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HISTORY

1 January 1971 Through 31 March 1971

S-1545-10

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 4600TH AIR BASE WING (ADC)
ENT AIR FORCE BASE, COLORADO 80912

1 June 1971

SUBJECT: 4600th Air Base Wing History - 1 January 1971 to 31 March 1971

TO: ADC/HO

The history for the 4600th Air Base Wing for the period 1 January 1971 to 31 March 1971 is submitted in accordance with AFR 210-3/ADC Supplement 1.

Phillip A. Rand

PHILLIP A. RAND, Colonel, USAF
Commander

1 Atch
History of the 4600th Air Base Wing (2 cys)

Director
Aerospace Studies Inst
ATTN: Archives Branch
Maxwell AFB, Alabama 36112

01-1545-8-10

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HISTORY OF THE 4600TH AIR BASE WING

1 JANUARY 1971 - 31 MARCH 1971

BY:

MARY J. AUTON
CAPTAIN, USAF
HISTORIAN
4600TH AIR BASE WING

Approved by:

PHILLIP A. RAND
COLONEL, USAF

1 June 1971

AEROSPACE DEFENSE COMMAND, UNITED STATES AIR FORCE

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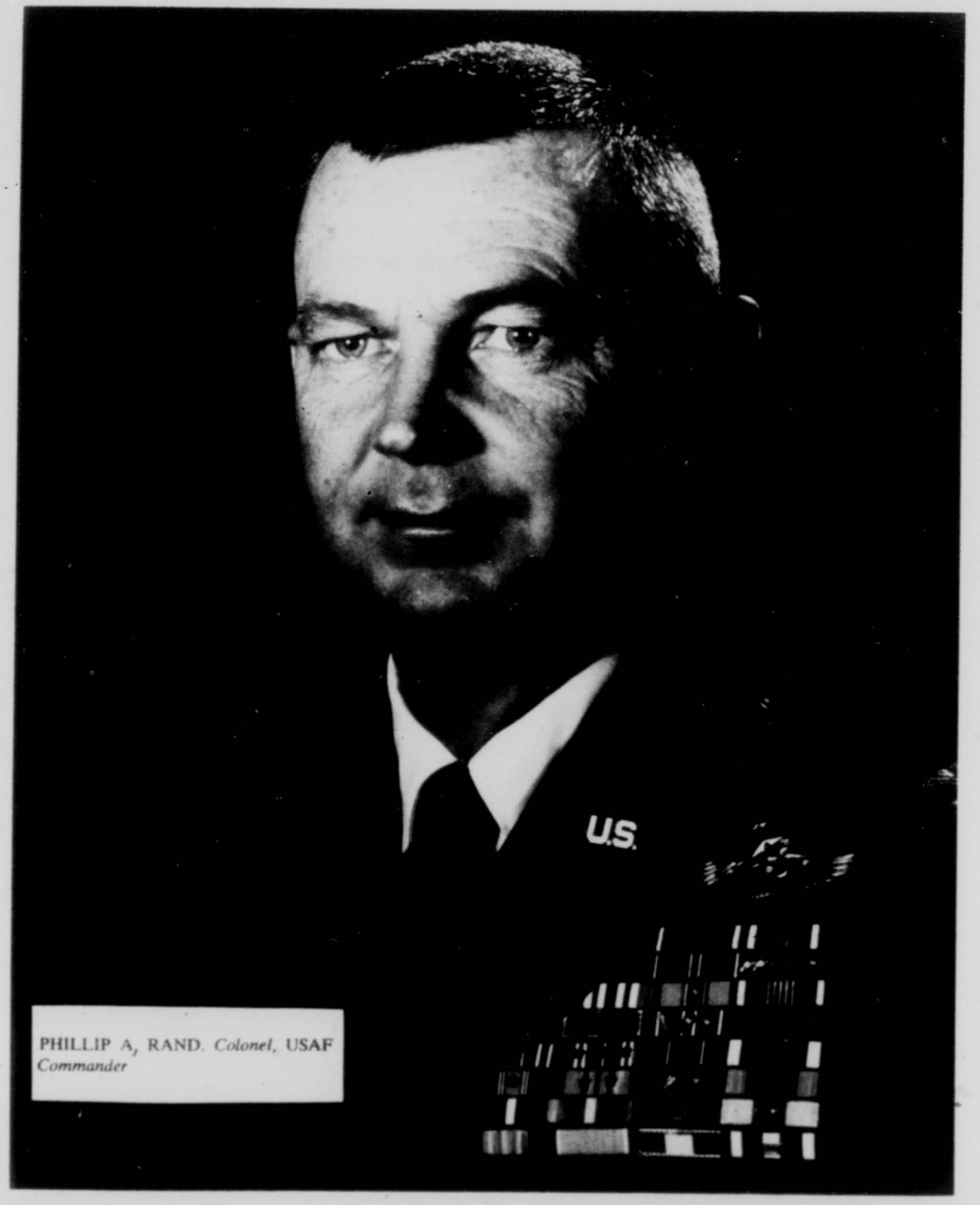

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FOREWORD

The purpose of this report is to provide a record of significant accomplishments and developments of the 4600th Air Base Wing from 1 January 1971 to 31 March 1971. This report is intended to emphasize the 4600th Air Base Wing's mission to equip, administer, train, and provide personnel for the purpose of:

a. Operating and maintaining Ent Air Force Base complex consisting of Ent Air Force Base proper, United States military facilities located at Peterson Field, North American Air Defense Cheyenne Mountain Complex (NCMC), and such other additional off-base facilities as directed.

b. Providing administrative and logistic support to all North American Air Defense (NORAD), Continental Air Defense (CONAD), Aerospace Defense Command (ADC), Army Air Defense Command (ARADCOM), and tenant units attached by competant authority for such support.[1]

Although this report will list numerous units supported by Ent Air Force Base, it will cover only those units assigned directly to the 4600th Air Base Wing.

MARY J. AUTON
Captain, USAF
4600th Air Base Wing
Historian

1. Reg, ADC Regulation 23-8, Subj: Mission Directive of the 4600th Air Base Wing, 30 Dec 68 (DOC 1).

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CHAPTER I

4600TH AIR BASE WING BACKGROUND, ORGANIZATION, AND MISSION

During June 1943 Ent Air Force Base came into being to provide a headquarters for the Army Air Force's Second Air Force, then located at Fort George Wright, Washington. Ent was named for Major General Uzal G. Ent, World War II Commander of the Second Air Force and Colorado Springs resident after his retirement in 1946 until his death in 1948. Ent Air Force Base became a permanent installation on 31 July 1954.

On 1 January 1951 the 4600th Air Base Group was assigned as the support organization for Ent Air Force Base complex. The 4600th Air Base Wing was formed through the redesignation of the Group on 8 April 1958. Day-to-day operations of the modern Ent Air Force Base complex are handled by units assigned to the Wing which report directly to the Commander, ADC. The Wing Commander since 8 September 1970 has been Colonel Phillip A. Rand.[1]

NUMBER AND TYPES OF SUPPORT UNITS

The following units are located on or near and supported by Ent Air Force Base:

1. North American Air Defense Headquarters (NORAD)
2. Continental Air Defense Headquarters (CONAD)

1. Biography, Colonel Phillip A. Rand, 18 September 1970 (DOC 2).

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3. Aerospace Defense Command Headquarters (ADC)
4. Army Air Defense Command Headquarters (ARADCOM)
5. Fourteenth Aerospace Force Headquarters (ADC)
6. Headquarters 4th Weather Wing (MAC)
7. Field Training Det 508K (ATC)
8. 3253d Pilot Training Squadron (ATC)
9. OSI, Det 1401
10. USAF Auditor General Representative (ADC)
11. Headquarters, USASTRATCOM Signal Group (AD)
12. 47th Communications Group (AFCS)
13. 1151st USAF Special Activities Squadron
14. Det 2, 1365 Photo Squadron, AAVS (MAC)
15. Det 17, 4608 Support Squadron, ADMET (ADC)
16. OL "A", 1842 E&E Group (AFCS)
17. Canadian Forces Support Unit
18. Defense Communications Agency, DCA, West Hem
19. ESD Field Office
20. Federal Aviation Administration, FAA
21. Office of Civil Defense, OCD
22. SAC/NORAD Joint Operations Task Force, JOTF
23. System Development Corporation
24. USASTRATCOM - CCNUS, NWC
25. USAF Postal Courier Services, OL-2328/2329
26. U.S. Naval Administration Unit

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ORGANIZATION AND MANNING

During this reporting period Ent Air Force Base was involved in a Civilian Manpower Reduction in Force (RIF) and a Transfer of Function. Fourteen manpower spaces were to be deleted from the Headquarters ADC/4608th Support Squadron UDL effective 30 June 1971. Retention registers were prepared, and affected employees were given 90 days notice. In all cases, employees were offered other jobs in which they were qualified.

The Transportation function of the Air Divisions was transferred to ADC. Since there were only three positions available and six employees who qualified for the position, a RIF was involved.

Due to the inactivation of the 71st Missile Warning Wing and the 73d Aerospace Surveillance Wing, civilian employees encumbered in these jobs had Transfer of Function rights to Ent's 14th Aerospace Force. Reduction in force procedures were necessary since there were more eligibles than space available.

At the end of March 71 personnel strength for the 4600th Air Base Wing was

Officers	179
Enlisted	1908
Civilians	846
Total	2933

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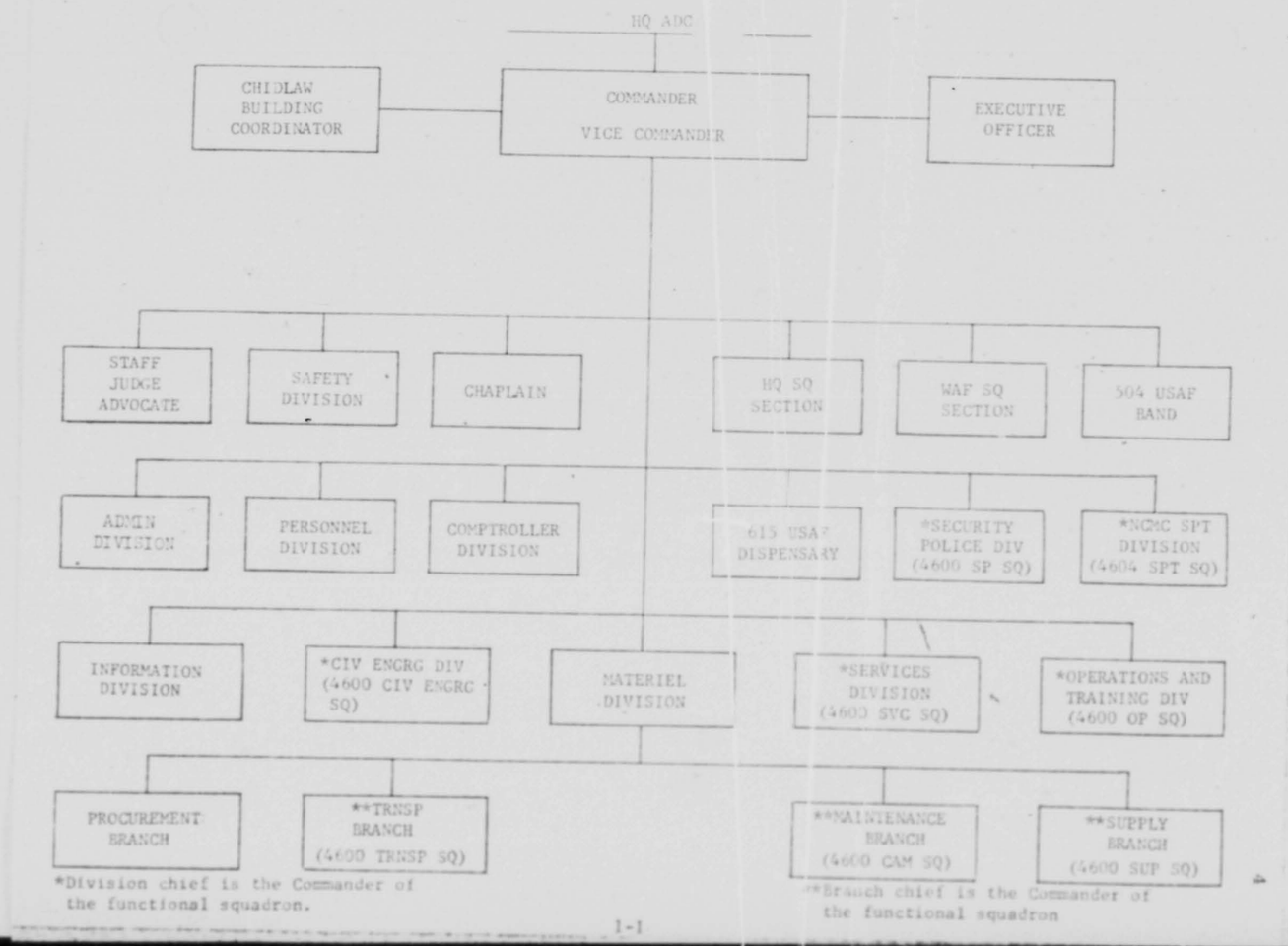

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the entire month of May.

PROJECT VOLUNTEER

On 19 January 1971, Colonel Hand advised Headquarters ADC (DP) of his progress regarding Project Volunteer in the 4600th Air Base Wing. Significant policy and regulation changes took place to eliminate many of the local irritants.[3]

DRUG ABUSE PROGRAM

On 29 January 1971 a Drug Abuse Committee under the direction of Colonel Long was established to implement the provisions of AFR 35-6 by providing support of the operation of the DOPE-STOP-TEEN Program and other drug abuse programs; provide advice on drug abuse and appropriate education programs through coordination with local community, state, and federal authorities in combating drug abuse; successes, or problems on drug abuse. The first meeting was to be scheduled for May 1971. In line with this program a quarterly report was submitted to higher headquarters indicating such facts as the number of personnel investigated by OSI for alleged drug abuse, type of drugs used, and what corrective action was taken.[4]

DOMESTIC ACTION PROGRAM

During this period the Domestic Action Program Committee met to determine an appropriate method for obtaining the

3. Ltr, 4600 AB Wg to HQ ADC (DP), Subj: Project Volunteer, 19 Jan 71 (DOC 4).

4. 4600 AB Wg Drug Abuse Report for 1 Jan 71 to 31 Mar 71 (DOC 5).

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vital information required to highlight this program. More publicity coverage of individual and group achievements was initiated. The program continued to strengthen as a result of greater participation by the wing agencies to encourage more involvement with community projects and relations. A semiannual activity report was also submitted to HQ ADC on 26 March 1971 revealing our progress during the past six months.[5]

5. 4600 AB Wg Semiannual Domestic Action Activity Report for the period 15 Sep 70 - 15 Mar 71, 26 Mar 71 (DOC 6).

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CHAPTER II

FUNCTIONAL SUPPORT ACTIVITIES

For this report, Support activities were classified as either Functional Support or Fiscal and Personnel Support Activities. The Functional Support Activities include: Civil Engineers, Materiel, Operations and Training, NCMC Support, and Safety.

CIVIL ENGINEERS

During this time span Colonel John W. Bogan served as the Chief, Civil Engineering. He along with his entire staff continued to provide installation civil engineering support to all assigned and attached organizations. Significant events of interest which occurred during the first quarter 1971 will follow.

FACILITIES

At the end of this period, the MCP construction totaled approximately $15,400,000. Of this amount, $14,000,000 was for the NCMC and $1,400,000 for Peterson Field. The total operation and maintenance construction for the NCMC and Peterson Field was $426,000. An additional $232,000 worth of construction was advertised, and over $285,000 of services contracts were accomplished. Construction pending within the next year was approximately $13,000,000 for the NCMC and $4,000,000 for Peterson Field.

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1. NCMC: The construction which had been in progress at the NCMC was for the expansion of future buildings, procurement of five [illegible] generators, and 42 blast valves.

2. Peterson Field:

a. FY 70 MCP - Administrative Facility, Phase I. Construction of this facility was initiated in the fall of 1970. Construction progress was 47 percent and the facility was to be scheduled for completion in September 1971. This facility will provide offices for approximately 225 personnel currently located at Ent Air Force Base.

b. FY 71 MCP - Utilities. Design for this project was completed and bids were received 22 February 1971, in the amount of $1,700,000. Construction was scheduled to commence approximately 15 April 1971. This work was scheduled to be completed during 4th Quarter, FY 72.

c. FY 71 MCP - Chapel. Design authorization for the new chapel was received on 8 January 1971. Design had been initiated by the Corps of Engineers and was scheduled for completion in June 1971. Construction of this 18,000 SF facility was dependent upon Congressional funding which was anticipated for 2nd Quarter, FY 72.

d. FY 71 MCP - Dining Hall. This 3000 SF addition to the existing Dining Hall at Peterson Field was advertised 15 March 1971 and bids were to be received 27 April 1971. The amount programmed for the addition was $198,000.

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e. FY 72 MCP - Library. HQ USAF issued the design authority for the 15,000 SF library on 8 January 1971. The Corps of Engineers had been accomplishing design which was scheduled for completion on 25 June 1971. Construction of this facility was dependent upon Congressional Funding.

f. FY 71 MCP - Dispensary. The new dispensary for Peterson Field was advertised on 10 March 1971 and bids were scheduled to open on 6 April 1971. Construction was scheduled for completion 4th Quarter, FY 72. The amount programmed for this facility was $2,200,000.

g. FY 72 MCP - Family Housing. On 6 February 1971, HQ USAF issued Design Instruction No. 1 for 250 units of family housing. The site design for these 250 units was to be accomplished by the base civil engineers. HQ USAF accomplished central procurement of the housing units themselves under the turn-key concept. Construction of these new units was to commence in the spring of 1972.

h. Non-Appropriated Fund Facilities:

(1) Recreation Workshop: Construction of this facility, which started 2 November 1970, progressed rapidly and was 78 percent complete as of 31 March 1971. This facility will provide hobby facilities for military personnel in the areas of automotive, photography, carpentry and ceramics.

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(2) Consolidated Base Exchange Facility: The AAFES office, Dallas, Texas, received bids for this facility on 29 January 1971. Contract was awarded to Hill Construction Company, Dallas, Texas, on 5 February 1971 in the amount of $884,700. At the end of this period construction was 1.5 percent complete. Completion of the entire facility was scheduled for 28 October 1971.

(3) Temporary Lodging Quarters (TLQ's): HQ USAF authorized design of a 40 unit motel on 5 February 1971. This facility, estimated to cost $400,000 was procured simultaneously with several units throughout the United States by HQ USAF. Site development criteria was furnished by this office to HQ USAF for the central procurement. Construction was scheduled to commence 2nd Quarter, FY 72.

(4) Golf Course - 9 hole. HQ ADC authorized design of this facility on 8 January 1971. Statement of Work was accomplished and submitted for the Architect/Engineer accomplishment of the design to Procurement on 29 January 1971. On 22 February 1971 the A/E Proposal in the amount of $11,275 was received and the contract awarded on 19 March 1971. Design was scheduled for completion in May 1971. Construction was to be initiated July 1971 and completed the following year.

SPECIAL PROJECTS

The first Quarter of 1971 was a new experience in management for Civil Engineers. On 6 December 1970, the Base

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Engineers Automated Management System (BEAMS) was implemented utilizing the Burroughs 3500 computer as the basis for a completely new concept in management. Lieutenant Marcos J. Madrid, Assistant Chief, Industrial Engineering Branch was the project officer for this massive conversion.

Automated Total Programming (ATP) was another new management concept which the Programs Branch implemented. The project was 85 percent complete as of 31 March 1971. This activity also realigned the FY 73 Military Construction Program to support organizational moves to Peterson Field.

Captain Robert A. Kunselman, Chief, Industrial Engineers Branch, was the project officer for the Family Housing Survey conducted at Ent Air Force Base. This survey was completed and submitted to HQ ADC on 12 March 1971.

MATERIEL

Colonel Bill J. Ravey was assigned as Assistant Director of Materiel on 15 January 1971 and assumed the duty as Director shortly thereafter, relieving Colonel Lyle W. Meyers, who retired 31 March 1971.

The Materiel function of the 4600th Air Base Wing was responsible for the management and operation of the Maintenance, Transportation, Supply, and Procurement functions.

MAINTENANCE

Under the leadership of Lt Colonel Fred R. Fonck, the Maintenance activity continued to accomplish mission require-

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ments, exercise logistics discipline, and promote appropriate personnel assignments and control.

This organization was responsible for aircraft maintenance support for 72 assigned aircraft. These included T-33's, T-39's, T-29's, C-118's, C-131's, U-4's, and U-10's. In addition to support of all assigned aircraft, this function provided comprehensive maintenance support and service to over 300 transient aircraft each month.

The average monthly flying hours and number of sorties for this quarter are shown.

	FLYING HOURS			SORTIES		
	JAN	FEB	MAR	JAN	FEB	MAR
T-33CF	602	608	874	354	387	504
T-33TF	822	885	766	594	617	552
T-29TF	381	452	380	122	134	122
T-29SA/SI	232	264	258	76	85	80
C-118	180	436	359	56	104	109
C-131	146	108	220	49	41	85
T-39	476	431	684	244	221	358
U-4/U-10	171	126	205	109	79	113

The average manhours per flying hour for all aircraft was 10.5 manhours. Total manhours expended was 104,902 and the total MDC manhours was 9,966.

Average NORS rate for all aircraft - 14.1%

Average NORM rate for all aircraft - 7.7%

Average O/R rate for all aircraft - 78.2%

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Average Abort rate for all aircraft - 0.9%

(47 Aborts for 5,227 sorties)

DIFM rate average - 14.4% Less AWP - 6.3%

Cost of supplies and essential equipment to support the mission for this quarter was $234,230.

TRANSPORTATION

This activity, under the direction of Major William E. Wilson, fulfilled its assigned mission by constantly exercising board control over the entire operation; insuring continued mission support, supply discipline, and proper assignments for personnel; and demonstrating day-to-day management procedures. Transportation was responsible for providing transportation services to Ent Air Force Base complex, units located at Peterson Field, and those at such leased off-base facilities as required in addition to our primary Headquarters requirements.

Statistical data regarding the amount of transportation transactions that occurred during this reporting period were as follows:

MILITARY PASSENGER SERVICE INFORMATION

MONTH	FLIGHTS OUT	PASSENGERS OUT	PASSENGERS IN	TOTAL
Jan	756	7,229	4,262	11,491
Feb	723	6,891	4,148	11,039
Mar	696	7,539	4,025	11,564
Qtr Total	2,175	21,659	12,435	34,094

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COMMERCIAL PASSENGER UNIT INFORMATION

MONTH	TR ISSUED	PAX ON TR	MTA ISSUED	PAX ON MTA	PORT CALLS PROCESSED
Jan	566	685	105	128	258
Feb	353	633	92	133	205
Mar	659	708	152	210	152
TOTAL	1,578	2,086	349	471	909

FREIGHT SERVICES INFORMATION

	GBL PROCESSED			WEIGHT (lbs)		
MONTH	OUT	IN	TOTAL	OUT	IN	TOTAL
Jan	154	360	514	94,919	626,183	721,102
Feb	183	320	503	41,598	565,043	606,641
Mar	216	400	616	73,756	857,632	931,388
Qtr TOTAL	553	1,080	1,633	210,273	2,048,858	2,259,131

PERSONAL PROPERTY SECTION INFORMATION

	BAGGAGE		HOUSEHOLD GOODS		MOBILE HOMES	
MONTH	OUT	IN	OUT	IN	OUT	IN
Jan	82	105	144	149	0	0
Feb	41	106	125	152	0	5
Mar	46	107	150	150	3	2
Qtr TOTAL	169	318	419	451	3	7

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Assigned drivers operated government motor vehicles for 550,640 miles without any major accidents during the winter months. Close coordination with CBPO was established during this period to insure that every member departing PCS for Southeast Asia (SEA) had a valid government vehicle operators license, SF Form 46, in his possession to cover the period of PCS IN SEA.

The 4600th Air Base Wing possessed a fleet of 421 vehicles for which constant high quality maintenance had to be maintained. Data are provided indicating the workload for 1 January 1971 to 31 March 1971.

TYPE (Equipment Serviced and/or Worked on:)	QUANTITY
General Purpose Vehicles	1226
Special Purpose Vehicles	140
Material Handling Equipment	14
TOTAL	1,380

SUPPLY

Directed by Lt Colonel Henry H. Davis, this activity continued to accomplish and attain its mission. Exemplary evidence of this statement was the announcement made in January 1971 that the 4600th Air Base Wing Supply was awarded second place in the ADC Daedalian Competition for Outstanding Base Supply Operation for 1970. In addition, Supply was a runner-up for the ADC Zero Defects Award for 1970.[1]

1. Ltr, 4600 AB Wg (DM) to DMS, Subj: Aerospace Defense Command Zero Defects Award w/2 atch, 1 Apr 71 (DOC 7).

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During this quarter manning in the 645X0 career field was only 67 percent of the authorization. Of particular concern were shortages in the grades E-7 and E-8. As a result, increased responsibility and work were given to the younger, less experienced personnel. Manning projections indicated improved manning by 30 June 1971.

On 23 March 1971, the Fuels function was awarded a Certificate of Recognition for a perfect safety record for the period 1 January through 31 December 1970 by HQ ADC.[2]

A total of $36,170 was allocated to the wing to procure items of furniture and drapes under Project Better Living for the airmen's dormitories. Requests for rugs and drapes amounting to $8,067.94 were received from 13 organizations along with $27,899.22 worth of furniture requests for the dormitory lounges. Total funds expended for this project amounted to $35,967.16. Items were requisitioned from the General Services Administration (GSA) or procured locally. All items requested were to be delivered no later than 30 June 1971.

The consolidated NORS rate for this quarter was eight percent. This represented a decrease of 1.3 percent from the preceding quarter. The T-29 aircraft experienced particular difficulties during this period. During January, cockpit glass, FSN 1560-386-6019 BC, accumulated the most NORS hours. Breakage of the glass was attributed to the extremely

2. Ltr, 4600 AB Wg (DMS) to DMSF, Subj: Annual Fuels Safety Award w/2 atch, 23 Mar 71 (DOC 8).

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cold weather. The NORS requisitions for this glass were cleared through local purchase. During February, all T-29 aircraft were grounded because of leakage in tension regulators. This problem was solved, in part, when the maximum amount of leakage allowable was revised by technicians at the depot. The NORS requisitions for remaining tension regulators were filled through depot support.

During this period, the decision was made to delete all supply points within NCMC to consolidate assets into one central location, the A1 warehouse. All items were reviewed for improper packaging and repackaged correctly to prevent damage to sensitive items such as the one which supported the computer systems. There were only four reportable NCMC NORS for this quarter.

The Item Accounting function made considerable contributions toward a more efficient operation through one-time project, equipment procurement, and special program development. Negotiations were initiated to replace the three 026 Keypunch Machines and one 548 Interpretor in the Keypunch Unit with two UNIVAC 1710 Verifying, Interpretor, Punch (VIP) machines. The procurement of these 1710 VIPs greatly enhanced Keypunch Unit's productivity and efficiency and extended the multi-use concept by incorporating automatic printing as part of keypunching or verifying along with punched card interpretation. The core storage feature of the 1710 also provided fast automatic operations, easy error

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correction and simplified programming for the operator. In a continuing effort to purify and improve the quality of the item record file, two projects were initiated, from which we have reaped considerable benefit: (1) All part numbered items loaded in the system were screened against the master tape files located at the Defense Logistics Supply Center - This resulted in a 13.2 percent match to good federal stock numbers; and (2) A unique program was written to search through the item record and detail files for locally assigned stock numbered items that met the criteria for reporting to the Air Force Logistics Command for possible federal stock number assignment. Three hundred and fifty items were located and action to accomplish the required forms was begun.

More effective control and management of the Base Clothing Sales Store resulted from a program developed by Item Accounting, specifically to show dollar values, inventory, and possible excesses within the clothing account. ADC adapted this program for Command use and assigned "C 12" as its program number. A suggestion, AF Form 1000, was submitted for possible adoption for Air Force world-wide use.

The Equipment Management Office (EMO) continued to fulfill its mission; however, due to the austerity of funds, the ability to satisfy routine equipment requirements was curtailed. The only items procured were depot funded and those

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declared mission essential with funds for purchase being approved by the Base Budget Working Group. Some equipment requirements were filled from the Excess Redistribution Program monitored by ADC (DMSE). As a result of this excess redistribution program, there were 62 line items with a dollar value of $15,598.82 due-in from other ADC bases to satisfy valid due-outs. The excess equipment posture (equipment in warehouse) at the end of the period was as follows:

Excesses - Servicable	Excesses - Unservicable	Total
240 items - $63,201.00	57 items - $7,433.00	$70,634.00

As an indication of the excellent condition of the equipment account, FE2500, the following information was extracted from the USAF Equipment Data Bank:

Month	Accuracy Rate	World Wide	ADC Standard
Jan	96.7%	83.5%	90%
Feb	92.8%	86.9%	90%
Mar	(Totals were not available until next quarter)		

During February the EMO exceeded the established USAF and ADC standards and was in the Number One position of all the ADC bases. The overall equipped percentage for this period was a constant 96 percent. Because of the austere funds position, this percentage did not improve status of equipment authorized versus equipment in-use for the months of January and February 1971:

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Month	Equipment Authorized	Equipment In-Use
Jan	$27,660,219.97	$27,005,128.72
Feb	27,896,524.82	27,252,937.34
Mar	(Totals were not available unitl next quarter)	

A1C William R. Listanski was selected as the Airman of the Year (1970) for Ent Air Force Base during this quarter.

PROCUREMENT

Captain Edgar A. Green heads the Procurement operation for the Wing. This activity continued to provide procurement support for the 4600th Air Base Wing and its tenant organizations. An additional responsibility was to keep the Base Commander advised of any labor problems within his jurisdiction.

The Masonry, Bricklayers Union, Local #4, placed an "informational picket" on the main gate at Peterson Field, protesting the use of a non-union subcontractor for masonry work on the Recreation Building under construction at Peterson Field, using non-appropriated funds. As a result of this picket, progress on the Recreation Center as well as the new Wing Headquarters Building was delayed about 30 working days. Throughout the picketing, the Base Procurement Office filed weekly labor reports and coordinated closely with the Denver Labor Liaison Officer, Mr. Joe Cude, and the Army Corps of Engineers. The mediating influence of the National Labor Relations Board was utilized and their representative, Mr. Sherman Hodges, was helpful in having this picket removed with no compensatory time given to the union for the period of the picket.

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During this period the local move contractors were struck by the Teamsters Union, requesting higher rates, and although considerable consternation was experienced, none of our service contracts were affected by this strike. This office also became concerned when the meat packers in the Denver area entered into a "lock out," in an effort to control wage increases, but our supply commissary buying wasn't affected.

The Construction Services function was instrumental in purchasing major new construction, alterations or repair, some of the more significant of which were:

1. Major repair at the NORAD Cheyenne Mountain Complex (NCMC) for the repair or replacement or EMP doors was negotiated 25 February to 25 March 1971. The contract was awarded to Premier Waterproofing Company of Denver, Colorado, on 31 March 1971 at a price of $179,226. Performance was scheduled to begin on or about 3 May 1971 with a 180 day contract period.

