, 00 minutes W to 32 degrees, 00 minutes N - 84 degrees, 25 minutes W to 25 degrees, 00 minutes N - 84 degrees, 25 minutes W.

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(7) &61st Aircraft Control and Warning Squadron - (SM-159) -From a point 34 degrees, 49 minutes N - 80 degrees, 49 minutes W along the South Carolina/North Carolina border to 35 degrees, 02 minutes W - 83 degrees, 00 minutes W to 33 degrees, 00 minutes N - 83 degrees, 00 minutes W to 32 degrees, 38 minutes N - 81 degrees, 08 minutes W to 33 degrees, 00 minutes N - 81 degrees, 00 minutes W to 34 degrees, 15 minutes N - 80 degrees, 00 minutes W to 34 degrees, 49 minutes N - 80 degrees, 49 minutes W.

e. The subsectors of responsibility for the aircraft control and warning squadrons within the 37th Air Division (Defense) are as follows:

(1) 665th Aircraft Control and Warning Squadron - (P-16) -From a point 46 degrees, 00 minutes N - 87 degrees, 00 minutes W to 48 degrees, 15 minutes N - 85 degrees, 30 minutes W to 48 degrees, 45 minutes N - 87 degrees, 00 minutes W to 48 degrees, 45 minutes N - 90 degrees, 00 minutes W to 48 degrees, 03 minutes N - 90 degrees, 00 minutes W to 48 degrees, 03 minutes N - 89 degrees, 32 minutes W to 47 degrees, 50 minutes N - 90 degrees, 00 minutes W to 46 degrees, 30 minutes N - 90 degrees, 00 minutes W, 46 degrees, 08 minutes N - 87 degrees, 50 minutes W to 46 degrees, 00 minutes N - 87 degrees, 00 minutes W.

(2) 676th Aircraft Control and Warning Squadron - (P-19) -From a point 46 degrees, 08 minutes N - 87 degrees, 50 minutes W to 46 degrees, 30 minutes N - 90 degrees, 00 minutes W to 46 degrees, 00 minutes N - 91 degrees, 00 minutes W to 44 degrees, 00 minutes N - 90 degrees, 50 minutes W to 44 degrees, 00 minutes N - 89 degrees, 00 minutes W to 43 degrees, 40 minutes N - 87 degrees, 00 minutes W to 46 degrees, 08 minutes N - 87 degrees, 50 minutes W.

(3) 755th Aircraft Control and Warning Squadron - (P-31) -From a point 44 degrees, 00 minutes N - 89 degrees, 00 minutes W to 44 degrees, 00 minutes N - 90 degrees, 50 minutes W to 42 degrees, 00 minutes N - 90 degrees, 40 minutes W to 41 degrees, 20 minutes N - 88 degrees, 45 minutes W to 41 degrees, 20 minutes N - 87 degrees, 10 minutes W to 43 degrees, 33 minutes N - 86 degrees, 30 minutes W to 43 degrees, 40 minutes N - 87 degrees, 00 minutes W to 44 degrees, 00 minutes N - 89 degrees, 00 minutes W.

(4) 752nd Aircraft Control and Warning Squadron - (P-34) -From a point 45 degrees, 40 minutes N - 84 degrees, 30 minutes W to 46 degrees, 00 minutes N - 87 degrees, 00 minutes W to 46 degrees, 08 minutes N - 87 degrees, 50 minutes W to 43 degrees, 40 minutes N - 87 degrees, 00 minutes W to 43 degrees, 33 minutes N - 86 degrees, 30 minutes W to 43 degrees, 33 minutes N - 84 degrees, 30 minutes W to 43 N - 84 degrees, 30 minutes W.

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(5) 753d Aircraft Control and Warning Squadron - (P-66) -From a point 45 degrees, 20 minutes N on US/Canada boundary to 48 degrees, 20 minutes N - 83 degrees, 20 minutes W to 48 degrees, 15 minutes N - 85 degrees, 30 minutes W to 46 degrees, 00 minutes N - 87 degrees, 00 minutes W to 45 degrees, 40 minutes N - 84 degrees, 30 minutes W to 45 degrees, 20 minutes N on US/Canada boundary.

(6) 913th Aircraft Control and Warning Squadron - (C-14) - From 53 degrees, 00 minutes N - 82 degrees, 00 minutes W to 53 degrees, 00 minutes N - 87 degrees, 00 minutes W to 48 degrees, 45 minutes N - 87 degrees, 00 minutes W to 48 degrees, 20 minutes N - 83 degrees, 20 minutes N to 50 degrees, 00 minutes N - 82 degrees, 00 minutes N - 82 degrees, 00 minutes W to 53 degrees, 00 minutes N - 82 degrees, 00 minutes W to 53 degrees, 00 minutes N - 82 d

(7) 914th Aircraft Control and Warning Squadron - (C-15) -From 53 degrees, 00 minutes N - 87 degrees, 00 minutes W to 53 degrees, 00 minutes N - 90 degrees, 00 minutes W to 48 degrees, 45 minutes N - 90 degrees, 00 minutes W to 48 degrees, 45 minutes N - 87 degrees, 00 minutes W to 53 degrees, 00 minutes N - 87 degrees, 00 minutes W.

f. The subsectors of responsibility for the aircraft control and Warning Squadrons within the 58th Air Division (Defense) are as follows:

(1) 663d Aircraft Control and Warning Souadron - (P-42) -From a point 35 degrees, 11 minutes N - 82 degrees, 00 minutes W to 36 degrees, 35 minutes N - 82 degrees, 00 minutes W to 37 degrees, 00 minutes N -82 degrees, 14 minutes W to 37 degrees, 00 minutes N - 85 degrees, 00 minutes W to 35 degrees, 50 minutes N - 85 degrees, 00 minutes W to 34 degrees, 43 minutes N, 84 degrees, 08 minutes W to 34 degrees, 59 minutes N - 83 degrees, 22 minutes W thence along the No Car/So Car boundary to 35 degrees, 11 minutes N - 82 degrees, 00 minutes W.

(2) 783d Aircraft Control and Warning Squadron - (P-43) From a point 36 degrees, 35 minutes N - 82 degrees, 00 minutes W to 37 degrees, 00 minutes N - 81 degrees, 00 minutes W to 38 degrees, 42 minutes N - 79 degrees, 32 minutes W to 39 degrees, 45 minutes N - 81 degrees, 40 minutes W to 38 degrees, 45 minutes N - 83 degrees, 15 minutes W to 38 degrees, 45 minutes N - 84 degrees, 00 minutes W to 37 degrees, 00 minutes N - 84 degrees, 00 minutes W to 37 degrees, 00 minutes N - 82 degrees, 14 minutes W to 36 degrees, 35 minutes N - 82 degrees, 00 minutes W.

(3) 782d Aircraft Control and Warning Squadron - (P-53) From a point 41 degrees, 20 minutes N = 87 degrees, 10 minutes W to 41 degrees, 20 minutes N = 88 degrees, 45 minutes W to 38 degrees, 40 minutes N = 88 degrees, 58 minutes W to 38 degrees, 40 minutes N = 87 degrees, 00 minutes W to 39 degrees, 20 minutes N = 85 degrees, 15 minutes W to 40 degrees, 30 minutes N = 85 degrees, 30 minutes W to 41 degrees, 20 minutes N = 87 degrees. 10 minutes W.

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(4) 664th Aircraft Control and Warning Squadron - (P-73) From a point 41 degrees, 00 minutes N - 82 degrees, 20 minutes W to 41 degrees, 00 minutes N - 84 degrees, 15 minutes W to 40 degrees, 30 minutes N - 85 degrees, 30 minutes W to 39 degrees, 20 minutes W - 85 degrees, 15 minutes W to 38 degrees, 45 minutes N - 84 degrees, 30 minutes W to 38 degrees, 45 minutes N - 83 degrees, 15 minutes W to 39 degrees, 45 minutes N - 81 degrees, 40 minutes W to 41 degrees, 00 minutes ! - 82 degrees, 20 minutes W.

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(5) 784th Aircraft Control and Warning Squadron - (P-82) From a point 37 degrees, 00 minutes N - 84 degrees, 00 minutes W to 38 degrees, 45 minutes N - 84 degrees, 00 minutes W to 38 degrees, 45 minutes N - 84 degrees, 30 minutes W to 39 degrees, 20 minutes N - 85 degrees, 15 minutes W to 38 degrees, 40 minutes N - 87 degrees, 00 minutes W to 38 degrees, 40 minutes N - 86 degrees, 58 minutes W to 37 degrees, 13 minutes N - 89 degrees, 10 minutes W to 37 degrees, 00 minutes N - 89 degrees, 10 minutes W to 37 degrees, 00 minutes N - 84 degrees, 00 minutes W.

(6) 799th Aircraft Control and Warning Squadron - (SM-L45) From a point 35 degrees, 50 minutes N - 85 degrees, 00 minutes W to 37 degrees, 00 minutes N - 85 degrees, 00 minutes W to 37 degrees, 00 minutes N - 89 degrees, 10 minutes W along the Mississippi River to 34 degrees, 00 minutes N -91 degrees, 00 minutes W to 34 degrees, 00 minutes N - 87 degrees, 30 minutes W to 35 degrees, 50 minutes N - 85 degrees, 00 minutes W.

(7) 867th Aircraft Control and Warning Squadron - (SM-165) From a point 34 degrees, 43 minutes N - 84 degrees, 08 minutes W to 35 degrees, 50 minutes N - 85 degrees, 00 minutes W to 34 degrees, 00 minutes N - 87 degrees, 30 minutes W to 34 degrees, 00 minutes N - 86 degrees, 00 minutes W to 34 degrees, 43 minutes N - 84 degrees, 08 minutes W.

g. The subsectors of responsibility for the aircraft control and Warning Squadrons within the 85th Air Division (Defense) are as follows:

(1) 647th Aircraft Control and Warning Squadron - (P-55) -From a point 38 degrees, 29 minutes N - 75 degrees, 45 minutes W to 38 degrees, 33 minutes N - 75 degrees, 42 minutes W to 39 degrees, 43 minutes N - 75 degrees, 47 minutes W to 40 degrees, 25 minutes N - 77 degrees, 00 minutes W to 38 degrees, 42 minutes N - 79 degrees, 32 minutes W to 37 degrees, 40 minutes N - 77 degrees, 40 minutes W to 38 degrees, 29 minutes N - 75 degrees, 45 minutes W.

(2) 771st Aircraft Control and Warning Squadron - (P-56) -From a point 35 degrees, 40 minutes N - 69 degrees, 51 minutes W to 38 degrees, 33 minutes N - 75 degrees, 03 minutes W to 38 degrees, 33 minutes N - 75 degrees, 42 minutes W to 38 degrees, 29 minutes N - 75 degrees, 45 minutes W to 37 degrees, 40 minutes N - 77 degrees, 40 minutes W to 36 degrees, 20 minutes N - 76 degrees, 45 minutes W to 35 degrees, 48 minutes N - 77 degrees, 19 minutes W to 32 degrees, 00 minutes N - 70 degrees, 17 minutes W.

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(3) 701st Aircraft Control and Warning Squadron - (M-115) From a point 31 degrees, 18 minutes N - 74 degrees, 16 minutes W
to 33 degrees, 31 minutes N - 79 degrees, 03 minutes W to 34 degrees, 15
minutes N - 80 degrees, 00 minutes W to 35 degrees, 37 minutes N - 78 degrees,
37 minutes W to 35 degrees, 05 minutes N - 78 degrees, 05 minutes W to 35
degrees, 18 minutes N - 77 degrees, 19 minutes W to 32 degrees, 00 minutes N 70 degrees, 17 minutes W.

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(4) 632d Aircraft Control and Warning Squadron - (M-117) -From a point 37 degrees, 40 minutes N - 77 degrees, 40 minutes W to 36 degrees, 31 minutes N - 79 degrees, 00 minutes W to 36 degrees, 00 minutes N - 79 degrees, 00 minutes W to 35 degrees, 05 minutes N - 78 degrees, 05 minutes W to 36 degrees, 20 minutes N - 76 degrees, 45 minutes W to 37 degrees, 40 minutes N - 77 degrees, 40 minutes W.

(5) 649th Aircraft Control and Warning Squadron - (M-121) -From a point 37 degrees, 40 minutes N - 77 degrees, 40 minutes W to 38 degrees, 42 minutes N - 79 degrees, 32 minutes W to 37 degrees, 00 minutes N - 81 degrees, 00 minutes W to 36 degrees, 31 minutes N - 79 degrees, 00 minutes W to 37 degrees, 40 minutes N - 77 degrees, 40 minutes W.

(6) 810th Aircraft Control and Warning Squadron - (M-130) -From a point 36 degrees, 31 minutes N - 79 degrees, 00 minutes W to 37 degrees OO minutes N - 81 degrees, 00 minutes W to 36 degrees, 35 minutes N - 82 degrees, 00 minutes W along the 82d meridian to 35 degrees, 11 minutes N - 82 degrees, 00 minutes W eastward along the northern border of South Carolina to 34 degrees, 49 minutes N - 80 degrees, 49 minutes W to 34 degrees, 15 minutes N - 80 degrees, 00 minutes W to 35 degrees, 37 minutes N - 78 degrees, 37 minutes W to 36 degrees, 00 minutes N - 79 degrees, 00 minutes W to 36 degrees, 31 minutes N - 79 degrees, 00 minutes W.

FOR THE COMMANDER:

OFFICIAL:

THOMPSON

JOSEPH M. THOMPSON Lt Colonel, USAF Adjutant

DISTRIBUTION

W. R. GROHS Colonel, USAF Chief of Staff

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#### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 5) 10 January 1958

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ACTIVATION AND ASSIGNMENT OF USAF DISPENSARY -- 1. Effective 18 January 1958, the following unit (having been constituted and assigned to this command) is activated under appropriate UMD's with non-T/O authorizations at station indicated:

#### Unit

#### Station of Activation

644th USAF Dispensary

#### Fort Custer, Michigan

2. Concurrent with activation, the 644th USAF Dispensary is assigned to the Detroit Air Defense Sector.

3. Personnel will be furnished from sources available to the air division (defense) concerned.

4. Equipment is authorized in conformance with Section C, paragraph 8a(1) and (2) and 8d of Air Force Regulation 5-25.

5. The pertinent provisions of Air Force Manual 171-6 are applicable.

6. The procedence category for the above unit is established as indicated in the USAF Operating Program - Priorities of Programmed Units; any change will be reflected in subsequent issues of this publication.

7. Redesignation, inactivation or any future activation of this unit will remain a function of Headquarters United States Air Force and appropriate directives will be issued upon request. However, Headquarters Air Defense Command has been granted the authority to reorganize this unit in the future as desired without reference to Headquarters United States Air Force, provided the reorganization does not exceed the command's grade and space authorization.

8. Upon completion of action directed herein, Organization Status Change Report (Reports Control Symbol AF-Ol) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than O800 hours the first calendar day following the "as of" date.

9. Authority: Department of the Air Force letter, AFOMO 637K, dated 20 December 1957 and Headquarters Air Defense Command letter, ADLMO-F 3, Subject: Activation of 644th USAF Dispensary, dated 2 January 1958.

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GO 5 HEDEADF (ADC) USAF Stewart AFB NY 10 JAN 58 (CONT) (SGNR PAGE ONLY)

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FOR THE COMMANDER:

OFFICIAL:

11 h JOSEPH M. THOMPSON

30 - DIRADMINSER HEDUSAF (ATTN: PUB DIV)

5 - COMDR ADC (ATTN: ADLMO-F) 5 - EAOMO 5 - EAOST 4 - EAAGD/R

Lt Colonel, USAF Adjutant

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W. R. GROHS Colonel, USAF Chief of Staff

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#### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 6) 20 January 1958

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RESCISSI	ION																•												IV	

I. CONTROL AND SUPPORT OF 12TH WEATHER SQUADRON OPERATIONAL CONTROL --1. Under the provisions of paragraph 7, Air Force Regulation 20-2 and with concurrence of the Commander, Air Weather Service, operational control of the 12th Weather Squadron and detachments thereof is assumed by Easter Air Defense Force.

2. Operational control of specific detachments of the 12th Weather Squadron is delegated to the Air Defense units listed in Section III.

3. Eastern Air Defense Force control and supervision of the 12th Weather Squadron and detachments thereof shall be exercised through the Commander, 12th Weather Squadron who is designated Staff Weather Officer, Eastern Air Defense Force.

II. ADMINISTRATIVE AND LOGISTICAL SUPPORT -- 1. Under the provisions of Air Force Regulation 11-4, Air Force Regulation 20-2, and with the concurrence of the Commander, Air Weather Service, the responsibility for furnishing administrative support to the 12th Weather Squadron and detachments thereof is assumed by Eastern Air Defense Force.

2. Since the 12th Weather Squadron and detachments thereof are under the operational control of Eastern Air Defense Force units and thus not tenants on Eastern Air Defense Force installations, administrative and logistical support will be provided in the same manner as for assigned units. Where 12th Weather Squadron detachments are serving Eastern Air Defense Force units not located on Eastern Air Defense Force installations, logistical support will be provided by the host installation in accordance with separate agreements.

III. ASSIGNMENT OF RESPONSIBILITIES -- 1. The following table lists the Eastern Air Defense Force units and installations assigned operational control and the responsibility for administrative support for designated 12th Weather Squadron units. If both units are located on the same Eastern Air Defense Force installation the Eastern Air Defense Force unit will also assume responsibility for logistical support.

#### 12TH WEATHER SQUADRON UNIT

#### RESPONSIBLE UNIT

12th Weather Squadron

*Eastern Air Defense Force

Detachment 1, 12th Weather Squadron 14th Fighter Group (Air Defense)

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GO 6 HEDEADF (ADC) USAF Stewart AFB NY 20 JAN 58 (CONT) (PARA 1 CONT) Detachment 2, 12th Weather Squadron 85th Air Division (Defense) Detachment 4, 12th Weather Squadron New York Air Defense Sector, McGuire Air Force Base, New Jersey Detachment 5, 12th Weather Squadron 15th Fighter Group (Air Defense) Detachment 6, 12th Weather Squadron 37th Air Division (Defense) Detachment 8, 12th Weather Squadron 412th Fighter Group (Air Defense) Detachment 9, 12th Weather Squadron 52d Fighter Group (Air Defense) Detachment 10, 12th Weather Squadron 26th Air Division (Defense) Detachment 11, 12th Weather Squadron 329th Fighter Group (Air Defense) Detachment 12, 12th Weather Squadron 551st Airborne Early Warning & Control Wing (Air Defense) Detachment 14, 12th Weather Squadron 1st Fighter Wing (Air Defense) Detachment 15, 12th Weather Squadron 58th Air Division (Defense) Detachment 16, 12th Weather Squadron 32d Air Division (Defense) Detachment 17, 12th Weather Squadron 23d Fighter Group (Air Defense) Detachment 18, 12th Weather Squadron 56th Fighter Group (Air Defense) Detachment 19, 12th Weather Squadron 507th Fighter Group (Air Defense) Detachment 20, 12th Weather Squadron 30th Air Division (Defense) Detachment 22, 12th Weather Squadron 79th Fighter Group (Air Defense) Detachment 27, 12th Weather Squadron Syracuse Air Defense Sector, Syracuse (When Organized) Air Force Station, New York Detachment 34, 12th Weather Squadron 473d Fighter Group (Air Defense) Detachment 39, 12th Weather Squadron Boston Air Defense Sector, Stewart Air (When Organized) Force Base, New York Detachment 41, 12th Weather Squadron Washington Air Defense Sector, Fort Lee, (When Organized) Virginia Detachment 42, 12th Weather Squadron Bangor Air Defense Sector, Topsham, Maine (When Organized)

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Detachment 46, 12th Weather Squadron 35th Air Division (Defense)

* 329th Fighter Group (Air Defense), Stewart Air Force Base, New York, is responsible for administrative support, logistical support and field level maintenance for 12th Weather Squadron.

IV. RESCISSION -- 1. Eastern Air Defense Force General Orders 25, dated 22 April 1953, and General Orders 3, dated 3 February 1954, are rescinded and will be removed from the files. Т

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FOR THE COMMANDER:

OFFICIAL:

W. R. GROHS Colonel, USAF Chief of Staff THOMPSON

COSEPH M. THOMPS Lt Colonel, USAF Adjutant

DISTRIBUTION: A Plus 35 - 12th Weather Squadron

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#### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 7)

24 January 1958

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ANNOUNCEMENT OF CHANGE IN ORGANIZATION OF HEADQUARTERS EASTERN AIR DEFENSE FORCE -- 1. Announcement is made of the following changes in the organization of the Headquarters, Eastern Air Defense Force, effective 1 February 1958:

a. The Directorate of Finance, Comptroller, is redesignated as the Directorate of Accounting and Finance, Comptroller.

b. The Directorate of Budget and Accounting, Comptroller, is redesignated as the Directorate of Budget, Comptroller.

2. Authority: Headquarters Air Defense Command letter, Subject: Accounting and Finance Integration, dated 27 December 1957.

FOR THE COMMANDER:

OFFICIAL:

W. R. GROHS Colonel, USAF Chief of Staff

JOSEPH M. THOMPSON Lt Colonel, USAF Adjutant

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#### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 8)

27 January 1958

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COMMENDATION RIBBON - By direction of the Secretary of the Air Force, under the provisions of paragraph 29, Air Force Regulation 900-7, 16 July 1957 and paragraph 4, Air Force Regulation 900-7/Air Defense Command Supplement-1, 5 August 1957, the Commendation Ribbon is awarded the following named officers for meritorious service during the periods indicated.

> LIEUTENANT COLONEL DALE A. ROTZ, A02053802 6 July 1954 to 31 January 1958

LIUETENANT COLONEL SEWALL Y. AUSTIN, 2194A 25 May 1956 to 31 January 1958

W. R. GROHS

Colonel, USAF Chief of Staff

FOR THE COMMANDER:

OFFICIAL:

THOMPSON Lt Colonel, USAF

Lt Colonel, USAF Adjutant

DISTRIBUTION: A Plus 5 - DIRMILPERS HQ USAF (ATTN: PERS SVC DIV)

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#### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 9) 30 January 1958

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ANNOUNCEMENT OF RETIREMENT -- 1. Announcement is made of the retirement of Lieutenant Colonel Dale A Rotz, A02053802, Eastern Air Defense Force, Stewart Air Force Base, New York, effective 31 January 1958, after more than 20 years active Federal Military Service.

2. Colonel Rotz was born is Shippensburg, Pennsylvania. He received a diploma from Shippensburg Commercial school in 1936, and was graduated from the Air Corps Radar Repair and Operations School in 1939. Enlisting as a private, Colonel Rotz attained the rank of Master Sergeant, and the position of Communications Chief prior to his discharge from active duty to accept a commission on 5 June 1943. During the period of World War II, he served as a Squadron Communications Officer, a Group Communications Officer, and a Base Communications and Cryptographic Officer, prior to his release from extended active duty, 11 January 1947. While on extended active duty as a commisioned officer, Colonel Rotz advanced to the grade of Major. Returned to the ranks, Colonel Rotz served as a Master Sergeant again until 31 July 1948, at which time he was recalled to extended active duty as a Major. He has served in this grade and the one now held since 1948. Some of the various duty stations where he has served are: Mitchel Air Force Base, New York, Ent Air Force Base, Colorado, Pepperrel Air Force Base, Newfoundland, and Stewart Air Force Base, New York. His career has been primarily in the communications field. Colonel Retz arrived at Eastern Air Defense Force 9 June 1954, and has been the Assistant Director of Communications and Electronics since that date.

3. Colonel Rotz has been awarded the Commendation Ribbon, Distinguished Unit Citation, the American Defense Service Medal, the American Campaign Medal, Europe-Asia-Mediterranean Medal, the World War II Victory Medal and the National Defense Service Medal.

FOR THE COMMANDER:

THOMPSON M. It Colonel, USAF Adjutant

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HEADQUARTERS EASTEEN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) 10)

1

INACTIVATION OF UNIT. 

I. AMENDMENT OF GENERAL OFDERS -- 1. So much of paragraph 2, Eastern Air Defense Force General Orders Number 68, dated 4 September 1957, pertaining to the reorganization of the 1st Consolidated Aircraft Maintenance Squadron and the 94th Fighter Interceptor Squadron, effective 8 December 1957, is revoked.

2. Authority: Department of the Air Force letter, AFOMD 672k, 23 January 1958, and Headquarters Air Defense Command letter, ADLMO-F 7, Subject: "Reorganization of 445th Fighter Interceptor Squadron and Certain Other Units", dated 31 January 1958.

II. AMENDMENT AND/OR REVOCATION OF GENERAL ORDERS -- 1. Eastern Air Delense Force General Orders Number 90, dated 30 October 1957, is revoked.

2. So much of paragraph 2, Eastern Air Defense Force General Orders Number 60, dated 5 August 1957, pertaining to the reorganization of the 46th Fighter Interceptor Squadron and the 604th Consolidated Aircraft Maintenance Squadron, effective 8 November 1957, is revoked.

3. Eastern Air Defense Force General Orders Number 78, dated 27 September 1957, is revoked.

4. Authority: Department of the Air Force messages AFOMD-M-1 116039, dated E 16 January 1958, and AFOMO-M-1 41670, dated 30 January 1958, and Headquarters Air Defense Command letter, ADLMO-F 5, Subjects "Reorganization of 46th Fighter Interceptor Squadron and Certain Other Units", dated 31 January 1958.

III. INACTIVATION OF UNIT -- 1. Effective 8 February 1958, the following unit is inactivated at station indicated:

#### Unit

Station of Inactivation

6 February 1958

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603d Consolidated Aircraft Maintenance Squadron

Westover Air Force Base, Massachusetts

2. Concurrently with inactivation, this unit will revert to the control of the Department of the Air Force.

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ther units of 26th Air Bivision (Derense).

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L. Equipment rendered surplus by this action will be utilized to the extent possible to fill requirements of other units of the 26th Air Division (Defense) located at station of inactivation. Items not required for this purpose will revert to stocks to fill present and future requirements. On Authorization List is voided on date of inactivation.

5. Records will be disposed of in accordance with instructions contain in Air Force Manual 181-5. T

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6. The pertinent provisions of Air Force Manual 171-6 and Air Force Regulation 176-2, as amended, are applicable.

7. Upon completion of action directed herein, Organization Status Charter Report (Reports Control Symbol AF-01) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force to arrive not later than 0800 hours the first calendar day following the "as of" date.

8. Authority: Department of the Air Force messages AFOMO-M-1 116039. dated 16 January 1958, and AFOMO-M-1 41670, dated 30 January 1958, and Headquarters Air Defense Command letter, ADLMO-F 5, Subject: "Reorganization of 46th Fighter Interceptor Squadron and Certain Other Units", dated 31 January 1958.

IV. REORGANIZATION OF UNITS -- 1. Effective on dates indicated, the following units are reorganized under appropriate Unit Manning Documents, with capability as cited in Part I of listed O/Ts, as indicated:

Unit	O/T Composition	Effective Date
60th Fighter Interceptor Squadron	1135B, Para 1 & 2j, Part I	8 May 1958
602d Consolidated Aircraft Maintenance Squadron	h155D, Para 1 & 21, plus 2j, Part I	8 May 1958
331st Fighter Interceptor Squadron	1135, Para 1 & 2a, Part I	8 February 1958
329th Consolidated Aircraft Maintenance Squadron	1155A, Para 1 & 2a, Part I	8 February 1958
87th Fighter Interceptor Squadron	1135, Para 1 & 2j, Part I	8 May 1958
337th Fighter Interceptor Squadron	1135, Para 1 & 2k, Part I	8 February 1958
324th Fighter Interceptor Squadron	1135, Para 1 & 2a, Part I	8 February 1958
71st Fighter Interceptor Squadron	11358, Para 1 & 2k, Part I	8 February 1958
lat Conselidated Aircraft Maintenance Squadrom	4155D, Para 1 & 2a, plus 2k, Part I	8 February 75

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2. Authorized strengths for above units will be as reflected on the appropriate unit manning document, and as corroborated by the Manpower Authorization Voucher (MAV).

3. Personnel will be furnished from sources available to the sir (defense) concerned.

4. a. The above are Category D units, except for 32hth and 33ht Schlede Interceptor Squadrons, and are authorized Unit Essential Equipment as intering the MEAL O/T Supplement with a basis of issue relating to above composition. The UME authorized column of UAL will be prepared in conformance with particular 7e, Air Force Regulation 5-25 to include full allowances of non-variable equipment listed in MEAL O/T Supplement in Column 3A for above organizational structure. The UME in-use column of UAL will be reduced under provisions of paragraph 76 Mil (f) of Air Force Regulation 5-25 to align non-variable equipment authorizations with the UMD. Variable items, T/A 1-21 and MEAL O/T Supplement, will be based on the UMD strength of the unit. These units are authorized additional equipment in the USE column of the UAL in conformance with paragraph 8d, Air Force Regulation 5-25.

b. The 32hth and 33lst Fighter Interceptor Schadrons are Category B units and are authorized Unit Essential Equipment as listed in the MEAL O/T Supplement with a basis of issue relating to above composition. The UME authorize column of the UAL will be prepared in conformance with paragraph 7e. Air Force Regulation 5-25 to include full allowances of non-variable equipment listed in MEAL O/T Supplement in Columns 3A, B and C for above organizational structures. The UME in-use column of the UAL will be reduced under provisions of paragraph 7h (1) (f) of Air Force Regulation 5-25 to align non-variable equipment authorizations with the UMD. Variable items, T/A 1-21 and MEAL O/T Supplement, will be based on the UMD strength of the unit. These units are authorized additional equipment in the USE column of the UAL in conformance with paragraph 8d, Air Force Regulation 5-25.

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5. Pertinent provisions of Air Force Manual 171-6, 1 March 1955, as amended, will apply.

6. Upon completion of action directed herein, Organization Status Channe Report (Reports Control Symbol AF-Ol) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than O800 hours the first calendar day following the "as of" date.

7. Authority: Department of the Air Force messages AFOMO-M-1 11003, 1161. 16 January 1958, and AFOMO-M-1 41670, dated 30 January 1958; Headquarters Air Defense Command letter, ADLMO-F 5, Subject: "Reorganization of the Moth Figure Interceptor Squadron and Certain Other Units", dated 31 January 1958 and Headquarters Air Defense Command message, ADLMO-F-456, dated 5 February 1958

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

#### 10 February 1958

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GENERAL ORDERS) NUMBER 11)

COMMENDATION RIBBON -- 1. By direction of the Secretary of the Air Force, under the provisions of paragraph 29, Air Force Regulation 900-7, 16 July 1957 and paragraph 4, Air Force Regulation 900-7/Air Defense Command Supplement-1, 5 August 1957, the Commendation Ribbon is awarded the following named officers and airmen for meritorious service during the periods indicated:

> MAJOR DELLAS A BROWN, A0675032 20 October 1955 to 2 December 1957

CAPTAIN CHARLES F PRESTON, A0842543 11 September 1956 to 20 December 1957

CAPTAIN ROBERT L HAYFORD, 25942A 15 August 1954 to 25 October 1957

CHIEF WARRANT OFFICER JOE B CREED, 953668E 1 May 1954 to 20 December 1957

MASTER SERGEANT LEAMON A GILBERT, AF14150394 1 January 1957 to 31 October 1957

MASTER SERGEANT SAMUEL C ALLEN, AF6934569 18 August 1956 to 31 October 1957

MASTER SERGEANT WALTER M WHITFIELD, AF13226150 30 September 1955 to 30 October 1957

TECHNICAL SERGEANT JOHN R HITLIN, AF12298672 20 September 1956 to 5 December 1957

TECHNICAL SERGEANT CLARENCE C MCNEAL, AF14602521 25 June 1956 to 31 October 1957

STAFF SERGEANT VINCENT E MEADE, AF12391459 25 January 1956 to 30 November 1957

2. By direction of the Secretary of the Air Force, under the provisions of paragraph 29, Air Force Regulation 900-7, 16 July 1957 and paragraph 4, Air Force Regulation 900-7/Air Defense Command Supplement-1, 5 August 1957, the Commendation Ribbon is awarded the following named officer and airmen for meritorious achievement during the periods indicated:

> FIRST LIEUTENANT EARL D TAYLOR, A03006328 4 April 1957

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GO 11 Hq RADF (ADC) USAF Stewart AFB NY 10 Feb 58 (Continued) (Paragraph 2 Continued)

> MASTER SERGEANT STANLEY A PHILLIPS, AF35601993 21 March 1957 to 19 August 1957 *

MASTER SERGEANT DAN C PURKEY, AF34724555 24 July 1956 to 1 November 1957

Adjutant

FOR THE COMMANDER:

JOSEPH M. THOMPSON Lt Colonel, USAF

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

10 February 1958

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GENERAL ORDERS) NUMBER 12)

RESCISSION -- Eastern Air Defense Force General Orders Number 96, dated 21 November 1957, pertaining to the attachment of Enlisted Women in Air Force personnel of this headquarters to the Women in Air Force Squadron Section, Headquarters 329th Fighter Group, is rescinded.

FOR THE COMMANDER:

OSEAH M. THOMPSON

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Lt Colonel, USAF Adjutant

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 13) 10 February 1958

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DISCONTINUANCE OF GROUND OBSERVER DETACHMENTS -- 1. Effective on dates indicated, the following detachments are discontinued at stations indicated:

Unit	Station of Discontinuance	Effective Date
Detachment 1, 4670th Ground Observer Squadron	New Haven, Connecticut	1 March 1958
Detachment 10, 4670th Ground Observer Squadron	Manchester, New Hampshire	1 March 1958
Detachment 1, 4671st Ground Observer Squadron	Buffalo, New York	1 April 1958
Detachment 11, 4671st Ground Observer Squadron	Pittsburgh, Pennsylvania	1 April 1958

2. Personnel rendered surplus by this action will be absorbed by other vits within the air division (defense) concerned.

3. Equipment rendered surplus by this action will be disposed of in accordance with current directives and unit authorization list numbers are voided.

4. Records will be disposed of in accordance with Air Force Manual 181-5.

5. The pertinent provisions of Air Force Manual 171-6 and Air Force Regulation 176-2, as amended, are applicable.

6. Upon completion of action directed herein, Organization Status Change Report (Reports Control Symbol AF-O1) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force to arrive not later than 0800 hours the first calendar day following the "as of" date.

7. Authority: Headquarters Air Defense Command message, ADLMO-F 448, dated 3 February 1958.

FOR THE COMMANDER:

THOMPSON OSEL Lt Colonel, USAF Adjutant

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30 - DI RADMINSER HEDUSAF (ATTN: PUB DIV) 10 - COMDR ADC (ATTN: ADLMO-F) - EAOMO

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NUMBER 14)

I. INACTIVATION OF UNIT -- 1. Effective 8 April 1958, the following unit is inactivated at station indicated:

#### Unit

#### Station of Inactivation

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604th Consolidated Aircraft Maintenance Squadron Dover Air Force Base, Dover, Delaware

2. Concurrently with inactivation, this unit will revert to the control of the Department of the Air Force.

3. Personnel rendered surplus by this action will be absorbed within other units of 26th Air Division (Defense).

4. Equipment rendered surplus by this action will be utilized to the extent possible to fill requirements of other units of the 26th Air Division (Defense) located at station of inactivation. Items not required for this purpose will revert to stocks to fill present and future requirements. Unit Authorization List is voided on date of inactivation.

5. Records will be disposed of in accordance with instructions contained in Air Force Manual 181-5.

6. The pertinent provisions of Air Force Manual 171-6 and Air Force Regulation 176-2, as amended, are applicable.

7. Upon completion of action directed herein, Organization Status Change Report (Reports Control Symbol AF-O1) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0800 hours the first calendar day following the "as of" date.

8. Authority: Department of the Air Force messages AFOMO-M-1 116039 dated 16 January 1958, and AFOMO-M-1 11670 dated 30 January 1958 and Headquarters Air Defense Command Letter, ADLMO-F 5, Subject: "Reorganization of 16th Fighter Interceptor Squadron and Certain Other Units", dated 31 January 1958.

II. REDEGANIZATION OF UNITS -- 1. Effective on dates indicated, the following units are reorganized under appropriate Unit Manning Documents, with capability as cited in Part I of listed O/Ts, as indicated:

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GO 14 Ho EADF (ADC) USAF Stewart AFB NY 11 Feb 58 (Continued) (II, paragraph 1 continued)

Unit	O/T Composition	Effective Date
h6th Fighter Interceptor Squadron	1135, Para 1 and 2b, Part I	8 April 1958
98th Fighter Interceptor Squadron	1135, Para 1 and 2h, Part I	8 April 1958
98th Fighter Interceptor Squadron	1135, Para 1 and 21, Part I	8 August 1958

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2. Authorized strengths for above units will be reflected on the appropriate unit manning document, and as corroborated by the Manpower Authorization Voucher (MAV).

3. Personnel will be furnished from sources available to the Commander, 26th Air Division (Defense).

4. The above Category D units are authorized UEE as listed in the MEAL O/T Supplement with a basis of issue relating to above composition. The UME authorized column of UAL will be prepared in conformance with paragraph 7e, Air Force Regulation 5-25 to include full allowances of non-variable equipment listed in MEAL O/T Supplement in column 3A for above organizational structure. The UME in-use column of UAL will be reduced under provisions of paragraph 7h (1) (f) of Air Force Regulation 5-25 to align non-variable equipment authorizations with the UMD. Variable items, T/A 1-21 and MEAL O/T Supplement, will be based on the UMD strength of the unit. These units are authorized additional equipment in the USE column of the UAL in conformance with paragraph 8d, Air Force Regulation 5-25.

5. Pertinent provisions of Air Force Manual 171-6, 1 March 1955, as amended, will apply.

6. Upon completion of action directed herein, Organization Status Change Report (Reports Control Symbol AF-O1) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force to arrive not later than 0800 hours the first calendar day following the "as of" date.

7. Authority: Department of the Air Force messages AFOMO-M-1 116039 dated 16 January 1958, and AFOMO-M-1 h1670 dated 30 January 1958; Headquarters Air Defense Command Letter, ADLMO-F 5, Subject: "Reorganization of 46th Fighter Interceptor Squadron and Certain Other Units", dated 31 January 1958 and Headquarters Air Defense Command message, ADLMO-F 456, dated 5 February 1958.

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GO 14 Hq EADF (ADC) USAF Stewart AFB NY 11 Feb 58 (Continued) (Signature Page Only)

FOR THE COMMANDER:

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OSEPH M. THOMPSON Lt Colonel, USAF Adjutant

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. HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL OFDERS) NUMBER 15) 25 February 1958

ANNOUNCEMENT OF CHANGE IN ORGANIZATION OF HEADQUARTERS EASTERN AIR 

I. ANNOUNCEMENT OF CHANGE IN ORGANIZATION OF HEADQUARTERS EASTERN AIR DEFENSE FORCE -- 1. Announcement is made of the following change in the organization of the Headquarters, Eastern Air Defense Force, effective 20 February 1958:

a. The Assistant for Safety is redesignated as the Chief of Safety.

2. Authority: Headquarters Air Defense Command message, ADHSA 0059, 13 February 1958.

II. STAFF ASSIGNMENT -- 1. LIEUTENANT COLONEL WILLIAM C HELLRIEGEL, 8643A, is assigned as Chief of Safety, effective 20 February 1958.

FOR THE COMMANDER:

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OSEPH M. THOMPSON Lt Colonel, USAF

Adjutant

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 16)

AMENDMENT OF GENERAL ORDERS -- 1. So much of paragraph 1, General Orders 98, this headquarters, 3 December 1957, as pertains to effective date of activation of 691st Aircraft Control and Warning Squadron, as reads "8 March 1958" is amended to read "8 June 1958".

2. Authority: Department of the Air Force letter, AFOMO 726k, 21 February 1958 and Headquarters Air Defense Command message, ADIMO-F 516, 21 February 1958.

FOR THE COMMANDER:

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DESEPTIM Tompon Lt Colonel, USAF Adjutant

28 February 1958

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GENERAL ORDERS) NUMBER 17) 7 March 1958

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COMMENDATION RIEBON -- 1. By direction of the Secretary of the Air Force, under the provisions of paragraph 29, Air Force Regulation 900-7, 16 July 1957 and paragraph 4, Air Force Regulation 900-7/Air Defense Command Supplement-1, 5 August 1957, the Commendation Ribbon is awarded the following named officers and airmen for meritorious service during the periods indicated:

> LIEUTENANT COLONEL SAMUEL J WICKER, 12116A 10 January 1957 to 8 January 1958

> > MAJOR HARRY C JENSEN, A01115302 17 April 1954 to 8 January 1958

> > MAJOR JOHN S COLE JR, A0767497 4 July 1955 to 31 December 1957

CAPTAIN NED R JOHNSON, A03043611 2 June 1956 to 3 January 1958

CAPTAIN WILLIAM J HARRINGTON, A01167887 20 February 1957 to 8 January 1958

CAPTAIN RICHARD E PITSCH, A01052919 9 December 1956 to 31 December 1957

CAPTAIN DEAN L COLAIANNI, A0728155 12 January 1957 to 11 January 1958

MASTER SERGEANT WILLIAM NULL, AF6460439 24 June 1957 to 4 November 1957

TECHNICAL SERGEANT PAUL C HINCKLEY, AF12256596 9 July 1954 to 21 January 1958

2. By direction of the Secretary of the Air Force, under the provisions of paragraph 29, Air Force Regulation 900-7, 16 July 1957 and paragraph 4, Air Force Regulation 900-7/Air Defense Command Supplement-1, 5 August 1957, the Commendation Ribbon (First Oak Leaf Cluster) is awarded the following named officer for meritorious service during the period indicated:

> MAJOR ALSTON L BROWN, 10162A 15 September 1956 to 13 November 1957

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GO 17 Hq EADF (ADC) USAF Stewart AFB NY 7 Mar 58 (Continued) (Signature page only)

FOR THE COMMANDER:

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DISTRIBUTION: A Plus 5 - DIRMILPERS HQ USAF (ATTN: PERS SVC DIV) 100 - EAPPS

CSEPH M. THOMPSON It Colonel, USAF 0 Adjutant

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 18) 10 March 1958

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AMENDMENT OF GENERAL OFDERS -- 1. Effective 18 March 1958, Detachment #1 (Inspection), Headquarters Eastern Air Defense Force, with duty station at Truax Field, Madison, Wisconsin, is attached to the 327th Fighter Group (Air Defense) for logistic support, except that supply and administrative support will be the responsibility of Headquarters, 37th Air Division (Defense).

2. Concurrently, paragraph 3, EADF General Orders Number 16 dated 19 February 1957, is rescinded.

3. Authority: Air Force Regulation 20-27 dated 15 September 1955.

FOR THE COMMANDER:

4 OSEPH M. THOMPSON

DISTRIBUTION:

- A Plus 30 - DIRADMINSER HEDUSAF
- (ATTN: PUB DIV) 10 - COMDR ADC (ATTN: ADLMO-F)
- 5 EACST 5 EAOMO
- 4 EAAGD/R
- 1 EAAGD/O

Lt Colonel, USAF Adjutant

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 19)

25 March 1958

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COMMENDATION RIBBON -- By direction of the Secretary of the Air Force, under the provisions of paragraph 29, Air Force Regulation 900-7, 16 July 1957 and paragraph 4, Air Force Regulation 900-7/Air Defense Command Supplement 1, 5 August 1957, the Commendation Ribbon is awarded the following named officer for meritorious service during the period indicated:

> COLONEL GAETANO V STRATI, 2208A 8 June 1955 to 31 March 1958

FOR THE COMMANDER:

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THOMPSON OSERA M. Lt Colonel, USAF Adjutant

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#### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 20)

27 March 1958

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REORGAN IZATION OF UNIT -- 1. Effective 8 May 1958, the following unit is reorganized under appropriate Unit Manning Document, with capability as cited in Part I of listed O/T, and with authorized strength as indicated:

		Authorized Strength			
Unit	<u>0/T</u>	Off	WO	Amn	
56th Fighter Interceptor Squadron	1135, 30 Apr 56, (revised 30 Sep 57), para 1 and 2k, Part I	- 40	3	276	

2. Personnel will be furnished from sources available to air division (defense) concerned.

3. The above unit is a Category D unit and is authorized Unit Essential Equipment only as listed in the MEAL O/T Supplement with a basis of issue relating to the above composition. The UME authorized column of the UAL will be prepared in conformance with paragraphs 2a and  $\S$ , Section 6, Volume XXI, AFM 67-1 and paragraph 2b, AFR 67-96, to indicate full allowances of non-variable equipment listed in Column 3A of the MEAL O/T Supplement for the above organizational structure. The UME in-use column of the UAL will be reduced under the provisions of paragraph 9a, Section 6, Volume XXI, AFM 67-1, to align non-variable equipment authorizations with the UMD. Variable items, T/A 1-21 and MEAL O/T Supplement will be based on the UMD strength of the uAL in conformance with paragraph 3a, Section 6, Volume XXI, AFM 67-1 and paragraph 2a(1), AFR 67-96. Also, additional equipment is authorized (Applicable TTE) in the UME Column of the UAL in conformance with paragraph 2, AFR 67-96.

4. Pertinent provisions of Air Force Manual 171-6, 1 March 1955, as amended, will apply.

5. Upon completion of action directed herein, Organization Status Change Report (Reports Control Symbol AF-Ol) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force to arrive not later than 0800 hours the first calendar day following the "as of" date.

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GO 20 Hq EADF (ADC) USAF Stewart AFB NY 27 Mar 58 (Continued)

6. Authority: Department of the Air Force letter AFOMO 542k dated 22 August 1957, Subject: "Reorganization of the 56th Fighter Interceptor Squadron", as amended by Department of the Air Force letter AFOMO 748k, dated 12 March 1958, and letter, ADIMO-F-3 (9), Headquarters Air Defense Command, 21 March 1958, Subject: "Reorganization of 56th Fighter Interceptor Squadron".

FOR THE COMMANDER:

DISTRIBUTION:

A Plus 5 - EAOMO 5 - EACST

JOSEPH M. THOMPSON Lt Colonel, USAF Adjutant

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- 4 EAGD/R 5 COMDR ADC (ATTN: ADLMO-F) 30 DIRADMINSER HEDUSAF (ATTN: PUB DIV)

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 21) 3 April 1958

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STAFF ASSIGNMENT -- LTCOL RICHARD D CASE, 20040A, this headquarters, is assigned as Staff Judge Advocate, effective 1 April 1958, vice COLONEL GAETANO V STRATI, 2208A, this headquarters, relieved.

FOR THE COMMANDER:

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DISTRIBUTION:

BEN D. MOORHEAD Captain, USAF Asst Adjutant

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 22) 3 April 1958

I. DISCONTINUANCE OF AIR DEFENSE GROUP -- 1. Effective 25 June 1958, the following unit is discontinued at station indicated:

Unit

#### Station of Discontinuance

Headquarters 4729th Air Defense Group Westover Air Force Base, Massachusetts

2. Personnel rendered surplus by this action will be absorbed by other units under the control of the Commander, 26th Air Division (Defense) to the extent possible. Personnel which cannot be effectively absorbed will be reassigned in accordance with further instructions from this headquarters.

3. Equipment rendered surplus by this action will be disposed of in accordance with current directives and unit authorization list numbers are voided.

4. Records will be disposed of in accordance with Air Force Manual 181-5.

5. Unit funds will be disposed of in accordance with paragraph 16b(4), Air Force Regulation 176-2, as supplemented.

6. Upon completion of action directed herein, Organization Status Change Report (Reports Control Symbol AF-01) will be prepared in accordance with current directives, and submitted to the Commander. Fastern Air Defense Force, to arrive not later than 0800 hours the first calendar day following the "as of" date.

7. Authority: Air Force Regulation 20-27 and Headquarters Air Defense Command letter ADLMO-F-3 (10), Subject: "Discontinuance of 4729th Air Defense Group", dated 21 March 1958.

II. RFASSIGNMENT OF UNIT -- 1. Effective 25 June 1958, the 337th Fighter Interceptor Squadron is reassigned to the Boston Air Defense Sector.

2. Authority: Air Force Regulation 20-27 and Headquarters Air Defense Command letter ADLMO-F-3 (10), Subject: "Discontinuance of 4729th Air Defense Group", dated 21 March 1958. )

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GO 22 Ho EADF (ADC) USAF Stewart AFB NY 3 Apr 58 (Continued)(Signature Page Only)

FOR THE COMMANDER:

Bena Thompson

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BEN D. MOORHEAD

Captain, USAF Asst Adjutant

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER '23)

4 April 1958

REORGANIZATION OF UNITS -- 1. Effective 18 April 1958, the following units are reorganized under appropriate Unit Manning Documents, with capability as cited in Part I of listed O/Ts and with authorized strength as indicated:

		Authorized	Authorized Strength		
Unit	O/T Composition	Off	Amn		
331st Fighter Interceptor Squadron	1135B, Para 1 and 2A, Part I	35	14		
329th Consolidated Aircraft Maintenance	4155A, Para 1 and 2B, Part I	15	731		

2. Personnel will be furnished from sources available to air division (defense) concerned.

3. The above are Category D units and are authorized Unit Essential Equipment only as listed in the MEAL O/T Supplement with a basis of issue relating to the above composition. The UME authorized column of the UAL will be prepared in conformance with paragraphs 2a and b, Section 6, Volume XXI, Air Force Manual 67-1 and paragraph 2b, Air Force Regulation 67-96, to indicate full allowances of non-variable equipment listed in Column 3A of the MEAL O/T Supplement for the above organizational structure. The UME in-use column of the UAL will be reduced under the provisions of paragraph 9a, Section 6, Volume XXI, Air Force Manual 67-1, to align non-variable equipment authorizations with the UMD. Variable items, T/A 1-21 and MEAL O/T Supplement will be based on the UMD strength of the unit. These units are authorized additional equipment in the USE column of the UAL in conformance with paragraph 3a, Section 6, Volume XXI, Air Force Manual 67-1 and paragraph 2a (1), Air Force Regulation 67-96. Also, additional equipment is authorized (applicable TTE) in the UME column of the UAL in conformance with paragraph 2a (1), Air Force Regulation 67-96.

4. Pertiment provisions of Air Force Manual 171-6, 1 March 1955, as amended, will apply.

5. Upon completion of action directed herein, Organization Status Change Report (Reports Control Symbol AF-O1) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0800 hours the first calendar day following the "as of" date. PAGE IS UNCLASSIF

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GO 23 Hq EADF (ADC) USAF Stewart AFB NY 4 Apr 58 (Continued)

6. Authority: Headquarters USAF unclassified (EFTO) message AFOMO-M-1 53017 dated 21 March 1958 and ADIMO-F-3 (11), letter, Headquarters Air Defense Command, 24 March 1958, Subject: "Reorganization of the 331st Fighter Inter-ceptor Squadron and the 329th Consolidated Aircraft Maintenance Squadron".

FOR THE COMMAN DER:

us. montes BEN D. MOORHEAD Captain, USAF Asst Adjutant

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GEVERAL ORDERS) NUMBER 24)

9 April 1958

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I. REVOCATION OF GENERAL ORDERS -- 1. Eastern Air befense Force General Orders Number 14 dated 11 February 1958, is revoked.

2. Authority: Air Force Regulation 20-27 dated 15 September 1955.

II. D'ACTIVATION OF WHITS -- 1. Effective 1 July 1958, the following units are inactivated at stations indicated:

Unit

#### Station of Inactivation

46th Fighter Interceptor Squadron

Dover Air Force Base, Dover, Delaware

604th Consolidated Aircraft Maintenance Squadron Dover Air Force Base, Dover, Delaware

2. Concurrently with inactivation, these units will revert to the control of the Department of the Air Force.

3. Personnel rendered surplus by this action will be absorbed within other units of 26th Air Division (Defense).

4. Equipment rendered surplus by this action will be utilized to the extent possible to fill requirements of the 98th Fighter Interceptor Squadron. Items not required for this purpose will revert to stocks to fill present and future requirements. Unit Authorization Lists are voided on date of inactivation.

5. Records will be disposed of in accordance with instructions contained in Air Force Manual 181-5.

6. The pertinent provisions of Air Force Manual 171-6 and Air Force Regulation 176-2, as supplemented, are applicable.

7. Upon completion of action directed herein, Organization Status Change Report (Reports Control Symbol AF-OL) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force to arrive not later than 0'800 hours the first calendar day following the "as of" date.

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GO 24 Hq EADF (ADC) USAF Stewart AFB NY 9 Apr 58 (Continued)

8. Authority: Department of the Air Force letter, APOMO 78K dated 1 April 1958, Subject: "Inactivation of 46th Fighter Interceptor Squadron and Headquarter Air Defense Command message, ADIMO-F-3 603 dated 4 April 1958.

III. REORGANIZATION OF UNITS -- 1. Effective on dates indicated, the following unit is reorganized under appropriate Unit Manning Documents, with capability as cited in Part I of listed O/Ts, as indicated:

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Unit	0/T Composition	Effective	
98th Fighter Interceptor Squadron	1135, Para 1 and 2h, Part I	1 July 1958	
98th Fighter Interceptor Squadron	1135, Para 1 and 21, Part I	8 August 1958	

2. Authorized strength for above unit will be reflected on the appropriate Unit Manning Document, and as corroborated by the Manpower Authorization Voucher (MAV).

3. The above Category D unit is authorized UEE as listed in the IEAL O/T Supplement with a basis of issue relating to above composition. The UEE authorized column of UAL will be prepared in conformance with paragraph 7e, Air Force Regulation 5-25 to include full allowances of non-variable equipment listed in NEAL O/T Supplement in column 3A for above organizational structure. The UNE in-use column of UAL will be reduced under provisions of paragraph 7h (1) (f) of Air Force Regulation 5-25 to align non-variable equipment authorizations with the UED. Variable items, T/A 1-21 and NEAL O/T Supplement, will be based on the UND strength of the unit. This unit is authorized additional equipment in the USE column of the UAL in conformance with paragraph 8d, Air Force Regulation 5-25.

4. Pertinent provisions of Air Force Manual 171-6, 1 March 1955, as amended, will apply.

5. Fupon completion of action directed herein, Organization Status Change Report (Reports Control Symbol  $A^{\rm F}$ -Ol) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than OSOO hours the first calendar day following the "as of" date.

6, Authority: Department of the Air Force letter, AFOMO 781k dated 1 April 1958, Subject: "Inactivation of 46th Fighter Interceptor Squadron" and Headquarters Air Defense Command message, ADLMO-F-3 603 dated 4 April 1958.

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CO 24 Hq EADF (ADC) USAF Stewart AFB NY 9 Apr 58 (Continued) (Signature Page only)

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FOR THE COMMANDER:

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DISTRIBUTION: A Plus 5 - EAONO 5 - EACST	BEN D. MOORHEAD Captain, USAF Asst Adjutant
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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 25)

10 April 1958

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RESCISSION -- Eastern Air Defense Force General Orders Number 6, dated 20 January 1958, is rescinded effective 1 April 1958.

FOR THE COMMANDER:

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DISTRIBUTION: A Plus 35 - 12th Weather Squadron A Plus Captain, USAF Asst Adjutant

BEN D. MOORHEAD

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 26) 10 April 1958

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COMMENDATION <u>MEDAL</u> - - 1. By direction of the Secretary of the Air Force, under the provisions of <u>Department of the Air Force General Orders Number</u> 16, 28 March 1958, Air Force Regulation 900-7, 16 July 1957 and paragraph L. Air Defense Command Supplement-1. 5 August 1957, to Air Force Regulation <u>200-7</u>, the Commendation <u>Medal</u> is awarded to the following named officers and airmen for meritorious service during the periods indicated:

> MAJOR JEROME R MAU, A0700304 August 1956 to September 1957

CHIEF WARRANT OFFICER JAMES R EDDY, 953122E 14 September 1955 to 12 January 1958

MASTER SERGEANT THOMAS W ELKINGTON, AF36821393 13 August 1956 to 2 May 1957

TECHNICAL SERGEANT THOMAS WILLIAM BRADY, AF11177231 5 August 1954 to 7 January 1958

2. By direction of the Secretary of the Air Force, under the provisions of <u>Department of the Air Force General Orders Number 16, 28 March 1958</u>, Air Force <u>Regulation 900-7</u>, 16 July 1957 and paragraph 4. Air Defense Command Supplement-1, <u>5 August 1957</u>, to Air Force Regulation 900-7, the Commendation <u>Medal</u> is awarded the following named officer and airman for meritorious achievement during the periods indicated:

> MAJOR WILLIAM CERVENAK, A01001314 1 June 1957 to 9 September 1957

MASTER SERGEANT ANTON ERCEGOVICH, AF37022321 July 1954 to June 1957

FOR THE COMMANDER:

JOSEPH M. THOMPSON Lt Colonel, USAF Adjutant

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HE ADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 27)

29 April 1958

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COMMENDATION <u>MEDAL</u> - By direction of the Secretary of the Air Force, under the provisions of <u>Department of the Air Force General Orders Number 16</u>, 28 March 1958, Air Force Regulation 900-7, 16 July 1957 and paragraph 4, Air Defense Command Supplement-1, 5 August 1957, to Air Force Regulation 900-7, the Commendation Medal is awarded the following named officer for meritorious service during the period indicated.

> FIRST LIEUTENANT JOHN S. ROOSMA JR 27129A 15 January 1956 to 9 March 1958

FOR THE COMMANDER:

DISTRIBUTION: A Plus 10 - EAPPS BEN D. MOORHEAD Captain, USAF Asst Adjutant

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 28)

29 April 1958

Headquarters 4728th Air Defense Group

#### Dover Air Force Base, Dover, Delaware

2. Personnel rendered surplus by this action will be absorbed by other units under the control of the Commander, New York Air Defense Sector to the extent possible. Personnel which cannot be effectively absorbed will be reassigned in accordance with further instructions from this headquarters.

 Equipment rendered surplus by this action will be disposed of in accordance with current directives and unit authorization list numbers are voided.

4. Records will be disposed of in accordance with Air Force Manual 181-5.

5. Unit funds will be disposed of in accordance with paragraph 16b (4), Air Force Regulation 176-2, as supplemented.

6. Up. completion of action directed herein, Organization Status Chang Report (Reports Control Symbol AF-Ol) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0800 hours the first calendar day following the "as of" date.

7. Authority: Air Force Regulation 20-27 and Headquarters Air Defense Command message, ADIMO-F 636 dated 17 April 1958.

II. HEASSIGNMENT OF UNIT -- 1. Effective 1 July 1958, the 98th Fighter Interceptor Squadron is reassigned to the New York Air Defense Sector.

2. Authority: Air Force Regulation 20-27 and Headquarters Air Defense Command message, ADIMO-F 636 dated 17 April 1958.

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GO 28 Hq EADF (ADC) USAF Stewart AFB NY 29 Apr 58 (Continued) (Signature page only)

FOR THE COMMANDER:

Leves moorhead BEN D. MOORHEAD Captain, USAF

Asst Adjutant

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 29) 2 May 1958

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STAFF ASSIGNMENT - COLONEL FREDERIC E MCCOY, 3567A, this headquarters, is assigned as Deputy for Personnel, effective 5 May 1958, vice COLONEL HOWARD E CHENEY, 1753A, this headquarters relieved.

FOR THE COMMANDER:

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DISTRIBUTION:

A 2 - EAAGD/R 2 - EAAGD/O BEN D. MOORHEAD Captain, USAF Asst Adjutant

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#### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 30)

2 May 1958

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REVOCATION OF GENERAL ORDERS -- 1. Eastern Air Defense Force General Orders Number 23, dated 4 April 1958, pertaining to the reorganization of the 331st Fighter Interceptor Squadron and the 329th Consolidated Aircraft Maintenance Squadron is revoked.

2. Authority: Headquarters USAF message AFOMO-M-1 44263 dated 22 April 1958 and Air Defense Command message ADLMO-F-3 652 dated 25 April 1958.

FOR THE COMMANDER:

A. man BEN D. MCORHEAD

Captain, USAF

Asst Adjutant

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- 2 EAAGD/O 5 COMDR ADC (ATTN: ADLMO-F) 30 DIRADMINSER HEDUSAF (ATTN: PUB DIV)

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#### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 31) 13 May 1958

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I. FURTHER ASSIGNMENT OF ESTABLISHMENTS AND/OR UNITS -- 1. Effective 1 August 1958, the following establishments and/or units, presently assigned to the 32d Air Division (Defense)) are further assigned as indicated:

#### Establishment and/or Unit

#### Further Assigned To

Bangor Air Defense Sector Bangor Air Defense Sector

Bangor Air Defense Sector

Bangor Air Defense Sector

Bangor Air Defense Sector

Bangor Air Defense Sector

Bangor Air Defense Sector

Bangor Air Defense Sector

Bangor Air Defense Sector

Syracuse Air Defense Sector

Syracuse Air Defense Sector

Syracuse Air Defense Sector

14th Fighter Group (Air Defense) 23d Fighter Group (Air Defense) 654th Aircraft Control and Warning Squadron 672d Aircraft Control and Warning Squadron 764th Aircraft Control and Warning Squadron 765th Aircraft Control and Warning Squadron 907th Aircraft Control and Warning Squadron 911th Aircraft Control and Warning Squadron 1/27th Air Defense Group 655th Aircraft Control and Warning Squadron 462th Aircraft Control and Warning Squadron 1/27th Air Base Squadron (Semi-automatic Ground Environment System)

2. Upon completion of action directed herein, Organization Status Change Report (Reports Control Symbol AF-Ol) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0800 hours the first calendar day following the "as of" date.

3. Authority: Air Force Regulation 20-27 and EAOMO-0 letter, Headquarters Eastern Air Defense Force, dated 15 April 1958, Subject: "Phaseout of Division Administrative and Logistic Capability", and 1st Indorsement thereto, ADLMO-F-3, Headquarters Air Defense Command, dated 2 May 1958.

II. REASSIGNMENT AND ATTACHMENT OF UNIT -- 1. Effective 1 August 1958, the 49th Fighter Interceptor Squadron is relieved from assignment to 32d Air Division (Defense) and is reassigned to the Boston Air Defense Sector.

2. Concurrently, the 49th Fighter Interceptor Squadron is attached to the 32d Air Division (Defense) for tactical operational control.

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GO 31 Hq Eastern Air Defense Force (ADC), USAF), 13 May 58, Stewart AFB, NY (Continued)

3. Upon completion of action directed herein, Organization Status Change Report (Reports Control Symbol AF-O1) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0800 hours the first calendar day following the "as of" date.

4. Authority: Air Force Regulation 20-27 and EAOMO-O letter, Headquarters Eastern Air Defense Force, dated 15 April 1958, Subject: "Phaseout of Division Administrative and Logistic Capability", and 1st Indorsement thereto, ADLMO-F-3, Headquarters Air Defense Command, dated 2 May 1958.

SEPH M. THOMPSON

Lt Colonel, USAF Adjutant

FOR THE COMMANDER:

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HEALQUARTING INSTERN AIR DEFENSE FORCE (ADC) United States Air Force tewart Air Force Base, New York

GENERAL ORDERS) NUMBER 32)

STAFF ASSIGNMENT - MAJOR GENERAL SAM W AGER, 1366A, this headquarters, is assigned as Vice Commander, Eastern Air Defense Force, effective 13 May 1990

FOR THE COMMANDER:

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DISTRIBUTION: A 2 - EAAGD/R 2 - EAAGD/O JOSEFH M. THOMPSON Lt Colonel, US AF Adjutant Т

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#### HE ADOU ARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 33) 15 May 1958

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COMMENDATION MEDAL - - 1. By direction of the Secretary of the Air Force, under the provisions of Department of the Air Force General Orders Number 16, 28 March 1958, Air Force Regulation 900-7, 16 July 1957 and paragraph 4, Air Defense Command Supplement-1, 5 August 1957, to Air Force Regulation 900-7, the Commendation Medal is awarded to the following named officer and airman for meritorious service during the periods indicated:

> LIEUTEN ANT COLONEL ROBERT J MARTIN, A0854843 September 1955 to June 1957

TECHNICAL SERGEANT LAWRENCE C THOMPSON, AF18246178 15 July 1957 to 25 December 1957

2. By direction of the Secretary of the Air Force, under the provisions of Department of the Air Force General Orders Number 16, 28 March 1958, Air Force Regulation 900-7, 16 July 1957 and paragraph 4, Air Defense Command Supplement-1, 5 August 1957, to Air Force Regulation 900-7, the Commendation Model is supplemented to the following period officient and discussed to the following period officient and discussed and the following period officient and discussed to the following period officient and discussed to the following period officient and discussed to the following period officient and discussed and the following period officient and the following period offi Medal is awarded to the following named officers and airman for meritorious achievement during the periods indicated:

> CAPTAIN REGINALD L STARK, A02232090 6 August 1956 to 7 September 1956

FIRST LIEUTENANT RILEY M WESTMORELAND, A03004950 20 June 1957 to 20 August 1957

STAFF SERGEANT GARY F FISHER, AF14403141 16 February 1958

FOR THE COMMANDER:

OSEPH M. THOMPSON

DISTRIBUTION: A Plus 50 - EAPPS 2 - BAAGD/R 2 - EAAGD/O Lt Colonel, USAF Adjutant

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 34)

20 May 1958

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AMENDMENT OF GENERAL ORDERS -- 1. So much of paragraph 1, Section IV, General Orders Number 10, dated 6 February 1958, as pertains to effective date of reorganization of the 87th Fighter Interceptor Squadron, as reads "8 May 1958" is amended to read "18 June 1958".

2. Authority: Department of the Air Force letter, AFOMO 841k, dated 15 May 1958 and Air Defense Command message, ADLMO-F 687, dated 15 May 1958.

FOR THE COMMANDER:

STATE M. THOMPSON

Lt Colonel, USAF Adjutant

DISTRIBUTION: A Plus 30 - DIRADMINSER HEDUSAF

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#### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 35)

21 May 1958

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COMMENDATION MEDAL -- By direction of the Secretary of the Air Force, under the provisions of Department of the Air Force General Orders Number 16, 28 March 1958, Air Force Regulation 900-7, 16 July 1957 and paragraph 4, Air Defense Command Supplement-1, 5 August 1957, to Air Force Regulation 900-7, the Commendation Medal is awarded to the following named officer for meritorious service during the period indicated:

> COLONEL WILLIAM P MCBRIDE, 4719A 23 January 1956 to 11 October 1957

FOR THE COMMANDER:

DISTRIBUTION: A Plus 10 - EAPPS 2 - EAAGD/R 2 - EAAGD/O

JOSEPH M. THOMPSON Lt Colonel, USAF Adjutant

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#### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 36)

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#### 28 May 1958

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AMENDMENT OF GENERAL ORDERS --- 1. Effective 1 June 1958, General Orders 104, this headquarters, 18 December 1957, attaching certain Eastern Air Defense Force units to other commands for general, special and summary court-martial jurisdiction, actions under Article 15, Uniform Code of Military Justice, and other administrative actions such as those required by Air Force Regulations 35-62, 36-2, 39-16, 39-17 and other directives, is amended as follows:

a. Paragraph 1h, attaching units to Fourteenth Air Force (Continental Air Command), Robins Air Force Base, Georgia, is amended to include:

#### UNIT

867th Aircraft Control and Warning Squadron

Flintstone Air Force Station, Lookout Mountain, Tennessee

LOCATION

LOCATION

b. Paragraph lj is added as follows: j. Units attached to Ninth Air Force (Tactical Air Command), Shaw Air Force Base, South Carolina:

#### UNIT

663d Aircraft Control and Warning Squadron

799th Aircraft Control and Warning Squadron

Detachment 7, 4717th Ground Observer Squadron Lake City Air Force Station, Lake City, Tennessee

Joelton Air Force Station, Joelton, Tennessee

Knoxville, Tennessee

c. Paragraph 1k is added as follows: k. Units attached to Chanute Air Force Base, Illinois (Air Training Command):

#### UNIT

LOCATION

782d Aircraft Control and Warning Squadron

Rockville Air Force Station, Rockville, Indiana

2. Authority: Air Force Regulation 11-4; Letter, Headquarters Air Defense Command, Subject: Attachments of Units, dated 15 May 1958.

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GO 36 Hq EADF USAF Stewart AFB NY 28 May 58 (Continued) (Signature Page Only)

FOR THE COMMANDER:

JOSEPH M. THOMPSON

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Lt Colonel, USAF Adjutant

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 5 - COMDR, MATS, ATIN: SJA
 5 - COMDR, SAC, ATIN: SJA 10 - COMDR, TAC 10 - SJA, HQ TAC, Langley AFB, VA 10 - COMDR, 9TH AF 10 - SJJ, HQ 9TH AF, Shaw AFB, SC 5 - COMDR, ATL DIV MATS, ATTN: SJA 5 - COMDR, CONTL DIV MATS, ATTN: SJA 5 - COMDR, 2D AF, ATTN: SJA 5 - COMDR, 8TH AF, ATTN: SJA 5 - COMDR, STH AF, ATTN: SJA 10 - COMDR, LLTH AF 10 - SJA, HQ LLTH AF, Robins AFB, Ga 5 - COMDR, 73D AIRDIV (WPNS), ATTN: SJA 5 - COMDR, 2750TH AB WG, ATTN: SJA, Wright-Patterson AFB, Ohio 5 - COMDR, 35TH AIRDIV 10 - COMDR, 58TH AIRDIV 5 - COMDR, NY AIR DEF SECT 10 - COMDR, NY AIR DEF SECT 10 - COMDR, NY AIR 10 - COMDR, ATC 10 - SJA, HQ ATC 10 - COMDR, Chanute AFB, 111 10 - SJA, Chanute AFB, Ill

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HEADQUAFTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 37) 2 June 1958

STAFF ASSIGNMENT - COLONEL MARION MALCOLM, 1497A, this headquarers, is assigned as Inspector General, effective 26 May 1958, vice COLONEL WAYNE B THURMAN, 1764A, Acting Inspector General, this headquarters, relieved.

Adjutant

FOR THE COMMANDER:

OSEPH M. THOMPSON Lt Colonel, USAF

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 38) 3 June 1958

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REASSIGNMENT OF UNIT - - 1. Effective 25 June 1958, the 324th Fighter Interceptor Squadron is reassigned to the Boston Air Defense Sector.

2. Authority: Air Force Regulation 20-27 and Headquarters Air Defense Command letter ADLMO-F-3 (10), Subject: "Discontinuance of 4729th Air Defense Group", dated 21 March 1958.

Adjutant

FOR THE COMMANDER:

USEPH M. THOMPSON Lt Colonel, USAF 0

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 39) 11 June 1958

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ANNOUNCEMENT OF CHANGE IN ORGANIZATION OF HEADQUARTERS EASTERN AIR DEFENSE FORCE - - 1. Announcement is made of the following changes in the organization of the Headquarters, Eastern Air Defense Force, effective 9 June 1958.

a. The Directorate of Systems Evaluation is redesignated as the Directorate of Tactics, Training and Evaluation.

b. The Directorate of Operations and Training is redesignated as the Directorate of Current Operations.

2. Authority: Headquarters Air Defense Command message, ADLMO-E 726, dated 4 June 1958.

FOR THE COMMANDER:

DISTRUTION: A Plus 2 - EAAGD/O COSPH M. THOMPSON Lt Colonel, USAF Adjutant

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 40) 13 June 1958

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STAFF ASSIGNMENT - COLONEL HAROLD J SULLIVAN, 2764A, this headquarters is assigned as Staff Judge Advocate, effective 10 June 1958, vice LIEUTENANT COLONEL RICHARD D CASE, 20040A, this headquarters, relieved.

FOR THE COMMANDER:

OUSEPH M. THOMPSON Lt Colonel, USAF

Adjutant

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 41) 20 June 1958

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DISCONTINUANCE OF GROUND OBSERVER DETACHMENT - - 1. Effective 25 June 1958, the following detachment is discontinued at station indicated:

Unit

#### Station of Discontinuance

Detachment 2, 4717th Ground Observer Squadron Columbus, Ohio

2. Personnel rendered surplus by this action will be absorbed by other units within the air division (defense) concerned.

3. Equipment rendered surplus by this action will be disposed of in accordance with current directives and unit authorization list numbers are voided.

4. Records will be disposed of in accordance with Air Force Manual 181-5.

5. The pertinent provisions of Air Force Manual 171-6 and Air Force Regulation 176-2, as amended, are applicable.

6. Upon completion of action directed herein, Organization Status Change Report (Reports Control Symbol AF-Ol) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than O800 hours the first calendar day following the "as of" date.

7. Authority: Headquarters Air Defense Command message, ADLMO-F-3 762, dated 19 June 1958.

FOR THE COMMANDER:

he m BEN D. MOORHEAD

Captain, USAF

Asst Adjutant

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- 10 ADC (ATTN: ADLMO-F)
- 2 EAAGD/O

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#### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 42) 25 June 1958

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AIR FORCE COMMENDATION MEDAL - - 1. By direction of the Secretary of the Air Force, under provisions of Department of the Air Force General Orders Number 16, 28 March 1958, Air Force Regulation 900-7, 16 July 1957, and paragraph 4, Air Defense Command Supplement 1, 5 August 1957, to Air Force Regulation 900-7, the Air Force Commendation Medal is awarded the following named officers and airmen for meritorious service during the periods indicated.

> COLONEL JOHN R. KULLMAN, 10171A 26 July 1957 to 8 January 1958

CAPTAIN MAC A. BIGELOW, A0810803 1 November 1955 to 16 September 1957

MASTER SERGEANT WILLIAM J. GRANT, AF42258845 1 March 1953 to 15 May 1958

MASTER SERGEANT RAYMOND J. GALLAGHER, AF12172041 8 August 1956 to 15 May 1958

MASTER SERGEANT WILLIAM J. KRETCHIK, AF33464495 13 December 1953 to 5 August 1957

TECHNICAL SERGEANT BERNARD J. WEST, AF14321633 22 December 1955 to 7 April 1958

TECHNICAL SERGEANT ROBERT A. BAILEY, AF19049435 14 November 1955 to 20 March 1958

2. By direction of the Secretary of the Air Force, under provisions of Department of the Air Force General Orders Number 16, 28 March 1958, Air Force Regulation 900-7, 16 July 1957 and paragraph 4, Air Defense Command Supplement 1, 5 August 1957, to Air Force Regulation 900-7, the Air Force Commendation Medal is awarded the following named officers and airman for meritorious achievement during the periods indicateds

> MAJOR ROLAND J. DENEAULT, A0800996 1 January 1958 to 1 March 1958

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GO 42, Hq Eastern Air Defense Force (ADC), USAF, 25 June 1958, Stewart AFB, NY (Paragraph 2, continued)

CAPTAIN DONALD C. HATCH, 43143A 11 March 1952 to 28 February 1958

AIRMAN SECOND CLASS DAVID J. DUBAY, AF12484725 16 August 1957

FOR THE COMMANDER:

eus montes BEN D. MOORHEAD Captain, USAF Asst Adjutant

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HEADQUARTERS EASTEEN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 43)

25 June 1958

I. INACTIVATION OF UNIT - - 1. Effective 8 July 1958, the following unit is inactivated at station indicated:

Unit

Station of Inactivation

602 Consolidated Aircraft Maintenance Squadron

Otis Air Force Base, Messachusetts

2. Concurrently with inactivation, this unit will revert to the control of the Department of the Air Force.

3. Personnel rendered surplus by this action will be absorbed in other units under the control of the Boston Air Defense Sector.

4. Equipment rendered surplus by this action will revert to stocks to fill present and future requirements.

5. Records will be disposed of in accordance with instructions contained in Air Force Manual 181-5.

6. The pertinent provisions of Air Force Manual 171-6 and Air Force Regulation 176-2, as amended, are applicable.

7. Upon completion of action directed herein, Organization Status Change Report (Reports Control Symbol AF-Ol) will be prepared in accordance with current directives, and submitted to the Commander, Bastern Air Defense Force, to arrive not later than O800 hours the first calendar day following the "as of" date.

8. Authority: Headquarters United States Air Force letter, AFOMD 818k, dated 14 May 1958, Subject: "Inactivation of the 602d Consolidated Aircraft Maintenance Squadron; Reorganization of the 58th and 60th Fighter Interceptor Squadrons", and letter, Headquarters Air Defense Command, ADLMO-F-3, same subject, dated 10 June 1958.

II. REORGANIZATION OF UNITS - - 1. Effective 8 July 1958, the following units are reorganized under appropriate Unit Manning Documente, with expability as cited in Part I of Listed 0/Ts and with anthorized strength as indicated:

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GO 43, Hq Eastern Air Defense Force (ADC), USAF, 25 Jun 58, Stewart 2FB, NY, (Continued)

		AUTHORI	AUTHORIZED STRENGTH		
Unit	O/T Composition	Off		<u>Amn</u>	
58 Fighter Interceptor Squadron	1135, 30 Apr 56, (revised 30 Sep 57), para 1 and 2h, Part I	70			
60 Fighter Interceptor Squadron	1135, 30 Apr 56, (revised 30 Sep 57), para 1 and 21, Part I	69		393	

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2. Personnel will be furnished from resources made available to the Commander, Boston Air Defense Sector.

3. For equipping purposes the above are Category D units and are authorized Unit Essential Equipment as listed in Column 3A of the MEAL O/T Supplement, and T/A 1-21 items in the UME column of the UALs. The UME column of the UALs will be prepared in conformance with paragraphs 3b and c, AFR 67-96 and paragraph 2, Section 6, Volume XXI, AFM 67-1. Variable items, T/A 1-21 and MEAL O/T Supplement, will be based on the UMD strength of the units. Base Support Equipment, as listed on column 3B of the MEAL O/T Supplement, is authorized in the USE column of the UALs in conformance with paragraph 3d, AFR 67-96, paragraph 3, Section 6, Volume XXI, AFM 67-1. The authorization of Base Support Equipment in the USE column of the UALs does not allow requisitions for Base Support Equipment items when a T/A item is on hand or on requisition which serves the same function as the Base Support Equipment item. Neither will it allow T/A allowances to duplicate Base Support Equipment allowances. The 60th Fighter Interceptor Squadron is authorized additional equipment in the UME column of the UAL as listed in the current issue of TTE F-101A in accordance with paragraphs 3b and c, AFR 67-96 and paragraph 2, Section 6, Volume XXI, AFM 67-1.

4. Pertinent provisions of Air Force Manual 171-6, 1 March 1955, as amended, will apply.

5. Upon completion of action directed herein, Organization Status Change Report (Reports Control Symbol AF-O1) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0800 hours the first calendar day following the "as of date".

6. Authority: Headquarters United States Air Force Letter, AFOND 8188, dated 11 May 1958, Subject: "Inactivation of the 602d Consolidated Aircraft Maintenance Squadron; Reorganization of the 58th and 60th Fighter Interceptor squadrons; Letter, Headquarters Air Defense Command, ADLMO-F-3, same subject, dated 10 June 1958 and message, ADLMO-F-3 775, Headquarters Air Defense Command, dated 27 June 1958. 2

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00 L) Eq Eastern Air Defense Force (ADC), USAF, 25 June 1958, (Signature page only)(Continued)

FOR THE COMMANDER:

noc BEN D. MOORHEAD Captain, USAF Asst Adjutant

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#### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 44)

30 June 1958

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AMENDMENT OF GENERAL ORDERS -- 1. Eastern Air Defense Force General Orders Number 10, dated 6 February 1958, is amended as follows:

a. So much of paragraph 4.a., Section IV, as reads, "except for 324th and 331st Fighter Interceptor <u>Squadrons</u>", is amended to read, "except for 324th Fighter Interceptor <u>Squadron</u>".

b. Paragraph 4.b., Section IV, is deleted and the following is substituted therefor: "The 324th Fighter Interceptor Squadron is Category B unit and is authorized Unit Essential Equipment as listed in the MEAL O/T Supplement with a basis of issue relating to above composition. The UME authorized column of the UAL will be prepared in conformance with paragraph 7e. Air Force Regulation 5-25 to include full allowances of non-variable equipment listed in MEAL O/T Supplement in Columns 3A. B and C for above organizational structure. The UME in-use column of the UAL will be reduced under provisions of paragraph 7h (1) (f) of Air Force Regulation 5-25 to align non-variable equipment authorizations with the UMD. Variable items. T/A 1-21 and MEAL O/T Supplement, will be based on the UMD strength of the Unit. This unit is authorized additional equipment in the USE column of the UAL in conformance with paragraph 8d. Air Force Regulation 5-25".

2. Authority: Department of the Air Force letter, AFOMO 860K, Subject, Inactivation, Activation and Reorganization of Certain USAF Units, dated 13 June 1958 and message, ADLMO-F-3 763, Headquarters Air Defense Command, dated 20 June 1958.

FOR THE COMMANDER:

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us monhead BEN D. MOORHE AD

Captain, USAF Asst Adjutant

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HE ADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 45)

1 July 1958

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AIR FORCE COMMENDATION MEDAL - - By direction of the Secretary of the Air Force, under provisions of Department of the Air Force General Orders Number 16, 28 March 1958, Air Force Regulation 900-7, 16 July 1957 and paragraph 4, Air Defense Command Supplement 1, 5 August 1957, to Air Force Regulation 900-7, the Air Force Commendation Medal is awarded to the following named officer for meritorious achievement during the period indicated:

> CAPTAIN LORNE E MARTIN, A0837811 1 July 1957 to 31 December 1957

FOR THE COMMANDER:

head.

DISTRIBUTION: A Plus 15 - EAPPS 2 - EAAGD/R 2 - EAAGD/0 BEN D. MOORHEAD Captain, USAF Asst Adjutant

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 46)

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1 July 1958

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P A G E I S U N C L AS S I F I E D

ANNOUNCEMENT OF ESTABLISHMENT OF THE ORGANIZATIONAL STRUCTURE FOR HEADQUARTERS, EASTERN AIR DEFENSE FORCE -- 1. Announcement is made of the establishment of the following organizational structure for Headquarters, Eastern Air Defense Force, effective 1 July 1958:

nander	
Chief of Safety	
Directorate of Flight Safety	
Directorate of Ground Safety	
Combat Operations Center	
Vice Commander	
Chief of Staff	
Headquarters Squadron Section	
Secretariat	
Directorate of Publications	
Directorate of Administration	
Chaplain	
Surgeon	
Directorate of Professional Services	
Directorate of Dental Services	
Directorate of Veterinary Services	
Directorate of Medical Administration	
Staff Judge Advocate	
Directorate of Military Justice	
Directorate of Civil Law	
Directorate of Legal Assistance	
Office of Information Services	
Directorate of Internal Information	
Directorate of Public Information	
Directorate of Historical Services	
Inspector General	
Directorate of Provost Marshal	
Directorate of Inspection Services	
Comptroller	
Directorate of Statistical Services	
Directorate of Budget	
Directorate of Management Analysis	
Directorate of Accounting and Finance	
Deputy for Personnel	
Directorate of Requirements and Training	
Directorate of Military Personnel	
Directorate of Personnel Services	

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GO 46, Hq Eastern Air Defense Force, (ADC), USAF, 1 July 1958, Stewart AFB, NY, (Paragraph 1 continued)

Deputy for Operations Directorate of Current Operations Directorate of Communications and Electronics Directorate of Plans and Programs Directorate of Manpower and Organization Directorate of Tactics, Training and Evaluation Deputy for Materiel Directorate of Indistics Plans Directorate of Logistics Plans Directorate of Aircraft and Missiles Directorate of Electronics Directorate of Supply and Services Directorate of Procurement Installations Engineer Directorate of Real Property Directorate of Facilities Support

2. All previous general orders affecting the organizational structure of Headquarters, Eastern Air Defense Force, are rescinded.

FOR THE COMMANDER:

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 47) 1 July 1958

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STAFF ASSIGNMENT -- MAJOR CHARLES J DILLON, A0425615, this headquarters, is assigned as Secretariat/Adjutant, effective 1 July 1958, vice LIEUTENANT COLONEL JOSEPH M THOMPSON, A0337661, this headquarters, relieved.

FOR THE COMMANDER:

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DISTRIBUTION :

A 2 - EAAGD/R 2 - EAAGD/0 BEN D. MOORHEAD Captain, USAF Asst Adjutant

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HE ADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 48) 2 July 1958

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REORGANIZATION OF UNITS -- 1. Effective 8 July 1958, the following units are reorganized under appropriate Unit Manning Documents, with capability as cited in Part I of listed O/Ts. There is no change in authorized strength.

#### Unit

1 Consolidated Aircraft Maintenance Squadron

56 Consolidated Aircraft Maintenance Squadron L155D, 30 Jun 57, Para 1 and 2B & K, Part I L155A, 31 May 58, Para 1 and 2X, Part I

O/T Composition

329 Consolidated Aircraft Maintenance Squadron 4155A, 31 May 58, Para 1 and 2Y, Part I

2. Personnel will be furnished from sources available to air division (defense) or air defense sector concerned.

3. The pertinent provisions of Air Force Manual 171-6 and Air Force Regulation 176-2, as amended, are applicable.

4. For equipping purposes the above are Category D units and are authorized Unit Essential Equipment as listed in column 3A of the MEAL O/T Supplement, and T/A 1-21 items in the UME column of the UALs. The UME column of the UALs will be prepared in conformance with paragraphs 3b and c, Air Force Regulation 67-96 and paragraph 2, Section 6, Volumn XXI, Air Force Manual 67-1. Variable items, T/A 1-21 and MEAL O/T Supplement, will be based on the UMD strength of the units. Base Support Equipment as listed in column 3B of the MEAL O/T Supplement is authorized in the USE column of the UALs. Units are authorized additional equipment in the USE column of the UALs in conformance with paragraph 3d, Air Force Regulation 67-96 and paragraph 3, Section 6, Volumn XXI, Air Force Manual 67-1. The authorization of Base Support Equipment in the USE column of the UALs does not allow requisitions for Base Support Equipment items when a T/A item is on hand or on requisition which serves the same function as the Base Support Equipment item. Neither will it allow T/A allowances to duplicate Base Support Equipment allowances. The 1st Maintenance Squadron is authorized additional equipment in the UME column of the UALs as listed in the current issue of TTE TF/F-102A (ADC) in accordance with paragraph 3b and c, Air Force Regulation 67-96 and paragraph 2, Section 6, Volume XXI, Air Force Manual 67-1.

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GO 48 Hq Eastern Air Defense Force (ADC) USAF Stewart AFB NY 2 July 1958 (continued)

5. Upon completion of action directed herein, Organization Status Change Report (Reports Control Symbol AF-01) will be prepared in accordance before Force, to arrive not later than 0800 hours the first calendar day following the "as of" date.

6. Authority: Letter AFOMO 834K, Department of the Air Force, Subject: "Reorganization of the 539th Fighter Interceptor Squadron and Certain Other USAF Units" dated 21 May 1958, and letter ADLMO-F-3, Subject: "Reorganization of 539th Fighter Interceptor Squadron and Certain Consolidated Aircraft Maintenance Squadrons" dated 17 June 1958 and message ADLMO-F-3 779, Headquarters Air Defense Command, dated 27 June 1958.

FOR THE COMMANDER:

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BEN D. MOORHE AD Captain, USAF Asst Adjutant

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#### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 49) 3 July 1958

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AIR FORCE COMMENDATION MEDAL - - By direction of the Secretary of the Air Force, under provisions of Department of the Air Force General Orders Number 16, 28 March 1958, Air Force Regulation 900-7, 16 July 1957 and paragraph 1, Air Defense Command Supplement 1, 5 August 1957, to Air Force Regulation 900-7, the Air Force Commendation Medal is awarded to the following named airman for meritorious achievement during the period indicated:

> STAFF SERGEANT JOEL T WALKER, AF14530247 15 November 1957

FOR THE COMMANDER:

Thoo he

BEN D. MOORHE AD

Captain, USAF

Asst Adjutant

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#### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 50)

10 July 1958

REORGANIZATION OF UNITS -- 1. Effective 8 November 1958, the following units are reorganized under appropriate Unit Manning Documents, with capability as cited in Part I of listed O/Ts and with authorized strength as indicated:

		Authorized Strength			
Unit	O/T Composition	Off	WO	Amn	
2 Fighter Interceptor Squadron	1135B, para 1 and 2j, Part I	64		16	
94 Fighter Interceptor Squadron	1135B, pare 1 and 2k, Part I	34		14	
1 Consolidated Aircraft Maintenance Squadron	4155D, 30 Jun 57, para 1 and 2 x 2K, Part I	9	ц	698	
52 Consolidated Aircraft Maintenance Squadron	4155A, 31 May 57, para 1 and 2q/s, Part I	11	11	843	

2. Personnel will be furnished from sources available to air division (defense) or air defense sector concerned.

3. For equipping purposes the above are Category D units and are authorized Unit Essential Equipment as listed in column 3A of the MEAL O/T Supplement, and T/A items in the UME column of the UALs. The UME column of the UALs will be prepared in conformance with paragraphs 3b and c, AFR 67-96 and paragraph 2, Section 6, Volume XXI, AFM 67-1. Variable items, T/A 1-21 and MEAL O/T Supplement will be based on the UMD strength of the unit. Base Support Equipment as listed in column 3B of the MEAL O/T Supplement is authorized in the USE column of the UAL. These Units are authorized additional equipment in the USE Column of the UAL in conformance with paragraph 3d, AFR 67-96 and paragraph 3, Section 6, Volume XXI, AFM 67-1. The authorization of Base Support Equipment in the USE column of the UAL does not allow requisitions for Base Support Equipment items when a T/A item is on hand or on requisition which serves the same function as the Base Support Equipment in the UME column of the UAL, as listed in the current issue of the applicable Tentative Table of Equipment, in accordance with paragraphs 3b and c, AFR 67-96 and paragraph 2, Section 6, Volume XXI, AFM 67-1:

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GO 50 Hq Eastern Air Defense Force (ADC) USAF Stewart AFB NY 10 Jul 58 (paragraph 3 continued)

Consolidated Aircraft Maintenance Squadron	Table of Equipment
1	TF/F 102A (ADC)
52	F-101-B, TF/F-102 (ADC)

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4. Pertinent provisions of Air Force Manual 171-6, 1 March 1955, as amended, will apply.

5. Upon completion of action directed herein, Organization Status Change Report (Reports Control Symbol AF-Ol) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than O800 hours the first calendar day following the "as of" date.

6. Authority: Department of the Air Force letter, AFOMO 837k, Subject: "Activation of 607th Consolidated Aircraft Maintenance Squadron; Reorganization of Certain Other USAF Units"; letter, ADLMO-F-3, Headquarters Air Defense Command, Subject: "Reorganization of Certain Other USAF Units", dated 17 June 1958, and message, ADLMO-F-3 775, Headquarters Air Defense Command, dated 27 June 1958.

FOR THE COMMANDER:

Adjutant

DISTRIBUTION: A Plus 20 - DIRADMINSER HEDUSAF (ATTN: PUB DIV) 10 - HQ ADC (ATTN: ADLMO-F) 5 - EACMO 5 - EACST 4 - EAAGD/R 2 - EAAGD/O

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDER) NUMBER 51)

- 2

22 July 1958

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AMENDMENT OF GENERAL OPDERS - - 1. Eastern Air Defense Force General Orders Number 20, 27 March 1958, is amended as follows:

a. So much of paragraph 3 as reads, "Also, additional equipment is authorized (Applicable TTE) in the UME column of the UAL in conformance with paragraphs 2a and b, Section 6, Volume XXI, AFM 67-1, and paragraph 2, AFR 67-96", is amended to read: "Also, additional equipment is authorized TTE GAR 8 in the UME column of the UAL in conformance with paragraphs 2a and b, Section 6, Volume XXI, AFM 67-1, and paragraph 2, AFR 67-96".

2. Eastern Air Defense Force General Orders Number 60, 5 August 1957, is amended as follows:

a. So much of Section I, paragraph 6, as reads:

"Consolidated Aircraft Maintenance Squadron Applicable TTE

601 606

F-102A, F-89J"

F-102A

is amended to read:

601

606

F-102A, GAR 1 and 2

F-102A, F-89J, GAR 1 and 2"

3. Authority: Letter AFOMO 809k, Department of the Air Force, dated 9 May 1958, Subject: "Amendment to Certain DAF Letters, AFOMO" and 1st Indorsement thereto, ADLMO-F-3, 30 June 1958, Subject: "Amendment to Certain DAF Letters, AFOMO".

FOR THE COMMANDER:

DISTRIBUTION: A Plus

- 30 DIRADMINSER HEDUSAF
- (ATTN: PUB DIV)
- 5 COMDR ADC (ATTN: ADLMO-F) 5 - EAOMO
- 5 EACST

DIFTON Major, USAF Adjutant

4 - EAAGD/R 2 - EAAGD/O

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 52)

23 July 1958

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AIR FORCE COMMENDATION MEDAL -- 1. By direction of the Secretary of the Air Force, under provisions of Department of the Air Force General Crders Number 16, 28 March 1958, Air Force Regulation 900-7, 16 July 1957 and paragraph 4, Air Defense Command Supplement 1, 5 August 1957, to Air Force Regulation 900-7, the Air Force Commendation Medal is awarded the following named officer for meritorious service during the period indicated:

FIRST LIEUTENANT JIMMIE J. SMITH, AO 3 008 130 9 March 1954 to 22 March 1958

FOR THE COMMANDER:

DISTRIBUTION: A PLUS 15 - EAPPS 2 - EAACED/O 2 - BAAGD/R

r, USAF

Adjutant

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#### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GILMIAL ORDERS) NUNBER 53)

23 July 1958

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ANNOUNCEMENT OF RETERENT -- 1. Announcement is made of the retirement of Brigadier General Emmett F. Yost, 389A, commander of the 85th Air Division (Defense), effective 31 July 1958, after more than 30 years* active Federal military service.

2. General Yost was born 7 October 1903 at Downs, Kansas. On graduating from the U. S. Military Academy in 1923, he was commissioned in the Army as a second lieutenant. He has made his entire career in the Regular component, in the Air Corps, the Army Air Forces, and the Air Force. He finished flying school in 1929, and has held the rating of command pilot since 1942; he is also rated as an observer. He has over 6000 flying hours. In 1942 he was promoted to the grade of colonel; he has been a general officer since 1954. In the earlier part of his career General Yost performed duty as wing inspector and base commander in various assignments and then as assistant deputy for plans for the 1st Air Division in Okinawa. Later, he served as staff officer with the Directorate of Intelligence at Headquarters USAF, as inspector general at Headquarters Eastern Air Defense Force and Headquarters Air Defense Command, and since 1955 as commander of the Soth Air Division (Defense), which he led from earliest inception and activation to its present advanced state as guardian of the central eastern seboard and the nation's capitol. He has contributed notably to the defense and honor of his country.

3. General Yost has been decorated with the Legion of Merit (with an oak-leaf cluster) and the Army Commendation Medal, and in addition holds the lesser awards appropriate to his service.

FOR THE COLMADER:

USAF Adjutant

DISTRIBUTION: A PLUS 10 - EAPPS

10 - EAPPS 2 - EAAGD/O 2 - EAAGD/R

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#### HEADQUARTERS EASTENNI AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 54)

23 July 1958

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ANNOUNCEMENT OF RETERENT -- 1. Announcement is made of the retirement of Brigadier General Robert S. Israel, Jr., 354A, commanier of the 32nd Air Division (Defense), effective 31 July 1953, after more than 30 years' active Federal military service.

2. General Israel was born 2/ July 1907 at San Antonio. On graduating from the U. S. Military Academy in 1925, he was commissioned as second Lieutenant in the Army. He has served throughout in the Regular component, in the Air Corps, the Army Air Forces, and the Air Force. He finished flying school in 1929, and has held the rating of command pilot since 1942; he is also rated as an observer. He has over 5000 flying hours. In 1942 he was promoted to the grade of colonel; he has been a general officer since 1955. He attended the Army's Command and General Staff School in 1946. and the National War College regular course in 1948-49. His assignments have fallen principally in the operations and engineering field and in duty as vice commander and commander at many echelons. He served in combat during World War II in the Tunisian, Sicilian, amphibious Sicilian, Po Valley, Naples-Foggia, Rome-Arno, and North Appenines campaigns; and in Korea during the hostilities there. In Korea, General Israel Jerved as commander of the 6014th Operations Wing, as vice commander of the Fifth Air Force, and later as vice commander of the Japan Air Defense Force. On returning to this country, he became vice commander of the 32nd Air Division (Defense), and has commanded that organization since 1 May 1953. He has led it to its present great defensive strength through a series of most important technical developments leading to the early implementation of the new SAGE elements. He has contributed notably to the defense and honor of his country.

3. General Israel has been decorated with the Legion of Merit (with two oak-leaf clusters) and the Bronze Star Medal, and also holds lesser awards appropriate to his service.

FOR THE COMMANDER:

DISTRIBUTION: A PLUS 10 - EAPPS 2 - EAAGD/O 2 - EAAGD/R

Jor, USAF Adjutant

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 55) 25 July 1958

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ESTABLISHMENT OF OFFICE OF ADMINISTRATIVE ASSISTANT TO THE COMMANDER - - 1. Effective 1 July 1953, the Office of Administrative Assistant to the Commander is established within this headquarters with assignment directly to the Commander, Eastern Air Defense Force.

 Authority: Headquarters Air Defense Command message, ADLMO-F 810, 12 July 1958.

FOR THE COMMANDER:

USAF Adjutant

DISTRIBUTION: A Plus 2 - EAAGD/O 2 - EAAGD/R

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Intel Ain Depense Force (ADC) United States Air Force ewart Air Force Bass, New York

GENTRAL ORDERS)

I. INACTIVATION OF UNIT - - 1. Effective 1 August 1958, the following unit is inactivated at station indicated:

601 Consolidated Aircraft Maintenance Squadron

Station of Inactivation

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McGuire Air Force Base, Trenton, New Jersey

2. Concurrently with inactivation, this unit will revert to the control of the Department of the Air Force.

3. Personnel rendered surplus by this action will be absorbed in other units under the control of the Commander, New York Air Defense Sector.

4. Equipment rendered surplus by this action will revert to stocks to fill present and future requirements.

5. Records will be disposed of in accordance with instructions contained in Air Force Manual 181-5.  $\prec$ 

6. The pertiment provisions of Air Force Manual 171-6 and Air Force Regulation 176-2, as amended, are applicable.

7. Upon completion of action directed herein, Organization Status Change Report (Reports Control Symbol AF-01) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0800 hours the first calendar day following the "as of" date.

8. Authority: Letter AFOMD 904k, Department of the Air Force, Subject: "Inactivation of 601 Consolidated Aircraft Maintenance Squadron; Reorganization of Certain Other USAF Units and Ameniment to Certain AFOMO, Department of the Air Force Letter," and letter, ADLMO-F, Headquarters Air Defense Command, Subject: "Inactivation of 601 CAMRON and Reorganization of Certain Other USAF Organizations," dated 21 July 1958.

II. REORGANIZATION OF UNITS - - 1. Effective on dates indicated, the following units will be reorganized under an appropriate Unit Marming

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GO 56, Hq Eastern Air Defense Force (ADC), USAF, 29 Jul 58, Stewart AFB, NY, (Continued)

Document, with capability as cited in Part I of O/Ts as indicated. The indicated authorized strength is authorized in ADC PM 60-1A.

			Author	rized Str	ength
Unit	Composition	Date	Off	WO	Amr.
539 Fighter Inter- ceptor Squadron	O/T R1635, 1 Jun 58, Para 1 and 2a, Part I	1 Aug 58	41		260
332 Fighter Inter- ceptor Squadron	O/T R1635, 1 Jun 58, Para 1 and 2k, Part I	1 Aug 58	40	4	358
539 Fighter Inter- ceptor Squadron	0/T R1635, 1 Jun 58, Para 1 and 2n, Part I	1 Nov 58	40	5	370

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2. Personnel will be furnished from sources available to air defense sector concerned.

3. For equipping purposes the above are Category D units and are authorized Unit Essential Equipment as listed in column 3A of the MEAL or MEAL O/T.Supplement, and T/A 1-21 items in the UME column of the UALs. The UME column of the UALs will be prepared in conformance with paragraphs 3b and c, AFR 67-96 and paragraph 2, Section 6, Volume XXI, AFM 67-1. Variable items, T/A 1-21 and MEAL or MEAL O/T Supplement, will be based on the UMD strength of the units. Base Support Equipment, as listed in column 3b of the MEAL or MEAL O/T Supplement, is authorized in the USE column of the UALs in conformance with paragraph 3d, AFR 67-96 and paragraph 3, Section 6, Volume XXI, AFM 67-1. The authorization of Base Support Equipment in the USE column of the UALs does not allow requisitions for Base Support Equipment items when a T/A item is on hand or on requisition which serves the same function as the Base Support Equipment item. Neither will it allow T/A allowances to duplicate Base Support Equipment allowances. The 539th Fighter Interceptor Squadron is authorized additional equipment in the UME column of the UAL as listed in the current issue of TTE F-106 in accordance with paragraphs 3b and c, AFR 67-96 and paragraph 2, Section 6, Volume XXI, AFM 67-1.

4. Pertiment provisions of Air Force Manual 171-6, 1 March 1955, as amended, will apply.

5. Upon completion of action directed herein, Organization Status Change Report (Reports Control Symbol AF-O1) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than OSOO hours the first calendar day following the "as of" date.

6. Authority: Letter AFOHD 904k, Department of the Air Force, Subject: "Inactivation of 601 Compolidated Aircraft Maintenance Squadron;

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GO 56, Hq Eastern Air Defense Force (ADC), USAF, 29 Jul 58, Stewart AFB, NY, (Continued)

Reorganization of Certain Other USAF Units and Amendment to Certain AFOMD, Department of the Air Force Letter," and letter, ADLMO-F, Headquarters Air Defense Command, Subject: "Inactivation of 60' CAMRON and Reorganization of Certain Other USAF Organizations," dated 21 July 1958.

III. AMENDMENT OF GENERAL ORDERS - - 1. So much of paragraph 3, Section II, Eastern Air Defense Force General Orders Number 43, 25 June 1958, pertaining to the 60th Fighter Interceptor Squadron, as reads: "<u>TTE F-101A</u>," is amended to read "<u>TTE F-101B</u>."

2. Authority: Letter AFOMD 904k, Department of the Air Force, Subject: "Inactivation of 601 Consolidated Aircraft Maintenance Squadron; Reorganization of Certain Other USAF Units and Ameniment to Certain AFOMD, Department of the Air Force Letter," and letter, ADIMD-F, Headquarters Air Defense Command, Subject: "Inactivation of 601 CAMRON and Reorganization of Certain Other USAF Organizations," dated 21 July 1958.

FOR THE COMMANDER:

DISTRIBUTION: A Plus

- 20 DIRADMINSER HEDUSAF (ATTN: PUB DIV)
- 5 COMDR ADC (ATTN: ADLMO-F)
- 5 EAOMO
- 5 EACST
- 4 EAAGD/R
- 2 EAAGD/O

S. DILION for, USAF 16 Adjutant

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#### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 57) 1 August 1958

REDESIGNATION AND REORGANIZATION OF UNITS - - 1. Effective on dates indicated, the following units will be redesignated and reorganized under appropriate Unit Manning Documents, with capability as cited in O/T R3085C, 1 January 1958, paragraph 1 and 2, Part I, and with composition in Part II, and authorized strength, as indicated.

Present Designation	New Designation	0/T Composition	and the second division of the local divisio		Amn	Effective Date
ACW SQ	RADAR SQ (SAGE		-	_	-	
646	646	1 x Parts II, A, C, G	5	l	107	1 Oct 58
770	770	l x Parts II, A, B	5	2	124	1 Oct 58
773	773	1 x Parts II, A, B, D, G	5	2	136	1 Oct 58
656	656	l x Parts II, A, B, E	5	2	120	15 Dec 58
762	762	1 x Parts II, A, B, D, G	5	2	136	15 Dec 58

2. Personnel will be furnished from sources available to air defense sector concerned.

3. For equipping purposes the above are Category D units and are authorized Unit Essential Equipment as listed in column 3A of the MEAL O/T Supplement, and T/A 1-21 items in the UME column of the UALs. The UME column of the UALs will be prepared in conformance with paragraphs 3b and c, AFR 67-96 and paragraph 2, Section 6, Volume XXI, AFM 67-1. Variable items, T/A 1-21 and MEAL O/T Supplement, will be based on the UMD strength of the units. Base Support Equipment as listed in column 3b of the MEAL O/T Supplement is authorized in the USE column of the UALs in conformance with paragraph 3d, AFR 67-96 and paragraph 3, Section 6, Volume XXI, AFM 67-1. The authorization of Base Support Equipment in the USE column of the UALs does not allow requisitions for Base Support Equipment items when a T/A item is on hand or on requisition which serves the same function as the Base Support Equipment allowances.

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GO 57, Hq Eastern Air Defense Force (ADC), USAF, 1 Aug 58, Stewart AFB, NY, (Continued)

4. Pertiment provisions of Air Force Manual 171-6, 1 March 1955, as amended, will apply.

5. Upon completion of action directed herein, Organization Status Change Report (Reports Control Symbol AF-Ol) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0800 hours the first calendar day following the "as of" date.

6. Authority: Department of the Air Force letter, AFOMD 839k, Sub-ject: "Redesignation and Reorganization of Certain Aircraft Control and Warning Squadrons," dated 26 May 1958, as amended by Department of the Air Force letter, AFOMD 874k, same subject, dated 1 July 1958, and Headquarters Air Defense Command letter, ADIMO-F-3, Subject: "Redesignation and Re-organization of Certain Aircraft Control and Warning Squadrons" dated 18 July 1958.

FOR THE COMMANDER:

DISTRIBUTION:

- A Plus 20 - DIRADMINSER HEDUSAF (ATTN: PUB DIV) 10 - HQ ADC (ATTN: ADLMO-F) 5 - EAOMD
- 5 EACST
- 4 EAAGD/R
- 2 EAAGD/O

. USAF

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#### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 58) 5 August 1958

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REASSIGNMENT OF UNIT - - 1. Effective 15 August 1958, the 331st Fighter Interceptor Squadron is relieved from assignment to the 329th Fighter Group (Air Defense), Eastern Air Defense Force, and is assigned to the 33d Air Division (Defense), Central Air Defense Force. EDCSA: 15 August 1958.

2. Upon completion of action directed herein, Organization Status Change Report (Reports Control Symbol AF-O1) will be prepared and submitted in accordance with current directives.

3. Authority: Headquarters Air Defense Command message, ADLMO-F-3 871, 1 August 1958.

USAF

Adjutant

FOR THE COMMANDER:

DISTRIBUTION:

- A Plus
- 20 DIRADMINSER HEDUSAF
- (ATTN: PUB DIV) 10 - HQ ADC (ATTN: ADLMO-F) 10 - HQ CADF 10 - HQ 33D ADIV(DEF) 5 - EAOMO

- 5 - EACST
- 4 EAAGD/R
- 2 EAAGD/O



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#### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 59) 7 August 1958

I. DESIGNATION AND ORGANIZATION OF DETACHMENTS - - 1. Effective 15 August 1958, the following detachments are designated and organized under an appropriate Unit Manning Document, with non-O/T authorizations, at stations as indicated:

UNIT

Detachment 1 (Roslyn

Headquarters 26 Air

Headquarters 26 Air

Division (SAGE)

Division (SAGE)

Manual Control Center),

Detachment 2 (Syracuse

Manual Control Center),

#### LOCATION

Roslyn Air Force Station, Roslyn, New York

Syracuse Air Force Station, Syracuse, New York

2. Personnel will be furnished from sources under control of the Commander, Eastern Air Defense Force.

3. Equipment will be authorized by Unit Authorization Lists to be published by the Commander, Air Defense Command.

4. Upon completion of action directed herein, Organization Status Change Report (Reports Control Symbol AF-O1) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than OSOO hours the first calendar day following the "as of" date.

5. Authority: Air Force Regulation 20-27 and message, ADLMD-F-3 873, Headquarters Air Defense Command, dated 1 August 1958.

II. REASSIGNMENT OF ESTABLISHMENTS AND UNITS - - 1. Effective 15 August 1958, the following establishments and units are relieved from present assignment and reassigned as indicated:

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GO 59, Hq Eastern Air Defense Force (ADC), USAF, 7 Aug 58, Stewart AFB, NY, (Continued)

Establishment or Unit	Present Assignment	Reassigned To
Bangor Air Defense	32 Air Division	26 Air Division
Sector	(Defense)	(SACE)
Syracuse Air Defense	32 Air Division	26 Air Division
Sector	(Defense)	(SACE)
642 USAF Dispensary	32 Air Division (Defense)	Syracuse Air Defense Sector
4673 Ground Observer	32 Air Division	26 Air Division
Squadron	(Defense)	(SACE)

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2. Upon completion of action directed herein, Organization Status Change Report (Reports Control Symbol AF-O1) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0800 hours the first calendar day following the "as of" date.

3. Authority: Air Force Regulation 20-27 and message, ADIMD-F-3 873, Headquarters Air Defense Command, dated 1 August 1958.

FOR THE COMMANDER:

DISTRIBUTION: A Plus

20 - DIRADMINSER HEDUSAF (ATTN: PUB DIV)
10 - HQ ADC (ATTN: ADLMO-F)
5 - EACMD
5 - EACST
4 - EAACD/R
2 - EAACD/O

DILION or, USAF Adjutant

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#### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 60) 11 August 1958

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I. DESIGNATION AND ORGANIZATION OF DETACHMENT - - 1. Effective 1 September 1958, the following detachment is designated and organized under an appropriate Unit Manning Document, with non-O/T authorizations, at station indicated:

UNIT

#### LOCATION

Andrews Air Force Base Maryland

Detachment 3 (Andrews Manual Control Center), Headquarters 26th Air Division (SAGE)

2. Personnel will be furnished from sources under control of the Commander, Eastern Air Defense Force.

3. Equipment will be authorized by Unit Authorization Lists to be published by the Commander, Air Defense Command.

4. Upon completion of action directed herein, Organization Status Change Report (Reports Control Symbol AF-Ol) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than OSOO hours the first calendar day following the "as of" date.

5. Authority: Air Force Regulation 20-27 and message, ADLMO-F-3 873, Headquarters Air Defense Command, dated 1 August 1958.

II. FURTHER ASSIGNMENT AND/OR REASSIGNMENT OF ESTABLISHMENTS AND UNITS - - 1. Effective 1 September 1958, the following units, presently assigned as indicated, are further assigned as follows:

#### UNIT

#### PRESENT ASSIGNMENT

48th Fighter Interceptor Squadron 85th Air Division (Defense)

FURTHER ASSIGNED TO Washington Air Defense Sector

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GO 60 Hq EADF (ADC) USAF Stewart AFB NY 11 Aug 58 (Continued)(Section II, paragraph 1 continued)

95th Fighter Inter-	85th Air Division	Washington Air
ceptor Squadron	(Defense)	Defense Sector
632d Aircraft Control	85th Air Division	Washington Air
and Warning Squadron	(Defense)	Defense Sector
647th Aircraft Control	85th Air Division	Washington Air
and Warning Squadron	(Defense)	Defense Sector
649th Aircraft Control	85th Air Division	Washington Air
and Warning Squadron	(Defense)	Defense Sector

771st Aircraft Control · 85th Air Division Washington Air and Warning Squadron (Defense) Defense Sector

2. Effective 1 September 1958, the following establishments and units. are relieved from present assignment and are reassigned as indicated:

ESTABLISHMENT OR UNIT	PRESENT ASSIGNMENT	REASSIGNED TO
Washington Air Defense Sector	85th Air Division (Defense)	26th Air Division (SACE)
4716th Ground Observer Squadron	85th Air Division (Defense)	26th Air Division (SACE)
482d Fighter Inter-	85th Air Division	35th Air Division
ceptor Squadron	(Defense)	(Defense)
614th Aircraft Control	85th Air Division	35th Air Division
and Warning Squadron	(Defense)	(Defense)
701st Aircraft Control	85th Air Division	35th Air Division
and Warning Squadron	(Defense)	(Defense)
810th Aircraft Control	85th Air Division	35th Air Division
and Warning Squadron	(Defense)	(Defense)
15th Fighter Group	30th Air Division	Syracuse Air
(Air Defense)	(Defense)	Defense Sector
763d Aircraft Control	30th Air Division	Syracuse Air
and Warning Squadron	(Defense)	Defense Sector
772d Aircraft Control	30th Air Division	Syracuse Air
and Warning Squadron	(Defense)	Defense Sector

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GO 60 Hq EADF (ADC) USAF Stewart AFB NY 11 Aug 58 (Continued)(Section II, paragraph 2 continued)

648th Aircraft Control	Boston Air	Syracuse Air
and Warning Squadron	Defense Sector	Defense Sector
56th Fighter Inter- ceptor Squadron	58th Air Division (Defense)	30th Air Division (Defense)
87th Fighter Inter-	58th Air Division	30th Air Division
ceptor Squadron	(Defense)	(Defense)
319th Fighter Inter-	58th Air Division	30th Air Division
ceptor Squadron	(Defense)	(Defense)
664th Aircraft Control and Warning Squadron	58th Air Division (Defense)	30th Air Division (Defense)
782d Aircraft Control and Warning Squadron	58th Air Division (Defense)	37th Air Division (Defense)
663d Aircraft Control	58th Air Division	35th Air Division
and Warning Squadron	(Defense)	(Defense)
783d Aircraft Control	58th Air Division	35th Air Division
and Warning Squadron	(Defense)	(Defense)
784th Aircraft Control and Warning Squadron	58th Air Division (Defense)	35th Air Division (Defense)
799th Aircraft Control	58th Air Division	35th Air Division
and Warning Squadron	(Defense)	(Defense)
867th Aircraft Control	58th Air Division	35th Air Division
and Warning Squadron	(Defense)	(Defense)

3. Upon completion of action directed herein, Organization Status Change Report (Reports Control Symbol AF-Ol) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0800 hours the first calendar day following the "as of" date.

4. Authority: Air Force Regulation 20-27 and Headquarters Air Defense Command messages ADLNO-F-3 873, 1 August 1958 and ADLMO-F-3 885, 7 August 1958.

III. DISCONTINUANCE OF UNITS - - 1. Effective 1 September 1958 the following units are discontinued at locations indicated:

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GO 60 Hq EADF (ADC) USAF Stewart AFB NY 11 Aug 58 (Continued)(Section III, paragraph 1 continued)

#### UNIT

4717th Ground Observer Squadron Detachment 1, 4717th Ground Observer Squadron Detachment 4, 4717th Ground

Detachment 5, 4717th Ground

Detachment 7, 4717th Ground

Wright-Patterson Air Force Base, Ohio Terre Haute, Indiana

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LOCATION

Lexington, Kentucky

Charleston, West Virginia

Knoxville, Tennessee

Detachment 4, 4716th Ground Observer Squadron

Observer Squadron

Observer Squadron

Observer Squadron

Durham, North Carolina

2. Personnel assigned to the 4717th Ground Observer Squadron at Wright-Patterson Air Force Base will be reassigned in accordance with separate instructions issued by this headquarters. Personnel from discontinued detachments will be reassigned to replacement units without change in duty station, as indicated: (EDCSA: 1 September 1958).

#### FROM

Detachment 1, 4717th Ground Observer Squadron

Detachment 4, 4717th Ground Observer Squadron

Detachment 5, 4717th Ground Observer Squadron

Detachment 7, 4717th Ground Observer Squadron

Detachment 4, 4716th Ground Observer Squadron Detachment 1, 4718th Ground Observer Squadron

TO

Detachment 2, 4674th Ground Observer Squadron

Detachment 3, 4674th Ground Observer Squadron

Detachment 4, 4674th Ground Observer Squadron

Detachment 1, 4674th Ground Observer Squadron

3. Unit Allowance List Numbers are voided. Equipment rendered surplus by discontinuance of the 4717th Ground Observer Squadron will revert to stock to fill present and future requirements. Equipment from discontinued detachments will be transferred to their respective replacement units.

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GO 60 Hq EADF (ADC) USAF Stewart AFB NY 11 Aug 58 (Continued) (Section III, continued)

4. The pertinent provisions of Air Force Manual 171-6, as amended, are applicable.

5. Funds will be disposed of in accordance with current directives.

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6. Organization records will be disposed of in accordance with Air Force Manual 181-5.

7. Upon completion of action directed herein, Organization Status Change Report (Reports Control Symbol AF-O1) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0800 hours the first calendar day following the "as of" date.

8. Authority: Air Force Regulation 20-27 and Headquarters Air Defense Command messages ADLMO-F-3 873, 1 August 1958 and ADLMO-F-3 885, 7 August 1958.

IV. DESIGNATION AND ORGANIZATION OF GROUND OBSERVER SQUADRON DETACH-MENTS - - 1. Effective 1 September 1958, the following detachments are designated and organized under an appropriate Unit Manning Document, with non-O/T authorizations, at stations indicated:

UNIT	LOCATION
Detachment 1, 4718th Ground Observer Squadron	Terre Haute, Indiana
Detachment 1, 4674th Ground Observer Squadron	Durham, North Carolina
Detachment 2, 4674th Ground Observer Squadron	Lexington, Kentucky
Detachment 3, 4674th Ground Observer Squadron	Charleston, West Virginia
Detachment 4, 4674th Ground Observer Squadron	Knoxville, Ternessee

2. Personnel will be furnished from sources available to the air division (defense) concerned.

3. Equipment will be authorized by Unit Authorization Lists to be published by the Air Defense Command Equipment Review and Authorization Activity Support Team located at Stewart Air Force Base, New York.

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GO 60 Hq EADF (ADC) USAF Stewart AFB NY 11 Aug 58 (Continued)(Section IV, continued)

4. The pertiment provisions of Air Force Manual 171-6, as amended, are applicable.

5. Upon completion of action directed herein, Organization Status Change Report (Reports Control Symbol AF-Ol) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0800 hours the first calendar day following the "as of" date.

6. Authority: Air Force Regulation 20-27 and Headquarters Air Defense Command messages ADLMO-F-3 873, 1 August 1958 and ADLMO-F-3 885, 7 August 1958.

FOR THE COMMANDER:

S. moorke

DISTRIBUTION: A Plus

- 20 DIRADMINSER HEDUSAF
- (ATTN: PUB DIV) 5 - COMDR ADC (ATTN: ADLMO-F) 5 - EAOMO
- 5 EACST
- 4 EAAGD/R
- 2 EAAGD/O

EEN D. MOORHEAD Captain, USAF Assistant Adjutant

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#### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 61) 13 August 1958

REORGANIZATION OF UNIT - - 1. Effective 15 August 1958, the following unit is reorganized under appropriate Unit Manning Document, with capability as cited in Part I of listed O/T and with authorized strength as indicated:

		Authorized Stre		
Unit	O/T Composition	Off	Amn	Civ
Headquarters, 26th Air Division (SAŒ)	R8812C, 1 Feb 58, paragraph 1 and 2, Part I	51	62	6

2. The authorized strength of fifty-one officers, sixty-two airmen and six civilians will be increased to eighty-four officers, one hundred and eleven airmen, and fifteen civilians, effective 1 October 1958, as outlined in ADC FM-60-1A.

3. Personnel will be furnished from sources available to Commander, Eastern Air Defense Force.

4. For equipping purposes, the above is a Category D unit and is authorized Unit Essential Equipment as listed in column 3A of the MEAL or MEAL O/T Supplement, and T/A 1-21 items in the UME column of the UAL. The UME column of the UAL will be prepared in conformance with paragraphs 3b and c, AFR 67-96 and paragraph 2, Section 6, Volume XXI, AFM 67-1. Variable items, T/A 1-21 and MEAL or MEAL O/T Supplement, will be based on the UMD strength of the unit. Base Support Equipment, as listed in column 3B of the MEAL or MEAL O/T Supplement, is authorized in the USE column of the UAL. Unit is authorized additional equipment in the USE column of the UAL in conformance with paragraph 3d, AFR 67-96 and paragraph 3, Section 6, Volume XXI, AFM 67-1. The authorization of Base Support Equipment in the USE column of the UAL does not allow requisitions for Base Support Equipment items when a T/A item is on hand or on requisition which serves the same function as the Base Support Equipment item. Neither will it allow T/A allowances to duplicate Base Support Equipment allowances.

5. Pertiment provisions of Air Force Manual 171-6, 1 July 1958, as amended, will apply.

6. Upon completion of action directed herein, Organization Status Change Report (Reports Control Symbol AF-Ol) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than OSOO hours the first calendar day following the "as of" date.

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GO 61 Hq Eastern Air Defense Force (ADC) USAF Stewart AFB NY 13 Aug 58 (Continued)

7. Authority: Letter 913k, Department of the Air Force, Subject: "Redesignation and Reorganization of the Headquarters, 26th Air Division (Defense)," and letter, ADLMO-F, Headquarters Air Defense Command, same sub-ject, dated 1 August 1958.

FOR THE COMMANDER:

DISTRIBUTION:

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#### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 62)

15 August 1958

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AIR FORCE COMMENDATION MEDAL - - By direction of the Secretary of the Air Force, under provisions of Department of the Air Force General Orders Number 16, 28 March 1958, Air Force Regulation 900-7, 16 July 1957 and paragraph 4, Air Defense Command Supplement 1, 5 August 1957, to Air Force Regulation 900-7, the Air Force Commendation Medal is awarded the following named officer for meritorious service during the period indicated:

> LIEUTENANT COLONEL THOMAS M. TILLEY, 8049A 1 May 1957 to 20 December 1957

FOR THE COMMANDER:

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 63) 15 August 1958

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INACTIVATION OF UNIT - - 1. Effective 15 August 1958, the following unit is inactivated at station indicated:

Unit

#### Station of Inactivation

Headquarters, 32d Air Division (Defense) Syracuse Air Force Station, Syracuse, New York

2. Concurrently with inactivation, this unit will revert to the control of the Department of the Air Force.

3. The above action automatically effects discontinuance of the Detachment 1 (SAGE), Headquarters 32d Air Division (Defense).

4. Personnel rendered surplus by this action will be reassigned in accordance with separate instructions issued by this headquarters.

5. Equipment rendered surplus by this action will be transferred to the Headquarters 26th Air Division (SAGE), as appropriate; or will be disposed of in accordance with current directives. Unit allowance list number is voided.

6. Records will be disposed of in accordance with Air Force Manual 181-5.

7. The pertinent provisions of Air Force Manual 171-6 and Air Force Regulation 176-2, as amended, are applicable.

8. Upon completion of actions directed herein, Organization Status Change Report (Reports Control Symbol AF-01) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0800 hours the first calendar day following the "as of" date.

9. Authority: Headquarters USAF message AFOMO-M1-0-5, 47950, 14 August 1958; and Headquarters ADC message ADIMO-F-3 917, 18 August 1958.

FOR THE COMMANDER:

s/tC. J. DILLON Major, USAF Adjutant

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GO 63 Hq Eastern Air Defense Force (ADC) USAF Stewart AFB NY 15 Aug 58 (Distribution page only)

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GENERAL ORDERS) NUMBER 64)

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19 August 1958

STAFF ASSIGNMENT - - COLONEL CHESTER C. COX, 3985A, this headquarters, is assigned as Deputy for Personnel, effective 18 August 1958, vice COLONEL FREDERIC E. MCCOY, 3567A, this headquarters, relieved.

FOR THE COMMANDER:

GA Ollow

Major, USAF Adjutant

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 55)

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AIR FORCE COMMENDATION MEDAL - - 1. By direction of the Secretary of the Air Force, under provisions of Department of the Air Force General Orders Number 16, 28 March 1958, AFR 900-7, 16 July 1957 and paragraph 4, ADC Supplement-1, 5 August 1957, to AFR 900-7, the Air Force Commendation Medal is awarded the following named airmen for meritorious service during the periods indicated:

> MASTER SERGEANT WILLIAM E. OSBORNE, AF 12272114 June 1955 to July 1956

MASTER SERGEANT SAMUEL B. MOODY, AF 1102/156 1 September 1956 to 9 January 1958

2. By direction of the Secretary of the Air Force, under provisions of Department of the Air Force General Orders Number 16, 28 March 1950, AFR 900-7, 16 July 1957 and paragraph 4, ADC Supplement-1, 5 August 1957, to AFR 900-7, the Air Force Commendation Medal is awarded the following named officers and eirman for meritorious achievement during the periods indicated:

> LIEUTENANT OCLONEL SAMUEL A. STEERE, JR., 7390A 15 May 1957 to 5 December 1957

CAPTAIN CHARLES M. DERGESON, AO 781754 1 February 1958 to 20 May 1958

AIRMAN FIRST CLASS THOMAS A. UNDERWOOD, AF 13518276 4 May 1958

FOR THE CONTAILDER:

DILLON jor, USAF Adjutant

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 66)

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INACTIVATION OF UNIT - - 1. Effective on 1 September 1958, the following unit is inactivated at station indicated:

Unit

#### Station of Inactivation

Headquarters, 85th Air Division (Defense)

Andrews Air Force Base, Camp Springs, Maryland

2. Concurrently with inactivation, this unit will revert to the control of the Department of the Air Force.

3. Personnel rendered surplus by this action will be reassigned in accordance with separate instructions issued by this headquarters.

4. Equipment rendered surplus by this action will be transferred to Detachment 3 (Andrews Manual Control Center), Headquarters 26th Air Division (SAGE), as appropriate; or will be disposed of in accordance with current directives. Unit Allowance List Number is voided.

5. Records will be disposed of in accordance with Air Force Manual 181-5.

6. The pertinent provisions of Air Force Manual 171-6 and Air Force Regulation 176-2, are applicable.

7. Upon completion of actions directed herein, Organization Status Change Report (Reports Control Symbol AF-Ol) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than O800 hours the first calendar day following the "as of" date.

8. Authority: Headquarters USAF message AFOMD-M1-0-5, 47950, 14 August 1958; and Headquarters ADC message ADLMO-F-3 917, 18 August 1958.

FOR THE COMMANDER:

, USAF Adjatant

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GO 66 Hq Eastern Air Defense Force (ADC) USAF Stewart AFB NY 21 Aug 56 (Distribution page only)(Continued)

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 67) 22 August 1958

ANNOUNCEMENT OF RETIREMENT - - 1. Announcement is made of the retirement of Major Robert L. Lovelace, AO 270745, Director of Internal Information, Eastern Air Defense Force, effective 31 August 1958, after more than 20 years active Federal Military Service.

2. Major Lovelace was born 15 December 1905 at Palmyra, Missouri. He attended Lombard College, Galeburg, Illinois in 1924, received a Bachelor of Philosophy degree from Shurtleff College, Alton, Illinois in 1926, and attended the University of Illinois in 1927. He was a member of the National Guard from February 1927 to March 1930. He accepted a commission in the Army Reserve as a Second Lieutenant in March 1930. He was promoted to First Lieutenant in March 1934. He advanced to the grade of Captain in August 1942; he has been a Major since February 1951. He is a permanent Lieutenant Colonel in the Reserve. Some of the various duty stations where he has served are: Wiesbaden, Germany; Westover Air Force Base, Massachusetts; Brookley Air Force Base, Alabama; Palm Beach International Airport, Florida; Tachikawa Air Base, Japan; and Dobbins Air Force Base, Georgia. Major Lovelace arrived at Headquarters, Eastern Air Defense Force on 16 September 1956 and has been the Director of Internal Information, Office of Information Services, since that date. Through his initiative, outstanding ability, and devotion to duty, Major Lovelace has contributed to the successful accomplishment of the Air Force mission.

3. Major Lovelace has been decorated with the Army Commendation Ribbon, the Air Force Commendation Medal, and in addition holds the lesser awards appropriate to his service.

FOR THE CONMANDER:

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### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 68)

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26 August 1958

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ANNOUNCEMENT OF CHANCE IN ORGANIZATION OF HEADQUARTERS EASTERN AIR DEFENSE FORCE - - 1. Announcement is made of the following changes in the organization of the Headquarters, Eastern Air Defense Force, effective 25 August 1958.

a. The Directorate of Facilities Support is redesignated as the Directorate of Maintenance.

b. A Directorate of Construction is established with assignment to the Installations Engineer.

2. Authority: Headquarters, Air Defense Command message, ADLND-E 934, dated 21 August 1958.

FOR THE COMMANDER:

Major, USAF

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 69)

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AIR FORCE COMMENDATION MEDAL - - By direction of the Secretary of the Air Force, under provisions of Department of the Air Force General Orders Number 16, 28 March 1958, Air Force Regulation 900-7, 16 July 1957 and paragraph 4, Air Defense Command Supplement 1, 5 August 1957, to Air Force Regulation 900-7, the Air Force Commendation Medal is awarded the following named officers and airmen for meritorious service during the periods indicated:

> LIEUTENANT COLONEL WESTON M. LENNOX, 7846A 1 October 1955 to 2 July 1958

LIEUTENANT COLONEL LYNN R. MAPES, 2251A 12 September 1954 to 31 July 1958

MAJOR ROBERT L. LOVELACE, A0270745 26 September 1956 to 31 August 1958

MASTER SERGEANT RICHARD C. ARCHER, AF13027137 1 August 1957 to 1 September 1958

MASTER SERGEANT ROBERT EARL COWARD, AF25111574 21 August 1956 to 23 July 1958

FOR THE COMMANDER:

for, USAF Ma Adjutant

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 70) 11 September 1958

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ANNOUNCEMENT OF CHANGE IN ORGANIZATION OF HEADQUARTERS EASTERN AIR DEFENSE FORCE - - 1. Announcement is made of the following change in the organization of the Headquarters, Eastern Air Defense Force, effective 1 September 1958:

The Directorate of Accounting and Finance is redesignated as the Directorate of Financial Services.

2. Authority: Headquarters Air Defense Command message, ADCAF 1672 dated 27 August 1958.

FOR THE COMMANDER:

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BEN D. MOORHEAD Captain, USAF Asst Adjutant

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### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 71) 11 September 1958

DESIGNATION AND ORGANIZATION OF DETACHMENT - - 1. Effective 1 October 1958, the following detachment is designated and organized under an appropriate Unit Manning Document, with non-0/T authorizations, at station as indicated:

#### UNIT

### LOCATION

Detachment 1 (NCO Academy) Headquarters 551st Airborne Early Warning & Control Wing Otis Air Force Base Massachusetts

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2. Personnel will be furnished from sources under control of the Commander, Eastern Air Defense Force.

3. Equipment will be authorized by Unit Authorization Lists to be published by the Commander, Air Defense Command.

4. Upon completion of actions directed herein, Organization Status Change Report (Reports Control Symbol AF-Ol) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0800 hours the first calendar day following the "as of" date.

5. Authority: Air Force Regulation 20-27 and message, ADLMO-F-3 955, Headquarters Air Defense Command, dated 28 August 1958.

FOR THE COMMANDER:

BEN D. MOORHEAD

Captain, USAF

Asst Adjutant

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 72) 16 September 1958

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INACTIVATION OF UNIT - - 1. Effective 1 February 1959, the following unit is inactivated at station indicated:

UNIT

### STATION OF INACTIVATION

Headquarters, 58th Air Division (Defense) Wright-Patterson Air Force Base Ohio

2. Concurrently with inactivation, this unit will revert to the control of the Department of the Air Force.

3. Personnel rendered surplus by this action will be reassigned in accordance with separate instructions issued by this headquarters.

4. Equipment rendered surplus by this action will be disposed of in accordance with current directives. Unit Allowance List number is voided.

5. Records will be disposed of in accordance with Air Force Manual 181-5.

6. The pertiment provisions of Air Force Manual 171-6 and Air Force Regulation 176-2, as amended, are applicable.

7. Upon completion of actions directed herein, Organization Status Change Report (Reports Control Symbol AF-Ol) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than O800 hours the first calendar day following the "as of" date.

8. Authority: Headquarters USAF message AFOMD-M1-0-5, 47950, 14 August 1958; and Headquarters Air Defense Command message ADLMD-F-3 917, 18 August 1958.

FOR THE COMMANDER:

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GO 72 Hq Eastern Air Defense Force (ADC) USAF Stewart AFB NY 16 Sep 58 (Distribution page only)(Continued)

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

19 September 1958

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GENERAL ORDERS) NUMBER 73)

STAFF ASSIGNMENT - - BRIGADIER GENERAL KENNETH H GIBSON, 1775A, this headquarters, is assigned as Vice Commander, Eastern Air Defense Force, effective 15 September 1958.

FOR THE COMMANDER:

DILION

Major, USAF Adjutant

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### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 74) 19 September 1958

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DISCONTINUANCE OF UNITS ..... I DESIGNATION AND ORGANIZATION OF GROUND OBSERVER DETACHMENTS ..... II

I. DISCONTINUANCE OF UNITS - - 1. Effective 16 October 1958, the following units are discontinued at locations indicated:

UNIT

4673d Ground Observer Squadron

Detachment 2, 4673d Ground Observer Squadron

Detachment 5, 4673d Ground Observer Squadron

4716th Ground Observer Squadron

Detachment 2, 4716th Ground Observer Squadron

Detachment 5, 4716th Ground Observer Squadron LOCATION

1

Syracuse Air Force Station Syracuse, New York

Syracuse, New York

Bangor, Maine

Andrews Air Force Base Camp Springs, Maryland

Richmond Virginia

Baltimore, Maryland

2. Personnel assigned to the 4673d Ground Observer Squadron at Syracuse Air Force Station, Syracuse, New York and 4716th Ground Observer Squadron at Andrews Air Force Base, Maryland, will be reassigned in accordance with separate instructions issued by this headquarters. Personnel from discontinued detachments will be reassigned to replacement units without change in duty station, as indicated: (EDCSA: 16 October 1958).

### FROM

Detachment 2, 4673d Ground Observer Squadron

Detachment 5, 4673d Ground Observer Squadron

### TO

Detachment 1, 4670th Ground Observer Squadron

Detachment 2, 4670th Ground Observer Squadron

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GO 74 Hq EADF (ADC) USAF Stewart AFB NY 19 Sep 58 (Section I, paragraph 2 continued)

Detachment 2, 4716th Ground Observer Squadron Detachment 3, 4670th Ground Observer Squadron

Detachment 5, 4716th Ground Observer Squadron Detachment 5, 4670th Ground Observer Squadron

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3. Unit Allowance List Numbers are voided. Equipment rendered surplus by discontinuance of the 4673d and 4716th Ground Observer Squadrons will revert to stock to fill present and future requirements, except that equipment from discontinued detachments will be transferred to their respective replacement units.

4. The pertinent provisions of Air Force Manual 171-6 are applicable.

5. Funds will be disposed of in accordance with current directives.

6. Organization records will be disposed of in accordance with Air Force Manual 181-5.

7. Upon completion of action directed herein, Organization Status Change Report (Reports Control Symbol AF-01) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0800 hours the first calendar day following the "as of" date.

3. Authority: Air Force Regulation 20-27 and message, Headquarters Air Defense Command, ADLHO-F-3 873, 1 August 1958.

II. DESIGNATION AND CRGANIZATION OF GROUND OBSERVER SQUADRON DETACHMENTS - - 1. Effective 16 October 1956, the following detachments are designated and organized under an appropriate Unit Manning Document, with non-O/T authorizations, at locations indicated:

#### UNIT

Detachment 1, 4670th Ground Observer Squadron

Detachment 2, 4670th Ground Observer Squadron

Detachment 3, 4670th Ground Observer Squadron

Detachment 5, 4670th Ground Observer Squadron

#### LOCATION

Syracuse, New York

Bangor, Maine

Richmond, Virginia

Baltimore, Maryland

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GO 74 Hq EADF (ADC) USAF Stewart AFB NI 19 Sep 58 (Section II continued)

2. Personnel will be furnished from sources available to the air division (defense) concerned.

3. Equipment will be authorized by Unit Authorization Lists to be published by the Air Defense Command Equipment Review and Authorization Activity Support Team located at Stewart Air Force Base, New York.

4. The pertinent provisions of Air Force Manual 171-6 are applicable.

5. Upon completion of action directed hordin, Organization Status Change Report (Reports Control Symbol AF-Cl) will be propared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than CSCC hours the first calendar day following the "as of" date.

6. Authority: Air Force Regulation 20-27 and message, Neadquarters Air Defense Command, ADLNO-F-3 873, 1 August 1958.

FOR THE COMMANDER:

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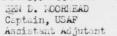
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### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

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AIR FORCE COMMENDATION MEDAL - - 1. By direction of the Secretary of the Air Force, under provisions of Department of the Air Force General Orders Number 16, 28 March 1958, Air Force Regulation 900-7, 16 July 1957, and paragraph 4, Air Defense Command Supplement 1, 5 August 1957, to Air Force Regulation 900-7, the Air Force Commendation Medal is awarded the following named officers for meritorious service during the periods indicated.

> MAJOR PAUL L. CARLISLE, 15306A 1 October 1952 to 7 April 1958

MAJOR JAMES COLE, A0577169 24 October 1955 to 13 July 1958

MAJOR RAY J. GARCIA, 17199A 1 February 1956 to 31 May 1958

MAJOR LAWRENCE A. GASSMAN, 34289A 1 November 1955 to 1 March 1958

MAJOR JACK H. LAWTON, 39530A 1 June 1957 to 8 August 1958

MAJOR ELDOR H. SCHUELER, 12384A 3 May 1957 to 7 August 1958

CAPTAIN JOHN W. TAUSCHER, A03041676 16 September 1955 to 16 June 1958

2. By direction of the Secretary of the Air Force, under provisions of Department of the Air Force General Orders Number 16, 28 March 1958, Air Force Regulation 900-7, 16 July 1957, and paragraph 4, Air Defense Command Supplement 1, 5 August 1957, to Air Force Regulation 900-7, the Air Force Commendation Medal is awarded the following named officer and airmen for meritorious achievement during the periods indicated.

> CAPTAIN LEROY W. SVENDSEN, JR., 26806A 1 January 1958 to 30 April 1958

STAFF SERGEANT DANIEL GIBSON, AF45031281 5 February 1958

AIRMAN THIRD CLASS ROBERT F. OTTO, AF17427967 5 February 1958

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GO 75, Nq Eastern Air Defense Force (ADC), USAF, 24 Sep 50, (Signature page only)

FOR THE COMMANDER:

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### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 76) 25 September 1958

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I. DISCONTINUANCE OF DETACHMENT - - 1. Effective 1 October 1958, the following detachment is discontinued at station indicated:

#### UNIT

### LOCATION

Truax Field, Wisconsin

Detachment 1 (SAGE) Headquarters 30th Air Division (Defense)

2. Personnel and equipment of Detachment 1 (SAGE), Headquarters 30th Air Division (Defense) will be reassigned to Detachment 1 (SAGE), Headquarters 37th Air Division (Defense).

3. Records will be disposed of in accordance with instructions contained in Air Force Manual 181-5.

4. Upon completion of actions directed herein, Organization Status Change Report (Reports Control Symbol AF-O1) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0800 hours the first calendar day following the "as of" date.

5. Authority: Air Force Regulation 20-27 and Air Defense Command message ADLMO-F-3 1010, dated 22 September 1958.

II. DESIGNATION AND ORGANIZATION OF DETACHMENT - - 1. Effective 1 October 1958, the following unit is designated and organized under appropriate Unit Manning Document, with non-O/T manpower authorization, at station indicated:

UNIT

### LOCATION

Detachment 1 (SACE) Headquarters 37th Air Division (Defense)

Truax Field, Wisconsin

2. Personnel will be furnished from sources available to the Commander, 37th Air Division (Defense).

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GO 76, Hq EADF (ADC) USAF Stewart AFB NY 25 Sep 58 (Section II continued)

3. Equipment will be authorized by Unit Authorization List to be published by Headquarters Air Defense Command Equipment Review and Authorization Activity Team (Electronics).

4. Upon completion of actions directed herein, Organization Status-Change Report (Reports Control Symbol AF-O1) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0800 hours the first calendar day following the "as of" date.

5. Authority: Air Force Regulation 20-27 and Air Defense Command message ADLMO-F-3 1010, dated 22 September 1958.

FOR THE COMMANDER:

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### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

26 September 1958

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L A S S I F I E D

GENERAL ORDERS) NUMBER 77)

AIR FORCE COMMENDATION MEDAL - - By direction of the Secretary of the Air Force, under provisions of Department of the Air Force General Orders Number 16, 28 March 1958, Air Force Regulation 900-7, 16 July 1957 and paragraph 4, Air Defense Command Supplement 1, 5 August 1957, to Air Force Regulation 900-7, the Air Force Commendation Medal is awarded the following named officer for meritorious service during the period indicated:

> CHIEF WARRANT OFFICER (W-3) WILLIAM H. WRAY, 951446E 6 January 1958 to 10 September 1958

FOR THE COMMANDER:

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BEN D. MOORHEAD Captain, USAF Assistant Adjutant 

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GEMERAL ORDERS) NUMBER 78) 26 September 1958

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RECISSION OF ATTACHMENT - - 1. Effective 15 August 1958, the attach-ment of the 49th Fighter Interceptor Squadron to the 32nd Air Division (Defense) for tactical operational control is rescimed.

2. Authority: Air Force Regulation 20-27.

FOR THE COMMANDER:

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### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 79) 26 September 1958

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I. ANNOUNCEMENT OF CHANGE IN ORGANIZATION OF HEADQUARTERS EASTERN AIR DEFENSE FORCE - - 1. Announcement is made of the following changes in the organization of the Headquarters, Eastern Air Defense Force, effective 1 October 1958:

a. The Secretariat is redesignated as the Directorate of Administrative Services.

b. The Directorate of Publications is redesignated as the Publications and Printing Division.

c. The Directorate of Administration is redesignated as the Administrative Division.

2. Authority: Air Force Regulation 20-16 and message, Headquarters, Air Defense Command, ADHSE 00111, dated 29 August 1958.

II. STAFF ASSIGNMENT - - The duty title of MAJOR CHARLES J DILLON, A0425615, this Headquarters, is changed from Secretariat/Adjutant to Director of Administrative Services, with no change in assignment, effective 1 October 1958.

FOR THE COMMANDER:

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br, USAF Adjutant

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#### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 80)

#### 1 October 1958

I. RESCISSION -- General Orders 4, this headquarters, dated 7 January 1958, is rescinded effective 29 September 1958.

II. ASSIGNMENT OF AIR DEFENSE SECTORS -- Air Defense Sectors are assigned in North American Air Defense General Orders 11, dated 1 September 1958.

III. ASSIGNMENT OF AIR DEFENSE SUBSECTORS -- 1. The following air divisions are assigned subsectors of responsibility as indicated effective 29 September 1958.

a. The subsectors of responsibility for the Aircraft Control and Warning Squadrons within the 26th Air Division (SAGE) are as follows:

(1) 632d Aircraft Control and Warning Squadron (M-117). From a point at 36-28N 79-00W thence north to 37-15N 79-00W thence east to 37-15N 77-00W thence south to 35-54N 77-00W thence northwest to point of origin.

(2) 646th Aircraft Control and Warning Squadron (P-9). From a point at sea 37-47N 67-00W thence northwest to 40-15N 75-40W thence northeast to 41-25N 75-00W thence southeast to 40-40N 73-00W thence southeast to 38-40N 64-40W.

(3) 647th Aircraft Control and Warning Squadron (P-55). From a point at 37-15N 79-00W thence north to 38-00N 79-00W thence west to 38-00N 80-25W thence northeast to 39-15N 79-47W thence northeast to 39-55N 77-00W thence east to 39-55N 75-53W thence southeast to 39-30N 75-30W thence southwest to 37-15N 77-00W thence west to point of origin.

(4) 648th Aircraft Control and Warning Squadron (P-30). From a point 39-55N 77-00W thence north to 40-25N 77-00W thence northwest to 41-30N 78-30W thence northwest to 42-40N 77-00W thence east to 42-40N 74-46W thence southwest to 41-25N 75-00W thence southwest to 39-55N 75-53W thence west to point of origin.

(5) 649th Aircraft Control and Warning Squadron (M-121). From a point at 37-00N 81-00W thence northeast to 38-00N 80-25W thence east to 38-00N 79-00W thence south to 36-28N 79-00W thence northwest to point of origin. E

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GO 80 Hq EADF (ADC) USAF Stewart AFB NY 1 Oct 58 (continued) (paragraph la continued)

(6) 654th Aircraft Control and Warning Squadron (P-13). From a point at 43-30N 71-30W thence north to 45-00N 71-30W thence along the US/Canadian International Boundary to 46-00N 70-19W thence east to 46-00N 67-00W thence south to 44-56N 67-00W thence along the US/Canadian International Boundary to a point at 44-30N 67-07W thence east to 44-30N 66-45W thence southeast to 43-30N 66-05W thence west to point of origin.

(7) 655th Aircraft Control and Warning Squadron (P-49). From a point at 42-40N 77-00W thence northwest to 43-38N 77-30W thence north and east along the US/Canadian International Boundary to a point at 45-00N 74-35W thence south to 43-30N 74-35W thence southwest to 42-40N74-46W thence west to point of origin.

(8) 656th Aircraft Control and Warning Squadron (P-50), From a point at 41-25N 75-COW thence northeast to 43-30N 74-35W thence east to 43-30N 72-OOW thence south to 41-32N 72-OOW thence southwest to point of origin.

(9) 762d Aircraft Control and Warning Squadron (P-10). From a point at sea 39-20N 63-00W thence northwest to 41-35N 70-45W thence southwest to 41-32N 72-00W thence north to 43-30N 72-00W thence east to 43-30N 63-00W.

(10) 763d Aircraft Control and Warning Squadron (P-62). From a point at 41-30N 80-30W thence north to a point on the US/Canadian International Boundary at 42-19N 80-30W thence north and east along the US/Canadian International Boundary to a point at 43-38N 77-30W thence southeast to 42-40N 77-00W thence southwest to 41-30N 78-30W thence west to point of origin.

(11) 764th Aircraft Control and Warning Squadron (P-14). From a point at 43-30N 74-35W north to 45-00N 74-35W thence east along the US/Canadian International Boundary to a point at 45-00N 71-30W thence south to 43-30N 71-30W thence west to point of origin.

(12) 766th Aircraft Control and Warning Squadron (P-80). From a point on the US/Canadian International Boundary at 46-00N 70-19W thence north and east along the US/Canadian International Boundary to a point on the boundary at 69-10W thence northeast to 48-00N 67-00W thence south to 46-00N 67-00W thence west to point of origin.

(13) 770th Aircraft Control and Warning Squadron (P-54). From a point at sea at 37-00N 69-00W thence northwest to 39-00N 75-00W thence northwest to 39-55N 75-53W thence northeast to 40-15N 75-40W thence southeast to 37-47N 67-00W.

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GO 80 Hq EADF (ADC) USAF Stewart AFB NY 1 Oct 58 (continued) (paragraph la continued)

(14) 771st Aircraft Control and Warning Squadron (P-56). From a point at sea at 33-30N 70-00W thence northwest to 35-54N 77-00W thence north to 37-15N 77-00W thence northeast to 39-30N 75-30W thence southeast to 37-00N 69-00W.

(15) 772d Aircraft Control and Warning Squadron (P-63). From a point at 39-15N 79-47W thence northwest to 39-45N 80-30W thence north to 41-30N 80-30W thence east to 41-30N 78-30W thence southeast to 40-25N 77-00W thence south to 39-55N 77-00W thence southwest to point of origin.

(16) 773d Aircraft Control and Warning Squadron (P-45). From a point at sea at 38-40N 64-40W thence northwest to 40-40N 73-00W thence northwest to 41-25N 75-00W thence northeast to 41-35N 70-45W thence southeast to 39-20N 63-00W.

b. Subsectors of responsibility for Aircraft Control and Warning Squadrons in the 30th Air Division (Defense) are as follows:

(1) 661st Aircraft Control and Warning Squadron (P-20). From a point at 40-45N 85-00W thence northeast to 43-33N 84-30W thence northeast to 43-38N 82-09W thence southeast to a point on the US/Canadian International Boundary at 42-00N 81-40W thence southwest to point of origin.

(2) 662d Aircraft Control and Warning Squadron (P-62). From a point at 39-45N 80-30W thence northwest to 41-30N 83-00W thence northeast to a point on the US/Canadian International Boundary at 42-00N 81-40W thence south and northeast along the US/Canadian International Boundary to 42-15N 80-30W thence south to point of origin.

(3) 664th Aircraft Control and Warning Squadron (P-73). From a point at 39-30N 85-22W thence northwest to 40-25N 86-00W thence northeast to 41-30N 83-00W thence southeast to 39-45N 80-30W thence southwest to point of origin.

(4) 754th Aircraft Control and Warning Squadron (P-61). From a point at 43-33N 84-30W thence north to 45-40N 84-30W thence southeast to 45-20N 82-30W thence southeast along the US/Canadian International Boundary to 43-38N 82-09W thence southwest to point of origin.

(5) 781st Aircraft Control and Warning Squadron (P-67). From a point at 40-25N 86-00W thence northwest to 41-02N 86-30W thence northwest to 41-20N 87-10W thence northeast to 43-33N 86-30W thence east to 43-33N 84-30W thence southwest to 40-45N 85-00W thence southwest to point of origin.

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GO 80 Hq EADF (ADC) USAF Stewart AFB NY 1 Oct 58 (continued) (paragraph 1 continued)

c. Subsectors of responsibility for Aircraft Control and Warning Squadrons in the 35th Air Division (Defense) are as follows:

(1) 61Lth Aircraft Control and Warning Squadron (M-116). From a point at sea at 32-00N 71-20W thence northwest to 35-00N 79-00W thence northeast to 36-20N 78-25W thence southeast to 33-30N 70-00W.

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(2) 657th Aircraft Control and Warning Squadron (M-126). From a point at sea at 24-OON 91-20W thence north to 32-45N 91-20W thence northeast to 33-10N 89-15W thence south to 24-OON 89-15W.

(3) 660th Aircraft Control and Warning Squadron (M-129). From a point at sea at 24-00N 84-00W thence north to 33-00N 84-00W thence southeast to 29-00N 82-00W thence southeast to 26-37N 77-00W.

(4) 663d Aircraft Control and Warning Squadron (P-42). From a point at 34-37N 84-18W thence northwest to 35-49N 85-00W thence north to 37-00N 85-00W thence east to 37-00N 82-15W thence southeast to 36-38N 81-12W thence southwest to 35-02N 82-03W thence west to 35-02N 83-00W thence southwest to point of origin.

(5) 678th Aircraft Control and Warning Squadron (TM-198). From a point at sea at 24-00N 86-48W thence north to 33-05N 86-48W thence southeast to 31-45N 84-00W thence south to 24-00N 84-00W.

(6) 679th Aircraft Control and Warning Squadron (M=114). From a point at sea at 26=37N 77-00W thence northwest to 29-00N 82-00W thence northwest to 33-00N 84=00W thence north to 31-45N 84=00W thence northeast to 32=10N 83=30W thence southeast to 28=30N 75=30W.

(7) 693d Aircraft Control and Warning Squadron (TM-196). From a point at sea at 24-00N 89-15W thence north to 33-10N 89-15W thence northeast to 33-30N 87-45W thence southeast to 33-05N 86-48W thence south to 24-00N 86-48W.

(8) 701st Aircraft Control and Warning Squadron (M-115). From a point at sea at 30-40N 73-15W thence northwest to 34-14N 80-40W thence northeast to 35-00N 79-00W thence southeast to 32-00N 71-20W.

(9) 702d Aircraft Control and Warning Squadron (M-112). From a point at sea at 28-30N 75-30W thence northwest to 32-10N 83-30W thence northeast to 32-46N 83-13W thence east to 32-46N 81-07W thence southeast to 29-25N 74-00W.

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GO 80 Hq EADF (ADC) USAF Stewart AFS NY 1 Oct 58 (continued) (paragraph lc continued)

(10) 783d Aircraft Control and Warning Squadron (P-43). From a point at 37-00N 84-15W thence northeast to 39-30N 83-10W thence northeast to 39-45N 80-30W thence southeast to 39-15N 79-47W thence southwest to 36-38N 81-12W thence northwest to 37-00N 82-15W thence west to point of origin.

(11) 784th Aircraft Control and Warning Squadron (P-82). From a point at 37-00N 85-00W thence northwest to 37-55N 87-45W thence north to 39-00N 87-45W thence northeast to 39-30N 85-22W thence northeast to 39-30N 83-10W thence south to 37-00N 84-15W thence west to point of origin. T

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(12) 792d Aircraft Control and Warning Squadron (M-113). From a point at sea at 29-25N 74-00W thence northwest to 32-46N 81-07W thence northeast to 34-02N 80-12W thence southeast to 30-40N 73-15W.

(13) 799th Aircraft Control and Warning Squadron (SM-145). From a point at 35-20N 87-45W thence north to 37-55N 87-45W thence southeast to 37-00N 85-00W thence south to 35-49N 85-00W thence southwest to point of origin.

(14) 810th Aircraft Control and Warning Squadron (M-130). From a point at 34-50N 82-10W thence northeast to 37-00N 81-00W thence southeast to 36-20N 78-25W thence southwest to 35-00N 79-00W thence southwest to 34-14N 80-40W thence northwest to point of origin.

(15) 861st Aircraft Control and Warning Squadron (SM-159). From a point beginning at 32-46N 83-13W thence northeast to 34-50N 82-10W thence southeast to 34-02N 80-12W thence southwest to 32-47N 81-07W thence west to point of origin.

(16) 867th Aircraft Control and Warning Squadron (SM-165). From a point at 34-00N 87-45W thence north to 35-20N 87-45W thence northeast to 35-49N 85-00W thence southeast to 34-37N 84-18W thence southwest to 34-00N 86-00W thence west to point of origin.

(17) 908th Aircraft Control and Warning Squadron (M-111). From a point commencing at 33-30N 87-45W thence north to 34-00N 87-45W thence east to 34-00N 86-00W thence northeast to 34-37N 84-18W thence northeast to 35-02N 83-00W thence east to 35-02N 82-03W thence southwest to 32-10N 83-30W thence southwest to 31-45N 84-00W thence northwest to point of origin.

d. The Subsectors of responsibility for the Aircraft Control and Warning Squadrons within the 37th Air Division (Defense) are as follows:

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GO 80 Hq EADF (ADC) USAF Stewart AFB NY 1 Oct 58 (continued) (paragraph 1d continued)

(1) 639th Aircraft Control and Warning Squadron (M-119). From a point beginning at 48-20N 84-00W thence north to 53-00N 84-00W thence east to 53-00N 81-30W thence south to 49-00N 81-30W thence southwest to 48-20N 82-30W thence west to point of origin.

(2) 665th Aircraft Control and Warning Squadron (P-16). From a point beginning at 46-00N 91-00W thence northeast to 46-30N 90-00W thence north to 47-50N 90-00W thence northeast to 48-03N 89-32W thence along the US/Canadian International Boundary to a point at 48-03N 90-00W thence north to 48-20N 90-00W thence east to 48-20N 87-00W thence south to 46-00N 87-00W thence west to point of origin.

(3) 676th Aircraft Control and Warning Squadron (P-19). From a point beginning at 43-33N 90-47W thence northwest to 46-00N 91-00W thence east to 46-00N 87-00W thence southeast to 43-33N 86-30W thence west to point of origin.

(4) 752d Aircraft Control and Warning Squadron (P-34). From a point beginning at 43-33N 86-30W thence northwest to 46-00N 87-00W thence southeast to 45-40N 84-30W thence south to 43-33N 84-30W thence west to point of origin.

(5) 753d Aircraft Control and Warning Squadron (P-66). From a point beginning at 46-00N 87-00W thence north to 48-20N 87-00W thence east to 48-20N 82-30W thence south to 45-20N 82-30W thence northwest to 45-40N 84-30W thence northwest to point of origin.

(6) 755th Aircraft control and Warning Squadron (P-31). From a point beginning at 42-00N 90-40W thence northwest to 43-33N 90-47W thence east to 43-33N 86-30W thence southwest to 41-20N 87-10W thence west to 41-20N 88-45W thence northwest to point of origin.

(7) 782d Aircraft Control and Warning Squadron (P-53). From a point beginning at 39-00N 89-00W thence northeast to 41-20N 88-45W thence east to 41-20N 87-10W thence southeast to 41-02N 86-30W thence southeast to 39-30N 85-22W thence southwest to 39-00N 87-45W thence west to point of origin.

(8) 913th Aircraft Control and Warning Squadron (C-14). From a point beginning at 48-20N 87-00W thence north to 53-00N 87-00W thence east to 53-00N 84-00W thence south to 48-20N 84-00W thence west to point of origin.

(9) 914th Aircraft Control and Warning Squadron (C-15). From a point beginning at 48-20N 90-00W thence north to 53-00N 90-00W thence east to 53-00N 87-00W thence south to 48-20N 87-00W thence west to point of origin.