2. Another major repair at NCMC was for the alteration of support structures, which was negotiated 26 February to 15 March 1971. Carl E. Jurew of Littleton, Colorado, was awarded a $17,050 contract to start on or about 19 April 1971 with a 45 day contract period.

3. A proposed nine-hole golf course at Peterson Field shared considerable attention within the 4600th Air Base Wing, and from 16 to 18 February 1971, the Construction Services Section negotiated an Architect-Engineering contract with Phelps-Brauer Associates of Denver, Colorado, for the design

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segment of this project. The contractor began performance on 22 February 1971 on the resultant $11,525 contract and was allowed 67 calendar days for performance.

4. Flying safety is always a subject of Air Force concern and from 12 to 17 March 1971 this section negotiated a $3,700 contract with MACI of Broomfield, Colorado, for the installation of strobe light kits on 37 T-41C aircraft for greater safety in conjunction with the flying training of USAF Academy cadets.

Operations activity within Procurement started initial programming for the future Customer Integrated Automated Procurement System (CIAPS) which was to be implemented with the 5610 type program machines. Although the program was being formulated at HQ USAF, Operations accomplished steps within its capability to be prepared for this important new program.

Within the Supply area of responsibility, this unit continued to purchase all supplies required within the Base Supply System. The purchase of commissary stock items was an important function of this section. In order to continue providing users of the Ent Air Force Base Commissary with quality goods and products, a new procedure was implemented on 5 February 1971 for the purchase of produce. In an effort to improve the quality of the produce, it was determined that local produce dealers were allowed to submit a weekly bid on quality produce which thereby assured them of a full weeks delivery

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instead of one day at a time. They, therefore, were able to reduce their prices because of this guaranteed minimum volume. Another favorable result of this improved action was that during any slack growing seasons commissary patrons were assured of consistent quality since produce dealers had increased profit incentive to plan ahead and forecast future guaranteed sales.

The Ampex Corporation protested a proposed supply contract award for magnetic tapes when it was determined by the Supply Section to award the contract to the 3M Corporation, although the Ampex Corporation was the lower bidder on IFB FO5603-71-C-0101, opened 2 February 1971. Technical Representatives from the using activities, 1st Aerospace Control Squadron and 14th Aerospace Force, determined that the Ampex tapes didn't meet their specifications. Preliminary processing of this protest was started during this period.

OPERATIONS AND TRAINING

The operations and Training Program was supervised by Lt Colonel M. J. Melendez who accomplished the mission as required by the Wing Commander.

During this time frame the Training Department and the Standardization/Evaluation function administered a total of 346 check flights. These checks were given to pilots, navigators, radio operators, stewards, and flight engineers/mechanics in seven types of aircraft which included C-118, C-131, T-29, T-33, T-39, U-4 and U-10 aircraft. The following

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statistics show the breakout of crew positions, type aircraft, and type of flight check.

PILOTS

	INSTRUMENT CHECKS	VARIOUS PROFICIENCY CHECKS
C-118	8	11
C-131	2	7
T-29	25	45
T-33	52	72
T-39	23	20
U-4	1	4
U-10	3	4
Total	114	163
NAVIGATORS		36
RADIO OPERATORS		2
FLIGHT STEWARDS		10
FLIGHT ENGINEER/MECHANIC		21

The Special Air Mission activity had a busy quarter. Their primary mission was to airlift official TDY personnel within the United States as well as world-wide. This activity was assigned eight aircraft which included three C-118's, three C-131's, and two T-29's. A statistical report provides evidence of the accomplishments of this activity during this period.[3]

On the Training side, as the new year advanced increased

3. Report, Special Air Missions Section Airlift Support Summary, Third Quarter Fiscal 1971, (DOC 9).

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quotas were announced resulting in greater attendance at Marksmanship School and Projectionist Training School.

School	JANUARY QUOTA	JANUARY ATTD	FEBRUARY QUOTA	FEBRUARY ATTD	MARCH QUOTA	MARCH ATTD
Marksmanship						
Carbine/M-16	0	0	0	0	409	169
Pistol	9	11	161	85	12	12
Special Category (Pistol)	9	11	161	85	8	8
SEA (M-16)	27	24	35	32	49	45
Survival Training						
Annual Continuation	92	92	49	49	56	56
Egress Training	141	141	74	74	80	80
Life Support	13	6	0	0	0	0
Projectionist Training	0	5	28	28	18	15
Management Training (MGT-1)	-	-	30	25	0	0

NORAD CHEYENNE MOUNTAIN COMPLEX (NCMC)

Under the supervision of Lt Colonel W. O. Spiker, the NCMC function continued to provide civil engineering operations and facilities, food services, and security police protection for the Mountain Complex.

This geographical area underwent a $21 million expansion project. Excavation was performed by the Tiro Construction Company under the observation of this organization's civil engineers coupled with guidance from the base civil engineers.

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SAFETY

Headed by Major Jack S. Houser, Safety maintained an efficient organization as evidenced by the fact that on 1 February 1971, the 4600th Air Base Wing was nominated to ADC for consideration for USAF Flying Safety Award. During 1970, the wing did not experience an aircraft accident. The various type aircraft assigned to the Wing completed almost 40,000 hours of mishap-free flying, not only in the United States, but in Europe, South America and all parts of the Pacific. Approximately 700 persons were assigned and attached to the Wing, actively engaged in flying.

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CHAPTER III

FISCAL AND PERSONNEL SUPPORT ACTIVITIES

This section of the history will discuss such Fiscal and Personnel Support Activities as the Comptroller, Personnel, Services and Special Services functions.

COMPTROLLER

Under the direction of Lt Col W. J. Lindgren, the Comptroller continued to expand and improve its services with the addition of two new computers.

The B-3500 Phase II Base Level Computer System was expanded in February 1971 with the addition of a B-9120 Paper Tape Reader. The reader was capable of reading data at the rate of 500 characters per second and was successfully used to process the monthly earning statements for February 1971.[1]

In March 1971, the Burroughs B-3610 BCL-BCL Code Translator for the B-9212 Card Punch was received and installed. This new equipment enabled the B-3500 computer to simulate the B-263 USAF Assembler and all other B-263 language oriented programs. The new translator permitted the release of the Ent B-263 Computer system on 31 March 1971 at a saving of approximately $2800 per month.[2]

1. Ltr, HQ USAF (ACDC) to ADC (ACD), Subj: B-3500 Equipment Approval for Ent AFB, Colorado, DPI 6100, 2 Feb 71 (DOC 10).

2. Msg, AESC to ADC (ACDC), Subj: Approval for B-3610 Feature for B-9213 Card Punch, w/2 atch, Mar 71 (DOC 11).

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Effective 1 March 1971, Commercial Services was designated as the paying office with Steward Air Field as the accounting agent for the ADC Dewline contract. This contract was valued at approximately $75 million.[3]

Consolidation of Military Pay Service (COMPS) was implemented on 1 March 1971. This entailed the actual physical transfer of personnel and equipment from the CBPO Military Pay Unit to Accounting and Finance. This transaction involved six personnel. With the implementation of COMPS, the Travel Section initiated a "Travel Briefing" for In-Processing personnel. The Military Pay Section, for the first time, issued Earning Statements to all military personnel who were paid by this activity. Problems were encountered in updating address cards in the Military Pay Master File in the B-3500 computer, for those personnel whose checks went to banks and the Earning Statement to the individual's home address.

During this quarter the Accounting and Finance Office continued to maintain first place in the ADC HOW-GO-ZIT ratings. Quarterly performance was reflected in that all Trial Balances; Clothing, Commissary, Medical/Dental, General and Systems Support Division were error free for the entire period.

The 4600th Air Base Wing 1971 Operations operating budget was formulated for Fiscal Year 1972 and submitted to HQ ADC during this quarter.

3. Ltr, ACFM to 4785 AB Sq/ACF, Subj: Transfer of 4785 AB Sq, 11 Jan 71 (DOC 12).

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PERSONNEL

Colonel C. G. Long was responsible for the Personnel activity for the 4600th Air Base Wing. Along with his additional duties as discussed previously, he and his staff officers were involved in the following significant events.

The WAPS Office (Weighted Airman Promotion System) was established as an experiment to determine if combining the Promotion Section of Special Actions and the Testing Section of Classification and Testing would be beneficial to the overall WAPS program. A total of 2,600 Promotion Fitness and Specialist Knowledge Test were administered during this period.

The CBPO transferred the Military Pay Function to Accounting and Finance under Project COMPS. Also, on 31 March 1971, 127 Officer Records and 566 Airman Records were transferred to various CBPO's under the change in CBPO servicing responsibility.

The Personnel Affairs Office had 32 casualty cases: Four active duty deaths, two retired deaths, and 26 MIA/POW actions. There were 5,758 individual actions accomplished by Personal Affairs from January to March 1971.

Ent Air Force Base sponsored, designed, and manned a booth at the Career Opportunities Days during the period 23 - 24 February 1971. The program was conducted under the auspices of the Colorado Springs School District 11 and the Colorado Springs Chamber of Commerce and was held in the International

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Center, Broadmoor Hotel.

The Civil Service Booth, a combined effort of Ent Air Force Base, Air Force Academy, and Fort Carson was planned to provide students at grades 10 to 12 an opportunity to "see and do." Working displays were utilized while Civil Service employees demonstrated tasks and equipment, and allowed interested students to actively operate the equipment themselves. Although no recruiting was done, for obvious reasons, students discussed future job possibilities with personnel specialists furnished by the Civilian Personnel Office.

The Chamber of Commerce estimated that at least 11,000 students and parents from all over the state of Colorado visited the Career Opportunities Days Program. The students were most impressed with the Civil Service booth and indicated that the information provided was of a kind that heretofore was unavailable to them.

The Base Educational Department had many visitors and conducted many visits to surrounding colleges to determine the possibility of expanding the off-duty educational program during this period. Some of the more important visits are discussed.

Two Air Command and Staff School Seminars were established in the month of January 1971 with approximately 20 students in each seminar.

On 13 January 1971 representatives from the Education Office, along with representatives from the Education Office,

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HQ ADC, visited the University of Northern Colorado at Greeley to discuss the feasibility of the University of Northern Colorado conducting a Graduate Program in Business Administration for military personnel at Ent Air Force Base.

On 20 January 1971 our first MIA/POW dependent applied for her VA educational benefits through the Education Office.

On 3 February 1971 contact was made with Adams State College on the feasibility of establishing a Master of Arts in Business Administration at Ent Air Force Base.

On 18 February 1971 representatives from the Education Office visited Adams State College at Alamosa to discuss the details for implementing a MABA Program at Ent Air Force Base.

On 19 February 1971 representatives from the University of Northern Colorado and the US Department of Housing and Urban Development (HUD) visited the Education Office and discussed some of the details required in implementing a MABA Program at this installation.

On 11 and 12 March 1971 Colonel Dyers, Coordinator from the Air War College at Maxwell AFB, Alabama, visited Seminars 2 and 52 at Ent Air Force Base. Upon completion of his visit at the seminars, he visited the Education Office and discussed some of the details involved in implementing the Air War College Seminars.

On 22 March 1971 Mr. Patrick N. Poe, Director of Advanced Programs, University of Oklahoma, visited the Education Office and provided guidance and counseling for the University of

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Oklahoma Program, which was operating an On-Base Master's Degree Program in Public Administration and a Master's Degree Program in Economics.

On 25 March 1971 Captain John Rittman from AFIT visited Ent Air Force Base and conducted two briefings. One briefing was for officers to explain the AFIT Program for Officers, and the second was for airmen concerning the Airman Education Commissioning Program (AECP).

SERVICES

Major Paul R. Begansky and his Services personnel conducted the following programs for improvements within their special areas of responsibility.

To improve the appearance of the Clothing Sales Store, on 20 January 1971, display cases were modified, varnished, and pictures hung depicting the various phases of Air Force life.

On 15 January 1971 the Clothing Store operation program was accomplished. By using a three to one ratio, the Clothing Store sales increased by 30 percent.

Effective 1 April 1971 the Commissary allocated 25 additional slots on the UDL with 15 more to be added effective 1 July 1971. As a result of increased manning authorizations, an extensive study was conducted, with a view toward extending resale store operating hours, which was scheduled to be effective 1 July 1971.

On 9 January 1971 Food Service received the ADC trophy and the traveling ADC trophy for maintaining an outstanding Food

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Service operation for the year 1970. On 3 February 1971 Certificates of Recognition were presented to all Food Service personnel for the effort they had expended.

From 17 to 19 March Dining Halls1 and 2 were evaluated by the Hennessey Trophy Competition Team from AFLC.

During January 1971 the construction contract for the Community Center Base Exchange at Peterson Field was awarded to Hill Construction Company, Dallas, Texas. Contract was for approximately $854,000. This new facility, which was scheduled for completion by November 1971 and opening in January 1972, was scheduled to be 43,000 square feet in size. It consisted of a large retail facility and numerous service activities such as Barber, Beauty, Watch Repair, Laundry and Dry Cleaning, etc.

During this period, seven facility improvement projects were accomplished at a cost of $15,000. These projects consisted of paintings, new floor tiles, new drapes, and new tables and chairs for the Cafeteria.

During 1970, Housing Referral was visited by 2,083 families, an average of eight families per day. During the first quarter 1971, this office was visited by 599 families, an average of ten families per day.

Utilization of the TAQ increased in that the training detachment recently initiated courses for electronics, the computer and several communication pieces.

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SPECIAL SERVICES

Under the auspices of Lt Colonel Arther L. Majors, the Special Services function endeavored to provide for the betterment and morale of individuals assigned to the Ent Air Force Base complex. This was accomplished through the establishment of a wide variety of leisure time recreation programs and facilities for use by authorized personnel. The past three months saw significant developments which had a positive affect on the upgrading of this orgainization's program.

During the current reporting period from 1 January 1971 thru 31 March 1971 the following construction projects were approved as indicated.

Conditioning Center #1 (Bldg 15, Ent Air Force Base). Contract was let on 10 March 1971 for an additional handball court, relocation of exercise room and installation of ceramic shower stalls. Construction was to be completed by 15 May 1971. This modification revitalized an old structure and at the same time offered handball players more opportunity to exercise.

A new 500-seat motion picture theater was approved by HQ USAF for Peterson Field. Facility was to be constructed with Army and Air Force Motion Picture Service Funds. Design was approved on 15 March 1971. Bids were scheduled not to be taken later than 1 June 1971. Tentative target date for completion was to be September 1972. In the meatime the

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Recreation Center was modified to incorporate a small 35mm theater. Bids for this project were to be opened 4 May 1971 with 60 days allowed for completion. With most of the barracks and all family housing units located at Peterson Field, a motion picture operation was anticipated to provide a much needed recreational facility for our military and dependents.

A Recreation Workshop was approved in October 1970 for Peterson Field. Construction was started approximately 12 February 1971 with a completion date of 15 August 1971 anticipated. Project was to have 13,000 SF and included facilities for auto, wood, ceramics, photo, electronics, and general type arts and crafts programs. Cost of facility was $343,000.

Due to start of construction of a new Wing Headquarters and Base Exchange building, one of the existing softball facilities (lighted) was relocated west of the Base Gym at Peterson Field. Softball facilities were planned to be ready for intramural play during the 1971 season.

An addition to the Base Gym (Bldg 560, Peterson Field) was approved on 20 March 1971 and went to bid on 1 May 1971. New construction, when completed, provided a new handball court for this facility, at a cost estimated at $24,500. Completion date was estimated to be 1 September 1971. With the continuing build up at Peterson Field, This addition was badly needed.

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Notification was received on 25 March 1971 that construction of a multi-purpose recreation pad was approved for the Youth Activity Program at Peterson Field. Project was to be bid during May 1971. The youths who live in family housing then had an opportunity to play on a court in their own area. This decreased the need to use the gym which was often overcrowded or reserved for intramural play.

Authority to design an 18-hole golf course at Peterson Field was received on 12 March 1971. Bid for design was let 21 March 1971. The extremely large golfing population in the area, and individual cost involved in playing golf certainly justified a course for military personnel.

A continuing effort was also put forth by Special Services in providing new and better programs during the past four months. As a result two new programs were implemented on a trial basis. These programs were Youth Basketball and City League Volleyball.

The Youth Basketball program began on 12 March 1971 and concluded with a championship game 25 April 1971. Approximately 40 boys participated in the league. It provided an opportunity for many boys (age 13 thru 17) who did not otherwise have the opportunity to play organized ball.

A city volleyball league was organized 1 February 1971. Ent Air Force Base supported the league by helping to organize it, and entered a team for league competition. This was the

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first year for the league and it was a success in that it was a beginning for organized volleyball in the Colorado Springs area. Next year, with what was gained this year, the league was expected to be vastly improved.

Intramural basketball was in full swing. Excellent participation was noted this year with 20 teams playing. The 4608th Support Squadron won the base championship. Play was very competitive and a keen sense of interest was demonstrated all season long, not only by players but by numerous spectators as well.

Once again the Peterson Field Bowling Lanes hosted many bowling leagues. The intramural league again proved to be very popular this year. Just as in basketball, interest and competition were high.

Ent hosted the WAF ADC Volleyball training camp as well as the men's ADC Volleyball training camp. The WAF camp ran from 22 March 1971 to 3 April 1971 while the men's went from 25 March 1971 to 3 April 1971. Ent was selected to host the ADC Bowling Tournament and the Air Force World Wide Tournament. The Inter-Service Bowling Tournament was held at Ent Air Force Base in May 1971. It was demonstrated that our division had not limited itself to supporting base activity, but had promoted higher level competition.

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STAFF DIRECTORY

4600TH AIR BASE WING

	BLDG	
WING COMMANDER		WGCCR
Colonel P. A. Rand	30	2345/2346
SECRETARY		WGCCR
Mrs. D. Chisholm	30	2345
WING VICE COMMANDER		WGCVC
Colonel A. E. Wagoner	30	2345/2346
SPECIAL ASSISTANT		WGCVC
Lt Col W. O. Borks	30	2530/2533
INSPECTOR		WGCIG
	30	2149/2345
CHIDLAW BUILDING/SUPPLY COORDINATOR		
(Chidlaw Bldg)		WGCBC
Mr E. Maisonneuve (Building)	Rm 1-C-401	3145
SMSgt D. H. Davis (Supply)	Rm 1-C-401	3158
WING SERGEANT MAJOR		WGCPC
CMSgt C. Wedor	30	6144
EXECUTIVE OFFICER		WGCVCE
Lt Col R. E. Waller	30	2149/2347
CHIEF, ADMINISTRATION DIVISION		WGCAS
CMSgt G. H. Green	30	2149/2533
ADMINISTRATION COMMUNICATIONS BRANCH		WGCAS-A
TSgt D. E. Harrison	16	2066/6498
DOCUMENTATION BRANCH		WGCAS-D
Mr. D. Cose	16	2066/4468
PUBLISHING BRANCH		WGCAS-P
MSgt R. Snyder	30	2530/2533
CHIEF, COMPTROLLER DIVISION		WGAAC
Lt Col W. J. Lindgren	31	2940/6165
NCOIC		WGAAC
CMSgt K. R. Timmons	31	6235/6236
ACCOUNTING AND FINANCE BRANCH		WGAAF
Maj J. R. Jones	32	6125/6126
ACCOUNTS CONTROL SECTION		WGAAF-AC
MSgt S. Abrahom	32	6148/2567
CIVILIAN PAY SECTION		WGAAF-CP
Mrs. F. Murphy	31	2453
COMMERCIAL SERVICES SECTION		WGAAF-CS
Mrs. M. Wiggins	32	6233
MATERIEL SECTION		WGMSS-AF
Mrs. H. Frack	670	4515/4534
MILITARY PAY SECTION		WGAAF-MP
CMSgt W. C. Lewandowski	32	2895/2896
PAYING AND COLLECTING SECTION		WGAAF-PC
Capt T. D. Bontoski	32	2982
STOCK FUNDS SECTION		WGAAF-SF
Mrs. I. Iglesias	670	4398
TRAVEL SECTION		WGAAF-T
MSgt J. P. Colton	32	2420/2566
BUDGET BRANCH		WGABT
Mr. W. Flewellen	31	6235
DATA AUTOMATION BRANCH		WGADA
Capt J. L. Wagner	5-3	2766
MANAGEMENT ANALYSIS BRANCH		WGAMA
Lt W. Dobson, Jr.	31	6864
FISCAL CONTROL OFFICE		WGFCO
Mr. A. F. Wiatte	31	2576/2352
CHAPLAIN		WGCCH
Colonel K. W. Homann	31	2044/2111
ASSISTANT		WGCCH
Lt Col M. T. Oplin	31	2044/2111
NCOIC		WGCCH
MSgt G. A. Hoge	31	2911/2111
HEADQUARTERS SQUADRON SECTION		HQ SEC SQ
Capt S. N. Huff	35	2330/6683
FIRST SERGEANT		WGCHQ
CMSgt H. R. Stevens	35	2330/6683
CHIEF, INFORMATION DIVISION		WGCIO
Capt R. W. Hunter	16	6510
NEWS DIRECTOR		WGCIO
Capt E. A. Organ	16	6471
ADMINISTRATION BRANCH		WGCIO-A
Mrs. K. R. Wiley	16	6474
MEDIA BRANCH		WGCIO-M
Sgt T. Collins	16	6472
INTERNAL INFORMATION BRANCH		WGCIO-I
Sgt W. G. Galloway	16	6472
STAFF JUDGE ADVOCATE		WGCJA
Colonel J. H. Carey	12	6938
DEPUTY		WGCJA
Maj J. Langley	12	6938
NCOIC		WGCJA
MSgt R. M. Fauxnaugh	12	6938
CIVIL LAW BRANCH		WGCJA-A
Capt P. A. Johnson	12	6938
CLAIMS BRANCH		WGCJA-C
Capt P. R. Anderson	12	6938
MILITARY JUSTICE BRANCH		WGCJA-M
Capt A. W. Rigsby	12	6938
CHIEF, NCMC SUPPORT DIVISION		WGCMC
Lt Col W. O. Spiker	Ext 82	3475/3476
4604th SUPPORT SQUADRON		4604 SPT SQ
Lt Col W. O. Spiker	Ext 82	3475/3476
UNIT ADMINISTRATION		4604 Spt Sq
Lt R. E. Zorowka	Ext 82	3475/3476
FIRST SERGEANT		4604 Spt Sq
MSgt R. L. Rothrock	Ext 82	3475/3476
CIVIL ENGINEERING BRANCH		WGCMC-CE
Maj R. E. Kirr	Ext 82	3657/3658
FIRE CHIEF		WGCMC-FD
MSgt J. R. King	Ext 82	3030
FOOD SERVICE BRANCH		WGCMC-FS
CMSgt D. D. Baker	Ext 82	3484
SECURITY POLICE BRANCH		WGCMC-SP
Lt J. W. Patton	Ext 82	3616/3617
CHIEF, SAFETY DIVISION		WGCSA
Maj J. S. Houser	365	4406
NCOIC		WGCSA-A
MSgt J. J. Parsons	365	4770
FLYING SAFETY BRANCH		WGCSA-F
Maj J. S. Houser	365	4406
GROUND SAFETY BRANCH		WGCSA-G
Mr. John J. Gillen	365	4770
TRAFFIC SAFETY SECTION		WGCSA-GV
Mr. James H. Pobst	365	4828
DIRECTOR, BASE MEDICAL SERVICES		WGCSG
Maj D. S. Russell	41	2223/2224
DISPENSARY ADMINISTRATOR		WGCSG-A
Lt Col J. L. Bethurum	41	2224
SERGEANT MAJOR		WGCSG-A
CMSgt J. Schaffner	41	2547
RESOURCE MANAGEMENT OFFICE		WGCSG-B
Mrs. V. Corry	41	6691
DENTAL SERVICES		WGCSG-D
Col A. B. Horne	39	6043
AEROMEDICAL SERVICES		WGCSG-F
Maj J. Murphy	365	4655
LABORATORY		WGCSG-L
SSgt R. Arenio	41	2332
DISPENSARY SERVICES		WGCSG-M
Capt J. Cranston	41	2806
CHIEF NURSE		WGCSG-M
Capt A. Michelsen	41	2158
MEDICAL SQUADRON SECTION		WGCSG-O
Capt D. Renoudet	41	6020
MILITARY PUBLIC HEALTH		WGCSG-P
MSgt N. Filkins	365	4330
PHARMACY		WGCSG-PH
Capt K. Krueger	41	2769
REGISTRAR		WGCSG-R
Capt D. Renoudet	41	2767
CHAMPUS ADVISOR		WGCSG-R
Capt D. Renoudet	41	6618
MEDICAL MATERIEL		WGCSG-S
Lt C. Kinder	1256	4713
VETERINARY SERVICES		WGCSG-V
Capt P. Lindsay	16	2761
X-RAY		WGCSG-X
Miss M. Mauer	41	2810
CHIEF, SECURITY POLICE DIVISION		WGCSP
Capt K. K. Yuhs	27	2545/2015
4600th SECURITY POLICE SQUADRON		4600 SP SQ
Capt K. K. Yuhs	27	2545
SMSgt G. A. Shaw	27	6155
UNIT ADMINISTRATION		4600 SP SQ
MSgt T. A. Cody	27	2674
ADMINISTRATIVE SECURITY BRANCH		WGCSP-A
MSgt J. D. Burton	27	2598
OPERATIONS BRANCH		WGCSP-O
Lt R. V. Rizzardi	27	2015
NCOIC		WGCSP-O
MSgt R. R. Peters	27	6199
CHIEF, CIVIL ENGINEERING DIVISION		WGEDC
Col J. W. Bogan	71	6426/6427
DEPUTY		WGEDC
Mr. G. Tuller	71	6426/6427
4600th CIVIL ENGINEERING SQUADRON		4600 CIV ENGRG SQ
Col J. W. Bogan	1154	4469/4575
UNIT ADMINISTRATION		WGEDC-A
Lt S. E. Webb, III	71	6665/2659
FIRST SERGEANT	4600 CIV ENGRG SQ	
TSgt W. E. Shivo	1154	4469/4575
ENGINEERING & CONSTRUCTION BRANCH		WGEEE
Mr. S. L. Holland	71	6693
FIRE PROTECTION BRANCH		WGEDC-F
Mr. J. L. Deal	117	4760
INDUSTRIAL ENGINEERING BRANCH		WGEDC-I
Capt R. A. Kunselman	71	6875
Lt M. J. Madrid	71	6875
OPERATIONS & MAINTENANCE BRANCH		WGEEM
Maj R. E. Wilhoit	71	6785
PROGRAMS BRANCH		WGEEP
Capt G. L. Brueffer	71	6427
PROGRAM DEVELOPMENT SECTION		WGEEP-D
Lt J. B. Dechard	71	6968
CHIEF, MATERIEL DIVISION		WGMDC
Colonel L. W. Myers	626	4783/4784
NCOIC		WGMDC
CMSgt G. H. Copening	626	4783/4784
SUPPLY ADVISOR		WGMDC
SMSgt J. G. Trevathan	626	4783/4784
CHIEF, MAINTENANCE BRANCH		WGMMB
Lt Col F. R. Fonck	140	4460/4374
NCOIC		WGMMB
CMSgt R. W. Wolfe	140	4460/4374
4600th CONSOLIDATED AIRCRAFT MAINTENANCE SQUADRON		4600 CAM SQ
Lt Col F. R. Fonck	140	4350
UNIT ADMINISTRATION		4600 CAM SQ
Capt M. J. Aston	140	4545/4360
FIRST SERGEANT		4600 CAM SQ
MSgt J. E. Roach	140	4545/4715
COMMUNICATIONS AND ELECTRONICS SECTION		WGMME
Capt W. D. Watson	140	4392
PRECISION MEASURING EQUIP LAB		WGMME-PMEL
CMSgt G. Smith	504	4420/4496
FIELD MAINTENANCE SECTION		WGMME-F
Mr. L. Viola	625	4439/4492
MAINTENANCE CONTROL SECTION		WGMME-M
Maj H. J. Kirchberg	140	4437/4304
ADMINISTRATION		WGMME-MA
TSgt R. P. Sears	140	6591
MATERIEL SUPPLY LIAISON		WGMME-MSL
MSgt S. Mamola	625	4328
ORGANIZATIONAL MAINTENANCE SEC		WGMME-O
Capt D. G. Atkinson	121	4429
QUALITY CONTROL SECTION		WGMME-Q
Maj J. C. Ayoub	140	4512/4319
CHIEF, PROCUREMENT BRANCH		WGMPM
Capt E. Green, Jr.	70	2774/2783
DEPUTY CHIEF		WGMPM
Mr. W. Floyd	70	2774/2783
NCOIC		WGMPM
CMSgt C. W. Christensen	70	2779
SERVICES PROCUREMENT SECTION		WGMPM-C
Mr. W. Briggs	70	2776
CONTRACT MAINTENANCE SECTION		WGMPM-CM
Lt Dr. A. Sou-Hin	2015	4587/4379
OPERATIONS SECTION		WGMPM-O
TSgt C. M. Woodruff	70	6141
SUPPLIES PROCUREMENT SECTION		WGMPM-S
Miss M. Lane	70	2905
CHIEF, SUPPLY BRANCH		WGMSS
Lt Col M. H. Dove	630	4403/4419
ASST CHIEF		WGMSS
Mrs. P. H. Bowie	630	4403/4419
4600th SUPPLY SQUADRON		4600 SUP SQ
Lt Col M. H. Dove	631	4789
UNIT ADMINISTRATION		4600 SUP SQ
Lt R. D. Herron	631	4715
FIRST SERGEANT		4600 SUP SQ
TSgt O. L. Alexander	631	4715
EQUIPMENT MANAGEMENT SECTION		WGMSS-E
Capt A. Del Vecchio	670	4400
FUELS MANAGEMENT SECTION		WGMSS-F
Mr. R. Sudbeck	667	4473
ITEM ACCOUNTING SECTION		WGMSS-I
CMSgt F. L. Hinsker	650	4738
MATERIEL FACILITIES SECTION		
SMSgt M. M. Watson		
NCMC SATELLITE SUPPLY SUPPORT		
Lt G. M. Bennett		
MANAGEMENT & PROCEDURES SEC		
Capt C. A. Bridley		
SUPPLIES MANAGEMENT SECTION		
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4600th TRANSPORTATION SQUADRON		
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Lt Col M. J. Melendez		
FIRST SERGEANT		
MSgt J. L. Cox		
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SMSgt L. A. Olivarria		
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Lt Col F. C. Sousa		
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Sgt J. O. Holsinger		
GROUND TRAINING BRANCH		
CMSgt T. A. Poindexter, Jr.		
FILM LIBRARY		
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OJT TRAINING		
TSgt P. L. Delroy		
MARKSMANSHIP TRAINING		
MSgt L. Preston		
LIFE SUPPORT BRANCH		
MSgt G. J. Kiser		
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Lt Col T. E. Sourderson		
DISASTER PREPAREDNESS		
Capt D. R. Riggs		
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CMSgt W. D. Henson		
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		WGC-G
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Y COORDINATOR		WGCBC
ilding:	Rm 1-C-401	3145
ply):	Rm 1-C-401	3158
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CIVIL LAW BRANCH		WGCJA-A
Capt P. A. Johnson	12	6938
CLAIMS BRANCH		WGCJA-C
Capt P. R. Anderson	12	6938
MILITARY JUSTICE BRANCH		WGCJA-M
Capt A. W. Rigsby	12	6938
CHIEF, NCMC SUPPORT DIVISION		WGCMC
Lt Col W. O. Spiker	Ext 82	3475/3476
4604th SUPPORT SQUADRON		4604 SPT SQ
Lt Col W. O. Spiker	Ext 82	3475/3476
UNIT ADMINISTRATION		4604 Spt Sq
Lt R. E. Zonowka	Ext 82	3475/3476
FIRST SERGEANT		4604 Spt Sq
MSgt R. L. Rothrock	Ext 82	3475/3476
CIVIL ENGINEERING BRANCH		WGCMC-CE
Maj R. E. Kirt	Ext 82	3657/3658
FIRE CHIEF		WGCMC-FD
MSgt J. R. King	Ext 82	5030
FOOD SERVICE BRANCH		WGCMC-FS
CMSgt D. D. Baker	Ext 82	3484
SECURITY POLICE BRANCH		WGCMC-SP
Lt J. W. Pitman	Ext 82	3616/3617
CHIEF, SAFETY DIVISION		WGCSA
Maj J. S. Houser	365	4406
NCOIC		WGCSA-A
MSgt J. L. Parsons	363	4770
FLYING SAFETY BRANCH		WGCSA-F
Maj J. S. Houser	365	4406
GROUND SAFETY BRANCH		WGCSA-G
Mr. John J. Gillen	365	4770
TRAFFIC SAFETY SECTION		WGCSA-GV
Mr. James H. Pabst	365	4828
DIRECTOR, BASE MEDICAL SERVICES		WGCSG
Maj D. S. Russell	41	2223/2224
DISPENSARY ADMINISTRATOR		WGCSG-A
Lt Col J. L. Bethurum	41	2224
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DISPENSARY SERVICES		WGCSG-M
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CHIEF NURSE		WGCSG-M
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PHARMACY		WGCSG-PH
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REGISTRAR		WGCSG-R
Capt D. Renoudet	41	2767
CHAMPUS ADVISOR		WGCSG-R
Capt D. Renoudet	41	6618
MEDICAL MATERIEL		WGCSG-S
Lt C. Kinder	1256	4717
VETERINARY SERVICES		WGCSG-V
Capt R. Lobdell	56	2361
X-RAY		WGCSG-X
Miss M. Moser	41	2810
CHIEF, SECURITY POLICE DIVISION		WGCSP
Capt R. R. Fuhs	27	2545/2015
4600th SECURITY POLICE SQUADRON		4600 SP SQ
Capt R. R. Fuhs	27	2545
SMSgt O. A. Shaw	27	6155
UNIT ADMINISTRATION		4600 SP SQ
MSgt T. A. Cody	27	2674
ADMINISTRATIVE SECURITY BRANCH		WGCSP-A
MSgt J. D. Burton	27	2598
OPERATIONS BRANCH		WGCSP-O
Lt F. V. Rusinski	27	2015
NCOIC		WGCSP-O
MSgt K. R. Peters	27	6189
CHIEF, CIVIL ENGINEERING DIVISION		WGEDC
Col J. W. Bogan	71	6426/6427
DEPUTY		WGEDC
Mr. G. Tuller	71	6426/6427

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4600th CIVIL ENGINEERING SQUADRON		4600 CIV ENGRG SQ
Col J. W. Bogan	1154	4469/4575
UNIT ADMINISTRATION		WGEDC-A
Lt S. E. Webb, III	71	6865/2659
FIRST SERGEANT	4600	CIV ENGRG SQ
TSgt W. E. Shoup	1154	4469/4575
ENGINEERING & CONSTRUCTION BRANCH		WGEEE
Mr. S. L. Holland	71	6693
FIRE PROTECTION BRANCH		WGEDC-F
Mr. J. L. Dial	117	4780
INDUSTRIAL ENGINEERING BRANCH		WGEDC-I
Capt R. A. Kunselman	71	6875
Lt M. J. Madrid	71	6875
OPERATIONS & MAINTENANCE BRANCH		WGEEM
Maj R. E. Wilmoth	71	6785
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Capt G. L. Brueher	71	6427
PROGRAM DEVELOPMENT SECTION		WGEEP-D
Lt J. B. Decherd	71	6966
CHIEF, MATERIEL DIVISION		WGMDC
Colonel L. W. Myers	626	4783/4784
NCOIC		WGMDC
CMSgt G. H. Copening	626	4783/4784
SUPPLY ADVISOR		WGMDC
SMSgt J. G. Trevithan	626	4783/4784
CHIEF, MAINTENANCE BRANCH		WGMME
Lt Col F. R. Fonck	140	4460/4374
NCOIC		WGMME
CMSgt R. W. Wolfe	140	4460/4374
4600th CONSOLIDATED AIRCRAFT MAINTENANCE SQUADRON		4600 CAM SQ
Lt Col F. R. Fonck	140	4360
UNIT ADMINISTRATION		4600 CAM SQ
Capt M. J. Acton	140	4545/4360
FIRST SERGEANT		4600 CAM SQ
MSgt J. E. Kaski	140	4545/4715
COMMUNICATIONS AND ELECTRONICS SECTION		WGMME-E
Capt W. D. Watson	140	4592
PRECISION MEASURING EQUIP LAB		WGMME-E, PMEL
CMSgt G. Smith	504	4420/4496
FIELD MAINTENANCE SECTION		WGMME-F
Mr. L. Viola	625	4439/4492
MAINTENANCE CONTROL SECTION		WGMME-M
Maj H. J. Kirchberg	140	4437/4304
ADMINISTRATION		WGMME-MA
TSgt R. P. Seels	140	4591
MATERIEL SUPPLY LIAISON		WGMME-MSL
MSgt S. Mainella	625	4328
ORGANIZATIONAL MAINTENANCE SEC		WGMME-O
Capt D. G. Atkinson	121	4429
QUALITY CONTROL SECTION		WGMME-Q
Maj J. C. Aycock	140	4512/4519
CHIEF, PROCUREMENT BRANCH		WGMPM
Capt E. Green, Jr.	70	2774/2793
DEPUTY CHIEF		WGMPM
Mr. W. Floyd	70	2774/2793
NCOIC		WGMPM
SMSgt C. W. Christensen	70	2776
SERVICES PROCUREMENT SECTION		WGMPM-C
Mr. W. Briggs	70	2776
CONTRACT MAINTENANCE SECTION		WGMPM-CM
Lt D. A. Shaffer	2015	4587/4379
OPERATIONS SECTION		WGMPM-O
TSgt C. W. Woolum	70	6441
SUPPLIES PROCUREMENT SECTION		WGMPM-S
Miss M. Lane	70	2900
CHIEF, SUPPLY BRANCH		WGMSS
Lt Col M. H. Davis	650	4401/4479
ASST CHIEF		WGMSS
Mrs. P. H. Bowie	650	4401/4479
4600th SUPPLY SQUADRON		4600 SUP SQ
Lt Col M. H. Davis	631	4788
UNIT ADMINISTRATION		4600 SUP SQ
Lt R. D. Herron	631	4716
FIRST SERGEANT		4600 SUP SQ
TSgt O. L. Alexander	631	4716
EQUIPMENT MANAGEMENT SECTION		WGMSS-E
Capt A. Del Vecchio	670	4400
FUELS MANAGEMENT SECTION		WGMSS-F
Mr. R. Sudduth	667	4473
ITEM ACCOUNTING SECTION		WGMSS-I
CMSgt F. L. Hinecker	650	4739

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MATERIEL FACILITIES SECTION		WGMSS-M
SMSgt M. M. Watson	662	4476
NCMC SATELLITE SUPPLY SUPPORT SECTION		WGMSS-N
Lt G. M. Bennett	(NCMC)	82-3605
MANAGEMENT & PROCEDURES SECTION		WGMSS-P
Capt C. A. Bridley	650	4714
SUPPLIES MANAGEMENT SECTION		WGMSS-S
Lt C. S. Cyrus	650	6409
CHIEF, TRANSPORTATION BRANCH		WGMTP
Maj W. E. Wilson	35	6511/2257
4600th TRANSPORTATION SQUADRON		4600 TRNSP SQ
Maj W. E. Wilson	1356	4718/4719
UNIT ADMINISTRATION		WGMTP-A
TSgt H. L. Jimerson	1356	4718/4719
TRAFFIC MANAGEMENT SECTION		WGMTP-M
Mr. R. J. Lemon	35	2257/2258
MAINTENANCE EVALUATION SECTION		WGMTP-MEP
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VEHICLE OPERATIONS SECTION		WGMTP-O
Mr. O. Hinson	1206	4533/4717
RECORDS, REPORTS AND CONTROL SEC		WGMTP-RRC
Mr. O. Dederick	1356	4493
VEHICLE MAINTENANCE SECTION		WGMTP-V
Mr. W. H. Barber	1356	4450
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Lt Col M. J. Melendez	121	4520/4358
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Lt Col M. J. Melendez	121	4520
FIRST SERGEANT		4600 OP SQ
MSgt J. L. Cox	615	4434
PHOTO LAB		WGOOT-A
SMSgt L. A. Oliveria	21	2592
BASE OPERATIONS BRANCH		WGOOT-B
Lt Col F. C. Sloat	122	4711
FLIGHT OPERATIONS BRANCH		WGOOT-F
Lt Col R. M. Loeffler	121	4358
AIRCREW EVALUATION SECTION		WGOOT-FE
Lt Col R. R. Ryon	427	4302
SPECIAL AIR MISSIONS SECTION		WGOOT-FA
Lt Col L. R. Hollingsworth	140	4371
FLIGHT SCHEDULING SECTION		WGOOT-FS
MSgt C. S. Williams	122	4763
FLIGHT TRAINING SECTION		WGOOT-FT
Lt Col H. B. Costerlin	427	4722
FLIGHT RECORDS SECTION		WGOOT-FR
Sgt J. D. Holzinger	122	4723
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CMSgt T. A. Paradise, Jr.	2003	4317
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SSgt R. F. Olmstead	2003	4326
MANAGEMENT TRAINING		WGOOT-GM
Mr. F. Ates	2003	4319
OJT TRAINING		WGOOT-GN
TSgt P. L. Boring	2003	4367
MARKSMANSHIP TRAINING		WGOOT-GR
MSgt L. Pontier	1619	4341
LIFE SUPPORT BRANCH		WGOOT-L
MSgt G. J. Kuzel	427	4442
BASE PLANS BRANCH		WGOOT-P
Lt Col T. E. Saunderson	615	4571
DISASTER PREPAREDNESS		WGOOT-PD
Capt D. F. Kipp	615	4331
CHIEF, PERSONNEL DIVISION		WGPDC
Colonel C. G. Long	46	2291/2297
PERSONNEL SERGEANT MAJOR		WGPDC
CMSgt W. D. Hanson	46	2297
CIVILIAN PERSONNEL BRANCH		WGPCP
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Mrs. M. L. Hardy	70	2457
CLASSIFICATION & WAGE SECTION		WGPCP-C
Mr. M. W. Kneebone	70	2731
CAREER DEVELOPMENT SECTION		WGPCP-D
Mr. M. G. Tingey	70	6895
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Maj W. A. Potter	46E	2409
SERGEANT MAJOR		CBPO-CH
CMSgt C. T. Hamilton	46E	2409
NCOIC, ADMINISTRATION		CBPO-ADM
TSgt D. Turner	46W	6542
CAREER ASSISTANCE AND COUNSELING SECTION AND PROJECT TRANSITION		CBPO-CAC
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CAREER CONTROL SECTION		CBPO-CC
Mrs. L. R. Kowensky	46E	2516
DATA CONTROL SECTION		CBPO-PASC
Capt R. P. Duffy	46E	6425
PERSONAL AFFAIRS SECTION		CBPO-PA
Capt D. J. Lyons	46W	6171
MANAGEMENT SECTION		CBPO-PSM
SMSgt W. P. Kinsey	46E	2903
QUALITY CONTROL SECTION		CBPO-QC
Capt R. E. Nation, Jr.	46W	2200
EDUCATION SERVICES BRANCH		WGPES
Mr. V. R. Harp	31	6395
ASSISTANT		WGPES
Miss A. Heckinger	31	6395
CHIEF, SPECIAL SERVICES DIVISION		WGSSS
Lt Col A. L. Moore	615	4323
ASST CHIEF		WGSSS
Mr. R. P. Lee	615	4322
NCOIC		WGSSS-A
SSgt E. Pacheco	615	4322
AERO CLUB		WGSSS-AC
Mr. J. Kupko	140	4310
LIBRARY		WGSSS-L
Mr. H. D. Peterson	38	2747
NCO OPEN MESS		WGSSS-N
CMSgt I. W. Lowe	14	2073
OFFICERS' OPEN MESS		WGSSS-O
Mr. W. L. Geehon	10	2381
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Mr. R. P. Lee	615	4322
NCOIC, MSgt G. D. Sexton	615	4322
ROD AND GUN CLUB		WGSSS-R&G
Mr. D. Frankforter	1660	4343
CHIEF, SERVICES DIVISION		WGSVC
Maj P. R. Bagorsky	35	2641/2065
NCOIC		WGSVC
TSgt F. M. Jones, Jr.	35	2641/2065
COMMISSARY BRANCH		WGSVC-C
Mr. V. Bottles	35	6655
FOOD SERVICE BRANCH		WGSVC-F
SMSgt J. Fernandez	35	2310/2641
HOUSING SERVICE BRANCH		WGSVC-H
Mr. J. Abbott	365	4777/4140
HOUSING REFERRAL OFFICE		WGSVC-HR
Mr. W. Shirk	365	4384
LAUNDRY EXCHANGE		WGSVC-L
TSgt H. K. Pierce	1184	4595
RECREATION & MARKETING BRANCH		WGSVC-R
Mr. K. Gilkin	1291	4440
CLOTHING SALES BRANCH		WGSVC-T
Mr. Bonnaire	2013	4343
BASE EXCHANGE SERVICES BRANCH		WGSVC-X
Mr. D. R. Michaels	21	604-4464
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Capt S. L. Hansen	83	2714/4138
UNIT ADMINISTRATION		WAF SQ
Lt H. Sweeney	83	2714/4138
FIRST SERGEANT		WAF SQ
TSgt A. F. Anderson	83	2714/4138
BASE COMMUNICATIONS STAFF OFFICER		AFCCR
Colonel R. H. Perry	1008	4631
FIRST SERGEANT		AFCOS
MSgt A. Consolvo	1008	4656
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CWO C. C. Kiefer	391	4701
FIRST SERGEANT		504 BAND
TSgt C. F. Krone	391	4701

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WGMTP	25
WGOOT	50
WGPDC	20
WGSSS	7
WGSVC	15
WAF	10
504 BAND	5

ENT AFB DISTRIBUTION:

ADC	100
ARADCOM	20
Naval Forces CONAD	5
NORAD	100
JOTF	5
USASTRATCOM Sig Gp	5
Resident Auditor	10
1 Aerosp Con Sq	10
9 DPU	5
14 Aerosp Force	50
4 Wea Wg	5
44 Avn Det	5
47 Comm Gp	15
366 Army Band	5
1151 Sp Activities Sq (DAS)	10
Det 2, 1365 Photo Sq	5
Det 1, 1401 OSI	5
3253 PTS	5
3902 Spt Sq	5
4608 Spt Sq	5

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GLOSSARY OF ABBREVIATIONS

ADC	Aerospace Defense Command
AECP	Airman Education Commissioning Program
AFIT	Air Force Institute of Technology
AFLC	Air Force Logistics Command
ARADCOM	Army Air Defense Command
ATP	Automated Total Programming
AWP	awaiting parts
BEAMS	Base Engineers Automated Management System
CIAPS	Customer Integrated Automated Procurement System
COMPS	Consolidation of Military Pay System
CONAD	Continental Air Defense
DIFM	due-in from Maintenance
EMO	Equipment Management Office
FY	fiscal year
GBLS	government bills of lading
HUD	Housing and Urban Development
MCP	military construction program
MDC	maintenance documented
MTA	military transportation authorization
NCMC	North American Air Defense Cheyenne Mountain Complex
NORAD	North American Air Defense
NORM	Non-operational ready maintenance
NORS	Non-operational ready supply
O/R	operational ready
PAX	passengers
RIF	reduction-in-force
SF	square feet
TLQ	temporary lodging quarters
TR	transportation request

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UDL	unit detail listing
VIP machine	verifying, interpreter punch machine
WAPS	Weighted Airman Promotion System

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DEPARTMENT OF THE AIR FORCE
Headquarters, Aerospace Defense Command
Ent Air Force Base, Colorado 80912

[illegible] REGULATION 23-9

30 December 1968

Organization and Mission - Field

MISSION DIRECTIVE OF THE 4600TH AIR BASE WING

This regulation prescribes the mission, organization, and responsibilities of the 4600th Air Base Wing.

---

1. Authoritative Source for Contents. This regulation implements AFR 23-9.

2. Mission - to equip, administer, train, and provide personnel for the purpose of:

a. Operating and maintaining Ent AFB complex consisting of Ent AFB proper, US military facilities located at Peterson Field, NCMC, and such other additional off-base facilities, as directed.

b. Providing administrative and logistic support to all NORAD/CONAD/ADC/ARAD-COM/tenant units attached by competent authority for such support.

3. Organization. The 4600th Air Base Wing is organized directly subordinate to Headquarters ADC in accordance with AFM 26-2.

4. Responsibilities. The 4600th Air Base Wing will:

a. Provide administrative and logistic support for Headquarters NORAD/CONAD, Headquarters ADC, Headquarters Army Air Defense Command, tenant units, and assigned/attached personnel.

b. Provide material support and procurement activities for all assigned and tenant organizations.

c. Provide a CSPO for assigned and attached Air Force units and a CSPO servicing all assigned and tenant Air Force organizations.

d. Provide specified support in accounting and disbursing services as directed in support of Command-wide programs funded and administered centrally at Headquarters ADC.

e. Provide base medical services for all authorized personnel.

f. Provide civil engineering work and services in the management and custody of assigned real property.

g. Provide flight operations and training for assigned/attached rated personnel.

h. Provide security and law enforcement services for the Ent AFB complex.

i. [illegible] vehicle operations and maintenance, traffic management, and terminal [illegible] for assigned organizations.

j. [illegible] support to authorized [illegible]

k. [illegible] prescribed by competent authority.

l. Perform such other functions as may be assigned by the Commander of ADC.

Supersedes ADCR 23-9, 31 July 1968. (No summary of revised, deleted, or added material on signature page.)
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ARTHUR C. AGAN, Lt Gen, USAF
Commander

J. I. STEEVES, Col, USAF
Command Director of Administration

Summary of Revised, Deleted, or Added Material

This revision generally updates the entire text and reflects the format outlined in AFR 23-22.

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Biography

UNITED STATES AIR FORCE

COLONEL PHILLIP A. RAND

Since September 8, 1970, Colonel Phillip A. Rand has been Commander of the 4600th Air Base Wing, Colorado Springs, Colorado (ADC). The mission of the 4600th is to support the activities of Peterson Field and Ent Air Force Base which is headquarters for all support functions for North American Air Defense Command, Aerospace Defense Command and Army Air Defense Command.

Colonel Rand was born in Bath, Maine, on July 11, 1923. After spending his boyhood in Saugus, Massachusetts, he enlisted in the Army Reserve Corps on May 7, 1942. On September 15, he began pilot training as an aviation cadet in the West Coast Training Command. He graduated as a Second Lieutenant on July 28, 1943, from Williams Field, Arizona.

World War II duty as a fighter pilot was accomplished in the South Pacific, where Colonel Rand was promoted to First Lieutenant in October 1944 and to the grade of Captain in June 1945. He flew 86 combat missions, totaling 304 combat hours. After terminal leave, he was on inactive reserve status from February 1946 to February 1947. Recalled to active duty as a Regular officer, he reinitiated his military career as a primary duty fighter pilot and fighter operations staff officer.

Colonel Rand obtained his first command in March 1954 as Commander of the 330th Fighter Squadron, Stewart AFB, New York, flying F-86F aircraft. From December 1954 until September 1957, he was Commander of the 61st Fighter Interceptor Squadron at Ernest Harmom Air Base, Newfoundland flying F-89D aircraft.

After completing the Air Command and Staff School, Maxwell AFB, Alabama, where he was a student from September 1957 to June 1958, Colonel Rand was assigned as Senior Air Force Advisor to the Arizona Air National Guard, Phoenix, Arizona, until July 1961.

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From July 1961 to August 1963, Colonel Rand served as Commander of the 322nd Fighter Interceptor Squadron, Kingsley Field, Oregon, flying F-101 "Voodoos".

In August 1963, the Colonel entered the Air War College, Maxwell AFB, Alabama, graduating in June 1964.

His next assignment was to Headquarters USAF, the Pentagon, where he served in the Directorate of Operations as Assistant Chief of the Operations Division, and then as Deputy Chief of the Air Defense Division.

Colonel Rand served in the Republic of Vietnam during the period October 1966 to October 1967. He was assigned as the Senior Air Force Advisor to the Vietnamese Air Force 23rd Tactical Fighter Wing located at Bien Hoa Air Base. Midway through this tour of duty, the Wing successfully converted one of three A-1H equipped fighter squadrons to F-5C "Freedom Fighters"--the first Vietnamese Air Force unit jet fighter aircraft. The Colonel flew 240 combat missions totaling 348 combat hours in both the propeller-driven A-1H and the jet-propelled F-5C.

In November 1967, Colonel Rand was assigned to Headquarters 4th Air Force, Hamilton AFB, California, as Director of Operations.

Colonel Rand assumed the duties of 408th Fighter Group Commander, Kingsley Field, Oregon, in July 1968.

In October of 1969 he was selected as Commander 29ADiv, Duluth IAP, Minnesota and held that position until the realignment of NORAD in November 1969 when he assumed the position of Vice-Commander 23rd Air Division. He held that position until his recent move to Colorado Springs.

His military decorations include the Distinguished Flying Cross, Bronze Star Medal, Air Medal, and several Vietnamese decorations including the Gallantry Cross with Gold Star. His combat experience in fighter aircraft, covering World War II and Vietnam, totals 326 combat missions and 652 combat hours.

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PERSONAL FACT SHEET

A. Personal Data

1. Born - July 11, 1923, Bath, Maine; Father - Arthur W. H. Rand, deceased.

2. Married - Alice Holbrook Rand; children - Patricia, Stephen, Christoper, and son Robin.

B. Education

1. Attended University of Maryland, Cambridge, Maryland.

2. Graduate Air Force Pilot Training, 1943.

3. Graduate Air Tactical School, Tyndall AFB, Flordia, 1950.

4. Graduate Air Command and Staff School, Maxwell AFB, Alabama, 1958.

5. Completed Introduction to Business Course (USAFI), 1962.

6. Completed Public Relations Course (USAFI), 1962.

7. Completed Criminology Course (USAFI), 1962.

8. Graduate USAF Counterinsurgency Course, 1964.

9. Graduate Air War College, Maxwell AFB, Alabama, 1964.

C. Service

1. May 7, 1942 - September 14, 1942, Enlisted Reserve awaiting pilot training.

2. September 15, 1942 - July 27, 1943, aviation cadet, pilot training.

3. July 28, 1943 - April 17, 1944, combat flying training in operational training units.

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4. April 18, 1944 - November 24, 1945, South Pacific, principal duty combat fighter pilot.

5. November 25, 1945 - February 6, 1946, terminal leave.

6. February 7, 1946 - February 27, 1947, Inactive Reserve.

7. February 28, 1947 - June 7, 1947, entered on active duty as Regular officer, Biggs Field, Texas.

8. June 8, 1947 - May 29, 1949, principal duty fighter pilot and operations officer, 4th Fighter Squadron, Okinawa.

9. May 30, 1949 - November 15, 1949, principal duty fighter pilot and operations officer, 97th Fighter Squadron, Grenier Field, New Hampshire.

10. November 16, 1949 - June 15, 1951, principal duty fighter pilot and operations officer, 5th Fighter Squadron, McGuire AFB, New Jersey.

11. June 16, 1951 - October 15, 1952, experimental test pilot, F-86D aircraft, Edwards AFB, California, and Eglin AFB, Flordia.

12. October 16, 1952 - March 18, 1954, Chief, Fighter Training Branch, Hq Eastern Air Defense Force, Stewart AFB, New York.

13. March 19, 1954 - December 5, 1954, Commander, 330th Fighter Squadron, Stewart AFB, New York.

14. December 6, 1954 - September 20, 1957, Commander, 61st Fighter Interceptor Squadron, Ernest Harmon Air Base, Newfoundland.

15. September 21, 1957 - June 30, 1958, student, Air Command and Staff School, Maxwell AFB, Alabama.

16. July 1, 1958 - July 23, 1961, Senior Advisor, Arizona Air National Guard, Phoenix, Arizona.

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17. July 24, 1961 - June 10, 1962, Commander, 322nd Fighter Interceptor Squadron, Kingsley Field, Oregon.

18. June 11, 1962 - July 11, 1962, Commander, 408th Fighter Group, Kingsley Field, Oregon.

19. July 12, 1962 - August 4, 1963, Commander, 322nd Fighter Interceptor Squadron, Kingsley Field, Oregon.

20. August 5, 1963 - June 28, 1964, student, Air War College, Maxwell AFB, Alabama.

21. June 29, 1964 - July 18, 1965, Assistant Chief, Operations Division, HQ USAF, the Pentagon, D.C.

22. July 19, 1965 - October 26, 1966, Deputy Chief, Air Defense Division, HQ USAF, the Pentagon, D.C.

23. October 27, 1966 - November 15, 1967, Senior Advisor 23rd Tactical Fighter Wing (Vietnamese Air Force), Bien Hoa Air Base, Vietnam.

24. November 16, 1967 - July 11, 1968, Director of Operations, HQ 4th Air Force, Hamilton AFB, California.

25. July 12, 1968 - 16 October 1969, Commander, 408th Fighter Group, Kingsley Field, Oregon.

26. 17 October to 14 November 1969, Commander, 29ADiv, Duluth IAP, Minnesota.

27. 15 November 1969 to September 1970, Vice Commander, 23ADiv, Duluth IAP, Minnesota.

28. Commander 4600th Air Base Wing, Colorado Springs, Colorado, September 8, 1970.

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D. Decorations and Service Awards:

Legion of Merit
Distinguished Flying Cross with 1 Oak Leaf Cluster
Bronze Star Medal
Air Medal with 14 Oak Leaf Clusters
Joint Services Commendation Medal
Air Force Commendation Medal with 1 Oak Leaf Cluster
Army Commendation Ribbon
Distinguished Unit Citation
Air Force Outstanding Unit Award with V Device and 2 Oak Leaf Clusters
Combat Readiness Medal
American Campaign Medal
Asiatic - Pacific Campaign Medal with 6 Bronze Service Stars
World War II Victory Medal
Army of Occupation Medal
National Defense Service Medal with 1 Bronze Star
Vietnamese Service Medal with 2 Bronze Stars
Air Force Longevity Service Award with 6 Oak Leaf Clusters
Small Arms Marksmanship Medal
Philippine Liberation Ribbon with 2 Bronze Stars
Philippine Independence Ribbon
Vietnamese Gallantry Cross with 1 Gold Star
Vietnamese Air Gallantry Medal with Silver Wing Device
Vietnamese Armed Forces Honor Medal First Class
Vietnamese Air Service Medal
Philippine Presidential Unit Citation
Vietnamese Campaign Medal

E. Effective Dates of Promotions:

Grade	Temporary	Permanent
2d Lieutenant	July 28, 1943	February 28, 1947
1st Lieutenant	October 19, 1944	July 22, 1947
Captain	June 16, 1945	July 11, 1951
Major	December 15, 1951	July 11, 1958
Lt Colonel	April 19, 1956	August 1, 1964
Colonel	March 25, 1963	September 20, 1967

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(1) I have initiated a change to my supplement to AFM 35-10 on Service and Drone Tailored for AF Personnel. I plan to refer the restriction pertaining to wear of flying clothing during duty hours to the extent that the wear of flying clothing will be allowed in all base service activities on the A & B pass [illegible].

(2) My plans also include [illegible] the [illegible] of the [illegible] [illegible] [illegible] [illegible] [illegible] [illegible].

[illegible]

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4600 ABWg, ENT AFB, COLORADO

DRUG ABUSE REPORT

1 JAN 1971 through 31 MAR 1971

PART I

STATISTICS

A. Number of people investigated by OSI for alleged drug abuse (closed cases):

Officers 1 Civilians 0

Airmen 18 Dependents 0

B. Types of drugs involved in alleged cases identified in "A" above: (NOTE: The number of drugs involved could exceed the number of people investigated)

TYPES	NUMBER
Marijuana	18
LSD	0
Heroin	0
Other	1
Total	19

C. UCMJ drug abuse actions initiated:

Gen CM	Special CM	Summary CM	Art 15
0	1	1	4

D. Administrative separations initiated:

Officers 0 Airmen 1 Civilians 0

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E. Suspension/removal from Personnel/Human Reliability duties for drug abuse:

OFFICERS 0 AIRMEN 0 CIVILIANS 0

F. Suspension from flying status for drug abuse:

OFFICERS 0 AIRMEN 0

G. Number seeking aid under limited privileged communication:

OFFICERS 0 AIRMEN 4 DEPENDENTS 4

H. Personnel who received medical treatment (admission/out patient) for drug abuse:

OFFICERS 0 AIRMEN 0 DEPENDENTS 0

I. Civilian Disciplinary Actions: 0

PART II

SUMMARY

A. Unit Drug Abuse control program consist of:

(1) Drug Abuse Films given at Commanders' Calls.

(2) Orientation of incoming personnel on the drug problem in the local area and the ill-effects of illegal and improper use of Drugs.

(3) Utilization of guest speakers at Commanders' Calls, i.e., drug presentation by CID special agents, Captain (Dr) Jay Crumpton of the Base Dispensary, representatives of the Base Legal Office and presentations by members of the Fort Carson Half-Way Houses which were followed by question-and-answer periods.

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(4) Displays of drugs and related equipment.

(5) Establishment of a narcotics library.

(6) Rap sessions by Airmen and NCO Advisory Councils on excerpts from the local newspapers relating to drugs.

B. Community programs will be reviewed and experts utilized whenever possible to improve our unit programs. Expanded use of experienced personnel to rap with small groups of military personnel will be scheduled whenever available. Continued emphasis will be focused on the Drug Abuse Program to insure that it has the personal attention of all commanders and supervisors.

C. Evaluation of the effects of unit programs is difficult. Certainly, anytime experts with factual information participate in this program, some progress will be made. However, criteria for evaluating the degree of progress are as yet undefined.

D. A related problem under Limited Privileged Communications is the mistrust held by the airmen toward the physicians because of the previous lack of confidentiality. It will take several cases to establish the validity of the program for the enlisted personnel.

The Chaplains were unanimous in reporting that counselees expressed great fear of going to military medical officers for treatment and/or aid. They reported that they had no confidence that their conversations with military medical officers would be held in professional privacy. The implication (sometimes explicit) was that a visit to one of our military medical officers would place the counselee in jeopardy of military and/or (especially) civil action.