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GO 80 Hq EADF (ADC) USAF Stewart AFB NY 1 Oct 58 (continued) (Signature page only)

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HEADUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

3 October 1958

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GENERAL ORDERS) NUMBER 81)

AMENDMENT OF GENERAL ORDERS - - So much of General Orders Number 69, this headquarters, 26 August 1958, pertaining to award of the Air Force Commendation Medal to officers and airmen for meritorious service, as reads, "LIEUTENANT COLONEL LYNN R. MAPES, 2251A" is amended to read "LIEUTENANT COLONEL LYNNE R. MAPES, 2251A".

FOR THE COMMANDER:

u D. monke BEN D. MOORHE AD

Captain, USAF Asst Dir of Admin Svcs

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 82)

7 October 1958

AMENDMENT OF GENERAL ORDERS -- 1. Effective 15 October 1958, General Orders 104, this headquarters, 18 December 1957, as amended by General Orders 36, this headquarters, 28 May 1958, attaching certain Eastern Air Defense Force units to other commands for General, Special and Summary Court-Martial jurisdiction, actions under Article 15, Uniform Code of Military Justice, and other administrative actions such as those required by Air Force Regulations 35-62, 36-2, 39-16, 39-17 and other directives, is further amended as follows:

a. Faragraph 11 is added as follows: 1. Units attached to Air Force Cambridge Research Center (Air Research and Development Command).

### UNIT

LOCATION

49th Fighter Interceptor Squadron

Laurence G. Hanscom Field Bedford, Massachusetts

2. Authority: Air Force Regulation 11-4 and Telephonic instructions, Headquarters, Air Defense Command (ADHJA), 6 October 1958.

FOR THE COMMANDER:

### DISTRIBUTION:

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- Washington 25, DC
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- Laurence G Hanscom Field, Bedford, Mass 10 - SJA, AF CAMBRIDGE RESEARCH CENTER
- Laurence G Hanscom Field, Bedford, Mass
- 10 COMDR 49TH FINCEPTRON, Laurence G Hanscom Field, Bedford, Mass
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### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 83)

10 October 1958

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AIR FORCE COMMENDATION MEDAL - - By direction of the Secretary of the Air Force, under provisions of Department of the Air Force General Orders Number 16, 28 March 1958, Air Force Regulation 900-7, 16 July 1957, and paragraph 4, Air Defense Command Supplement 1, 5 August 1957, to Air Force Regulation 900-7, the Air Force Commendation Medal is awarded to the following named officers and airmen for meritorious service during the periods indicated:

> LIEUTENANT COLONEL JOHN YAWORSKI, 11707A 7 September 1956 to 30 June 1958

LIEUTENANT COLONEL SAM C. WILKERSON, JR., 13652A 21 May 1954 to 28 May 1958

> MAJOR JIM T. MEREDITH, 17706A 18 January 1956 to 31 July 1958

MASTER SERGEANT JACK L. SANDERSON, AF36586849 17 June 1957 to 28 August 1958

MASTER SERGEANT FRANK BOLDISSAR, AF33623054 1 April 1957 to 31 August 1958

MASTER SERGEANT ROBERT D. KIDDER, AF19002239 1 March 1957 to 31 August 1958

MASTER SERGEANT OLIVER L. JONES, AF6967068 1 July 1957 to 8 July 1958

STAFF SERGEANT LAVAUGHN WALKER, AF14253753 8 September 1955 to 31 August 1958

FOR THE COMMANDER:

Major, USAF Dir of Admin Sycs

DISTRIBUTION: A Plus 80 - EAPPS 2 - EAASV-AR 2 - EAASV-AO

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 84) 13 October 1958

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AMENDMENT OF GENERAL ORDERS - - So much of paragraph la(10), Section III, General Orders Number 80, this headquarters, 1 October 1958 pertaining to Assignment of Air Defense Subsectors as reads "763d Aircraft Control and Warning Squadron (P-62)" is amended to read "763d Aircraft Control and Warning Squadron (P-21)".

FOR THE COMMANDER:

DISTRIBUTION: A Plus 2 - EAASV/AR 2 - EAASV/AO

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Major, USAF Dir of Admin Svcs

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### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 85)

13 October 1958

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ASSIGNMENT OF UNITS -- 1. Effective 15 October 1958, the following units (having been assigned from Central Air Defense Force (ADC) to this Command per Central Air Defense Force General Order Number 46, 2 October 1958) are further assigned to the 37th Air Division (Defense):

> 788th Aircraft Control and Warning Squadron 790th Aircraft Control and Warning Squadron 791st Aircraft Control and Warning Squadron

2. Upon completion of actions directed herein, Organization Status Change Report (Reports Control Symbol AF-01) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than O800 hours the first calendar day following the "as of" date.

3. Authority: Air Force Regulation 20-27 and message, Headquarters, Air Defense Command, ADLMO-F-3 1036, dated 30 September 1958.

FOR THE COMMANDER:

And How Major, USAF

Dir of Admin Svcs

DISTRIBUTION: A Plus

 20 - DIRADMINSER HEDUSAF (ATTN: PUB DIV)
 10 - HQ ADC (ATTN: ADLMO-F)
 5 - EAOMO

- 5 EACST
- 4 EAASV/AR
- 2 EAASV/AO

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 86)

17 October 1958

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CHANGE IN STAFF ORGANIZATION - - 1. Announcement is made of the discontinuance of the position of Chief of Staff within this headquarters effective 1 October 1958.

2. Authority: Air Defense Command Regulation 23-4, 1 October 1958.

FOR THE COMMANDER:

Major, USAF Dir of Admin Svcs

DISTRIBUTION: A Plus 2 - EAASV/AR 2 - EAASV/AO

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 87) 17 October 1958

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# INACTIVATION OF UNIT

I. INACTIVATION OF UNIT - - 1. Effective on date indicated the following unit is inactivated at station indicated:

UNIT	STATION OF INACTIVATION	EFFECTIVE DATE		
t Consolidated Aircraft	Selfridge Air Force Base.	1 November 1958		

1st Consolidated Aircraft Selfridg Maintenance Squadron Michigan

2. Concurrently with inactivation, this unit will revert to the control of the Department of the Air Force.

3. Personnel and equipment rendered surplus by this action will be absorbed to the greatest practicable extent in the units directed activated in Section II, this order.

4. Records will be disposed of in accordance with instructions contained in Air Force Manual 181-5.

5. The pertinent provisions of Air Force Manual 171-6 and Air Force Regulation 176-2, as amended, are applicable.

6. Upon completion of action directed herein, Organization Status Change Report (Reports Control Symbol AF-01) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0800 hours the first calendar day following the "as of" date.

7. Authority: Letter AFOMO 937k, Department of the Air Force, Subject: "Inactivation of the 1st Consolidated Aircraft Maintenance Squadron; Inactivation, Activation of Certain Other USAF Units", dated 4 September 1958 and letter, ADLMO-F-3, Headquarters Air Defense Command, Subject: "Inactivation of the 1st and 327th Consolidated Aircraft Maintenance Squadrons; Inactivation, Activation of Certain Other USAF Units", dated 29 September 1958.

II. ACTIVATION OF UNITS - - 1. Effective 1 November 1958, the following units (having been constituted and assigned to this command) are activated under appropriate Unit Manning Documents at station indicated:

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GO 87, Hq Eastern Air Defense Force (ADC), USAF, Stewart AFB, NY 17 Oct 58 (Continued) (Section II, ACTIVATION OF UNITS, continued)

UNIT

1st Armament and Electronics Maintenance Squadron

1st Organizational Maintenance Squadron

601st Field Maintenance Squadron (Tactical)

#### STATION OF ACTIVATION

Selfridge Air Force Base, Mount Clemens, Michigan

Selfridge Air Force Base, Mount Clemens, Michigan T

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Selfridge Air Force Base, Mount Clemens, Michigan

2. Concurrent with  ${\tt activation}_{\circ}$  the above units are assigned to the 1st Fighter Group (Air Defense).

3. Authorized strength of these units will be as reflected in the appropriate Unit Manning Document.

4. Personnel will be furnished from sources available to the Commander, 30th Air Division (Defense).

5. Equipment is authorized in the UME column of the UALs in conformance with paragraph 3d, Air Force Regulation 67-96 and paragraph 3, Section 6, Volume XXI, Air Force Manual 67-1.

6. The pertiment provisions of Air Force Manual 171-6 are applicable.

7. The precedence category is established as indicated in the current issue of the USAF Operating Program - - Priorities of Programmed Units; any changes will be reflected in subsequent issues of this publication.

8. Upon completion of action directed herein, Organization Status Change Report (Reports Control Symbol AF-01) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0800 hours the first calendar day following the "as of" date.

9. Authority: Letter AFOMO 937k, Department of the Air Force, Subject: "Inactivation of the 1st Consolidated Aircraft Maintenance Squadron; Inactivation, Activation of Certain Other USAF Units", dated 4 September 1958 and letter, ADLMO-F-3, Headquarters Air Defense Command, Subject: "Inactivation of the 1st and 327th Consolidated Aircraft Maintenance Squadrons; Inactivation, Activation of Certain Other USAF Units", dated 29 September 1958.

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GO 87, Hq Eastern Air Defense Force (ADC), USAF Stewart AFB, NY 17 Oct 57 (Continued) (Signature page only)

FOR THE COMMANDER:

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DISTRIBUTION: A Plus

- 20 DIRADMINSER HEDUSAF (ATTN: PUB DIV) 10 - COMDR ADC (ATTN: ADLMO-F) 5 - EAOMO

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Major, USAF Dir of Admin Svcs

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 88)

21 October 1958

INACTIVATION OF UNIT

I. HACTIVATION OF UNIT - - 1. Effective on date indicated, the following unit is inactivated at station indicated:

#### UNIT

#### STATION OF INACTIVATION EFFECTIVE DATE

327th Consolidated Mircraft Maintenance Squadron

Truax Field, Madison, 1 December 1958 Wisconsin

2. Concurrently with inactivation, this unit will revert to the control of the Department of the Air Force.

3. Personnel and equipment rendered surplus by this action will be absorbed to the greatest practicable extent in the units directed activated in Section II, this order.

4. Records will be disposed of in accordance with instructions contained in Air Force Manual 181-5.

5. The pertinent provisions of Air Force Manual 171-6 and Air Force Regulation 176-2, as amended, are applicable.

6. Upon completion of action directed herein, Organization Status Change Report (Reports Control Sumbol AF-Ol) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0000 hours the first calendar day following the "as of" date.

7. Authority: Letter AFOND 937k, Department of the Air Force, Subject: "Inactivation of the 1st Consolidated Aircraft Maintenance Squadron; Inactivation, Activation of Certain Other USAF Units", dated 4 September 1956 and letter, ADLMO-F-3, Headquarters Air Defense Command, Subject: "Inactivation of the 1st and 327th Consolidated Aircraft Maintenance Squadrons; Inactivation, Activation of Certain Other USAF Units", dated 29 September 1958 as amended by letter, AFOMD 962k, Department of the Air Force, Subject: "Redesignation of 327th USAF Dispensary; Amendment to AFOND 937k", dated 1 October 1956 and message ADLMO-F-3 1075, Headquarters Air Defense Command, dated 1 October 1958. I E

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GO 33, Hq EADF (ADC) USAF Stewart AFB NY 21 Oct 58 (Continued)

II. ACTIVATION OF UNITS - - 1. Effective 1 December 1958, the following units (having been constituted and assigned to this command), are activated under appropriate Unit Manning Documents at station indicated:

UNIT

#### STATION OF ACTIVATION

327th Armament and Electronics Truax Field, Madison, Wisconsin

327th Organizational Maintenance Truax Field, Madison, Wisconsin

327th Field Maintenance Squadron Truax Field, Madison, Wisconsin

2. Concurrent with activation, the above units are assigned to the 327th Fighter Group (Air Defense).

3. Authorized strength of these units will be as reflected in the appropriate Unit Manning Document.

4. Personnel will be furnished from sources available to the Commander, 37th Air Division (Defense).

5. Equipment is authorized in the UME column of the UALs in conformance with paragraph 3d, Air Force Regulation 67-96 and paragraph 3, Section 6, Volume XXI, Air Force Manual 67-1.

6. The pertinent provisions of Air Force Manual 171-6 are applicable.

7. The precedence category is established as indicated in the current issue of the USAF Operating Program - - Priorities of Programmed Units; any changes will be reflected in subsequent issues of this publication.

6. Upon completion of action directed herein, Organization Status Change Report (Reports Control Sumbol AF-Ol) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0600 hours the first calendar day following the "as of" date.

9. Authority: Letter AFOMD 937k, Department of the Air Force, Subject: "Inactivation of the 1st Consolidated Aircraft Maintenance Squadron; Inactivation, Activation of Certain Other USAF Units", dated 4 September 1958 and letter, ADLMO-F-3, Headquarters Air Defense Command, Subject: "Inactivation of the 1st and 327th Consolidated Aircraft Maintenance Squadrons; Inactivation, Activation of Certain Other USAF

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GO 88, Hq EADF (ADC) USAF Stewart AFB NY 21 Oct 58 (Section II cont'd)

Units", dated 29 September 1958 as amended by letter, AFOMD 962k, Department of the Air Force, Subject: "Redesignation of 327th USAF Dispensary; Amendment to AFOMD 937k", dated 1 October 1958 and message ADLMO-F-3 1075, Headquarters Air Defense Command, dated 1 October 1958.

III. REDESIGNATION OF UNIT - - 1. Effective 1 November 1958, the following unit is redesignated as indicated:

#### PRESENT DESIGNATION

### NEW DESIGNATION

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#### 327th USAF Dispensary

#### 327th USAF Hospital

2. Upon completion of action directed herein, Organization Status Change Report (Reports Control Sumbol AF-Ol) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0800 hours the first calendar day following the "as of" date.

3. Authority: Letter AFOMO 937k, Department of the Airforce, Subject: "Inactivation of the 1st Consolidated Aircraft Maintenance Squadron; Inactivation, Activation of Certain Other USAF Units", dated 4 September 1958 and letter, ADLMD-F-3, Headquarters Air Defense Command, Subject: "Inactivation of the 1st and 327th Consolidated Aircraft Maintenance Squadrons; Inactivation, Activation of Certain Other USAF Units", dated 29 September 1958 as amended by letter, AFOMD 962k, Department of the Air Force, Subject: "Redesignation of 327th USAF Dispensary; Ameniment to AFOMD 937k", dated 1 October 1958 and message ADLMD-F-3 1075, Headquarters Air Defense Command, dated 1 October 1958.

FOR THE COMMANDER:

#### DISTRIBUTION A Plus

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Major, USAF Dir of Admin Services

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#### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 69)

24 October 1950

AIR FORCE COMMENDATION MEDAL - - By direction of the Secretary of the Air Force, unler provisions of Department of the Air Force General Orders Humber 16, 20 March 1950, Air Force Regulation 900-7, 16 July 1957 and paragraph 4, Air Defense Command Supplement-1, 5 August 1957, to Air Force Regulation 900-7, the Air Force Commendation Medal is awarded the following named officer for meritorious service during the period indicated:

> MAJOR HOWARD W. BEAVER, AO 600156 7 July 1956 to 15 September 1958

FOR THE CONTIANDER:

DISTRIBUTICH: A Plus 10 - EAAPS 2 - EAASV/AR 2 - EAASV/AO

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 90)

27 October 1958

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I. DIACTIVATION UF UNIT - - 1, Effective 8 November 1958, the following unit is inactivated at station indicated:

#### STATION OF INACTIVATION

Headquarters 551st Maintenance and Supply Group

UNIT

Otis Air Force Base, Massachusetts

2. Concurrently with inactivation, this unit will revert to the control of the Department of the Air Force.

3. Personnel rendered surplus by this action will be absorbed in other units under the control of the Commander, 551st Airborne Early Warning and Control Wing.

4. Equipment rendered surplus by this action will revert to stocks to fill present and future requirements. Unit Allowance List Number is voided.

5. Records will be disposed of in accordance with instructions contained in Air Force Manual 181-5.

6. The pertiment provisions of Air Force Manual 171-6 and Air Force Regulation 176-2, as amended, are applicable.

7. Upon completion of actions directed herein, Organization Status Change Report (Reports Control Symbol AF-01) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0800 hours the first calendar day following the "as of" date.

8. Authority: Letter, AFOMO 952k, Department of the Air Force, Subject: "Inactivation of the Headquarters 551st Maintenance and Supply Group", dated 24 September 1958, and message, ADLMO-F-3 1094, Headquarters Air Defense Command, dated 21 October 1958.

II. ASSIGNMENT OF UNITS - - 1. Effective 8 November 1958, the following units are further assigned as indicated:

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GO 90, Hq EADF (ADC) USAF Stewart AFB NY 27 Oct 50 (Sect II cont'd)

#### ASSIGIED TO

551st Transportation Squadron

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551st Air Base Group

551st Supply Squadron

551st Air Base Group

2. Upon completion of actions directed herein, Organization Status Change Report (Reports Control Symbol AF-Ol) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0300 hours the first calendar day following the "as of" date.

3. Authority: Letter, AFOMO 952k, Department of the Air Force, Subject: "Inactivation of the Headquarters 551st Maintenance and Supply Group", dated 24 September 1958, and message, ADLMO-F-3 1094, Headquarters Air Defense Command, dated 21 October 1958.

FOR THE COMMANDER:

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DISTRIBUTION: A Plus 20 - DIRADMINSER HEDUSAF (ATTN: PUB DIV) 10 - COMDR ADC (ATTN: ADLMO-F) 5 - EACMO 5 - EACST 4 - EAASV/AR 2 - EAASV/AO BEN D. MOORHEAD Captain, USAF Asst Dir of Admin Svcs

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 91)

30 October 1958

AMENDMENT OF GENERAL ORDERS - - 1. So much of Section II, paragraph 1, Eastern Air Defense Force General Orders Number 56, dated 29 July 1958, pertaining to the reorganization of the 539th Fighter Interceptor Squadron as reads, "1 November 1958" is amended to read "1 February 1959".

2. Authority: Message, ADLMO-F-3 1095 dated 23 October 1958 from Headquarters Air Defense Command, Subject: "Amendment to Department of the Air Force Letters ADLMO 837k and 904k" dated 10 October 1958.

FOR THE COMMANDER:

DISTRIBUTION: A Plus

20 - DIRADMINSER HEDUSAF (ATTN: PUB DIV) 5 - COMDR ADC (ATTN: ADLMO-F) 5 - EAOMO 5 - EACST

- 4 EAASV/AR 2 EAASV/AO



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#### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 92)

#### 30 October 1958

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RELIEF OF UNITS FROM ATTACHIENT - - 1. Effective 15 November 1958, the following units presently attached to Tactical Air Commani, Langley Air Force Base, Virginia, by General Orders 104, this headquarters. 18 December 1957, for general, special and summary court-martial jurisdiction, actions under Article 15, Uniform Code of Military Justice, and other administrative actions such as those required by Air Force Regulations 35-62, 36-2, 39-16, 39-17 and other directives, are relieved from such attachment:

#### UNIT

#### LOCATION

Fort Lee, Virginia

- Headquarters, Washington Air Defense Sector
- 614th Aircraft Control and Warning Squadron
- 632d Aircraft Control and Warning Squadron
- 649th Aircraft Control and Warning Squadron
- 701st Aircraft Control and Warning Squadron
- 771st Aircraft Control and Warning Squadron
- Detachment 3, 4670th Ground Observer Squadron
- Detachment 1, 4674th Ground Observer Squadron

Cherry Point Marine Air Station Cherry Point, North Carolina

Roanoke Rapids Air Force Station Roanoke Rapids, North Carolina

Bedford Air Force Station Bedford, Virginia

Fort Fisher Air Force Station Kure Beach, North Carolina

Cape Charles Air Force Station Kiptopeke, Virginia

Richmond, Virginia

Durham, North Carolina

2. Authority: Air Force Regulation 11-4; Letter, Headquarters, Air Defense Command (ADHJA), Subject: Utilization of Judge Adovcate

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GO 92, Hq EADF (ADC) Stewart AFB NY 30 Oct 58 (Continued)

Resources and Exercise of Jurisdiction, to Commander, Tactical Air Command, dated 20 March 1958, and First Indorsement by Headquarters, Factical Air Command, to Commander, Air Defense Command, dated 1 April 1951.

FOR THE CONTANDER:

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or, USAF of Admin Services

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#### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 93) 5 November 1958

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AMENDMENT OF GENERAL ORDERS - - Paragraph 3, General Orders 71, this headquarters, 11 September 1958, pertaining to designation and organization of Detachment 1, (NCO Academy), Headquarters 551st Airborne Early Warning and Control Wing, Otis Air Force Base, Massachusetts, as reads "Equipment will be authorized by Unit Authorization Lists to be published by the Commander, Air Defense Command." is amended to read "Equipment will be authorized by Unit Authorization Lists of the parent unit."

FOR THE COMMANDER:

Leus monterd BEN D. MOORHEAD

Captain, USAF Asst Dir of Admin Svcs

DISTRIBUTION: A Plus 20 - DIRADMINSER HEDUSAF

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- 5 EAOMO
- 5 EACST
- 4 EAASV/AR 2 EAASV/AO

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 94)

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AIR FORCE COMMENDATION MEDAL - - By direction of the Secretary of the Air Force, under provisions of Department of the Air Force General Orders Number 16, 28 March 1958, Air Force Regulation 900-7, 16 July 1957, and paragraph 4, Air Defense Command Supplement 1, 5 August 1957 to Air Force Regulation 900-7, the Air Force Commendation Medal is awarded to the following officers and airman for meritorious service during the periods indicated:

> COLONEL LESLIE C. HEARTZ, A0245702 13 October 1954 to 1 March 1958

COLONEL LELAND S. MCGOWAN, 1847A 23 February 1956 to 14 June 1958

LIEUTENANT COLONEL ALBERT L. PERKINS, A0345142 25 October 1956 to 30 June 1958

> MAJOR THOMAS A. CONNERS, 1145A 2 December 1955 to 28 August 1958

MAJOR DAVID K. WHITAKER, A0737311 11 February 1957 to 31 August 1958

CAPTAIN CHARLES C. BARBERA, 41217A 7 November 1956 to 30 June 1958

CAPTAIN LEO S. KORPANTY, 24354A 12 July 1956 to 28 August 1958

MASTER SERGEANT HENRY C. HALE, AF35030349 17 May 1957 to 31 August 1958

FOR THE COMMANDER:

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DISTRIBUTION: A Plus 90 - EAPPS 2 - EAASV/AR 2 - EAASV/AO BEN D. MOORHEAD Captain, USAF Asst Dir of Admin Svcs

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

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I. INACTIVATION OF UNIT - - 1. Effective 15 November 1950, the following unit is inactivated at station indicated:

UNIT

#### STATION OF IMACTIVATION.

Headquarters, 35th Air Division (Defense) Dobbins Air Force Base, Marietta, Georgia

2. Concurrently with inactivation, this unit will revert to the control of the Department of the Air Force.

3. Personnel and equipment rendered surplus by this action will be used to the greatest practicable extent in the manning and equipping of the unit directed activated in Section II, this order. The UED and UAL of the Headquarters 35th Air Division (Defense) will be reidentified as the UAD and UAL of the Headquarters 32d Air Division (SAGE). Transfer of equipment will be accomplished by certificate as indicated in paragraph 3, Section 7, Volume IV, Air Force Manual 67-1.

4. Records will be disposed of in accordance with Air Force Manual 191-5.

5. The pertinent provisions of Air Force Manual 171-5 and Air Force Regulation 176-2, as amended, are applicable.

6. Upon completion of actions directed herein, Organization Status Change Report (Reports Control Symbol AF-Ol) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0800 hours the first calendar day following the "as of" date.

7. Authority: Letter. AFOMO 966k, Department of the Air Force, Subject: "Inactivation of the Headquarters, 35th Air Division (Defense); Activation of the Headquarters, 32nd Air Division (SAGE)", dated 21 October 1955 and 1st Indorsement thereto, ADIMO-F, Headquarters Air Defense Contrard, dated 31 October 1958.

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GO 95, Hq EADF (ADC) USAF Stewart AFB NY 10 Nov 58 (Continued)

II. ACTIVATION OF UND - - 1. Effective 15 November 1958, the following unit (having been redesignated from the Headquarters 32nd Air Division, and assigned to this command) is activated under an appropriate Unit Manning Document at station indicated:

UNIT

#### STATION OF ACTIVATION

Headquarters, 32nd Air Division (SAGE) Dobbins Air Force Base, Marietta, Georgia

2. Personnel will be furnished from sources available to the Commander Eastern Air Defense Force.

3. Equipment is authorized in the USE column of the UAL in conformance with paragraph 3d, Air Force Regulation 67-96 and paragraph 3, Section 6, Volume IIX, Air Force Manual 67-1.

4. The pertinent provisions of Air Force Manual 171-6 are applicable.

5. Upon activation, this unit is entitled to the history, battle honors and any colors belonging to the unit inactivated 15 August 1956. Unit history will be furnished the Commander, Air Defense Command by the USAF Historical Division, Air University through automatic distribution. Similarly information concerning the existence of battle honors and colors will be made by the D rector of Military Personnel Headquarters USAF. Requisition for the appropriate colors can then be made as provided in Air Force Regulation 35-75, 29 January 1954. A photostatic copy of the unit's status history will be forwarded under separate cover by the Director of Statistical Services to the Air University for the attention of the USAF Historical Division.

6. Upon completion of actions directed herein, Organization Status Change Report (Reports Control Symbol AF-OL) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0300 hours the first calendar day following the "as of" date.

7. Authority: Letter, AFOND 966k, Department of the Air Force, Subject: "Inactivation of the Headquarters, 35th Air Division (Defense); Activation of the Headquarters, 32nd Air Division (SAGE)", dated 21 October 1958 and 1st Indorsement thereto, ADLMD-F, Headquarters Air Defense Command, dated 31 October 1958.

III. REASSIGNMENT OF UNITS - 1. Effective 15 November 1958, the following units, presently assigned to 35th Air Division (Defense), are reassigned to 32nd Air Bivision (SACE):

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GO 95, Hq EADF (ADC) USAF Stewart AFB NY 10 Nov 58 (Sec III Cont'd)

Headquarters Montgomery Air Defense Sector 76th Fighter Interceptor Squadron 444th Fighter Interceptor Squadron 482d Fighter Interceptor Squadron 609th Aircraft Control and Warning Squadron 614th Aircraft Control and Warning Squadron 627th Aircraft Control and Warning Squadron 657th Aircraft Control and Warning Squadron 660th Aircraft Control and Warning Squadron 663d Aircraft Control and Warning Squadron 679th Aircraft Control and Warning Squadron 691st Aircraft Control and Warning Squadron 693d Aircraft control and Warning Squadron 698th Aircraft Control and Warning Squadron 701st Aircraft Control and Warning Squadron 702d Aircraft Control and Warning Squadron 783d Aircraft Control and Warning Squadron 784th Aircraft Control and Warning Squadron 792d Aircraft Control and Warning Squadron 799th Aircraft Control and Warning Squadron SlOth Aircraft Control and Warning Squadron 361st Aircraft Control and Warning Squadron 867th Aircraft Control and Warning Squadron 908th Aircraft Control and Warning Squadron 4674th Ground Observer Squadron

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2. Upon completion of actions directed herein, Organization Status Change Report (Reports Control Symbol AF-Ol) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than OSOO hours the first calendar day following the "as of" date.

3. Authority: Letter, AFOND 966k, Department of the Air Force, Subject: "Inactivation of the Headquarters, 35th Air Division (Defense); Activation of the Headquarters, 32nd Air Division (SACE)", dated 21 October 1958 and 1st Indorsement thereto, ADLMD-F, Headquarters Air Defense Command, dated 31 October 1958.

FOR THE COMMANDER:

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GO 95, Hq EADF (ADC) USAF Stewart AFB NY 10 Nov 58 (Continued) (Distribution page only)

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GEITERAL ORDERS) I'UN BER 96) 12 November 1958

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REASSIGNMENT OF UNITS: -- 1. Effective 1 January 1959, the following units (having been assigned from Central Air Defense Force (ADC) to this Command, effective 1 January 1959, per Central Air Defense Force General Orders Humber 46, 2 Outober 1958) are further assigned to the 37th Air Division (Defense):

> Headquarters, Duluth Air Defense Sector Headquarters, 343rd Fighter Group (Air Defense) 343rd Air Base Squadron 343rd Materiel Squadron 343rd USAF Dispensary 343rd Consolidated Aircraft Maintenance Squadron 11th Fighter Interceptor Squadron 692nd Aircraft Control and Warning Squadron 674th Aircraft Control and Warning Squadron 707th Aircraft Control and Warning Squadron 756th Aircraft Control and Warning Squadron 915th Aircraft Control and Warning Squadron

2. Upon completion of actions directed herein, Organization Status Change Report (Reports Control Symbol AF-O1) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0000 hours the first calendar day following the "as of" date.

3. Authority: Message, ADIMO-F-3 1036, Headquarters Air Defense Command, dated 30 September 1950.

FOR THE CONTAIDER:

Major, USAF Dir of Admin Svcs

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

18 November 1958

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GENERAL ORDERS) NUMBER 97)

NEVOCATION OF GENERAL ORDERS - - 1. So much of Eastern Air Defense Force General Orders Number 50, dated 10 July 1950, pertain-ing to the reorganization of the 94th Fighter Interceptor Squadron and the 1st Consolidated Aircraft Maintenance Squadron is revoked.

2. Authority: Message ADLMO-F-3 1147, Meadquarters Air Defense Command, dated 12 November 1958.

FOR THE COMMANDER:

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- A Plus 20 - DIRADMINISER HEADUSAF
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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York:

GENERAL ORDERS) . NUMBER 93)

24 November 1953

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DESIGNATION AND ORGANIZATION OF DETACHMENT . . 1. Effective 1 December 1958, the following detachment is designated and organized under an appropriate Unit Manning Document at station indicated:

UIIT

#### LOCATION

Detachment 1, 337th Fighter Interceptor Squadron

Westover Air Force Base, Massachusetts

2. Personnel will be furnished from sources under control of the Commander, Boston Air Defense Sector.

3. Equipment will be authorized by Unit Authorization List of the parent unit.

4. Administrative and operational control over this detachment will be exercised by the Cornander, Boston Air Defense Sector.

5. Upon completion of actions directed herein, Organization Status Change Report (Reports Control Symbol AF-OL) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0000 hours the first caleniar day following the "as of" date.

6. Authority: Message, ADINO-F-3 1160, Meadquarters Air Defense Command, dated 17 Movember 195".

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#### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 99)

25 November 1958

ANNOUNCEMENT OF CHANCE IN ORGANIZATION OF HEADQUARTERS EASTERN AIR DEFENSE FORCE . 1. Announcement is made of the following changes in the organization of the Headquarters, Eastern Air Defense Force, effective 25 November 1958:

a. The Directorate of Requirements and Training is redesignated as the Directorate of Personnel Training.

b. The Directorate of Personnel Plans and Assignments is established with assignment to the Deputy for Personnel.

2. Authority: Message, Headquarters Air Defense Command, ADLMO-E 1165, dated 19 November 1958.

FOR THE COMMANDER:

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 100)

26 November 1958

STAFF ASSIGNMENT - - COLONEL GLADWIN E. PINKSTON, 1828A, this headquarters, is assigned as Deputy for Operations, effective 24 November 1958, vice BRIGADIER GENERAL VON R. SHORES, 1236A, relieved.

FOR THE COMMANDER:

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Major, USAF Dir of Admin Services

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CELERAL CRIERS) HULBER 101)

ATTACHEDIT OF UNITS . . 1. Effective 15 October 1955, the following units are attached to the 20th Air Division (Defense) (Central Air Defense Force) for operational control as pertains to manual air defense operations:

> 78 th Aircraft Control and Warning Squarron 790th Aircraft Control and Warning Squairon 791st Aircraft Control and Warning Squadron

2. Effective 1 January 1959, the following units are attached to the 31st Air Division (Defense) (Central Air Defense Force) for operational control as pertains to manual air defense operations:

692d Aircraft Control and Warning Squadron 674th Aircraft Control and Warning Squadron 707th Aircraft Control and Warning Squadron 756th Aircraft Control and Warning Squadron 915th Aircraft Control and Warning Squadron

3. Effective 1 January 1959, the following unit is attached to the 31st Air Division (Defense) (Central Air Defense Force) for tactical operational control as pertains to manual air defense operations:

11th Fighter Interceptor Squadron

4. Authority: Message, ADINO-F-3 1036, Headquarters Air Defense - Command, dated 30 September 1953.

FOR THE COMMADER:

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Majør, USAF Dir of Admin Services

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 102)

26 November 1958

ANNOUNCEMENT OF RETIREMENT -- 1. Announcement is made of the retirement of Technical Sergeant Herbert O. Bowman, AF12266781, Headquarters Eastern Air Defense Force, Stewart Air Force Base, New York, effective 30 November 1958 after 20 years of active Federal military service.

2. Technical Sergeant Herbert O. Bowman, was born 6 August 1919 in Providence, Rhode Island where he attended school until September 1934. On 5 May 1937 he entered active military service in the United States Navy and was assigned to the USS Brooklyn touring the South Atlantic, Mediterranean Sea and South Pacific during which time he was assigned duties as Chief Machinist Mate until November 1944. Sergeant Bowman was then assigned duty as Chief Machinist Mate aboard the USS Borderlon until his discharge on 5 September 1945. After remaining out of service for six-teen (16) months Sergeant Bowman enlisted in the Army Air Corp on 2 January 1947 and was assigned to Eglin Air Force Base, Florida where he served as Marine Engineer until September 1947. Sergeant Bowman was then transferred to Fort Slocum, New York and continued his duties as Marine Engineer until March 1950. From March 1950 until December 1951 Sergeant Bowman was assigned duties with Installation Engineer at Otis Air Force Base, Massachusetts. Sergeant Bowman was then assigned to 36th Fighter Bomber Wing, Furstenfeldburch, Germany where he was assigned duty as NCOIC Ground Safety. Upon returning to the Zone of Interior on September 1954 he was assigned to Central Air Defense Force, Grandview Air Force Base, Missouri continuing his duties as NCOJC Ground Safety. In December 1954 Sergeant Bowman was transferred to Stewart Air Force Base, New York where he performed duties as NCOIC Ground Safety.

3. Technical Sergeant Herbert O. Bowman was awarded the American Defense Ribbon, Army of Occupation Medal (Germany), American Campaign Medal, European-African-Middle East Campaign Medal, World War II Victory Medal, Good Conduct Medal with 3 bronze loops and National Defense Service Medal.

4. The entire military service of Sergeant Bowman has been commentable. In every assignment and at every station Technical Sergeant Bowman has made fine contributions to the Ground Safety phase of Air Force operations. Technical Sergeant Bowman's conscientious devotion to duty and sincere support of the Eastern Air Force mission are representative of the highly efficient manner in which he has carried out his assignments during his long service with the United States Navy and Air Force.

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GO 102 Hq EADF (ADC) USAF Stewart AFB NY 26 Nov 58 (continued) (Signature page only)

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#### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) HUMBER 103)

28 November 1950

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AMENDMENT OF GENERAL ORDERS . . 1. Paragraph 5, Section II, Eastern Air Defense Force General Orders Number 87, 17 October 1958, is amended by the addition of the following:

"The following units are authorized additional equipment in the UNE column of the UAL, as listed in the current issue of the applicable TTE in accordance with paragraphs 3b and c, Air Force Regulation 67-96 and paragraph 2, Section 6, Volume XXI, Air Force Manual 67-1:

1st Armament and Electronics Maintenance Squadron	GAR 1, 1d/2, 2a		
1st Organizational Maintenance	GAR 1, 1d/2, 2a"		

1st Organizational Maintenance Squadron

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2. Paragraph 5, Section II, Eastern Air Defense Force General Orders Number 83, 21 October 1958, is amended by the addition of the following:

"The following units are authorized additional equipment in the UNE column of the UAL, as listed in the current issue of the applicable TTE in accordance with paragraphs 3b and c. Air Force Regulation 67-96 and paragraph 2, Section 6, Volume XXI, Air Force Manual 67-1:

U A 1 de L	1111
327th Armament and Electronics Maintenance Squadron	GAR 1, 1d/2, 2a
327th Organizational Maintenance Squadron	GAR 1, 1d/2, 2a
327th Field Maintenance Squadron	GAR 1, 1d/2, 2a"

3. Authority: Letter, AFOMO 2m, Department of the Air Force, 31 October 1958, Subject: "Amendment to DAF Letters, AFOMO 937k and AFOMO 953k", and 1st Indorsement thereto, ADIMO-F, Headquarters Air Defense Command, dated 17 November 1958.

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GO 103, Hq EADF (ADC) USAF Stewart AFB NY 28 Nov 58 (Continued) (Signature page only)

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

CEREINAL ORDERS) IUNTER 104)

20 . ovember 1950

REDESIGNATION AND REORGANIZATION OF UNITS . . 1. Effective 6 March 1959, the following units are redesignated and reorganized under appropriate Unit Manning Documents, with capability as cited in O/T R30050, 1 January 1958, paragraphs 1 and 2, Part I, and with composition in Part II, as indicated. The strengths herein are not the authorized strengths, but represent the total of the composition in Part II. Manpower authorizations for these units will be as reflected in the Air Defense Contain Manpower Program.

Present	llew		Strength		
Designation	Designation	0/T Composition	Off	WO	Amn
ACW Sq	Radar Sq (SAGE)				
648th, 655th, 772d	648th, 655th, 772d	l x Parts IIA, B, D.	5	2	130
763d	763d	l x Parts IIA,	5	2	125

2. Personnel will be furnished from sources available to air defense sector concerned.

3. For equipping purposes the above are Category D units and are authorized Unit Essential Equipment as listed in column 3A of the MEAL, and T/A 1-21 items in the UIE column of the UALs. The UNE column of the UALs will be prepared in conformance with paragraphs 3b and c, AFR 67-96 and paragraph 2, Section 6, Volume XXI, AFM 67-1. Variable items, T/A 1-21 and MEAL, will be based on the UND strength of the units. Base Support Equipment as listed in column 3B of the MEAL is authorized in the USE column of the UALs in conformance with paragraph 3d, AFR 67-96 and paragraph 3, Section 6, Volume XXI, AFM 67-1. The authorization of Base Support Equipment in the USE column of the UALs does not allow requisitions for Base Support Equipment items when a T/A item is on hand or on requisition which serves the same function as the Base Support Equipment item. Neither will it allow T/A allowances to duplicate Base Support Equipment allowances.

4. Pertiment provisions of Air Force Manual 171-6, 1 July 1958, will apply.

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GO 104 Hq Eastern Air Defense Force (ADC), USAF, 28 Nov 1958 Stewart AFB, N.Y. (Cont)

5. Upon completion of action directed herein, Organization Status Change Report (Reports Control Symbol AF-Ol) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0000 hours the first calendar day following the "as of" date.

6. Authority: Department of the Air Force letter, AFOND 964k, Subject: "Redesignation and Reorganization of Certain Aircraft Control and Warning Squadrons" dated 6 October 1958 and 1st Indorsement thereto, from Headquarters Air Defense Command, ADLNO-F-3, same subject, dated 27 October 1958.

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

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GENERAL ORDERS) NUMBER 105)

1 December 1958

AIR FORCE COLMENDATION MEDAL - - By direction of the Secretary of the Air Force, under provisions of Department of the Air Force General Orders Number 16, 28 March 1958, Air Force Regulation 900-7, 16 July 1957, and paragraph 4, Air Defense Command Supplement 1, 5 August 1957 to Air Force Regulation 900-7, the Air Force Commendation Medal is awarded to the following airman for meritorious service during the period indicated:

> MASTER SERGEANT JON R. GRIMES, AF 6397982 29 May 1957 to 30 November 1958

FOR THE COMMANDER:

USAF

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 106)

3 December 1958

AIR FORCE COMMENDATION MEDAL - - 1. By direction of the Secretary of the Air Force, under provisions of Department of the Air Force General Orders Number 16, 28 March 1958, Air Force Regulation 900-7, 16 July 1957, and paragraph 4, Air Defense Command Supplement 1, 5 August 1957 to Air Force Regulation 900-7, the Air Force Commendation Medal is awarded to the following named airman for meritorious service during the period indicated:

> TECHNICAL SERGEANT HERBERT L. SMITH, AF34736109 1 January 1957 to 28 June 1958

2. By direction of the Secretary of the Air Force, under provisions of Department of the Air Force General Orders Number 16, 28 March 1953, Air Force Regulation 900-7, 16 July 1957, and paragraph 4, Air Defense Command Supplement 1, 5 August 1957 to Air Force Regulat's on 900-7, the Air Force Commendation Medal is awarded to the following named officers and airmen for meritorious achievement during the periods indicated:

> LIEUTEMANT COLONEL JOHN L. BECK, AO 736944 1 March 1953 to 8 April 1958

FIRST LIEUTENANT CHARLES A. BASSETT, 31222A 19 February 1958

MASTER SERGEANT DON E. COLEMAN, AF 16026777 1 July 1957 to 31 October 1957

TECHNICAL SERGEANT ROBERT D. NEE, AF 12264172 19 February 1958

STAFF SERGEANT EZRA A. PAUL, AF 14475623 19 February 1958

STAFF SERGEANT DANIEL B. MOLTANEZ, AF 12473285 19 February 1958

FOR THE COMMANDER:

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#### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 107)

4 December 1958

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AMENDMENT OF GENERAL ORDERS . . 1. Effective 1 October 1958, so much of paragraphs la(2), la(13) ami la(16), Section III, Eastern Air Defense Force General Orders Number 80, 1 October 1958, as reads. "Aircraft Control and Warning Squadron" is amended to read "Radar Squadron (SAGE)".

2. Effective 15 December 1958, so much of paragraphs 1a(8) and 1a(9), Section III, Eastern Air Defense Force General Orders Number 80, 1 October 1958, as reads "<u>Aircraft Control and Warning Squadron</u>" is amended to read "<u>Radar Squadron (SAGE)</u>".

FOR THE COMMANDER:

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#### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS NUMBER 108)

8 December 1958

RELIEF OF UNIT FROM ATTACHMENT - - 1. Effective 1 January 1959, the following unit presently attached to Headquarters Command, United States Air Force, Bolling Air Force Base, District of Columbia, by General Orders 104, this headquarters, 18 December 1957, for general, special and summary court-martial jurisdiction, actions under Article 15, Uniform Code of Military Justice, and other administrative actions such as those required by Air Force Regulations 35-62, 36-2, 39-16, 39-17 and other directives, is relieved from such attachment:

#### UNIT

#### LOCATION

647th Aircraft Control and Warning Squadron

Manassas Air Force Station Manassas, Virginia

2. Authority: Air Force Regulation 11-4; Second Indorsement, Headquarters, Air Defense Command (ADHJA), dated 19 November 1958, to letter, this headquarters, Subject: Investigation of Administration of Military Justice in 647th Aircraft Control and Warning Squadron, Manassas Air Force Station, Virginia, dated 4 November 1958.

FOR THE COMMANDER:

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- 10 SJA 26 ADIV (SAGE), Syracuse AFS, NY
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#### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

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ATTACHMENT OF UNIT . . 1. Effective 5 December 1958, the 337th Fighter Interceptor Squadron, less Detachment 1, is attached to the Pacific Air Forces for operational control, logistical and administrative support. Morning report and court martial jurisdiction responsibility will be assumed by the gaining command.

2. Authority: Air Defense Command Jonah Able Operations Order Serial Number 17-58 dated 6 November 1958 and message, ADLMO-F-3 1194, from Headquarters Air Defense Command, dated 2 December 1958.

FOR THE COMMANDER:

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 110)

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REASSIGNMENT OF UNIT . . 1. Effective 1 February 1959, the following unit is relieved from present assignment and reassigned as indicated:

UNIT	PRESENT ASSIGNMENT	REASSIGNED TO
98th Fighter Interceptor	New York Air Defense	Washington Air
Squadron	Sector	Defense Sector

2. Upon completion of actions directed herein, Organization Status Change Report (Reports Control Symbol AF-Ol) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0800 hours the first calendar day following the "as of" date.

3. Authority: Air Force Regulation 20-27 and message, ADLMO-F-3 873, Headquarters Air Defense Command, dated 1 August 1958.

FOR THE COMMANDER:

USAF Dir of Admin Services

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#### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 111)

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DISCONTINUANCE OF UNITS . . 1. Effective 1 March 1959, the following units are discontinued at locations indicated:

UNIT	LOCATION
Detachment 1, 4670th Ground Observer Squadron	Syracuse, New York
Detachment 2, 4670th Ground Observer Squadron	Bangor, Maine
Detachment 3, 4670th Ground Observer Squadron	Richmond, Virginia
Detachment 4, 4670th Ground Observer Squadron	Harrisburg, Pennsylvania
Detachment 5, 4670th Ground Observer Squadron	Baltimore, Maryland
Detachment 11, 4670th Ground Observer Squadron	Albany, New York

Detachment 4, 4671st Ground Observer Squadron

Detachment 6, 4671st Ground Observer Squadron

Detachment 1, 4674th Ground Observer Squadron

Detachment 2, 4674th Ground Observer Squadron

Detachment 3, 4674th Ground Observer Squadron

Detachment 4, 4674th Ground Observer Squadron

Detachment 5, 4674th Ground Observer Squadron

Canton, Ohio

Durham, North Carolina

Grand Rapids, Michigan

Lexington, Kentucky

Charleston, West Virginia

Knoxville, Tennessee

Savannah, Georgia

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GO 111, Hq Eastern Air Defense Force (ADC), USAF, Stewart AFB, NY, 16 Dec 38 (continued) (paragraph 1 continued)

Atlanta, Georgia

Miami, Florida

Mobile, Alabama

Columbia, South Carolina

Jackson, Mississippi

Montgomery, Alabama

Terre Haute, Indiana

LOCATION

Roslyn, New York

Roslyn Air Force Station,

Willow Run Air Force Station,

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Detachment 6, 4674th Ground Observer Squadron

Detachment 8, 4674th Ground Observer Squadron

Detachment 9, 4674th Ground . Observer Squadron

Detachment 10, 4674th Ground Observer Squadron

Detachment 11, 4674th Ground Observer Squadron

Detachment 12, 4674th Ground Observer Squadron

Detachment 1, 4718th Ground Observer Squadron

2. Effective 25 March 1959, the following units are discontinued at locations indicated:

#### UNIT

4670th Ground Observer Squadron

4671st Ground Observer Squadron

4674th Ground Observer Squadron

Dobbins Air Force Base,

Marietta, Georgia

Belleville, Michigan

4718th Ground Observer Squadron

Green Bay, Wisconsin

3. Instructions relative to disposition of personnel and equipment will be disseminated from this headquarters by separate correspondence. Unit Allowance List Numbers are voided.

4. The pertinent provisions of Air Force Manual 171-6 and Eastern Air Defense Force Manual 27-2 are applicable.

5. Funds will be disposed of in accordance with current directives.

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GO 111, Hq Eastern Air Defense Force (ADC), USAF, Stewart AFB, NY, 16 Dec 58 (continued)

6. Organization records will be disposed of in accordance with Air Force Manual 181-5.

7. Upon completion of action directed herein, Organization Status Change Report (Reports Control Symbol AF-Ol) will be prepared in accordance with current directives, and submitted to the Commander, Easter Air Defense Force, to arrive not later than 0800 hours the first calendar day following the "as of" date.

8. Authority: Air Force Regulation 20-27, and message, ADLMO-F 1188, Headquarters Air Defense Command, dated 1 December 1958.

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#### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 112)

19 December 1958

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ANNOUNCEMENT OF RETIREMENT . . 1. Announcement is made of the retirement of Master Sergeant Jon R. Grimes, AF6397982, Headquarters Eastern Air Defense Force, Stewart Air Force Base, New York, effective 31 December 1958, after 20 years of active Federal military service.

2. Master Sergeant Jon R. Grimes was born 10 April 1914, at Mineral City, Ohio. He graduated from Mineral City High School in 1931, and attended Kent State University for a period of two years. He entered the military service on 11 January 1937 and was assigned to administrative duty at Albrook Field, Canal Zone, with Headquarters, 19th Composite Wing. Two and one-half years later, he returned to civilian life where he taught school. On 3 February 1941, Sergeant Grimes reentered the service and was assigned as Personnel Sergeant Major of the 34th Air Base Group, Paine Field, Washington. Five months later he was promoted to the grade of Staff Sergeant and after two months became First Sergeant of the Headquarters Squadron, 34th Air Base Group. On 15 May 1942, he was appointed Warrant Officer, Junior Grade, and assumed duty as Postal Officer, Paine Field, Washington. Promoted to the rank of Chief Warrant Officer on 28 December 1942, Sergeant Grimes saw combat service in Europe with the Forward Echelon of the 70th Fighter Wing (under the late Brigadier General McCauley) and was Combat Intelligence Officer with the 404th Fighter Group. In March of 1946, he reverted to his NCO grade, with duty as Chief Clerk, DCS/Flans, Fourth Air Force, Hamilton Air Force Base, California. He DUS/Plans, Fourth Air Force, naminton Air Force base, California. The attended the Adjutant General School, Fort Lee, Virginia in 1948, the Counter Intelligence School, Holabird, Maryland, in 1951, and the CIC School (Air Attache), Navy Building, Washington, D. C. in 1951 prior to assignment to the American Embassy, Pretoria, Union of South Africa. During the period of 1954 to 1957, Master Sergeant Grimes served as an instructor. Air Force BOTC at New York University. In May 1957, he instructor, Air Force ROTC, at New York University. In May 1957, he arrived at Headquarters, Eastern Air Defense Force, and has been Chief Clerk of the Command Section since that date. He has attended New York University during his off-duty hours and will receive a B. A. degree in January 1959.

3. Master Sergeant Grimes has been decorated with the Belgian Fourragere for wartime duty in Belgium, the Air Force Commendation Medal (meritorious service) while assigned to Headquarters Eastern Air Defense Force, and also holds lesser awards appropriate to his service. The capable manner in which Master Sergeant Grimes has carried out his responsibilities during his entire military service has contributed immeasurably to the success of the Air Force Mission.

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GO 112 Hq Eastern Air Defense Force (ADC) USAF Stewart AFB NY 19 Dec 58 (Signature page only)

FOR THE COMMANDER:

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#### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 113)

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ACTIVATION OF UNIT . . 1. Effective 1 January 1959, the following unit (having been constituted and assigned to this command), is activated under appropriate Unit Manning Document with capability as cited in 0/TR 1725C, 1 February 1958, paragraph 1 and 2, at station indicated:

#### UNIT

#### LOCATION

46th Air Defense Missile Squadron (BOMARC) McGuire Air Force Base, Trenton, New Jersey

2. Concurrent with activation, the above unit is assigned to the New York Air Defense Sector.

3. Authorized strength of this unit is as reflected in appropriate Unit Manning Document and as corroborated by the Manpower Authorization Voucher.

4. Personnel will be furnished from sources available to the Commander, New York Air Defense Sector.

5. The above is a Category D unit and is authorized Unit Essential Equipment as listed in column 3A of the MEAL or MEAL O/T Supplement, and T/A 1-21 items in the UME column of the UAL. The UME column of the UAL will be prepared in conformance with paragraphs 3b and c, Air Force Regulation 67-96 and paragraph 2, Section 6, Volume XXI, Air Force Manual 67-1. Variable items, T/A 1-21 and MEAL or MEAL O/T Supplement, will be based on the UMD strength of the unit. Base Support Equipment, as listed in column 3B of the MEAL or MEAL O/T Supplement, is authorized in the USE column of the UAL. Unit is authorized additional equipment in the USE column of the UAL. Unit is authorized additional equipment in the USE column of the UAL in conformance with paragraph 3d, Air Force Regulation 67-96 and paragraph 3, Section 6, Volume XXI, Air Force Manual 67-1. The authorization of Base Support Equipment in the USE column of the UAL does not allow requisitions for Base Support Equipment items when a T/A item is on hand or on requisition which serves the same function as the Base Support Equipment item. Neither will it allow T/A allowances to duplicate Base Support Equipment allowances. TTE IM-99 authorized.

6. The pertinent provisions of Air Force Manual 171-6 are applicable.

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GO 113 Hq Eastern Air Defense Force (ADC), USAF, 22 Dec 58 Stewart AFB, N.Y. (Continued)

7. The precedence category is established as indicated in the current issue of the USAF Operating Program - - Priorities of Programmed Units; any changes will be reflected in subsequent issues of this publication.

8. Upon completion of action directed herein, Organization Status Change Report (Reports Control Symbol AF-O1) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than O800 hours the first calendar day following the "as of" date.

9. Authority: Department of the Air Force letter, AFOMO 39M dated 10 December 1958 and message, ADLMO-F-3 1242, Headquarters Air Defense Command, dated 12 December 1958.

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- PUB DIV) 5 - COMDR ADC (ATTN: ADLMO-F)
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#### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 114) 23 December 1958

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AIR FORCE COMMENDATION MEDAL - - By direction of the Secretary of the Air Force, under provisions of Department of the Air Force General Orders Number 16, 28 March 1958, Air Force Regulation 900-7, 16 July 1957, and paragraph 4, Air Defense Command Supplement 1, 5 August 1957 to Air Force Regulation 900-7, the Air Force Commendation Medal is awarded to the following named officer for meritorious service during the period indicated:

> COLONEL JOHN B. GAFFNEY, 5279A 6 May 1958 to 20 November 1958

FOR THE COMMANDER:

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#### HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

GENERAL ORDERS) NUMBER 115)

23 December 1958

DESIGNATION, ORGANIZATION, AND ASSIGNMENT OF UNIT . . 1. Effective 1 January 1959, the following unit is designated and organized under appropriate Unit Manning Documents with non-T/O authorizations at location indicated:

UNIT

#### LOCATION

4615th Support Squadron

New Castle County Airport, Wilmington, Delaware

2. Concurrent with organization, unit is assigned to the New York Air Defense Sector.

3. Personnel will be furnished from sources available to the New York Air Defense Sector.

4. Equipment will be authorized by Unit Authorization List to be published by the Air Defense Command Equipment Review and Authorization Activity Support Team, Stewart Air Force Base, New York.

5. Pertinent provisions of Air Force Manual 171-6, 1 July 1958, will apply.

6. Upon completion of actions directed herein, Organization Status Change Report (Reports Control Symbol AF-Ol) will be prepared in accordance with current directives, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0800 hours the first calendar day following the "as of" date.

7. Authority: Air Force Regulation 20-27 and message, ADLMO-F-3 1244, Headquarters Air Defense Command, dated 12 December 1958.

FOR THE COMMANDER:

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DISTRIBUTION: A Plus 20 - DIRADMINSER HEDUSAF (ATTN: PUB DIV) 5 - HQ ADC (ATTN: ADLMO-F) 5 - EAOMO 5 - EACST 4 - EAASV-AR BEN D. MOORHEAD Captain, USAF Asst Dir of Admin Svcs

2 - EAASV-AO 2 - HQ ADC (ATTN: ADLMO) 4 - HQ ADC (ATTN: ADMSV-CE)

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HEADQUARTERS EASTERN AIR DEFENSE FORCE (ADC) United States Air Force Stewart Air Force Base, New York

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AIR FORCE COMMENDATION MEDAL - - 1. By direction of the Secretary of the Air Force, under provisions of Department of the Air Force General Orders Number 16, 28 March 1958, Air Force Regulation 900-7, 16 July 1957, and paragraph 4, Air Defense Command Supplement 1, 5 August 1957 to Air Force Regulation 900-7, the Air Force Commendation Medal is awarded to the following named officers and airmen for meritorious service during the periods indicated:

> LIEUTENANT COLONEL LEONARD D. SPRAGUE, A0475028 8 August 1957 to 15 September 1958

> > MAJOR MANNY HALFANT, A0561182 16 February 1956 to 31 August 1958

CAPTAIN WILLIAM H. GILL, A0819389 1 August 1957 to 16 October 1958

CAPTAIN OSCAR J. KISER, 38048A 31 January 1957 to 30 July 1958

SENIOR MASTER SERGEANT ELMO R. NEPHEW, AF36894372 4 July 1952 to 31 July 1958

MASTER SERGEANT IRVING R. CASS, AF6828092 5 April 1956 to 4 October 1958

TECHNICAL SERGEANT DOUGLAS L. BLACKBURN, AF11216685 10 December 1954 to 15 November 1958

2. By direction of the Secretary of the Air Force, under provisions of Department of the Air Force General Orders Number 16, 28 March 1958, Air Force Regulation 900-7, 16 July 1957, and paragraph 4, Air Defense Command Supplement 1, 5 August 1957 to Air Force Regulation 900-7, the Air Force Commendation Medal is awarded to the following named officers for meritorious achievement during the periods indicated:

> MAJOR CARL E. BURGET, 13393A 1 October 1958

MAJOR JOHN D. WALKER, 14005A 1 April 1958 to 10 September 1958

MAJOR GLENNON H. WITTBRODT, 40456A 30 April 1958 to 14 October 1958

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GC 116, Hq Eastern Air Defense Force (ADC), USAF, Stewart AFB, NY, 30 Dec 58 (continued) (Signature Page Only)

FOR THE COMMANDER:

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Captain, USAF Asst Dir of Admin Svcs

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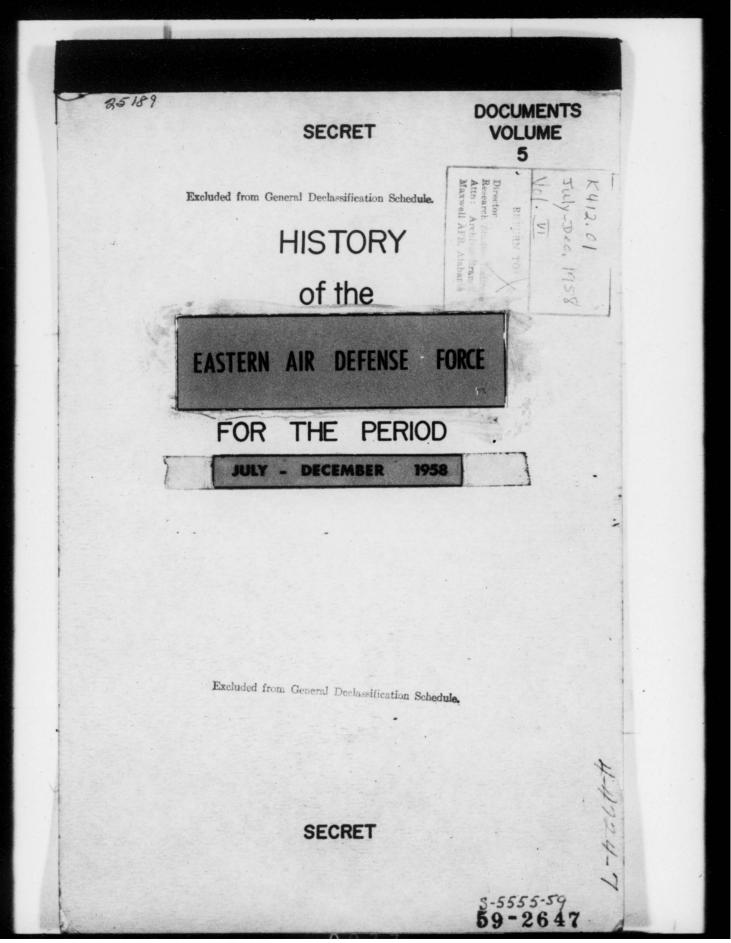
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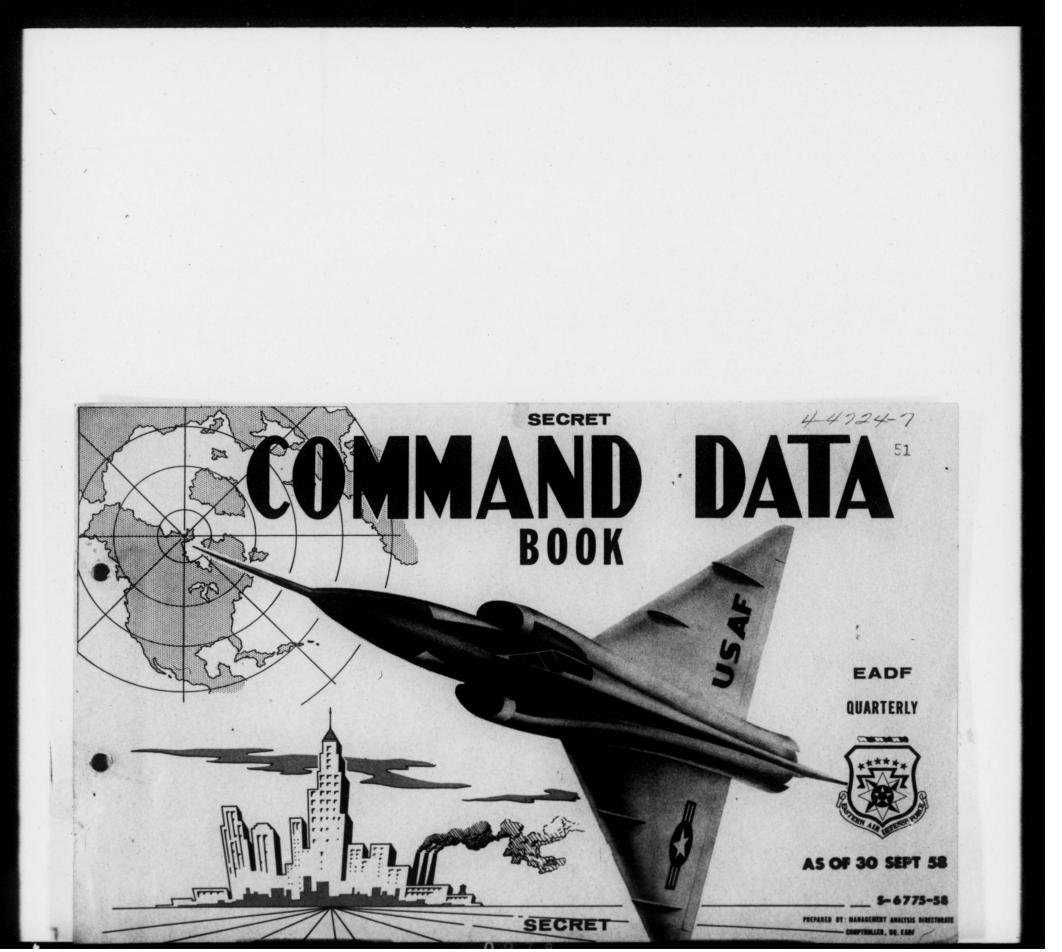
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# FOREWORD

The Command Data Book is an official source of statistical information for current and future planning, and to permit comparison and analysis.

## 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 REGULA-TION 205-1.

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## EASTERN AIR DEFENSE FORCE MISSION

1. Make available to the Commander, Eastern NORAD Region forces assigned having an air defense capability to include air surveillance and control elements, for use in the air defense of the East NORAD Region. 2. To support the operations of other commands as directed by Headquarters, Air Defense Command,

#### **OBJECTIVES THROUGH FY 1960****

- 1. To organize, man, equip and operate 25 fighter-interceptor squadrons, each squadron equipped with 25 all-weather fighter aircraft.
- 2. To organize, man, equip and operate 29 permanent radar stations, 19 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 5 radar stations which are part of the radar extension program (Canada).
- 4. To integrate into the EADF air defense system 1 AEW&C wing and 3 AEW&C squadrons.
- 5. To organize, man, equip and operate 1 Radar Evaluation Squadron, ECM.
- 6. To man, equip and operate 3 Texas Tower Radar Stations.
- 7. To construct, man and equip 3 control centers and 13 direction centers which will be integrated into the SAGE system. 8. To organize, equip and operate 4 IM-99 (BOMARC) squadrons, the first two with 2 flights each (56 Launchers and 60 Missiles); the second two with 1 flight each (28 Launchers and 30 Missiles).

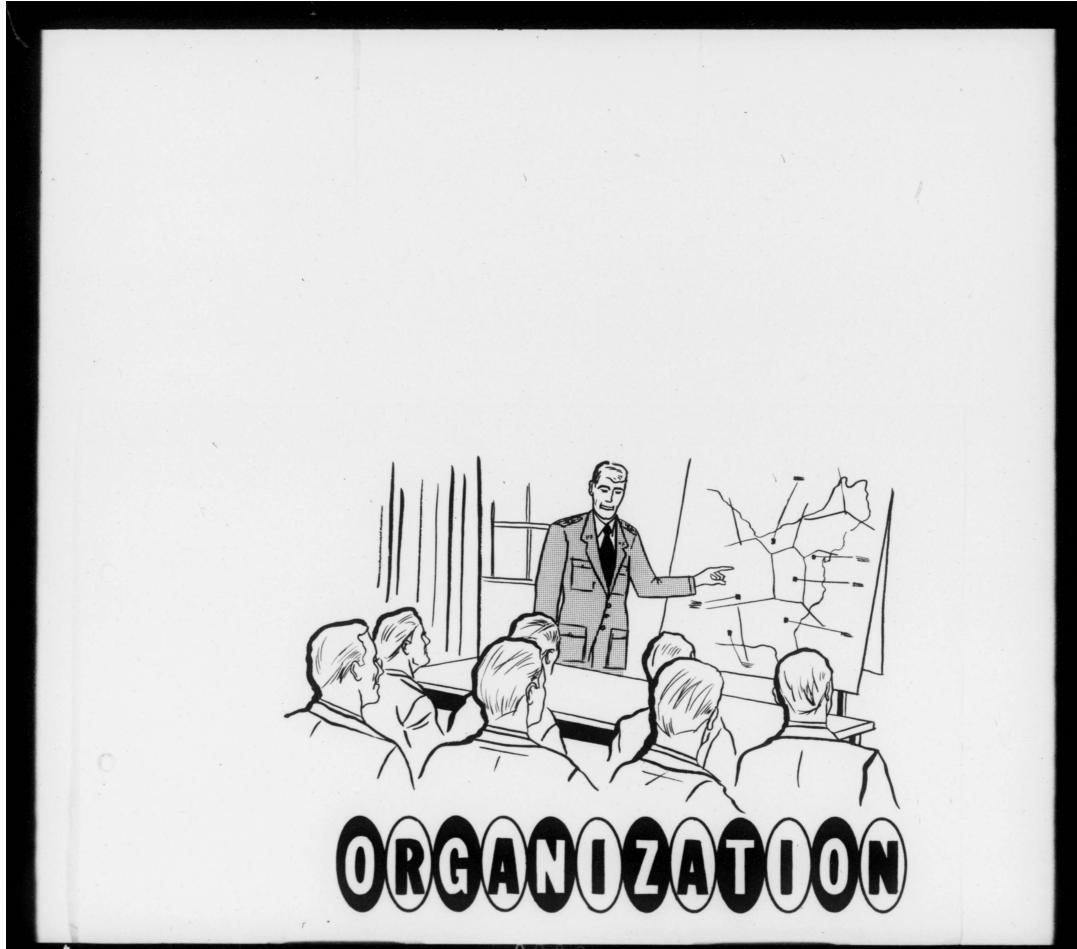
SOURCE: * Air Defense Command Wartime Capabilities Plan ** ADCM 27-1, April 1957 and ADC Status Report.

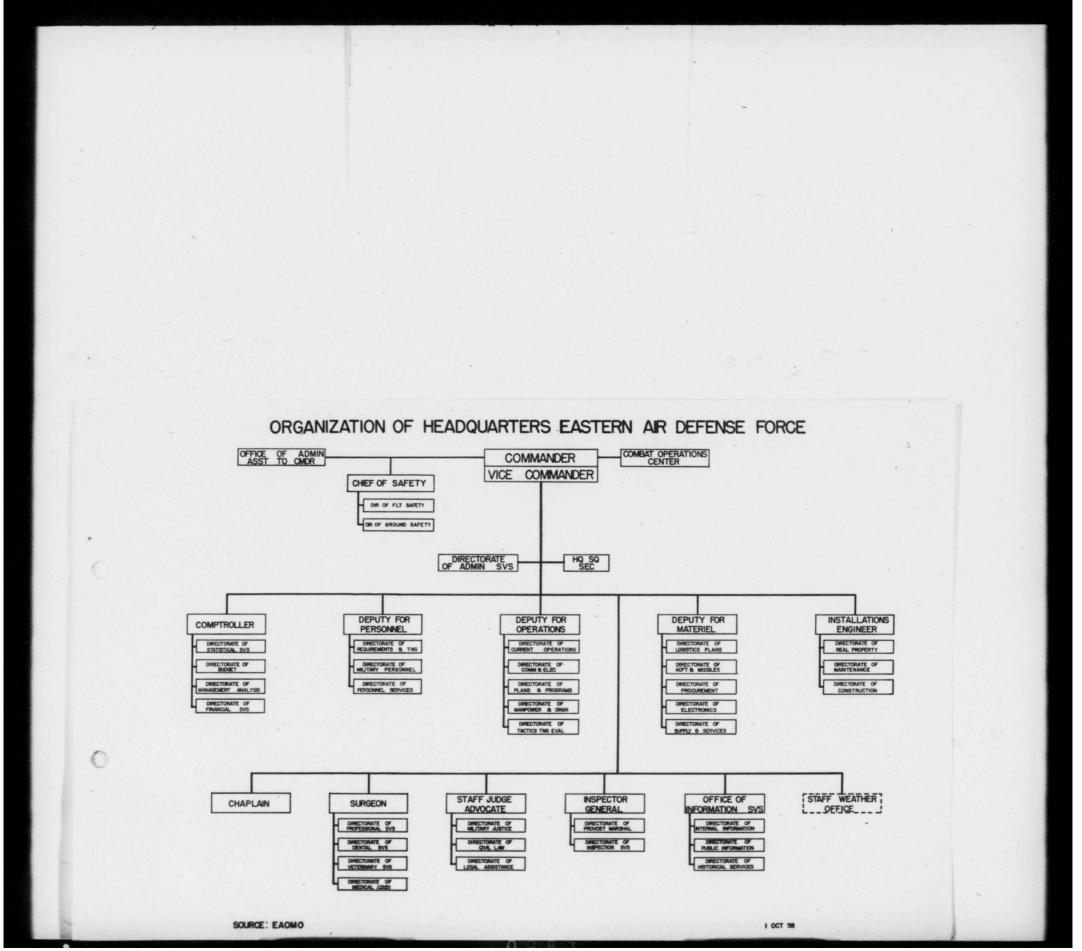
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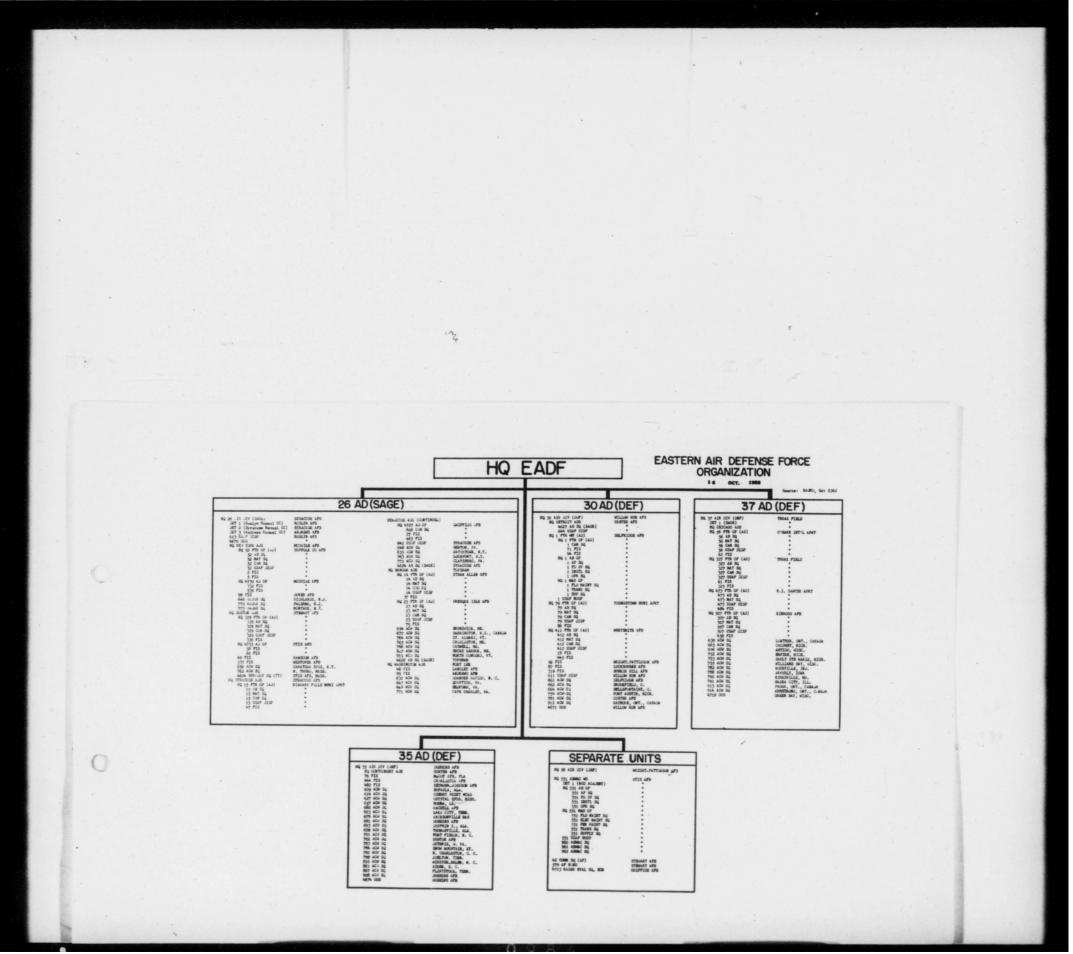
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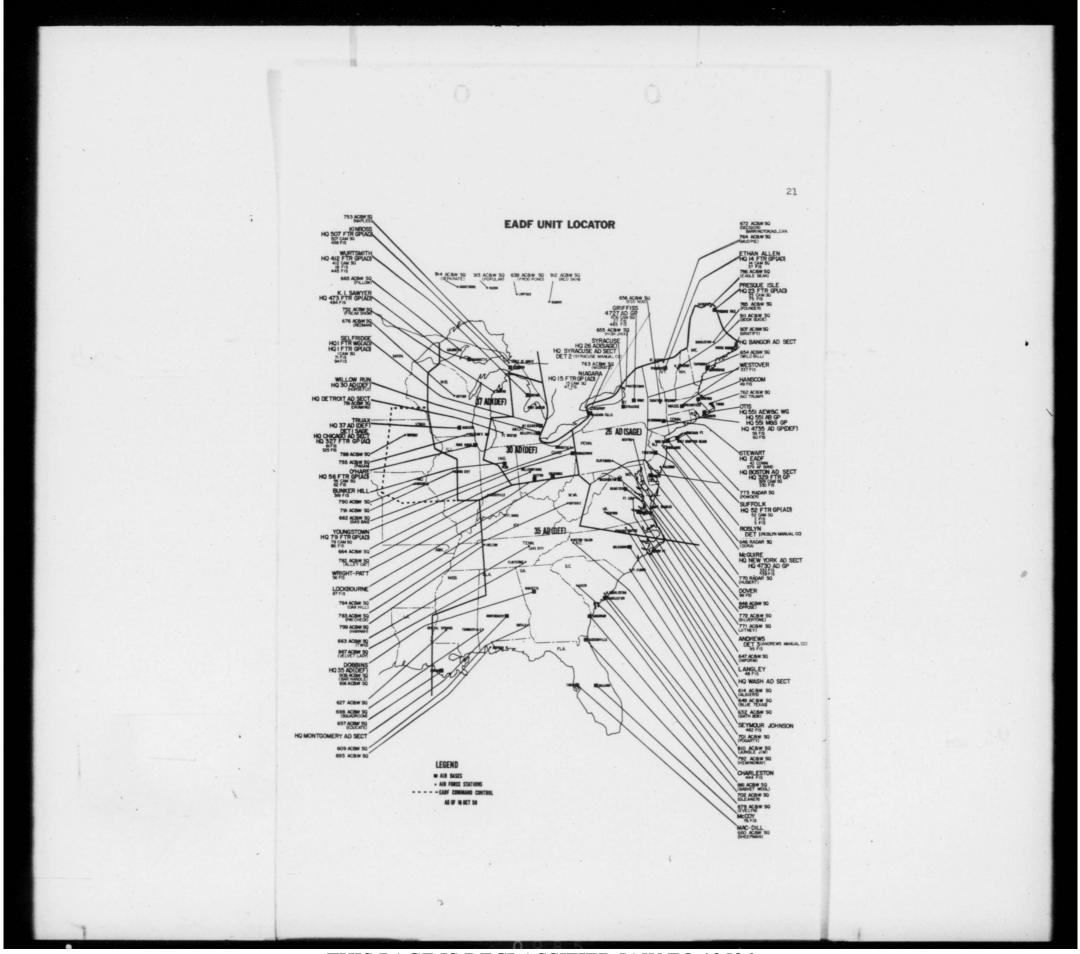
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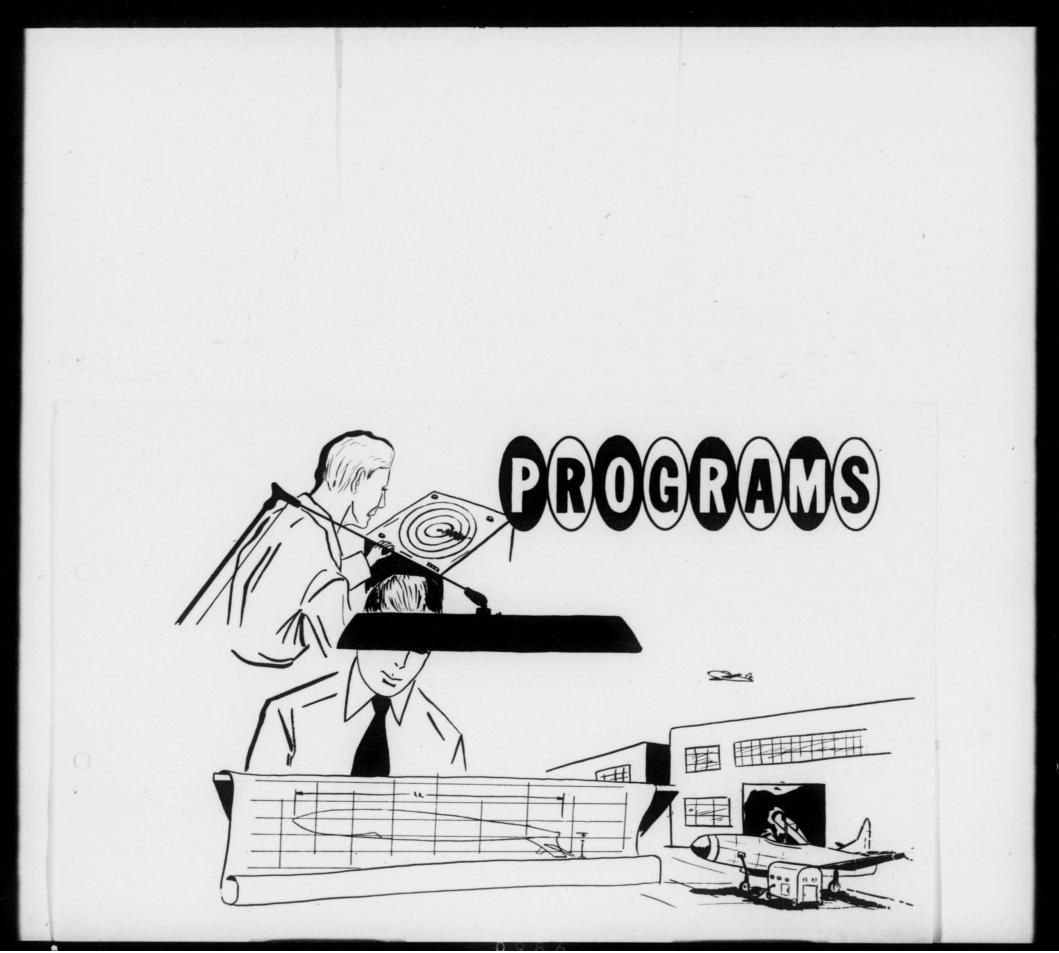
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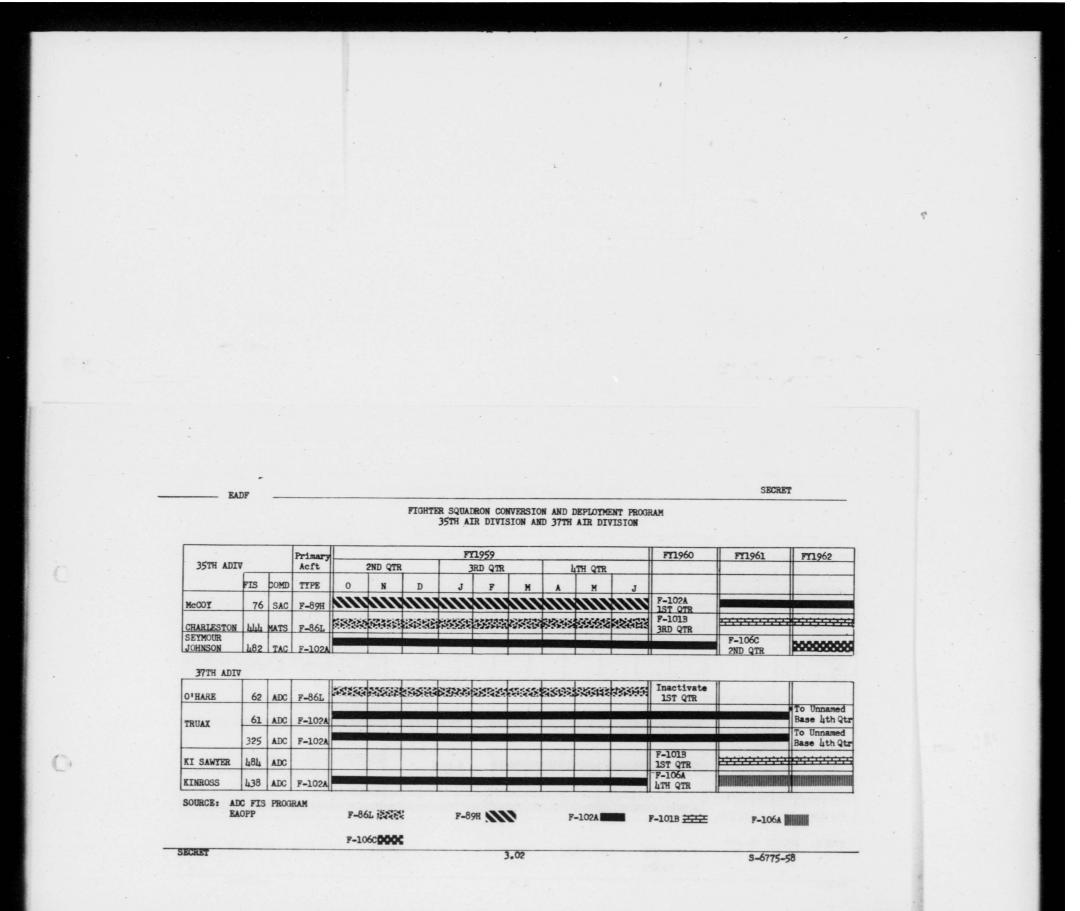
#### FIGHTER SQUADRON CONVERSION AND DEPLOYMENT PROGRAM 26TH AIR DIVISION (SAGE)

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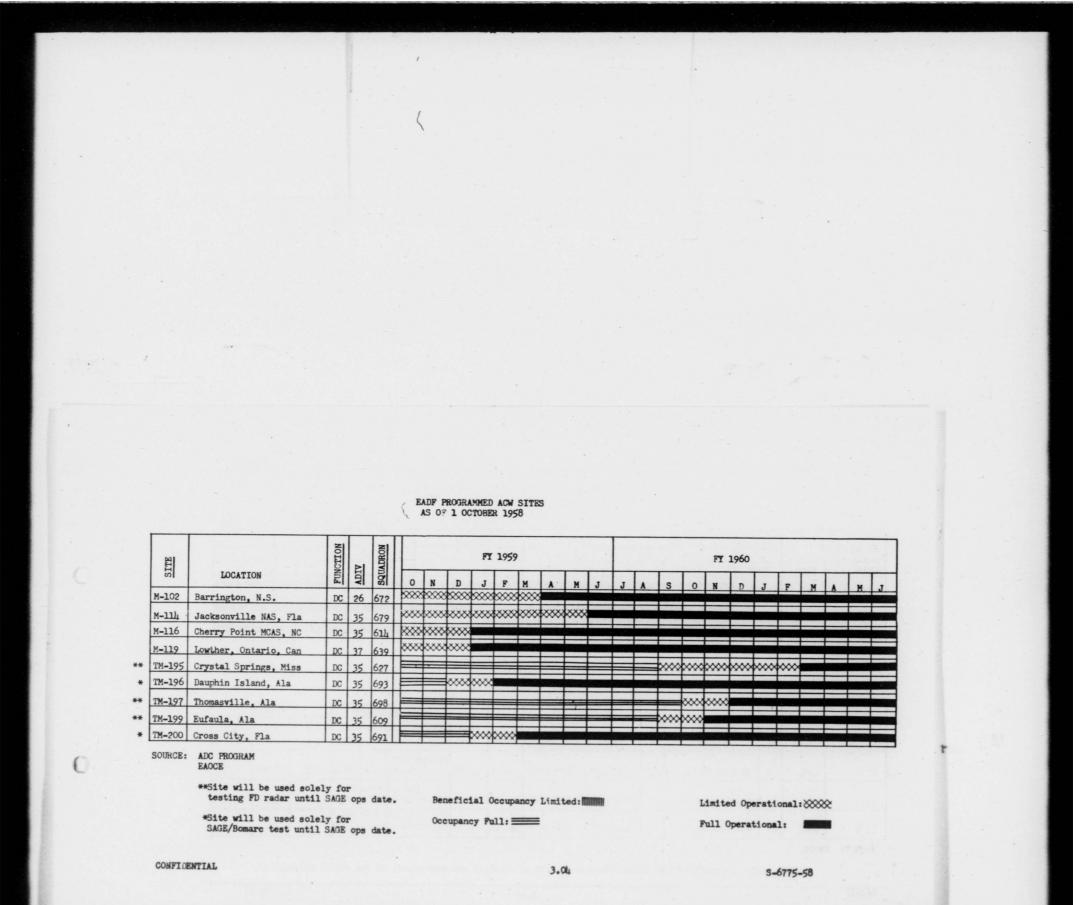
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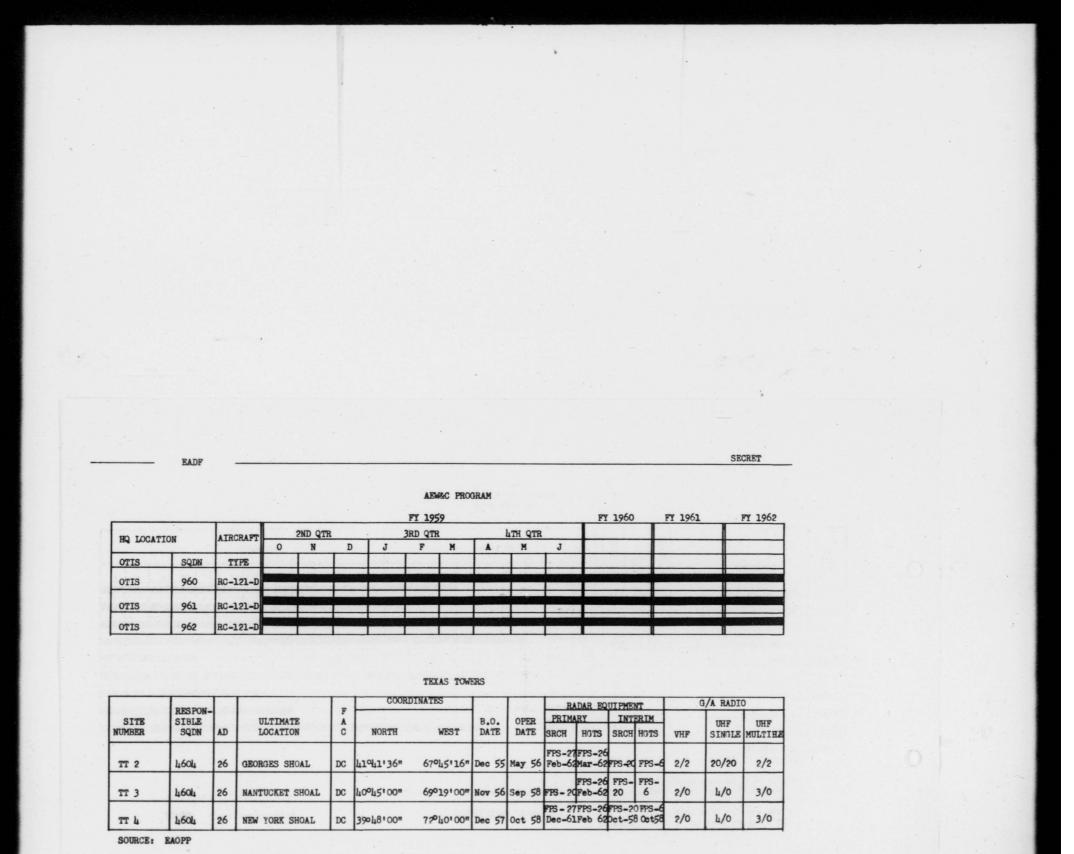


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WASHINGTON LANGLEY ANDREWS BANGOR AD	(SAGE) FIS COMD AD SECT 48 TAC 95 MATS SECTOR	Acft TYPE OR F-102A F-102A	0	2ND QTR	D	3	FY1959 RD QTR F	M	A	ATH QTR	J	F-106A 3rd Qtr Fr Hansco 1st Qtr F10 To Loring 3rd Qtr	<u><u>з</u>781</u>	61 50	FY1962			0	
WASH INGTON LANGLEY ANDREWS BANGOR AD DOW PRESQUE ISLE LORING	(SAGE) FIS COMD AD SECT 48 TAC 95 MATS SECTOR 49 ADC	Acft TYPE OR F-102A F-102A	0	N	D	3	FY1959 RD QTR F	M	A	ATH QTR	J	F-106A 3rd Qtr Fr Hansco 1st Qtr F10 To Loring	<u><u>з</u>781</u>	61 50	FY1962			0	
WASHINGTON LANGLEY ANDREWS BANGOR AD DOW PRESQUE ISLE LORING ETHAN ALLEN	(SAGE) FIS COMD AD SECT 48 TAC 95 MATS SECTOR 49 ADC 75 ADC 75 AC 37 ADC	Acft TYPE OR F-102A F-102A F-89H F-102A	0	N	D	3	FY1959 RD QTR F	M	A	ATH QTR	3	F-106A 3rd Qtr Fr Hansco 1st Qtr F10 To Loring 3rd Qtr	<u><u>з</u>781</u>	61 50	FY1962			0	
WASHINGTON LANGLEY ANDREWS BANGOR AD DOW PRESQUE ISLE LORING ETHAN	(SAGE) FIS COMD AD SECT 48 TAC 95 MATS SECTOR 49 ADC 75 ADC 75 AC 37 ADC	Acft TYPE OR F-102A F-102A F-89H F-102A	0	N	D	3	FY1959 RD QTR F	M		ATH QTR M	3	F-106A 3rd Qtr Fr Hansco 1st Qtr F10 To Loring 3rd Qtr Fr Presque 3rd Qtr F10		61 5C	FY1962			0	
WASHINGTON LANGLEY ANDREMS BANGOR AD DOW PRESQUE ISLE LORING ETHAN ALLEN	(SAGE) FIS COMD AD SECT 48 TAC 95 MATS SECTOR 49 ADC 75 ADC 75 AC 37 ADC	Acft TYPE OR F-102A F-102A F-89H F-102A	0	N	D	3	FY1959 RD QTR F	M		4TH QTR M	3	F-106A F-106A 3rd Qtr Fr Hansco 1st Qtr F10 To Loring 3rd Qtr Fr Presque 3rd Qtr F10 Fr Presque		61 5C	FY1962			0	
WASHINGTON LANGLEY ANDREWS BANGOR AD DOW PRESQUE ISLE LORING ETHAN ALLEN SYRACUSE A	(SAGE) FIS COMD AD SECT 48 TAC 95 MATS SECTOR 49 ADC 75 ADC 75 ADC 37 ADC AD SECTOR	Acft TYPE OR F-102A F-102A F-89H F-102A	0	N	D	3	FY1959 RD QTR F	M		ATH QTR M	3	F-106A 3rd Qtr Fr Hansco 1st Qtr F10 To Loring 3rd Qtr Fr Presque 3rd Qtr F10	Ба 1 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	61 5C	FY1962			0	
WASHINGTON LANGLEY ANDREWS BANGOR AD DOW PRESQUE ISLE LORING ETHAN ALLEN SYRACUSE A	(SAGE) FIS COMD AD SECT 48 TAC 95 MATS SECTOR 49 ADC 75 ADC 75 ADC 37 ADC AD SECTOR 27 ADC	Acft TYPE OR F-102A F-102A F-89H F-102A F-102A F-102A F-89J	0	N	D	3	FY1959 RD QTR F	M		4TH QTR M	3	Fr1960 F-106A 3rd Qtr Fr Hansco 1st Qtr F10 To Loring 3rd Qtr Fr Presque 3rd Qtr F10	Ба 1 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	61 5C	FY1962			0	
WASHINGTON LANGLEY ANDREMS BANGOR AD DOW PRESQUE ISLE LORING ETHAN ALLEN SYRACUSE A GRIFFISS NIAGARA SOURCE:	(SAGE) FIS COMD AD SECT 48 TAC 95 MATS SECTOR 49 ADC 75 ADC 75 ADC 37 ADC 37 ADC 465 AMC 47 ADC	Acft TYPE OR F-102A F-102A F-89H F-102A F-102A F-102A F-89J F-102A	0	N		3	FY1959 RD QTR F	M		4TH QTR M P-101B		Fr1960 F-106A 3rd Qtr Fr Hansco 1st Qtr F10 To Loring 3rd Qtr Fr Presque 3rd Qtr F10 To Lake Charles 1st	Ба 1 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	5c	FY1962			0	



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NOTE: Under Ground/Air (G/A) Radio: Figures to left of slash(/) are authorized; to the right, operational.

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	EADF	SAGE AS OF 30 S		OGRAM	1958			
Hqs Air Division (SAGE)	Headquarters Air Defense Sector	LOCATION	Fac	Instl Priority	Activation Date	BOD for Tech Fac	OPNL DATE	SUPPORT BASE
26th		Syracuse AFS, N.Y.	cc	3	May 56	Feb 57	1 Jan 59	Griffiss AFB, N.Y.
	New York	McGuire AFB, N. J.	DC	1	Apr 56	May 56	1 Jul 58	McGuire AFB, N. J.
	Boston	Stewart AFB, N.Y.	DC	2	Jun 56	Nov 56	15 Sep 58	Stewart AFB, N. Y.
	Syracuse	Syracuse AFS, N.Y.	DC	4	Oct 56	Feb 57	1 Jan 59	Griffiss AFB, N.Y.
	Washington	Ft. Lee, Virginia	DC	5	Nov 56	Feb 57	1 Feb 59	Ft Lee & Langley AFB, VA
-	Bangor	Topsham, Me.	DC	6	Jan 57	Jun 57	1 Mar 59	Brunswick NAS and Portsmouth AFB, N. H.
30th		Truax Field, Wisc.	cc	10	Sep 57	Jul 57		Truax Field, Wisc.
	Detroit	Ft Custer, Mich.	DC	7	Jan 57	May 57	1 Aug 59	Selfridge AFB, Mich.
	Chicago	Truax Field, Wisc.	DC	8	May 57	Jul 57	1 Oct 59	Truax Field, Wisc.
	Duluth	Duluth AFB, Minn.	DC	12	Jan 58	Nov 57	15 Nov 59	Duluth MAP, Minn,
	Sault Ste Marie	K. I. Sawyer Aprt, Mich	DC	17	Sep 58	Mar 59	15 Jun 60	K. L. Sawyer Aprt, Mich.
32nd		Fort Knox, Ky.	сс	35	Nov 61	Dec 61	1 Apr 63	Fort Knox, Ky.
	Montgomery	Gunter AFB, Ala,	DC	11	Nov 57	Feb 58	15 Mar 60#	Gunter AFB, Ala,
	Raleigh	Seymour-Johnson AFB. N. C.	DC	28	Jun 60	Dec 60	1 Mar 62	Seymour-Johnson AFB, NC
	Miami	Robins AFB, Ga,	DC	29	Aug 60	Feb 61	15 Apr 62	Robins AFB, Ga,
	Ft. Knox	Fort Knox, Ky.	DC	34	Jun 61	Dec 61	15 Mar 63	Fort Knox, Ky.
SOURCE:	EAOPP		mba	t Center	DC - Di	irection (	enter	*BOMARC Test 1 June 1959

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Site Number	Sqdn	AD	Host Service	LOCATION	Opnl Date	Radar Search	Radar Height		
P-9	646	26	Air Force	Highlands, N. J. New York Defense	May 60	FPS-7	FPS-26 FPS-6	FPS-6 FPS-6	
RP-54	770	26	Army	Ft. Meade, Md. Baltimore - Washington Defense	Feb 61	FPS-20	FPS-26 FPS-6	FPS-6 FPS-6	
MM-1		26	Army	Ft. Heath, Mass. Boston Defense	Oct 60	ARSR-1*	FPS-26 FPS-6	FPS-6 FPS-6	
P-20	661	30	Air Force	Selfridge AFB, Mich. Detroit Defense	July 60	(FPS-20) FPS-24	FPS-26 FPS-6	FPS-6 FPS-6	
P-21	763	30	Air Force	Lockport, N. Y. Niagara Falls - Buffalo Defense	June 60	FPS-7	FPS-26 FPS-6	FPS-6 FPS-6	
RP-62	662	30	Army	Oakdale, Pa. Pittsburgh Defense	Dec 60	ARSR-1A* FPS-28	FPS-26 FPS-6	FPS-6 FPS-6	
RP-63	772	30	Air Force	Gibbsboro, N.J. Philadelphia Defense	Nov 60	(FPS-20) FPS-27	FPS-26 FPS-6	FPS-6 FPS-6	
RP-31	755	37	Army	Arlington Heights, 111. Chicago Defense	Jan 61	(FPS-20) FPS-27	FPS-26 FPS-6	FPS-6 FPS-6	
SOURCE:	EAOPI 2-AF-		*CAA Ra () Interin		ite Presently ted P-Site	Opnl			

MISSILE MASTER PROGRAM AS OF 30 SEPTEMBER 1958

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BOMARC PROGRAM AS OF 30 SEPTEMBER 1958

PRIORITY	AIR DEFENSE MISSILE SQUADRON	LOCATION	TYPE MISSILE	OPERATIONAL DATE
1	46th	MCGUIRE AFB, N. J.	IM-99A	1 SEP 59 (2 FLTS
2	6th	SUFFOLK CTY AFB, L. L. N. Y.	IM-99A	1 DEC 59 (2 FLTS
3	. 26th	OTIS AFB, MASS.	I'M-99A	1 MAR 60 (1 FLT)
4	30th	DOW AFB, ME,	IM-99A	1 JUN 60
5	35th	LANGLEY AFB, VA.	IM-99A	1 SEP 60
6	39th	ETHAN ALLEN AFB, VT.	1 M-99A	1 DEC 60
7	22d	NIAGARA FALLS MUNI APRT. N. Y.	IM-99A	1 JAN 61
8	61st	TRUAX FLD, WISC,	IM-99A	1 FEB 61
9	37th	KINROSS AFB, MICH,	IM-99B	1 MAR 61
10	74th	DULUTH AFB, MINN.	IM-99B	1 APR 61
21	63d '	BUNKER HILL AFB, IND,	IM-99B	1 FEB 62
22	48th	GREATER PITTSBURGH AFB, PA,	IM-99B	1 MAR 62
25	Unk	CHARLESTON AFB, S. C.	IM-99B	1 MAY 62
26	Unk	SEYMOUR JOHNSON AFB, NC.	IM-99B	1 MAY 62
27	Unk	MCCOY AFB, FLA,	IM-99B	1 JUN 62

SOURCE: EAOPP

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SITE	SQUADRON	1		COORL	INATES	в.о.	OPNL	RADAR
NUMBER	NUMBER	AD	ULTIMATE LOCATION	NORTH	WEST	DATE	DATE	EQUIP
P-9A	646	26	Gibbsboro, NJ	39049'27"	74057'21"	Acc	Mar 57	FPS-1
P-10A	762	26	Ft. Dearborn, NH	42-14-19	71-37-23	Acc	Jun 57	FPS-1
P-10B	762	26	Westboro, Mass.	43-02-46	70-42-48	Acc	Jun 57	FPS-14
P-13A	654	26	Sedgewick, Me.	44-18-50	63-38-24	Acc	Sep 57	FPS-14
P-14C	764	26	Bangor, NY	44-49-35	74-22-52	Acc	May 58	FPS-18
P-20A	661	30	Burnside, Mich.	43-10-52	83-03-10	Acc	Jun 57	FPS-14
P-21A	763	26	Brockport, NY	43-11-28	71-56-02	Acc	Aug 57	FPS-14
P-21B	763	26	Charlotte Center, NY	42-18-15	77-18-15	Acc	Aug 57	FPS-14
P-30E	648	26	Ulysses, Pa.	41-52-52	77-42-53	Acc	Jul 57	FPS-14
P-34A	752	37	Petosky, Mich.	45-19-35	84-53-08	Acc	Nov 57	FPS-14
P-45A	773	26	Manorville, NY	40-51-05	72-46-04	Acc	Jun 57	FPS-14
P-45B	773	26	Chilmark, Mass	41-21-18	70-44-06	Acc	Jun 57	FPS-14
P-49A	655	26	Suttons Corner, NY	43-21-18	76-21-06	Acc	Aug 57	FPS-14
P-49B	655	26	Oswegatchie, NY	44-10-02	75-07-03	Acc	May 58	FPS-18
P-50A	656	26	New Preston, Conn.	41-43-29	73-20-58	Acc	Jun 57	FPS-14
P-50E	656	26	New Salem, Mass	42-30-40	72-21-15	Acc	Jun 57	FPS-14
P-55B	647	26	Hermanville, Md	38-13-37	76-24-33	Acc	Nov 57	FPS-14
P-55D	647	26	Hanover, Pa.	39-51-14	76-58-58	Acc	Nov 57	FPS-14
P-55F	647	26	Thomas, W. Va	39-08-42	79-34-13	Acc	Mar 58	FPS-14

SOURCE: ADC AC&W STATUS REPORT

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SITE	SQUADRON			COORDI	NATES	в.о.	OPNL	RADAR	
NUMBER	NUMBER	AD	ULTIMATE, LOCATION	NORTH	WEST	DATE	DATE	EQUIP	
P-564	771	26	Temperanceville, Va.	37-51-38	75-33-30	Acc	Sep 57	FPS-14	
P-56B	771	26	Bethany Beach, Del.	38-31-36	75-06-27	Acc	Sep 57	FPS-14	
P-56C	771	26	Elizabeth City, NC	36-14-45	76-15-30	Acc	May 57	FPS-14	
P-62A	662	30	Thompson, Ohio	41-41-09	81-06-36	Acc	Sep 58	FPS-18	
P-62B	662	30	Lewisville, Ohio	39-45-23	81-13-32	Acc	Aug 57	FPS-14	
P-67A	781	30	Midland, Mich.	43-38-00	84-25-37	Acc	Nov 57	FPS-14	
P-67C	781	30	Saugatuck, Mich.	42-39-40	86-12-33	Acc	Jun 58	FPS-14	
M-111B	908	35	Barnesville, Ga.	33-04-06	84-07-50	Acc	May 58	FPS-18	
M-112A	702	35	Parris Island, SC	32-20-22	80-40-51	Acc	Apr 58	FPS-14	
M-112C	702	35	Alma, Ga.	31-36-30	82-33-00	Acc	Apr 58	FPS-14	
M-113A	792	35	Statesburg, S.C.	33-56-46	80-31-18	Acc	Jul 58	FPS-18	
M-113B	792	35	Georgetown, SC	33-18-45	79-15-38	Acc	May 58	FPS-14	
M-115A	701	35	Myrtle Beach, SC	33-45-50	78-45-50	Acc	Feb 58	FPS-14	
M-126A	657	35	New Orleans, Va.	30-01-37	90-03-00	Acc	Oct 57	FPS-14	
M-129A	660	35	Winter Garden, Fla	28-29-30	81-28-00	Acc	Sep 58	FPS-14	
1-129B	660	35	Inverness, Fla	28-45-30	82-20-60	Acc	Sep 58	FPS-14	
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SOURCE: ADC ACW STATUS REPORT

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SITE	SQUADRON			COORD	INATES	B.0.	EST. OPNL	RADAR
NUMBER	NUMBER	AD	ULTIMATE LOCATION	NORTH	WEST	DATE	DATE	EQUIP
P-148	764	26	Blue Mt. Lake, NY	45052120*	7402412"	Acc	Dec 58	FPS-18
P-16A	665	37	Plainesdale, Mich.	47-02-43	88-41-43	Acc	Oct 58	FPS-18
P-194	676	37	Norway, Mich.	45-47-23	87-52-23	Acc	Oct 58	FPS-18
P-19B	676	37	Two Creeks, Wisc.	44-19-30	87-35-09	Dec 58	Aug 59	FPS-18
P-190	676	37	Brooks, Wisc.	43-49-50	89-44-15	Oct 59	Feb 60	FPS-18
P-20B	661	30	Emery, Mich.	42-21-59	83-39-44	Oct 58	Jan 59	FPS-18
P-200	661	30	Marblehead, Ohio	41-32-22	82-44-27	Oct 59	Feb 60	FPS-18
P-30F	648	26	Joliett, Pa.	40-36-33	76-27-44	Dfr	Dfr	FPS-18
RP-31D	755	37	Monee, Ill.	41-24-40	87-45-53	Oct 59	Jan 61	FPS-18
RP-31F	755	37	Williams Bay, Wisc	42-37-06	88-32-08		Jan 61	FPS-18
P-348	752	37	Alpena, Mich	45-05-00	73-34-00	Oct 59	Feb 60	FPS-18
P-42A	663	35	Aquone, NC	35-10-40	83-34-30	Dfr	Jul 62	FPS-18
P-L2B	663	35	London, Ky	37-09-03	83-59-30	Jan 59	May 59	FPS-18
P-42C	663	35	Melvin Hill, NC	35-12-00	82-00-00	Dec 58	Apr 59	FPS-18
P-43A	783	35	Bainbridge, Ohio	39-15-39	83-14-15	Dfr	Dfr	FPS-18
P-43B	783	35	Hellier, Ky	37-17-00	82-31-50	Jan 59	Jun 59	FPS-18
P-50B	656	26	Andes, NY	42-13-14	74-51-05	Acc	Oct 58	FPS-18
RP-62E	662	30	Brookfield, Ohio	41-13-06	80-33-45		Dec 60	FPS-18
RP-62F	662	30	Claysburgh, Pa.	40-17-20	78-33-46		Dec 60	FPS-18

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SOURCE: ADC ACW STATUS REPORT

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SITE	SQUADRON			COORDINATES		B.0.	EST.	DIDID
NUMBER	NUMBER	AD	ULTIMATE LOCATION	NORTH	WEST	DATE	OPNL DATE	RADAR EQUIP
RP-63C	772	26	Palermo, NJ	39°13'15"	74941'11"		Nov 60	FPS-18
P-65A	765	26	Topsfield, Me	45-23-13	67-47-48	Acc	Dec 58	FPS-18
P-66A	753	37	Grand Marais, Mich	46-32-47	86-02-07	Oct 59	Feb 60	FPS-18
P-66B	753	37	Fibre, Mich	47-09-13	84-46-45	Oct 59	Feb 60	FPS-18
P-67B	781	30	Richland Center, Ind	41-06-40	86-15-00	Oct 59	Feb 60	FPS-18
P-67D	781	30	Shelby, Mich	43-36-05	86-20-28	Sep 58	Jan 59	FPS-18
P-80B	766	26	Bridgewater, Me	46-25-20	68-01-30	Acc	Dec 58	FPS-18
P-800	766	26	Depot Mt., Me	46-51-10	69-48-50	Dfr	Dfr	FPS-18
P-82A	784	35	Odon, Ind	38-52-20	80-59-45	Dfr	Dfr	FPS-18
P-82B	784	35	Owingsville, Ky	38-11-25	83-22-30	Dfr	Dfr	FPS-18
P-82C	784	35	Kingston, Ind	39-22-35	85-22-30	Dfr	Dfr	FPS-18
P-82D	784	35	Madisonville, Ky	37-21-50	87-29-50	Dec 58	Apr 59	FPS-18
M-111C	908	35	Piedmont, Ala	33-50-00	85-35-30	Dfr	Dfr	FPS-18
M-111E	908	35	Elberton, Ga	34-04-00	82-55-00	Sep 58	Jan 59	FPS-18
M-112E	702	35	Jeffersonville, Ga	32-33-37	82-23-27	Ace	Oct 61	FPS-18
M-11/1A	679	35	Bunnell, Fla	29-21-30	81-20-30	Acc	Apr 59	FPS-18
м-114в	679	35	Blythe Island, Ga	31-09-48	81-33-48	Acc	Apr 59	
M-115B	701	35	Fort Bragg, NC	35-08-32	79-04-21	Acc	Mar 59	FPS-18
M-116B	614	35	Englehard, NC	35-29-47	76-00-25	Acc	Oct 58	FPS-14

SOURCE: ADC ACW STATUS REPORT

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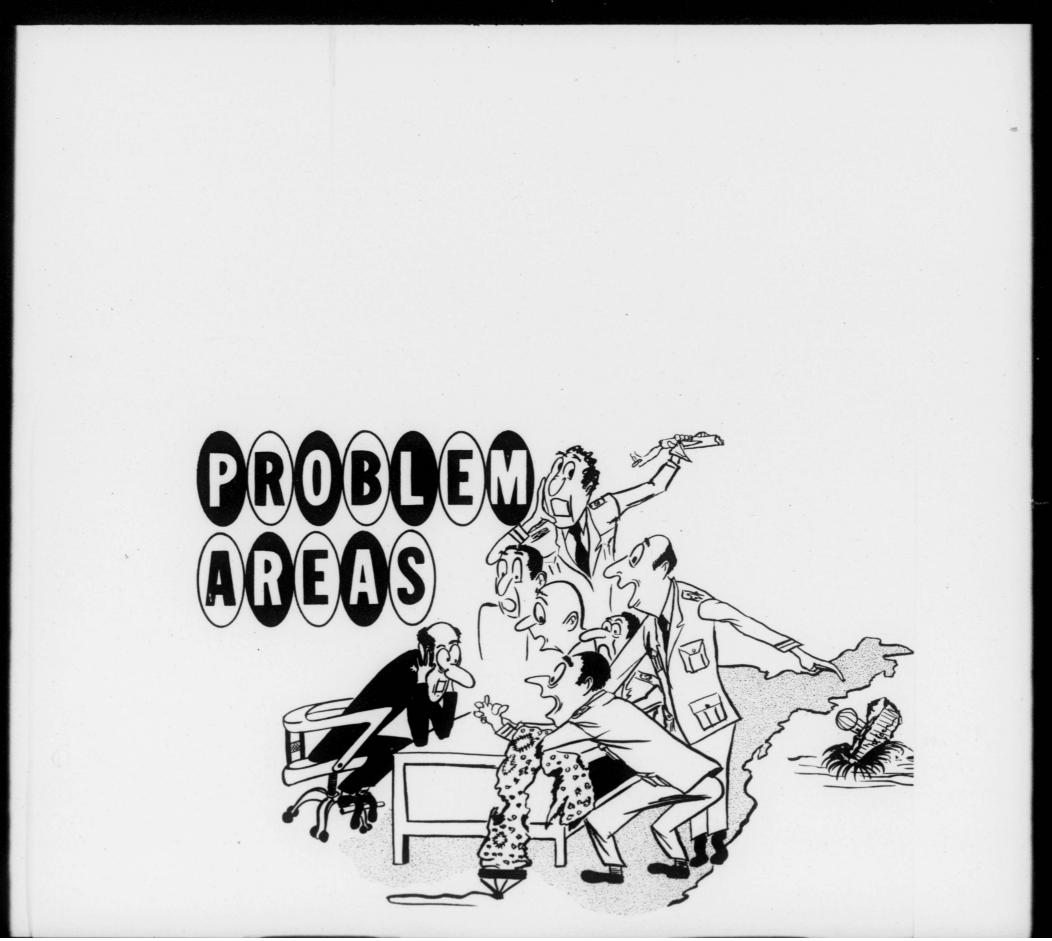
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SQUADRON NUMBER	AD	ULTIMATE LOCATION	COORD	INATES WEST	B.O. DATE	OPNL DATE	RADAR EQUIP
614	35	Hollyridge, NC	34-30-17	77-32-40	Acc	Oct 58	FPS-14
810	35	Allen, NC	35-13-40	80-38-30	Dfr	Dfr	FPS-18
730	35	Erin, Tenn	36-19-51	87-44-50	Dfr	Dfr	FPS-18
799	35	Bradyville, Tenn	35-42-06	86-12-36	Acc	Apr 59	FPS-18
627	35	Summit, Miss	31-17-20	90-27-25	Acc	Mar 60	FPS-18
693	35	Gulfport, Miss	30-25-00	89-04-00	Dec 58	Apr 59	FPS-18
678	35	Carrabelle, Fla	29-51-26	84-37-53	Acc	Jan 59	FPS-14
678	35	Eglin, Fla	30-33-12	86-45-39	Acc	Jan 59	FPS-14
609	35	Davenport, Ala	32-00-00	86-20-00	Nov 58	Mar 60	FPS-18
691	35	Perry, Fla	30-04-30	83-35-00	Oct 58	Feb 59	FPS-18
691	35	Bridgeboro, Ga	31-25-30	83-57-50	Sep 58	Jun 59	FPS-18
	NUMBER 6114 810 730 799 627 693 678 678 678 678 678 609 691	NUMBER         AD           6114         35           810         35           730         35           799         35           627         35           693         35           678         35           609         35           609         35           691         35	NUMBERADULTIMATE LOCATION611435Hollyridge, NC81035Allen, NC73035Erin, Tenn79935Bradyville, Tenn62735Summit, Miss69335Gulfport, Miss67835Carrabelle, Fla67835Eglin, Fla60935Davenport, Ala69135Perry, Fla	SQUADRON NUMBER         AD         ULTIMATE LOCATION         NORTH           614         35         Hollyridge, NC         34-30-17           810         35         Allen, NC         35-13-40           730         35         Erin, Tenn         36-19-51           799         35         Bradyville, Tenn         35-42-06           627         35         Summit, Miss         31-17-20           693         35         Gulfport, Miss         30-25-00           678         35         Carrabelle, Fla         29-51-26           678         35         Eglin, Fla         30-33-12           609         35         Davenport, Ala         32-00-00           691         35         Perry, Fla         30-04-30	SQUADRON NUMBER         AD         ULTIMATE LOCATION         NORTH         WEST           614         35         Hollyridge, NC         34-30-17         77-32-40           810         35         Allen, NC         35-13-40         80-38-30           730         35         Erin, Tenn         36-19-51         87-44-50           799         35         Bradyville, Tenn         35-42-06         86-12-36           627         35         Summit, Miss         31-17-20         90-27-25           693         35         Gulfport, Miss         30-25-00         89-04-00           678         35         Carrabelle, Fla         29-51-26         84-37-53           678         35         Eglin, Fla         30-33-12         86-45-39           609         35         Davenport, Ala         32-00-00         86-20-00           691         35         Perry, Fla         30-04-30         83-35-00	SQUADRON NUMBER         AD         ULTIMATE LOCATION         NORTH         WEST         DATE           614         35         Hollyridge, NC         34-30-17         77-32-40         Acc           810         35         Allen, NC         35-13-40         80-38-30         Dfr           730         35         Erin, Tenn         36-19-51         87-44-50         Dfr           799         35         Bradyville, Tenn         35-42-06         86-12-36         Acc           627         35         Summit, Miss         31-17-20         90-27-25         Acc           693         35         Gulfport, Miss         30-25-00         89-04-00         Dec 58           678         35         Carrabelle, Fla         29-51-26         84-37-53         Acc           609         35         Davenport, Ala         32-00-00         86-20-00         Nov 58           691         35         Perry, Fla         30-04-30         83-35-00         Oct 58	SQUADENON NUMBER         AD         ULTIMATE LOCATION         NORTH         WEST         DATE         DATE           614         35         Hollyridge, NC         34-30-17         77-32-40         Acc         Oct 58           810         35         Allen, NC         35-13-40         80-38-30         Dfr         Dfr           730         35         Erin, Tenn         36-19-51         87-44-50         Dfr         Dfr           799         35         Bradyville, Tenn         35-42-06         86-12-36         Acc         Apr 59           627         35         Summit, Miss         31-17-20         90-27-25         Acc         Mar 60           693         35         Gulfport, Miss         30-25-00         89-04-00         Dec 58         Apr 59           678         35         Carrabelle, Fla         29-51-26         84-37-53         Acc         Jan 59           609         35         Davenport, Ala         32-00-00         86-20-00         Nov 58         Mar 60           691         35         Perry, Fla         30-04-30         83-35-00         Oct 58         Feb 59

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#### MAJOR PROBLEM AREAS

DEFICIENCIES AND	ACTIONS TAKEN OR STATUS
	THE OBJECTIVE OF THIS SECTION IS TO: (a) BRING TO LIGHT AND CLEARLY DEFINE ALL THOSE DEFICIENCIES OR PROBLEMS, AND THEIR LIMITING FACTORS, WHICH ACT AS A DETERRENT TO ATTAINMENT OF MAXIMUM COMBAT READINESS. (b) DETERMINE ACTIONS REQUIRED AT ALL LEVELS OF COMMAND TO ELIMINATE OR ALLEVIATE THE STATED DEFICIENCIES. (c) REVIEW AND RECORD QUARTERLY THE PROGRESS MADE TOWARD CORRECTION OF DEFICIENCIES. (d) PERMIT A CONTINUOUS REVIEW BY TOP MANAGEMENT OF DEFICIENCIES AND PROGRESS MADE TOWARD THEIR CORRECTION. (e) CONSTANTLY BRING TO THE ATTENTION OF HIGHER HEADQUARTERS THOSE DEFICIENCIES WHICH CANNOT BE CORRECTED BY ACTION AT THIS LEVEL ONLY. (f) ADVISE COMMANDERS AT ALL ECHELONS, WING LEVEL AND ABOVE, OF THE MAJOR COMMAND DEFICIENCIES, THEIR STATUS, AND CORRECTIVE ACTION IF ANY, BEING TAKEN.
OPERATIONS	
Fighter Interceptor Squadrons 1. (UNCL) Restricted oper- ational and training capabil- ities in fighter interceptor	1. (UNCL) Eight F-102 interceptor climb corridors have been approved at Regional Airspace Subcommittee level. Approval has not been received to implement the climb corridors for the F-10 and subsequent aircraft.
squadrons. a. Need for revised air traffic control airspace requirements for century	Action Required: (UNCL) Continuing follow-up action by Hq ADC and Hq EADF to obtain approval for climb corridors for F-104 and subsequent aircraft.
series aircraft.	Responsible Agencies: EAOCO and higher headquarters.
2. (SECRET) Runway con- struction has resulted in hav- ing to deploy several EADF FIS for varying periods of	2. (SECRET) Most of the construction, and resulting runway closures, is connected primarily with the MASTER SAC Dispersal Plan. Construction will continue throughout most of the fall of calendar 1958.
time during the summer and fall of calendar 1958. In other cases, flying activities have been curtailed to a	Action Required: (UNCL) Continued effort to make suitable arrangements for operation of aircraft from affected bases where possible. Continued monitoring by divisions so that arrangements may b made for a suitable deployment where necessary.
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#### MAJOR PROBLEM AREAS

	missiles and rockets. This turn-around is carried out under simulated air defense emergency con-
	missiles and rockets. This turn-around is carried out under simulated air defense emergency con- ditions and is observed by the evaluation team. The final report of evaluation contains comment on the turn-around capability.
	missiles and rockets. This turn-around is carried out under simulated air defense emergency con- ditions and is observed by the evaluation team. The final report of evaluation contains comment on
	missiles and rockets. This turn-around is carried out under simulated air defense emergency con-
	ing techniques. All aircraft in commission must be downloaded and reloaded with practice rockets. When the rocket-firing phase is completed, all aircraft must be reloaded with combat ordnance; i. e.
	ing techniques. All aircraft in commission must be downloaded and reloaded with practice rockets.
ime.	conducted during evaluations of F-102 equipped squadrons. This involves practice of ordnance load-
lished within an acceptable ime.	Action Taken: (UNCL) A rocket-firing exercise involving a maximum effort with turn-around is
eloading, cannot be accom- lished within an acceptable	turn-around practice.
ircraft, to include ordnance	tions) and are not fired, plus the critical igniter handling problem, have tended to preclude realistic
. (SECRET) Squadron trength turn-around of F-102	3. (SECRET) Operation "Full House" highlighted this problem. Complicating factors such as the fact that in the home environment the aircraft are normally loaded at all times (with certain excep-
	2 (BECEVER) Origination "Evel House" highlighted this problem. Complicating factors such as the
an over-all detrimental effect on our operational capability.	
great degree. This has had	Action Agencies: EAOCO and air divisions.
OPERATIONS (Cont'd)	τ
LIMITING FACTORS	ACTION TAKEN OR STATUS

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### MAJOR PROBLEM AREAS

ACTIONS TAKEN OR STATUS
Action Required: (UNCL) Close control by supply agencies to insure rapid and equitable distribution of data link maintenance and test equipment. Continued effort and special emphasis by sectors and operational units to bring to and retain a high data link in-commission status.
Action Agencies: Primary: EAOCO; Additional: EAMAC and Air Defense Sectors.
1. a. (CONF) Shortages continue to exist in test equipment and fire control system components for F-102 and F-89J aircraft. Through action by ADC, SAAMA, EADF, bases and units, F-102 support has shown major improvement but continues to require an excessive amount of effort at all levels.
Action Required: (CONF) Constant review of critical items and initiation of necessary action to improve the overall supply status to permit base stockage.
Responsible Agencies: EAMAC and Higher Headquarters.
2. (CONF) Inability to support major items of electronics equipment being phased into the ACW system. Problem is particularly critical within SAGE. Major pieces of equipment are being installed without supporting spare parts, test equipment and technical data.
Action Required: Insure compliance with the provisions of paragraph 10g, AFR 66-31, paragraph 3c, AFR 67-31, and ADC Supplement Number 1 to AFR 67-31.
Continuation of follow-up to ADC, AMC, and Installation AMA's to insure all items required for facility acceptance are on hand.

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#### MAJOR PROBLEM AREAS

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS
MATERIEL (Cont'd)	Action Taken: Headquarters Air Defense Command has contacted Headquarters Air Materiel Command and recommended that AFR 67-31 be fully complied with and that all future procurement of C&E systems consist of a complete package containing the major end item, complete initial operating spares, peculiar test equipment, applicable technical orders and preventive maintenance instructions.
	ADC Supplement Number 1, dated 7 Jan 58 to AFR 67-31 provides command guidance on acceptance of CE equipment. This supplement specifies that CE equipment will not be accepted for operational use unless all items required for full logistic support are available. Deviation will be permitted because of operational necessity and Headquarters USAF approval.
	Responsible Agencies: EAMEL, ADC, and AMC.
• (UNCL) AN/FPS-6 Intenna Materiel Failure Waring SAGE Operation.	3. (UNCL) Rapid slewing of the antenna is primary fault. Welds are breaking on antenna, especially at tie rod brackets and bracing brackets that support the feedhorn. Some cracks have been found in spokes between antenna nubs and reflectors. Inasmuch as the antenna starts from zero position, slews to 180°, and stops abruptly, the inertia on the feedhorn bracing points of the reflector eventually causes breaks and antenna failures.
	Action Required: The manufacturer will modify all antennas in near future to eliminate materiel failure.
	Action Taken: The manufacturer has submitted an engineering change proposal to Rome Air Force Depot to correct abrupt starts and stopping of the antenna, maintaining the time factors for SAGE operational requirements.
)	SAGE operating sites have been directed to inspect antennas weekly and tighten all bolts.
	Sites presently participating in WEXVAL tests are required to inspect and tighten bolts every sin

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MAJOR PROBLEM AREAS

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS
MATERIEL (Cont'd)	Responsible Agencies: EAMEL, ADES, ADC, and AMC.
4. <u>INADEQUATE FACILI- TIES</u> (CONF) Lack of facilities in support of Fighter Interceptor Squad- rons affect combat capability and maintenance, and/or programmed Operationally Ready dates.	4. (CONF) Programming and construction of adequate facilities for Fighter Interceptor Squadrons have not kept pace with the weapons system conversion program. Frequent changes in programming with resultant variations in facility requirements have not permitted sufficient time for programming within time required for military construction program. Even when timely programming has been effected, fund availability has limited the necessary construction. Inadequate maintenance facilities which have reduced the maintenance capability of many organizations, is especially acute in the jet engine, powered ground equipment, armament and electronic areas. Organizations are forced to use alert hangars, fire lanes, World War II temporary buildings and open ramp space to perform maintenance.
	Action Required: Construction of adequate facilities requires higher priority at all levels of command.
	Responsible Agencies: EAMDM (Primary), EADIE, EAOPR and higher headquarters.
5. DATA LINK FOR F-102 WEAPONS SYSTEM (SECRET) EADF SAGE Testing Schedule cannot be	5. (SECRET) EADF SAGE Testing Schedule cannot be met because ADC priorities for airborne Data Link installations is not compatible. Special test equipment for ARR-44 (Airborne Component of Data Link) is not being delivered according to schedule and further delaying the program.
met.	Action Required: The priorities for Airborne Data Link installations should be changed to coincide with SAGE testing. ADC was requested to re-arrange the schedule, but no action has been taken to date.
	Responsible Agency: Higher Headquarters.
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#### MAJOR PROBLEM AREAS

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS
MATERIEL (Cont'd)	
6. F-102 WITH EXTERNAL FUEL TANKS (SECRET) Restriction on	6. (SECRET) F-102 Aircraft with external fuel tanks installed are restricted from opening missile bay doors. External tank will have to be removed prior to any simulated or firing mission.
open missile bay doors.	Action Required: Aggressive research into this problem to insure early resolution.
	Responsible Agencies: EAMAC, AMC and Higher Headquarters.
7. J-57 ENGINE MODIFI- CATION (CONF) Replacing turbine wheels on all J-57-23/23A engines for	7. (CONF) Present program is to replace all old turbine wheels. Additional time is required during periodic inspections for removing, replacing wheel and shipping old wheel to OCOMA for modification.
TF/F-102 Aircraft.	Action Required: Formulation of realistic schedule to insure early completion with minimum delay in accomplishment of periodic inspections.
	Responsible Agencies: EAMAC, OCOMA and Higher Headquarters.
8. <u>HIGH N. O. R. SUPPLY</u> RATES (CONF) Headquarters USAF and ADC have designated F-102, F-104 and F-89J type aircraft as having a zero objective N. O. R. S rate.	8. (CONF) One of the contributing factors in the high N. O. R. S rate, particularly for the F-102 aircraft, is the shortage of fire control components and test equipment for the MG-10 W. C. S. There still remains a number of items of support spares which are listed as critical and not available for base stockage. Unqualified items and difficulties experienced in procurement are major factors contributing to the undesirable delays in delivery. Redistribution of fire control components is being directed by the ADC Task Group and should result in full table IX allowances for each unit. The list of critical items not available for base stockage has been considerably reduced and improvement has been noted in delivery of critical items of test equipment.
	Action Required: Constant review of critical items and initiation of necessary action to improve the overall supply status to permit base stockage.
	Responsible Agencies: EAMAC and higher headquarters.

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DEFICIENCIES AND LIMITING FACTORS		ACT	TION TAKEN O	DR STATUS	
MATERIEL (Cont'd)					
9. (SECRET) Insufficient	9. a. (SECRET) The	Falcon Suppor	t Schedule for	WESEM is as follows:	
number of weapons system		suppor		The second second.	ESTIMATED DATE
evaluator missiles (WSEMS), and associated test equip-	BASE	GAR-1D	GAR-2A	ADAPTER	OF DELIVERY
ment, precluding full exercise	Langley	2	3	1	Oct 58
of the weapons system in the		4	1	0	Mar 59
home environment, seriously					
limits the combat capability	Otis	3	4	1	Oct 58
of our F-102 Squadrons.		3	0	0	Jan 59
	Youngstown	4	4	1	Nov 58
		4	0	0	Mar 59
	Ethan Allen	4	4	1	Nov 58
	Bulan Allen	7	0	0	
이 집에 집안 전에 걸 걸 없다.		4	U	0	Apr 59
	Seymour-Johnson	4	4	1	Nov 58
		4	0	0	Apr 59
	Niagara	4	4	1	Nov-Dec 58
		4	0	0	Apr 59
	Andrews	4	4	1	Nov - Dec 58
	Andrews	4	4 0	0	
		*	0	U	Apr 59
	Lockbourne	4	4	1	Dec-Jan 59
		4	0	0	May 59
	· · · ·				

		MAJOR PROBL	EM AREAS		
DEFICIENCIES AND LIMITING FACTORS		ACTION TA	AKEN OR STATU	US	
MATERIEL (Cont'd)	9. a. (Continued)				
	BASE	GAR-1D	GAR-2A	ADAPTER	OF DELIVERY
	Selfridge	4	4	1	Dec-Jan 59
		4	0	0	Apr 59
	Dover	- 4	4	1	Dec-Jan 59
		2	0	0	Apr 59
	Truax	6	5	0	Jan 59
		5			Mar 59
	Kinross	3	2	0	Jan 59
	Wurtsmith	3	2	0	Jan 59
		0	7	1	May 59
	Suffolk	4	6	0	Jan 59
		3	0	0	Feb 59
		5	0	0	Mar 59
		6	4	1	Apr 59
	McGuire	4	2	0	Jan-Feb 59
	Griffiss	4	2	0	Feb 59
		5	4	1	Jun 59
	K, I, Sawyer	0	7	1	Apr 59
	Presque Isle	0	6	1	May 59

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DEFICIENCIES AND LIMITING FACTORS MATERIEL (Cont'd)		* '	ACT	ION TAKEN	OR STATU	5		
	1							
	b. The following assets are on hand:							
		Kinross	Griffiss	McGuire	Truax	Wurtsmith	Suffolk Cour	nty
	GAR-1D	5	2	2	5	5	2	
	GAR-2A	2	0	0	2	2	0	
	GAR-3	0	0	0	0	0	0	
OPERATIONS	bases recei	ive the assets	) Continued fo they are progr EAMAC and h	ammed for.		amtained in or	uer to assure	an
	bases recei	ive the assets	they are progr	ammed for.		antained in or	uer to assure	all
round Environment System	bases recei	e Agencies:	they are progr	rammed for.	rters.			
	bases recei <u>Responsible</u> 1. a. (SEC tor proficie	e Agencies: CRET) The in ency in the ma	they are progr EAMAC and h negration of th nual sites.	rammed for, igher headqua e SAGE Syste	erters. Em is havin	g a detrimental	l effect upon th	ne dir

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### MAJOR PROBLEM AREAS

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS
OPERATIONS (Cont ⁱ d)	
c. (SECRET) Battle Comdrs do not have the experience nor the training to successfully fulfill their responsibilities.	c. (UNCL) ADCR 55-22, 12 September 1958, Subject: Tactical Qualification and Indoctrination of Certain Commanders and Key Operations Officers, sets up the criteria for officers to be assigned as ACW Commanders or Operations Officers. Paragraph 6 of above-cited regulation outlines the orientation course for these commanders and Key Operations Officers. ADC has been requested to grant authority for the defense forces to delegate the responsibility for the Battle Commanders' orientation to the Air Divisions.
· da neces a services a	Action Required: (UNCL) Intensify Director Training Program within the manual system. Realign available director manning to provide optimum control capability where it is most needed.
	Responsible Agencies: Primary: EAOTE; Additional: EAPMP, EAOCO, and subordinate units.
2. (UNCL) Identification Procedures.	2. (SECRET) SAGE operation requires input of flight plans from AMIS. Navy aircraft, both ASW and carrier launched, operating within the Atlantic ADIZ have no secure means of providing flight plans to AMIS. No electronic means of positive identification exists.
	Action Required: (UNCL) A system of obtaining Navy flight plans must be developed.
and the second second second	Responsible Agencies: East-NORAD Region; additional: EAOCO. (ENR has been designated as NORAD agency to deal with Navy Commands in this matter.)
3. (CONF) The transition of the manual elements of the Ground Environment System to computerized GPA-37 equipment has caused diffi- culties in maintenance and in the man-machine relationship of operator personnel.	3. (CONF) Extensive training programs have been initiated in those divisions which have recently been retrofitted with AN/GPA-37 equipment. Aid has been solicited from Systems Development Corporation in conducting Director Orientation Courses. Courses have been conducted in the 85th Air Division and the 35th Air Division. During pre-WEXVAL training period, the 37th Air Division received assistance in this respect through the services of qualified instructors TDY to all units. The command now has sufficient directors who are thoroughly familiar with the AN/GPA-37 equipment to insure that adequate training is conducted at each unit possessing the equipment.

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DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS						
MATERIEL (Cont'd)	-						
	b. The follo	owing assets	are on hand:				
		Kinross	Griffiss	McGuire	Truax	Wurtsmith	Suffolk County
	GAR-1D	5	2	2	5	5	2
	GAR-2A	2	0	0	2	2	0
	GAR-3	0	0	0	0	0	0
	Action Requ	ired: (UNCL	) Continued fo	llow-up actio	n will be m	aintained in or	der to assure all
	Action Required: (UNCL) Continued follow-up action will be maintained in order to assure all bases receive the assets they are programmed for.						
	Responsible	Agencies:	EAMAC and h	igher headqua	rters.		
OPERATIONS Fround Environment System							
fround Environment System							
1. (SECRET) Direction Centers are unable to control		RET) The inncy in the ma	•	e SAGE Syste	em is havin	g a detrimental	effect upon the dire
available interceptors with	h (00)	TTI Our inch	·		·	An dimentance in	due almost analy
a. Lack of experience and			•			•	due almost exclu- n and it generates a
low skill level of directors.							or this duty. Most
b. Inability to retain							Withdrawals are
skilled directors.							lds if and when the
						uadrons withou	t personnel space
		the sea contrain	at to have det		on the bit	Der or Dir	
							*

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MAJOR PROBLEM AREAS

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DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS
OPERATIONS (Cont ⁱ d)	
c. (SECRET) Battle Comdrs do not have the experience nor the training to successfully fulfill their responsibilities.	c. (UNCL) ADCR 55-22, 12 September 1958, Subject: Tactical Qualification and Indoctrination of Certain Commanders and Key Operations Officers, sets up the criteria for officers to be assigned as ACW Commanders or Operations Officers. Paragraph 6 of above-cited regulation outlines the orientation course for these commanders and Key Operations Officers. ADC has been requested to grant authority for the defense forces to delegate the responsibility for the Battle Commanders' orientation to the Air Divisions.
	Action Required: (UNCL) Intensify Director Training Program within the manual system. Realign available director manning to provide optimum control capability where it is most needed.
	Responsible Agencies: Primary: EAOTE; Additional: EAPMP, EAOCO, and subordinate units.
. (UNCL) Identification Procedures.	2. (SECRET) SAGE operation requires input of flight plans from AMIS. Navy aircraft, both ASW and carrier launched, operating within the Atlantic ADIZ have no secure means of providing flight plans to AMIS. No electronic means of positive identification exists.
and the Contraction	Action Required: (UNCL) A system of obtaining Navy flight plans must be developed.
	Responsible Agencies: East-NORAD Region; additional: EAOCO. (ENR has been designated as NORAD agency to deal with Navy Commands in this matter.)
(CONF) The transition of the manual elements of the Ground Environment System o computerized GPA-37 equipment has caused diffi- culties in maintenance and in he man-machine relationship of operator personnel.	3. (CONF) Extensive training programs have been initiated in those divisions which have recently been retrofitted with AN/GPA-37 equipment. Aid has been solicited from Systems Development Corporation in conducting Director Orientation Courses. Courses have been conducted in the 85th Air Division and the 35th Air Division. During pre-WEXVAL training period, the 37th Air Division received assistance in this respect through the services of qualified instructors TDY to all units. The command now has sufficient directors who are thoroughly familiar with the AN/GPA-37 equipment to insure that adequate training is conducted at each unit possessing the equipment.

SECRET EADF-MAJOR PROBLEM AREAS DEFICIENCIES AND LIMITING FACTORS ACTION TAKEN OR STATUS OPERATIONS (Cont'd) Action Required: (UNCL) Continue training of directors on AN/GPA-37 equipment at all sites currently possessing or scheduled to be equipped with AN/GPA-37 equipment. Responsible Agencies: EAOTE and subordinate units. 4. (SECRET) The withdrawal of trained and well-qualified directors from the manual system for an 4. (SECRET) The lack of experienced director personextensive period of retraining into SAGE removes the productiveness of these directors from the nel and retraining of direcsystem for a period of nine (9) months to one (1) year. The input of replacement directors to the tors into SAGE System has manual system is largely newly-trained, inexperienced, junior officers. The director field consistently has a high turnover rate. Because of the above factors, ACW squadrons are continually decreased the skill level of the directors throughout the involved in intensive training which imposes an operational load which often interferes with other system to an unacceptable air defense operational activities. degree. Action Required: (SECRET) Continuation of an intensified director training program, continuation of efforts to make ACW an attractive career field, and additional study of the possibility of stabilizing director assignments in both manual and SAGE systems. Responsible Agencies: Primary: EAOTE; Additional: EAPMP and higher headquarters. 5. (SECRET) The AEW&C 5. (SECRET) Contracts are being negotiated for procurement of APS 95 (Formerly APS 70) for on primary search radar was AEW&C aircraft. Specified delivery dates are 1 Aug 59 for first test model and 1 Nov 59 for first not designed for and is only operational model. Aircraft installation will require three additional months. partially capable of completing its assigned air Action Required: (UNCL) Pending availability of funds. defense mission. Responsible Agencies: Higher headquarters.