The counselees are unwilling to identify specific which might subject them to prosecution under the civil law. They feel that [illegible] possession of marijuana appear to be extremely harsh and punitive. At the present time, we have no recommended solution or policy change.

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E. Representatives of Colorado Springs school districts were contacted regarding the DOPE-STOP-TEEN Program. They had implemented Drug Abuse Education Programs of their own and were interested in giving their programs more time before they could make evaluations as to effectiveness. It may be possible to provide a report in December comparing the various programs that are being offered with the DOPE-STOP-TEEN Program.

F. Strongly needed in support of the drug abuse program is a traveling team of experts who could travel to ADC units to rap with small groups of military personnel. It is felt that the factual information they could relate to the group would be highly beneficial.

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SEMIANNUAL DOMESTIC ACTION ACTIVITY REPORT

PART I

Reporting Service or Agency [illegible] Peterson Afb, Colorado

Date [illegible] Reporting Period Covered 16 Apr 1971 - 15 Oct 1971

CLASSES OF SUPPORT

Information	Line No.	Education & Training	Health & Medical	Recreation	Transportation	Loan of Equipmt	Use of Facilities	Ser
No. of Youths Supported	Primary 1	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	Multip. 2	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total Youths Supported (Add Lines 1 & 2)	3	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
No. of Personnel Other than Youths	Primary 4	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	Multip. 5	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total Personnel Supported Add Lines 4 & 5	6	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

Line No.:

7. Total No. of Youth Participant-Days Supported (No. Youths Supported x Days) . . . . . [illegible]
8. Total No. of Participant-Days Other than for Youths (No. Personnel x Days) . . . . . [illegible]
9. Total No. of Participant-Days Supported (Add Line 7 and Line 8) . . . . . [illegible]
10. Total No. of DoD Personnel (Military & Civilian Employees) Providing Support . . . . . [illegible]
11. Total No. of Volunteer & Duty Man-Days Expensed by DoD Personnel in Support . . . . [illegible]

PART II

The attached narrative portion consists of 7 pages.

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DOMESTIC ACTION REPORT

15 Sep 70 -- 15 Mar 71

CHAPLAIN

Category: Education and Training

1. Joint participation with local youth organizations.

a. Catholic activities - 865 youths, 6 days, 23 man days (Line 1, Ed & Trng; Line 2, Recreation)

b. Protestant activities - 329 youths, 5 days, 61 man days (Line 1, Ed & Trng; Line 2, Recreation)

2. Joint participation in Community Agencies.

a. Professional Staff - 1450 youths, 86 days, 95 man days (Line 1, Ed & Trng; Line 2, H&W)

b. Professional Staff - 235 personnel other than youths, 65 days, 32 man days (Line 4, Ed & Trng)

c. Volunteer Personnel - 890 youths, 78 days, 115 man days (Line 1, Ed & Trng; Line 2, H&W)

d. Volunteer Personnel - 325 personnel other than youths, 78 days, 92 man days (Line 4, Ed & Trng; Line 5, H&W)

3. Joint activities with local religious and social service agencies.

a. Volunteer activities - 503 personnel other than youths, 52 days, 142 man days (Line 4, Ed & Trng; Line 5, Recreation)

b. Professional Staff - 20 personnel other than youths, 86 days, 93 man days (Line 4, Ed & Trng; Line 5, H&W)

Category: Health and Welfare

1. Support of basic food programs.

a. Catholic programs - 116 youths, 86 days, 10 man days (Line 1, H&W)

b. Protestant programs - 198 youths, 14 days, 48 man days (Line 1, H&W)

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c. Catholic programs - 96 personnel other than youths, 86 days, 13 man days (Line 4, H&M)

d. Protestant Programs - 204 personnel other than youths, 92 days, 48 man days (Line 4, H&M)

2. Support of the aged.

a. Catholic programs - 365 personnel other than youths, 6 days, 33 man days (Line 4, H&M; Line 5, Recreation)

b. Protestant Programs - 325 personnel other than youths, 5 days, 51 man days (Line 4, H&M; Line 5, Recreation)

3. Other health support.

a. Catholic programs - 25 personnel other than youths, 23 days, 15 man days (Line 4, H&M)

b. Protestant Programs - 68 personnel other than youths, 52 days, 26 man days (Line 4, H&M)

Category: Recreation

1. Sponsored activities.

a. Catholic programs - 275 youths supported, 16 days, 47 man days (Line 1, Recreation; Line 2, Transportation)

b. Protestant Programs - 327 youths supported, 14 days, 44 man days (Line 1, Recreation)

CIVIC RELATIONS

1. Eight military in the Fire Protection Branch conducted tours for total of 760 youth, two days.

2. Ten military in the Fire Protection Branch supported 50 civilians in mutual aid fire emergency, two days.

3. Two military and one DoD civilian supported a total of 420 youth in recreational activities for a total of 10 days.

4. One military and one DoD civilian supported a total of 50 youths in local high school swimming for a total of 20 days.

5. One military supported a total of 30 handicapped children in a swimming program for a total of 21 days.

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6. One military supported a total of 34 youths in the Cenikor Foundation (Drug Rehabilitation Center) for a total of 12 days.

7. One DoD civilian supported 130 youths in the Rainbow Girls for a total of 6 days.

MATERIEL DIVISION

1. Two military and two DoD civilians provided education and training to 430 youth and 140 adults from two local churches and boys ranch. 24 days.

2. One DoD civilian provided first aid, health and police training for 100 youth and 25 adults from the local community. 24 days.

3. 350 Girl Scouts and Boy Scouts were chaperoned on a field trip by 10 military. 2 days.

4. One military provided transportation for one-day field trip for 50 local school children. 1 day.

5. Six military provided ReMay Shop orientation for 35 youth from local boys home. One day.

OPERATIONS AND TRAINING

1. The Survival Section of the Air Operations Squadron conducted a high school training class on mountain survival for 110 students. 120 days. Three military.

2. The Survival Section [illegible] for 257 Boy Scouts and Exp. 120 days. Three military.

3. The Base Operations Section provided support and support to 25 Civil Air Patrol personnel [illegible]. Four military.

4. The Security Police Section provided security and [illegible] police and 110 Red and Gun Club members [illegible] one military.

5. The Flight Scheduling Section provided [illegible] flights for 250 civilian personnel. 30 man-days. 365 days.

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USAF DISPENSARY, ENT

1. Dental Services gave an orientation to 17 students from El Paso Community College who were planning careers as dental assistants. They observed first hand the functions of dental assisting and received a one-hour lecture followed by a question-and-answer period. One day. Three military.

2. One military expended 24 days providing advisory assistance and guidance to a community riding club consisting of 50 youth and 50 adults.

3. Aeromedical Services: Three military provided recreational support to 100 youth for three days.

PERSONNEL DIVISION

Base Education Office

Drug Abuse Program - One DoD civilian briefed twelve supervisory personnel of the local school districts on the DOPE-PROGRAM Program. One day expended.

CBPO

"PROJECT GI" began with Big Brothers and Girl Scouts in September 1970. In seven months, it has expanded to twenty-four DoD civilians and military personnel working with one hundred seventy-two children and adults of the local community.

a. Three military providing leadership to 45 local Scouts for 30 days.

b. One military providing athletic instruction to 20 youth for 24 days.

c. Twenty DoD civilians and military providing guidance and masculine image to 20 youth under the Big Brother Program for 30 days.

d. Four military providing guidance and leadership image to 4 youth under the Big Sister Program for 30 days.

e. Seven military teaching deaf and blind students to swim for 10 days.

f. Two military providing recreational instruction to 30 mentally retarded youth for 10 days.

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g. Seven military working with 35 adults under Cenikor Drug Rehabilitation Program for 25 days.

h. One military dependent working with one foreign national adult for 2 days.

i. One military providing friendship to one elderly adult for 15 days.

Civilian Personnel Office

Supporting Narrative Accounts - Data in Part I

1. Work Incentive (WIN) Program. The WIN Program provides necessary work opportunities to adult recipients of Aid to Dependent Children so that they are better equipped to become wage-earning members of society and to restore their families to an independent and useful role in the community. Work experience and OJT are provided by the organization in which the participant is placed, and salaries are paid through the WIN Program. Eat Air Force Base has provided opportunities for 16 participants in this project during the reporting period. DoD personnel providing support are:

a. A personnel specialist responsible for making appropriate placements to meet the participant at his level of experience and motivation and enable him to progress - 16 man days.

b. The 16 supervisors responsible for OJT - 104 man days.

2. Neighborhood Youth Corps (NYC) Program. This is a community project which provides work experience and training to youth 16 through 21 years of age. Assignments given these youth involve work deemed useful to the individual and in the public interest, and may be designed to encourage youths to return to school. Work experience and OJT are provided by the organization to which the enrollee is placed; salaries are paid by the Department of Labor. Eat Air Force Base has been able to provide work opportunities in this area for 1 participant during the reporting period. DoD personnel providing support are:

a. A personnel specialist responsible for making appropriate placements - 2 man days.

b. Two supervisors responsible for OJT - 24 man days.

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3. Youth Opportunity Program (Stay-in-School) - (SIS). This program provides part-time or intermittent positions for students 16 through 21 years of age who need earnings from employment to stay in school. Work takes place outside of school hours, and students must be enrolled in high school or college and maintain an acceptable standing in their class. Air Force establishes official positions for the SIS program, pays the salaries and maintains employee records. Fifteen new SIS students have been hired during the reporting period. DoD personnel providing support are:

a. Two personnel specialists responsible for appropriate placement, processing and records - 30 man days.

b. The 15 supervisors responsible for OJT - 195 man days.

4. Ent Air Force Base participated as an exhibitor in Career Opportunities Days held at the Broadmoor International Center 23-24 February 1971. This exhibition was jointly sponsored by School District #11 and the Colorado Springs Chamber of Commerce, who invited major local employing organizations to participate. The purpose of the exhibition was to help prevent high school dropouts by acquainting students with the types of jobs available in the community after high school graduation. Exhibitors were expected to provide displays that had visual appeal of a kind to attract the interest of tenth grade students and reach the potential dropout. Extensive planning and coordination were necessary to set up Ent's working display, which utilized equipment, materials and civilian employees from Ent to demonstrate and let students try their hand. Approximately 7,500 students and 3,500 parents went through the International Center during the two days. Fifteen DoD personnel provided essential support during advance planning and the two-day exhibit, contributing a total of 20 man days.

5. On 9-10 November 1970, in response to a request from the Colorado Springs Center of the University of Colorado, personnel specialists spoke to approximately 80 students and answered questions in discussions with the regarding federal service in general and the various special programs in particular. Two DoD personnel provided support for a total of two man days.

Narrative Accounts - Affirmative Action Programs (Part II)

1. The Civilian Personnel Office maintains a continuing relationship with the Urban League to assist special hard-to-place cases which do not fit into established Civil Service or Executive Action programs. The Urban League periodically refers to us applicants in urgent need of employment who have been unable to find a job. The temporary jobs we are able to offer can tide them over short-term financial emergencies, and often give employees their first

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opportunity to gain work experience and an employment reference to help find another job. During the reporting period, we had five such temporary employees on our rolls.

2. The EPO has been able to foster an association with the Colorado School for the Deaf and the Blind and with the Colorado [illegible] of the Colorado Department of Rehabilitation which [illegible] that formed [illegible] the Urban League. We work with these organizations in our regular program for employment of the handicapped, but we have also been able to help them in providing temporary jobs for especially needy cases who cannot be accommodated within our regular program. As a result, these organizations come to us from time to time, recognizing that we can often provide opportunities not available elsewhere. During the reporting period, we had on our rolls seven physically handicapped or mentally retarded temporary employees who were referred in this way.

3. In conjunction with the Equal Employment Opportunity Program, but going beyond its requirements, representatives from various community organizations participated in the Ent AFB training seminars for supervisors conducted during October, November and December 1970. Speakers were invited from the NAACP, the Urban League, the Latin American Research and Development Association, the Colorado Springs Human Relations Commission, the Colorado Civil Rights Commission, El Paso Community College, and the Colorado Springs Center of the University of Colorado. These representatives spoke to and exchanged ideas in discussions with supervisors concerning differences in cultural experiences and values, local attitudes toward the base, etc.

Recapitulation for the 5 programs listed in part I above:

PROGRAM	No of Youths	No of Others	No of Participant Days - Youths	No of Participant Days - Others	No of Youths to Participate When Program Ends
# 1	0	16	65	1,040	1,040
# 2	2	0	120	0	0
# 3	15	0	330	0	0
# 4	7,500	3,500	7,500	3,500	3,500
# 5	60	0	60	0	0
TOTAL:	7,577	3,516	8,075	4,540	4,540

3219

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7

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 6600TH AIR BASE WING (ADC)
ENT AIR FORCE BASE, COLORADO 80912

REPLY TO ATTN OF: IGI

SUBJECT: Aerospace Defense Command Zero Defects Award

1 April 1971

TO: IGS (Lt Col Davis)

1. The attached [illegible] Air Force Base, Texas, and the Base Supply at Tyndall Air Force Base, Florida, [illegible] and the 6600 Supply Squadron [illegible]

2. Please assist by preparing [illegible] their efforts to achieve this [illegible] Supply and be especially [illegible] action that I have had the pleasure of [illegible]

[illegible], Colonel, USAF
Chief, Materiel Division

J 2 8 0

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 4600TH AIR BASE WING (ADC)
ENT AIR FORCE BASE, COLORADO 80912

SUBJECT: Aerospace Defense Command Zero Defects Award

TO: DM (Colonel Pavey)

1. Major General Arthur G. Salisbury has announced that the 4754th Air Base Group has been selected to receive [illegible] Award.

2. Your outstanding support given [illegible] considered one certainly [illegible] was pleased to add my congratulations [illegible] Please convey my congratulations [illegible] of the 4600 Air Base Wing and [illegible] important program.

A. E. WAGNER, Colonel, USAF
Vice Commander

J. 2 8 1

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AEROSPACE DEFENSE COMMAND
ENT AIR FORCE BASE, COLORADO 80912

22 MAR 1971

SUBJECT: Aerospace Defense Command Zero Defects Award

TO: 4600 AB Wg (CC)

1. The 4756 Air Base Group, Tyndall Air Force Base, Florida, has been selected to receive the 1970 Aerospace Defense Command Zero Defects Outstanding Unit Award. Other units considered were:

a. 679 Radar Squadron, United States Naval Air Station, Jacksonville, Florida.

b. 756 Radar Squadron, Finland Air Force Station, Minnesota.

c. 13 Fighter Interceptor Squadron, Grand Forks Air Force Base, North Dakota.

d. 4788 Air Base Group, Kingsley Field, Oregon.

e. 4661 Air Base Group, Hamilton Air Force Base, California.

f. Detachment 1, Tenth Aerospace Defense Squadron, Johnston Island.

g. 4600 Supply Squadron, Ent Air Force Base, Colorado.

2. Aggressive interest, motivation, and superior performance in meeting established Zero Defects goals were evident in all of the above unit nominations. All of these organizations deserve commendation.

3. Congratulations on your outstanding performance. Keep up the great work and accomplishments.

FOR THE COMMANDER

ARTHUR G. [illegible], Maj Gen, USAF
Chief of Staff

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 4600TH AIR BASE WING (ADC)
ENT AIR FORCE BASE, COLORADO 80912

REPLY TO ATTN OF: DM

SUBJECT: Annual Fuels Safety Award

TO: DSH (Lt Col Davis)

Well, what can we expect in order to apply for another [illegible] Congrats to everyone involved in [illegible] safety program.

[illegible]
WILLIAM A. [illegible], Colonel, USAF
Chief, Materiel Division

1st Ind 22 March 1971

DMS

TO: 4600 ABWg/DMSF (Mr. Goddard)

Congratulations to you and your people for winning the Annual Fuels Safety Award. Such accomplishments don't just happen, but are the result of hard work and planning. Keep up the good work.

HENRY R. DAVIS, Lt Colonel, USAF
Chief, Supply Branch
Materiel Division

3

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 4600TH AIR BASE WING (ADC)
ENT AIR FORCE BASE, COLORADO 80912

19 MAR 1971

SUBJECT: Annual Fuels Safety Award

TO: 4600 ABW/DPT (Col Davey)

I have noted with extreme pleasure the attached correspondence awarding a Certificate of Recognition to the 4600th Supply Squadron for attaining a perfect fuels safety record for 1970. Please express my congratulations and personal thanks to all who participated in this impressive endeavor.

PHILIP A. [illegible], Colonel, USAF
Commander

1st Ind
Hq ADC, 13 Apr 1971
WT/mch

J-2 8 4

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AEROSPACE DEFENSE COMMAND
ENT AIR FORCE BASE, COLORADO 80912

REPLY TO ATTN OF: DMS

MAR 15 1971

SUBJECT: Annual Fuels Safety Award

TO: 4600 Air Base Wing/CC

1. Please convey my personal congratulations to the Fuels Management Branch, 4600 Supply Squadron for attaining a perfect fuels safety record for the year 1970. This record is the result of the combined efforts of all of the fuels personnel who receive, store and issue the millions of gallons of aviation fuel.

2. Because of the many hazards associated with fuel handling operations, it is evident that these personnel perform their duties with a high degree of professionalism and a "Safety First" attitude.

3. It is a pleasure for me to express my personal appreciation for a job well done. This award reflects favorably upon the assigned fuels personnel, and I wish them continued success in the future.

FOR THE COMMANDER

Walter S. Hewell
1 Atch
Abs, Form 220

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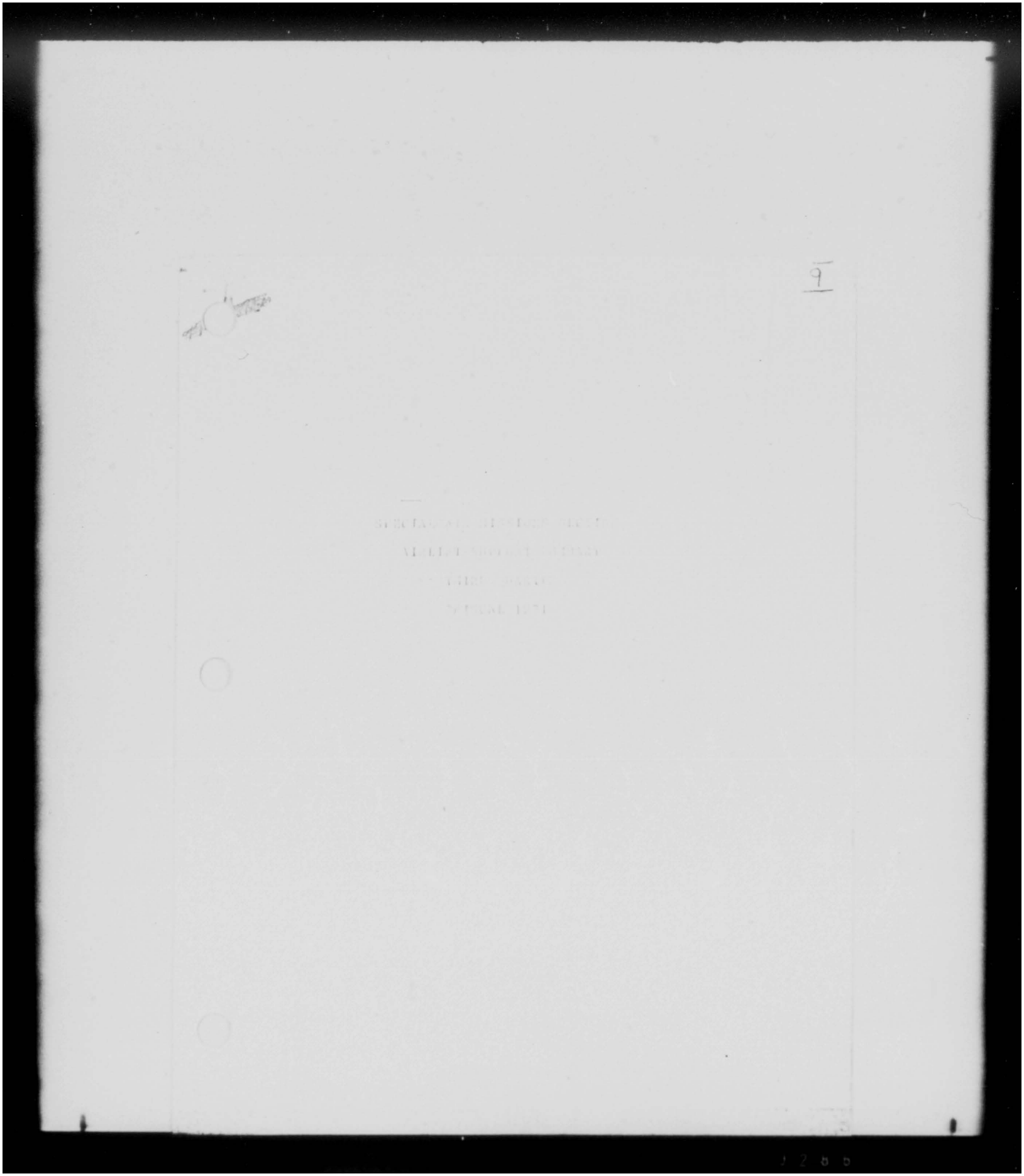

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TOTALS FOR THIRD QUARTER 1971

ALL AIRCRAFT

TOTAL MISSIONS	133
TOTAL SORTIES	153
PRIORITY 1	9
2	11
3	10
4	1
TOTAL DISTANCE	[illegible]
TOTAL FLYING TIME	[illegible]
TOTAL PAX [illegible]	[illegible]
OFFICIAL PAX [illegible]	[illegible]
NON-OFFICIAL PAX [illegible]	[illegible]
TOTAL PAX [illegible]	[illegible]
OFFICIAL PAX HOURS	[illegible]
NON-OFFICIAL PAX HOURS	[illegible]
TOTAL PAX HOURS	[illegible]

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THIRD QUARTER 1971

C-118

TOTAL MISSIONS	63
TOTAL SORTIES	222
PRIORITY 1	2
2	2
3	5
4	17
TOTAL DISTANCE	176,224
TOTAL FLYING TIME	931.2
TOTAL PAX FIRST CLASS	1,483
OFFICIAL PAX FIRST	1,483
UNOFFICIAL PAX FIRST	751
TOTAL PAX MOVED	4,177
OFFICIAL PAX MILES	2,776,427
UNOFFICIAL PAX MILES	434,832
TOTAL PAX MILES	4,211,259

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THIRD QUARTER 1971

C-131

TOTAL MISSIONS		41
TOTAL SORTIES		165
PRIORITY	1	0
	2	6
	3	4
	4	31
TOTAL DEPARTED		77,211
TOTAL FLYING HRS		45.0
TOTAL PAX EFFECTED		177
OFFICIAL PAX MOVED		123
NONOFFICIAL PAX MOVED		171
TOTAL PAX MOVED		294
OFFICIAL PAX MILES		77,211
NONOFFICIAL PAX MILES		77,211
TOTAL PAX MILES		154,422

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THIRD QUARTER 1971

I-29

TOTAL MISSIONS		31
TOTAL SORTIES		102
PRIORITY	1	1
	2	3
	3	1
	4	22
TOTAL [illegible]		[illegible]
TOTAL FIXED [illegible]		[illegible]
TOTAL PAY [illegible]		[illegible]
OFFICIAL PAY [illegible]		[illegible]
UNOFFICIAL PAY [illegible]		[illegible]
TOTAL PAY [illegible]		[illegible]
OFFICIAL PAY [illegible]		[illegible]
UNOFFICIAL PAY [illegible]		[illegible]
TOTAL PAY [illegible]		[illegible]

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON, D.C. 20330

FEB 1971

REPLY TO ATTN OF: ACDC (Mr. Pieper)

SUBJECT: B3500 Equipment Approval for Ent AFB, Colorado, DPI 6100

TO: ADC (ACD)

1. Approval is granted to acquire, through lease, the following ADPE for the B3500 system at Ent AFB. Installation is authorized as soon as possible providing all necessary funds are made available from your approved resources.

Qty	Model	Description	Lease/Mo.
1	B9120	Paper Tape Reader	$179
1	B9926	Input Code Translator	86
1	B3120	Paper Tape Reader Control	30
1	B3710	Type "A" I/O Channel	21
		Total	$316

2. It is understood that the addition of these ADPE components will enable you to issue monthly military earnings statements.

3. AF Form 782, Equipment Order, and DD Form 1155, Order for Supply and Services, will be prepared in accordance with existing directives and the guidance provided in Annex "I" of the HQ USAF Base Level Data Automation and Standardization Program (BLDASP) Implementation/Conversion (I/C) Plan.

4. AF Form 67 is to be submitted in accordance with procedures outlined in Paragraph f, Page 5, Annex I, HQ USAF BLDASP I/C Plan.

5. Lease of this approved equipment is to continue until replacement equipment discussed in our ALMAJCOM letter, 21 Jan 71, Paper Tape Readers/Encoders to Support AMPS Installations. You are to include your requirement in your response to that letter.

FOR THE CHIEF OF STAFF

Daniel L Burkett

DANIEL L. BURKETT, Colonel, USAF
Chief, Data Systems and Equipment Div
Directorate of Data Automation

Cy to: AFDSDC (SYO)
Burroughs Corp (Mr Finnie)

Underwrite Your Country's Might - Buy U.S. Savings Bonds

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- ROUTINE
063 DAY 1971
22.28.00Z
MSG # 000650
FROM: AESC

RTTUZYUW RUEFHQA2398 0681832-UUUU--RUWTNOA.
ZNR UUUUU
R 091703Z MAR 71
FM USAF
TO RUWTNOA/ADC
INFO RUEBDUA/AFDSDC
ZEN/BURROUGHS CORPORATION
ATTN W L FINNIE
7726 OLD SPRINGHOUSE ROAD
MCLEAN VA 22101
BT
UNCLAS ACDC
ADC/ACDDE, AFDSDC/SYO. SUBJECT: APPROVAL OF B3610 FEATURE FOR B9213 CARD PUNCH. REFERENCE YOUR 251530Z FEB 71.
1. LEASE OF SUBJECT FEATURE FOR THE B3500 SYSTEM AT ENT AFB IS HEREBY AUTHORIZED. THE FEATURE RENTS FOR $9 PER MONTH. APPROPRIATE AF FORM 67 IS TO BE SUBMITTED WITHIN 3 WEEKS.
2. IT IS UNDERSTOOD THAT THE ADDITION OF THIS FEATURE WILL PERMIT LEASE OF YOUR CURRENTLY INSTALLED B263 (PLN 12) SYSTEM HAVING MONTHLY LEASE CHANGES OF $2,834.
3. YOU ARE TO ADVISE THIS HEADQUARTERS BY 1 JULY 1971 AS TO YOUR EXPERIENCE IN USING THE APPROVED FEATURE AND WHETHER

PAGE 2 RUEFHQA2398 UNCLAS ACDC
CONTINUED LEASE OF THE FEATURE IS PLANNED. USE OF THE FEATURE IN OTHER MAJCOMS WILL BE DEPENDENT UPON YOUR ASSESSMENT.
BT
#2398

NNNN

Act
ACD

info
AC
CS-5

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FILE CODE

UNCLASSIFIED

RR 251530Z FEB 71

ADC

CSAF (ACDCB/MR. PIEPER) HO

UNCLAS ACDDE

SUBJ: REQUEST FOR APPROVAL OF B3610 FEATURE FOR B9213 CARD PUNCH.

REF TELECON 24 FEB 71 BETWEEN MR. PIEPER, YOUR OFFICE, AND CAPT SMITH, THIS OFFICE.

2. PHASE II IMPLEMENTATION PROGRAM FOR ADC IS CURRENTLY SCHEDULED TO EXTEND THROUGH JULY 72. TO FULFILL COMMAND RESPONSIBILITIES OF PROVIDING PROGRAM DISTRIBUTION SUPPORT [redacted] TO REMAINING ADC BASES HAVING 263S, WE HAD ANTICIPATED KEEPING THE B263 AT HQ ADC THROUGH JULY 1972 BECAUSE OF THE NEED TO PROVIDE THE REMAINING B263 BASES WITH OBJECT PROGRAMS. WHILE THE B3500 SYSTEM DOES HAVE A B263 SIMULATION CAPABILITY, OBJECT PROGRAMS PRODUCED BY THIS SIMULATION ARE PUNCHED IN EBCDIC CODE. HOWEVER, IN ORDER FOR PROGRAM OBJECT DECKS TO BE B263 COMPATIDLE, THEY SHOULD BE PUNCHED

1 2

2525

CONTROL NUMBER

NAME OF CAPT SMITH/JCC	TEL EXT	DATE	NAME OF RELEASER AND TYPIST'S INITIALS	TEL EXT	DATE
			CLYDE E. DUNCAN, LT COL, USAF CHIEF, MANAGEMENT DIVISION		

ADC [redacted]CLASSIFIED

WRITE LAST NAME AND SHOW DATE COORDINATED

ACDDE Smith 25 Feb 71

ACDDX McFeeters 25 Feb 71

ACDS Mark 25 Feb 71

ACDC Pieper 25 Feb 71

ACDA Signed

ACD Morrison 25 Feb 71

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RR LT COL DUNCAN CAPT SMITH 2525

IN BCL SINCE CONVERSION PROBLEMS OCCUR FOR SPECIAL CHARACTERS.

3. A STUDY OF B3500 CAPABILITIES HAS REVEALED THAT ADDITION OF A SINGLE FEATURE (B3610 BCL-BCL CODE TRANSLATOR) TO THE B9213 CARD PUNCH (MONTHLY RENTAL COST OF $9) WILL ELIMINATE THE PROBLEM AND PROVIDE COMPLETE B263 SIMULATION CAPABILITY ON THE B3500. IN TURN, THIS WILL ALLOW FOR DISCONTINUANCE OF THE ENT B263 AS EARLY AS 31 MAR 71, RESULTING IN A NET SAVINGS IN EXCESS OF $45,000.

4. TO EXPEDITE THIS CONVERSION, REQUEST APPROVAL TO PLACE AN EQUIPMENT ORDER FOR SUBJECT FEATURE BE GIVEN VIA MESSAGE. WE WILL FOLLOW-UP WITH FORMAL SUBMISSION OF AF FORM 67 AND JUSTIFICATION. IN ANTICIPATION OF RECEIVING APPROVAL, AND DUE TO THE LARGE DAILY SAVINGS INVOLVED (APPROXIMATELY $100 PER DAY), WE ARE ALSO TAKING ACTION TO SUBMIT A DISCONTINUANCE NOTICE TO DISCONTINUE THE B263 AT ENT EFFECTIVE 31 MAR 71.

MFR: Seeking quick approval for subject feature.

2 2 ACDDE

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SPECIFIED EQUIPMENT JUSTIFICATION FOR
ADPE OTHER THAN TABULATING EQUIPMENT

1. Required: Burroughs B3610 BCL-ECL Code Translator for the B521 Card Punch.

2. Requested Agency: Base Data Automation, Aerospace Defense Command, Ent Air Force Base, Colorado 80912.

3. Functional Statement: This Command has begun Implementation/Conversion to the B3500. Hq ADC, less A.F.B., has a B3500 in operation with 9 bases operating B263's. These 9 bases will be converted with the last B3500 to be installed in May 1972. This Command currently furnishes all these bases with U.S.A.F and ADC object computer programs through a Program Distribution (Keep Bases Updated) System which involves the Autoloading of object programs after a quality control at this headquarters has been performed.

Upon implementation of the B3500 at Ent A.F.B., the following was determined:

a. Continued use of the Ent A.F.B. B263 was determined to be too expensive for the sole purpose described above (utilization for January 71 - 15 hours).

b. Use of another ADC base would incur additional expenses due to TDY of ADC technicians, since Hq ADC programming technicians possess the necessary background and experience in subject matter area.

c. It is possible for the B3500 to be utilized to simulate the B263 U.S.A.F. Assembler and simulate all other B263 language oriented programs.

d. Through use of the B3500 simulator, it would then be possible to relocate the Ent A.F.B. B263 at a cost saving of approximately $2054.00 per month from 1 April 1971.

In attempting to satisfy requirement of paragraph c experimentation with a Burroughs software program (SIMB3) has so far proven ineffectual due only to the failure of the B3500 to punch output object programs in BCL. This problem occurs

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where certain special characters differ from the standard punch output (EBCDIC). Input/output can be declared as Standard (EBCDIC) or Non-Standard (NCL) for the Reader and the Punch. The Punch of NCL can be accomplished with a hardware translator. The cost for leasing the B3610 Code Translator is $6.00 monthly rental.

Request approval to lease B3610 Code Translator due to the extensive cost savings which would result through simulation on the B3500.

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Attch 1 to Attch 1

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RETURN TO
Historical Research Division
ASI/HOA
Maxwell AFB, AL 36112

4600th AIR BASE WING

HISTORY

1 APRIL 1971 THROUGH 30 JUNE 1971

3-6319-11

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 4600TH AIR BASE WING (ADC)
ENT AIR FORCE BASE, COLORADO 80912

1 SEP 1971

Director
Aerospace Studies Inst
ATTN: Archives Branch
Maxwell AFB, Alabama

SUBJECT: 4600th Air Base Wing History - 1 April 1971 to 30 June 1971

TO: ADC/HO

The history for the 4600th Air Base Wing for the period 1 April 1971 to 30 June 1971 is submitted in accordance with AFR 210-3/ADC Supplement 1.

Phillip A. Rand

PHILLIP A. RAND, Colonel, USAF
Commander

1 Atch
History of the 4600th
Air Base Wing (2 cys)

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HISTORY OF THE 4600TH AIR BASE WING

1 APRIL 1971 - 30 JUNE 1971

BY:

MARY J. AUTON
CAPTAIN, USAF
HISTORIAN
4600TH AIR BASE WING

Approved by:

PHILLIP A. RAND
COLONEL, USAF

1 SEPTEMBER 1971

AEROSPACE DEFENSE COMMAND, UNITED STATES AIR FORCE

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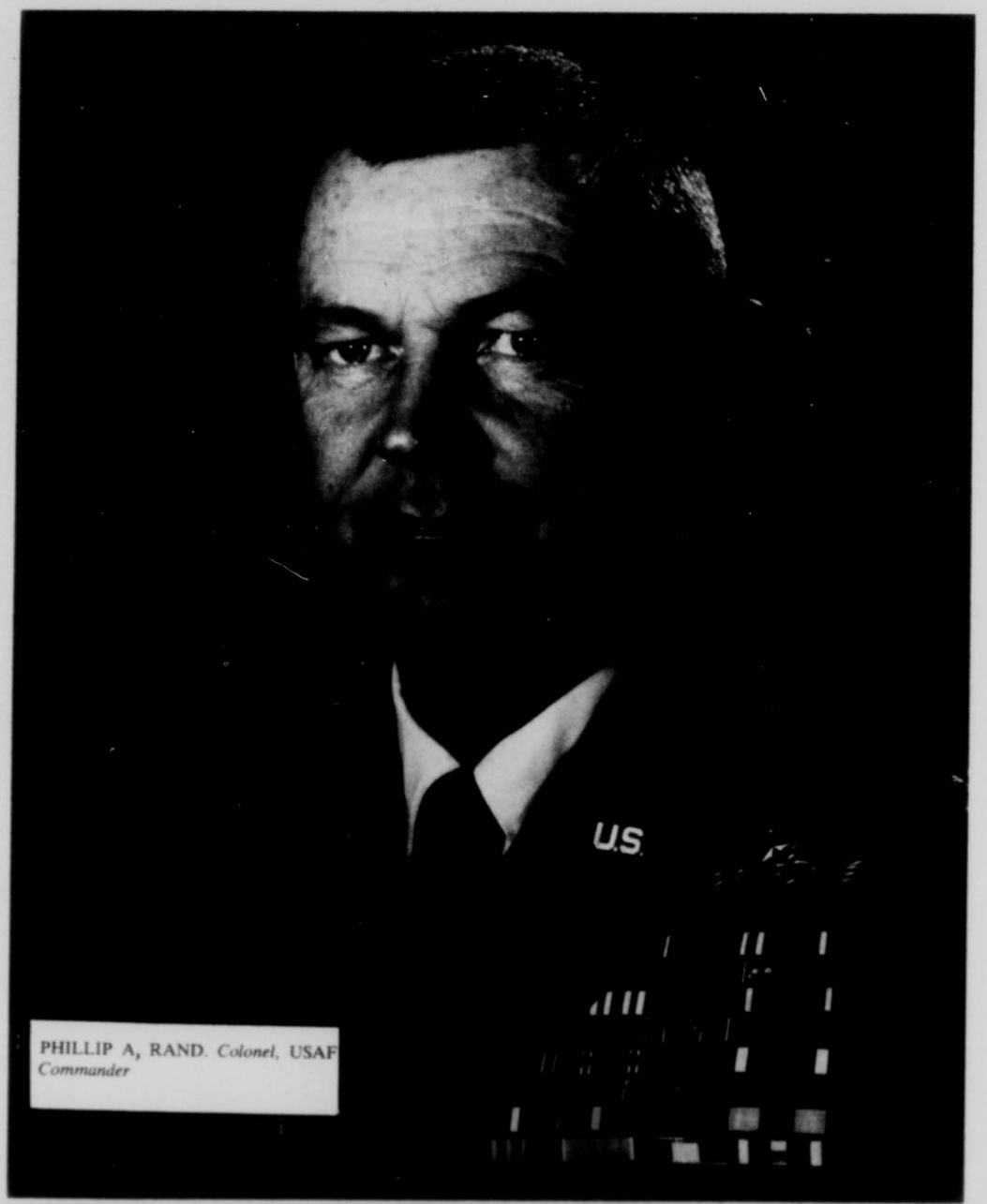

PHILLIP A, RAND. *Colonel*, USAF
Commander

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FOREWORD

The purpose of this report is to provide a record of significant accomplishments and developments of the 4600th Air Base Wing from 1 April 1971 to 30 June 1971. This report is intended to emphasize the 4600th Air Base Wing's mission to equip, administer, train, and provide personnel for:

a. Operating and maintaining Ent Air Force Base complex, consisting of Ent Air Force Base proper, United States military facilities located at Peterson Field, North American Air Defense Cheyenne Mountain Complex (NCMC), and such other additional off-base facilities as directed

b. Providing administrative and logistic support to all North American Air Defense (NORAD), Continental Air Defense (CONAD), Aerospace Defense Command (ADC), Army Air Defense Command (ARADCOM), and tenant units attached by competent authority for such support.[1]

Although this report will list numerous units supported by Ent Air Force Base, it will cover only those units assigned directly to the 4600th Air Base Wing.

Mary F. Hauton

MARY F. HAUTON
Captain, USAF
4600th Air Base Wing
Historian

1. Reg, ADC Regulation 23-8, Subj: Mission Directive of the 4600th Air Base Wing, 30 Dec 68 (DOC 1).

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CHAPTER I

4600TH AIR BASE WING BACKGROUND, ORGANIZATION, AND MISSION

During June 1943 Ent Air Force Base came into being to provide a headquarters for the Army Air Force's Second Air Force, then located at Fort George Wright, Washington. Ent was named for Major General Uzal G. Ent, World War II Commander of the Second Air Force and Colorado Springs resident after his retirement in 1946 until his death in 1948. Ent Air Force Base became a permanent installation on 31 July 1954.

On 1 January 1951 the 4600th Air Base Group was assigned as the support organization for Ent Air Force Base complex. The 4600th Air Base Wing was formed through the redesignation of the Group on 8 April 1958. Day-to-day operations of the modern Ent Air Force Base complex are handled by units assigned to the Wing which reports directly to the Commander, ADC. Since 8 September 1970, the Wing Commander has been Colonel Phillip A. Rand.[1]

NUMBER AND TYPES OF SUPPORT UNITS

The following units are located on or near and supported by the 4600th Air Base Wing:

1. North American Air Defense Headquarters (NORAD)
2. Continental Air Defense Headquarters (CONAD)

---

1. Biography, Colonel Phillip A. Rand, 18 September 1970 (DOC 2).

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3. Aerospace Defense Command Headquarters (ADC)
4. Army Air Defense Command Headquarters (ARADCOM)
5. Fourteenth Aerospace Force Headquarters (ADC)
6. Headquarters 4th Weather Wing (MAC)
7. Field Training Det 508K (ATC)
8. 3253d Pilot Training Squadron (ATC)
9. OSI, Det 1401
10. USAF Auditor General Representative (ADC)
11. Headquarters, USASTRATCOM Signal Group (AD)
12. 47th Communications Group (AFSC)
13. 1151st USAF Special Activities Squadron
14. Det 2, 1365 Photo Squadron, AAVS (MAC)
15. Det 17, 4608 Support Squadron, ADMET (ADC)
16. OL "A", 1842 E&E Group (AFSC)
17. Canadian Forces Support Unit
18. Defense Communications Agency, DCA, West Hem
19. ESD Field Office
20. Federal Aviation Administration, FAA
21. Office of Civil Defense, OCD
22. SAC/NORAD Joint Operations Task Force, JOTF
23. System Development Corporation
24. USASTRATCOM - CONUS, NWC
25. USAF Postal Courier Services, OL-2328/2329
26. U.S. Naval Administration Unit

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ORGANIZATION AND MANNING

At the end of June 1971 personnel strength for the 4600th Air Base Wing was:

Officers	191
Enlisted	1980
Civilians	842
Total	3013

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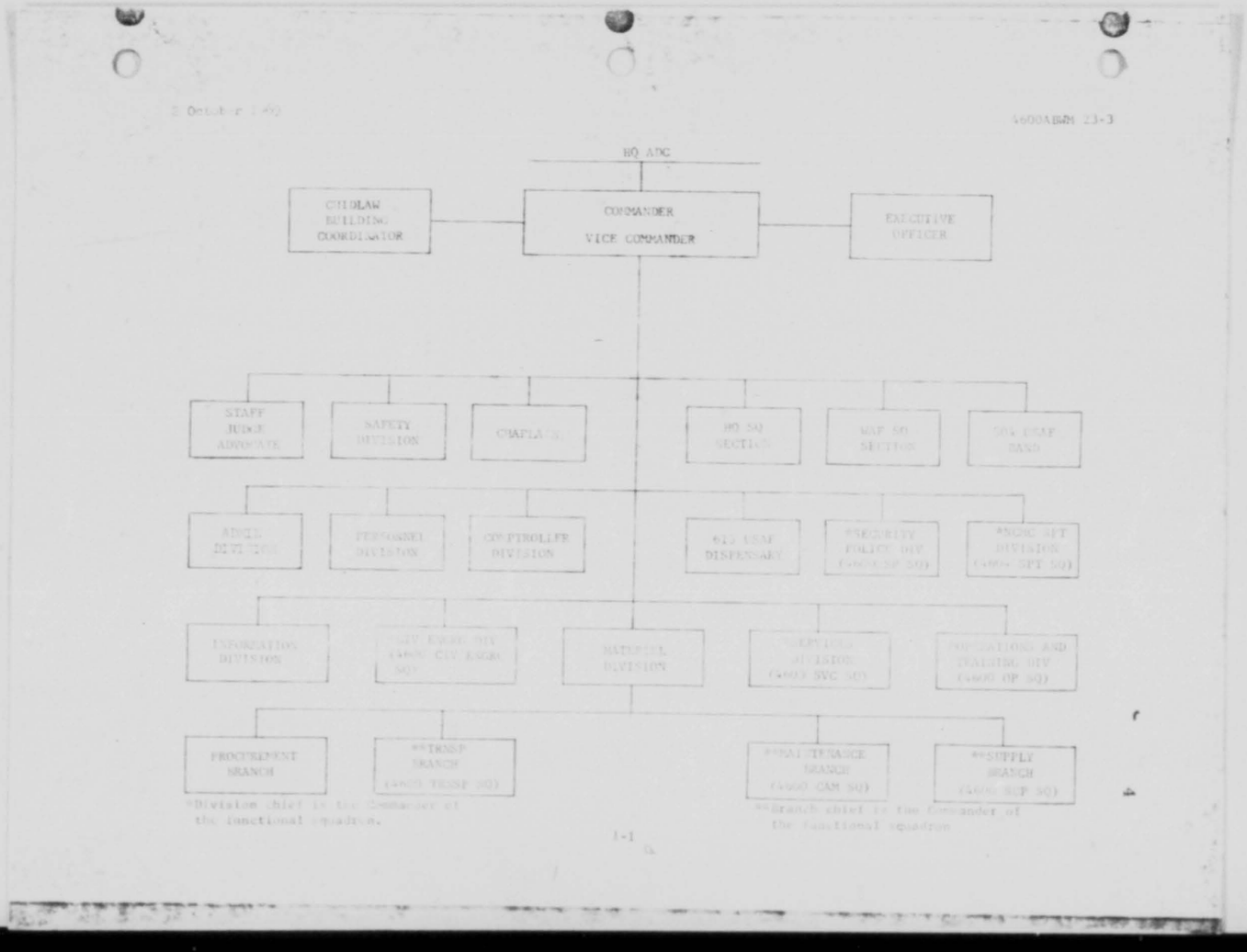

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SECRETARY		CC
Mrs. D. Chisholm	30	2345
WING VICE COMMANDER		CV
Colonel A. E. Wagoner	30	2345/2346
INSPECTOR		IG
Colonel A. E. Wagoner	30	2346/2345
ASSISTANT INSPECTOR		IG
Lt Col R. E. Waller	30	2149
WING SERGEANT MAJOR		CCSM
CMSgt T. M. Edwards	30	2533/2149
EXECUTIVE OFFICER		CE
Lt Col R. E. Waller	30	2149/2347
ADMIN ASSISTANT		CE
TSgt C. Olson	30	2149/2347
CHIEF OF ADMINISTRATION DIVISION		DA
CMSgt T. M. Edwards	30	2533/2149
ASSISTANT CHIEF		DA
SMSgt T. A. Cody	30	2533/2149
ADMINISTRATION COMMUNICATIONS BRANCH		DAA
SSgt D. E. Woolery	16	2066/6498
DOCUMENTATION BRANCH		DAD
Mr. D. Case	30	2530/4468
PUBLISHING BRANCH		DAP
TSgt A. F. Anderson	30	2530/2533
PUBLICATIONS MANAGEMENT SECTION		DAP
Mrs. W. Rutledge	30	2530/2533
BASE BULLETIN		DAP
Mrs. H. Cross	30	2530/2533
FORMS MANAGEMENT SECTION		DAP
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ORDERS SECTION		DAP
SSgt R. S. Barlow	30	2530/2533
CHIDLAW BUILDING COORDINATOR (Chidlaw Building)		CBC
Mr. E. Maisonneuve	Rm 1-C-401	3145
CHIDLAW SUPPLY COORDINATOR		CBCSC
SMSgt D. H. Davis	Rm 1-C-401	3158
CHIEF, COMPTROLLER DIVISION		AC
Lt Col W. J. Lindgren	31	2940/6165
NCOIC		AC
CMSgt K. R. Timmons	31	6235/6236
BUDGET BRANCH		ACB
Mr. W. Flewellen	31	6235/6236
DATA AUTOMATION BRANCH		ACD
Capt J. L. Wagner	53	3766
ACCOUNTING AND FINANCE BRANCH		ACF
Capt T. D. Bartoski	32	6125/6126
NCOIC		ACF
CMSgt J. D. Mason	32	6125/6126
ACCOUNTS CONTROL SECTION		ACFA
TSgt B. Voelcker	32	6148/2567
PAYING AND COLLECTING SECTION		ACFL
Capt P. F. Johnson	32	2982/2983
COMMERCIAL SERVICES & MATERIEL SECTION		ACFM
COMMERCIAL SERVICES UNIT		ACFMC
Mrs. M. B. Wiggins	32	6233/6234
MATERIEL UNIT		ACFMM
CMSgt C. M. Maxwell	670	4398/4515
PAY AND TRAVEL SECTION		ACFP
MILITARY PAY UNIT		ACFP
CMSgt W. C. Lewandowski	32	2895/2898
CIVILIAN PAY UNIT		ACFPC
Mrs. F. Murphy	31	2119/2453
TRAVEL UNIT		ACFPT
MSgt J. P. Colton	32	2420/2566
MANAGEMENT ANALYSIS BRANCH		ACM
Lt W. Dobson, Jr.	31	6864/2071
FISCAL CONTROL BRANCH		ACN
Mr. A. F. Wiebe	31	2576/2352
HEADQUARTERS SQUADRON SECTION		CCQ
Capt V. J. Melanson, Jr.	35	2330/6683
FIRST SERGEANT		CCQ
CMSgt H. R. Stevens	35	2330/6683
CHIEF, CIVIL ENGINEERING DIVISION		DE
Col J. W. Bogon	71	6426/6427
DEPUTY		DE
Mr. G. Tuxler	71	6426/6427
4600 CIVIL ENGINEERING SQUADRON	4600 CIV ENGRG SQ/CC	
Col J. W. Bogon	71	6426/6427
FIRST SERGEANT	4600 CIV ENGRG SQ/CCF	
TSgt W. E. Shoup	1154	4469/4575
EXECUTIVE SUPPORT OFFICER	4600 CIV ENGRG SQ/DA	
Lt S. E. Webb, III	71	4465/3659
ENGINEERING & CONSTRUCTION BRANCH		DEE
Mr. S. L. Holland	71	6695
INDUSTRIAL ENGINEERING BRANCH		DEI
Capt R. A. Kunselman	71	6875
Lt M. J. Madrid	71	6875
OPERATIONS AND MAINTENANCE BRANCH		DEM
Maj R. E. Wilfrout	71	6745/6785
PROGRAMS BRANCH		DEP
Maj W. L. Meyer	71	6966/6129
PROGRAM DEVELOPMENT SECTION		DEPD
Capt J. B. Decherd	71	6966/6129
REAL ESTATE SECTION		DEPE
FIRE PROTECTION BRANCH	71	6945/2104
Mr. J. L. Deal		DEY
	117	4760/4615
CHIEF, MATERIEL DIVISION		DM
Col B. J. Ravey	626	4783/4784
NCOIC		DM
CMSgt G. H. Copening	626	4783/4784
SUPPLY ADVISOR		DM
SMSgt J. G. Trevathan	626	4783/4784
CHIEF, MAINTENANCE BRANCH		DMM
Lt Col F. R. Fanck	140	4460/4374
NCOIC		DMM
CMSgt R. W. Wolfe	140	4460/4374
4600th CONSOLIDATED AIRCRAFT MAINTENANCE SQUADRON	4600 CAM SQ/CC	
Lt Col F. R. Fanck	140	4360
FIRST SERGEANT	4600 CAM SQ/CCF	
SMSgt R. J. MacDonald	140	4545/4715
ADMIN MANAGEMENT OFFICER	4600 CAM SQ/DA	
Capt M. J. Auton	140	4545/4360
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Capt J. J. Gallagher	140	4437/4304
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CMSgt G. Smith	504	4420/4498
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Maj J. C. Aycock	140	4512/4519
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Capt F. Green, Jr.	70	2774/2783
BASE PROCUREMENT OFFICER		DMPB
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NCOIC		DMPB
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Mr. C. Arnold	2015	4587/4379
Mr. J. T. Arrowsmith	2015	4587/4379
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SERVICES PROCUREMENT SECTION		DMPBV
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ASST CHIEF		DMS
Mrs. P. H. Bowne	650	4401/4419
4600th SUPPLY SQUADRON	4600 SUP SQ/CC	
Lt Col H. H. Davis	631	4788
FIRST SERGEANT	4600 SUP SQ/CCF	
MSgt G. L. Alexander	631	4716
EXECUTIVE SUPPORT OFFICER	4600 SUP SQ/DA	
Lt R. D. Herron	631	4716
MATERIEL FACILITIES SECTION		DMSC
SMSgt M. M. Watson	662	4478
EQUIPMENT MANAGEMENT SECTION		DMSE
CMSgt B. A. MacGillivary	670	4400
FUELS MANAGEMENT SECTION		DMSF
Mr. R. Suddarth	667	4473
ITEM ACCOUNTING SECTION		DMSI
CMSgt F. L. Hinecker	650	4738
SUPPLIES MANAGEMENT SECTION		DMSM
Capt E. P. Webb	650	4409
NCMC SATELLITE SUPPLY SUPPORT SECTION		DMSN
Lt G. M. Bennett	(NCMC)	82.3605
MANAGEMENT & PROCEDURES SECTION		DMSP
Capt C. A. Bridley	650	4714
FUNDS MANAGEMENT UNIT		DMSPF
Miss A. Craig	650	4494
PROCEDURES AND STANDARDIZATION UNIT		DMSPP
Mr. H. M. Pankey	650	4751
TRAINING UNIT		DMSPT
Miss M. Boyle	626	4395
CHIEF, TRANSPORTATION BRANCH		DMT
Maj W. E. Wilson	35	6511/2257
4600th TRANSPORTATION SQUADRON	4600 TRNSP SQ/CC	
Maj W. E. Wilson	1356	4718/4719
FIRST SERGEANT	4600 TRNSP SQ/CCF	
TSgt H. L. Jimerson	1356	4718/4719
VEHICLE OPERATIONS SECTION		DMTO
Mr. O. Hinson	1306	4553/4717
REPORTS AND ANALYSIS SECTION		DMTR
Mr. G. Dederick	1356	4495
TRAFFIC MANAGEMENT SECTION		DMTT
Mr. R. J. Lemm	35	2257/2258
AIR TERMINAL SERVICES		DMTTS
MSgt W. Bees	35	4521
VEHICLE MAINTENANCE SECTION		DMTV
Mr. W. H. Barber	1356	4430
VEHICLE MAINTENANCE EVALUATION		DMTVM
Mr. R. Bailey	1306	4773
CHIEF, PERSONNEL DIVISION		DP
Col C. G. Long	46	2291/2297
PERSONNEL SERGEANT MAJOR		DP
CMSgt W. D. Hanson	46	2297
CIVILIAN PERSONNEL BRANCH		DPC
Mr. R. F. Cornell	70	2487
ADMINISTRATION SECTION		DPCA
Mrs. M. L. Hardy	70	2463
CAREER DEVELOPMENT SECTION		DPCD
Mr. M. G. Tingey	70	6895
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Mrs. L. Corr	70	2673
EQUAL EMPLOYMENT OPPORTUNITY SECTION		DPCE
Mr. W. H. Phillips, Jr.	70	6568
EMPLOYMENT AND EMPLOYEE MANAGEMENT RELATIONS SEC	70	DPCM 7479
EMPLOYEE MANAGEMENT RELATIONS UNIT	70	DPCME 2475
PLACEMENT UNIT		DPCMP
Mrs. M. W. Lewis	70	6296
CLASSIFICATION & WAGE SECTION		DPCW
Mr. M. W. Kneebone	73	2731
CHIEF, CBPO		CBPO-CH
Maj W. A. Potter	46E	2409
SERGEANT MAJOR		CBPO-CH
CMSgt C. T. Hamilton	46E	2409
NCOIC, ADMINISTRATION		CBPO-ADM
TSgt D. Turner	46W	6542
CAREER ASSISTANCE AND COUNSELING SECTION AND PROJECT TRANSITION		CBPO-CAC
Maj D. E. Torr	46W	6230
CAREER CONTROL SECTION		CBPO-CC
Capt S. B. Smith	46E	2516
DATA CONTROL SECTION		CBPO-PBOC
Capt B. P. Duffy	46E	6425
PERSONAL AFFAIRS SECTION		CBPO-PA
Capt D. J. Lyons	46W	6171
MANAGEMENT SECTION		CBPO-PSM
SMSgt W. D. Sonner	46E	2003
QUALITY CONTROL SECTION		CBPO-QC
Capt R. E. Nesbitt, Jr.	46W	2200
AIRMAN PROMOTION SECTION		CBPO-WAPS
Lt C. H. Weitzel	46W	2195
EDUCATION SERVICES BRANCH		DPT
Mr. V. R. Harp	31	2921
ASSISTANT		DPT
Miss A. Heckinger	31	2921
CHAPLAIN		HC
Col K. W. Homstra	31	2044/2111
ASSISTANT		HC
Lt Col M. T. Catlin	31	2044/2111
NCOIC		HC
MSgt G. A. Hope	31	2911/2111
STAFF JUDGE ADVOCATE		JA
Maj J. Longley	12	6938
DEPUTY		JA
Capt P. A. Johnson	12	6938
NCOIC		JA
MSgt K. M. Fauconnier	12	6938
CLAIMS BRANCH		JAD
Capt P. R. Anderson	12	6938
MILITARY JUSTICE BRANCH		JAM
Capt A. W. Rigsby	12	6938
MILITARY AND CIVIL LAW BRANCH		JAV
Capt P. L. Murphy	12	6938
CHIEF, INFORMATION DIVISION		OI
Maj R. W. Hunter	16	6472
ASST CHIEF		OI
Capt E. A. Organ	16	6472
NCOIC		OI
TSgt G. A. Wilson	16	6472
INTERNAL INFORMATION BRANCH		OII
Sgt W. L. Galloway	16	6472
MEDIA BRANCH		OIP
Sgt P. A. Christophersen	16	6472
CHIEF, OPERATIONS & TRAINING DIVISION		OT
Lt Col M. J. Melendez	121	4520/4358
4600th OPERATIONS SQUADRON	4600 OPS SQ/CC	
Lt Col M. J. Melendez	121	4520
FIRST SERGEANT	4600 OPS SQ/CCF	
TSgt E. M. Bullard	615	4434
BASE OPERATIONS BRANCH		OTB
Lt Col W. R. Ladd	122	4711
FLIGHT RECORDS SECTION		OTBR
Miss J. Wright	121	4529
FLIGHT OPERATIONS BRANCH		OTF
Lt Col R. M. Loeffler	121	4358
SPECIAL AIR MISSIONS SECTION		OTFA
Lt Col F. C. Sousa	140	4371
AIRCREW SURVIVAL/PROTECTIVE EQUIPMENT SECTION		OTFL
Maj M. L. Cosine, Jr.	477	4445
FLIGHT SCHEDULING SECTION		OTFS
MSgt C. S. Williams	122	4763
FLIGHT TRAINING SECTION		OTFT
Lt Col H. B. Costerlin	477	4722
AIRCREW EVALUATION SECTION		OTFV
Lt Col R. R. Ryan	477	4302
GROUND TRAINING BRANCH		OTG
CMSgt T. A. Parndise, Jr.	2003	4317
OJT TRAINING		OTGJ
TSgt P. L. Dohrig	2003	4387
FILM LIBRARY		OTGL
SSgt R. A. Olmstead	2003	4326
MANAGEMENT TRAINING		OTGM
Mr. T. Arax	2003	4319
MARKSMANSHIP TRAINING		OTGR
MSgt L. Pardon	1610	4547
PHOTO LAB		OTP
SMSgt L. A. Olivierre	25	2592
BASE PLANS BRANCH		OTX
Lt Col T. E. Saunderson	615	4571
DISASTER PREPAREDNESS		OTXD
Capt L. S. Bailey	615	4551
CHIEF, SAFETY DIVISION		SE
Maj J. S. Houser	365	4406
ADMINISTRATION	365	SEA 4770
FLYING SAFETY BRANCH		SEF
Maj J. S. Houser	365	4406
GROUND SAFETY BRANCH		SEG
Mr. J. J. Gillen	365	4770
TRAFFIC SAFETY SECTION		SEG
Mr. J. H. Pitter	365	4828
DIRECTOR, BASE MEDICAL SERVICES		SG
Maj D. S. Russell	41	2223/2224
DISPENSARY ADMINISTRATOR		SGA
Lt Col J. L. Bethurum	41	2223/2224
SERGEANT MAJOR		SGA
CMSgt J. D. Schiffner	41	2541
PLANT MANAGEMENT		SGA
TSgt J. Moy	41	6786
DENTAL SERVICES		SGD
Col A. B. Morris	41	6043
MEDICAL MATERIEL		SGI
Lt D. Krieger	1256	4712
RESOURCE MANAGEMENT OFFICE		SGM
Mrs. V. Canty	41	6691
AEROMEDICAL SERVICES		SGP
Maj J. L. Murphy	41	4655
MILITARY PUBLIC HEALTH		SGP
MSgt N. Filkins	365	4350
MEDICAL SQUADRON SECTION		SGQ
Capt D. Rensouler	41	6020
TSgt G. Fife	41	6020
REGISTRAR		SGR
Capt D. Rensouler	41	6618
CHAMPUS ADVISOR		SGR
Capt D. Rensouler	41	6618
VETERINARY SERVICES		SGV
Capt R. Lobdon	56	2561
LABORATORY		SG
SSgt R. Arano	41	2810
DISPENSARY SERVICES		SG
Capt J. W. Cranston	41	2245
PHARMACY		SG
Capt K. Krueger	41	2759
X-RAY		SG
Miss M. Mauer	41	2810
CHIEF, SECURITY POLICE DIVISION		SP
Capt R. R. Fuhs	27	2545/2015
4600th SECURITY POLICE SQUADRON	4600 SP SQ/CC	
Capt R. R. Fuhs	27	2545
TSgt H. B. Greenhill	27	2674
ADMINISTRATION AND REPORTS BRANCH		SPA
SMSgt S. Porovich	27	2598
OPERATIONS BRANCH		SPO
Capt F. V. Riccardi	27	6155
NCOIC		SPO
MSgt R. R. Peters	27	6189
CHIEF, SPECIAL SERVICES DIVISION		SS
Lt Col A. L. Majors	615	4323
ASST CHIEF		SS
Mr. R. P. Lee	615	4322
NCOIC		SS
SSgt E. Pacheco	615	4322
OFFICERS' OPEN MESS		SSC
Mr. W. L. Geehon	10	2381
NCO OPEN MESS		SSE
CMSgt T. W. Lowe	14	2073
NONAPPROPRIATED WELFARE FUNDS MANAGEMENT		SSF
Mr. R. P. Lee	615	4761
LIBRARY		SSL
Mr. H. D. Peterson	58	2747
RECREATION SERVICES		SSR
Mr. R. P. Lee	615	4322
AERO CLUB		SSRD
Mr. A. F. Potenko	140	4315
ROD AND GUN CLUB		SSRR
Mr. D. Frankforter	1660	4343
CHIEF, NCMC SUPPORT DIVISION		SU
Lt Col W. O. Spiker	Ext 82	3475/3476
4604th SUPPORT SQUADRON	4604 SPT SQ/CC	
Lt Col W. O. Spiker	Ext 82	3475/3476
FIRST SERGEANT	4604 SPT SQ/CCF	
MSgt R. L. Kothrock	Ext 82	3475/3476
ADMIN MANAGEMENT OFFICER	4604 SPT SQ/DA	
Lt R. E. Zurowski	Ext 82	3475/3476
CIVIL ENGINEERING BRANCH	4604 SPT SQ/DE	
Maj W. E. Lawler	Ext 82	3657/3658
FIRE CHIEF	4604 SPT SQ/DE	
MSgt G. Lewis	Ext 82	3030
SECURITY POLICE BRANCH	4604 SPT SQ/SP	
MSgt K. D. Gladish	Ext 82	3616/3617
FOOD SERVICE BRANCH	4604 SPT SQ/SVF	
CMSgt D. D. Baker	Ext 82	3484
CHIEF, SERVICES DIVISION		SV
Maj P. R. Belgorsky	35	2641/2065
NCOIC		SV
MSgt T. W. Skelton	35	2641/2065
COMMISSARY BRANCH		SVE
Mr. V. Barnes	35	6655
BASE EXCHANGE SERVICES BRANCH		SVE
Mrs. Jean Perry	21	1561
FOOD SERVICE BRANCH		SVF
SMSgt J. Fernandez	35	2530/2641
HOUSING SERVICE BRANCH		SVH
Mr. J. Abizaid	365	4777/4740
HOUSING REFERRAL OFFICE		SVHR
Mr. W. Shirk	365	4364
CLOTHING SALES BRANCH		SVS
Mr. Borowski	2013	4543
WAF SQUADRON SECTION		WAF SQ SEC/CC
Capt S. L. Johnson	83	2714/6138
FIRST SERGEANT		WAF SQ SEC/CCF
	83	2714/6138
EXECUTIVE SUPPORT OFFICER		WAF SQ SEC/DA
Lt J. M. Schoenfrisz	83	2714/6138
BASE COMMUNICATIONS STAFF OFFICER	47 COMM SF/CC	
Col R. H. Perry	1038	4631
504TH USAF BAND		504 BAND/CC
CWO L. C. Krabel	391	4701
FIRST SERGEANT		504 BAND/CCF
TSgt C. E. Krane	391	4701

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MISSION-RELATED ACTIVITIES

RECOMMENDATION FOR AWARD OF UNIT DECORATION

The 4600th Air Base Wing was recommended by Headquarters ADC for the award of the Air Force Outstanding Unit Award (second award) for exceptional meritorious service from 1 May 1970 to 1 June 1971.