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### MAJOR PROBLEM AREAS

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OPERATIONS <u>Combat Support</u> 1. (UNCL) Inadequate crash rescue capability.	
	Action Required: (SECRET) Action should be expedited to determine compatibility of A-J Mods with SAGE and to procure the fixes at the earliest possible date for all our radar excluding those scheduled for early phase-out (FPS-3, FPS-8, CPS-6B). Responsible Agencies: Higher headquarters.
presently operational do not have a capability for sustain- ed operations in an intense or complex jamming environ- ment.	81 AN/FPS-20 radar and 183 AN/FPS-6 height finders. Headquarters RADC has been requested to advise ADC as to the compatibility of each A-J fix with the AN/FPS-14, AN/FPS-18, AN/APS-20E, and AN/APS-45 radars. Future efforts to retrofit these radars will be based on RADC findings. The AN/FPS-7 and all FD radar will have a maximum A-J capability.
7. (SECRET) ACW radar	7. (SECRET) ADC has initiated 57-5 action to procure anti-jam fixes tested during WEXVAL for
conditions.	
LORAN reception becomes very marginal under certain	
CONELRAD. With the move- ment of AEW&C to seaward.	Responsible Agencies: Primary: EAOTE; Additional: EAMDM and higher headquarters.
ing after implementation of	Action Required: (UNCL) Authorization of automatic navigation equipment - APN-66 or APN-99 - which does not rely upon LORAN.
zation equipment will not pro-	
6. (SECRET) Present sea- ward extension radar stabili-	6, (UNCL) Request for automatic navigation equipment was forwarded to ADC. At present, ADC has not given favorable consideration to this request.
OPERATIONS (Cont'd)	
LIMITING FACTORS	ACTION TAKEN OR STATUS
DEFICIENCIES AND	

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1		MAJOR PROBLEM AREAS
5	DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS
	OPERATIONS (Cont'd)	Action Required: (UNCL) The above requirement is recognized by Hq ADC. The current aircraft program calls for the input of H-43B helicopters during the 4th Quarter, Fiscal Year 1960. This program has slipped one year due to ADC desire to procure only H-43Bs.
		Responsible Agencies: Primary: EAOCO; Additional: higher headquarters.
	INSTALLATIONS 1. (UNCL) Shortage of fully qualified installations engineers.	1. (UNCL) Approximately one-third of the officers assigned throughout EADF as Installations Engineers do not possess a fully qualified AFSC. A large percentage of these are ROTC officers who will not serve in the USAF long enough to attain a fully qualified AFSC. Current shortages of qualified Installations Engineers are most prevalent in the grades of major and captain.
		Action Required: (UNCL) That fully qualified Installations Engineers be assigned against our authorized requirements.
		Responsible Agencies: EADIE, EAPDP, and Higher Headquarters.
	2. Delays, Changes and Additions or program criteria result in unrealistic suspense dates.	2. (UNCL) This headquarters and lower echelons of this command have been appreciably hampered in the preparation of the Military Construction Program by the delay and receipt in increments of firm programming criteria and instructions. Preparation of the EADF FY-59 MCP was seriously hampered by delay in receipt of vital statistics, such as strength figures and listing of approved projects. As a result, unrealistic suspense dates were imposed upon this headquarters in order to meet the Headquarters USAF scheduled submission date of the FY-59 MCP. The anticipated improve ment in the submission of FY-59 MCP did not materialize. Instructions for the FY-59 MCP were received 27 March 1957 for initial submission to HQ ADC by 15 April 1957. Final instructions, which included changes in nearly all the forms to be used, were handcarried from HQ ADC by a representative to this headquarters on 5 May 1957, for final submission of the program to HQ ADC of 24 June 1957. To meet the HQ ADC suspense, the air divisions were requested to submit their programs to this headquarters on 10 June 1957. Supplementary instructions, including an additional listing of projects to be included in the program, were received on 21 May 1957. The

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MAJOR PROBLEM AREAS

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DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS
INSTALLATIONS (Cont ¹ d)	supplemental instructions directed or authorized submission of the greater portion of the SAGE and AC&W programs which totaled approximately \$35,000,000, or approximately 41% of the total EADF program. Delay in receipt of standard justifications to be used in the preparation of many of the projects precluded dissemination to the air divisions and bases prior to 29 May 1957 which was too late to be of any assistance in the preparation of the program. Crash programs such as this lead to inefficiency and poor work.
	Action Required: (UNCL) Timely receipt of instructions and associated data necessary for preparation of future O&M and MCPs, thereby permitting all echelons adequate time to meet suspens dates. Stabilization of programming criteria.
	Responsible Agencies: Headquarters ADC and Headquarters USAF.
3. (SECRET) Lack of GAR missile storage and check- out facilities causes reduced combat capability of Squad- rons at McCoy, Andrews, Youngstown, and Niagara	3. (SECRET) Buildings are now under construction at Andrews AFB and Niagara Falls AFB. At McCoy AFB GAR storage in FY59 P341 Program is awaiting HQ USAF approval. No GAR storage is programmed for Youngstown AFB. Interim support has been arranged by EAMAC as follows: Andrews from Langley; McCoy from Tyndall; Niagara from Griffiss. Youngstown will increase igloo storage as soon as possible.
Falls.	Action Required: All possible action to accelerate construction of these buildings.
	Responsible Agencies: EADIE and EAMDM.
PERSONNEL 1. (UNCL) Low skill level in Technical fields. a. (UNCL) Inability to retain skilled technicians. Shortage of qualified Maint- enance Airmen.	1. a. (UNCL) Organizations of this command have been hampered by the inability to retain first term airmen in the "Highly Technical" and "Technical" career fields, especially Intelligence (20), Radio and Radar Systems (30), Guided Missile Systems (31), Armament Systems (32), Training Devices (34), and Aircraft and Engine Maintenance (43) career fields. Recent reports present a false picture of highly trained technical specialist reenlistments. ADC rates are considerably lower
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#### MAJOR PROBLEM AREAS

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS
PERSONNEL (Cont'd)	
	for these categories of personnel. The overall reenlistment rate increase was primarily the result of the reenlistment of "non-technical" personnel. Little or no increase was made among the categories which directly affect the productivity of many key Air Force operational functions. Action Required: (UNCL) Active assistance of all officers, NCO's and supervisors in stimulating favorable career attitudes. Intensified counseling to combat the loss of our "highly technically trained" airmen to civilian life and constant efforts to make Air Force service life more attractive is required.
	is required. The program includes sound personnel management programs, additional family housing, recreational, educational, welfare programs and facilities, etc.
b. (UNCL) Shortage of Gas Generating Plant Operators for BOMARC Program (AFSC 562X0).	b. (UNCL) The BOMARC program will require eighty airmen AFSC 56230/50/70 through the first quarter of FY 1961. At present there are no resources within this command to support this requirement. Headquarters Air Defense Command was asked to provide assistance in filling the special training and manning requirements in this specialty for the first BOMARC unit and were also advised of the continuing nature of this problem.
	Action Required: Assistance from higher headquarters through pipeline input.
	Responsible Agencies: EAPRT (Primary) and EAPMP.
c. (UNCL) Shortage of qualified 7-level ACW Radar Maintenance Technicians (AFSC 30372).	c. (UNCL) Although the various shred-outs at 3 and 5 level of AFS 303X2 are adequately manned (except G and H shred-outs), a critical shortage continues to exist in AFSC 30372. Manning at the 7 skill level is as follows:
	Projected Authorization 295
	Projected Assignment 137 Percent Projected Assignment of Authorization 46%
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#### MAJOR PROBLEM AREAS

PERSONNEL (Cont'd)	Action Required: Continued emphasis on OJT and assistance from hilline input. In view of the lengthy and extensive training required for	
	maintenance technicians and contract technical training instructors s	
	Responsible Agencies: EAPMP (Primary), EAPRT, and appropriate	e Commanders.
d. (UNCL) Projected short- age of Munitions Disposal Technicians (AFS 461X1).	d. (UNCL) Projected manning in this specialty against present of 62%. With the implementation of the BOMARC program the manning Manning is as follows:	
	Projected Authorization	37
	Projected Assignment	23
	Percent Projected Assignment of Authorization	62%
	Action Required: (UNCL) Training of additional airmen personnel a headquarters through pipeline input.	nd assistance from higher
	Responsible Agencies: EAPRT (Primary), EAPMP, and appropriate	Commanders.
e. (UNCL) Shortage of 7- level Weapons Control Systems Technicians (322X1).	e. (UNCL) At present the command is adequately manned at the 322X1D and 322X1E. There is a critical surplus in AFSC 32231/51D conversions; however, a shortage continues to exist at the 7-level. AFSC 32271D and 66% in AFSC 32271E. The remaining shredouts of the 3 and 5 skill level is 141%. The grade-skill level relationship aff 5-level airmen cannot qualify because they are A/1C or lower.	due to inactivations and aircraf Projected manning is 36% in AFSC 322X1F/G/H manning at
	Action Required: (UNCL) Continued emphasis on On-the-Job Trainin utilize every available means of training at their disposal, to include Mobile Training Detachments, schools, technical representatives and	: Field Training Detachments,

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	MAJOR	PROBLE	M ARI	EAS							
DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS										
PERSONNEL (Cont'd)					d						
	Action should be taken to upgrade ai	rmen wh	en elig	ible. A	sound re	tention	program	is also re			
	Responsible Agencies: EAPRT (Pri	mary), E	CAPMP	and ap	propriate	Comm	anders.				
								Section 2			
f. (UNCL) Shortage of qualified Aircraft Maintenance	f. (UNCL) The low manning lev affected the supervision of Aircraft										
Officers.	insure maximum utilization of all pe										
	positions are covered by requisition										
	craft maintenance officer is assigne										
	- 1 litien	duana ia	manne	ad with	a fully out	alified	officer A				
	addition, each of the above type squa										
	experienced pilot who is considered EADF aircraft maintenance career f	qualified	to per	form du	ity as Fli						
	experienced pilot who is considered	qualified	to per ning is	form du as foll	ity as Fli ows:	ght Tes		ance Offic			
	experienced pilot who is considered EADF aircraft maintenance career f	qualified ield man	to per ning is	form du as foll	ity as Fli ows:	ght Tes	st Mainten	ance Offic			
	experienced pilot who is considered EADF aircraft maintenance career f Career Field Aircraft Maintenance Staff Officer Flight Test Maintenance Officer	qualified field man	to per ning is <u>Auth</u>	form du as foll <u>Asgd</u> 48 37	nty as Fli ows: <u>% Asgd</u> 92 123	Qual 26 16	st Mainten <u>% Asgd</u> , 54 43	ance Offic			
	experienced pilot who is considered EADF aircraft maintenance career f <u>Career Field</u> Aircraft Maintenance Staff Officer Flight Test Maintenance Officer Aircraft Maintenance Officer	qualified field man <u>AFSC</u> 4316 4334 4344	to per ning is Auth 52 30 50	form du as foll Asgd 48 37 99	nty as Fli ows: <u>% Asgd</u> 92 123 198	Qual 26 16 50	st Mainten <u>% Asgd</u> , 54 43 51	ance Offic			
	experienced pilot who is considered EADF aircraft maintenance career f Career Field Aircraft Maintenance Staff Officer Flight Test Maintenance Officer	qualified ield man <u>AFSC</u> 4316 4334	to per ning is <u>Auth</u> 52 30	form du as foll <u>Asgd</u> 48 37	nty as Fli ows: <u>% Asgd</u> 92 123	Qual 26 16	st Mainten <u>% Asgd</u> , 54 43	ance Offic			
	experienced pilot who is considered EADF aircraft maintenance career f <u>Career Field</u> Aircraft Maintenance Staff Officer Flight Test Maintenance Officer Aircraft Maintenance Officer	qualified field man <u>AFSC</u> 4316 4334 4344	to per ning is Auth 52 30 50	form du as foll Asgd 48 37 99	nty as Fli ows: <u>% Asgd</u> 92 123 198	Qual 26 16 50	st Mainten <u>% Asgd</u> , 54 43 51	ance Offic			
	experienced pilot who is considered EADF aircraft maintenance career f <u>Career Field</u> Aircraft Maintenance Staff Officer Flight Test Maintenance Officer Aircraft Maintenance Officer Production Control Officer TOTALS	qualified ield man <u>AFSC</u> 4316 4334 4344 4355	to per ning is <u>Auth</u> 52 30 50 <u>15</u> 147	form du as foll <u>Asgd</u> 48 37 99 10 194	nty as Fli ows: <u>% Asgd</u> 92 123 198 <u>67</u> 132	Qual 26 16 50 2 94	st Mainten <u>% Asgd</u> , 54 43 51 <u>20</u> 48	Qual			
	experienced pilot who is considered EADF aircraft maintenance career f <u>Career Field</u> Aircraft Maintenance Staff Officer Flight Test Maintenance Officer Aircraft Maintenance Officer Production Control Officer	qualified ield man <u>AFSC</u> 4316 4334 4344 4355 lified Ma	to per ning is <u>Auth</u> 52 30 50 <u>15</u> 147 intenat	form du a as foll <u>Asgd</u> 48 37 99 <u>10</u> 194 nce Offi	nty as Fli ows: <u>% Asgd</u> 92 123 198 <u>67</u> 132 ccers show	Qual 26 16 50 2 94	st Mainten <u>% Aŝgd,</u> 54 43 51 <u>20</u> 48 applied aga	Qual			
	experienced pilot who is considered EADF aircraft maintenance career f <u>Career Field</u> Aircraft Maintenance Staff Officer Flight Test Maintenance Officer Aircraft Maintenance Officer Production Control Officer TOTALS <u>Action Required:</u> (UNCL) Fully qua applicable officer requisitions, Emp should take full advantage of the prov	qualified ield man <u>AFSC</u> 4316 4334 4344 4355 lified Ma phasis sh visions o	to per ning is Auth 52 30 50 15 147 intenau ould al f ADC	form du a as foll <u>Asgd</u> 48 37 99 <u>10</u> 194 194 nce Offillso be p Supplem	nty as Fli ows: <u>% Asgd</u> 92 123 198 <u>67</u> 132 	Qual 26 16 50 2 94 uld be a training AFM 3	54 54 53 51 20 48 applied aga 5. All cor 6-1 to insu	Qual Qual ainst all mmanders			
	experienced pilot who is considered EADF aircraft maintenance career f <u>Career Field</u> Aircraft Maintenance Staff Officer Flight Test Maintenance Officer Aircraft Maintenance Officer Production Control Officer TOTALS <u>Action Required:</u> (UNCL) Fully qua applicable officer requisitions. Emp	qualified ield man <u>AFSC</u> 4316 4334 4344 4355 lified Ma phasis sh visions o	to per ning is Auth 52 30 50 15 147 intenau ould al f ADC	form du a as foll <u>Asgd</u> 48 37 99 <u>10</u> 194 194 nce Offillso be p Supplem	nty as Fli ows: <u>% Asgd</u> 92 123 198 <u>67</u> 132 	Qual 26 16 50 2 94 uld be a training AFM 3	54 54 53 51 20 48 applied aga 5. All cor 6-1 to insu	Qual Qual ainst all mmanders			
	experienced pilot who is considered EADF aircraft maintenance career f <u>Career Field</u> Aircraft Maintenance Staff Officer Flight Test Maintenance Officer Aircraft Maintenance Officer Production Control Officer TOTALS <u>Action Required:</u> (UNCL) Fully qua applicable officer requisitions, Emp should take full advantage of the prov	qualified ield man <u>AFSC</u> 4316 4334 4344 4355 lified Ma phasis sh visions o are upgr	to per ning is Auth 52 30 50 15 147 aded at	form du as foll <u>Asgd</u> 48 37 99 <u>10</u> 194 194 nce Offillso be p Supplem t the ea	ty as Fli ows: <u>% Asgd</u> 92 123 198 <u>67</u> 132 ccers shoulaced on the shoulac	Qual 26 16 50 2 94 uld be a training AFM 3	54 54 53 51 20 48 applied aga 5. All cor 6-1 to insu	Qual Qual ainst all mmanders			

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#### MAJOR PROBLEM AREAS

DEFICIENCIES AND LIMITING FACTORS		ACTION TAI	KEN OR STATUS		
PERSONNEL (Cont'd)					
<ol> <li>(UNCL) Inadequate command and Staff supervision.</li> <li>a. (UNCL) Inability to</li> <li>fill officer positions in the grade authorized.</li> </ol>	of certain field grad Normal officer requi	inadequacies in comma e officers. As a result sitioning is the only sol ect to insure that all ex	inexperienced office ution to the problem	ers have been utilized. Accordingly, spe	d in key positions cial attention is
		Authorized	Assigned	Per Cent	
	Colonel	111	111	100	
	Lt Colonel	344	257	75	
	Major	966	732	76	
	TOTAL	1421	1100	77	
	the second	NCL) That all field gra de officers should be ut		0	
	Responsible Agencie	s: EAPMP (Primary) a	nd Headquarters AD	C,	
<ol> <li>(UNCL) Officer Retention, a, (UNCL) Insufficient number of young officers re- maining on active duty.</li> </ol>	serving on obligated has been most appar AFSC 1644. A more serie critical shortage of e	command has been ser tours of duty with estab- ent with respect to Insta- pus long range effect of experienced Captains an elds presently adequated a Conflict.	lished dates of sepa ulations Officers, A the low retention ra d Majors. The imp	ration. The immedi FSC 55XX, and Inter tes of our young offi act will be felt Air F	ate effect of this rcept Controllers cers will be a 'orce wide in
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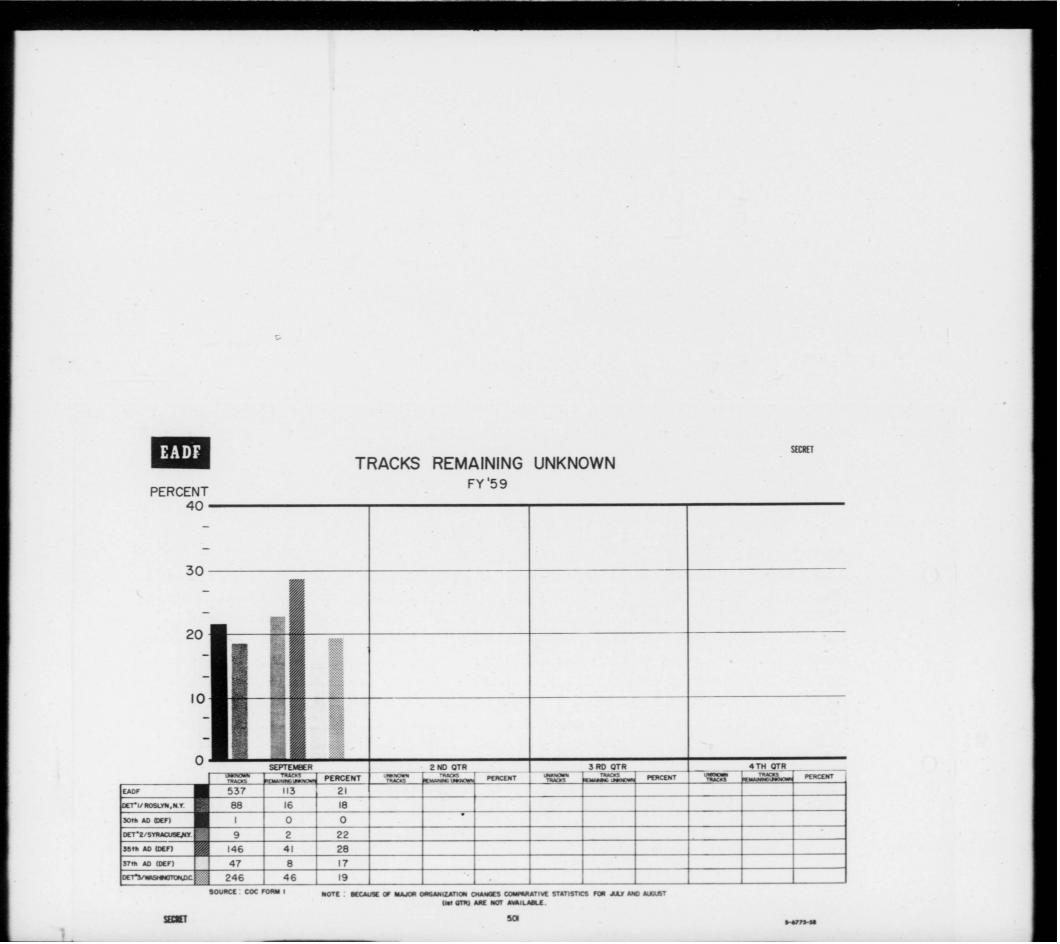
#### MAJOR PROBLEM AREAS

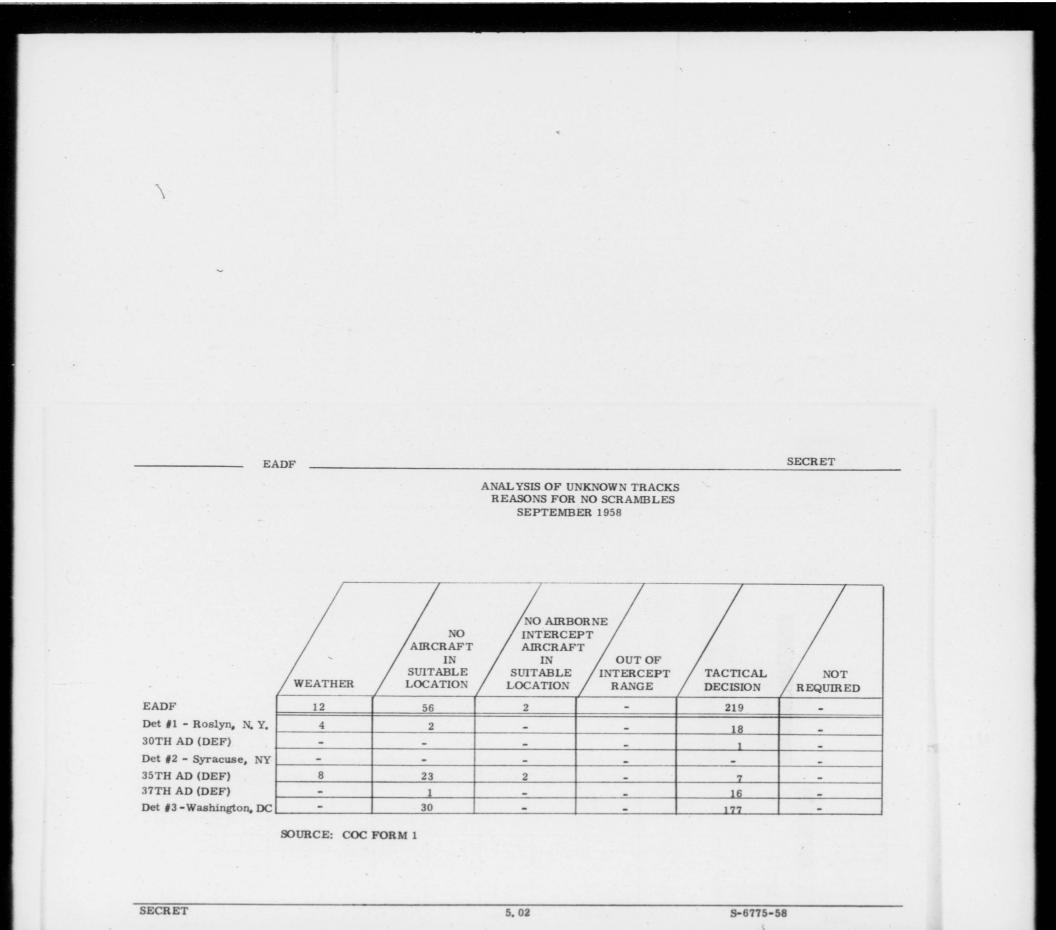
DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS
PERSONNEL (Cont'd)	Action Required: (UNCL) Major emphasis upon the career motivations of these target group officers plus constant efforts to make Air Force service life more attractive. Items include: Sound personnel management programs, additional family housing, recreational, educational, welfare programs and facilities. Commanders should insure that all junior officers are counseled and encouraged to take advantage of the regular officer augmentation program or accept indefinite status.
	Responsible Agencies: EAPRT (Primary), EADF Commanders at all echelons and EADF career officers.
. (UNCL) Delay in develop- ng Field Training Detachments o full training capability. a. (UNCL) Lack of Adequate training facilities.	4. a. (UNCL) Establishment of Field Training Detachments (FTD's) at 26 EADF Fighter locations was scheduled to take place within the 18 month period beginning July 1957. 21 FTD's are operating at full training capability. With only 3 months remaining to meet this schedule the five remaining FTD's must be provided with adequate training facilities to support their training efforts. Four of these FTD's are located on bases assigned commands other than ADC bases.
	Action Required: (UNCL) Provide suitable facilities to allow establishment of Field Training Detachments with full training capability. Commanders concerned must place continuous emphasis upon urgency of this program.
	Responsible Agencies: EAPRT (Primary), EADIE, appropriate commanders and higher Headquarter

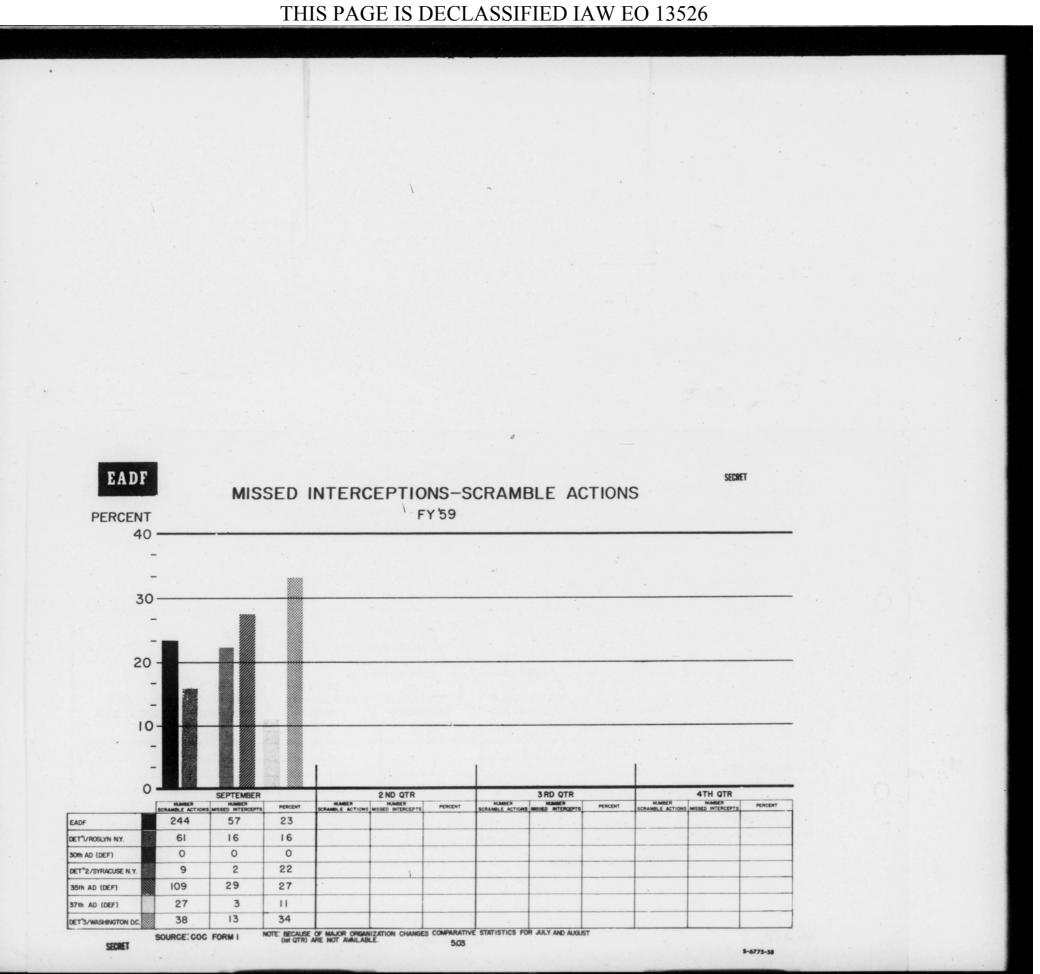




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			EL	AFS	N		EN			W		E I						SLE		SEVMOTE TOUNSON	TO CHILIO				WRIGHT-PATTERSO		Z
	BASE	EWS	BUNKER HILL	CALUMET A	CHARLES TON DOVER		ETHAN ALLEN	KI SAWYER	OSS	LG HANSCOM	LEY	LOCKBOURNE	A	TRE	ARA	RE		PRESQUE ISLE	DNO	T GUUNATS	TADT	NIO	×	WESTOVER	HT-PA	WURTSMITH	NMOLSENDOX
	FACILITY	ANDREWS	BUNK	CALU	DOVER	MOO	ETHA	S IX	KINROSS	EP F	LANGLEY	LOCKBOL	McCOY	MCGUIRE	NIAGARA	> 0'HARE	OTIS			1790	MODUTAD	SUFFOLK		WEST	WRIC	WURJ	YOUN
	CONTR TOWER	A	A	A CA A	A	A CA		A*	A 2 /59	CAA			A	<b>A</b>	CAA A	CAA		A /	50 A	A	A	A	ACAA	A			<u> </u>
	RAPCON	A		A		2/ CI	A **			*	* *: A	*	4/	A					A	T	A			A	A		
	ILS VHF/DF	A	2/ 59	CAA	A	60 0	AA 59	59	590	AA *	A	A A	A	A	A	CAA 4	*A	A 6	0 59	60	59			A	A	59 0	A
	UHF/DF	A	A	A			A A A T/O	2/ 59	A	A A A A	A		A	A	AA A AA	A CAA		A 2/	A	A	A		CAA A CAA	A			CAA A CAA
	LF RANGE LF HOMING	CAA		CAA		A CAA CA 2/ 59	A A A CA	A	A	A	A CI	u	-	A	A				A	-			A CAA A	A	A	0	A CAA A
	BEACON RADAR BEACON	A	A	A			A		CAA	AA	A _ /	A	A	A	24.4	-	4	6	2	A	-	A	CAA			A	CAA
0	VOR OMNI RANGE			A* CA	ACAA	A CAA	A					A	A CAA			A	C	A AA	A							0	A A CAA
	TVOR	A	1	2/	A	2/	A A	A 4/ * 59	A		A /	/0 T/0	-			CAA A	4	2/	) <u>A</u> ,			A	A 4/				A
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				SEP	IEMBER 10					
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	/ Prior to	/	Aircraft	Groun Equipme	d Airbor	ne/Personne	Darkness	Late		
	/ Prior	/	Aircraft Performan	Groun Equipme	d Airbor	ne	1 Darkness	Late	Abort	ECM
EADF	Prior to Interceptio 45	/	Aircraft Performan 4	Groun Equipme	d Airbor	ne/Personne	l Darkness		Abort	ECM
Det #1-Roslyn, NY	Prior to Interceptio 45 9	Weather	Performan 4 1	Groun Equipme Failure 2	d Airbor ent Equipme Failure 1	ne/Personne	/ Darkness	Scramble		<del>/ .  </del>
Det #1-Roslyn, NY 30TH AD (DEF)	Prior to Interceptio 45 9 -	Weather	Performan 4 1 -	Groun Equipme Failure 2 -	d Airbor Equipme Failure	ne nt Personne Error 1	Darkness	/ Scramble		
Det #1-Roslyn, NY 30TH AD (DEF) Det #2-Syracuse,	Prior to Interceptio 45 7 9 - NY 2	Weather 2 -	Performan <u>4</u> 1 - -	Groun Equipme Failure 2 - -	d Airbor ent Equipme Failure 1	ne nt Personne Error 1	Darkness	/ Scramble		
Det #1-Roslyn, NY 30TH AD (DEF) Det #2-Syracuse, 35TH AD (DEF)	Prior to Interceptio 45 7 9 NY 2 25	Weather 2 - - 1	Performan <u>4</u> <u>1</u> <u>-</u> <u>2</u>	Groun Equipme Failure 2 - - 1	d Airbor Equipme Failure	ne Personne Error 1 - - 1	Darkness	/ Scramble		
Det #1-Roslyn, NY 30TH AD (DEF) Det #2-Syracuse, 35TH AD (DEF) 37TH AD (DEF)	Prior to Interceptio 45 9 - NY 2 25 -	Weather 2 -	Performan <u>4</u> 1 - -	Groun Equipme Failure 2 - -	d Airbor Equipme Failure	ne Personne Error 1 - -	Darkness	/ Scramble		
Det #1-Roslyn, NY 30TH AD (DEF) Det #2-Syracuse, 35TH AD (DEF)	Prior to Interceptio 45 - NY 2 25 - C. 9	Weather 2 - - 1 1	Performan 4 1 - - 2 - 1	Groun Equipme Failure 2 - - 1	d Airbor ent Equipme Failure 1 - - 1 -	ne Personne Error 1 - - 1	Darkness	/ Scramble		

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SECRET EADF ANALYSIS OF UNKNOWN TRACKS REASONS FOR MISSED INTERCEPTION SEPTEMBER 1958 Faded Prior Airborne Ground Aircraft Equipment/ Equipment/Personnel to Late Weather Interception Performanc Failure Failure Error Darkness Scramble Abort ECM . EADF 45 2 4 2 1 1 -Det #1-Roslyn, NY 9 -1 ----30TH AD (DEF) -------Det #2-Syracuse, NY 2 ------35TH AD (DEF) 25 2 -1 1 1 1 -37TH AD (DEF) --1 ------Det #3-Wash., D. C. 9 -SOURCE: COC FORM 1 SECRET 5.04 S-6775-58

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### AC&W SITES FULLY OPERATIONAL

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S-6775-58

SITE	SQUADRON	PERMANENT LOCATION	FUNCTION	PRIMARY SEARCH	PRIMARY	EMERGENCY	EMERGENCY HEIGHT	NU	RA	DIO OF EQI	UIP	MARK	FIGHTER	SQUADR
NUMBER		PERMANENT LOCATION	TYPE	RADAR	FINDER	RADAR	FINDER	PROG	INSTLA	PROG	INSTLN	X IFF	SCRAMBLE	CIRCUIT
	V(SAGE)						-		-					
P-9	646	Highlands AFS, NJ	DC-III	FPS-7*	FPS-26*	(GPS-3)	FPS-6	3	3	10	10	Yes	332	539
				(CPS-6B)	(FPS-6)									
P-10	762	No. Truro AFS, Mass	DC-III	FPS-7*	FPS-26*	(GPS-3)	FPS-6	3	3	ho	10	Yes	58	60
				(CPS-6B)	(FPS-6)									
P-13	654	Brunswick AFS, Me	DC-III	FPS-24*	FPS-26*	(GPS-3)	FPS-6	2	2	7	7	Yes	49	
				(CPS-6B)	(FPS-6)									
P-14	764	St. Albans AFS, Vt	DC-III	FPS-7*	FPS-26*		FPS-6	3	3	9	9	Yes	37	
				(CPS-6B)	(FPS-6)							1		
P-21	763	Lockport AFS, NY	DC-III	FPS-7*	FPS-26*		FPS-6	3	5	9	9	Yes	47	
				(CPS-6B)	(FPS-6)									
P-30	648	Benton AFS, Pa	DC-III	FPS-35*	FPS-26*		FPS=6	2	2	22	22	Yes		
				(CPS-6B)	(FPS-6)									6
P-45	773	Montauk AFS, NY	DC-II	FPS-35*	FPS-26*		FPS-6	2	2	22	22	Yes	2	
				(FPS-20)	(FPS-6)						·			
P-49	655	Watertown AFS, NY	DC-II	FPS-28*	FPS-26*		FPS-6	3	3	9	9	Yes	27	465
				(FPS-20)	(FPS-6)									
P-50	656	Saratoga AFS. NY	DC-II	FPS-27*	FPS-26*		FPS-6	3	3	9	9	Yes	330	337
			1.1	(FPS-20)	(FPS-6)									
P-54	770	Palermo AFS, NJ	DC-II	(FPS-20)	(FPS-6)		(FPS-6)	(3)	(3)	(10	(10)	Yes		98
P-55	647	Manassas AFS, Va	DC-II	FPS-35*	FPS=26*		FPS-6*	3	3	9	9	Yes	95	
		•		(FPS-3)	(FPS-6)									
P-56	771	Cape Charles AFS, Va	DC-II	FPS-7*	FPS-26*	(GPS-3)	FPS-6	3	3	9	9	Yes	48	
				(FPS-3)	(FPS-6)									-
P-63		Claysburg AFS, Pa	DC-II	(FPS-20)	(FPS-6)		(FPS-6)	(2)	(2)	(24)	(24)	(Yes)		
P-65	765	Charleston AFS, Me	DC-II	FPS-27*	FPS-26*		FPS-6	3	3	9	9	Yes		
				(FPS-20)	(FPS-6)									
P-80	766	Caswell AFS, Me	DC-III	FPS-7*	FPS-26*	(GPS-3)	FPS-6	3	3	8	8	Yes	75	
		1		(FPS-10)	(FPS-6)									
M-103	911	No. Concord AFS, Vt	DC-VI	FPS-28*	FPS-26*		FPS-6	2	2	24	24	Yes		
				(MPS-11)	(MPS-14)				100					

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### AC&W SITESFULLY OPERATIONAL

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SITE	SQUADRON	PERMANENT LOCATION	FUNCTION	PRIMARY	PRIMARY HEIGHT	EMERGENCY	EMERGENCY HEIGHT	NL	RA	DIO OF EQU	ЛР	MARK	FIGHTER	SQUADRO
NUMBER			8 TYPE	SEARCH RADAR	FINDER	SEARCH RADAR	FINDER	PROG	INSTU	PROG	INSTLN	IÊF	SCRAMBL	E CIRCUIT
26ADIV	(CONTD)													-
M-110	907	Bucks Harbor AFS, Me	DC-VII	FPS-28*	FPS-26*		FPS-6*	3	0	8	0	Yes		
				(MPS-11)	(MPS-14*						F			
M-121	649	Bedford AFS, Va *	DC-VI	FPS=28*	FPS-26*	(MPS-11)	FPS-6	3	3	8	7	Yes		
				(MPS-7)	(FPS-6)			-	-					
TT-2	4604	Georges Shoals, Mass	DC-TT	FPS-27*	FPS-26*		FPS-6	2	2	22	22	Yes		
				(FPS=20)	(FPS-6)			-	-					
30 401	V (DEF)													
	661	Selfridge AFB. Mich	DC-III	FPS-24*	FPS-26*		FPS-6	3	3	12	120		-	-
P-20	001	Settridge Arb, Mich	10-111	(CPS-6B)	(FPS-6)	(FPS-20*)	FPS=0	13	3	115	12	Yes	71	94
P-61 75	754	Port Austin AFS. Mich	DC TT	FPS-27*	FPS-26*	(113-20*)	FPS-6*	12	2	9	9		1 10	110
	154	FOLC AUSCIN APS, MICH	10-11	(FPS-20)	(FPS-6)		PPS-0*	12	12	14	1 4	Yes	18	445
P-62	662	Brookfield AFS, Ohio	DC-TT	(FPS-3)	(FPS-6)			(2)	121	10)	(9)	(Yes)	86	
P-67	781	Custer AFS. Mich	DC-II	FPS-28*	FPS-26*		FPS-6*	3	3	8	8	Yes	319	
	10-	ou ou mo, mo	20-11	(FPS-20)	(FPS-6)		110-0-	P	12	1		163	217	
C-10 912	912	Ramore, Ont., Can	DC-IR	FPS-35*		(TPS-502)	FPS-6*	5	5	5	5	Yes		
					(FPS-502)			Ĺ	ŕ	Ĺ		100		
35 ADI	V (DEF)								-					
P-42 663	663	Lake City AFS. Tenn	DC-III	FPS-7*	FPS-26*		FPS-6	3	3	8	8	Yes		
				(FPS-10)										
P-43	783	Guthrie AFS, W Va	DC-IR	FPS-27*	FPS-26*		FPS-6	3	3	8	8	Yes		-
				(FPS-20)										1
P-53 7	782	Rockville AFS, Ind	DC-III	FPS-7*	FPS-26*		FPS-6	3	3	8	8	Yes		
				(FPS-10)	(FPS-6)									
P-73	664	Bellefontaine AFS, 0.	DC-II	FPS-28*	FPS-26*	-	FPS-6	3	3	9	9	Yes	87	56
				(FPS-20)	(FPS-6)									
P-82	784	Snow Mt. AFS, Ky	DC-IR	FPS-24*	FPS-26*		FPS-6	3	4	8	9	Yes		

JURCE EAOCE ( ) Interim Eqp *Not Instid Note: FPS-35, FPS-20, FPS-7 & FPS-28 are dual channel equipment.

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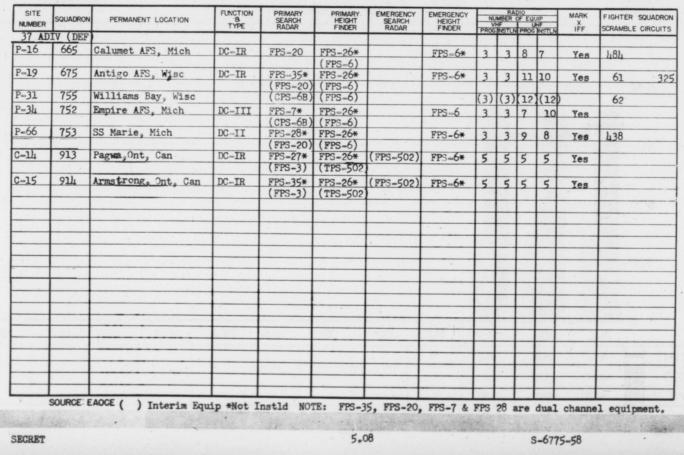
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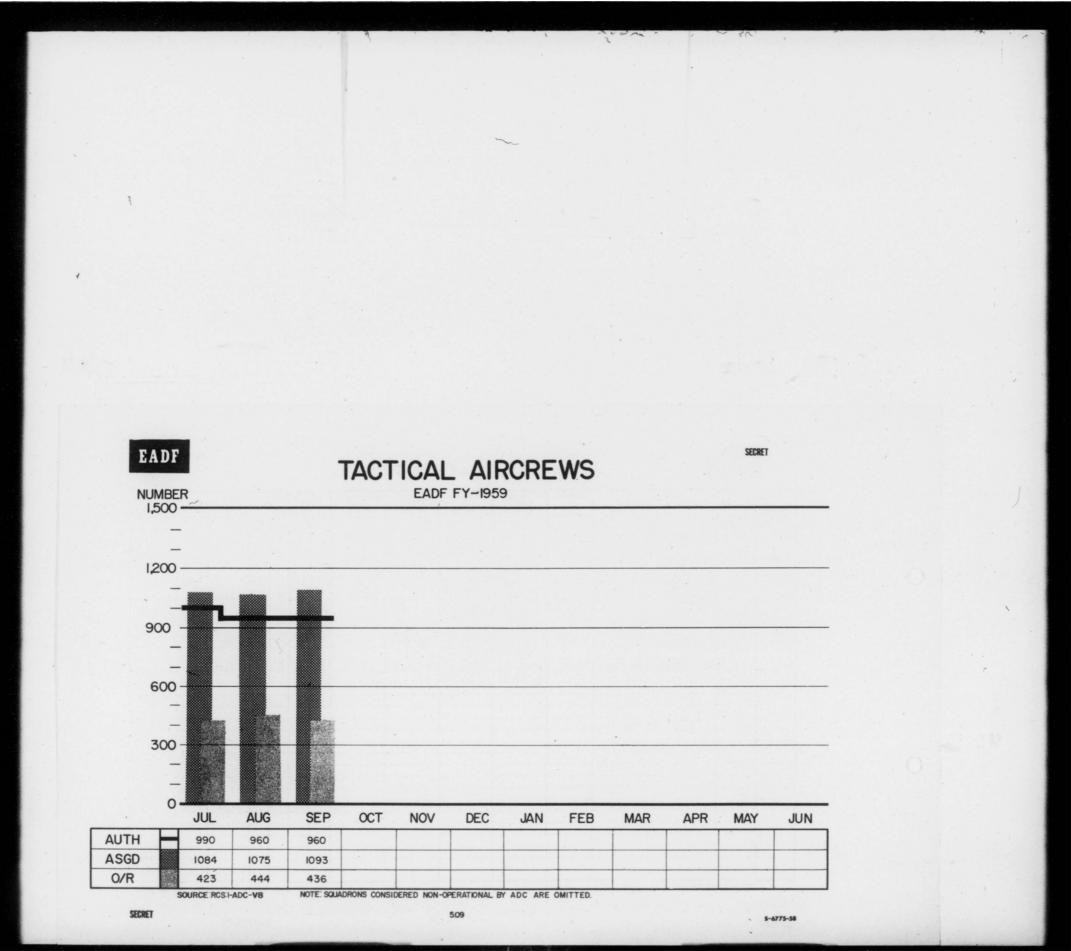
M-112	908 707 792 657 660	) Marietta AFS, Ga Hunter AFS, Ga No. CharlestonAFS,SC Houma NAS, La MacDill AFS, Fla.	DC-VIII DC-VI DC-VI DC-VI DC-VI	SEARCH RADAR FPS-28* (MPS-11) FPS-20* (MPS-7) FPS-28* (MPS-7)	FINDER FPS=26* FPS=26* FPS=26*	SEARCH RADAR (GPS-3)	FINDER FPS-6 MPS-14	PROC	RA JMBER HF INSTU	8	INSTUN	Yes	SCRAMBLE CIRCUITS
M-111 M-112 M-113 M-126	908 707 792 657 660	Marietta AFS, Ga Hunter AFS, Ga No. CharlestonAFS,SC Houma NAS, La	DC-VI DC-VI	(MPS-11) FPS-20* (MPS-7) FPS-28* (MPS-7)	FPS-26*			-					
M-112 M-113 M-126	707 792 657 660	Hunter AFS, Ga No. CharlestonAFS,SC Houma NAS, La	DC-VI DC-VI	(MPS-11) FPS-20* (MPS-7) FPS-28* (MPS-7)	FPS-26*			-					
M-113 M-126	792 657 660	No. CharlestonAFS,SC Houma NAS, La	DC-VI	FPS-20* (MPS-7) FPS-28* (MPS-7)			MPS-14	3	3	8	8	Yes	
M-113 M-126	792 657 660	No. CharlestonAFS,SC Houma NAS, La	DC-VI	(MPS-7) FPS-28* (MPS-7)			MPS-14	3	3	8	8	Yes	
M-126	657 660	Houma NAS, La		FPS-28* (MPS-7)	FPS-26*	(000 2)		-				and the second se	
M-126	657 660	Houma NAS, La		(MPS=7)	FPS-26*	(apc 2)							
	660	Houma NAS, La				(GPS-3)	MPS-14	3	3	8	8	Yes	444
	660		DC-VI				1. A. S.						
	660			FPS-28*	FPS-26*		FPS-6*	3	3	7	8	Yes	1
M-129		MacDill ARC Pla		(MPS-7)	(MPS-1)1)					1	1		-
		Maculli Aro, Fla.	DC-VI	FPS-7*	FPS-26*	(GPS-3)	FPS-6*	3	3	8	9	Yes	
				(MPS-7)	(MPS-14)			1-	1	1	ŕ		
SM-145	799	Joelton AFS, Tenn	DC-VII	FPS-27*	FPS-26*		FPS-6	3	3	9	9	Yes	
				(MPS-11)				1-	1-	ŕ	ŕ		
SM-165	867	Flintstone AFS, Ga	DC-VII	FPS-24*	FPS-26*		FPS-6	3	3	8	8	Yes	
				(MPS-11)				1-	-	-			
M-115	701	Fort Fisher AFS.NC	DC-VII	FPS-7*	FPS-26*	(GPS-3)	MPS-14	3	12	8	8	Yes	482
n-usi	101	TOLO FISHEL ALS, NO		(MPS-7)	110-20-	1010-27	mo-m	12	1	1-	ř	100	402
M-117	632	Roanoke Rapids, NC	DC-VI	FPS-27*	FPS-26*		FPS-6	3	3	8	8	Yes	1
	016	Moanone Mapido, No	20-11	(MPS-11)	(FPS-6)		110-0	1-	1-	ř	ľ	100	
M-130	810	Winston Salem, NC	DC-VII	FPS-35*	FPS-26*		FPS-6	3	3	8	8	Yes	1
		Hallo von Obaony no		(MPS-11)				1-	1-	F-	-		1
SM-159	861	Aiken AFS, SC	DC-VII		FPS-26*		MPS-14	3	12	7	8	Yes	
		ALLOH ALD, DO	20-111	(FPS-3)	110-20-		110-14	12	1-	+-	r l	100	
TM-198	678	Tyndall AFB, Fla	DC		FPS-26*		FPS-6	1.	4	115	15	Yes	
-1/0		A grade and, the	20		(FPS-6)			-	1-			100	
				1110-201	110-07			-	+	+			
								-	-	-			
								-	+	+			
								-	-	-		-	
			1. 2					-	-	-			
								-	-	-			
er.	OURCE: E	AOCE ( ) Interim Eqp	Wet T	atelled.	Notes PD	2 26 1700	0 PDC 7	A P	DC 1	8	no di	al aba	nnol coutoner
30	OUNUE E	mor ( ) interim Eqp	*Not II	scalled	Note: FP	-37, 113-	to, 115-1	or F	12-51	o a	re di	ner cus	mer edurbmet
STR. MAS		Is an and	arch who	1 mile 6 - 2	they day to	in the same	2 has any	and a start		32.26	R 7		C. Palmer & A. Alland
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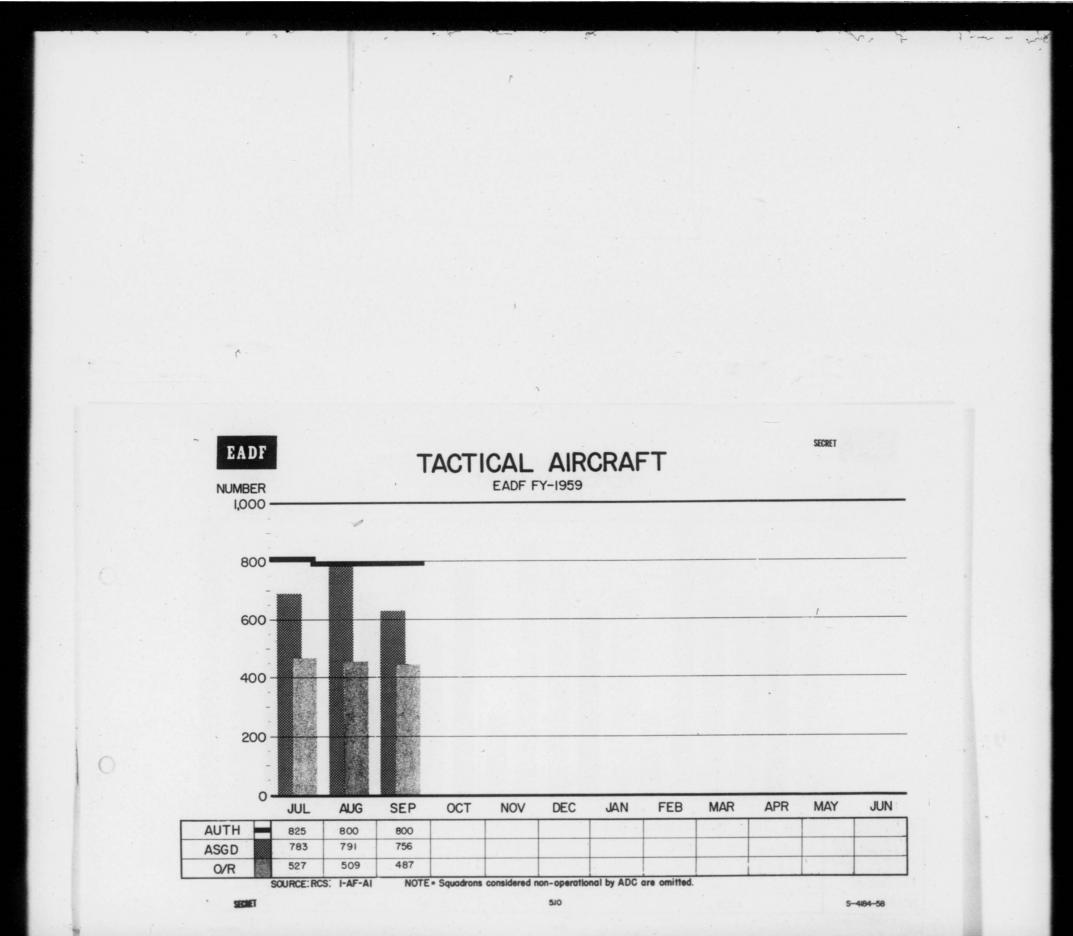
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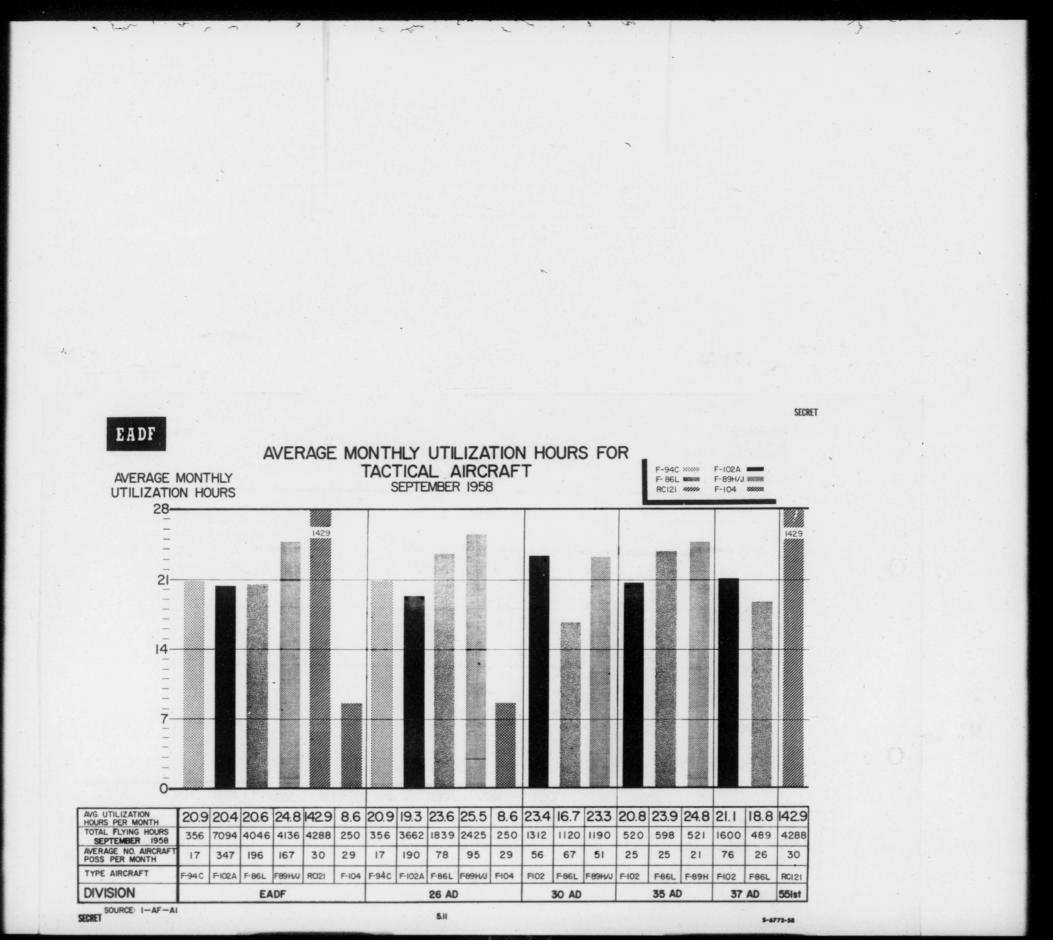
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#### CURRENT ACTIVE AIR DEFENSE COMMITMENTS AS OF 6 OCTOBER 1958

LOCATION	5 Min	30 Min	1 Hr	LOCATION	5 Min	30 Min	H
DET #1 - 26TH SAGE DIVISION				30TH NADD			
Otis AFB, Mass. (F ~89J)	2	1	4	Bunker Hill AFB, Ind. (F-89J)		1	7
Suffelk County AFB, N.Y. (F-102A	2		4	Wurtsmith AFB, Michigan (F-89J)		1	6
Stewart AFB, N. Y. (F-86L)	1		6	Wurtsmith AFB, Michigan (F-102A)			4
McGuire AFB, N.J. (F-86L)	2		4	Selfridge AFB, Michigan (F-86L)			10
Hanscom Fld, Mass. (F-86L)			6	Youngstown Muni Aprt, O. (F-102A)			4
Dover AFB, Delaware (F-89J)	2	1	4	35TH NADD			
DET #2 - 26TH SAGE DIVISION				Charleston AFB, S.C. (F-86L)	2		4
Griffiss AFB, N.Y. (F-102A)	)		2	McCoy AFB, Florida (F-89H)	X	UMA	
Griffiss AFB, N. Y. (F-89J)		1	3	Seymour-Johnson AFB, NC (F-102A)	At Oc	Vavy eana	4
Presque Isle AFB, Maine (F-89H)	2	-	4	Jacksonville 159th(ANG) (F-86L)	2		
Niagara Falls Muni Aprt, NY (F-102A)			6	Marietta 128th (ANG) (F-84F)	2	1.007	
Ethan Allen AFB, Vermont (F-102A)			6	McGhee-Tyson (ANG) (F-86L)	2		1
Dow AFB (ANG), Maine (F-86L)	2			Navy New Orleans (ANG) (F-86L)			4
DET #3 - 26TH SAGE DIVISION				37TH NADD			
Langley AFB, Virginia (F-102A)	2		4	K. I. Sawyer AFB, Mich. (F-102A)	2	1	4
Andrews AFB, Washington 25, DC (F102	2 2		4	O'Hare Intl Aprt. Il. (F-86L)			6
				Truax Field, Wisc. (F-102A)			6

* The"one hour alert" commitments at Otis, Dover, Griffiss, Wurtsmith and Bunker Hill will vary with the number of opnl F89J aircraft. NORAD requires 30% of operational ready F89J on one hour status.

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SOURCE:	1-ADC-V8
	EAMAC-A1

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DESIGNATION	LOCATION		AUTH	AVG ASGD	OPNL READY
26TH AIR DIVIS	SION (SAGE), SYRA	CUSE AFS,	N. Y.		
2ND FIS	SUFFOLK	[	30	29	26
5TH FIS	SUFFOLK		30	32	0
27TH FIS	GRIFFISS	Ι	30	35	1
37TH FIS	ETHAN ALLEN		30	35	0
47TH FIS	NIAGARA		0 30	1 27	1 0
48TH FIS	LANGLEY	Γ	30	33	24
49TH FIS	L. G. HANSCOM		30	31	12
58TH FIS	OTIS		30	36	23
60TH FIS	OTIS		30	37	20
75TH FIS	PRESQUE ISLE		30	32	16
95TH FIS	ANDREWS		30	33	0
98TH FIS	DOVER		30	36	22
330TH FIS	STEWART		30	39	20
332ND FIS	MCGUIRE		30	37	23
337TH FIS	WESTOVER	2000	0 30	2 24	0
465TH FIS	GRIFFISS		30	37	22
539TH FIS	MCGUIRE		30	34	. 0

	ASGD	READY
N. Y.		
30	29	26
30	32	0
30	35	1
30	35	0
0 30	1 27	1 0
30	(33	24
30	31	12
30	36	23
30	37	20
30	32	16
30	33	0
30	36	22
30	39	20
30	37	23
0	2 .	0
30	24	0
30	37	22
30	34	. 0

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FIGHTER-INTERCEPTOR SQUADRONS LOCATION, MANNING AND EQUIPMENT 30 SEPTEMBER 1958

AIRCREWS

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TYPE	AUTH	POSS	O/R
F102A	25	25	16
F102A	25	25	16
F102A	25	21	15
F102A	25	24	10
F86L	0	0	0
F102A	25	24	12
F102A	25	21	11
F86L	25	24	16
F89J	25	23	16
F94C	25	17	12
F89H	25	23	17
F102A	25	24	13
F89J	25	25	17
F86L	25	32	25
F102A	25	26	10
F86L	0	1	0
F104A/B	25	29	6
F89J	25	24	18
F86L	25	22	10

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	AIRC	CRAFT	
TYPE	AUTH	AVG POSS	AVG O/R

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#### FIGHTER-INTERCEPTOR SQUADRONS LOCATION, MANNING AND EQUIPMENT 30 SEPTEMBER 1958

	AIRCREWS				AIRCRAFT			
N	AUTH	AVG ASGD	OPNL READY	]	TYPE	AUTH	AVG POSS	AVG O/F
SE), WILLOW	RUN AFS,	BELLE	VILLE, M	IICH.				
1	30	32	28		F102A	25	23	14
TT	28 2	35 1	14 0		F86L F104A/B	25 0	14 2	11 0
	30	28	25	1	F86L	25	20	15
/N	30	34	2	1	F102A	25	22	13
1E	0 30	0 30	0 1		F86L F102A	0 25	14 11	8 3
	30	31	22	1	F86L	25	19	15
L	30	36	1	1	F89J	25	28	22
	30	37	21		F89J	25	23	17
E), DOBBINS	AFB, GE	ORGIA					1.1.1.1	
	30	42	23	]	F89H	25	21	16
N	30	41	33		F86L	25	25	20
OHNSON	30	30	17	1	F102A	25	25	18
E), TRUAX FI	ELD, MA	DISON,	WISCONSI	N			1.1.1.1	
	30	37	0		F102A	25	25	20
	30	33	22		F86L	25	26	16
	30	35	0		F102A	25	24	19
	30	41	16		F102A	25	27	20
-			30 35	30 35 0	30 35 0	30 35 0 F102A	30 35 0 F102A 25	30 35 0 F102A 25 24

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#### COMMANDER NAVAL FORCES EASTERN CONTINENTAL AIR DEFENSE REGION

The five picket ship stations are being manned by eight Radar Picket Ships (AGR) and two Destroyer Escort Radar Pickets (DER). Airborne Early Warning (AEW) Airships of Airship AEW Squadron ONE (ZW-1) based at Lakehurst, New Jersey, assist the manning of one of the established AEW&C stations

	NAV	AL RADARS	EASTCONADRGN			
26TH NADD (SAGE) DE	T #1			35TH NADD		
UNIT LOCATION	TYPE RADAR	FUNCTION	UNIT	LOCATION	TYPE RADAR	FUNCTION
Fleet Trng Newport, RI Center	SPS-6B, SPS-8	EW, GCI	CIC School NAS Glynco	Brunswick, Ga.	2 SPS-12, FPS-8, 2 SPS-8A	EW, GCI
26TH NADD (SAGE) DET	r #2		VF-101	Key West, Fla.	SPS-12, SPS-6C	EW, GCI
NONE			MACS 5	MCAS Beaufort, SC	MPS-11, TPS-15, MPS-4	EW, GCI
26TH NADD (SAGE) DET	#3		·			
			MACS 6	MCAS Cherry Pt.,	2 MPS-11A	EW, GCI
Fleet Air Def Dam Neck, Va. Trng Center	2 SPS-6, SPS-8, SPS-28	EW, GCI		NC	1 TPS-10D	
			MACS 7	MCAF New River,	1 TPS-1D,	EW, GCI
30TH NADD	· · · · · · · · · · · · · · · · · · ·			NC	1 TPS-10D, 1 MPS-11A	
MACS 19 NAS, Grosse Ile,	MPS-11A	EW, GCI				
Michigan	TPS-1D, MPS-4		MACS 8	MCAS Beufort, NC	MPS-11, TPS-15 MPS-4	EW, GCI
MACS 25 NAS, Columbus, O.	TPS-1B, SP-1M,	EW, GCI				
	MPS-11A, TPS-15 MPS-4C	5,		37TH NADD		
			MACS 22	NAS Glenview, Ill.	MPS-11A, TPS-15, MPS-4C	EW, GCI

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LOCATION (NAVY) TYPE AIRCRAFT AC		TYPE AIRCRAFT ACFT POSS*		LOCATION (NAVY)	TYP		NO. ACFT POSS*
26th NADD (SAGE)					FJ		
DET #1				NAS, Key West, Fla.	F4D	NAI	17
NAS, New York, N.Y.	FJ	NAI	12	INAD, REY WESS, FIA.	F3D	AI	17
NAS, So. Weymouth	F9F	NAI	14		F3D F3H	AI	12
Mass.				MCAS, Cherry Pt. NC.	F4D	AI	16
NAS, Willow Grove, Pa,	FJ	NAI	16	MCAD, CHEITY PL., NC.		AI	43
					FJ	NAI	74
26TH NADD (SAGE)					F8U	NAI	20
DET #2				37TH NADD			
NONE				NAS, Glenview, Ill.	F9F		
		t.		INAD, GAGMATCAN ITTO	Fat	NAI	34
26TH NADD (SAGE)		'		The had a subject when and that			
DET #3							
NAS, Oceana, Va. Beach	F8U	NAI	5	SUB TOTALS		AI	143
Va.	F4D	AI	4			NAI	341
	F11F	NAI	34				
	F9F	NAI	21	GRAND TOTAL	1.		484
	F3H	AI	33				
	FJ	NAI	2				
	10	INAL	2				
30TH NADD							
NONE			'				
5TH NADD							
NAS, Cecil Field, Fla,	F3H	AI	18	AI - AIRBOI			
into, coon i hora, i ha,	F8U	NAI	50	NAI - NO AIR	BORNE R	ADAR	
	F9F	NAI	26				
NAS, Jacksonville, Fla.	F9F F9F	NAI					
rib, backsonvine, Fla.	Far	INAL	16				

OTHER FORCES WITHIN EADF AREA (NAVY) AS OF 30 SEPTEMBER 1958

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EADF

#### CONFIDENTIAL

#### AIR FORCE NATIONAL GUARD UNITS WITH MOBILIZATION ASSIGNMENTS TO EADF AS OF 1 OCTOBER 1958

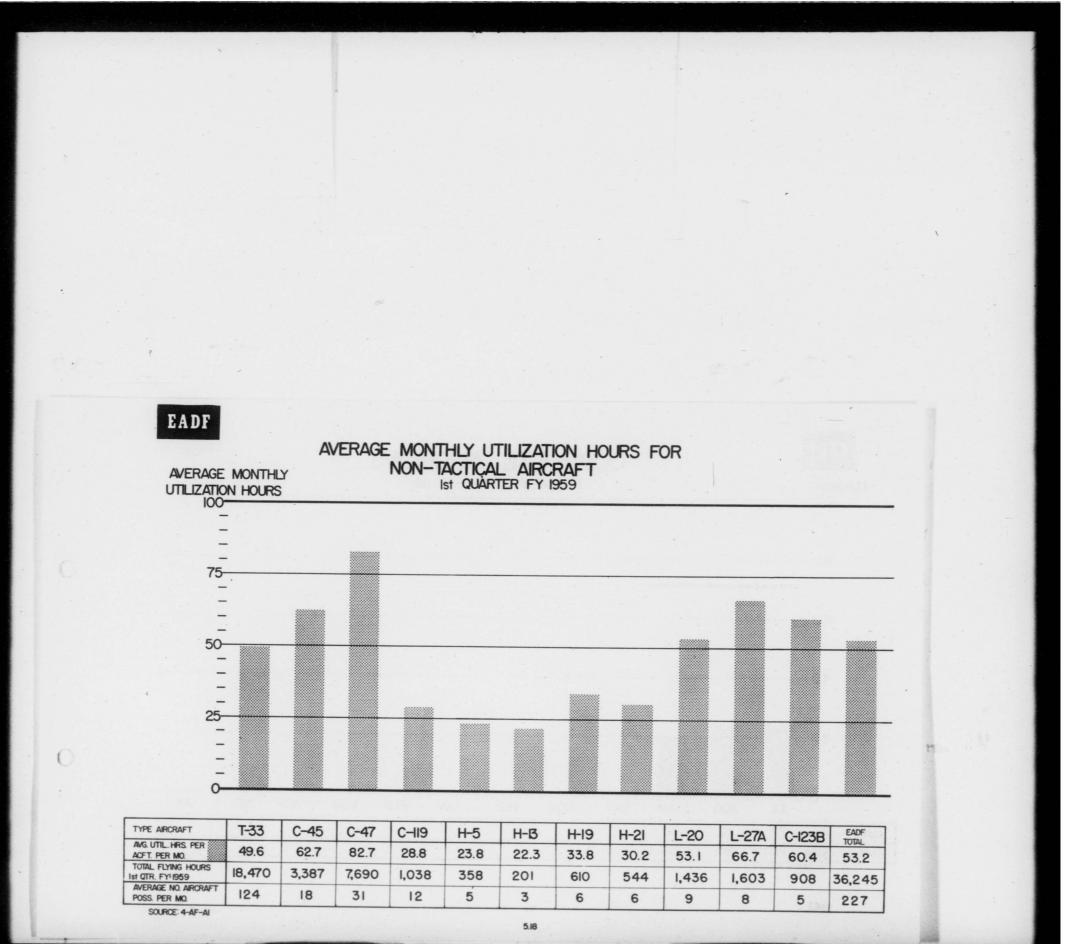
UNIT LOCATION	TYPE ACFT	
101st AD Wing, Dow AFB, Me.		
*132nd FIS, Dow AFB, Me.	F-89D	
133rd FIS, Grenier AFB, N. H.	F-86L	
134th FIS, Burlington Airport, Vt.	F-89D	1
112th AD Wing, Greater Pittsburgh Airport, Coraopolis, Pa.		
103rd FIS, Philadelphia International Airport, Pa.	F-94C	
146th FIS, Greater Pittsburgh Airport	F-86L	
147th FIS, Greater Pittsburgh Airport	F-86L	
116th AD Wing, Dobbins AFB, Ga,		
*128th FIS, Dobbins AFB, Ga,	F-84F	
158th FIS, Travis Fld, Savannah, Ga.	F-84F	
*159th FIS, Imeson Aprt, Jacksonville, Florida	F-86D/L	
Unassigned to Wing		
*151st FIS, McGhee-Tyson Aprt, Knoxville, Tenn.	F-86D	
*156th FIS, Douglas Field, Charlotte, N. C.	F-86E/L	
157th FIS, Congaree AB, Eastover, S.C.	F-86L	
198th FIS, San Juan International, Puerto Rico	F-86E/D	FDS - Fighter Day Squadron FIS - Fighter Interceptor
*122nd FIS (136th AD Wing, Texas)		Squadron
Alvin Callendar Airport, New Orleans, La.	F-86D	
126th AD Wing, Chicago-Midway Aprt, Ill.		
108th FIS, O'Hare International Aprt, Chicago, Ill.	F-86L	
126th FIS, G. Mitchell Fld, Milwaukee, Wisc.	F-89D	
176th FIS, Truax Fld, Madison, Wisc.	F-89D	

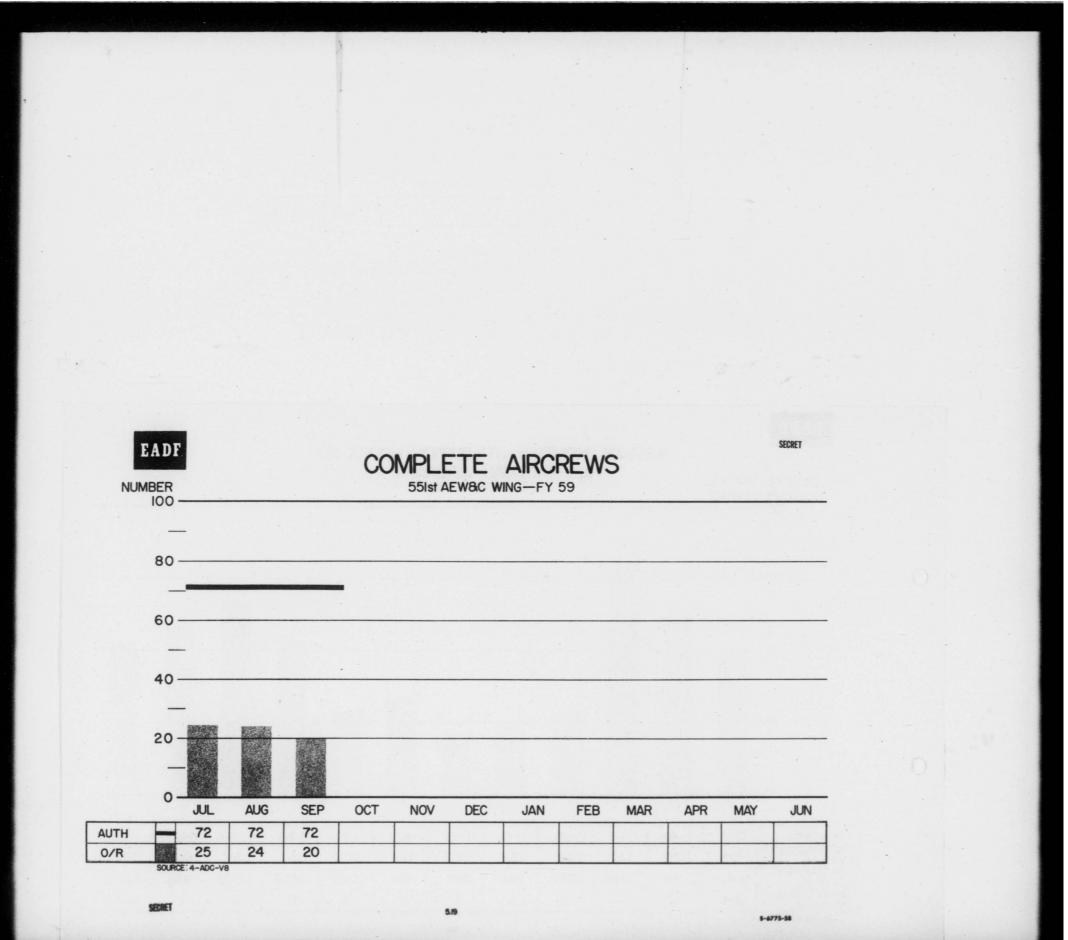
NOTE: USAF Augmentation Forces available for participation in Air Defense are specified in EADF Wartime Capabilities Plan. *PARTICIPATING IN AIR ALERT PLAN (DAY ALERT)

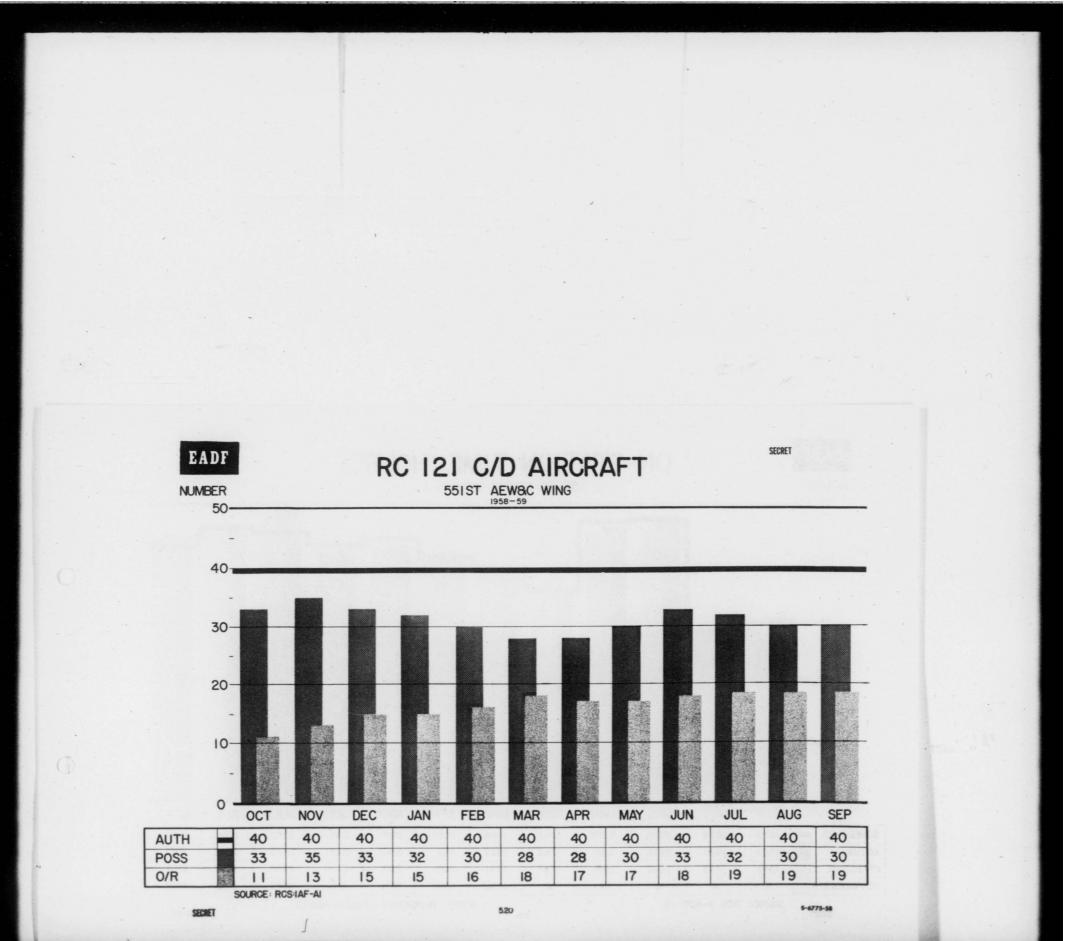
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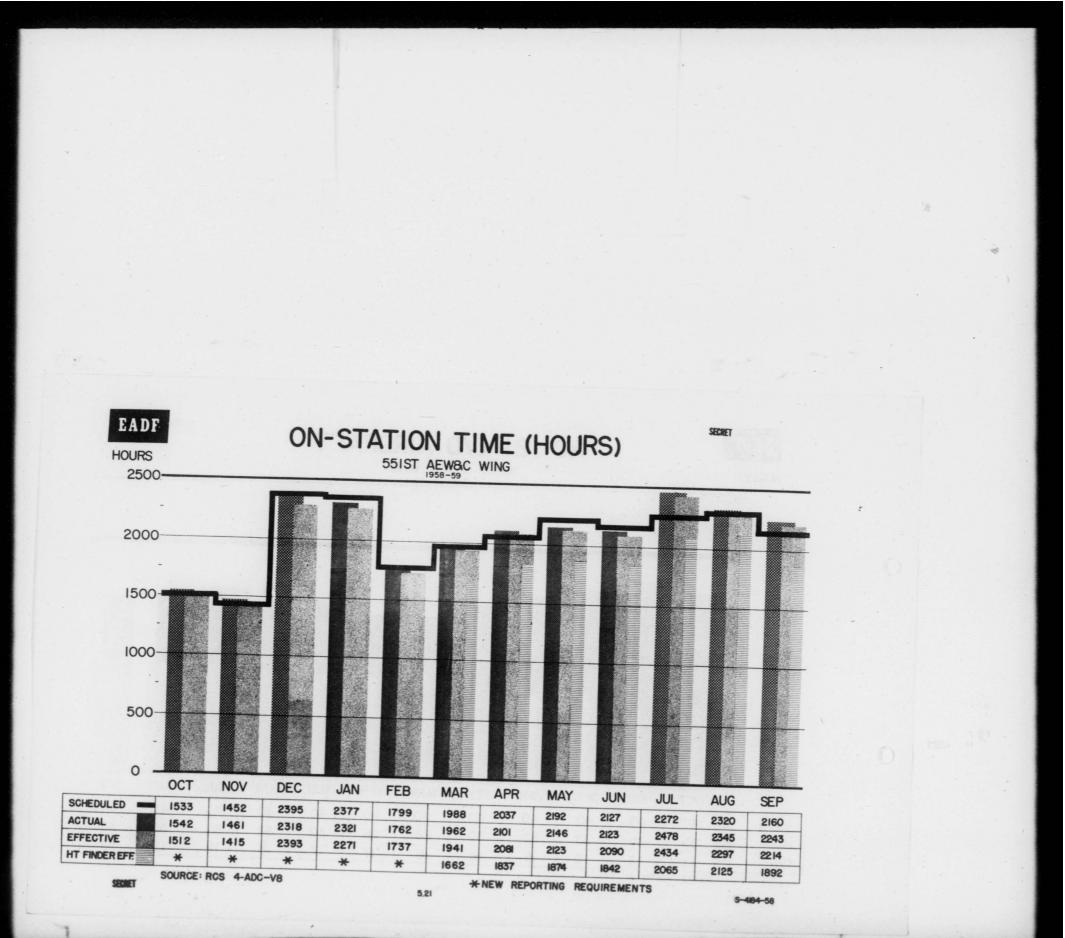
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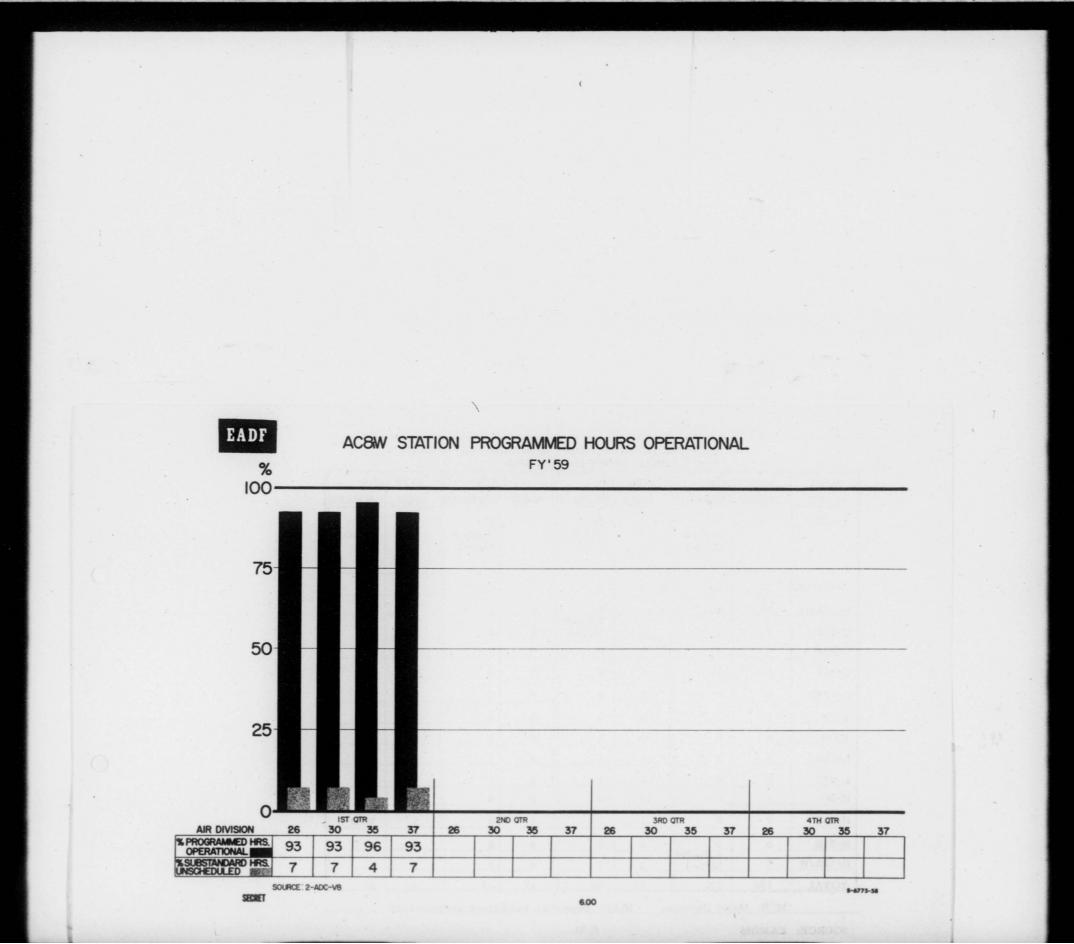








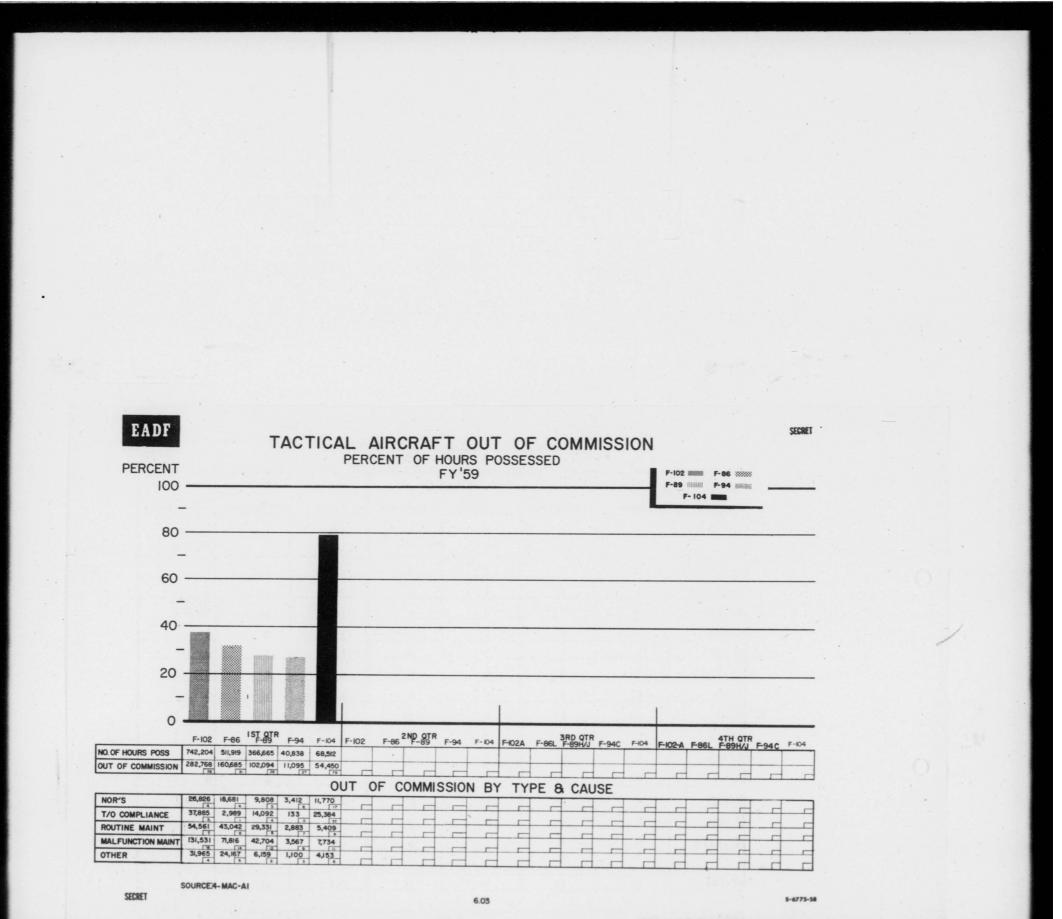


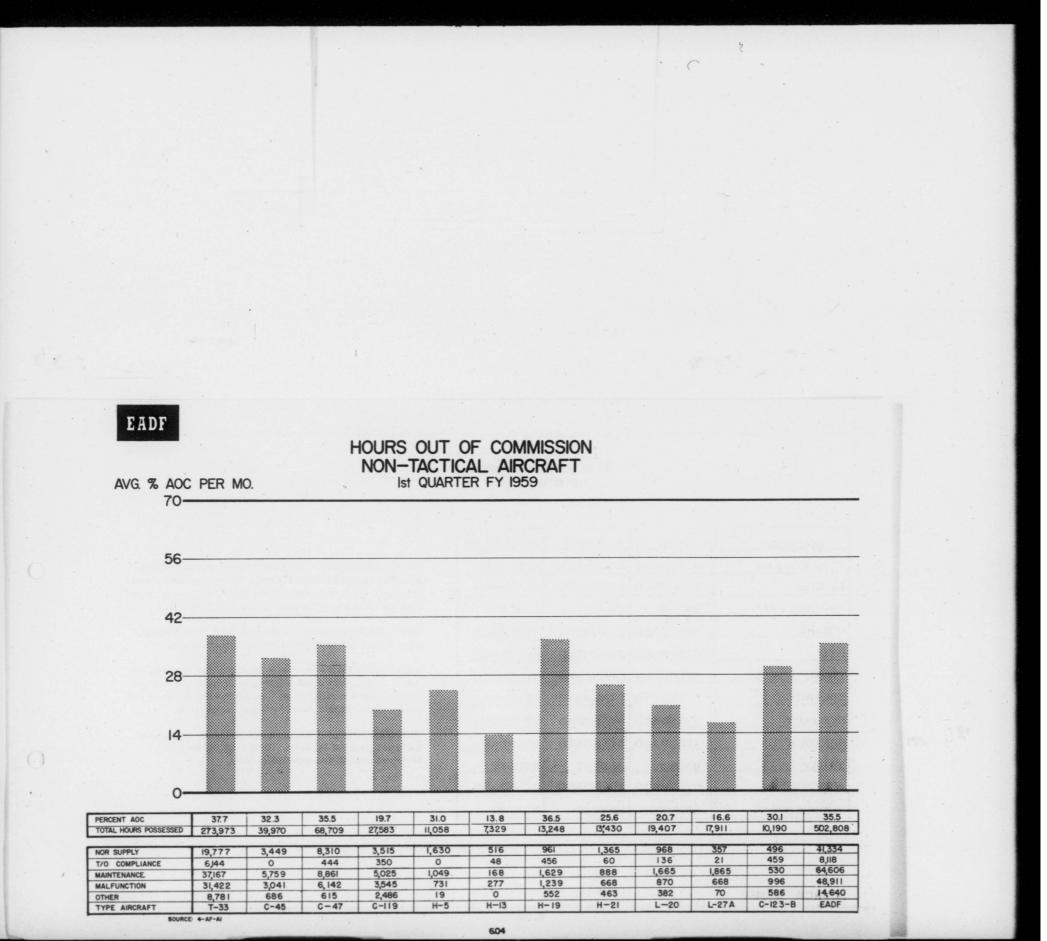


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ACFT	26TH	ADIV	30TH A	DIV	35 TH	ADIV	37TH ADIV	
TYPE	ASGD	ON HAND	ASGD	ON HAND	ASGD	ON HAND	ASGD	ON HANI
T-33A	78	70 IRAN-7 M/D-1	36	32 IRAN-4	12	10 İRAN-1 M/D-1	17	15 IRAN-2
C-45F/G/H	10	10	4	4	0	0	4	4
C-47A/D	19	19	6	6	2	2	7	7
C-119C	3	3	8	6 IRAN-1 M/D-1	1	1	4	4
C-54E	2	2	0	0	0	0	0	0
C-117	1	1	0	0	0	0	0	0
C-123B	0	0	0	0	0	0	0	0
T-29	1	1	0	0	0	0	0	0
B-29	.0	0	0	0	0	0	0	0
L-20A	3	3	1	1	1	1	4	4
L-27A	6	6	1	1	1	1	1	1
H-5G	0	0	2	2	0	0	3	3
H-13G	3	3	1	1	0	0	1	M/D-1
H-21B	0	0	0	0	0	0	0	0
H-19A/B	6	4 IRAN-1 M/D-1	2	2	0	0	2	2
TOTAL	132	122	61	55	17	15	43	40

	EADF -			RAFT ASSIGNE	D AND ON I	TAND		_
				TEMBER 1958	D AND ON I	LAND		
ACFT	47137	THREF	551ST A.	EW&C WG		TOTAL		7
TYPE	ASGD	ON HAND	ASGD	ON HAND	ASGD	ON HAND	OTHER	
T-33A	2	2	0	0	145	129	IRAN-14 M/D-2	
C-45F/G/H	0	0	0	0	18	18	0	
C-47A/D	1	1	2	2	37	37	0	
C-119C	0	0	0	0	16	14	IRAN-1 M/D-1	
C-54E	0	0	1	1	3	3	0	
C-117	0	0	0	0	1	1	0	
C-123B	0	0	6	6	6	6	0	
T-29	0	0	0	0	1	1	0	
B-29	10	10	0	0	10	10	0	
L-20A	0	0	0	0	9	9	0	
L-27A	0	0	0	0	9	9	0	
H-5G	0	0	0	0	5	5	0	
H-13G	0	0	0	0	5	4	M/D-1	
H-21B	0	0	6	6	6	6	0 TP AN-1	
H-19A/B	0	0	00	0	10	8 >	IRAN-1 M/D-1	





EADF _

LOCATION	JULY	AUGUST	SEPTEMBER
ETHAN ALLEN	STANDARD	STANDARD	STANDARD
KINROSS	STANDARD	STANDARD	STANDARD
NIAGARA FALLS	HIGH ST	HIGH ST	HIGH ST
O'HARE	MIN STANDARD	MIN STANDARD	MIN STANDARD
OTIS	STANDARD	STANDARD	STANDARD
PRESQUE ISLE	STANDARD	STANDARD	STANDARD
SELFRIDGE	STANDARD	STANDARD	STANDARD
STEWART	STANDARD	STANDARD	STANDARD
SUFFOLK	STANDARD	STANDARD	STANDARD
TRUAX	HIGH ST	HIGH ST	HIGH ST
WURTSMITH	STANDARD	STANDARD	STANDARD
YOUNGSTOWN	HIGH ST	HIGH ST	HIGH ST

BASE SUPPLY STANDARDS 1ST QTR FY 1959

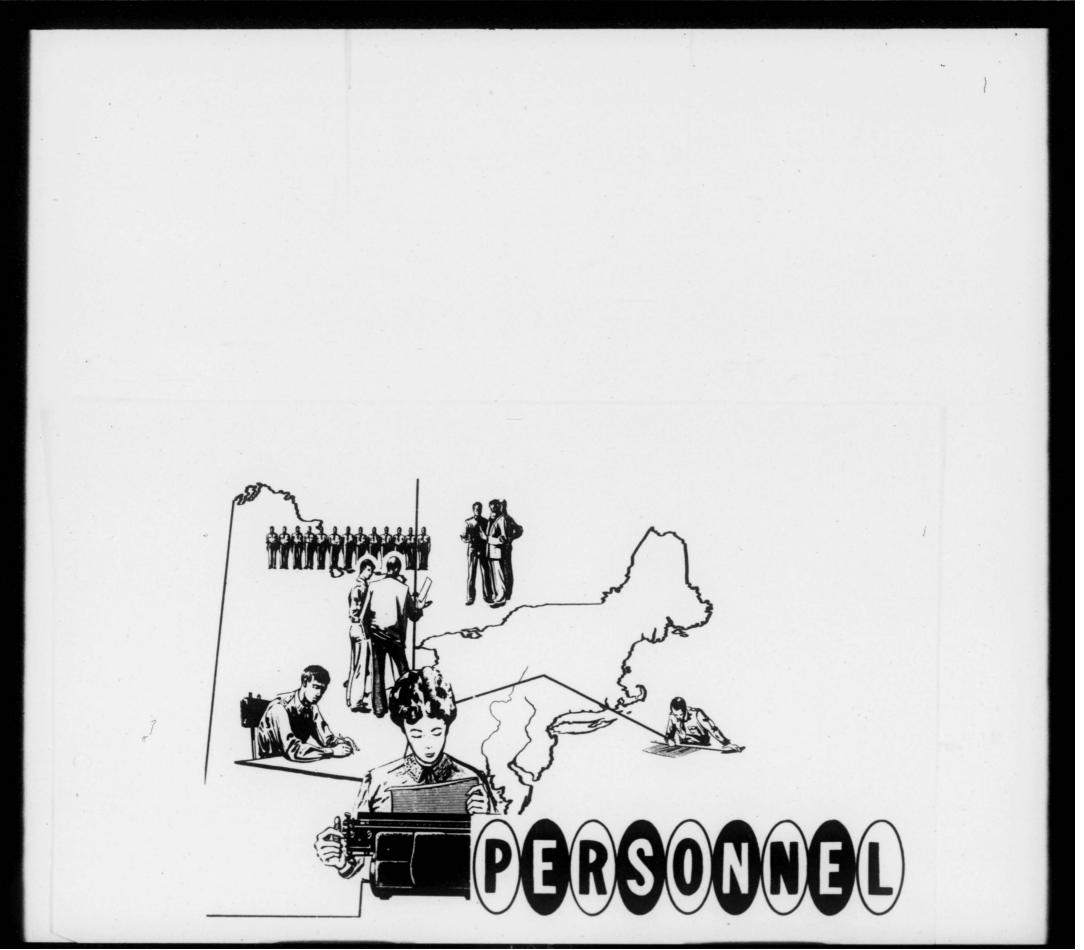
> HIGH STANDARD - Account effectively organized. Internal controls established. Manpower effectively utilized. Discrepancies reduced to minimum, supply and operations performed on a current basis.

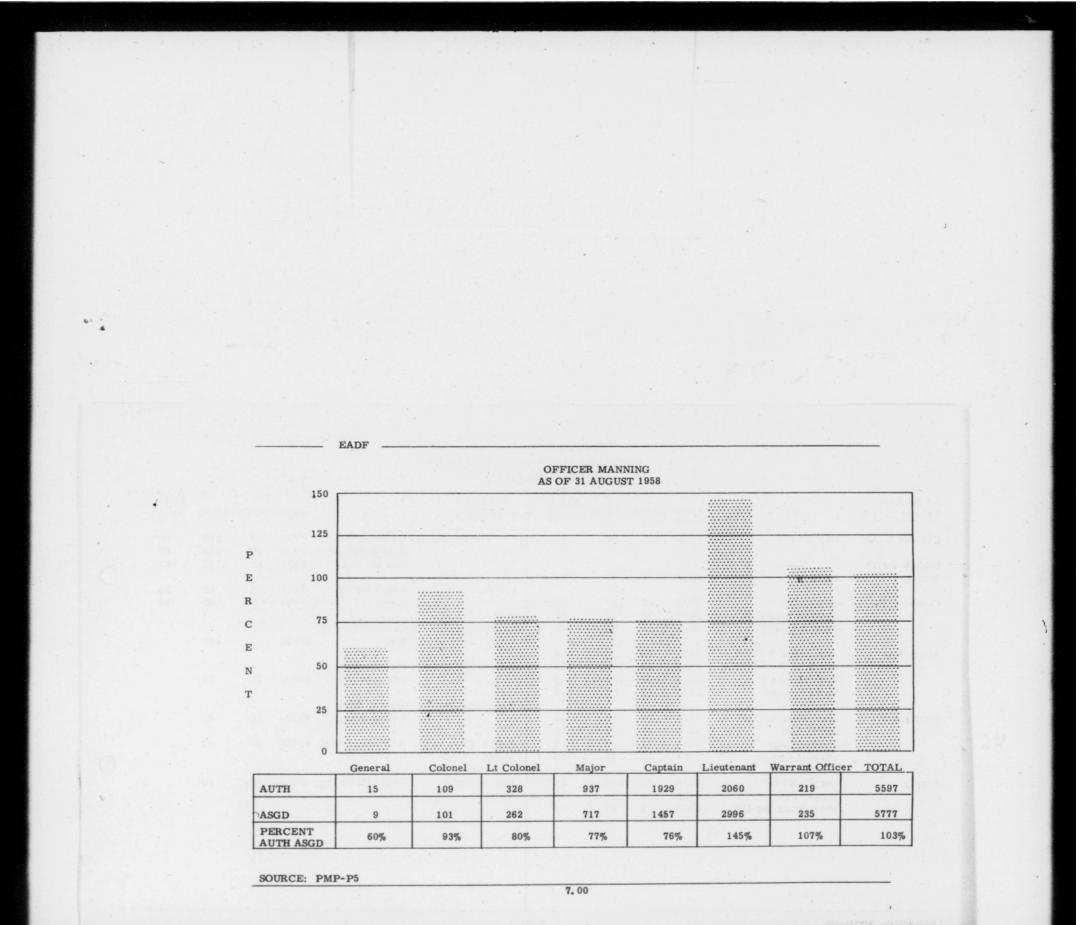
STANDARD - Same as high standard except supply operations not performed on a current basis.

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 not properly organized. Internal control lacking. Training inadequate -General conditions unsatisfactory.

SOURCE: EAMSV

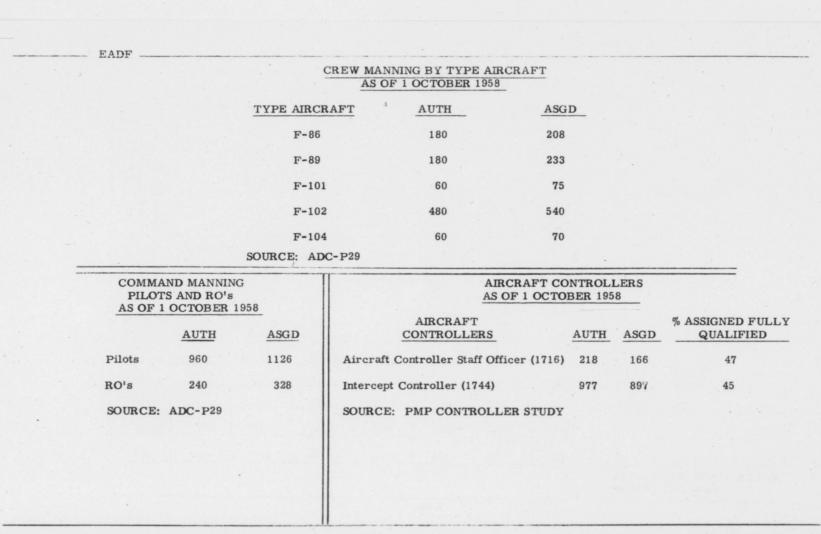


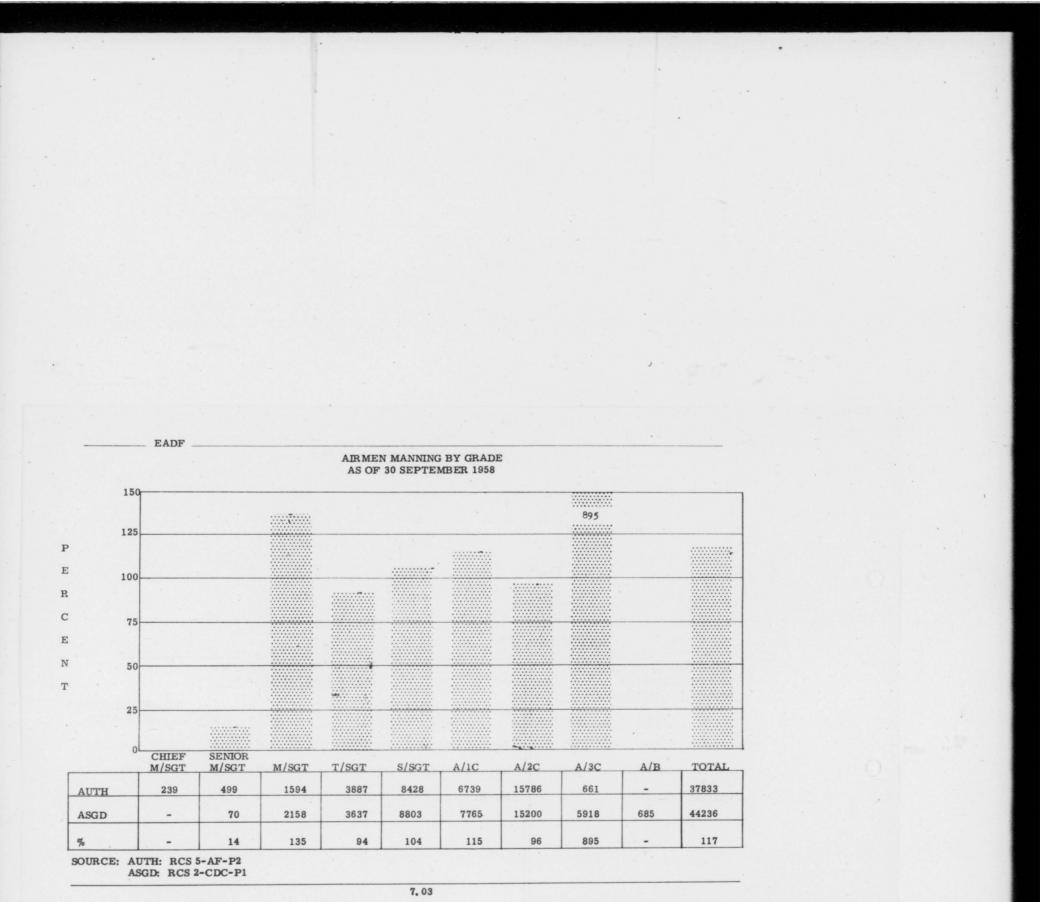


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			01	FFICER	S AND WA	PECIALTIES RRANT OFFICERS IGUST 1958					
CAREER FIELD TITLE	AFS	AFSC	AUTH	% ASGD	% ASGD FULLY QUAL	CAREER FIELD TITLE	AFS	AFSC	AUTH	ASGD	% ASG FULL QUAL
Combat & Opr	Opr Stf Off	1416	139	96	68	Comptroller	Budget Off	6736	17	118	76
							Actg & Fin Off	6724	19	132	89
intel & Psych							Stat Serv Off	6834	12	133	67
Warfare	Intel Off	2054	55	91	44						
						Legal	Legal Stf Off	7816	26	69	23
Comm & Elec	Comm Off	3034	67	154	96		Legal Off	7824	26	85	54
	Ground Elec Off	3044	106	85	85						
	C&E Staff Off	3016	116	82	57	Communication	Comm Cen Opr				
							Supt	29100	3	100	
Maint Eng	Acft Maint Stf Off	4316	48	94	54						
	Flt Test Maint Off	4334	32	109	109	Guided Msle Sys	Guided Msle				
	Acft Maint Off	4344	55	189	93		Sys Supt	30100	12	75	
	Prod Con Off	4355	13	85	15						
						Armament Sys	Fire & Wpns				
nstl Engr	Instl Engr Stf Off	5516	26	65	46		Con Sys Supt	32200	26	46	
	Instl Engr	5525	35	146	34						
	Constr Engr	5534	21	133	0	Acft & Eng	Acft Maint Supt	43100	39	92	
	Planning Engr	5564	10	40	10	Maint					
Supply	Supply Stf Off	6416	43	102	84	Mun & Wpns	Wpns Maint Supt	46200	10	60	
	Supply Off	6424	159	99	58	Maint	The former walks				
	Petroleum Sup Off	6454	12	67	17						
4											

SOURCE: PMP-P5





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	Auth	Asgd	Auth	Asgd	%	Auth	Asgd										
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30		1	1060	1442	136	1936	2579	133	611	621	102	102			3709	4643	
31			37	45	122	116	202	174	60	25	42	17			230	272	
32			548	1117	204	936	1347	144	307	137	45				1791	2601	
42	20	2	477	335	70	648	971	150	183	176	96	17			1345	1484	
43	92	44	1950	887	45	2381	3661	154	1308	2025	155	251			6792	6617	
46	53	6	573	214	37	665	1011	152	252	309	123	35			1578	1540	
47	42	14	372	232	62	551	663	120	89	129	145	9			1063	1038	
SOUR		UTH: RC															
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FIVE

LEVEL

CRITICAL SPECIALTIES (AIRMEN) AS OF 30 SEPTEMBER 1958

SEVEN

LEVEL

EIGHT

LEVEL

CAREER

FLD TOTAL

%

111

125

118

145

110

97

98

98

___ EADF -

HELPER

LEVEL

THREE

LEVEL

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Career

Field

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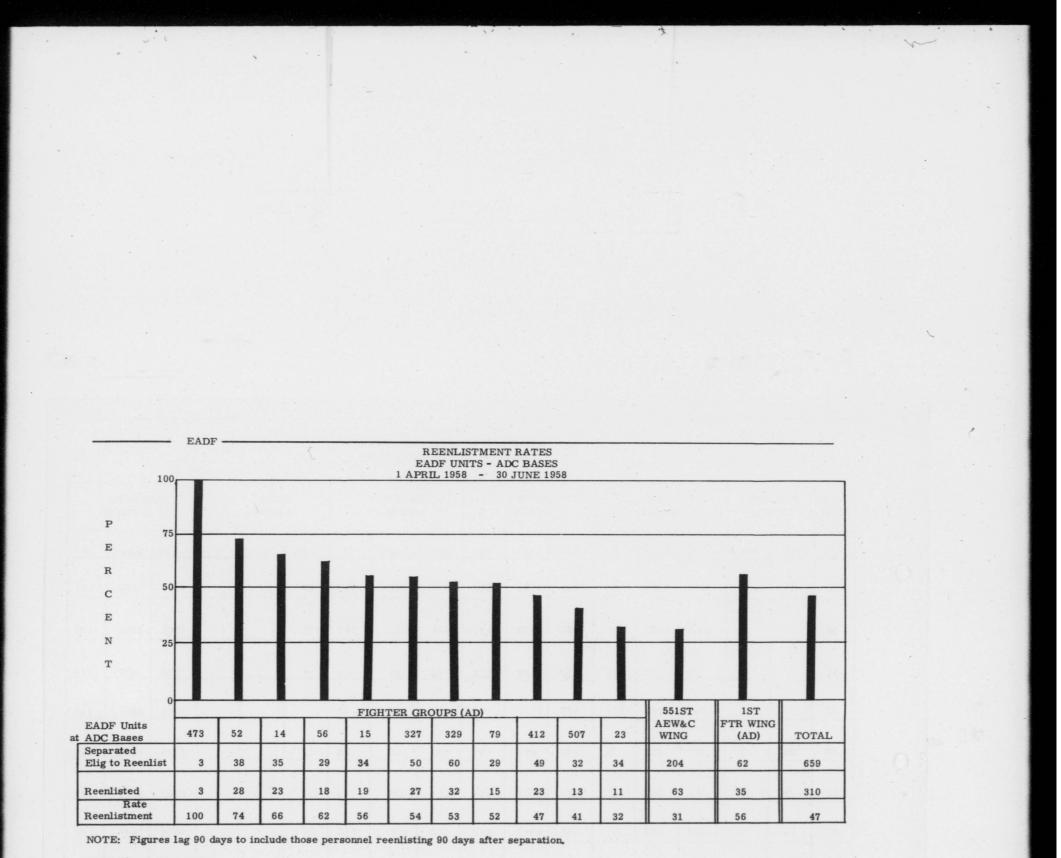
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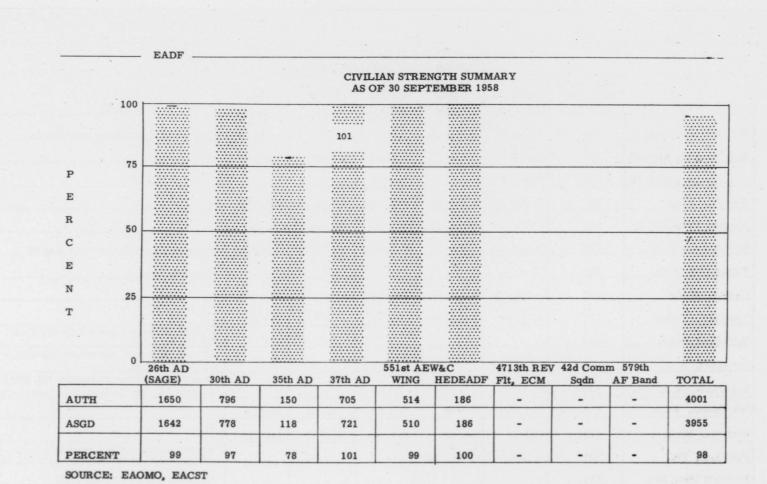
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				CAPEHAR S OF 30 SEF	10		
BASE	No. Units Program - med	Advertise For Bids		Constr Contract	Date of Award	Notice To Proceed	REMARKS
K. L. Sawyer, Mich I	340	1 Nov 57	19 Feb 58	7 May 58	8 May 58	8 May 58	Proposed completion date Oct 59
K. L. Sawyer, Mich II	235	20 May 58	18 Jun 58	30 Jun 58	30 Jun 58	1 Jul 58	
K. I. Sawyer, Mich III	360	Sept 58	-	Nov 58	-	-	
Stewart, N.Y.	300	8 May 58	5 Jun 58	9 Jul 58	24 Jul 58	28 Jul 58	
Niagara Falls, N.Y.	290	17 Apr 58	20 May 58	Jul 58	12 Aug 58	18 Aug 58	
Suffolk Co., N.Y.	220	12 Mar 58	15 Apr 58	16 Jun 58	16 Jun 58	23 Jun 58	Proposed completion date Aug 60
Truax Fld, Wisc.	280	-	-	-	-	-	To be Resited
Custer, Mich.	169	10 May 58	5 Jun 58	Aug 58	-	Aug 58	
Topsham, Maine	177	18 Jul 58	18 Aug 58	Oct 58	-	Oct 58	
Selfridge, Mich.	580	-	-	-	_	-	Design Directive issued by HQ USAF 20 August 1958
Lockport, N.Y.	100	-	-	-	-	-	Design Directive issued by HQ USAF 15 August 1958
Highlands, N.J.	100	-	-	-	_	-	Design Directives issued by HQ USAF 15 Aug 58, No. of units reduced to 60.
Wurtsmith, Mich.	618	Sep 58	Oct 58	Dec 58	Jan 59	Feb 59	
Kinross, Mich.	475	Oct 58	Nov 58	Feb 59	Feb 59	Mar 59	
Fort Lee, Va.	304	24 Mar 58	23 Apr 58	-	_	-	Accomplishment by Corps of Engineers (154 for AF)
Presque Isle, Me.	114	-	- 1	-	-	-	Accomplishment by HQ SAC

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	1	STATUS OF FY-57 M APPROVED AS OF 30 S		
INSTALLATION	NO. UNITS PROGRAMMED	DATE OF CONTRACT AWARD	PROPOSED COMPLETION DATE	REMARKS
Montauk, N.Y.	18	19 Aug 57	19 Sept 58	Server David Street Street
	*			
Saulte Ste Marie, Mich.	7	19 Aug 57	16 Sept 58	the state of the s
Calumet, Mich.	18	19 Aug 57	Nov 58	MARCEL 1998
				) arechan
Cape Charles, Va.	18	19 Aug 57	19 Jun 58	18 Units Occupied
				T. T. Martin and Martin
Benton, Pa.	15	19 Aug 57	Nov 58	The second s
				a statistical and a s
Caswell, Maine	9	-	July 59	Constraint of the second of th
dis AFB, Mass.	705	-		505 units occupied, 200 units est completion date Jun 59

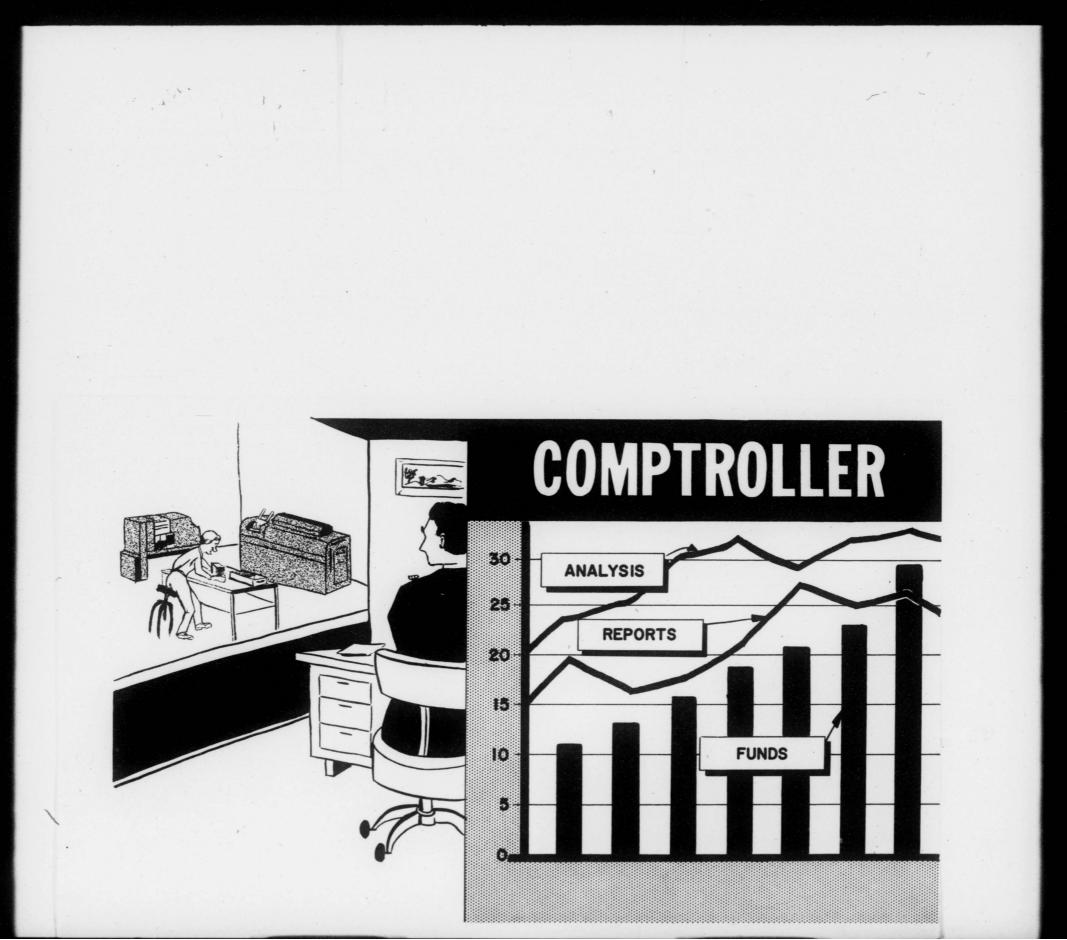
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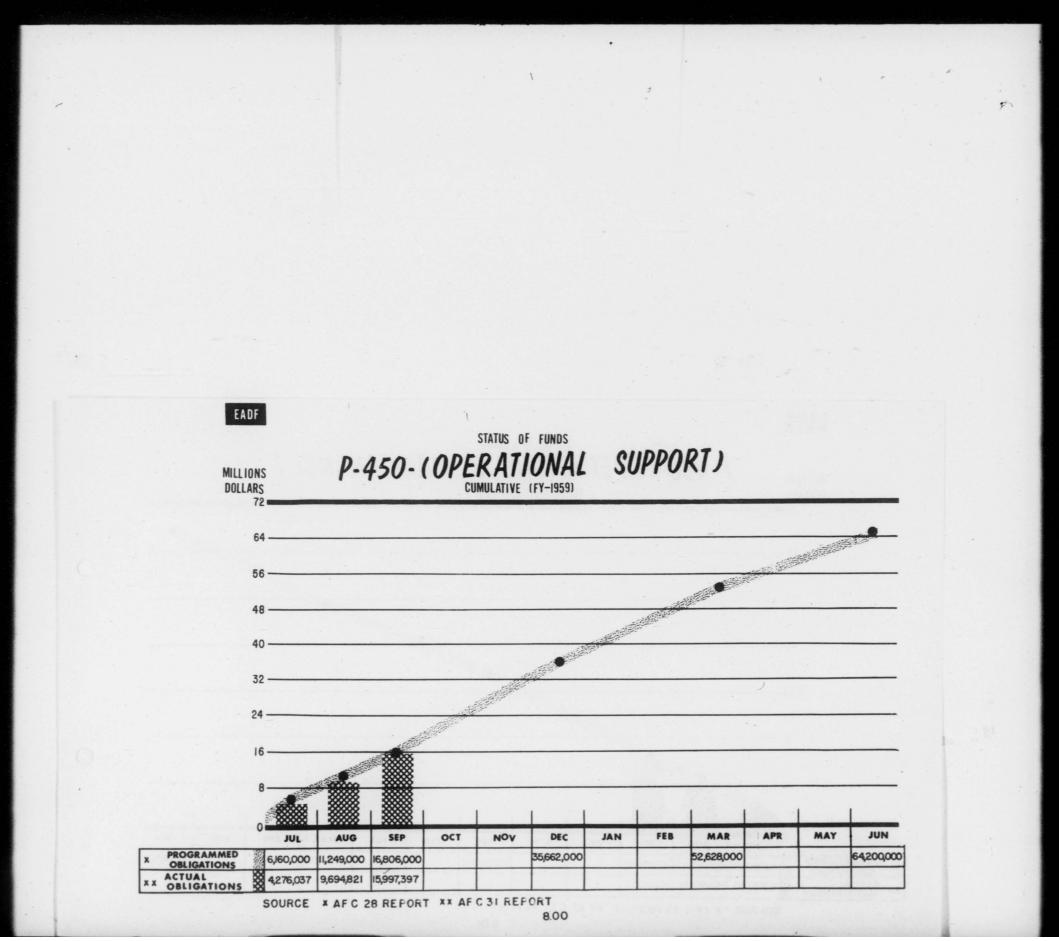
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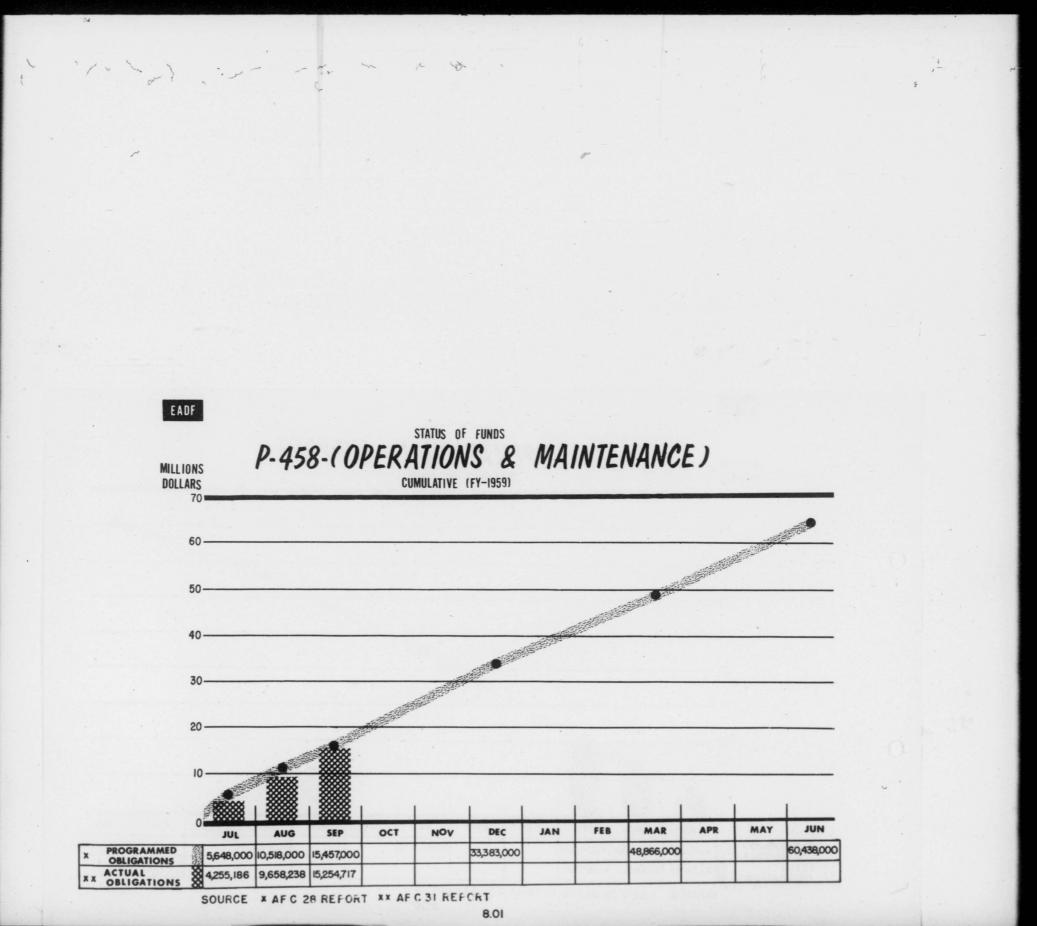
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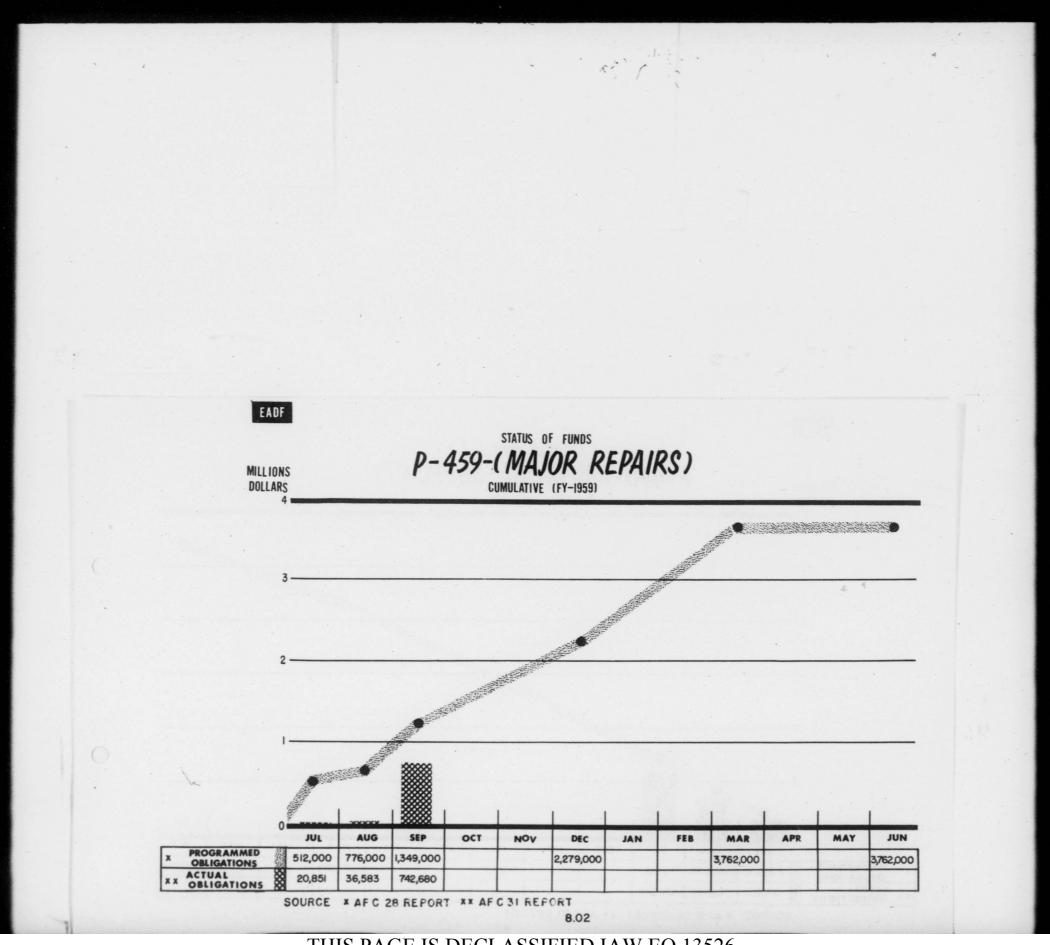
-	A	STATUS OF FY-58 M PPROVED AS OF 30 SE	CP HOUSING CPTEMBER 1958	
INSTALLATION	NO, UNITS PROGRAMMED	DATE OF CONTRACT AWARD	PROPOSED COMPLETION DATE	REMARKS
Bedford, Va.	27	-	May 59	
Bucks Harbor, Me.	27	19 Sept 58	Apr 59	
Flintstone, Georgia	27	-	May 59	Bid opening est Oct 58
Fort Fisher, N.C.	27	19 Sept 58	May 59	
Guthrie, W. Va.	18	19 Sept 58	May 59	
Joelton, Tenn.	9	-	May 59	Bid opening est Oct 58
Lake City, Tenn,	18	-	Jun 59	Bid opening est Oct 58
Lockport, N.Y.	18	19 Sept 58	Apr 59	
N. Charleston, S. C.	22		May 59	Bid opening est Oct 58
N. Truro, Mass.	18	19 Sept 58	Apr 59	
Roanoke Rapids, N. C.	27	-	May 59	Bid opening est Oct 58
Watertown, N. Y.	18	19 Sept 58	Apr 59	
Winston-Salem, N. C.	27	-	May 59	Bid opening est Oct 58
Houma, La,	27	11 Jun 58	Dec 58	
N. Concord, Vt.	27	-	-	Resited 4 Sept 58
Otis AFB, Mass,	488	-	-	Units readied for construction.

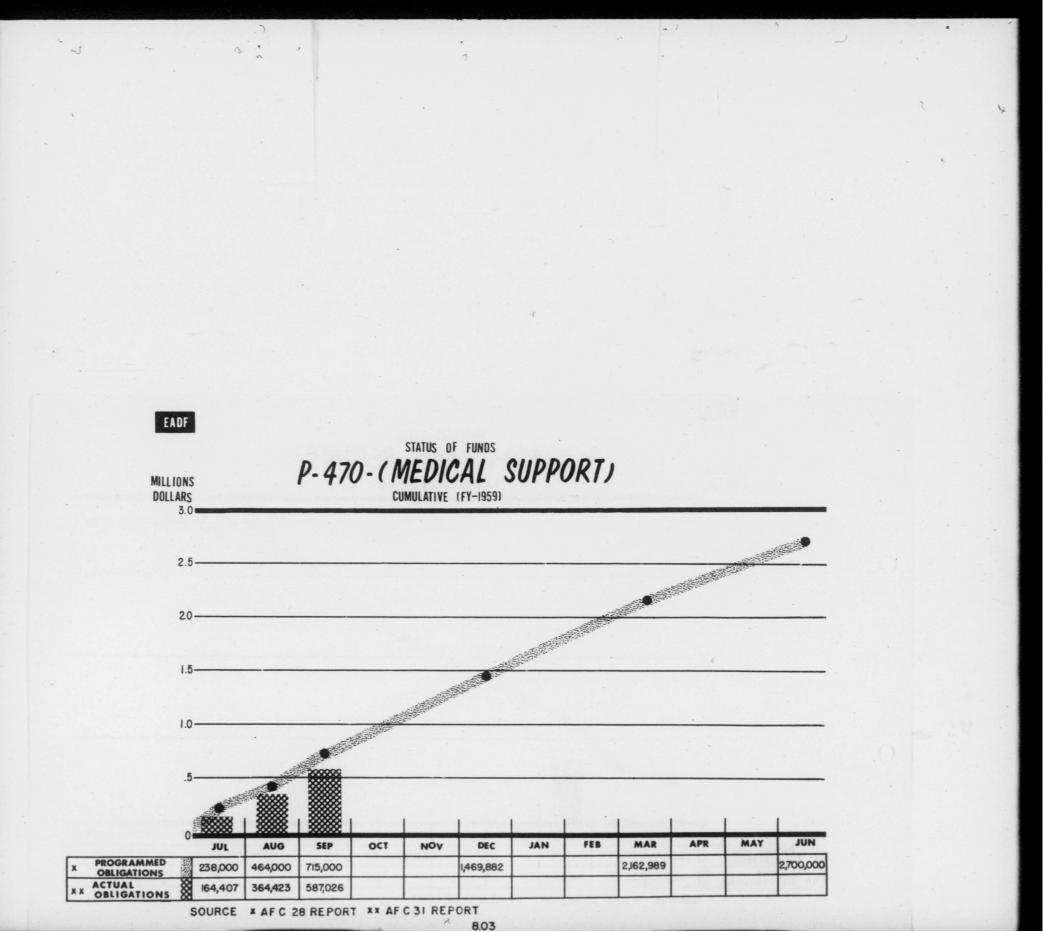
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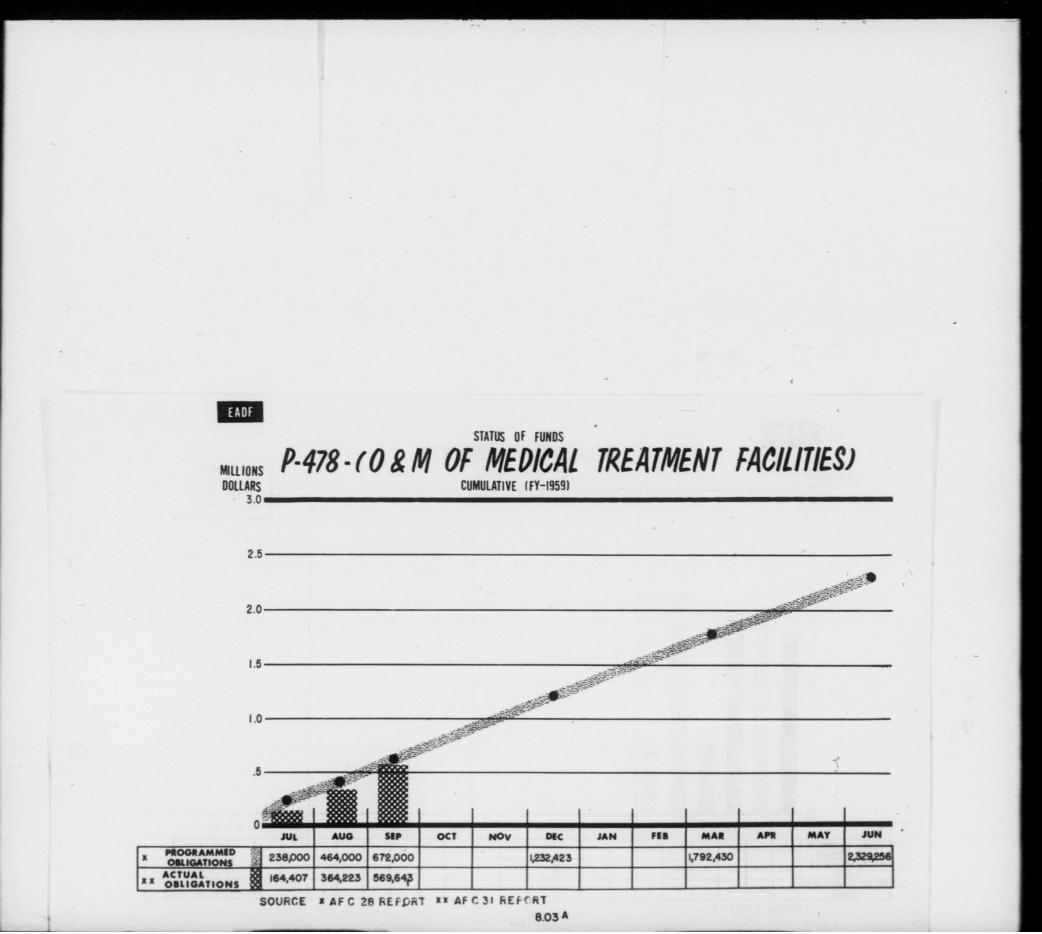


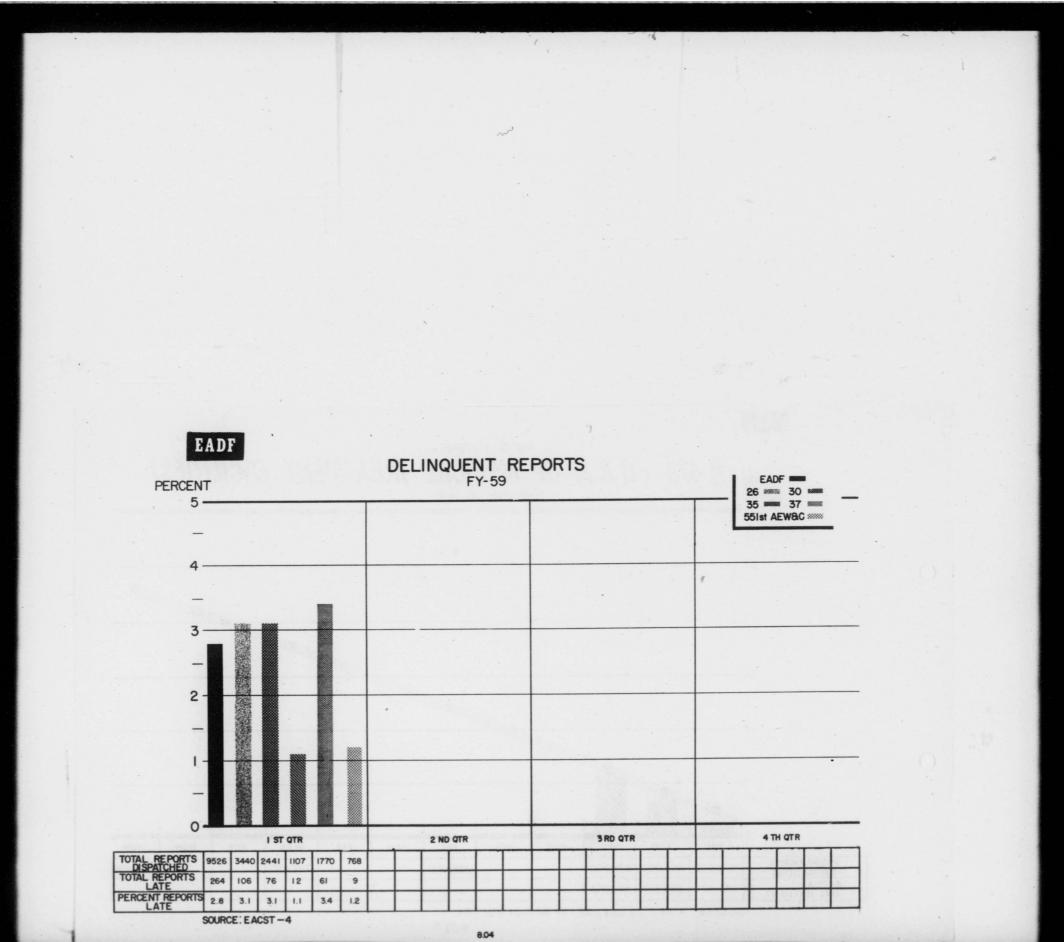




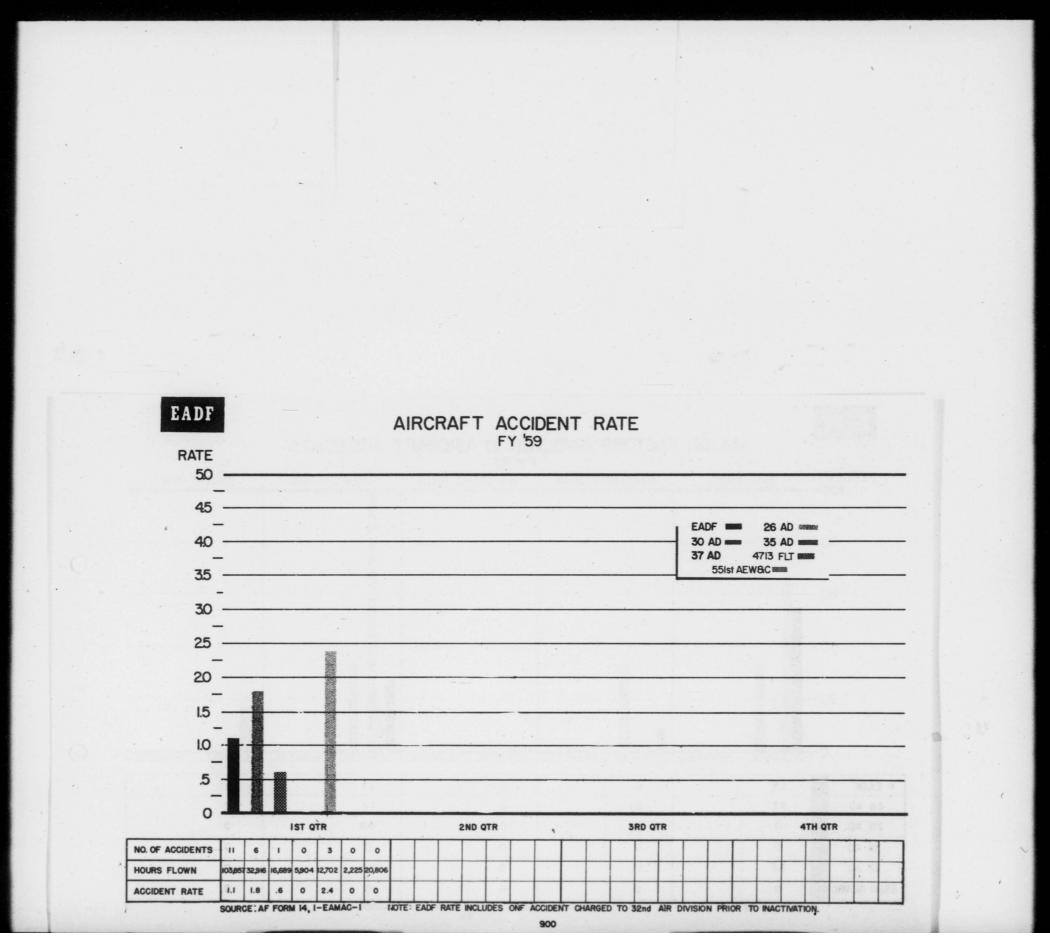


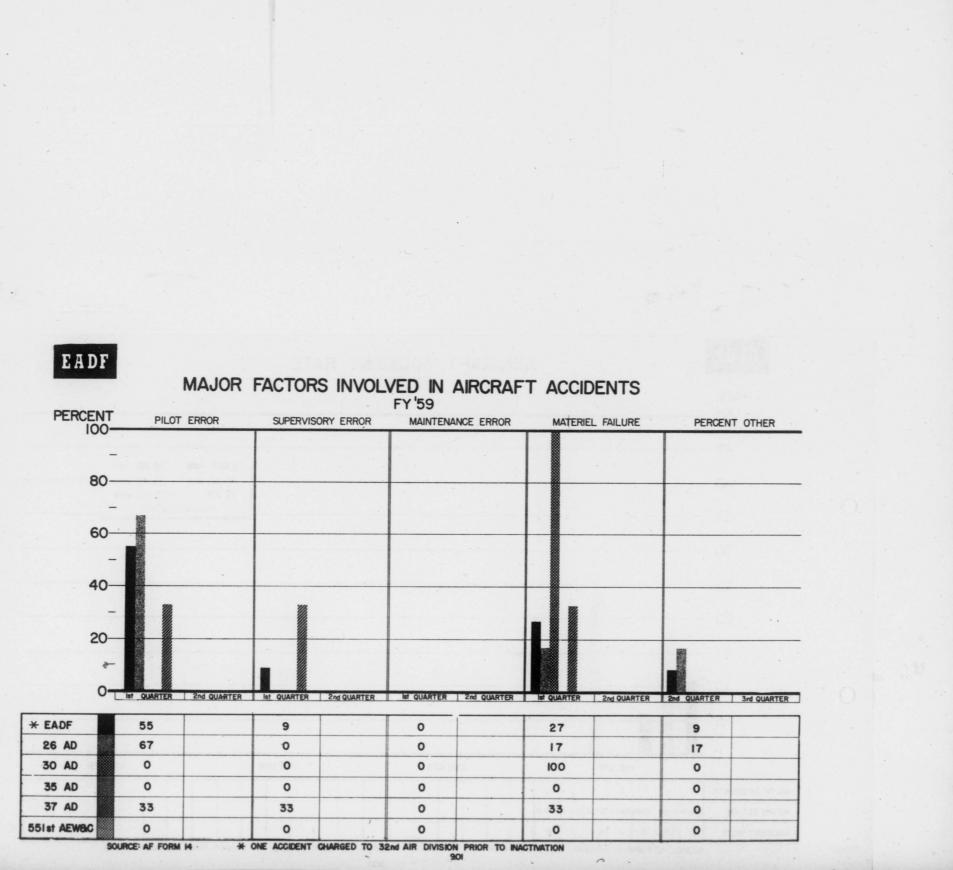




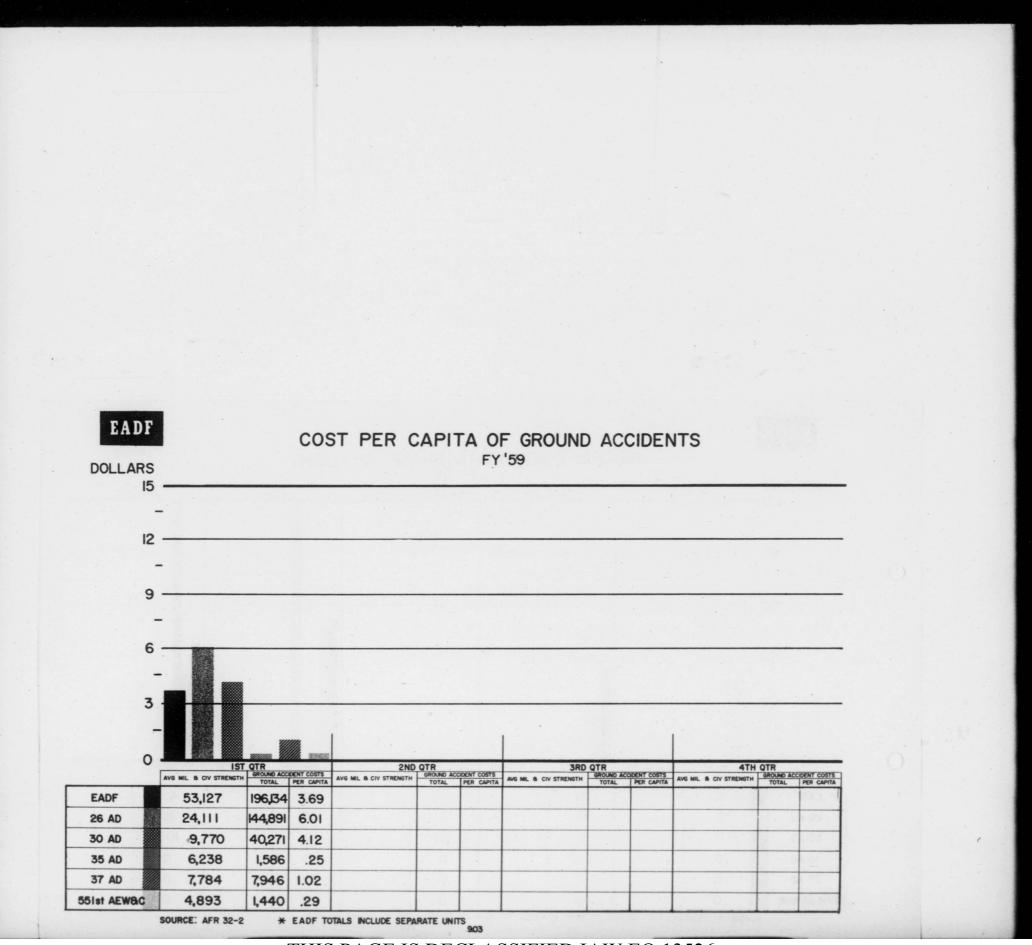


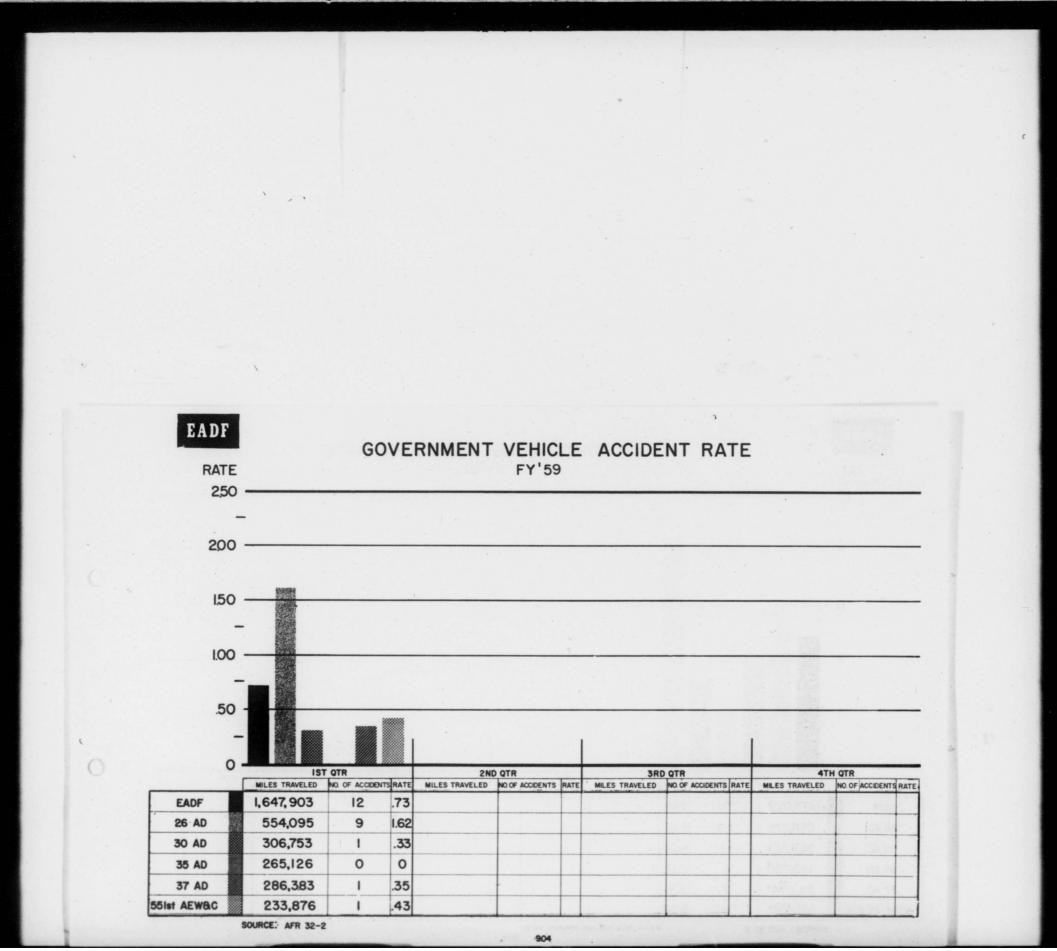


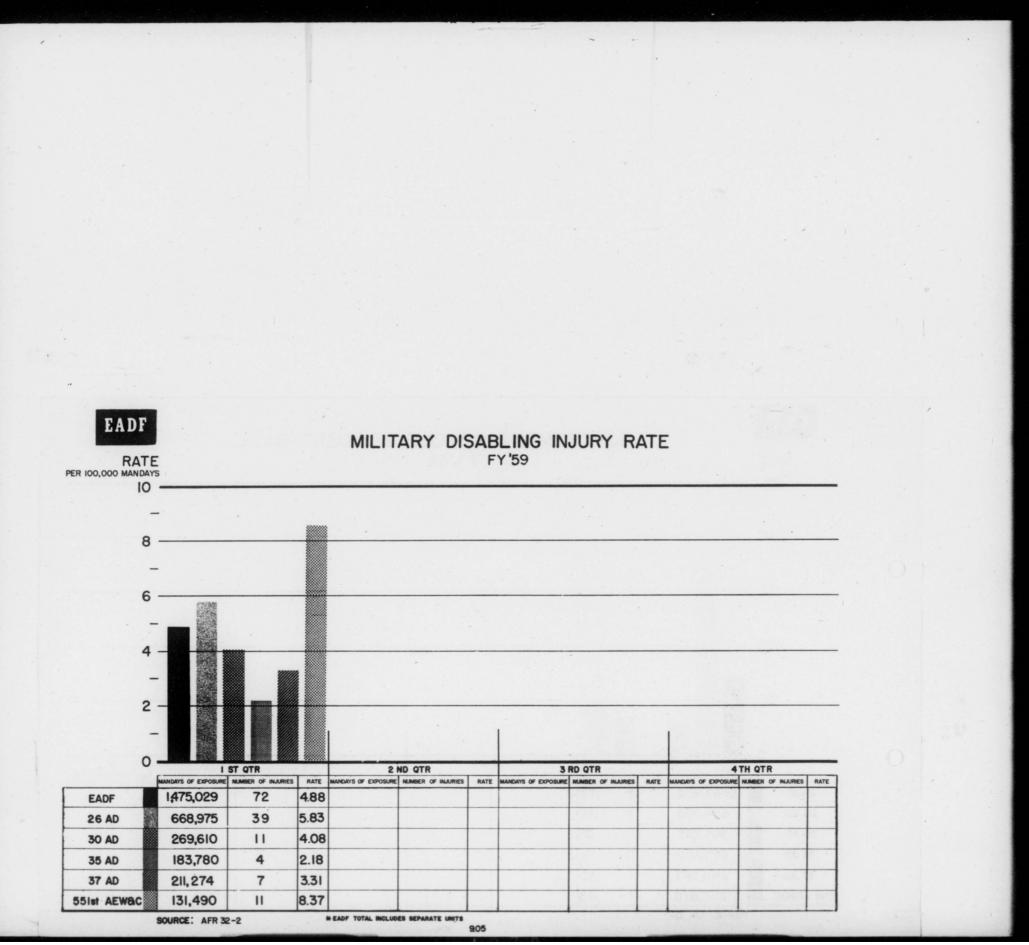




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E A DF PERCENT			ENTS, PHASE OF F FY 59 GROUND OPERATIONS		IN-FLIGHT	-
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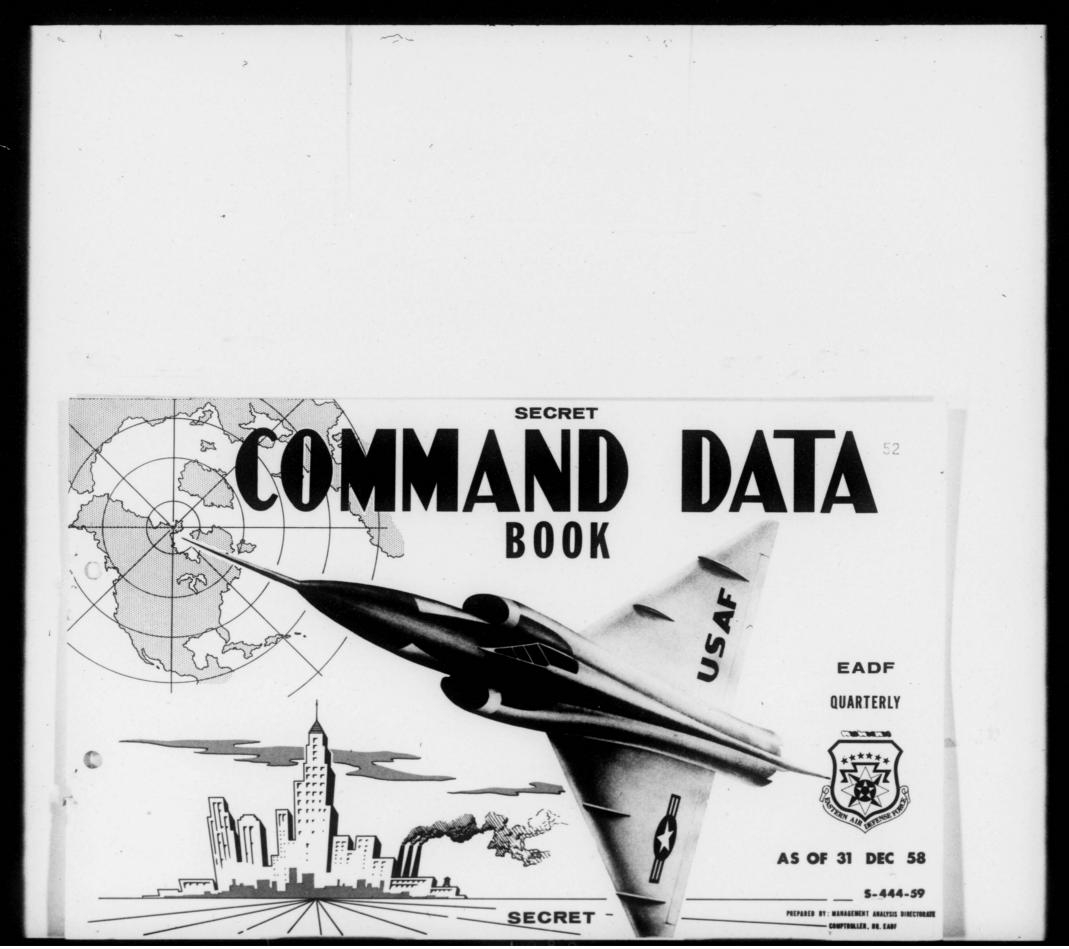
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# FOREWORD

The Command Data Book is an official source of statistical information for current and future planning, and to permit comparison and analysis.

## THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL

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ALMO REALLIESS	5.19 - 5.21	DISTRIBUTIONLast pa	age in book.

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# EASTERN AIR DEFENSE FORCE

 Make available to the Commander, Eastern NORAD Region forces assigned having an air defense capability to include air surveillance and control elements, for use in the air defense of the East NORAD Region.
 To support the operations of other commands as directed by Headquarters, Air Defense Command.

#### **OBJECTIVES THROUGH FY 1960****

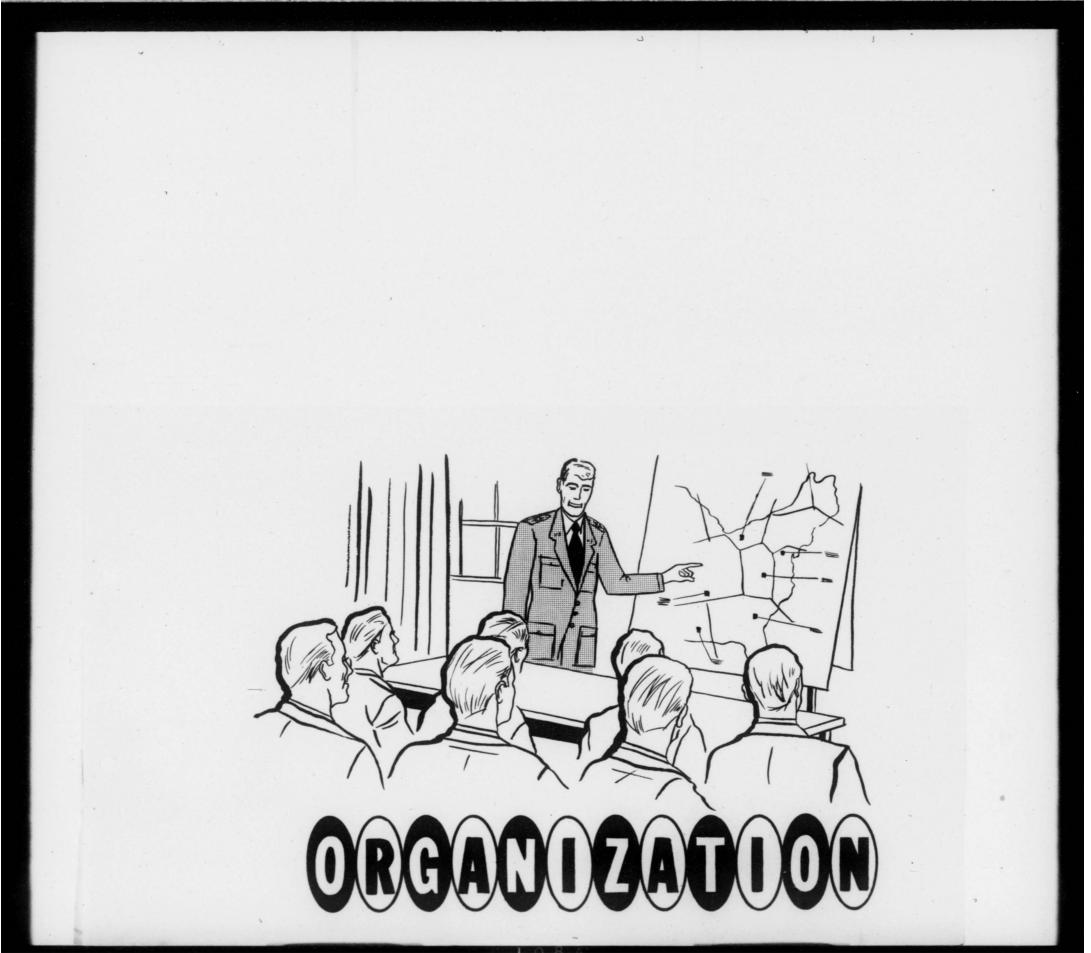
- 1. To organize, man, equip and operate 28 fighter-interceptor squadrons, each squadron equipped with 25 all-weather fighter aircraft.
- 2. To organize, man, equip and operate a total of 59 radar stations in the United States, consisting of: 35 permanent radar stations, 13 first phase, 5 second phase and 6 third phase, mobile radar stations, and an undetermined number of gap filler radars.
- 3. To organize, man, equip and operate 6 radar stations which are part of the radar extension program (Canada).
- 4. To integrate into the EADF air defense system 1 AEW&C wing and 3 AEW&C squadrons.
- 5. To organize, man, equip and operate 1 Radar Evaluation Squadron, ECM.
- 6. To man, equip and operate 3 Texas Tower Radar Stations.

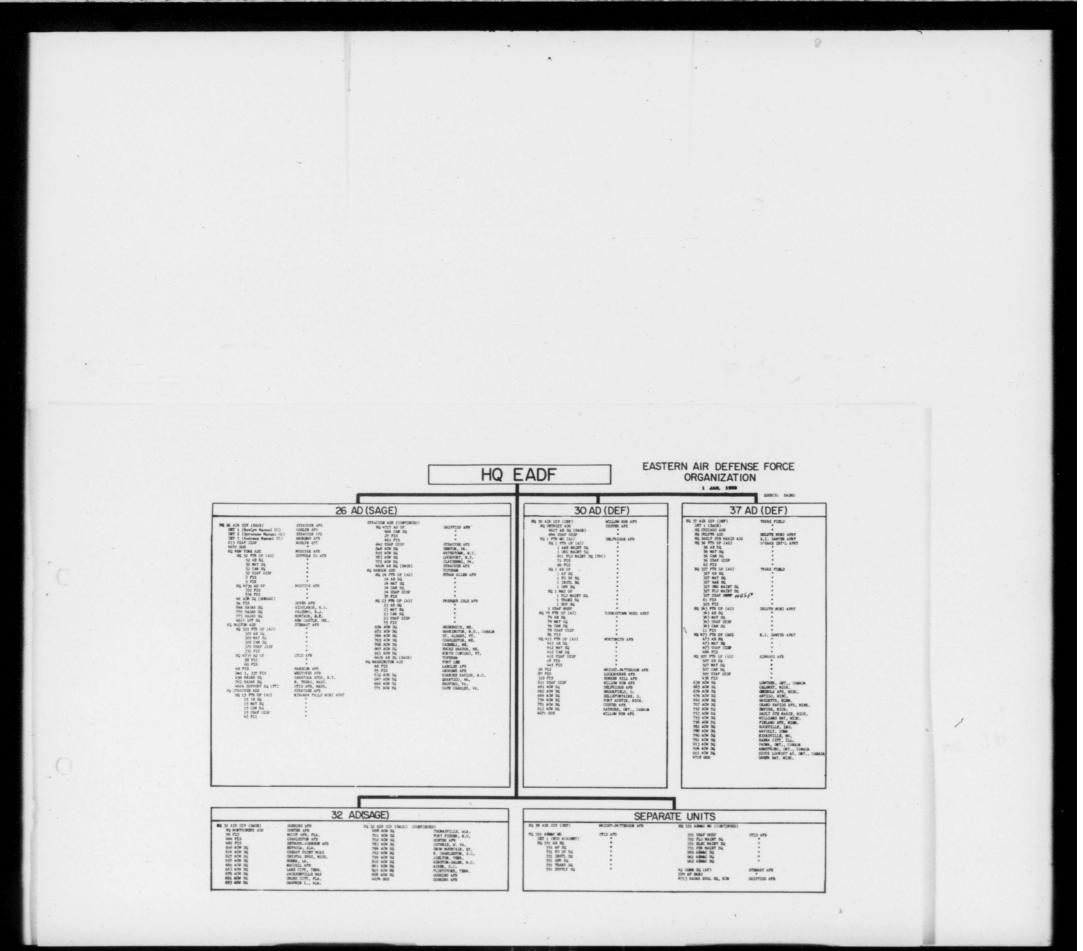
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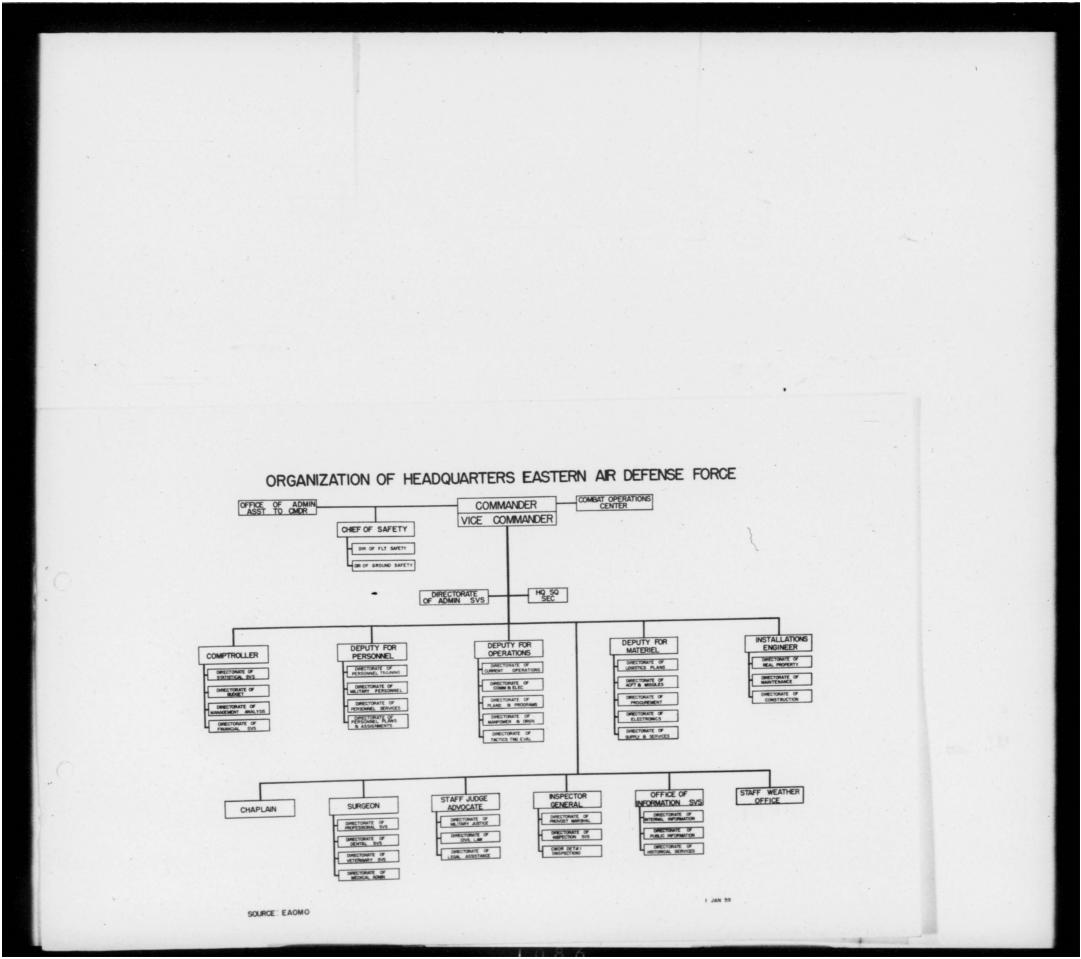
- 7. To construct, man and equip 3 control centers and 13 direction centers which will be integrated into the SAGE system.
- 8. To organize, equip and operate 4 IM-99 (BOMARC) squadrons, the first two with 2 flights each (56 Launchers and 60 Missiles); the second two with 1 flight each (28 Launchers and 30 Missiles).

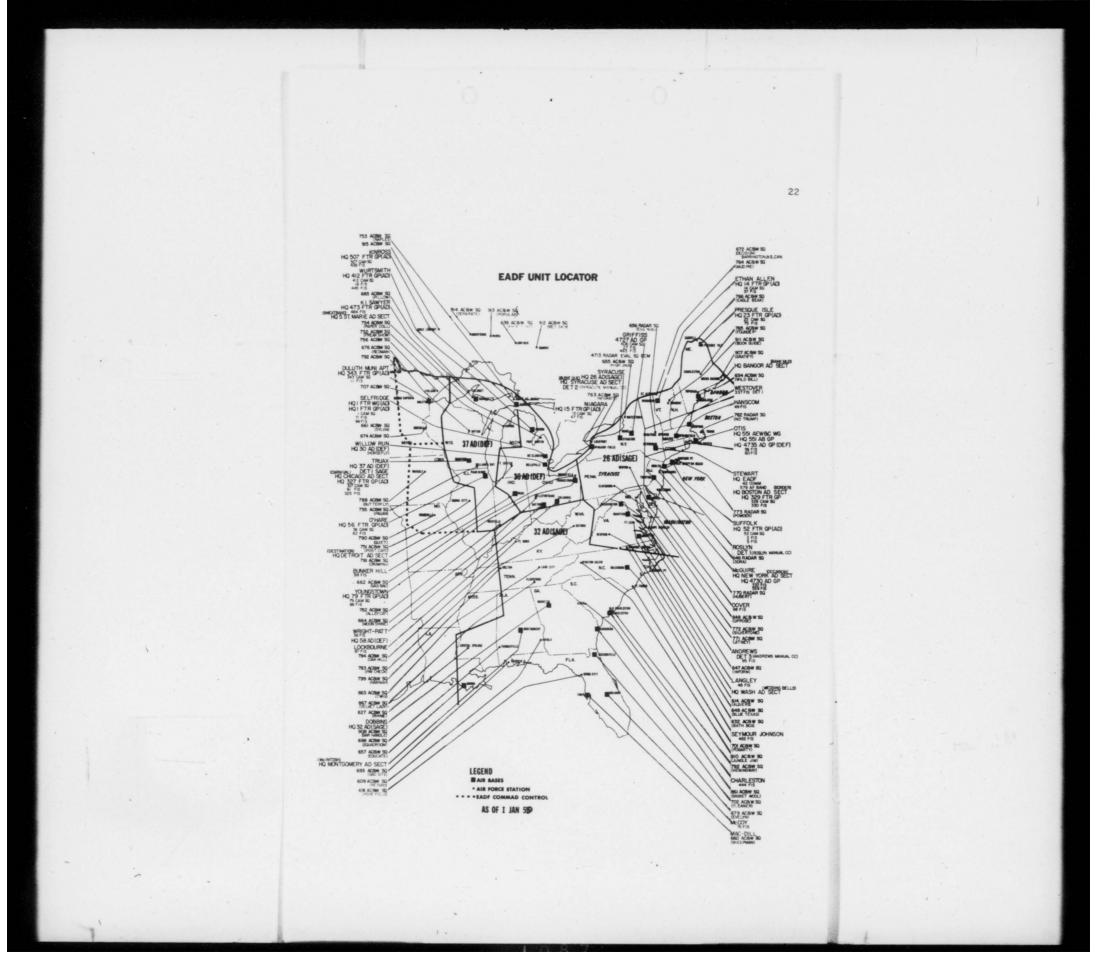
SOURCE: * Air Defense Command Wartime Capabilities Plan ** ADCM 27-1, April 1957 and ADC Status Report.