Experience and outstanding accomplishments successfully achieved by the Wing are described in more detail within the submission report.[2]

SAVINGS BOND PROGRAM

Colonel C. G. Long, Chief of the Personnel Division, was again appointed Ent Air Force Base Savings Bond Project Officer for the 1971 campaign. The drive was conducted during May 1971. It differed this year since no dollar goals were established and emphasis was upon personal contact of potential buyers rather than total percent unit participation.

The campaign was a success with $6,818.99 allotted by new bond buyers. This included monthly and biweekly allotments from civilian employees. The total percent participation of all units at the Ent Air Force Base Complex increased from 32 to 39 percent. One unit,

2. Ltr, Hq ADC to Hq USAF, Subj: Recommendation for Award of Unit Decoration (DOC 3).

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Detachment 2, 1365th Photo Squadron, attained 100 percent participation with several other units in the 60 to 70 percentile category.

DRUG ABUSE PROGRAM

In accordance with AFR 35-6, the 4600th Air Base Wing submitted a quarterly drug abuse report to higher headquarters for the period 1 April 1971 through 30 June 1971. Such facts as the number of personnel investigated by OSI for alleged drug abuse, types of drugs used, and what corrective action was taken were provided. Further information in support of this program was also included.[3]

DOMESTIC ACTION PROGRAM

To strengthen the 4600th Air Base Wing's position with this program, Colonel Rand advised HQ ADC/DPX on 14 May 1971 that full wing support was expected for "Project GI (Get Involved)." This is a self-generated, volunteer airman project to help eliminate social and economic ills of the local community. An office, manned by an NCO and an assistant, was established within the Personnel Division to recruit base personnel to "Get Involved."[4]

3. 4600 ABWg Drug Abuse Report for 1 Apr 71 to 30 Jun 71 (DOC 4).

4. Ltr, 4600 ABWg to Hq ADC/DPX, Subj: Domestic Action - 1971 (Your Ltr, 9 Apr 71), w/2 Atch, 14 May 71 (DOC 5).

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CHAPTER II

FUNCTIONAL SUPPORT ACTIVITIES

For this report, Support activities were classified as either Functional Support or Fiscal and Personnel Support Activities. The Functional Support Activities include Civil Engineers, Materiel, Operations and Training, NCMC Support, and Safety.

CIVIL ENGINEERS

During this period Colonel John W. Bogan continued to serve as the Chief, Civil Engineering. Significant events of interest which occurred during this quarter will follow.

FACILITIES

Extensive construction proceeded at Peterson Field and the NCMC. The end of period contract totals for the various categories were as follows:

Military Construction Program (MCP)	$12,559,136
Nonappropriated Funds (NAF)	1,199,473
Operation and Maintenance (O&M)	343,282

As of 30 June 1971 a total of $305,600 of O&M projects were in Procurement for advertising. Approximately $40,000 of projects were awarded with year end fallout funds. The design stage proceeded with the remaining

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approved FY1972 items and FY1973 O&M programs. At the end of this period the status of projects of major interest was:

1. NCMC: The excavation for future facilities was 30 percent complete. Engine Generator and Blast Valve procurement also continued. The project for the three additional buildings was advertised during June 1971 with an award anticipated during July 1971. Utility plant design was 88 percent complete.

2. Peterson Field:

a. MCP - Construction of the new administrative facility was 71 percent complete and was on schedule. Contracts were awarded for the Dining Hall addition, 29 April 1971, $417,804; Utilities, Phase II, 1 April 1971, $1,598,234; and the Dispensary, 13 April 1971, $1,949,491. Construction of all these facilities progressed on schedule. Design of the Chapel, Library, and 250 units of family housing continued.

b. Nonappropriated Fund - Construction of the new Recreation Workshop was 95 percent complete and the Base Exchange was 32 percent complete. Step I proposals were received for the Temporary Lodging Quarters (TLQ's) on 1 June 1971. Design of the nine hole golf course was completed by the Architectural Engineer and a technical review was scheduled.

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Project Development Booklets were completed for the FY1973 MCP and submitted to Hq USAF. Additionally, an O&M beautification program totaling $640,000 was developed for Peterson Field. This program was scheduled to extend over a three year period. Plans were also developed for a new lighted baseball field and a golf course clubhouse.

SPECIAL PROJECTS

During this period the Industrial Engineering office continued to monitor closely the Base Engineers Automated Management System (BEAMS) within the organization. Throughout June 1971, office personnel prepared all the end-of-year (FY1971) reports.

In April 1971 the Civil Engineers were called upon, on short notice, to construct a pedestal and mount a P-47 Thunderbolt which was obtained during March 1971 from Perrin Air Force Base, Texas. The annual reunion of the P-47 Thunderbolt Pilots Association was held in Colorado Springs, 1-4 May 1971, and the plan was to dedicate the P-47 during this reunion. Word was received less than two weeks before the dedication that the aircraft had to be mounted. In some instances engineers worked after regular duty hours to meet the imposed deadline. On 3 May 1971, the P-47 was in place and dedicated. The outstanding job done was recognized by

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P-47 THUNDERBOLT
PETERSON FIELD, COLORADO
MAY 1971

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P-47 THUNDERBOLT
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letters of appreciation from various directorates in HQ, ADC,[1] including a letter from Major General Arthur G. Salisbury, HQ, ADC/CS.[2]

MATERIEL

The Chief of Materiel, Colonel Bill J. Ravey, departed PCS in June 1971. His replacement, Colonel Harvey W. McDaniel, was scheduled to report for duty during August 1971. In the interim, Lt Colonel Fred R. Fonck assumed the duty of Chief, Materiel Division.

The Materiel function of the 4600th Air Base Wing was responsible for the management and operation of the Maintenance, Transportation, Supply, and Procurement functions.

MAINTENANCE

Under the continued leadership of Lt Colonel Fred R. Fonck, the Maintenance activity accomplished mission requirements and exercised logistics discipline.

This organization was responsible for aircraft maintenance support of 75 assigned aircraft. These included T-33, T-39, T-29, C-118, C-131, U-4, and U-10 type aircraft. In addition to support of all assigned aircraft, this function provided comprehensive maintenance support and service to over 300 transient aircraft each month.

1. Ltr, Hq ADC/DO to 4600 ABWg, Subj: Appreciation Letter on P-47 Project, 5 May 71 (DOC 6).

2. Ltr, Hq ADC/CS to 4600 ABWg, Subj: Appreciation Letter on P-47 Project, 26 May 71 (DOC 7).

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The average monthly flying hours and number of sorties for this quarter are as follows:

	FLYING HOURS			SORTIES		
	APR	MAY	JUNE	APR	MAY	JUNE
T-33CF	664	833	785	424	465	452
T-33TF	876	780	350	662	521	193
T-29TF	436	351	322	150	107	106
T-29SA/SI	289	277	211	107	83	77
C-118	396	391	239	132	120	67
C-131	195	252	143	94	62	55
T-39	681	687	544	398	366	291
U-4/U-10	193	273	476	145	160	230

Average NORS rate for all aircraft - 7.5%

Average NORM rate for all aircraft - 14.9%

Average O/R rate for all aircraft - 77.6%

Average abort rate for all aircraft - .5%

DIFM rate average - 13.3% Less AWP - 6.3%

The propulsion function was designated as a "Queen Bee" for J-33-A-35 jet engines used in T-33 aircraft. This project required complete overhaul support for this type of engine. This activity was scheduled to support five other bases for overhaul of these engines in addition to its support of the aircraft assigned to Ent Air Force Base. The new commitment was assumed by the Propulsion function on 1 May 1971.

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TRANSPORTATION

Under the direction of Captain T. J. Konrad, this activity fulfilled its assigned mission by constantly exercising broad control over the entire operation; insuring continued mission support, supply discipline, and proper assignments for personnel; and demonstrating day-to-day management procedures. The function was responsible for providing transportation services to Ent Air Force Base complex.

Statistical data regarding the amount of transportation transactions that occurred during this reporting period were as follows:

MILITARY PASSENGER SERVICE INFORMATION

	FLIGHTS	PASSENGERS		
MONTH	OUT	OUT	IN	TOTAL
April	687	7,695	4,101	11,796
May	700	7,840	4,159	11,999
June	704	7,935	4,211	12,146
Qtr Total	2,091	23,470	12,471	35,941

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COMMERCIAL PASSENGER UNIT INFORMATION

MONTH	T/Rs ISSUED	PAX ON T/Rs	MTA's ISSUED	PAX ON MTA's	PORT CALLS PROCESSED
April	695	826	203	281	343
May	682	796	179	290	299
June	579	684	181	227	245
TOTAL	1,956	2,306	563	798	887

FREIGHT SERVICES INFORMATION

MONTH	GBL's PROCESSED OUT	IN	TOTAL	WEIGHT (LBS) OUT	IN	TOTAL
April	230	400	630	152,627	787,779	940,406
May	175	399	574	36,516	864,815	901,331
June	192	358	550	170,349	735,898	906,247
TOTAL	597	1,157	1,754	359,492	2,388,492	2,747,984

PERSONAL PROPERTY SECTION INFORMATION

MONTH	BAGGAGE OUT	IN	HOUSEHOLD GOODS OUT	IN	MOBILE HOMES CUT	IN
April	50	66	354	149	3	7
May	55	128	290	163	8	5
June	91	77	316	393	7	2
TOTAL	196	271	960	705	18	14

NON-TEMPORARY STORAGE

MONTH	OUT	IN	BALANCE IN STORAGE	LOCAL MOVES
April	37	39	1231	20
May	48	83	1266	34
June	88	117	1295	50
TOTAL	173	239		104

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Assigned drivers operated government motor vehicles for 607,613 miles without any major accidents during this period. Close coordination with CBPO continued during this time to insure that every member departing PCS for Southeast Asia (SEA) had a valid government vehicle operators license, SF Form 46, in his possession to cover the period of PCS in SEA.

The 4600th Air Base Wing possessed a fleet of 480 vehicles for which constant high quality maintenance had to be maintained The following statistics were significant in providing a capsule view of maintenance performed during the period 1 April 1971 through 30 June 1971.

TYPE (Equipment Serviced and/or Worked on)	QUANTITY
General Purpose Vehicles	1,156
Special Purpose Vehicles	122
Material Handling Equipment	12
TOTAL	1,290

SUPPLY

Directed by Lt Colonel Henry H. Davis, this activity continued to accomplish and attain its assigned mission despite a considerable personnel changeover during this quarter.

Manpower in the 645X0 career field showed considerable improvement during this period, especially in the NCO ranks. Critical manning was noted in the 702X0 (Administrative) career field.

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Guidelines and procedures were established for the operation of a new Satellite Supply account at Buckley Air National Guard Base, Denver, Colorado. A large percentage of the required equipment items were shipped from Perrin Air Force Base, Texas. The size of the new account was anticipated to be 45,000 to 50,000 line items. Approximately 33 supply personnel were to be assigned there.

Furniture for the dormitories and lounges requisitioned for "Project Better Living" continued to be received and issued. Of the total of $27,899.22 (equipment items) requisitioned, $26,196 62 had been received. The remaining items were expected to be delivered by 31 July 1971.

The overall NORS rate for the period showed a slight decrease over the previous quarter, and the month of June 1971 showed a significant drop.

April - 7.4% May - 8.3% June - 6.7%

The average rate for three months was 7.5 percent. The decreasing NORS rate was partly attributed to aggressive follow-up action on all NORS items. Supply and Maintenance were directly involved in reviewing and monitoring problem items.

The annual "Project Stardust" was scheduled to be conducted from 13 July 1971 to 14 August 1971. During

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this time over 1300 sorties were to be flown to familiarize Air Force Academy Cadets with T-33 aircraft. Prepositioning of supplies began during April 1971, and all requested items were received by June 1971.

During this period a special project was initiated to recoup excess K2B Flying Coveralls previously issued to personnel at other bases who were no longer authorized quantities reflected on their Air Force Form 538. A total of 162 pairs of coveralls were returned as a result of this effort.

The Tool Issue Center activity continued to maintain a tool issue fill rate of 100 percent during this quarter as compared to the ADC standard of 95 percent. This was the 12th straight month that this activity maintained a fill rate of 100 percent. By application of good management procedures and close coordination with maintenance personnel concerned, this function also managed to reduce the number of separate individual tool kits from 82 to 69. Extraneous tools were eliminated from listings, and many tools issued to individuals were removed from individual tool kits and issued to maintenance shop tool cribs. By reducing the number of individual tool kits utilized by technicians, the number of line items maintained in stock by this function was also reduced from 1,321 to 932.

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Approximately 45,000 line items of supplies and equipment were stocked and located for customer support. Detail locations on each item were maintained for quick response to customer demands. The following is a list of significant supply data for the period 1 April 1971 through 30 June 1971.

BASE SERVICE STORE DATA

Receipts Processed	647
Dollar Value Sold	$58,535
Line Items Displayed	1,271

INSPECTION UNIT DATA

Total Line Items Inspected	33,197

RECEIVING UNIT DATA

Receipts Processed	16,633
Turn-ins Processed	4,103

PICKUP AND DELIVERY UNIT DATA

Priority Issues Delivered	5,602
Routine Issues Delivered	8,608
Equipment Items Delivered	1,702
Equipment Items Picked Up for Turn-in	2,048

STORAGE AND ISSUE UNIT DATA

Receipts Processed	17,277
Issues Processed	27,945
Civil Engineer Work Requests Processed	546
Warehouse Refusals, Monthly Average	2

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REDISTRIBUTION AND MARKETING ACTIONS

Value of Property Processed	$427,628.90
Excess and Surplus Property Turn-in Actions	3,207
Pounds of High Temperature Alloy Scrap Processed	2,211

The Equipment Management Office continued to improve efficiency of operations as evidenced by the results of a Command Equipment Management Survey in which only 11 minor discrepancies were noted. There was also a continued high percentage of accuracy on the USAF Equipment Data Bank. The accuracy rate of 98 percent was attained for April 1971 and 96.2 percent for May 1971 as compared with the worldwide accuracy rate of 87 percent.

As in the preceeding quarter, the lack of O&M funds continued to hamper efforts to satisfy the equipment requirements of customers. The policy of procuring only depot funded items, and mission essential items approved and funded by the Base Budget Working Group, continued in effect The ADC Excess Redistribution Program, monitored by ADC/ DMSE was used to the maximum to fill valid due-outs for customers. During this quarter, as a result of this excess redistribution program, 86 line items of equipment were received with a dollar value of $42,677 to satisfy corresponding due-outs for customers. The excess equipment posture (equipment in warehouse)

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continued to decline. At the end of the quarter, the position was as follows:

Excesses Serviceable	Excesses Unserviceable	Total
Line Items - 175	Line Items - 19	194
Dollar Value - $34,907	Dollar Value - $17,907	$52,204

The Overall Equipped Percentage for this period remained at a constant 96 percent. Unless more O&M funds become available or items due-in were received through the excess redistribution program, this percentage was not expected to improve.

At the Armed Forces Day luncheon, held on 13 May 1971, SSgt William E. O'Brien was presented with the Outstanding Military Representative Award (grades E-4 through E-6) by the city of Colorado Springs, Colorado. Competition for this award included all military installations in the Colorado Springs area. The award was based on individual performance of duty and upon participation in community affairs.

PROCUREMENT

Captain Edgar A. Green continued to head the Procurement operation for the Wing. This activity continued to provide procurement support for the

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4600th Air Base Wing and its tenant organizations along with keeping the Base Commander advised of any labor problems within his jurisdiction

This function assumed the additional task of typing and administration of all commissary supply bulletin delivery orders. The Ent office was the only one in the entire command to assume the additional workload. To accomplish this task, 24 mechanized programs were tested and programmed.

OPERATIONS AND TRAINING

The Operations and Training Program was supervised under the continued leadership of Lt Colonel M. J. Melendez who accomplished the mission as required by the Wing Commander.

During this period the Training Department and the Standardization and Evaluation function administered a total of 455 check flights. These checks were given to pilots, navigators, radio operators, stewards and flight engineers/mechanics in seven types of aircraft which included C-118, C-131, T-29, T-33, T-39, U-4 and U-10 aircraft. The following statistics show a breakdown of check flights by crew position, type aircraft, and type of flight check.

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PILOTS	INSTRUMENT CHECKS	PROFICIENCY CHECKS	OTHER	TOTAL
C-118	13	11	19	43
C-131	2	0	5	7
T-29	37	16	31	84
T-33	48	52	32	132
T-39	19	15	12	46
U-4	4	2	2	8
U-10	6	4	7	17
NAVIGATORS				96
RADIO OPERATORS				4
FLIGHT STEWARDS				4
FLIGHT ENGINEERS/MECHANICS				14
TOTAL				455

The Training function also conducted six Annual Instrument Refresher Schools and 12 Aircrew Refresher Courses for T-39, T-33, and T-29 aircraft personnel.

The Special Air Mission activity had another busy quarter. Their primary mission was to airlift official TDY personnel within the United States as well as world-wide. This activity was assigned eight aircraft which included three C-118's, three C-131's and two T-29's. A statistical report provides evidence of the accomplishments of this activity during this period.[3]

3. Report, Special Air Missions Section Airlift Support Summary, Fourth Quarter Fiscal 1971, (DOC 8).

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Life Support and Ground Training Departments continued to fill classroom quotas and held two Field Training Schools for 44 aircrews.

School	APRIL QUOTA	APRIL ATTD	MAY QUOTA	MAY ATTD	JUNE QUOTA	JUNE ATTD
Marksmanship						
Carbine/M-16	0	0	216	94	0	0
Pistol	446	61	27	18	19	12
Special Category(Pistol)	5	5	0	13	5	5
SEA (M-16)	55	54	51	52	38	36
Survival Training						
Annual Continuation	82	82	121	121	54	54
Egress Training	131	131	156	156	97	97
Projectionist Training	6	6	12	7	12	12
Management Training(MGT-1)	44	42	46	34	40	26

NORAD CHEYENNE MOUNTAIN COMPLEX (NCMC)

Under the continued supervision of Lt Colonel W. O. Spiker, the NCMC function provided civil engineering operations and facilities, food services, and security police protection for the Mountain Complex.

The $21 million NCMC Expansion Project scheduled for completion this winter progressed satisfactorily. The three additional underground buildings for the complex were planned to include room for command and control equipment for the Safeguard Anti-Ballistic Missile System.

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Work had also begun to replace the NCMC Electro-Magnetic Pulse (EMP) doors with tunnels. Modification of the 35 doors was being performed by the Premier Waterproofing Company. This project was scheduled for completion during October 1971. The $185,000 effort was expected to greatly facilitate personnel traffic flow and decrease maintenance costs considerably.

SAFETY

Headed by Major Jack S. Houser, Safety, continued to support its mission as evidenced by the following:

During this time frame the 4600th Air Base Wing aircraft completed approximately 12,000 hours of accident-free flying in seven different type aircraft. Flying safety continued to receive daily emphasis at all levels of command within the Wing.

There were no fatal accidents to military or civilian personnel assigned to the Wing during this quarter. This noteworthy record was attributed to safety training administered to base personnel by members of the Safety function.

In keeping with President Nixon's "Zero In on Federal Safety" campaign, this base met the established goals in two of the three categories - government motor vehicle operation and explosive safety. The military injury rates exceeded established goals due to minor sports type injuries. This increase was attributed to the diversified recreational areas in the Colorado Springs area.

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CHAPTER III

FISCAL AND PERSONNEL SUPPORT ACTIVITIES

This section of the history will discuss such Fiscal and Personnel Support Activities as the Comptroller, Personnel, Staff Judge Advocate, Services, and Special Services functions.

COMPTROLLER

Under the continued direction of Lt Colonel W. J. Lindgren, the Comptroller activity completed its prescribed mission in such a manner to warrant an award from HQ ADC. During May 1971 the Wing Commander was advised by HQ ADC that the Accounting and Finance Office was scheduled to receive a plaque representing achievement as the "Best in ADC" during the six month period that ended 31 December 1970.

Plans were completed to establish a travel pay office and cashier to be located in Building 23 on Ent Air Force Base during the last quarter of 1971. At this time the main Comptroller function was scheduled to move to new facilities at Peterson Field.

The Base Personnel conducted a four hour session concerning leave accounting problems in preparation for project Joint Uniform Military Pay System (JUMPS). The first of several machines required for project JUMPS

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was received. The machine folds "Leave and Earnings" statements.

As of 18 April 1971, 700 civilian payroll records for Perrin Air Force Base were transferred here and converted to the B-3500 system. As of 30 June 1971, there were 230 payroll records remaining which will be phased out June 1972.

An investigation of the ADC-wide "Better Living" project fund was conducted. Final results indicated an excess of $75,430 which was returned to HQ ADC. Continued emphasis also resulted in an expectation that over $15,000 additional dollars was scheduled to be paid off or deobligated.

Two management analysis studies were prepared during April 1971. One involved the investigation of local policy on separate rations and Basic Allowance for Subsistence (BAS) entitlements. This resulted in the preparation of a 4600th Air Base Wing Regulation 177-1. The other study reviewed the volume of travel pay vouchers at the present pay outlets with projections of future volume after October 1971. The results were forwarded to HQ ADC for further study.

A study was also begun during June 1971 regarding ADC Courier Flights that originated at Peterson Field.

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A preliminary study was completed following several days of actual observation with recommendations that further data be collected until 31 December 1971.

PERSONNEL

Colonel C. G. Long continued to be responsible for the Personnel activity for the 4600th Air Base Wing. Along with his additional duties as discussed previously, he and his staff officers were involved in the following significant events.

During this period the Assignments function processed approximately 4500 AF Forms 1098, Personnel Action Requests, and 1100 personnel in and out of the CBPO. A major change in procedure was implemented for the preparation of Initial Duty Assignment (IDA) part of the AF Form 1098. The Assignment's personnel prepared all IDAs without referring the AF Form 1098 to the unit to which the member was being assigned. The duty information was projected into the B-3500 computer about 60 to 90 days before the member arrived for duty. This improved procedure assisted in the reduction of input to purge listings.

The Formal Training department processed 106 requests for retraining, a monthly increase of 22 from the same quarter of 1970. They also prepared orders sending 161 personnel to various schools, and this was an increase of 15 per month for the same quarter last year.

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The Personal Affairs activity reported 37 casualty cases: Three active duty deaths, eight retired deaths, and 26 MIA/POW actions. A total of 7,343 individual actions were accomplished from April to June 1971.

Due to the major realignment of the CBPO servicing responsibilities, this CBPO lost 17 Geographically Separated Units (GSU) that comprised of approximately 1,030 personnel. Concurrently this CBPO gained two units composed of 17 personnel.

The Project Transition activity established 15 new training programs. There was a Job Information Fair held at the City Auditorium on 16 and 17 June 1971. The Governor of Colorado and the Mayor of Colorado Springs attended, and 48 companies were represented. The ABC-TV network filmed the Job Fair for a television documentary.

A first term orientation flight to Patrick Air Force Base, Florida, and the Cape Kennedy Complex was arranged during May 1971. As a result of efforts displayed by the Career Information and Counseling function, 37 airmen took the trip.

The Ent Air Force Base 1971 Summer Aid Program provided more in the way of on-the-job vocational training than previously with new positions made available in the areas of mechanics, data automation, library, and chemical laboratory analysis, as well as the continued

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training formerly open to the summer aids. Orientation and evaluation questionnaires, rap sessions, and informational programs were provided for the summer aids and the Neighborhood Youth Corps students. The 69 summer aid positions were filled 100 percent with disadvantaged youth from Category I or II of the economic guidelines set by the Civil Service Commission. Of the 69 summer aids, 62 percent were minority students. In addition, the Civilian Personnel activity placed 85 Neighborhood Youth Corps students at work sites on Ent Air Force Base in agreement with the Pikes Peak Community Action Program, Incorporated.

The Civilian Personnel function at this base was requested by HQ ADC/DPC to support the Civilian Personnel Statistical Accounting System (DSD: E201) at Perrin Air Force Base, Texas; Selfridge Air Force Base, Michigan; and Keflavick Airport, Iceland, after the 30 June 1971 update.

A new Coordinated Federal Wage System Regular Wage Rate Schedule was approved by DOD Wage Fixing Authority on 21 April 1971 effective retroactively to 7 March 1971 and averaged a four percent increase for grades 1 through 12. The data upon which this Wage Rate was based did not adequately meet the criteria set forth in prescribed directives. A revised Wage Rate Schedule

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was approved 28 June 1971 based on a comparison of wage data obtained in the January-February 1971 Full Scale Survey of Colorado Springs and Southern and Western Colorado areas. This increase overall averaged 2.5 percent.

The application of Civil Service Commission Classification standards for Wage Foreman was completed 18 May 1971. This involved the regrading of 78 wage supervisory positions. To minimize adverse actions against six employees, approval was obtained from the Regional Office of the Civil Service Commission to withhold the action for a period not later than 19 May 1972.

During this quarter the Base Educational Department had many visitors and conducted many visits to surrounding colleges to further discuss the possibility of expanding the off-duty educational program.[1] In April 1971 two meetings were held with the University of Northern Colorado officials to finalize the on-base Graduate Degree Program for a Master's in Business Administration. The program was scheduled to be implemented on 15 July 1971.

A representative from the Air Command and Staff College, Maxwell Air Force Base, Alabama, visited Ent Air Force Base to discuss the implementation of the Air Command and Staff College Seminar Program which was scheduled to start in September 1971.

1. Pamphlet, Education in the Space Age, Base Education Services, Ent Air Force Base, Colorado, 15 Apr 71 (DOC 9).

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STAFF JUDGE ADVOCATE

Under the auspices of Major John Langley the Staff Judge Advocate activity provided legal services with involved a wide range of legal subject areas.

Within the labor relations area, assistance was provided in negotiating a supplemental agreement to the contract between management and the union which represented the civilian workers at the Ent Air Force Base complex.

This function continued to represent the Wing Commander in public hearings before the El Paso County Planning Commission, the County Board of Commissioners, the City of Colorado Springs Planning Commission, and the City Council that concerned the land use planning in the area surrounding Peterson Field. As a result of this representation, local land developers began to coordinate their projects with the Air Force, represented by the Wing Commander, before formal presentation to any local governmental body.

From 1 April 1971 to 30 June 1971 the military justice activity processed a total of 40 Article 15 actions originated at this installation. In addition, 91 Article 15 actions were reviewed of which 42 were from Hamilton Air Force Base, California, and nine from Kingsley Field, Oregon. Approximately 30 Air Force Manual 39-12 actions for administrative discharge were reviewed.

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During this period a project was initiated and developed to pilot a drug rehabilitation program at Ent Air Force Base. Further study was required before formal implementation occurred.

Over 1200 legal assistance cases were processed during this time frame. This assistance consisted of verbal advice, preparation of legal documents, and helping individuals find solutions to various legal problems. About 20 percent of the assistance rendered was given to retired military personnel and their families.

SERVICES

Effective May 1971 Major E. H Jabs was responsible for the Services operation. Program improvements and important procedural changes to increase customer satisfaction are explained.

The average monthly Clothing Store sales for this period was $9,800.88. This compared to $7,200.57 for the comparable period last year. The increase was attributed to the introduction of the new WAF uniform and improved customer service.

The Commissary increased service from five to six days per week and extended operating hours from 35 to 55 hours per week effective 2 June 1971.

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The site brand store at Lewistown Air Force Station, Montana, was closed on 29 May 1971 due to inactivation of the site.

The average monthly Commissary sales for this period was $691,183. This, compared to $583,683 for the same period last year resulted in an increase of $107,500 per month.

Foundations were poured at Dining Hall 2 for the new addition to this facility to consist of a second serving line and enlarged dining area.

The In-Flight Kitchen at Peterson Field took second place in the Aerospace Defense Command Flight Feeding Award Program for FY1971. This activity obtained 965 points from a possible score of 1000 points. Also, this facility received a sustained superior rating for FY1971 from USAF.

The Temporary Airmen Quarters frequently had full occupancy during this quarter. Among those that occupied the quarters were contestants from all bases throughout the world and from all branches of the military service who attended a skeet shoot competition followed by a small arms and rifle competition held during late May 1971. In addition, contestants who attended a bowling tournament hosted by Ent Air Force Base during May 1971 were housed there. The total number of transient airmen billeted for this quarter was 2071.

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SPECIAL SERVICES

Under the supervision of Lt Colonel Arthur L. Majors, the Special Services function endeavored to continue providing for the betterment and morale of individuals assigned to the Ent Air Force Base complex. This was accomplished through the establishment of a wide variety of leisure time recreation programs and facilities for use by authorized personnel. The past three months saw significant developments which had a positive affect on the upgrading of this organization's programs.