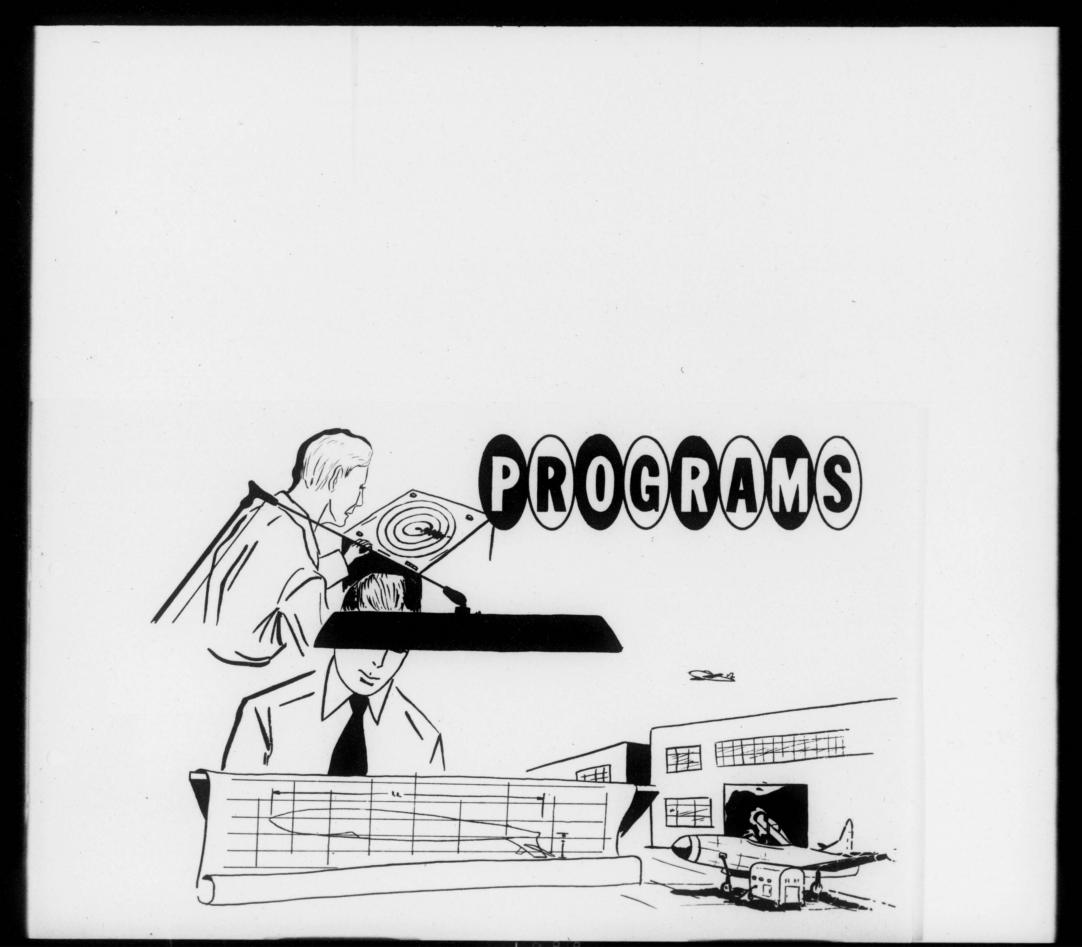
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			Primary		-	FY	1959			FY 1960	FY 1961	FY 1962
26TH ADIV	(SAC	ir.)	Acft	31	RD QTR		4	TH QTR				
	FIS	COMD	TYPE	J	F	M	A	м	J			
BOSTON AD	SECT	OR										
OTIS	58	ADC	F-89J							TO WALKER 2ND QTR		
	60	ADC	F -101B	F-1	101B		анананан	нанананан	нинини			00000000000
WESTOVER	337	SAC	F-104A	-			****	545454	04040	040404040		0404050
STEWART	330	ADC	F-86L	1992-022	72.22205	****	59:225:5	142901264	444653278	INACTIVATE 3RD QTR		
HANSCOM	49	ADC	F-86L	REAGENE	HO SAN ER	Seran	SMARKE	24255277	*******	REDESIGNATE 165TH 1ST QTR	INACTIVATE 1ST QTR	
NEW YORK	AD SE	CTOR										
SUFFOLK	2	ADC	F-102A							F-1018 LST QTR		
	5	ADC	F-102A							TNACTIVATE 3RD QTR		
MCGUIRE	332	MATS	F-107A							TO MINOT 3RD QTR		
	539	MATS	F-86L	Latzingi	-			-106A TH QTR				Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antonio Antoni
DOVER	98	MATS	F-101B	F-1	01B		нананана					000000000000
SOURCE: EAG	ADC F	IS PRO	OGRAM		9J		F-1	02A		F-106A		

## FIGHTER SQUADRON CONVERSION AND DEPLOYMENT PROGRAM 26TH AIR DIVISION (SAGE)

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					FTG		RON CONVERS			OGRAM		
			Primary		- 1	FY	1959	-		FY 1960	FY 1961	FY 1962
26TH ADIV	(SAC	E)	Acft		3RD QTR			LTH QTR				
		DMD	TYPE	J	F	M	A	M	J			
WASHINGTO	N AD	SECT	OR									
LANGLEY	48	TAC	F-102A								F-106C IST QTR	2000000
ANDREWS	95	MATS	F-102A							F-106A 1ST QTR		
BANGOR AD	SECT	TOR						1			-	
DOW	49	ADC								Fr Hanscom 2D QTR F106A		
PRESQUE ISLE	75	ADC	F-89H	//////						To Loring LST QTR		
LORING	75	SAC			1					Fr Presque I IST QTRF101B		
ETHAN		ADC	F-102A									INACT LITH QTR
SYRACUSE			1-LOCH									II GIN GIN
		ADC	F-102A							To Dow 2D QTR		
GRIFFISS	465	AMC	F-89J							F-101B 2D QTR		
NIAGARA	47	ADC	F-102A									TNACT LTH QTR
	ADC F		ROGRAM	F-106C	200	F-89H		F-89J ::::	: F-10	24 <b>-</b> F-1	106 <b>a IIIIIIII</b> F	-1018 포포

SECRET EADF FIGHTER SQUADRON CONVERSION AND DEPLOYMENT PROGRAM 30TH AIR DIVISION (DEFENSE) Primary FY1959 FY1960 FY1961 FY1962 30TH ADIV Acft 3RD QTR LTH QTR FIS COME TYPE J F M INACTIVATE YOUNGSTOWN 86 ADC F-102A 1ST QTR 71 F-1024 SELFRIDGE F-106A anna a shara ay a shara a shar F-86L 94 ADC LTH QTR TO GRANDFORM WURTSMITH 18 ADC F-1024 LTH QTR F-101B F-89J ADC 2ND QTH BUNKER F-106A F-89J HILL 319 TAC 3RD QTR INACTIVATE 4TH QTR LOCKBOURNE 87 SAC F-102A WRIGHT ****** PATTERSON 56 AMC F-104A SOURCE: ADC FIS PROGRAM F-86L F89J F-89H F-102A EAOPP F-104A XXXX F-1018 ==== F-106A SECRET 3.0? s-444-59

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-	EA	DF				FI	GHTER SQU	ADRON -CON	VERSION	AND DEPLO	DYMENT PRO	GRAM		SE	CRET			
-	EA	DF				FI	GHTER SQUARE	ADRON CON DIVISION	VERSION A	AND DEPLO ND 37TH A	DYMENT PRO AIR DIVISI	ORAM ION (DEPENSI	5)	SE	CRET			
-				Primary			32ND AIR 1	ADRON CON DIVISION FY1959	(SAGE) AN	ND 37TH A	DYMENT PRO AIR DIVISI	ORAM ION (DEPENSI		SE FY1961		1962		
	EA 32ND ADIV	(SAG	E)	Primary Acft TYPE	J	FI 3RD OTH F	32ND AIR 1	DIVISION	(SAGE) AN	AND DEPLO ND 37TH J TH OTR M	DYMENT PRO AIR DIVISI	ION (DEFENSI				1962		
	32ND ADIV McCOY	FIS 76	E) COMD SAC	Acft TYPE F-89H		BRD OTH	M	DIVISION FY1959	(SAGE) AN	ND 37TH A	J	FY196				1962	, .	
-	32ND ADIV McCOY CHARLESTON	FIS 76	E) COMD SAC	Acft TYPE F-89H		BRD OTH	M	DIVISION FY1959	(SAGE) AN	ND 37TH A	J	FY196		FY1961	FY	<u></u>		
-	32ND ADIV McCOY CHARLESTON SEYMOUR JOHNSON	7 (SAG FIS 76 444 482	E) COMD SAC MATS TAC	Acft TYPE F-89H	J 11111	BRD OTH	M	DIVISION FY1959	(SAGE) AN	ND 37TH A	J	FY196		FY1961 F-101B 3RD QTR	FY	<u></u>		
-	32ND ADIV McCOY CHARLESTON SEYMOUR	7 (SAG FIS 76 444 482	E) COMD SAC MATS TAC	Acft <u>TYPE</u> F-89H F-86L F-102A	J	3RD QTH	M	PY1959	(SAGE) AN	TH OTR M	J	F-101B BRD OT		FY1961 F-101B 3RD QTR	FY:	<u></u>		
-	32ND ADIV McCOY CHARLESTON SEYMOUR JOHNSON	7 (SAG FIS 76 444 482 V.(DEF	E) COMD SAC MATS TAC	Acft <u>TYPE</u> F-89H F-86L F-102A	J	3RD QTH	M	PY1959	(SAGE) AN	TH OTR M	J	F-101B BRD OT		FY1961 F-101B 3RD QTR	PY:	<u></u>		
	32ND ADIV McCOY CHARLESTON SEYMOUR JOHNSON 37TH ADIV	7 (SAG FIS 76 444 482 7 .(DEF 62	E) COMD SAC MATS TAC ) ADC	Acft TYPE F-89H F-86L F-102A		3RD QTH	M	PY1959	(SAGE) AN	TH OTR M	J	FY196 FY196 F-101B 3RD 9T		FY1961 F-101B 3RD QTR				
	32ND ADIV McCOY CHARLESTON SEYMOUR JOHNSON 37TH ADIV O'HARE TRUAX	(SAG) FIS 76 1444 482 V.(DEF 62 61 325	E) COMD SAC MATS TAC Y) ADC ADC ADC	Acft TYPE F-89H F-86L F-102A F-86L		3RD QTH	M	PY1959	(SAGE) AN	TH OTR M	J	Fr196 Fr196 Fr101B 3RD 9T		FY1961 F-101B 3RD QTR	FY:	TIVATE 2TR		
	32ND ADIV McCOY CHARLESTON SEYMOUR JOHNSON 37TH ADIV O'HARE TRUAX KI SAWYER	(SAG FIS 76 444 482 V.(DEF 62 61 325 484	E) COMD SAC MATS TAC 7) ADC ADC ADC ADC	Acft TYPE F-89H F-86L F-102A F-102A F-102A		3RD QTH	M	PY1959	(SAGE) AN	TH OTR M	J	F-101B IST QTR		FY1961 Fr101B 3RD QTR	FY:	TIVATE 2TR		
,	32ND ADIV McCOY CHARLESTON SEYMOUR JOHNSON 37TH ADIV O'HARE TRUAX	<ul> <li>(SAG)</li> <li>FIS</li> <li>76</li> <li>444</li> <li>482</li> <li>V. (DEF</li> <li>62</li> <li>61</li> <li>325</li> <li>484</li> <li>438</li> </ul>	E) COMD SAC MATS TAC TAC ) ADC ADC ADC ADC ADC	Acft TYPE F-89H F-86L F-102A F-86L F-102A		3RD QTH	M	PY1959	(SAGE) AN	TH OTR M	J	Fr196 Fr196 Fr101B 3RD 9T		FY1961 F-101B 3RD QTR	FY:			

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EADF PROGRAMMED ACW SITES AS OF 1 JANUARY 1959

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SITE		FUNCTION	ADIV	SQUADRON		F	¥ 1959	9							F	1960	)						
SI	LOCATION	FUN	AD	ດຽວ	J	F	М	A	M	J	J	A	S	0	N	D	J	F	М	A	M	J	
M-102	Barrington, N.S.	DC	26	672	20000	~~~~	~~~~																
M-114	Jacksonville NAS, Fla.	DC	32	679	~~~~	~~~~	~~~~		~~~~														
TM-195	Crystal Springs, Miss.	DC	32	627								~~~~	~~~~	~~~~	~~~~	~~~~	~~~~	~~~~					
TM-196	Dauphin Island, Ala.	DC	32	693	~~~~	~~~~																	
TM-197	Thomasville, Ala.	DC	32	698			_							~~~~	~~~~								
TM-199	Lufaula, Alabama	DC	32	609	-			~~~~	~~~~		$\infty \infty$	$\infty$											
TM-200	Cross City, Fla.	DC	32	691	~~~~	~~~~																	
SM-132	Baudette, Minn.	DC	37	692			00000	~~~~	~~~~				<b>MANA</b>										
SOURCE:	ADC PROGRAM EAOCE										Occup	ancy H	Full:										
	**Site will be used sole testing FD radar until			date.							Limit	ed Ope	ratio	nal:	****	5							
	Site will be used cole										Full	Operat	tional	:									

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SAGE/Bomarc test until SAGE ops date.

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NOT	TE: Under Ground/Air (G/A) Radio:	Figures to left of slash (/) are	authorized; to the right, operational.
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					COORD	INATES			RAI	DAR EQU	IPMEN	T		G/A RADI	0
	RESPON-		UTOTMACE	F			1	OPER	PRIM	ARY	INT	ERIM		UHF	UHF
SITE NUMBER	SIBLE	AD	ULTIMATE LOCATION	C	NORTH	WEST	B.O. DATE	DATE	SRCH	HGTS	SRCH	HGTS	VHF		MULTIPLE
TT 2	4604	26	GEORGES SHOAL	DC	41°41'36"	67°45'16"	Dec 55			FPS-26 Mar-62		FPS-6	2/2	20/20	2/2
TT 3	4604	26	NANTUCKET SHOAL	DC	40°45'00"	69 <b>°</b> 19'00"	Nov 56	Sep 58		FPS-26 Feb-62		FPS- 6	2/0	11/0	3/0
TT 4	1.604	26	NEW YORK SHOAL	DC	39°48'00"	72°40'00"	Dec 57	Oct 58		7FPS-26 LFeb-62				L/0	3/0

TEXAS TOWERS

				A	EW&C PROGRA	M		1		
			FY 1959			FY 1959		FY 1960	FY 1961	FY 1962
ON	ATRCRAFT		3RD QTR			LTH QTR				
	ALIUTATI	J	F	M	A	М	J			
SQDN	TYPE								1	
960	RC-121-D									
961	RC-121-D									
962	RC-121-D									
	960 961	SQDN         TYPE           960         RC-121-D           961         RC-121-D	J           SQDN         TYPE           960         RC-121-D           961         RC-121-D	AIRCRAFT         3RD QTR           SQDN         TYPE           960         RC-121-D           961         RC-121-D	FY 1959           SQDN         AIRCRAFT         3RD QTR           J         F         M           SQDN         TYPE	FY 1959           SQDN         AIRCRAFT         3RD QTR           J         F         M         A           SQDN         TYPE	AIRCRAFT         3RD QTR         4TH QTR           J         F         M         A         M           SQDN         TYPE	FY 1959       FY 1959       AIRCRAFT     3RD QTR     LTH QTR       J     F     M     A       SQDN     TYPE     Image: Colspan="2">Image: Colspan="2">Image: Colspan="2">Image: Colspan="2">FY 1959       ON     AIRCRAFT     J     F     M     A     M     J       SQDN     TYPE     Image: Colspan="2">Image: Colspan="2" Image:	FY 1959     FY 1959     FY 1960       INN     AIRCRAFT     3RD QTR     LTH QTR       J     F     M     M     J       SQDN     TYPE     Image: Colspan="4">Image: Colspan="4"       Image: Colspan="4">Image: Colspan="4"     Image: Colspan="4"     Im	FY 1959     FY 1959     FY 1960     FY 1961       INN     3RD QTR     LTH QTR

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SOURCE: EAOPP

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	EADF			PROGRA				CONFIDENTIAL
Hqs Air Division (SAGE)	Headquarters Air Defense Sector	LOCATION	Fac	Instl Priority	Activation Date	BOD for Tech Fac	OPNL DATE	SUPPORT BASE
26th		Syracuse AFS, N.Y.	CC	3	May 56	Feb 57	1 Jan 59	Griffiss AFB, N.Y.
	New York	McGuire AFB, N.J.	DC	1	Apr 56	May 56	1 Jul 58	McGuire AFB, N.J.
	Boston	Stewart AFB, N.Y.	DC	2	Jun 56	Nov 56	15 Sep 58	Stewart AFB, N.Y.
	Syracuse	Syracuse AFS, N.Y.	DC	4	Oct 56	Feb 57	1 Jan 59	Griffiss AFB, N.Y.
	Washington	Ft. Lee, Virginia	DC	5	Nov 56	Feb 57	1 Feb 59	Ft Lee & Langley AFB, Va
	Bangor	Topsham, Me.	DC	6	Jan 57	Jun 57	1 Mar 59	Brunswick NAS and Portsmouth AFB, N. H.
30th		Truax Field, Wisc.	CC	10	Sep 57	Jul 57	1 Oct 59	Truax Field, Wisc.
	Detroit	Ft. Custer, Mich.	DC	7	Jan 57	May 57	1 Aug 59	Selfridge AFB, Mich.
	Chicago	Truax Field, Wisc.	DC	8	May 57	Jul 57	1 Oct 59	Truax Field, Wisc.
	Duluth	Duluth AFB, Minn.	DC	12	Jan 58	Nov 57	15 Nov 59	Duluth MAP, Minn.
	Sault Ste Marie	K. I. Sawyer Aprt, Mich	DC	17	Sep 58	Mar 59	15 Jun 60	K. I. Sawyer Aprt, Mich.
32d		Fort Knox, Ky.	CC	35	Nov 61	Dec 61	1 Apr 63	Fort Knox, Ky.
	Montgomery	Gunter AFB, Ala.	DC	11	Nov 57	Feb 581	5 Mar 60*	Gunter AFB, Ala.
	Raleigh	Seymour-Johnson AFB, N.C.	DC	28	Jun 60	Dec 60	1 Mar 62	Seymour-Johnson AFB, NC
	Miami	Robins AFB, Ga.	DC	29	Aug 60	Feb 61	15 Apr 62	Robins AFB, Ga.
	Ft. Knox	Fort Knox, Ky.	DC	34	Jun 61	Dec 61	15 Mar 63	Fort Knox, Ky.
SOURCE	: EAOPP	CC - Combat C	enter	D	C - Directi	ion Center	a the string	*BOMARC Test 1 June 1959
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Site Number	Sqdn	AD	Host Service	LOCATION	Opnl Date	Radar Search	Rada Heig	
<b>P-</b> 9	646	26	Air Force	Highlands, N. J. New York Defense	May 60	FPS-7	FPS-26 FPS-6	
RP-54	770	26	Army	Ft. Meade, Md. Baltimore - Washington Defense	Feb 61	FPS-20	FPS-26 FPS-6	FPS-6 FPS-6
MM-1		26	Army	Ft. Heath, Mass. Boston De≸ense	Oct 60	ARSR-1*	FPS-26 FPS-6	FPS-6
P-20	661	30	Air Force	Selfridge AFB, Mich. Detroit Defense	July 60	(FPS-20) FPS-24	FPS-26 FPS-6	FPS-
P-21	763	30	Air Force	Lockport, N.Y. Niagara Falls - Buffalo Defense	June 60	FPS-7	FPS-26 FPS-6	FPS-
RP-62	662	30	Army	Oakdale, Pa. Pittsburgh Defense	Dec 60	ARSR-1A* FPS-28	FPS-26 FPS-6	FPS-
RP-63	772	30	Air Force	Gibbsboro, N.J. Philadelphia Defense	Nov 60	(FPS-20) FPS-27	FPS-26 FPS-6	FPS-0
RP-31	755	37	Army	Arlington Heights, Ill. Chicago Defense	Jan 61	(FPS-20) FPS-27	FPS-26 FPS-6	FPS-

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#### MISSILE MASTER PROGRAM AS OF 31 DECEMBER 1958

2-AF-V20 () Interim Equipment

MM Missile Master

**RP** Relocated P-Site

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#### BOMARC PROGRAM AS OF 31 DECEMBER 1958

PRIORITY	AIR DEFENSE MISSILE SQUADRON	LOCATION	TYPE MISSILE	OPERATIONAL DATE		
1	46th	MCGUIRE AFB, N. J.	IM-99A	SEP 59 (2 FLTS		
2	6th	SUFFOLK CTY AFB, L. I., N. Y.	IM-99A IM-99B	DEC 59 (2 FLTS NOV 61 (1 FLT)		
3	26th	OTIS AFB, MASS.	IM-99A	MAR 60 (1 FLT)		
4	30th	DOW AFB, ME.	IM-99A IM-99B	JUN 60 (1 FLT) DEC 61 (1 FLT)		
5	22d	LANGLEY AFB, VA.	IM-99A IM-99B	SEP 60 (1 FLT) MAY 61 (1 FLT)		
6	37th	KINROSS AFB, MICH,	IM-99B	MAR 61 (1 FLT)		
7	74th	DULUTH AFB, MINN.	IM-99B	APR 61 (1 FLT)		
8	39th	ETHAN ALLEN AFB, VT.	IM-99B	JUN 61 (1 FLT)		
9	35th	NIAGARA FALLS MUNI APRT, N.Y.	IM-99B	JUL 61 (1 FLT)		
10	61st	TRUAX FLD, WISC.	IM-99B	AUG 61 (1 FLT)		
21	63d	BUNKER HILL AFB, IND.	IM-99B	FEB 62 (1 FLT)		
22	48th	GREATER PITTSBURGH APRT, PA.	IM-99B	MAR 62 (1 FLT)		
25	68th	CHARLESTON AFB, S. C.	IM-99B	APR 62 (1 FLT)		
26	52d	MCCOY AFB, FLA.	IM-99B	MAY 62 (1 FLT)		
27	71st	SEYMOUR JOHNSON AFB, N. C.	IM-99B	MAY 62 (1 FLT)		

SOURCE: EAOPP

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SITE	SQUADRON			COORDI	NATES	B. O.	OFNL	RADAR	
NUMBER	NUMBER	AD	ULTIMATE LOCATION	NOR TH WEST		DATE	DATE	EQUIP	
P-94	646	26	Gibbsboro, NJ	390491271	74°57'21"	Acc	Mar 57	FFS-1	
P-10A	762	26	Ft. Dearborn, NH	42-14-19	71-37-23	Acc	Jun 57	FPS-1	
P-10B	7.62	26	Westboro, Mass.	43-02-46	70-42-48	Acc	Jun 57	FPS-1	
P-13A	654	26	Sedgewick, Me.	44-18-50	63-38-24	Acc	Sep 57	FFS-1	
P-14C	764	26	Bangor, NY	44-49-35	74-22-52	Acc	May 58	FFS-1	
P-19A	676	37	Norway, Mich.	45-47-23	87-52-23	Acc	Oct 58	FTS-1	
P-20A	661	30	Burnside, Mich.	43-10-52	83-03-10	Acc	Jun 57	FIS-1	
F-21A	763	26	Brockport, NY	43-11-28	71-56-02	Acc	Aug 57	FFS-1	
P-21B	763	26	Charlotte Center, NY	42-18-15	77-18-15	Acc	Aug 57	FPS-1	
F-30E	648	26	Ulysses, Pa.	41-52-52	77-42-53	Acc	Jul 57	FIS-1	
P-34A	752	37	Fetosky, Mich.	45-19-35	84-53-08	Acc	Nov 57	FFS-1	
P-35B	674	37	North Field, Minn.	44-25-74	93-11-04	Acc	Nov 57	FPS-1	
F-45A	773	26	Manorville, NY	40-51-05	72-46-04	Acc	Jun 57	FFS-1	
F-45B	773	26	Chilmark, Mass	41-21-18	70-44-06	Acc	Jun 57	FIS-1	
F-49A	655	26	Suttons Corner, NY	43-21-18	76-21-06	Acc	Aug 57	FIS-1	
P-49B	655	26	Oswegatchie, NY	44-10-02	75-07-03	Acc	May 58	FFS-1	
P-50A	656	26	New Preston, Conn.	41-43-29	73-20-58	Acc	Jun 57	FFS-1	
P-50B	656	26	Andes, NY	42-13-14	74-51-05	Acc	Oct 58	FFS-1	
F-50E	656	26	New Salem, Mass	42-30-40	72-21-15	Acc	Jun 57	FFS-1	

SOURCE: ADC ACEN STATUS REPORT

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			OFERATIONAL UNMANNED		INATES	в.О.	OPNL	RADAR	
	SQUADRON NUMBER	AD	ULTIMATE LOCATION			DATE	DATE	EQUIP	
NUMBER		26	Hermanville, Nd	38°13'37"	76024133"	Acc	Nov 57	FIS-14	
P-55B	647	26	Hanover, Fa.	39-51-14	76-58-58	Acc	Nov 57	FIS-1	
F-55D *	647			39-08-42	79-34-13	Acc	Mar 58	FIS-11	
P-55F	647	26	Thomas, Va	37-51-38	75-33-30	Acc	Sep 57	FES-1	
F-564	771	26	Temperanceville, Va. Bethany Beach, Del.	38-31-36	75-06-27	Acc	Sep 57	FFS-1	
P-568 ***	771	26		36-14-45	76-15-30	Acc	Nay 57	FFS-1	
F-56C	771	26	Elizabeth City, NC	41-41-09	81-06-36	Acc	Sep 58	FPS-1	
I-62A	662	30	Thompson, Ohio	39-45-23	81-13-32	Acc	Aug 57	FPS-1	
P-62B	662	30	Lewisville, Ohio	45-23-1.3	67-47-48	Acc	Dec 58	FPS-1	
P-65A	765	26	Topsfield, Me.	113-38-00	84-25-37	Acc	Nov 57	FIS-1	
F-67A	781	30	Midland, Mich.	42-39-40	86-12-33	Acc	Jun 58	FPS-1	
F-67C	781	30	Saugatuck, Mich.	42-39-40	92-44-32	Acc	Oct 57	FPS-	
F-690	756	37	Askov, Minn.	33-04-06	84-07-50	Acc	May 58	FFS-	
M-111B	908	35	Barnesville, Ga.		80-40-51	Acc	Apr 58	FIS-	
M-112A	702	35	Farris Island, SC	32-20-22	82-33-00	Acc		FPS-	
M-112C	702	35	Alma, Ga.	31-36-30		Acc		FES-	
M-113A	792	35	Statesburg, S. C.	33-56-46	80-31-18			B FFS-	
M-113B	792	35	Georgetown, SC	33-18-45	79-15-38	Acc			
M-115A	701	35	Myrtle Beach, SC	33-45-50	78-45-50	Acc		B FPS-	
M-116B	614	35	Englehard, NC	35-29-47	76-00-25	Acc	Nov 5	8 FPS-	

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SITE	SQUADRON			COORDI	NATES	B. O.	OFNL	RADAR
NUMBER	NUMBER	AD	ULTIMATE LOCATION	NORTH	WEST	DATE	DATE	EQUIF
M-116C	614	35	Hollyridge, NC	34°30'17"	77032140"	Acc	Nov 58	FIS-1
M-126A	657	35	New Orleans, Va.	30-01-37	90-03-00	Acc	Oct 57	FFS-1
M-129A	660	35	Winter Garden, Fla	28-29-30	81-28-00	Acc	Sep 58	FFS-1
M-129B	660	35	Inverness, Fla	28-45-30	82-20-60	Acc	Sep 58	FIS-1
I-14B	764	26	Blue Mt. Lake, NY	15-52-20	74-24-12	Acc	Jan 59	FFS-1
F-16A	665	37	Flainesdale, Mich.	47-02-43	88-41-43	Acc	Jan 58	FPS-1
F-19B	676	37	Two Creeks, Wisc.	44-19-30	87-35-09	Acc	Aug 59	FPS-1
F-190	676	37	Brooks, Wisc.	43-49-50	89-44-15	Oct 59	Feb 60	FPS-1
F-20B	661	30	Emery, Mich.	42-21-59	83-39-lul	Acc	Jan 59	FPS-1
F-200	661	30	Marblehead, Ohio	41-32-22	82-44-27	Nov 59	Mar 60	FPS-1
F-30F	648	26	Joliett, Pa.	40-36-33	76-27-44	Nov 60	Mar 61	FPS-1
RF-31D	755	37	Monee, Ill.	41-24-40	87-45-53	Oct 59	Jan 61	FPS-1
RP-31F	755	37	Williams Bay, Wisc	42-37-06	88-32-08		Jan 61	FPS-1
P-34E	752	37	Alpena, Mich	45-05-00	73-34-00	Oct 59	Feb 60	FFS-1
P-350	674	37	Jim Falls, Wisc	45-02-07	71-21-07	Jan 59	Apr 59	FPS-1
F-42A	663	35	Aquone, NC	35-10-40	83-34-30	Dfr	Jul 62	FPS-1
F-42B	663	35	London, Ky	37-09-03	83-59-30	Jan 59	May 59	FPS-1
F-42C	663	35	Melvin Hill, NC	35-12-00	82-00-00	Jan 58	Apr 59	FIS-1
F-43A	783	35	Bainbridge, Ohio	39-15-39	83-14-15	Dfr	Dfr	FPS-1

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AC&W FROGRAM

SOURCE: ADC ACW STATUS REPORT SECRET

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			AC&W P. PROGRAMMED UNMAN		S			
SITE NUMBER	SQUADRON NUMBER	AD	ULTIMATE LOCATION	COORI NOR TH	NA TES WEST	B. O. DATE	OPNL DATE	RADAR
P-43B	783	35	Hellier, Ky	37017100"	82°31!50"	Feb 59	Jun 59	FPS-18
RF-54A	770	26	Bethony Beach, Del	38-31-36	75-06-27	Acc	Feb 61	FPS-1
RP-54B	770	26	Hanover, Pa	39-51-28	76-56-54	Acc	Feb 61	FPS-1
RF-62E	662	30	Brookfield, Ohio	41-13-06	80-33-45		Dec 60	FPS-18
RF-62F	662	30	Claysburgh, Fa.	40-17-20	78-33-46		Dec 60	FPS-18
RP-63C	772	26	Palermo, NJ	39-13-15	74-41-11		Nov 60	FFS-18
P-64A	740	37	Washington, Iowa	41-16-00	91-45-00	Jan 59	May 59	FPS-18
F-66A	753	37	Grand Marais, Mich	46-32-47	86-02-07	Oct 59	Feb 60	FIS-18
F-66B	753	37	Fibre, Mich	47-09-13	84-46-45	Oct 59	Feb 60	FPS-1
F-67B	781	30	Richland Center, Ind	41-06-40	86-15-00	Nov 59	Mar 60	FFS-18
P-67D	781	30	Shelby, Mich	43-36-05	86-20-28	Acc	Jan 59	FPS-1
F-69A	756	37	Franklin, Minn	47-33-18	92-25-53	Dfr	Dfr	FIS-1
P-698	756	37	Upson, Wisc	46-25-00	90-23-16	Jan 59	May 59	FFS-1
F-69D	756	37	Aurora, Minn	47-35-52	92-13-55	Jul 60	Nov 60	FPS-1
F-80B	766	26	Bridgewater, Me	46-25-20	68-01-30	Acc	Jan 59	FFS-18
F-80C	766	26	Depot Mt., Me	46-51-10	69-48-50	Nov 60	Mar 61	FFS-18
F-81A	788	37	Dallas Center, Iowa	44-43-00	93-53-52	Oct 59	Feb 60	FPS-18
F-81B	788	37	LaMotte, Iowa	42-19-20	90-39-26	Jan 58	May 59	FFS-18
P-810	788	37	La Crescent, Minn	43-51-35	91-18-59	May 59	Aug 59	FPS-18

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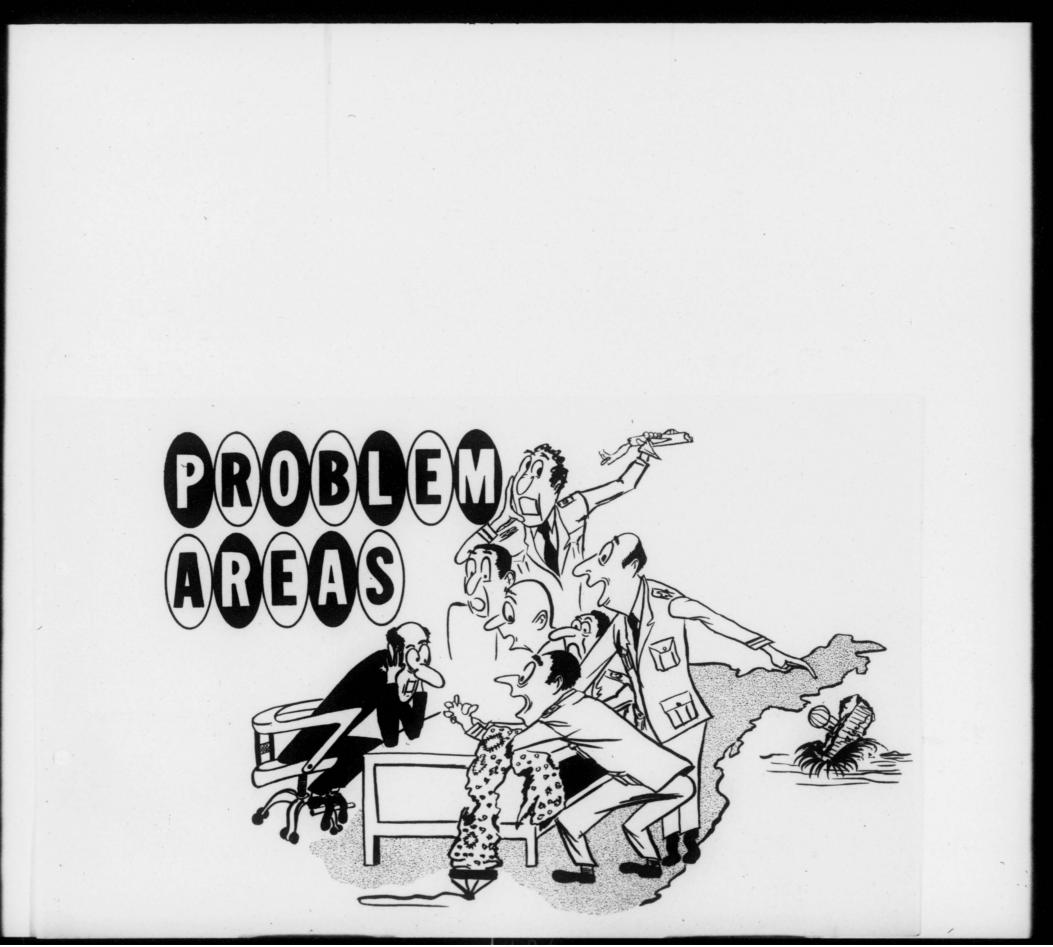
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STTE NUMBER			ULTIMATE LOCATION	NORTH	B.O. DATE	OFNL DATE	RADAR EQUIP	
P-82A	784	35	Odon, Ind	38052*20"	80°59*45"	Dfr	Dfr	FFS-1
P-82B	784	35	Owingsville, Ky	38-11-25	83-22-30	Dfr	Dfr	FPS-1
F-82C	784	35	Kingston, Ind	39-22-35	85-22-30	Dfr	Dfr	FIS-1
F-82D	784	35	Madisonville, Ky	37-21-50	87-29-50	Jan 58	Apr 59	FPS-1
M-111C	908	35	Piedmont, Ala	33-50-00	85-35-30	Dfr	Dfr	FPS-1
M-111E	908	35	Elberton, Ga	34-04-00	82-55-00	Acc	Jan 59	FFS-1
M-112E	702	35	Jeffersonville, Ga	32-33-37	82-23-27	Acc	Oct 61	FIS-1
M-114A	679	35	Bunnell, Fla	29-21-30	81-20-30	Acc	Apr 59	FFS-1
M-114B	679	35	Blythe Island, Ga	31-09-48	81-33-48	Acc	Apr 59	FPS-1
M-115B	701	35	Fort Bragg, NC	35-08-32	79-04-21	Acc	Mar 59	FPS-1
M-130B	810	35	Allen, NC	35-13-40	80-38-30	Dfr	Dfr	FPS-1
SM-132A	692	37	·Big Falls, Minn	48-11-30	93-47-22	Acc	Mar 59	FPS-1
SM-132C	692	37	Fort Francis, Ont	48-39-40	93-27-30		Feb 61	FFS-1
SM-144A	730	35	Erin. Tenn	36-19-51	87-44-50	Dfr.	Dfr	FPS-1
SM-145A	799	35	Bradyville, Tenn	35-42-06	86-12-36	Acc	Apr 59	FFS-1
TM-195A	627	35	Summit, Miss	31-17-20	90-27-25	Acc	Mar 60	FFS-1
IM-196B	693	35	Gulfport, Miss	30-25-00	89-04-00	Jan 58	Apr 59	FIS-1
TM-198A	678	35	Carrabelle, Fla	29-51-26	84-37-53	Acc	Jan 59	FPS-1
TM-1988	678	35	Eglin, Fla	30-33-12	86-45-39	Acc	Jan 59	FPS-1

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		1	1	FROGRAMMED UNMANNEL	1		1	1		1	
	SITE NUMBER	SQUADRON NUMBER	AD	ULTIMATE LOCATION	NORTH	INA TES WEST	B. O. DATE	OFNL DATE	RADAR EQUIP		
	TM-199A	609	35	Davenport, Ala	32000100"	86°20100"	Jan 58	Mar 60	FPS-18	1	
	TM-200A	691		Perry, Fla		83-35-00	Acc		FPS-18		
	TM-200B	691	35	Bridgeboro, Ga	31-25-30	83-57-50	Acc	Jun 59	FHS-18		
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#### MAJOR PROBLEM AREAS

THE OBJECTIVE OF THIS SECTION IS TO: (a) BRING TO LIGHT AND CLEARLY DEFINE ALL THOSE DEFICIENCIES OR PROBLEMS, AND THEIR LIMITING FACTORS, WHICH ACT AS A DETERRENT TO ATTAINMENT OF MAXIMUM COMBAT READINESS. (b) DETERMINE ACTIONS REQUIRED AT ALL LEVELS OF COMMAND TO ELIMINATE OR ALLEVIATE THE STATED DEFICIENCIES. (c) REVIEW AND RECORD QUAR TERLY THE PROGRESS MADE TOWARD CORRECTION OF DEFICIENCIES. (d) PERMIT A CONTINUOUS REVIEW BY TOP MANAGEMENT OF DEFICIENCIES AND PROGRESS MADE TOWARD THEIR CORRECTION. (e) CONSTANTLY BRING TO THE ATTENTION OF HIGHER HEADQUAR TERS THOSE DEFICIENCIES WHICH CANNOT BE CORRECTED BY ACTION AT THIS LEVEL ONLY. (f) ADVISE COMMANDERS AT ALL ECHELONS, WING LEVEL AND ABOVE, OF THE MAJOR COMMAND DEFICIENCIES, THEIR STATUS, AND CORRECTIVE ACTION IF ANY, BEING TAKEN.
1. (UNCL) Eight F-102 interceptor climb corridors have been approved at Regional Airspace Subcommittee level. Approval has not been received to implement the climb corridors for the
F-104 and subsequent aircraft.
Action Required: (UNCL) Continuing follow-up action by Hq ADC and Hq EADF to obtain approval for climb corridors for F-104 and subsequent aircraft.
Responsible Agencies: EAOCO and higher headquarters.
2. (SECRET) Most of the construction and resulting runway closures are connected primarily with the Master SAC Dispersal Plan. Construction at many locations will continue throughout the coming winter.
Action Required: (UNCL) Continued effort to make suitable arrangements for operation of aircraft from affected bases where possible. Continued monitoring by divisions so that arrangements may be made for a suitable deployment where necessary.

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#### MAJOR PROBLEM AREAS

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS
OPERATIONS (Cont'd)	
degree. This has had an over-all detrimental effect on our operational capability.	Responsible Agencies: EAOCO and air divisions.
3. (SECRET) Squadron strength turn-around of F-102 aircraft, to include ordnance reloading, cannot be accomplished within an	3. (SECRET) Operation "Full House" highlighted this problem. Complicating factors such as the fact that in the home environment the aircraft are normally loaded at all times (with certain exceptions) and are not fired, plus the critical igniter handling problem, have tended to preclude realistic turn-around practice.
acceptable time.	Action Taken: a. (UNCL) A rocket-firing exercise involving a maximum effort with turn-around is conducted during evaluations of F-102 equipped squadrons. This involves practice of ordnance loading techniques. All aircraft in commission must be downloaded and reloaded with practice rockets. When the rocket-firing phase is completed, all aircraft must be reloaded with combat ordnance; i.e., missiles and rockets. This turn-around is carried out under simulated air defense emergency conditions and is observed by the evaluation team. The final report of evaluation con- tains comment on the turn-around capability.
	b. (UNCL) This headquarters has recommended to ADC that F-102 mass turn-around practice be incorporated in ADCM 51-5. The requirement will be for each fighter interceptor squadron to practice mass turn-around including re-arming with not less than ten aircraft once each month.
	Action Required: (UNCL) Intensify training of ground crews in the turn-around of large numbers of aircraft.
	Responsible Agencies: EAOTE and subordinate units.
4. (SECRET) Lack of data ink capability has resulted	4. (SECRET) ADC has rerouted Phase II modification kits to equip squadrons in sectors under- going SAGE testing a data link capability. Procurement of critically short items of test equipment

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#### MAJOR PROBLEM AREAS

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS
OPERATIONS (Cont'd)	
in the deployment of units from adjacent sectors to provide support for SAGE	is being expedited. T-216 transmitters are being distributed on a priority schedule, one per base, to provide an adequate test capability throughout EADF.
testing. Data link reliability has also required double air- craft support to insure mission completion.	Action Required: (UNCL) Close control by supply agencies to insure rapid and equitable distribu- tion of data link maintenance and test equipment. Continued effort and special emphasis by sectors and operational units to obtain and retain a high data link in-commission status.
	Action Agencies: Primary: EAOCO; Additional: EAMAC; Air Defense Sectors.
5. (SECRET) SAGE PROGRAM: Large memory retrofit program in the 26th ADiv (SAGE) makes impossi- ble the maintenance of an adequate defense capability	5. (SECRET) Several approaches to providing a manual backup system have been tried but only one has been approved by ADC. This is the Mode III system. Mode III, however, will not suffice because (1) it is based on a complete SAGE capability - which will not exist during this time period, (2) it relieves disabled sector commanders of air defense responsibility - which is undesirable during this time period, and (3) it does not provide an <u>adequate</u> defense system.
during the period 21 Feb 59 to 24 Nov 59. Resources for a full manual system, to fill in the many periods when SAGE	An apparently adequate backup system has been devised and tested. It is currently being evaluated by all interested agencies and a letter requesting ADC approval for its implementation will be forwarded during the week of 29 December 1958.
butages will occur, are not available.	Action Required: (UNCL) Approval by Hq ADC of recommended plans.
	Responsible Agencies: EAOPP and higher headquarters.
6. (SECRET) Deployment of IM-99A's and IM-99B's on the same base.	6. (SECRET) Latest program guidance from ADC, 7 Oct 58, forwarded prior to concurrence by Hq USAF, indicates IM-99B's augmenting IM-99A's on same base for a total of 150 missiles (140 launch shelters). BOMARC sites are only planned for 120 missiles (112 launch shelters) as maximum 4-flight squadron. Informal info from ADC indicates 1963 portion of proposed program not concurred in by USAF.

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#### MAJOR PROBLEM AREAS

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS
OPERATIONS (Cont'd)	
	Action Required: (UNCL) Definite guidance from Hq ADC.
	Responsible Agencies: EAOPP.
7. (SECRET) Frequency	7. (SECRET) Guidance is required concerning compatibility of A's and B's on same base and
Division vs Time Division Data Link for BOMARC.	retrofit of BOMARC Frequency Division Data Link in A models upon advent of Time Division Data Link. This situation has been presented to Hq ADC.
	Action Required: (UNCL) Definite guidance from Hq ADC.
	Responsible Agencies: EAOCE, Primary; EAOPP.
8. (SECRET) Tactics and Tactical Guidance.	8. (SECRET) Guidance is required on operational tactics, techniques, doctrines and standards for the IM-99A both alone and in conjunction with mixed weapons to include operations in ECM environments. This guidance is to be developed in the Category III testing of the IM-99A at Hurlburt.
	Action Required: (UNCL) Definite guidance from Hq ADC.
	Responsible Agencies: EAOPP.
9. (SECRET) SAGE/BOMARC Cross-Tie guidance.	9. (SECRET) Guidance is required for SAGE/BOMARC communications cross-tie for Mode I and Mode II operations. A proposed cross-tie chart was included in EADF Operation Plan 8-58, IM-99 (BOMARC) Phasing.
	Action Required: (UNCL) Definite guidance from Hq ADC.
	Responsible Agencies: EAOCE, Primary; EAOPP.
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#### MAJOR PROBLEM AREAS

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS
OPERATIONS (Cont'd) 10. (UNCL) Identification Procedures.	10. (UNCL) Recommendations for new techniques for identification of Naval aircraft by seaward extension elements in the SAGE Sector have been formulated and will be forwarded to NORAD for their use in changing current NORAD regulations. Changes in the NORAD regulation are expected to minimize this problem until a secure electronic identifier becomes available.
	Action Required: (UNCL) A system of obtaining Navy flight plans must be developed. <u>Responsible Agencies:</u> East NORAD Region; Additional: EAOCO. (East NORAD Region has been designated as NORAD agency to deal with Navy commands in this matter.)
<ul> <li>11. (SECRET) The lack of experienced director person- nel and retraining of direc- tors into SAGE system has decreased the skill level of the directors throughout the system to an unacceptable degree.</li> <li>a. Inability to retain skilled directors.</li> </ul>	11. (SECRET) The withdrawal of trained and well-qualified directors from the manual system for an extensive period of retraining into SAGE removes the productiveness of these directors from the system for a period of nine (9) months to one (1) year. The input of replacement directors to the manual system is largely newly-trained, inexperienced, junior officers. The director field consistently has a high turnover rate. Because of the above factors, ACW squadrons are continually involved in intensive training which imposes an operational load which often interferes with other air defense operational activities. a. (CONF) Our inability to obtain needed operationally ready directors is due almost exclu- sively to the high director turnover rate. This is a serious personnel problem and it generates a severe training load at the ACWRONs. Generally, officers do not volunteer for this duty. Most officers entering this career field are AFROTC or other non-career officers. Withdrawals are invariably for fully qualified personnel. Many directors seek other career fields if and when the opportunity arises. The requirement to man the SAGE ACW Squadrons without personnel space authorizations will continue to have detrimental effect on the skill level of Directors.
	Action Required: (SECRET) Continuation of efforts to make ACW an attractive career field, and additional study of the possibility of stabilizing director assignments in both manual and SAGE systems, continuation of an intensified director training program.
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MAJOR PROBLEM AREAS

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DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS
OPERATIONS (Cont ¹ d)	
	Responsible Agencies: Primary: EAPMP; Additional: EAOTE and higher headquarters.
2. (SECRET) The AEW&C on primary search radar was	12. (SECRET) Contracts have been negotiated for procurement of APS 95 search radars. Installation in RC 121s will start approximately 1 November 1959.
not designed for and is only partially capable of complet- ing its assigned air defense mission.	Action Required: (SECRET) Continued monitoring by higher headquarters of the progress on the contract and the return of controllers to AEW&C crews prior to the date modification action starts on the RC 121s.
	Responsible Agencies: Higher headquarters and EAOCO.
3. (SECRET) Present sea- ward extension radar stabili-	13. (UNCL) Request for automatic navigation equipment was forwarded to ADC. At present, ADC has not given favorable consideration to this request.
eporting after implementa- ion of CONELRAD.	Action Required: (UNCL) Authorization of automatic navigation equipment - APN-66 or APN-99 - which does not rely upon LORAN.
With the movement of LEW&C to seaward, LORAN eception becomes very	Responsible Agencies: Primary: EAOCO, Additional: EAMDM and higher headquarters.
narginal under certain onditions.	
4. (UNCL) Present frequen- ies for Seaward Extension communications are inade- uate and will not provide ufficient coverage for perations during Winter	14. (UNCL) An original request for 16 frequencies from the deactivated HF Emergency Back up Net was made on 18 May 1958. ADC forwarded this request on 18 June 1958 to Hq USAF. Since that time follow-up action was taken by ADC on 19 Sep 1958, 25 Nov 1958, and 12 Dec 1958. In addition to the 16 frequencies, a specific request was made to replace presently assigned 6 mc frequencies (International Broadcast Band) with 9 to 15 mc frequencies. This action was taken by Headquarters EADF on 18 Dec 1958.
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#### MAJOR PROBLEM AREAS

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS
OPERATIONS (Cont'd)	
months. Frequencies in the 9 to 15 mc band are required.	Action Required: (UNCL) Continued follow-up action to obtain the required frequencies.
	Responsible Agencies: EAOCE and higher headquarters.
15. (UNCL) Unknown trans- mit qualities of the AEW&C aircraft antenna, used in Seaward Extension communi- cations, are precluding deter- mination of propagation char- acteristics.	15. (UNCL) Extensive propagation studies have been made on the utilization of higher frequencies These studies show that the aircraft antenna system contains certain unknown factors which have made it impossible to determine the entire frequency range down to the lowest useable frequency. This headquarters will forward a request to Hq USAF for an extensive propagation project concen- trating on air-to-ground sky wave transmission. Propagation agencies have been able to furnish sufficient information to compute ship to shore data.
	Action Required: (UNCL) Propagation Charts must be prepared at the earliest date, on each airborne element and its shore station. This project would be similar to those presently being conducted for SAC, MATS, and AACS.
	Responsible Agencies: EAOCE and higher headquarters.
16. (UNCL) Lack of trained personnel at Otis AFB, for maintenance and operation of Dualex equipment in	16. (UNCL) Arrangements were made on 1 Dec 1958 to have Bell & Gossett Corp., manufacturers of Dualex, send two men to Otis AFB on 15 Dec 1958 for 9 days to establish a training program on maintenance and operation of Dualex equipment.
AEW&C aircraft.	Action Required: (UNCL) Pursuit of an intense and continuous training program for both operation and maintenance of Dualex equipment.
	Responsible Agencies: EAOCE and 551st AEW&C Wing.
17. (UNCL) Deficiencies in Tropospheric Scatter(Cont'd)	17. (UNCL) Determination of the cause of trouble has been placed with Mitre Corp. In addition, a new carriage and Klystron tube, by Varian Corp, will be installed as soon as a contract has been

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DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS
OPERATIONS (Cont'd)	
Equipment are causing difficulties in keeping Texas Towers operational,	let. Finally, a Qualitative Operational Requirement has been forwarded to Hq USAF proposing the installation of submarine cable to each tower.
	Action Required: (UNCL) Rome AF Depot must expedite issuance of the contract for the replace- ment of varient tubes, klystrons and a new type carriage. Other actions will await Mitre develop- ments and Hq USAF decisions.
7	Responsible Agencies: EAOCE and higher headquarters.
18. (UNCL) Government purchased Dualex equipment for AEW&C aircraft does not have associated spare	18. (UNCL) Hq ADC has been queried concerning a spare parts contract and has indicated that one would be let within 30 days. Meanwhile, as an interim measure, ADC has made \$1,000 available, through Rome AF Depot, for emergency purchase of spare parts.
parts. As a result, difficul- ties are being encountered in	Action Required: (UNCL) Hq ADC must expedite the issuance of a spare parts contract.
obtaining spare parts.	Responsible Agencies: EAOCE and Hq ADC.
19. (UNCL) Inadequate crash rescue capability.	19. (UNCL) H-5 and H-13 type helicopters have been determined unsatisfactory for use as a rescue vehicle due to limited range, inadequate hoist equipment and lack of flight instruments necessary for night or weather operations. EADF has requested Hq ADC to dispose of these aircraft and substitute H-19B or the H-43 in order to provide a realistic local rescue capability.
	Action Required: (UNCL) The above requirement is recognized by Hq ADC. The current aircraft program calls for the input of H-43B helicopters during the 4th Quarter, Fiscal Year 1960. This program has slipped one year due to ADC desire to procure only H-43Bs.
	Responsible Agencies: Primary: EAOCO; Additional: higher headquarters.
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#### MAJOR PROBLEM AREAS

	Responsible Agencies: EAOCO, EAOPP, Hq ADC.	
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MAJOR PROBLEM AREAS

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	Action Taken: Headquarters Air Defense Command has contacted Headquarters Air Materiel Command and recommended that AFR 67-31 be fully complied with and that all future procurement of C&E systems consist of a complete package containing the major end item, complete initial operating spares, peculiar test equipment, applicable technical orders and preventive maintenance
	Continuation of follow-up to ADC, AMC, and Installation AMA's to insure all items required for facility acceptance are on hand.
	Action Required: Insure compliance with the provisions of paragraph 10g, AFR 66-31, paragraph 3c, AFR 67-31, and ADC Supplement Number 1 to AFR 67-31.
2. (UNCL) Problems affect- ing Operational Capability of ACW Sites and SAGE Sectors.	2. (CONF) Inability to support major items of electronics equipment being phased into the ACW system. Problem is particularly critical within SAGE. Major pieces of equipment are being installed without supporting spare parts, test equipment and technical data.
	Responsible Agencies: EAMAC and Higher Headquarters.
	Action Required: Constant review of critical items and initiation of necessary action to improve the overall supply status to permit base stockage.
USAF and ADC have desig- nated F-102, F-104 and F-89J type aircraft as having a zero objective N. O. R. S. rate.	units only through priority requisitioning. High failure rates and difficulties experienced in pro- curement are major factors in delivery delays. Installation and testing of data link systems in the F-102 aircraft has caused recent increase in N. O. R. Supply rates due to critical status of support components and test equipment. The lack of support items in base stock is the principal cause of F-104 N. O. R. Supply rates. This situation has been further aggravated by diversion of F-104 support assets to support project "Jonah Able."
1. (CONF) High N. O. R. Supply Rates. Headquarters	1. (CONF) A major factor in the high N. O. R. Supply rates is the non-availability of support spares for base stockage. Many items remain on the critically short list and are available to
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DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS

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#### MAJOR PROBLEM AREAS

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DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS
MATERIEL (Cont'd)	
	instructions.
	ADC Supplement Number 1, dated 7 Jan 58 to AFR 67-31 provides command guidance on acceptance of CE equipment. This supplement specifies that CE equipment will not be accepted for operational use unless all items required for full logistic support are available. Deviation will be permitted because of operational necessity and Headquarters USAF approval.
	Responsible Agencies: EAMEL, ADC, and AMC.
3. (UNCL) AN/FPS-6 Antenna Materiel Failure during SAGE Operation.	3. (UNCL) Rapid slewing of the antenna is primary fault. Welds are breaking on antenna, especially at tie rod brackets and bracing brackets that support the feedhorn. Some cracks have been found in spokes between antenna nubs and reflectors. Inasmuch as the antenna starts from zero position, slews to 180°, and stops abruptly, the inertia on the feedhorn bracing points of the reflector eventually causes breaks and antenna failures.
1	Action Required: The manufacturer will modify all antennas in near future to eliminate materiel failure.
	Action Taken: The manufacturer has submitted an engineering change proposal to Rome Air Materiel Area to correct abrupt starts and stopping of the antenna, maintaining the time factors for SAGE operational requirements.
	SAGE operating sites have been directed to inspect antennas weekly and tighten all bolts.
	Responsible Agencies: EAMEL, ADES, ADC, and AMC.
4. INADEQUATE FACILI- TIES (CONF)	4. (CONF) Programming and construction of adequate facilities for Fighter Interceptor Squadronic have not kept pace with the weapons system conversion program. Frequent changes in programm-

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DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS
MATERIEL (Cont'd)	
Lack of facilities in support of Fighter Interceptor Squad- rons affect combat capability and maintenance, and/or programmed Operationally Ready dates.	ing with resultant variations in facility requirements have not permitted sufficient time for programming within time required for military construction program. Even when timely programming has been effected, fund availability has limited the necessary construction. Inade- quate maintenance facilities, which have reduced the maintenance capability of many organizations, is especially acute in the jet engine, powered ground equipment, armament and electronic areas. Organizations are forced to use alert hangars, fire lanes, World War II temporary buildings and open ramp space to perform maintenance.
	Action Required: Construction of adequate facilities requires higher priority at all levels of command. Responsible Agencies: EAMDM (Primary), EADIE, EAOPR and higher headquarters.
5. (CONF) <u>DATA LINK FOR</u> F-102 WEAPONS SYSTEM, EADF SAGE Inadequate support.	5. (CONF) EADF SAGE testing is being hindered by ADC priorities for airborne Data Link equipment and test equipment. Hq ADC disapproved request to change priorities. The situation is improving because the delivery program is progressing faster than the testing program even without ADC change of priorities.
	Action Required: Change of priority for involved units.
	Responsible Agency: Higher Headquarters.
6. (CONF) Increasing Materiel Failure Rates of F-86 Engine Components.	6. (CONF) High failure rates on F-86 components, particularly in the IEC system, have resulted in an unacceptable F-86 aircraft accident rate. While this problem will be alleviated in organiza- tions converting to newer aircraft, the problem will become progressively worse in those organizations receiving the F-86 aircraft from converting organizations.
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#### MAJOR PROBLEM AREAS

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS				
MATERIEL (Cont'd)					
	Action Required: Additional emphasis on analysis of F-86 failure data to increase reliability of $\overline{F-86}$ components.				
	Responsible Agencies: EAMAC, Headquarters ADC and Headquarters AMC.				
7. J-57 ENGINE MODIFI- CATION (CONF) Replacing turbine wheels on all J-57-23/23A engines for	7. (CONF) Present program is to replace all old turbine wheels. Additional time is required during periodic inspections for removing, replacing wheel and shipping old wheel to OCOMA for modification.				
TF/F-102 Aircraft.	Action Required: Formulation of realistic schedule to insure early completion with minimum delay in accomplishment of periodic inspections.				
	Responsible Agencies: EAMAC, OCOMA and Higher Headquarters.				
8. (CONF) F-102 Flight Control Malfunctions.	8. (CONF) Uncontrollable oscillations of flight controls on F/TF-102 aircraft due to air in the system and/or failure of the hydraulic pump has caused many aircraft to be grounded for unsched- uled maintenance. Cause of malfunctions is believed to be due to air in the system. Tests are being conducted by the manufacturer to determine causes and effects of air in the hydraulic system.				
and the second second	Action Required: Continued research by the prime AMA to determine cause and corrective				
	Responsible Agency: San Antonio Air Materiel Area.				
9. (SECRET) Insufficient number of weapons system evaluator missiles (WSEMS), and associated test	9. (SECRET) a. The following schedule remains firm at this time; however, there has been considerable slippage in the deliveries to the first ten bases.				
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		MAJOR	PROBLEM A	REAS	
DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS				
MATERIEL (Cont'd)					in the second
					ESTIMATED DATE
equipment, precluding full exercise of the weapons	BASE	GAR-1D	GAR-2A	ADAPTER	OF DELIVERY
system in the home environ-	Langley	2	3	1	Oct 58
ment, seriously limits the combat capability of our		4	1	0	Mar 59
F-102 Squadrons,	Otis	3	4	1	Oct 58
	•	3	0	0	Jan 59
	Youngstown	4	4	1	Nov 58
		4	0	0	Mar 59
	Ethan Allen	4	4	1 .	Nov 58
		4	0	0	Apr 59
	Seymour-Johnson	4	4	1	Nov 58
		4	0	0	Apr 59
and a subscription of the second	Niagara	4	4	1	Nov-Dec 58
		4	0	0	Apr 59
	Andrews	4	4	1	Nov-Dec 58
		4	0	0	Apr 59
	Lockbourne	4	4	1	Dec-Jan 59
		4	0	0	May 59
	Selfridge	4	4	1	Dec-Jan 59
		4	0	0	Apr 59
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		MAJOR PRO	BLEM AREAS		
DEFICIENCIES AND LIMITING FACTORS		ACTION T	AKEN OR STA	TUS	
MATERIEL (Cont'd)					
	BASE	GAR-1D	GAR-2A	ADAPTER	ESTIMATED DATE OF DELIVERY
	Dover	4	4	1	Dec-Jan 59
		2	0	0	Apr 59
	Truax	6	5	0	Jan 59
		5			Mar 59
	Kinross	3	2	0	Jan 59
	Wurtsmith	3	2	0	Jan 59
		0	7 .	1	May 59
	Suffolk	4	6	0	Jan 59
		3	0	0	Feb 59
		5	0	0	Mar 59
		6	4	1	Apr 59
	McGuire	4	2	0	Jan-Feb 59
	Griffiss	4	2	0	Feb 59
		5	4	1	Jun 59
	K, I. Sawyer	0	7	1	Apr 59
	Presque Isle	0	6	1	May 59

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MAJOR	PROBLEM	AREAS
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LIMITING FACTORS		A	CTION TAKE	N OR STATUS	
MATERIEL (Cont ⁱ d)	b. The following	g assets were o	on hand as of 1	2 December	1958:
	1	GAR-1D	GAR-2A	ADAPTER	
	Langley	2	0	1	
	Truax	5	2	1	
	Kinross	5	2	1	
	Wurtsmith	*5	1	1	*2 ea on loan to 95th FIS
	Suffolk	- 4	0	1	
	McGuire	*4	2	1	*2 ea on loan to 52d Ftr Gp
	Griffiss	*4	**2	1	*2 ea on loan to 95th FIS
					**1 ea on loan to 95th FIS
	1				
	Responsible Agen	ncies: EAMAC	and Higher I	Headquarters.	
10. (UNCL) Inadequate Supervision and Quality Control procedures, Arma-		mmanders have	e failed to tak	e necessary s	teps to insure that personnel placed in
Supervision and Quality	10. (UNCL) Con supervisory and of Action Required: qualified and capa	mmanders have Quality Control Continued en able to supervi	e failed to tak l positions ar nphasis should sory and Qual	e necessary s e fully qualifie d be placed on ity Control P	teps to insure that personnel placed in
Supervision and Quality Control procedures, Arma-	10. (UNCL) Con supervisory and of Action Required: qualified and capa	mmanders have Quality Control Continued en able to supervi onnel be given	e failed to take l positions ar nphasis should sory and Qual the benefit of	e necessary s e fully qualifie d be placed on lity Control P Management	teps to insure that personnel placed in ed. assigning personnel who are fully ositions. Steps should be taken to insure

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#### MAJOR PROBLEM AREAS

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS
MATERIEL (Cont'd)	
11. (UNCL) Inadequate care and Maintenance of Armament storage, check-	11. (UNCL) Commanders of FIS and CAMRONS have not maintained close supervision of Arma- ment facilities and operations.
out and assembly facilities, vehicles, trailers, tools and test equipment.	Action Required: Continued supervision by all echelons of command to emphasize maintaining areas and equipment to the prescribed standards.
	Responsible Agencies: EAMAC and EADIE.
12. (UNCL) Inadequate Care and Maintenance of Base Supply Ammunition	12. (UNCL) Base Supply has not maintained close supervision over facilities and areas, and in many instances serious deficiencies exist.
Storage Facilities.	Action Required: Continued supervision by all echelons of command to emphasize maintaining areas and facilities to prescribed standards.
	Responsible Agencies: EADIE, EAMAC, and EAMDM.
13. (UNCL) Inadequate storage 2.75 (FFAR) Combat Ready Rockets. Not main-	13. (UNCL) Commanders of FIS and CAMRONS have not maintained close supervision of Arma- ment facilities and operations.
taining full quantity of roc- kets in ready status within the Units "A".	Action Required: Continued supervision of all echelons of command for emphasis on combat requirements.
	Responsible Agencies: EAMAC.
4. (UNCL) Inadequate raining of Armament personnel, Ordnance Safety.	14. (UNCL) Commanders of FIS and CAMRONS have not maintained close supervision of arma- ment operations and training.

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DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS	
MATERIEL (Cont'd)		
	Action Required: A continuation of training program for 461X0, 46 safety for handling, storage and maintenance of weapons.	2X0 personnel in all phase
	Responsible Agencies: EAMAC and EAPPT.	
	Contract of a subscription of the second	
	and the second	
	washing in and standard his sit is recorded in the last	
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#### MAJOR PROBLEM AREAS

DEFICIENCIES AND LIMITING FACTORS	ACTION TAKEN OR STATUS
INSTALLATIONS 1. (UNCL) Shortage of fully qualified installations engineers.	1. (UNCL) Approximately one-third of the officers assigned throughout EADF as Installations Engineers do not possess a fully qualified AFSC. A large percentage of these are ROTC officers who will not serve in the USAF long enough to attain a fully qualified AFSC. Current shortages of qualified Installations Engineers are most prevalent in the grades of major and captain.
	Action Required: (UNCL) That fully qualified Installations Engineers be assigned against our authorized requirements.
	Responsible Agencies: EADIE, EAPDP, and Higher Headquarters.
2. (UNCL) Delays, Changes and Additions or program criteria result in unrealistic suspense dates.	2. (UNCL) The receipt of timely accurate programming information is essential to support Military Construction Program estimates. The transmittal of this information is delayed by Hq USAF action on mission changes. Availability of programming vital statistics upon which to base the Military Construction Program has improved with the submission of the FY-60 MCP.
	Action Required: Approval of mission changes sufficiently in advance for proper programming.
	Responsible Agencies: Headquarters ADC and Headquarters USAF.
3. (SECRET) Lack of GAR missile storage and checkout facilities causes reduced combat capability of squad- rons at McCoy, Andrews, Youngstown, and Niagara Falls.	3. (SECRET) Beneficial Occupancy Date (BOD) for Guided Aircraft Rockets (GAR) Buildings now under construction at Andrews Air Force Base and Niagara Air Force Base is March 1959. GAR storage building at McCoy Air Force Base is included in the FY-59 P-341 Minor Construction Program and was submitted to Office of Secretary of Defense for approval 3 November 1958. No action will be taken to program GAR storage facilities at Youngstown due to "early out". Interim support has been arranged for Andrews, McCoy and Niagara Air Force Bases.
	Action Required: Obtain OSD approval of GAR building for McCoy Air Force Base.
	Responsible Agencies: Headquarters ADC and Headquarters USAF.

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MAJOR PROBLEM AREAS

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ACTION TAKEN OR STATUS
1. (UNCL) a. Organizations of this command have been hampered by an inability to retain first term airmen in the "Highly Technical" and "Technical" career fields, especially Intelligence (20), Radio and Radar Systems (30), Guided Missile Systems (31), Armament Systems (32) and Training Devices (34) career fields. Recent reports present a false picture of re-enlistments of highly trained technical specialists. In fact, ADC rates are considerably lower for these personnel categories. The overall re-enlistment rate increase was primarily the result of the re-enlistment of non-technical personmel Little or no rate increase was made among those categories upon whose productivity many key Air Force operational functions are dependent.
Action Required: (UNCL) Active assistance of all officers, NCO's and supervisors in stimulating favorable career attitudes. Intensified counseling directed towards combating the loss of our "highly technically trained" airmen to civilian life and constant efforts to make Air Force service life more attractive are required. Sound personnel management programs, additional family housing, recreational, educational, and welfare programs and facilities are necessary.
b. (UNCL) The BOMARC program will require eighty airmen AFSC 56230/50/70 through the first quarter of FY 1961. No resources are available within EADF to support this requirement. Headquarters Air Defense Command has been asked to provide assistance in filling the special training and manning requirements in this specialty for the first BOMARC unit. They were also advised of the continuing nature of this problem. An improvement trend reflects a limited input from pipeline source and reassignments by higher headquarters.
Action Required: Higher headquarters continued assistance through pipeline input. Responsible Agencies: EAPPT and EAPMP.
c. (UNCL) Although the various shred-outs at 3 and 5 level of AFS 303X2 are adequately manned (except G and H shred-outs), a critical shortage continues to exist in AFSC 30372. Manning at the 7 skill level is as follows:

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MAJOR PROBLEM AREAS

Projected Authorization	432
	137
Percent Projected Assignment of A	
Action Required: Continued emphasis on OJT and assistant pipeline input. In view of the lengthy and extensive trainin contract maintenance technicians and contract technical tra- the utmost.	g required for award of this AFSC,
Responsible Agencies: EAPPT, EAPPA, and appropriate	Commanders.
d. (UNCL) Projected manning in this specialty agains 67%. With the implementation of the BOMARC program, t critical. Manning is as follows:	t present requirements is approximately he manning will become even more
Projected Authorization	43
Projected Assignment	29
Percent Projected Assignment of A	
Action Required: (UNCL) Training of additional airmen p headquarters through pipeline input.	personnel and assistance from higher
Responsible Agencies: EAPPT, EAPPA, and appropriate	Commanders.
e. (UNCL) At the present, the command is adequately AFSC 322X1D and 322X1E. In fact, there is a critical larg inactivations and aircraft conversions. However, a shorta Projected manning is at 26% in AFSC 32271D; 86% in AFSC	ge surplus in AFSC 32231/51D due to age continues to exist at the 7-level.
	Action Required: Continued emphasis on OJT and assistant pipeline input. In view of the lengthy and extensive training contract maintenance technicians and contract technical tra- the utmost. <u>Responsible Agencies:</u> EAPPT, EAPPA, and appropriate d. (UNCL) Projected manning in this specialty agains 67%. With the implementation of the BOMARC program, to critical, Manning is as follows: <u>Projected Authorization Projected Assignment Percent Projected Assignment of A Action Required:</u> (UNCL) Training of additional airmen pheadquarters through pipeline input. <u>Responsible Agencies:</u> EAPPT, EAPPA, and appropriate e. (UNCL) At the present, the command is adequately AFSC 322X1D and 322X1E. In fact, there is a critical large inactivations and aircraft conversions. However, a shorta

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MAJOR PROBLEM AREAS

DEFICIENCIES AND LIMITING FACTORS	ACTION	N TAKEN	OR STA	ATUS			•	
PERSONNEL (Cont'd)								
	Remaining shred-outs of AFSC 322X airmen are in position for the 7-leve $A/1C$ or lower.	1F/G/H	manning but cann	at 3 and ot obtain	d 5 skill le n the awar	vel is 13 d since t	9%. Many 5- hey are in gra	-level ade of
	Action Required: (UNCL) Continue to utilize every available means of the Mobile Training Detachments, school Upgrade action on airmen as soon as sound retention program is also required.	raining at ls, techn s eligible	t their d ical repu	isposal, resentat	to include ives and u	e Field T nit traini	raining Detac ng programs,	chmen
f. (UNCL) Shortage of qualified Aircraft Mainten- ance Officers.	f. (UNCL) The low manning lev the supervision of Aircraft Maintena	nce activ	ities.			e Officer Qual	s adversely o % Asgd, Qu	
	Career Field	AFSC	Auth	Asgd	% Asgd	Quar	% Asga, Qu	
	Aircraft Maintenance Staff Officer	4316	50	46	92	30	65	
	Flight Test Maintenance Officer	4334	31	28	90	14	50	
	Aircraft Maintenance Officer	4344	59	116	197	59	51	
	Production Control Officer	4355	12	14	117	2	14	
a substantia and a substantia and a substantia	TOTALS		152	204	134	105	51	
	Action Required: (UNCL) Fully qua applicable officer requisitions. Emp should take full advantage of the pro- exceptionally well qualified officers Responsible Agencies: EAPPA (Pri-	phasis sh visions o are upgr	ould als f ADC St aded at t	o be pla uppleme the earli	ced on tra nt 4 to AF lest practi	ining. A M 36-1 t	ll commande o insure that	rs

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#### MAJOR PROBLEM AREAS

LIMITING FACTORS		ACTION TAKEN O	OR STATUS		
PERSONNEL (Cont'd)					an incheadad.
g. (UNCL) Surplus of Electrical Power Production Airmen (567X0A/B).	g. (UNCL) The large s 567X0A/B, is causing sever- a projected assigned strength connected with their past tra utilization. Additional trans have reached the saturation alleviate the critical overage	e moral problems. h of 662. Airmen no aining and experience fers (PCS's) will no point for proper util	The current airs of in SAGE training because of a last t alleviate the sin	men authorizati ing are perform ck of capability tuation. All us	on is 302 against ning duties not for proper ing organizations
	Action Required: (UNCL) A requirements approximate a		t will be held in	abeyance until :	such time as
	Responsible Agencies: EAF	PPA, EAPPT, and H	Iq ADC.		
	and appendix of the second				
mand and Staff supervision. a. (UNCL) Inability o fill officer positions	2. (UNCL) a. The inadequa manning in certain field grad utilized in key positions. Sp tion of our experienced senio	de officer positions. Decial attention is be pr officers.	As a result, ind ing given this sul	experienced off bject to insure	icers have been
nand and Staff supervision. a. (UNCL) Inability o fill officer positions	manning in certain field grad utilized in key positions. Sp	de officer positions. Decial attention is be	As a result, in	experienced off	icers have been
nand and Staff supervision. a. (UNCL) Inability o fill officer positions	manning in certain field grad utilized in key positions. Sp	de officer positions. Decial attention is be pr officers.	As a result, ind ing given this sul	experienced off bject to insure	icers have been
nand and Staff supervision. a. (UNCL) Inability o fill officer positions	manning in certain field grad utilized in key positions. Sp tion of our experienced senio	de officer positions. becial attention is be or officers. <u>Authorized</u>	As a result, inding given this sub	experienced off bject to insure Percent	icers have been
nand and Staff supervision. a. (UNCL) Inability o fill officer positions	manning in certain field grad utilized in key positions. Sp tion of our experienced senio Colonel	de officer positions. becial attention is be or officers. <u>Authorized</u> 115	As a result, inding given this sub Assigned 105	experienced off bject to insure <u>Percent</u> 91	icers have been
nand and Staff supervision. a. (UNCL) Inability o fill officer positions	manning in certain field grad utilized in key positions. Sp tion of our experienced senio Colonel Lt Colonel	de officer positions. becial attention is be or officers. <u>Authorized</u> 115 344	As a result, inding given this sub Assigned 105 262	experienced off bject to insure <u>Percent</u> 91 76	icers have been
<ol> <li>(UNCL) Inadequate command and Staff supervision.         <ul> <li>a. (UNCL) Inability</li> <li>to fill officer positions</li> <li>the grade authorized.</li> </ul> </li> </ol>	manning in certain field grad utilized in key positions. Sp tion of our experienced senio Colonel Lt Colonel Major	de officer positions. becial attention is be or officers. <u>Authorized</u> 115 344 <u>976</u> 1435 That all field grade r	As a result, inding given this sub Assigned 105 262 736 1103 requisitions be fi	experienced off bject to insure <u>Percent</u> 91 76 <u>75</u> 77 lled in the grad	icers have been maximum utiliza-

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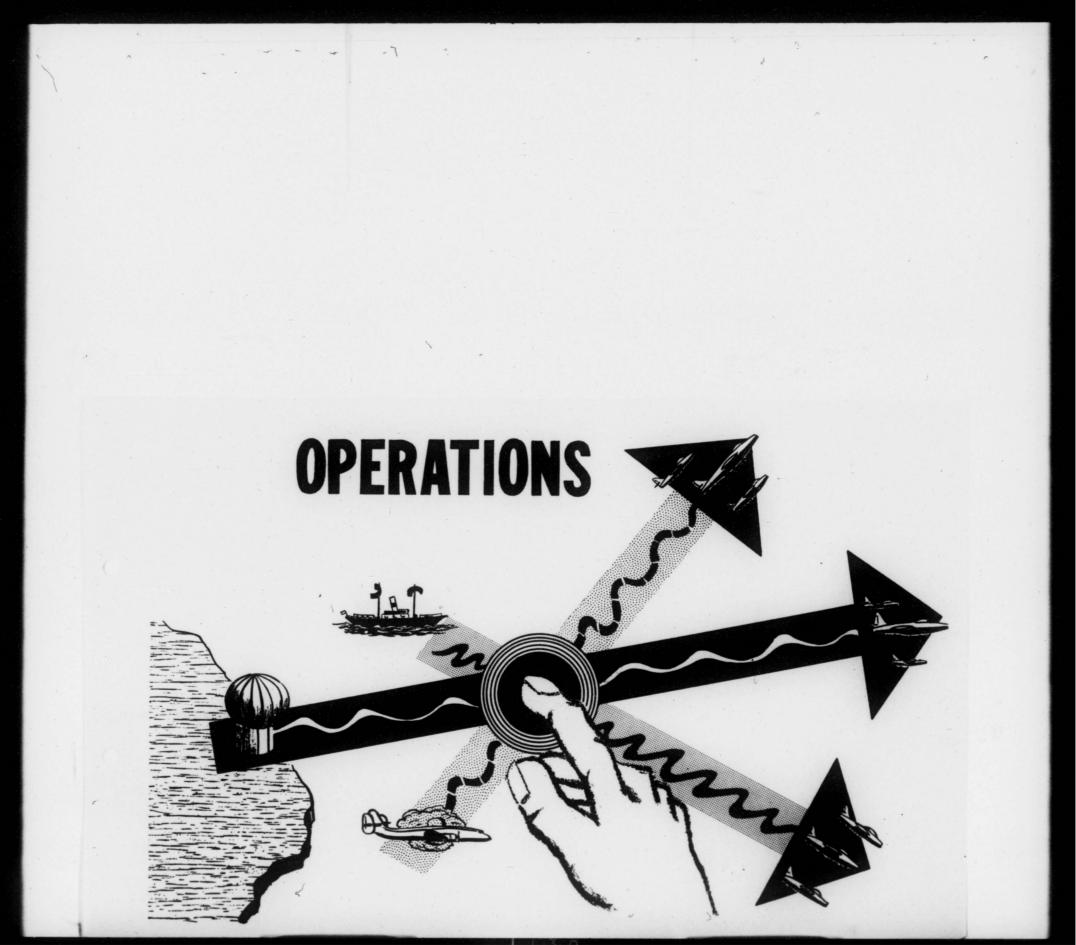
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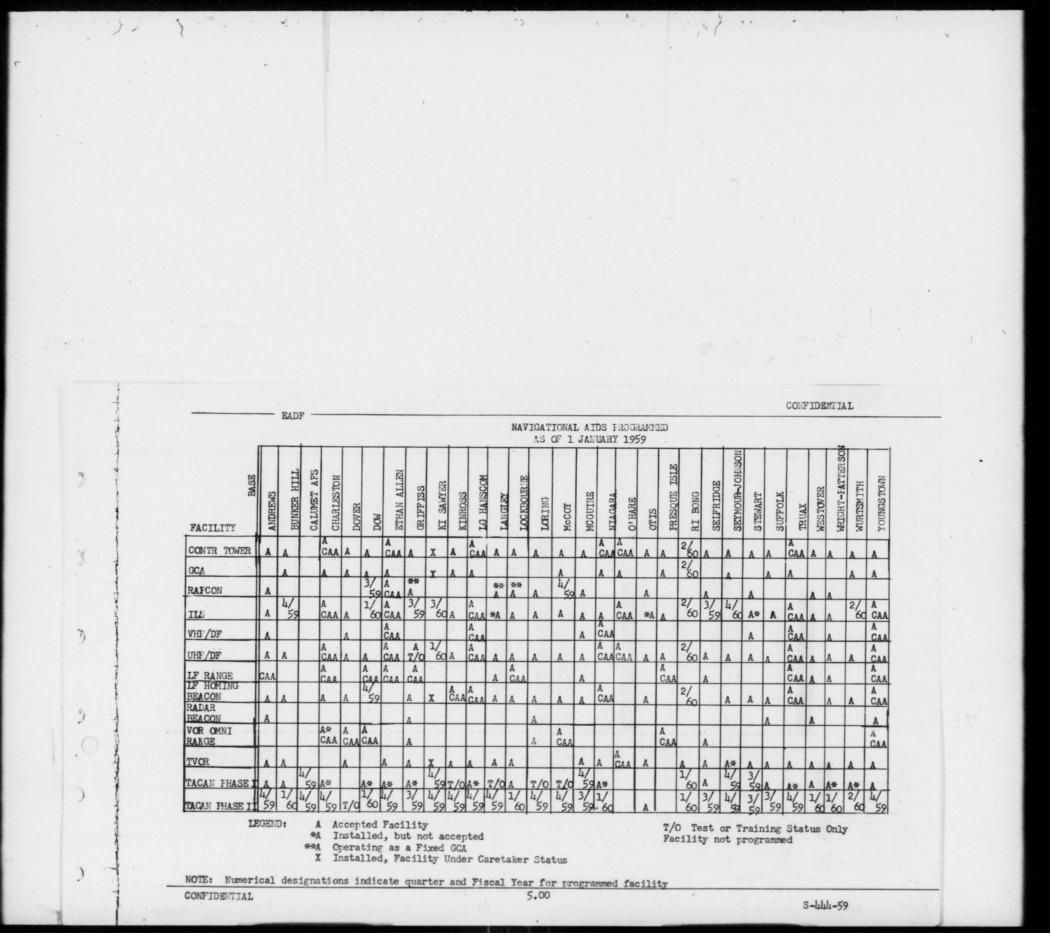
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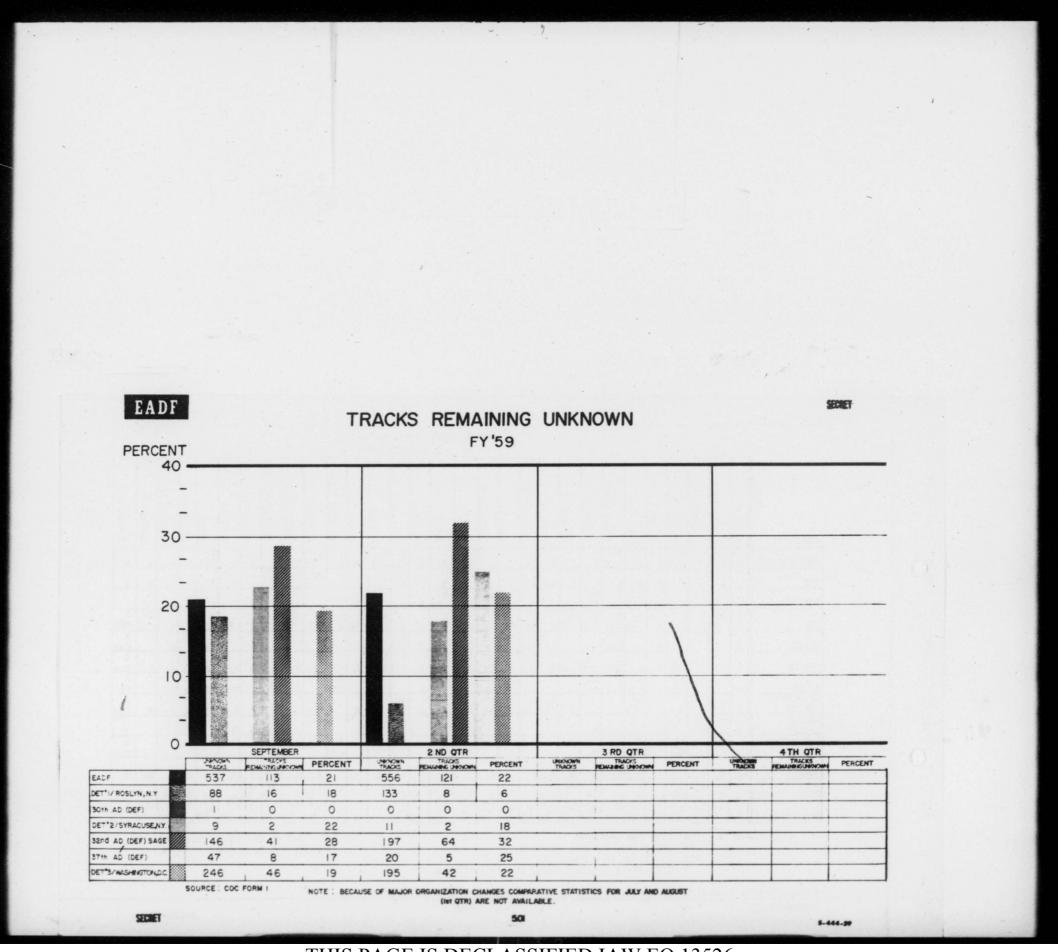
#### MAJOR PROBLEM AREAS

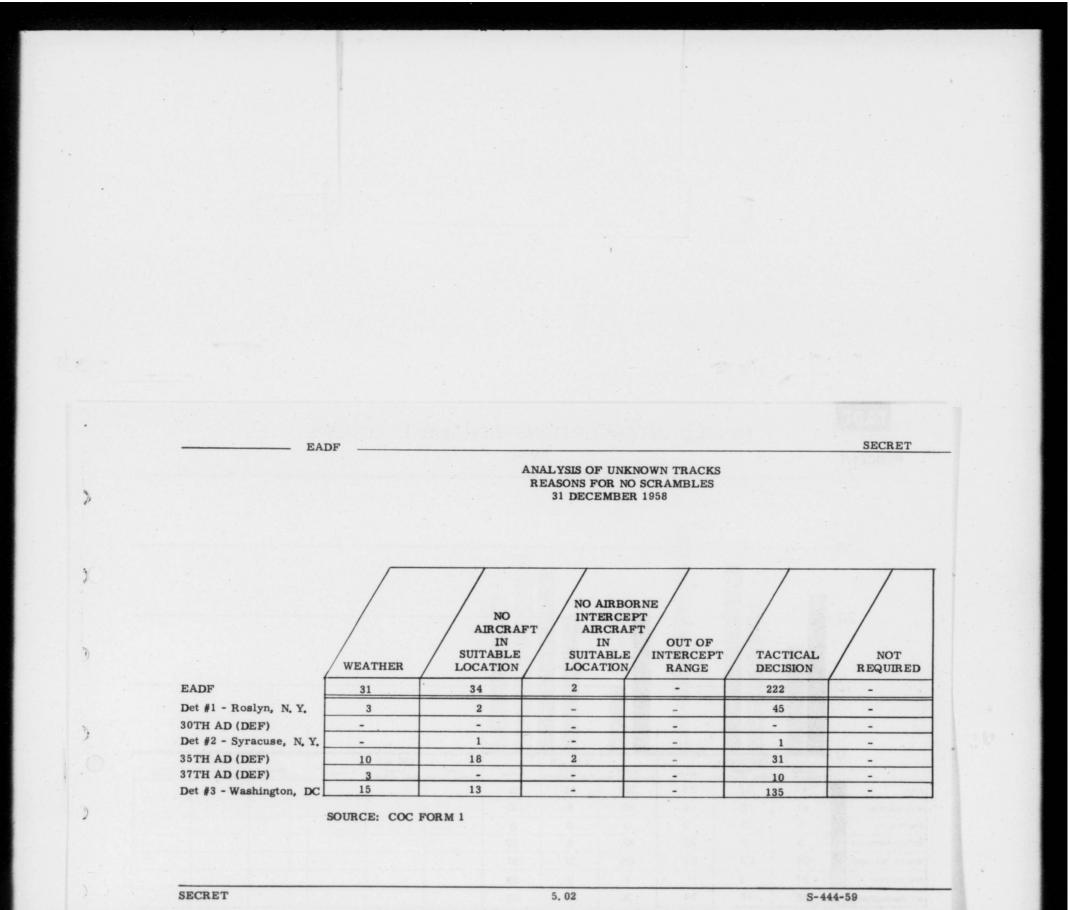
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shortage of jet pilots.	affect combat effectiveness and flying safety. Projected shortage of field grade supervisory personnel: 192 authorized vs 77 assigned (in fighter squadrons).
e. a. (UNCL) Project	4. a. (UNCL) The loss of experienced pilots from crew positions in next 6 months will adversely
	Responsible Agencies: EAPRT, Commanders all echelons and career officers of this command.
	officers plus constant efforts to make Air Force service life more attractive. Items include: Sound personnel management programs, additional family housing, recreational, educational and welfare programs and facilities. Commanders should insure that all junior officers are counseled and encouraged to take advantage of the regular officer augmentation program or accept indefinite status.
	Action Required: (UNCL) Major emphasis upon the career motivations of these target group
	A more serious long range effect of the low retention rates of our young officers will be a critical shortage of experienced Captains and Majors. This will be felt Air Force wide in many other career fields presently adequately manned with officers who entered the service during WW II and the Korean Conflict.
desiring to remain on active duty.	this has been most apparent with respect to Installations Officers, AFSC 55XX, and Intercept Controllers, AFSC 1744.
3. a. (UNCL) Insufficient number of young officers	3. (UNCL) a. This command has been seriously hampered by an inability to retain young officers serving on obligated tours of duty with established dates of separation. The immediate effect of
	Responsible Agencies: EAPPA (Primary) and Hq ADC.
PERSONNEL (Cont'd)	
LIMITING FACTORS	ACTION TAKEN OR STATUS

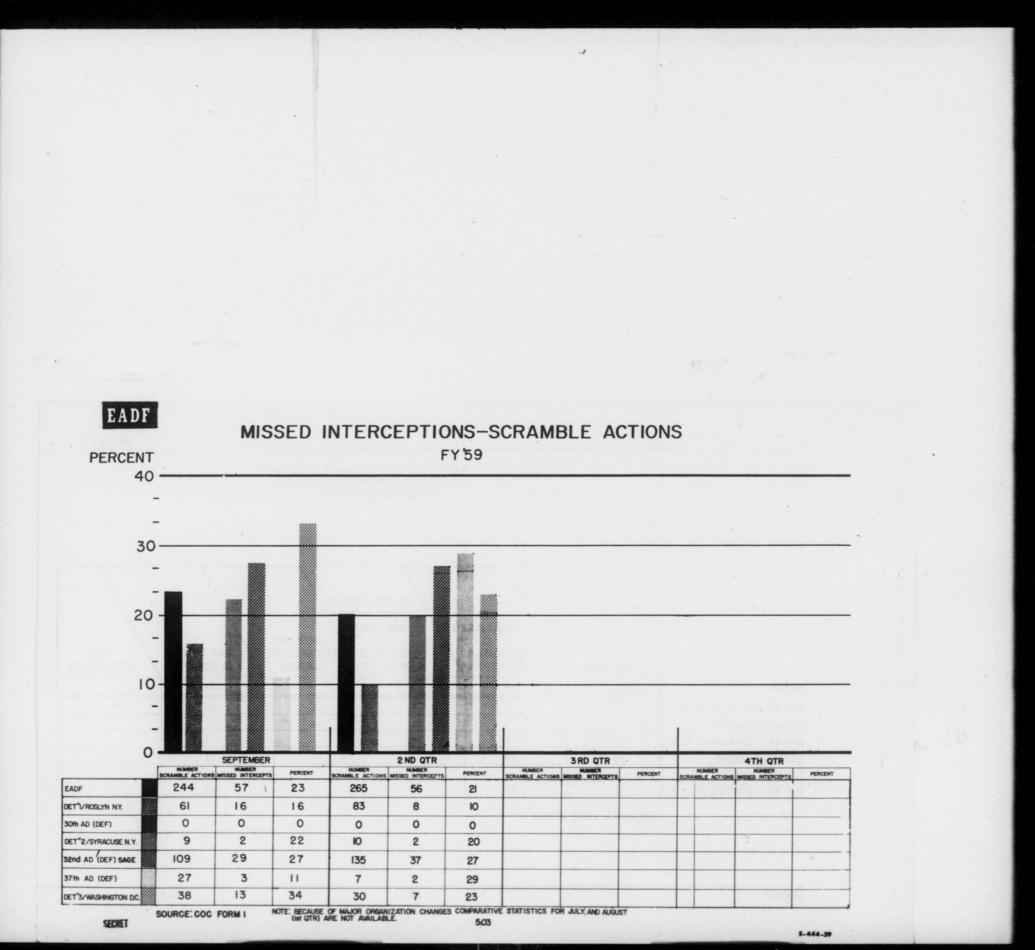
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-		M	AJOR PROBLI	EM AREAS		
DEFICIENCIES AND LIMITING FACTORS			ACTION TAKE	EN OR STATUS		
PERSONNEL (Cont'd)						
			Projected Th	ru 30 June 1959		
	Aircraft	Auth	Asgd	% Asgd	Proj Asgd	% Proj Asgd
	F-86	198	206	104	185	93
	F-89	198	244	123	201	102
	F-101	66	70	106	65	98
	F-102	528	590	112	484	92
	F-104	66	67	102	63	95
	TOTALS	1056	1177	111	998	95
	higher skills an	nd grades from	overseas ret	ation of jet traine urnees. Permit et mandatory ove	ed personnel. Incr selection of pilots erseas quotas.	eased input of who are not
	Responsible Ag	encies: EAPI	PA (Primary),	Hq ADC and US	AF.	
						-
						12
						12

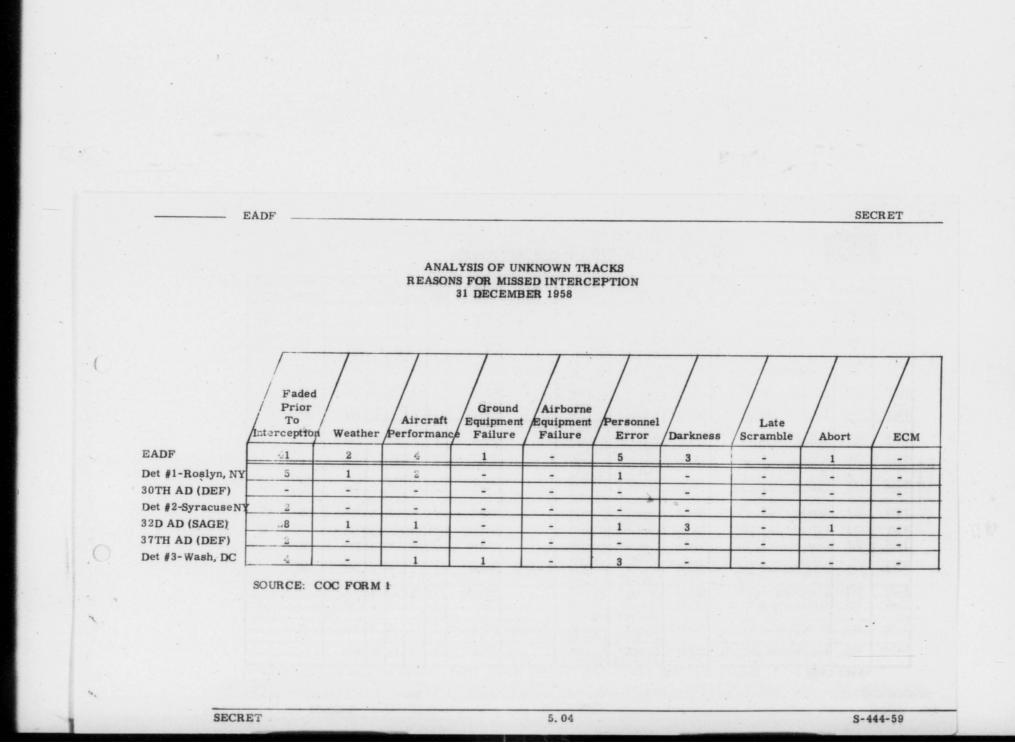












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### AC&W SITE FULLY OPERATIONAL

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SITE	SQUADRON	PERMANENT LOCATION	FUNCTION 8 TYPE	PRIMARY SEARCH RADAR	PRIMARY HEIGHT FINDER	EMERGENCY SEARCH RADAR	EMERGENCY HEIGHT FINDER	NL	MBER HF	OF EQU	IP	MARK X IFF	FIGHTER	252012110
HER ROLLING	V(SAGE)		THE.	napan	FINUER	RAUAR	FINUER	PROG	INSTLA	PROG	NSTLN	IFF	SURAMOLE	GINGUIT
P=9	646	Highlands AFS, NJ	DC-III	FFS-7* (CPS-6B)	FPS-26* (FPS-6)	(GFS=3)	FPS-6	3	3	10	10	Yes	332	539
P-10	762	No. Truro AFS, Mass	DC-III	FFS-7*	FPS-26#	(GFS-3)	FFS-6	3	3	10	10	Yes	58	60
				(CPS-6B)	(FFS-6)					-				
<b>P-13</b>	654	Brunswick AFS, Me	DC-III	FFS-21+# (CFS-6B)	FPS-26# (FIS-6)	(GPS=3)	FES=6	2	2	7	7	Yes	49	
F=14	764	St. Albans AFS, Vt	DC-TTT	FFS-7* (CFS-6B)	FIS-26# (FIS-6)		F1S=6	3	3	2	9	Yes	37	
F-21	763	Lockport AFS, NY	DC-III	FFS-7* (CFS-6B)	FFS-26# (FFS=6)		FIS-6	3	5	9	9	Yes	47	
P=30	648	Benton AFS, Pa	DC-III	a second a second a	FIS-26#		FFS=6	2	2	22	22	Yes		
P=45	773	Montauk AFS, NY	DC-II	FFS=35#	(FFS=6)		FIS=6	8	2	22	22	Yes	2	5
F=49	655	Watertown AFS, NY	DC-II		(FFS-26* (FFS-6)		FFS-6	3	3	9	9	Yes	27	465
F=50	656	Saratoga AFS, NY	DC-II	FFS=27*	(FFS-26#		FIS=6	3	3	9	9	Yes	330	337
P=54	770	Falermo AFS, NJ	DC-II	(FFS=20)	(FFS-6)		(FFS-6)	(3)	131	110	110	Yes		98
P=55	and a lite	Manassas AFS, Va	DC-II.	FFS=35#	FIS-26#		FIS=6#	3	3	9	-	Yes	95	20
P=56	771	Cape Charles AFS, Va	DC-II	(FFS=3) FPS=7* (FPS=3)	(FFS=6) FFS=26* (FFS=6)	(GES-3)	FFS=6	3	3	9	9	Yes	48	
P=63	772	Claysburg AFS. Fa	DC-II		(FFS=6)		(FFS=6)	(2)	(2)	21	(2)	(Yes)	Tree and	13 C 21 F 10
P=65	Concerning of the local division of the loca	Charleston AFS, Me	DC=TT	FF3=27*	FFS=26# (FFS=6)		FFS-6	3	3			Yes		
F=80	766	Caswell AFS, Me	DC-III	FFS=7*	FPS=26# (FFS=6)	(OPS=3)	FTS=6	3	3	8	8	Yes	75	
1-103	911	No. Concord AFS, Vt	DC=VI	FTS=28#	TT 3-26#		FP3=6	2	2	24	24	Yes	t	

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	EADF	AC&W	/ SITE	FULLY	OPERA	TIONAL					SECRE	T		
SITE	EADF						NU	RADIO IBER OF	EQUIP	MARK	FIGHTER S	SQUADRON		
SITE NUMBER 26ADIV(	SQUADRON PERMANENT LOCATION	FUNCTION 8 TYPE	PRIMARY SEARCH RADAR	PRIMARY HEIGHT FINDER	OPERA EMERGENCY SEARCH RADAR	Emergency Height Finder	NUR VH PROG	RADIO IBER OF F NSTLN PR		N IFF		SQUADRON		
SITE NUMBER 26ADIV( M-110	SQUADRON PERMANENT LOCATION CONTD) 907 Bucks Harbor AFS,	FUNCTION B TYPE Me DC-VII	PRIMARY SEARCH RADAR FPS-28* (MTS-11)	PRIMARY HEIGHT FINDER FFS-26# (MPS-14*)	EMERGENCY SEARCH RADAR	EMERGENCY HEIGHT FINDER FINDER	NUR VH PROG			X IFF Yes	FIGHTER S	SQUADRON		
SITE NUMBER 26ADIV( M-110 M-121	SQUADRON PERMANENT LOCATION CONTD) 907 Bucks Harbor AFS, 649 Bedford AFS, Va	Me DC-VII DC-VI	PRIMARY SEARCH RADAR FFS-28* (MTS-11) FFS-28* (MFS-7)	PRIMARY HEIGHT FINDER FTS-26* (MPS-11+*) FTS-26* (FTS-6)	EMERGENCY SEARCH RADAR	EMERGENCY HEIGHT FINDER FFS-6*	NUI VH PROG	3	8 7	Yes	FIGHTER S	SQUADRON		
SITE NUMBER 26ADIV( M-110	SQUADRON PERMANENT LOCATION CONTD) 907 Bucks Harbor AFS,	Me DC-VII DC-VI	PRIMARY SEARCH RADAR FFS-28* (MTS-11) FFS-28* (MFS-7)	PRIMARY HEIGHT FINDER FFS-26* (MFS-114*) FFS-26* (FFS-6) FPS-26*	EMERGENCY SEARCH RADAR	EMERGENCY HEIGHT FINDER FINDER	NUR VH PROG	3	8 7	X IFF Yes	FIGHTER S	SQUADRON		
SITE NUMBER 26ADIV( M-110 M-121 TT-2 30 ADIV	SQUADRON PERMANENT LOCATION CONTD) 907 Bucks Harbor AFS, 649 Bedford AFS, Va 4604 Georges Shoals, Ma (DEF)	Me DC-VII DC-VI	PRIMARY SEARCH RADAR FPS-28* (MIS-11) FFS-28* (MIS-7) FIS-27* (FPS-20)	PRIMARY HEIGHT FINDER FTS-26# (MFS-14*) FTS-26# (FTS-6) FTS-26* (FTS-6)	EMERGENCY SEARCH RADAR	EMERGENCY HEIGHT FINDER FFS-6# FFS-6 FFS-6	NUB VH PROG 3 3 2	3	8 7	Yes Yes	FIGHTER S	SQUADRON		
SITE NUMBER 26ADIV( M-110 M-121 TT-2 TT-2 30 ADIV P-20	SQUADRON PERMANENT LOCATION CONTD) 907 Bucks Harbor AFS, 649 Bedford AFS, Va 4604 Georges Shoals, Ma (DEF) 661 Selfridge AFB, Mic	PUNCTION B TYPE Me DC-VII DC-VI ass DV-TT Ch DC-III	PRIMARY SEARCH RADAR FFS-28* (MTS-11) FFS-28* (MTS-1) FIS-27* (FFS-20) FIS-27* (FFS-20) FFS-20.* (CFS-6B)	PRIMARY HEIGHT FINDER FTS-26# (MTS-11;*) PTS-26# (FTS-6) FTS-26# (FTS-6) FIS-26# (FTS-6)	EMERGENCY SEARCH RADAR	EMERGENCY HEIGHT FFIS-6# FFIS-6 FFIS-6 FFIS-6	NUB VH PROS 3 3 2 2	3	8 7	Yes Yes Yes Yes	FIGHTER S SCRAMBLE	SQUADRON CIRCUITS		
SITE NUMBER 26ADIV M-110 M-121 TT-2 30 ADIV P-20 F-61	SQUADRON PERMANENT LOCATION CONTD) 907 Bucks Harbor AFS, 649 Bedford AFS, Va 4604 Georges Shoals, Ma (DEF) 661 Selfridge AFB, Mic 754 Fort Austin AFS, M	Me DC-VII DC-VI ass DV-TT ch DC-III	PRIMARY SEARCH RADAR FPS-28# (MTS-11) FFS-28# (MTS-7) FTS-27# (FPS-20) FFS-21# (CFS-6B) FTS-27# (FFS-20)	PRIMARY HEIGHT FIDER FTS-26# (MFS-1)4*) PTS-26# (FTS-6) FTS-26# (FTS-6) FTS-26# (FTS-6) FTS-26# (FTS-6)	EMERGENCY SEARCH RADAR (MFS-11)	EMERGENCY HEIGHT FFIS-6# FFIS-6 FFIS-6 FFIS-6	NUB VH PROC 3 3 2 2 3 3 3 3 3	3 2 2 2 3 3 3 3 3	8 7 22 22 22 22 22 22 22 22 22 22 22 22 22	Yes Yes Yes Yes Yes	FIGHTER SCRAMBLE	SQUADRON CIRCUITS		
SITE NUMBER 26ADIV M-110 M-121 TT-2 TT-2 30 ADIV P-20 F-61 F-62	SQUADRON PERMANENT LOCATION CONTD) 907 Bucks Harbor AFS, 649 Bedford AFS, Va 4604 Georges Shoals, Ma (DEF) 661 Selfridge AFB, Mic	Me DC-VII DC-VI ass DV-TT ch DC-III	PRIMARY SEARCH RADAR FPS-28# (MTS-11) FTS-28# (MTS-7) FTS-27# (FPS-20) FTS-27# (FPS-20) FTS-27# (FTS-27# (FTS-27# (FTS-27) FTS-27# (FTS-20) FTS-28#	PRIMARY HEIGHT FINDER FTS-26# (MFS-1);*) PTS-26# (FTS-6) FTS-26# (FTS-6) FTS-26# (FTS-6) (FTS-6) (FTS-6) (FTS-6) FTS-26#	EMERGENCY SEARCH RADAR (MFS-11)	EMERGENCY HEIGHT FINDER FFS-6# FFS-6 FFS-6 FFS-6	NUB VH PROC 3 3 2 2 3 3 3 3 3	3 2 2 2 3 3 3 3 3	8 7 22 22 22 22 22 22 22 22 22 22 22 22 22	Yes Yes Yes Yes	FIGHTER S SCRAMBLE	SQUADRON CIRCUITS		
SITE NUMBER 26ADIV( M-110 M-121 TT-2 30 ADIV P-20 F-61 F-61 F-62 F-67	SQUADRON PERMANENT LOCATION CONTD) 907 Bucks Harbor AFS, 649 Bedford AFS, Va 4604 Georges Shoals, Ma (DEF) 661 Selfridge AFB, Mic 754 Fort Austin AFS, M 662 Brookfield AFS, Oh	Me DC-VII DC-VI ass DV-TT ch DC-III fich DC-II bio DC-II	PRIMARY SEARCH RADAR FTS-28* (MTS-11) FTS-28* (MTS-1) FTS-27* (FTS-20) FTS-27* (FTS-20) (FTS-20) (FTS-20) FTS-28* (FTS-20) FTS-25*	PRIMARY HEIGHT FINDER FTS-26# (MTS-11;*) PTS-26# (FTS-6) FTS-26# (FTS-6) FTS-26# (FTS-6) FTS-26# (FTS-6) (FTS-6) FTS-26# (FTS-6) FTS-26#	EMERGENCY SEARCH RADAR (MFS-11) (MFS-11) (FFS-20%	EMERGENCY HEIGHT FRDER FFS-6# FFS-6 FFS-6 PFS-6 PFS-6#	NUR           VA           PROS           3           3           3           3           3           3           3           3           3           3           3           3           3           3           3	3 2 2 3 1 3 (3) ( 3	8 7 22 22 22 22 22 22 22 22 22 22 22 22 22	Yes Yes Yes Yes Yes	FIGHTER SCRAMBLE SCRAMBLE	SQUADRON CIRCUITS		
SITE NUMBER 26ADIV M-110 M-121 TT-2 30 ADIV P-20 F-61 F-62 F-67 C-10	SQUADRON PERMANENT LOCATION CONTD) 907 Bucks Harbor AFS, 649 Bedford AFS, Va 4604 Georges Shoals, Ma (DEF) 661 Selfridge AFB, Mic 754 Fort Austin AFS, M 662 Brookfield AFS, Oh 781 Custer AFS, Mich 912 Ramore, Ont., Can	PUNCTION TYPE Me DC-VII DC-VI ass DV-TT ch DC-III Mich DC-II DC-II DC-II	PRIMARY SEARCH RADAR FTS-28* (MTS-11) FTS-28* (MTS-1) FTS-27* (FTS-20) FTS-27* (FTS-20) (FTS-20) (FTS-20) FTS-28* (FTS-20) FTS-25*	PRIMARY HEIGHT FINDER FTS-26# (MFS-1),*) PTS-26# (FTS-6) FTS-26# (FTS-6) FTS-26# (FTS-6) FTS-26# (FTS-6) (FTS-6) FTS-26# (FTS-6) (FTS-6)	EMERGENCY SEARCH RADAR (MFS-11) (MFS-11) (FFS-20%	EMERGENCY HEIGHT FRDER FFS-6# FFS-6 FFS-6 FFS-6 FFS-6 FFS-6 FFS-6 FFS-6 FFS-6	NUR           VA           PROS           3           3           3           3           3           3           3           3           3           3           3           3           3           3           3	3 2 2 3 1 3 (3) ( 3	8 7 22 22 22 22 22 22 22 22 22 22 22 22 22	Yes Yes Yes Yes Yes Yes Yes	FIGHTER SCRAMBLE SCRAMBLE	SQUADRON CIRCUITS		
SITE NUMBER 26ADIV M-110 M-121 TT-2 TT-2 30 ADIV P-20 F-61 F-62 F-67 C-10 32 ADIV	SQUADRON PERMANENT LOCATION CONTD) 907 Bucks Harbor AFS, 649 Bedford AFS, Va 4604 Georges Shoals, Ma (DEF) 661 Selfridge AFB, Mic 754 Fort Austin AFS, M 662 Brookfield AFS, Oh 781 Custer AFS, Mich 912 Ramore, Ont., Can	PUNCTION TYPE Me DC-VII DC-VI ass DV-TT ass DV-TT b b DC-III fich DC-II DC-II DC-IR	PRIMARY SEARCH RADAR FPS-28# (MTS-11) FFS-28# (MTS-71) FTS-27# (FPS-20) FTS-27# (FPS-20) FTS-27# (FTS-20) FTS-28# (FTS-20) FTS-28# (FTS-20) FTS-35# (FTS-3) FTS-35# (FTS-3)	PRIMARY HEIGHT FINDER FTS-26# (MTS-11;*) PTS-26# (FTS-6) FTS-26# (FTS-6) FTS-26# (FTS-6) FTS-26# (FTS-6) (FTS-6) FTS-26# (FTS-6) FTS-26#	EMERGENCY SEARCH RADAR (MFS-11) (MFS-11) (FFS-20%	EMERGENCY HEIGHT FRDER FFS-6# FFS-6 FFS-6 FFS-6 FFS-6 FFS-6 FFS-6 FFS-6 FFS-6	NUR VF PROS 3 3 3 2 2 3 3 3 (3), 3 5 5	3 2 3 3 3 (3) ( 3 5	8 7 22 22 22 12 9 9 9 (9) 8 8 5 5	Yes Yes Yes Yes Yes Yes Yes	FIGHTER SCRAMBLE SCRAMBLE	SQUADRON CIRCUITS		
SITE NUMBER 26ADIV( M-110 M-121 TT-2 30 ADIV P=20 F-61 F-62 F-67 C-10 32 ADIV F-42	SQUADRON PERMANENT LOCATION CONTD) 907 Bucks Harbor AFS, 649 Bedford AFS, Va 4604 Georges Shoals, Ma (DEF) 661 Selfridge AFB, Mic 754 Fort Austin AFS, M 662 Brookfield AFS, Oh 781 Custer AFS, Mich 912 Ramore, Ont., Can SAGE)	PUNCTION TYPE Me DC-VII DC-VI ass DV-TT ass DV-TT b b DC-III fich DC-II DC-II DC-IR	PRIMARY SEARCH RADAR FPS-28# (MTS-11) FPS-28# (MTS-71) FTS-27# (FPS-20) FTS-27# (FPS-20) FTS-27# (FPS-20) (FTS-30) FTS-28# (FTS-20) FTS-28# (FTS-20) FTS-28# (FTS-20) FTS-35# (FTS-3) FTS-7# (FTS-10)	PRIMARY HEIGHT FIDER FTS-26# (PTS-6) FTS-26# (FTS-6) FTS-26# (FTS-6) FTS-26# (FTS-6) FTS-26# (FTS-6) FTS-26# (FTS-6) FTS-26# (FTS-6) FTS-26# (FTS-6) FTS-26# (FTS-6) FTS-26#	EMERGENCY SEARCH RADAR (MFS-11) (MFS-11) (FFS-20%	EMERGENCY HEGHT FROER FFS-6# FFS-6 FFS-6 FFS-6 FFS-6 FFS-6* FFS-6*	NUM VV PROS 3 3 3 2 3 3 (3) 3 5 5 3	3 2 3 3 3 3 3 3 5 5 3	8 7 22 22 2 12 9 9 9 (9) 8 8 5 5 5 8 8 8 8	Yes Yes Yes Yes Yes Yes Yes Yes Yes	FIGHTER SCRAMBLE SCRAMBLE	SQUADRON CIRCUITS		
SITE NUMBER 26ADIV( M-110 M-121 TT-2 30 ADIV P-20 F-61 F-62 F-62 F-67 C-10 32 ADIV F-42 F-43	SQUADRON PERMANENT LOCATION CONTD) 907 Bucks Harbor AFS, 649 Bedford AFS, Va 4604 Georges Shoals, Ma (DEF) 661 Selfridge AFB, Mic 754 Fort Austin AFS, M 662 Brookfield AFS, Oh 781 Custer AFS, Mich 912 Ramore, Ont., Can (SAGE) 663 Lake City AFS, Ten	PUNCTION TYPE Me DC-VII DC-VI ass DV-TT ass DV-TT bh DC-III fich DC-III DC-II DC-IR DC-IR DC-IR DC-IR	PRIMARY           SEARCH           RADAR           FFS-28*           (MTS-11)           FFS-28*           (MTS-1)           FFS-27*           (FFS-20)           FS-27*           (FFS-20)           FTS-27*           (FFS-20)           (FTS-20)           (FTS-20)           (FTS-20)           FFS-28*           (FFS-20)           FFS-35*           (FTS-3)           FFS-35*           (FTS-7*)           (FTS-20)           FFS-27*           (FFS-20)           FFS-27*           (FTS-20)           FFS-7*           (FTS-20)           FFS-7*	PRIMARY HEGYT FINDER FTS-26# (MFS-1).(*) PTS-26# (FFS-6) FTS-26# (FFS-6) FTS-26# (FFS-6) FTS-26# (FFS-6) FTS-26# (FFS-6) FTS-26# (FFS-6) FTS-26# (FFS-6) FTS-26# (FFS-6) FTS-26# (FFS-26# FTS-26#	EMERGENCY SEARCH RADAR (MFS-11) (MFS-11) (FFS-20%	EMERGENCY HEIGHT FFS-6# FFS-6 FFS-6 FFS-6 PFS-6 PFS-6 FFS-6 FFS-6 FFS-6 FFS-6 FFS-6 FFS-6	NUR YH YH YH YH YH YH YH YH YH YH 3 3 (3) 3 5 5 5 3 3 3 3	3 2 2 3 3 3 (3) ( 3 5 5 3 3 3	8 7 22 22 2 12 9 9 9 (9) 8 8 5 5 5 8 8 8 8	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes	FIGHTER SCRAMBLE SCRAMBLE	SQUADRON CIRCUITS		
SITE NUMBER 26ADIV( M-110 M-121 TT-2 TT-2 30 ADIV P-20 F-61 F-62 F-67 C-10 32 ADIV F-43 F-43 F-53	SQUADRON PERMANENT LOCATION CONTD) 907 Bucks Harbor AFS, 649 Bedford AFS, Va 4604 Georges Shoals, Ma (DEF) 661 Selfridge AFB, Mic 754 Fort Austin AFS, M 662 Brookfield AFS, Oh 781 Custer AFS, Mich 912 Ramore, Ont., Can (SAGE) 663 Lake City AFS, Ten 783 Guthrie AFS, W Va	PUNCTION TYPE Me DC-VII DC-VI ass DV-TT ass DV-TT hich DC-III DC-II DC-IR DC-IR DC-IR DC-IR DC-III	PRIMARY SEARCH RADAR FPS-28# (MTS-11) FFS-28# (MTS-71) FTS-27# (FPS-20) FTS-27# (FPS-20) FTS-27# (FTS-20) FTS-28# (FTS-20) FTS-28# (FTS-3) FTS-28# (FTS-3) FTS-28# (FTS-10) FTS-28#	PRIMARY HEIGHT FIDER PTS-26# (PTS-6) FPS-26# (PTS-6) FTS-26# (PTS-6) FTS-26# (PTS-6) (FTS-6) (FTS-6) FTS-26# (PTS-6) (FTS-6) FTS-26# (PTS-26# (PTS-502) FTS-26# (PTS-502) FTS-26#	EMERGENCY SEARCH RADAR (MFS-11) (MFS-11) (FFS-20%	EMERGENCY HEGHT FROER FFS-6# FFS-6 FFS-6 FFS-6 FFS-6 FFS-6# FFS-6# FFS-6# FFS-6 FFS-6 FFS-6	NUR VPROG 3 3 3 2 2 3 3 (3) 3 5 5 3 3 3 3 3 3 3 3 3 3	3 2 3 3 3 (3) ( 3 5 5 3 3 3 3 3	8 7 22 22 22 22 9 9 9 9 9 9 5 5 5 5 5 5 5 5 8 8 8 8 8 8 8 8 8 8	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes	FIGHTER SCRAMBLE SCRAMBLE	SQUADRON CIRCUITS		
SITE NUMBER 26ADIV( M-110 M-121 TT-2 30 ADIV P-20 F-61 F-62 F-62 F-67 C-10 S2 ADIV F-42 F-43 F-43 F-53 F-73 F-82	SQUADRON PERMANENT LOCATION CONTD) 907 Bucks Harbor AFS, 649 Bedford AFS, Va 4604 Georges Shoals, Ma (DEF) 661 Selfridge AFB, Mic 754 Fort Austin AFS, M 662 Brookfield AFS, Oh 781 Custer AFS, Mich 912 Ramore, Ont., Can (SAGE) 663 Lake City AFS, Ten 783 Guthrie AFS, M Va 782 Rockville AFS, Ind	PUNCTION TYPE Me DC-VII DC-VI ass DV-TT ass DV-TT b b DC-III fich DC-III DC-II DC-II DC-II DC-II DC-III DC-III DC-III DC-III	PRIMARY           SEARCH           RADAR           FPS-28#           (MTS-11)           PFS-28#           (MTS-17)           FIS-27#           (FPS-20)           FFS-21#           (CFS-6B)           FIS-27#           (FFS-20)           (FIS-27#           (FFS-20)           FIS-27#           (FFS-30)           FIS-28#           (FFS-30)           FIS-27#           (FFS-10)           FFS-27#           (FFS-10)           FFS-27#           (FFS-10)	PEIMARY PEIMARY FINDER FTS=26# (PTS=6) PTS=26# (PTS=6) FTS=26# (FTS=6) FTS=26# (FTS=6) FTS=26# (FTS=6) FTS=26# (FTS=6) FTS=26# (FTS=502) FTS=26# FTS=26# (FTS=6) FTS=26# (FTS=6) FTS=26#	EMERGENCY SEARCH RADAR (MFS-11) (MFS-11) (FFS-20%	EMERGENCY HEGHT FROER FFS-6# FFS-6 FFS-6 FFS-6 FFS-6 FFS-6 FFS-6 FFS-6 FFS-6 FFS-6 FFS-6 FFS-6	NUR VPROG 3 3 3 2 2 3 3 (3) 3 5 5 3 3 3 3 3 3 3 3 3 3	3 2 3 3 3 3 5 3 3 3 3 3 3 3	8 7 22 22 22 22 9 9 9 9 9 9 5 5 5 5 5 5 5 5 8 8 8 8 8 8 8 8 8 8	Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes	FIGHTER SCRAMBLE	SQUADRON CIRCUITS 914 1415		

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FUNCTION 8 TYPE EMERGENCY SEARCH RADAR PRIMARY SEARCH RADAR SITE PRIMARY HEIGHT FINDER EMERGENCY HEIGHT FINDER RADIO NUMBER OF EQUIP VHF UHF PROGINSTLN PROG IN MARK FIGHTER SQUADRON SQUADRON PERMANENT LOCATION NUMBER X SCRAMBLE CIRCUITS 32 IDIV (CON M-111 908 Marietta AFS, Ga DC-VIII FFS-28* FPS-26* FIS-6 8 8 Yes MPS-11) M-112 707 Hunter AFS, Ga DC-VI FIS-20# FFS-26# (GFS-3) MPS-14 88 3 3 Yes (MFS-7) M-113 792 No. Charleston AFS, SC DC-VI FFS-28* FIS-26* (GPS-3) MPS-14 8 8 444 Yes (MPS-7) M-116 614 Cherry Joint NCAS NC DC FFS-28# FFS-26# (FIS-8) FPS-6 4 4 4 Yes (FPS-8) (MC) M-126 657 Houma NAS, La FFS-28* FTS-26* DC-VI FFS-6* 3 7 8 Yes (MPS-7) (MPS-1/1) 660 FFS-7* FFS-26* (MFS-7) (MFS-14) M-129 MacDill AFS, Fla. DC-VI (GPS-3) FPS-6* 8 9 Yes SM-14 799 Joelton AFS, Tenn FIS-26* DC-VII FFS-27* 3 99 FFS-6 Yes (MFS-11 SM-16 867 Flintstone AFS, Ga DC-VIT FPS-24* FFS-26* FPS-6 8 Yes 3 3 8 (MPS-11) M-115 701 Fort Fisher AFS, NC DC-VII FFS-7* FIS-26* (GFS-3) MPS-14 8 Yes 482 3 3 (MPS-7) M-117 Roanoke Rapids, NC 632 FFS-27# FPS-26# (MFS-11) (FFS-6) DC-VI FFS-6 3 8 3 8 Yes M-130 810 Winston Salem, NC DC-VIT FFS-35* FFS-26* 8 8 FFS-6 3 Yes (MFS-11) SM-159 861 Aiken AFS, SC FFS-27* FFS-26* DC-VII MPS-14 3 3 7 8 Yes (FFS-3) TM-198 678 Tyndall AFB, Fla DC FFS-28* FFS-26* FPS-6 1, 15 h 15 Yes (FFS-20) (FFS-6) SOURCE: EAOCE (

) Interim Eqp *Not Installed Note: FFS-35, FFS-20, FFS-7 & FFS-28 are dual channel equipment.

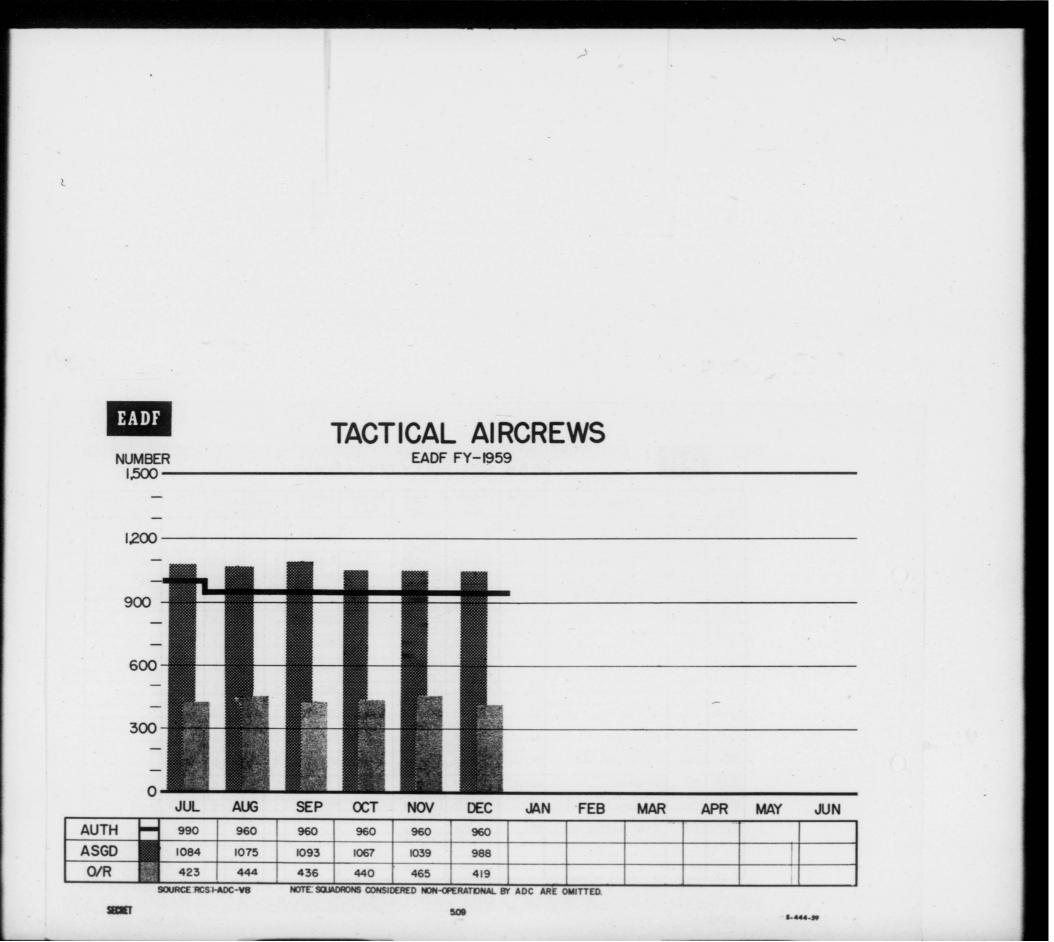
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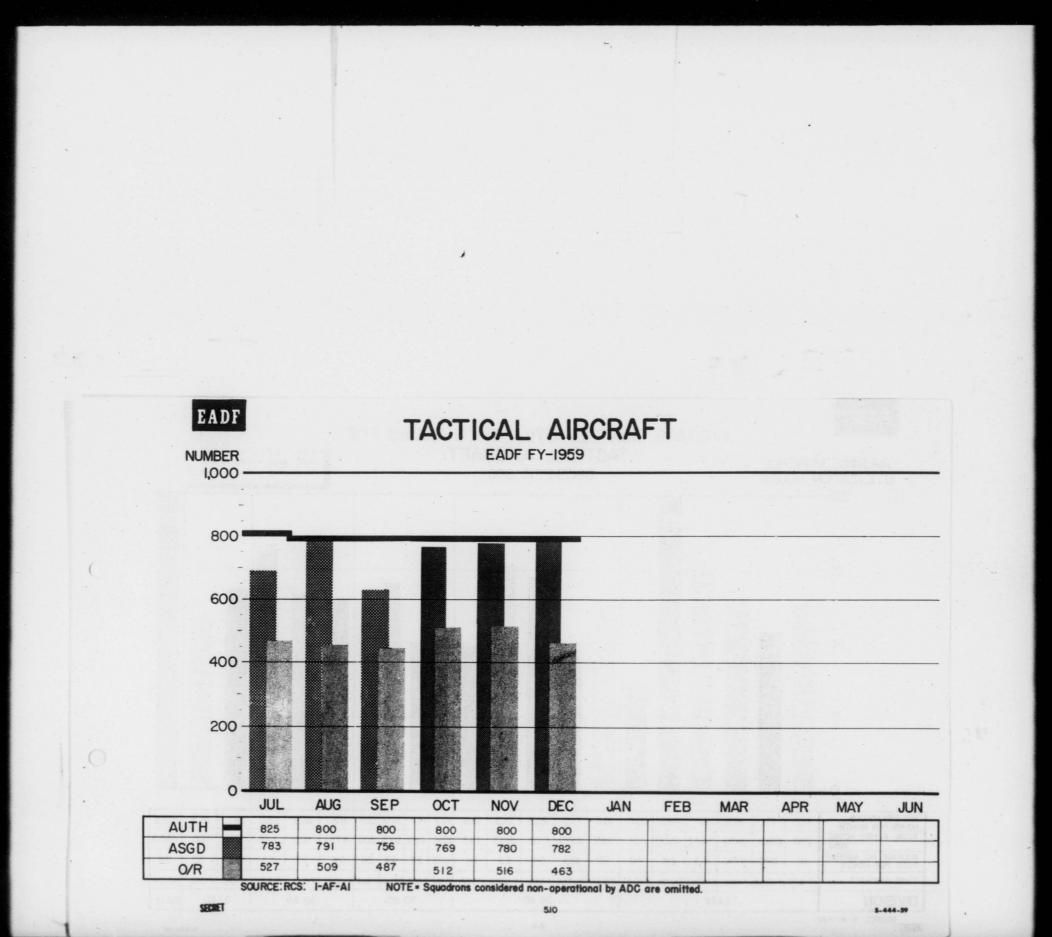
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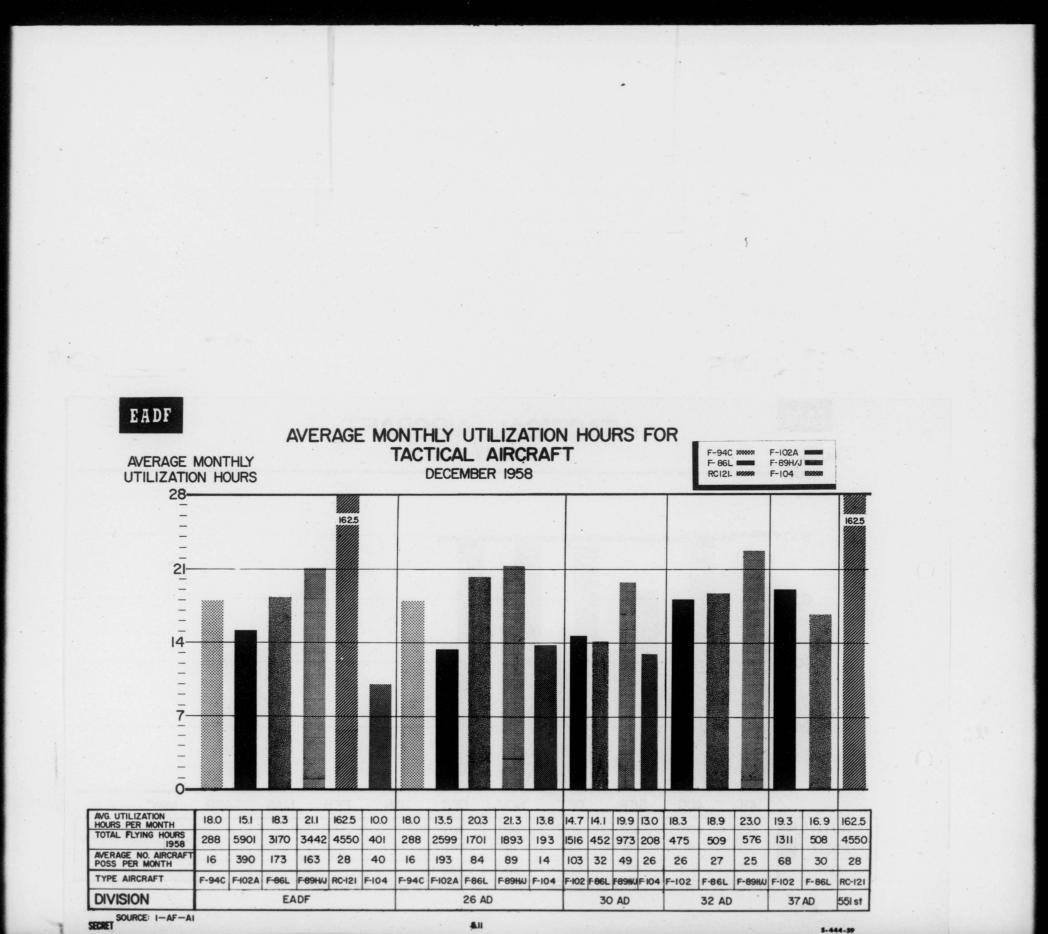
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	SITE	1	-		PRIMARY					RADI	0 F EQUIP		MARK F	SECR	SQUADRON	×		
2	NUMBER	SQUADRON	PERMANENT LOCATION	FUNCTION 8 TYPE	PRIMARY SEARCH RADAR	PRIMARY HEIGHT FINDER	OPERA EMERGENCY SEARCH RADAR	EMERGENCY HEIGHT FINDER		RADI IMBER OF	F EQUIP UHF PROG IN	STLN	IFF S	FIGHTER				
	NUMBER 37 AD	SQUADRON IV (DEF) 665	PERMANENT LOCATION Calumet AFS, Mich	FUNCTION a TYPE DC-IR	PRIMARY SEARCH RADAR FES-20	PRIMARY HEIGHT FINDER FIS-26* (FPS-6)		EMERGENCY HEIGHT FINDER	NU PROG	3	8	5TLN 7 3	IFF S	FIGHTER CRAMBLE	SQUADRON E CIRCUITS			
0.00	NUMBER 37 AD F-16 F-19	SQUADRON IV (DEF 665 675	PERMANENT LOCATION Calumet AFS, Mich Antigo AFS, Wisc	FUNCTION 8 TYPE	PRIMARY SEARCH RADAR FIS-20 FIS-35* (FIS-20)	PRIMARY HEIGHT FINDER FIS-26* (FPS-6) FIS-26* (FFS-6)		EMERGENCY HEIGHT FINDER	NU PROS	3	8	7 3 10 3	IFF S	GRAMBLE	SQUADRON E CIRCUITS			
0	NUMBER 37 AD F-16 F-19 P-31 F-31	SQUADRON IV (DEF 665 675 755 752	PERMANENT LOCATION Calumet AFS, Mich	FUNCTION a TYPE DC-IR	PRIMARY SEARCH RADAR F15-20 F15-35* (F13-20) (C15-6B)	PRIMARY HEIGHT FINDER FIS-26# (FPS-6) FIS-26# (FFS-6) (FFS-6)		EMERGENCY HEIGHT FINDER	NU PROG 3 3 (3)	3	8	7 3 10 3	Yes Yes	FIGHTER CRAMBLE	SQUADRON E CIRCUITS			
0	NUMBER 37 AD F-16 F-19 F-31 F-31 F-34	SQUADRON IV (DEF) 665 675 755 752 674	PERMANENT LOCATION Calumet AFS, Mich Antigo AFS, Wisc Williams Bay, Wisc Empire AFS, Mich Osceola AFS, Wisc	FUNCTION B TYPE DC-IR DC-IR	PRIMARY SEARCH RADAR FIS-20 (FIS-20) (CIS-6B) FIS-7* (CIS-6B) FPS-7* (CIS-6B)	PRIMARY HEIGHT FINDER FIS-26# (FFS-6) FIS-26# (FFS-6) (FFS-6) (FFS-6) FFS-26# (FFS-6) FFS-26#	EMERGENCY SEARCH RADAR	EMERGENCY HEIGHT FINDER FPS=6#	NU PROG 3 3 (3)	3 3 (3) ( 3	8 11 (12) 7 9	7 3 10 3 (12) 10 4 9 4	Yes Yes	GRAMBLE	SQUADRON E CIRCUITS			
0.0	NUMBER 37 AD F-16 F-19 F-31 F-31 F-32 F-64	SQUADRON IV (DEF 665 675 755 752 674 790	PERMANENT LOCATION Calumet AFS, Mich Antigo AFS, Wisc Williams Bay, Wisc Empire AFS, Mich Osceola AFS, Wisc Kirksville AFS, Mo	PUNCTION TYPE DC-IR DC-IR DC-III DC-III DC	PRIMARY           SEARCH           RADAR           F1S-20           FFS-35*           (FFS-20)           (CFS-6B)           FDS-7*           (CFS-6B)           FPS-7*           (CFS-6B)           FPS-7*           (CFS-6B)           FPS-7*           (CFS-6B)           FPS-7*           (CFS-6B)           (CFS-6B)           FPS-7*           (CFS-6B)           FPS-10	PRIMARY HEIGHT FINDER FINDER FINDER FINDER FINDER FINDER (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6)	EMERGENCY SEARCH RADAR	EMERGENCY FINDER FINDER FIS-6# FTS-6# FTS-6# FTS-6# FTS-6# FTS-6#	NU V PROS 3 3 (3) 3 3 3 3	3 3 (3) ( 3 3 6	8 11 (12)( 7 9 7	7 ) 10 Y (12) 10 Y 9 Y 7 Y	X IFF S Xes Xes (es (es (es	CRAMBLE LIBL	SQUADRON E CIRCUITS			
	NUMBER 37 AD F-16 F-19 F-31 F-31 F-35 F-64 F-66	SQUADRON IV (DEF) 665 675 755 752 6714 790 753	PERMANENT LOCATION Calumet AFS, Mich Antigo AFS, Wisc Williams Bay, Wisc Empire AFS, Mich Osceola AFS, Wisc Kirksville AFS, Mo SS Harie, Mich	FUNCTION TYPE DC-IR DC-IR DC-III DC-III DC DC DC	PRIMARY SEARCH RADAR FIS-20 (FIS-20) (CIS-6B) FIS-7* (CIS-6B) FIS-7* (CIS-6B) FIS-7* (CFS-6B) FIS-20* (FFS-20* (FFS-20* (FFS-20)	PRIMARY HEGHT FINDER FINDER FINDER FINDER FINDER (FFS-6) (FFS-6) (FFS-6) (FFS-6) FFS-26# (FFS-6) FFS-26# (FFS-6) (FFS-6)	EMERGENCY SEARCH RADAR	EMERGENCY HEIGHT FROER FIS-6# FIS-6# FIS-6#	NU PROS 3 3 (3) 3 3 3 3 3 3	3 3 (3) ( 3 6 3 6 3	8 11 (12) 7 9 7 9	7 3 10 Y (12) 10 Y 9 Y 7 Y 8 Y	IFF S IFF S Ies Ies Ies Ies I Ies I	GRAMBLE	SQUADRON E CIRCUITS			
C C C	NUMBER 37 AD: F-16 F-19 P-31 F-34 F-35 P-64 F-66 F-69	SQUADRON IV (DEF 665 675 755 755 674 790 753 756	PERMANENT LOCATION Calumet AFS, Mich Antigo AFS, Wisc Williams Bay, Wisc Empire AFS, Mich Osceola AFS, Wisc Kirksville AFS, Mo SS Harie, Mich Finland AFS, Minn	FUNCTION TYPE DC-IR DC-IR DC-III DC DC DC DC DC	PRIMARY SEARCH RADAR FIS-20 FFS-35* (FFS-20) (CFS-6B) FFS-7* (CFS-6B) FFS-7* (CFS-6B) FFS-20* (FFS-10) FFS-20* (FFS-20) FFS-27* (FFS-20)	PRIMARY HEIGHT FINDER PIS-26# (FFS-6) FIS-26# (FFS-6) (FFS-6) FFS-26# (FFS-6) FFS-26# (FFS-6) FFS-26# (FFS-6) FFS-26# (FFS-6) FTS-26#	EMERGENCY SEARCH RADAR	EMERGENCY HEIGHT FINDER FFS-6# FFS-6# FFS-6# FTS-6 FTS-6# FTS-6 FTS-6 FTS-6 FTS-6	NU         Y           PROS         3           3         3           3         3           3         3           3         3           3         3           3         3           3         3           3         3	3 3 (3) ( 3 6 3 6 3 3	8 11 (12) 7 9 7 9 8	7 10 10 1 (12) 10 1 (12) 7 1 7 1 8 1 8 1 8 1	XIFF S Xes Xes Xes Xes Xes Xes Xes Xes Xes Xes	CRAMBLE LIBL	SQUADRON E CIRCUITS			
	NUMBER 37 AD F-16 F-19 F-31 F-31 F-34 F-35 P-64 F-69 F-69 F-81	SQUADRON IV (DEF 665 755 755 752 674 790 753 756 788	PERMANENT LOCATION Calumet AFS, Mich Antigo AFS, Wisc Williams Bay, Wisc Empire AFS, Mich Osceola AFS, Wisc Kirksville AFS, Mo SS Harie, Mich Finland AFS, Minn Waverly AFS, Towa	FUNCTION TYPE DC-IR DC-IR DC-IR DC-III DC DC DC DC DC	PRIMARY           SEARCH           RADAR           F1S-20           FFS-35*           (FF3-20)           (CF3-6B)           FD3-7*           (CF3-6B)           FP3-7*           (CF3-6B)           FP3-7*           (CF3-6B)           FP3-7*           (CF3-6B)           FP3-7*           (CF3-6B)           FP3-28*           (FF3-20)           FP5-28*           (FF3-20)*           FP5-28*           (FF3-20)*           FF5-28*           (FF3-20)*	PRIMARY HEIGHT FINDER FINDER FINDER FINDER FINDER FINDER FINDER (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26#	EMERGENCY SEARCH RADAR	EMERGENCY HEIGHT FINDER FFS-6# FFS-6# FTS-6 FTS-6 FTS-6 FTS-6 FTS-6 FTS-6 FTS-6 FTS-6 FTS-6	NU V V PROS 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	3 (3)( 3 3 6 3 3 3 1 4	8 11 (12) 7 9 7 7 9 7 8 3	7 3 10 3 (12) 10 3 (12) 10 3 7 3 7 3 8 3 8 3 8 3 8 3 8 3 8 3	Xes Yes Yes Yes Yes Yes Yes	CRAMBLE LIBL	SQUADRON E CIRCUITS			
	NUMBER 37 AD: F-16 F-19 P-31 F-34 F-35 P-64 F-66 F-69	SQUADRON IV (DEF 665 675 755 755 674 790 753 756	PERMANENT LOCATION Calumet AFS, Mich Antigo AFS, Wisc Williams Bay, Wisc Empire AFS, Mich Osceola AFS, Wisc Kirksville AFS, Mo SS Harie, Mich Finland AFS, Minn Waverly AFS, Towa Hanna City, Ill	FUNCTION TYPE DC-IR DC-IR DC-III DC DC DC DC DC DC DC DC	PRIMARY           SEARCH           RADAR           F1S-20           PFS-35*           (FF3-20)           (CF3-6B)           FDS-7*           (CF3-6B)           FPS-7*           (CF3-6B)           FPS-7*           (CF3-6B)           FPS-7*           (CF3-6B)           FPS-28*           (FF3-20)           FPS-28*           (FF3-20)           FPS-28*           (FF3-20)           FPS-28*           (FF3-20)           FPS-53*           (FFS-20)	PRIMARY HEGHT FINDER FINDER FINDER FINDER FINDER FINDER FINDER (FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-64) FIS-26# (FIS-64) FIS-26#	EMERGENCY SEARCH RADAR	EMERGENCY FIDER FIS-6# FTS-6 FTS-6 FTS-6 FTS-6 FTS-6 FTS-6 FTS-6 FTS-6 FTS-6 FTS-6 FTS-6	NU. V PROS 3 3 3 3 3 3 3 3 3 3 3 3 3	3 3 3 3 3 6 7 3 6 7 3 8 3 1 3 1 3 1 3 1 3 1 3 1 3 1 3 1 3 1	8 11 (12) 7 9 7 7 8 3 3	7         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3	IFF S IFF S Ies Ies Ies Ies Ies Ies	CRAMBLE LIBL	SQUADRON E CIRCUITS			
0 0 0 0	NUMBER 37 AD F-16 F-19 F-31 F-31 F-34 F-35 P-64 F-66 F-69 I-81 F-85	SQUADRON IV (DEF 665 755 755 752 674 790 753 756 788 791	PERMANENT LOCATION Calumet AFS, Mich Antigo AFS, Wisc Williams Bay, Wisc Empire AFS, Mich Osceola AFS, Wisc Kirksville AFS, Mo SS Harie, Mich Finland AFS, Minn Maverly AFS, Towa Hanna City, Th Fagwa, Ont, Can	FUNCTION TYPE DC-IR DC-IR DC-III DC DC DC DC DC DC DC DC DC DC DC	PRIMARY SEARCH RADAR FIS-20 (FIS-20) (CIS-6B) FIS-7* (CFS-6B) FIS-7* (CFS-6B) FIS-7* (CFS-6B) FIS-7* (CFS-6B) FIS-20* (FFS-20) FIS-28* (FFS-20) FIS-28* (FFS-20) FIS-28* (FFS-20) FIS-28* (FFS-20) FIS-27* (FFS-20) FIS-27* (FFS-20) FIS-27* (FFS-20) FIS-27* (FFS-20) FIS-27* (FFS-3) FIS-35*	PRIMARY HEGHT FINDER FIS-26# (FFS-6) (FFS-6) (FFS-6) (FFS-6) (FFS-6) (FFS-6) (FFS-6) (FFS-6) (FFS-6) (FFS-6) FFS-26# (FFS-6) FTS-26# (FFS-6) FFS-26# (FFS-6) FFS-26# (FFS-6) FFS-26# (FFS-6) FFS-26#	EMERGENCY SEARCH RADAR (FPS-10) (FPS-10)	EMERGENCY FEDER FIDER FFS-6# FFS-6 FFS-6 FFS-6 FFS-6 FFS-6 FFS-6 FFS-6 FFS-6 FFS-6 FFS-6 FFS-6	NU. V PROS 3 3 3 3 3 3 3 3 3 3 3 3 3	3 (3) ( 3 (3) ( 3 (3) ( 3 ( 3 ( 3) ( 3 ( 3) ( 3 ( 3) ( 3)	8 11 (12) 7 9 7 9 9 7 9 9 8 3 3 3 5	3TLN           7         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10         3           10	IFF S IFF S Ies Ies Ies Ies Ies Ies Ies Ies	CRAMBLE LIBL	SQUADRON E CIRCUITS			
.0	NUMBER 37 AD. F-16 F-19 F-31 F-31 F-34 F-35 F-64 F-66 F-69 I-81 F-85 C-14	SQUADRON IV (DEF 665 755 755 752 674 790 753 756 788 791 913 914	PERMANENT LOCATION Calumet AFS, Mich Antigo AFS, Wisc Williams Bay, Wisc Empire AFS, Mich Osceola AFS, Wisc Kirksville AFS, Mo SS Harie, Mich Finland AFS, Minn Waverly AFS, Towa Hanna City, Ill	FUNCTION TYPE DC-IR DC-IR DC-III DC DC DC DC DC DC DC DC DC DC DC	PRIMARY           SEARCH           RADAR           F1S-20           F1S-35*           (F13-20)           (CF3-6B)           FP3-7*           (CF3-6B)           FP3-7*           (CF3-6B)           FP3-7*           (CF3-6B)           FP3-7*           (CF3-6B)           FP3-7*           (FF3-20)           FF3-28*           (FF3-20)           FP5-28*           (FF3-3)           FF3-35*           (FF3-3)           FF3-27*	PRIMARY HEIGHT FINDER FINDER FINDER FINDER FINDER FINDER FINDER (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-26) FIS-26# (FIS-6) FIS-26# (FIS-26) FIS-26# (FIS-6) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-6) FIS-26#	EMERGENCY SEARCH RADAR (FPS-10) (FPS-10)	EMERGENCY FINDER FFS-6# FTS-6# FTS-6 FTS-6 FTS-6 FTS-6 FTS-6 FTS-6 FTS-6 FTS-6 FTS-6 FTS-6 FTS-6 FTS-6 FTS-6 FTS-6 FTS-6 FTS-6 FTS-6	M. V V PROS 3 3 3 3 3 3 3 3 3 3 3 3 3 5 5 5	3 3 (3) ( 3 3 6 - 3 4 - 3 4 - 5 - 5 - - - - - - - - - - - - -	8 11 (12)) 7 9 7 9 7 9 7 9 9 7 9 9 7 9 9 7 9 9 3 3 3 5 5	7         3           7         3           10         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3	X         FF         S           IFF         S         I           Ies         I         I	CRAMBLE LIBL	SQUADRON E CIRCUITS		2	
	NUMBER 37 AD F-16 F-19 F-31 F-31 F-34 F-35 F-64 F-66 F-69 F-69 F-85 C-14 C-15	SQUADRON IV (DEF 665 755 755 752 674 790 753 756 788 791 913 914 639	PERMANENT LOCATION Calumet AFS, Mich Antigo AFS, Wisc Williams Bay, Wisc Empire AFS, Mich Osceola AFS, Wisc Kirksville AFS, Mo SS Harie, Mich Finland AFS, Minn Waverly AFS, Towa Hanna City, Ill Pagwa, Ont, Can Armstrong, Ont, Can	FUNCTION TYPE DC-IR DC-IR DC-III DC DC DC DC DC DC DC DC DC DC DC DC DC	PRIMARY           SEARCH           RADAR           F1S-20           FFS-35*           (FFS-20)           (CFS-6B)           FPS-7*           (CFS-6B)           FPS-7*           (CFS-6B)           FPS-7*           (CFS-6B)           FPS-7*           (CFS-6B)           FPS-20*           (FFS-10)           FFS-28*           (FFS-20)           FFS-28*           (FFS-20)           FFS-28*           (FFS-20)           FFS-28*           (FFS-20)           FFS-27*           (FFS-3)           FFS-35*           (FFS-3)           FFS-27*           (FFS-20)	PRIMARY HEGHT FINDER FINDER FINDER FINDER FINDER FINDER FINDER (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FIS-26) FIS-26# (FI	EMERGENCY SEARCH RADAR (FPS-10) (FPS-10)	EMERGENCY FEDER FIDER FFS-6# FFS-6 FFS-6 FFS-6 FFS-6 FFS-6 FFS-6 FFS-6 FFS-6 FFS-6 FFS-6 FFS-6	NU V PROS 3 3 3 3 3 3 3 3 3 3 3 3 3 3 5 5 5 3	3 3 (3) ( 3 (3) ( (3) ( 3 (3) ( 3) ( (3) ( 3 (3) ( (3) ( 3 (3) ( (3)	8 11 (12) 9 7 9 7 9 8 3 3 5 5 3	7         3           7         3           10         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3           110         3	IFF S IFF S Ies Ies Ies Ies Ies Ies Ies Ies	CRAMBLE LIBL	SQUADRON E CIRCUITS			
.0	NUMBER 37 AD F-16 F-19 F-31 F-31 F-31 F-35 P-64 F-66 F-69 I-81 F-85 C-14 C-15 M-119	SQUADRON IV (DEF 665 755 755 752 674 790 753 756 788 791 913 914 639	PERMANENT LOCATION Calumet AFS, Mich Antigo AFS, Wisc Williams Bay, Wisc Empire AFS, Mich Osceola AFS, Wisc Kirksville AFS, Mo SS Harie, Mich Finland AFS, Minn Maverly AFS, Towa Hanna City, Th Fagwa, Ont, Can Armstrong, Ont, Can	FUNCTION TYPE DC-IR DC-IR DC-III DC DC DC DC DC DC DC DC DC DC DC DC DC	PRIMARY           SEARCH           RADAR           F1S-20           F1S-35*           (F13-20)           (CF3-6B)           FP3-7*           (CF3-6B)           FP3-7*           (CF3-6B)           FP3-7*           (CF3-6B)           FP3-7*           (CF3-6B)           FP3-7*           (FF3-20)           FF3-28*           (FF3-20)           FP5-28*           (FF3-3)           FF3-35*           (FF3-3)           FF3-27*	PRIMARY HEGHT FINDER FINDER FINDER FINDER FINDER FINDER FINDER (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) 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   FFS-27*           (FFS-3)           FFS-35*           (FFS-3)           FFS-27*           (FFS-20)	PRIMARY HEGHT FINDER FINDER FINDER FINDER FINDER FINDER FINDER (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-502) FIS-26# (FIS-502) FIS-26# (FIS-502) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) FIS-26# (FIS-6) 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2D FIS	SUFFOLK		30	32	26	F102A	25	22	15
5TH FIS	SUFFOLK		30	32	24	F102A	25	23	15
27TH FIS	GRIFFISS		30	33	1	F102A	25	23	14
37TH FIS	ETHAN ALLEN		30	35	0	F102A	25	22	11
47TH FIS	NIAGARA		30	34	6	F102A	25	26	9
48TH FIS	LANGLEY		30	32	24	F102A	25	26	15
49TH FIS	L. G. HANSCOM		30	29	9	F86L	25	27	16
58TH FIS	OTIS		30	35	20	F89J	25	22	14
60TH FIS	OTIS		30	33	. 19	F94C	25	16	10
75TH FIS	PRESQUE ISLE		30	30	25	F89H	25	24	14
95TH FIS	ANDREWS		30	31	0	F102A	25	26	12
98TH FIS	DOVER		30	30	18	F89J	25	22	15
330TH FIS	STEWART		30	28	14	F86L	25	35	27
332D FIS	MCGUIRE		30	37	20	F102A	25	25	9
337TH FIS	WESTOVER		30	8	0	F104A/B	25	14	3
465TH FIS	GRIFFISS		30	35	20	F89J	25	21	14
539TH FIS	MCGUIRE	1	30	26	0	F96L	25	22	12

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30 18 56 71 86	OTH AIR DIVIS OTH FIS OTH FIS ST FIS	SION (DEFENSE), WIL WURTSMITH WRIGHT-PATT SELFRIDGE	LOCATION, 31 AUTH LOW RUN AFS 30 28 2 30	MANNIN DECEMB AIRCREW AVG ASGD BELLE 32 13 13 13 24	G AND EQUIP ER 1958 /S OPNL READY WILLE, MICH 23 0 0 0	MENT TYPE F102A F86L F104A/B F102A	AUTH 25 25 25 25 25	AVG POSS 24 4 26 20	16 3 8 8		
30 18 56 71 86 87	OTH AIR DIVIS OTH FIS OTH FIS ST FIS OTH FIS TH FIS	SION (DEFENSE), WIL WURTSMITH WRIGHT-PATT SELFRIDGE YOUNGSTOWN LOCKBOURNE	LOCATION, 31 1 AUTH LOW RUN AFS 30 28 2 30 30 ⁷ 30	MANNIN DECEMB AIRCREW AVG ASGD , BELLE 32 13 13 13 24 35 27	G AND EQUIP ER 1958 //S OPNL READY :VILLE, MICH 23 0 0 0 21	MENT TYPE F102A F86L F104A/B F102A F102A F102A	AUTH 25 25 25 25 25 25 25 25 25	AVG POSS 24 4 26 20 31 28	16 3 8 21 13		
30 18 56 71 86 87 94 31	OTH AIR DIVIS OTH FIS OTH FIS OTH FIS OTH FIS OTH FIS OTH FIS OTH FIS	SION (DEFENSE), WIL WURTSMITH WRIGHT-PATT SELFRIDGE YOUNGSTOWN LOCKBOURNE SELFRIDGE BUNKER HILL	LOCATION, 31 1 AUTH LOW RUN AFS 30 28 2 30 30 30 30 30 30 30 30 30 30	MANNIN DECEMB AIRCREW AVG ASGD , BELLE 32 13 13 24 35 27 27 27 31	G AND EQUIP ER 1958 /S OPNL READY :VILLE, MICH 23 0 0 0 21 1 1 25 0	MENT TYPE F102A F86L F102A F102A F102A F102A F102A F86L F86L F89J	AUTH 25 25 25 25 25 25 25 25 25 25 25 25	AVG POSS 24 4 26 20 31 28 28 28 27	16 3 8 21 13 21 21 21		
30 18 56 71 86 87 94 31 44	OTH AIR DIVIS OTH FIS OTH FIS OTH FIS OTH FIS OTH FIS OTH FIS OTH FIS OTH FIS OTH FIS	SION (DEFENSE), WIL WURTSMITH WRIGHT-PATT SELFRIDGE YOUNGSTOWN LOCKBOURNE SELFRIDGE BUNKER HILL WURTSMITH	LOCATION, 31 1 AUTH LOW RUN AFS 30 28 2 30 30 30 30 30 30 30 30 30 30	MANNIN DECEMB AIRCREW AVG ASGD , BELLE 32 13 13 13 24 35 27 27 27 31 34	G AND EQUIP ER 1958 //S OPNL READY :VILLE, MICH, 23 0 0 0 21 1 25	MENT TYPE F102A F86L F102A F102A F102A F102A F102A F86L	AUTH 25 25 25 25 25 25 25 25 25 25	AVG POSS 24 4 26 20 31 28 28	16 3 8 21 13 21		
30 18 56 71 86 87 94 31 44 32	OTH AIR DIVIS OTH FIS OTH FIS OTH FIS OTH FIS OTH FIS OTH FIS OTH FIS OTH FIS OTH FIS	SION (DEFENSE), WIL WURTSMITH WRIGHT-PATT SELFRIDGE YOUNGSTOWN LOCKBOURNE SELFRIDGE BUNKER HILL WURTSMITH ON (SAGE), DOBBINS	LOCATION, 31 1 AUTH LOW RUN AFS 30 28 2 30 30 30 30 30 30 30 30 30 30	MANNIN DECEMB AIRCREW AVG ASGD , BELLE 32 13 13 13 24 35 27 27 31 34 4	G AND EQUIP ER 1958 //S OPNL READY XVILLE, MICH 23 0 0 0 21 1 1 25 0 18	MENT TYPE F102A F86L F104A/B F102A F102A F102A F102A F102A F86L F89J F89J	AUTH 25 25 25 25 25 25 25 25 25 25	AVG POSS 24 4 26 20 31 28 28 28 27 22	16         3         8         21         13         21         13         21         16		
30 18 56 71 86 87 94 31 44 32 76	OTH AIR DIVIS OTH FIS OTH FIS OTH FIS OTH FIS OTH FIS OTH FIS OTH FIS OTH FIS OTH FIS OTH FIS	SION (DEFENSE), WIL WURTSMITH WRIGHT-PATT SELFRIDGE YOUNGSTOWN LOCKBOURNE SELFRIDGE BUNKER HILL WURTSMITH DN (SAGE), DOBBINS MCCOY	LOCATION, 31 1 AUTH LOW RUN AFS 30 28 2 30 30 30 30 30 30 30 30 30 30	MANNIN DECEMB ARCREW AVG ASGD , BELLE 32 13 13 13 24 35 27 27 27 31 34 34 38	G AND EQUIP ER 1958 //S OPNL READY WILLE, MICH 23 0 0 0 21 1 1 25 0 18 28	MENT TYPE F102A F86L F104A/B F102A F102A F102A F102A F102A F86L F89J F89J F89H	AUTH 25 25 25 25 25 25 25 25 25 25 25 25 25	AVG POSS 24 4 26 20 31 28 28 27 22 25	16         3         8         21         13         21         16         20		
30 18 56 71 86 87 94 31 44 32 76 44	OTH AIR DIVIS OTH FIS STH FIS STH FIS TH FIS TH FIS OTH FIS STH FIS D AIR DIVISIO TH FIS 4TH FIS	SION (DEFENSE), WIL WURTSMITH WRIGHT-PATT SELFRIDGE YOUNGSTOWN LOCKBOURNE SELFRIDGE BUNKER HILL WURTSMITH ON (SAGE), DOBBINS	LOCATION, 31 1 A AUTH LOW RUN AFS 30 28 2 30 30 30 30 30 30 30 30 30 30	MANNIN DECEMB AIRCREW AVG ASGD , BELLE 32 13 13 13 24 35 27 27 31 34 4	G AND EQUIP ER 1958 //S OPNL READY XVILLE, MICH 23 0 0 0 21 1 1 25 0 18	MENT TYPE F102A F86L F104A/B F102A F102A F102A F102A F102A F86L F89J F89J	AUTH 25 25 25 25 25 25 25 25 25 25	AVG POSS 24 4 26 20 31 28 28 28 27 22	16         3         8         21         13         21         13         21         16		
30 18 56 71 86 87 94 31 44 32 76 44 48 37	TH AIR DIVIS TH FIS TH FIS TH FIS TH FIS TH FIS TH FIS 9TH FIS 5TH FIS D AIR DIVISIO TH FIS 4TH FIS 2D FIS TH AIR DIVISIO	SION (DEFENSE), WIL WURTSMITH WRIGHT-PATT SELFRIDGE YOUNGSTOWN LOCKBOURNE SELFRIDGE BUNKER HILL WURTSMITH DN (SAGE), DOBBINS MCCOY CHARLESTON SEYMOUR-JOHNSON ION (DEFENSE), TRU	LOCATION, 31 1 AUTH LOW RUN AFS 30 28 2 30 30 30 30 30 30 30 30 30 30	MANNIN DECEMB AIRCREW AVG ASGD , BELLE 32 13 13 24 35 27 27 27 27 31 34 34 4 38 30 31 ADISON,	G AND EQUIP ER 1958 //S OPNL READY WILLE, MICH 23 0 0 0 21 1 1 25 0 18 28 24 14 WISCONSIN	MENT TYPE F102A F86L F102A F102A F102A F102A F102A F89J F89J F89H F86L F102A	AUTH  25  25  25  25  25  25  25  25  25  2	AVG POSS 24 4 26 20 31 28 28 28 27 22 25 27 26	16         3         8         21         13         21         21         16         20         20         17		
30 18 56 71 86 87 94 31 44 32 76 44 48 37 61	TH AIR DIVIS TH FIS TH FIS STH FIS TH FIS TH FIS TH FIS 9TH FIS 5TH FIS D AIR DIVISIO TH FIS 2D FIS TH AIR DIVISIO ST FIS	SION (DEFENSE), WIL WURTSMITH WRIGHT-PATT SELFRIDGE YOUNGSTOWN LOCKBOURNE SELFRIDGE BUNKER HILL WURTSMITH DN (SAGE), DOBBINS MCCOY CHARLESTON SEYMOUR-JOHNSON HON (DEFENSE), TRU TRUAX	LOCATION, 31 1 A AUTH LOW RUN AFS 30 28 2 30 30 30 30 30 30 30 30 30 30	MANNIN DECEMB AIRCREW AVG ASGD , BELLE 32 13 13 24 35 27 27 27 27 31 34 34 34 38 30 31 ADISON, 32	G AND EQUIP ER 1958 //S OPNL READY WILLE, MICH 23 0 0 0 21 1 1 25 0 18 28 24 14 WISCONSIN 11	MENT TYPE F102A F86L F102A F102A F102A F102A F89J F89J F89H F89H F86L F102A F102A F102A	AUTH 25 25 25 25 25 25 25 25 25 25	AVG POSS 24 4 26 20 31 28 28 27 22 25 27 26 22	16         3         8         21         13         21         21         21         21         21         21         21         21         21         16         20         20         20         17         9		
30 18 56 71 86 87 94 31 44 32 76 44 48 37 61 62	OTH AIR DIVIS TH FIS TH FIS TH FIS TH FIS TH FIS TH FIS O AIR DIVISION TH FIS 2D FIS TH AIR DIVISION ST FIS D FIS	SION (DEFENSE), WIL WURTSMITH WRIGHT-PATT SELFRIDGE YOUNGSTOWN LOCKBOURNE SELFRIDGE BUNKER HILL WURTSMITH DN (SAGE), DOBBINS MCCOY CHARLESTON SEYMOUR-JOHNSON HON (DEFENSE), TRU TRUAX O'HARE	LOCATION, 31 1 A AUTH LOW RUN AFS 30 28 2 30 30 30 30 30 30 30 30 30 30	MANNIN DECEMB AIRCREW AVG ASGD , BELLE 32 13 13 24 35 27 27 31 34 34 38 30 31 31 32 31 32 31	G AND EQUIP ER 1958 //S OPNL READY WILLE, MICH 23 0 0 0 21 1 1 25 0 18 28 24 14 WISCONSIN 11 17	MENT TYPE F102A F86L F102A F102A F102A F102A F89J F89J F89H F86L F102A F86L F102A F86L F102A	AUTH  25  25  25  25  25  25  25  25  25  2	AVG POSS 24 4 26 20 31 28 28 27 22 25 27 22 25 27 26 22 30	16         3         8         21         13         21         13         21         16         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20         20          20		3
30 18 56 71 86 87 94 31 44 32 76 44 48 37 61 62 32	OTH AIR DIVIS TH FIS TH FIS ST FIS TH FIS TH FIS TH FIS TH FIS O AIR DIVISION TH FIS 2D AIR DIVISION TH FIS 2D FIS ST FIS D FIS 5TH FIS	SION (DEFENSE), WIL WURTSMITH WRIGHT-PATT SELFRIDGE YOUNGSTOWN LOCKBOURNE SELFRIDGE BUNKER HILL WURTSMITH DN (SAGE), DOBBINS MCCOY CHARLESTON SEYMOUR-JOHNSON HON (DEFENSE), TRU TRUAX	LOCATION, 31 1 A AUTH LOW RUN AFS 30 28 2 30 30 30 30 30 30 30 30 30 30	MANNIN DECEMB AIRCREW AVG ASGD , BELLE 32 13 13 24 35 27 27 27 27 31 34 34 34 38 30 31 ADISON, 32	G AND EQUIP ER 1958 //S OPNL READY WILLE, MICH 23 0 0 0 21 1 1 25 0 18 28 24 14 WISCONSIN 11	MENT TYPE F102A F86L F102A F102A F102A F102A F89J F89J F89H F89H F86L F102A F102A F102A	AUTH 25 25 25 25 25 25 25 25 25 25	AVG POSS 24 4 26 20 31 28 28 27 22 25 27 26 22	16         3         8         21         13         21         21         21         21         21         21         21         21         21         16         20         20         20         17         9		

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#### COMMANDER NAVAL FORCES EASTERN CONTINENTAL AIR DEFENSE REGION

The five picket ship stations are being manned by eight Radar Picket Ships (AGR) and two Destroyer Escort Radar Pickets (DER). Airborne Early Warning (AEW) Airships of Airship AEW Squadron ONE (ZW-1) based at Lakehurst, New Jersey, assist the manning of one of the established AEW&C stations.

NAVAL RADARS EASTCONADRGN

NONEMACS 5MCAAS Beaufort, SCMPS-11, TPS-15, EW, C26TH NADD (SAGE) DET #3MACS 5MCAAS Beaufort, SCMPS-11, TPS-15, EW, CFleet Air Def Trng CenterDam Neck, Va. SPS-282 SPS-6,SPS-8, EW, GCIMACS 6MCAS Cherry Pt., NC2 MPS-11A, EW, GCIMACS 19NAS, Grosse Ile, MichiganMPS-11A, TPS-10, MPS-4EW, GCI TPS-10, MPS-4MACS 7MCAF New River, NC1 TPS-10, EW, GCI 1 MPS-11AEW, GCIMACS 25NAS, Columbus, O. TPS-15, MPS-4CTPS-18, SP-1M, EW, GCI MPS-4MACS 8MCAAS Beaufort, SCMPS-11, TPS-15 MPS-4EW, GCI MACS 8					o and i cortandi	( Clair		
Fleet Trng CenterNewport, R, I, SPS-6B, SPS-8SPS-6B, SPS-8EW, GCICIC School NAS BlyncoBrunswick, Ga. 2 SPS-8A2 SPS-12, FPS-8, 2 SPS-8AEW, GCI 2 SPS-8A26TH NADD (SAGE) DET #2NONE26TH NADD (SAGE) DET #3Fleet Air Def Trng CenterDam Neck, Va. SPS-282 SPS-6, SPS-8, SPS-8, SPS-28EW, GCIMACS 5MCAAS Beaufort, SC MPS-4MPS-11A, TPS-10DEW, GCI TPS-10D, MACS 7MACS 19NAS, Grosse Ile, MichiganMPS-11A, TPS-1D, MPS-4EW, GCI MPS-11A, TPS-1D, MPS-4MACS 25NAS, Columbus, O. MPS-11A, TPS-15, MPS-4CTPS-1M, EW, GCI MACS 22MACS 8 MCAAS Beaufort, SCMPS-11A, TPS-10D, MPS-11A, MPS-11A, TPS-15, MPS-4CMACS 22NAS, Glenview, Ill.MPS-11A, MPS-11A, MPS-11A, TPS-15, MPS-4CEW, GCI MACS 22MACS 6 MCAAS Beaufort, SCMPS-11A, MPS-11A, MPS-11A, MPS-11A, MPS-11A, TPS-15, MPS-4C		the second se		FUNCTION	UNIT		TYPE BADAR	FUNCTION
CenterNAS Blynco2 SPS-8A26TH NADD (SAGE) DET #2NAS Blynco2 SPS-8ANONE26TH NADD (SAGE) DET #3VF-101Key West, Fla.SPS-12, SPS-6CEW, GFleet Air DefDam Neck, Va.2 SPS-6, SPS-8, EW, GCIMACS 5MCAAS Beaufort, SCMPS-11, TPS-15, EW, GTrng Center30TH NADDSPS-28MACS 6MCAS Cherry Pt., NC2 MPS-11A, 1 TPS-10DEW, GMACS 19NAS, Grosse Ile, MPS-11A, TPS-1D, MPS-4EW, GCIMACS 7MCAF New River, NC1 TPS-10D, 1 MPS-11AEW, GMACS 25NAS, Columbus, O.TPS-1B, SP-1M, EW, GCIMACS 8MCAAS Beaufort, SCMPS-11, TPS-15EW, GMACS 25NAS, Columbus, O.TPS-1B, SP-1M, EW, GCIMACS 8MCAAS Beaufort, SCMPS-11, TPS-15EW, GMACS 22NAS, Glenview, Ill.MPS-11A, EW, GMACS 22NAS, Glenview, Ill.MPS-11A, EW, G				PORCINON		LOCATION	ITTE MADAN	r one mon
NONEMACS 5MCAAS Beaufort, SCMPS-11, TPS-15, EW, C26TH NADD (SAGE) DET #3MACS 5MACS 6MCAS Cherry Pt., NC2 MPS-11A, EW, GFleet Air Def Trng CenterDam Neck, Va. SPS-282 SPS-6,SPS-8, EW, GCIMACS 6MCAS Cherry Pt., NC2 MPS-11A, EW, GMACS 19NAS, Grosse Ile, MichiganMPS-11A, TPS-1D, MPS-4EW, GCI MPS-1D, MPS-4MACS 8MCAAS Beaufort, SCMPS-11A, EW, GMACS 25NAS, Columbus, O. MPS-11A, TPS-15, MPS-4CTPS-1B, SP-1M, EW, GCI MACS 22MACS 8MCAAS Beaufort, SCMPS-11, TPS-15 MPS-11A, EW, GCI MPS-4MACS 8MACS 22NAS, Glenview, Ill.MPS-11A, EW, GCI MPS-11A, TPS-15, MPS-4CMACS 22NAS, Glenview, Ill.MPS-11A, EW, GCI MPS-11A, EW, GCI	•	Newport, R. I.	SPS-6B, SPS-8	EW, GCI		Brunswick, Ga.		EW, GCI
MACS 5MCAAS Beaufort, SCMPS-11, TPS-15, EW, C26TH NADD (SAGE) DET #3MACS 5MCAAS Beaufort, SCMPS-11, TPS-15, EW, CFleet Air Def Trng CenterDam Neck, Va. SPS-282 SPS-6, SPS-8, EW, GCI SPS-28EW, GCIMACS 6MCAS Cherry Pt., NC2 MPS-11A, 1 TPS-10DEW, GMACS 19NAS, Grosse Ile, MichiganMPS-11A, TPS-1D, MPS-4EW, GCI MACS 7MACS 7MCAAS Beaufort, SCMPS-11A, 1 TPS-10D, 1 MPS-11AEW, GMACS 25NAS, Columbus, O. TPS-15, MPS-4CTPS-1B, SP-1M, EW, GCI MACS 22MACS 8MCAAS Beaufort, SCMPS-11, TPS-15, MPS-11A, 37TH NADDEW, GMACS 22NAS, Glenview, Ill.MPS-11A, MPS-11A, EW, GMACS 22NAS, Glenview, Ill.MPS-11A, MPS-11A, EW, G		TH NADD (SAGE) DET	<u>r #2</u>		VF-101	Key West, Fla.	SPS-12, SPS-6C	EW, GCI
Fleet Air Def Trng CenterDam Neck, Va.2 SPS-6, SPS-8, SPS-28EW, GCIMACS 6MCAS Cherry Pt., NC2 MPS-11A, 1 TPS-10DEW, G30TH NADD30TH NADDMACS 19NAS, Grosse Ile, MichiganMPS-11A, TPS-1D, MPS-4EW, GCI TPS-1D, MPS-4MACS 7MCAF New River, NC1 TPS-1D, 1 TPS-10D, 1 MPS-11A, MACS 8EW, GCI 1 MPS-11A, TPS-15, MPS-4CMACS 6MACS 7MCAF New River, NC1 TPS-1D, 1 TPS-1D, 1 MPS-11A, MACS 8EW, GCI 1 MPS-11A, TPS-15, MPS-4CEW, GCI MACS 22MACS 8MCAAS Beaufort, SCMPS-11, TPS-15 MPS-4EW, GCI MPS-11A, MPS-4MACS 22NAS, Glenview, Ill.MPS-11A, MPS-11A, EW, GCIMACS 22NAS, Glenview, Ill.MPS-11A, MPS-11A, EW, GCI		TH NADD (SAGE) DE	r #3		MACS 5	MCAAS Beaufort, SC		EW, GCI
Fleet Alf Del Trng CenterDam Neck, Va.2 SPS-6, SPS-8, EW, GCI SPS-28MACS 7MCAF New River, NC1 TPS-10DMACS 19NAS, Grosse Ile, MichiganMPS-11A, TPS-1D, MPS-4EW, GCI TPS-1D, MPS-4MACS 7MCAF New River, NC1 TPS-1D, I TPS-10D, I MPS-11AEW, G I MPS-11AMACS 25NAS, Columbus, O. TPS-15, MPS-4CTPS-1B, SP-1M, EW, GCI MPS-11A, TPS-15, MPS-4CMACS 8MCAAS Beaufort, SCMPS-11, TPS-15 MPS-4EW, G I MPS-11A, MPS-4MACS 22NAS, Glenview, Ill.MPS-11A, MPS-11A, EW, GMACS 22NAS, Glenview, Ill.MPS-11A, MPS-11A, MPS-11A, MPS-11A,EW, G MPS-4					MACSE	MCAS Charry Dt NC	2 MDC-11A	EW CCI
MACS 19       NAS, Grosse Ile, Michigan       MPS-11A, TPS-1D, MPS-4       EW, GCI       1 TPS-10D, 1 MPS-11A       1 MPS-11A         MACS 25       NAS, Columbus, O. TPS-15, MPS-4C       TPS-1B, SP-1M, EW, GCI MPS-11A, TPS-15, MPS-4C       MACS 8       MCAAS Beaufort, SC       MPS-11, TPS-15 MPS-4       EW, G         MACS 22       NAS, Glenview, Ill.       MPS-11A, MPS-11A, TPS-15, MPS-4C       MACS 22       NAS, Glenview, Ill.       MPS-11A, MPS-11A, MPS-11A,       EW, G	the second second second second	Dam Neck, Va.		EW, GCI	MACS	MCAS CHEITY PL., NC		Ew, GCI
MACS 19NAS, Grosse Ile, MichiganMPS-11A, TPS-1D, MPS-4EW, GCI TPS-1D, MPS-41 MPS-11AMACS 25NAS, Columbus, O. MPS-11A, TPS-15, MPS-4CTPS-1B, SP-1M, EW, GCI MPS-4MACS 8MCAAS Beaufort, SC MPS-11, TPS-15MPS-11, TPS-15 EW, G MPS-4MACS 22NAS, Glenview, Ill.MPS-11A, MPS-11A, TPS-15, MPS-4CMACS 22NAS, Glenview, Ill.MPS-11A, MPS-11A, EW, G		30TH NADD			MACS 7	MCAF New River, NC		EW, GCI
MACS 25 NAS, Columbus, O. TPS-1B, SP-1M, EW, GCI MPS-11A, TPS-15, MPS-4C MACS 8 MCAAS Beaufort, SC MPS-11, TPS-15 EW, G MPS-4 37TH NADD MACS 22 NAS, Glenview, Ill. MPS-11A, EW, G	MACS 19			EW, GCI				•
MPS-11A, TPS-15, MPS-4C MACS 22 NAS, Glenview, Ill. MPS-11A, EW, G					MACS 8	MCAAS Beaufort, SC	MPS-11, TPS-15	EW, GCI
MACS 22 NAS, Glenview, Ill. MPS-11A, EW, G	MACS 25	NAS, Columbus, O.		EW, GCI			MPS-4	
			TPS-15, MPS-40			37TH NADD		
					MACS 22	NAS, Glenview, Ill.		EW, GCI

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OTHER	FORC	CES	WITHIN	EADF	AREA	
		(NA	VY)			
AS	OF 31	DE	CEMBER	<b>R</b> 1958		

SECRET

LOCATION (NAVY)	TY AIRCI	PE RAFT	AVG. NO. POSSESSED	NO. COMBAT READY	LOCATION (NAVY)	TYPE AIRCRAI		AVG. NO. POSSESSED	NO. COMBAT READY
26th NADD (SAGE) DET #1								section of	4.94
NAS, New York, N.Y.	FJ	NAI	* 30	0	NAS, Key West, Fla.	F4D	AI	17	12
NAS, So. Weymouth,	F9F	NAI	* 17	1	MAD, Key west, Fia.		AI	16	12
Mass.	1 01	14111			MCAS, Cherry Pt,NC		AI	43	27
NAS, Willow Grove, Pa.	FJ	NAI	* 28	15	MCAAS, Beufort,		IAI	69	66
	10				S. C.		IAI	20	20
26th NADD (SAGE)					NAS, New Orleans,		IAI	* 15	0
DET #2					La.	1.01. 14	111		
NAS, Niagara Falls, NY	FJ	NAI	* 19	12	La				
					37th NAAD			to a post a serie	
26th NADD (SAGE)					NAS, Glenview, Ill.	F9F N	IAI	* 24	22
DET #3				~					
NAS, Oceana, Va. Beach	F4D	AI	15	15					
Va.	F11F	NAI	32	32	SUB-TOTALS	1.	AI	169	123
	F9F	NAI	27	26			IAI	430	285
	F3H	AI	48	40					
					GRAND-TOTAL			599	408
Both NADD				Section Section Section					
NAS, Columbus, O.	FJ	NAI	* 36	0					
						* - De	not	es Naval Air R	eserve Forces
32d NADD									
NAS, Cecil Fld, Fla.	FJ	NAI	13	9				1	
	F3H	AI	30	17					
	F8U	NAI	50	45					
	F9F	NAI	12	10					
NAS, Jacksonville, Fla.	F9F	NAI	* 16	15					
	FJ	NAI	17	12					
OURCE: NAVFOREAST	CONA	DREGN			Y BE MADE AVAILABLE PURPOSES DURING EMER				MANDERS
			FU	R AIR DEFENSE P	UNPOSES PURING EMER	GENCIC	LON	DITIONS	

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#### AIR FORCE NATIONAL GUARD UNITS WITH MOBILIZATION ASSIGNMENTS TO EADF AS OF 31 DECEMBER 1958

UNIT LOCATION	TYPE ACFT	
101st AD Wing, Dow AFB, Me. 132d FIS, Dow AFB, Me. 101st Ftr Gp (AD), Grenier AFB, NH	F-89D	
*133d FIS, Grenier AFB, NH 134th FIS, Burlington MAP, Vt.	F-86L F-89D	
<ul> <li>112th AD Wing, Greater Pittsburgh Aprt, Coraopolis, Pa.</li> <li>112th Ftr Gp (AD), Gtr Pittsburgh Aprt, Coraopolis, Pa.</li> <li>*146th FIS, Greater Pittsburgh Aprt, Coraopolis, Pa.</li> <li>*147th FIS, Greater Pittsburgh Aprt, Coraopolis, Pa.</li> <li>103d FIS, Philadelphia International Aprt, Pa.</li> </ul>	F-86L F-86L F-94C	<ul> <li>* Participating in Air Alert Plan (Day Alert)</li> <li>** Participating in Air Alert Plan (24 Hr Alert)</li> </ul>
<ul> <li>116th AD Wing, Dobbins AFB, Ga.</li> <li>116th FI Gp, Dobbins AFB, Ga.</li> <li>128th FIS, Dobbins AFB, Ga.</li> <li>125th Ftr Gp (AD), Imeson Aprt, Jacksonville, Fla.</li> <li>**159th FIS, Imeson Aprt, Jacksonville, Fla.</li> <li>165th Ftr Gp (AD), Travis Field, Savannah, Ga.</li> <li>158th FIS, Travis Field, Savannah, Ga.</li> </ul>	F-84F/86L F-86D F-84F	*** Operational control retained by CADF
<ul> <li>126th AD Wing, Midway Aprt, Chicago, Ill.</li> <li>126th Ftr Gp (AD), O'Hare Int'l Aprt, Chicago, Ill.</li> <li>108th FIS, O'Hare Int'l Aprt, Chicago, Ill.</li> <li>134th Ftr Gp (AD), McGhee/Tyson Aprt, Knoxville, Tenn.</li> <li>*151st FIS, McGhee/Tyson Aprt, Knoxville, Tenn.</li> <li>145th Ftr Gp (AD), Douglas Field, Charlotte, NC</li> <li>156th FIS, Douglas Field, Charlotte, NC</li> </ul>	F-86L F-86D F-86E/L	
128th AD Wing, Truax Field, Madison, Wisc. (Manned 1-1)		

NOTE: USAF Augmentation Forces available for participation in Air Defense are specified in EADF Wartime Capabilities Plan.

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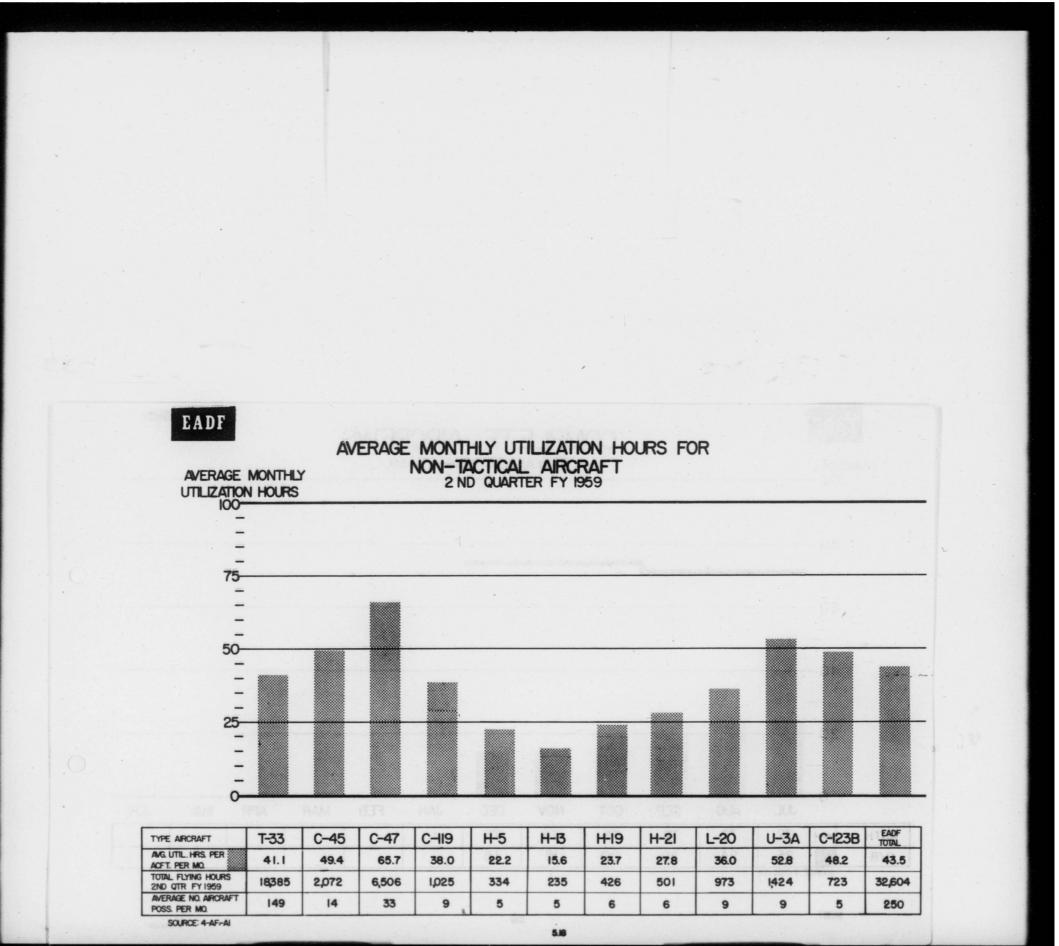
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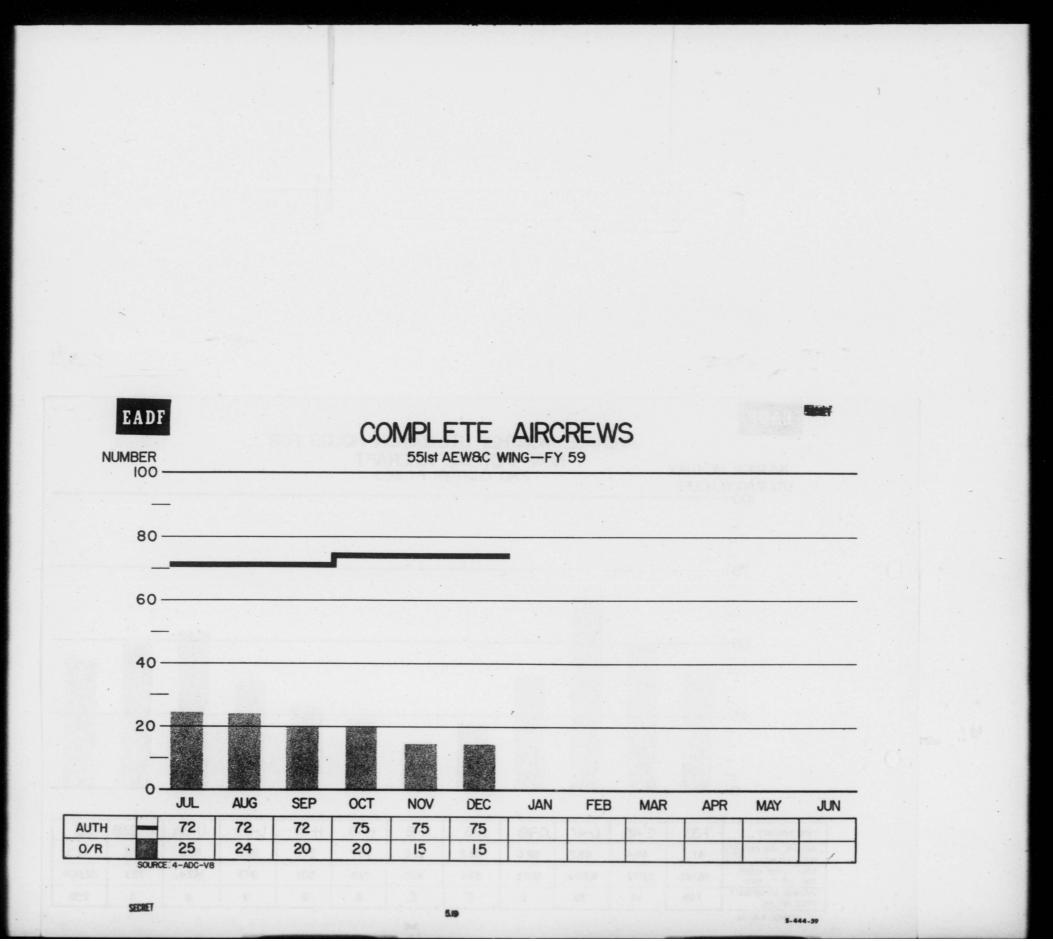
#### AIR FORCE NATIONAL GUARD UNITS WITH MOBILIZATION ASSIGNMENTS TO EADF AS OF 31 DECEMBER 1958

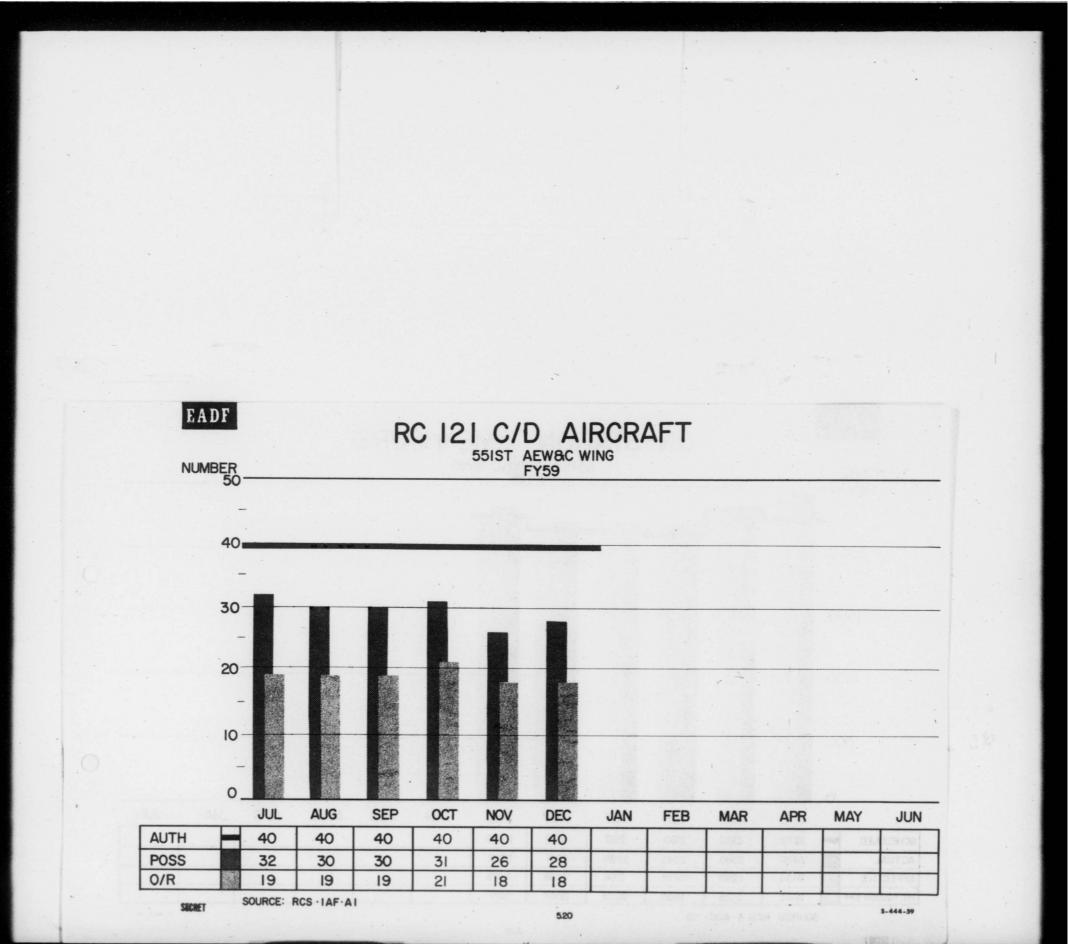
133d Fir Gp (AD), Minneapolis, St. Paul Aprt, Minn. 109th FIS, Minneapolis, St. Pual Aprt, Minn.F-89HPlan (Day Alert)179th FIS, Duluth Aprt, Minn.F-94C** Pariticpating in Air Alert Plan (24 Hr Alert)159th Ftr Gp (AD), (136th AD Wing, Texas), Alvin Callendar Aprt, New Orleans, La.F-86D*** Operational control retain by CADFUnassigned to Wing115th Ftr Gp (AD), Truax Field, Wisc.F-89D*** Operational control retain by CADF126th FIS, Truax Field, Wisc.F-89DF-89D126th Ftr Gp (AD), San Juan Int'l Aprt, Puerto Rico 198th FIS, San Juan Int'l Aprt, Puerto Rico 169th Ftr Gp (AD), Congaree AB, Eastover, SCF-86E/D*157th FIS, Congaree AB, Eastover, SCF-86L		UNIT LOCATION	TYPE ACFT	
133d Ftr Gp (AD), Minneapolis, St. Paul Aprt, Minn. 109th FIS, Minneapolis, St. Pual Aprt, Minn. 179th FIS, Duluth Aprt, Minn. F-89HF-89H 		132d Ftr Gp (AD), Des Moines Aprt, Ia.	F-86L	
Unassigned to Wingby CADF115th Ftr Gp (AD), Truax Field, Wisc.F-89D128th Ftr Gp (AD), Gen. Mitchell Field, Madison, Wisc.F-89D128th Ftr Gp (AD), San Juan Int'l Aprt, Puerto RicoF-86E/D198th FIS, San Juan Int'l Aprt, Puerto RicoF-86E/D140th ACWRON, San Juan Int'l Aprt, Puerto RicoF-86E/D169th Ftr Gp (AD), Congaree AB, Eastover, SCF-86L		<ul> <li>133d Ftr Gp (AD), Minneapolis, St. Paul Aprt, Minn.</li> <li>109th FIS, Minneapolis, St. Pual Aprt, Minn.</li> <li>179th FIS, Duluth Aprt, Minn.</li> <li>159th Ftr Gp (AD), (136th AD Wing, Texas),</li> <li>Alvin Callendar Aprt, New Orleans, La.</li> </ul>	F-94C	<b>** Pariticpating in Air Alert</b>
*157th FIS, Congaree AB, Eastover, SC F-86L NOTE: USAF Augmentation Forces available for participation in Air Defense are specified in EADF Wartime Capabilities Plan.		<ul> <li>115th Ftr Gp (AD), Truax Field, Wisc.</li> <li>176th FIS, Truax Field, Wisc.</li> <li>128th Ftr Gp (AD), Gen. Mitchell Field, Madison, Wisc.</li> <li>126th FIS, Gen. Mitchell Field, Madison, Wisc.</li> <li>156th Ftr Gp (AD), San Juan Int'l Aprt, Puerto Rico</li> <li>198th FIS, San Juan Int'l Aprt, Puerto Rico</li> <li>140th ACWRON, San Juan Int'l Aprt, Puerto Rico</li> </ul>	F-89D	
OTE: USAF Augmentation Forces available for participation in Air Defense are specified in EADF Wartime Capabilities Plan.		*157th FIS, Congaree AB, Eastover, SC	F-86L	
	NOTE: USAF Augmentation F	Forces available for participation in Air Defense are specified	in EADF Warti	me Capabilities Plan.

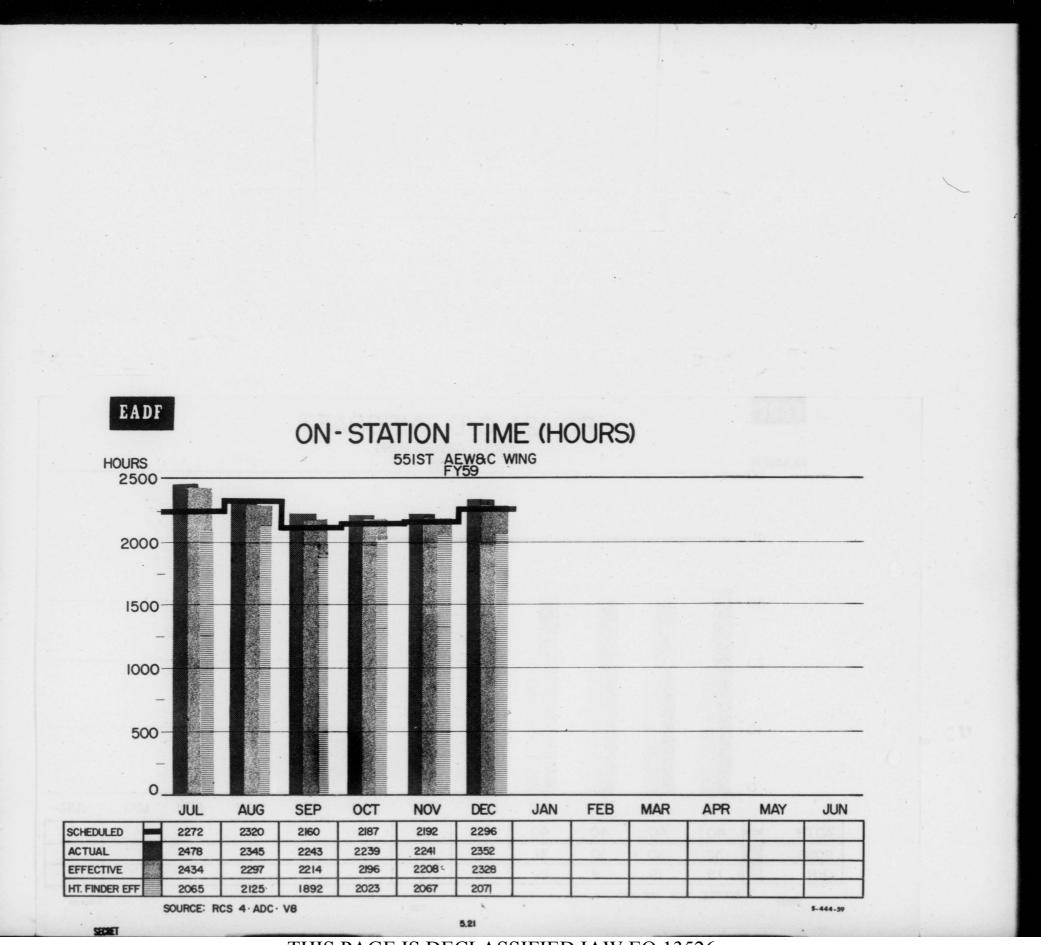
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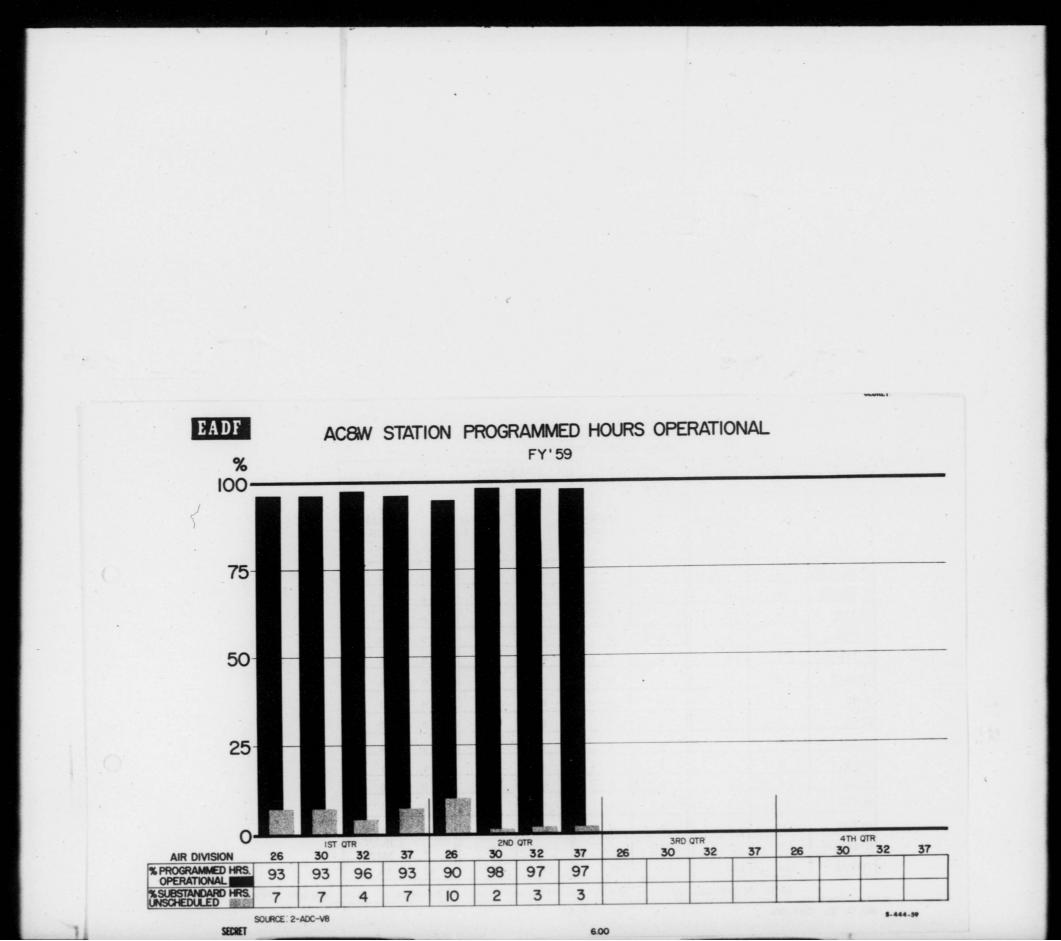












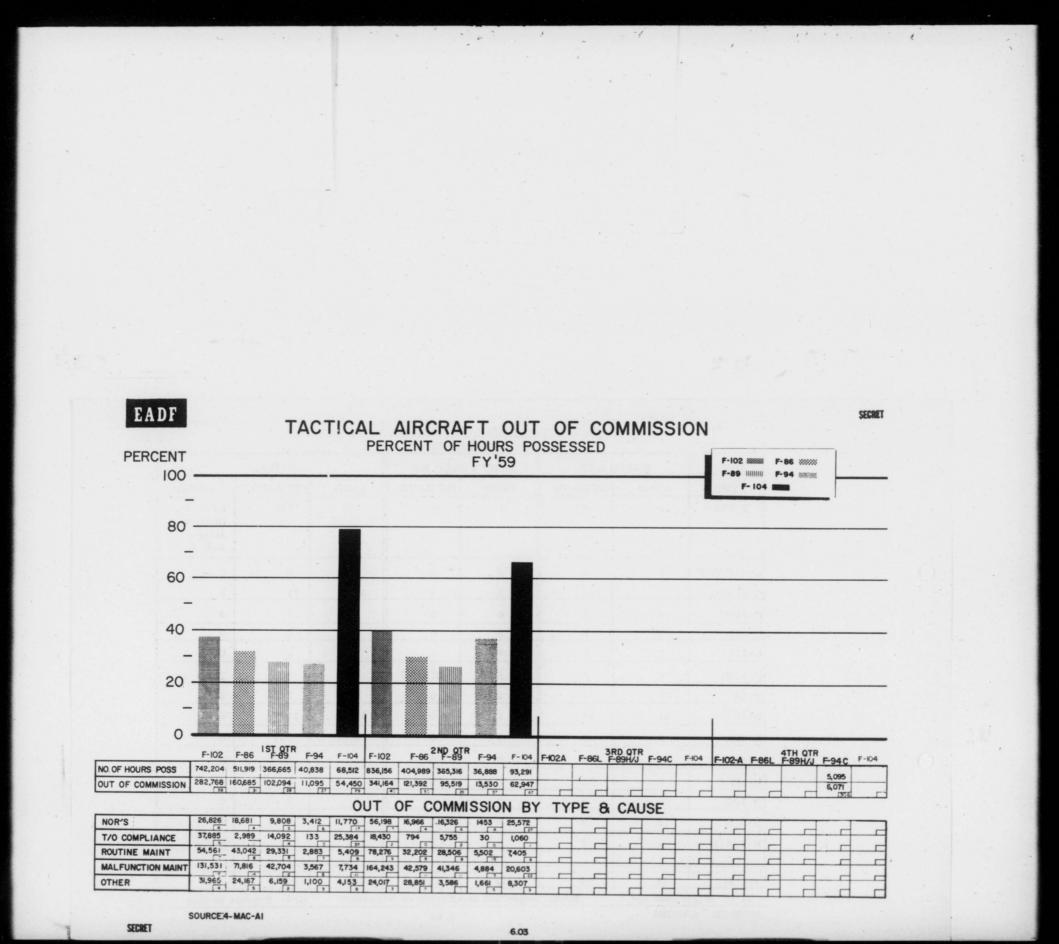
ACFT	26TH	ADIV	30TH	ADIV	32D	ADIV	37 T	H ADIV	
TYPE	ASGD	ON HAND	ASGD	ON HAND	ASGD	ON HAND	ASGD	ON HAND	
T-33A	88	76 IRAN-5 M/D-2 E/R-4 Loan-1	41	36 IRAN-2 E/R-3	12	10 IRAN-1 M/D-1	21	18 IRAN-2 E/R-1	
C-45F/G/H	4	4	1	1	1	1	2	2	
C-47A/D	18	18	7	7	2	2	7	7	
C-119C	2	2	2	2	1	1	0	0	
C-54E	3	3	0	0	0	0	0	0	
C-117	1	1	0	0	0	0	0	0	
C-123B	0	0	0	0	0	0	0	0	
r-29	1	1	0	0	0	0	0	0	
3-29	0	0	- 0	0 .	0	0	0	0	
20A	3	3	1	1	1	1	4	4	
J-3A	8	8	1	1	1	1	1	1	
H-5G	0	0	0	0	0	0	0	0	
H-13G	3	3	1	1	0	0	1	1	
H-21B	0	0	0	0	0	0	0	0	
I-19A/B	7	7	2	2	0	0	2	IRAN-1 M/D-1	
TOTAL	132	122	61	55	17	15	43	40	

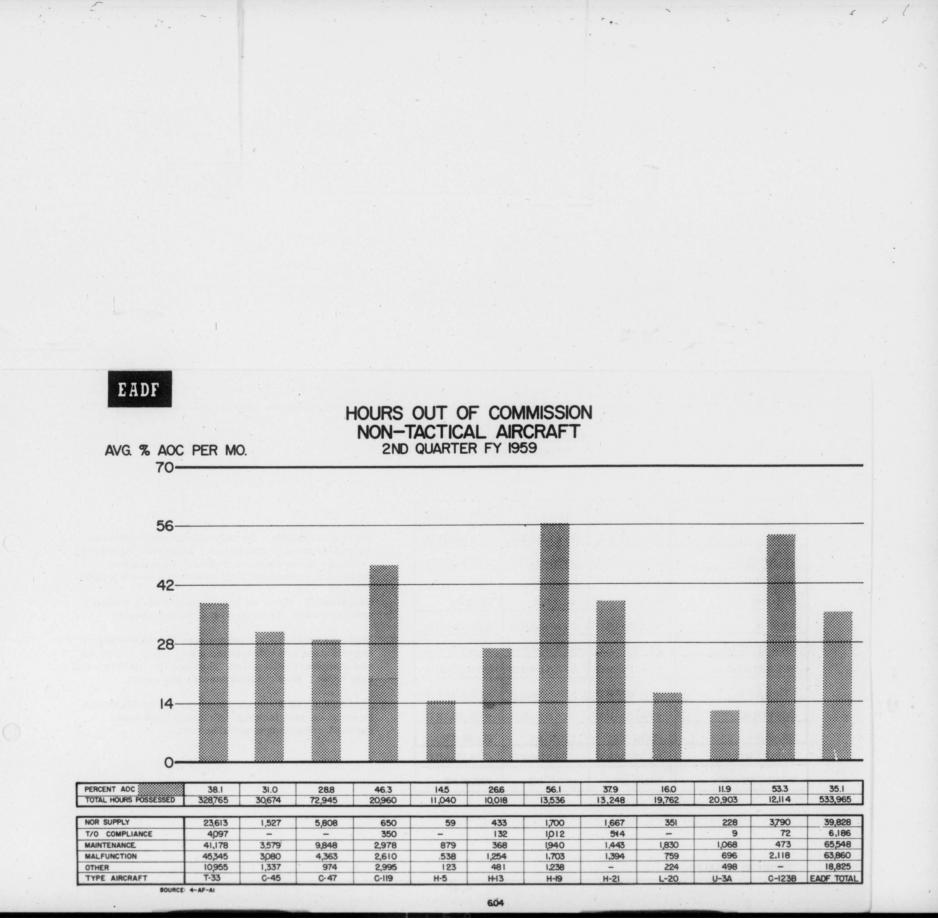
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ACFT	4713	TH REF	551ST A	EW&C WG		TOTAL	
TYPE	ASGD	ON HAND	ASGD	ON HAND	ASGD	ON HAND	OTHER
T-33A	2	2	0	0	166	146	Loan-1 IRAN-9 M/D-2 E/R-8
C-45F/G/H	0	0	0	0	8	8	0
C-47A/D	1 .	1	2	2	37	37	0
C-119C	0	0	0	0 -	5	5	0
C-54E	0	0	0	0	3	3	0
C-117	0	0	0	0	1	1	0
C-123B	0	0	9	7 IRAN-2	9	7	IRAN-2
T-29	0	0	0	0	1	1	0
B-29	11	11	0	0	11	11	0
L-20A	0	0	0	0	9	9	0
U-3A	0	0	0	0	11	11	0
H-5G	0	0	0	0	5	5	0
H-13G	0	0	0	0	5	5	0
H-21B	0	0	6	6	6	6	0
H-19A/B	0	0	0	0	11	9	IRAN-1 M/D-1
TOTAL	14	14	17	15	288	264	24





BASE SUPPLY STANDARDS 2D QTR FY 1959

LOCATION	JULY	AUGUST	SEPTEMBER
ETHAN ALLEN	STANDARD	STANDARD	STANDARD
KINROSS	STANDARD	STANDARD	STANDARD
NIAGARA FALLS	HIGH ST	HIGH ST	HIGH ST
O'HARE	MIN ST	MIN ST	MIN ST
OTIS	STANDARD	STANDARD	STANDARD
PRESQUE ISLE	STANDARD	STANDAR D	STANDARD
SELFRIDGE	STANDARD	STANDARD	STANDARD
STEWART	STANDARD	STANDARD	STANDARD
SUFFOLK	STANDARD	STANDARD	STANDARD
TRUAX	HIGH ST	HIGH ST	HIGH ST
WURTSMITH	STANDARD	STANDARD	STANDARD
YOUNGSTOWN	HIGH ST	HIGH ST	HIGH ST

HIGH STANDARD - Account effectively organized. Internal controls established. Manpower effectively utilized. Discrepancies reduced to minimum, supply and operations performed on a current basis.

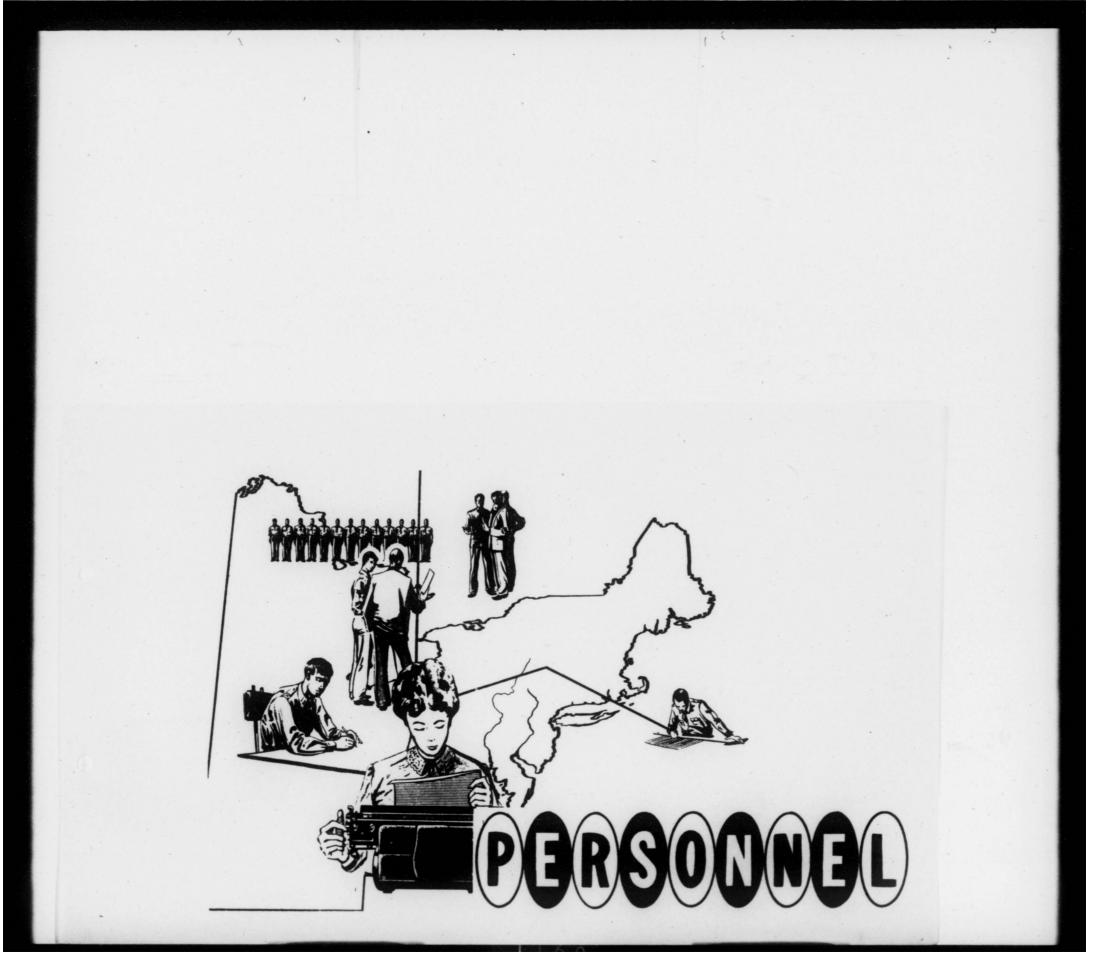
STANDARD - Same as high standard except supply operations not performed on a current basis.

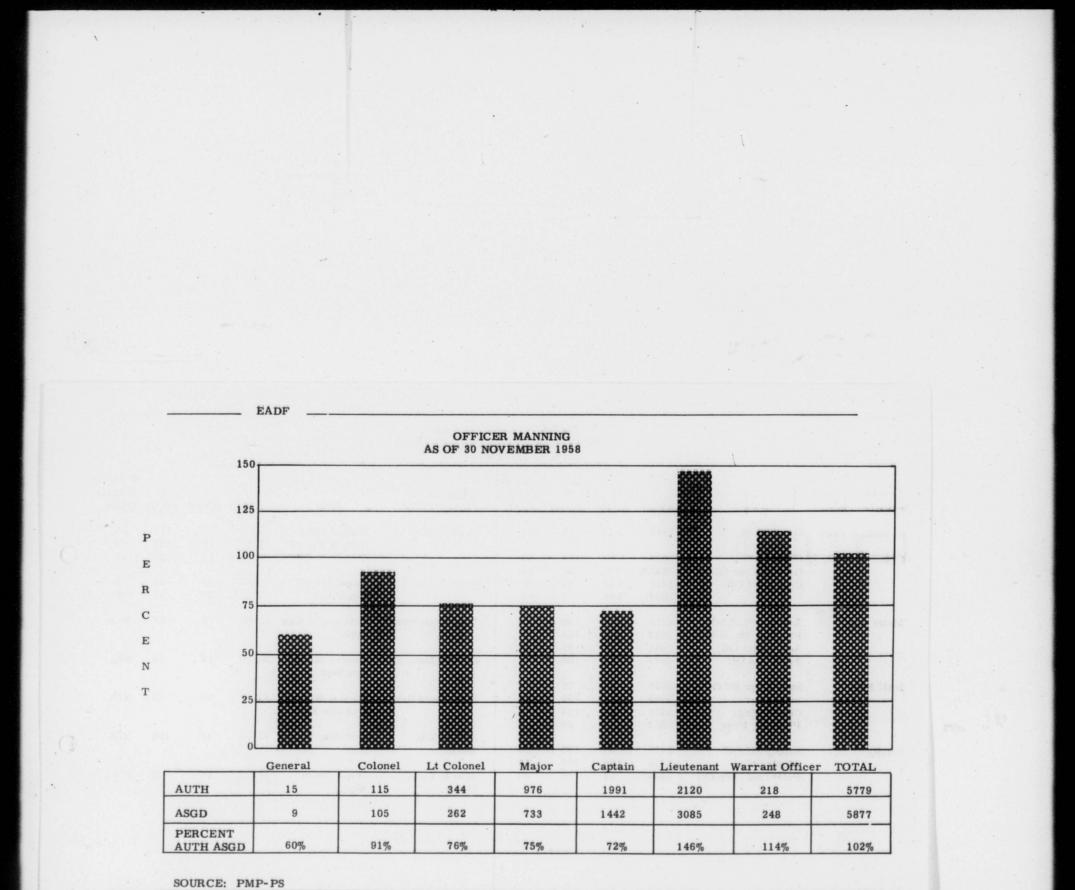
MIN STANDARD - Account meets the requisites of organization and establishments of internal control and manpower utilization. Some major deficiencies may exist. Minor discrepancies prevalent.

SUB STANDARD - Account not properly organized. Internal control lacking. Training inadequate -General conditions unsatisfactory.

SOURCE: EAMSV

EADF





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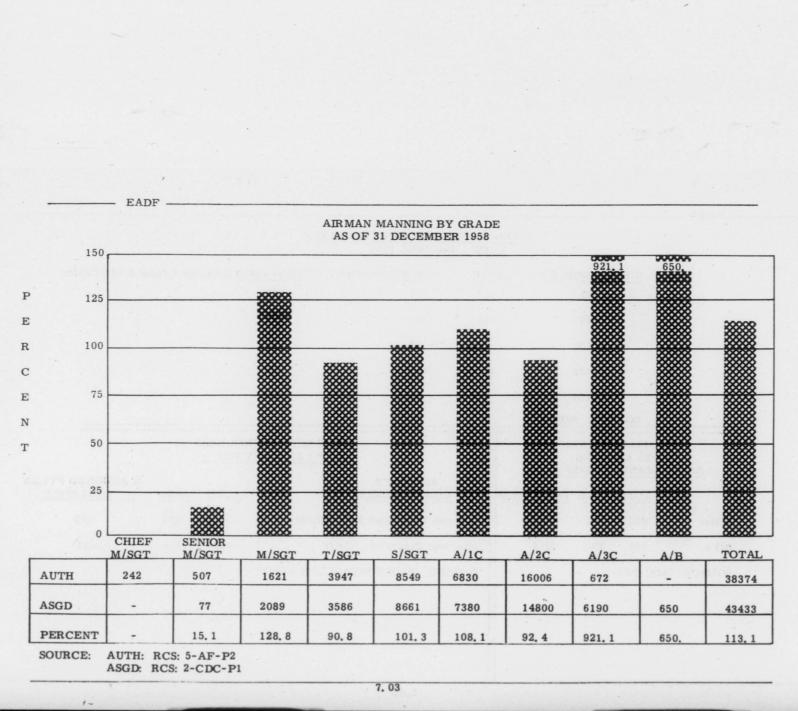
#### CRITICAL SPECIALTIES OFFICERS AND WARRANT OFFICERS AS OF 30 NOVEMBER 1958

CAREER				%	% ASGD FULLY	CAREER				%	% ASGD FULLY
FIELD TITLE	AFS	AFSC	AUTH	ASGD	QUAL	FIELD TITLE	AFS	AFSC	AUTH	ASGD	QUAL
Combat & Opr	Opr Stf Off	1416	124	118	68	Comptroller	Budget Off	6736	17	112	63
							Actg & Fin Off	6724	19	137	65
Comm & Elec	Comm Off	3034	80	134	69		Stat Serv Off	6834	13	138	50
	Ground Elec Off	3044A	8	88	14						
	C&E Staff Off	3016	144	85	62	Legal	Legal Stf Off	7816	21	81	35
		3044B	103	85	69		Legal Off	7824	32	91	66
Maint Eng	Acft Maint Stf Off	4316	50	94	70	Communication	Comm Cen Opr	29100	3	67	N/A
	Flt Test Maint Off	4334	31	103	50		Supt				
	Acft Maint Off	4344	59	198	51						
	Prod Con Off	4355	12	100	8	Guided Msle Sys	Guided Msle Sys Supt	30100	14	86	N/A
Instl Engr	Instl Engr Stf Off	5516	25	76	74						
	Instl Engr	5525	37	132	22	Armament Sys	Fire & Wpns	32200	28	43	N/A
	Constr Engr	5534	21	152	0		Con Sys Supt				
	Planning Engr	5564	10	50	0						
						Acft & Eng	Acft Maint	43100	41	100	N/A
Supply	Supply Stf Off	6416	43	105	80	Maint	Supt				
	Supply Off	6424	163	104	53						
	Petroleum Sup Off	6454	12	83	40	Mun & Wpns Maint	Wpns Maint Supt	46200	11	73	N/A

 EADF -											_
		Ē		ING BY TYPE JANUARY 1959		T					
	TYPE	AIRCRAFT	AUTH	ASGD (Cre	w Only)	PROJ AS	GD (Inclu	ides Com	ndr & O	pns Offs)	
		- 86	180	169		185	;-				
	F	-89	180	206		201					
	F	-101	60	57		65					
		-102	480	505		484					
		-104 E: ADC-P29	60	57		63					
1.000			11								
P	OMMAND MA	O'S				AFT CONT		S			
AS O	F 1 JANUARY			AIRCRAFT					% ASS	IGNED FU	L
	AUTH AS	GD PROJ AS	GD	CONTROLLER	S		AUTH	ASGD		QUALIFIEI	D
Pilots	960 91	94 998	Airc	raft Controller	Staff Offi	cer (1716)	210	194		49%	
RO's	240 30	05 N/A	Inter	cept Controlle	(1744)		929	1044		45%	
SOURCE:	ADC-P29		SOUT	RCE: PMP CO	NTROLLI	ER STUDY					

		· · · · · · · · · · · · · · · · · · ·					
		CREW MANNING AS OF 1 JANU	BY TYPE AIRCRAFT JARY 1959		*		
	TYPE AIRCRAF	T AUTH A	SGD (Crew Only)	PROJ ASGI	(Inclu	des Com	dr & Opns Offs)
	F-86	180	169	185			
	<b>F-89</b>	180 :	206	201			
	F-101	60	57	65			
	F-102	480 5	505	484			
	F-104	60	57	63			
	SOURCE: ADC-1	P29					
I	COMMAND MANNING PILOTS AND RO'S F 1 JANUARY 1959			T CONTRO JANUARY 1		1	
	AUTH ASGD PRO.		RCRAFT TROLLERS	A	UTH	ASGD	% ASSIGNED FULL QUALIFIED
	960 994 99	8 Aircraft (	Controller Staff Office	r (1716)	210	194	49%
Pilots							45%
Pilots RO's	240 305 N/	A Intercept	Controller (1744)		929	1044	
			Controller (1744) PMP CONTROLLER	*	929	1044	
RO's				*	929	1044	- 1994

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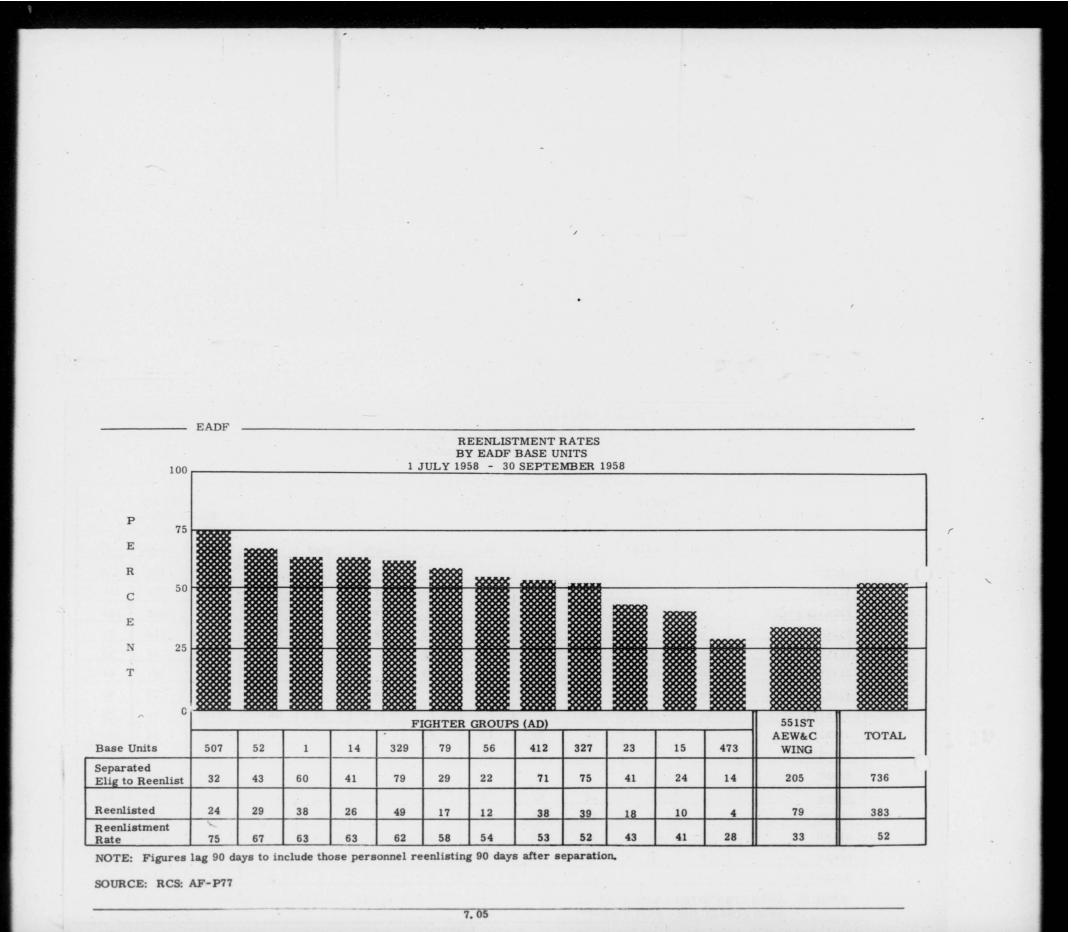


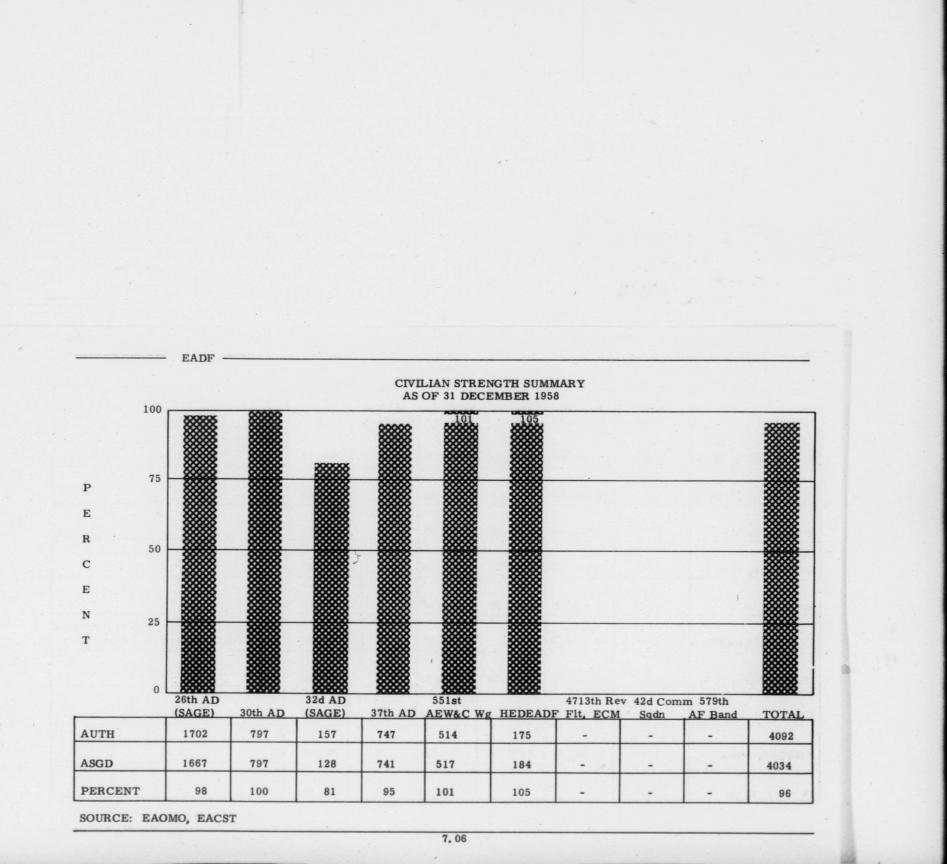
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AFSC		THREE LEVEL			FIVE LEVEL			SEVEN			AREER D TOTAL	,
	Auth	Asgd	%	Auth	Asgd	%	Auth	Asgd	%	Auth	Asgd	%
303X2	-		-	-	-		419	163	39	1666	2261	135
311X0E	-	-	-	-	-	-	57	33	58	223	258	116
322X1D/F/G/H	-	-	-	-	-	-	367	92	25	1620	1950	120
342X0E/H	-	-	-	79	57	72	76	38	50	158	118	75
361X0	6	6	100	26	18	69	-	-	-	33	26	79
363X0B	30	10	33	97	90	93	-	-	-	129	104	81
423X3	28	14	50	-	-	-	4	3	75	66	53	80
46131/71	18	11	61	-	-	-	24	21	88	42	32	76
47132/52	36	27	75	26	17	65	-	-	-	62	44	71
55130/50	79	43	54	17	18	106	-	-	-	96	61	64
622X0	507	49	. 10		-	-	-	-	-	953	1102	116
642X0	86	34	40	80	27	34	23	11	48	189	72	38
651X0	16	5	31	35	30	86	-	-	-	64	49	77
681X0	29	10	34	63	48	76	- 1	-	-	107	93	87
905X0	8	0	0	15	12	80		-	-	24	13	54
922X0A/B	64	29	45	-		-	-	-	-	182	162	89

CRITICAL SPECIALTIES (AIRMEN) AS OF 31 DECEMBER 1958





			TATUS OF O			1058	
BASE	No. Of Units	Advertise For Bids	Date Of	Notice To Proceed		Anticipa- ted B. O. D.	REMARKS
K.I. Sawyer I, Mich.	340	1 Nov 57	8 May 58	8 May 58	35	Nov 59	
K. I. Sawyer II, Mich.	235	20 May 58	10 Jun 58	20 Oct 58	1	Nov 59	
Stewart, N.Y.	300	8 May 58	11 Jun 58	9 Jul 58	10	Jan 60	
Suffolk Cty, N. Y.	220	5 Mar 58	17 Jun 58	21 Jun 58	50	Aug 59	
Syracuse, N.Y.	216	28 Apr 58	9 Sep 58	10 Sep 58	5	Feb 60	
Fort Lee, Virginia	304	24 Mar 58		Jul 58	98	Dec 58	Accomplishment by Corps of Engineer 154 Units designated for AF use.
Niagara Falls, N.Y.	290	17 Apr 58	6 Aug 58	6 Aug 58	10	Nov 59	
Custer, Michigan	169	5 May 58	23 Jun 58	9 Sep 58	15	Oct 59	
Topsham, Maine	177	30 Aug 58	8 Jan 58	Jan 59	0	Jan 60	
Duluth I, Minn.	240			7 Aug 58	10	Oct 59	

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	S	STATUS OF FY-58 M AS OF 31 DECEM		
STATION	NO. UNITS PROGRAMMED	DATE OF NOTICE TO PROCEED	PROJECTED COMPL, DATE	REMARKS
Bedford, Va.	27	Mar 59	Sep 59	
Bucks Harbor, Me.	27	Apr 59	Oct 59	
Ft. Fisher, N. C.	27	Jan 59	Jul 59	
Lockport, N.Y.	18 .	Nov 58	May 59	
No. Truro, Mass.	18	Nov 58	May 59	
Watertown, N.Y.	18	Apr 59	Oct 59	
Guthrie, W. Va.	18	Mar 59	Sep 59	
No. Concord, Vt.	27	Will be adve	rtised in the spring.	
Flintstone, Tenn.	27	Mar 59	Sep 59	
Joelton, Tenn.	9	Mar 59	Sep 59	
Lake City, Tenn.	18	To be readve	ertised.	
No. Charleston, S. C.	22	Mar 59	Sep 59	
Roanoke Rapids, N. C.	27	To be readve	ertised shortly.	
Winston-Salem, N. C.	27	Mar 59	Sep 59	
Houma, La.	27	Jun 58	Jan 59	
Hanna City, 111.	18	Apr 59	Oct 59	
Kirksville, Mo.	18	Apr 59	Oct 59	
Waverly, Iowa	18	Nov 58	May 59	
Otis AFB, Mass.	488		Nov 59	

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NO. UNITS

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INSTALLATION	PROGRAMMED	CONTRACT AWARD	COMPLETION DATE	REMARKS
Montauk, N.Y.	18	19 Aug 57	15 Oct 58	18 Units Occupied
Sault Ste Marie, Mich.	7	19 Aug 57	30 Sep 58	7 Units Occupied
Calumet, Michigan	18	19 Aug 57	12 Nov 58	18 Units Occupied
Cape Charles, Va.	18	19 Aug 57	19 Jun 58	18 Units Occupied
Benton, Pa.	15	19 Aug 57	Jan 59	
aswell, Me.	9	19 Aug 57	July 59	
Dtis AFB, Mass.	705	-	_	705 Units Occupied.

STATUS OF FY-57 MCP HOUSING AS OF 31 DECEMBER 1958

DATE OF

PROPOSED

COMPLETION

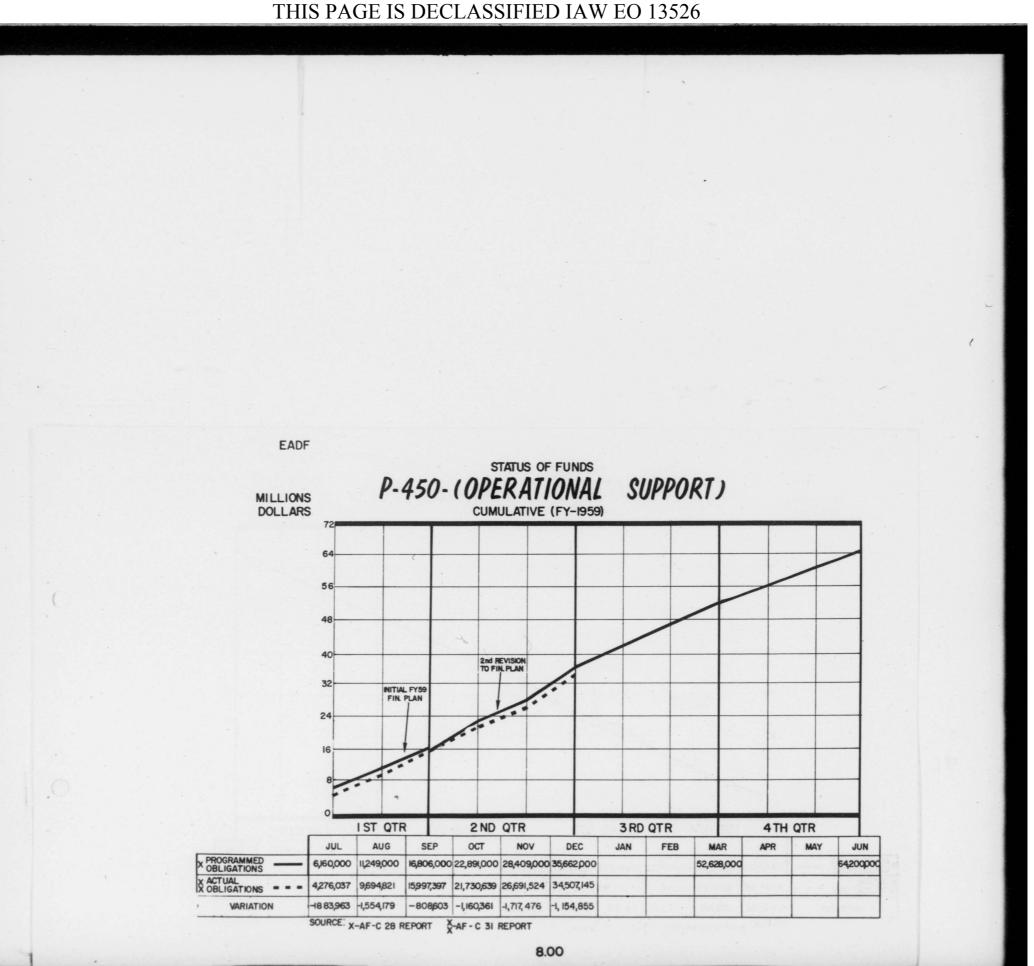
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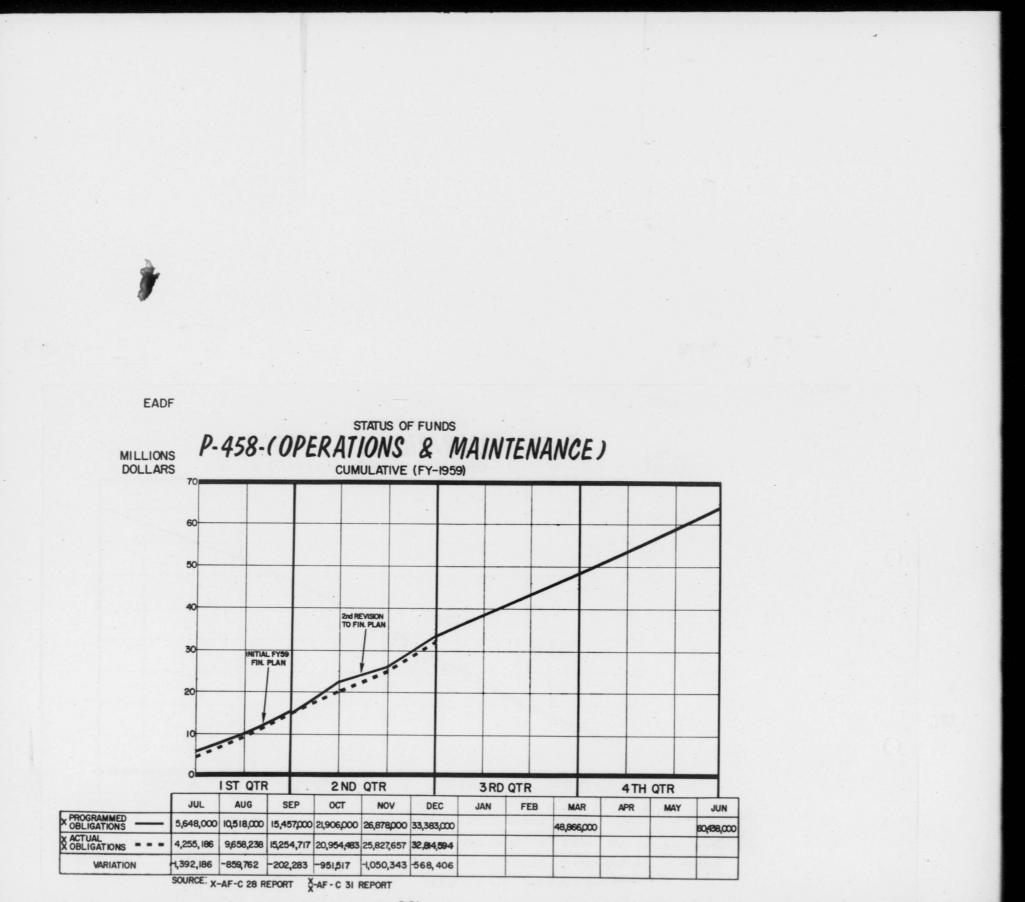
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		DE		OF CAPEHAN AS OF 31 DEC				
BASE	No. Of Units	Design Directive	Design Contract	Preliminary Sketches	Preliminary Plans	Final Plans	FHA Eligibility	REMARKS
KI SAWYER III, Mich.	360	3 Feb 56	May 56	3 Jun 58	14 Aug 58	Oct 58	Jan 59	
TRUAX FIELD, Wisc.	280	7 Oct 58	18 Nov 58	22 Dec 58	WAIVE	25 Feb 59	15 Apr 59	
PRESQUE ISLE, Me.								
SELFRIDGE, Mich.	380	17 Sep 58	Sep 58	15 Oct 58	Dec 58	Feb 59	Apr 59	Reduced from 580 units by OSD.
WURTSMITH, Mich.	618	25 Jan 58	27 Feb 58	8 May 58	14 Jun 58	3 Sep 58	3 Nov 58	
KINROSS, Mich.	475	8 Apr 58	8 Apr 58	11 Jun 58	2 Aug 58	Oct 58	30 Dec 58	
LOCKPORT, N.Y.	90	15 Aug 58	Oct 58	PROJECT				
HIGHLANDS, N. J.	90	15 Aug 58	Oct 58	PROJECT				
DULUTH II, Minn.	125	1 Jun 58	10 Dec 58	5 Jan 59	WAIVE	10 Mar 59	15 Apr 59	
K.I. SAWYER IV, Mich	590							
WURTSMITH II, Mich.	300							1

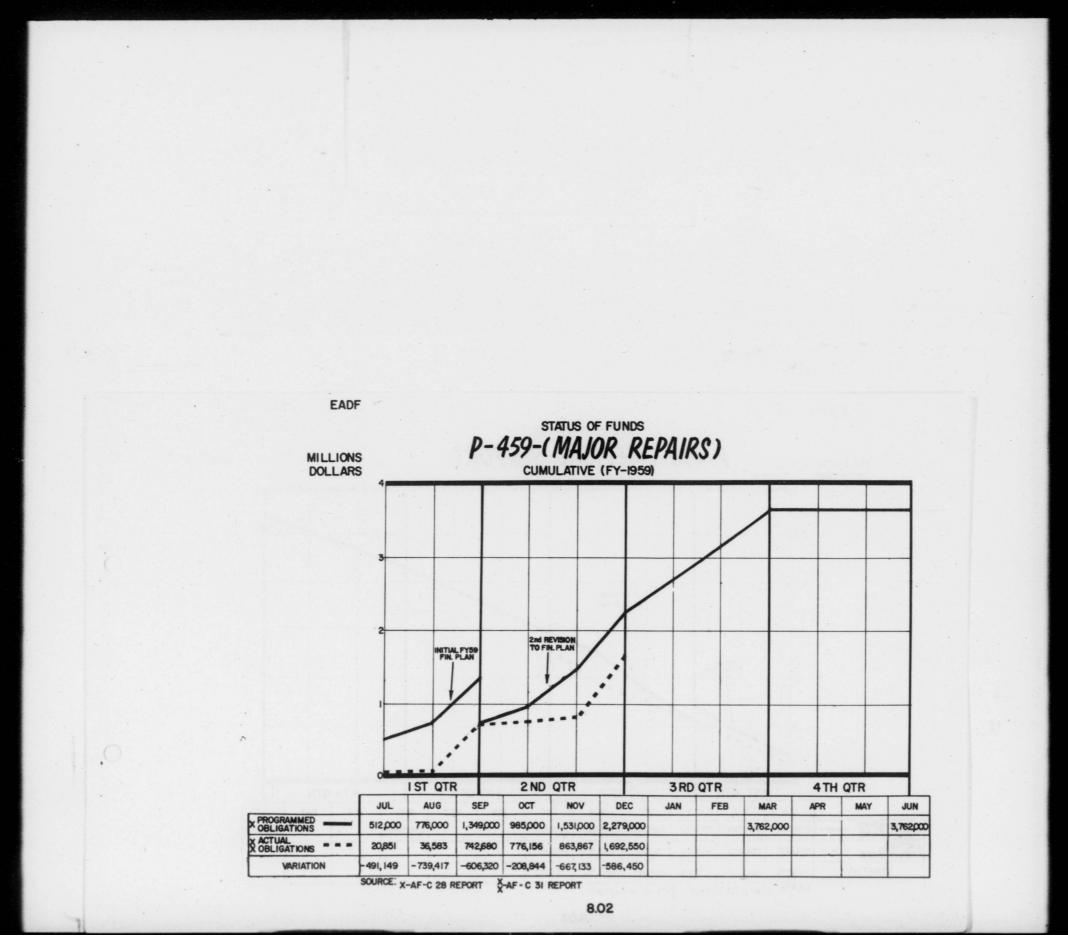
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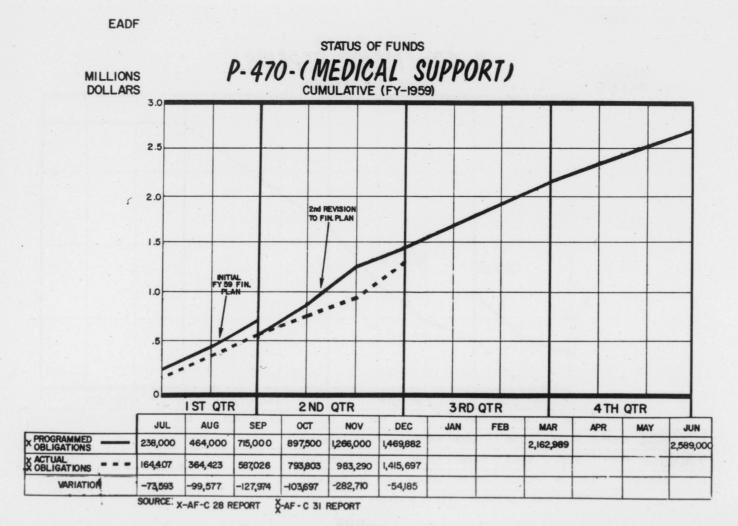




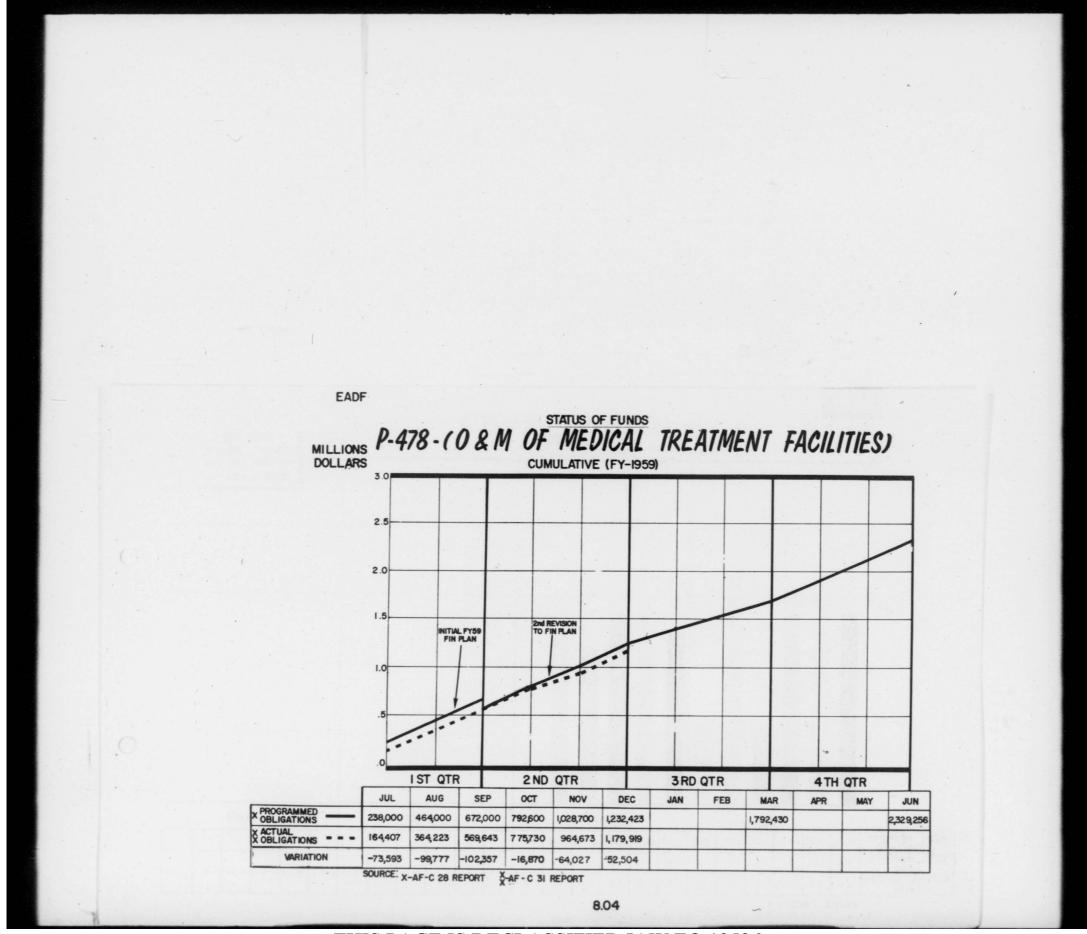
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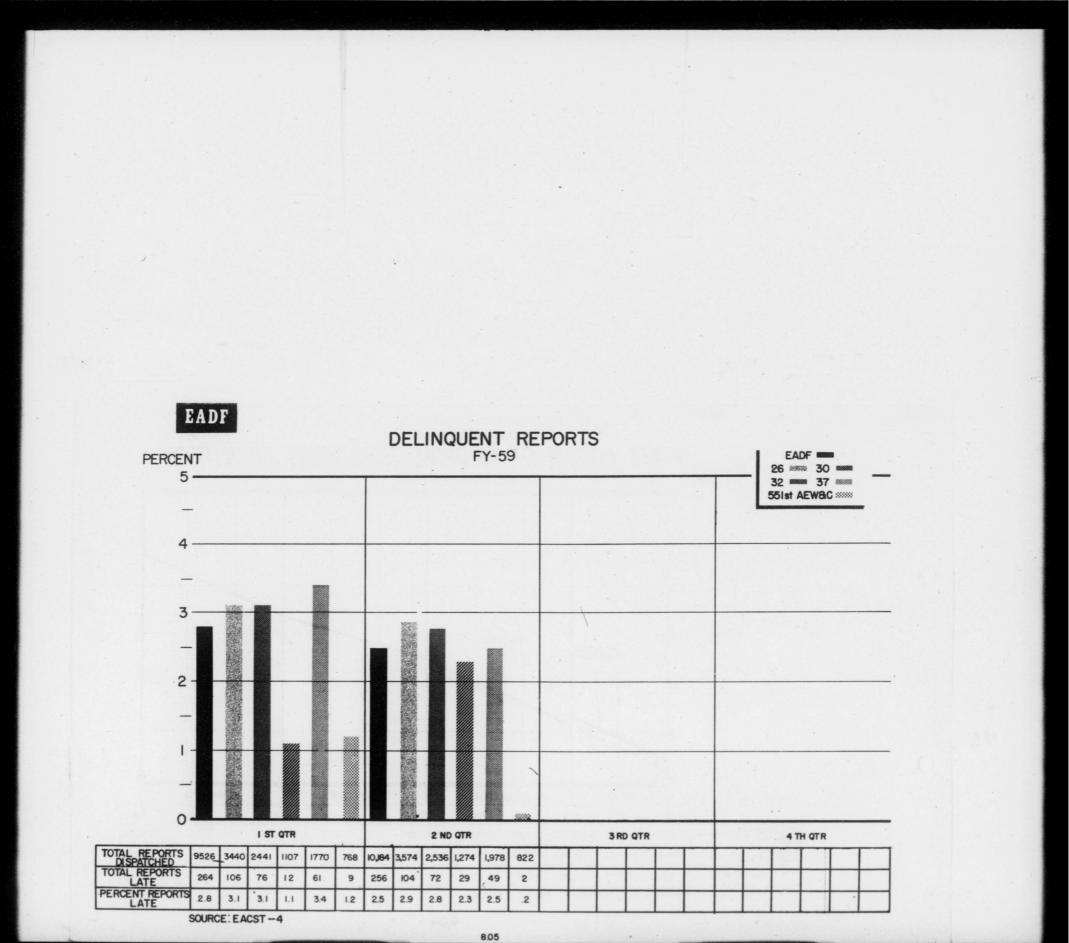




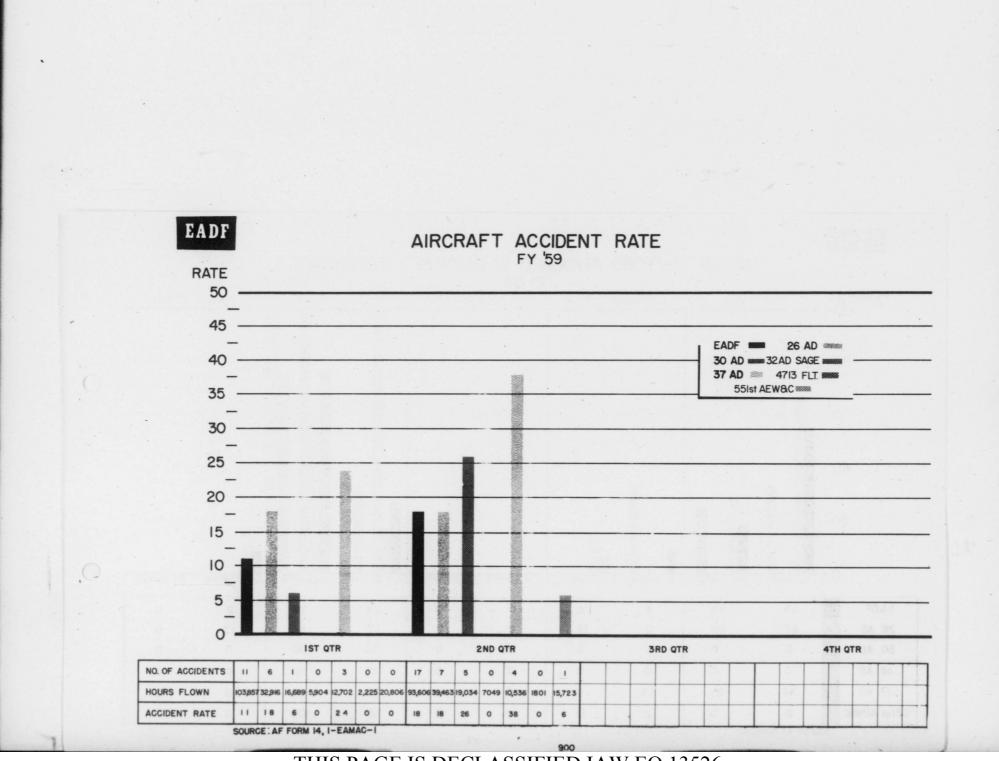


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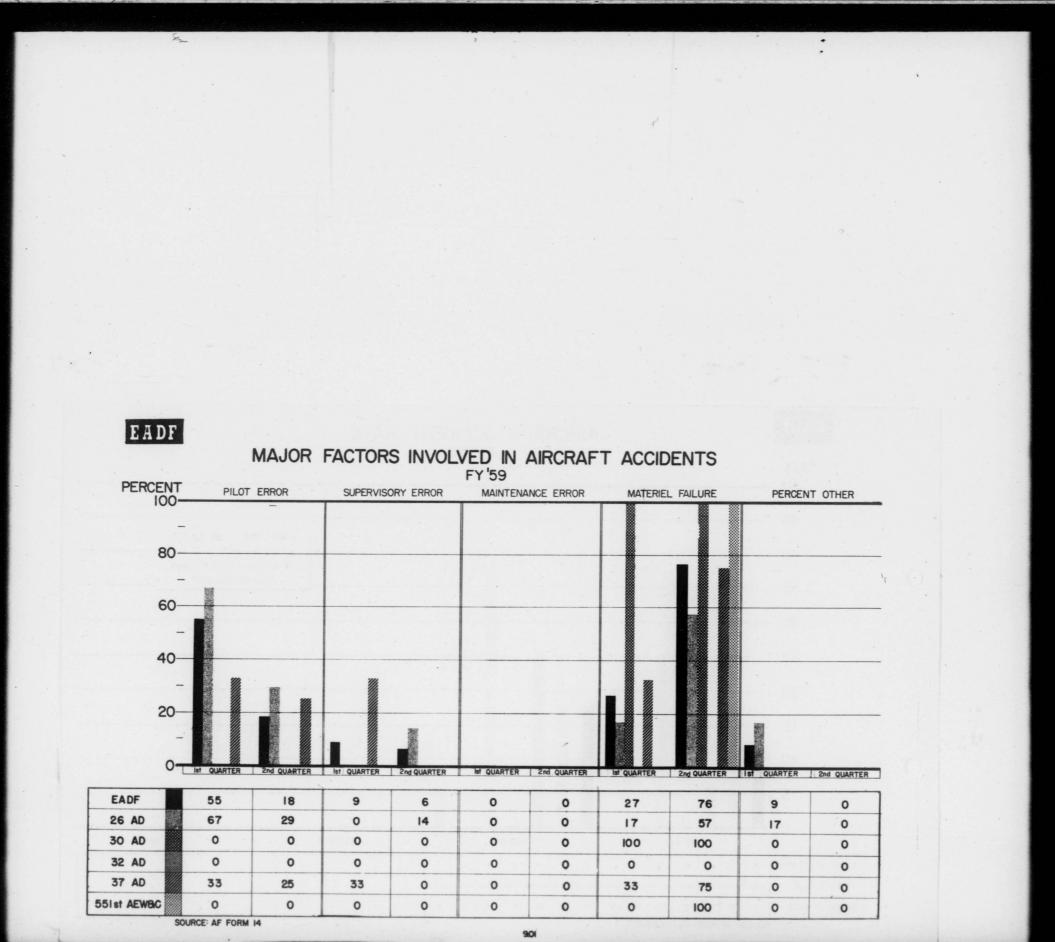


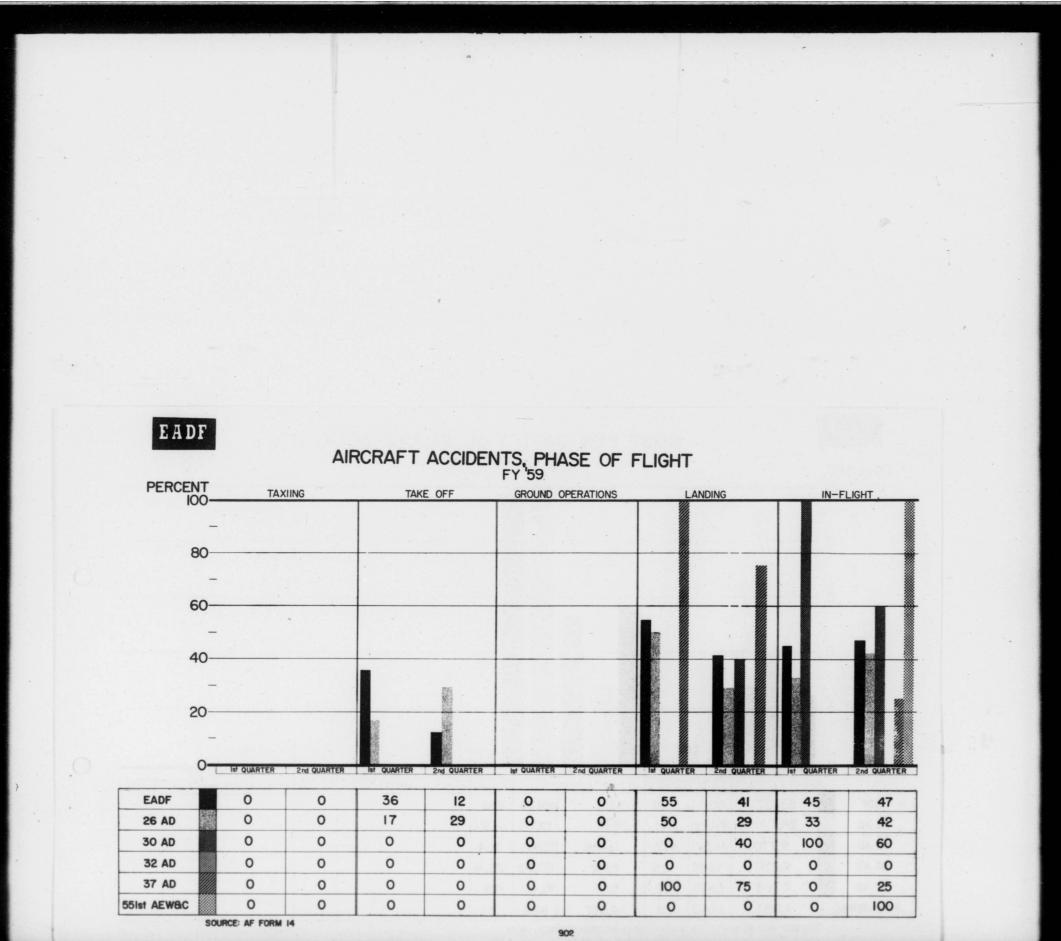


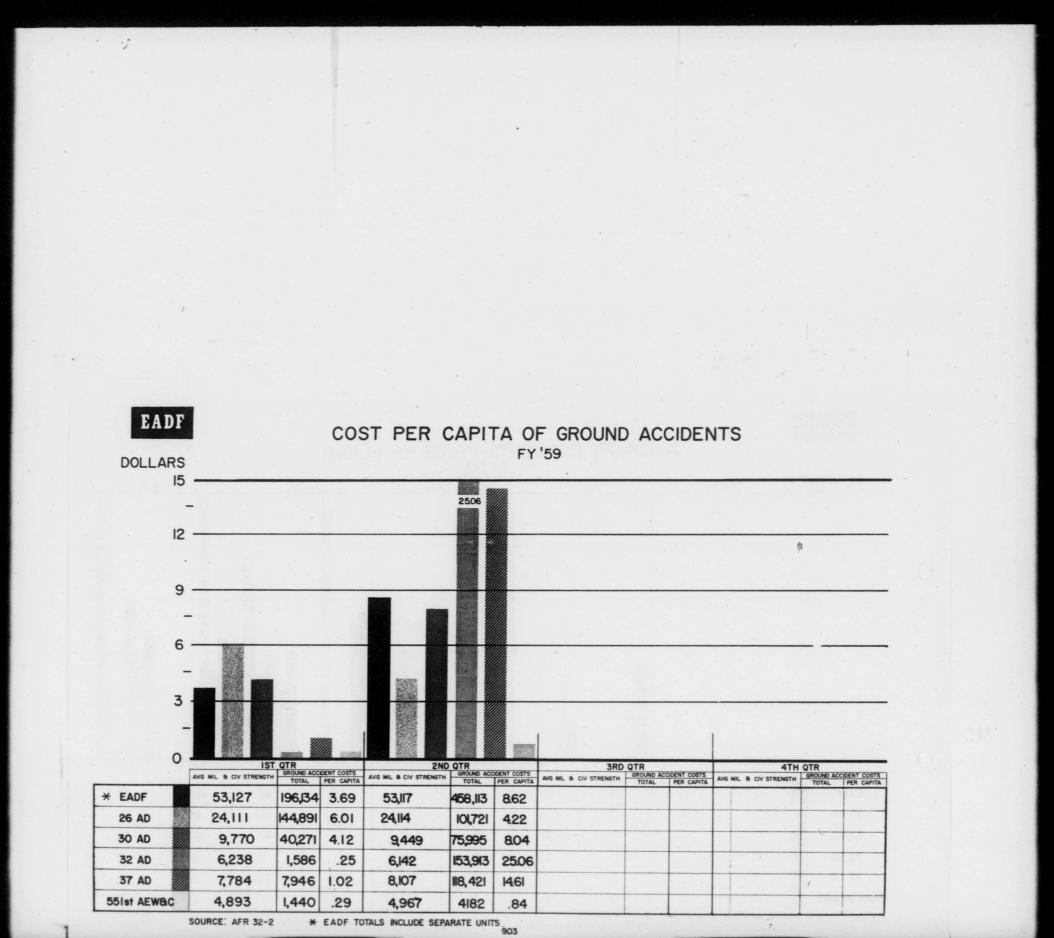


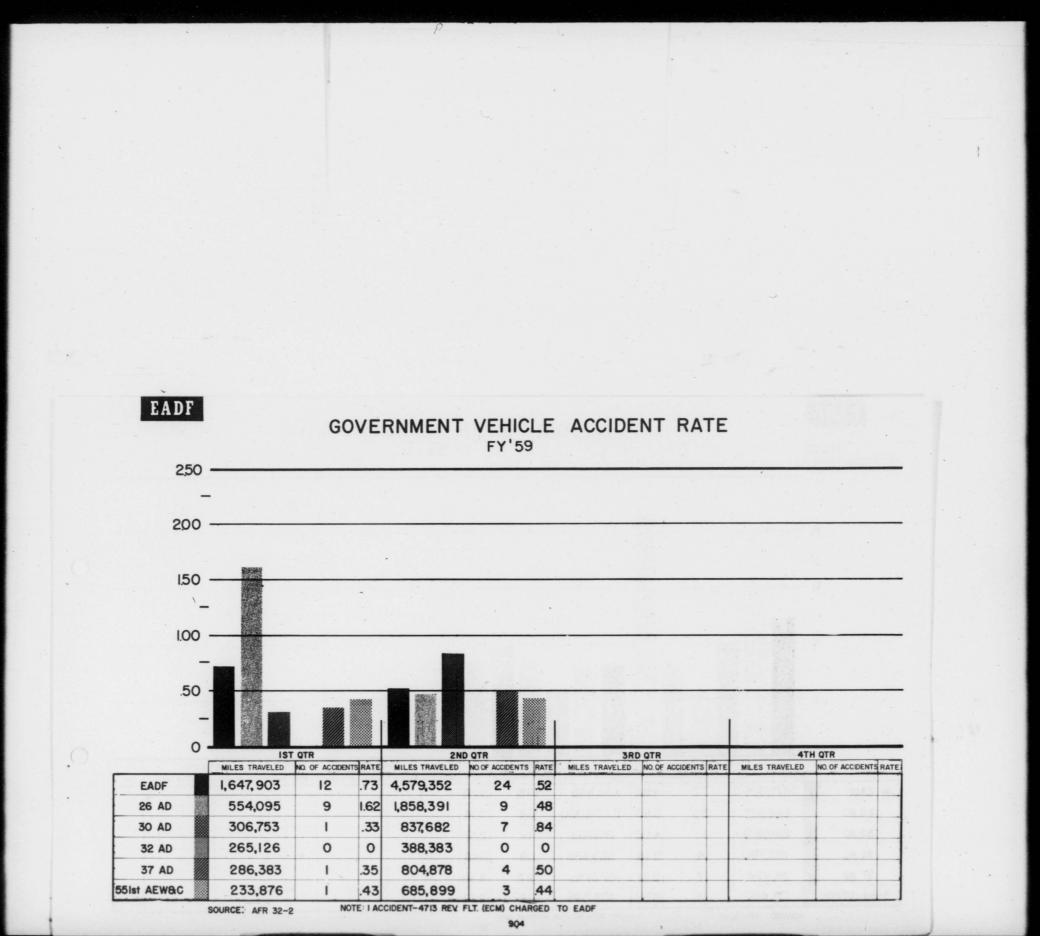


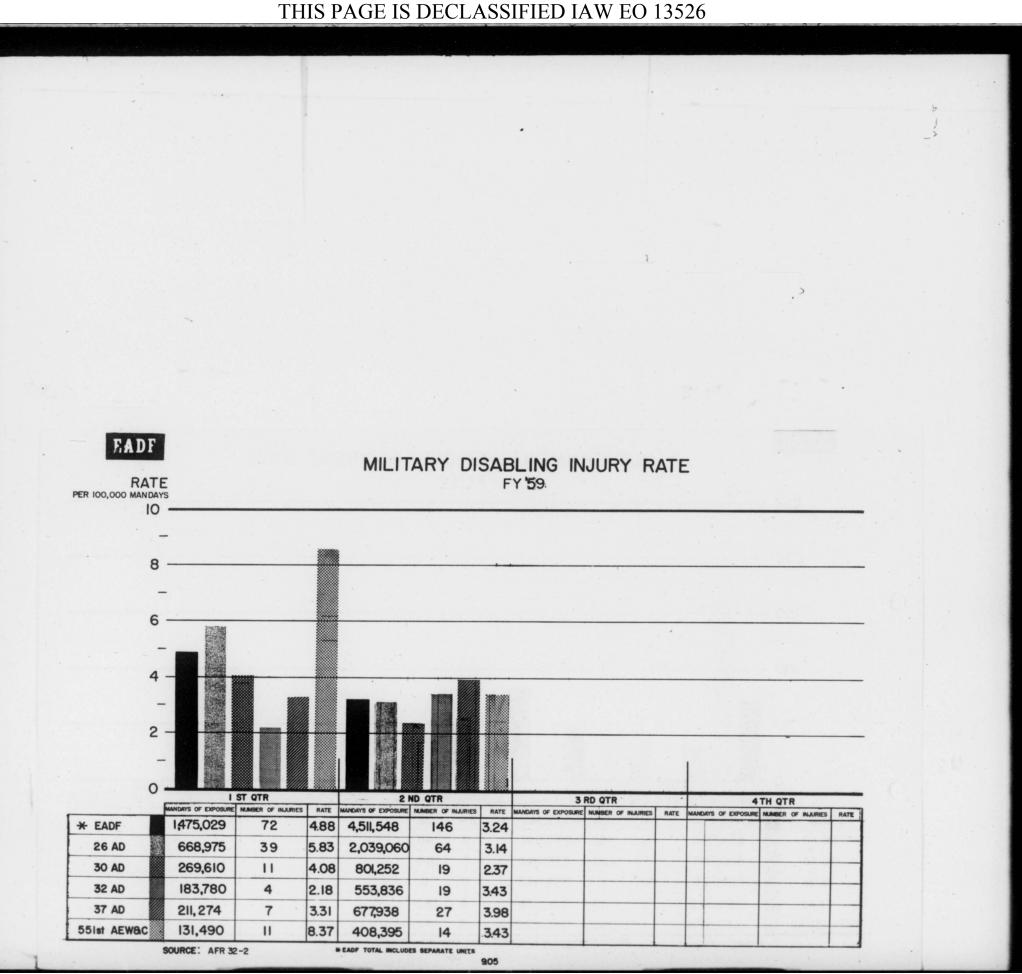
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### HQ EASTERN AIR DEFENSE FORCE

HQ SAULT STE MARIE AIR DEFENSE SECTOR

COMMANDER 1ST FIGHTER WING (AD) ADMN ASST TO COMMANDER 1ST FIGHTER GROUP (AD) COMPTROLLER ٦ 14TH FIGHTER GROUP (AD) DIR OF MANAGEMENT ANALYSIS 10 15TH FIGHTER GROUP (AD) DIR OF BUDGET 23D FIGHTER GROUP (AD) DIR OF FINANCIAL SERVICES 52D FIGHTER GROUP (AD) DIR OF STATISTICAL SERVICES 56TH FIGHTER GROUP (AD) DEPUTY/PERSONNEL 79TH FIGHTER GROUP (AD) DEPUTY/OPERATIONS 327TH FIGHTER GROUP (AD) DIR OF PLANS AND PROGRAMS 329TH FIGHTER GROUP (AD) DIR OF TACTICS , TRAINING & EVALUATION 343D FIGHTER GROUP (AD) DIR OF COMMUNICATIONS AND ELECTRONICS 412TH FIGHTER GROUP (AD) DIR OF MANPOWER AND ORGANIZATION 473D FICHTER GROUP (AD) DEPUTY/MATERIEL 507TH FIGHTER GROUP (AD) COMBAT OPERATIONS CENTER 4727TH AIR DEFENSE GROUP INSPECTOR GENERAL 4730TH AIR DEFENSE GROUP STAFF JUDGE ADVOCATE 4735TH AIR DEFENSE GROUP INSTALLATIONS ENGINEER 551ST AEW&C WING 12TH WEATHER SQUADRON 48TH FIGHTER INTERCEPTOR SQUADRON SURGEON 95TH FIGHTER INTERCEPTOR SQUADRON CHAPLAIN 1 632D AIRCRAFT CONTROL & WARNING SQUADRON OFFICE OF INFORMATION SERVICES 1 647TH AIRCRAFT CONTROL & WARNING SQUADRON DIR OF HISTORICAL SERVICES 649TH AIRCRAFT CONTROL & WARNING SQUADRON SUB-TOTAL 40 771ST AIRCRAFT CONTROL & WARNING SQUADRON SUB-TOTAL FIELD DISTRIBUTION EXTERNAL DISTRIBUTION 26TH AIR DIVISION (SAGE) DIR M/A SVS, COMPTROLLER, USAF 30TH AIR DIVISION (DEF) AIR UNIVERSITY LIBRARY 32D AIR DIVISION (SAGE) COMMANDER; AIR DEFENSE COMMAND 37TH AIR DIVISION (DEF) COMMANDER, NORAD FORCES EASTERN NORAD REGION DET 1 (SAGE) COMMANDER, WESTERN AIR DEF FORCE COMMANDER, CENTRAL AIR DEF FORCE HQ NEW YORK AIR DEFENSE SECTOR HQ BOSTON AIR DEFENSE SECTOR COMMANDER, AMC HQ SYRACUSE AIR DEFENSE SECTOR COMMANDER, NAVEASTNORADREG HQ BANGOR AIR DEFENSE SECTOR COMMANDER, 20TH CONAD DIVISION COMMANDER, 31ST AIR DIVISION COMMANDER, 64TH AIR DIVISION HQ WASHINGTON AIR DEFENSE SECTOR HQ DETROIT AIR DEFENSE SECTOR HQ CHICAGO AIR DEFENSE SECTOR RAND CORPORATION HQ MONTGOMERY AIR DEFENSE SECTOR RCAF, ADC HQ DULUTH AIR DEFENSE SECTOR SUB-TOTAL

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GRAND-TOTAI 118

DISTRIBUTION

Secch

HEADQUARTERS EASTERN AIR DEFENSE FORCE UNITED STATES AIR FORCE STEWART AIR FORCE BASE, NEW YORK

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#### WARTIME CAPABILITIES PLAN

(SHORT TITLE: EADFWCP)

15 NOVEMBER 1958

Secret

5- 7020-58

Confidential

HEADQUARTERS EASTERN AIR DEFENSE FORCE United States Air Force Stewart Air Force Base, New York

#### FOREWORD

1. (Unclassified) This SECRET plan will be handled and transmitted in accordance with the provisions of AFR 205-1. The long and short titles (EADFWCP) are unclassified.

2. (Confidential) This document has been prepared in support of the ADC Wartime Capabilities Plan, dated 1 April 1957 (as amended) and separate directives as specified herein. The purpose of this plan is to provide guidance with regard to the capability of the Eastern Air Defense Force to wage war. A collateral purpose has been to consolidate emergency instructions and contingency plans in one document. This consolidation policy is in conformity with the current ADCWCP.

3. (Unclassified) This plan supersedes the Eastern Air Defense Wartime Capabilities Plan, dated 15 July 1957, and subsequent Changes 1 through 8 thereto, which will be destroyed in accordance with AFR 205-1. A certificate of destruction is not required by this headquarters.

4. (Unclassified) This plan is effective for planning and training purposes upon receipt. Implementation of the basic plan will be governed by the conditions set forth in paragraph 3x(13).

5. (Unclassified) Air Division plans will be reviewed and modified as required to support this document within 60 days after receipt thereof. Authority is hereby granted to Task Organization Commanders to extract and reproduce portions of this plan applicable to their operation. Five copies of supporting air division plans will be forwarded to this headquarters.

6. (Unclassified) During the interim period, prior to the time when the 26th Air Division (SAGE) has a fully operational, logistic and administrative capability, Headquarters EADF will act for the Commander, 26th Air Division (SAGE) and take action directly with the Air Defense Sectors and numbered Detachments of the 26th. The 26th Air Defense Sectors and numbered Detachments for units located within their areas of responsibility, will, during this interim period, assume the following responsibilities for:

a. Units attached for operational control and advisory assistance as follows:

(1) Regular Air Force augmentation forces and AFNG units with a mobilization assignment to TAC.

b. Units attached for operational control, logistic and administrative support and advisory assistance as follows:

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(1) AFNG units with a mobilization assignment to EADF.

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### RECORD OF CHANGES

WARTIME CAPABILITIES PLAN

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HEADQUARTERS EASTERN AIR DEFENSE FORCE United States Air Force Stewart AFB, New York

### Record Changes Upon Receipt

CHANGE NO.	DATE ENTERED	ENTERED BY
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Secont

EASTERN AIR DEFENSE FORCE WARTIME CAPABILITIES PLAN HEADQUARTERS EASTERN AIR DEFENSE FORCE United States Air Force Stewart Air Force Base, New York

**BNovember 1958** 

#### CHART AND MAP REFERENCES

As required

#### TASK ORGANIZATIONS

26th Air Division (SAGE)

30th Air Division (Defense)

37th Air Division (Defense)

551st AEW&C Wing

32d Air Division (SAGE)

1. GENERAL SITUATION. (Secret) The most likely enemy of the United States is the Sino-Soviet Bloc led by the USSR. The Soviet Union has the necessary military, political, economic and psychological strengths to support a war at the present time. Such a war could occur at any time with little or no strategic warning. However, the USSR will initiate general hostilities only: (1) if its own offensive and defensive capabilities are believed to be sufficient, in relation to our defensive capabilities to insure the defeat of the U.S. and to prevent a serious retaliatory blow, or, (2) if the world situation becomes such that the Soviet government estimates that Soviet strength has reached its peak and that military action is the only recourse open to the USSR to survive as a Communist nation. If the Soviet rulers resort to a general war, it is estimated that nuclear air attacks will be conducted by the SLRA against selected targets within the continental United States. These attacks could be supplemented by guided missiles launched by submarines, aircraft or merchant vessels. BW and CW weapons could be used, particularly against outlying targets in support of the nuclear attack, if the Soviets consider such operations to be militarily advantageous. Further support of the air attack could be provided by wide scale use of ECM, chaff and decoys. Sabotage committed by subversive elements against selected installations in the continental United States probably would coincide with the initial attack and could considerably degrade the military effectiveness of the U.S. - Canadian defensive and offensive operations.

a. Enemy Forces. (Secret) See Appendix 1, Annex A and current Monthly Intelligence Summaries. Enemy forces with which encounters may be expected are:

(1) Strategic bombardment and reconnaissance aircraft.

(2) Soviet and Communist inspired subversive and sabotage elements.

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#### (Secret)

(3) Airborne elements.

- (4) Submarine and/or merchant vessel launched weapons.
- (5) Psychological warfare elements.

b. <u>Friendly Forces</u>. (Unclassified) Operations of other USAF commands, the U.S. Navy and the U.S. Army, will be in accordance with the missions of these units. Forces which support or are associated with Air Defense Command operations are the Army Air Defense Command forces, the Naval Air Forces made available for utilization in air defense, augmentation fighter forces of TAC and ATC, and the fighter forces of the AFNG. For details of USAF and AFNG forces, see appropriate appendices of this plan.

c. Assumptions: (Secret)

(1) Nuclear weapons will be used by both sides.

(2) Psychological and unconventional warfare will be conducted.

(3) Biological and chemical munitions may be employed by both sides.

(4) The air defense of the United States will permit only the air defense of vital installations and areas.

(5) M-Day and D-Day may occur simultaneously.

(6) General war may be preceeded by a period of heightened tensions which would dictate mobilization of national resources and reserve forces in anticipation of general war. Mobilization actions indicated in this plan as occurring simultaenously with D-Day are subject to implementation as much as six (6) months prior to D-Day.

2. <u>MISSION.</u> (Unclassified) Provide all available forces possessing active air defense capability, to include air surveillance and control elements, in a maximum state of readiness, to the Commander, Eastern NORAD Region, or his designated subordinate commanders, for employment in the air defense of the Eastern NORAD Region.

### 3. TASKS FOR SUBORDINATE UNITS. (Secret)

#### a. Commander, 26th Air Division (SAGE) will:

(1) Provide for the establishment and operation of an alternate headquarters and command post for Eastern Air Defense Force and Eastern NORAD Region to be activated under the following conditions:

(a) The loss of all communications, direct and indirect, military and civil, between Headquarters EADF and its air divisions for a period of one hour; or,

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(b) When so ordered by Commander, EADF.

(2) When command authority is assumed by Commander, 26th Air Division (SAGE), the functions of all staff and special staff agencies of Headquarters EADF will be assumed by the 26th Air Division (SAGE) counterparts of these agencies. Following assumption of command by the Commander, 26th Air Division (SAGE), the following will be notified:

(a) CINCNORAD

(b) Commander, ADC

(c) Commanding General, 1st Regional Army Air Defense Command

(d) Commander, Eastern Sea Frontier

(e) CINCLANTFLT, (Through ESF)

(f) Commanders, 30th and 37th Air Divisions (Defense)

(g) Commander, 32d Air Division (SAGE)

(3) Prepare a supporting alternate command post (ALCOP) plan, jointly, with Eastern NORAD Region.

b. <u>Commander</u>, 32d Air Division (SAGE) will plan for the emergency in-place utilization of augmentation forces provided by the 73d Air Division (Weapons) at Tyndall AFB.

x. Task Organization Commanders will: (Reference appropriate Annex)

(1) Make available to Eastern NORAD Region Division Commanders, all forces assigned, having an air defense capability to include air surveillance and control elements, for use in the air defense of the continental United States.

(2) As a corollary mission, to assist the Tactical Air Command, participate in the defense of United States coastal areas against seaborne surface attack when so approved by the Commander, Eastern NORAD Region.

(3) Participate in disaster relief and domestic emergencies in accordance with plans formulated by the Commander, Continental Air Command and ConAC numbered Air Forces or as directed by Commander, EADF or the Commander, Eastern NORAD Region, in accordance with AFR 55-37.

(4) Support, as required, the expeditious deployment of SAC combat units, the mobile tactical striking forces and MATS aircraft engaged in emergency operations.

(5) Support, as required, Air Force and AFNG units augmenting air defense forces.

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#### (Secret)

(6) Advise and recommend to Commander, EADF, tactics, techniques, and equipments for use in the continental air defense system.

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(7) Provide for the mobilization of assigned forces of the AF National Guard in consonance with EADF/ADC plans and directives.

(8) Support as necessary, units of the 1006th Air Intelligence Service Squadron in the accomplishment of their mission. (See para 3a, App 1, Annex A)

(9) Operate, as applicable, within prescribed directives and in coordination with appropriate authorities, assigned Ground Observer Corps units.

(10) Prepare detailed plans required to support this document.

(11) Provide for Disaster Control activities as required.

(12) Designate alternate command posts and notify all units and agencies concerned of their locations. Expenditure of funds for establishment of alternate command post facilities is not authorized, however, this does not preclude preparation of plans to use designated locations. Designations of alternate command posts will be classified SECRET.

(13) Implement the provisions of this plan in a declared emergency, when so directed by competent authority or automatically upon air attack.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS. (Unclassified) See appropriate annex.

#### 5. COMMAND AND COMMUNICATIONS. (Secret)

- a. Communications: See appropriate appendix.
- b. Command:

( )

(1) The Commander, Eastern Air Defense Force, through subordinate commanders, will exercise normal command jurisdiction over all assigned forces. Operational control is vested in Commander, Eastern NORAD Region.

- (2) Command Posts: (Secret)
  - (a) ADC, Ent AFB, Colorado Springs, Colorado (Alternate: CADF, Richards-Gebaur AFB, Mo.)
  - (b) EADF, Stewart AFB, N.Y. (Alternate: 26th Air Division (SAGE))
  - (c) CADF, Richards-Gebaur AFB, Missouri (Alternate: 33d Air Division (Def), Tinker AFB, Okla.)

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Command Posts (Cont'd) (Secret)

(d) WADF, Hamilton AFB, California (Alternate: 27th Air Division (Def), Norton AFB, Calif.)

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- (e) 26th Air Division (SAGE), Syracuse AFS, New York (Alternate: New York Air Def Sector, McGuire AFB, N.J.)
  - 1. Det #1 (26th AD (SAGE)), Roslyn AFS, New York (Alternate: 648th ACW Sq, Benton, Pa.)
  - 2. Det #2 (26th AD (SAGE)), Syracuse AFS, New York (Alternate: 764th ACW Sq, St. Albans, Vt.)
  - 3. Det #3 (26th AD (SAGE)), Andrews AFB, Washington, D.C. (Alternate: 632d ACW Sq, Roanoke Rapids, N.C.)
- (f) 30th Air Division (Def), Willow Run AFS, Michigan (Alternate: 1st Ftr Wg, 661st ACW Sq, Selfridge AFB, Mich.)
- (g) 32d Air Division (SAGE), Dobbins AFB, Georgia (Alternate: 861st ACW Sq, Aiken AFS, S.C.)
- (h) 37th Air Division (Def), Truax Field, Wisconsin (Alternate: 753d ACW Sq, Sault Ste Marie AFS, Mich.)

E. H. UNDERHILL Major General, USAF Commander

ANNEXES A THRUJ - SEE TABLE OF CONTENTS

OFFICIAL:

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VON R. SHORES Brigadier General, USAF Deputy for Operations

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ANNEX A

TO

EADF WARTIME CAPABILITIES PLAN

OPERATIONS

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### ANNEX A

TO

### EADF WARTIME CAPABILITIES PLAN

### **OPERATIONS**

1. (Confidential) CONCEPT OF OPERATIONS. It is essential that all forces of the military establishment, which have an air defense capability and which can be made available, be operated and controlled in the most effective manner as part of an over-all coordinated continental air defense system (NORAD). The North American Air Defense Command (NORAD) has been established as a combined (Canada-United States) command under the U.S. Joint Chiefs of Staff and the Canadian Chiefs of Staff Committee for this purpose.

2. (Unclassified) The mission of air defense is a functional mission carried out on a geographical basis. ADC defense forces and air division commanders will provide combat ready forces to NORAD Commanders who are responsible, under CINCNORAD, for combat operations.

3. (Unclassified) This annex contains operations instructions supporting the basic document (EADFWCP) command objectives. Appendices have been prepared to amplify responsibilities for separate activities.

4. (Secret) Redeployment: No ADC units are scheduled for overseas redeployment in the post D-Day time period. Post D-Day redeployments within the Z.I. will be as dictated by the tactical situation.

5. (Secret) Activation: No activations are planned for the post D-Day time period within Air Defense Command; however, Commanders must prepare for increased base populations resulting from mobilization of AFNG units stationed at bases under their jurisdiction.

6. (Secret) Attrition: Reduction of fighter-interceptor forces following D-Day is anticipated, however, reduction in the number of squadrons is not. An average attrition rate, both operational and non-operational, is estimated at 9% of the Air Defense Command inventory for the first 30 days of war. Prior to replacement of losses, consolidation of operational effort between fighter-interceptor squadrons located on the same base may occur but individual squadrons will not lose their identity.

7. (Unclassified) Emergency Domestic Airlift pertaining to peacetime operation has been deleted from the Wartime Capabilities Plan and has been published as EADF OPlan 12-58, Contingency Plan for Emergency Domestic Airlift, 1 October 1958.

8. (Unclassified) Chart and map references will be used as required. (See Inclosure 1 for Air Division (Defense/SAGE) Boundaries.)

Incl #1 - Air Division (Defense/ SAGE) Bdrys Appendices

1 - Intelligence

E. H. UNDERHILL Major General, USAF Commander

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#### Appendices (Cont'd)

- 2 Organization and Manpower
- 3 USAF Augmentation Forces
- 4 Communications & Electronics
- 5 Disaster Control
- 6 Psychological Warfare
- 7 Bomb Damage Assessment (TAC)
- 8 Air Force National Guard
- 9 Project BIT BITE

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VON R. SHORES Brigadier General, USAF Deputy for Operations

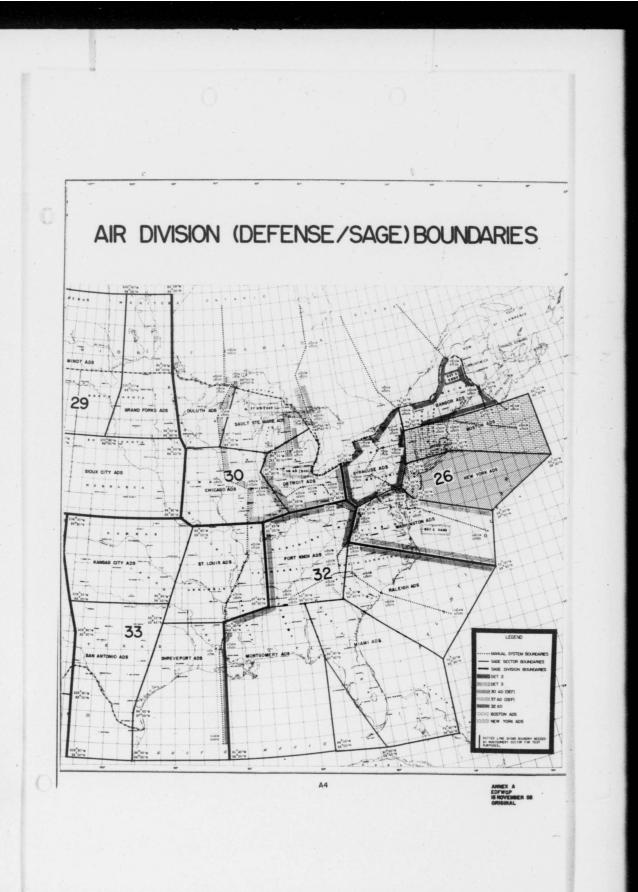
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#### APPENDIX 1, ANNEX A

TO

### EADF WARTIME CAPABILITIES PLAN

#### INTELLIGENCE

#### 1. ENEMY SITUATION:

a. General:

(1) (Secret) The obvious potential enemy of the North American Continent* is the Sino-Soviet Bloc led by the USSR. The basic objective of the USSR is world domination. In the event of a general war, it is likely that the Soviet Union would have the following major objectives:

(a) To destroy swiftly or cripple the United States' capabilities for nuclear retaliation.

(b) To deliver an attack on urban, industrial, and psychological targets on the North American Continent that would prevent or greatly reduce its capability to mobilize its war potential and project it overseas.

(2) (Secret) Forces which could be used against the North American Continent are the Soviet Long-Range Aviation (SLRA), Soviet Tactical (Frontal) Aviation (FA), short-range ballistic missiles, the long-range submarine component of the Soviet Navy, missile launching merchant vessels of Soviet or other foreign registry, and a moderate number of ballistic missiles of intercontinental and medium range. Nuclear warheads or bombs delivered by these vehicles could range in yield from a few kilotons to as high as 10 megatons. In order to achieve maximum surprise and maximum destruction, it is estimated that the USSR would place chief reliance on SLRA-delivered nuclear weapons. As an adjunct to this attack, Soviet long-range submarines and merchant vessels of Soviet or other foreign registry could launch guided missiles against North American Continental targets within 450-500 n.m. of our coastlines. Should the Soviets so desire, limited airborne operations against selected pinpoint targets on the approaches to the United States could be mounted. Subversion and sabotage activities within the North American Continent could further reduce our defense capability. It is probable that none of these supplementary means would be evidenced on a significant scale prior to the initial air attack because of the danger, from the Soviet standpoint, of alerting U.S. defenses or precipitating offensive action.

*Throughout this estimate the Continental United States, Alaska, Canada, and certain U.S. installations in Greenland are referred to collectively as "North America" or "North American Continent."

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b. Enemy Prime Military Capability: (Secret) The Soviets have the capability of mounting an attack against the North American Continent employing the Soviet Long-Range Aviation (SLRA), Soviet Tactical (Frontal) Aviation (FA), short-range ballistic missiles, guided missiles (air-, submarine-, or merchant vessel-launched), and a moderate number of ballistic missiles of inter-continental and medium range. Nuclear warheads of weapons employed by these carriers would range in yield from a few kilotons to 10 megatons.

Secret

(1) Weapons Carriers:

(a) <u>Manned Bombers</u>: (Secret) Manned bombers considered effective for attack against the North American Continent are those of the Soviet Long-Range Aviation and Soviet Tactical Aviation.

1. Soviet Long-Range Aviation (SLRA): (Secret) SLRA manned bombers are the BADGER, BISON, BEAR AND BULL.

a. Aircraft Strengths: (Secret) Estimated SLRA assigned strength for the period covered by this plan is shown by type in the following table:

	1 July 1958	1 January 1959	1 July 1959	
BADGER	1000	1000	1000	
BISON	90	105	125	
BEAR	50	62	75	
BULL	330	240	150	

b. Bomber Characteristics and Attack Capabilities: (For details of SLRA bomber characteristics, See Tab 1.)

(1) BADGER: (Secret) This Soviet twin-engined medium turbojet bomber is comparable in size and performance to the U.S. B-47. BADGER engines are estimated to be axial-flow types delivering approximately 18,000 pounds thrust. With a 3,500 pound bomb load, the BADGER is estimated to have a 3,600 nautical mile range which, with one aerial refueling, could be increased to 4,900 nautical miles. Maximum one-way mission terminal target altitude of the BADGER is estimated to be 51,500 feet with a target speed of 475 knots (Mach 0.83).

(2) <u>BISON</u>: (Secret) The Soviet four-engine turbojet bomber known as the BISON is comparable in size and performance to the USAF B-52. With a 3,500 pound bomb load, the BISON has an estimated range of 5,800 nautical miles. With one aerial refueling this range can be extended to 7,800 nautical miles. On a one-way mission with a 3,500 pound bomb load aboard, the BISON could arrive over the target at 54,800 feet with a target speed of 460 knots (Mach 0.80).

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(3) BEAR. (Secret) The Soviet heavy four-engine turboprop bomber known as the BEAR is approximately midway in size between the BISON and BADGER. The speed and altitude performance is slightly inferior to that of the BADGER or the BISON. However, it has considerably greater range capability. The BEAR, carrying a 3,500 pound bomb load, is estimated to have a range of 8,700 nautical miles. With one aerial refueling this range could be extended to 11,900 nautical miles. Terminal target altitude is estimated to be 51,000 feet with a target speed of 410 knots (Mach 0.71).

(4) <u>BULL (Modified)</u>: (Secret) The performance and characteristics of the <u>BULL</u> piston engine medium bomber are believed to be essentially the same as those of latest USAF B-29. The maximum combat range for the <u>BULL</u> with a take-off weight of 140,000 pounds and carrying a 3,500 pound bomb load is estimated to be 4,600 nautical miles. With one aerial refueling, its range would be increased to 6,200 nautical miles. Terminal target altitude is estimated to be 43,000 feet with a target speed of 340 knots (Mach 0.59).

c. Armament and Optical Bombsights: (Secret) All SLRA bombers are now armed with either the 23-mm or 30-mm defensive gun installations. The BULL is so equipped in all five turrets. The BADGER and BISON are armed with two such guns in each of the three turrets - a tail turret, an upper turret, and a lower turret. Photoanalysis of the BEAR reveals that at least two gun turrets are installed on the aircraft - the standard tail turret and a turret located on the bottom of the aft fuselage section. There also may be a turret on the upper forward fuselage section like that on the BADGER and BISON. Radar installations which are probably a part of a radar fire control system are evident on the BADGER, BISON and BEAR aircraft. The Soviets have received both Norden M-9 and the German Lotfe optical bombsight.

#### d. Electronic Characteristics and Capabilities:

(1) <u>Radar</u>: (Secret) Soviet bombers could be expected to use airborne radar for navigation and blind bombing, undoubtedly a Soviet version of the AN/APQ-13 or the AN/APS-15, operating in the super-high frequency (SHF) band. The Soviets probably have developed an electronic computer, giving this radar a capability comparable to the U.S. type AN/APQ-23 (range: 175 nautical miles at 40,000 feet). With this equipment the Soviets can bomb from any altitude within the capability of the aircraft with a probable CEP of less than 5,000 feet at 50,000 feet altitude. This figure decreases at lower altitudes.

(2) <u>Radio:</u> (Secret) The Soviets may be expected to have the following radio equipment or equivalent aboard their bombers:

(a) LORAN receiver for a low-frequency

reception.

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(b) Marker beacon-receiver, MRP-48-P, operating in the 75 mc/s band (Soviet version of U.S. BC-357).

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(Secret) (c) Radio altimeter, RV-2, similar to U.S. type AN/APN-1, frequency modulated, operating in the 420 to 460 mc/s band.

(d) Radio compass, ARK-5, similar to SCR-269, with an effective range of 250 to 300 miles, frequency ranges from the 150 to 1,300 kc/s in three bands, with a bearing accuracy of plus or minus 2.5 degrees.

(e) IFF, automatically and continuously varied in frequency from approximately 150 to 200 mc/s, with numerous coding combinations and an approximate range of 200 n.m. at 20,000 to 30,000 feet, equivalent to SCR-695.

(3) <u>Electronic Countermeasures (ECM)</u>: (Secret) Soviet ECM capabilities have progressed to such a point that ECM would provide major assistance to an air attack by seriously degrading North American Continental defense systems which rely on electronics.

2. Soviet Tactical (Frontal) Aviation (FA) Bombers: (Secret) FA manned bombers most likely to be employed against the North American Continent are the BEAGLE and possibly the BLOWLAMP. These bombers are considered to be effective for use against Alaskan targets.

a. Bomber Strength: (Secret) It is estimated that 315 BEAGLES were assigned to FA units in eastern USSR as of 1 January 1958. The BLOWLAMP may replace the BEAGLE as the standard light bomber of Frontal Aviation.

#### b. Bomber Characteristics and Attack Capabilities:

(1) BEAGLE: (Secret) The BEAGLE is a twinengined turbojet bomber, similar in performance to the USAF B-45. With a 3,500 pound payload it has a range of 1,475 nautical miles. On a radius mission its target altitude is 42,000 feet with a target speed of 395 knots (Mach 0.69).

(2) BLOWLAMP: (Secret) The BLOWLAMP is a high performance, twin-engined turbojet light bomber which is presently in prototype status. With a 3,500 pound payload it is estimated to have a radius of 1,120 nautical miles with a target altitude of 48,400 feet and a target speed of 525 knots (Mach 0.91). By reducing its fuel load sufficiently to cut the mission radius to 650 nautical miles, the BLOWLAMP can reach a target altitude of 50,400 feet.

c. Armament and Optical Bombsights: (Secret) Both the BEAGLE and the BLOWLAMP appear to be equipped with 23-mm guns. Each has a tail turret with two guns and is believed to mount two fixed forward firing guns. Both aircraft are believed to be equipped with the Soviet version of either the U.S. Norden M-9 or the German Lotfe optical bombsight.

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#### d. Electronic Characteristics and Capabilities:

(1) <u>Radar</u>: (Secret) The **BEAGLE** is known to be equipped with blind bombing/navigation radars, which are probably Soviet equivalents to the U.S. AN/APQ-23. These radars are estimated to have a range of 175 nautical miles from altitudes of 40,000 feet to 60,000 feet.

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(2) <u>Radio</u>: (Secret) The BEAGLE and BLOWLAMP can be expected to have the following radio equipment or equivalent aboard.

(a) SHORAN with a maximum effective range of 200 nautical miles, operating in the frequency range of 220 to 330 mc/s.

(b) A marker beacon operating in the 75 mc/s

band.

(c) ILS (Instrument Landing System), including receivers for the glide path transmitter, operating in the 325 to 340 mc/s band, and a receiver for the ILS localizer operating near 200 mc/s.

 $(\underline{d})$  A radio altimeter, frequency modulated, operating in the 420 to 460 mc/s band.

(e) A radio compass with an effective range of 250 to 300 nautical miles, frequency ranging from 150 to 1,300 kc/s in three bands, with a bearing accuracy of plus or minus 2.5 degrees.

(f) IFF equipment, automatically and continuously varied in frequency from approximately 150 to 180 mc/s, with numerous coding combinations and an approximate range of 200 nautical miles at 20,000 to 30,000 feet.

(g) Distance-measuring equipment (DME) operating between 800 and 900 mc/s, effective at line-of-sight ranges.

(<u>h</u>) VHF transmitters and receivers operating in the 100 to 150 mc/s range.

(i) HF transmitters and receivers operating in the 2 to 12 mc/s range.

#### (3) Air Support Capabilities:

a. Airfields: (Secret) There are approximately 75 airfields from which the Soviets would probably select bases to support an attack against the North American Continent. Twenty-six of these bases are believed to be home bases of SLRA units. The remaining 49 are spread throughout the Soviet northern regions, extending from the Lenningrad area up through the Kola Peninsula and across the arctic littoral to the Kamchatka Peninsula. Sixty-eight of these airfields are

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believed to be capable of handling medium and heavy bombers. The remainder are believed to have a limited capability for use by medium bombers.

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b. Logistics: (Secret) There are no logistical shortages or lags in the USSR to hinder an initial attack upon the North American Continent, but transportation and storage weaknesses would hamper extended military operations.

c. Aerial Refueling: (Secret) The Soviets are credited with the capability to use inflight refueling as a means of range extension, if needed. Tanker aircraft appear to be modified BADGERS and BISONS and they are compatible with the jet bombers. One inflight refueling from a compatible tanker increases the radius/range capability of a bomber by approximately 35 per cent.

d. Maintenance and Serviceability Rate: (Secret) Soviet capabilities for aircraft maintenance and serviceability are considered comparable to those of the U.S. Air Force. With a three-day standdown, Soviet bomber maintenance probably could provide a maximum serviceability rate of approximately 90 per cent of the number of assigned aircraft in active units. A sustained serviceability rate of 40 per cent of the number of BULLS and 50 per cent of the number of BADGERS, BEARS and BISONS and 60 per cent of the light jet bombers is probable during normal operations from home bases. Cold weather operations might cause some reduction in the sustained serviceability rate.

4. Effectiveness of Personnel in the SLRA: (Secret) As members of an elite organization, SLRA combat crews may be expected to press their attack and to fight aggressively to and from their targets. Their over-all proficiency in navigation and blind bombing is considered adequate to accomplish their mission.

5. Strategy, Tactics and Techniques: (Secret) Attack routes from the USSR to the North American Continent probably would vary depending on type aircraft. SLRA aircraft are currently credited with the capability of circumventing the radar defense of the North American Continent. This capability should increase as aerial refueling techniques are perfected and aircraft performance improves.

(Secret) The high altitude maximum range type of attack is considered to be the most likely use of the gas-turbine powered bombers. The lower performance BULL bombers would probably attempt to exploit any low altitude weakness. However, the BISON and BEAR also have the capability to penetrate radar coverage at low altitude.

(Secret) Although weather probably would not be a major consideration in launching an attack against the North American Continent, Soviet bomber tactics probably would be adapted to prevailing weather at the time of attack and over the objective selected. Both oneway and two-way missions should be expected, depending upon the type of aircraft used, target location, and the relative availability of aerial

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refueling. Penetration tactics might include sneak raids by single aircraft or small formations, and multi-point penetration at very high or very low altitudes from above 50,000 feet to ground level.

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(Secret) ECM probably would not be used against the early warning system except possibly to give false information on the size or direction of the attack. Once the defense had been alerted, feints and diversions would be likely, as would the use of all types of ECM. Decoys and/or drones probably would be used to saturate the defense radar. However, they could carry weapons, necessitating their interception and destruction by defense forces. The use of nuclear weapons with appropriate yield would offset any increase in the bombing CEP caused by the higher target altitude of jet bombers.

(Secret) Soviet tactics over target would probably vary from raids by single aircraft, with or without their own ECM capability, to mass raids involving varying numbers of weapon carriers and ECM support aircraft. Maximum use of ECM probably would be made during bomb runs.

(b) <u>Guided Missiles (Offensive)</u>: (Secret) The Soviets are estimated to have in their current inventory the following missiles which could be used in an attack against the North American Continent: shortrange surface-to-surface cruise missiles; surface-to-surface ballistic missiles of short, intermediate, and intercontinental ranges(the latter in R&D status); and air-to-surface missiles. (For details of Soviet guided missiles characteristics, see Tab 2.)

#### 1. Surface-to-Surface Missiles:

### a. Cruise Missiles:

(1) Subsonic: (Secret) It is estimated that the Soviets have in operation a subsonic turbojet cruise surface-to-surface missile with a 500 nautical mile range when cruising at 45,000 feet. The speed of this missile is estimated at Mach 0.9. Depending on range and guidance, the CEP will probably vary from 0.5 to 10 nautical miles. It is estimated that the missile weighs 12,000 pounds, carries a 3,000 pound payload, and may be launched from submarines or surface vessels.

(2) <u>Supersonic</u>: (Secret) An improved supersonic version of this missile is estimated to have the same physical characteristics as the subsonic version with an increase in speed of Mach 1.5 to 2.0 and cruise altitude of 60,000 feet.

#### b. Ballistic Missiles:

(1) <u>Short-Range Ballistic Missile (SRBM)</u>: (Secret) The Soviets are credited with an operational ballistic missile with a 700 nautical mile range with a 6,000 pound payload. The CEP for this missile is believed to be one to two nautical miles.

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### (2) Intermediate Range Ballistic Missile (IRBM):

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(Secret) The Soviets are believed to have an intermediate range ballistic missile with a 1,000 mile range with a 1,650 pound payload. This missile is estimated to weigh 150,000 pounds and have a CEP of approximately two miles.

### (3) Intercontinental Ballistic Missile (ICBM):

(Secret) The Soviets are credited with having an ICPM in the R&D status now. It is estimated to have a gross weight of 200, 000 to 400,000 pounds and to carry a 1,500 pound payload. It is believed to have a CEP of approximately five nautical miles at maximum range.

2. Air-to-Surface Missiles (ASM): (Secret) The Soviets are believed to have an operational subsonic 55-nautical mile air-tosurface missile. This missile may be flown anywhere from 1,000 feet to 45,000 feet at a speed of Mach 0.9. Its gross weight is from 8,000 to 10,000 pounds and it has a CEP of 150 feet.

(Secret) A supersonic version of this missile will probably appear in the near future. Its speed will be Mach 1.5 and its altitude may increase to 55,000 feet.

3. Earth Satellite Vehicles (ESV): (Secret) Although present Soviet earth satellite vehicles are not considered to have an immediate military application, they do indicate an advanced capability in the construction and use of large rocket engines, and considerable competence in launching and guidance techniques. The monitoring and communications involved in present ESV are sophisticated and indicate a high competence in those phases of electronic science.

#### (2) Weapons:

(a) Nuclear Warfare Weapons Stockpiles: (Secret) The Soviets have reached a point in nuclear weapons technology at which the specific yields of weapons stockpiled will be dictated by military requirements rather than by technological limitations. It is estimated that the present stockpile is more than sufficient for attack against all essential targets on the North American Continent. Radiological warfare, except for those effects inherent in the detonation of nuclear weapons, is not considered a major threat.

(b) <u>Biological Warfare and Weapons</u>: (Secret) No firm intelligence is available on Soviet efforts to produce and stockpile biological warfare (BW) agents. However, the Soviets have made rapid strides in the biological sciences since World War II and a number of installations in the USSR and its satellites are engaged in functions which could be closely related to BW research and production. It is believed that an active research program is underway and that it is concerned with the investigation of anti-personnel, anti-livestock and possibly anti-crop agents. BW agents could be used covertly or overtly against the North American Continent.

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(c) <u>Chemical Warfare and Weapons</u>: (Secret) The use of chemical warfare (CW) weapons forms an integral part of the tactical doctrine of the Soviet Army, Navy and Air Force. Production and research efforts are believed to be concerned primarily with the German nerve gases, GA and GB, and a newer, highly toxic development in this type of gas which is known in U.S. and British CW research as V-agents. Production and stockpiling of GA and GB nerve gases are estimated to be sufficient for sustained attack against the North American Continent. However, so long as nuclear weapons and chemical weapons compete for long-range carriers, the over-all lower military effectiveness of CW reduces the probability of a major CW attack. Even so the possibility of localized CW attacks on outlying targets cannot be overlooked.

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#### c. Enemy Secondary Military Capability:

(1) Enemy Naval Forces - Submarines: (Secret) At present the Soviets' Missile-Launching Long-Range Submarines (SSGS) are the only ones considered capable of launching missiles against the North American Continent. Any of the current Soviet long-range submarines could be modified to carry two turbojet cruise missiles in topside stowage. It is further estimated that the Soviets have begun construction of long-range submarines especially designed for missile launching and capable of carrying the missiles internally. If late models of the "W" and "Z" Classes have been so redesigned, the "W" Class can carry two such missiles internally, while the "Z" Class can probably carry four internally. An SSG must remain on the surface for at least 5 to 10 minutes to fire each missile. Soviet long-range submarines are capable of operating in North American coastal waters from present bases.

(Secret) In addition to launching missiles against North American targets, Soviet long-range submarines could be used to perform the following tasks as adjuncts to an air attack: 1) provide navigational fixes for an attacking bomber force; 2) rescue downed aircraft crews; and 3) debark sabotage and espionage groups.

(Secret) As of 1 January 1958 the strength of the Soviet long-range submarine force was estimated to be 323 submarines, of which 262 were of the "W" and "Z" Classes. Up to 10 of these long-range types could have been converted into missile launchers. It is estimated that there is one new type of submarine in the Soviet fleet, either a nuclear-powered boat or a submarine especially designed for launching missiles, possibly with internal stowage of the missiles. They are expected to have two nuclear-powered submarines by 1 January 1959 and three by 1 July 1959.

(2) Enemy Merchant Shipping: (Secret) Inasmuch as foreign merchant shipping does not come under close inspection, ships of this type are considered to be possible carriers of guided missiles and pilotless aircraft. They are capable of carrying a number of these missiles and aircraft in the hold, and launching devices and weapons storage could be arranged in such a manner as not to interfere with

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normal loading. The use of enemy merchant shipping for launching guided missiles would be a decided improvement over the use of submarines for the same purpose; the carrying capacity of merchant ships is greater than that of submarines; the refueling problem would be simplified since merchant shipping is allowed to take on fuel when and where required; there would be little probability of detection prior to launch, since the normal business of merchant ships brings them close along our coasts and into our major harbors; the chances of achieving surprise would be greatly increased; and because of the more accurate navigational fix available to merchant ships; they could take maximum advantage of the range and target accuracy capabilities of the missile and pilotless aircraft. These ships could be so positioned as to launch their missiles and aircraft against U.S. targets immediately upon initiation of hostilities.

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(3) <u>Enemy Ground Forces - Airborne</u>: (Secret) The only component of enemy ground forces which is considered to have any potential as a threat against the North American Continental defense system is the Soviet Air borne Troops (VDV). It is estimated that there are approximately 100,000 trained airborne troops presently in the USSR with probably 100,000 other troops of the Soviet Army with some air transport training.

(Secret) The air element of Soviet Airborne Troops, known as Aviation of Airborne Troops (A VDV), forms the nucleus of an air transport fleet for combat airborne operations. Present strength of this element is estimated to be approximately 500 twin-engine transports, 180 BULL transports, 140 large helicopters, and 220 large gliders. This strength could be substantially augmented by other military and civil transports. New turboprop medium and heavy transports will probably become operational within the Civil Air Fleet in 1958 and a new fourturbojet transport in 1959.

d. <u>Clandestine and Subversive Capabilities</u>: (Secret) Communist doctrine requires that any type of tactic be employed to defeat the enemies of Communism. Subversion in its various forms is an important tactic. Communist subversive elements have been and still are working to weaken our defenses by lowering morale, fostering unrest and exploiting differences among the Allied nations as well as among workers and members of the military service of the United States. Although growing public awareness of Communist propaganda techniques will somewhat reduce their usefulness for these purposes, subversion will continue to be conducted prior to, during, and subsequent to an air attack. It is anticipated that the USSR will increase its existing espionage effort to obtain extremely useful operational information concerning the USAF.

(Sabotage as a form of subversion is discussed in ANNEX E of this plan.)

### 2. INTELLIGENCE REQUIREMENTS:

a. (Confidential) The NORAD EEI form the basis for directing the NORAD intelligence collection effort during hostilities. Information

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to satisfy EEI requirements during hostilities will come from many sources in addition to the units under CINCNORAD operation control, such as defense departments and overseas commands. Much of the required information can be obtained from other NORAD staff agencies without duplicative effort by intelligence personnel. All agencies should concentrate collection efforts on those items of the EEI which they have a capability to satisfy. When required the EEI will be supplemented by Specific Requests for Information (SRI).

b. (Confidential) Units under CINCNORAD operational control will emphasize the collection and reporting of information about the enemy pertinent to the EEI listed below:

(1) During active stages of the air battle:

(a) Strength and composition of the attacking forces.

(b) Vertical and horizontal separation of penetration patterns.

(c) Changes in altitude, speed and course in penetration patterns of the attacking forces.

(d) Defensive actions of the attacking forces.

(e) Types and characteristics of ECM employed by the attacking forces.

(f) Methods of ECM employment by the attacking forces.

(g) Exploitable vulnerabilities detected in the attacking

forces.

(NOTE: (Confidential) This information will be submitted by BLITZ or CLIFF reports in accordance with NORAD Manual 55-1. It will be evaluated and disseminated to combat units. The development of a true picture of tactics from these requirements will in most cases, require the preparation of a brief sequential narrative combining information on more than one EEI. (Example: Approximately sixty BADGER aircraft penetrated contiguous radar cover 250 n.m. east of Baltimore on a west heading above 40,000 feet and under cover of a chaff corridor laid by five special ECM aircraft. The ECM aircraft withdrew 85 miles from the coast. Immediately after leaving the corridor, strike BADGER aircraft began a rapid descent to below 1,000 feet and fanned out to targets from Norfolk to New York City as individual aircraft.)

(2) After active stages of the air battle:

(a) Numbers of aircraft and missiles, by type, employed in the attack.

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(b) Numbers of aircraft and missiles, by type, destroyed.

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(c) Attack routes employed.

(d) Tactics used in placement of weapons on targets.

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(e) Withdrawal routes employed.

(f) Observed configurations of attacking aircraft.

(g) Variations from expected performance characteristics in aircraft and missiles.

(h) Details on new weapons or weapons carriers employed.

(i) Incidents of espionage, subversion or sabotage against defense installations.

(j) Location of possible downed enemy aircraft, missiles, or personnel.

NOTE: (Unclassified) This information will be submitted by BLITZ, CLIFF or Summary Reports in accordance with NORAD Manual 55-1 and will be used to provide timely information on enemy capabilities and intentions.

#### 3. INTELLIGENCE ACTIVITIES:

a. <u>Captured Enemy Personnel</u>, <u>Materiel and Documents</u>: (Confidential) The 1006th Air Intelligence Service Squadron has the operational mission of supporting the North American Air Defense Command intelligence function through the overt collection, limited field analysis and rapid reporting of air combat intelligence from positive field sources within the atea of North American Air Defense Command responsibility. It will render such other general support of the North American Air Defense Command intelligence mission as may be directed.

b. <u>Reports and Distribution</u>: (Unclassified) Combat Intelligence Reports and reporting procedure will be in accordance with NORAD Manual 55-1.

c. Interrogation of Pilots:

(1) (Confidential) During hostilities, or North American Continental air defense exercises, any RCAF pilot engaged in air defense activities, landing on an ADC-USAF air base, will be interrogated in accordance with existing ADC-USAF interrogation procedures. The intelligence produced from the information resulting from the interrogation will be disseminated in accordance with NORAD Manual 55-1.

(2) (Confidential) During hostilities, or North American Continental air defense exercises, any USAF pilot engaged in air defense activities, landing on an ADC-RCAF station, will be interrogated in accordance with existing ADC-RCAF interrogation procedures. The intelligence produced from the information resulting from the interrogation will be disseminated in accordance with NORAD Manual 55-1.

TAB A - Soviet Bomber Performance

TAB B - Characteristics of Soviet Missiles APPENDIX 1 ANNEX A EADFWCP 15Nov 58

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	10,000 1Ъ.	3,500 1Ъ.	10,000 lb.	3,500 lb.	10,000 1b.	3,500 lb.	10,000 16.	3,500 lb		
	bomb load	bomb load	bomb load	bomb load	bomb load	bomb load	bomb load	bomb load		
T/O Weight (lbs)	160,000	160,000	395,000	395,000	300,000	300,000	140,000	140,000		
Range (n.m.)	3,200	3,600	5,500	5,800	8,140	8,700	4,000	4,600		
Radius (n.m.)	1,600	1,800	2,820	2, 950	4,160	4, 400	2,150	2, 450		
Range - One Refuel (n.m.)	4,500	4, 900	7,500	7,800	11, 340	11,900	5,600	6,200		
Radius - One Refuel (n.m.)	2,250	2,450	3,800	3, 950	5,800	6,000	3,050	3,350		
Avg Cruise Speed (kts.)	465	465	450	450	405	405	220	220		
Target Speed (kts.)	475	475	460	460	410	. 410	340	340		
Target Altitude (ft.)										
for radius mission	40,800	41, 400	40,900	41, 300	41,900	42, 300	35,000	37, 500		
Target Altitude (ft.)										
for one-way mission (2)	50,000	51,500	53,700	54, 800	50,000	51,000	42,500	43,000		
Max Speed (kts/alt (ft.))	550/13,200	550/13,200	530/18,000	530/18,000	495/21,600	495/21,500	360/30,000	360/30,000		

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### TABULATED SOVIET MEDIUM & HEAVY BOMBER PERFORMANCE

NOTE 1: The above optimum cruise missions are calculated in accordance with U.S. Military Mission profiles, except that the fuel reserves are reduced and the aircraft are operated at altitudes permitting maximum range/radius.

NOTE 2: The above one-way mission target altitudes (100 ft/1 Min rate of climb with maximum power) are calculated with one hour's fuel remaining and the bomb aboard.