Ent Air Force Base Recreation Services was honored to host the Aerospace Defense Command Bowling tournament from 4 to 7 May 1971.[2] Following this competition, the lanes were the site of the Air Force Worldwide Tournament.[3] Bowling activity culminated in the prestigious Armed Forces Tournament.[4] Participants in all tournaments complimented this function's planning and execution of the various tournament activities. Competition was extremely keen in all tournaments. In the final Service competition, Air Force placed first in the men's and women's division.

2. Pamphlet, ADC Bowling Tournament, Ent Air Force Base, Colorado, 4-7 May 1971 (DOC 10)

3. Pamphlet, USAF Worldwide Bowling Tournament, Ent Air Force Base, Colorado, 11-14 May 1971 (DOC 11).

4. Pamphlet, Inter-Service Bowling Tournament, Ent Air Force Base, Colorado, 17-20 May 1971 (DOC 12).

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Ent Air Force Base was also host to the 11th Annual Armed Forces Skeet Shoot held 23 through 29 May 1971.[5] A total of 165 contestants participated while the Navy five-man team won top honors.

In base competition, softball emerged during the summer as the major intramural program. A total of 23 teams were fielded when play began on 23 May 1971. Nearing the midpoint of the season, 47th Communications Group and 4600th Supply Squadron led their respective leagues. Play proved to be very competitive, and all teams tried for a playoff berth, or in some instances, wanted to contribute to the demise of a leading team.

In varsity competition, the base softball team got off to a sluggish start this year. Team play seemed to improve as the season progressed since the Sabres won their first two victories of the season during June 1971.

The Base Gym hours of operation during the summer months were changed from a closing time of 2100 to 1800 hours. This was implemented due to a lack of participation. Due to the manning situation, justification to keep the facility open during this time could not be supported.

The summer months resulted in a full operation Youth Activities Program.[6] Approximately 90 boys gathered to

5. Pamphlet, 11th Annual Armed Forces Skeet Championships, 23-29 May 1971 (DOC 13).

6. Pamphlet, Ent Youth Activity Summer Program 1971. (DOC 14).

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form six teams and entered baseball competition in Colorado Springs. Youth Activities offered in June 1971 were arts and crafts, golf, bowling, and self-defense. Also instruction in tennis, swimming, competitive swimming, library, and individual sports were offered. These classes were designed not to just occupy the youth's time, but to teach them all about that particular area of endeavor. As a result of this approach, a sense of achievement and a certain satisfaction of accomplishment was gained by those who participated in and completed the program.

Construction and refurbishment of the various Special Service facilities proceeded on schedule. Some delay was experienced in beginning work on the temporary theater, building 910. Work began 30 June 1971, and only a minimal delay was realized.

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GLOSSARY OF ABBREVIATIONS

ADC	Aerospace Defense Command
ARADCOM	Army Air Defense Command
AWP	awaiting parts
BAS	basic allowance for subsistence
BEAMS	base engineers automated management system
CONAD	Continental Air Defense Command
DIFM	due in from maintenance
EMP	electromagnetic pulse
FY	fiscal year
GBL	Government bill of lading
GSU	geographically separated units
IDA	initial duty assignment
JUMPS	Joint Uniform Military Pay System
MCP	military construction program
MTA	MAC(Military Airlift Command) transportation authorization
NAF	nonappropriated funds
NCMC	North American Air Defense Cheyenne Mountain Complex
NORAD	North American Air Defense Command
NORM	not operational ready-maintenance
NORS	not operational ready-supply
O&M	Operation and maintenance
O/R	Operationally ready
PAX	Passenger
Project "GI"	Project "Get Involved"
TLQ's	temporary lodging quarters
T/R	transportation request

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DEPARTMENT OF THE AIR FORCE
Headquarters, Aerospace Defense Command
Ent Air Force Base, Colorado 80912

ADC REGULATION 23-8

13 May 1971

Organization and Mission - Field

MISSION DIRECTIVE OF THE 4600TH AIR BASE WING

This regulation prescribes the mission, organization, and responsibilities of the 4600th Air Base Wing.

1. Authoritative Source for Contents. This regulation implements AFR 23-9.

2. Mission - to equip, administer, train, and provide personnel for the purpose of:

a. Operating and maintaining the Ent AFB Complex consisting of Ent AFB proper, US military facilities located at Peterson Field, the NORAD Cheyenne Mountain Complex (NCMC), and other off-base facilities, as directed.

b. Providing administrative and logistic support to all NORAD/CONAD/ADC/ARADCOM units in accordance with applicable tenancy agreements.

3. Organization. The 4600th Air Base Wing is a major command (MAJCOM) controlled unit assigned to HQ ADC. The prescribed organization structure for this unit is contained in attachment 1 to this regulation.

4. Responsibilities:

a. Provides normal unit administration support for assigned personnel.

b. Establishes and implements policies relating to administration management functions prescribed by applicable directives (AFR 4-1).

c. Provides a comprehensive program of religious services and activities to meet the spiritual needs of assigned/attached military personnel and their dependents (AFR 265-1). This will also include liaison with civilian religious and social services activities, as required.

d. Supervises the operation of activities engaged in the planning, development, and implementation of the flight and ground safety program.

e. Operates the internal and public information and community relations programs.

f. Directs and coordinates activities relating to military and civilian personnel, education services, and the suggestion program.

g. Manages and operates comptroller activities including accounting and finance, budget, management analysis, graphics, and data systems and statistics, as required.

h. Supervises and operates special services activities including recreation services (sports, service club, crafts, and hobbies), officers and NCO open messes, nonappropriated welfare funds, and library.

i. Manages and provides base services and support for commissary, food service, housing services, clothing sales, mortuary services, and base exchange activities, as required.

j. Provides base medical services support to authorized personnel.

k. Plans, programs, manages, and operates materiel activities including supply, trans-

Supersedes ADCR 23-8, 30 December 1968. (For summary of revised, deleted, or added material, see signature page.)
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portation, procurement, maintenance, and logistical plans.

l. Manages and provides civil engineering support including fire protection, utility services, engineering, construction, alteration, repair and maintenance of real property facilities, and assigned real estate.

m. Plans, programs, manages, and furnishes base operations and training support including flight operations, ground training, film library, base plans, and photographic services.

n. Provides facilities and resources protection, weapons systems security, and law enforcement programs for authorized units and personnel.

o. Insures that administrative and logistical support is provided to authorized activities located within the NORAD Cheyenne Mountain Complex.

p. Exercises general court-martial jurisdiction over all assigned and attached units within the Ent AFB Complex, the 4661st Air Base Group, Hamilton AFB, California, and the 4788th Air Base Group, Kingsley Field, Oregon; processes claims for and against the Government; interprets laws and regulations affecting the Air Force; and reviews administrative discharge board proceedings for legal sufficiency. For the Ent AFB Complex only, reviews contracts and reports of survey and provides a legal assistance office to military personnel and their dependents.

q. Provides airlift support to authorized units and personnel.

r. Performs other duties as directed by higher headquarters.

5. Relationship to Other Units or Agencies. Per letters of understanding or agreement between staff agencies, HQ ADC, and the Commander, 4600th Air Base Wing, certain functions reflected on the 4600th Air Base Wing Unit Detail Listing (UDL) are under the operational control of the respective staff agencies, HQ ADC.

HEADQUARTERS OFFICIAL AEROSPACE DEFENSE COMMAND

ROY L. MEEKER, *Col*, USAF
Command Director of Administration

THOMAS K. McGEHEE, *Lt Gen*, USAF
Commander

1 Attachment
Standard Organization Structure - 4600th Air Base Wing

Summary of Revised, Deleted, or Added Material

This regulation generally updates the entire text to reflect the mission, organization, and responsibilities of the 4600th Air Base Wing to include the prescribed organization structure (attachment 1).

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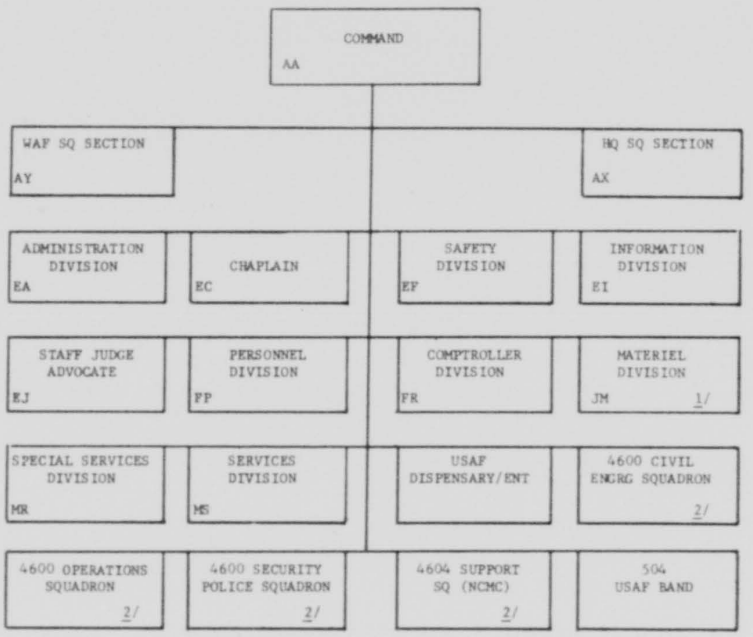

1/. Exercises staff supervision over functional sqs (Supply, Transportation, and Consolidated Aircraft Maintenance).

2/. Serves as Division Chief for respective functional areas.

STANDARD ORGANIZATION STRUCTURE

4600th Air Base Wing

Attachment 1

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Biography

UNITED STATES AIR FORCE

COLONEL PHILLIP A. RAND

Since September 8, 1970, Colonel Phillip A. Rand has been Commander of the 4600th Air Base Wing, Colorado Springs, Colorado (ADC). The mission of the 4600th is to support the activities of Peterson Field and Ent Air Force Base which is headquarters for all support functions for North American Air Defense Command, Aerospace Defense Command and Army Air Defense Command.

Colonel Rand was born in Bath, Maine, on July 11, 1923. After spending his boyhood in Saugus, Massachusetts, he enlisted in the Army Reserve Corps on May 7, 1942. On September 15, he began pilot training as an aviation cadet in the West Coast Training Command. He graduated as a Second Lieutenant on July 28, 1943, from Williams Field, Arizona.

World War II duty as a fighter pilot was accomplished in the South Pacific, where Colonel Rand was promoted to First Lieutenant in October 1944 and to the grade of Captain in June 1945. He flew 86 combat missions, totaling 304 combat hours. After terminal leave, he was on inactive reserve status from February 1946 to February 1947. Recalled to active duty as a Regular officer, he reinitiated his military career as a primary duty fighter pilot and fighter operations staff officer.

Colonel Rand obtained his first command in March 1954 as Commander of the 330th Fighter Squadron, Stewart AFB, New York, flying F-86F aircraft. From December 1954 until September 1957, he was Commander of the 61st Fighter Interceptor Squadron at Ernest Harmom Air Base, Newfoundland flying F-89D aircraft.

After completing the Air Command and Staff School, Maxwell AFB, Alabama, where he was a student from September 1957 to June 1958, Colonel Rand was assigned as Senior Air Force Advisor to the Arizona Air National Guard, Phoenix, Arizona, until July 1961.

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From July 1961 to August 1963, Colonel Rand served as Commander of the 322nd Fighter Interceptor Squadron, Kingsley Field, Oregon, flying F-101 "Voodoos".

In August 1963, the Colonel entered the Air War College, Maxwell AFB, Alabama, graduating in June 1964.

His next assignment was to Headquarters USAF, the Pentagon, where he served in the Directorate of Operations as Assistant Chief of the Operations Division, and then as Deputy Chief of the Air Defense Division.

Colonel Rand served in the Republic of Vietnam during the period October 1966 to October 1967. He was assigned as the Senior Air Force Advisor to the Vietnamese Air Force 23rd Tactical Fighter Wing located at Bien Hoa Air Base. Midway through this tour of duty, the Wing successfully converted one of three A-1H equipped fighter squadrons to F-5C "Freedom Fighters"--the first Vietnamese Air Force unit jet fighter aircraft. The Colonel flew 240 combat missions totaling 348 combat hours in both the propeller-driven A-1H and the jet-propelled F-5C.

In November 1967, Colonel Rand was assigned to Headquarters 4th Air Force, Hamilton AFB, California, as Director of Operations.

Colonel Rand assumed the duties of 408th Fighter Group Commander, Kingsley Field, Oregon, in July 1968.

In October of 1969 he was selected as Commander 29ADiv, Duluth IAP, Minnesota and held that position until the realignment of NORAD in November 1969 when he assumed the position of Vice-Commander 23rd Air Division. He held that position until his recent move to Colorado Springs.

His military decorations include the Distinguished Flying Cross, Bronze Star Medal, Air Medal, and several Vietnamese decorations including the Gallantry Cross with Gold Star. His combat experience in fighter aircraft, covering World War II and Vietnam, totals 326 combat missions and 652 combat hours.

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PERSONAL FACT SHEET

A. Personal Data

1. Born - July 11, 1923, Bath, Maine; Father - Arthur W. H. Rand, deceased.

2. Married - Alice Holbrook Rand; children - Patricia, Stephen, Christoper, and son Robin.

B. Education

1. Attended University of Maryland, Cambridge, Maryland.

2. Graduate Air Force Pilot Training, 1943.

3. Graduate Air Tactical School, Tyndall AFB, Flordia, 1950.

4. Graduate Air Command and Staff School, Maxwell AFB, Alabama, 1958.

5. Completed Introduction to Business Course (USAFI), 1962.

6. Completed Public Relations Course (USAFI), 1962.

7. Completed Criminology Course (USAFI), 1962.

8. Graduate USAF Counterinsurgency Course, 1964.

9. Graduate Air War College, Maxwell AFB, Alabama, 1964.

C. Service

1. May 7, 1942 - September 14, 1942, Enlisted Reserve awaiting pilot training.

2. September 15, 1942 - July 27, 1943, aviation cadet, pilot training.

3. July 28, 1943 - April 17, 1944, combat flying training in operational training units.

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4. April 18, 1944 - November 24, 1945, South Pacific, principal duty combat fighter pilot.

5. November 25, 1945 - February 6, 1946, terminal leave.

6. February 7, 1946 - February 27, 1947, Inactive Reserve.

7. February 28, 1947 - June 7, 1947, entered on active duty as Regular officer, Biggs Field, Texas.

8. June 8, 1947 - May 29, 1949, principal duty fighter pilot and operations officer, 4th Fighter Squadron, Okinawa.

9. May 30, 1949 - November 15, 1949, principal duty fighter pilot and operations officer, 97th Fighter Squadron, Grenier Field, New Hampshire.

10. November 16, 1949 - June 15, 1951, principal duty fighter pilot and operations officer, 5th Fighter Squadron, McGuire AFB, New Jersey.

11. June 16, 1951 - October 15, 1952, experimental test pilot, F-86D aircraft, Edwards AFB, California, and Eglin AFB, Flordia.

12. October 16, 1952 - March 18, 1954, Chief, Fighter Training Branch, Hq Eastern Air Defense Force, Stewart AFB, New York.

13. March 19, 1954 - December 5, 1954, Commander, 330th Fighter Squadron, Stewart AFB, New York.

14. December 6, 1954 - September 20, 1957, Commander, 61st Fighter Interceptor Squadron, Ernest Harmon Air Base, Newfoundland.

15. September 21, 1957 - June 30, 1958, student, Air Command and Staff School, Maxwell AFB, Alabama.

16. July 1, 1958 - July 23, 1961, Senior Advisor, Arizona Air National Guard, Phoenix, Arizona.

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17. July 24, 1961 - June 10, 1962, Commander, 322nd Fighter Interceptor Squadron, Kingsley Field, Oregon.

18. June 11, 1962 - July 11, 1962, Commander, 408th Fighter Group, Kingsley Field, Oregon.

19. July 12, 1962 - August 4, 1963, Commander, 322nd Fighter Interceptor Squadron, Kingsley Field, Oregon.

20. August 5, 1963 - June 28, 1964, student, Air War College, Maxwell AFB, Alabama.

21. June 29, 1964 - July 18, 1965, Assistant Chief, Operations Division, Hq USAF, the Pentagon, D.C.

22. July 19, 1965 - October 26, 1966, Deputy Chief, Air Defense Division, Hq USAF, the Pentagon, D.C.

23. October 27, 1966 - November 15, 1967, Senior Advisor 23rd Tactical Fighter Wing (Vietnamese Air Force), Bien Hoa Air Base, Vietnam.

24. November 16, 1967 - July 11, 1968, Director of Operations, Hq 4th Air Force, Hamilton AFB, California.

25. July 12, 1968 - 16 October 1969, Commander, 408th Fighter Group, Kingsley Field, Oregon.

26. 17 October to 14 November 1969, Commander, 29ADiv, Duluth IAP, Minnesota.

27. 15 November 1969 to September 1970, Vice Commander, 23ADiv, Duluth IAP, Minnesota.

28. Commander 4600th Air Base Wing, Colorado Springs, Colorado, September 8, 1970.

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D. Decorations and Service Awards:

Legion of Merit
Distinguished Flying Cross with 1 Oak Leaf Cluster
Bronze Star Medal
Air Medal with 14 Oak Leaf Clusters
Joint Services Commendation Medal
Air Force Commendation Medal with 1 Oak Leaf Cluster
Army Commendation Ribbon
Distinguished Unit Citation
Air Force Outstanding Unit Award with V Device and 2 Oak Leaf Clusters
Combat Readiness Medal
American Campaign Medal
Asiatic - Pacific Campaign Medal with 6 Bronze Service Stars
World War II Victory Medal
Army of Occupation Medal
National Defense Service Medal with 1 Bronze Star
Vietnamese Service Medal with 2 Bronze Stars
Air Force Longevity Service Award with 6 Oak Leaf Clusters
Small Arms Marksmanship Medal
Philippine Liberation Ribbon with 2 Bronze Stars
Philippine Independence Ribbon
Vietnamese Gallantry Cross with 1 Gold Star
Vietnamese Air Gallantry Medal with Silver Wing Device
Vietnamese Armed Forces Honor Medal First Class
Vietnamese Air Service Medal
Philippine Presidential Unit Citation
Vietnamese Campaign Medal

E. Effective Dates of Promotions:

Grade	Temporary	Permanent
2d Lieutenant	July 28, 1943	February 28, 1947
1st Lieutenant	October 19, 1944	July 22, 1947
Captain	June 16, 1945	July 11, 1951
Major	December 15, 1951	July 11, 1958
Lt Colonel	April 19, 1956	August 1, 1964
Colonel	March 25, 1963	September 20, 1967

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3

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AEROSPACE DEFENSE COMMAND
ENT AIR FORCE BASE, COLORADO 80912

SUBJECT: Recommendation for Award of Unit Decoration

TO:

1. The 4600th Air Base Wing is recommended for award of the Air Force Outstanding Unit Award (second award) for exceptional meritorious service from 1 May 1970 to 1 June 1971.

a. The following assigned units will share in the award:

4600th Headquarters Squadron Section
4600th Civil Engineering Squadron
4600th Consolidated Aircraft Maintenance Squadron
4600th Operations Squadron
4600th Security Police Squadron
4600th Supply Squadron
4600th Transportation Squadron
4604th Support Squadron
USAF Dispensary, Ent AFB

b. Not applicable.

2. The 4600th Air Base Wing and assigned units qualify for the award by the performance outlined in the attachments to this letter.

3. The service of the organizations recommended has been honorable subsequent to the service for which recommended.

4. No other organizations are being recommended for the same service.

5. An unclassified citation is attached.

6. Other recommendations for awards to the same organization for the same service are not pending.

7. A previous award has not been made to the organization for the same act or service described.

8. If the recommendation is approved, the award presentation date is at the discretion of authorizing officials. The award elements should be forwarded to the Commander, Aerospace Defense Command, Ent AFB, Colorado, for presentation.

2 Atch
1. 4600 ABWg Meritorious Service
2. Citation

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4600 Air Base Wing Meritorious Service

FOREWORD

The 4600th Air Base Wing, Ent AFB (ADC), Colorado Springs, Colorado is unique. In addition to administering, training and providing personnel for operation of the Ent AFB Complex, i.e., Ent AFB proper, U.S. Military facilities at Peterson Field and the North American Air Defense Command (NORAD) Cheyenne Mountain Complex, the Wing provides logistic and administrative support for a diverse group of major command headquarters. These are NORAD, Continental Air Defense Command (CONAD), Aerospace Defense Command (ADC) and the U.S. Army Air Defense Command (ARADCOM). Headquarters of ADC's world-wide 14th Aerospace Force is also fully supported by the 4600th Air Base Wing. Additionally, the Wing supports thirty units of seven USAF commands other than NORAD. Included are the 4th Weather Wing (MAC), Instructor and Pilot Training Squadrons (ATC), the 1151st USAF Special Activities Squadron (Headquarters Command) and units of SAC, TAC, AFSC and AFCS. The U.S. Air Force Academy is supported for pay and allowances and flight operations, and the U.S. Army 4th Infantry Division, Fort Carson, for troop airlift requirements. Details of the 4600th Air Base Wing's accomplishments of its unique, diversified and world-wide mission are contained in the following pages.

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1. Results of operational readiness inspections: N/A

2. Results of tactical evaluations: N/A

3. Results of capability inspections: N/A

4. Results of ADC Special Evaluations: In September 1970, the 4600th Air Base Wing underwent the annual Aerospace Defense Command Safety Survey. All areas were inspected. Ground safety, flight and explosives safety were all found satisfactory. There were no limiting factors.

5. Results of Inspection:

a. The 4600th Air Base Wing had a no-notice general inspection, conducted by personnel of the Inspector General's Office, Headquarters, Aerospace Defense Command, during the period 3 - 19 February 1971.

b. All major functional areas were satisfactory and it was noted that "The 4600th Air Base Wing was successfully accomplishing its complicated mission. The commander, staff and personnel are to be commended for maintaining a HIGH DEGREE of mission effectiveness."

6. Civil Engineering Experience and Accomplishments.

a. The 4600th Civil Engineering Squadron is charged with the maintenance of all real property at the three separate installations which make up the Ent Complex - Peterson Field, Ent Air Force Base and the NORAD Cheyenne Mountain Complex.

b. There was an aggressive construction-modernization program for relocation of Ent Air Force Base facilities to Peterson Field, replacement of World War II facilities at Peterson Field which could no longer be economically maintained or effectively used, and initiation of expansion of the NORAD Cheyenne Mountain Complex.

c. Initiation of construction of new facilities at Peterson Field during the period exceeded $6,500,000. These included a new Wing Headquarters facility, dining hall addition, dispensary, base exchange, and recreation workshop. Plans are also underway for follow-on construction of family housing units, chapel, library, automotive maintenance facility, non-destructive laboratory, 500-seat theater, 40 units of temporary lodging quarters, 9-hole golf course, and golf club house, totaling more than $8,400,000. New construction for the NORAD Cheyenne Mountain Complex was initiated in an amount exceeding $7,500,000 and consists of contracts for engine generators, blast valves, and rock excavation to house the generators and other utilities. Plans were finalized for three new buildings, a utilities plant, and other building modifications, totaling in excess of $13,000,000.

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d. The new Wing headquarters facility, scheduled for occupancy in October 1971, will permit moving administrative Wing functions with more than 225 personnel to Peterson Field, thus initiating a major step in the closure of Ent Air Force Base.

e. Major improvements were accomplished at Peterson Field through a well-planned and executed operations and maintenance program. Real Property maintenance contracts were completed at a cost of more than $550,000. The work included mission support projects such as repair of hangars, warehouses, computer system support projects, apron repairs, and utilities replacement. Of significant interest for troop morale were planning and construction of new handball courts and tennis courts. Included in the O&M accomplishments were emergency repair of roads, parking areas, and removal of rock slides resulting from a major storm occurring 20 August 1970 in the Cheyenne Mountain Complex area. All repair work was completed effectively. Another significant accomplishment included a $180,000 contract to replace existing electro-magnetic pulse (EMP) doors with EMP tunnels in the NCMC. Design of this major project was initiated in September 1970 and procurement action begun in December 1970. Work will be completed in October 1971. This will result in a cost saving exceeding $610,000 over the next three years in the EMP specialty door maintenance.

f. A major beautification program is planned to be implemented over the next three years to enhance Peterson Field for regularly assigned personnel and our numerous visitors.

g. On 1 - 4 May 1971 the P-47 Thunderbolt Pilots Association held its annual reunion in Colorado Springs. The Wing had obtained a P-47 from Perrin AFB, Texas, and personnel of the Consolidated Aircraft Maintenance Squadron painted and reconditioned it. On short notice, Civil Engineering personnel designed and constructed a pedestal for the aircraft. With less than two weeks before the reunion and dedication of the aircraft, work began. Civil Engineering personnel in some instances worked far into the night to meet the deadline. On Monday, 3 May 1971, the P-47 was in place on its pedestal, and dedicated.

h. The outstanding job done by the personnel of the Civil Engineering Squadron was recognized by letters of appreciation from various directorates in Headquarters ADC.

i. During this period of austere funding and manpower cuts, the 4600th Base Civil Engineers' Industrial Engineering Section implemented BEAMS. BEAMS, or Base Engineers Automated Management Systems, is one of several systems included in the Base Level Data Automation Standardization Program, or more commonly known as Phase II of Air Force Data Automation needs of Base Civil Engineers.

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j. Ent Air Force Base was chosen as the lead base for BEAMS in the Aerospace Defense Command. Implementation Day was set for 5 December 1970 and Base Civil Engineers began their record conversion from manual records to B-3500 computer format. In early September more than 12,000 key punched cards pertaining to 16 sub-systems were involved. Implementation/Conversion started on schedule at 0800, Saturday, 5 December, and thirty-six hours later, BEAMS was a reality within the 4600 Civil Engineering Squadron.

k. The Industrial Engineering Section was also involved with implementation of Automated Total Programming. This has involved more than 7,000 key punched cards. This program will allow automated procedures to identify and program the many tasks required for an effective Base Civil Engineering organization throughout the United States Air Force.

7. Materiel Experience and Accomplishments.

a. The materiel experience and accomplishments of the 4600th Air Base Wing are as diverse as the mission of the Wing. The Materiel Division is organized in four branches. The branches are Supply, Maintenance, Procurement and Transportation.

(1) Supply Branch: During the period of this nomination, the Supply Branch carried out its mission in an outstanding manner. In January 1971, the supply squadron was awarded second place in the ADC Daedalian competition for Outstanding Base Supply Operation in 1970. The Supply Branch received the Wing Zero Defects Award for 1970 and competed for the ADC Zero Defects Award.

(a) The Supply Squadron effectively supported 58 on-base units and two off-base units. Of particular importance is the support to activities in the Cheyenne Mountain Complex which include:

NORAD Combat Operation Center
47th Communications Group
1st Aerospace Control Squadron
4604th Support Squadron
4th Weather Wing, Detachments 1 & 7

(b) These activities, located in Cheyenne Mountain, are sixteen miles from base supply. Problems of supporting this type of operation are unique. In addition to stock control of the 15,000 spares, bits and piects required for operation of the NCMC facility, inviolate stocks sufficient for a 30-day closed door survival must be maintained at all times.

(c) The following specific areas of support reflect the Supply Branch's standing in relation to the ADC standards:

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PERFORMANCE AREA	ADC STANDARD	4600 SUPPLY RATING
Inventory Accuracy (EOQ)	90% or more	98.3%
Inventory Accuracy (Repair Cycle)	98% or more	99.3%
Repair Cycle Support		
Delinquent Documents (per month)	20% or less	2.4%
Overdue Issued DIFM	10% or less	8.9%
Priority Requisition	25% or less	12.9%

(d) In the Management and Procedures Section, an extensive customer training program was conducted to familiarize Maintenance and Civil Engineer personnel with the supply system. The Supply Branch maintained an outstanding record of 100% passing rate for Career Development Courses, well above the ADC standard of 80%.

(e) The Individual Equipment Unit maintained 100% error-free custody receipt listings from the 23 organizations supported. The over-the-counter fill rate for issue requests for individual and flying clothing and equipment was raised to an outstanding 98%.

(f) The Tool Issue Center maintained a tool issue fill rate of 100% during this period.

(g) In the Satellite Supply Section (NCMC), a stock review was established to revalidate the 30-day inviolate stock in the NCMC resulting in a reduction of 2,000 line items with a dollar value of more than $100,000. A more efficient delivery system was established, reducing delivery time, improving maintenance capabilities, and providing better control of repair cycle assets. This system resulted in a substantial reduction in total supply point line items.

(h) In the Item Accounting Section a project was initiated to screen all part numbers against the master tape files of Federal Stock Numbers located at the DSA Center. A unique program was written to screen the item record for locally assigned stock numbered items to be reported to AFLC for possible Federal Stock Number assignment. A program was developed to show dollar value, inventory, and possible excesses within the Base Clothing Sales Account. ADC adopted this program command-wide.

(2) Maintenance Branch: The Maintenance Branch provided support for T-33, T-39, T-29, C-118, C-131, U-4 and U-10 assigned aircraft. In addition, comprehensive maintenance support and service were provided to an average of more than 300 transient aircraft each month.

(a) The Maintenance Branch supported programs totaling approximately 42,000 flying hours, maintaining an average operational ready rate of 79%, exceeding the USAF standard of 71%. The self-sufficiency rate was maintained at 96.3% which is above the USAF standard of 95%.

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(b) Although there is no abort-rate standard for aircraft, the abort rate of 1.2% (1.2 aborts per 100 sorties) is noteworthy, particularly considering the types and ages of aircraft, the varied types of missions, and the wide range of pilot experience.

(c) The unique programs supported by the Maintenance Branch frequently demand special attention and effort. In his letter of appreciation to the Commander 4600th Air Base Wing, dated 17 May 1971, Lieutenant General Thomas K. McGehee, Commander, Aerospace Defense Command, commented "In addition, I would like to acknowledge and thank the maintenance ground crew. I can readily appreciate the hard work and long hours required to properly prepare an aircraft for a 20,000 mile/90-flying-hour trip. Please convey my gratitude to all the men concerned."

(d) The transient alert function handled 80 transient aircraft in one day without incident or serious delay when the Air Force Academy held its 1970 annual homecoming football game.

(e) The Organizational Maintenance Section provided direct support to several Air Force Academy programs. Of particular note was support given to Operation Stardust during which basic cadets were given flight orientation in T-33 aircraft. The Branch assisted in a record number of sorties (1416) in 24 days. Then Air Force Academy Commandant, Brigadier General Robin Olds commented: "I want to commend the personnel of the 4600 Air Base Wing for their outstanding support of the USAF Academy's MT-100 Operation 'Stardust' Program during the period 13 July - 15 August 1970. This T-33 orientation flight is one of the high points of a basic cadet's summer."

(3) Procurement Branch: During the period involved the Procurement Branch met all requirements and accomplished all buys in an outstanding manner. Further, branch training was rated as outstanding by the Command Inspector General.

(a) In addition to the direct support of "routine" requirements generated by the Air Base Wing, high quality support satisfied requirements of headquarters elements of Aerospace Defense Command, Army Air Defense Command, NORAD's Cheyenne Mountain Complex south of Colorado Springs, 14th Aerospace Force, USASTRATCOM, the NORAD Band, the 47th Communications Group with its satellite communication facility at Lamar, Colorado, the SAC Radar Bomb Scoring Squadron at La Junta, Colorado, the 4th Weather Wing, and all ADPE requirements for all operation locations within ADC. Excluding requirements from the Ent Commissary, line item requirements averaged a total of 1,500 each month with resulting actions averaging 950.