ESTIMATED	PERFORMANCE	OF	CURRENT	AND	FUTURE	SOVIET	MISSILES	

	Year Opal	Description	Guidance	Maximum Speed	Range (n. m. )	Altitude (ft.)	Nose Cone/ Payload Weight (lbs.)	Accuracy (CEP)	Gross Weight (lbs.)	1 Jul 1958	Investory 1 Jan 1959	1 Jul 1959
			<u>A</u> 1	IR - TO -	SURFAC	E MISSIL	ES*					
	1956- 1957	Turbojet cruise missile	Beam rider with semi-active homing	Mach 0.9	55	45, 000(1)	3,000(2)	150 ft. (3)	8,000- 10,000	1,000	850	700
	1958	Turbojet cruise missile	Beam rider with semi-active homing	Mach 1.5	55	55,000(1)	3,000(2)	150 ft. (3)	8,000- 10,000	50	300	450
			SURFACE	- TO - S	URFACE	MISSILES	S (CRUISE)			2		
	1955	Turbojet cruise missile (4)	Radio command-radar tracking	Mach 0.9	500	45,000(1) (5)	3,000(2)	0.5-10 n.m.	12,000	100	100	100
	1957	Turbojet cruise missile (4)	Radio command/radar tracking/ inertial or all-inertial	Mach 1.5- 2.0	500	60, 000(1) (5)	3,000(2)	0.5-10 n.m.	12,000	75	110	150
			SURFACE -	TO - SUR	FACE M	ISSILES (	BALLISTIC)					
	1956	Tactical missile	Radio command/radar tracking/ inertial or all-inertial	12,000 ft/sec(7)	700	(9)	7,000/ 6,000	1-2 n.m.	110,000	1,000	1,250	1,500
	1958	Intermediate range ballistic missile	Radio command/radar tracking/ inertial or all-inertial	16,000 ft/sec(7)	1,000(8)	(9)	3,000/ 1.650	2 n. m.	150,000	100	150	200
	1959	Intercontinental Ballistic missile(6)	Radio command/radar tracking/ inertial or all-inertial	24,000 ft/sec(7)	3,000- 5,500(8)	(9)	3,000/ ¥,500	5 n.m. (10)	200,000- 400,000	35(	11) 100	175
TAB B, APP ANNEX A EADFWCP 5Nov 58	(2) (3) (4) (5) (6) (7) (8) (9) (10) (11)	Payload weight only. if included. Payload For well-defined tar. Submarine- or surfa Operating altitude for A limited number of Speed at fuel cut-off Reduction in range c. cone weight. Not considered signi R&D vehicles which	ce vessel-alunchable. r maximum range. test vehicles could be made availab for maximum range. an be accomplished by: a) early fue	us associated le for operation al cut-off which tiles by 1964 to onal use in an	firing and onal use du ch results i and two nau emergency	fusing mecha ring 1958. n reduced vel tical miles b	nisms. locity, b) traject y 1968.	ory variation,	and/or c) v	arlation	of nose	

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### APPENDIX 2, ANNEX A

### TO

### EADF WARTIME CAPABILITIES PLAN

#### ORGANIZATION AND MANPOWER

The Eastern Air Defense Force is organized to provide a trained and equipped combat force to the Commander, NORAD Forces, Eastern NORAD Region for the air defense of the Eastern NORAD Region. To carry out its mission, the Eastern Air Defense Force is provided a headquarters, four air divisions, and certain special units, as depicted on Tab A to this Appendix.

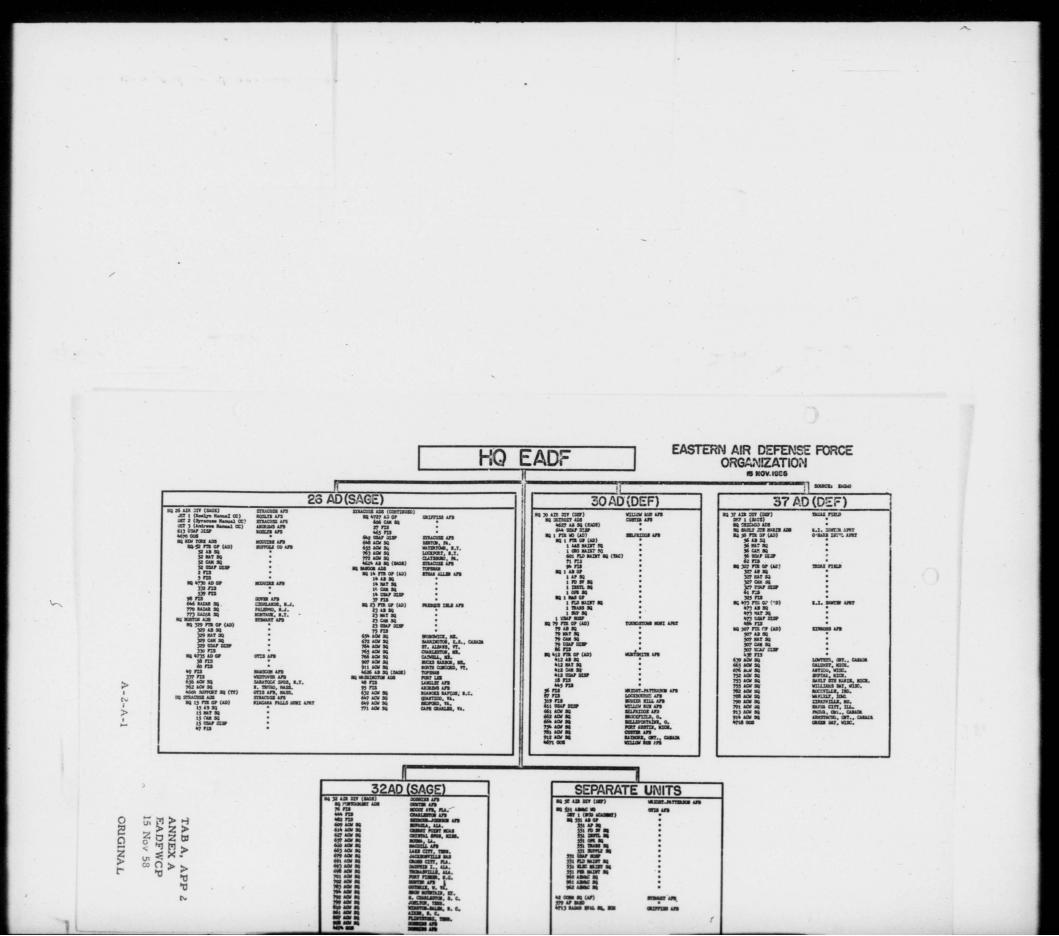
#### TAB A - EADF Organization Chart

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### APPENDIX 3, ANNEX A

### TO

### EADF WARTIME CAPABILITIES PLAN.

### USAF AUGMENTATION FORCES

### TASK ORGANIZATIONS: See Basic Plan

1. GENERAL SITUATION. (Secret) In the event of hostilities, this command will be augmented by USAF forces and facilities listed herein. These forces include fighter aircraft and crews, base support, and radars that can be integrated into the air defense system. Authority for the employment of these forces is contained in USAF WPC documents and as agreed between CINCNORAD/ADC and the USAF commands concerned.

a. Enemy Forces. See Current Intelligence Estimates and Appendix 1, Annex A

b. Friendly Forces. See basic plan

c. Implementation. (Unclassified) Implementation of this plan will be automatic upon declaration by the CINCNORAD that an air defense emergency exists. (Reference NORAD Regulation 55-3) Other circumstances under which this plan may be implemented (by direction of Headquarters ADC or higher authority) 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) An enemy attack upon the Continental United States

2. <u>MISSION</u>. (Secret) Eastern Air Defense Force will, on D-Day, incorporate into the Eastern NORAD System those ATC, ARDC and TAC (includes mobilized AFNG fighters) units made available and capable of augmenting the Eastern Air Defense Force system.

### 3. TASKS FOR SUBORDINATE UNITS AND PARTICIPATING MAJOR COMMANDS AS DIRECTED BY ADC WARTIME CAPABILITIES PLAN.

### a. SUBORDINATE UNITS:

### (1) AIR DIVISIONS (DEFENSE/SAGE) will:

(a) (Confidential) Insure that supporting plans are developed and implemented as appropriate. (Copies of the 32d Air Division (SAGE) plan will be provided to TAC,9th and 12th AFs and ATC, as well as 156th Fighter Interceptor Group (Puerto Rico AFNG)

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(b) (Unclassified) Accomplish semi-annual coordination visits to each augmentation and deployment base to determine the capability of each detachment to carry out its D-Day mission. A report of any logistical or operational deficiencies observed which cannot be resolved locally will be forwarded through ADC channels for further action.

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(c) (Confidential) Pass operational control of augmentation forces to NORAD Division Commanders as these forces become available.

(d) (Unclassified) Provide well-qualified liaison officers at each base where augmentation fighters are or will be operating. Liaison officers must be well-acquainted with pertinent air defense operations procedures, AFIO's (scramble and recovery procedures), augmentation detachments, call words, and tactical frequencies to be used. (Reference NORAD Regulation 55-4)

(e) (Unclassified) Advise all augmentation bases of all states of alert declared by CINCNORAD.

(f) (Unclassified) Insure that necessary detailed supporting plans are developed for the ACW facilities outlined in Tab B so that maximum augmentation and/or back-up of existing air defense ACW facilities will be realized.

### b. PARTICIPATING MAJOR COMMANDS:

(1) <u>STRATEGIC AIR COMMAND will:</u> (Secret) Provide operational and logistical support for EADF squadrons tenant on SAC bases for air defense operations during those periods of nuclear attack outlined in AFR 355-3 to include support for those tenant EADF units operating under conditions of fall-out.

#### (2) TACTICAL AIR COMMAND will: (Secret)

(a) Provide available fighter units to be utilized as specified in Tab A, and in Appendix 9, Annex A (Project BIT BITE).

(b) Provide and operate available radar facilities to augment the Air Defense ACW System to be utilized as specified in Tab B. ACW facilities will be operated in accordance with EASTNORAD Region and appropriate Air Division (Defense/SAGE) operating and communications procedures.

(c) Provide operational and logistical support at TAC bases for augmentation fighters specified in Tab A, and for radar facilities in paragraph 3b(2)(b) above.

(d) Mobilize and assume command of AFNG units listed in Tab B, Appendix 8, Annex A.

(3) AIR TRAINING COMMAND will: (Secret)

(a) Provide available fighter units to be utilized as specified in Tab A.

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(b) Provide and operate available radar facilities to augment the Air Defense AC W System to be utilized as specified in Tab B. ACW facilities will be operated in accordance with EASTNORAD Region and appropriate Air Division (Defense/SAGE) operating and communications procedures.

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(c) Provide operational and logistical support for augmentation fighters located on ATC bases for operations specified in Tab Á, this Appendix, and radar facilities mentioned in paragraph 3b(3)(b) above.

(d) Provide airlift for deployment of fighter detachment as required.

(4) <u>CONTINENTAL AIR COMMAND will</u>: (Unclassified) Provide Air Rescue Service within continental limits of the United States in support of operations delineated in this plan.

### (5) MILITARY AIR TRANSPORT SERVICE will: (Unclassified)

(a) Provide Air Weather Service, Military Flight Service, and AACS services in accordance with normal operating procedures.

(b) Provide operational and logistical support at MATS bases as may be required.

### x. GENERAL INSTRUCTIONS.

### (1) SUBORDINATE UNITS:

(a) (Confidential) ATC fighter detachment will <u>not</u> deploy until directed to do so by the controlling NORAD Air Division. The decision to deploy a detachment from one division to another will be jointly determined by the NORAD Division Commanders concerned.

(b) (Confidential) A NORAD Air Division directing ATC fighters to deploy through and/or to other NORAD Air Division areas will notify those air divisions to the effect that an augmentation fighter force is proceeding through or to their area.

(c) (Confidential) Deploying aircraft may be diverted while enroute if the tactical situation so dictates. Disposition of airlift ai rcraft supporting a diverted detachment will be as determined by the NORAD Commander ordering the diversion.

(d) (Confidential) If the controlling NORAD Air Division Commander determines that one or more ATC detachments will not be ordered to deploy, or a significant delay in ordering deployment (more than 24 hours) is anticipated, it shall be his responsibility to halt airlift concerned.

### (2) ATC FORCES.

(a) (Unclassified) Upon implementation of this plan, immediate action will be taken to revert the maximum number of assigned aircraft

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to an operationally ready status, assemble aircrews and muster support personnel and equipment required for operations delineated in Tab A, this Appendix. (See paragraph 3x(1)

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(b) (Unclassified) Augmentation detachments which will deploy to or remain at non-Air Defense Command bases will be organized for independent operations, to include a commander, operations officer, flight commanders, intelligence personnel, etc. Detachments which are deployed to bases where an ADC fighter interceptor unit is located will be attached to that ADC unit for operational control. In the latter case, however, flight commanders for these detachments will be appointed by the commander furnishing the augmentation force.

(c) (Unclassified) Departing fighters will leave home station with a combat load of ammunition aboard and guns charged hot or rockets armed.

(d) (Unclassified) T-33 aircraft accompanying the deploying detachment will carry a crew chief and a pilot for the primary mission aircraft.

(e) (Unclassified) In the event a deployed fighter force must land at a base other than its designated destination, the detachment pilots will so advise an air defense direction center, using either GCI common frequency or appropriate CAA frequency immediately upon determining that a deviation must be made. (ATC detachments will not normally be deployed unless weather conditions at destination will permit a successful movement.)

(f) (Confidential) ATC airlift aircraft will, upon implementation of this plan, depart home station with the least possible delay. Airlift will be automatic to the on-load base. At the on-load base a command post will have been established and the controlling NORAD Air Division will then direct movement of airlift aircraft as appropriate. ATC airlift bases supporting a particular detachment will be as listed in supporting ATC plans.

(g) In order that sufficient navigational aids are available to deploying flights (fighter and support aircraft) in the event SCATER is implemented:

1. (Unclassified) All aircraft will file IFR regardless of prevailing weather conditions.

2. (Secret) Section C of Form DD 175 will contain the SUFFIX DAU (this suffix is classified SECRET). (Example 12345 DAU). This suffix will not be used for exercises or training.

3. (Secret) Airlift aircraft and T-33 aircraft will use the suffix in the same manner as in 2. above.

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4. (Unclassified) Section C of Form DD 175 "Remarks" will contain a list of the minimum navigational aids required to accomplish the flight.

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5. (Unclassified) Aids selected will be located as far as possible from critical target area.

6. (Unclassified) GCI stations may be requested to furnish letdown assistance during IFR conditions.

7. (Unclassified) Additional navigational aids may be made available to aircraft encountering in flight emergencies. Under such conditions, the pilot of the distressed aircraft will contact the nearest CAA facility, stating the type of emergency and the navigational aid(s) desired. The CAA Air Route Traffic Control Center will, in turn, relay the request to the appropriate air division commander who will determine the tactical feasibility of turning on such aids.

(h) (Unclassified) The following instructions apply to all deploying flights:

1. Normal CAA procedures will be followed.

2. Frequencies shown in current radio facility charts will be used.

(3) TAC FORCES: (Secret)

(a) Tactical Air Command has agreed to make available to CINCNORAD certain tactical units for air defense as outlined below:

<u>1</u>. All TAC units with an air defense capability as reflected in current ADC V-10 reports, (See Tab C) will be under the operational control of the North American Air Defense Command for a minimum of D/48 hours. Use beyond this time period will depend on the situation that exists and as mutually agreed by the Commander, Tactical Air Command, and Commander-in-Chief, North American Air Defense Command.

2. Operational control of tactical fighter day units may be retained by NORAD for the first thirty days after D-Day if necessary. This includes AFNG units listed in Tab B, Appendix 8, Annex A.

3. Operational control of tactical fighter bomber units scheduled for genral war deployment during the first month after D-Day will revert to the Commander, Tactical Air Command, ten days prior to date of scheduled deployment or not later than D/20 days, whichever is sooner. (Note: It is possible that some or all of these fighter bomber units may be deployed immediately subsequent to D/48 hours.)

(b) Upon implementation of this plan immediate action will be taken to bring the maximum number of assigned aircraft to an operationally ready status, assemble aircrews and muster support personnel

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and equipment required for employment at locations listed in Tab A, this appendix.

(c) All TAC units (including mobilized AFNG units) will be employed in-place.

(d) The number of aircraft to be placed on various states of alert after this plan has been implemented will be as directed by the controlling NORAD Air Division.

### (4) PARTICIPATING MAJOR COMMANDS WILL: (Unclassified)

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(a) Insure that augmentation units committed are proficient in the identification, interception and recovery procedures currently employed by the Air Defense Command. Pilots should be familiar with the various states of alert and fly scramble intercept missions terminating with a GCI letdown whenever possible.

(b) Upon implementation of this plan:

1. Insure that tasks outlined for their command in the ADCWCP and this supporting plan are carried out.

2. Direct all subordinate units to keep NORAD divisions informed of fighter aircraft and aircrew availability by means of existing NORAD reporting procedures. (These procedures will be contained in ADC Augmentation Information Folders located at each augmentation detachment.) (See NORAD Regulation 55-5)

3. Activate and man a fighter command post at each participating fighter base.

(5) Augmentation forces will provide a crew ratio of 1.2 crews per primary mission aircraft in support of this plan wherever possible.

(6) The command post to be established at each base where augmentation fighters are to be employed will be the terminating point for all operational communication circuitry between the controlling NORAD Air Division and the augmentation fighter forces. Employment, deployment, alert status, etc. (operational instructions), for augmentation fighters will be issued to the Command Post by the controlling NORAD Division. The Command Post will be responsible for all air defense instructions and operation directives received from NORAD agencies.

(7) Additional aircraft that may become available subsequent to those aircraft required for the provisions of this appendix will be reported immediately by the augmentation command post to the controlling NORAD Air Division.

(8) Augmentation units will be encouraged to participate in air defense exercises for the purpose of increasing unit proficiency in air

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defense operations. When exercising ATC deployments, prior coordination must be effected with the appropriate echelon of the major air command concerned. Only when previously agreed upon will no-notice type deployments be exercised.

4. LOGISTICAL MATTERS. See Materiel Annex, and ADC Manual 400-1.

### 5. COMMUNICATIONS AND COMMAND MATTERS.

a. COMMUNICATIONS. See Communications Appendix.

b. <u>COMMAND</u>. (Unclassified) NORAD will assume operational control of fighter aircraft and aircrews, and ACW facilities as rapidly as ADC makes those forces available subsequent to implementation of this plan. Operational control comprises those functions of command involving the composition of subordinate forces, the assignment of tasks, the designation of objectives and the authoritative direction necessary to accomplish the mission. It does not include such matters as administration or individual training. Assistance in support will be provided by ADC. Release of augmentation forces and facilities from air defense commitments shall be at the earliest time consistent with air defense versus primary requirements and only when approved by the CINCNORAD.

TAB A - USAF Fighter Augmentation Forces

TAB B - USAF Radar Augmentation Forces

TAB C - V-10 Report

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### TAB A, APPENDIX 3

### ANNEX A

### EADF WARTIME CAPABILITIES PLAN

### USAF FIGHTER AUGMENTATION FORCES

### AIR TRAINING COMMAND

Organization			Deployment or	Operational Control
and	Detachment	Aircraft	Employment	Before & After
Location	Designation	Quantity & Type	Base	Deployment
3550th CCTW	A-14	16 (31)* F86D/L	Moody AFB	32d Air Div (SAGE)
Moody AFB, Ga.				

### TACTICAL AIR COMMAND (Ninth Air Force)

Unit	Location	Aircraft G	Quantity & Type	Operational Control
31 TFW	Turner AFB, Ga.	18	F-100D	32d Air Div (SAGE)
4 TFW	Seymour-Johnson, N.C.	54	F-100C	32d Air Div (SAGE)
354 TFW	Myrtle Beach, S.C.	32	F-100D/F	32d Air Div (SAGE)

NOTE: Full war planning factors were applied to all assigned TAC aircraft. Initially, all TAC Squadrons are to be employed in-place. Additional TAC AFNG augmentation fighter units are listed in Tab B, Appendix 8, Annex A.

* Refer to paragraph 3x(7), this appendix.

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### TAB B, APPENDIX 3

### ANNEX A

### EADF WARTIME CAPABILITIES PLAN

### USAF RADAR AUGMENTATION FORCES

### 73D AIR DIVISION

Function

ADDC

ADDC

Type Radar

FPS-6

**FPS-20** 

FPS-6

**FPS-20** 

**MPS-14** 

MPS-7

TPS-1D MPS-8 Mark X

When Available Reports to

Emergencies

32d ADiv (SAGE)

### AIR TRAINING COMMAND

Emergencies or 32d ADiv (SAGE) by request

### TACTICAL AIR COMMAND

### SHAW SECTOR CONTROL CENTER

728th ACWRON Shaw AFB, (507 CCG) S.C.

Unit

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678th ACWRON

3550th CCTW

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Location

Fla.

Ga.

Tyndall AFB,

Moody AFB,

CRC (GCI)

Emergencies

32d ADiv (SAGE)

### TACTICAL AIR COMMAND (Cont'd)

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	Unit	Location	Type Radar	Function	When Available	Reports to	
	728th ACWRON Det #1 (507 CCG)	Pope AFB, N.C.	TPS-1D MPS-8 Mark X	CRP	Emergencies	32d ADiv (SAGE)	
	728th ACWRON Det #2 (507 CCG)	Fort Gordon, Ga.	TPS-1D MPS-8 Mark X	CRP (EW and Limited GCI)	Emergencies	32d ADiv (SAGE)	
			MYRTLE I	BEACH CRC			
А-3-В-2	727th ACWRON (507 CCG)	Myrtle Beach, S.C.	TPS-1D MPS-11 MPS-14 MPS-8 Mark X	CRC (GCI)	Emergencies	32d ADiv (SAGE)	
	727th ACWRON Det #1 (507 CCG)	Seymour-John- son AFB, N.C.	MPS-11 TPS-1D MPS-8 MPS-16 Mark X	CRP (EW and Limited GCI)	Emergencies	32d ADiv (SAGE)	
TAB B, APP ANNEX A EADFWCP 15 Nov 58	727th ACWRON Det #2 (507 CCG)	Charleston, S.C.	TPS-1D MPS-8 Mark X	CRP (EW and Limited GCI)	Emergencies	32d ADiv (SAGE)	

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TAB C

APPENDIX 3, ANNEX A

### TO EADF WARTIME CAPABILITIES PLAN

### ADC V-10 REPORT

1. The ADC V-10 Report is a monthly report (furnished Headquarters ADC, the Air Defense Forces and Air Divisions (Defense/SAGE) by participating fighter units of TAC and A TC) which reflects the current fighter aircraft and aircrew availability for air defense.

2. The report will be submitted by air mail letter and will consist of the following items:

- a. Item 1 Unit designation.
- b. Item 2 Station.
- c. Item 3 Number and type of primary mission aircraft assigned.

d. Item 4 - Estimate of the number of primary mission aircraft that are operationally ready and will be available to augment NORAD in the event of a hostile attack during the period until the next monthly report is made. The provisions of AFR 55-6, Operational Readiness Reports - RCS: AF-V2, 30 April 1956, will apply in determination of aircraft status.

e. Item 5 - Number of aircrews assigned or attached to the unit and available for air defense purposes.

f. Item 6 - Number of aircrews operationally ready in accordance with ADCR 55-1.

g. Item 7 - Number of aircrews alert ready in accordance with ADCR 55-1.

h. Remarks as desired and explanation of preceding entries.

3. The report will be prepared as of the 15th day of each month and forwarded to reach Headquarters ADC not later than the 20th day of the month. Information copies will be forwarded to the Air Defense Force and to the Air Division (Defense/SAGE) within whose area the unit is located. Individual reports will be classified CONFIDENTIAL.

4. Supplemental reports will be submitted wherever aircraft availability changes by twenty-five per cent (25%) or more aircraft from the current report.

NOTE: ATC units will submit ATC V-2 Reports in accordance with ATC Regulation 55-3.

*ADCR 55-1, Criteria for Determining Operational Status of Crews and Aircraft of Augmentation Fighter Units, 14 July 1958

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#### AFFENDIX 4, ANNEX A

TO

### EADF WARTIME CAFABILITIES PLAN

#### COMMUNICATIONS - ELECTRONICS

### TASK ORGANIZATIONS: See Basic Plan

1. (Unclassified) GENERAL REMARKS:

a. Rapid and reliable communications-electronics services are required for effective employment of the various facilities, weapons, and instruments of defense which comprise the EADF war capability.

b. This annex provides:

(1) (Unclassified) Communications-electronics instructions, policies and standards of operation required to support the basic operations plan.

(2) (Unclassified) Guidance for more detailed C-E planning by task organizations.

(3) (Unclassified) The implementing measures for safeguarding communications-electronics facilities and to augment, replace or rehabilitate these facilities, as necessary, to expeditiously restore to a combat operational status those facilities rendered inoperative or inadequate by hostile action.

2. (Secret) STATEMENT OF THE SITUATION:

a. Enemy Situation.

(1) <u>The Enemy</u>. The USSR, its satellite states -- Albania, Foland, Hungary, Bulgaria, Rumania, Czechoslovakia and North Korea -- the occupied areas of East Germany, the dominated state of China, and the Communist parties of all non-Communist countries. The enemy maintains and increases their capability to launch an air attack against the United States with little or no warning.

(2) The enemy has the capability of using weapons of mass destruction against the United States and its allies. These weapons include nuclear, biological and chemical. Communications and electronics installations are not in themselves considered to be prime targets for such attacks; however, many of our most important communications and electronics installations are located in areas which constitute priority targets, and will be subject to the devastation created by such weapons of mass destruction. Communications and electronics installations are vulnerable to the additional capabilities of the enemy which include conventional bombing; fighter strikes; airborne, seaborne, or paratroop attack; sabotage or guerrilla attacks; electronic jamming or deception of communications and electronic facilities. The enemy may also use emanations from our facilities for guidance and navigation as well as intelligence, interception and analysis of radio and wire transmission, and introduction of false messages into friendly communication networks.

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(3) The enemy has definite knowledge of many of the technical characteristics of our equipment, the manner of employment and the locations utilized. This data is invaluable in any plans for electronic countermeasures and sabotage efforts. In event of war between the United States and the USSR, the Communists in the United States constitute a weapon for subversion and sabotage directed against the air defense capabilities of the United States and Canada. Available counterintelligence evaluations are inadequate for clear assessment of this threat.

#### b. Friendly Situation:

(1) (Unclassified) Communications-Electronics facilities and systems comprising the EADF war capability which will be operated and maintained for operational control of CFECR are as follows:

(a) EADF Radar and Fighter facilities.

(b) USAF augmentation radar facilities and fighter forces.

(c) EADF Tactical landline Communication Networks (voice and teletype) (CONAD Reg 102-1).

- (d) Commercial Toll Telephone facilities.
- (e) AIRCOMNET and commercial teletype facilities.

(f) Ficket Vessel HF Radio Foint-to-Foint Networks. (CONAD OFS Plan 9-57 and applicable CFECR Operations Orders).

55-3).

(g) U. S. Navy Fleet Units/AC&W HF Radio Net. (CFECR Regulation

(h) Base Non-Tactical Radio Systems, ADCL 102-2 as supplemented.

(i) EADF MARS (Military Affiliate Radio System) Networks.

(j) UHF/VHF/MF/HF Air/Ground Communications facilities.

- (k) USAF and CAA Navigational Aids facilities.
- (1) Cryptographic Facilities.

(2) (Confidential) Physical protection of certain communicationselectronics 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. Many of these companies maintain portable or mobile emergency communications for such usage. Certain emergency plans for maintaining landline circuits have been agreed upon between ADC and the telephone companies; however, local arrangements by individual AC&W Units are required.

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(4) (Unclassified) Air Defense Warning (MADW) is effected primarily by multi-point teletype networks from Combat Centers to military key points. Military Flight Service Centers (MFSC) receive warning (MADW) by private leased lines for further dissemination to Naval, Marine, Air National Guard, and Air Force bases by interphone (Flan 62) service. In the event of failure of the Flan 62 system, commercial toll telephone service is used by the MFSC. Commercial toll terminal telephone and private line circuits are used for MADW in the event of failure of the teletype net and as a primary means of alerting civil key points (CADW).

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3. (Secret) ASSUMPTIONS:

a. The enemy will exploit its capability to reduce the effectiveness of detection, communications and power facilities on and after D-Day by covert and overt acts.

b. Communications from direction centers, both SAGE and Manual, to scramble bases and interceptor aircraft, and early warning detection and communications facilities may be primary sabotage objectives.

c. No additional communications-electronics facilities, above those already planned or in being, will be available before D plus 90 days, with the possible exception of commercial mobile facilities as noted above.

d. Airborne, seaborne, and land based electronic jammers will be used on and after D-Day.

e. Peacetime economy measures will not permit the establishment of vast military owned communications systems.

4. (Secret) GUIDING PRINCIPLES:

a. Existing ADC and EADF directives (Regulations, letters, CEI's and CED's as applicable) will be utilized for guidance in training and operation.

b. Landline and radio circuits and channels as authorized by CED's will not be increased prior to D-Day.

c. Certain electronics facilities and communications circuits will be provided emergency facilities; however, no attempt will be made during peacetime to back up all facilities.

d. Subordinate units will make local plans for the utilization of any electronics and communications facilities from any source within their area, i.e., CAA, AAA, Navy, AACS, SAC, TAC, ATRC, Etc.

e. Such security measures that are required to deny the enemy information on C&E capabilities will be maintained.

5. (Unclassified) OPERATIONAL CONCEPT:

a. The execution of this plan requires immediate preparation of detailed SOP's at each ADC unit to reduce the susceptibility of ADC C-E installations and facilities to enemy action, to determine and define all actions necessary to retain an operational capability in the event of loss or damage to C-E facilities, and to define actions to be taken to rehabilitate or replace C-E facilities lost through enemy action.

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b. Units of this command and USAF supporting/augmenting forces will provide communications-electronics facilities and/or systems to perform numerous functions of prime importance in the conduct of air defense operations. The concept of operations as applied to these individual facilities or systems will be as outlined in the succeeding subparagraphs.

c. 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 CONAD Tactical Wire Standard.

d. Picket Vessel HF Radio Networks will be operated in accordance with JADP-ERUS (CONAD Ops Flan 9-57 and applicable CFECR Operations Orders),

e. ADIZ operation with USN Fleet Units will be in accordance with CFECR Regulation 55-3.

f. Air/Ground Channelization will be in accordance with ADC CED and EADF CED. Frequency Channelization Plan "B" will be implemented at the discretion of the Division Commander. Air/Ground radio facilities are essential for successful interception. Ground stations must maintain the capability of rechannelizing on aircraft tactical frequencies since airborne weapons have neither the time nor capability to rechannelize radio equipment to all available ground radio frequencies. Airborne radio gear is limited in range and susceptible to jamming, and since it is not always necessary for the ground station to receive an answer from the airborne weapon, every effort will be made to operate ground radios at peak performance. During jamming, use will be made to amplifiers, multiple transmissions, and local highpowered broadcasting stations when available. ADC units will utilize any air/ground radio facilitie of other commands or governmental agencies available to them during emergencies in accordance with prearranged plans.

g. Navigational Aids will be operated and maintained by AACS and/or CAA.

h. CONELRAD and SCATER communication procedures will be developed by air divisions as required in accordance with ADC CEI 2156.

i. IFF will be operated in accordance with ADC CEI 1504.2 and JANAP 160.

j. Electronics Warfare Activities.

(1) Available electronics warfare facilities will be provided to CFECR to preserve for the defending forces the advantages which accrue from intelligent uninterrupted use of communications-electronics systems and facilities, and to deny the aggressor any succor in the accomplishment of the enemy mission.

(2) All AC&W units will be alerted to the possible use of electronic and chaff jamming by the enemy. Employment of all available anti-jamming techniques and devices will be required to reduce the effectiveness of enemy jamming. This will include: changing operating frequencies, utilizing back-up radar when available, use of height finders in a search capacity, and information gained from other reliable sources.

(3) The requirements for the Airborne Electronics Warfare Training Program will be determined by the Commander, CFECR.

(4) Every effort will be made to collect comprehensive data on enemy electronic warfare activities. Data will be analyzed and indorsed through channels in accordance with CONAD Regulation 101-1.

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(5) Aircraft released from the Airborne Electronics Warfare Training Program will be utilized for other ECM activities to include test and evaluation of ECM devices and techniques. This usage will be at the direction of Commander, EADF.

(6) Upon completion of the analysis by air division and higher headquarters, results of the evaluation of electronic warfare activity will be immediately disseminated to operating units with recommended methods to combat such activity.

k. 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 1504.2.

1. Cryptographic Operations will be conducted in accordance with Command and USAF's directives. Additional material, if required, will be requisitioned in accordance with instructions issued by each service as specified by KAG-IA.

m. Authentication Systems will be utilized as follows:

(1) Foint-to-Foint communications-NORAD Point-to-Foint Authentication System (KAA-26 ( )/TSEC) or KAC-1/KAA-27/TSEC(NORAD R 102-3)

(2) Fighter/Direction Center communications - KAC-1/KAA-27/TSEC.

(3) Authentication of airborne aircraft by Direction Centers or Interceptor pilots will be accomplished by use of KAC-1/KAA-27/TSEC.

n. Call Words and Call Signs will be in accordance with ADC Tactical Call Words and Call Signs List (ADCM 100-2).

o. Support of USAFSS Detachments will be provided in accordance with current Command agreements.

p. All units will continue efforts to establish local agreements for the utilization of any C-E capability in the area. All agreements which are desired, but which are beyond the authority of local units, will be referred to higher headquarters for action.

q. C-E personnel are assigned to maintain and operate existing ADC facilities. There is no available pool of replacements. Every effort will be made to crosstrain C-E personnel assigned and to provide ACW and C-E training to other members of ACW units not so employed, to insure an operational capability at all times. Members of augmentation C-E units will be provided sufficient instruction in ADC operations to provide an operational capability when integrated into the air defense system. The provision of civilian technicians for the maintenance and rehabilitation of commercial facilities is well established within the Bell Telephone System. ADC units will exploit that capability to the fullest in maintaining or re-establishing landline communications

r. Unit C-E vulnerability plans and SOP's will be modified to take advantage of any additional C-E facilities now programmed but not yet installed, or any C-E facilities of friendly forces which may become available to them in the future. All ADC units will take necessary action to include in future USAF programs, for approval by this headquarters, any additional C-E facilities which will increase their capability to maintain C-E operations during emergencies and reduce their vulnerability to loss or damage, or facilitate rehabilitation.

s. Routing of teletype messages will be in accordance with JANAP 117 and 117(C)-1(USAF).

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### 6. (Secret) THE MISSION OR INTENTIONS:

a. To provide C-E facilities at all times for the detection, identification, surveillance and interception of aircraft or missiles in flight.

b. To provide communications facilities for command, liaison, telling, status, scramble, weather, intelligence, warning, movements, identification, control of electromagnetic radiations, and other information.

c. To protect, maintain, rehabilitate, replace, augment and repair C-E facilities under all conditions.

7. (Unclassified) <u>Delegation of Communications-Electronics Tasks and Responsi</u>bilities to Major Components of Eastern Air Defense Force:

a. Air Divisions will:

(1) Assure operation of communications and electronics facilities under their jurisdiction in accordance with paragraph 9, above, for training and to provide facilities for the operational control of CFECR.

(2) Arrange for installation of necessary point-to-point circuits to support the integration of USAF augmenting/supporting forces in the air defense effort.

(3) Activate engineered wire circuits, as required, in accordance with ADC Regulation 102-4 and EADF Regulation 100-1.

(4) Order additional wire circuits, as required, during wartime or emergency conditions, in accordance with ADC Regulation 100-4.

(5) Insure that USAF augmenting/supporting forces are equipped for air defense type communications-electronics operations, and are familiar with the manner of air/ground, point-to-point (except ANG) and cryptographic operations (except ANG) to be employed.

(6) Specify UHF/air/ground frequencies to be utilized by USAF augmenting/ supporting flying units and prescribe navigational aids for use during normal, training and emergency operations.

(7) Review and monitor SOF's and plans established by subordinate units in support of this plan.

(8) Implement emergency C-E plans as required.

(9) Assist augmentation units in procuring and utilizing crystals to permit operation on GCI (common), joint USAF, Canadian, USN Fighter/bomber frequencies, and at least one ADC tactical frequency.

(10) Screen quarterly, ADC Call Word and Call Sign Book to insure correct unit listing to include augmentation requirements.

(11) Frepare supporting plans to allow for the implementation of this plan.

8. (Unclassified) SFECIAL MEASURES:

a. 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 incurred due to hostile actions. Further, subordinate units will be re-

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quired to establish local plans and 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 to all phases of communications-electronics operations and training including ECCM, radar, radio, wire and cryptographic security.

b. 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. Advise higher headquarters of major command agreements necessary to permit utilization of C-E facilities of friendly forces during an emergency.

d. Base and/or station commanders are authorized to deal directly with commercial telephone companies to effect emergency repair of commercial and/or governmentowned wire facilities, in accordance with EADF Regulation 100-13.

e. Scene of actions communications will be handled in accordance with USAF CED 2202.3h, where no previously coordinated communications plans have been established.

f. Gross-training programs for C-E personnel will be established to insure the operational capability at all times. Members of augmentation C-E units will be provided sufficient instruction in ADC operations to provide an operational capability when integrated into the Air Defense System.

g. C-E facilities necessary to maintain C-E operations during emergencies will be requested in accordance with established procedures.

h. Maximum testing and evaluation of emergency communications-electronics plans will be accomplished by all units.

i. Advise higher headquarters of budgetary or funding requirements necessary to provide C-E facilities which are required but which are not included in Air Force programs.

9. (Unclassified) COMMUNICATION-ELECTRONICS LOGISTICAL SUFFORT: See ANNEX C.

10. (Unclassified) ADMINISTRATION:

a. All correspondence concerning vulnerability of C-E Facility Flans or SOP's will be addressed through channels to Headquarters EADF, Attention: EAOCE. Copies of plans or SOP's in support of this annex also will be furnished this headquarters, Attn: EAOCE.

b. The alternate command post for EADF is Hq 26th Air Division (SAGE). The commander of 26th Air Division (SAGE) will make necessary arrangements to receive the EADF COC battle staff and provide the necessary operating facilities, communications wise, to permit emergency operations.

c. The establishment of alternate command posts for other ADC units is not authorized. However, this does not preclude the preparation of plans by these units to utilize other locations.

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	1	TAB A	
		TO	
	AFPI	ENDIX 4	
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		TO	
EADF	WARTIME	CAPABILITIES	PLAN
HECK	LIST OF	SENSITIVE C-	E ITEMS

While it is not possible to list all of the C-E items to be considered in Vulnerability Flans, 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. (Unclassified) LANDLINE FACILITIES:

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a. Rerouting-to include alternate routing for existing circuits and definite plans, in the hands of communications agencies, for rerouting damaged or destroyed circuits.

b. Rehabilitation - base plant and longline facilities.

c. Priority lists for re-establishing service, on-base and off-base.

d. Alternate entrance facilities.

e. Alternate commercial central offices.

f. Engineered military circuits (EMC).

g. Priority lists for establishing EMC's.

h. Priority lists for rehabilitation of military and commercial facilities.

1. Physical protection of entrance cables.

j. Systems and nets of other Air Force command, Army, Navy and governmental agencies.

k. Private or public systems or nets.

1. C-E units of other commands or services with capability to provide facilities and personnel in emergencies.

m. C-E units of other commands or services with capability to provide maintenance or rehabilitation in emergencies.

n. Physical protection and utilization of cryptographic facilities.

2. (Unclassified) RADIO COMMUNICATIONS

a. Air-Ground and Air-Air:

(1) Anti-jamming measures.

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- (2) Utilization of amplifiers.
- (3) Frequency utilization.
- (4) Channelization and rechannelization of aircraft radio
- (5) Crystal stocks and resupply.
  - (6) Use of ground facilities of other commands or services.
- (7) Civilian broadcast stations.

3. (Unclassified) RADAR FACILITIES:

- a. Physical protection.
- b. Maintenance spares, supplies and resupply.
- c. Utilization of assigned emergency equipment.
- d. Utilization of radars and personnel of other commands or services.

e. Installation and relocation of portable or mobile radar equipment and redeployment of ACW personnel.

- f. ECCM procedures.
- 4. (Unclassified) RADAR SITES:
  - a. Base alert plans.
  - b. Base defense plans.
  - c. Protection of fuel supplies.
  - d. Maintenance and operating personnel.
- 5. (Unclassified) C-E TECHNICAL AND OFERATION PERSONNEL:
  - a. Cross training of military personnel.
  - b. Other sources military or civilian.
  - c. Contract technicians.
  - d. Availability of commercial agencies.
- 6. (Unclassified) OTHERS:
  - a. Operations under reduced communications capability.
  - b. Operations under reduced radar capability.
  - c. Operations from alternate sites.

d. Establishment of minimum traffic requirements, during periods of reduced ground communications capability.

e. Establishment of reporting and directing procedures during reduced radar of air-ground communications capabilities.

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APPENDIX 5. ANNEX A TO EADF WARTIME CAPABILITIES PLAN

#### DISASTER CONTROL

### REFERENCES :

AFR 355-3, 8 Oct 57: (Conf) AFL 355-3, 8 Oct 57; (Conf) AFM 355-12. 3 Sep 57; AFR 136-10, 30 June 58, and ADCM 59-1

1. <u>DEFINITIONS</u>: (Unclassified) "Disaster Control" is a new term in the USAF vocabulary. The term replaces obsolete terms such as Atomic-Biological Chemical Warfare (ABC), Passive Defense, etc. Present Air Force thinking, backed by appropriate directives, regulations, and manuals, streamlines an all encompassing program under this term. Its complete significance becomes a matter of re-education of the military. "DECUF" is that portion of Disaster Control which pertains to the air defense capability under radiological fall-out.

a. <u>Scope</u>: As delineated in AFR 355-3 and AFL 355-3, Disaster Control encompasses but is not limited by the following: warning systems, dispersal, evacuation, protective shelters, internal security, sabotage alert, base defense, traffic control and flow, air filtration collection protectors, damage control, emergency base recovery, air defense capability under fall-out, firefighting and rescue, explosive ordnance disposal, control of peacetime accidents involving nuclear weapons, decontamination, removing of atomic debris, assisting civilian communities, domestic emer-gency plans, evacuation of civilian personnel, emergency operations in conjunction with ConAC joint area plans, stockpiling of medical supplies, survival care, treatment and prophylaxis, survey and sanitation, detecting, monitoring and evaluation of hazards, decontamination of personnel, food, water and materials, and identification and disposal of dead personnel.

2. MISSION: (Unclassified) To maintain an operational capability in order to carry out the air defense mission under all conditions of disaster.

3. OPERATIONAL CONCEPT: (Confidential) Commanders of bases and separate installations are required to develop a Disaster Control Plan in accordance with the referenced directives. Each base and separate installations commander will appoint a Disaster Control Officer who will be delegated the responsibility for preparation of the Disaster Control Plan, educa-tion and training programs, frequent tests and implementation of the plan. It is recommended that he be a field grade officer. Additionally, a rated Operations officer, where applicable, will be designated to monitor the DECUF portion of the program. All personnel must possess a basic knowledge of the significance and physical aspects of Disaster Control. Each individual must know where he is to go, and when and what he is to do under any disaster situation.

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### 4. TASKS FOR HEADQUARTERS EADF AND SUBORDINATE UNITS:

### a. Headquarters EADF, Air Divisions (Defense/SAGE), and 551st AEW&C Wing will: (Unclassified)

(1) Provide guidance in the annexes of the Wartime Capabilities Plan (WCP) for all phases of the Disaster Control Program within the necessary areas of responsibility. The headquarters will not be required to formulate a detailed Disaster Control Plan.

(2) Supervise planning at subordinate echelons.

b. Bases and Separate Installations, to include AC&W Squadrons, will: (Unclassified)

(1) Prepare a detailed Disaster Control Plan for their base, in accordance with Appendix VII, AFM 355-12.

(2) Designate a Disaster Control Officer to prepare, supervise, monitor, and implement the plan. (This officer should be a graduate of, or subsequently designated to attend, the Disaster Control Officer course, Number 55-1435-2 at Lowry Air Force Base). All plans will be submitted to the applicable Air Division for review and approval. Otis AFB will submit their plan to Headquarters 551st AEW&C Wing.

(3) Designate a rated Operations officer, where applicable, to coordinate and monitor the DECUF portion of the program.

(4) Commanders of tenant units will insure that the unit is included in the plan of the host base. If no provision for DECUF for the tenant unit is provided in the Disaster Control Plan of the host base, a DECUF plan will be prepared by the unit.

(5) <u>Emergency Procedures Involving a Peacetime Explosion of a</u> <u>Nuclear Warhead</u>. Commanders of bases or separate units will include within their respective Disaster Control Plans adequate emergency procedures for peacetime explosions of nuclear warheads within their area of responsibility in accordance with AFR 136-10 and ADCM 59-1 and changes thereto.

x. General Instructions; (Unclassified)

(1) The specific tasks required to supervise and support the program will be the responsibility of the appropriate staff agency at all levels of command within EADF.

(2) An officer will be designated for each Deputy, except Operations, within each headquarters, air defense sector and above, to function as a monitor for Disaster Control matters pertaining to that directorate. The Deputy for Operations will designate a rated Operations officer to monitor the DECUF portion of the program.

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(3) All bases and separate installations will conduct periodic tests to ascertain adequacy of plans and training programs and to insure continuity of operations due to implementation of new techniques, procedures and equipment. Tenant units on a base will participate fully.

(4) Tenant unit commanders will coordinate with installation commanders and will lend all available assistance to make it a realistic and adequate program.

TAB A - DECUF Operations

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TAB A APPENDIX 5, ANNEX A TO

EADF WARTIME CAPABILITIES PLAN

DECUF - OPERATIONS

#### REFERENCES:

AFR 355-3, 8 Oct 57; (Conf) AFL 355-3, 8 Oct 57; (Conf) AFM 355-12, 3 Sep 57; Headquarters ADC Operations Analysis Technical Memo No. 21, 20 Sep 57

1. <u>GENERAL SITUATION</u>: (Confidential) The development of weapons employing a nuclear warhead imposes an additional personnel hazard to be associated with this form of warfare; namely, radioactive fall-out from nuclear explosion. A military installation, although not directly damaged by the blast and thermal radiation of a nuclear weapon, may be contaminated by radioactive fall-out. The hazard of fall-out will undoubtedly be geographically extensive when detonation fills the atmosphere with minute radioactive particles, and can impair the operational effectiveness of a military installation for a matter of hours, days or weeks because of the widespread and persistent character of the fall-out. This hazard may well be militarily decisive against unprepared and uninformed personnel.

2. <u>SCOPE</u>: (Confidential) This Tab is specifically concerned with the Operations portion of the <u>Air</u> Defense Capability under Fall-Out Conditions (DECUF). It establishes the responsibilities of commanders to protect flying, ground crew and ACEW personnel, as well as aircraft and ground handling equipment, in order to maintain an air defense capability under radiological fall-out conditions during and subsequent to a nuclear attack. DECUF is <u>only</u> that portion of the over-all program of Disaster Control that pertains to maintaining the combat capability of the fighter interceptor and missile squadrons, and the ACEW units.

3. <u>MISSION</u>: (Unclassified) To maintain an air defense capability under fall-out conditions of nuclear attack.

4. TASKS FOR HEADQUARTERS EADF AND SUBORDINATE UNITS: (Unclassified)

a. <u>Headquarters EADF, Air Divisions (Defense/SAGE), and 551st</u> <u>AEW&C Wing will</u> designate a rated Operations officer to supervise and coordinate the DECUF portion of the Disaster Control Program and function as the over-all monitor within the Headquarters for DECUF activities.

b. <u>Air Divisions (Defense/SAGE)</u>, and the 551st <u>AEWEC Wing will</u> supervise and review the Disaster Control plans of each base and separate installation within their area of responsibility with special emphasis placed on the DECUF portion of the plan.

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(Unclassified)

c. Commanders at base and separate installations and tenant units will designate a rated Operations officer to monitor and coordinate, as well as to insure the completeness of DECUF planning within the over-all base Disaster Control plan. Tests will be conducted periodical ly.

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### APPENDIX 6, ANNEX A

### EADF WARTIME CAPABILITIES PLAN

### PSYCHOLOGICAL WARFARE

1. <u>MISSION</u>. (Confidential) The psychological warfare mission of EADF is to supplement the air defense of the United States by contributing to the proper indoctrination and training of EADF military units, so as to combat Soviet propaganda and to build and preserve the maximum combat morale and to be prepared to conduct or participate in such psychological operations as may be directed.

### 2. DEFINITIONS: (Confidential)

a. Psychological warfare is the planned use in time of war or declared emergency of propaganda and exploitation of other actions, with the primary purpose of influencing the opinions, emotions, attitudes, and behavior of enemy, neutral, or friendly foreign groups in such a way as to support the accomplishment of national aims and objectives.

b. Psychological operations include foreign information activities, psychological warfare and other actions planned and conducted, the object of which is to create in enemy, neutral, or friendly groups, emotions, attitudes and behavior favorable to the accomplishment of national aims and objectives.

### 3. GENERAL SITUATION. (Confidential)

a. The Soviet Union has demonstrated a capability and amazing adroitness in waging psychological warfare. It has developed psychological warfare into an effective weapons system aimed at the human mind.

b. The Soviet psychological warfare campaign is world wide and well integrated.

c. Exploitation of mass panic as a result of a nuclear weapons attack upon the United States is well within the Soviet capability.

d. Effective measures to control or prevent such panic require pre-D-Day action.

e. Each m a j o r command has been directed to indoctrinate troops in psychological warfare techniques and to combat Soviet psychological warfare directed against them. This instruction is under the auspices of personnel training. (See Annex B)

4. ASSUMPTIONS. (Confidential)

a. General.

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(1) EADF military and civilian personnel are vulnerable to Soviet propaganda and Soviet psychological warfare generally.

(2) The Soviet Union will continue to conduct an extensive psychological operations campaign prior to D-Day.

(3) The Soviet Union will accompany a physical attack upon North America with a psychological warfare campaign designed to create division and dissension, fear, confusion and panic, so as to weaken our will to resist, or to supply aid to allied nations in Europe, Africa and Asia. This will be attempted by means of:

(a) Soviet and satellite radio broadcasts.

- (b) Dropping of leaflets and other printed propaganda media.
- (c) Planted stories in the United States and Canadian press or

radio.

- (d) Foreign newspapers and magazines.
- (e) Use of subversive channels, Communist, or "fellow traveler".
- (f) The psychological impact of the attack itself.

5. <u>CONCEPT OF OPERATIONS</u>. (Confidential) In order to reduce the effectiveness of Soviet psychological warfare measures, aid in maintaining the fullest possible defense potentials at all ADC bases and to combat the development of panic situations within the United States consequent to the threat of Soviet air attack or resulting from actual air attack, all EADF units will:

a. Formulate and put into operation a psychological warfare indoctrination and training program among its military personnel.

b. Formulate psychological warfare policy and produce plans designed to maintain maximum military defense potentials of all EADF installations.

c. Coordinate with higher military authority and appropriate civilian agencies to prevent panics which might reduce the defense potentials of military installations.

### 6. TASK ORGANIZATIONS WILL: (Confidential)

a. In accordance with Headquarters ADC Regulation 50-5, establish a continuing troop indoctrination program designed to counter the effects of Soviet psychological warfare and perform such specific tasks relative to psychological warfare as may be assigned by the Commander, EADF.

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(Confidential) b. During Hostilities:

(1) Conform to procedures established by the Commander of **EADF** for countering Soviet psychological warfare measures.

(2) Under the direction of Headquarters ADC and this headquarters, exploit such psychological warfare opportunities as may present themselves.

(3) Carry out such other specific actions of defensive psychological warfare as may be directed by higher authority.

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### APPENDIX 7, ANNEX A

### EADF WARTIME CAPABILITIES PLAN

### BOMB DAMAGE ASSESSMENT

1. <u>GENERAL</u>. (Unclassified) In the event the United States is subjected to enemy attack a requirement will exist for immediate photo reconnaissance and special bomb damage assessment of the areas affected. Accomplishment of this mission has been made the responsibility of Tactical Air Command and all other commands have been directed to support TAC units engaged in this mission.

### 2. OPERATIONAL CONCEPT.

a. (Secret) Upon receipt of an alert from NORAD, Tactical Air Command alerts Ninth Air Force to begin implementation of BDA Plans. Simultaneously, TAC mobilizes the 117th Tactical Reconnaissance Wing (AFNG - Ala.), the 118th Tactical Reconnaissance Wing (AFNG - Tenn.) and the 442d Troop Carrier Wing (AFR - Richards-Gebaur AFB, Mo.). Control of these units now passes to Ninth Air Force. The 118th supported by the 442d is scheduled for deployment to the WADF region. Two regular TAC reconnaissance squadrons, 837th Air Division, Shaw AFB, S.C. to support EADF will be assigned for this mission.

b. (Secret) A minimum of two (2) reconnaissance aircraft from the 118th TRW will be available for dispatch to target areas within one (1) hour after receipt of target information from CINCNORAD. CINCNORAD will furnish Ninth AF with specific information concerning the targets attacked and upon which photo reconnaissance is desired.

c. (Secret) Shaw AFB, South Carolina; Berry Field, Tennessee, and Hill AFB, Utah, will be established as processing and reporting centers. Target reference material files or applicable partial files will be maintained at these bases. Upon completion of a BDA mission aircraft will return to the above bases for processing of photography, maintenance, refueling and assignment of new targets. The processing centers will prepare telephone and written BDA reports to Headquarters USAF. Reports prepared at Berry Field will be dispatched to Shaw AFB for relay. Telephone reports destined for Headquarters USAF will be relayed direct to Headquarters USAF. Written reports with applicable photo prints, will be delivered via courier aircraft to Headquarters USAF on a once-a-day basis.

### 3. AIR OPERATIONS. (Unclassified)

a. Aircraft clearances and "in-flight" operations will conform with existing procedures except:

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(Unclassified)

(1) All flight plans will be filed IFR.

(2) Section C of Form DD 175 "Aircraft Clearance" will contain the prefix "TEO" (Tactical Emergency Operations) to the aircraft identification number instead of the prefix "AF".

(3) Navigation aids desired will be included in the remarks section of the DD 175.

(4) In flight, pilots will conform with AFR 60-22/CAR part 620 when applicable.

b. All active air bases in the EADF region will be considered available for refueling and staging but only those bases listed in this Appendix will maintain a war reserve level to support this operation.

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APPENDIX 8, ANNEX A

### TO

### EADF WARTIME CAPABILITIES PLAN

#### AIR FORCE NATIONAL GUARD (AFNG)

### TASK ORGANIZATION

26th Air Division (SAGE)

30th Air Division (Defense)

37th Air Division (Defense)

12th Weather Squadron

32d Air Division (SAGE)

1. <u>GENERAL SITUATION</u>. (Secret) The international, political, economical, and military situation is such that war with the Soviet Union may occur with little or no advance warning. If war is precipitated, frequent and heavy air attacks will be made against the United States. Wartime air defense will require maximum effectiveness and utilization of all forces and facilities available, including the AFNG forces possessing an air defense capability. Upon the outbreak of hostilities, AFNG forces with M-Day assignment to the Eastern Air Defense Force will be made available to the Commander, Eastern NORAD Region for operational control. In order to insure that AFNG units are maintained in a high state of preparedness, a close relationship with the AFNG must be developed and maintained by the associated ADC units of this command.

a. Enemy Forces. See Appendix 1, Annex A and current Intelligence Summary.

b. Friendly Forces. AFNG forces specified herein, to include all organization elements of the AFNG wing structure.

c. Assumptions. (Unclassified)

(1) M-Day and D-Day will occur simultaneously.

(2) If a general war occurs, it will commence with an air attack against the United States with little or no advance warning.

(3) All weapons in the enemy inventory are available for an attack upon the United States.

(4) Some portion of the attack will occur at altitudes and under such conditions which will be within the capability of the assigned AFNG aircraft to engage the attacking aircraft.

d. M-Day Concept. (Secret)

(1) In the event general war is preceded by heightened tensions and hostilities short of general war, mobilization of the AFNG may be

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effected to achieve a greater degree of readiness and commitment of resources. This action will be dependent upon the character, location of local hostilities, and the period of time involved. Planning is based on M-Day occurring not more than six (6) months prior to D-Day.

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(2) Mobilization of the AFNG under this concept will be governed by the following guide-lines:

(a) Mobilization will occur in the first 30 days (M  $\pm$  1) as directed by higher authority.

(b) Complete integration of the AFNG into the EADF structure to insure their functioning as ADC units will be effected as outlined in the remainder of this plan.

(c) Initially, flying rates will continue on a peacetime rate but may be accelerated upon availability of increased logistic support.

(d) Combat crew training and unit manning will receive emphasis in order to have each unit at the highest state of operational readiness as soon as possible. (Unit manning status will be comparable with that of the regularly assigned EADF units.)

(e) Once AFNG units are mobilized, air division commanders may direct deployment of certain units or detachments for better air defense coverage. These commanders will be responsible for the operations and logistic support of the deployed units/detachments to insure sustained operations.

### 2. MISSION.

a. (Unclassified) Assist in the training of the AFNG units to assure their proficiency of air defense operations and procedures.

b. (Unclassified) Plan and provide for the D-Day integration, administration and support of the AFNG.

c. (Unclassified) Provide ZI AFNG forces to Commander, Eastern NORAD Region for operational control on D-Day.

d. (Secret) Provide the 198th Fighter Interceptor Squadron and 140th AC&W Squadron (Puerto Rico AFNG) to the Commander, Antilles Defense Command (COMANTDEFCOM) for operational control on D-Day.

### 3. TASKS FOR SUBORDINATE UNITS.

a. 12th Weather Squadron will: (Unclassified)

(1) Upon mobilization of the AFNG, provide necessary support to the AFNG weather flights attached to AFNG fighter interceptor units having mobilization assignments to the Eastern Air Defense Force. (See Weather Annex)

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(Unclassified)

(2) Provide weather facilities adequate for D-Day AFNG operations.

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(3) Provide pre-D-Day assistance and advisory training to flights referenced in (1) above.

b. 32d Air Division (SAGE) will:

(1) (Unclassified) Mobilize the 156th Fighter Group (AD), 198th Fighter Interceptor Squadron and 140th AC&W Squadron (Puerto Rico AFNG) on M-Day.

(2) (Secret) In coordination with COMANTDEFCOM (CINCLANT), develop policies and procedures necessary for efficient passing of the 198th Fighter Interceptor Squadron and 140th AC&W Squadron (Puerto Rico AFNG) to Antilles Defense Command for operational control on M or D-Day.

(3) (Unclassified) Render advisory assistance to the 156th Fighter Group (AD) in accordance with AFR 45-6.

(4) (Unclassified) Encourage the combat units of the 156th Fighter Group (AD) to participate in COMANTDEFCOM exercises.

c. 37th Air Division (Defense) will:

(1) (Unclassified) Mobilize the following AFNG units on M-Day:

(a) 132d AD Wing

(b) 132d Fighter Group (AD)

(c) 124th FIS

(2) (Secret) In coordination with CADF, develop policies and procedures necessary for efficient passing of the above units to CADF for operational control on D-Day.

(3) (Unclassified) Encourage the above AFNG units to participate in CADF defense force and appropriate air divisions exercises.

(4) (Secret) Establish and maintain communications facilities as required to provide Commander, Central NORAD Region with the means to exercise operational control.

x. All Air Divisions (Defense/SAGE) will: (Secret)

(1) Prepare supporting plans which are adequate for im plementation without reference to this plan. These supporting plans will provide for all aspects of complete integration of the AFNG into this command upon mobilization.

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(2) Provide assistance to the AFNG units in preparation of alert and recall plans.

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(3) Assist in the training of the AFNG forces during active duty field training periods in accordance with AFR 45-6 and ADC Supplement thereto.

(4) Establish and maintain communications facilities as required to provide Commander, Eastern NORAD Region with the means to exercise operational control.

(5) Encourage AFNG forces to participate in command, air defense force, and air division exercises.

(6) Provide the AFNG forces with appropriate ADC directives (in accordance with ADCR 5-3) to insure:

(a) Compliance with pre-D-Day training and alert responsibilities in the air defense mission.

(b) Efficient performance of the ADC mission immediately upon mobilization.

(7) Advise the AFNG forces and State Air Force National Guard agencies of any state of alert (or changes thereto) declared by Commander, Eastern NORAD Region prior to mobilization, if the air defense situation appears as if the AFNG may be mobilized.

(8) Assist in planning and developing AFIOs for D-Day use at all bases used by AFNG units.

(9) Exercise supervision of the AFNG active air alert mission in accordance with ADC Operation Plan 10-58.

4. ADMINISTRATIVE AND LOGISTICAL MATTERS. (Confidential)

a. LOGISTICS. Refer to Annex C, Materiel.

b. ADMINISTRATION.

(1) See preceding M-Day Concept.

(2) Policies for Mobilization. Authority to mobilize the AFNG has been delegated to the Commander, ADC, by Secretary of the Air Force Order Number 315.1., dated 3 January 1957. This authority will be exercised only after Presidential Proclamation of national emergency; Congressional Proclamation of national emergency or a declaration of war. (Both proclamations must specifically authorize mobilization of the AFNG.)

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### (3) Procedures for Mobilization.

(a) Following the notification by the Commander, ADC or Commander, NORAD to mobilize the AFNG, book messages will be dispatched by Headquarters EADF simultaneously to each air division (Defense/SAGE), State Governor and Governor of Territory of Puerto Rico ordering the AFNG units to Active Duty. (See Tabs D and E, Appendix 8, Annex A)

1. As a secondary means of notification the telephone media may be used. In the event that the telephone media is used, Eastern NORAD Region Combat Operations Center Duty Controller will relay the mobilization notification to key EADF personnel and all EADF air divisions.

(b) Upon receipt of mobilization notification by either method the air divisions will relay this notification to air defense sectors and detachments, as well as to the appropriate State or Territorial Governors and their AFNG units. (When so designated by an air division (SAGE), the subordinate air defense sectors or detachments will be responsible for the notification of the appropriate State or Territorial Governors and the AFNG units within their areas of responsibility.)

### (4) Administrative Actions Required.

(a) Subsequent to mobilization, EADF air divisions will process AFNG personnel in accordance with AFM 45-2, as amended. USAF air advisor personnel will assist with the processing details.

(b) Upon receipt of authority to mobilize AFNG units from Headquarters EADF, General Orders ordering the AFNG organizations to active duty will be published by the appropriate air divisions (defense/ SAGE). To facilitate actions, General Orders will be pre-cut by the air divisions in accordance with the provisions of AFM 30-3. Upon mobilization, the orders will be authenticated and issued.

(c) Each AFNG organization will be encouraged to continually maintain a current roster of personnel assigned to facilitate issuance of a block-type special order placing each individual on active duty.

(d) To effectively man the AFNG units, air divisions will report to EADF, by unit, the number of individuals in each AFSC required to bring each unit to authorized strength. This report will be submitted to arrive in Headquarters EADF within four (4) days after the unit has been mobilized and assigned to EADF. This report is in addition to reports required in AFM 45-2.

5. COMMAND AND COMMUNICATIONS. (Confidential)

a. COMMUNICATIONS. (Unclassified)

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(Unclassified)

(1) Refer to Appendix 4, Annex A.

(2) Specify tactical frequencies for use by AFNG units. In areas operating with ADC UHF Tactical Manual Frequencies, AFNG units will utilize the frequencies of the ACW sites controlling them. In areas operating with SAGE UHF tactical frequencies, the AFNG units will utilize the frequencies of the Air Defense Sectors to which they are assigned.

(3) Insure AFNG units use voice tactical call signs or data link designators as listed in ADCM 100-2, Tactical Call Signs, as amended.

(4) Insure engineered or toll terminal communications lines are installed to all AFNG units.

(5) Activate the communications circuits upon mobilization; sooner if the air defense situation warrants such action in order to save time in mobilization of the AFNG.

(6) Issue the necessary instructions for the use of cryptographic facilities.

 $(7)\,$  Issue procedures for the operational employment of the IFF system.

(8) Issue other instructions as required to insure the AFNG will operate efficiently in the air defense environment.

b. COMMAND. (Confidential)

(1) AFNG organizations having M-Day assignments to this command are further assigned to the respective air divisions in accordance with Tab B. Since these units become assigned EADF air divisions on D-Day, the function of command will be normal. (Exception: see paragraph 3b) Normally these AFNG squadrons will be assigned to the air division commander in whose area the units are geographically located regardless of the parent wing location.

(a) All actions resulting from assumption of command will be planned so as to insure the orderly and rapid transition of the AFNG into an active force.

(2) As in the case of other assigned forces, operational control will be passed to appropriate air division commanders and the Commander, Eastern NORAD Region. (Exceptions: see paragraphs 3b & 3c)

(3) Air Division Commanders will develop the necessary plans prescribing the M or D-Day organizational structure in anticipation of integration of the AFNG in the existing ADC structure. This action will be undertaken in accordance with paragraphs 5.5.6 (a) and (b) below.

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(a) Since the Wing-type structure has been retained in the AFNG, integration will require special consideration when developing the above-mentioned organizational plans. This will occur when an AFNG Wing and subordinate units are spread through several States and in more than one air division area. Such an organization would result in divided authority when the AFNG is integrated. For resolution of this problem, the following guidelines will be used as necessary to insure clean-cut command channels from the Air Division Commander to the tactical fighter groups/augmented squadrons.

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<u>1</u>. The air division which has a wing headquarters in its area may retain the headquarters if sufficient subordinate elements remain to make such action feasible. If not feasible, the wing head-quarters, upon being ordered to active duty, may then be placed on limited manning status (1 - 1).

2. Placing a wing in a limited manning status will make available many experienced personnel. On M or D-Day, the EADF Commander will have authority to absorb and re-allocate the necessary manpower spaces for the AFNG. Therefore, this will permit the Air Division Commander to utilize these personnel as necessary. The officers and airmen may be predesignated to M or D-Day positions commensurate with rank and skills and receive training to facilitate assumption of the duties required in those positions. In the event any personnel are surplus after M or D-Day and cannot be used by the air division, the next higher command will be informed within 7 days after M or D-Day.

3. In some instances, an air division may retain a wing headquarters while gaining a fighter group/augmented squadron which formerly belonged to another AFNG Wing in a different Air Division. If feasible, this fighter group/augmented squadron may be placed under the command of the first mentioned wing rather than remain as a separate unit.

4. In developing detailed plans, consideration will be given to other special problems which may develop upon integration. In general, these will involve bases jointly used by ADC and the AFNG.

(b) It is emphasized that the above can only be made effective on M or D-Day when the AFNG becomes an integral part of this command. However, the necessary plans will be developed to establish firmly and clearly the wartime utilization of the AFNG Wings. Air Division commanders will insure that such action is taken within 60 days following receipt of this plan.

TAB A - Operations

B - Mobilization Assignments for Air Force National Guard Fighter Units

C - Air Force National Guard Weather Flights

- D Message to Air Divisions
- E Message to Governors

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### TO

#### EADF WARTIME CAPABILITIES PLAN

#### AFNG OPERATIONS

#### 1. CONCEPT OF OPERATIONS. (Secret)

a. AFNG fighter units possess an air defense potential, however, certain limitations are inherent due to performance of current equipment. The older types of day and all-weather fighters have performance and armament deficiencies when compared to the first line Soviet threat.

b. Many AFNG units are advantageously positioned. Even with their limitations, some squadrons will be responsible for primary air defense where other NORAD weapon coverage is deficient. In areas of concentrated weapon coverage, employment of the AFNG will be affected by the type AFNG aircraft compared to the over-all size and type of the fighter force which is available to the battle commander.

c. Generally, utilization of these forces will be in-place.

#### 2. GENERAL.

#### a. SAGE Operation. (Unclassified)

(1) AFNG fighters which are not equipped with data-link receivers will be controlled by voice instructions. The performance data of the AFNG aircraft will be placed in the SAGE computer for automatic control instructions unless the computer is fully programed with ADC aircraft. In this latter event, performance data of the AFNG aircraft will be matched with that of an ADC aircraft already in the computer. The computer instructions will then be used to control the AFNG aircraft. All AFNG units will be assigned data link designators in accordance with ADCM 100-2, Tactical Call Signs, Oct 57.

b. Agreement for Fighter Interceptor Operations (AFIOs) (Unclassified) These procedures must be established at every base utilized by the AFNG to insure readiness upon mobilization. Each unit must be encouraged to practice the AFIOs to insure proficiency of each aircrew. Pre-D-Day use of the AFIOs will be restricted to VFR conditions unless performing active air alert.

#### c. Unit Mobilization Requirements. (Secret)

(1) In order to insure the AFNG is a dependable and effective fighter force, the mobilization objective is attainment of 65% of the assigned aircraft and personnel in a readiness status within two hours after units receipt of warning. All remaining combat crews, assigned aircraft, and sufficient personnel to maintain a sustained operation must be placed in a readiness status within the first 24-hour period.

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(2) Alerting procedures for the AFNG will be reviewed by the air divisions and periodically exercised as necessary to insure prompt response by all AFNG organizations. (AFM 45-2, as amended, prescribes administrative procedures for mobilization for Air Reserve Forces)

link

(3) Mobilization may occur during annual field training periods. The general rule will be for the return of all units to their home station immediately upon receipt of such notification. This rule may be modified as necessary by the Air Defense Force Commander in whose area the units are training. Modification may be based on such actions as timeliness of unit moves, pending air battle situation, SCATER, etc.

d. Deployment. (Secret)

(1) Under certain circumstances, better defense coverage may be possible by deployment of fighters, provided that adequate support will be available for rapid "turn-arounds".

(2) Headquarters EADF will be the primary agency in determination that deployments are required. The following factors will be considered:

(a) Deployments should be limited to an operational base, within the range of one flight duration of assigned aircraft.

(b) Support airlift must be available from EADF resources. These resources will include AFNG support aircraft subsequent to D-Day. After mobilization of the AFNG, cargo type aircraft possessed by AFNG units will be centrally controlled by Headquarters EADF in accordance with the provisions of EADFR 55-17.

(c) War consumables (MRM) will be prestocked only at the AFNG home base. This will require airlift of this material if deployments are ordered.

(d) Deployment must be to bases which can provide support. This is essential for the first turn-around to insure the availability of these aircraft for immediate re-employment prior to the arrival of airlifted personnel and equipment.

(e) Except in revisions developing from changing requirements, changes of deployment plans must be held to a minimum.

(3) Headquarters ADC will exercise final authority over proposed deployments which must be correlated with all other available defense forces prior to approval. Actions other than above necessary to support approved deployments will be undertaken by this headquarters.

e. Tactical Employment. (Secret)

(1) Employment of the AFNG aircraft will be determined by the local defense requirements. Coverage by first line aircraft of other

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forces in a particular area may dictate alternate missions for the AFNG, i.e., trailer aircraft, weather recce, combat air patrol, etc. Possible employment in such missions dictates that the tactical doctrine for these forces be amended to reflect such information in addition to their primary mission of fighter interception. Assistance will be rendered to the AFNG by the air division concerned with each AFNG unit's M-Day mission.

(2) Low manning status of radar observers in some AFNG squadrons may require employment of two-place fighters as day fighter aircraft.

(3) Through the FY 59 period, the AFNG is scheduled for a largescale aircraft conversion program. Extreme variations of the state of readiness during the conversion period (estimated as 12 months minimum per squadron) will necessitate close follow-up to maintain the current status of each fighter interceptor squadron.

(4) Operational status of AFNG aircrews for air defense purposes is prescribed by ADCR 55-1, "Operational Qualifications - Augmentation Forces", 14 July 1958.

(5) Reporting of this status is prescribed by ADCR 55-1, "Operational Qualifications - Augmentation Forces", 14 July 1958.

(6) Effective upon integration, AFNG units will comply with the operational reporting procedures as prescribed by the air division to which assigned. To acquaint the units with the procedures in peacetime, the air divisions will insure the applicable directives are given to all AFNG units. Air division advisory teams may review these procedures during periodic visits.

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1 TAB B APPENDIX 8, ANNEX A

TO

#### EADF WARTIME CAPABILITIES PLAN

### ASSIGNMENTS FOR AFNG FIGHTER UNITS

1. AFNG Fighter Units With Mobilization Assignment to EADF. M-Day operational control of the AFNG fighter units listed below will be exercised by the NORAD Divisions. (See exception paragraph 3b, Appendix 8, Annex A). References to wings will be construed to include all organizational elements of AFNG wing structure; i.e., fighter groups, materiel groups, etc.

Unit	Employment Base Location	Assigned To
101st ADW	Dow AFB, Bangor, Me.	26th AD (Det #2)* (Bangor ADS)
132d FIS	Dow AFB, Bangor, Me.	26th AD (Det #2)* (Bangor ADS)
101st Ftr Gp (AD)	Grenier AFB, Manchester, NH	26th AD (Boston ADS)*
133d FIS	Grenier AFB, Manchester, NH	26th AD (Boston ADS)*
134th FIS	Burlington MAP, Vt.	26th AD (Det #2)* Bangor ADS)
112th AD W	Greater Pittsburgh Aprt, Coraopolis, Pa.	26th AD (Det #2)* (Syracuse ADS)
112th Ftr Gp (AD)	Greater Pittsburgh Aprt, Coraopolis, Pa.	26th AD (Det #2)* (Syracuse ADS)
146th FIS	Greater Pittsburgh Aprt, Coraopolis, Pa.	26th AD (Det #2)* (Syracuse ADS)
147th FIS	Greater Pittsburgh Aprt, Coraopolis, Pa.	26th AD (Det #2)* (Syracuse ADS)
111th Ftr Gp (AD)	Philadelphia Int'l Aprt, Pa.	26th AD (New York ADS)*
103d FIS	Philadelphia Int'l Aprt, Pa.	26th AD (New York ADS)*
116th ADW	Dobbins AFB, Marietta, Ga.	32d AD (SAGE)
116th Ftr Gp (AD)	Dobbins AFB, Marietta, Ga.	32d AD (SAGE)
128th FIS	Dobbins AFB, Marietta, Ga.	32d AD (SAGE)
125th Ftr Gp (AD)	Imeson MAP, Jacksonville, Fla.	32d AD (SAGE)
159th FIS	Imeson MAP, Jacksonville, Fla.	32d AD (SAGE)
165th Ftr Gp (AD)	Travis MAP, Savannah, Ga.	32d AD (SAGE)
158th FIS	Travis MAP, Savannah, Ga.	32d AD (SAGE)

TAB B, APP 8 ANNEX A EADFWCP 15Nov 58

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Unit	Employment Base Location	Assigned To
126th ADW 126th Ftr Gp (AD) 108th FIS 134th Ftr Gp (AD)	Midway Aprt, Chicago, Ill. O'Hare Int'l Aprt, Chicago, Ill. O'Hare Int'l Aprt, Chicago, Ill. McGhee-Tyson Aprt, Knoxville, Tenn.	37th AD (Def) 37th AD (Def) 37th AD (Def) 32d AD (SAGE)
151st FIS	McGhee-Tyson Aprt, Knoxville, Tenn.	32d AD (SAGE)
145th Ftr Gp (AD) 156th FIS	Douglas Fld, Charlotte, N.C. Douglas Fld, Charlotte, N.C.	32d AD (SAGE) 32d AD (SAGE)
128th Ftr Gp (AD) (No Wing Assignment)	Gen. Mitchell Fld, Milwaukee, Wisc.	37th AD (Def)
126th FIS	Gen. Mitchell Fld, Milwaukee, Wisc.	37th AD (Def)
115th Ftr Gp (AD) (No Wing Assignment)	Truax Fld, Madison, Wisc.	37th AD (Def)
176th FIS	Truax Fld, Madison, Wisc.	37th AD (Def)
128th ADW (Manned 1-1)	Truax Fld, Madison, Wisc.	37th AD (Def)
159th Ftr Gp (AD) (Assigned 136th ADW-	Alvin-Callender NAS, La. CADF)	32d AD (SAGE)
122d FIS	Alvin-Callender NAS, La.	32d AD (SAGE)
169th Ftr Gp (AD) (No Wing Assignment)	Congaree AB, Eastover, S.C.	32d AD (SAGE)
157th FIS	Congaree AB, Eastover, S.C.	32d AD (SAGE)
156th Ftr Gp (AD) (No Wing Assignment)	San Juan Int'l Aprt, San Juan, Puerto Rico	32d AD (SAGE) (See Note Below
198th FIS	San Juan Int'l Aprt, San Juan, Puerto Rico	32d AD (SAGE)
140th ACW Sq	San Juan Int'l Aprt, San Juan, Puerto Rico	32d AD (SAGE)

NOTE: The 156th Fighter Group (AD) and 198th FIS, San Juan, Puerto Rico will be rendered administrative support and advisory assistance (AFR 45-6) by the 32d Air Division (SAGE). Logistical support will be rendered by the 78th Bomb Wing, (SAC), Ramey AFB. The 32d Air Division (SAGE) will mobilize and assume command of these units on D-Day. Operational control of the 198th FIS and the 140th AC&W Squadron will be provided to the Commander, Antilles Defense Command (CINCLANT) on D-Day.

> TAB B, APP 8 ANNEX A EADFWCP 15 Nov 58

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2. AFNG Augmentation Fighter Units with Mobilization Assignment to TAC. Administrative and logistic support for units listed below will be the responsibility of TAC. These units will be provided to the NORAD divisions indicated for operational control.

Unit	Employment Base Location	Assigned To
108th FDW	McGuire AFB, Trenton, N.J.	26th AD (New York ADS)*
119th FDS	Atlantic City NAFEC, N.J.	26th AD (New York ADS)*
141st FDS	McGuire AFB, Trenton, N.J.	26th AD (New York ADS)*
121st FDW 112th FDS 162d FDS 164th FDS 166th FDS	Lockbourne AFB, Columbus, O. Toledo Express Aprt, Toledo, O. Springfield MAP, Springfield, O. Mansfield MAP, Mansfield, O. Lockbourne AFB, Columbus, O.	30th AD (Def) 30th AD (Def) 30th AD (Def) 30th AD (Def) 30th AD (Def)
122d FDW 113th FDS 163d FDS	Baer Fld, Ft. Wayne, Ind. Hulman Fld, Terre Haute, Ind. Baer Fld, Ft. Wayne, Ind.	30th AD (Def) 37th AD (Def) 30th AD (Def)
102d FDW	Logan Int'l Aprt, Boston, Mass.	26th AD (Boston ADS)*
101st FDS	Logan Int'l Aprt, Boston, Mass.	26th AD (Boston ADS)*
118th FDS	Bradley Fld, Windsor Locks, Com.	26th AD (Boston ADS)*
131st FDS	Barnes Aprt, Westfield, Mass.	26th AD (Boston ADS)*
107th FDW	Niagara Falls Aprt, Niagara Falls, N.Y.	26th AD (Det #2)* (Syracuse ADS)
136th FDS	Niagara Falls Aprt, Niagara Falls, N.Y.	26th AD (Det #2)* (Syracuse ADS)
137th FDS	Westchester Cty Aprt, White Plains, N.Y.	26th AD (New York ADS)*
138th FDS	Hancock Fld, Syracuse, N.Y.	26th AD (Det #2)* (Syracuse ADS)
139th FDS	Schenectady Cty Aprt, Schenectady, N.Y.	26th AD (Boston ADS)*
113th FDW	Andrews AFB, Camp Springs, Md.	26th AD (Det #3)* (Washington ADS)
104th FDS	Martin Aprt, Baltimore, Md.	26th AD (Det #3)* '(Washington ADS)
121st FDS	Andrews AFB, Camp Springs, Md.	26th AD (Det #3)* (Washington ADS)
142d FDS	New Castle Cty Aprt, Wilming- ton, Del.	26th AD (New York ADS)*

TAB B, APP 8 ANNEX A EADFWCP 15Nov 58

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Employement Base Location

Assigned To

113th FDW (cont'd)

167th FDS

Unit

Martinsburg MAP, Martinsburg, 26th AD (Det #3)* W Va

(Washington ADS)

Until such time as the 26th Air Division (SAGE) becomes fully operational (administratively and logistically), the units assigned to the 26th Air Division in paragraph 1 above (for administrative, logistical and operational control) and in paragraph 2 (for operational control only) will be further attached to the Detachment or Sector as indicated. No correspondence will be directed to the 26th Air Division (SAGE) during this interim period; correspondence will be directed to the Air Defense Sector or Detachment within whose area the AFNG units are located as indicated. Detachment or Air Defense Sectors will direct their correspondence to the appropriate EADF staff agencies and not to the 26th Air Division (SAGE).

3. The following AFNG Air Defense Command mobilization units are assigned to the 37th Air Division (Defense) for administrative and logistical support and advisory assistance. Operational control is exercised by Commander, CADF.

132d ADW, Des Moines MAP, Iowa

132d Ftr Gp (AD), Des Moines MAP, Iowa

124th FIS, Des Moines MAP, Iowa

The following AFNG Tactical Air Command augmentation units are assigned to the 37th Air Division (Defense) for advisory assistance, Administrative and logistical support are provided by TAC. Operational control is exercised by the Central Air Defense Force.

169th FDS, Greater Peoria MAP, Peoria, Ill.

170th FDS, Capital MAP, Springfield, Ill.

TAB B, APP 8 ANNEX A EADFWCP 15 Nov 58

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#### TAB C APPENDIX 8, ANNEX A

TO

#### EADF WARTIME CAPABILITIES PLAN

#### AFNG WEATHER FLIGHTS

(Unclassified) The 12th Weather Squadron is under the operational control of the Eastern Air Defense Force and is responsible for providing all weather support required by EADF units. Weather flights attached to AFNG units with the same squadron designation and having a mobilization assignment to EADF, will be mobilized by the Air Weather Service simultaneously with the units to which they are attached and assigned to the 12th Weather Squadron. (See Weather Annex)

AFNG Weather Flight

#### Location

126th Limited Forecasting-Observing Flight

146th Forecasting Flight

156th Forecasting Flight

Milwaukee, Wisconsin

Coraopolis, Pa.

Charlotte, N.C.

TAB C, APP 8 ANNEX A EADFWCP 15Nov 58

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#### APPENDIX 9, ANNEX A

#### EADF WARTIME CAPABILITIES PLAN

#### PROJECT BIT BITE

#### TASK ORGANIZATION

26th Air Division (SAGE)	133d Fighter Interceptor Squadron
30th Air Division (Defense)	136th Fighter Day Squadron (TAC)
32d Air Division (SAGE)	139th Fighter Day Squadron (TAC)
37th Air Division (Defense)	142d Fighter Day Squadron (TAC)
12th Weather Squadron	162d Fighter Day Squadron (TAC)
	176th Fighter Interceptor Squadron

1. <u>GENERAL SITUATION</u>. (Secret) At the outbreak of hostilities, Eastern Air Defense Force will assume command of the 133d and 176th Fighter Interceptor Squadrons, and operational control of the 136th, 139th, 142d and 162d Fighter Day Squadrons after they are mobilized by Tactical Air Command. All above squadrons will be trained and equipped to perform airborne collection of atomic cloud particles with unit assigned T-33 aircraft as a secondary mission. Each of these units will have at least two T-33 aircraft equipped with wing tip air filtering units plus instruments to assist in locating the atomic cloud and measuring the intensity of its radioactivity. In addition, each such unit will have a sample recovery team prepared to remove the "hot" filter papers from the aircraft and prepare them for shipment to a laboratory for analysis. Effective accomplishment of the command mission will involve coordination with NORAD agencies and activities.

2. <u>MISSION.</u> (Secret) To collect samples of debris from detonated enemy nuclear weapons for the purpose of providing intelligence concerning enemy weapons capabilities.

#### 3. TASKS FOR SUBORDINATE UNITS. (Secret)

a. Air Division Commanders will:

(1) Direct the employment of sampling of units within their area of responsibility as required. NOTE: Commander, 32d Air Division (SAGE) will relay requests for sampling missions to the closest Air Division and unit with a sampling capability with info to the Commander, EADF.

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(2) Exercise operational control of nuclear sampling aircraft within their area of responsibility.

(3) Insofar as possible, obtain one sample of each enemy nuclear weapon detonated in their area of responsibility.

(4) Forward requests or advisories pertinent to Bit Bite activities to Commander, EADF as required.

(5) Assist in the dispatch of Bit Bite missions to or from laboratories.

b. Coordinating Instructions:

(1) Dir ect communication between air divisions and AFNG sampling units is authorized prior to D-Day for the coordination of mutual training matters. Info copies of such correspondence will be provided to the respective State Adjutants General.

(2) All pre-D-Day unit training in support of this mission will be conducted by AFNG directives in coordination with Hq USAF.

(3) Laboratories and alternate laboratories, together with designated airports of access, are listed for each squadron in Tab hereto.

(4) For effective operation in wartime the procedures established to accomplish this mission must be simple, flexible, and virtually automatic so as not to interfere with the primary air defense mission.

c. The l2th Weather Squadron and subordinate Detachments will assist in the preparation of cloud trajectory forecasts for Commanders, EADF and subordinate air divisions.

#### 4. ADMINISTRATIVE AND LOGISTICAL MATTERS. (Secret)

a. Administrative Reports.

(1) Mission Reports: Daily sampling sortie reports will be forwarded to Headquarters EADF and Western Field Office summarizing the sampling missions flown by each air division for the past twenty-four (24) hour period. (See Tab for format of sampling sortie report).

(2) The laboratory concerned will be notified by priority message when sample courier aircraft are dispatched. Message will contain Courier Aircraft number, ETA at the appropriate air facility, and the number of shipping "pigs" being delivered.

b. Logistics: See Materiel Annex.

5. COMMAND AND COMMUNICATIONS. (Unclassified)

a. <u>Communications</u>: Standard communications procedures will apply. Greenwich Mean Time will be used.

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(1) In communications between elements of ADC and the laboratories listed in tab hereto, addresses will be used for mail and parcel post as reflected in the tab. Messages will be addressed as follows:

> OIC COMM CEN Air Facility of Access Pass to: (Laboratory concerned)

b. Command. Normal.

TAB A - Bit Bite Operations Concept w/Attachment #1 (SOP)

- B Formats (Samples 1, 2, 3)
- C Bit Bite Training
- D Bit Bite Peacetime Research Missions
- E Bit Bite Analysis Facilities, Access Air Facility and Contacts
- F Bit Bite Security

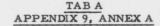
APPENDIX 9 ANNEX A EADFWCP 5 Nov 58

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TO

#### EADF WARTIME CAPABILITIES PLAN

#### BIT BITE OPERATIONS CONCEPT

#### (Ref NORAD Manual 55-1)

#### 1. GENERAL. (Secret)

a. This Tab outlines operational procedures associated with the BIT BITE mission. It supports instructions published by Headquarters ADC, copies of which have been forwarded to the Joint Strategic Plans Group, Headquarters USAF and the Air Force division of the National Guard Bureau.

b. The objective of the wartime, zone of interior, sampling program (BIT BITE) is to obtain samples of debris from a representative cross section of detonated enemy weapons and analysis of same. Deployment of sampling units is designed to satisfy these requirements and the sampling of all weapons is not expected. Special missions may be directed by Headquarters USAF and ADC.

2. ALERT. (Unclassified) Upon implementation of Appendix 9, Annex A, Project BIT BITE, appropriate air division commanders will bring all sampling aircraft to 30 minute alert status and notify State Adjutants General as applicable.

3. TRAJECTORY FORECASTS. (Secret) Following determination of a nuclear weapon detonation, appropriate air division commanders will direct the preparation of the cloud trajectory forecast. Generally, the 200 millibar level forecast will suffice for sampling intercept purposes; however, since other levels will be plotted in connection with fall-out studies, these too may be used to assist in selecting vectors for sampling sorties. These forecasts will assist commanders in the selection of appropriate sampling units and altitudes.

a. For trajectory purposes the cloud profile is assumed to be a vertical column of air above ground zero at burst time -- 200 millibar level from this vertical column will be plotted downwind for a minimum of six hours.

4. <u>SAMPLING TIME</u>. (Secret) Sampling units should be alerted and dispatched as rapidly as possible following reported events. Prompt action is necessary to obtain clear debris samples from single detonations. Sampling mixtures of multiple bursts is undesirable. When possible, actual sampling should take place between two and four hours after burst time. Two and one-half hours is preferable. It is contemplated that the required sampling collection effort will be completed 24-72 hours subsequent to D-Day.

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5. <u>SAMPLING LOCATIONS</u>. (Secret) A cloud trajectory forecast may place an atomic cloud over an adjacent air division at the desired penetration time. In this event, direct coordination and communication will be accomplished by the division commander concerned to provide for the effective accomplishment of the mission.

6. <u>RECOVERY BASES</u>. (Secret) When the location for sampling is beyond the radius of action of a unit selected for the mission, the aircraft may refuel at another base <u>prior</u> to taking the sample. However, after the sample has been collected the aircraft will land at a base equipped to handle the "hot" sample. These bases are the home stations of BIT BITE units. (See basic Appendix)

#### 7. PRIORITY OF SAMPLING MISSIONS. (Secret)

a. Sample collection sorties will not be delayed by SCATER.

b. Air Division Commanders have the prerogative to determine the extent of operations during radiological fall-out conditions.

#### 8. SAMPLING ALTITUDES AND CRITERIA. (Secret)

a. The sampling foil in the wing tip tank of the T-33 will collect from the ground up. Under ideal conditions (daylight and clear weather) visual cloud interception and particle collection may be possible after initial vector instructions. In most cases, however, further airborne control may be exercised. The sampling aircraft must be vectored into the general vicinity of the cloud so that interception and particle collection may be completed with the instruments provided for that purpose. Also, aircraft should be routed around any other cloud trajectories which may be present so as to avoid mixing of debris from different weapons on the same filter. Operation in the area to be sampled will normally be at 35,000' MSL (200MB), unless completed prior to reaching this level. (See following paragraph)

b. While the radiation rate instrument provided in the sampling aircraft cannot guarantee a successful sample, it will provide the pilot with indication of contact with the "hot" portion of the cloud. Sampling mission will be assumed complete when:

(1) Continuous rate meter readings of 20R/hour are for two minutes.

(2) Instantaneous rate instrument reading of 50R/hour or more is recorded.

(3) After 15 minutes of orbiting in the area of the trajectory with instrument readings of less than 5R/hour.

9. <u>PILOT REMOVAL</u>. (Unclassified) Aircrew members must exercise care to avoid contact with exterior (contaminated) surface of the aircraft.

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#### (Unclassified)

Portions of T-33 access ladder which contact the aircraft will be wrapped with scrap canvas or similar material; this is to prevent contamination of the ladder itself by the relatively short ranged alpha and beta particles which are the main contact hazard. After use, the canvas scrap will be buried.

10. <u>SAMPLE RECOVERY.</u> (Unclassified) Remote handling equipment has been provided to eliminate contact hazard of short ranged alpha particles and beta emiters and to reduce gamma exposure to a practical minimum during removal of the "hot" filters. (See Tabs and Materiel Annex)

#### 11. SAMPLE SHIPMENT. (Secret)

a. All carrier flight plans will be filed in accordance with instructions contained in Part 1, Section 1, "Movement of Tactical Air Traffic" of the NORAD/CAA classified SCATER Plan when SCATER is in effect. The tactical designator for these flights will be TOP, Air Defense Command.

b. Samples should be delivered to the appropriate laboratory within 48 hours after the sampling aircraft has landed. The maximum sample paper delivery time from collection to laboratory is seven days; however, the sooner it is received in the laboratory the better the results will be.

#### 12. DATA SHEETS. (Unclassified)

a. An aerial data sheet (See Tab) will be prepared by the pilot for each sampling sortie. This data sheet will accompany the shipping "pig" containing the left wing filter paper from each sortie when dispatched to the laboratory.

b. A sample data sheet (See Tab) will be prepared for each exposed filter paper and will accompany shipping container when dispatched to the appropriate laboratory.

#### ATTACHMENT #1 - SOP for Filter Installation and Recovery

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#### ATTACHMENT 1, TAB A APPENDIX 9, ANNEX A

TO

#### EADF WARTIME CAPABILITIES PLAN

#### BIT BITE SOP FOR FILTER INSTALLATION AND RECOVERY

<u>Purpose</u>. To outline procedures used for installation of filters and their removal after sample collection.

Personnel. Four (4) airmen for direct removal operations, and one (1) over-all supervisor.

Equipment.

1. One (1) tug (Jeep or weapon carrier are satisfactory substitutes).

Two (2) low bed, rubber-tired trailers. The first trailer will contain:

a. Wood box for contaminated, empty filter panels.

b. Lead filter paper shipping containers (pigs).

c. Rack for recovery tools.

Long handled wire cutter.

Nine-foot removal pole for pulling filter panels.

Roll-up tool.

Pair of long handled tongs.

Long hooked carrying pole for filter paper containers.

The second trailer will contain a shielded V shape "cave" in which the filter paper and screen are placed and the sample rolled for insertion into the pig.

2. One (1) pickup truck. This truck is used to transport the samples from the recovery area to the courier aircraft. The truck should contain:

a. One roll of masking tape.

b. Two short handled hooks used to transport pig-carrying boxes to and from the truck and for close-in handling of the pigs if necessary. Box capable of holding two pigs. The pigs are shipped in this box.

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3. Leather palmed gloves and cotton botties for all personnel.

4. Proper radiation signs. Reference T.O. 00-110A Series and AMC Manual 160-2.

#### Assembly and Installation of Filters.

#### 1. Assembly.

Pre-cut filter paper is laid into clean screens (filter holders or panels) with care taken to assure good overlap of screen edges by filter material. The cloth side of the filter must be laid next to the small mesh (1/2") side of the screen. Reject filter papers which have badly ravelled or separated edges. Screen is then closed and safetied. Note: Hands and working surfaces must be clean to avoid contamination of filter materials during preparation.

#### 2. Installation.

In general filter screens may be installed at any time after alert for sampling missions is declared, but if delay seems probable or weather is very rainy, screens should be installed at the last convenient moment. <u>Note</u>: Moisture greatly weakens the filter material. Before installation of the screen, filter units should be thoroughly decontaminated, rinsed with pure water, and dried. After being cleaned, filter unit should be kept clean by use of plastic cover or tape covering inlet hole and exit slot. This cover should be kept on after screen and paper have been installed (to prevent contamination) until just before take-off. Filter screen is inserted with 1/2" mesh side positioned to the aft side of the sampling foil. Care must be taken at this time to assure that the filter paper does not move down from the supporting frame edge because filter failure may result. Screen should be inspected through the exit slot for such movement of the paper. After insertion of the screen, the hinged Dzus latch is fastened and safetied.

Sample Recovery.

#### a. Operations.

(1) <u>Personnel</u>. All personnel concerned should wear fatigue type clothing, including cap, high-top field shoes and cotton booties and leather palmed work gloves. Properly executed removal operations should not result in contamination of personnel.

(2) <u>Recovery Operations</u>. The actual recovery operation is begun as soon as the pilot is clear of the aircraft. Truck or tug with two trailers in tandem is positioned by Airman #1 approximately 30! in front of the nose of the T-33. The box for empty filter screens is placed at the front of the first trailer next to the tug, recovery tools and rack are placed next to this box, tools resting with heads in rack. The "cave" is placed in the second trailer with the filter paper pig tray toward the forward end. Plywood liners are placed in the cave and a monitor instrument, AN/PDR-27C, is installed in the rack under the pig tray.

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(3) As soon as the equipment is in position and all personnel are clear of the aircraft, Amn #2, using the long handled wire cutters, cuts the safety wire which secures the filter panel to the hinged latch. Care should be exercised to avoid cutting the wire holding the filter panel together.

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(4) While the forementioned item is being carried out, Amn #1 records the aircraft number, date, and mission number with stencil marking pencil on the sides of the two pigs to be used and on the outside of the inner pig liner. Amn #1 then places the first pig, with the door open, into the tray of the cave.

(5) Amn #2 returns the wire cutters to the first trailer and picks up the tongs.

(6) Amn #3 moves into position with the pole to pull the screen from the left wing tank. Amn #2 holding the tongs, stands several feet behind Amn #3. Amn #4 holding the roll-up tool stands to the rear of the trailer.

(7) When Amn #3, #2 and #4 have signified to each other that they are ready, Amn #3, using the screen pulling tool, turns the Dzus fastener on the latch and pulls the latch back. Amn #3 then pulls the filter screen about four (4) inches out of the tank. He should then ascertain that the wire holding the filter screen together is secure and that the hook of the filter panel pulling tool has been placed in the center loop formed by the two filter screen loops. Amn #3 then pulls the screen from the tip tank and places the screen in the "cave". Amn #2 with the tongs, follows behind Amn #3 in case the screen should be dropped. All personnel should take care to stay upwind of the filter screen to preclude contact with particles blown from the hot filter.

(8) Amn #1 approaches with the long handled wire cutters and cuts the wire holding the screen together.

(9) Amn #4 approaches the level cave with the roll-up tool, opens the screen and proceeds to roll up the filter paper, on the tool, against the side of the screen. He then slides the paper forward to the tray and into the lead pig. While this is taking place, all personnel remain well away from the trailer.

(10) When the filter paper is in the pig, Amn #4 steps away and Amn #1 steps forward to record the reading on the radic instrument in the rack below the tray.

(11) Amn #1 and Amn #2 approach with the long handled pigcarrying tool, pick up the pig with the tool, check to see that the pig door is closed and latched, and carry the pig to the pickup truck parked at the side of the runway.

(12) After the pig has been removed from the tray, Amn #3 using the screen pulling tool, removes the filter screen from the lead cave and places it in the container at the front of the first trailer.

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(13) This cycle is repeated in removing the right filter screen. All personnel should change jobs in order to equalize the dosage received.

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#### b. Information for the Over-all Supervisor.

Over-all supervisor must keep constant watch to see that personnel do not inadvertently remain for long times close to high intensity sources of radiation such as filter units, "cave" with filter paper in it, box with empty filter screens and scrap safety wire, or filter pigs. He must monitor positions of personnel relative to each other and their handling of removal tools so that "hot" tools do not accidentally touch personnel. He must insure that casual observer personnel do not get in way of removal operations. In case of accident or equipment failure, supervisor must determine appropriate action to be taken. Caution: In no case is it permissible for personnel to use their hands (even protected by leather palmed gloves) to restrain or maneuver "hot" filter papers. Distances from aircraft for trailer and personnel positions must be chosen as compromise between high background radiation and time required for critical operations such as carrying the filter in filter holder from airplane to cave. The success of removal operations as described above represents compromises between protection by shielding or by distance from source and time required to perform operations swiftly and safely. The basic philosophy underlying this operation, as for other phases of sampling, is that radiation exposures will be held to the minimum practicable to accomplish the job.

> ATCHMT 1, TAB A APP 9, ANNEX A EADFWCP 15Nov 58

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#### BIT BITE AERIAL DATA SHEET

#### SAMPLE #2

		Date
Acft #	Mission #	
		03 & 04
Unit	- Faper Mrs	03 & 04
T.O. Time		T.O. Base
Turning Points DTG	(2) Average Rate	Peak Rates
Landing Time		
Landing Base		
Local Reproduction Authorized		
		TAB B, APP 9 ANNEX A EADFWCP 15Nov 58
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BIT BITE SAMPLE DATA SHEET

SAMPLE #3

Paper No.	Date
Unit	Base
Acft No.	_
T.O. Time (Z)	Landing Time (Z)
Remarks:	_

Instructions for Completing Sample Data Sheet:

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<u>Paper number</u>: Papers will be identified by a five-digit group.
 First three digits will indicate squadron designator and the last two
 will indicate filter paper number beginning with 01 and continuing thru
 99. For example: For the first mission flown by the 181st FIS left paper will be numbered 18101 and the right paper 18102. Subsequent
 missions will continue serially thru 18199.

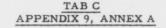
2. <u>Remarks</u>: Enter in this space the AN/PDR 27-C meter reading of the loading "pig" in milli-roentgens to nearest tenth and the date time group (Z) that this reading was recorded.

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TO

EADF WARTIME CAPABILITIES PLAN

#### BIT BITE TRAINING

#### 1. GENERAL: (Unclassified)

To assure a constant readiness to carry out the BIT BITE mission, Defense Forces will annually direct a full scale test of the BIT BITE capabilities in connection with force wide exercises involving augmentation forces. In addition each air division will exercise this plan at least once each year in conjunction with a division-wide air defense exercise involving augmentation forces.

#### 2. CONCEPT: (Secret)

Appropriate Commanders will select simulated detonation points, compute cloud trajectories, and determine the location, altitude, and time of sampling penetration. Practice sampling missions will then be directed, designating the AFNG unit or units to conduct the sampling. Sortie instructions will be forwarded through tactical channels to the AFNG units. Commanders making initial contact with designated AFNG units will also inform the State Adjutants General concerned. Flight operations will be in accordance with the provisions of this plan including sample recovery and preparation of samples for shipment. Sample shipment will be simulated, and upon completion of the exercise, exposed filter papers will be destroyed by burning unless otherwise directed. Daily sampling reports will also be simulated.

3. COMMUNICATIONS: (Unclassified)

State Adjutants General concerned have authorized direct communications with AFNG units participating in BIT BITE.

#### 4. ADMINISTRATION: (Unclassified)

The provisions of National Guard Bureau letter, subject: Special orders for Ferrying Aircraft, 1 August 1956, and the first amendment thereto, 17 August 1956, will normally apply.

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TAB D APPENDIX 9, ANNEX A

TO

#### EADF WARTIME CAPABILITIES PLAN

#### BIT BITE PEACETIME RESEARCH MISSIONS

1. (Secret) Headquarters USAF will require sampling missions from time to time in connection with U.S. nuclear tests or other research activities. These special sampling missions will also provide continuing training to the AFNG squadrons and subordinate echelons of this command.

2. (Secret) In the conduct of these missions, Headquarters USAF, will:

a. Coordinate peacetime requirements for special sampling missions with the National Guard Bureau.

b. Furnish vector instructions for these missions through this headquarters to include:

- (1) Unit assigned sampling mission.
- (2) Route over which sampling is to take place.
- (3) Altitude.
- (4) Time of desired trajectory penetration.
- (5) Any special instructions.

3. (Secret) ADC will, upon request of Headquarters USAF, and with concurrence of State Adjutants General concerned, conduct particulate sampling operations in support of peacetime research requirements using AFNG T-33 aircraft and crews designated to participate in BIT BITE.

4. (Secret) Requirements of Headquarters USAF, for peacetime sampling missions may occur at any time during the year and with little or no warning. When received from Headquarters USAF, requests for this type mission will be forwarded via ADC tactical control channels, when available to the AFNG unit or units concerned. Defense Force or subordinate commanders making initial contact with designated AFNG units will also inform the State Adjutants General concerned. Filter papers exposed on these missions will not require the use of remote handling tools in their recovery. The two filter papers from each sortie may be placed in double manila envelopes for delivery by unit support aircraft. Aerial data sheets and sample data sheets for each sortie are to be placed in the outer of the two envelopes. State Adjutants General concerned have authorized this command to communicate directly with AFNG squadrons participating in BIT BITE. The administrative provisions of National Guard Bureau letter, subject: Special Orders for Ferrying Aircraft, 1 August 1956, and the first amendment thereto, 17 August 1956, will normally apply.

TAB D, APP 9 ANNEX A EADFWCP 5 Nov 58

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TAB E APPENDIX 9, ANNEX A

TO

#### EADF WARTIME CAPABILITIES PLAN

#### BIT BITE ANALYSIS FACILITIES, ACCESS AIR FACILITY AND CONTACTS

1. (Secret) <u>Purpose</u>. This Tab designates the primary and alternate laboratories serving each sampling base and adjacent access airport.

2. (Secret) Analysis Facilities and Laboratories Assignments. The following civilian laboratories will be prepared to receive and process close-in particulate samples from the EADF Region:

a. (Secret) Primary Laboratories, Air Facility of Access and Contacts:

Tracerlab, Inc. (East)	Bedford-Hanscom	Dr. James W. Shearer
Waltham, Mass.	AFB or	TW - 46600
	Logan Airport	Twinbrook
	Mass.	
Argonne National	O'Hare International	Dr. Sherman Fried
Laboratory	Aprt, Chicago Midway	Lemont 800
Chicago, Ill.	Aprt	Ext 2653
b. (Secret) Laborat	ory Assignments.	
Unit	Primary	Alternates
133rd)		
136th)	Tracerlab (East)	Lemont - Columbia
139th)		Univ. Tentative
142d)		
176th)		
162d)	Argonne National	Oak Ridge Institute
	Laboratory	of Nuclear Studies
		Tentative
contacted, us STATUS of Le	ner primary nor alternate l e any accessible laboratory emont and Oak Ridge Labor	r. The TENTATIVE atories will be
dropped should	ld a situation warrant labor	atory assistance.

NOTE #2. For security reasons supporting plans will list only those laboratories designated for use by the AFNG units located in the area of responsibility covered by the supporting plan.

> TAB E, APP 9 ANNEX A EADFWCP E Nov 58

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TAB F

APPENDIX 9, ANNEX A

TO

#### EADF WARTIME CAPABILITIES PLAN

#### BIT BITE SECURITY

1. (Unclassified) <u>Purpose</u>. The purpose of this Tab is to furnish security guidance and to prescribe the security procedures to be followed during the peacetime and wartime activities related to BIT BITE.

2. (Unclassified) Objective. The objective of this security program is to prevent the disclosure to unauthorized personnel of any information concerning the true purpose of BIT BITE which is classified SECRET.

3. (Secret) <u>Responsibility</u>. The USAF is charged by the Joint Chiefs of Staff with responsibility for operating the Atomic Energy Detection System. BIT BITE is a part of the system. The responsibility for security related to this program rests with all organizations which support or contribute to the detection system.

4. (Secret) Security Criteria. Some parts of the security program covering the Atomic Energy Detection System will be relaxed on D-Day. For this reason, the following security criteria are divided into pre and post D-Day.

#### a. Pre D-Day.

- Association of the Atomic Energy Detection System with its operating organization......SECRET
- (2) The association of the atomic energy detection system with any unit engaged in its support when the nature of the support is revealed......SECRET

(3) The true purpose of BIT BITE..... SECRET

- (4) Association of BIT BITE with the detection system or its operating organization..... SECRET
- (5) Filter papers exposed within limits of the controlled area of a test site.....SECRET-RD
- (6) Filter papers exposed outside of the limits of the controlled area of a test site.....CONFIDENTIAL NOTE: If the

papers are of sufficient purity to reveal the classified characteristics of the weapons which produced the sample, the papers will be stamped Restricted Data.

TAB F, APP 9 ANNEX A EADFWCP 5 Nov 58

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Secret (7) Filter papers exposed on routine training missions.... Uncld (unless paragraphs 4a(4) and 4a(5) apply (8) Filter papers when exposed in direct support of the Atomic Energy Detection System. (Foreign tests other than United Kingdom)..... CONFIDENTIAL (9) Equipment used in filtering operations......Uncld (10) True purpose for which equipment is used......SECRET (11) Nickname BIT BITE when standing alone......Uncld b. D-Day and Thereafter. (1) Association of BIT BITE with the organization operating the Atomic Energy Detection System..... Uncld

(2) Exposed filter papers.....Uncld

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ANNEX B

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TO

EADF WARTIME CAPABILITIES PLAN

PERSONNEL

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ANNEX B

TO BADF. WARTINE CAPABILITIES FLAN

#### PERSONNEL

#### SECTION I - GENERAL

1. <u>PURPOSE</u>. (UNCLASSIFIED) The purpose of this annex is to serve as an integrated personnel plan to the EADF Wartime Capabilities plan in order to:

a. Furnish guidance for the Headquarters Staff and Air Divisions(Def/SAGE), and appropriate Air Defense Sectors, for the coordinated preparation of detailed personnel emergency war plans.

b. Act as a directive in the event of mobilization for the Headquarters Staff, Air Divisions (Def/SACE), and appropriate Air Defense Sectors, for all matters pertaining to personnel mobilization.

2. <u>RESPONSIBILITIES.</u> (CONFIDENTIAL) The following agencies are responsible for preparing coordinated personnel plans and for supporting mobilization operations:

a. Deputy Chief of Staff, Personnel, Headquarters EADF:

(1) Prepare and maintain current plans for the establishment and operation of personnel activities to support EADF mobilization activities.

(2) Coordinate and supervise personnel planning of subordinate elements.

(3) Supervise and coordinate personnel activities at the installations in  $\mathbb{E}ADF$  .

(4) Perform assigned personnel missions in support of world wide USAF activities.

(5) Supervise and coordinate personnel operations of subordinate elements.

in EADF.

(7) Take action to insure that:

(a) When Air Force National Guard units are called to active duty and assigned to the Air Divisions (Def/SAGE) or Air Defense Sectors as appropriate, they will be brought to authorized strength and a state of operational efficiency as soon as possible. Except for

(6) Insure personnel readiness of the units and individuals

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restrictions imposed by Headquarters ADC or Headquarters EADF regarding distribution of critical specialists and distribution of overall shortages equally, qualified personnel assigned to or procured within Air Divisions (Def/SAGE) or Air Defense Sectors as appropriate should be utilized by such commands as fillers for these units and regular Air Force units.

b. Commanders of Air Divisions (Def/SAGE), Air Defense Sectors as appropriate, and Separate Units:

(1) Prepare and maintain current plans for the establishment and operation of personnel activities to support EADF mobilization activities.

(2) Coordinate and supervise personnel planning of subordinate elements of their command.

(3) Insure the proper assignment of personnel to effect the most efficient utilization of available resources and to equalize skill level among assigned units.

(4) Perform assigned personnel missions in support of world wide USAF activites.

(5) Supervise and coordinate personnel operations of subordinate elements of their command.

(6) Insure personnel readiness of the units and individuals under their command.

#### (7) Take action to insure that:

(a) When Air Force National Guard units are called to active duty and assigned to the Air Divisions (Def/SAGE) or Air Defense Sectors as appropriate, they will be brought to authorized strength and a state of operational efficiency as soon as possible. Except for restrictions imposed by Headquarters ADC or Headquarters EADF regard-ing distribution of critical specialists and distribution of overall shortages equally, qualified personnel assigned to or procured within Air Divisions (Def/SACE) or Air Defense Sectors as appropriate should be utilized by such commands as fillers for these units and regular Air Force units.

(b) New units are activated as programmed.

### 3. FLANNING PROCEDURES AND DATA. (CONFIDENTIAL)

Personnel portions of the emergency war plans of all EADF agencies will contain provisions for personnel activities in accordance with EADF directives. These plans will be developed in sufficient detail to enable immediate and orderly support of mobilization by preplanned actions.

b. Priorities for assignment of personnel will be as directed by the Chief of Staff, USAF, through Headquarters EADF.

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#### SECTION II - MILITARY PERSONNEL PROCUREMENT

#### 1. GENERAL POLICY. (UNCLASSIFIED)

a. Except as modified herein, all current military personnel policies and procedures will remain in effect.

b. Unless otherwise specified, all military personnel policies and directives applicable to male officers, warrant officers, and airmen are, in like cases, applicable respectively to female officers, warrant officers, and airmen.

c. Officers:

(1) Officers below the grade of Colonel and WAF Lt Colonel will be requisitioned and assigned in accordance with paragraph 3b, page B-13.

(2) Eq USAF will establish the requirement for the AFRes and AFNG officer recall by grade and AFSC based upon estimated mobilization and/or wartime requirements. (See AFR 45-60, Programming, Equipping, and Maintaining the Capability of the Air Reserve Forces). These recall requirements will include the recall of AFNG and AFRes units and will further authorize the recall of certain individual Reserve officers by grade and AFSC. Major air commanders are authorized by Secretary of the Air Force Order No. 315.1, dated January 3, 1957; to recall certain individual Reserve officers who are currently assigned as Mobilization Assignees. Such Command authorizations will be firmished by grade and AFSC and the recall of Reserve officers will be limited to these authorizations.

(3) Orders to active military service of <u>all</u> retired AF officers will be based solely on needs for and qualifications of the individual. Processing will be accomplished under the direction of Hq USAF.

(4) AFRes officers who are on duty as warrant officers or airmen will not be ordered into active military service as officers without prior approval of Hq USAF.

d. Warrant Officers and Airmen:

(1) Hq USAF will establish the requirement for the AFRes and AFNG warrant officers and airmen recall (including WAF where applicable) by grade and AFSC based upon estimated mobilization and/or wartime requirements. (See AFR 45-60). These recall requirements will include the recall of AFNG and AFRes units and will further authorize the recall of certain individual Reserve warrant officers and airmen by grade and AFSC. Major Air Commanders are authorized by Secretary of the Air Force Order No. 315.1, dated January 3, 1957, to recall certain individual Reserve warrant officers and airmen who are currently assigned as Mobilization Assignees. Such Command authorizations will be furnished by grade and AFSC and the recall of Reserve warrant officers and airmen will be limited to these authorizations.

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(2) Processing of all retired warrant officers and airmen will be accomplished under the direction of Hq USAF in the same manner as retired officers.

e. WAF Personnel:

(1) Female personnel (WAF) will be enlisted and appointed on a voluntary basis only and will be processed through the AF Recruiting Service. They will not be processed by the Selective Service System. Ceilings or quotas will be established by Hq USAF as appropriate.

(2) WAF personnel may be trained and employed in all military jobs, except those closed to them by law and those which are beyond their physical capabilities. They may be assigned to any unit that can utilize them effectively and economically, except those units which, due to the nature of their missions, geographical location, or deployable status, would find female personnel a distinct liability to the functioning of the unit.

(3) WAF airmen will be assigned only to bases able to provide proper logistical support, including housing, clothing, consolidated airmen's dining hall and medical facilities.

(4) WAF airmen will be processed by the AF Recruiting Service in the same manner and under the same standards as prior to D-day in accordance with ceilings established from time to time by Hq USAF. These personnel will not be charged against the physical and mental profile allocated to the AF by DOD.

2. PROCUREMENT.

a. Officer Appointment: (UNCLASSIFIED)

(1) No further initial appointments will be made as Reserve Officers of the Air Force, except those commissioned through AFROTC and OCS sources and as graduates of aviation cadet training. All other initial appointments except for regular appointments, will be made in the USAF without component under the provisions of Section 515, Officer Personnel Act of 1947 (AF Bulletin No. 17, dated 16 February 51), and will remain in force for the duration plus six months unless terminated sconer.

(2) Other regulations governing appointment of Reserve Officers will, until further notice, be in effect with changes as follows:

(a) Appointments will be made in the USAF.

(b) Additional applications will be accepted only on the basis that the individual is ready and available for active service.

(c) Members of the Reserve Forces of the other Armed Services are not eligible, except the applications on hand may be processed to completion for appointment in the USAF.

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#### (Unclassified)

(d) Appointment will be tendered only to those individuals for whom an active service requirement will exist within the next six months which cannot be satisfied from Reserve component sources.

(3) Officers will not be appointed in grades above Captain without prior approval from the Director of Personnel Procurement and Training, Hq USAF.

(4) Regular officer procurement will remain in effect until further notice.

(5) WAF officer requirements will be met by the direct appointment of qualified college graduates (criteria for appointment to be established by Hq USAF), by the appointment of WAF OCS graduates, and by the recall of WAF Reserve officers to active duty.

(6) Professional (doctors, dentists, nurses, scientists, chaplains, lawyers, engineers, and certain highly qualified personnel in allied fields) 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 accordance with directives to be issued by Hq USAF. Necessary indoctrination will be given all direct officer appointees through attendance at an Officer Training School conducted by ATC.

b. Enlistments: (CONFIDENTIAL)

(1) Channels for and directives governing procurement of recruits in effect on D-day will continue until suspended by the Secretary of Defense, except that during this interim period:

(a) Applicants from civilian life with dependents are authorized to enlist in accordance with existing directives provided they are not in a dependency deferred Selective Service status. However, women applicants with dependents under 18 years of age are precluded from enlistment.

(b) All enlistments shall be for the duration of the emergency plus 6 months.

(c) Special emphasis will be placed on the bypassed specialist program to secure voluntary enlistments of qualified specialists whose skill fields are in short supply.

(2) After D-day, no new acquisitions to membership in the Reserve of persons not on active duty will be permitted, except as may possibly be prescribed in a program for the procurement of officers and officer candidates, including aviation cadets qualified to undergo flying training.

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#### 3. MOBILIZATION OF RESERVE FORCES. (UNCLASSIFIED)

a. Secretary of the Air Force Order No. 315.1, dated January 3, 1957, designates the Commander of each of the major air commands and the Commander of the Air Force Finance Division as "competent authority" to order units and individual Reservists to active duty in time of war or national emergency. These units and individuals are those specifically earmarked for Major Air Commands. This authority will be exercised in accordance with the policies approved by the Assistant Secretary of the Air Force (Manpower, Personnel, and Reserve Forces). The following policies were approved by the Assistant Secretary of the Air Force in a memorandum for the Chief of Staff, dated April 25, 1957.

#### (1) Partial Mobilization:

For a limited emergency leading to partial mobilization, the number of USAF Reserve component units and individuals to be ordered to active duty will be specified by Hq USAF after the extent of the emergency has been determined. This is essential in that the Secretary of Defense, with the advice of the Joint Chiefs of Staff, will determine the allocation of the Ready Reserve (within the one million Ready Reserve authorized to be ordered to active duty under a Presidential proclamation of a national emergency) in consonance with the requirements imposed by the participation of the various Services in the limited emergency.

#### (2) Full Mobilization:

(a) Units of the Air Force National Guard of the United States and units of the Air Force Reserve, identified in current USAF Wartime Plans for utilization with a specific major air command upon mobilization, will be ordered to active duty, as required, by the commander of the major air command that initially gains the unit. Operational control of certain units smaller than wings is a matter for coordination between affected commanders in consonance with current USAF Wartime Plans. Insofar as practicable, members and units organized and trained for the purpose of serving as such shall be ordered involuntarily to active duty only with their units. This does not prohibit the reassignment of personrel of such units after being ordered to active duty.

(b) Air Force Ready Reserve individuals assigned to the mobilization programs of those commands affected by Secretary of the Air Force Order No. 315.1 will be ordered involuntarily to active duty, as required by the commander prior to  $D_{\star}$  90 days. The numbers and grades of personnel ordered to active duty will not exceed those authorized each command by Hq USAF in the Air Force Reserve War Requirement for Individuals without prior approval by Hq USAF. All personnel not ordered to active duty by  $D_{\star}$  90 days will be reported to Headquarters, Continental Air Command for reassignment. The Commander, Continental Air Command may order individual Reservists to active duty for subsequent reassignment to other commands as directed by Hq USAF.

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#### (Unclassified)

(c) For full mobilization based upon a presidential proclamation of national emergency, the Air Force is allotted a portion of the one million Ready Reserve. The number of USAF Reserve component personnel involuntarily ordered to active duty under such a proclamation will not exceed the then existing Air Force allocation.

#### (3) Imminent attack upon United States:

In the event of an attack or imminent attack upon the Continental United States, and/or its territories or possessions, units and individual Reservists of the Air Reserve components having an air defense mission may be ordered to active duty, as required by the commander of the gaining major air command. Affected commanders may take mobilization action, not to exceed previously allocated quotas, as soon as they receive official notification that the President has proclaimed a national emergency and authorized ordering the one million Ready Reserve to active duty or Congress has proclaimed a national emergency or declared war.

b. Subparagraph (e), Section 672, Title 10, United States Code, 84th Congress states, "A reasonable time shall be allowed between the date when a Reserve ordered to active duty (other than for training) is alerted for that duty and the date when he is required to enter upon that duty. Unless the Secretary concerned determines that the military requirements do not allow it, this period shall be at least 30 days." In a memorandum for the Chief of Staff, dated 4 October 1957, the Assistant Secretary of the Air Force determined that the military requirements of the Air Force will not allow a 30-day alert for the Air Force Ready Reserves before they are ordered to extended active duty, except that such notice will be provided under the following conditions unless otherwise determined by the Secretary of the Air Force at the time:

(1) During a local war or limited emergency leading to partial mobilization.

(2) During a national emergency where there is an extended period of warning to permit gradual mobilization before actual hostilities begin.

c. Orders directing personnel of the AFRes and the AFNG to active military service will include a statement of the duration of active duty period as applicable under existing laws and/or directives.

#### d. Air Force National Guard:

(1) AFNG units and members thereof, identified in the current WPC for utilization with a specified major air command upon mobilization, will be ordered to active duty, as required, by the commander of the major air command that initially gains the unit. This authority will be exercised in accordance with a. above.

(2) Units and members of the AFNG other than those designated in (1) above, will be ordered into active military service by the Commander, ConAC, as directed by Hq USAF.

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### e. USAF Reserve:

#### (1) Units:

(a) AFRes units and members thereof, identified in the current WPC for utilization with a specific major air command upon mobilization, will be ordered to active duty, as required, by the commander of the major air command that initially gains the unit. Exercise of this authority is limited to the same restrictions contained in a. and c. above.

(b) AFRes units, other than those indicated in paragraph (a) above will be ordered into active military service by Commander. ConAC in accordance with instructions issued by Hq USAF.

#### (2) Individuals:

Copies of all active duty orders issued by commanders concerned in paragraph a. (2) (b) above will be transmitted promptly to the Air Reserve Records Center, 3800 York Street, Denver, Colorado. ConAC will devise procedures, including reports, required to assure administrative control of this type personnel assigned to other commands. All personnel not ordered into active military service by the end of the 3d month will be reassigned to the Non-Affiliated Reserve Section, Hq ConAC.

#### 4. PREPARATION AND MOVEMENT. (CONFIDENTIAL)

a. General: (CONFIDENTIAL)

### (1) The AF is charged with:

(a) The operation and support of joint use facilities when assigned to the Department of the Air Force by mutual agreement between the Services concerned.

(b) The operation and support of passenger control facilities required for the support of the AF.

#### (2) Overseas:

In overseas Air Commands, the Major Air Commander is charged with the responsibility of establishing and operating the necessary overseas passenger control agencies to support his command. The decision as to the advisability of consolidating facilities and operating them jointly with another military service rests with the Major Air Commander.

#### (3) ConUS:

(a) The Commander, AMC, is charged with the responsibility for establishing and operating the necessary Passenger Control Agencies within the ConUS to provide passenger control as required.

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(b) The Commander, MATS, is charged with the responsibility of: 1) establishing and operating air terminals and providing space for the AMC Passenger Control Agency; 2) providing for Aerial Port of Embarkation (APOE) travel support; and 3) providing advance air movement schedules with maximum reliability in order that AMC Passenger Control Agencies may schedule the flow of personnel.

#### (4) Physical Examinations:

#### (a) AFNG:

1. When possible, individuals will be administered a current medical examination prior to being ordered to extended active duty. If the individual has completed a valid medical examination within the 90 day period prior to the effective date of extended active duty, this examination will suffice.

2. When time or circumstances do not permit the action outlined in 1. above, the individual will be immediately ordered to extended active duty and administered a medical examination as soon as possible thereafter. An individual who fails to pass the medical examination administered after his entry on extended active duty will be processed for separation under the provisions of AFM 35-4.

### (b) AFRes:

1. Where possible each Reservist will be given a current medical examination before being ordered to active duty. If the individual has completed a valid medical examination during the 90 day period immediately preceding his date of entry on active military service, this examination will suffice. In these cases, the initial orders will place the individual Reservists on extended active duty.

2. When time and circumstances do not permit a medical examination prior to initial entry on extended active duty, as outlined in 1. above, the individual Reservist will be ordered to his initial duty station for a period of 15 days active duty, unless terminated sooner, for training and processing. Immediately on satisfactory completion of the medical examination, the initial duty station will publish orders relieving the individual from his Reserve assignment and the tour of active duty for training, and order him to extended active duty.

b. Processing: (UNCLASSIFIED)

(1) AFNG:

Processing of AFNG units will be the responsibility of the Commander of the major air command of assignment.

(2) AFRes:

(a) Mobilization Assignees:

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### (Unclassified)

1. Major air commanders will be responsible for processing of individuals recalled as Mobilization Assignees. The issuance of orders and other administrative functions will be consistent with ConAC policies and procedures. Commander, ConAC, will furnish such technical assistance as other major commanders may request.

2. Mobilization Assignees will be considered for delay not exceeding 90 days and only for personal hardship. Processing will be accomplished after entry on active duty.

2. Those Mobilization Assignees reported to ConAC in accordance with paragraph 3e(2), page B-9, will be ordered to extended active duty as individuals by Commander, ConAC, to fill such quotas as may be established by Hq USAF.

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### SECTION III - MILIT AT A SUCCESSION UTILIZATION

### 1. G-NERAL. (CONFIDENTIAL)

a. Military personnel currently assigned to duty in functions that are not required post D-day and these assigned to functions that will have low post D-day priorities will be considered as a personnel resource available for reassignment to fill top priority post D-day requirements.

#### b. Leave:

(1) Personnel on ordinary leave or informal pass, except leave granted upon return from an oversees tour, will be recalled to duty on D-day. Cancellation of ordinary leaves and informal passes for personnel assigned to ConUS Commands will be announced by Hq USAF for dissemination by national and regional press, radio, and television organizations. ConUS Commanders will not issue individual cancellation orders by telegraph or telephone, except to key people whose individual services. will aid materially in the initial execution of envergency plans. Commanders will secure prompt press, radio, and television dessemination of the cancellation announcement. Overseas Commanders will use the most expeditious means available to recall personnel from leave in their areas. Ordinary leave will be suspended during the period D-day through the 3d month. Thereafter, ordinary leave will be granted at the discretion of the Commander of the Major Air Command concerned in accordance with the existing regulations.

#### (2) Pre-embarkation Leave:

As a matter of policy, a pre-embarkation leave of 10 days will be given to all personnel prior to movement overseas, providing such leave does not jeopardize the unit deployment schedule.

(3) Emergency Leave:

Current policy on emergency leave will remain in effect.

(4) Leave granted upon return from overseas:

Personnel returning from overseas tours will normally be authorized 15 days leave by the Aerial or Water Port of Embarkation. When Assembly Stations are activated, such personnel will be reassigned by the Port to the Assembly Station nearest their home. Normally 15 days delay en route will be authorized. Such personnel will be reassigned by the Assembly Station as directed by Hq USAF.

#### c. Tour and Rotation:

Normal tour rotation and separation due to the expiration of term of service will be suspended until further notice.

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d. Assignment and Reassignment:

(1) Regulations and other directives effective prior to Dday pertaining to the assignment of officers which are in conflict with the instructions pertaining to assignment of officers below the grade of Colonel and WAF Lt Colonel contained in this Annex are suspended until after the emergency.

(2) Personnel in the Rated Mobilization Resource will be withdrawn from their non-rated assignments as required to meet mobilization and D-day requirements. Withdrawals will be in accordance with Headquarters USAF levies. Personnel in this category will be reassigned direct to aircraft crew positions or combat training schools.

(3) WAF airmen may be employed in all ConUS commands except as provided in paragraph le, page B-5. WAF airmen in overseas commands on D-day may be retained, but further shipments of WAF replacements will be made only at the specific direction of Headquarters USAF; otherwise all replacements will be male personnel. Headquarters USAF will subsequent to D-day announce the policy on the assignment of WAF airmen to overseas areas. WAF officers may be assigned outside the ConUS at any time.

#### 2. PRIORITIES OF MANNING. (CONFIDENTIAL)

a. (UNCLASSIFIED) Manning priorities of units will be in conformance with the current "Priorities of Programmed Units" and as may be revised by directive from Headquarters ADC.

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. Sources of augmented personnel will be from non-combat units and assistance from USAF should not be relied upon.

3. REQUISITIONING (COMMISSIONED OFFICERS). (UNCLASSIFIED)

a. The initial requisition and assignment procedures for Colonels and WAF Lt Colonels will follow existing procedures except that the approval of Headquarters USAF will not be required for permanent change of station when such personnel are vulnerable for overseas service, or have served less than 18 months at their present activity.

b. Officers below the grade of Colonel will be distributed by Headquarters USAF in accordance with Chapter 5, Air Force Manual 35-11.

4. PERSONNEL IN-TRANSIT, D-DAY REPORTS. (UNCLASSIFIED)

a. All officers, warrant officers, and airmen, including WAF, in the process of proceeding to or returning from overseas assignments Will be handled as follows:

(1) Officers:

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#### (Unclassified)

(a) Officers under orders to proceed to an aerial or water port for overseas assignment <u>WHO HAVE NOP DEPART ID TAILE HOPE STA-TION</u> will have their orders canceled by the issuing agency. The exception will be when such orders contain the phrase, "not affected by D-day actions". A record in two parts on the officers affected will be submitted to Hq USAF thru Hq ADC: Part I - Colonels, Attn: AFPHP-A: Part II - Lt Colonels and below, Attn: AFPHP-1. An information copy will be sent to the overseas command of assignment, the overseas or ConUS Passenger Control Agency concerned, and this Headquarters. Negative reports not required.

Part I - Name, AFSN, Original Destination; Part II - NAME, GRADE, AFSN, Primery aFSC, Duty AFSC, Shioolng AFSC, Aeronautical Rating, Flying Status.

2. Subrission Date:

a. Subject: Report of Officers whose orders to proceed to asrial or surface port for 0/5 assignment canceled by issuing agency. RCS: AFD-P1 (OP)

agencies concerned.

b. Submitted by All ConUS orders issuing

c. Frequency: One-time.

d. As of Date: D-day.

e. Due date: Hq aDC - not later than D/48 hours; Hq EADF - not later than D/36 hours.

f. Classification: Unclassified.

means.

E. Method of Transmission: Most expeditious

(b) OFFICERS ENROUGE OVERSES, INCLUDING THOSE ON DDY. THOSE ON LEAVE IN THE CONUS FROM OVERSESS CONTAND, THOSE REPORTS FROM WATER CR ASHIAL PORTS, AND THOSE REPORTING INTO THE PERSENGER CONTROL AGENCY, will be held at the Passenger Control Agency if on orders dated prior to, on, or 10 days subsequent to D-day. The excentions to the hold order will be those individuals (1) with dependents in the overseas areas, (2) on TDY in the ConUS as representatives of their overseas occmand, or (3) holding orders which contain the phrase, "not affected by D-day actions". The report required in this instance is the responsibility of the aerial or water port concerned.

(c) OFFICENS WHO ON D-DAY ARE IN AN AREAL OR WATCH PORT FOR TRANSPORTATION TO THE CONUS, will have their orders canceled by a proper authority, unless such orders contain the phrase "not affected by D-day actions". Such personnel will be returned to their previous unit of assignment within the overseas area as directed by the major overseas commend concerned. The report required in this instance is the responsibility of the aerial or water port concerned.

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(2) Warrant officers and airmen:

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(a) warrant officers and airmen under orders to proceed to an aerial or water port for overseas assignment <u>WHO HAVE NOT DE-PARTED THEIR HOME STATION</u> will have their orders canceled by the issuing agency.

(b) Warrant officers and airmen <u>ENROUTE OVERSEAS, IN-</u> <u>CLUDING THOSE ON TDY, THOSE ON LEAVE IN THE CONUS FROM OVERSEAS COMMANDS,</u> <u>AND THOSE REFURNED FROM WATER OR AERIAL PORTS</u>, will report to the nearest active Air Force installation. Warrant officers and airmen <u>HAVING</u> <u>ALERADY REPORTED INTO A PORT</u> will be reassigned within the ConUS to the nearest active Air Force installation.

(c) Warrant officers and airmen WHO, ON D-DAY, ARE IN AN AERIAL OR WATER PORT FOR TRANSPORTATION TO THE CONUS, will have their orders canceled and remain overseas under the jurisdiction of the major overseas commander concerned.

(3) All personnel who have departed their home station will be advised, where possible, by the losing station to proceed to the aerial or water port without delay.

(4) All personnel who have returned to the ConUS with or without a station assignment during the period immediately following D-day normally will be permitted to proceed on authorized leave if desired by the individual concerned, and depending upon manning requirements at the time. Station assignments of officers returned from overseas commands on orders published prior to D-day will be subject to change by Hq USAF. If assignments or quotas are not readily available at the time the individual desires leave, orders specifying a definite station assignment will be forwarded by the Passenger Control Agency to the individual's leave address. A minimum of processing will be done at the aerial or water port.

5. COMBAT CREW UTILIZATION AND REPORTING. (CONFIDENTIAL) To assure maximum utilization of combat crews following the outbreak of hostilities, this headquarters has established a daily combat crew status report. The report will provide this headquarters with sufficient information to:

a. Act on reassignment of crews between units as dictated by the situation.

b. Act on reassignment of rated officers performing duty in other specialities whose rated qualifications can be utilized in tactical units.

c. Provide immediate assignment instructions to Hq ADC on crews made available to ADC for reassignment to the defense force.

d. Determine critical crew requirements beyond the resources of the defense force and submit emergency requisitions by electrical means to Hq ADC. Crew requirements as established by priorities of manning in paragraph 2b above will be requisitioned and identified as over-manning requirements.

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e. Submission Data:

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(1) Title: Daily Combat Crew Status Report, D-day Requirements (RCS EADF V-7)

- (2) Submitted by: Each fighter squadron.
- (3) Frequency: Daily.
- (4) As of Date: 2400 hours D-day and daily thereafter.
- (5) Due Date: 0800 hours daily.
- (6) Classification: SECRET.
- (7) Method of Transmission: Teletype.

(8) Addressee: Hq EADF; Information copies as directed by the air divisions.

- (9) Reports Control Symbol: RCS: EADF V-7.
- (10) Data to be reported: Number of crews assigned.

6. AFNG MANNING. (CONFIDENTIAL)

a. It will be necessary for Hq ADC to take action to expedite the manning of AF National Guard units assigned the command to a state of operational efficiency. Defense forces will report by unit the num-ber of each AFSC required to bring each unit to this state of readiness. This report will be submitted to arrive in Hq ADC by  $D_{+}7$  or within seven days after the unit is assigned to ADC.

b. Air Divisions(Def/SAGE) or Sectors as appropriate will report, by unit, the number of personnel by AFSC required to bring Air Force National Guard units to authorized strength, plus 20 per cent over-manning for combat crew positions. Officers' vacancies will be reported by D/AFSC and airmen vacancies by C/AFSC. This report will be submitted to arrive at Hq EADF within D/4 days or within four days after the unit is assigned to ADC. RCS: EADF-DPl (OT) assigned this report. EADF will consolidate and forward this report to arrive at Hq ADC by D/7 days.

(1) Submission Data:

(a) Title: Report of ANG Personnel Requirements (RCS: EADF-DP1 (OT).

(b) Submitted by: All Air Division(Def/SAGE) or Sectors as appropriate to Hq EADF; Hq EADF to Hq ADC.

(c) Frequency: D/4 days or within four days after AF National Guard unit is assigned to ADC for air divisions; D/7 days for EADF to ADC.

(d) Due Dates: D/4 days or within four days after AF National Guard unit is assigned to ADC for air divisions; D+7 days for EADF to ADC.

> (e) Classification: UNCLASSIFIED. B-16

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(f) Method of Transmission: Teletype.

(g) Addressee: Hq EADF for air divisions; Ho ADC

for EADP.

(h) Reports Control Symbol: EADF-DF1 (OT).

2. Effective "D-day", Air Defense Porces, Air Divisions, and appropriate Air Defense Sectors will be prepared to provide station assignments for airmen, by AFSC and unit priority, required in their units to bring each unit to 100% manning.

### 7. SCHOOL ASSIGNMENTS (UNCLUSSIFIED)

#### 4. Officer School Quotas:

(1) PCC school quotas allocated to air defense forces are automatically canceled on D-day pending revision of correct requirements. Personnel enroute to these schools will proceed as ordered. After this time officer courses at Air Training Command schools will be filled primarily by reserve officers called to active military service, also, CCS grainates and, to that extent necessary, by officers assigned to air defense forces. Air University schools (with the exception of Air Mr C College and certain advanced USAP Institute of Technology In-Residence Courses) are scheduled to become TDY status after D-day, and quotas will be reallocated.

(2) After D-day, quote's for Army, Navy, Air University or Air Training Cosmand TDY and FCS courses (exception, Air Mar College) will be ellocated to air defense forces upon a quota request basis. Commanders may request quotas (AFR 50-33) from Headquarters ADC through channels for prescribel casigned their commands who need training in the Training Connard, Army, or Navy courses. Quotes for Air University schools may be requested by letter or TAX.

#### b. Airmen School Quotas:

(1) FCs school custas for all military personnel allocated to air defense forces are automatically canceled on D-day pending revision of command requirements. Personnel enroute to these school will proceed as ordered.

(?) The air defense forces will receive sandatory quotas for airsen student personnel for advanced courses only to the extent necessary over and above the availability of qualified prior service personnel and recalled reservists.

(5) Airsen personnel for whom TDY status schools 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. ADC commanders will notify Headquarters ADC by D/8 days of those technical school 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

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stations. Headquarters USEF will issue mandatory quotes to major ZI air commands only in the number required to fill each class of advanced courses.

c. Withdrawal from TDY school:

(1) Students attending TDY schools, including factory training, whose services are required to accomplish the command mission may be withdrawn by the local commander.

(2) In the event withdrawal becomes necessary, the student's base commander may telephone the commandant of the school and request that the student be informed to prepare himself within 24 hours for transportation to his home station by either special airlift or by the most expeditious means available. This telephone conversation will be confirmed in writing as soon as possible. Officers attending school and not required by their parent organization when alerted for overseas movement will be transferred to an organization remaining at the home station. Airren attending school and not required by their parent organization when alerted for overseas movement will be transferred to an organization remaining at the home station. Airren attending school and not required by their parent organization meaning at the home station.

(3) Provided the student's grades and time in school warrant such action, the commandant of the service school from which an officer or sirman is being withdrawn will furnish the officer, airman, or respective commander a certificate of satisfactory completion of the appropriate AFS to the individual. In the event the withdrawing stduent 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.

#### 8. UTILIZATION OF TECHNICIANS AND SKILLS IN SHORT SUPPLY. (UNCLASSIFIED)

a. Airmen possedsing 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 Air Force Manual 35-1; officers will be classified in established Air Force Specialties reflecting those specialized skills.

b. Rated officers having combat capabilities who are assigned to duties not requiring their rated background will be screened for reassignment to a tactical unit at the earliest possible date.

9. FOREIGN AKCHANGE OFFICERS AND STUDENTS. (CONSIDENTIAL) Disjosition of foreign exchange officers and students in the event of a national emergency will be as follows:

a. Those officers and/or students from countries allied with the United States in a common undertaking will be retained in existing status except when recall is requested by parent service.

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b. Those officers and/or students from countries which are neutral will be directed by Headquarters USAF to report to their appropriate embassies.

c. Those officers and/or students from countries which are belligerents or who become belligerents subsequent to a national emergency will be taken into custody by the local provost marshal and be subject to established repatriation procedures.

### 10. UTILIZATION OF CERTAIN AIR UNIVERSITY PERSONNEL. (SECRET)

#### a. Air University:

The faculty and PCS students of the Air War College and Air Command and Staff College constitute a desirable and in-place resource to man the AH in event this action is necessary. Major commands will have the prerogative of withdrawing, as required and subsequent to Dday, those assigned personnel who are on TDY to Air Command and Staff courses. Pending such action or other determination of requirement, courses in existence on D-day will be continued.

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#### SECTION IV - MILITARY PERSONNEL MANAGEMENT

1. TESTING AND CLASSIFICATIONS. (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.

#### 2. PROMOTIONS. (UNCLASSIFIED)

a. Officers:

(1) If not sooner suspended, permanent promotions in the Regular and Reserve components of the AF will be suspended shortly after D-day by Executive Order, suspending the applicable provisions of Chapter 835, 10 U.S.C., and the Reserve Officer Personnel Act of 1954, as amended. However, the provisions of such acts applicable to promotion to the permanent grade of First Lieutenant will not be suspended.

(2) Temporary promotions in the USAF will be authorized based upon AF requirements. Promotions will be made in accordance with regulations and based upon criteria established by Hq USAF.

(a) Selections will be made by selection boards at the promotion authority level of selection.

(b) Selection authority is delegated to major commanders for all grades below general officer.

(c) 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 Hq USAF. "Spot" promotions will be terminated when the officer permanently vacates the position for which the "spot" promotion was granted.

b. Warrant Officers:

(1) Permanent promotions will be suspended at the time they are suspended for commissioned officers.

(2) All promotions in time of war will be temporary:

(a) Authority for making temporary promotions will be given to commanders of major air commands based on quotas and criteria announced by Hq USAF.

(b) Quotas and eligibility criteria will normally be controlled by AF requirements.

(c) 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.

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(Unclassified) c. Airmen:

(1) If not suspended sooner, permanent promotions in the Regular and Reserve components will be suspended at the time they are suspended for officers and warrant officers.

(2) 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 of major air commands will be authorized to make temporary promotions based upon criteria and quotas to be announced by Hq USAF. 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.

 CASUALITY REPORTING. (UNCLASSIFIED) Casualty reporting and notification of next of kin will be made in accordance with AFM 30-4 as amended.

4. ROPATION. (CONFIDENTIAL)

a. Effective D-day, overseas tours currently in effect are suspended.

b. The basic determinant of eligibility for rotation from overseas commands to the ConUS will be attrition rates or other definable conditions of hardship or hazard. As a guide, the following priorities may be used.

(1) Personnel in a combat area.

(2) Personnel in a non-combat area.

c. In making rotation computations, the following data should be used as planning factors only:

(1) Rotation of non-aircrew personnel on duty outside the ConUS will be suspended from D-day through the 6th month. The average tour of duty will be 24 months in duration.

(2) Flight personnel deployed overseas will normally be eligible for rotation after an average tour of 6 months. Rates will vary by area and type of combat aircraft flown.

(3) Special consideration will be given to rotation of personnel serving in isolated locations where intra-area rotation is impractical or of no significant value.

(4) The rotation rate will be over and above the area attrition rate.

5. <u>SEPARATION, RETIREMENT, AND RELEASE CRITERIA</u>. (UNCLASSIFIED) B-21 ANNIEY D

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Effective D-day, discharge, release from active duty, or retirement of all AF personnel, both active and inactive, is suspended, except for disability, extreme hardship under policies to be announced, pregnancy, incompetency or unfitness, retirement mandatory by law, homosexuality, and cases involving security. Applications for retirement will not be considered, except in those cases in which retirement is mendatory by law. In such cases, personnel concerned will be advised they will be subject to immediate recall to active duty.

### 6. GROUND SAFETY. (UNCLASSIFIED)

a. 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 material destroyed or damanged through preventable ground accidents has had a severe effect upon the AF mission during past emergencies. The influx of new and untrained personnel creates a serious accident potential to both manpower and equipment. Every effort must be taken to promote safety consciousness among personnel and to eliminate hazardous operating practices and conditions in support and training activities.

b. The USAF Ground Safety Program established by AFR 32-1 will continue to be the guide in developing a comprehensive program for the conservation of manpower and materiel.

### 7. MORALE, MELFARE, AND RECREATION. (UNCLASSIFIED)

### a. Best Center Facilities:

(1) Rest centers will be established in the ConUS for personnel who should not be returned immediately to full duty but do not require treatment in medical facilities. At these centers, personnel who have experienced intensive combat duties or are convalescing after having reached maximum hospitalization benefits will be provided opportunities for carefully planned and closely supervised participation in constructive recreational and reconditioning pursuits. Centers, therefore, should preferably be of the hotel type, providing not only facilities for the housing and feeding of personnel, but for diverse sports, recreation and entertainment activities as well.

(2) The overseas major air commanders will establish rest center facilities as needed to provide relief from combat hazards, other trying conditions, and to recondition personnel for return to duty upon relief from hospitals. As a guide, these fadilities will be established to permit operations within 3 months of activation of the area. For planning purposes, a 7 day rest period will be given to aircrew personnel for each 60 days of active combat; other personnel will receive a 7 day rest period for each 6 months in the area.

(3) Commander, ConAC will establish and operate rest center facilities in the ConUS. Sites for the rest facilities should be located in resort locations that are away from the potentially high priority target areas. ConUS facilities for this purpose will be obtained prior to

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D-day in accordance with procedures set forth in AFR 87-19.

#### b. Special Services:

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 ADC, will assist commanders by providing the following services: motion pictures, athletic equipment, recreational equipment, and periodicals. Recreational surplies within the POF (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 Hotion Picture Service will arrange for an initial six weeks supply of 16mm film for showing after debarkation at destinction. Resupply will be effected on a weekly basis.

8. WEARING OF THE UNIFOR . (UNCLASSIFIED)

See AFM 35-10, as amended.

9. DECORATIONS AND AWARDO. (UNCLASSIFIED)

See AFR 900-7, as amended.

10. EDUCATION SERVICES. (UNCLASSIFIED) The education program, including correspondence courses and group study classes, will be contined as soon as time is available to personnel for individual or group study.

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#### SECTION V - CIVILIAN PERSONNEL

### 1. GENERAL POLICY. (UNCLASSIFIED)

a. A position will be filled normally by a civilian incumbent unless one or more of the following factors apply:

(1) Requirements of law or Air Force policy dictate that the incumbent of the position shall be a military person.

(2) The position requires particular military training or experience to perform the duties assigned. (Examples: military flight, military tactics and combat, or military command experience.)

(3) The position is required for training purposes to prepare the incumbent for a future military assignment.

(4) The position is one which cannot be filled by a civilian because of the unavailability of a qualified civilian to accept employment in that type position.

(5) The duties of the position require frequent relocation.

(6) The duties of the position call for security of a degree not practicable to enforce upon an incumbent not subject to Military Law.

(7) The position involves the conduct of business between components of the Armed Porces and the public in which it is required that the contact be accomplished by uniformed personnel.

b. Current authorities and procedures for conducting civilian personnel programs will be modified as required by mobilization conditions. Headquarters USAF will prepare new, or modify existing, Air Force Civilian Fersonnel issuances to meet wartime conditions. Commands and bases will prepare, and hold in abeyance, any necessary implementing procedures to these wartime policies and instructions.

c. Existing non-industrial facilities will be utilized in the event of mobilization to the greatest extent possible. Required facilities will be obtained prior to D-day in accordance with the provisions of AFR 87-19.

d. Present basic organizational and functional relationships in civilian personnel will be continued. Headquarters USAF will provide maximum allowable delegation of authority to commanders. The major commands will be responsible for maintaining civilian personnel programs in all installations within their jurisdiction.

e. Review and evaluation of installation civilian personnel programs will be curtailed in favor of aid to commands and installations

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in establishing civilian personnel offices and in manning AF installations. The following criteria will be used in the establishment of central civilian personnel offices:

(1) All tenant organizations established on or after D-day will be serviced by the central civilian personnel office of the installation unless exception to AFR 40-2 is approved by Headquarters USAF.

(2) All non-tenant organizations established on or after D-day with a programmed strength of more than 300 civilian employees may establish a civilian personnel office when the authorized strength reaches 200 civilian if consistent with applicable criteria contained in AFR 40-2, as amended.

(3) All non-tenant organizations established on or after D-day with an authorized strength of less than 200 civilians will request civilian personnel servicing from the nearest Air Force installation maintaining a civilian personnel office regardless of command jurisdiction. If compelling circumstances are present which warrant servicing by an element of the same command, exception may be made to the geographic proximity rule.

(4) Major commands will be responsible for establishing and activating the required personnel offices in accordance with (1) and (2) above.

2. CONUS. (SECRET)

#### a. Recruitment: (SECRET)

(1) (SECRET) In the event of an attack on the ConUS, restrictions will be imposed on civilian employment, resignations, and transfers. Nanpower and wage controls will be enacted to the extent necessary to insure maximum support of the military effort. (Office of Defense Nobilization (ODM) Mobilization Plan).

(2) (UNCLASSIFIED) Personnel build-up rates will not exceed local capabilities to house, feed, and effectively utilize personnel accessions.

(3) (UNCLASSIFIED) All appointments in the competitive service, including those of former federal employees, will be emergency in nature. When necessary to meet given emergency conditions, the Civil Service Commission will issue regulations instituting an emergency appointment system for the Federal Civil Service.

NOTE: Changes required in laws and executive orders are indicated throughout this section by citing in parentheses the emergency plan or program covering the particular proposal, thereby denoting an assumption. As quickly as these assumptions become law or definite policy, the parenthetical reference will be removed.

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Career-conditional and career appointments generally will be suspended. However, career appointments may be granted in the few job categories where continuation of such appointments appears reasonable and desirable. (Civil Service Commission (CSC) Mobilization Flan.)

(4) (UNCLASSIFIED) United States Employment Services will serve as procurement agencies for government departments, when requested, as well as for industrial manpower.

(5) (UNCLASSIFIED) Laws concerning dual employment, dual compensation, member of family, citizenship, graded ceilings including super grades, and minimum age, will be suspended. (CSC Mobilization Plan).

(6) (UNCLASSIFIED) 'Legislation will be enacted similar to that in current DOD Appropriation Acts which will provide authority to appoint consultants during the period of war or national emergency. (CSC Hobilization Plan).

(7) (UNCLASSIFIED) Hore comprehensive authority to employ persons without compensation (WOC) will be provided in addition to that already established in the Defense Production Act. (DOD Emergency Actions Book).

(8) (UNCLASSIFIED) The D-day needs for additional individuals possessing critical skills must be determined, pre D-day, and manpower resources located accordingly.

#### b. Examining: (UNCLASSIFIED)

(1) Simplified competitive examination procedures will be established when local labor market conditions and the needs of the service permit. In occupations in which general labor market shortages exist, the AF will be authorized to appoint workers who meet the minimum qualifications, without regard to CSC registers. (CSC Mobilization Flan).

(2) Qualification requirements will be prescribed or approved by the CSC and its boards of examiners. Requirements will be as low as can be expected to produce eligibles with reasonable prospects of successful performance. (CSC Mobilization Plan).

#### c. Flacement and Utilization: (UNCLASSIFIED)

(1) ANC maintenance teams in support of combat forces have been organized on a mobile basis. These teams of specialists will be available for transportation to their predetermined destination within 4 to 6 hours on D-day. The best available mode of transportation will be utilized. The Commander ANC will assure that qualified personnel and necessary transportation are available pre D-day. To meet this requirement, the Commander ANC will prepare detailed support plans and furnish copies to the Headquarters of each major air command concerned, based on the personnel requirements indicated in Part I, Personnel Appendix, WPC.

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(2) Particular attention will be directed toward utilizing the physically handicapped, part-time employees, female employees, and qualified trainees.

(3) The CSC will conduct an inter-departmental transfer program that will enable and encourage employees to increase their contributions to the Government's war effort. The Commission will conduct a special program for recruitment and transfer of key administrative personnel. Re-employment rights will be an integral part of this program. (CSC Mobilization Plan).

(4) The hard-core of the mobilization and/or wartime work force, particularly supervisory personnel and skilled workers, will come from the present work force. Trainees and workers with lesser skills will be available through outside recruitment.

(5) Optional retirement rights of civilian employees will be suspended by law. Exceptions must be approved by the Secretary of the Air Force or his designated representative. (CSC Mobilization Plan).

(6) The restrictive provisions of the Whitten Amendment will be repealed. (CSC Mobilization Plan).

(7) Position changes, like new appointments, will be emergency in nature. (CSC Mobilization Plan).

(8) No civilian employee who is a Ready Reservist will be assigned to a key position at a relocation site.

d. Employee-Management Relations: (UNCLASSIFIED)

(1) To create and maintain high employee morale, with attendant high rates of productivity, consideration will be given to the use of the accelerated employee-management programs and services, including counseling, incentive awards, communications, and services, such as housing, nursery schools, and recreation facilities.

#### (2) Grievances:

(a) Installation programs for the reduction of separations will be supplemented by a program for the prompt settlement of grievances and appeals at the lowest possible level. This program will be an intensification of present grievance procedures.

(b) Under disaster, conditions in a national emergency, procedural steps in adverse action cases would take time and effort away from more important matters. The only necessary procedural step during a disaster will be that a written notice of action and the reasons for it shall be given to the employee concerned. Under these circumstances, appeals will not be appropriate or practicable. (CSC Mobilization Plan).

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e. Training and Career Development: (UNCLASSIFIED)

(1) General statutory authority will be provided for civilian training and provisions will be made for detail or leave of absence for training purposes.

(2) Emphasis will be on job dilution; trainee programs; and developing skills and abilities of personnel for more highly skilled duties or supervisory positions.

(a) On-the-job, classroom and simulated on-the-job training in special work areas will be provided to meet specific needs.

(b) Apprentice training will be continued on an accelerated basis.

(c) Instructor training conference will be established.

(d) Employment of mechanic learners will be authorized.

f. Classification: (UNCLASSIFIED)

(1) CSC general audit surveys of agency position classification programs will be suspended. (CSC Mobilization Plan).

(2) Part 36, Title 5, Code of Federal Regulations, as stated in Chapter P2 of the Federal Personnel Manual, which established a retroactive effective date on appeals, will be suspended. Section 36.1, thereof, pertains to appeals to an agency or to the CSC filed within 30 days after receipt of written notice of action lowering the grade of a position. (CSC Mobilization Plan).

(3) Maximum use will be made of identical additional (IA) and skeleton position descriptions that reflect only the basic information necessary for allocating purposes.

(4) Requirement for annual review of positions will be discontinued in the event of large increases in force.

g. Hours of Duty and Pay: (UNCLASSIFIED)

(1) A normal workweek of not less than 48 hours, with a maximum workweek of 54 hours, will be established when circumstances so require. In emergency conditions, overtime work in excess of 54 hours in any one workweek may be authorized. (CGC Mobilization Flan).

(2) In a disaster area, civilian employees will be in one of the following situations:

(a) at work at a relocation site:

(b) on orders to report for work at a specified time;

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(c) on standby waiting for orders to report for work;

- (d) on civil defense work;
- (e) at work for another employer;
- (f) called to military duty;
- (g) unable to work because of injuries or illness;
- (h) missing;
- (i) dead.

Information as to which situation prevails for a particular employee may not be available immediately. In the course of time the availability and/or location of employees will become known. Until that time an employee will be placed on administrative leave without charge to leave or loss of pay. Some employees will not be needed immediately by their organization due to a reduced program. However, each organization will continue to have fiscal responsibilities for personnel charged to it at the beginning of the disaster until the individuals have returned to work, terminated or transferred to another organization. (CSC Mobilization Plan).

(3) Civilian employees' leave laws will be revised in order to provide lump-sum payments for all annual leave accrued in excess of the maximum accrual at the end of each calendar year at the rate of pay in effect on 31 December of that year. (CSC Hobilization Plan).

(4) The taking of annual leave for vacation purposes by civilian employees will be restricted to 2 weeks including travel time.

h. Employee Services: (UNCLASSIFIED)

(1) Legislation will be enacted to extend War Risk Insurance for direct-hire employees. (CSC Mobilization Plan).

(2) Legislation will be enacted to authorize making housing available on or near military reservations for persons engaged in national defense activities. (DOD Emergency Actions Book).

(3) Legislation will be enacted to provide authority to promote and maintain civilian recreation programs.

i. Travel and Transportation: (UNCLASSIFIED)

(1) Legislation will be enacted to authorize travel expenses and transportation of dependents and household effects of civilian employees of the DOD in cases where the travel is performed under Secret or Confidential orders; orders under which the names or locations, of duty stations are omitted for security reasons; and in thoses cases where the civilian employees are assigned to TDY away from permanent station for an undetermined length of time. (DOD Emergency Actions Book).

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#### (Unclassified)

(2) Payment of travel expenses and transportation to first duty station and upon separation to places of residence will be authorized by law. (CSC Mobilization Plan).

(3) Payment of travel expenses and transportation for employment interview for individuals possessing certain skills will be authorized. (CSC Mobilization Plan).

#### j. Delays and Deferments: (UNCLASSIFIED)

Occupational deferment or changes in reserve category of civilian employees will be requested in accordance with Chapter Dl, AFM 40-1 and AFR 45-17.

### 3. OVERSEAS. (CONFIDENTIAL)

#### a. Policy: (UNCLASSIFIED)

(1) The authority of the Secretary of the Air Force to appoint, administer, and compensate overseas civilian personnel of the Department will continue to be delegated to AF commanders in overseas areas. The program will be administered in accordance with pertinent policies and regulations governing civilian personnel administration in ConUS insofar as practicable. Overseas commanders will have full authority to meet unusual conditions within the flexibility allowed by basic laws and external regulations.

(2) Each AF commander to whom civilian personnel authority is delegated will establish and organize a civilian personnel office, or offices, as may be required for the normal personnel functions and for any special needs to meet the particular situation. (See paragraph le). For example, the regular civilian personnel functions are placement, records administration, training, classification, wage, employee relations and services. (ther functional units, such as travel and allowances, will be organized if required.

b. US Nationals: (CONFIDENTIAL)

(1) Recruitment: (UNCLASSIFIED)

Requirements for US Nationals will be met by placing requisitions for specific types of employees needed upon an AF overseas recruitment office maintained in ConUS.

(2) Shipment of civilian employees from ConUS to overseas areas will be automatically suspended on D-day. Final disposition of those individuals in travel status who arrive at a POE for overseas shipment after D-day will be determined at the time of their arrival, based upon the exigencies of the situation.

(3) Placement and Utilization: CONFIDENTIAL)

US nationals will be utilized only when local personnel are not available or for reasons of policy when use of the local personnel would not be in the best interest of the AF. In the combat

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areas, only key civilian employees who so desire will, with the approval of the Commander, remain. Other civilians will be evacuated as soon as possible. Maximum efforts will be made to place all employees who are evacuated to the ConUS or to safe haven areas overseas.

(4) Statutory limitations on the rate for cost-ofliving differentials outside ConUS will be removed. (CSC Mobilization Plan).

### (5) Travel and Transportation: (UNCLASSIFIED)

Trasnportation of civilian employees to and from overseas areas will be in accordance with pertinent Air Force travel and transportation regulations. Transportation and travel within an overseas area will be administered by the major air commander under the general policy control of the theater commander.

(6) Delays and Deferments: (UNCLASSIFIED)

Occupational deferment or changes in reserve category of civilián employees will be requested in accordance with instructions contained in paragraph 2j.

#### (7) Injury and Disability: (UNCLASSIFIED)

Civilian employees paid from appropriated funds and their dependents who are injured, disabled or stricken with illness, and who require hospitalization or treatment will be hospitalized or treated at AF facilities in accordance with current policy and procedures.

(8) Wearing of Uniforms: (UNCLASSIFIED)

Theater commanders may authorize US citizen employees to wear the prescribed uniform in specifically defined areas in which they have determined there exists an actual or threatened outbreak of hostilities involving either war or major civil disturbance, or other equally grave situation. The requirements and conditions stated in AFR 40-17, as amended, will govern wearing of uniforms.

(9) Assimilated Rank: (UNCLASSIFIED)

DD Form 489, Non-Combatant Certificate of Identity will be issued to all civilian personnel who are authorized to accompany AF units or portions thereof in regions of war and who are liable to capture and detention by the enemy as prisoners of war in accordance with AFR 30-13 and ADC Supplement 1.

### (10) Quarters and Subsistence: (UNCLASSIFIED)

Quarters and subsistence, and allowance in lieu of quarters, will be administered by the major air commander in accordance with pertinent AF regulations.

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#### c. Indigenous and Foreign Nationals: (CONFIDENTIAL)

#### (1) Policy:

The success of the military mission will frequently depend largely on the maximum utilization of available manpower resources. In keeping with this concept, the following policy is announced:

(a) US citizen civilians will be employed in overseas areas only where the required skills are not available from local sources, or where security and supervisory requirements make US citizen personnel necessary.

(b) Non-US citizen civilians may be utilized as direct-hire employees of the US government unless provisions of a treaty or agreement, or other circumstances make another method of employment necessary or desirable.

(c) When necessary or desirable an agreement with a friendly host government may be concluded whereby non-US personnel will be employed by the host government, which will pay them, assume part of the responsibility for their administration, and make their services available to the AF on a reimbursable or other predetermined basis.

(d) Employment of non-US citizen civilians by the AF will be in accordance with treaties and laws as outlined in the then current local labor agreements.

(e) US supervisory personnel will be trained or oriented to insure adequate understanding of customs, traditions, habits, language, and religion of non-US personnel, to be utilized as a basis for better relationship and efficiency.

(f) A contract with a resident individual or firm employing non-US personnel may be concluded under the applicable procurement regulations to accomplish an assigned mission of the AF.

(g) Local nationals will be afforded conditions of employment which are based on local law and custom and which are generally equivalent to those enjoyed by persons with similar skills in similar occupations in the general economy of the host country. Employment conditions offered should be favorable enough to meet existing fair standards in the labor market, but not so advantageous as to create a "privileged group" within the country.

(h) In OCCUPIED AREAS non-US citizen civilian residents of the area will be obtained by requisition demand of the indigenous governmental authorities. If no effective indigenous governmental authority exists in the area, inhabitants of the area will be hired and paid by the AF. The expense being charged to the indigenous government as a cost of occupation.

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(Confidential) (2) Utilization:

(a) Provisions of pertinent agreements or arrangements with host governments indicate that, "Local civilian labor requirements of a force or civilian component shall be satisfied in the same way as the comparable requirements of the receiving state ... " This provision has been uniformly construed to mean that in the event of labor shortages, mobilization or national emergency, the US forces would receive the same priorities in the civilian labor market as the military forces of the host country. However, in the event of hostilities, each contracting party may (upon giving notice) suspend the application of any of the provisions of the agreement. Consequent-ly, no immutable guarantees with respect to availability of local nationals during hostilities are provided.

(b) Alternate plans must be developed for use in the event indigenous resources are withdrawn for political, security, or other reasons.

(c) Maximum utilization will be made of the services of non-US citizen civilian personnel in overseas areas in support of a military mission to the extent that such utilization is consistent with operational requirements, security, and the essential manpower needs of the local economy.

(d) The theater commander is responsible for providing or arranging for the military organization and logistic means required for the indigenous labor activities pertinent to the assigned operational responsibilities.

(e) AF commanders of unified or major air commands will establish central control over matters pertaining to the use of indigenous labor.

#### (3) Security Measures:

(a) It is imperative that the AF take certain measures to protect its own security. The agreement should provide for appropriate investigative requirements for employment of non-US citizens in accordance with Department of Defense Directives. Instructions, or regulations relating to security requirements for government employment, or for access to classified defense information.

(b) The agreement should provide that no person will be employed by the  $\mathbb{AF}$  if his employment is not clearly consistent with the interests of the national security. The AF should be authorized to effect the release of any local national who is considered to be a security risk, as long as such person is fairly treated.

(c) In view of the fact that discharge of non-US citizen employees on grounds of security may be a serious cause of grievance and labor unrest, carefully devised procedures should be instituted to assure there is no misuse of this authorization.

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#### SECTION VI - LOCAL WAR

#### 1. GENERAL. (UNCLASSIFIED)

a. Since the character and duration of local war operations cannot be predicted, the forces -- including initial and replacement personnel -- required for this type of operation, must be determined and deployed in the light of the particular situation.

b. The Secretary of Defense, with advice from the JCS, will determine the composition of reserve units and individuals that will be ordered involuntarily to active duty in the event of local war.

c. In view of the above, personnel actions must likewise be based on personnel requirements created by the circumstances.

#### SECTION VII - MOBILIZATION

#### 1. GENERAL. (CONFIDENTIAL)

a. This section provides basic guidance in developing Personnel Mobilization plans. The mobilization concept has just recently been injected into USAF war planning in support of the Joint Strategic Capabilities Plan. At first glance this consideration of a mobilization period appears to provide opportunity for obtaining an increase in per-sonnel capabilities since it assumes a six month mobilization period. However, the element of time which normally allows for a fixed schedule of personnel programs has certain limitations imposed as contained in the "Basic for Mobilization Flanning, "USAF WPC or WPR. For example, activity and expenditure rates for post M-day flying units will continue essentially on a peacetime basis with such increases as can be supported without degrading their D-day readiness. Further, activity rates for other than flying units may be increased as required within limitations imposed by logistic capabilities. Nevertheless, there are many opportunities to provide increased personnel capabilities. This involves such considerations as the use of additional resources such as the Stand-by Reserve, selective recruitment of prior service personnel, and Selective Service. This period would allow, within the flying hour limitations, a transition program for crews from the RMR to obtain the required wartime crew-to-aircraft ratios. Further, certain areas of airman training could be accelerated to provide additional trained people. At no time will personnel mobilization plans be allowed to compromise the continuing effort, or accept a calculated risk, in providing a personnel forces-in-being capability to wage a successful general war initiated by an enemy surprise attack.

b. A period of mobilization would allow for the timely issuance of emergency Executive Orders and the enactment of emergency legislation to provide the necessary authority to increase the personnel capabilities of the active and Reserve components. This includes the procurement, training, placement, and retention of military and civilian personnel to meet wartime requirements. However, all enabling actions required to meet an emergency should not be based on the possibility of a mobilization period of any duration. Therefore, all authority required to obtain,

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retain, and utilize all personnel resources to meet wartime requirements should not be dependent on the element of time usually associated with mobilization. Rather, these actions should be as automatic as possible, under a given set of conditions, to alleviate the dependence on the actions of certain individuals and agencies under the contingencies of disaster with its attending loss of personnel and communications. Further, all personnel directives and published procedures which would be changed or rescinded in the event of mobilization or war should also reflect these automatic considerations where possible. This will reduce the necessity for providing much of the detailed guidance and infor-mation contained in wartime and subsidiary plans (by citing the appropriate publication) and would reduce the workload imposed on overloaded communication facilities. It would also be of great value to the command and staff at the Alternate Headquarters (AH) USAF in the event of activation.

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c. In order to be prepared to meet civilian personnel problems which will be created by a period of mobilization, the following actions should be taken to have civilian personnel mobilization plans in readiness for execution:

(1) Job Engineering:

Whenever possible increase the utilization of a shortage skill by concentration in key jobs; or modify an operation to permit it to be performed by a less skilled person or trainee.

(2) Manpower Resources:

Estimates of personnel requirements, by skill, are essential in mobilization planning. Requirements must be based on the clearly defined wartime mission assigned to each command and installation including those to be newly activated under mobilization conditions. Manpower is not homogeneous; even though there might appear to be sufficient total manpower resources, shortages of necessary specialized personnel such as engineers, tool and die makers, and electronic technicians could make the recruitment program difficult or impossible to National resources inevitably will be achieve. deficient in both quality and quantity in the event of full mobilization. Operating personnel charged with planning and estimating work force requirements should be fully advised on the specifics of these deficiencies both local and nation-wide, in order that the planning may be realistic. Population shifts, technological advances, changes in educational emphasis and expansion or contraction of industry all have their effect on labor markets. Development and analysis of manpower resources, therefore, must be a continuous process. Reserve sources of

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manpower must be evaluated both as to the numbers of people they will provide and the skill levels at which these people will be able to perform.

(3) Job Evaluation:

Since rapid expansion of the work force will begin immediately after mobilization has been directed, it is essential that a complete file of evaluated job descriptions be continually available as a basis for recruitment and placement. The mobilization plans of each installation should include functional statements and manning tables for each organizational element showing the title, series, and grade of each job which will be required during a mobilization. Descriptions in the mobilization file should be reviewed annually for the purpose of making any changes in titles or codes necessitated by revision in the published standards.

(4) Training:

Whenever emergency conditions necessitate radical changes in operations or rapid expansion of the civilian work force, training becomes of equal importance to the recruitment of workers. A survey of anticipated training needs based upon the installations wartime mission and organization tables is the first step in developing a mobilization training program. Among the emergency needs to be considered, in the event of a disaster, is the requirement for trained first aid, decontamination, fire, and security personnel. The installation training officer will assist safety, medical, and similar officers in the establishment of training programs to meet these needs.

> E.H. UNDERHILL Major General, USAF Commander

OFFICIAL:

CHESTER C. COX Colonel, USAF DCS, Personnel

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ANNEX C

TO

EADF WARTIME CAPABILITIES PLAN

MATERIEL

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Secret ANNEX C

### TO EADF WARTIME CAPABILITIES PLAN

#### MATERIEL

#### 1. GENERAL (Secret)

a. Purpose and Scope: This annex outlines the logistic support responsibilities and provides logistic planning guidance for the support of all forces, including the AFNG when mobilized and augmentation forces, which will be a part of the EADF forces during hostilities.

#### b. Resume of the Logistic Situation.

(1) Shortages of skilled personnel, critical supplies, and equipment may be expected during the early phases of the war. Since it is impracticable 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 all 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 control over critical items not subject to prompt replacement may be maintained whether they are serviceable, reparable, or reclaimed from damaged equipment. Care will be taken not to issue parts for equipment which will be in maintenance for extended periods.

(2) In view of the immediate D-Day requirement for a high rate of Certain War Consumables (See Waretime Planning Factors Part D to Vol I, ADCM 400-1), it will be necessary to prestock certain war consumables onbase to insure accomplishment of the ADC Mission. Increased emphasis will be placed on the prestocking program.

#### c. Assumptions

(1) That M-Day and D-Day will occur simultaneously.

(2) That USAF commands participating in or supporting the Air Defense Mission will provide logistic support for Air Defense Units and/or augmentation forces operating through, based on, or deployed to bases under their command jurisdiction.

(3) That the National Guard Bureau will develop appropriate instructions outlining pre D-Day tasks for AFNG Squadrons augmenting the Air Defense Mission to insure successful implementation of agreements reached between ADC, Headquarters USAF, and the Air National Guard Bureau.

### (1) That Air Materiel Command Will:

(a) 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.

(b) Continue depot support, including supply, maintenance, procurement, technical assistance, and accomplish modification in support of Air Defense operations.

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(c) Arrange for emergency supplies and allocate critical items in accordance with established OPU priorities or as the factical situation as dictates.

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#### d. Basic Planning Data

(1) Logistic plans developed in support of this plan will use planning factors and other detailed data contained in Vol I, II, and III, ADCM h00-1.

(2) Logistic support agreements and joint use agreements in effect on D-Day for the support of ADC units tenanted on installations of other commands, or satellited to installations of other commands, will remain in effect.

(3) In the event Army and/or Navy units are deployed to ADC bases in support of the Air Defense Mission, the logistic support responsibilities will be in accordance with current agreements and plans. Agreements in effect on D-Day will continue.

#### e. Responsibilities

### (1) Air Divisions and 551st AETRC Wing Will:

NOTE: All reference within this plan to responsibilities of Air Divisions will equally apply to the 551st ANMAC Wing where applicable.

(a) De elop and prepare more detailed and specific plans in support of this plan. ADCM 400-1 will be utilized, but not referred to, in the preparation of Division plans.

(b) Coordinate logistic plans with other major USAF commands and services (through established channels) to ascertain that agreements for necessary tenant and interservice support agreements have been reached.

(c) Insure that plans and arrangements for the D-Day use of other major USAF command facilities are adequate with respect to support of AFNG and AF augmentation forces deployed in the Air Defense Mission as well as minimum recovery and turn around.

(d) Determine the feasibility of the requirements contained in this plan and ADCM 400-1.

(e) Determine the material capability to support the activity stated in Volume II, ADCM h00-1. Specific areas of consideration are:

#### 1. War Reserve Materiel (WRM)

- 2. Base Stocks
- 3. Unit Resources, Equipment, etc.
- 4. Servicing and Reservicing Capability

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5. Adequacy of Facilities.

(f) Determine if any logistic situations exist, either specific or general in nature, which would interfere with or limit the performance of the Air Defense Mission.

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(g) Provide or arrange for logistic support at and below Sector level for assigned units, tenant units, and units staging on or through installations of their bases.

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(h) Continue to carry out cross-servicing agreements which are in effect on D-Day and notify this Headquarters, Attn: EAMLP, of such additional cross-servicing requirements as are necessary for the support of Air Defense operations.

(i) Cause Air Defense Sectors or subordinate units to develop more detailed and specific plans in support of this plan.

(j) Insure that Sectors and bases within their area of responsibility are implementing pertinent provisions of this and their plans.

(k) Air Divisions may restate tasks outlined in this plan for AFNG fighter interceptor units but will not impose upon AFNG units additional tasks and responsibilities in plans or instructions published by their Headquarters without first obtaining the approval of Headquarters EADF.

#### 2. AIRCRAFT (Secret)

### a. Unit Equipment

(1) The type, model, and series of aircraft possessed by ADC, AFNG, and AF Augmentation forces for a specific period are reflected in Vol II, ADCM 400-1. Air Divisions should review Vol II for currency and accuracy and advise this Headquarters, Attn: EAMLP, of any major differences between aircraft actually possessed or programmed as compared to those reflected in Vol II.

(2) The number of ADC units deployed 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 they become available. As a general policy, existing units will be filled to authorized UE plus command support aricraft before new units are formed.

(3) See Par 3c for equipping policies.

#### b. Conversions

(1) Unit conversions after D-Day will be based on Wartime production and development of new equipment.

#### c. Replacements

(1) No significant numbers of replacement aircraft will accrue until production can be adjusted to increased Wartime procurement.

(2) Aircraft from storage, modification, repair, production, and/ or disbanded units (if any) will be utilized for replacement aircraft when available.

(3) When replacement aircraft become available, distribution to Air Divisions and units will be made by this Headquarters based on known requirements and latest situation estimates.

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#### d. Ferrying

(1) Effective D-Day, all previous instructions, including the provisions of AFR 67-37 and ADCR 67-1 and any amendments thereto which are in conflict with the instructions contained herein, are automatically superseded.

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(2) The overall responsibility for ferrying UE aircraft will be in accordance with AFM 75-37.

(3) MATS will provide the Cadre for Wartime expansion to a ferry organization capable of full aircraft ferrying responsibilities in the United States.

(4) Military Air Transport Service responsibilities for ferrying and delivery of aircraft after D-Day are as follows:

(a) From D-Day on:

#### 1. From sources of supply (AMC and Manufacturers)

to POE.

2. From manufacturer to modification center when

required.

(b) Starting not later than the 6th month after D-Day.

1. From sources of supply (AMC and Manufacturer) to all recipient commands except when surface transportation is utilized.

(5) Air Divisions responsibilities for ferrying and delivery of aircraft after D-Day are as follows:

(a) From D-Day on:

1. The releasing unit within the Air Division will ferry aircraft to modification centers, depots, storage installations or other commands.

2. The releasing units within the Air Divisions will ferry aircraft to POE when scheduled for water shipment.

3. Be prepared to augment MATS, with Fighter- Inter-

(b) From D-Day through D/6 months, but no later.

1. The recipient units within Air Divisions will ferry aircraft from source of supply (AMC and manufacturers).

(6) Information concerning the availability of aircraft which are to be ferried from sources of supply to this command will be relayed from Air Materiel Command through this Headquarters to the appropriate Air Division or unit as the tactical situation dictates.

(7) The Air Division responsible for ferrying aircraft may request assistance from other commands (through this Headquarters) when not capable of providing necessary ferry crews.

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3. SUPPLY (Secret)

### a. Policies

#### (1) Ceneral

(a) For additional guidance in this area, see Emergency Air Staff Actions, Par C, Vol I, ADCM 400-1.

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(b) Existing instructions governing property accountability and responsibility will remain in effect wherever possible. It is Air Force policy to have all government owned material under the cognizance of a responsible or accountable officer at all times.

(c) The Departments of the Army and the Navy will procure, store, and issue common items of supply in accordance with agreements in effect on D-Day.

(d) Strict control will be exercised over reparable assets at base level to insure the return of such items to the repair and supply channels.

(e) On D-Day, all military supplies and equipment issued to, procured for or earmarked for civilian components of the USAF will become available to meet total requirements.

(f) On D-Day, War Readiness Materiel, (WRM) prestocked in accordance with the Night Life portion of AFR 67-L4 (Project AF-Gen) will lose identity as such and become base operating stocks and will constitute the immediate source of supply to support combat units.

(g) On D-Day, peacetime limitations of the approval by base commanders of Reports of Survey will be increased to \$1,000 where no pecuniary liability is indicated.

### b. Assignment of Specific Supply Responsibilities.

### (1) Air Divisions Will:

(a) Insure that units are equipped in accordance with authorized allowances and that newly activated units are equipped as authorized in activation orders.

(b) Transfer supplies and equipment within their command as the tactical situation dictates.

(c) Insure that adequate support is provided units of other commands tenanted on bases of their command, commensurate with established OPU priorities.

(d) Insure adequacy of on-base stock levels in accordance with existing regulations.

#### c. Equipping Policies:

(1) See AFL 67-112 (Conf), 29 April 1955, Subject (Uncl) Equipping of AF T/O (T/O&E) Units as amended. For additional ruidance in this area, refer to Emergency Air Staff Actions contained in Vol I, ADCM  $\pm$ CO-1.

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(2) Equipment Review Boards will maintain surveillance of equipment authorizations to insure that levels of equipping are at a minimum consistent with the mission and function of the using organization.

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(3) Priorities for Equipping. On D-Day, unit mission categories and precedence numbers contained in current "Priorities of Programmed Units (OPU)" will be revised by USAF in accordance with the urgency of the mission.

### (4) Equipping of Forces in Being on D-Day

(a) Units scheduled to remain indefinitely in the Continental United States will be equipped with the minimum organizational equiment required to carry out the wartime mission. Such allowances will be arrived at by a determination of equipment required but not provided by any other authorization nor available through joint usage of equipment authorized other organizations at the same base.

(5) Equipping Newly Activated Forces.

(a) Units will be equipped with only such allowances as are necessary to carry out their Wartime mission.

### d. Supply Levels and Stockage Objectives

(1) Stockage objectives for Mobilization Reserve Materiel will be maintained at installations and in quantities indicated in Project Night Life extracts from the Consolidated Materiel Distribution Objectives (CMDO).

(2) Supply levels for items other than those referred to in paragraph 3d (1) above, will be maintained in accordance with AFM 67-1 with the following exceptions:

(a) Electronic Spares (AC&W): Following levels to be based on past consumption computed in accordance with AFM 67-1:

1. AC&W Squadrons: 30 day level plus pipe line.

line.

2. Electronic Support Bases: 45 day level plus pipe

3. Cap Filler: 30 day bench stock at the Cap Filler site in accordance with ADCR 140-2.

4. Such standby or back-up items as may be authorized for AC&W Squadrons or Electronic Support Bases in accordance with existing regulations.

(b) POL and Fuels (AC&W Squadrons): Following levels to be based on past consumption or estimated consumption for sustained 24 hour per day operation of diesel generators and/or heating systems using diesel fuels:

1. Diesel Fuels: 15 day level.

2. MO Gas: 15 day level.

3. Solid Fuels: 30 day level.

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### 4. Lubricants: 15 day level.

(Note: See ADCR 400-2). 5. Diesel Fuel Cap Filler Sites: 30 day level

### e. Salvage, Surplus, Critical Scrap, and Captured Enemy Materiel

(1) Effective D-Day, all disposals except as hereinafter enumerated will cease, pending receipt of further instructions. Exceptions to the foregoing are (a) normal housekeeping waste; (b) Perishables; (c) Property dangerous to the health or security of the command. Disposal of AF theater excess or of local AF excess by transfer to the Department of the Army and the Department of the Navy is not affected.

(2) Major end items procured by USAF, Army and Navy and those items controlled by Headquarters USAF, AMC, or Headquarters ADC will not be salvaged at base level, but will be returned to appropriate repair depots for necessary repair or condemnation in accordance with policies in effect on D-Day.

(3) The provisions of Volume XIII, AFM 67-1, will govern disposal of materiels on hand as of D-Day as long as such actions do not conflict with instructions outlined herein.

(1) Instructions in effect on D-Day governing collection and disposal of critical and strategic scrap materiel will remain in effect.

(5) Items of captured enemy materiel will be safeguarded and will become the responsibility of the 4602nd Air Intelligence Service Squadron. (See ADCR 24-4).

(6) Reference documents. See AFR 65-86, 65-48, 67-22 and AFM 67-1.

### f. Local Procurement

(1) 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. Authority for emergency local procurement is delegated down to base level.

(2) Local procurement will be utilized to the maximum extent for commercial type, non-military items authorized by Armed Services Procurêment Regulations (ASPR).

(3) Authorized local procurement of line items of less than one hundred dollars will be purchased by cash. Installation commanders are authorized to appoint as many cash purchasing officers as the situation requires.

(4) All procurement will be accomplished by negotiation.

4. MAINTENANCE (Secret)

a. Policies:

(1) Aircraft will be maintained at a standard which will provide essential military effectiveness and safety in flight. Optimum utilization of base personnel and facilities will be employed to maintain aircraft in order to avoid overloading depot and contractual maintenance facilities.

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(2) Depot modification of tactical aircraft will be limited to essential changes to aircraft to improve combat effectiveness or safety in flight.

(3) ADC combat aircraft undergoing IRAN, modifications or other repair in the AMC System will be immediately returned to service by AMC through accomplishment of safety of flight items and modifications essential for operational status.

(4) Aircraft will not be turned in for depot modifications or IRAN during the initial phase. Aircraft modifications beyond the initial phase requirements requiring depot accomplishment will be as directed by Headquarters USAF. Re-establishment of an IRAN program will be initiated at a later date in consideration of events occurring during the initial and subsequent phases.

(5) Authority for jet engine field maintenance at base level will continue in accordance with TO 2J-1-23 and dependent upon authority received from AMC and agreement with other major commands.

(6) Aircraft engine build-up and engine changes for assigned UE aircraft and transient aircraft will normally be accomplished by organizational and/or field maintenance activities of the base.

(7) All types of maintenance performed by contract before D-Day will continue to be accomplished by contractor, except in those instances where a manufacturer's facilities are required for production of new items, then it will become the responsibility of the prime AMA to accomplish the required maintenance.

(8) Repairs will be performed at the lowest category of maintenance consistent with the nature of the repair, authorized and available spare parts, tools and equipment, capabilities of personnel and the tactical situation. Field and depot activities may perform any of the maintenance and repair activities of lower achelons if required by operational necessity. Materiel requiring maintenance or repair beyond the capability of the repair activity will be evacuated to the next higher echelon as soon as possible.

(9) Full utilization of the most expeditious and available transportation will be made for the return of repairable equipment requiring depot level maintenance.

(10) Organizations charged with the responsibility of operating the installation will provide base maintenance facilities, including field maintenance of aircraft, powered ground equipment, automotive, communications and electronics equipment for the support of all tenant units. Exception is made in those cases where the base facility capabilities are below those required for field maintenance. It then becomes the responsibility of the parent command.

(11) All approved modifications other than specified above will be accomplished in accordance with existing directives unless waived by the Commander ADC.

(12) Communications electronic equipment undergoing IRAN modification or other repairs will be immediately returned to operational condition.

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(13) Commanders of AMC installations, which have landing fields capable of accommodating mission aircraft, in conformance with AMC Regulation 65-10, dated 28 September 1956, will provide the following services when requested by aircraft commanders who use the nickname "RED SCRAMBLE." "RED SCRABMLE" aircraft are those ADC combat mission and mission support aircraft operating under conditions of "Increased Readiness," "Air Defense Readiness" or "Air Defense Emergency" as defined in NORADR 55 3. This premium materiel support and services will consist of the following:

(a) <u>Maintenance</u>. Twenty-four hour, 7-day week maintenance support to mission aircraft landing at AMC installations.

(b) Supply. Adhere to the USAF Supply Priority System as outlined in Section 2, Volume II, and Section 2, Volume III, AFM 67-1, in providing the requested material to fill Aircraft Out of Commission for Parts and Aircraft Not Fully Equipped requests for mission aircraft.

(c) Base Support. Within their capabilities, will provide highest priority base support to mission aircraft on a 24-hour, 7-day week basis.

b. Responsibilities:

### (1) Air Divisions Will:

(a) Provide or arrange for organizational support at and below wing base level for units assigned or attached to their commands.

(b) Insure that maintenance support, including field maintenance of aircraft, powered ground equipment, armament systems, automotive, communications and electronics equipment, is provided for their units in accordance with AFR 11-4 and ADCR 11-4 which are tenants on or satellite to installations of other major commands.

5. TRANSPORTATION (Secret)

a. Land Transportation:

(1) Land transportation will be accomplished in accordance with AFM 75-1. In determining commercial transportation requirements, maximum economy compatible with the Air Defense Mission will be exercised. Care will be exercised in providing transportation requirements to insure that the Air Force is not committed for shipping space that cannot be used.

(2) The operation of motor vehicles will be continuously reviewed to assure economy through official utilization in accordance with AFM 77-1. Commercial transportation equipment and facilities will be rented or used to the maximum feasible degree as a means of reducing requirements for Air Force owned vehicles in accordance with the provisions of AFR 77-9.

(3) Land transportation requirements which cannot be met within available resources will be referred to this Headquarters.

(4) Air Divisions Will:

(a) Provide or arrange for on-base transportation required for support of units assigned, attached, and/or staging through bases of their commands.

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(b) Maintain up-to-date logistical data reflecting a summary of land transportation requirements needed for the movement of all units under their command jurisdiction and be prepared to furnish this Headquarters such data upon request. Data will be maintained in such a manner as to allow for move of entire unit or portions thereof and will include, but not necessarily be limited to, the following:

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1. Number of personnel, excluding pilots and crews flying organizational aircraft.

2. Weight of personal bargage, including tool boxes.

3. Total weight and cube of unit equipment.

4. Weight and cube of largest items.

b. Water Transportation. Air Divisions will insure that units maintain up-to-date logistical data reflecting a summery of sea lift requirements in accordance with the provisions of AFR 75-15 and be prepared to furnish same to this Headquarters upon request.

c. Air Transportation.

(1) Commercial airlift in peacetime will be utilized to the maximum in accordance with ADC Regulation 76-7.

(2) Commercial airlines contributing aircraft to Civilian Reserve Air Fleet (CRAF) will provide their own logistic and maintenance support to the maximum extent possible. Logistic support provided CRAF by ADC units will be on a cost-reimbursable basis.

(3) On D-Day, all tactical unit support aircraft and CRT aircraft will be controlled by EAOCO this Headquarters.

(4) All requests for airlift will be forwarded to this Headquarters in accordance with EADFR 55-17.

(5) Air Divisions Will:

(a) Insure that all units maintain up-to-date logistical data for a summary of air transportation requirements needed for movement of units under their command jurisdiction. Data will be maintained in such a manner as to allow for move of entire unit or portions thereof and will include, but not necessarily be limited to, the following:

1. Number of personnel, excluding pilots and crews flying organizational aircraft.

2. Weight of personal baggage, including tool boxes.

3. Total weight and cube of unit equipment.

4. Weight and cube of largest item.

6. ADMINISTRATION AND SERVICES (Uncl)

a. Clothing, Cleaning, and Repairs:

(1) Laundry, dry cleaning, clothing repairs and shoe repair for USAF personnel will be provided from the following sources:

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(a) Commercial contractors, if adequate and available.

(b) Utilization of joint military facilities.

(c) Establishment of AF facilities on an area or base level basis, and joint military utilization thereof.

(2) Air Divisions may enter into joint agreements with the Army and/or Navy for the provisions of laundry, dry cleaning, clothing repair and shoe repair services. Where applicable, existing joint agreements and cross-servicing agreements will continue.

#### b. Personal Clothing

(1) Clothing sales stores in existence on D-Day will continue to operate. Establishment of new sales stores will be as directed by this Headquarters.

(2) The clothing monetary allowance system in effect on D-Day will continue.

(3) The procedures prescribed in Volume X, AFM 67-1, will continue in effect after D-Day.

(4) The mobilization uniform clothing allowances for male and female airmen will be applicable to all enlisted personnel entering the United States Air Force from civilian status and reserve components at the inception of hostilities. Clothing in excess of the mobilization allowances in the possession of enlisted personnel on active duty at the inception of hostilities will be retained by such personnel. The mobilization uniform allowances will be those prescribed in AFR 39-54A, dated h June 1956.

c. Exchange Services:

(1) See AFR's of the 147 series and other applicable directives.

(2) Post D-Day exchange services will be established and operated in accordance with current procedures and the provisions of applicable joint Regulations of the Department of the Army and Air Force.

d. Graves Registration and Disposition of Personal Effects.

(1) See AFM's and AFR's of the 143 series.

e. Food Service.

(1) Organizations operating on the garrison ration system on D-Day will continue to operate on the same system.

(2) Organizations operating on the field ration system will continue to obtain subsistence support in the same manner as established prior to D-Day.

f. Commissary.

(1) Commissary officers will be prepared to submit emergency requisitions for any additional quantities of subsistence required to supply troops assigned for ration support.

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(2) Established commissary stores will continue to operate in the normal manner after D-Day. Additional commissary stores will be established only upon approval of the Chief of Staff, USAF, in accordance with provisions of AFR 145-5.

> E. H. UNDERHILL Major General, USAF Commander

APPENDICES 1 - Project "Bit Rite" 2 - Air Force National Guard

OFFICIAL:

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Ca CARL T. COLDENBERG

Colonel, USAF Deputy for Materiel

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APPENDIX 1, ANNEX C

TO EADF WARTIME CAPABILITIES PLAN

PROJECT "BIT BITE"

### 1. GENERAL.

a. (Confidential) This appendix outlines policies and procedures for logistical support for the additional mission of Airborne Collection of Atomic Cloud Particles assigned to certain Air Force National Guard Squadrons within EADF.

2. SUPPLY.

a. (Unclassified) Standard items of supply and equipment required for the conduct of this operation will be obtained through normal supply channels by the using organization.

b. (Unclassified) Specialized items of supply and equipment will be provided by the Western Field Office (WFO), McClellan Air Force Base, California. See paragraph 7, Stock List of Specialized Equipment. Re-supply requisition for this type of supplies and equipment will be forwarded direct to Commander, Western Field Office by the using organization. The using organization will insure that valid signature cards are on file with WFO on all items.

c. (Unclassified) Accountability for specialized equipment will be maintained by the using organization.

3. MAINTENANCE.

a. (Unclassified) The using organization will be responsible for the maintenance of standard items of equipment utilizing normal maintenance channels.

(Unclassified) Items of specialized equipment beyond the repair b. capability of the using organization will be returned to Western Field Office.

#### 4. RADIOLOGICAL DECONTAMINATION.

a. (Unclassified) Decontamination of aircraft will be in accordance with existing ADC directives and applicable Technical Orders of the 00-110A Series.

### b. Decontamination of Specialized Equipment.

(1) (Unclassified) Contaminated filter screens will not be reused.

(2) (Unclassified) The sampler foil in the nose of the T-33 tank will be decontaminated between sampling missions.

c. (Unclassified) Portions of the remote handling tools which come in contact with the hot filter paper will be decontaminated after the two samples from each sortie have been recovered.

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### 5. SAMPLE SHIPMENT.

a. (Unclassified) Samples will be delivered to either primary or alternate laboratory within 48 hours after the sampling aircraft has landed.

b. (Unclassified) Delivery will be accomplished by unit support aircraft (See Appendix 9 to Annex A).

c. (Unclassified) EADF will coordinate sample movements to effect most economical utilization of support aircraft. (See Appendix 9 to Annex A).

6. TRANSPORTATION.

(Unclassified) All sample shipments will be marked as indicated in Tab E, Appendix 9, Annex A.

### 7. STOCK LIST OF SPECIALIZED EQUIPMENT.

(Confidential)

8WAA-NL-22298 8WAA-NL-22298-25 8WAA-NL-68790-100	FOIL ASSEMBLY, T-33, left FOIL ASSEMBLY, T-33, right METER, Radiac, Jordon Mdl 500
8800-(NSL)RM502R	BATTERY, Mallory RM502R (7 per Radiacemeter and 4 spare per Radiacemeter)
8WAA-NL-14975	DOSIMETER, Bendix 322 (12 per set)
8WAA-NL-09515	CHARGER, with instruction manual
8WAA-NL-72620	SCREEN ASSEMBLY, Type F-33 (12 each)
8WAA-55SCB439	BLANK FILTER HOLDER ASSEMBLY (1 per tank)
7CAA-NL-62015	PAPER, IPC, for T-33 Foil (24 sheets in packages of 2 sheets each)
8WAA-NL-42600	<pre>KIT, Mech. Handling Tools consisting of: l each Cave, light weight l pair long handled wire cutters 2 each filter panel puller l pair tongs l each hook puller l each roll-up tool l each long handled hook assembly.</pre>
6751-NL-09960-100	CONTAINER, Lead, Round (8 each)
8WAA-721015	RADIAC SET, With Head Phones (3 each)
6135-164-8754	BATTERY 4130 (1 each per 8WAA-721015)
6135-164-8768	BATTERY 416U (1 each per 8WAA-721015)
8WAA-NL-09575	COMPUTER, Dosage with instruction sheets (2 each)
8WAA-NL	KIT, A Component, Monitor F-33, Type II
6135-164-8753	BATTERY 4010 (2 each per 8WAA-721015)

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#### AIR FORCE NATIONAL GUARD

### 1. TURPO E: Gonf)

a. To cutline the logistic tasks to be accomplished prior to, on and subsequent to D-Day to insure maximum utilization of the AirForce National Guard units scheduled to augment the Air Divisions in their Air Defense Mission.

b. To provide logistics suidance for more detailed planning by Air Divisions and the National Guard Bureau to further incure that:

(1) The D-Day readiness of LANG fighter units is elevated to the highest possible level commensurate with their mission assignment.

(2) A successful, orderly, and immediate transition of AFMG units from a pre-D-Day status to full time utilization in the defense of the United States against air attack.

(3) To clarify pre-D-Day, D-Day, and post-D-Day logistics responsibilities to the end that all planning and materiel actions are in consonance with wartime objectives.

c. The policy information contained in this plan, together with the detailed data contained in ADCM 400-1, provides the necessary guidance to determine the wartime support for AFNG units.

### 2. RESUME OF THE LOGSITICS SITUATION: (Secret)

a. Shortages of critical supplies and equipment may be expected during the early phases of the war. Since it is neither possible nor economically practical at the present time to prestock all supplies and equipment required during the initial phase of operations, it will be necessary for the operational commanders at each echelon to maintain constant surveillance over the proper care and utilization of assets on hand. Strict control must be maintained over critical items, whether serviceable or reparable, to permit possible redistribution within the Air Defense system.

b. In view of the immediate D-Day requirement for the expenditure of war consumables, it is essential that reserve stocks presently in being are prepositioned for immediate use on and subsequent to D-Day. Since the AFNO units located on AFNO bases are unable to accept their total authorizations of war consumables, it is necessary as an interim policy to preposition a portion of these requirements on adjacent bases and in Air Materiel Command (AMC) depots. This situation will exist until such time as suitable storage facilities are available on AFMO bases.

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3. ASSUMPTIONS: (Secret)

a. D-Day and M-Day will occur simultaneously.

b. Wartime logistics support of the AFNG will be on an austere basis during the first 30 days.

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c. ANC will provide follow-up support for AFNC units beyond that period for which materiel reserve requirements have been established.

d. That the AFNG Bureau will program construction of storage facilities at AFNG bases to satisfy storage requirements for War Reserve Materiel.

e. Appropriate instructions will be developed by the National Guard Bureau outlining the pre-D-Day tasks for AFNG fighter squadrons to insure successful implementation of this plan. This plan will incorporate the agreements reached between Headquarters ADC, the National Guard Bureau, and USAF for the prestocking of War Reserves on AFNG bases.

### 4. GENERAL (Secret)

a. This plan contains certain pre-D-Day tasks and responsibilities for the AFNG shich are the result of negotiations between Headquarters ADC, the National Guard Bureau and Headquarters USAF.

b. <u>Planning Factors</u>. The planning factors presented in ADCM 400-1 are in consonance with the USAF Wartime Planning Factors. ADCM 400-1 will be used to evaluate logistical support capabilities in the areas of MRM as contained in the AMC Consolidated Materiel Distribution Objectives (CMDO) and facility needs on USAF and AFNG bases to support these forces.

#### c. Equipment:

(1) ANG fighter units are in equipping category "D" as defined in AFL 67-112, Subject: Equipping of Air Force T/O (TO&E) Units. This authority provides that units scheduled to remain in the continental United States will be equipped with allowances required to accomplish their specific mission. The AFNG equipping policy is that Unit Mission Equipment (UME) supplemented by Unit Support Equipment (USE) will be on an as required basis. AFNG authorizations are contained in the Air National Cuard Equipment Authorization List (ANCEAL).

(2) Equipment augmentation represents that quantity of equipment necessary to raise the equipping level of AFNG fighter units from a peacetime level to a wart me level. Determining additional equipment requirements is the responsibility of ADC. Equipment deficiencies which are not authorized in the ANGEAL should be reported to this headquarters.

NOTE: No action is being taken at this time to prestock additional equipment for AFNG fighter units. Latest review reveals that ANGEAL authorizations are adequate.

(3) Priorities for Equipping: Upon mobilization, AFNE fighter units are advanced to the same general equipping level as Air Defense fighter interceptor units.

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#### d. Supply and Availability of Equipment:

(1) Upon mobilization, AFNC operating stock levels (including bench stocks, service stocks, base supply and depot stock) plus those war consumables prestocked in accordance with AFR 67-bh will constitute the immediate source of supply for these units.

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(2) Equipment (aircraft, vehicles, special tools, ground handling equipment and allied support equipment) issued to the unit or in the custody of the AFNC case supply officer will accommany these units into active military service and will thereafter be considered within the overall assets of the Air Force. State owned property is excluded from this availability.

(3) MRM (Mar Consumables): To assure immediate and continuous logistical support of wartime, certain MRM supplies are prestocked to support these units. These reserves (Air Force Assets) are prepositioned under project "Night Life" in accordance with AFR 67-L4. MRM quantitative requirements are depicted in the CMDO which is published semi-annually by AMC. Requirements contained in the CMDO are based on factors established in USAF Martime Capability Plan (MCF) documents and as republished in ADCM 400-1.

### e. Prestocking MRM in Support of AFNG Fighter Squadrons:

(1) The ultimate objective is to preposition for D-Day needs a sufficient quantity of war consumables (MRM) to support AFNG fighter squadrons for a period of 60 days. However, since AFNG squadrons are located both on USAP bases and state or municipal-owned facilities (hereafter referred to as AFNG cases), the items and quantities of items which are to be prestocked under the present agreements (paragraph La, above) will vary. The major differences are described below:

(a) For AFNC lighter squadrons located on USAF bases, prestocking will include all items and total quantity of war consumables as reflected in the CMDO. This is the responsibility of the major command having jurisdiction over the base.

(b) For AFNG fighter squadrons located on AFNG bases prestocking is confined to three items, i.e., combat ammunition, auxiliary fuel tanks and aviation fuel. The CMDO will reflect a sixty (60) day requirement for these units; however, the quantity of items to be prestocked and the prepositioning locations will vary depending on the item and the storage capability of the AFNG base.

### 1. Combat Ammunition: The AFNG base will:

a. Accept and store the total CMDO authorization of caliber 50 and 20 NM ammunition (See Exception 1, below).

b. Accept and store two (2) loads of 2.75" FFAR Rockets per a signed aircraft. (See exceptions 1 and 2 below).

EXCEPTION 1: If the AFNC base is unable to accept the ammunition authorizations, the residue will be retained at locations designated by the Air Divisions.

EXCEPTION 2: In all cases, the quantity of difference between the CMDO authorizations of 2.75" FFAR Rockets (based on twentyfive (25) aircraft per squadron) and the two (2) loads

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will be stored at locations designated by the Air Divisions until the AFNG base has the capability to accept and store.

2. Auxiliary Fuel Tanks: One hundred (100) each of the CMDO authorization of auxiliary fuel tanks will be stored on AFNO bases. This quantity represents two (2) loads per twenty-five (25) aircraft. The residue of the authorization will be held in depot storage or at locations designated by the Air Divisions.

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<u>3. Aviation Fuel:</u> The AFNG base will maintain base tankage, refueling equipment and aircraft as full as possible at all times by increasing or adjusting fuel delivery schedules. One-third (1/3) of the base tankage used to store mission aircraft fuel will be earmarked as the War Reserve (WRM) quantity. If a portion of this fuel reserve (WRM) is required to prevent a stoppage in flying training, it may be used provided it is replaced within forty-eight (48) hours. The CMDO balance will be blaced in terminal storage by AMC, Middletown Air Materiel Area (MAAMA), Middletown, Pennsylvania.

### f. Accounting for Federal and State-Owned Property:

(1) Existing instructions governing property accountability and responsibility will remain in effect wherever possible. It is the Air Force policy to have all government-owned materiel under the cognizance of a responsible or accountable officer at all times.

(2) Equipment and supplies for AFNG units are requisitioned, stored, issued, and accounted for as set forth in Volume XI, AFM 67-1.

(3) Upon mobilization, AFNC supply accounts will be transferred as outlined below. Procedures for continued support of the tactical units, management of accounts and requisitioning will be as indicated.

(a) The United States Property and Fiscal Officer (USP&FO) and the state in which the tactical units are located will be relieved of property responsibility for federal property in possession of units being mobilized. This will be accomplished by the execution of a certificate of transfer between the AFNG base supply officer and the USP&FO.

(b) State-owned property on the records or in possession of units being mobilized will be transferred as directed by the USP&FO of the state.

(c) For AFNG units located on USAF bases: The base supply account will remain in operation to support the tactical units until consolidated with the Air Force base supply account. Pending consolidation, management of the account and requisitioning will be as directed by the currently assigned Air Force base supply officer.

(d) For AFNG units located on ANG bases: The AFNG base supply officer will become the Air Force base supply officer. Requisitioning will continue through currently established channels. He will manage the account and continue to provide support for the tactical operation.

NOTE: Additional details governing the termination and transfer of accountability and logistics guidance pertaining to quarters and subsistance is contained in AFM 45-2 (Replaces AFR 45-51, "Mobilization of the Air National Guard").

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### 5. LOGISTICS TASKS TO BE ACCOMPLISHED: (Secret)

### a. Headquarters AMC will:

(1) Determine projected requirements, budget funds and procure approved MRM requirements to support the AFNC fighter squadrons.

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(2) Publish the quantitative requirements of MRM to support the ANG units in Project "Night Life," Attachment 3 to AFR 67-44. These requirements will be reflected by base as indicated in USAF WPC.

(3) Aviation Fuel: Maintain in AMC terminal storage that quantity of the CMDO authorizations of aviation fuel which is over and above the capability of the AFNG base to store.

(a) Provide liaison between AMC field petroleum supply officers, the Air Force Division of the National Cuard Bureau and base commanders (AF & AFNC) to determine quantities of aviation fuel to be stored.

(b) Provide commanders with current procedures and methods of transportation of fuel from terminals at which reserve fuel is to be stored.

#### (4) Auxiliary Fuel Tanks:

(a) Effect automatic distribution for those AFNG units located on USAF bases of quantities depicted in the CMDO and in accordance with paragraph 37d, Section IV, AFR 67-44.

(b) For those AFNG units located on AFNG bases, effect distribution of only those quantities specified by Commander, ADC, and as authorized by the Air Force Division of the National Cuard Bureau Capability of the AFNG base to accept and store will be determined prior to effecting distribution.

(c) Retain in AMC depot storage the residue of the CMDD authorization of auxiliary fuel tanks which are not prestocked in accordance with Paragraph 5a (4) (b), above, or ship to the USAF base designated by Headquarters ADC to store in support of the AFMG base.

(d) Develop plans for post D-Day shipment of auxiliary fuel tanks retained by the depot for AFNG units.

(5) Ammunition:

### (a) For AFNG units located on Air Force bases:

1. Caliber 50 and 20 MM ammunition: Furnish through depot or shipment or transfer from Air Force bases the CMDO authorization for these types of ammunition based on requisitions submitted or an ADC request for transfer indicating that the AFNC base has the capability to accept and store. Quantities of these types of ammunition which cannot be immediately accepted by the AFNC base will be retained on a nearby Air Force base until the AFNC base has the capability to store.

2. 2.75" FFAR Rockets: Specific quantities of rockets will be shipped to ANG bases depending on the capability of

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the base to accept and on the AFNG base. In the interim, the residue of the CMDO authorization of rockets will be retained at a nearby Air Force base or ordnance (AF or Army) depot. For D-Day delivery of rockets stored on Air Force bases see paragraph 5c(1) (e), above. The rocket residual retained by ordnance depots in accordance with the above will be earmarked for D-Day delivery to the AFNG base. Ogden Air Materiel Area (OOAMA), Hill AF3, will make the necessary arrangements to effect delivery upon implementation of this plan.

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### b. Air Divisions Will:

(1) Prepare supporting plans to provide the D-Day logistics support to AFNC units assigned in accordance with Appendix 8 this plan.

(2) Coordinate and assist, wherever possible, in the accomplishment of those tanks outlined in paragraph 5c below, which are peculiar to the participating USAF major commands.

(3) Upon request from the AFNG fighter squadrons, provide or obtain:

(a) Technical assistance and advice in the prestocking of war reserves.

(b) Disposition instructions for excess serviceable and unserviceable quantities of war reserves prestocked on AFNG bases.

(c) Depot assistance for the inspection and technical order compliance (IOC) of auxiliary fuel tarks.

(d) Depot assistance for the disposal of hazardous ammunition.

### c. Air Divisions and Participating USAF Major Commands Will:

(1) For AFNG units located on Air Force bases.

(a) Requisition and/or accept war reserves (MRMO as authorized in the CHDO for AFNG units tenanted on or jointly occupying a USAF base.

(b) Be responsible for the maintenance, storage, accountability, and reporting of mobilization reserves for AFNG fighter squadrons.

(c) Issue a minimum of one (1) load for each of four (4) aircraft (four (4) loads) of combat ammunition to tenanted AFNG units participating in the ADC alert program.

(d) A maximum of one (1) load of combat ammunition per assigned aircraft may be issued to the AFNG unit. This provision is to per mit the AFNG commander to install or have immediately available for loading the first sortie requirement.

NOTE: The AFNG commander retains the prerogative of accepting or rejecting the maximum as defined above. Issue of minimum or maximum quantity will be on a loan basis, with the USAF base retaining accountability and reporting responsibility.

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(e) Through coordination with AFNG commander, develop plans or make specific arrangements for the D-Day delivery and/or issue of war reserves not issued under the provisions of paragraph 5c (1) (c) and (d) above.

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(f) Insofar as practicable. take necessary pre-D-Day action for planned D-Day integration of AFNG officer and enlisted personnel into suitable on-base billets and arrange for joint utilization of messing, medical, and other base support facilities and services. This action will be accomplished through coordination with appropriate AFNG commanders to preclude the unnecessary expenditures of funds under emergency action authorized in AFM 45-51.

(g) Be prepared to assist in making arrangements for acquisition of additional off-base facilities and services to supplement support provided by preceding paragraph.

(h) Insure that Air Force base petroleum officers are familiary with:

1. AFNG petroleum, oil and lubricant requirements contained in Section III, AFR 67-bh, "Night Life."

2. The terminal at which reserve fuel is to be stored.

3. The AMC field petroleum supply officers to be contacted and that

4. Liaison is established with appropriate AMC field petroleum supply officer, who is responsible for furnishing base commanders with current procedures and the method of transportation from terminals to appropriate bases.

(2) For AFNG units located at AFNG bases.

(a) Insure that ammunition support bases are designated and are prepared or have made necessary arrangements to store quantities of combat ammunition which are over and above the capability of the AFNG base to accept and store (see paragraph 4e (1) (b)  $\underline{1}$  above).

(b) Through coordination with AFNG commander, develop plans or make specific arrangements for post-D-Day delivery and/or issue of quantities prestocked in support of the AFNG units.

(c) Insure that support bases conduct frequent coordination visits to applicable AFNG bases and that liaison is maintained to the end that all possible methods of expediting ammunition delivery to AFNG bases have been explored.

### d. AFNG Fighter Squadrons Will:

(1) Comply with AMF 45-51 and AFM 67-1 to the end that requirements outlined therein have been fully and properly implemented.

(2) Bring all assigned aircraft to a high state of combat readiness within the shortest time possible upon implementation of this plan.

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(3) Ready all available a reraft for longitate contat operations by servicing with fuel, oxygen, and combat somunition upon mobilization of the AFNG.

(h) Alert and schedule maintenance and servicing cross to provide the most efficient reservicing of sincraft upon mobilization of the AFNG.

 $(5)^\circ$  Upon mobilization, transfer accountability for supplies and equipment as set forth in paragraph hf (3), above, and as required by AFM 45-51.

(6) Continue management of established supply accounts and support the tactical squadrons through established channels unless otherwise directed by higher headquarters.

e. AFNG Fighter Squadrons located on AFNC ases will:

(1) Accept, store, and account for war reserves as stipulated in paragraph he (1) (b), above, and/or modified through agreements between ADC and the National Cuard Pureau.

(2) Through coordination with the CAF war reserves support base, arrange for post-D-Day delivery of quantities of aumunition and auxiliary fuel tanks stored in accordance with maragraph ie (1) (b) 1. and 2. above.

(3) Maintain jet fuel base tankage, refueling equipment, and sircraft as full as possible at all times by increasing or adjusting fuel delivery schedules. One third (1/3) of the base tankage used to store mission aircraft fuel will be earmarked as the wor reserve (WRM) quantity. If a portion of this fuel reserve (WRM) is required to prevent stoppage in flying training, it may be used provided it is replaced within forty-eight (48) hours.

(h) Request from Divisions and Sectors, to which attached, assistance and advice in the prestocking of war reserved.

(5) Report through established channels any limiting factors which preclude fulfilling agreed responsibilities for prestocking.

(6) Request disposition instructions for unserviceable and excess dangerous, suspended combat ammunition furnished in support of this plan through ADC channels in accordance with paragraph 19, Volume I, AFM 67-1.

#### f. AFNG Fighter Squadrons located on AF bases will:

(1) Accept minimum issue of combat ammunition for detachments participating in the ADC alert program. (See paragraph 5c (1)
 (c) above.)

(2) Through coordination with the commander of the Air Porce base, arrange for the maximum ammunition issued as defined in paragraph 5C (1) (d) above).

(3) Arrange for the D-Day delivery and/or issue of remaining war reserves retained by the Air Force base commander.

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(3) Ready all available sircraft for ismediate combat operations by servicing with fuel, oxygen, and combat emmunition upon mobilization of the AFNG.

(h) Alert and schedule maintenance and servicing provide the most afficient reservicing of aircraft upon mobilization of the AFNG.

(5) Upon mobilization, transfer accountability for supplies and equivaent as set forth in paragraph hf (3), above, and as required by AFM 45-51.

(6) Continue management of established supply accounts and support the tactical squadrons through established channels unless otherwise directed by higher headquarters.

### e. AFNG Fighter Squadrons located on AFNC ases will:

(1) Accept, store, and account for war reserves as stipulated in paragraph he (1) (b), above, and/or modified through agreements between ADC and the National Guard Pureau.

(2) Through coordination with the ULAF war reserves support base, arrange for post-D-Day delivery of quantities of ammunition and auxiliary fuel tanks stored in accordance with maragraph is (1) (b)  $\underline{1}$ , and  $\underline{2}$ , above.

(3) Maintain jet fuel base tankage, refueling equipment, and aircraft as full as possible at all times by increasing or adjusting fuel delivery schedules. One third (1/3) of the base tankage used to store mission aircraft fuel will be earmarked as the wir reserve (WRM) quantity. If a portion of this fuel reserve (WRM) is required to prevent stoppage in flying training, it may be used provided it is replaced within forty-eight  $(4\beta)$  hours.

(h) Request from Divisions and Sectors, to which attached, assistance and advice in the prestocking of war reserved.

(5) Report through established channels any limiting factors which preclude fulfilling agreed responsibilities for prestocking.

(6) Requést disposition instructions for unserviceable and excess dangerous, suspended combat ammunition furnished in support of this plan through ADC channels in accordance with paragraph 19, Volume I, AFM 67-1.

### f. AFNG Fighter Squadrons located on AF bases will:

(1) Accept minimum issue of combat ammunition for detachments participating in the ADC alert programs (See paragraph 5c (1)
 (c) above.)

(2) Through coordination with the commander of the Air Force base, arrange for the maximum ammunition issued as defined in paragraph 50 (1) (d) above).

(3) Arrange for the D-Day delivery and/or issue of remaining war reserves retained by the Air Force base commander.

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ANNEX D

TO

EADF WARTIME CAPABILITIES PLAN

COMPTROLLER

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### ANNEX D

### TO

### EADF WARTIME CAPABILITIES PLAN

#### COMPTROLLER

#### 1. GENERAL: (UNCLASSIFIED)

a. Comptroller functions and responsibilities will continue as provided for in Air Force Regulation 170-10, as supplemented.

b. Upon the enactment of Emergency War Fowers, long-term accounting and related Comptroller methods and procedures will be announced. Headquarters USAF directives under Emergency War Powers will govern. Pending announcement of wartime method of procedures, the instructions enumerated below will apply.

#### 2. STATISTICAL SERVICES: (UNCLASSIFIED)

a. The Statistical Services offices will provide the various staff agencies with Statistical studies and reports as may be required.

b. Perform the applicable functions set forth in AFR 174-1.

c. Assist the Directorate of Operations in the operation of COC reporting system required by AFRs in the 55 series.

d. Upon the outbreak of hostilities the Directorate of Statistical Services will issue instructions to subordinate commands establishing the preparation and dispatching of new or modified reports.

e. Issue regulations to subordinate commands indicating those reports which will be suspended upon the outbreak of hostilities. These regulations will be issued as received from higher headquarters.

### 3. BUDGET: (UNCLASSIFIED)

a. <u>Budget Functions:</u> All echelons will continue to operate and abide by budget and funding procedures in effect at the time of announcement of emergency to the maximum practicable extent. Where application of these methods and procedures precludes or handicaps the accomplishment of the emergency mission, the below listed actions may be necessary:

(1) Appropriate funds already available may be used without regard to legal requirements where preservation of life or government property are immediately involved.

(2) Where adequate appropriated funds are not locally available and life and government property would be jeopardized or where the emergency demands immediate execution of a plan, commitments may be made for the use of appropriate monies even though no immediate formal action can be taken to obtain such appropriate funds.

(3) When actions are taken under paragraph (1) and (2) above, persons authorizing such actions will submit to higher headquarters, as soon as circumstances permit, adequate justification data for the actions taken during the emergency.

### 4. FINANCIAL SERVICES: (UNCLASSIFIED)

a. Procedures and reporting in effect at the time of the announcement of the emergency will be continued except when application of these procedures would handicap the accomplishment of the emergency mission.

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(1) Account balances for equipment in use, land and land improvements, pavements and runways, buildings and structures, utility plants and systems, construction in progress and improvements to leased property will be retained at the D-Day balances, with the D-Day date added to the account titles. Subsequent transactions pertaining to these accounts will be charged to appropriate expense or cost clearing control account. Instructions for the disposition of the asset account balances will be issued by headquarters USAF subsequent to D-Day.

(2) Accounts receivable and supporting documents resulting from non-working capital funds logistical support furnished other AF units, and Army, Navy and other U. S. Government agencies will be maintained to the extent required to meet minimum requirements of appropriation reimbursements.

(3) Accrual of expenses, such as civilian payroll and utilities will be discontinued. Payments will be debited directly to the expense control account when paid. Unless otherwise directed by Hq USAF, detailed expense accounting and reporting will be suspended on the date of the emergency.

(4) Military pay will be charged at standard rates direct to appropriate expense control account without regard to expense code or other expense shred-out.

(5) Inventory accounting monetary will be accomplished to the fullest extent possible.

(6) Stock Fund account will be continued to the maximum extent possible.

b. Appropriation accounting will be reduced to accounting for obligations and expenditures at Air Defense Force level.

c. When emergency conditions preclude the use of normal mail facilities, other means of communications may be used to request appointment of deputy accounting and finance officers. Messages should contain the following:

(1) Name, grade, and service number (if applicable) of proposed deputy.

(2). Name, rank, and disbursing station symbol number of accounting and finance officer.

(3) Statement that necessary forms are being forwarded by mail.

d. Should exigencies of the service require the assignment of an accounting and finance officer who does not meet the minimum qualifications as outlined in Par 50319, AFM 170-6, the commander of the major air command may waive the qualification requirements. Requests for the temporary appointment of an officer who has had at least six months experience in the Air Force comptroller field may be submitted through channels.

e. Specific instructions regarding civilian payroll records will be issued at the time of emergency.

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### 5. MANAGEMENT ANALYSIS: (UNCLASSIFIED)

a. Management Analysis will continue to monitor, coordinate and analyze the readiness of units. However, emphasis will concentrate on daily and "as required" analyses of combat readiness. The results of these analyses will be correlated with studies undertaken by the Operations Analyst. The Management Analyst will then become the bridge between the basic reporting data received by the Combat Reporting Center, and coordinated with the staff, and the Operations Analyst. First priority are analyses of status of aircraft, aircrews, and AC&W. To support these and other analyses a complete, accurate file of planning factors will be maintained. Across-the-staff studies of more detailed areas which directly affect first priority items will be undertaken as capabilities permit.

OFF TOTAL:

WILLIAM C . WARREN Colonel, USAF Comptroller

E. H. UNDERHILL Major General, USAF Commander

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ANNEX E

TO

EADF WARTIME CAPABILITIES PLAN

INSPECTOR GENERAL

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Confidential ANNEX E

### TO EADF WARTIME CAPABILITIES PLAN

#### INSPECTOR GENERAL

1. The following instructions for Inspector General functions and responsibilities are applicable upon implementation of the plan.

2. (Unclassified) <u>GENERAL POLICIES</u>. Unless specifically provided herein, the Inspector General functions will continue as provided for in current instructions and publications pertaining to Inspection Services and Provost Marshal functions.

#### 3. (Unclassified) INSPECTION SERVICES.

a. Immediate action will be taken to cancel all inspections previously scheduled upon the outbreak of hostilities. A review of critical needs or shortages will then be made and the necessary inspections scheduled to provide coverage of these trouble areas. In order to bring units to the highest possible level of effectiveness emphasis will be placed on giving assistance within the capabilities of the inspecting teams as augmented by specialists from other staff agencies. *

### 4. (Unclassified) PROVOST MARSHAL.

a. <u>Mission</u>. (Unclassified) The mission of the Provost Marshal activity is to establish and maintain comprehensive security, law enforcement, censorship, and corrections programs in support of the wartime mission of EADF. Unless specifically provided herein actions will be in accordance with AFRs of the 125 and 205 series, AFM 125-2, and AFM 205-4.

b. <u>General</u>. (Unclassified) The vulnerability of our weapons system to sabotage necessitates a twenty-four hour a day installation internal security system. The elements of security planning and of the over-all security system are detailed in AFR 205-5 and AFM 205-4. These directives establish the framework around which the security system will be built, as well as the type of protection to be given, but they do not specify the <u>degree</u> of protection necessary in each individual case. This determination will be made by each commander concerned at each echelon of command, in his Estimate of the Security Situation.

c. Security Plans and Components of Internal Security System. (Confidential) As a guide for over-all security planning, the basic EADF situation estimate is that sabotage, if and when conducted, would be committed prior to, during, and subsequent to an air attack against us. The members of the Communist Party USA would not be used to commit the initial acts as the Party is infiltrated with undercover agents and informers. Soviet Russia would not risk using the U.S. Communist Party for these initial acts for fear that their strike plans would be made known to us. Trained agents, clandestinely introduced from Soviet Russia and its satellite nations, would be used to commit the initial acts of

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sabotage. The members of the Communist Party, USA, could be expected, however, to carry on extensive sabotage operations after the pre-strike phase. The primary threat we must guard against is sabotage and the secondary threat is espionage and subversion.

(1) Each EADF Commander's Estimate of the Security Situation must consider the immediacy of a threat of this nature, in light of EADF's highly important combat mission, and each commander must establish adequate internal security systems against the primary threat of sabotage and the secondary threat of espionage and subversion.

(2) Current directives (AFM 205-4) covering security planning are designed to meet both peacetime and wartime conditions and should continue in effect except as noted. Security planning must be considered as an integral part of general operational planning and plans of all EADF units must be consistent.

(3) Sabotage Alert Procedures. All personnel, military or civilian, observing or suspecting sabotage will take immediate action to prevent the sabotage and to apprehend the perpetrators, or to determine whether sabotage is actually taking place. Security forces will be notified immediately of any sabotage, sabotage attempts or any circumstances which indicate sabotage.

(4) Sabotage Intelligence Reporting. In addition to other required reports, commanders will immediately notify the next higher headquarters and lateral units with which regular communications are maintained, of all known sabotage attempts, furnishing the following information to the extent possible:

(a) Techniques used for penetration, infiltration, impersonation, and placement of sabotage devices.

(b) Description of sabotage devices found or whose use is suspected.

(c) Type of personnel known or suspected of being perpetrators, e.g. military personnel (officer or airmen), civilian employees, contractor personnel, vendors, off-base civilian personnel (state whether indigenous or from other areas).

#### (d) Sabotage targets.

(e) Effect on operational capability, and casualties. Tactical telephones will be used, when possible, for relaying this information to higher headquarters and lateral units. Commanders receiving such information will relay this information to higher headquarters, lateral units with which regular communication is maintained, and to subordinate units not previously furnished the information. When practical, commanders will also furnish this information to local FBI, OSI, ONI, CIC and CID offices. EADF units tenant on bases of other commands will also furnish this information to the local installation commander.

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(5) Practice Sabotage Alerts will continue and procedures should be constantly tested and refined to assure a 30-second response by the team members to a sabotage alert.

(6) The EADF Unit and Staff Security Officers Program will not be suspended but increased emphasis will be placed on proper discharge of assigned duties by these security officers.

(7) The Security Education Program will remain in effect and all military and civilian personnel will be continually briefed on the immediate threat and required action that must be taken by them in case of sabotage, espionage, subversion or attack by small hostile groups.

(8) In event of hostilities, the Vulnerability Testing Program will be temporarily discontinued until notification to the contrary is received from this headquarters.

(9) Personnel Security Clearances. The personnel security clearance program for military and civilian personnel will be accelerated.

(10) Special Investigations. Close coordination will be maintained with local Office of Special Investigations, Counter-Intelligence Corps, Criminal Investigation Detachments, and Office of Naval Intelligence, for:

(a) Conducting necessary investigations and apprehensions.

(b) Providing commanders of EADF installations with early warning as to the strength, disposition and probable intentions of local subversive organizations.

(c) Exchange of newly-acquired intelligence on the enemy's sabotage techniques.

(11) Federal, State and Local Security and Law Enforcement Agencies.

(a) Close liaison will be maintained with the FBI resident agent situated nearest to the installation and free interchange of information of mutual security interests will be effected.

(b) EADF installation commanders or their representatives will maintain liaison with State and other local governmental agencies which may be called upon for assistance.

(12) Installation Security Councils will continue in operation and will meet at least once monthly.

d. <u>Law Enforcement</u>. (Unclassified) In general, present directives concerning maintenance of military discipline, the preservation of law and order, and control of traffic will remain in effect except where compliance interferes with the accomplishment of the emergency mission.

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e. Corrections. (Unclassified) The operation of confinement facilities will continue as directed in AFM 125-2. Emphasis will be on the early return of the maximum number of prisoners to normal duty.

f. <u>Censorship</u>. (Unclassified) Censorship may be imposed subsequent to a declaration of war by the United States or an act of war f. Censorship. against the United States, as determined and ordered by the President of the United States or Secretary of Defense.

g. <u>Industrial Security</u>. (Unclassified) Present procedures for the protection of classified defense information in the hands of contractor facilities, as prescribed in AFR 205-4 and AFR 205-9, will remain in effect.

### h. Prisoners of War. (Unclassified)

(1) Prisoners of war who are temporarily in Air Force custody will be treated in accordance with the Articles of the Geneva Convention of 1949. If it becomes necessary to hold them in Air Force confinement facilities, they will be segregated from Air Force prisoners and will be held only long enough to permit interrogation by intelligence personnel and to arrange for transfer to the nearest Army prisoner receiving point.

(2) Intelligence personnel will, upon interrogation, determine whether prisoners of war possess any counter-intelligence information of interest to the OSI and will notify the OSI accordingly.

(3) Actual or suspected saboteurs, subversives or espionage agents apprehended on a base or delivered to the custody of the Air Force will be turned over to the OSI for immediate interrogation.

1. <u>Disposition of Pending AFR 35-62 and AFR 40-12 Cases</u>. (Confidential) On D-Day, up-to-date lists of pending AFR 35-62 and AFR 40-12 cases will be furnished by the OSI to provost marshals concerned. Additional records maintained by Provost Marshal EADF will be reviewed and necessary distribution made to affected units. Commanders will consider security implications in each case and will take necessary action to insure that personnel concerned are not allowed to jeopardize the accomplishment of the wartime mission.

j. Action by EADF Units Tenant on Bases of Other Commands. (Unclassified) EADF units tenant on bases of other commands will comply with the orders of the landlord commander which relate to security, to the extent that these orders do not interfere with the accomplishment of the air defense mission. EADF unit commanders will, in addition to any reporting required by the landlord commander, report to higher EADF headquarters the information in subparagraph 4c(4) above.

k. Defense Against Ground Attack. (Confidential)

(1) There is no requirement for EADF installations to have elaborate installation defense plans. Sabotage alert teams will provide for the immediate protection of the combat capability against small hostile groups attempting to carry out guerilla-sabotage attacks.

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Back-up Security forces will consist of those air police who can be relieved from less urgent duties and replaced during an emergency by other base personnel.

(2) The sustained defense of an EADF installation by assigned personnel against an extended attack in force is not contemplated. When a threat of attack requires sustained defense against organized enemy forces, the installation must be garrisoned by friendly ground forces with an adequate defense capability. Otherwise, the base may have to be evacuated.

(3) Reporting. Commanders whose installations are under ground attack will at once report that fact, over tactical telephones if possible, to the next higher headquarters. This information will be relayed through command channels to Headquarters, EADF. Reports will include, to the extent possible, the composition, size and nature of the opposing force, tactics and weapons used, time the attack started, and an estimate of whether the commander thinks he can cope with the attack. Follow-up reports will be made indicating casualties, estimated effect on operational capability, revised commander's estimate of his ability to cope with the situation, arrival of enemy attack, or any development which is a material change from the initial report.

> E. H. UNDERHILL Major General, USAF Commander

OFFICIAL:

Colonel , USAF Inspect or General

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ANNEX F

TO EADF WARTIME CAPABILITIES PLAN

CHAPLAIN SERVICES

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### ANNEX F

### TO

### EADF WARTIME CAPABILITIES PLAN

### CHAPLAIN SERVICES

### 1. CHAPLAIN PERSONNEL

a. <u>Resources</u>. (Unclassified). Chaplain personnel who 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) Chaplains of the Air National Guard units having M-day assignments to Eastern Air Defense Force.

b. <u>Training</u>. (Unclassified). The Staff Chaplain at each air division headquarters and/or sector will conduct indoctrination for all Air National Guard Chaplains assigned to organizations within the air division and where applicable sector headquarters.

c. <u>Relationships in Joint Tenancy of Eastern Air Defense Force Installations</u>. (Unclassified). The Eastern Air Defense Force base accommodating the tenant is responsible for providing religious facilities and Chaplain coverage for all personnel, except those augmentation forces having Chaplain authorizations, in which case responsibilities will be limited to providing facilities.

 (Unclassified). The tenant or organization will be responsible for coordinating any tenant Chaplain activities with the senior Eastern Air Defense Force Chaplain of the base.

d. <u>Assignment of Secular Duties</u>. (Unclassified). 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 non-combatants under the terms of the Geneva Convention.

- (Unclassified). Such emergency assignments may be made only with the concurrence of the EADF Staff Chaplain.
- (2) (Unclassified). Chaplains will not assume command, by virtue of their seniority, except in activities which are primarily ecclesiastical.

2. <u>PROGRAM</u>. (Unclassified). Chaplains will implement the Air Force Chaplains Six Point Program insofar as possible under existing conditions. Adaptations of the program may be made to meet the needs of separate units, in addition to the following:

a. Letters to next of kin of deceased Air Force Personnel will be prepared by a Chaplain of appropriate faith in accordance with Staff Chaplain's Policy Memorandum No. 20, dated 1 September 1958.

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b. (Unclassified). Memorial Services, disaster last rites, mass funerals and single funeral rites will be provided for Catholic, Protestant and Jewish personnel. Chaplains conducting these rites will conduct them according to the practices of their particular faith and denomination as provided in Par 8, AFR 165-3 as ammended.

c. (Unclassified). Provide appropriate religious services on the flight line for personnel prior to departure for combat missions.

d. (Unclassified). Additional supplies of Holy Bibles, missals, religious medals and religious literature will be provided for distribution to personnel.

e. (Unclassified). Insure Chaplain coverage of hospitals to provide religious ministrations for the sick and wounded.

f. (Unclassified). Insure personal visitation to next of kin of deceased Air Force personnel who reside within prescribed travelling distance from unit location.

g. (Unclassified). In augmentating the Dynamics of Moral Leadership Lectures, provided by AFR 165-7, Chaplains will prepare and deliver lectures on the general subject: "The Enemy We Face".

h. (Unclassified). Provide a plan for meeting pilots returning from combat.

i. (Unclassified). Arrange for the use of a room as a chapel adjacent to the flight line, if space limitations will allow.

j. (Unclassified). The senior installation Chaplain will prepare a roster of local civilian clergymen who may be used for emergency ministration when an Air Force Commissioned Chaplain is not available.

k. (Unclassified). All other functions of Chaplains will be in accordance with the provisions of AFR 165-3.

#### 3. GENERAL INFORMATION.

a. <u>Identification Tags</u>. (Unclassified). Instructions concerning the religious information to appear on identification tags is contained in Air Force Regulation 30-21.

b. <u>Identification Cards</u>. (Unclassified). Instructions concerning issuance of Identification Cards denoting non-combatant status of Chaplains is contained in Air Force Regulation 35-15.

c. <u>Brassards</u>. (Unclassified). Instructions concerning issuance of brassards for non-combatant personnel are contained in Air Force Manual 35-10. (See Chapter 4, paragraph 90).

d. <u>Wearing of Awards and Badges</u>. (Unclassified). During time of war, or in theaters of operations during periods of national emergency, Chaplains will not wear aviation, marksmanship, or combat "badges" they have earned prior to being commissioned as Chaplains.

e. <u>Basic Arms Familiarization</u>. (Unclassified). Air Force Chaplains are "protected personnel" under the terms of the Geneva Convention. Therefore,

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Chaplains do not bear arms neither are they required to be trained in the care, operation and firing of individual weapons.

 (Unclassified). Chaplain Services Personnel are not included in the "protected personnel" category and they should complete necessary indoctrination on individual weapons.

f. <u>Chaplain Relationship to Enemy Prisoners of War</u>. (Unclassified). 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.

> E. H. UNDERHILL Major General, USAF Commander

OFFICIAL:

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PALMER P. PIERCE Chaplain (Colonel), USAF Staff Chaplain

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ANNEX G

TO

EADE WARDINE CAPABILITIES PLAN

MEDICAL SERVICES

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Secret ANNEX G

TO

## EADF WARTIME CAPABILITIES PLAN

### MEDICAL SERVICES

### 1. (Confidential) GENERAL

a. (Unclassified) <u>Purpose</u>. This medical service annex establishes guide lines by which Air Defense Command medical facilities are to plan toward a projected D-Day of 1 January 1959. It also establishes policies to be used in planning medical support which will be necessary in the event of an unexpected enemy attack. This annex contains information essential to each medical treatment facility of this command. Task organizations will take action to assure that this information is incorporated in their plan for dissemination to each medical unit.

### b. (Confidential) Assumptions.

(1) Enemy strikes directed toward Eastern Air Defense Force facilities will ordinarily cripple or destroy medical installations to an extent identical with that experienced by other EADF installations at the same site. Medical personnel will be casualties at a time when the need for their professional services is the greatest.

(2) In most instances extensive damage to surrounding civilian facilities will accompany any enemy strike at an Eastern Air Defense Force installation.

(3) Although a list of priority targets could be presented, it is impossible to predict in advance which EADF facilities would actually be the victims of successful enemy strikes and to predict the number of casualties to be expected as a result of each strike. For medical planning purposes all Eastern Air Defense Force installations are considered to be potential targets for conventional weapons, nuclear weapons or uncoventional methods of warfare at any time during or subsequent to the initial period of hostilities.

(4) All medical planning must be directed toward a prime responsibility for maintaining the most effective deterrent and retaliatory force possible.

(5) In the face of widespread enemy attack maximum deterrent combat capability during the initial phases can be maintained only by having all personnel continue duty as long as they are capable of such duty. Accordingly, personnel with minor medical problems or minor injuries must utilize self aid to the maximum practical extent in order to continue duty rather than visiting over-burdened medical facilities.

(6) Eastern Air Defense Force combat operations will continue in spite of moderately high levels of radioactive fall-out.

- c. (Unclassified) Pertiment references for planning purposes.
  - (1) The 160 series of AFR's, AFL's and AFM's.
  - (2) Section 6, Volume XVII, AFM 67-1.
  - (3) Volume XXI, AFM 67-1.
  - (4) AFR 67-43.

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#### (5) AFR 67-44

(6) Letter Hq USAF, Subject: Medical Materiel for the Initial Emergency Treatment of Casualties Resulting from Nuclear Warfare, 17 Jul 57.

Letter Hq ADC, Subject: Prepositioning of War Reserve Assets,
 30 Oct 57.

(8) Other directives from Headquarters ADC and this headquarters pertaining to the war mission of ADC medical facilities.

(9) Paragraph 31, Subject: War Mission, Air Defense Command Surgeon's Bulletin, May 1958.

(10) AFP 160-2-4, Early Medical Management of Mass Casualties in Nuclear Warfare.

(11) U. S. Air Force Medical Service Digest, Oct 55, "Medical Service Operations Following Nuclear Attack".

(12) Paragraph 4, Subject: Medical Passive Defense (Bibliography), ADC Surgeon's Bulletin, Aug 1957.

(13) AFR 160-108, dated 14 May 1958. DT-60 Dosimetry Responsibility.

2. (Confidential) BASIC POLICIES.

a. (Confidential) Medical installations of the Eastern Air Defense Force will develop their plans on the concept that any local or general war situation must be met with the forces and resources available at that location. Plans should not envision additional professional assistance, medical materiel support, or air evacuation for a minimum of 15 days. The mission of this command will preclude the medical service receiving first priority for transportation and/or communications even when such resources remain available to this command.

b. (Unclassified) In the event of enemy attack all routine functions of a medical facility will be immediately disbanded and full efforts applied to accomplishing the mission as defined in paragraph 3 below.

c. (Unclassified) In the event of mass destruction near or at an Eastern Air Defense Force installation mass casualties can be adequately handled only by the assistance of every category of ancillary medical personnel capable of administering some type of treatment to the injured. Planning should envision the use of all surviving medical personnel (physicians, dentists, veterinary personnel, nurses and all medical airmen), in the direct emergency treatment of casualties. Care administered by non-physician personnel should be to the limit of the ancillary medical person's individual capability regardless of that person's ordinarily assigned duties.

d. (Confidential) Since completely adequate initial medical care cannot be provided to all patients, it will be necessary to concentrate the medical effort where it will do the most good for the greatest number of airmen. Competent and rapid medical triage (sorting) is extremely important. Patients who will survive with little or no assistance must care for themselves or each other. Those who will succumb in spite of all efforts, and whose remaining combat potential is nil, must not be allowed to divert attention from those who have a better chance of responding to treatment and/or returning immediately to effective duty.

e. (Confidential) Basic training in self aid is an urgent requirement

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for all EADF personnel. In the event of massive destruction, the survival of any given individual will be dependent primarily upon his ability to help himself or to be helped by those laymen near him. In many instances no professional medical aid of any sort will be available during the course of hostilities.

f. (Confidential) Off-base or underground storage is highly desirable for all reserve medical materiel except Phase I. (See classified letter, this headquarters, Subject: "Prepositioning of Medical Materiel for Passive Defense", dated August 1957. Only by such measures is there any reasonable assurance that critical emergency supplies will be available subsequent to enemy attack. Alternate sites for medical facilities increase the probability that such facilities will remain available. It is anticipated that the Phase I materiel will be available in FY 1960. When it becomes available it will be positioned at various points of personnel concentration around the base, such as the barracks, dining halls, NCO and officers' clubs, theater, etc.

g. (Unclassified) Following the initiation of enemy hostilities all available dental van equipment will be utilized to the maximum ability as a mobile medical facility to provide emergency medical care to injured personnel whether or not a physician is available to supervise the medical care administered by the van unit. Vans which have been immobilized in 32d Air Division (SAGE) area will be made mobile if and as required for this purpose.

h. (Unclassified) Task agencies are responsible for the re-evaluation, development and supervision of all phases of an aggressive preventive medicine program. The frequency and intensity of inspections and control procedures will be appropriately increased in accordance with circumstances immediately following the implementation of this plan. Specific areas requiring particular attention include, but are not limited to:

(1) Review of clinical and biometric data to assure prompt recognition of significant changes in disease or accident rates insofar as they may apply to exotic forms of covert or overt warfare.

(2) Close surveillance of insect and rodent control programs.

(3) Assurance of a complete and up-to-date immunization program in accordance with existing directives.

(4) Promotion of an active educational program by unit commanders in the fields of personal hygiene, self-aid and personal protection.

(5) Careful surveillance of all water supplies particularly considering the vulnerability of such supplies for use as carriers of various forms of covert warfare.

(6) Control of Sewage Treatment and Garbage Disposal facilities to preclude the development or spread of disease from these sources.

(7) Assuring the wholesomeness of all food supplies for military personnel even under adverse conditions.

(8) Control of occupational hazards to the greatest extent possible. Exposure to excessive levels of noise, toxic chemicals, ionizing and microwave radiation will increase following the implementation of this plan. Maximum medical guidance will be necessary to preserve unit combat capability. With changes in operational activity, greater surveillance will be required to identify persons subjected to occupational hazards and to limit those exposures to the extent possible consistant with operational requirements.

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i. (Unclassified) Every effort will be made to coordinate local Eastern Air Defense Force disaster planning with local Federal Civilian Defense Administration agents in order to insure a mutual understanding of the problems involved.

j. (Unclassified) Although the Medical Service does not have direct responsibility for operating radiation detection devices for monitoring radioactive fall-out, for decontaminating personnel and materiel or for disposing of radioactive wastes, a specific medical responsibility exists to provide professional guidance and assistance to the Commander concerning such problems. Also, a direct medical responsibility exists for recording radiation dosages in the Field Medical Record of individuals and for determining radiation exposure of patients. It is imperative that Division Surgeons assure compliance at all echelons with the provisions of AFR 160-31 and 160-108 relative to the maintenance of complete records of individual exposures to ionizing radiation.

3. (Confidential) <u>MISSION</u>. In the event of enemy hostilities the mission of the medical services of the Eastern Air Defense Force must be clearly visualized as comprising the following functions, listed below in the order of priority to be granted in the event that enemy destruction compromises the ability to provide complete medical coverage.

a. (Confidential) Every effort will be made to maintain the maximum effective deterrent and retaliatory ability of Eastern Air Defense Force. The priority of functions aimed toward this end are:

(1) Providing technical medical guidance and assistance as may be required to enable commanders to make maximum utilization of aircrews available to conduct the deterrent effort.

(2) Providing priority therapeutic aid to those injured aircrew and direct support ground crew personnel who can be promptly returned to deterrent combat activity.

(3) Providing therapeutic aid to other military support personnel who may be promptly returned to duty.

b. (Confidential) Military personnel so seriously injured that their recovery is not anticipated within the first week of hostilities will be provided prompt emergency treatment and later definitive treatment, either locally or subsequent to evacuation when and if such capability exists.

c. (Confidential) Civilian employees of the Air Force will be provided therapeutic aid when such care will make it possible for these employees to return promptly to duty supporting the Air Force mission. Such employees with more serious problems requiring longer term care will be primarily dependent upon available civilian facilities. In areas outside the Continental United States the Air Force must accept prime responsibility for the medical care of civilian employees who are U. S. citizens.

d. (Confidential) Prompt emergency and later definitive medical care will be provided dependents of military personnel within the capabilities of the medical facilities.

e. (Confidential) Emergency medical assistance will be given to civilian victims of enemy hostility when such care does not hamper the primary deterrent capability of the Eastern Air Defense Force effort.

f. (Confidential) Satisfactory standards of medical care and hygiene in accordance with the Geneva Convention will be provided for prisoners of war

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(Confidential) pending their disposition to other military agencies.

4. (Unclassified) <u>RESPONSIBILITIES</u>. Higher echelons will monitor the activities of their subordinate units to insure that the capabilities delineated in this plan are adequately established. Other routine medical responsibilities established by existent pertinent directives are not reiterated herein.

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a. (Unclassified) The Surgeon, Eastern Air Defense Force will, as an adjunct to his normal duties, maintain close surveillance of medical disaster capabilities by:

(1) Insuring the periodic review of base disaster control plans. The review of these plans will be made from time to time as directed by this and higher headquarters. Medical facilities planned for use during emergencies and storage facilities for emergency materials will routinely be inspected by Division Surgeons and the Surgeon, Eastern Air Defense Force.

(2) Assisting in coordination with appropriate civilian emergency relief agencies by Division Surgeons.

(3) Maintaining rosters of mobilization assignees.

(4) Providing professional guidance and assistance to Division Surgeons in establishing training programs for all Eastern Air Defense Force personnel in self-aid.

(5) Monitoring the progress of base level programs for training ancillary medical personnel in the treatment of medical emergencies.

(6) Generally assuring an adequate program development at subordinate units in establishing wartime capabilities.

b. (Unclassified) Division surgeons, under the direction of the Surgeon, Eastern Air Defense Force, will provide professional guidance and assistance as required to increase the capability of ACGW sites, SAGE Centers and BOMARC sites to withstand and recover from enemy hostile actions.

5. (Secret) RESOURCES.

a. (Secret) Materiel.

(1) Medical materiel, other than regular operational stock, to support this plan is part of a world wide Air Force project for the distribution of mobilization reserve materiel (MRM) at bases and depots and known by the code name Night Life or Project 21. Prepositioning of medical materiel to support the war mission is the responsibility of the Director of Base Medical Services. The program can be divided into four parts as follows:

(a) Phase I. (Self or Non-Professional Aid Phase). Materiel required for the first 72 hours after nuclear attack will be prepackaged in cardboard boxes — eight boxes to a set, one set per 100 strength served. This materiel, expected to be available for distribution in FY 1960, will be placed at various points around the base, e.g., the theater, gymnasium, dining room, NCO Club, etc., and is intended for "Buddy-Buddy" type treatment since actual professional care may not be available. Applicable to all Air Force facilities, the authority for such prepositioning is contained in Letter Headquarters USAF, Subj: Medical Materiel Initial Treatment of Casualties Resulting from Nuclear Warfare, 17 July 1957.

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(b) PHASE II. (Professionally Directed Survival Care Phase). This materiel required for the first 20 days after nuclear attack will be prepositioned based on the number of physicians in the Unit Manning Document, assuming that each 3.4 physicians will be able to provide care for 1000 casualties. Applicable to all Air Force medical facilities, authority for prepositioning and items to be prepositioned are contained in the letter referenced in paragraph 5b(1) (a) above. Quantities to be prepositioned should be posted to the 105F-1 Stock Record Card. Although requisitions should not be submitted to the depot at this time, any available excesses in operating inventory should be applied toward this level.

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(c) PHASE III. (Definitive Care Phase). Medical facilities with a war mission of 25 beds or more are authorized to preposition the materiel required for definitive care to be provided during the first 60 days following enemy attack. The appropriate column of ECL 29035 should be used as a guide in determining requirements, Section II being a guide to additional allowances required to establish the 60-day wartime capability. However, ECL 29035 is only a guide and the quantities of most items shown in both Section I and II should be modified in accordance with medical experience and judgment. Authority for prepositioning such materiel is contained in Letter Headquarters ADC, Subject: Prepositioning War Reserve Assets, 30 October 1957.

(d) PHASE IV. (War Mission Expansion Phase). This includes the prepositioning of equipment and durable expendable supplies necessary to expand the existing facility to the size required to fill the war mission listed in Appendix 1. Current Bed Authorizations are extracted from the Consolidated Materiel Distribution Objective (CMDO) Medical, 1 June 1958, D-Day as of 1 January 1959.

(2) The responsibilities of the base medical supply officer in support of this program are as follows:

(a) Submit requisitions for approved requirements.

(b) Provide adequate receiving and storage facilities.

(c) Receive, inventory, account, control, inspect, maintain, rotate, and replace where necessary equipment and supplies that are prestocked at their bases.

(d) Continue follow-up on outstanding shortages which are being furnished through the requisitioning system.

(e) Apply "on hand" assets toward the gross MRM requirements.

(f) Assist in preparation of budget estimates for reserve

requirements.

(3) Base medical supply personnel will obtain the required medical materiel from the area depot designated in AF Pamphlet 160-8-203. All references noted in paragraph 1c above, governing the policy procedure for prepositioning medical materiel, will be available in each medical supply office.

(a) Small medical activities such as ACGW sites, SAGE Centers and BOMARC sites will be satellited on the nearest USAF base for logistic support.

(b) AC&W sites in Canada (Pinetree sites) will requisition medical supplies from the Royal Canadian Air Force depots on the basis of approved

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(Secret) lists of medical materiel for these activities.

(4) Requisitions for war reserve materiel will be submitted to the Medical Materiel Field Office, 84 Sands Street, Brooklyn, New York, in accordance with paragraph 6, Section 6, Volume XVII, AFM 67-1.

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b. (Confidential) Manpower. Given proper orientation, every individual member of the Eastern Air Defense Force represents a valuable resource for meeting the medical aspects of an enemy attack.

(1) Directors of Base Medical Services must provide professional guidance and assistance necessary to insure that each Eastern Air Defense Force member is adequately trained in techniques for self aid during enemy attack. Such training must be oriented toward efficient utilization of Phase I emergency medical supplies that will be stockpiled on our bases.

(2) Directors of Base Medical Services must use all means at their disposal to improve the ability of non-physician medical personnel (dentists, veterinarians, nurses, and all medical airmen) to assist in efficient sorting of medical casualties and to provide direct medical aid to certain categories of such casualties with or without the assistance of a physician.

(3) EADF medical units planned for post D-Day expansion of bed capability to support the increased wartime mission are listed in Appendix 2.

c. (Unclassified) In some instances, the authorizations indicated in Appendices 1 and 2 do not accurately reflect the requirement to support a true war mission. The commander of each medical facility should review the authorization to preposition materiel and the manning authorizations to determine their adequacy to carry out the true medical war mission of the activity. When appropriate, recommendations for adjustments in Appendices 1 and 2 should be submitted to the next higher headquarters.

6. (Unclassified) EVACUATION POLICY.

a. Hospital evacuation policy for all areas will be assumed to be 120 days until changed by circumstances after D-Day.

b. For dispensaries, those expected to require hospitalization longer than 15 days will be evacuated unless determined otherwise.

c. Evacuation of patients from AC&W stations will be to the nearest medical facility unless professional judgement or established procedures dictate otherwise.

d. Medical evacuation, except by liaison aircraft or ambulance over short distances and/or in emergency, will be the responsibility of the Military Air Transport Service and will be through the Medical Regulating Officer of the area as directed by the Surgeon General and in accordance with established procedures.

7. (Unclassified) RECORDS AND REPORTS.

a. (Unclassified) In handling mass casualties every effort will be made to maintain abbreviated clinical records (e.g., casualty tags) which will serve not only as a guide to the progress of medical care but also as an item for inclusion in the individual patient's medical history.

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b. (Unclassified) Other records and reports will be maintained and/or submitted in accordance with the appropriate directives when such reporting remains within the capability of the medical facility concerned.

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8. (Secret) <u>EMERGENCY STAFF ACTIONS TO BE EFFECTIVE UPON NOTIFICATION</u> THAT A NATIONAL EMERGENCY EXISTS.

a. (Unclassified) In the event of enemy hostilities, Surgeon's Brief Report, RCS: AF-M0, will be submitted daily to cover the preceding 24-hour period ending at midnight. The action copy will be electrically transmitted before 1200 hours to Headquarters ADC, ATTN: Surgeon, with the information copy to Headquarters EADF, ATTN: Surgeon.

b. (Secret) An alternate EADF headquarters will be established in accordance with paragraph 3a, basic plan. Functions and responsibilities of the Surgeon, EADF, will be assumed by personnel of the Office of the Surgeon, 26th Air Division (SAGE) at such time as the alternate headquarters is activated.

c. (Confidential) No other emergency staff actions to implement this medical annex are preplanned. In the event of loss of communications with higher echelons of command, Eastern Air Defense Force medical facilities are hereby directed to meet any and all emergency situations in whatever manner judged best by senior medical personnel remaining following enemy action. Adequate development by medical facilities of the capabilities delineated in this annex will insure that the maximum possible medical capability remains subsequent to enemy action.

> E. H. UNDERHILL Major General, USAF Commander

Appendices

Beds Authorized to Support War Mission
 Wartime Personnel Augmentation

OFFICIAL:

hund dan Valkenburg Lt Col (MC) ROBERT A. PATTERSON

Colonel, USAF (MC) Surgeon

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APPENDIX 1, ANNEX G TO

#### EADF WARTIME CAPABILITIES PLAN

#### BEDS AUTHORIZED TO SUPPORT WAR MISSION

The Consolidated Materiel Distribution Objective (Medical) published by the Surgeon General, USAF, for distribution to major commands, designates the bed capacity of each medical facility. The information presented below is extracted from the CMDO (Medical), dated 1 June 1958. All facilities listed in this document as twenty-five beds or larger, will normally provide inpatient care. Facilities providing in-patient care are authorized to pre-stock Phase I, II, III, and IV Materiel. Facilities not providing in-patient care are authorized to pre-stock Phase I and II materiel only.

Base	· · · · · · · · · · · · · · · · · · ·	Be	ds	Evac
Code	Base Name	Hosp	Disp	Units
OGB	Ethan Allen AFB, Vermont	100		
UQU	Fort Custer, Michigan		D	
OYH	K. I. Sawyer Aprt, Mich.		10	
02S	Kinross AFB, Mich.		10	
IKH	Niagara Falls MAP, N. Y.		15	
ILG	O'Hare IAP, Illinois		25	
IMB	Otis AFB, Mass.	250		CSU 1250
IPP	Presque Isle, Maine	100		
ISM	Selfridge AFB, Mich.	125		
IUQ	Stewart AFB, N. Y.	50		
IUV	Suffolk County AFB, N. Y.		10	
IUZ	Syracuse AFB, N. Y.		6	
IVZ	Truax Field, Wisc.		25	
IZT	Wurtsmith AFB, Mich.		25	
IZX	Youngstown MAP, Ohio		10	S

(1) Medical materiel is authorized to expand the existing facility to one having the bed capacity indicated above. Class B dispensaries are designated by the letter D. The bed size of the expanded facility will be applied to the appropriate column of ECL 29035 to establish a guide for determining requirements. Special attention will be given to Section II, ECL 29035, which contains specific items required in increased quantities for mass casualty treatment. Column 1 of this section will be used by all dispensaries which are programmed to provide in-patient care. Items in Section II are designated by ECL Code AI.

(2) The appropriate Column of ECL 29041 will be used as a guide in determining requirements for units authrozed to operate casualty staging units.

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<u>APPENDIX 2, ANNEX G</u> <u>TO</u>

EADF WARTIME CAPABILITIES PLAN

WARTIME PERSONNEL AUGMENTATION

Base			T/0	Pers		ength		e Ph	
Code	Base	Beds	0/T	Off	Amn	Agg	D	D/1	D/2
OGB	Ethan Allen AFB 14th USAF Disp 14th USAF Hosp 14th USAF Hosp	10 50 100		8 25 45	34 99 160	42 124 205	x	x	x
oqu	Fort Custer 644th USAF Disp	D		2	12	14	x		
OYH	K I Sawyer Aprt 473d USAF Disp 473d USAF Disp	10	2937 IID	8 7	34 23	42 30	x	x	
ozs	Kinross AFB 507th USAF Disp 507th USAF Disp	10 10	2937 IID	6 7	33 23	39 30	x	x	x
ГКН	Niagara Falls MAP 15th USAF Disp 15th USAF Disp	6 15	2937 IIE	8 8	34 29	42 37	x	x	x
ΜВ	Otis AFB 551st USAF Hosp 551st USAF Hosp 551st USAF Hosp *Casualty Staging	75 125 250		46 52 103	155 187 337	201 239 440	x	x	x
	Unit	1250	2657 IIH	75	390	465		x	X
ILG	O'Hare IAP 56th USAF Disp 56th USAF Disp	10 25	2937 IIF	8 10	34 34	42 44	x	x	x
IPP	Presque Isle AFB 23d USAF Disp 23d USAF Hosp 23d USAF Hosp	10 50 100		8 25 45	34 99 160	42 124 205	x	x	x
SM	Selfridge AFB lst USAF Hosp lst USAF Hosp	100 125		56 52	140 187	196 239	x	x	x
ΩQ	Stewart AFB 329th USAF Disp 329th USAF Hosp	24 50		11 25	46 99	57 124	x	x	x
UV	Suffolk County AFB 52d USAF Disp 52d USAF Disp	10 10	2937 IID	9 7	37 23	46 30	x	x	x
uz	Syracuse AFB 642d USAF Disp	6		7	34	41	x		
vz	Truax Field 327th USAF Disp 327th USAF Disp	15 25	2937 IIF	13 10	50 34	63 44	x	x	x

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#### WARTIME PERSONNEL AUGMENTATION (Cont.)

Base			T/0	Pers Strength			Time Phase		
Code	Base	Beds	0/T	Off	Amn	Agg	D	D≠1	D/2
IZT	Wurtsmith AFB 412th USAF Disp 412th USAF Disp	10 25	2937 IIF	10 10	37 34	47 44	x	x	x
IZX	Youngstown MAP 79th USAF Disp 79th USAF Disp	10 10	2937 IID	8 7	34 23	42 30	x	x	x

D - Denotes Class "B" Dispensary

* - Continental Air Command will assemble and deploy the unit or group of personnel to this base.

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ANNEX H

4.

EADF WARTIME CAPABILITIES PLAN

INSTALLATIONS ENGINEER

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ANNEX H

#### EADF WARTIME CAPABILITIES PLAN

#### INSTALLATIONS ENGINEER

#### 1. CONSTRUCTION. (FOR OFFICIAL USE ONLY)

a. Authorized construction will be phased to provide minimum operational facilities at the earliest possible time so as to permit utilization on an austere basis and then progressively developed to meet full operational requirements.

b. Authorized construction will be phased in accordance with the priorities dictated by local conditions, climate and the specific instructions of Hq ADC.

c. All construction will be reduced to the absolute minimum necessary to the war effort. Approved projects, not substantially started on D-Day, will be reviewed by Hq ADC to eliminate all construction not absolutely essential to the war effort.

d. Maximum use will be made of civilian construction agencies for the construction of new facilities and the repair and rehabilitation of existing facilities. Maximum utilization will be made of existing installations even at the cost of administrative convenience.

e. Approval for all new construction and for the alteration, addition, extension or modification of existing real property and facilities will be retained in Hq USAF, except in those cases where the expenditure of funds is within the amount authorized by applicable AF regulations and letters.

f. 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.

g. Criteria for construction of facilities which may become targets for atomic and guided missile attacks will be specified by the Department of the Air Force.

2. MAINTENANCE AND REPAIR OF INSTALLATIONS. (FOR OFFICIAL USE ONLY)

a. On D-Day and thereafter, no maintenance, repair, improvement, alteration, extension, addition or other work will be accomplished on real property, installed equipment, or facilities at ADC Installations regardless of whether such installations are Government owned, sponsored or controlled, unless;

(1) It is vital to the Air Defense effort.

(2) Postponement would be detrimental to the Air Defense effort.

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(3) It is essential in order to make services, supplies, equipment or training facilities available to troops.

(4) It is not practical to rent or to convert existing facilities for the purpose.

(5) The construction will not result in duplication or unnecessary expansion of existing plants or facilities now under construction or about to be constructed.

(6) The proposed work is essential to the safeguarding of life or the preservation of real property, facilities or material from damage or destruction to an extent consistent with the military mission under the mobilization effort.

b. Within restrictions listed in paragraph 2a above, approval authorities in effect on D-Day governing real property maintenance of installations work projects will remain in effect.

3. ACQUISITION AND DISPOSAL OF REAL ESTATE. (FOR OFFICIAL USE ONLY)

a. Maximum use will be made of government owned land where possible.

b. All acquisition of land will be by lease with option to purchase, if deemed advisable.

c. Joint use of real estate by two or more services will be effected when possible.

d. Authority to request the Corps of Engineers to lease property, the annual rental of which does not exceed \$25,000, will be decentralized to the greatest extent possible on D-Day.

e. Authority to enter into Joint Tenancy agreements with other U. S. Government agencies for use of land and facilities will be decentralized to the greatest extent possible on D-Day.

f. All existing leases, licenses and permits in favor of Civil Aviation Corporations which permit their operating on ADC Installations will be reviewed relative to the continuance of such privileges after D-Day. Authority to grant immediate rights-of-entry to civil and commercial airlines to operate temporarily at ADC installations, when considered necessary to expedite or further national defense, will be assumed by all ADC installation commanders on D-Day.

4. SITE SELECTION. (FOR OFFICIAL USE ONLY)

Sites selected for new construction will be in accordance with the installation master plan. If no master plan exists or if sites not in accordance with the master plan are desired, approval for site selection will be obtained in accordance with EADFR 88-2.

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#### 5. DISASTER CONTROL. (FOR OFFICIAL USE ONLY)

a. All available resources will be used in implementation of base disaster control plans. Priority will be given to repair and reconstruction projects based upon the importance of the damaged facility to the primary mission.

b. See paragraph 6c (2) below.

#### 6. RESPONSIBILITIES. (FOR OFFICIAL USE ONLY)

a. <u>Air Defense Command Will</u>: Establish policies, procedures and guidance for construction and maintenance, including fire and crash rescue activities, so as to obtain maximum utilization of facilities.

#### b. Eastern Air Defense Force Will:

(1) Establish priorities and schedule construction requirements for each installation under their command jurisdiction in accordance with approved plans and operational requirements. Construction requirements will include those for tenant units.

(2) Provide construction and maintenance support at and below base level to units assigned and/or attached to their commands. Exception is made at those installations where ADC units are tenant.

(3) Develop working agreements with the Army and/or Navy commands for the logistic support of construction elements of their commands.

(4) Develop plans and programs for the implementation of construction and development of policies outlined herein.

#### c. Air Divisions (Defense) Will:

(1) Insure that plans for emergency fire fighting procedures are prepared for each ADC installation.

(2) Insure that plans for emergency repair and reconstruction are prepared by each ADC installation. Such plans will include:

(a) Bomb disposal procedures.

(b) Priorities of reconstruction.

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(c) Availability lists of contractors and equipment.

(d) Availability of lists of repair materials.

E. H. UNDERHILL Maj. General, USAF Commander

OFFICIAL:

HENRY deB. FORBES, JR. Colonel, USAF Installations Engineer

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ANNEX I

TO EADF WARTIME CAPABILITIES PLAN

WEATHER

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ANNEX I

#### TO

#### EADF WARTIME CAPABILITIES PLAN

#### WEATHER

1. <u>GENERAL</u>. (Unclassified) Weather information and advice must be available at all echelons to assist commanders in fully exploiting the weather factor in their conduct of air operations. Responsibility for providing or arranging for adequate weather service to EADF units is vested in the 12th Weather Squadron.

#### 2. WEATHER SERVICE FOR AIR DEFENSE. (Unclassified)

a. The weather support requirements of all CONAD Division Combat Centers (both Manual and SAGE), SAGE Direction Centers, the 551st AEW&C Wing, and fighter interceptor units located on EADF bases will be met by detachments of the 12th Weather Squadron which are physically located with each of these organizations. The commander of the weather detachment acts as staff weather officer to the commander of the supported air defense activity. The commander of the supporting weather unit.

b. Weather support requirements of EADF fighter interceptor squadrons which are in tenant status on a base of another major command are met by the AWS detachment which is located on the base. The supporting detachment in this case is not under the technical control of the l2th Weather Squadron or under the operational control of the EADF unit commander. However, in accordance with prior agreements between parent AWS organizations, the weather support provided the tenant EADF unit will be basically the same as that which is provided to a similar unit on an EADF base.

c. There is no supporting weather detachment physically located with the manual direction centers. The weather support requirements of these units are met jointly by the air division detachment and by the primary fighter base detachment using ADC communications lines.

d. Weather support requirements of EADF augmentation units will be met as follows:

(1) Weather forecasting service will be provided by:

(a) The existing AWS detachment if the unit is mobilized on an established military base.

(b) The existing U.S. Weather Bureau station if the unit is mobilized at an airfield presently served by that organization.

(c) The associated AFNG Weather Flight where applicable.

(d) The appropriate air division weather detachment using ADC communications circuitry if no other forecast service is available locally.

(2) Weather observing service will be provided by:

(a) The existing AWS detachment, U.S. Weather Bureau or CAA personnel or by an ANG Weather Flight when applicable (Reference paragraph 2d(1), above).

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(b) By two-man observing teams dispatched from the closest 12th Weather Squadron detachment when no other facilities are available. These teams will be equipped with minimum field equipment and will be augmented as required after the first 72 hours of operation.

3. <u>AFNG WEATHER FLIGHTS</u>. (Unclassified) Air Force National Guard Weather Flights will be mobilized and utilized in place in support of the associated AFNG flying units whenever possible. Those flights which are mobilized at locations where no flying unit is assigned will be utilized as units or as individuals to augment other weather units at the discretion of the Commander, 12th Weather Squadron.

4. COMMUNICATIONS. (Unclassified)

a. AACS is responsible for providing communication services and facilities to meet AWS requirements for meteorological data.

b. In accordance with existing procedures, ADC will continue to provide additional communication services and facilities which are required for supporting ADC units engaged in the active air defense mission.

> E. H. UNDERHILL Major General, USAF Commander

OFFICIAL:

ARBO

Colonel, USAF Staff Weather Officer

ANNEX I EADFWCP 15 Nov 58

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#### EADF WARTINE CAPABILITIES PLAN

#### ADMINISTRATIVE SERVICES

1. (Unclassified) <u>PURPOSE</u>. The purpose of this annex is to prescribe administrative actions required to support the basic plan.

2. (Unclassified) <u>APO ADDRESSES DURING HOSTILITEES.</u> The provisions of AFR 132-22, 16 October 1950, will be implemented upon receipt of separate instructions from Headquarters EADF, ADC, or USAF.

E. H. UIDERHILL Major General, USAF Commander

OFFI MAL:

Dir of Admin Services

ANNEX J EADFWCP 15 Nov 58

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J-1

Secret

HEADQUARTERS EASTERN AIR DEFENSE FORCE United States Air Force Stewart Air Force Base, New York

EAOPP

16 March 1959

SUBJECT: (U) Change #1 to EADF Wartime Capabilities Plan

TO: Holders of subject document

1. The following changes should be made to the EADFWCP:

a. Pen and ink changes:

(1) The indentification block of each page on which a pen and ink change is made should be changed as follows: Line out date and "Original", substitute "16 March 59", add "Change #1".

(2) Page 3, basic paragraph 3x(5). Change to read "Support, as required, Air Force, AFNG and Air Force Reserve units augmenting air defense forces."

(3) Page 4, basic, paragraph 5b(2)(b), after 26th Air Div (SAGE) add Syracuse AFS, N.Y.

(4) Page 5, basic, line out paragraph 5b(2)(e)1. "(Detachment #1, 26th Air Division (SAGE), Roslyn AFS, New York) (Alternate: 648th ACW Squadron, Benton, Pa.)"

 (5) Page A-2, Annex A, paragraph 7. Change "EADF OPLAN 12-58" to EADF OPLAN 12-59". Change date "1 October 58" to "15 March 59."

(6) Page A-3-7, Appendix 3, Annex A. Change "Tab A, USAF Fighter Augmentation Forces" to read "Tab A, USAF Augmentation Forces."

(7) Tab B, Appendix 3, Annex A. Delete entry for 678th ACWRON.

(8) Tab C, Appendix 3, Annex A, Page A-3-C-1, paragraph 1. Change "Units of TAC and ATC" to read "Units of TAC, ARDC, including AFNG."

(9) Tab A, Appendix 8, Annex A, Page A-8-A-1, paragraph 2b. Change "Pre-D-Day use of AFIOS will be restricted to VFR conditions unless performing active air alert" to read "Pre-D-Day use of AFIOS will be in accordance with current directives governing category classification."

(10) Tab E, Appendix 8, Annex A, Page A-8-E-1. Add "The Governor of State of Minnesota". Change "The Gov Territory of Puerto Rico" to read "The Gov Commonwealth of Puerto Rico."

(11) Tab E, Appendix 8, Annex A, Page A-8-E-2. Delete all Governors listed under Info.

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EAOPP, Hq EADF, 16 March 59, Subj: (U) Change #1 to EADF Wartime Capabilities Plan (Contd)

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(12) Appendix 9, Annex A, Page A-9-1. Change all references "Fighter Day Squadron" to read "TAC Fighter Squadrons".

(13) Appendix 9, Annex A, Page A-9-1; paragraph 3a(1). Change "Missions to the closest air divisions and unit with a sampling capability with info to the Commander EADF" to "Missions to the Commander, 26th Air Division (SAGE) with information copy to Commander EADF."

(14) ANNEX "B" (PERSONNEL): Page B-8, paragraph 3a(3). Change so much of this paragraph as reads "---Continental United States, and/or its territories or possessions, etc---" to read "---United States, including Alaska, and/or its territories or possessions, etc---."

(15) Pages B-9, B-12, B-13, B-14, B-15, B-21, B-22, B-30, and B-31. Change all references to "ConUS" to read "US, excluding Alaska."

(16) Page B-16, paragraph 5e(8). After air divisions add "and/ or Sectors."

(17) Page B-25. Change all references to "CONUS" or "ConUS" to read "US, including Alaska."

(18) Annex E, Page E-2, paragraph 4a. Change "and corrections programs" to read "and correction programs". Change last sentence to read "unless specifically provided herein, actions will be in accordance with AFRs and AFMs of the 125 and 205 Series."

(19) Annex E, Page E-2, paragraph 4b. After AFR 205-5 and AFM 205-4, add ADCM 27-6, ADCM 27-9, and ADCM 59-1. Delete <u>all</u> of paragraph after "as well as the type of protection to be given."

(20) Annex E, Page E-3, paragraph 4c(2). Delete (AFM 205-4).

(21) Annex H, Page H-5, paragraph 6. Add sub-paragraph d. "Air Division (SAGE) will, upon activation, assume all duties listed in paragraphs 6b and 6c for each installation under their command jurisdiction in accordance with approved plans and operational requirements."

b. Make the following page changes:

(1) Remove and destroy Foreword, Page i, and insert Foreword, Change #1, Page i.

(2) Remove and destroy Distribution List, Page iii. Insert new Distribution List, Page iii.

(3) Remove and destroy Table of Contents, Page iv. Insert new Table of Contents, Pages iv and v.

(4) Remove and destroy Incl #1, Annex A. Insert Page A-4 attached.

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EAOPP, Hq EADF, 16 March 59, Subj: (U) Change #1 to EADF Wartime Capabilities Plan (Contd)

(5) Remove and destroy Appendix 1, Annex A, Pages A-1-1 thru A-1-12 (Intelligence Annex) and Tabs A and B thereto. Insert new Intelligence Annex, Pages A-1-1 thru A-1-16 and Tabs A thru G.

(6) Remove and destroy Page A-2-A-1, Tab A, Appendix 2, Annex A. Insert new Page A-2-A-1, EADF Organizational Chart.

(7) Remove and destroy Page A-3-2, Appendix 3, Annex A. Insert Change #1, Pages A-3-2 and A-3-2a.

(8) Remove and destroy Pages A-3-5 and A-3-6, Appendix 3, Annex A. Insert Change #1, Pages A-3-5 and A-3-6.

(9) Remove and destroy Page A-3-A-1, Tab A, Appendix 3, Annex A. Insert Change #1, Pages A-3-A-1 thru A-3-A-4.

(10) Remove and destroy Page A-4-4, Appendix 4, Annex A. Insert Change #1, Pages A-4-4 and A-4-4a.

(11) Remove and destoy Pages A-5-1, A-5-2, A-5-3, and Tab A, A-5-A-1 and A-5-A-2. Insert Page A-5.

(12) Remove and destroy Page A-8-2 and A-8-3, Appendix 8, Annex A. Insert Change #1, Pages A-8-2, A-8-3, and A-8-3a.

(13) Remove and destroy Page A-8-7, Appendix 8, Annex A. Insert Change #1, Pages A-8-7 and A-8-8.

(14) Remove and destroy Pages A-8-B-1, A-8-B-2, A-8-B-3, A-8-B-4. Insert new Pages A-8-B-1, A-8-B-2 and A-8-B-3.

c. Enter this change on Record of Changes page and file in front of distribution page.

2. This change is classified SECRET in accordance with paragraph 30b(2), AFR 205-1.

FOR THE COMMANDER:

1 Incl Change #1 (S) (51 pages)

dhard? N.J. NEIDHARDT

Captain, USAF Asst Dir of Admin Svcs

5-7020A-58

#### HEADQUARTERS EASTERN AIR DEFENSE FORCE United States Air Force Stewart Air Force Base, New York

#### FOREWORD

1. (Unclassified) This SECRET plan will be handled and transmitted in accordance with the provisions of AFR 205-1. The long and short titles (EADFWCP) are unclassified.

2. (Unclassified) This document has been prepared in support of the ADC Wartime Capabilities Plan, dated 1 April 1957 (as amended) and separate directives as specified herein.

3. (Unclassified) This plan supersedes the Eastern Air Defense Force Wartime Capabilities Plan, dated 15 July 1957, and subsequent Changes 1 through 8 thereto, which will be destroyed in accordance with AFR 205-1. A certificate of destruction is not required by this headquarters.

4. (Unclassified) This plan is effective for planning and training purposes upon receipt. Implementation of the basic plan will be governed by the conditions set forth in paragraph 3x(13). This plan will remain in effect until such time as the air divisions within the EADF area of responsibility are placed directly under Headquarters Air Defense Command, at which time the 26th, 30th, and 32d Air Divisions (SAGE) will be responsible for the preparation of plans to support the ADCWCP.

5. (Unclassified) Air Divisions (Defense/SAGE) will prepare supporting plans which are adequate and in sufficient detail for implementation without reference to this plan. Air Division plans will be reviewed and modified as required upon receipt of changes to this plan. Authority is hereby granted to Task Force Commanders to extract and reproduce portions of this plan applicable to their operation. Two copies of Air Division plans or changes to plans to support this document and changes thereto will be forwarded to Headquarters EADF, Attention: EAOPP, to arrive within 60 days after publication of this document or changes thereto.

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	DIST	RIB	UTIO	N LIST		
	Headquarters USAF	1		CINCLANT	1	
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	Eastern NORAD Region	3		Military District of	2	
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	37th Air Division (Defense)	3		Air University Command		
	551st AEW&C Wing	2		Armed Forces Staff College	1	
	12th Weather Squadron	1		National Guard Bureau	1	
	Central Air Defense Force	1		RAND Corporation	1	
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	12th Air Force (TAC)	1		HQ EADF STAFF		
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				EAPDP	1	
	Continental Army Command	1		EAMDM EAIIG	1	
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	U.S. Army AAA & GM School	1				
	COMANTDEFCOM (San Juan, PR)	1				
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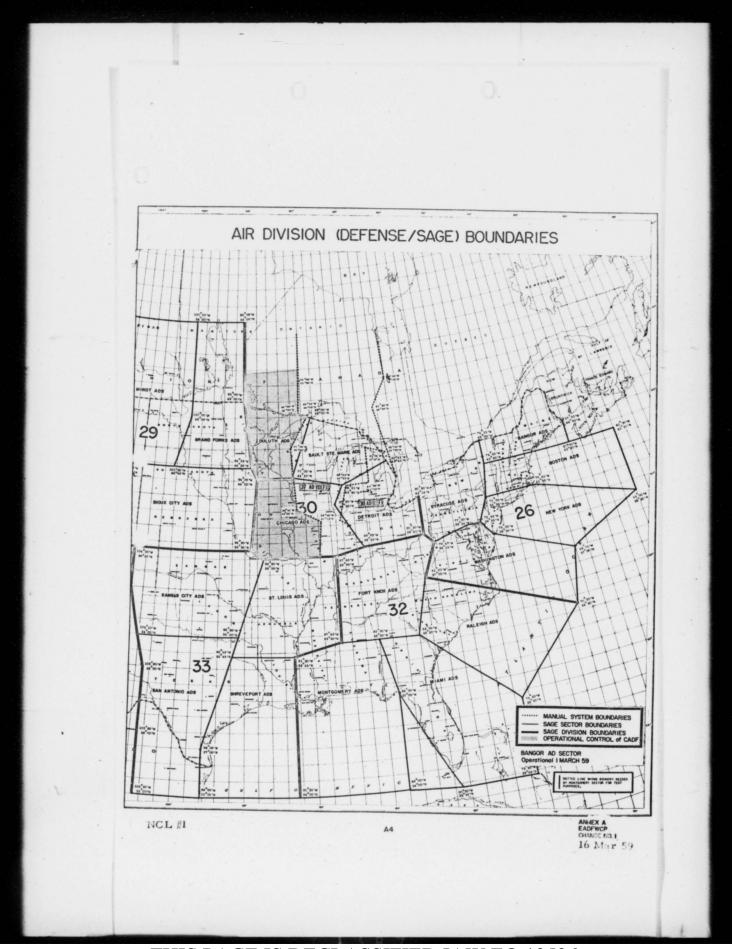
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#### APPENDIX 1, ANNEX A

TO

#### EADF WARTIME CAPABILITIES PLAN

#### INTELLIGENCE

#### **REFERENCES**:

#### NORAD Intelligence Estimate, 1959 NORAD Manual 200-1

#### I. ENEMY SITUATION

1. The Soviet Union is dedicated to the achievement of world domination. Current Soviet strategy for fulfilling Communist objectives is based upon a new doctrine of pre-emptive attack and preventive war. The Soviet Union has the operational resources to carry out this doctrine, which emphasizes a surprise nuclear air attack against the United States and its principal allies. Attack could be made over the Arctic, Atlantic and/or Pacific areas. They could employ the Soviet Long Range Aviation (SLRA), their long-range missile-launching submarines (SSGs), and possibly a few Intercontinental Ballistic Missiles (ICBMs).

a. Under optimum conditions the SLRA could attack any target in this Region. The air attack could be supported by Soviet clandestine and sabotage operations which could be aided by domestic communists.

b. Weapon vehicles employed could carry nuclear warheads, ranging from a few kilotons to multi-megaton, biological and chemical warfare agents, incendiaries and high explosives.

2. The new doctrine is a basic policy change with tremendous Air Defense implications.

a. In a pre-emptive attack, whenever tactical warning indicates that the enemy is preparing to attack, the Soviets would strike the first blow.

b. In a preventive war, the Soviets, as a result of political and long-range strategic warning and/or pursuit of their Communist expansion plans, would probably strike the first blow at a time of their own choosing.

3. Soviet planners apparently reason that the USSR could win a total war only if they struck the first blow. This doctrine is entirely compatible with both the Communist concept of hostility toward any non-Communist way of life and with the record of deception that has characterized Soviet dealings with the non-Communist world. If and when the Soviets decide that they can no longer hope to achieve world domination by means short of war, they may launch a surprise nuclear attack against the US, its forces abroad, and those allies of the United States that possess a retaliatory capability.

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4. The Soviets can be expected to employ about 50 percent of their North American attack effort against the EADF area to achieve their attack objectives.

#### II. ATTACK OBJECTIVES AND TARGETS

5. The Soviets would probably have the following major military objectives in an attack against the North American Continent and the EADF area: 1. destruction of leading urban-industrial metropolitan areas and our national capitol, with the accompanying destruction of the people's will to fight, and 2. destruction of our nuclear retaliatory capability. The growing effectiveness of the NORAD Air Defense System may dictate that key air defense facilities be neutralized.

6. There are 62 industrial-metropolitan areas in North America considered as targets vital to the Soviets. Fifty-five of these are in the US. These 55 targets contain approximately 61% of the gross US industry and 42% of the total US population. Forty-two (of the 55) US industrialmetropolitan targets are in the EADF area. The 42 Eastern target cities contain approximately 75% of the total population in all the (55) US target cities. For example, N.Y. City-New Jersey complex alone contains about 85% of the combined populations of the Central and Western Air Defense Force areas' target cities. While the degree and/or distribution of destruction necessary to kill the will of the American people to resist has not been tested, the Soviets have the means of reducing the population by twenty million on a single - successful - raid. (Metropolitan Areas - See Tab A)

7. Our nuclear retaliatory capability consists of Strategic Air Command (SAC) aircraft and operational bases and missile sites and their associated operational weapon storage sites, the US Navy nuclear weapon equipped aircraft carriers - as fleeting targets, and the US national storage sites. (Retaliatory Targets - See Tab B)

a. As of 1 January 1959, the principal component of the US nuclear retaliatory capability in the EADF area comprises 11 SAC operational bases. By mid-1959 the number of SAC bases will be increased to 16, including one SAC missile site (Snark) scheduled to be operational at that time.

b. US Navy nuclear-weapon equipped carriers would be fleeting targets either in Atlantic coastal waters or in naval bases along the coast. The number of these targets will be changing continually.

c. The third element of the US retaliatory capability is the national weapons storage sites. At present there are six sites in the continental US, one of which is in the EADF area. This number is expected to increase.

#### III. RESOURCES

8. The resources available to the USSR for attack against the EADF area include the manned bombers of the SLRA; the airfields

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from which the attacking bombers could depart; the missiles - ballistic, cruise and air-to-surface types; the submarines capable of launching missiles; and the possible use of merchant shipping vessels as missile platforms.

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#### Aircraft

9. Soviet Long-Range Aviation (SLRA) operational units, as of 1 January 1959, are estimated to have about 1380 heavy and medium bombers suitable for attack against North America on one-way or twoway missions. The heavy bombers number about 80 BISONS and 50 BEARS; the medium bombers 1,000 BADGERS and 250 BULLS. (Performance Details - See Tab C)

a. The BISON is estimated to have a radius of 3100NM and a range of 6100NM unrefueled, carrying a payload of 3500 lbs. It has an estimated target speed of 460 Kts (Mach 0.80) at a target altitude of 43,700 ft on a radius mission. On a one-way mission, the terminal target altitude is estimated to be 56,700 ft.

b. The unrefueled radius/range of the BEAR is estimated to be 4,400/8,700NM with a 3500 lb payload. On a radius mission target speed is estimated to be 410 Kts (Mach 0.71) at a target altitude of 42,300 ft. On a one-way mission the terminal target altitude could be 51,000 ft.

c. The BADGER is believed to have an unrefueled radius/range of 2,000/3,900NM with a 3500 lb payload. On a radius mission target speed is estimated to be 475 Kts (Mach 0.83) at a target altitude of 43,000 ft. On a one-way mission terminal target altitude could be 54,300 ft.

d. The BULL has an estimated radius/range of 2, 450/ 4,600NM with a 3500 lb payload. Terminal target altitude is estimated to be 43,000 ft at a speed of 340 Kts (Mach 0.59) on a one-way mission. The BULL is obsolete and is being phased out of operational units.

10. Current Soviet bombers are well equipped to perform their mission. The heavy and medium bombers normally have more defensive gun installations than do comparable USAF types. Bombing/ navigation and other electronic equipment on Soviet bombers are estimated to be comparable to USAF bomber systems. (Bomber Equipment - See Tab D)

#### Airfields

11. In launching an air attack on the United States, the Soviets have three options: 1. launch the attack from the home bases of Soviet Long Range Aviation in the interior of the Soviet Union, 2. launch the attack from forward staging bases in the northern portions of the Soviet Union, or 3. a combination of both. The first option would provide for maximum surprise, the second would exploit the range capability, the third would provide for surprise and maximum range exploitation.

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12. Seventy-six bases were considered capable of supporting Soviet Long Range air attacks on the US. Forty-eight of these bases are considered home bases of SLRA units or to be associated with SLRA activities. Twenty-eight are distributed across the Soviet northern regions, extending from the Leningrad area, up through the Kola Peninsula (Murmansk) area, and across the Arctic littoral to the Kamchatka Peninsula. These 28 bases are considered geographically logical and suitable launching areas for long range aviation against the United States. Of these 28, eight are believed capable of supporting heavy bombers on a year-round basis; two are believed capable of supporting heavy bombers on a seasonal basis; 11 are estimated suitable for medium bombers on a year-round basis; and seven estimated suitable for medium bombers on a limited or seasonal basis.

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13. In addition, it is possible for the SLRA to use other Arctic forward bases since the SLRA is credited with the capability of using natural or temporary surface runways; ie, packed snow, ice and/or frozen earth in winter, dry hard packed earth surfaces in the summer. The Arctic regions provide virtually unlimited numbers of potential sites which could be made ready for operational use as strike launching bases.

#### Missiles

14. The most significant achievements affecting Soviet offensive capability since mid-1957 have been the test firings of several ballistic missiles with ranges to 3,500NM and the launchings of earth satellites of great size and weight. Both achievements indicate the early operational availability of a more advanced long-range ballistic missile, with a greater warhead weight, than that previously forecast.

15. The Soviets should have a limited operational ICBM capability with about 10 missiles available sometime in 1959. The missile is expected to be capable of a 5,500NM range, to have a CEP of five nautical miles and a reliability rate of at least 50%. Nose cone impact velocity will be subsonic.

16. Although there is little direct information on the development or existence of a cruise missile suitable for submarine launching, a requirement for such a weapon appears valid. Soviet capabilities in air frames, propulsion and guidance systems, their many public announcements, and the extent of their submarine program itself adequately supports the estimate of its operational availability at this time. It is believed that Soviets now possess a subsonic cruise missile with a 200NM range. There is considerable evidence of work on highenergy solid propellants which would aid in the development of submarine launchable IRBM.

17. The Soviets are credited with an operational subsonic airto-surface missile, capable of a 55NM flight. If launched at about 3,000 ft for a low altitude flight, the range would decrease to about 35NM. This ASM can be carried by any of the heavy or medium

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bombers of the SLRA. One nuclear warhead compatibility test with this missile has apparently been made and continued testing and improvement of this weapon can be expected. (Missile Summary - See Tab E)

#### ICBM Launching Sites

18. The Soviets are believed to be constructing launching sites for their ballistic missiles. The total number constructed may permit the near-simultaneous launch of a minimum of 250 to 300 ICBMs. Construction of facilities for simultaneous launching of twice this number of missiles is well within the capabilities of the Soviets. Launching site complexes will most likely be positioned in areas having adequate communications and logistic facilities and within 5,500NM of important targets in North America. Based on this criteria, it is possible to group the probable launching sites into five general areas:

a. The foothills of the Ural Mountains between 50 and 60 degrees north latitude.

b. The area east along the Trans-Siberian Railroad.

c. The area along the railroad between Kotlas (61N-46E) and Vorkuta (68N-64E) in northwestern USSR.

d. The Yenisey River plain from Dudinka (70N-86E) to Krasnoyarsk (56N-93E).

e. The areas where the Soviet Long Range Aviation has forward staging bases.

19. The launch sites will be of hardened construction to withstand extremely high overpressures. There could be as little as 20 minutes between the first and second salvo from these sites. However, it is estimated that they would have only a limited reloading capability, and thus there would be an increasing delay after each succeeding salvo.

#### Submarines

20. The Soviets are currently estimated to have 323 long range submarines of which 262 are of the "W" and "Z" class suitable for conversion to missile-launching submarines (SSGs). Converted submarines of these two classes would be snorkel-equipped, diesel-powered boats with the addition of a topside cylindrical missile stowage tank and missile launching tracks aft of the tank. Five to ten minutes will be required to launch each cruise missile. These submarines are capable of long range patrols to and from the American coastal waters without refueling. As many as 17 of these submarines may have been converted to SSGs by this time.

21. SSG's having internal stowage for cruise missiles probably would be of new construction and improved design. These submarines could be either diesel or nuclear powered and have a capacity of four

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cruise missiles. It is estimated that three diesel powered SSG's of this type will be in operational use by mid-1959. Also in 1959, the Soviets could have one nuclear SSG operational. Both the converted and new diesel powered craft, as well as the nuclear powered type, must be considered capable of delivering a surprise attack.

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22. A new long range submarine, designated the " $\mathbf{F}$ " class, has been detected and may well be connected with the SSG program, however, little information on this class is presently available.

23. In addition to launching missiles against North American targets, Soviet long range submarines could be used to: 1. provide electronic and communications jamming, 2. provide navigational fixes for an attacking bomber force, 3. rescue downed aircraft crews; and 4. debark sabotage and espionage groups.

#### Ships

24. The Soviets have a competent surface naval force but this force does not include any ships that constitute a direct threat against continental US. It is recognized that the Soviets could modify merchant vessels of their own registry and other nations' registry for use in a missile attack; however, there is no evidence that they have undertaken such modifications.

25. The continuing presence of fishing trawlers in waters contiguous to the North American continent plus a large merchant fleet in international waters gives the Soviets a capability for providing navigational aids to incoming bombers. There is also definite evidence that these trawlers and merchant ships possess the capability of communications and radar jamming.

#### Biological Weapons

26. The USSR has an active biological warfare (BW) research and development program which is believed to be capably staffed and which probably encompasses anti-personnel, anti-livestock, and possibly anti-crop aspects. The Soviets have conducted research and development in fields which have direct application to BW, ie, aerosol production, decontamination, micro-meteorology, air sampling, isolation and identification, detection, and large-scale production and storage of micro-organisms. At least four antipersonnel agents (anthrax, tularemia, plague, brucellosis) and two anti-livestock agents (foot and mouth, rinderpest) are believed to have been considered. The Soviets have an immediate capability for production of BW agents and dissemination devices for covert use. The Soviets are expected to expand their BW program and their capabilities for covert, and possibly overt employment of BW agents. Improvement in their BW defensive capabilities is also expected.

#### Chemical Weapons

27. The USSR probably has the capability for large-scale chemical warfare (CW) offensive operations.

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28. The Soviets have a capably staffed CW research and development program, probably directed toward the development of more efficient nerve agents, and of more effective methods and material for their dissemination and for defense against them. Soviet stockpiles of toxic CW agents probably include a substantial percentage of the nerve agents, TABUN and SARIN.

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#### Development Trends

29. In spite of the significant Soviet advances in missile development, the intercontinental ballistic missile is presently (1959) regarded as inferior to the manned bomber in terms of accuracy, reliability and payload yields. The bomber is expected to retain this relative position until about 1963. In the interim, it appears that heavy bomber production has not developed at the rate previously forecast. Production of both BISONS and BEARS is believed to have leveled off at a point which would only maintain the current strength of these aircraft. This indicates that current weapon carriers are to be phased out of the SLRA inventory as newer and better carriers become available. A new, large, four-jet, swept-wing aircraft was identified late in 1959. This aircraft, which has been code named BOUNDER, is believed to be a bomber with a possible supersonic speed capability and a take-off gross weight of approximately 300,000 lbs. Even if its performance proves satisfactory, the BOUNDER is not expected to attain operational status in units of the SLRA during 1959.

#### IV. OPERATIONAL CONSIDERATIONS

#### Refueling - Tankers

30. The deployment of Soviet bases, composition of strategic bomber forces and estimated performance of current bombers require a range augmentation system for successful bomber attacks against targets in the EADF area. Inflight refueling appears to be the method selected by the Soviets for range augmentation.

31. No Soviet aircraft designed primarily as a tanker has been reported to date. However, the Soviets are credited with having some operational inflight refueling capability, using the probe-anddrogue system for the BISON and a wingtip-to-wingtip coupling system for the BADGER. The tankers used are converted bombers. Either BISON or BEAR tankers with minor modifications would be compatible with all current aircraft to be refueled. The BADGER tanker is believed to be compatible only with the BADGER bomber. However, a BADGER was recently sighted with what appeared to be a refueling drogue installed on the underside of the aft fuselage.

32. One inflight refueling from a tanker of the same type as the bomber would increase radius/range of the bomber by about 35%. Refueling can be pre-strike, post-strike, or a combination of the two.

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33. Due to the Soviet capability for converting either the BISON or BADGER from a bomber to a tanker and vice-versa and the lack of evidence of a pure tanker aircraft, it is not possible to project the number of tanker aircraft included in the overall strength of the SLRA. It is estimated that the number of tankers utilized in an attack will depend upon the types of aircraft employed in the attack and the radius/range requirements dictated by the targets to be attacked. As many as 40% of the BISON and BADGER strength and some BEARS could be modified for a tanker role if required.

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#### Low Attacks

34. Soviet heavy and medium bombers could attack at altitudes above terrain of approximately 300 feet or lower. The Soviets are believed capable of delivering weapons on targets by using a LABS technique. Such attacks present some problems in navigation and other operational factors; however, the Soviets are capable of overcoming them.

35. When high-performance turbojet and turboprop aircraft are flown at sea-level rather than at optimum cruise (high) altitude, their radius/range is reduced considerably. For each nautical mile of sea level run-in, the optimum cruise radius/range is reduced about 2.5NM.

#### Crews

36. Overall proficiency of Soviet bomber aircrews is considered entirely adequate to accomplish their mission. Continuing emphasis on Arctic flight training will increase the Soviet capability for staging bomber attacks from that area. Training in delivery of nuclear weapons should become routine.

#### Soviet Electronic Warfare Capabilities

37. Today's air defense system (NORAD) is highly vulnerable to electronic warfare. The operational advantages of efficiently employed electronic warfare may be obtained at a relatively low cost. Because of the potential advantages of electronic warfare and known Soviet interest in this type of warfare, it is expected that electronic countermeasures will be used to support any Soviet air attack on North America.

#### Chaff

38. The Soviets have practiced extensively with chaff for at least three years. In the exercises we have been able to observe, the Soviets have demonstrated the ability to employ this countermeasure effectively. These exercises have included tactical and strategic applications, such as screening, deception and track breaking. The chaff the Soviets have used has given good returns to US radars in the L, S, and X bands. Moreover, the Soviets have achieved acceptable chaff corridors and sown chaff under a wide variety of operational

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conditions, particularly at high altitudes and high speeds. It is probable that the Soviets have achieved an even higher state of chaff development than that reflected in these operational exercises.

#### Active Jamming

39. The Soviets have always placed great emphasis on electronic jamming, intercept receivers, and jamming of radio broadcast and HF communications, and have demonstrated a capability unequaled by any other nation. Although little is known about their capabilities for VHF and UHF communications jamming, the development of this type of jamming equipment lies within Soviet technological capability. Moderate power (150-250 watts) single frequency jammers will probably constitute the initial development in this field.

40. With the advent of SAGE, the Soviets will need higher capacity; more flexible jamming systems. As a result, semi-automatic and automatic systems employing traveling-wave tubes and carcinotrons will almost certainly be introduced. Because of the high pay-off resulting from communications jamming of SAGE, it is estimated that the Soviets will place particular emphasis on the development of UHF jammers.

41. The Soviets are presently credited with having radar jammers in the L, S, and X bands. Available data indicates that the X band equipment presently available is a very effective sweep jammer.

#### Radar Deception

42. Radar deception could take the form of gate grabbers or false target generators, although no proven Soviet capability with such devices exists. Interference with USAF airborne intercept fighters from an unidentified aircraft in the Far East indicates a possibility that the Soviets may have developed an X band gate grabber. It has been surmised that this system would employ an X band traveling-wave tube with a peak power of one kilowatt.

#### Decoys

43. Although there is no direct evidence that the Soviets have developed an air-launchable decoy, it is estimated that they have a current capability for air-launchable decoys carried in both heavy and medium bombers. Both of these bomber types could carry four air-launchable decoys with no bomb aboard and two air-launchable decoys with a 3,500 lb bomb. It is estimated that a Soviet airlaunchable decoy could have the following performance characteristics:

> Range - 400NM Altitude - 50,000 Feet Speed - Mach 0.8 Electronic Payload - 110 Lbs Radar Reflectivity - Equivalent to launching aircraft

> > in the

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44. It can be expected that future decoys will increase in speed, altitude and range to be compatible with the speed, altitude and range of the aircraft the decoys are intended to simulate.

45. It is not considered likely that long range surface-launchable decoys have been developed by the Soviets although they have the capability to develop such a decoy, should they choose.

46. Probably all Soviet ballistic missiles capable of attacking North America will be provided with a decoy capability. Pieces of exploded tankage could serve as missile decoys. However, it is probable that high-density decoys will be incorporated in the ICBM, each designed to give radar reflectivity similar to that of the actual warhead. Therefore, each ballistic warhead entering the North American Air Defense System could be accompanied by up to several hundred objects, each providing a discernible radar target. Not likely to be used in 1959.

47. The above decoy capabilities are expected to grow in terms of sophistication and complexity. It is highly probable that air-launchable decoys may carry active ECM devices in addition to passive reflectors.

#### Radar Camouflage

48. Radar camouflage seeks to reduce the radar size of the target. Target size reduction is inherent in modernization of an air force. As aerodynamic shape changes in more advanced aircraft there is a reduction in radar cross-section. In general, this trend will apply to ballistic missiles. As the warhead of missiles is improved to obtain higher re-entry speeds, the radar cross-section will decrease.

#### ECM Equipment Carriers

49. It is expected that all Soviet long-range bombers will carry some electronic countermeasures equipment, and some aircraft in the attacking force could be devoted exclusively to this role. Soviet longrange aircraft employed exclusively in the electronics warfare role could carry 8,000 lbs of electronic jamming equipment and 2,000 lbs of chaff. Bomber aircraft would probably be limited to about 500 lbs of electronic equipment and 500 lbs of chaff. All or part of the other countermeasures equipment would have to be omitted if decoys were carried.

#### Logistics

50. It is estimated that Soviet logistic support capability is and will continue to be adequate to support air facilities most likely to be used in an air attack against the United States. Adequate raw materials, stockpiles or production facility for nuclear weapons are estimated to be available to sustain a military endeavor.

51. The Soviets have proven to be capable of supporting Arctic type bases by air and sea.

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52. The Soviets should experience no difficulty in positioning enough aircraft, fuel, supplies and spare parts to maintain a sustained attack on the United States from the Arctic bases. Resupply should present no insurmountable problems.

#### Effective Bombers

53. During 1959, Soviet bombers can achieve an average initial serviceability rate of 75 percent without a stand-down for maintenance, 95 percent after a three-day stand-down for maintenance and 50 to 60 percent sustained combat operations.

54. Depending on the degree to which staging through advanced bases and inflight refueling are used, between 60 and 70 percent of the aircraft launched against targets in the EADF area would penetrate contiguous radar. (SLR Air Order of Battle - See Tab F; SLR Air Order of Battle (Refueled) - See Tab F (Attchmt 1)

#### Sabotage

55. Opportunities for Soviet espionage, subversion and sabotage within the EADF area now exist and are unlikely to change significantly during the period of this appendix. The USSR may attempt to hamper air defense operations through sabotage as a supplement to the military air attack.

#### Weather

56. The capability of the SLRA to carry out long-range missions in all types of weather against the North American continent has greatly improved in recent years. Consequently, the importance of adverse weather as a limiting operational factor has decreased. No unusual restrictions are imposed on air operations by inflight weather in the Arctic. The worst inflight conditions occur in the winter and are encountered predominantly in the North Atlantic and North Pacific areas. The inflight limitations that do exist in the Arctic are reduced considerably for turboprop and turbojet aircraft because their optimum cruise altitudes usually take them well above the adverse weather. In terminal operations ceiling and visibility are most affected in the Arctic winter by ice, fog and blowing snow. Neither of these conditions are a great detriment to aircraft taking off. In the summer the most important weather factor is fog, but this extends only a few miles inland.

#### V. NATURE OF ATTACK

57. Tactical warning received through the surveillance system may well be the first indication that a Soviet attack is underway. The Soviets have dulled world sensitivity to "crisis" situations by keeping tensions at a high level and their new philosophy of "pre-emptive attack or preventive war" indicates they will take the initiative "when necessary".

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58. Two circumstances limit the complete fulfillment of Soviet attack objectives 1. the airborne alert practice of SAC and 2. the present effectiveness of the Air Defense Supplementary Early Warning Net and the seaward extensions of the DEW Line. The latter is capable of detecting small or large penetrations which would alert the air defenses and the entire retaliatory forces.

59. While the composition, tactics and routes of the Soviet attack will be of their own choosing, targets to be attacked, range limitations, and numbers and types of aircraft available strongly suggest possible attack patterns. An effective (size) sneak attack which could enter contiguous radar without earlier detection is not considered a good possibility in 1959. Optimum evasion of radar detection and observation may be effected by circumnavigation of the Atlantic Barrier and the Seaward Extension elements, or low-level run-ins. (For maximum refueled ranges, see Tab G)

#### End-Run - Surprise

60. The SLRA is estimated to have only 130 heavy bombers capable of approaching the EADF area around the Atlantic Barrier. This number is reduced by non-combat degradation to 91 bombers. Since it is felt that only 50 percent of any attacking force would be directed against targets of the EADF area, a maximum of 46 aircraft could penetrate contiguous radar on this mission - if their entire heavy bomber strength were committed at one time.

61. While both the BISON and the BEAR are capable of sea-level run-ins on this route, the BISON would require inflight refueling. The BISON would be on a one-way mission. The BEAR, if refueled, could return to a Soviet Arctic base.

62. Both the BISON and the BEAR could attempt to avoid detection by flying under the radar of the Atlantic Barrier. These types are capable of a low level run-in from the barrier, end-running the seaward elements to targets. The BADGER (refueled) can not successfully fly these routes. The BISONs would have to be refueled.

63. Since 40% (estimated) of the BISONs would be converted to tankers for refueling operations, the total number of BISON and BEAR bombers against the EADF area would be reduced to about 35. Hence, it is estimated that these routes will not be selected for any effort intended to be decisive - but, may be used by a surprise or diversionary force.

#### Direct - Detected

-

64. Should the Soviets make little or no attempt to avoid detection, the attack force would probably fly the most direct routes from the staging bases to the target areas. This force would be composed mainly of BADGERS. Unrefueled BADGERS, on one-way missions, could reach targets in EADF area as far south as Louisville, Kentucky,

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and Seymour-Johnson AFB, North Carolina, if launched from bases in the Murmansk area. Targets at the extreme range would allow the BADGER no low-level run-in capability.

65. BISONS employed on this route would be able to reach any target in the area unrefueled on a one-way mission. The BEAR could reach all the targets except those in the southern half of Florida on refueled two-way missions.

66. Should the Soviets attempt an all-out mass raid, it is estimated that 396 high performance bombers could be committed against the EADF area. This is considered the maximum force that could be mounted if the Soviets were to commit their entire force at one time.

#### Seaward Extension

67. The possibility of the Soviets directing a mass attack against the EADF area through the seaward approaches is not considered likely. The distances involved from the staging bases to the target areas and the preponderance of the comparatively short ranged BADGER in the SLRA inventory are the principle factors involved. Even refueled, BADGERS would necessarily have to fly through the Atlantic Barrier at high altitudes, presenting a high possibility of detection. After such a detection and the alerting of the air defense system, the probability of detecting such a force in the Seaward Extension is extremely high. The BADGER flying this route would have to be refueled to reach even the targets in New England. The BISON and BEAR would be employed on more distant area targets. All BADGERS and some of the BISONS would be on one-way missions.

68. It is possible for the BISON and BEAR aircraft to evade detection by over-flying the radars of the AEW aircraft and under-flying the radars of the picket ships. However, due to the relatively short distance between these two elements, the likelihood of evading both elements is considered improbable, because it can not be accomplished on a westerly heading: if maximum rate descent was attempted, it would have to be accomplished on (a more or less) north-south heading.

69. It appears most likely that attack through the seaward extension would be by a sneak force of heavy bomber aircraft for a diversionary effort. While a mass attack through seaward extension does not appear likely, a few (20 to 40) successful penetrations could render material destruction.

#### Mass Attack

70. The course of action considered most probable is a mass attack from over the Arctic Regions. This mass attack would probably be made in conjunction with a small force approaching the EADF area from the seaward approaches. The small force would possibly attempt to attain some measure of surprise or would serve as a diversionary effort, while the main force would make little or no effort to avoid detection. Extensive actions to avoid detection would prove too costly in terms of diminished range. The size of



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the main attack force would be large enough to achieve the desired level of target destruction after absorbing combat losses. Considering the number of area targets, it seems likely that the minimum force size would be about 120 aircraft, all of the high performance types. It is unlikely that the BULL would be employed against North American targets.

71. The small force would probably be made up to 20 to 40 BISONS and BEARS which, in the northern areas, would have the capability of sea level run-ins through the Atlantic Barrier and the Seaward Extension. It is extremely doubtful that BADGERS could be used in this force.

72. The main attack force would probably be composed of small elements which would employ all available tactics and maneuvers designed to confuse. The attackers might approach target areas along the boundaries of air defense direction elements to tax the communication and control systems of the defending forces. Any unrefueled BADGERS would be limited to high altitude attacks on all targets except those in the extreme northeastern United States. It would be possible for refueled BADGERS to descend to low-level (less than 400NM) and reach SAC retaliatory bases in the northeast. The approach to the targets could be from the seaward, either inboard or outboard of the seaward elements.

73. Due to the range limitations of the unrefueled BADGER, it is probable that this bomber would be utilized against targets within the northern part of the area. The longer range BISONS and BEARS would be used against targets which are beyond the BADGER's range. The BADGER's range could be extended with inflight refueling to reach all area targets, flying high altitudes. The BADGER would be on one-way missions in all instances.

74. Any attacking force is expected to make the maximum use of tactics and maneuvers that would serve to confuse the defending forces. The use of ECM against both radars and voice communications circuits should be expected only after the attackers have been detected. It is doubtful that any jamming would be done which could possibly call attention to the attackers' presence. The use of decoys can be expected when the attacking force enters the combat zone. Attacking force would attempt to confuse by changes of altitudes and cross over tactics.

75. It is highly improbable that the Soviets would employ ICBM's in any attack due to the poor reliability of the weapon during 1959.

76. The Soviets would probably use a limited number of sub-launched cruise missiles on coastal area targets as an adjunct to any and all attacks.

#### VI. COLLECTION REQUIREMENTS

77. North American Air Defense Command (NORAD) Essential Elements of Information (EEI) constitute the collection requirements for all units under the operational control of Eastern NORAD Region. The intelligence requirements reflected in the EEI are confined to those necessary to perform the two functions of NORAD intelligence during hostilities:

a. To assist combat units by the rapid collection, evaluation and dissemination of information concerning enemy equipment, tactics

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and techniques which may have an immediate effect on the conduct of air defense.

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b. Provide timely information on enemy capabilities and intentions.

78. Units under NORAD operational control will emphasize the collection and <u>reporting</u> of information about the enemy pertinent to the EEI listed below:

#### During active air battle:

- a. Strength and composition of the attacking force.
- b. Vertical and horizontal separations of penetration patterns.

c. Changes in altitude, speed and course in penetration patterns of the attacking force.

d. Defensive actions of the attacking force.

e. Types and characteristics of  $\ensuremath{\mathsf{ECM}}$  employed by the attacking force.

f. Methods of ECM employment by the attacking forces.

g. Exploitable vulnerabilities detected in the attacking forces.

#### After active air battle:

a. Numbers of aircraft and missiles, by type, employed in the attack.

b. Numbers of aircraft and missiles, by type, destroyed.

c. Attack routes employed.

d. Tactics used in placement of weapons on targets.

e. Withdrawal routes employed.

f. Observed configurations of attacking aircraft.

g. Variations from expected performance characteristics in aircraft and missiles.

h. Details on new weapons or weapons carriers employed.

i. Incidents of espionage, subversion or sabotage against defense installations.

j. Location of possible downed enemy aircraft, missiles, or personnel.

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79. All activities and units should concentrate collection efforts on those items of the EEI which they have a capability to satisfy.

#### VII. REPORTING PROCEDURES

80. Strategic warning of the enemy's intent to attack or supplementary early warning of his approach to, or entry over, the North American continent will normally be provided through the surveillance systems using operational channels.

81. In addition to the above, procedures have been established for reporting that information which does not lend itself to reporting through the surveillance systems. These procedures are prescribed in:

a. NORADM 55-1, "NORAD Combat Surveillance and Tactical Action Reporting Procedures"

b. AFR 200-3, "Reporting Vital Intelligence Sightings from Aircraft"  $% \mathcal{A}(\mathcal{A})$ 

c. AFR 200-2, "Unidentified Flying Objects Reporting (UFOB)"

d. JANAP 146 (Series) "Communications Instructions for Reporting Vital Intelligence Sightings from Airborne and Waterborne Sources"

e. AFR 200-31, "Standard Intelligence Report Forms"

f. AFM 10-1, "Correspondence Preparation and Procedures"

TAB A - Metropolitan Areas

TAB B - US Retaliatory Targets in EADF Area

TAB C - Performance Characteristics of Soviet Bomber

TAB D - Soviet Bomber Equipment

TAB E - Performance Summary of Selected Current Soviet Offensive Missiles

TAB F -- SLR Air Order of Battle Attchmt 1 - SLR Air Order of Battle (Refueled)

TAB G - Maximum Penetration Using Great Circle Routes

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TAB A APPENDIX 1, ANNEX A

TO

#### EADF WARTIME CAPABILITIES PLAN

METROPOLITAN AREAS* (In order of population and industry)

New York - NE New Jersey Chicago, Ill Detroit, Mich Philadelphia, Pa Pittsburgh, Pa Boston, Mass Cleveland, Ohio Buffalo, NY Baltimore, Md Milwaukee, Wisc Cincinnati, Ohio Minneapolis-St Paul, Minn Providence, RI Youngstown, Ohio Indianapolis, Ind Louisville, Ky Rochester, NY Dayton, Ohio Akron, Ohio Toledo, Ohio Atlanta, Ga

New Orleans, La Albany-Schenectady-Troy, NY Allentown-Bethlehem-Easton, Pa Columbus, Ohio Birmingham, Ala Springfield-Holyoke, Mass Hartford, Conn Syracuse, NY Canton, Ohio Flint, Mich Bridgeport, Conn Wheeling, W. Va-Steubenville, Ohio Grand Rapids, Mich Peoria, Ill Worcester, Mass South Bend, Ind Richmond, Va Wilmington, Del Charleston, W. Va New Haven, Conn

#### NATIONAL CAPITAL

Washington, DC

* For the purposes of this Appendix, a metropolitan area comprises one or more cities in a contiguous build-up area with 50,000 or more population. The order in which these metropolitan areas are listed has been determined on the basis of one point for each 20,000 of population and one point for each \$20,000,000 of industry. No attempt has been made to evaluate the relative importance of individual industrial installations within these metropolitan areas.

Forty-two of the 62 North American metropolitan areas, including the national capital, are located within the EADF area.

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TAB B APPENDIX 1, ANNEX A

TO

#### EADF WARTIME CAPABILITIES PLAN

US RETALIATORY TARGETS EADF AREA

(1 Jan 59)

(Mid 1959)

#### SAC Aircraft Bases

Dow AFB, Me Homestead AFB, Fla Hunter AFB, Ga Lockbourne AFB, Ohio Loring AFB, Me MacDill AFB, Fla McCoy AFB, Fla Pease AFB, NH Plattsburgh AFB, NY Seymour-Johnson AFB, NC Westover AFB, Mass Bunker Hill AFB, Ind Dow AFB, Me Eglin AFB, Fla Griffiss AFB, NY Homestead AFB, Fla Hunter AFB, Ga Seymour-Johnson AFB, NC Lockbourne AFB, Ohio Loring AFB, Me MacDill AFB, Fla McCoy AFB, Fla Plattsburgh AFB, NY Pease AFB, NH Turner AFB, Ga Westover AFB, Mass

#### US National Storage Sites

Clarksville, Tenn

Clarksville, Tenn

SAC Missile Sites

Presque Isle AFB, Me (Snark)

US Navy Nuclear Weapon Equipped Carriers in Atlantic Coastal Waters

(Fleeting targets)

(Fleeting targets)

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#### PERFORMANCE CHARACTERISTICS OF SOVIET BOMBER (Optimum Cruise Mission)*

				Radiu	IS	Range	-	Target .	Altitude
TYPE	•	Bomb Load (Lbs)	Tgt Spd (Kts/Mach)	Unrefueled (NM)	w/One Refuel** (NM)	Unrefueled (NM)	w/One Refuel** (NM)		One-Way Mission (ft)
Heavy									
	BISON	10,000	460/0.80	3,000	4,000	5,800	7.800	43,400	<del>55</del> ,700
		3,500	460/0.80	3,100	4,100	6,100	8,100	43,700	56,700
	BEAR	LO,000	410/0.71	4,200	5,800	8,150	11,350	41,900	50,000
	·	3,500	410/0.71	4,400	6,000	8,700	11,900	42,300	<del>5</del> 1,000
Mediur	<u>n</u> .		•						
	BADGER	10,000	475/0.83	1,800	2,450	3,400	4,700	42,300	52,500
		3,500	475/0.83	2,000	2,650	3,900	5,200	43,000	54,300
	BULL	10,000	340/0.59	2,150	3,050	4,000	5,600	35,000	42,500
		3,500	340/0.59	2,450	3,350	4,600	6,200	37,500	43,000
Mediur	BADGER	3,500	475/0.83 340/0.59	2,000	2,650	3,900	5,200	43,000 35,000	54,300 42,500

* Optimum cruise missions are flown at the ceiling at which best NM per lb of fuel is obtained, or limited to a ceiling where the potential rate of climb is 100 rpm at normal power. Land reserves permit one-half hour loiter at sea level.

** For comparison purposes only, refueled radius/range has been arbitrarily computed using tanker and bomber of same type.

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TAB D APPENDIX 1, ANNEX A

ТО

#### EADF WARTIME CAPABILITIES PLAN

#### SOVIET BOMBER EQUIPMENT

#### A. DEFENSIVE ARMAMENT

All current Soviet bombers are believed to be equipped with either 23mm or 30mm automatic guns.

(1) Gun Turrets

(a) BISON: three turrets - one in the tail, one upper forward, and one lower forward, equipped with two guns each; oriented for 360 degrees coverage.

(b) BEAR: two turrets - one in the tail and one lower aft, equipped with two guns each, oriented for aft hemisphere coverage; and possibly a third located in the upper forward position, equipped with two guns each.

(c) BADGER: three turrets - one in the tail, one upper forward, and one lower aft, equipped with two guns each; oriented for 360 degrees upper hemisphere and lower aft quarter coverage. In addition, the aircraft has one 23mm fixed forward firing gun.

(d) BULL: one turret in the tail, equipped with two 23mm guns.

(2) Fire Control Radar. A defensive fire control radar has been identified by sightings of a radome on the tail of every known Soviet bomber. Estimated characteristics of this radar are:

Radio Frequency mc/s	PRF (pps)	Pulse Width (Microseconds)	Antenna Beam Width (Degrees)	Scan Eff Ran Angle (vs 2 sc (Deg) target)	meter
9,400 ±5%	2,000	.0.5	6.5 Deg	±65° 1,000	yds
				Azimuth ±45°	
				Elevation	

#### B. COMMUNICATIONS AND ELECTRONIC EQUIPMENT

(1) Bombing/Navigation Equipment

(a) The present Soviet bombing system is estimated to be a combination radar and optical system. The optical equipments are similar to the US Norden M-9.

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All current Soviet bombers are estimated to be equipped with the MUSHROOM bombing and navigation family of radars, which probably are Soviet equivalents of the US AN/APQ-23, operating, in the SHF band.

Expected maximum operational performance capabilities and signal characteristics of Soviet electronic blind bombing and navigation radar:

		Performance C	haracteri	istics *	
Range A (NM)	(Ft)	0	zimuth egrees)	Aux	iliaries
175 60	,000	± 1	± 2		sight computer tabilized
		~			
Radio		Pulse		Scan	
Frequencies	PRF	Width	Sector	rates	Search
(mc/s)	(pps)	(Microseconds)	scan	(rpm)	Coverage
9,300 to	1,250	.5 and 1.0	Yes	12 & 20	360 Deg
9,450	and 500				(assumed)

* Data obtained from ELINT sources.

Several sightings have revealed a BISON with an extended nose section and a radome mounted beneath the forward fuselage section. This radome could contain either a higher resolution radar for bombing/ navigation or a radar for control of an air-to-surface missile. The radar for air-to-surface missile control could reasonably operate in the X-band.

(b) MOON electronic navigation system (a low-frequency LORAN)

(c) A marker beacon receiver

(d) ILS (Instrument Landing System)

(e) DME (Distance Measuring Equipment)

- (f) A radio altimeter
- (g) IFF equipment
- (h) A radio compass

(2) Communications Equipment

Soviet bombers are equipped with both HF and VHF two-way communications equipment. The Soviets have practiced rigid

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communications discipline, and it is considered doubtful that attacking aircraft would break radio silence.

#### C. OXYGEN SYSTEMS

The Soviets either now have or are capable of developing suitable oxygen systems, both gaseous and liquid, comparable to those of USAF design and development.

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#### PERFORMANCE SUMMARY OF SELECTED CURRENT SOVIET OFFENSIVE MISSILES

		AIR-TO-SUR	FACE (NM)					
OPNL YEAR	DESCRIPTION	GUIDANCE	MAX SPD	RANGI	E ALT	PAY- LOAD (lbs)	YIEL	EAD ACC- D URACY
1957	Cruise or	Radio command/ radar track	Mach 0.9	55	45,000(1)	3,000	500Kt to 2MT	l,500 ft
	Power Glide	Beam rider with semi-active homing	Mach 0.9	55	NA	3,000	500Kt to 2 MT	150 ft
		SURFACE - TO -S	URFACE (CI	RUISE)				
1955/56	Cruise (2) (Submarine or surface-vessel launchèd)	Radio command/ _mdar track, or hyperbolic radio navigation, or all- inertial	Mach 0.9	200	45,000(l)	2,000	500Kt to 2MT	0.5 to 10NM(3)
		SURFACE - TO - SU	IRFACE (BA	LLISTIC	<u>)</u>			
1959	ICBM	Combination of	24,000	-	Varia-			5.0NM

1959	ICBM	Combination of radio comd/radar	24,000 ft/sec(4)	3,000 to	Varia- ble	2,000 to	500 Kt to 4MT	5.0NM
		track and inertial, or all-inertial		5,500		5,000		

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Operating altitude for maximum range.
 (2)' Capable of high or low altitude flight.

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(3) Accuracy varies with range and type of guidance-employed.
 (4) Speed at fuel shut-off for maximum range.

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SLR AIR ORDER OF BATTLE

	TOTALS	BISON	BEAR	BADGER	BULL
					250
TOTAL COMBAT STRENGTH	1380	80	50	1000	150*
ANY ONE OPERATION					
(95% of Total Strength					237
after 3-day stand-down)	1311	76	48	950	142*
NON-COMBAT DEGRADATION			•		75
(30-40% of Total Strength)	414	24	15	300	45*
STRIKE FORCE AVAILABLE					175
(60-70% of Total Combat Streng	th) 966	56	35	700	105*
COMMITMENT VS NORAD/EAS	т				87
(50% of Strike Force Available)	483	28	18	350	52*
					1

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*Figures for BULL as of mid-1959 TAB F, APP 1 ANNEX A EADFWCP 16 Mar 59

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#### SLR AIR ORDER OF BATTLE (REFUELED)

	TOTALS	BISON	BEAR**	BADGER	BULL **
TOTAL COMBAT STRENGTH	1380	80/48	50	1000/600	±50*
ANY ONE OPERATION					
195% of Total Strength					237
after 3-day stand-down)	901	46	48	570	142*
NON-COMBAT DEGRADATION					75
(30-40% of Total Strength)	284	14	15	180	45*
STRIKE FORCE AVAILABLE					175
(60-70% of Total Combat Strength)	664	34	35	420	105*
COMMITMENT VS NORAD/EAST		-			87
(50% of Strike Force Available)	332	17	18	210	52*

*Figures for BULL as of mid-1959 ******Unrefueled

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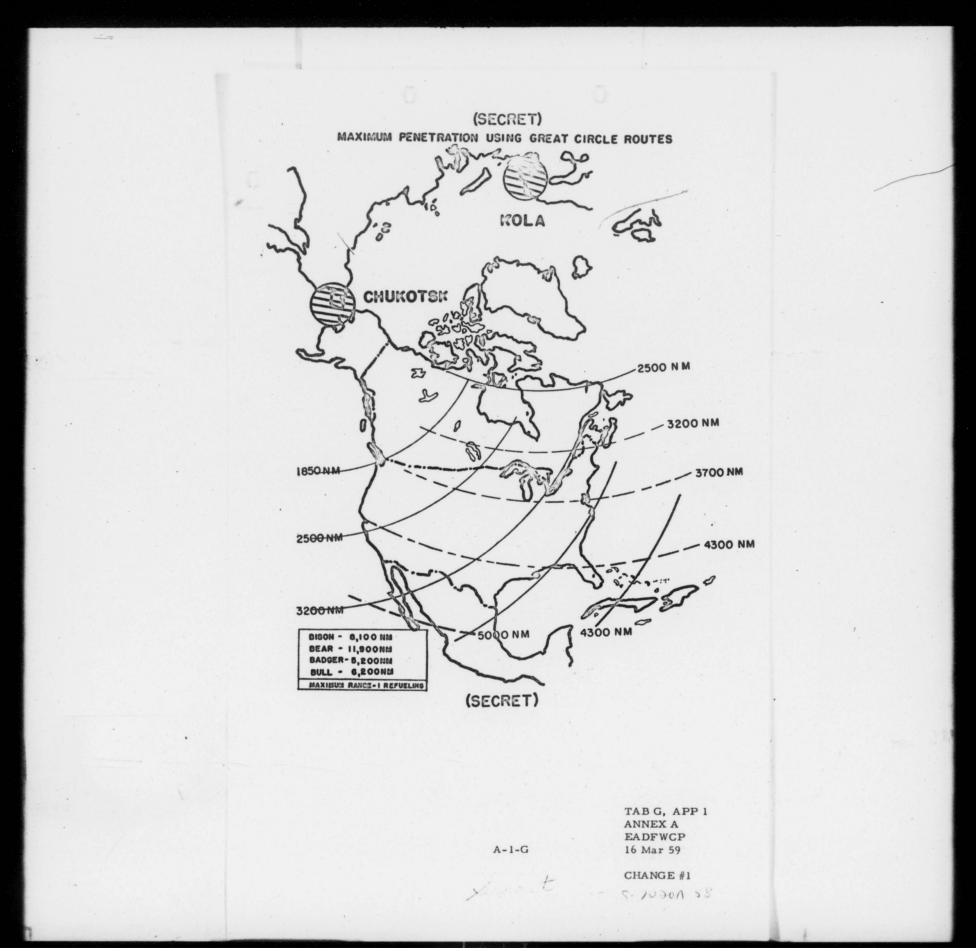
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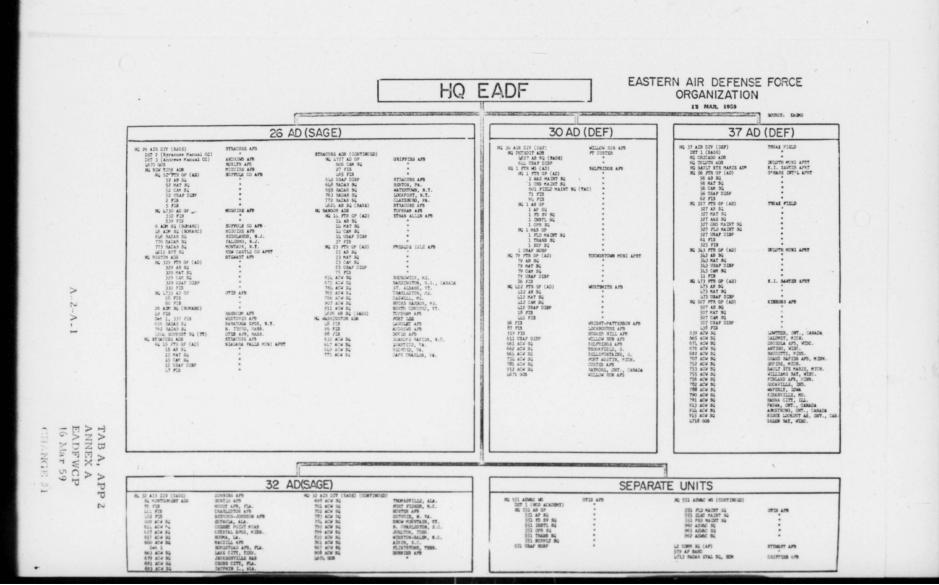
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(b) (Unclassified) Accomplish semi-annual coordination visits to each augmentation and deployment base to determine the capability of each detachment to carry out its D Day mission. A report of any logistical or operational deficiencies observed which cannot be resolved locally will be forwarded through ADC channels for further action.

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(c) (Confidential) Pass operational control of augmentation forces to NORAD Division Commanders as these forces become available.

(d) (Unclassified) Provide well-qualified liaison officers at each base where augmentation fighters are or will be operating. Liaison officers must be well-acquainted with pertinent air defense operations procedures, AFIO's (scramble and recovery procedures), augmentation detachments, call words, and tactical frequencies to be used. (Reference NORAD Regulation 55-4)

(e) (Unclassified) Advise all augmentation bases of all states of alert declared by CINCNORAD.

(f) (Unclassified) Insure that necessary detailed supporting plans are developed for the ACW facilities outlined in Tab B so that maximum augmentation and/or back-up of existing air defense ACW facilities will be realized.

(g) (Unclassified) Detailed records of airlift requirements will be submitted to Commander, EADF and will be transmitted by the Commander, EADF to the Commander, 9th AF in the form of operations orders directing the individual missions.

#### b. PARTICIPATING MAJOR COMMANDS:

(1) STRATEGIC AIR COMMAND will: (Secret) Provide operational and logistical support for EADF squadrons tenant on SAC bases for air defense operations during those periods of nuclear attack outlined in AFR 355-3 to include support for those tenant EADF units operating under conditions of fall-out.

(2) TACTICAL AIR COMMAND will: (Secret)

(a) Provide available fighter units to be utilized as specified in Tab A, and in Appendix 9, Annex A (Project BIT BITE).

(b) Provide and operate available radar facilities to augment the Air Defense ACW System to be utilized as specified in Tab B. ACW facilities will be operated in accordance with EASTNORAD Region and appropriate Air Division (Defense/SAGE) operating and communications procedures.

(c) TAC units, including TAC fighters, AFNG augmentation fighters and Air Force reserve troop carrier aircraft, will be employed as indicated in Tab A, this appendix. Fighter units will not deploy until directed to do so by the controlling NORAD agency.

A-3-2 Secret

APPENDIX 3 ANNEX A EADFWCP 16 Mar 59

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#### (Secret)

(d) Troop carrier aircraft will be made available on a standby basis to augment the assigned airlift capability of EADF during the period "D-Day" through "D" plus 10 days. All troop carrier squadrons will operate in place, personnel will remain assigned to respective units. All troop carrier aircraft will remain assigned to the parent wing for maintenance and servicing but will be placed under the operational control of the Commander, 9th Air Force for support missions as requested by the Commander, EADF.

(e) Mobilize and assume command of AFNG units listed in Tab A.

#### (3) AIR TRAINING COMMAND will: (Secret)

(a) Provide available fighter units to be utilized as specified in Tab A.

(Continued on page A-3-3)

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4. (Unclassified) Section C of Form DD 175 "Remarks" will contain a list of the minimum navigational aids required to accomplish the flight.

5. (Unclassified) Aids selected will be located as far as possible from critical target area.

6. (Unclassified) GCI stations may be requested to furnish letdown assistance during IFR conditions.

7. (Unclassified) Additional navigational aids may be made available to aircraft encountering in flight emergencies. Under such conditions, the pilot of the distressed aircraft will contact the nearest CAA facility, stating the type of emergency and the navigational aid(s) desired. The CAA Air Route Traffic Control Center will, in turn, relay the request to the appropriate air division commander who will determine the tactical feasibility of turning on such aids.

(h) (Unclassified) The following instructions apply to all deploying flights:

1. Normal CAA procedures will be followed.

<u>2</u>. Frequencies shown in current radio facility charts will be used.

(3) TAC FORCES: (Secret)

(a) Tactical Air Command will augment Air Defense Command with aircraft and facilities which possess an air defense capability, excluding those forces which are scheduled for immediate deployment overseas.

(b) Aircraft scheduled for deployment during the period D-Day to D + 3 days will not augment ADC. For aircraft in this category refer to 9th AF and 12th AF Operation Plans. (54 -- "Barrel Roll").

(c) Aircraft scheduled for deployment subsequent to D + 3 days will (subject to approval by CINCNORAD) be released from the air defense mission at least 48 hours prior to scheduled launch hour for deployment.

(d) Organizations, aircraft, and aircrews that are not scheduled for overseas deployment will remain in the air defense system for approximately 30 days. This includes AFNG units listed Tab A, this Appendix.

(e) Upon implementation of this plan immediate action will be taken to bring the maximum number of assigned aircraft to an operationally ready status, assemble aircrews and muster support personnel and equipment required for employment at locations listed in Tab A, this Appendix.

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(Secret)

(f) All Tactical Fighter Units (including TAC AFNG units) will be employed in place.

(g) The number of aircraft to be placed on various states of alert after this plan has been implemented will be as directed by the controlling NORAD Air Division.

#### (4) PARTICIPATING MAJOR COMMANDS WILL: (Unclassified)

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(a) Insure that augmentation units committed are proficient in the identification, interception and recovery procedures currently employed by the Air Defense Command. Pilots should be familiar with the various states of alert and fly scramble intercept missions terminating with a GCI letdown whenever possible.

#### (b) Upon implementation of this plan:

1. Insure that tasks outlined for their command in the ADCWCP and this supporting plan are carried out.

2. Direct all subordinate units to keep NORAD divisions informed of fighter aircraft and aircrew availability by means of existing NORAD reporting procedures. (These procedures will be contained in ADC Augmentation Information Folders located at each augmentation detachment.) (See NORAD Regulation 55-5)

<u>3</u>. Activate and man a fighter command post at each participating fighter base.

(5) Augmentation forces will provide a crew ratio of 1.2 crews per primary mission aircraft in support of this plan wherever possible.

(6) The command post to be established at each base where augmentation fighters are to be employed will be the terminating point for all operational communication circuitry between the controlling NORAD Air Division and the augmentation fighter forces. Employment, deployment, alert status, etc. (operational instructions), for augmentation fighters will be issued to the Command Post by the controlling NORAD Division. The Command Post will be responsible for all air defense instructions and operation directives received from NORAD agencies.

(7) Additional aircraft that may become available subsequent to those aircraft required for the provisions of this appendix will be reported immediately by the augmentation command post to the controlling NORAD Air Division.

(8) Augmentation units will be encouraged to participate in air defense exercises for the purpose of increasing unit proficiency in air

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#### TAB A, APPENDIX 3

#### ANNEX A

#### EADF WARTIME CAPABILITIES PLAN

#### USAF AUGMENTATION FORCES

#### AIR TRAINING COMMAND

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Organization and Location		rcraft ity & Type	Deployment or Employment Base	Operational Control Before & After Deployment	
3550th CCTW Moody AFB, Ga.	A-14 16 (3)	)* F-86D/L	Moody AFB	32d Air Div (SAGE)	
	Ţ	ACTICAL AIR C	OMMAND		
Unit	Location	Aircraft Qua	ntity & Type	Operational Control	
4 TFW	Seymour-Johnson, N.C.	72	F-100C	32d Air Div (SAGE)	
354 TFW	Myrtle Beach, S.C.	54	F-100D/F	32d Air Div (SAGE)	

NOTE: Full war planning factors were applied to all assigned TAC aircraft. Initially, all TAC squadrons are to be employed in-place.

* Refer to paragraph 3x(7), this appendix.

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TAB A, AP ANNEX A EADFWCP 16 Mar 59

Tactical Air Command (Cont'd)

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Unit	Location	Aircraft Qu	antity & Type	Operational Control
756 TC Sq	Andrews AFB, Md.	20	C-119C	Comdr, 9th AF *
757 TC Sq	Youngstown AFB, Ohio	11	C-119C	Comdr, 9th AF *
731 TC Sq	Hanscom AFB, Mass.	16	C-119G	Comdr, 9th AF *

3

#### AFNG AUGMENTATION FIGHTERS WITH MOBILIZATION ASSIGNMENT TO TAC

Administrative and logistical support for units listed below will be the responsibility of TAC. These units will be provided to the NORAD Air Divisions (Defense/SAGE) for operational control.

Unit	Location	Type Aircraft	Operational Control
102d TFW	Logan Intl Aprt, Boston, Mass.		26th AD (SAGE) (Boston ADS)
101st TFS	Logan Intl Aprt, Boston, Mass.	F-86H	26th AD (SAGE) (Boston ADS)
118th TFS	Bradley Fld, Windsor Locks, Conn.	F-86H	26th AD (SAGE) (Boston ADS)
131st TFS	Barnes Aprt, Westfield, Mass.	F-86H	26th AD (SAGE) (Boston ADS)
107th TFW	Niagara Falls Muni Aprt, N.Y.		26th AD (SAGE) (Syracuse ADS)

* To remain under operational control of Commander, 9th Air Force for support mission as requested by Commander, EADF, from "D" Day to D plus 10.

AFNG Augmentation Fighters with Mobilization Assignment to TAC (Co	ont'd)

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	Unit	Location	Type Aircraft
	107th FTW (Cont'd)		
	136th TFS	Niagara Falls Muni Aprt, N.Y.	F-86H
	137th TFS	Westchester Cty Aprt, White Plains, N.Y.	F-86H
	138th TFS	Hancock Fld, Syracuse, N.Y.	F-86H
	139th TFS	Schenectady Cty Aprt, N.Y.	F-86H
A-3-A-3	108th TFW	McGuire AFB, N.J.	
ω	119th TFS	Atlantic City NAFEC, N.J.	F-84F
	l41st TFS	McGuire AFB, N.J.	F-84F
TAB A, AF ANNEX A EADFWCP 16 Mar 59	149th TFS	Byrd Fld, Richmond, Va.	F-84F
APP KA WCP	113th TFW	Andrews AFB, Md.	
Cu lu	104th TFS	Martin Aprt, Baltimore, Md.	F-86H

**Operational** Control

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26th AD (SAGE) (Syracuse ADS)

26th AD (SAGE) (New York ADS)

26th AD (SAGE) (Syracuse ADS)

26th AD (SAGE) (Boston ADS)

26th AD (SAGE) (New York ADS)

26th AD (SAGE) (New York ADS)

26th AD (SAGE) (New York ADS)

26th AD (SAGE) (Washington ADS)

26th AD (SAGE) (Washington ADS)

26th AD (SAGE) (Washington ADS)

#### AFNG Augmentation Fighters with Mobilization Assignment to TAC (Cont'd)

Unit	Location	Type Aircraft	Operational Cont
113th TFW (Cont'd)			
121st TFS	Andrews AFB, Md.	F-86H	26th AD (SAGE) (Washington ADS
142d TFS	New Castle Cty Aprt, Wilmington, Del.	F-86H	26th AD (SAGE) (New York ADS)
167th TFS	Martinsburg MAP, W. Va.	F-86H	26th AD (SAGE) (Washington ADS
121st TFW	Lockbourne AFB, Ohio		30th AD (Def)
162d TFS	Springfield MAP, Springfield, O.	F-84F	30th AD (Def)
164th TFS	Mansfield MAP, Mansfield, O.	F-84F	30th AD (Def)
166th TFS	Lockbourne AFB, O.	F-84F	30th AD (Def)
122d TFW	Baer Fld, Ft Wayne, Ind.		30th AD (Def)
112th TFS	Toledo Express Aprt, Toledo, O.	F-84F	30th AD (Def)
113th TFS	Hulman Fld, Terre Haute, Ind.	F-84F	37th AD (Def)
163d TFS	Baer Fld, Ft Wayne, Ind.	F-84F	30th AD (Def)
169th TFS	Gtr Peoria MAP, Peoria, Ill.	F-84F	37th AD (Def) *
170th TFS	Capital MAP, Springfield, Ill.	F-84F	37th AD (Def) *

* Operational control has been temporarily retained by CADF.

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TAB A, APP ANNEX A EADFWCP 16 Mar 59

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### perational Control

6th AD (SAGE) Washington ADS)

6th AD (SAGE) Washington ADS)

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b. Units of this command and USAF supporting/augmenting forces will provide communications-electronics facilities and/or systems to perform numerous functions of prime importance in the conduct of air defense operations. The concept of operations as applied to these individual facilities or systems will be as outlined in the succeeding subparagraphs.

c. 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 CONAD Tactical Wire Standard.

d. Picket Vessel HF Radio Networks will be operated in accordance with JADP-ERUS (CONAD Ops Plan 9-57 and applicable CFECR Operations Orders).

e. ALIZ operation with USN Fleet Units will be in accordance with CFECR Regulation 55-3.

f. Air/Ground Channelization will be in accordance with ADC CED and EADF CED. Frequency Channelization Plan "B" will be implemented at the discretion of the Division Commander. Air/Ground radio facilities are essential for successful interception. Ground stations must maintain the capability of rechannelizing on aircraft tactical frequencies since airborne weapons have neither the time nor capability to rechannelize radio equipment to all available ground radio frequencies. Airborne radio gear is limited in range and susceptible to jamming, and since it is not always necessary for the ground station to receive an answer from the airborne weapon, every effort will be made to operate ground radios at peak performance. During jamming, use will be made of amplifiers, multiple transmissions, and local highpowered broadcasting stations when available. ADC units will utilize any air/ground radio facilities of other commands or governmental agencies available to them during emergencies in accordance with prearranged plans.

g. Navigational Aids will be operated and maintained by AACS and/or FAA.

h. CONELRAD and SCATER communication procedures will be developed by air divisions as required in accordance with ADC CEI 2156.

i. IFF will be operated in accordance with current ADC CEI 1504 and ACP-160 until Mark X (SIF) is implemented. Combined policies and instructions for use of IFF Mark X (SIF) System after the SIF turn on date of 1 January 1959 are contained in the following documents:

(1) ACP-160

(2) U.S. Supplement No. 1 to ACP-160, IFF Mark X (SIF) System.

(3) NORAD/CONAD Supplement No. 1-59 to ACP-160, IFF Mark X item.

(SIF) System.

(4) ADCM 55-30, Concept of Operation for Mark X (SIF) 1 January

1959.

j. Electronics Warfare Activities.

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(1) Available electronics warfare facilities will be provided to Commander, Eastern NORAD Region to preserve for the defending forces the advantages which accrue from intelligent uninterrupted use of communicationselectronics systems and facilities, and to deny the aggressor any succor in the accomplishment of the enemy mission.

(2) All AC&W units will be alerted to the possible use of electronic and chaff jamming by the enemy. Employment of all available anti-jamming techniques and devices will be required to reduce the effectiveness of enemy jamming. This will include: changing operating frequencies, utilizing back-up radar, when available, use of height finders in a search capacity, and information gained from other reliable sources.

(3) The requirements for the Airborne Electronics Warfare Training Program will be determined by the Commander, Eastern NORAD Region.

(4) Every effort will be made to collect comprehensive data on enemy electronic warfare activities. Data will be analyzed and indorsed through channels in accordance with CONAD Regulation 101-1.

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#### APPENDIX 5, ANNEX A

TO

EADF WARTIME CAPABILITIES PLAN

#### DISASTER CONTROL

Information originally published in Appendix 5, Annex A and Tab A thereto is now covered by ADC Regulation 355-3, dated 22 December 1958.

> APPENDIX 5 ANNEX A EADFWCP 16 Mar 59

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A-5

Secret

#### (Secret)

effected to achieve a greater degree of readiness and commitment of resources. This action will be dependent upon the character, location of local hostilities, and the period of time involved. Planning is based on M-Day occurring not more than six (6) months prior to D-Day.

(2) Mobilization of the AFNG under this concept will be governed by the following guide-lines:

(a) Mobilization will occur in the first 30 days (M + 1) as directed by higher authority.

(b) Complete integration of the AFNG into the EADF structure to insure their functioning as ADC units will be effected as outlined in the remainder of this plan.

(c) Initially, flying rates will continue on a peacetime rate but may be accelerated upon availability of increased logistic support.

(d) Combat crew training and unit manning will receive emphasis in order to have each unit at the highest state of operational readiness as soon as possible. (Unit manning status will be comparable with that of the regularly assigned EADF units.)

(e) Once AFNG units are mobilized, air division commanders may direct deployment of certain units or detachments for better air defense coverage. These commanders will be responsible for the operations and logistic support of the deployed units/detachments to insure sustained operations.

(f) On D-Day, the ADC Commander will have the authority to allocate the necessary manpower spaces to include all Air Force National Guard Troops available to the Command. The Division Commander concerned will have the prerogative of determining whether to utilize Guard Troops as units, as supplementary personnel, or as he deems necessary. If the National Guard is not utilized within seven days after D-Day, the Division Commander will report them as being available to the next higher command for disposition.

#### 2. MISSION.

a. (Unclassified) Assist in the training of the AFNG units to assure their proficiency of air defense operations and procedures.

b. (Unclassified) Plan and provide for the D-Day integration, administration and support of the AFNG.

c. (Unclassified) Provide ZI AFNG forces to Commander, Eastern NORAD Region for operational control on D-Day.

d. (Secret) Provide the tactical elements of the 156th Fighter Group (AD) and the 140th ACW Squadron (PRAFNG) to CINCLANT for operational control on D-Day.

ANNEX A EADFWCP 16 Mar 59

A-8-2 Secret

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**APPENDIX 8** 

Secret

#### 3. TASKS FOR SUBORDINATE UNITS.

a. 12th Weather Squadron will: (Unclassified)

(1) Upon mobilization of the AFNG, provide necessary support to the AFNG weather flights attached to AFNG fighter interceptor units having mobilization assignments to the Eastern Air Defense Force. (See Weather Annex)

(2) Provide weather facilities adequate for D-Day AFNG operations.

(3) Provide pre-D-Day assistance and advisory training to flights referenced in (1) above.

#### b. 32d Air Division (SAGE) will:

(1) (Unclassified) Mobilize the 156th Fighter Group (AD), the 198th Fighter Interceptor Squadron and the 140th AC&W Squadron (Puerto Rico AFNG) on M-Day.

(2) (Secret) In coordination with COMANTDEFCOM (CINCLANT), develop policies and procedures necessary for efficient passing of the 198th Fighter Interceptor Squadron and the 140th AC&W Squadron (Puerto Rico AFNG) to Antilles Defense Command for operational control on M or D-Day.

(3) (Unclassified) Render advisory assistance to the 156th Fighter Group (AD) in accordance with AFR 45-6.

(4) (Unclassified) Encourage the combat units of the 156th Fighter Group (AD) to participate in COMANTDEFCOM exercises.

c. 37th Air Division (Defense) will:

(1) (Unclassified) Mobilize the following AFNG units on M-Day:

(a) 132d Fighter Group (AD) (132d AD Wing)

(b) 124th FIS (132d AD Wing)

(c) 133d Fighter Group (AD) (133d AD Wing)

(d) 179th FIS (133d AD Wing)

(2) (Secret) In coordination with CADF, develop policies and procedures necessary for efficient passing of the above units to CADF for operational control on D-Day.

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Secret

(3) (Unclassified) Encourage the above AFNG units to participate in CADF, EADF and appropriate air divisions' exercises.

(4) (Secret) Establish and maintain communications facilities as required to provide Commander, Central NORAD Region with the means to exercise operational control.

x. All Air Divisions (Defense/SAGE) will: (Secret)

(1) Prepare supporting plans which are adequate for implementation without reference to this plan. These supporting plans will provide for all aspects of complete integration of the AFNG into this command upon mobilization, and will be distributed to each AFNG level up to and including the State Adjutant General.

(Continued on page A-8-4)

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CHANGE #1 5-70 2019-58

Confidential

#### (Confidential)

(a) Since the wing-type structure has been retained in the AFNG, integration will require special consideration when developing the abovementioned organizational plans. This will occur when an AFNG Wing and subordinate units are spread through several States and in more than one air division area. Such an organization would result in divided authority when the AFNG is integrated. For resolution of this problem, the following guidelines will be used as necessary to insure clean-cut command channels from the Air Division Commander to the tactical fighter groups/ augmented squadrons.

<u>1</u>. The air division which has a wing headquarters in its area may retain the headquarters if sufficient subordinate elements remain to make such action feasible. If not feasible, the wing head-quarters, upon being ordered to active duty, may then be placed on limited manning status (1 - 1).

2. Placing a wing in a limited manning status will make available many experienced personnel. On M or D-Day, the EADF Commander will have authority to absorb and re-allocate the necessary manpower spaces for the AFNG. Therefore, this will permit the Air Division Commander to utilize these personnel as necessary. The officers and airmen may be predesignated to M or D-Day positions commensurate with rank and skills and receive training to facilitate assumption of the duties required in those positions. In the event any personnel are surplus after M or D-Day and cannot be used by the air division, the next higher command will be informed within 7 days after M or D-Day.

<u>3</u>. In some instances, an air division may retain a wing headquarters while gaining a fighter group/augmented squadron which formerly belonged to another AFNG Wing in a different Air Division. If feasible, this fighter group/augmented squadron may be placed under the command of the first mentioned wing rather than remain as a separate unit.

4. In developing detailed plans, consideration will be given to other special problems which may develop upon integration. In general, these will involve bases jointly used by ADC and the AFNG.

5. For the purpose of simplifying the command, administrative, and logistics actions during the SAGE testing of the Chicago and Duluth Sectors, those AFNG organizations physically located in those sectors are reassigned to EADF from CADF. Operational control will be vested in CADF until those sectors become operational whereupon the operational control will be assumed by EADF and further assigned to the 30th Air Division (SAGE). Currently effective, responsibility for advisory assistance, logistic and administrative support, including preparation of mobilization plan, is assumed by EADF and further assigned to the 37th Air Division (Defense). These responsibilities will be retained by the 37th Air Division even after it becomes a detachment of the 30th Air Division (SAGE) until specifically relieved of them by directive issued by either the 30th Air Division (SAGE) or EADF.

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A-8-7 Confidential

CHANGE #1 5-2020A-58

Confidential

#### (Confidential)

(b) It is emphasized that the above can only be made effective on M or D-Day when the AFNG becomes an integral part of this command. However, the necessary plans will be developed to establish firmly and clearly the wartime utilization of the AFNG Wings. Air Division commanders will insure that such action is taken within 60 days following receipt of this plan.

TAB A - Operations

- B Mobilization Assignments for Air Force National Guard Fighter Units
- C Air Force National Guard Weather Flights
- D Message to Air Divisions
- E Message to Governors

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A-8-8 Confidential

CHANGE #1 5-7020A-58

Secret

#### TAB B APPENDIX 8, ANNEX A

TO

#### EADF WARTIME CAPABILITIES PLAN

#### ASSIGNMENTS FOR AFNG FIGHTER UNITS

AFNG Fighter Units With Mobilization Assignment to EADF. M-Day operational control of the AFNG fighter units listed below will be exercised by the NORAD Air Divisions (Def/SAGE) for operational control, administrative and logistical support, as well as advisory assistance. (See exception paragraph 3b, Appendix 8, Annex A). References to wings will be construed to include all organizational elements of AFNG wing structure; i.e., fighter groups, materiel groups, etc.

UNIT	TYPE ACFT	EMPLOYMENT BASE LOCATION	ASSIGNED TO
101st ADW		Dow AFB, Bangor, Me.	26th AD (SAGE) (Bangor ADS)
132d FIS	F-89D	Dow AFB, Bangor, Me.	26th AD (SAGE) (Bangor ADS)
101st Ftr Gp (	AD)	Grenier AFB, Manchester, NH	26th AD (SAGE) (Boston ADS)
133d FIS	F-86L	Grenier AFB, Manchester, NH	26th AD(SAGE) (Boston ADS)
134th FIS	F-89D	Burlington MAP, Vt.	26th AD (SAGE) (Bangor ADS)
112th ADW		Greater Pittsburgh Airport, Coraopolis, Pa.	26th AD (SAGE) (Syracuse ADS)
112th Ftr Gp ()	AD)	Greater Pittsburgh Airport, Coraopolis, Pa.	26th AD (SAGE) (Syracuse ADS)
146th FIS	F-86L	Greater Pittsburgh Airport, Coraopolis, Pa.	26th AD (SAGE) (Syracuse ADS)
147th FIS	F-86L	Greater Pittsburgh Airport, Coraopolis, Pa.	26th AD (SAGE) (Syracuse ADS)
111th Ftr Gp (A	ND)	Philadelphia Intl Aprt, Pa.	26th AD (SAGE) (New York ADS)
103d FIS	F-94C	Philadelphia Intl Aprt, Pa.	26th AD (SAGE) (New York ADS)

TAB B, APP 8 ANNEX A EADFWCP 16 Mar 59

Secret

CHANGE #1 5-7020A-58

19				
			Secret	
	UNIT	TYPE ACFT	EMPLOYMENT BASE LOCATION	ASSIGNED TO
1	116th ADW		Dobbins AFB, Marietta, Ga.	32d ADiv (SAGE)
	116th Ftr Gp (AD	))	Dobbins AFB, Marietta, Ga.	32d ADiv (SAGE)
	128th FIS	F-86L	Dobbins AFB, Marietta, Ga.	32d ADiv (SAGE)
	125th Ftr Gp (A	D)	Imeson MAP, Jacksonville, Fla.	32d ADiv (SAGE)
	159th FIS	F-86D	Imeson MAP, Jacksonville, Fla.	32d ADiv (SAGE)
	165th Ftr Gp (AD	)	Travis MAP, Savannah, Ga.	32d ADiv (SAGE)
	158th FIS	F-86L	Travis MAP, Savannah, Ga.	32d ADiv (SAGE)
1	26th ADW		Midway Aprt, Chicago, Ill.	37th ADiv (Def)
	126th Ftr Gp (AD	)	O'Hare Intl Aprt, Chicago, Ill.	37th ADiv (Def)
	108th FIS	F-86L	O'Hare Intl Aprt, Chicago, Ill.	37th ADiv (Def)
	134th Ftr Gp (AD	)	McGhee-Tyson Aprt, Knoxville, Tenn.	32d ADiv (SAGE)
	151st FIS	F-86D	McGhee-Tyson Aprt, Knoxville, Tenn.	32d ADiv (SAGE)
	145th Ftr Gp (AD	)	Douglas Fld, Charlotte, NC	32d ADiv (SAGE)
	156th FIS	F-86L	Douglas Fld, Charlotte, NC	32d ADiv (SAGE)
	28th ADW manned 1-1)		Truax Fld, Madison, Wis.	37th ADiv (Def)
1:	32d ADW		Des Moines MAP, Iowa	37th ADiv (Def)*
	132d Ftr Gp (AD)		Des Moines MAP, Iowa	37th ADiv (Def)*
	124th FIS	F-86L	Des Moines MAP, Iowa	37th ADiv (Def)*
13	33d ADW		Minneapolis-St Paul Aprt, Minn.	37th ADiv (Def)*
	133d Ftr Gp (AD)		Minneapolis-St Paul Aprt, Minn.	37th ADiv (Def)*
	109th FIS	F-89H	Minneapolis-St Paul Aprt, Minn.	37th ADiv (Def)*
	179th FIS	F-94C	Duluth MAP, Minn.	37th ADiv (Def)*
	159th Ftr Gp (AD) (Assigned 136th )	and the second second	Alvin-Callender NAS, La.	32d ADiv (SAGE)
	122d FIS	F-86D	Alvin-Callender NAS, La.	32d ADiv (SAGE)
		1	~	TAB B, APP 8 ANNEX A EADFWCP

ANNEX A EADFWCP 16 Mar 59

CHANGE #1 S-7020A-58

A-8-B-2 Secret

	0	Secret	
UNIT	TYPE ACFT	EMPLOYMENT BASE LOCATION	ASSIGNED TO
No Wing Assignm	ent:		
128th Ftr Gp	(AD)	Gen. Mitchell Fld, Milwaukee, Wis.	37th ADiv (Def)
126th FIS	F-89D	Gen. Mitchell Fld, Milwaukee, Wis.	37th ADiv (Def)
115th Ftr Gp	(AD)	Truax Fld, Madison, Wis.	37th ADiv (Def)
176th FIS	F-89D	Truax Fld, Madison, Wis.	37th ADiv (Def)
169th Ftr Gp	(AD)	Congaree AB, Eastover, SC	32d ADiv (SAGE)
157th FIS	F-86L	Congaree AB, Eastover, SC	32d ADiv (SAGE)
156th Ftr Gp	(AD)	San Juan Intl Aprt, P.R.	32d ADiv (SAGE)**
198th FIS	F-86D	San Juan Intl Aprt, P.R.	32d ADiv (SAGE)**
140th ACWRON		San Juan Intl Aprt, P.R.	32d ADiv (SAGE)**

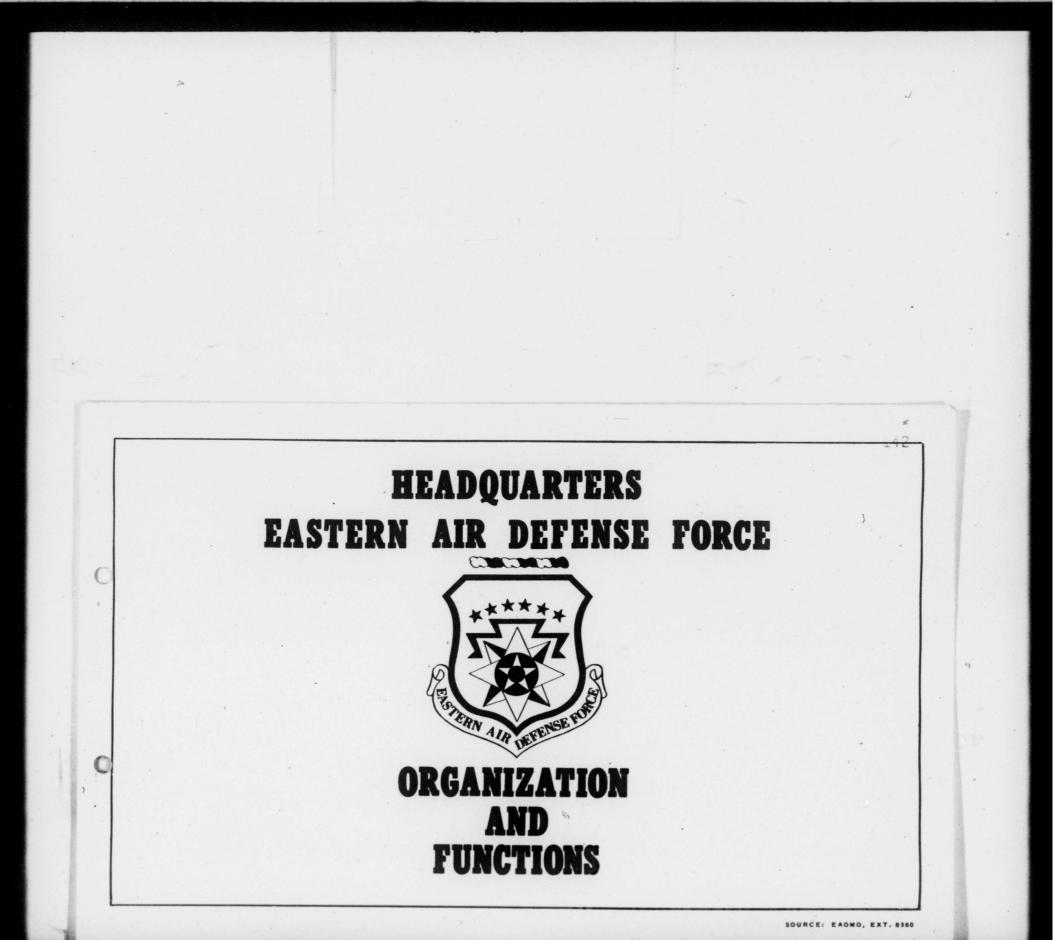
*Operational control has been temporarily retained by CADF.

**The 156th Ftr Gp (AD), the 198th FIS and the 140th ACWRON, San Juan, Puerto Rico, will be rendered administrative support and advisory assistance (AFR 45-6) by the 32d Air Division (SAGE). Logistical support will be rendered by the 78th Bomb Wing, SAC, Ramey AFB. The 32d Air Division (SAGE) will mobilize and assume command of these units on D-Day. Operational control of the 198th FIS and the 140th ACWRON will be provided to the Commander, Antilles Defense Command (CINCLANT) on D-Day.

> TAB B, APP 8 ANNEX A EADFWCP 16 Mar 59

A-8-8-3 Secret

CHANGE #1 5-7020A-58



#### FOREWORD

HEADQUARTERS EASTERN AIR DEFENSE FORCE - ORGANIZATION AND FUNCTIONS

\$

1. The missions of the Eastern Air Defense Force (as assigned by ADCR 23 - 1, 20 May 1954, as amended) in order of general priority are:

a. Primary: To provide the Commander, Eastern CONAD Region, with combat ready forces for air defense in the EADF region. The EADF region is defined in appropriate General Orders.

b. To support the operations of other commands as directed by the Commander, Air Defense Command.

c. To participate in the United States Air Force collateral mission of antisubmarine warfare as directed by the Commander, Air Defense Command.

2. This Chartbook is the official summary statement of the Organization and Functions of the Headquarters Eastern Air Defense Force and is published in accordance with ADCR 21 - 1, 11 September 1957 and EADFSM 23 - 1, 1 June 1957.

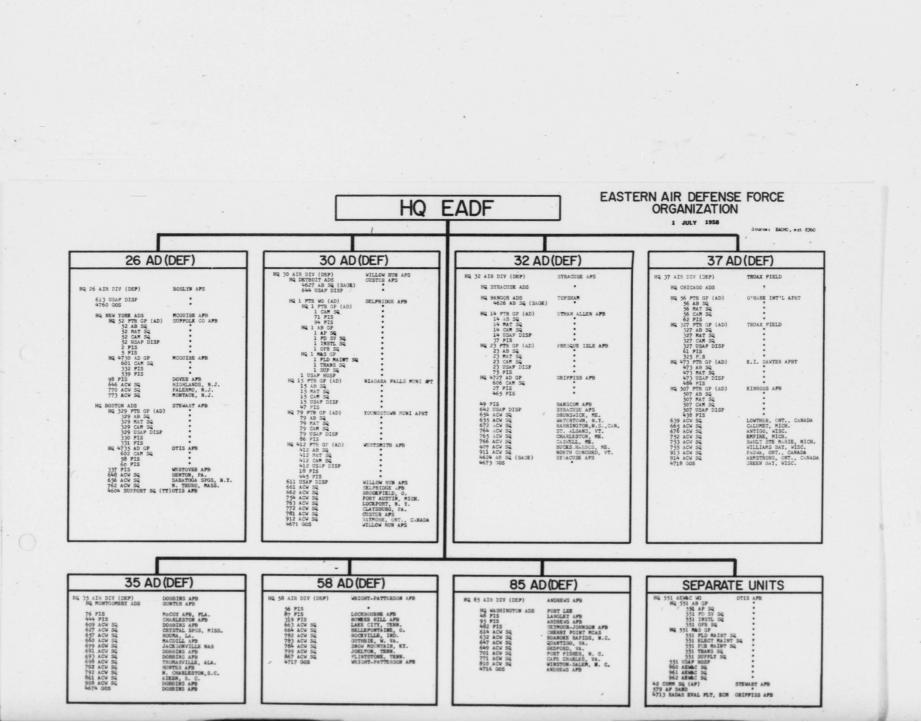
E. H. UNDERHILL MAJOR GENERAL, UNITED STATES AIR FORCE COMMANDER

DISTRIBUTION: C PLUS 10 cys - CFECR 2 cys - each Air Div (Def) 2 cys - each Air Defense Sector 2 cys - each Wing 1 cy - each Group 1 cy - 42nd Comm Sq (AF) 1 cy - 4713 REV ECM Flt. 1 cy - 579th AF Band

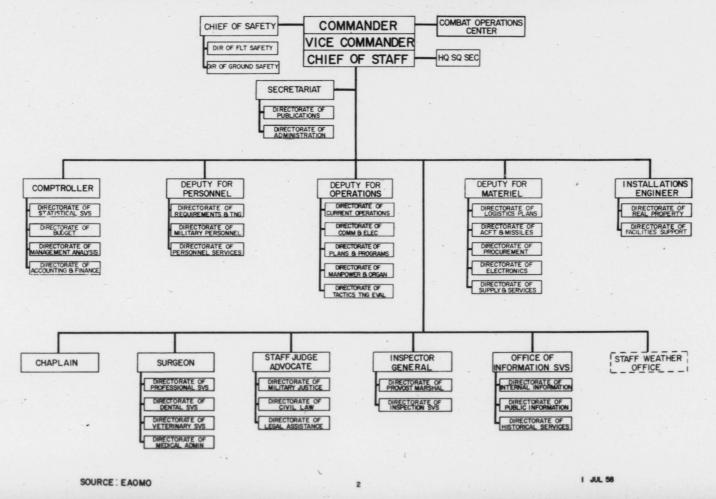
#### INDEX

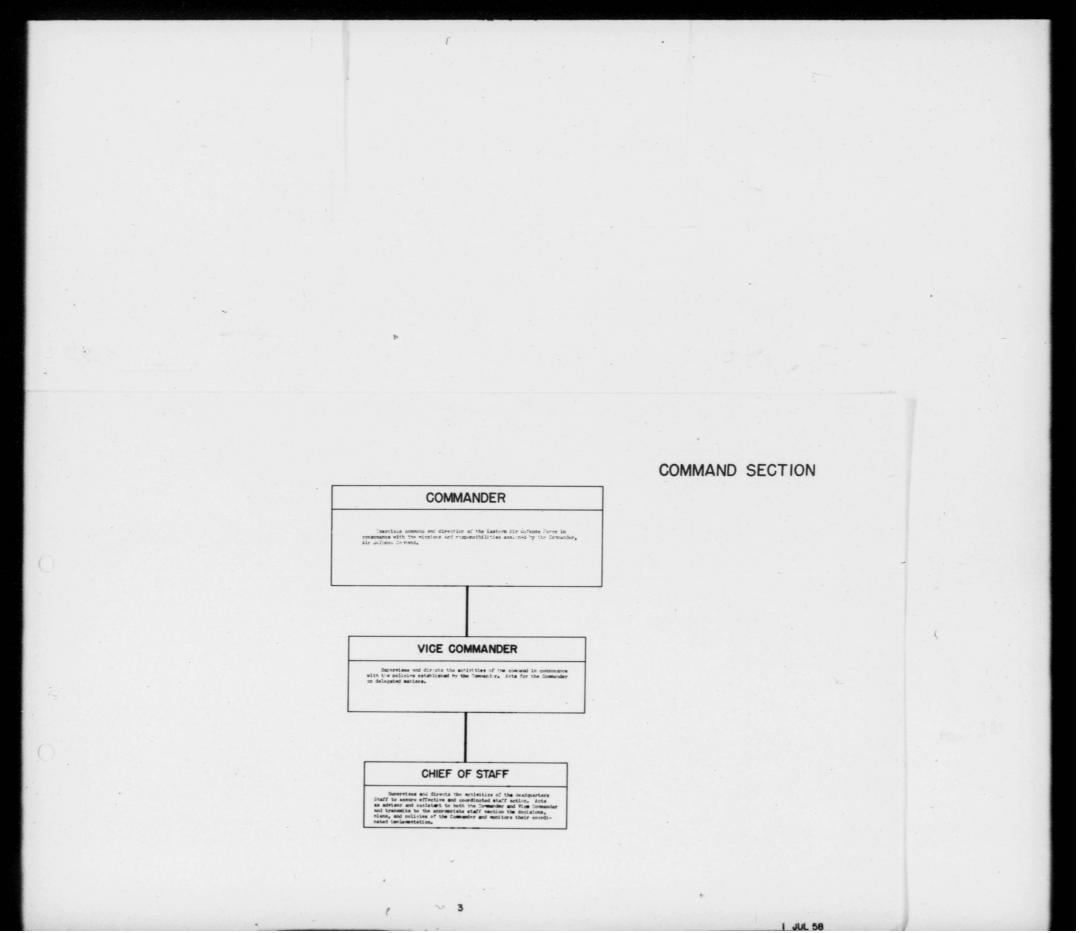
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2. HEADQUARTERS EASTERN AIR DEFENSE FORCE	1 JULY 1958
3. COMMAND SECTION	1 JULY 1958
4. CHIEF OF SAFETY	1 JULY 1958
5. COMBAT OPERATIONS CENTER	1 JULY 1958
6. STAFF WEATHER OFFICE	1 JULY 1958
7. HEADQUARTERS SQUADRON SECTION	1 JULY 1958
8. SECRETARIAT	1 JULY 1958
9. CHAPLAIN	1 JULY 1958
10. SURGEON	1 JULY 1958
11. INSPECTOR GENERAL	1 JULY 1958
12. OFFICE OF INFORMATION SERVICES	1 JULY 1958
13. STAFF JUDGE ADVOCATE	1 JULY 1958
14. INSTALLATIONS ENGINEER	1 JULY 1958
15. COMPTROLLER	1 JULY 1958
16. DEPUTY FOR PERSONNEL	1 JULY 1958
17. DEPUTY FOR MATERIEL	1 JULY 1958
18. DEPUTY FOR OPERATIONS	1 JULY 1958
19. A TYPICAL AIR DIVISION (DEFENSE) HEADQUARTERS	1 JULY 1958
20. A TYPICAL AIR DEFENSE SECTOR HEADQUARTERS	1 JULY 1958

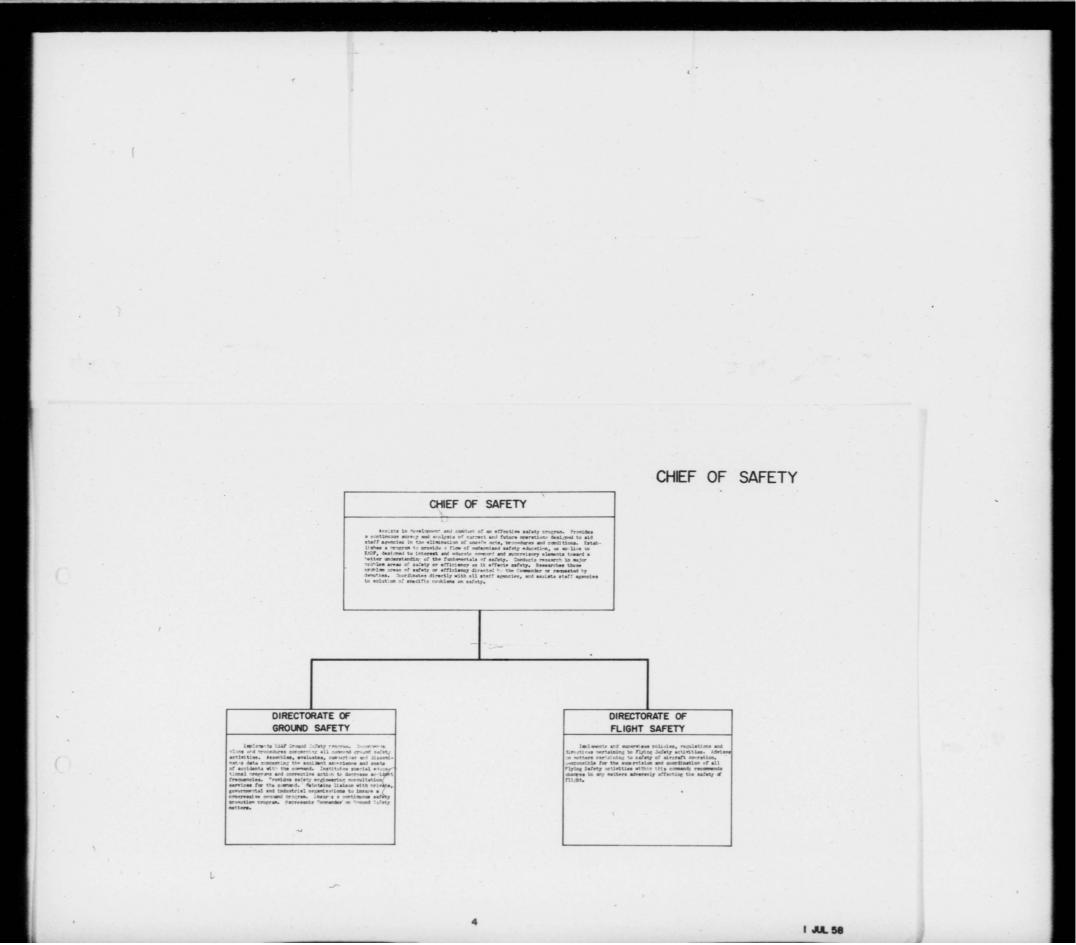
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COMBAT OPERATIONS CENTER

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### COMBAT OPERATIONS CENTER

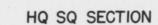
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#### STAFF WEATHER OFFICER

Supervises the formulation of policies pertaining to weather support of SADP. Continually enalyzes the opervisional requirements of SADP. Provides staff anistance on weather matters to all schelms of SADP. Nonitors the Gorzain and effectiveness of the states approximate the state of the state of the state of the state requirements betaining to weather exceeding of SADP. Statistics climatological and meeting wather states Santonic. In this dual councily as SAD to FADP and as Commander, 19th Weather Santonic, Hint Sate Santonical corrations of all weather detachments assigned to 19th Weather Santonics normal weather forecasting service at SADP installations including SADE Divisions and Sectors. Prepares General Orders effecting attachments of weather units as an encourted.

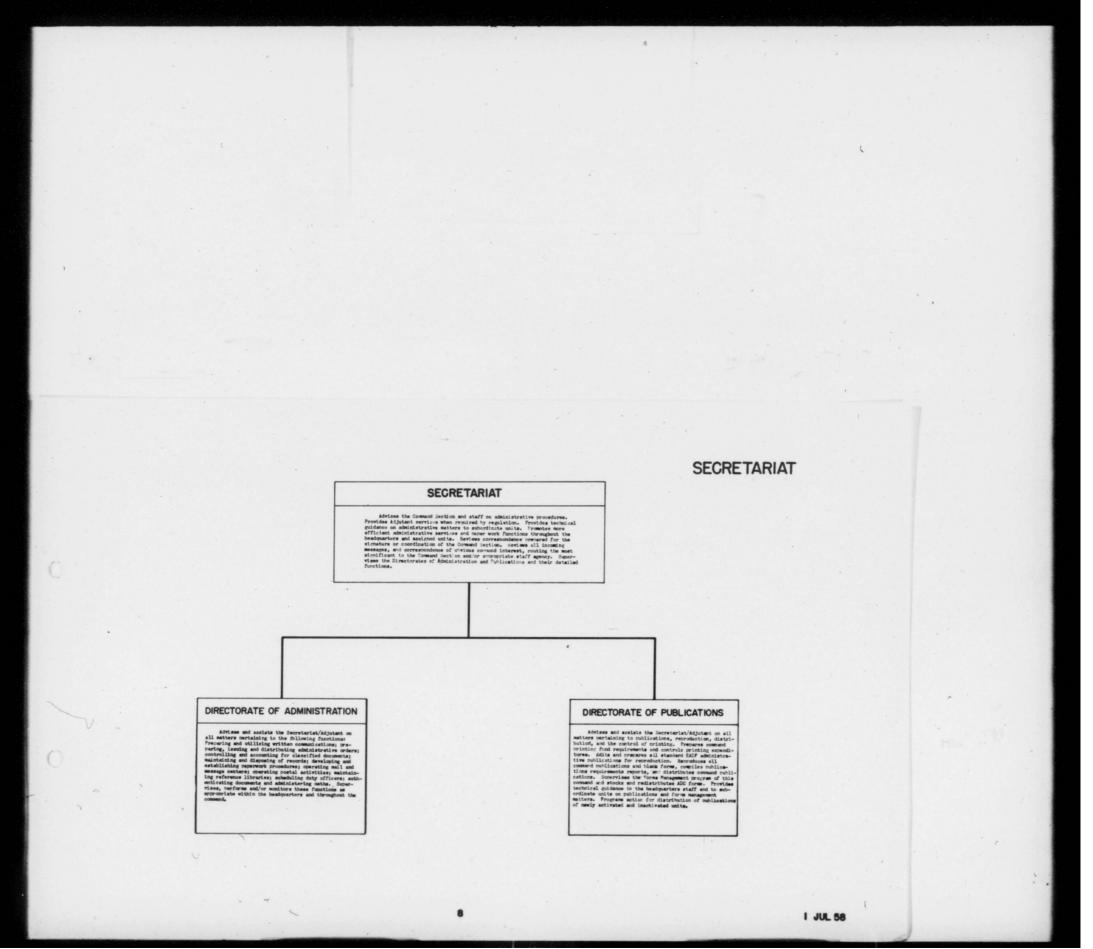
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#### COMMANDER HEADQUARTERS SQUADRON SECTION

Exercises command jurisdiction over simen placed on duty with, or attached for administration to, the Headmarters Snamdron Section and provides logistic and administrative support for all assigned terroornel. As Headmarters Commandant, arranges for the castodial and utilities services for Headquarters fasters aft Defress From facilities, the emittable allocation of administrative office space within Headquarters Eastern Air Defense Force.



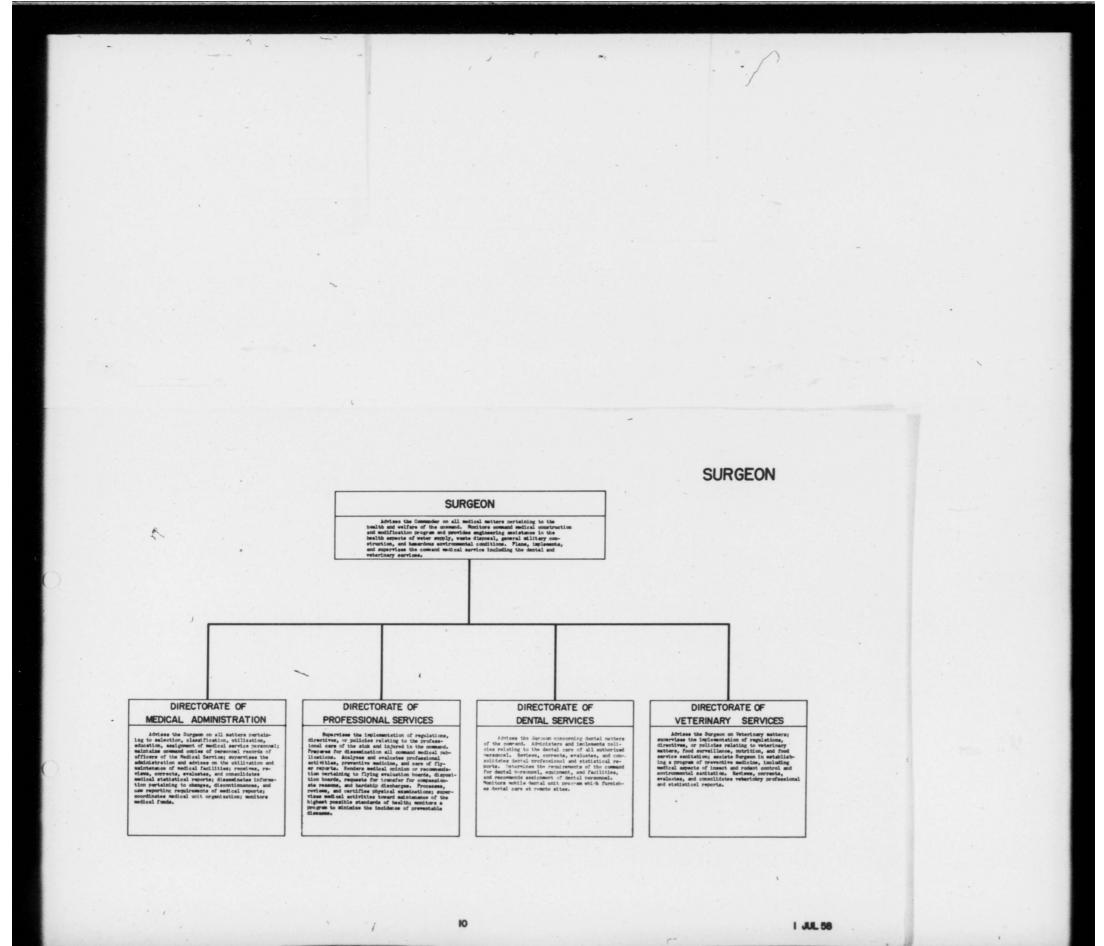


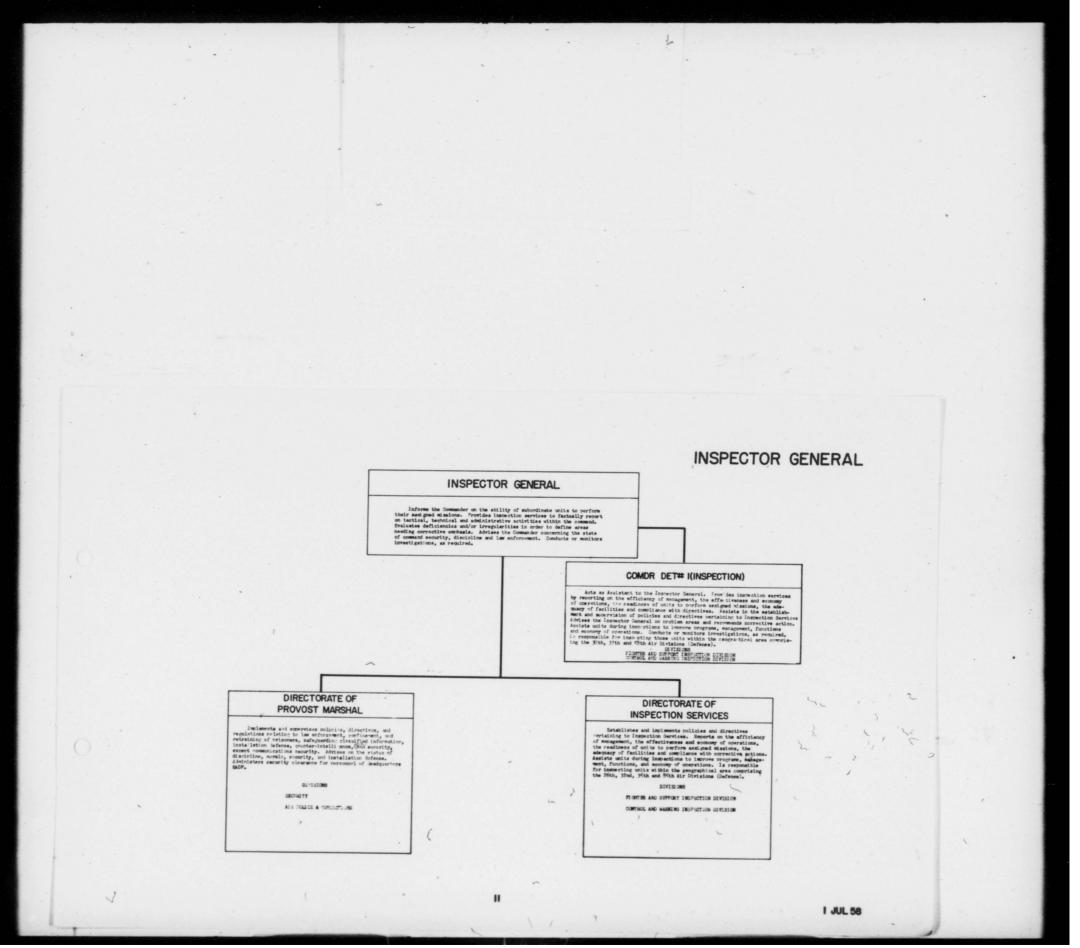
CHAPLAIN

Monitors the inclementation of the religious program of the Air Force within the command. Performs field trips to evaluate the effectiveness of the religious conversa. Freeores rerorts reflecting recorms accombishment. Processes reports substitud by charlains assigned to subordinate organizations. Recommends requirements for personnel, training, enuinement, succluse, and facilities, as pertains to chaplains. Maintains professional records. Fromtess cordial relations between the command and dvillar relificum agencies. Serves as advisor leating commander and other staff officers on matters certaining to religion, morals, and morals.

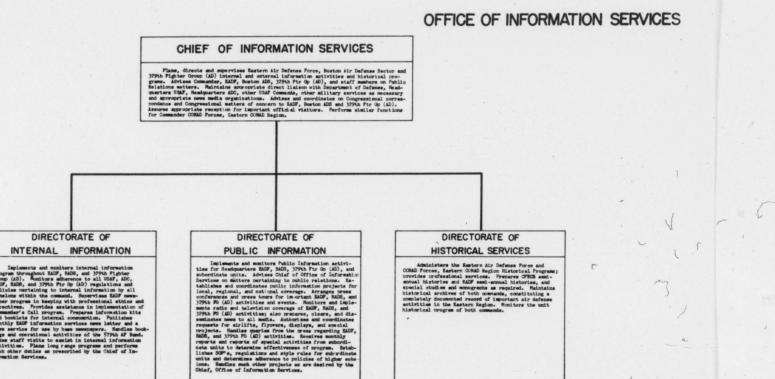
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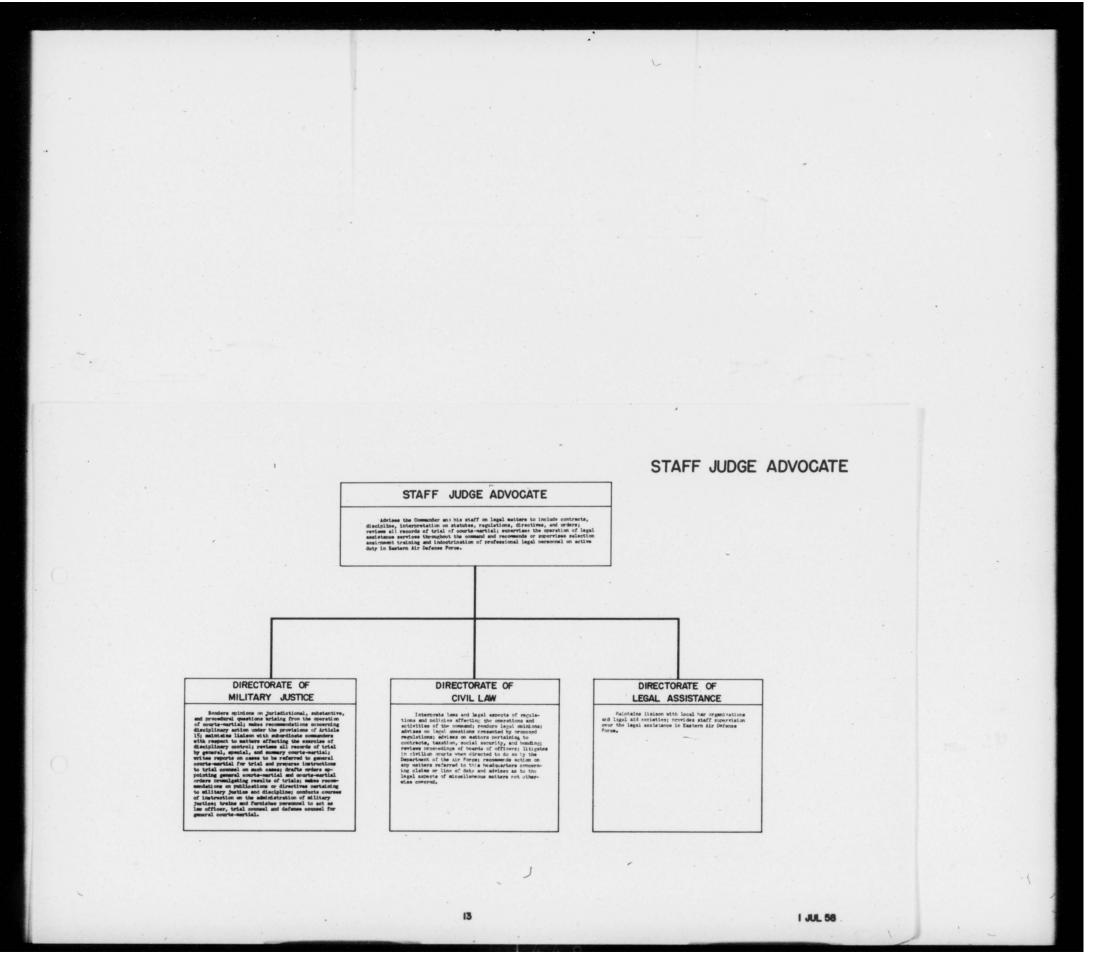


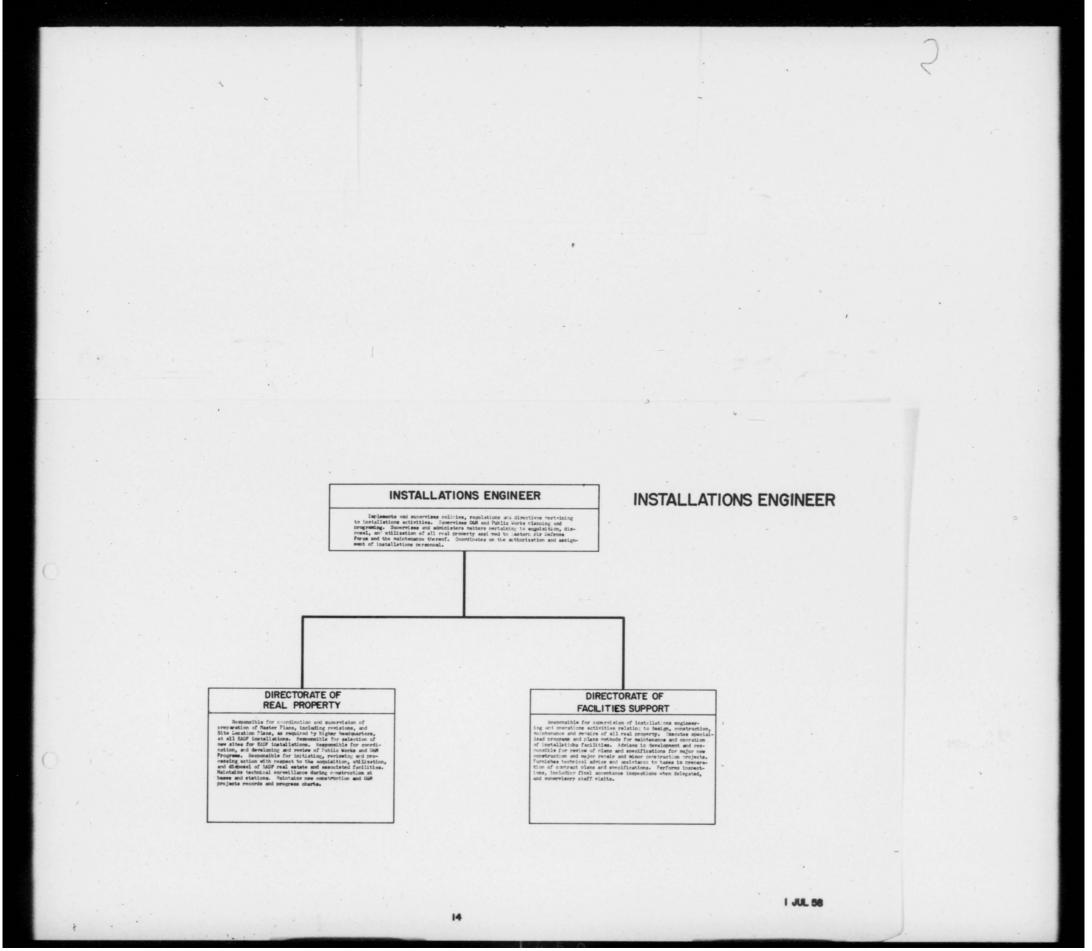
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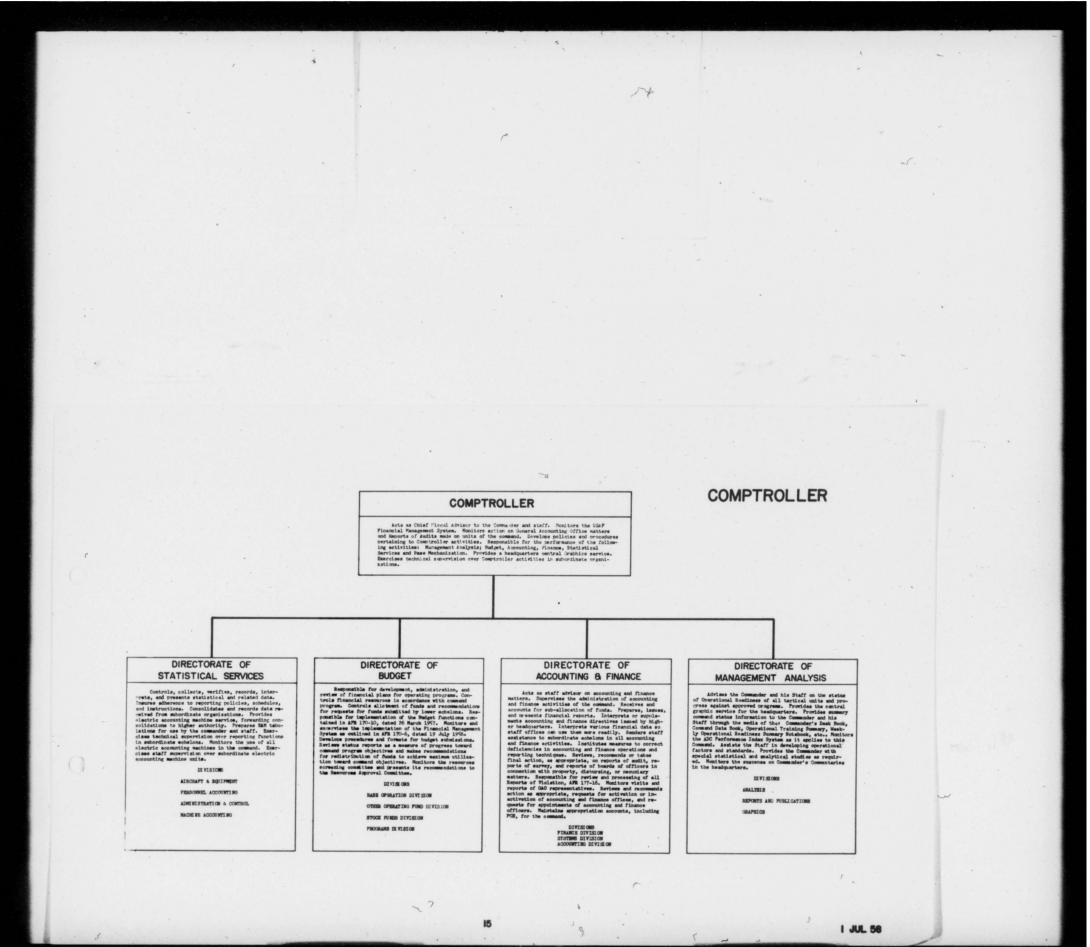
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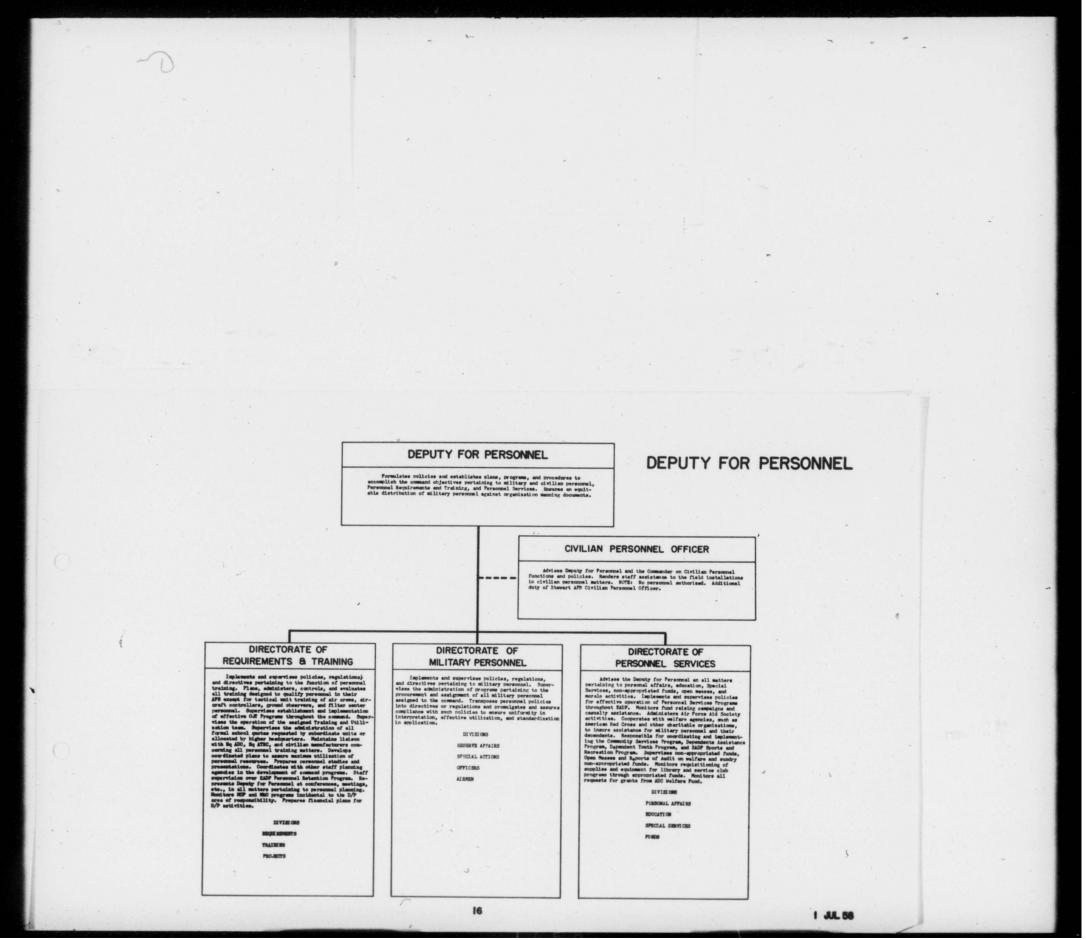
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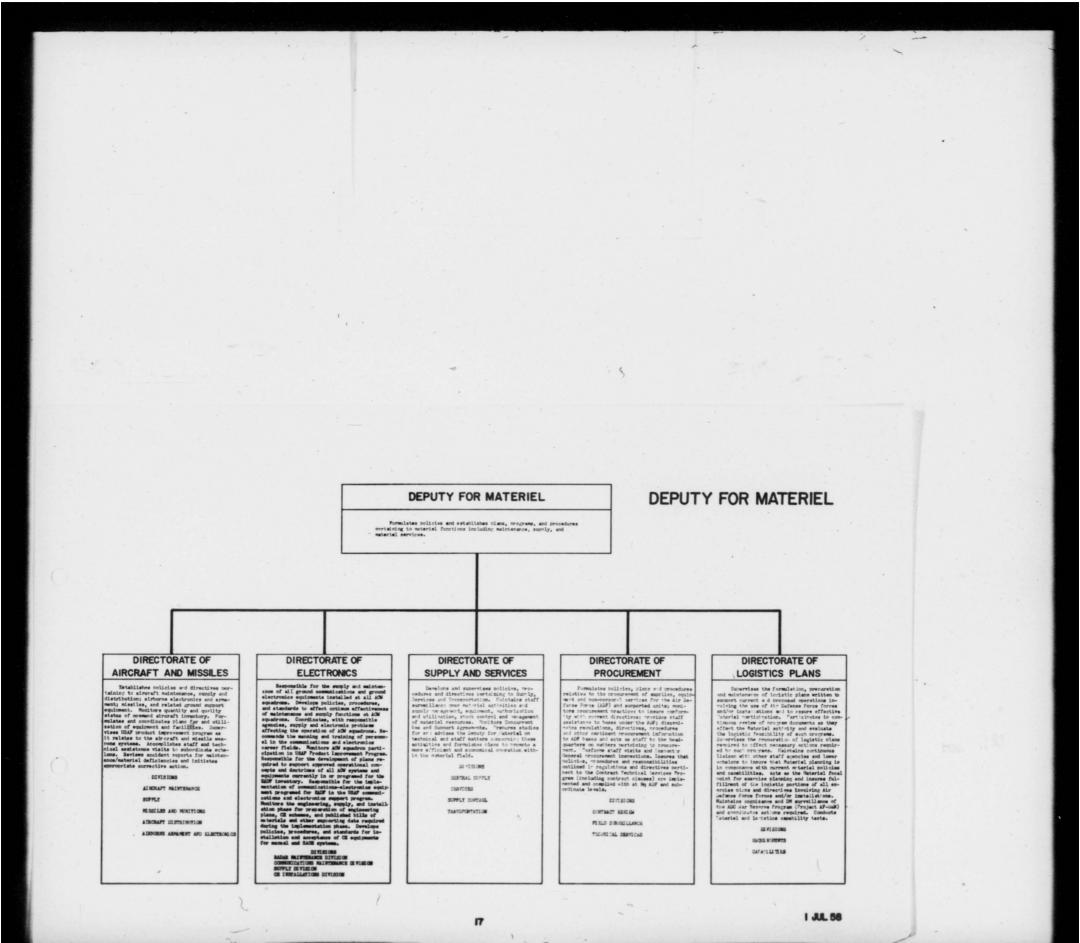




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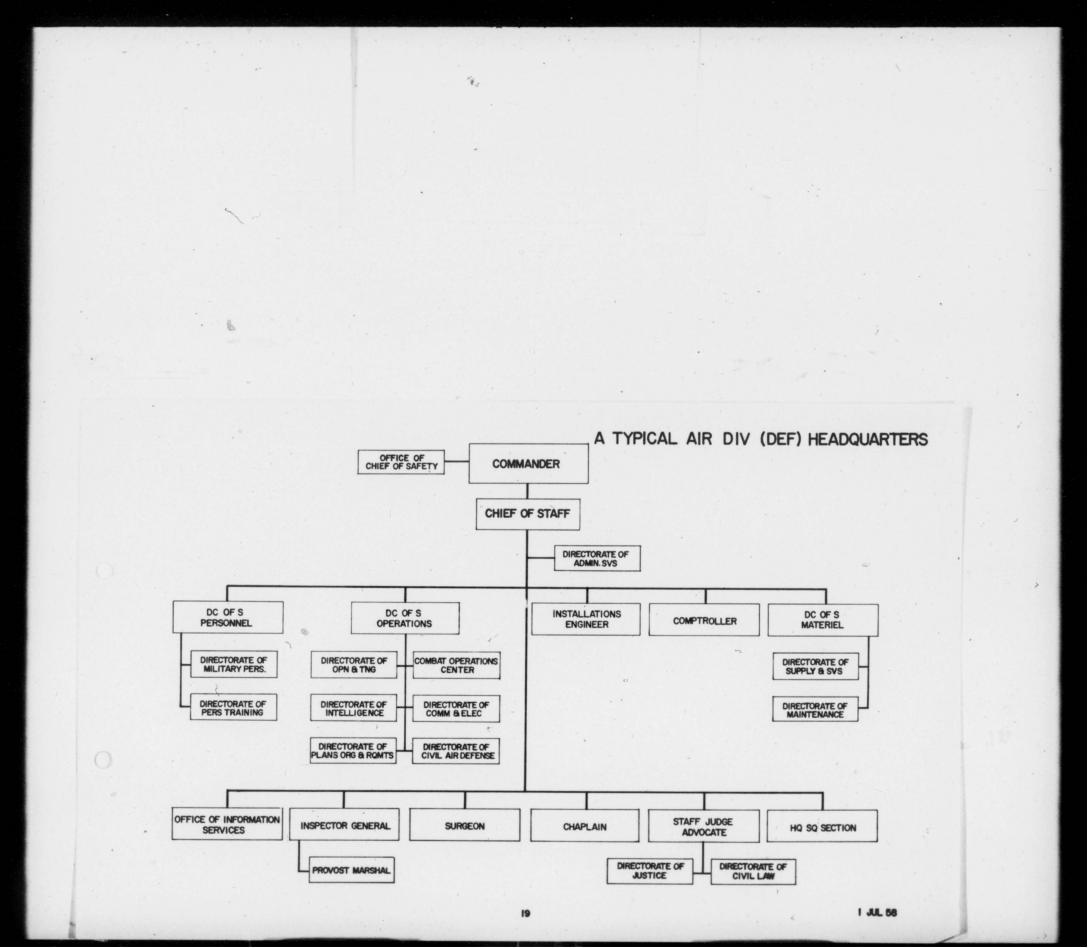
Responsible to the Commander for the following functions: 1. Determining EMD Operational Capability, and preparing mission directives and programs, for subordinate units. 2. Preparing operations plans and coordinating supporting logistic plans. 3. Supervising and coordinating all matters pertaining to operations of EMDF units. 4. Exercising safe Supervision over the Directorises of Durrent Operations, Communications and Electronics, Flans and Programs, Nanpaeer and Organization, and Tactics, Training and Paulantion. 5. Establishing operational requirements. 6. Supervising and coordinating the activation, organization, training, preparation for commat, and normet of units and air crease assigned to EMDF. 7. Nerdeming, formulating and maintaining long range plans to accomplish the EMDF mission. 6. Naintaining operational control over the Life Communications Supervision and the 471th Reader Poulation Fight RESUL. 9. Naintaining lisisen with local agencies of the CAA and other civil agencies on air defense matters. 10. Providing the Commander with pulsators and advicery service on scientific and related technical programs which concerns one ypossibly concern the assigned mation and prevision of Saatern Airy Defense Porce.

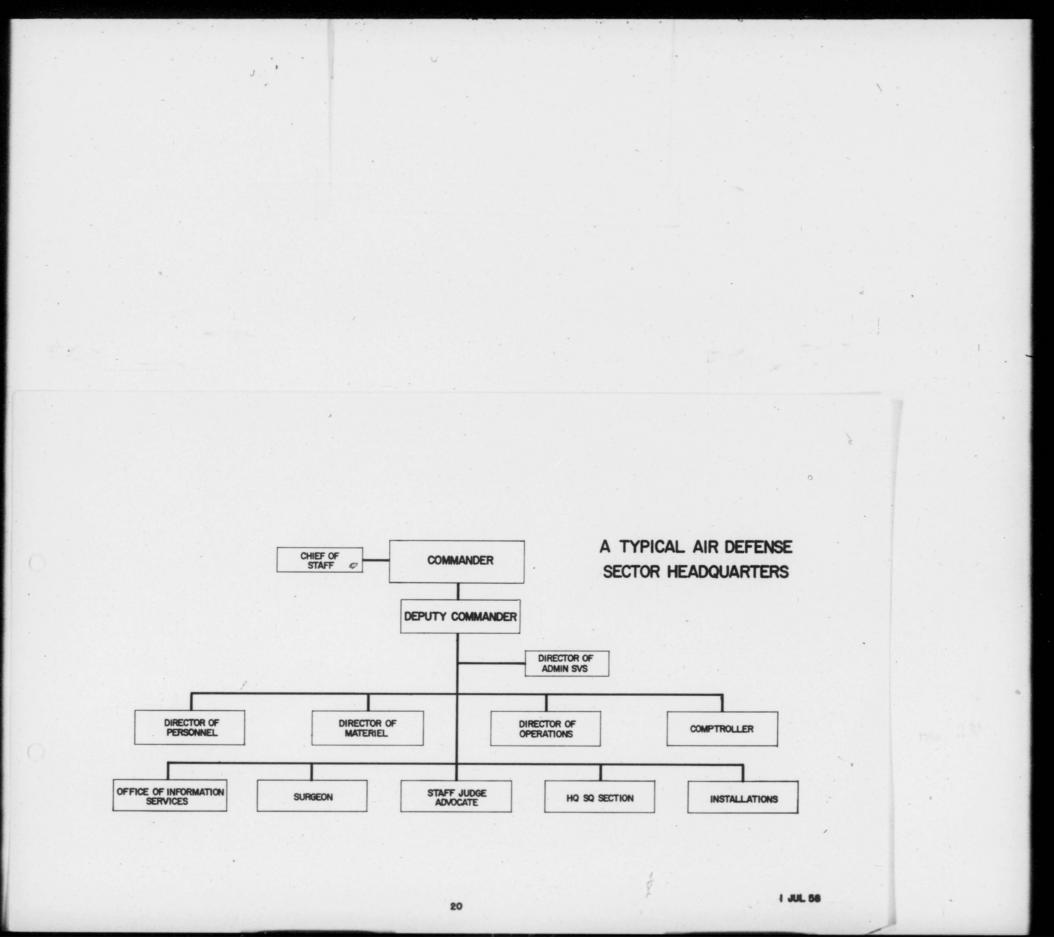
#### DEPUTY FOR OPERATIONS

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DIRECTORATE OF DIRECTORATE OF DIRECTORATE OF DIRECTORATE OF DIRECTORATE OF CURRENT OPERATIONS COMM & ELECTRONICS PLANS & PROGRAMS MANPOWER & ORGANIZATION TACTICS TNG & EVALUATION ble to the Deput Aving functions: 1. Dep-fon of and inclementing po-rest, regulations and dire-temportant of the second second 2. Exercising technical and electronics activities and site control as a second second and second second second second as necessary. L. Advist active second seco Responsible to the Deputy for Operations the following functions: 1. Monitoring th wat state of operational readiness of asmonsible to the Deputy for Operation following functions: 1. Supervisin able to the Deputy for Operations Lowing functions: 1. Reviewing an mg ADC program guidance. 2. Estab grame Objectives based on program cononic use of al located resources policy. 3. Recommening reprogra opriste. L. Coordinating actions insible to the Deputy for Res Responsible to the Deputy for Operatio the development of organisational struc githin EADF and prearing directives un appropriate authority covering all inac-tions, discontinuances, activations, or ations tation units of EADF. and Air i mating EAD Jectives. S. informing communications of recyress and listing factors. 6. Super-tion of the set of the set of the set of commend of the set of the set of commend of the two set of the set of commend of the two set of the set of commend of the set of the set of commend of the set of the project and for the set of the project and for the set of the se airlift cap 118. ?. wating comower autorising to sents and/or changes th owers and/or changes th owers and management and pervising the developed ticks. L. Sucervising the command management dinating the EADF units. g all ECH tra ADF long range plans and direc-loyment of USAF missile and wea-Accomplishing special studies, functions as directed. DI VISIONS DI VI SLONS ADHINISTRATIVE SECTION PLANS DIVISION PROCHANE DIVISION DIVISIONS DIVISIONS TRAINING EVALUATION AND TRAINING TRAINING STOLENESS STALLAND STA

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EASTERN AIR DEFENSE FORCE STEWART AFB N Y AS OF 31 DECEMBER 1958 ROSTER OF COMMANDERS AND PRINCIPAL STAFF OFFICERS

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EXPLANATION OF ABBREVIATIONS P PILOT CP COMMAND PILOT SP SENIOR PILOT N NAVIGATOR

SN SENIOR NAVIGATOR

SO SENIOR OBSERVER

AO AIRCRAFT OBSERVER

AOM AIRCRAFT OBSERVER MEDICAL

AME AVIATION MEDICAL EXAMINER

FS FLIGHT SURGEON

NR NON-RATED AR AERO RATING

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CHAPLAIN	PIERCE PALMER P	COL	18759A	NR	JAN51	8JUL57
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GUC STATE COURD	NH CAMPBELL W R	MAJ	A0571182	NK	APR34	2N0V54
GOC STATE COORD	NJ DIETZ JOHN S	LTCOL	A0562871	NR	FEB57	7FEB56
GOC STATE COORD	MASS PARDEE HARRY W JR	MAJ	A081-2861	P	JUN52	26JAN51
GOC STATE COORD	PA STUART MARX H	MAJ	A01557097	NR	JUL51	17MAR55
GOC STATE CODRD	NY MARSHALL DONALD W	MAJ	A0693145 *	SP	DEC51	13JAN54
GOC STATE CCORD	MICH HENRY JAMES M	MAJ	A0332274	NR	JUN52	22NOV55
GOC STATE COORD	VT ST COEUR WESLEY F	LTCOL	A0281841	SP	MAR55	120CT51
GOC STATE COORD	ME MURPHY HARRY J	MAJ	A0311284	NR	OCT45	7JUL54
GOC STATE COORD	FLA DEROUIN FRANCIS A	MAJ	A0562863	NR	APR53	1JUN53
GOC STATE COORD	ALA STRYKER JOHN MA	MAJ	A0564425	NR	MAR50	20NOV 53
GOC STATE COORD	GA WAREHIME FORREST E JR			NR	FEB55	13MAY53
GOC STATE COORD	SC WARREN PAUL J	MAJ		SP	JUN52	18JUL54
GOC STATE COORD	MISS WHITE DENZIL V	MAJ		AO	NOV56	16AUG55
GOC STATE COORD	ILL TATALA IGNACE J	MAJ		NR	APR52	150CT55
GOC STATE COORD	WIS WILCKEN CARL L			NR	FEB57	28NOV 55
GOC STATE COORD	IND ANGELL DONALD A	MAJ		SP	NOV56	11MAY56
GOC STATE COORD	KY WILLIAMS RUSSELL D			NR	JAN53	2FEB55
GOC STATE COORD	WVA FAULHABER ROBERT L	MAJ		SN	JAN57	9JUN55
GOC STATE COORD	OHIO - MASTERSON ARTHUR W	MAJ		P	JAN55	170CT53
GOC STATE COORD	TENN FENN FRANK L			NR	OCT50	31JAN54
GOC STATE COORD	NC BRENNAN JAMES A			NR	DEC51	29DEC55
GOC STATE COORD		MAJ		SP	MAR58	22JUN54
420 COMMUNICATIO	INS SQ AF					
STEWART AFB N Y						
COMMANDER	OPELLO WALTER C	MAJ	A0581052	NR	SEP51	22JAN 55
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STEWART AFB N Y						2
COMMANDER	PROCTOR VERNON E	CWO	951054E	NR	FEB52	_23AUG55
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GRADE SV NO

MAJ

MAJ MAJ A/R DOR

A0666227 SP APR54

A0857782 NR SEP51 A0571182 NR APR54

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2AUG56

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POSITION

GOC STATE COORD DEL

NAME

GOC STATE COOR CON-RI DELORIA EUGENE J GOC STATE COORD NH CAMPBELL W'R

BLAGG WILLIAM E JR

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EADF 3

COMMANDER	MAKOWSKI BERNARD A	LTCOL	33959A	СР	APR53	5JUN55
551ST AEW&C WING OTIS AFB MASS						
 COMMANDER DEPUTY COMMANDER PERSONNEL OFFICER OPERATIONS OFFICER MATERIEL OFFICER COMPTROLLER STAFF JUDGE ADVOCATE	DEVANIA RICHARD W BUCHANAN ALLEN E LINDTNER FREDERICK KNUDSON CECIL C JACINTO FRANCIS M LIVELY RICHARD T KALLHER WILLIAM	COL COL COL	36516A A0909196 3137A A01849698 3247A	CP NR CP NR CP	JAN56 AUG51 JAN57 JAN57 APR44	15AUG54 23MAY55 1AUG55
960TH AEW&C SQ OTIS AFB MASS			~			
COMMANDER	GYSON JAMES L	LTCOL	11365A	SP	JAN57	6JUN55
OTIS AFB MASS					-	
COMMANDER	FRANKS CLARENCE 'E	LTCOL	A0406735	CP	MAY51	8JUL58
962D AEW&C SQ OTIS AFB MASS						
COMMANDER	HARWELL JAMES A JR	LTCOL	9661A	CP	APR53	25JUL56

4713TH RADAR EVAL ECM FLT GRIFFISS AFB ROME NY

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EADF 4

COMMANDER	JACKSON URBAN B	LTCOL	.37428A	CP	MAY51	4SEP54
551ST USAF HOSP						
OTIS AFB MASS						
COMMANDER	PITTMAN WAYNE C	COL	19124A		JAN51	1555554
COMMANDER	FILIMAN WATNE C	COL	19124A	FS	JANJI	15DEC54
26TH AIR DIV SAGE HQ						
SYRACUSE AF STA SYRAC	JSE NY					.,
COMMANDER	AGEE SAM W	M/GEN	1346A	CP	OCT53	16JUN53
	ELDER WILLIAM E	COL	1772A	CP	SEP43	10JUL55
DEP FOR OPERATIONS	MCBRIDE WILLIAM P	COL	4179A	CP	JAN51	22DEC55
DEP FOR MATERIEL	GORDON DONALD M	COL	4374A	SP		2MAR52
DEP FOR PERSONNEL	WEBSTER JAMES L	COL	2997A	NR		5AUG58
DEP FOR COMPTROLLER	LEWIS ONICE L	LTCOL	A0575356	NR	APR56	15NOV55
SURGEON	SANTACROSE THOMAS A	CPT	A03077029	NR	MAY57	11AUG58
STAFF JUDGE ADVOCATE	VACANT					
INFO SVC OFFICER	POTTER GEORGE W	CPT	A0927820	NR	MAR52	23JUN55
DIR ADMIN SVS	HOWE EVERITT W	LTC	6854A	CP	JUL58	13APR53
CHAPLAIN	VACANT					
CH OF SAFETY	MEYER HENRY R	MAJ	A0697665	SP	MAR58	16JUL53
INSPECTOR GENERAL	VACANT					
DIR OF. COMM & ELECT	STANAT ARTHUR E	COL	A0250919	NR	JAN51	26JUL51

GRADE SV NO

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551ST ABGRU OTIS AFB MASS

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POSITION	NAME	GRADE	SV NO	A/R	DOR	OFSSD
DETACHMT 1 MANUAL CONTR ROSLYN AF STA NY	ROL CENTER					•
	FORMLY SAMUEL J JR YOUNG HARRY B	COL COL	575A 1871A		APR48 MAY45	10JUL56 2DEC54
DETACHMT 2 SYRACUSE MAN SYRACUSE AF STA NY	NUAL CONTROL CENTER					
COMMANDER	REMINGTON PETER H	COL	1491A	CP	JUL53	18JUL55
DETACHMT 3 ANDREWS MANU ANDREWS AFB WASHINGTON			3			24
VICE COMMANDER	HAHN DELBERT H	COL COL COL		CP	MAR45 JAN51 JAN51	5APR54 12DEC51 2SEP53
NEW YORK AIR DEF SECTOR MCGUIRE AFB TRENTON N						
DEP COMMANDER PERSONNEL OFFICER OPERATIONS COMM & ELECT OFFICER	MAGID LOUIS B JR POPOVICH TARAS T	COL COL COL COL	1759A 4072A 2636A 5234A 3604A 2347A 2503A	CP NR	JUN52 APR55	16SEP53 18AUG58 5DEC54 30CT56
52D FTR GRU AIR DEF HQ SUFFOLK COUNTY AFB WEST						ž
COMMANDER	HOOK FRED G JR	COL	4162A	CP	JAN51	16MAR55 -
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	POSITION	NAME	GRADE	SV NO	A/R	DOR	OFSSD
	52D AIR BASE SQ SUFFOLK COUNTY AFB WES	T HAMPTON BCH LI NY					
	COMMANDER	SMITH JOE H	MAJ	17106A	SP	SEP51	30AUG57
	2D FTR INTERCEPTOR SQ SUFFOLK COUNTY AFB WES	T HAMPTON BCH LI NY			2		
	COMMANDER	YARBROUGH WALTER R	LTCOL	8302A	CP	MAR55	8AUG54
	5TH FTR INTERCEPTOR SO SUFFOLK COUNTY AFB WES	T HAMPTON BCH LI NY					
	COMMANDER	HECKMAN EDWARD C JR	LTCOL	37913A	SP	JAN57	24JUN54
F	98 FTR INTCP SQ DOVER AFB DOVER DEL		-				
)	COMMANDER	DELAPP JOHN R	LTCOL	3560A	СР	0CT50	18FEB55
	4730TH AIR DEF GRU MCGUIRE AFB TRENTON NJ	A.C.					
	COMMANDER	BROOKS PHILLIP	COL	8815A	CP	APR55	16MAY53
	332D FTR INTERCEPTOR SO MCGUIRE AFB TRENTON NJ						ć
	COMMANDER >	HALLIWELL GEORGE R	LTCOL	42135Ã	CP	APR54	21DEC53
c			5.		4	5.	EADF 7

	539TH FTR INTERCEPT MCGUIRE AFB TRENTON	OR SQ	GRADE SV N	0 A/	R DOR	OFSSD
	COMMANDER	WALLACE ROBERT D	LTCOL 7757A	SP	MAR55	20110
	646TH RADAR SQ SAGE HIGHLANDS AF STA HIG	SHLANDS NJ				29NOV54
	COMMANDER	GRIFFITH WESTON F	MAJ 37100	A NR		15
	770TH RADAR SQ SAGE PALERMO AF STA OCEAN			A NR	JAN55	140CT54
	COMMANDER					
		HAWS GEORGE A	MAJ 33414A	NR	JAN52	
	773D RADAR SQ SAGE MONTAUK AF STA MONTAU	IK LI NY				260CT55
1.	COMMANDER	WOLF DANIEL	LTCOL AOBOO30	4		
in /	BOSTON AIR DEF SECTOR	HQ	/	AO .	AUG51	21AUG56
	COMMANDER DEPUTY COMMANDER PERSONNEL OFFICER OPERATIONS OFFICER MATERIEL OFFICER COMPTROLLER STAFF JUDGE® ADVOCATE DIR OF COMM & ELECT	SHORES VON R GARRIGAN ROBERT J MORGAN HORATION O TROWBRIDGE LEE COMMENATOR GEORGE O HOBART ROBERT JORDAN VINCENT A. FERTIG NORMAN	B/GEN 1236A COL 5231A COL A0254490 LTCOL 20702A COL 5152A MAJ A0295463 CAPT 26676A LTCOL 6965A	CP J SP F SP D NR F AO AI	PR53 EB51 2 EC51 1 EB51 2 PR54 UG51 2	18JUN52 8JUN54 2MAY50 26APR55 7JUN57 3N0V55 5SEP55 90CT57
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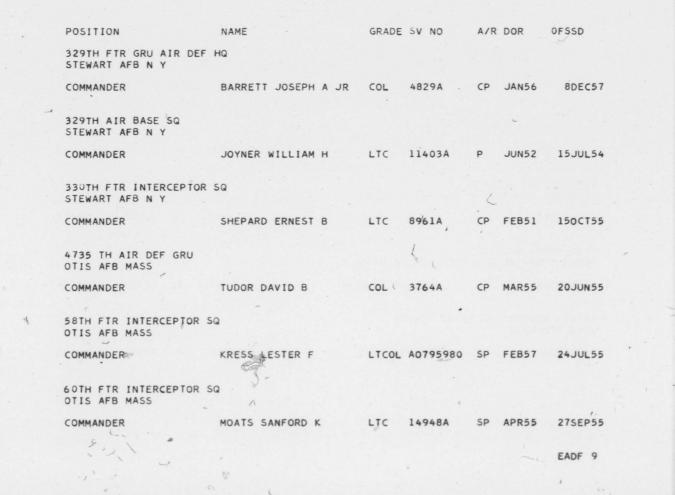
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COMMANDER CAMPION NORMAN W LTC 6032A CP APR53 20JAN58 C. 337TH FTR INTERCEPTOR SQ WESTOVER AFB MASS JABARA JAMES COMMANDER LTCOL 16309A SP APR56 24JUL53 656TH RADAR SQ SAGE SARATOGA SPRINGS AF STA SARATOGA NY COMMANDER MILLS HOWARD E MAJ A0525330 CP JUN52 9MAY57 762D RADAR SQ SAGE NORTH TRURO AF STA NORTH TRURO MASS COMMANDER SHERWIN JOHN R MAJ A0735934 A0 APR53 28MAR56 4604TH SUPPORT SQ TEXAS TOWERS OTIS AFB MASS COMMANDER PHELAN JAMES 36496A MAJ P APR58 19NOV56

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GRADE SV NO A/R DOR OFSSD

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POSITION

49TH FTR INTERCEPTOR SQ L G HANSCOM FIELD BEDFORD MASS

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POSITION	NAME	GRADE	SV NO	A/R	DOR	OFSSD
SYRACUSE AIR DEF SECTOR SYRACUSE AF STA SYRACUS						
COMMANDER VICE COMMANDER PERSONNEL OFFICER OPERATIONS OFFICER MATERIEL OFFICER COMPTROLLER STAFF JUDGE ADVOCATE	CORNETT JOHN B HARDESTY WILMER A WALTERS ROBERT M THORNE JAMES H HARRIS WILLIAM D BUTTON ERVINE J STEINBERG JACOB	COL	12882 3161A A0280284 8132A 4868A 7205A 38508A	CP NR CP	JUN52 MAR58	11JUL52 26MAR57 11MAY55 16MAY57 8JUL58 6AUG53 27NOV56
4624TH AIR BASE SQ SAGE SYRACUSE AF SIA SYRACUS						11780F c170140
COMMANDER	FROMAN HOWARD W	LTC	9532A	SP	MAR57	30JAN52
15TH FTR GRU AIR DEF HONIAGARA FALLS MUNI APRI						
COMMANDER	WIPER THOMAS L	COL	4029A	СР	APR53	2JUN57
15TH AIR BASE SQ NIAGARA FALLS MUNI APRI	NIAGARA FALLS NY	١.				
COMMANDER	HICKS WILLIAM B	LTCOL	3265A	NAV	OCT51	13MAY57
47TH FTR INTERCEPTOR SC NIAGARA FALLS MUNI APRI	-					
COMMANDER	THOMAS LEONARD L	LTC	8427A	CP	MAR55	2SEP54
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4727TH AIR DEF GRU GRIFFISS AFB ROME NY COL 4966A CP FEB57 14JUL54 KELLER FRANK J COMMANDER 27TH FTR INTERCEPTOR SQ GRIFFISS AFB ROME NY STEWART WILLIAM H LTC 15123A SP MAR58 30MAY53 COMMANDER 465TH FTR INTERCEPTOR SQ GRIFFISS AFB ROME NY ARMSTRONG STEPHEN D MAJ 51054A CP JUN52 7FEB56 COMMANDER 648TH ACW SQ BENTON AF STA BENTON PA MUNSON WARREN E MAJ A0725075 SAO FEB58 3DEC54 COMMANDER 655TH ACW SQ WATERTOWN AF STA WATERTOWN NY ANDERSON EDWARD L MAJ + A0724275 SN DEC51 **7SEP56** COMMANDER 763D ACW SQ LOCKPORT AF STA LOCKPORT NY WAITS JOE W MAJ A0676684 SP DEC55 8APR55 COMMANDER

GRADE SV NO

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POSITION

POSITION	NAME	GRADE	SV NO	A/R	DOR	OFSSD	
772D ACW SQ CLAYSBURG AF STA CLAYS	BURG PA					· >	
COMMANDER	CALLAHAN RAYMOND J	CPT	A0886648	PNFS	APR55	19MAR57	
BANGOR AIR DEF SECTOR	но						
COMMANDER DEPUTY COMMANDER PERSONNEL OFFICER OPERATIONS OFFICER MATERIEL OFFICER COMPTROLLER STAFF JUDGE ADVOCATE DIR OF COMM & ELECT	HORNBY DAVID H JR POWELL WILLIAM H MCKEE JACK E DOWNING JOHN W VACANT	COL COL COL COL LTCOL	1293A 1929A 4439A 4768A 9635A 5335A 1307A	SP CP SP CP NR	APR44 JUL50 JUN52 APR53 MAR58 DEC52 SEP45	30DEC55 15JUL58 11JUL53 12DEC57 24DEC54 14JUN58 8JUL58	
4626 AIR BASE SQ SAGE TOPSHAM ME							
COMMANDER	PODOLAK STANISLAW J	LTCOL	3965A	СР	OCT50	22DEC55	
14TH FTR GRU AIR DEF H ETHAN ALLEN AFB WINOOS							
COMMANDER	KULLMAN JOHN R	COL	10171A	SP	APR56	2SEP55	
14TH AIR BASE SQ ETHAN ALLEN AFB WINOOS	KI VT						
COMMANDER	BARTHOLF JOHN C	MAJ	17502A	SP	APR57	21JUN55	
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NAME

1	ETHAN ALLEN AFB WINOOS	KI VT					
	COMMANDER	PETERS FRANCIS D JR	MAJ	18137A	CP	SEP51	18JUL56
	23D FTR GRU AIR DEF HQ PRESQUE ISLE AFB PRESQ		-				
	COMMANDER	MCCORD GEORGE E	COL	8642A	CP	APR53	15JAN53
	23D AIR BASE SQ PRESQUE ISLE AFB PRESQ	UE ISLE ME					
	COMMANDER	RENZ JAY L	LTCOL	10557A	СР	AUG51	23AUG54
	75TH FTR INTERCEPTOR S PRESQUE ISLE AFB PRESQUE	-					
	COMMANDER	JOHNSON LUVERNE S	MAJ	38447A	SP	JUN52	24JUN55
	654TH ACW SQ BRUNSWICK AF STA ME						
	COMMANDER	GOLDBERG LESTER B	MAJ	A0563118	NR	NOV52	15JUL54
	672D ACW SQ BARRINGTON ACW STATION	NOVA SCOTIA CANADA					
	COMMANDER	LEWIS HERBERT H	MAJ	A0823105	P	JUL55	OVERSEA
							EADF 14

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POSITION

37TH FTR INTERCEPTOR SQ

FORT LEE VA COMMANDERBEVERLY ERNEST HB/GEN 1590ACPMAR5818JUL54DEPUTY COMMANDERKENT RICHARD JCOL1989ASPJAN51230CT53PERSONNEL OFFICERGAFFNEY JOHN BCOL5279ANRAPR5313AUG54

WASHINGTON AIR DEF SECTOR HQ

JANASIEWICZ STANLEY A 1LT A03007941 NR DEC56 28JAN58 COMMANDER

911TH ACW SQ NORTH CONCORD AF STA VT

BAKER CHARLES F MAJ A0857926 NR JUL51 30NOV55 COMMANDER

907TH ACW SQ BUCKS HARBOR AF STA ME

COMMANDER SIMMONS AUSTIN W MAJ A0814993 SP APR53 110CT55

766TH ACW SQ CASWELL AF STA LIMESTONE ME

SP FEB55 2DEC58 MARVIN GEORGE C MAJ 38226A COMMANDER

765TH ACW SQ CHARLESTON AF STA CHARLESTON ME

ST ALBANS AF STA ST ALBANS VT . . STARBUCK ELLIOTT R MAJ A0495398 CP FEB51 1DEC53 COMMANDER

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POSITION NAME 764TH ACW SQ

GRADE SV NO

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STAFF JUDGE ADVOCATE	PETERSON SUMNER W COUTTS WARREN H III	1LT	11992A A03059900	SP CP CP NR NR	APR53 MAR55 MAR57	23JUN58 22JUL58 20MAY57 NONE 12JUL55	
DIR OF COMM & ELECT	Q.	COL	9521A	NK	MARDI	1230235	
LANGLEY AFB HAMPTON VA							
COMMANDER	MCINTOSH LAWRENCE P	LTC	33066A	SP	MAR58	2AUG55	
95TH FTR INTERCEPTOR SC ANDREWS AFB WASHINGTON							
COMMANDER	THORVALDSON JOEL D	LTCOL	11763A	CP	MAR56	17FEB52	
632D ACW SQ ROANOKE RAPIDS AF STA 1	NC						
COMMANDER	HUGHEY MARVIN H	MAJ	13917A	СР	DEC56	13MAY55	
647TH ACW SQ QUANTICO AF STA MANASS/	AS VA						
COMMANDER	COLBOCH LLOYD E	LTC	A0511599	СР	FEB57	4DEC53	
649TH ACW SQ BEDFORD AF STA VA						•	
COMMANDER	KRUPSKI CHARLES A	MAJ	A0754017	CP	FEB51	16DEC55	

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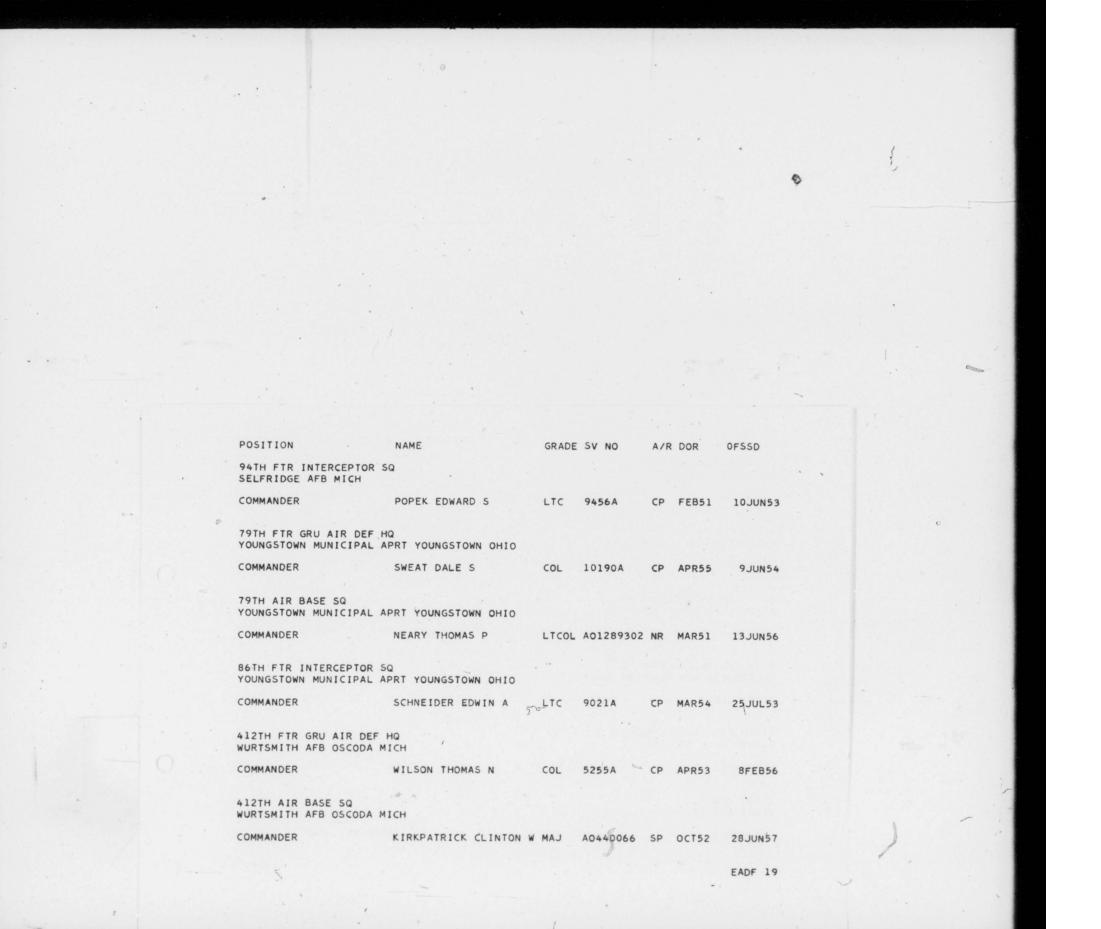
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POSITION	NAME	GRADE	SV NO	A/R	DOR	OFSSD
771ST ACW SQ CAPE CHARLES AF STA CAP	PE CHARLES VA					
COMMANDER	HARRIS SAMUEL C	MAJ	39656A	SP	MAY53	1NOV53
30TH AIR DIV DEF HQ WILLOW RUN AF STA BELLE	EVILLE MICH					•
COMMANDER VICE COMMANDER DEP FOR OPERATIONS SURGEON	EDWINSON CLARENCE T STEWART EVERETT W HANCOCK JAMES H VACANT	B/GEN COL COL	1597A 1962A 8648A	CP CP CP	DEC53 JAN45 APR53	2JUN49 28JUL57 6JUN54
DIR COMM & ELCTS DEP FOR MATERIEL DEP FOR PERSONNEL DEP FOR COMPTROLLER STAFF JUDGE ADVOCATE INFO SVC OFFICER ADJUTANT CHAPLAIN CHIEF OF SAFETY INSPECTOR GENERAL	VANDERHOOF JAMES I ALLEN WILLIAM C WINTERBERGER LOUIS W CHAUVET JACK S BURGET CARL E TURNER CHARLES R DAILEY COLE M DUGGAN JOHN P HEATH ROBERT H MORRIS FRANK W JR	MAJ CAPT MAJ	A0237789 5088A A0383979 6659A 13393A A0701204 36543A 18724A 13881A A0794345	AO CP SP NR SP NAV NR CP SP	JUN52 APR53 DEC51 NOV56 DEC51 DEC50 SEP56 OCT50 JAN56 FEB51	10AUG55 25MAR58 19JUL58 26JUN54 26AUG55 12JAN54 16JAN53 26JUL55 24AUG53 19MAY58
DETROIT AIR DEF SECTOR FORT CUSTER MICH	но					
COMMANDER DEPUTY COMMANDER PERSONNEL OFFICER OPERATION OFFICER MATERIEL OFFICER COMPTROLLER STAFF JUDGE ADVOCATE DIR OF C&E	CHANDLER CHARLES G JR MCCARTEN ROBERT D WILLIAM RALPH C SIMMONS J A JR WICKMAN VERNON E FOSTER GAY H VACANT CONNELLY CLYDE	COL MAJ COL LTC MAJ	1842A A0395169 A0664708 5060A 33125 A0799369 A01633769	CP CP NR CP CP CP	APR44 APR45 JUN52 MAY54 DEC51 FEB58 APR53	15JUN53 21FEB55 19JUN54 24JUL58 8JAN57 28AUG54 8SEP56

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POSITION	NAME	GRADE	SV NO	A/R	DOR	OFSSD	
4627 AIR BASE SQ SAGE FORT CUSTER MICH	6						
COMMANDER	HANSON MARVIN A	LTCOL	A0349804	NR	OCT50	22MAR54	
IST FTR WG AIR DEF HQ SELFRIDGE AFB MICH							
COMMANDER DEP COMMANDER PERSONNEL OFFICER OPERATIONS OFFICER MATERIEL OFFICER COMPTROLLER STAFF JUDGE ADVOCATE	DICK RICHARD D RICHMOND BARRÖN A JR BENEFIEL ROBERT E PAPIK CORWIN J COLE JOHN S JR	COL MAJ LTC LTCOL MAJ	A081440 34478A 7287A A0767497	CP SP SP NR SP	NOV48 SEP51 JUN52 FEB51 FEB55	23JAN54 6FEB55 13FEB55 16JAN52 20JUN55	~
1ST AIR BASE GRU SELFRIDGE AFB MICH							
COMMANDER	BYERS VIC L	COL	9311A	SP	JUN52	9DEC53	
IST FTR GRU AIR DEF HQ SELFRIDGE AFB MICH		•					
COMMANDER DEPUTY COMMANDER			3212A A0439574			4DEC54 6NOV54	
71ST FTR INTERCEPTOR SC SELFRIDGE AFB MICH						1. <	
COMMANDER	MILLER ROBERT	LTCOL	10073A	SP	FEB56	7JUN56	
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	POSITION	NAME	GRADE	SV NO	A/R	DOR	OFSSD	
	18TH FTR INTERCEPTOR : WURTSMITH AFB MICH	SQ						
-7 -7	COMMANDER	PATTON JOHN M	LTCOL	9371A	SP	APR53	10JAN55	
	445TH FTR INTERCEPTOR WURTSMITH AFB OSCODA							
	COMMANDER	MORPHEW MARION C JR	LTC	33776A	CP	MAR56	15MAY58	
	56TH FTR INTERCEPTOR S WRIGHT-PATTERSON AFB (			æ				
	COMMANDER	HENDRICKS SYLVESTER H	MAJ	A0706388	SP	DEC56	11JUN58	
	87TH FTR INTERCEPTOR S							
	COMMANDER	BROWN ALSTON L	LTCOL	-10162A	CP	FEB58	2AUG56	
	319TH FTR INTERCEPTOR BUNKER HILL AFB IND	SQ						
	COMMANDER	JOHNSON PERRY G	MAJ	10728A	SP	SEP51	3JAN52	
	661ST ACW SQ SELFRIDGE AFB MICH							
	COMMANDER	TAGGETT ROBERT A	MAJ	A01638642	NR	JAN57	12MAY56	
							EADF 20	

662D ACW SQ BROOKFIELD AF STA BROOM	KFIELD OHIO					
COMMANDER	HANFORD WAITE L	MAJ	A0581784	NR	JAN55	10AUG56
664TH ACW SQ BELLEFONTAINE AF STA B	ELLEFONTAINE OHIO					
COMMANDER	WICKER SAMUEL J	LTCOL	12116A	CP	AUG51	13DEC56
 754TH ACW SQ PORT AUSTIN AF STA POR	T AUSTIN MICH					
COMMANDER	MCBRIDE CLYDE D	MAJ	20698A	SP	NOV56	1'4AUG54
781ST ACW SQ CUSTER AF STA MICH						
COMMANDER	RATKIE DONALD H	MAJ	A0576003	NR	FEB55	18SEP55
912TH ACW SQ RAMORE ONTARIO CANADA						
COMMANDER	HELTON JOHN A	MAJ	A0666172	SP	APR53	15JUN54
32TH AIR DIV SAGE HQ DOBBINS AFB MARIETTA GA	A .					
COMMANDER VICE COMMANDER	BACKUS EDWARD N WALTON ALFRED V					
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POSITION	NAME	•.	GRADE	SV NO	A/R	DOR	#OFSSD	
DEP FOR OPERATIONS DEP FOR MATERIEL DEP FOR PERSONNEL DEP FOR COMPTROLLER SURGEON STAFF JUDGE ADVOCATE	ISBELL JAMES A ROMAN MAXWELL W TCHUDI LOUIS J LENTZ J WARREN KEENER ROBERT L VACANT		LTCOL	3289A 4979A A0295218 36853A A03076286	CP CP NR NR NR	APR53 JUN52 FEB51 DEC56 AUG57	9JUL58 8SEP52 15SEP53	
INFO SVS OFFICER ADJUTANT CHAPLAIN INSPECTOR GENERAL CHIEF OF SAFETY	LOPINOT PAUL A BARKER LOWELL R WILLIAMS EUGENE F MENDEL CHARLES E PRITCHARD EVERETT		MAJ MAJ LTCOL	A02248765 A0690618 A0931333 A0661530 26407A	NR SN NR SP P	NOV52 JAN58 JAN58 JAN52 JAN57	16DEC54 10JAN55 6JUL57 22MAR58 11NOV56	
MONTGOMERY AIR DEF SEC GUNTER AFB ALABAMA	TOR HQ							
COMMANDER	LOOKE CECIL J JR		COL	2045A	СР	JAN51	2JUN55	
76TH FTR INTERCEPTOR SO MCCOY AFB FLORIDA	2							
COMMANDER	WILSON MORRIS F	,	MAJ	13144A	SP	FEB51	23AUG55	
444TH FTR INTERCEPTOR S CHARLESTON AFB SOUTH CA								
COMMANDER	REW GEORGE R	L	TC	8953A	SP	FEB45	50CT53	
482D FTR INTERCEPTOR SO SEYMOUR JOHNSON AFB GOL	-							
COMMANDER	THOMAS JAMES M	L	TCOL	37118A	CP	FEB56	9AUG52	ye
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EADF 23

COMMANDER LOCKWOOD LAWRENCE R MAJ A0664207 CP FEB51 21DEC51

663D ACW SQ LAKE CITY AF STA LAKE CITY TENN

MACDILL AFÉ FLORIDA COMMANDER BOITSCH CLARENCE A MAJ 10988A SP DEC51 2JUL52

660TH ACW SQ

657TH ACW SQ HOUMA NAS LA COMMANDER REESE HOWARD R MAJ A0450098 NR MAY51 28MAY57

CRYSTAL SPRINGS AF STA MISS COMMANDER BASS THOMAS E CAPT A0590421 NR JUN52 120CT55

CHERRY POINT MARINE AIR STA N C COMMANDER ANDERSON WILLIAM W MAJ A0663002 SP APR51 16JAN54

COMMANDER BRUNER WILLIAM P MAJ 10602A CP SEP51 95EP56

609 TH ACW SQ EUFAULA AF STA ALA

614TH ACW SQ

627TH ACW SQ

POSITION NAME GRADE SV NO A/R DOR OFSSD

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	POSITION	NAME		GRADE	SV NO	A/R	DOR	OFSSD
	679TH ACW SQ US NAVAL AIR STA	TION JACKSONV	LLE FLA					
	COMMANDER	VAN ROP	E ROY W	MAJ	13246A	SP	FEB55	15SEP57
	691ST ACW SQ CROSS CITY FLORI	IDA	Γ.ε					
	COMMANDER	BARNES	WALTER P	MAJ	A0497355	CP	MAR54	17DEC57
	693D ACWSQ DAUPHIN ISLAND A	AF STA ALA						
	COMMANDER	ÅDAMS 1	RA A	MAJ	A0888710	СР	APR53	28MAY58
1	THOMASVILLE AFS	. 5	1				5	
t	COMMANDER	CRAIG	IOHN R	CAPT	A02300346	SP	DEC50	14JAN54
14	FORT FISHER AF S	TA KURE BEACH	NC					
)-	COMMANDER	BATIE .	OHN S	MAJ	10566A	SP	DEC53	22SEP55
63	702D ACW SQ HUNTER AFB GA						- (	
	COMMANDER	COX ROE	ERT M	MAJ	A0711956	P	NOV56	14AUG56
							~	EADF 24

COMMANDER KEITH CLIFFORD N MAJ 39378A CP FEB55 26DEC55 861ST ACW SQ AIKEN AF STA S C COMMANDER SHIVERS JULAIUS D JR LTC 8022A CP FEB51 21JUN58

EADE 25

BIOTH ACW SQ WINSTON SALEM AF STA N C COMMANDER KEITH CLIFFORD N MAJ 39378A CP FEB55 26DEC55

COMMANDER SHAW HARRY C MAJ A0820844 SP JUN52 9AUG55

799TH ACW SQ JOELTON AF STA JOELTON TENN

COMMANDER KINSLEY JAMES W MAJ 10267A SP DEC51 4JUN58

792D ACW SQ NORTH CHARLESTON AF STA N CHARLESTON S C

SNOW MOUNTAIN AF STA FT KNOX KY COMMANDER MARKHAM THEON E LTC 9180A CP JUN52 29APR53

784TH ACW SQ

COMMANDER ROQUEMORE JOHN S MAJ A0497897 SP FEB51 175EP55

783D ACW SQ GUTHRIE AF STA CHARLESTON W VA

POSITION NAME GRADE SV NO A/R DOR OFSSD

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COMMANDER	CARTER CHARLES H	MAJ	A0744686	CP	JUN52	2JUL51
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908TH ACW SQ DOBBINS AFB MARIETTA (	SA					
COMMANDER	LONG JESSE P	MAJ	38525A	SP	FEB51	17NOV54
37TH AIR DIV DEF HQ						
TRUAX FIELD MADISON W						
COMMANDER			1083A			18AUG55
ICE COMMANDER	LEGG RICHARD A	COL	1084A	CP		26JUL52
DEP FOR OPERATIONS			7733A	CP		
DEP FOR MATERIEL			3580A	CP		
DEP FOR PERSONNEL		LTC	7591A		FEB51	
DEP FOR COMPTROLLER			A0649187	NR	MAR51	4MAR55
SURGEON	STUART JAMES A	CPT	A03076210		AUG57	NONE
STAFF JUDGE ADVOCATE		MAJ	A01852856		AUG52	310CT56
INFO SVS OFFICER ADJUTANT	STEELE MARGARET J		21311W	NR		21APR52
	CHILTON CLAUDE L	MAJ	A0269514	NR		26NOV54
ASSISTANT FOR SAFETY		MAJ	A0513312 A0701836	NR		12AUG56
INSPECTOR GENERAL		MAJ	A0701836	SP	APR54	23FEB52
INSPECTOR GENERAL	VACANT					
	-					
CHICAGO AIR DEF SECTOR	R HQ					
TRUAX FIELD MADISON WI	SCONSIN					
COMMANDER	EADES WILLIAM	COL	1559A	CP	MAY44	18FEB51

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EADE 26

867TH ACW SQ FLINTSTONE AF STA TENN

POSITION NAME GRADE SV NO A/R DOR OFSSD

EADF 27

STAFF JUDGE ADVOCATE VACANT SAULT STE MARIE AIR DEF SECTOR HQ K I SAWYER APRT GWINN MICH COMMANDER BERGER LEON H COL 4064A CP APR57 14AUG54 56TH FTR GRU AIR DEF HQ OHARE INTL APRT PARK RIDGE ILL COMMANDER MOON LEO C COL 7531A CP APR52 10CT57 56TH AIR BASE SQ OHARE INTL APRT PARK RIDGE ILL JACKSON RUSSELL C LTCOL A0494443 NR JUN54 16MAY58 COMMANDER 62D FTR INTERCEPTOR SQ OHARE INTL APRT PARK RIDGE ILL MAJ 26780A SP MAR56 9NOV51 COMMANDER ING ROY W 327TH FTR GRU AIR DEF HQ TRUAX FIELD MADISON WISC COL 4769A CP APR53 12JUN56 COMMANDER PEASE JOHN H 327TH AIR BASE SQ TRUAX FIELD MADISON WISC COMMANDER MONTGOMERY DONALD JR LTCOL A0315387 NR SEP50 14AUG57

POSITION	NAME	•	GRADE	SV NO	A/R	DOR	OFSSD
PERSONNEL OFFICER	GROSS JOHN G		COL	2118A	NR	APR53	9NAY55
OPERATIONS OFFICER	GOODBREAD JONAH	E	MAJ	10825A	CP	SEP51	6JUL57
MATERIEL OFFICER	DRUBY MERLE U		LTC	A0349364	NR	MAR51	1JUL55
COMPTROLLER	VACANT						
STAFE HIDGE ADVOCATE	VACANT						

	POSITION	NAME	GRADE	SV NO	A/R	DOR	OFSSD
	61 FTR INTERCEPTOR SQ TRUAX FIELD MADISON WI	sc					
	COMMANDER	THOMPSON LASSITER	LTCOL	11664A	SP	DEC55	14MAY57
	325TH FTR INTERCEPTOR TRUAX FIELD MADISON WI						
	COMMANDER	BECK JOHN L	LTC	A0736944	SP	APR53	7APR57
	473D FTR GRU AIR DEF H K 1 SAWYER APRT GWINN	-					
	COMMANDER	LORING PHILLIP N	COL	38450A	СР	MAR58	22JUN54
	473D AIR BASE SQ K 1 SAWYER APRT GWINN	MICH					
ú	COMMANDER	LONG STANLEY A	LTCOL	A0427596	СР	JAN54	28NOV52
	484TH FTR INTERCEPTOR K I SAWYER APRT GWINN			•			
	COMMANDER	VACANT .					•
	507TH FTR GRU AIR DEF KINROSS AFB KINROSS MI						
	COMMANDER	HOLMES ROBERT W	COL	3846A	СР	MAR55	21NOV53

EADE 28

507TH AIR BASE SQ KINROSS AFB KINROSS MICH COMMANDER HEYWOOD EDWIN T LTC A0559923 NR APR53 17DEC54 438TH FTR INTERCEPTOR SQ KINROSS AFB KINROSS MICH CRUTCHER RICHARD L LTC 8759A CP JUN54 COMMANDER 10AUG55 639TH ACW SQ LOWTHER ONTARIO CANADA COMMANDER JOYCE KENNETH B MAJ A0575148 NR APR53 6DEC53 25 665TH ACW SQ CALUMET AF STA CALUMET MICH COMMANDER KORINEK GEORGE MAJ A0749003 NR JAN55 27APR55 676TH ACW SQ ANTIGO AF STA ANTIGO WISC . . COMMANDER STEELE WENDALL A MAJ A0663326 AO SEP51 15DEC54 100 . 752D ACW SQ EMPIRE AF STA EMPIRE MICH COMMANDER OLSEN WILLIAM J MAJ A0813768 SP JAN56 25AUG55 -EADF 29

GRADE SV NO A/R DOR

OFSSD

NAME .

POSITION

						111124	1200101
•					•		
	755TH ACW SQ WILLIAMS BAY AF STA WI	LLIAMS BAY WISC					
	COMMANDER -	LOONEY JOHN P	MAJ	13186A	Ρ	FEB55	13FE857
	782D ACW SQ ROCKVILLE AF STA ROCKV	ILLE IND					
	COMMANDER	MCKINNEY WILLIAM H	MAJ	A0446459	SP	FEB51	15AUG55
	788TH ACW SQ WAVERLY AF STA IOWA			· · · L		14-4	
	COMMANDER	WAYNE THOMAS R	MAJ	A0905382	NR	JAN57	7JAN54
	790TH ACW SQ KIRKSVILLE AF STA MISS	OURI					
	COMMANDER	BIEHUSEN HENRY H	MAJ	A0514938	SP	JUN52	23FEB53
	791ST ACW SQ HANNA CITY AF STA ILLI	NOIS	•	1			
	COMMANDER	TOMCHAK HOWARD M	MAJ	22601A	SP	JAN58	1JUN57

753D ACW SQ SAULT STE MARIE AF STA SAULT STE MARIE MICH COMMANDER GENDREIZIG HENRY G MAJ A0437395 SP APR54 120CT57

GRADE SV NO

A/R DOR

OFSSD

EADF 30

NAME

POSITION

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POSITION NAME GRADE SV NO A/R DOR OFSSD 913TH ACW SQ PAGWA ONTARIO CANADA COMMANDER NAMUR HOWARD M MAJ A072668 P MAY51 OVERSEA 0 914TH ACW SQ ARMSTRONG ONTARIO CANADA COMMANDER HAFNER WILFRED A MAJ A0587804 NR MAR54 OVERSEA 58TH AIR DIVISION DEF WRIGHT PATTERSON AFB OHIO COMMANDER BURNETT JOHN C LTC 3975A SP OCT50 4MAY56

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EADF 31

EADF 32

RUSTER	R OF COMDRS O	F UNITS BELOW GROUP	LEVEL				
	hind	•					
	AP SQ	JOYCE ROBERT A	MAJ	382592	NR	APR51	18AUG58
	FLD MAINT SQ	GUSTOF CHARLES J	MAJ	A0478105	NR	DEC51	9AUG57
	FD SV SQ	TAYLOR THOMAS E	CPT	A02063721		JAN51	9JUN58
	INSTL SQ	FRANKLIN EDWIN M	MAJ	A0917870	NR	JUN52	15MAY55
	MAINT & SUP G	P ROGERS ROBERT C	COL	8156A	CP	JUN52	24JUL57
	TRANS SG	PREM VIRGIL F	MAJ	A01574123		FEB51	40CT57
-	OPR SQ	GOULAIT BERT J JR	MAJ	A034911	CP	FEB51	10FEB52
	SUP SQ	WALKER DONALD J	LTCOL	7231A	SP	DEC51	17MAY56
	JSAF HOSP	BRADLEY WILLIAM G	LICOL	23052A	FS	APR53	7JUL53
14 (	CON ACFT MT SO	SONGER DONALD E	LTC	38533A	SP	JAN51	270CT55
	AT SQ	COUGHLAN JOHN K	LTCOL	A0182463	NR	FEB49	3DEC56
	JSAF DISP	FUNK JOHN W	CPT	A03045841		JAN57	NONE
15 0	CON ACFT MT SC	SCHNEBLY THOMAS H	LTCOL		CP	DEC51	6JUL56
	MAT SQ	ALLEN CLARENCE H	MAJ	A0306438	NR	APR54	80CT54
	JSAF DISP	FILIPRONE DENNIS R	CAPT	A03077042		JUL57	JUL57
23 0	ON ACFT MT SC	KINADE ORVILLE A	LTCOL	A0728682	SP	DEC56	22DEC52
	AT SQ	DENTON TALMADGE J	LTCOL		AO		18FEB58
	ISAF DISP	EDNIE THOMAS F	CAPT	32324A	FS	MAR54	16JUL56
52 C	ON ACFT MT SO	PLOETZ FREDERICK F	LTCOL	3487A	SP	OCT50	10JAN55
	AT SQ	SWAIN RAY E	LTCOL	A0403153	NR	MAY53	23JUN54
	ISAF DISP	BAILEY ALBERT S JR	CAPT	A03077510		MAY57	NONE
		SCOTT CHARLES W	LTCOL	A0562003	NR	JUN52	15JUL58
	IAT SQ	MATTHEWS JEWELL JR	LICOL	10562A	P	DEC53	300CT55
	SAF DISP	SPITZ DONALD R	CAPT	A03076803	NR	JAN58	NONE
79 C	ON ACFT MT SG	COOPER JOHN D	LTCOL	A0355111	NR	JUN52	NOV55
	AT SQ	SLATER WILLIAM S JR	MAJ	A0685239	NR	FEB55	11MAY51
	SAF DISP	OZEROFF LEONARD N	CAPT	A03044067	NR	OCT56	50CT58
	AT SQ	ALEXANDER JOHN J	MAJ	A0559532	NR	FEB51	10MAR54
	SAF HOSP	DEVANY JOHN A	CAPT	A0249367	NR	JUL56	NONE
329 C	ON ACFT MT SG	GAINES ROBERT S JR	MAJ	A0824616	SP	DEC55	3FEB55

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412 MAT SQ	ARMSTRONG RICHARD E STONE JOHN H BOUCHARD CHARLES C FATZINGER CHARLES W BELANGER WARREN R FORD CLAUDE CLOWARD GLANNIN A GALEHOUSE GEORGE R KENDRICK JAMES M SKINNER ORAMEL H JR GRAY GUY B KERR ROBERT C LUCIANO ARNOLD BULLINGER ROLLIN R GEDDES DAVID M DACKO WILLIAM HARRIS CHAUNCEY E ANNEAR WARREN R MCCARTNEY THOMAS C SPIRO ARNOLD E RUTLEDGE CARL E JR HOWELL WILLIAM D GILMARTIN RICHARD SCHWEICKERT JEROME G HENRY JAMES M BATES JOSEPH P COWAN DAVID B	MAJ MAJ CPT LTCOL LTCOL LTCOL LTCOL LTCOL LTCOL LTCOL LTCOL LTCOL LTCOL LTCOL LTCOL LTCOL LTCOL CPT CAPT CPT	5591A 32312A 13298A 7272A 9413A A0377080 A02232643 A0445725 4554A 4543A 38470A A0578379 14177A A0292121 6525A A0916042 33676A A02101413 A03044892 A030434892 A030434892 A03043487 A03044501 A01703085 A0332274 A0914962 A02246010	FS NR NR SP NR NR	FEB51 APR57 JUN52 FEB51 JUL56 JUN52 DEC55 JUL56 JUN55 OCT50 AUG51 FEB57 JUN56 APR53 SEP51 SEP56 MAY51 APR57 SEP51 OCT56 OCT56 SEP56 MAY57 MAR55 JUN52 DEC50 DEC58	75EP57 9MAR56 26MAY58 9FEB54 NONE 17JUL58 3AUG54 4DEC41 240CT54 18AUG52 26AUG58 12MAY56 230CT55 19JUN54 16DEC55 13JUL56 21JUL55 180CT56 NONE 7DEC41 12MAY58 NONE 14FEB52 20N0V55 5AUG57 6DEC54

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			AND	R OF GENERAL OFFICERS CULONELS ASSIGNED TO RN AIR DEFENSE FORCE		25 0	f 20 August	1958 144
NAME MAJUR GENERALS	AFSN	AERU RATING	DATE OF TEMP RANK	URGAN IZATION	DUTY ASSIGNMENT	FSSD	LAST PCS	REMARKS
"aderhill, Edward H. igee, Sam W.	421A 1346A	C Plt C Plt	4 Apr 49 15 Uct 53	Hq EADF 26th ADiv (SAGE)	Comdr Comdr	Oct 53 Jun 53	Apr 57 Aug 58	
BRIGADIER GENERALS								
Edwinson, Clarence T. Backus, Edward N. Wise, William H. Agan, Arthur C., Jr. Shores, Von R.	1597A 604A 1083A 1759A 1236A	C Plt C Plt C Plt C Plt C Plt C Plt	10 Dec 53 5 Jul 55 14 Jul 55 9 Dec 55 12 Oct 56	30th ADiv 35th ADiv 37th ADiv 26th ADiv (SAGE) Hg EADF	Comdr Comdr Comdr Comdr, New York ADS Dep/Opns	Jun 49 Jun 56 Aug 55 Jul 54 Jul 52	Aug 57 Jul 56 Aug 55 Aug 58 Sep 57	
COLONELS								
Legg, Richard A. Gunn, Harold A. Cornett, John B. Coulter, Theron	1084A 1271A 1288A 1819A	C Plt C Plt C Plt C Plt C Plt	10 Dec 42 16 Aug 43 16 Aug 43 19 Aug 43	37th ADiv 85th ADiv 26th ADiv (SAGE) 85th ADiv	Vice Condr Condr, Wash ADS Condr, Syracuse ADS Condr	Jul 52 Oct 53 Jul 52 May 51	Jan 56 Nov 56 Jun 58 Oct 55	To be Camdr, 20th
Lider, William E. Hall, Donald P. Gormly, Samuel J., Jr.	1772A 1403A 575A	C Plt C Plt C Plt	6 Sep 43 2 Nev 43 19 Nov 43	58th ADiv 58th ADiv 26th ADiv (SAGE)	Comdr Vice Comdr Comdr, Det #1, 26th ADiv (SAGE)	Jul 55 Jul 54 Jul 56	Aug 57 Aug 56 Aug 56	ADiv, CADF
Chandler, Charles G., Jr. Nelson, Hilmer C. Eades, William Remington, Peter H.	1842A 1293A 1559A 1491A	C Flt C Flt C Flt C Flt C Flt	1 Apr 44 29 Apr 44 26 May 44 23 Jul 44	30th ADiv 26th ADiv (SAGE) 37th ADiv 26th ADiv (SAGE)	Condr, Detroit ADS Condr, Bangor ADS Condr, Chicago ADS Dep Condr	Jun 53 Dec 55 Feb 51 Jul 55	Aug 58 Mar 57 Jul 55 Jun 56	
Pinkston, Gladwyn E. Sluder, Chester L. Malcolm, Marion	1828A 1780A 1497A	C Plt C Plt C Plt	24 Jul 44 22 Aug 44 6 Nov 44	26th ADiv (SAGE) Hq EADF Hq EADF	Comdr, Boston ADS Asst Dep/Opns IG	Jun 54 Aug 53 Jun 50	Jul 56 Jul 57 May 58	

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NAME	AFSN	AERU RATING	DATE OF TEMP RANK	ORGANIZATION	DUTY ASSIGNMENT	FSSD	LAST PC	S REMARKS
Stewart, Everett W.	19624	C Plt	18 Jan 45	30th ADiv	Vice Condr	Jul 57	Jul 57	
Doss, Edwin A.	1898A	C Plt	21 Mar 45	85th ADiv	Vice Condr	Apr 54	Jul 58	
Warren, William C.	- 878A	N/R	10 Apr 45	Hq EADF	Comptreller	Apr 49	Aug 55	
Cox. Chester C.	3985A	C Plt	16 Apr 45	Hq EADF	Dep/Pers	Sep 53	Jul 58	
Young, Harry B.	18714	C Plt	4 May 45	26th ADiv (SAGE)	DM	Dec 54	Feb 58	
Walton, Alfred V.	1690A	C Plt	26 Jul 45	35th ADiv	Vice Condr	Mar 56	Apr 56	
Duncan, Glenn E.	4560A	C Plt	30 Sep 47	30th ADiv	Comdr, 1st Ftr Wg	Jul 56	Aug 56	
Thurman, Wayne E.	1764A	C Flt	27 Apr 48	HQ EADF	Comdr. Det 1 (Insp)		# Jun 57	~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~
Dick, Richard D.	1861A	C Flt	22 Nov 48	30th ADiv	D/Comdr, 1st Ftr Wg	Jan 54	Sep 56	
DaVania, Richard W.	2639A	C Plt	8 Mar 49	551st AEW&C Wg	Comdr	Jun 51	Jul 57	
McShane, Joseph B.	A0257465	N/R	27 Aug 50	Hq EADF	Chief, UIS	Nov 54	Nov 54	
Goldenberg, Carl T.	5394A	C Plt	19 Jan 51	Hq EADF	Dep/Mat	May 51	Jul 56	
Pittman, Wayne, C.	19124A	CFS	19 Jan 51	551st AEW&C Wg	Comdr. 551st USAF Hosp	Dec 54	Jan 55	
Bosch, George A.	3178A	C Flt	19 Jan 51	Hq EADF	Asst Dep/Mat	Aug 57	Aug 57	
Looke, Cecil J., Jr.	2045A	C Plt	19 Jan 51	35th ADiv	Comdr, Montgomery ADS	Jun 55	Mar 58	
Hahn, Delbert H.	3436A	C Plt	19 Jan 51	85th ADiv	DM	Dec 51	Jul 57	
Hogg, James A.	3580A	C Plt	19 Jan 51	37th ADiv	DM	Jan 58	Jan 58	
Kent, Richard J.	1989A	S Plt	19 Jan 51	85th ADiv	D/Comdr, Wash ADS	Oct 53	Apr 58	
McCartan, Arthur A.	3674A	C Plt	19 Jan 51	551st AEWRAC Wg	Dep Comdr	Aug 51	Jun 55P	ę
Stanat, Arthur E.	A0250919	N/R	19 Jan 51	26th ADiv (SAGE)	Dir C&E	Jul 51	Aug 57	
Zapponi, William L.	3604A	N/R	19 Jan 51	26th ADiv (SAGE)	DC&E, New York ADS	Oct 56	Vet 56	
Hardesty, Wilmer A.	3161A	C Plt	19 Jan 51	26th ADiv (SAGE)	D/Condr, Syracuse ADS	Mar 57	Mar 57	
Osgood, John C., Jr.	A0385865	C Plt	19 Jan 51	Hq EADF	Dir Acft & Missiles	Aug 57	Aug 57	
Burke, Archie Mo	4642A	C Plt	19 Jan 51	37th ADiv	D/Comdr. Chicage ADS	Jul 58	Jul 58	
Moon, Leo C.	7531A	C Plt	19 Jan 51	37th ADiv	Comdr. 56th Ftr Gp	Oct 57	Nev 57	
Gordon, Donald M.	4374A	S Plt	19 Jan 51	26th ADiv (SAGE)	DM	Mar 52	Jul 56	
Hook, Fred G., Jr.	4162A	C Plt	19 Jan 51	26th ADiv (SAGE)	Comdr, 52nd Ftr Gp	Mar 55	Nov 56	
Cox, Arthur C.	2347A	N/R	19 Jan 51	26th ADiv (SAGE)	DM, New York ADS	Sep 52	Sep 57	
Caviness, Roy B.	4823A	C Plt	19 Jan 51	85th ADiv	DO	Sep 53	Sep 55	
Pierce, Palmer P.	18759A	N/R	19 Jan 51	Hq EADF	Chaplain	Jul 57	Jul 57	
Berger, Leon H.	4064A	S Plt	19 Jan 51	37th ADiv	D/Comdr, Sault Ste Marie ADS	Aug 54	Jun 58	
Brown, Edwin W.	4066A	S Plt	19 Jan 51	Hq EADF	Dir Plans & Progs	Jan 56	Jul 57	
Evans, Andrew J., Jr.	4072A	C Plt	19 Jan 51	26th ADiv (SAGE)	D/Condr, New York ADS	Sep 53	Nev 57	
Williams, George V.	7733A	C Plt	19 Jan 51	37th ADiv	Do	Jul 56	Jul 356	To Dir, Tactics, Tng & Eval, Hq EADF

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NAME	AFSN	AERO RATING	DATE OF TEMP RANK	ORGANIZATION	DUTY ASSIGNMENT	FSSD	LAST PCS	REMARKS
			10 In 51	85th ADiv	DU. Washington ADS	Jun 58	Jun 58	
Trippet, William A.	5188A	S Plt	19 Jan 51	26th ADiv (SAGE)	D/Cemdr, Beston ADS	Jun 54	Jul 58	States and the
Garrigan, Robert J.	5231A	C Plt	19 Jan 51		Dir COC	Jun 53	Aug 56	To D/Cendr, 551st
White, Ernest J., Jr	8947A	S Plt	19 Jan 51	Hq EADF	DIF CCC	our jj		AEW&C Wg
	4179A	C Plt	19 Jan 51	26th ADiv (SAGE)	DO	Dec 55	Aug 58	2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2
McBride, William P.		C Plt	1 Aug 51	26th ADiv (SAGE)	Comdr. 329th Ftr Gp	May 54	Jul 57	
Clark, William C.	34224	N/R	1 Aug 51	30th ADiv	Den Surg, 1st USAF Hosp	Jul 53	Jul 53	
rshall, Hugh E.	A0210347	N/R	1 Aug 51	551st AEW&C Wg	Dir/Pers	Aug 54	Sep 54	
Lindtner, Frederick	A0909196		1 Dec 51	26th ADiv (SAGE)	DM. Beston ADS	Jun 57	Jun 57	
Commenator, George O.	5152A	S Pit	1 Dec 51	551st AEW&C Wg	Dir/Materiel	Aug 55	Jul 57	
Jacinto, Francis M.	A01849698	N/R	1 Jun 52	30th ADiv	Dir C&E	Aug 55	Sep 55	Barrier, sha
Vanderhoof, James I.	A0237789	STAQ-NOFS		26th ADiv (SAGE)	DP, Banger ADS	Jul 53	Jul 58	
Hornby, David A.	4439A	C Plt	1 Jun 52	Ho EADF	Instls Engineer	Jul 56	Aug 56	
Forbes, Henry deB, Jr.	A0349658	N/R	1 Jun 52	26th ADiv (SAGE)	DP, Syracuse ADS	May 55	Nev 56	P
Walters, Robert M., Jr.	A0280284	N/R	1 Jun 52		DM	Jul 58	Jul 58	l
Roman, Maxwell W.	49794	C Plt	1 Jun 52	35th ADiv	DC&E, Montgomery ADS	May 57	May 58	
Briggs, Sterling K.	A0423005	N/R	1 Jun 52	35th ADiv	Dir/McO	Dec 53	Jan 54	
Hollick, Themas C.	3304A	N/R	1 Jun 52	Hq EADF		Aug 57	Jul 57	
Regers, Robert C.	8156A	C Plt	1 Jun 52	30th ADiv	Condr, 1st M&S Gp	Dec 53	Jul 57	
Byers, Vic Lo, Jr.	9311A	S Plt	1 Jun 52	30th ADiv	Condr, 1st AB Gp	Oct 54	May 58	
Sullivan, Harold J.	2764A	N/R	1 Jun 52	Hq EADF	SJA		Jul 57	
Wiper, Thomas L.	4029A	C Plt	15 Apr 53	30th ADiv	Comdr, 15th Ftr Gp	Jul 57	Mar 58	
Powell, William Ho, Jro	4768A	S Plt	15 Apr 53	26th ADiv (SAGE)	DO, Banger ADS	Nev 57		
Dease, John H.	4769A	C Plt	15 Apr 53	37th ADiv	Cenadr, 327th Ftr Gp	Jun 56	May 57	
rgan, Horatie O.	AU254498	N/R	15 Apr 53	26th ADiv (SAGE)	DP, Boston ADS	May 50	Jul 57	
Gaffney, John B.	5279A	N/R	15 Apr 53	85th ADiv	DP, Washington ADS	Aug 54	Apr 58	
Isbell, James A., Jr.	32894	S Plt	15 Apr 53	35th ADiv	DO	Jul 58	Jul 58	
Meore, Hugh C.	5048A	N/R	15 Apr 53	Hq EADF	Dir/C&E	Aug 53	Aug 58	
Allen, William C.	5088A	C Plt	15 Apr 53	30th ADiv	DM	Mar 58	Mar 58	+
Wilson, Thomas No	5255A	C Flt	15 Apr 53	30th ADiv	Comdr, 412th Ftr Gp	Feb 56	Aug 56	
Gress, John G.	2118A	N/R	15 Apr 53	37th ADiv	DP, Chicage ADS	May 55	Jul 58	
McCord, George E.	86424	C Plt	15 Apr 53	26th ADiv (SAGE)	Comdr. 23rd Ftr Gp	Jan 53	Jul 58	
Hancock, James H.	86484	C Plt	15 Apr 53	30th ADiv	DO	Jun 54	Nev 56	
McCarten, Robert_D.	A0395169	C Plt	8 Apr 54	30th ADiv	D/Comdr. Detroit ADS		Ser Same	ETA 29 Aug 58
Harris, William Do	4868A	S Plt	14 May 54	26th ADiv (SAGE)	DM. Syracuse ADS	Jul 58	Jun 58	
	41954	C Plt	14 May 54	Hq EADF	Dir/Tactics, Tag & Eval	Dec 52	Jul 56	To Hq USAFE for
Vetort, Francis J.	41774	0.110						dy Ch, Air Def

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NAME	AFSN	AERO RATING	DATE OF TEMP RANK	ORGANIZATION	DUTY ASSIGNMENT	FSSD	LAST PCS	REMARKS
Tuder, David B.	3764A	C Flt	25 Mar 55	26th ADiv (SAGE)	Cendr, 4735th AD Gp	Jun 55	Oct 56	
	38464	C Plt	29 Mar 55	37th ADiv	Cendr, 507th Ftr Gp	Nev 53	Jun 56	
Helmes, Rebert W.	35674	C Plt	5 Apr 55	Hq BADF	Dir/Mil Pers	Jun 57	Jun 57	
McCey, Frederic E.				Hq EADF	Surgeen	Jan 57	Dec 56	
Patterson, Rebert A.	19250A	C Plt	11 Apr 55					
Breeks, Philip	881.54	C Plt	20 Apr 55	26th ADiv (SAGE)	Cendr, 4730th AD Gp	May 53	Aug 58 Jul 58	
Sweat, Dale S.	10190A	S Plt	26 Apr 55	30th ADiv	Condr, 79th Ftr Gp	Jun 54		
Buchanan, Allen E.	36516A	C Plt	24 Jan 56	551st AEW&C Wg	Cendr, 551st AB Gp	May 55	Jun 55	
Barrett, Jeseph A., Jr.	4829A	C Plt	31 Jan 56	26th ADiv (SAGE)	DO, Besten ADS	Dec 57	Nev 57	12
Berry, Kearie L., Jr.	9833A	C Plt	7 Mar 56	Hq EADF	Asst Dir/Tactics, Tag & Eval	Oct 57	Aug 58	• • •
Kullman, John R.	10171A	S Plt	3 Apr 56	26th ADiv (SAGE)	Condr. 14th Ftr Gp	Sep 55	Jan 58	
Haesler, John D. W.	4212A	C Plt	7 Jan 57	30th ADiv	Comdr, 1st Ftr Gp	Dec 54	Jun 57	
Verner, Edward	36694	N/R	29 Jan 57	26th ADiv (SAGE)	Dir C&E, Besten ADS	Jun 53	Jun 57	Retires 31 Aug 58
Knudsen, Cecil C.	31374	C Plt	29 Jan 57	551st AEW&C Wg	DO	May 55	Feb 57	
Keller, Frank J.	4966A	C Plt	5 Feb 57	26th ADLy (SAGE)	Cendr, 4727th AD Gp	Jul 54	Feb 57	
Kraus, Glenn R.	9521A	N/R	8 Mar 57	85th ADIV	Dir/C&E, Washington ADS	Jul 55	Aug 58	
Short, William B.	A0650858	N/R	12 Apr 57	Hq EADF	Asst Comptreller	Dec 48	Dec 57	
Tainsh, Alexander S.	8068A	C Plt	3 Mar 58	Hq BADE	Asst Dir/Plans & Pregs	Jul 57	Jul 57	
Thorne, James H.	8132A	C Plt	3 Mar 58	26th ADiv (SAGE)	DO, Syracuse ADS	May 57	May 57	
McKee, Jack E.	9635A	C Plt	14 Mar 58	26th ADiv (SAGE)	DM, Banger ADS	Dec 54	Jul 58	
Loring, Philip N.	38450A	C Plt	19 Mar 58	37th ADiv	Condr. 473rd Ftr Gp	Jun 54	Jun 58	1
Jarman, James T.	7547A	C Plt	21 Apr 58	Hg BADF	Asst Dir COC	Apr 58	Apr 58	
Turner, Hiram G., Jr	9784A	S Plt	24 Apr 58	Hq BADE	Dir/Current Opms	Jul 54	May 58	
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#### KNOWN GAINS OF INCOMING GENERAL OFFICERS AND COLONELS

NAME	AFSN	DOR	FOR DUTY AS	ETA
BRIGADIER GENERALS		-		
Beverly, Ernest H.	1590A	6 Nev 44	Condr, Wash ADS w/add dy Comdr, 85th ADLy	15 Sep 58
Gibson, Kenneth H.	1775A	29 Jul 54	Vice Cendr, Hq EADF	15 Sep 58

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NAME	AFSN	DUR	FUR DUTY AS	ETA
Clark, Robert M.	4924A	15 Apr 53	Asst Dep Pers, Hq EADF	15 Sep 58
Hewell, Thomas A.	2540A	1 Jun 52	DP, Detroit ADS	13 Oct 58
Mace, Wallace P.	1929A	3 Jul 50	Dep Condr. Bangor ADS	1 Sep 58
Magid, Louis B., Jr.	2636A	1 Jun 52	DP. New York ADS	15 Sep 58
Pepevich, Taras T.	5234A	6 Apr 55	DO, New York ADS	28 Aug 58
Rehrbough, Leonard M.	3222A	15 Apr 53	DM. Washington ADS	Unknown
Simmons, J. A., Jr.	5060A	14 May 54	DO, Detroit ADS	4 Sep 58
Webster, James L.	2997A	19 Jan 51	DP, Det #1 (26th ADiv (SAGE))	1 Sep 58

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