(b) Exemplary of unusual requirements faced by the Procurement Branch were the negotiations for architect-engineering design and inspection services outside of the CONUS. Major command procurement offices normally handle this type of contract.

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(4) Transportation Branch:

(a) Motor Vehicle Operations. Operational control of the fleet was conducted from four different locations within the Ent complex.

1 A sub-pool concept of operation allowed for more positive utilization of vehicles due to the numerous facilities located at off-base locations within the complex. Requirements for vehicles previously dispatched on a recurring dispatch basis was decreased by 10%. Increased efficiency of the taxi fleet resulted in a reduction of 3 minutes, to a current average of 5 minutes, in the time between request and pick-up.

2 In addition, a more effective and efficient shuttle bus service was established which reduced both traffic congestion and the potential for privately-owned vehicle accidents. The service also reduced requirements for government taxi service and allowed for a reduction of two vehicles which were previously assigned to the base taxi fleet.

3 During this period motor vehicles were operated in excess of one million miles. This was accomplished during all types of weather conditions, with an accident rate of only one per 516,094 miles operated.

(b) Motor Vehicle Maintenance. Maintenance control plans, schedules and controls all maintenance accomplished on vehicles and equipment. Through this centralized control, maximum high quality maintenance was obtained with a minimum of manpower effort.

1 Types of vehicles and equipment maintained were as follows:

TYPES OF VEHICLES	QUANTITY
General Purpose	202
Special Purpose	49
Base Maintenance	50
Materials Handling	21
TOTAL	322

TENANT ORGANIZATION VEHICLES	QUANTITY
OSI	7
RCAF	3
NAVY	4
MAC	6
SAC	3
Recruiting Service	4
ARADCOM	30
TOTAL	57

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(c) The Traffic Management Section is divided into five functional areas: Administration, Military Passenger Service (MPS), Passenger Unit (PAX), Household Goods and Frieght Traffic. The following progress occurred within the TMO Section during the period of this recommendation.

1 Military Passenger Service (MPS): The Ent Air Force Base passenger service terminal processed an average of 7,200 outbound passengers per month on TDY, leaves, and administrative space-available flights. Traffic through the MPS facilities includes members of Congress, many very senior military officers and civilian dignitaries from various foriegn countries who are visiting or transacting business at various defense headquarters in the Ent AFB, Cheyenne Mountain and Fort Carson complex, as well as Air Force Academy.

2 Through close coordination between MPS and PAX, maximum utilization was made of military aircraft flights. This resulted in a net movement by military aircraft of approximately 4,300 passengers per month, resulting in inherent savings.

3 Freight Unit: More than 5,650 tons of freight were processed during this period with no loss of manhours due to injuries. Also, through periodic inspections of carrier facilities, a net value of $18,000 in government freight shipments were disclosed and placed back into active inventory. As a follow-up, destination TMOs were notified by "coming your way" messages advising them of ETA of cargo. This practice eliminated numerous Reports of Survey.

4 Packing and Crating: More than 200 tons of military supplies and equipment equaling more than 12,000 units were processed without receiving any reports of discrepancies.

8. Operations Experience and Accomplishments.

a. The mission of the 4600th Operations Squadron is to provide air operations and training services in support of Hq ADC, NORAD, ARADCOM, 14th Aerospace Force, and the United States Air Force Academy. The squadron operates one of the largest fleets of support aircraft in the U.S. Air Force. This operation encompasses world-wide airlift of personnel and the training of assigned and attached aircrews in the T-33, T-39, U-4, U-10, T-29, C-131, and C-118 aircraft. Operating under the "Smoky" call sign, squadron pilots have traveled throughout the European theatre and the Far East in support of higher headquarters' mission requirements. The squadron not only provides quality airlift and flying training, but also monitors the airfield through Base Operations and manages Life Support, Base Plans, Ground Training, and the Base Photo Laboratory.

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b. Operations and Training. The outstanding management of the flying hour program permitted orderly and effective accomplishment of all flying requirements and full flying hour utilization for over 600 attached rated aircrew personnel. The squadron flew a total of 38,911 hours in seven different types of aircraft assigned. Of these hours, 16,330 were flown in the T-33, a single-engine jet aircraft.

c. Flight Operations. Dedicated instructor pilots and flight examiners provided the bulk of flying and ground training for the Operations Squadron. This unit provided annual instrument ground training for the entire Colorado Springs military complex. The enormity of the operation is best manifested by the following: 83 separate pilot and navigator proficiency and instrument ground training schools were conducted during the thirteen-month period; 216 aircrew members were upgraded, and more than 1,000 individual aircrew members received flight evaluation checks.

(1) Instructor pilots received numerous compliments in regards to the extraordinary instruction and training offered. On many occasions these instructors augmented higher headquarters' inspection teams and represented the command at technical order conferences throughout USAF.

(2) Of particular significance was the T-39 proficiency ground training program. So outstanding was the training that various major commands requested their pilots be allowed to attend the course on a continuing basis.

d. Special Air Missions. The performance of this section and its repeated awards and letters of appreciation for services rendered make them second to none in the airlift of passengers and VIPs. The majority of aircrew personnel assigned to this section have flown in Southeast Asia and throughout the world in various Special Air Mission units ranking them among the most highly qualified in the USAF.

(1) Operating with a fleet of nine aircraft, aircrews of this section flew a total of 6,923 hours during the twelve-month period. More than 32,000 passengers were provided transportation, and a total of 15 missions were completed to Europe and the Far East. Aircrew personnel of this section averaged 700 hours of flying time per individual for the period and were on TDY status an average of 14 days per month.

(2) The Special Air Missions Section was presented the Zero Defects Award for this period. The high quality airlift provided by this section contributed greatly to the outstanding mission accomplishment of this Wing.

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e. Base Operations. During the period of this report, 6,618 distinguished visitors of both military and civilian rank were provided services. Dignitaries included the Secretary of Defense, Secretary of the Air Force, Air Force Chief of Staff, and numerous general officers of all services and nations. Aircraft movements averaged 3,000 monthly. In spite of this heavy volume of traffic, exceptional services were provided to both base and transient air crews. Base Operations was singled out by Aerospace Safety magazine as an excellent stopover point for transient aircraft and crews. The high quality of services provided by this section resulted in receipt of the "Rex Riley" Awards consecutively since 1967.

f. Life Support. The Life Support Equipment Section stored and maintained flying gear for over 680 aircrew members. They operated on a 24-hour seven day a week basis and supported not only base personnel but provided services required for transient aircrews. The Life Support Training Section provided continuation, egress, and environmental training for all assigned and attached aircrews. More than 2,000 aircrew personnel received Life Support training.

g. Ground Training. More than 3,000 Air Force personnel were provided small arms qualification and combat readiness training. Civic programs included the conducting of hunter safety classes in cooperation with the Colorado Fish, Game, and Parks Department, and special training classes for the El Paso County Sheriff's Department, Colorado Springs Police Department, and Manitou Springs Police Department and Colorado Mounted Rangers. The Base Small Arms ranges were utilized during off-duty hours by Reserves Units, and Boy Scout Troops.

h. The Base Audio-Visual Library maintained individual accountability records on 480 films and 275 pieces of audio-visual equipment, which were updated during this nomination period. Significant contributions were made in cost reduction. Two hundred eighty-one pounds of obsolete film was turned in for recovery of silver. Projectionist courses were conducted twice monthly and entirely eliminated equipment damage, previously several hundred dollars per month. Additionally approximately $12,000 in excess equipment was turned in to supply.

i. Base Plans. Many Wing Command Post improvements were accomplished including complete re-writing and updating of the six primary plans affecting wing responsibility, revision of checklists and updating charts and grafic displays. Six practice war readiness exercises and thirteen major accident responses were conducted. In addition, the Wing Command Post supplemented four NORAD Command Post exercises.

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9. Personnel Experience and Accomplishments.

a. The Ent Consolidated Base Personnel Office is the largest of 11 CBPOs in the Aerospace Defense Command. In the Colorado Springs area, it provided support for USAF personnel assigned to Headquarters NORAD, Headquarters ADC, Headquarters 14th Aerospace Force, Ent Air Force Base and Peterson Field, as well as a variety of smaller units, detachments and operating locations. On a world-wide scale, the Ent CBPO serviced as many as 72 organizations in eight major air commands (AFSC, ATC, MAC, SAC, TAC, AFCS, HQ COMD and ADC) with a population ranging from 7,200 to 7,900 personnel during this period. This included 34 geographically separated units in 12 states and 12 overseas areas (including Australia, Japan, Turkey and England). The Ent CBPO was selected as the ADC nominee (Class I) for the Outstanding USAF CBPO of the year competition. USAF winners have not yet been named.

(1) Managing personnel resources for this conglomerate in itself was a demanding and extremely complex task. It was compounded by the conversion to Base Level Military Personnel System during the months of October, November and December 1970. And it was further handicapped by only 85% manning plus a large turnover of assigned personnel. Despite these rather formidable obstacles, Ent was duly recognized as having the best conversion to the Burroughs B3500 computer to date in the entire Air Force. Ent maintained more than 98 percent reliability in PDS-o and PDS-A since the conversion indicating they succeeded beyond the most optimistic estimate.

(2) Closely following on the heels of the conversion came "COMPS" Consolidation of the CBPO pay function with finance. This required precise planning, internal adjustments within the In-and-Out Processing Section and a detailed screening of over 6,000 financial data files. COMPS became a reality in March 1971 on schedule with a minimum of disruption.

(3) A third major project facing the Ent CBPO was a Geographically Separated Unit realignment affecting 19 units and 17 other CBPOs. This realignment commenced in April and involved the transfer of approximately 1,400 records and related correspondence. Realignment will not be completed until the end of August 1971, but progress to date has been excellent.

(4) The Personnel Systems Management Section was responsible for the highly successful conversion of personnel records to the Burroughs B3500 computer. The CBPO was formally commended by the USAF Data Systems Design Center in October 1970 for having a conversion which, "was easily the best we have experienced."

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(a) On 10 December 1970, the CBPO completed all required add-on-data capture. The data capture and record edits were accomplished without utilizing the Data Communications Handler simulator, which was another achievement never before obtained during conversion to BLMPS.

(b) During the period since implementation of the Base Level Military Personnel System, the CBPO achieved an outstanding rating on reporting effectiveness, being above the Command goal on PDS-A from October 1970 with the exception of two months. Statistics follow:

(5) Personnel Reliability Rates (PDS-O and PDS-A)

The accuracy rates by month are furnished for PDS-O and PDS-A:

MONTH	PDS-O	PDS-A
June 1970	96.35%	95.62%
July 1970	96.10%	96.27%
August 1970	95.19%	94:64%
September 1970	97.65%	96.68%
October 1970	99.25%	98.46%
November 1970	98.79%	98.20%
December 1970	99.23%	98.59%
January 1971	98.63%	98.13%
February 1971	98.50%	98.59%
March 1971	99.09%	98.79%
April 1971	98.10%	98.71%
May 1971	99.72%	98.98%

The USAF/ADC Goal is 98.50%

(6) During September 1970, when Phase II Base Level Military Personnel System was implemented, the Processing Section Unit maintained a steady flow of accurate, up-to-date records to the capture teams. This was accomplished despite an extremely heavy flow of source documents which had to be filed immediately to insure that information on each individual was the most current available.

(a) During the implementation of the Base Level Military Personnel System (BLMPS) this unit corrected all edits produced by this system for approximately 5,000 enlisted personnel and 1,000 officers. Results fo this effort helped immeasurably in having an outstanding conversion.

(b) Approximately 8,000 Weighted Airman Promotion System (WAPS) verification reviews were conducted during this period. The transition to take over this responsibility was highly efficient.

(c) Records Review Unit was a major contributor in initiating approximately 4,000 Airman Performance Report (APR) folders and was primarily responsible for the dispersal of approximately 1,000 personnel records for geographically separated units.

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(d) Records Review received a complimentary letter from Headquarters ADC during October 1970 for the expert preparation of E-7 Selection Folders.

(7) The Personal Affairs Section was responsible for all Air Force casualties within the geographic area which ranges from Colorado Springs eastward to the Kansas border, southward to the New Mexico border, and westward to the Utah border. In addition to approximately 7,000 Air Force personnel records maintained, this includes an estimated 3,000 retirees. In all cases, Casualty Assistance Summaries and Reports were submitted without error. Many verbal commendations were received for the assistance provided to families of deceased personnel. In addition, assistance was provided to 22 POW/MIA wives in the Colorado Springs area.

(a) The section has maintained an Air Force Aid Society account averaging $15,000 unpaid balance on loans with an average of 120 active loans. The account, one of the largest in ADC, was maintained with an accurate balance throughout the year.

(b) In addition to individual retirement counseling, a program was begun to brief groups of retirees each month. Wives were encouraged to attend this briefing. Attendance at the sessions averaged 50 personnel per month. Also, twice, Personal Exceptional attendance (over 160 wives) was attained.

(c) Over 400 personnel per month were counseled on such subjects as passports, insurance, VA and Social Security benefits, separations, Retired Serviceman's Family Protection Plan, overseas assignments, marriage, and estate planning. The Personal Affairs unit was presented a Zero Defects Award for the section in April 1971.

(8) Samples of BLMPS input averaging 500 units per day without error attest to mechanized effectiveness. Further, Quality Control Section received six individual Zero Defects Awards for members since October 1970.

(9) During this period the Special Actions Section had a tremendous increase in work load due to several new Air Force programs. At the same time, the conversion to the Base Level Military Personnel System was accomplished without loss of effectiveness in other areas. The Special Actions Section processed the following actions:

860 retirement applications
420 actual retirements
129 resignation/cancellations of CRS
29 reinstatements
80 completed AFM 39-12 cases
240 completed 39-10 cases
260 early releases of airmen for convenience of the government

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(a) The Effectiveness/Performance Report Unit processed 2,607 OERs and well over 10,000 AFRs in addition to innumerable letters of evaluation during this period. OER reliability rate increased steadily from 77.6% in June 1970 to 100% for March, April and May 1971.

(10) Airman Promotion Section. This unique section was established 23 December 1970. It is being viewed as a test to determine the effectiveness of consolidating all WAPS responsibilities under one section. Effective control over PFE/SKT test scheduling, test administration and verification was established. It has now become possible to respond to requirements of higher headquarters with a degree of accuracy and timeliness never before achieved and concurrently, customer service improved and expanded. A major achievement was the administering of 2,540 tests (PFE/SKT) for the period 1 January 1971 through 31 March 1971 (average of 50 per work day). A "revalidation" of 2,256 records was also accomplished, involving a check of 136,000 WAPS data items. This section initiated a new method of producing promotion orders utilizing the B3500 computer. Not one amendment or revocation was necessary since use of the system began with the 1 January 1971 promotions.

(11) The Career Control Section realized a 70% turnover of assigned personnel during the period yet the conversion to the Base Level Military Personnel System (BLMPS) was outstanding. Emphasis was on customer satisfaction - move the member with the least possible hardship. During the period this unit in-processed an average of 210 personnel monthly, with a comparable number of outgoing personnel. In addition, the assignments unit processed in excess of 1,000 AF Forms 1098 monthly. Conversion to BLMPS was a total success. After 6 months in the new system we experienced the smallest purge rate, for officer and airmen, in the history of the CBPO. Significant improvements were also realized in the following areas: sponsorship program; assignment confirmation rate, which was increased from 61% to 95% in 6 months; manning assistance actions; and initial assignment procedures.

(a) The Classification and Testing Unit accomplished two major AFSC conversions for both officers and airmen. A large project during the period was establishment of procedures to award Special Experience Identifiers to 2000 serviced personnel. Awards and reductions of Proficiency Pay status for all personnel serviced were accomplished in a timely manner. An average of 12 Classification Boards were conducted monthly. The unit processed an average of 500 officer and airmen personnel classification actions monthly. The test control NCO was selected as a command representative in an Air Force wide seminar on WAPS testing procedures. The suspense system established to monitor the Promotion Test Program was evaluated by ADC as exceptional.

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(b) Progress made in OJT is indicated by the following:

	1970	1971
Average monthly training excessive rate:	5.7%	3.5%
Average number of personnel upgraded monthly:	62	85
Average number of personnel in training status;	730	775
Average number of personnel tested on CDC End-Of-Course monthly:	47	90

(c) AKT Passing rate:

PERIOD	TESTED	QUALIFIED	PASS RATE
Jan 70 - Jul 70	172	103	59%
Aug 70 - Apr 71	206	146	68%
March 1971			86%
April 1971			81%
May 1971			86%

(12) New life was injected into the Airman's Council, and the Junior Officer's Council (JOC). A trip to Patrick AFB and Cape Kennedy was arranged for May 1971 for deserving first term airmen to see other significant aspects of essential USAF operations. To enhance all officer careers, the JOC began sponsoring a monthly career counselling and records review trip to the Military Personnel Center.

(13) Training programs in automotive repair, computer operation, electronic repair, telephone installation and numerous other areas were provided by the Project Transition Office. Project Transition participated in a Job Fair at which personnel were interviewed by company personnel officers from major companies throughout the United States. The Job Fair for 1970 offered in excess of 80 major firms. The Job Fair for 1971 was for two days and offered local firms the first day and nationwide firms the second.

(14) The Reenlistment and Separation Unit reenlisted, separated and/or retired 1490 personnel during the period. The FY71 cumulative retention rates compared favorably with the ADC statistics and are as follows:

	FIRST TERM	SECOND TERM	CAREER
4600 ABWg	13.5	66.8	96.9
ADC	13.3	62.9	96.7

b. Civilian Personnel. The Civilian Personnel Statistical Accounting System was converted from the B263 Computer to the B3500 Computer with Ent AFB as the pilot installation for ADC. The conversion consumed 1228 manhours yet all other civilian personnel functions and requirements were handled adequately and schedules were met. All phases of the project were completed according to schedule and one phase was completed totally error free.

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(1) The Central Civilian Personnel Office was instrumental in the exceptional success 1st Aerospace Support Computer Branch had with the Upward Mobility program, by providing for the placement of trainees with motivation and potential. Over 40% of those placed as trainees and/or promoted were minority group members or women.

(2) In spite of recurring reduction in force actions throughout the year, all employees affected were placed. No employee had to be separated from Ent by reduction in force. In addition, exceptional success was enjoyed with re-promotions of employees downgraded through RIF, due to the requirement for their priority consideration which has been provided in the Ent Base Merit Promotion Plan.

(3) Recommendations for 297 outstanding performance ratings, 90 special achievement awards, and 58 quality salary increases were processed to completion. As reflected by these figures, participation in the performance awards program at this installation was exceptionally high.

c. Education Office. In April 1971, Department of Defense representatives, visiting the Education Office, commended this base for having an outstanding program. It was indicated that this was one of the few bases where an individual was able to have such diversification in educational opportunities while in service. This base was rated as being outstanding in the USAFI participation rate, both for completion and pass and failure rates.

(1) This base has, through group study, PREP, individual tutoring, and individualized instruction, reduced the number of non-high school graduates from 128 to 61.

(2) In January 1971 two Air War College Seminars were established and in March 1971, the coordinator from the Air War College evaluated the two seminars as outstanding.

10. Safety Experience. An aggressive accident prevention program was maintained by the Wing throughout the reporting period. During the period of this award recommendation aircraft of the 4600th Air Base Wing flew approximately 39,000 hours in seven different type aircraft to all parts of the world. Between June 1965 and June 1971 the Wing experienced two major aircraft accidents while accomplishing approximately 182,000 hours of flying. The Wing was submitted to ADC for a USAF Flight Safety Plaque for CY 1970. The majority of the aircraft assigned to the Wing are the oldest in the ADC inventory.

a. During the period of the award nomination there were no motor vehicle fatalities. In June 1970, the 4600 AB Wing was presented the National Safety Council Award of Honor (this is the highest award presented by NSC and is given in recognition of superior performance in the reduction of ground accidents). This was the second time this award has been presented to the Wing.

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b. Since January 1969, personnel assigned or attached to the Wing have not experienced a motor vehicle fatality during any of the holiday periods, i.e., 4th of July, Labor Day, Christmas, etc. These periods are statistically the ones during which a high percentage of military fatalities occur.

c. During the past five years, the 4600th AB Wing has not experienced a civilian fatality. During CY70, vehicles of the transportation branch traveled almost 3,000,000 miles supporting the many locations of the Ent AFB complex. During the period there were no fatalities, no serious injuries, and Ent drivers were not responsible for any accidents involving death or serious injury to any drivers of the civilian community.

d. Although explosives on the Ent complex are limited to small arms ammunition, SEA training devices and CAD for egress systems, the Ent complex did not experience an explosives accident or incident.

11. Other accomplishments:

a. The 4600th Air Base Wing's mission, support, was well demonstrated by the various service divisions such as the USAF Dispensary, legal office, information division and the special services and services divisions plus the unique 4604th Support Squadron.

b. The Ent Dispensary is the largest class "B" dispensary in the U.S. Air Force. It's outpatient workload far exceeds the largest hospitals in the Aerospace Defense Command and during this period it had over 126,000 outpatient visits. All sections of the Dispensary engaged in improving outpatient service. Programs included a vastly improved physical examination section, a patient screening clinic for MOD patients, a pre-packaging program for pharmacy to supply outlying treatment facilities. A Food Service Supervisors Seminar was conducted, and the Dental Clinic began a Dental Mouth-guard Program.

c. During the period involved, the Legal Office supported all personnel and organizations assigned to the Ent AFB Complex, including members of the Canadian Armed Forces. The Claims Section was particularly effective in rapidly processing claims. Claims, during the period 1 May 1970 to 1 May 1971, totaled $129,259.74. Of that amount, personnel transportation claims totaled $126,972.72. The effectiveness of the claims office in paying claims contributed significantly to welfare and morale of families assigned. During this period the claims office collected $55,337.82 for the government in carrier recovery and hospital recovery claims. For example, during the month of May 1971, the record of claims activities showed payment of claims for $4,083.56, while at the same time, it recovered a total of $12,333.24.

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d. Internal and public information programs were outstanding. The Wing's newspaper, The Observer, won its seventh award in the last four years by being named best in its class in ADC. A number of special issues of The Observer received praise by the ADC Chief of Staff, and by local press members, including the editor and publisher of the Colorado Springs Sun, William Woestendiek, who devoted an entire editorial to the Observer's outstanding journalistic accomplishments.

(1) Relations between the 4600th Air Base Wing and local press are "unequalled" according to Mr Hal Tatel, vice-president of the Colorado Springs Press Association. In a letter to the 4600th Air Base Wing Commander Mr Tatel cited the outstanding relationship developed between the local press and the wing information officers.

(2) Ent continued its outstanding relations with the local community. Very many Ent personnel were involved in a variety of worthy community projects including religious, ecological, scouting and other youth programs. For example, Project GI, (Get Involved) began with two enlisted personnel and spread throughout the base and community and aided many underprivileged children, people on drugs, children without parents, and others in need. Further, during the city-wide spring cleanup, military volunteers, plus many dependents, policed several miles of city roadway, filling and disposing of 500 large plastic bags of trash and refuse.

e. Ent people also contributed by surpassing their goal of $70,000 in the annual combined Federal Campaign.

12. The 4600th Services Division supported not only Ent personnel but a very large number of dependents and retired personnel as well as a number of U.S. Army and Air Force Academy members who reside near Ent facilities.

a. The Food Service section was awarded the Aerospace Defense Command best food Service Award for 1971. This was the fifth consecutive year that Food Service received this award. Further, the 4600th Air Base Wing Food Service was also selected to represent ADC in the worldwide Hennessey Trophy Competition.

b. The Ent Air Force Base Commissary was awarded a Certificate of Recognition by Hq ADC for overall management and customer services improvements. This was the third consecutive year that the Ent AFB Commissary received this award.

c. Sales for calendar year 1970 increased by 17.9%, which was an increase of a million dollars over 1969. By Air Force standards, Ent AFB is authorized 76,000 square feet of resale store space and 19 cash registers. The present facility consists of 20,048 square feet of floor space and 8 cash registers, but by virtue of superior management and dedicated employees the Commissary operated very efficiently.

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d. The Family Housing section also maintained a high degree of proficiency. The overall occupancy rate was better than 99% in on-base and leased government quarters. Project Better Living helped improve existing transient quarters with the addition of dayroom carpeting, color televisions, ice machine and improved services. Both facilities (TAQ and VOQ) operated on a 98% occupancy rate resulting in approximately 24,000 bed days being processed. The BOQ maintained a 98% occupancy rate.

e. Athletic and other recreation facilities were very effectively utilized by Ent Complex ADC and USAF and interservice personnel during this period. The Peterson Field Bowling Lanes were the site of the ADC Bowling Tournament (4-7 May 1971), the Air Force Bowling Tournament (11-14 May 1971), and the Interservice Bowling Tournament (17-20 May 1971). Peterson Field was also the site of the Armed Forces Skeet Championships.

13. Law enforcement and police protection and control were outstanding. In addition to regular law enforcement responsibilities, the Wing issued and reissued restricted area badges to more than 3,400 persons assigned to the NORAD Cheyenne Mountain Complex. This involved over 20,000 pieces of paperwork, e.g., 6,800 badges (two per person), 10,200 AF Forms 47e and 3,400 ADC Forms 161 in a thirty-nine day period. They were awarded the Zero Defects Award for this achievement. Between 1 May 1970 and 1 June 1971, the Investigative Section recovered over $13,000 in property. Much of this was attributed to the outstanding working relationships with the Colorado Springs Police Department and civil authorities.

14. The 4604th Support Squadron provided base support for one of the most important facilities on the North American Continent - the NORAD Combat Operations Center. From this facility the Commander in Chief, North American Defense Command, and his staff direct air defense of North America. Operation of the Combat Operations Center depends to a large extent on the effective and efficient 4604th Support Squadron operation. The primary mission is to equip, administer, and train personnel to provide administrative and logistical services support for the functional operation of the NORAD Cheyenne Mountain Complex (NCMC).

a. The Civil Engineering Section of the 4604th is responsible for the continual operation of all utilities, including electrical power production and distribution, water and waste, heat disposal systems, ventilation, trash removal, custodial services, fire protection, operation and maintenance of blast and EMP protection systems and the maintenance of tunnels and roadways. Their primary responsibility is the operation and maintenance of the entire NCMC utility system. In part this includes a 5,700 KW power plant, a 920 ton air conditioning plant and a 6.5 million gallon fuel and water reservoir complex. By adopting their own rigid maintenance program and streamlined operational procedures, they have successfully increased overall utility system reliability consistently for the past five years.

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b. In May 1971, the Civil Engineers were tasked by CINCNORAD to perform a $25,000 Command Post Reconfiguration Project for the hardened complex. The total renovation, despite numerous problems, was completed four days ahead of schedule and greatly enhanced the efficiency and appearance of this facility.

c. The Security Police Section provided security and law enforcement, controlled visitor and traffic flow, and manned security alert teams (SAT) prepared to unmask sabotage attempts. Despite manning levels as low as 60%, the Security Police Section fulfilled its mission in an outstanding manner. In January 1971, this section received a letter of appreciation from Brigadier General Tyler, Assistant DCS/Combat Operations, for their outstanding support and contributions ot the NCMC Indoctrination Program. Another letter of appreciation from Brigadier General Tyler was received in February, 1971, for the outstanding Security Police performance during the JCS Exercise High Heels. This section received numerous favorable comments from many distinguished visitors.

15. Savings in funds, manpower and material.

a. Cost Reduction and Resources Conservation (Recon) Program. The Wing surpassed the $426,000 1970 goal with validated savings of $430,000. The Recon 1971 program saved the government $572,400, far exceeding the goal of $451,000, during the eleven month period 1 July 1970 through 31 May 1971.

b. The program of the Wing was highly active and effective. The Wing evaluated an average of 16 individual and/or sections nominations monthly. 91% of these nominations were approved.

c. The 4600 Supply Squadron won the 4600 Air Base Wing Annual Zero Defects Award for 1970 and achieved the highest participation in the local program (11.8%).

d. The Supply Squadron also was awarded the Daedalion Plaque indicating second place in ADC for the outstanding supply support provided to all activities of the Ent complex. The Squadron was also highly active in the Suggestion Program and the Cost Reduction Program.

e. The 4600 Consolidated Aircraft Maintenance Squadron achieved the second highest participation rate within the Wing's Zero Defects Program. Additionally they achieved an overall operationally ready rate of 78.1% for CY 70 as compared to the Air Force standard of 71.0%. 17,182 sorties were flown with a 0.8% maintenance abort rate.

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16. Awards and Honors

1970-1971		Outstanding CBPO (Class I) in ADC and Command nominee for USAF competition.
CY	1970	The Observer, Ent AFB's unofficial, class III newspaper placed first in ADC competition for the third consecutive year.
CY	1970	Peterson Field has been on the "Rex Riley" Transient Service Award list since June 1967.
CY	1970	4600th Air Base Wing Accounting and Finance Office named best in ADC.
	1971	Presented the "Best Food Service in ADC" award for the 5th consecutive year.
	1971	4600 Services Division selected as ADC nominee for Hennessey Trophy.
1969-1970		4600th Supply Squadron awarded the second place Daedalian award.
1969-1971		ADC Certificate of Recognition - Ent AFB Commissary, for management and customer services.
1970-1971		ADC Certificate of Recognition for superior production - Information Division.
	1970	ADC Certificate of Recognition for outstanding safety of the Fuels Management Section, Supply Squadron

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CITATION TO ACCOMPANY THE AWARD OF

THE UNITED STATES AIR FORCE

OUTSTANDING UNIT AWARD

4600TH AIR BASE WING (ADC)

ENT AIR FORCE BASE, COLORADO

The 4600th Air Base Wing distinguished itself by exceptionally meritorious service from 1 May 1970 to 1 June 1971. Through exemplary management of resources and personnel, the 4600th Air Base Wing continually accomplished in an outstanding manner the diverse and difficult mission of supporting the North American Air Defense Command, the Aerospace Defense Command, the Army Air Defense Command and the Canadian Forces, in addition to tenant units of SAC, TAC, ATC, AFSC, AFCS and Headquarters Command. The distinctive performance of the personnel of the 4600th Air Base Wing reflects great credit upon themselves, the Aerospace Defense Command and the United States Air Force.

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4600 ABWG, EXT AFB, COLORADO

QUARTERLY DRUG ABUSE REPORT (RCS: ADC-P155)

1 APR 1971 through 30 JUN 1971

PART I

STATISTICS

A. Number of people investigated by OSI for alleged drug abuse (closed cases):

Officers 0 Civilians 0

Airmen 14 Dependents 0

B. Types of drugs involved in alleged cases identified in "A" above: (NOTE: The number of drugs involved could exceed the number of people investigated.)

TYPES	NUMBER
Marijuana	13
LSD	1
Heroin	1
Other	1
TOTAL	16

C. UCMJ drug abuse actions initiated:

Gen CM	Special CM	Summary CM	Article 15
0	1	0	6

D. Administrative separations for drug abuse:

Officers 0 Airmen 1 Civilians 0

Atch 1 cont'd

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E. Suspension/removal from Personnel/Human Reliability duties for drug abuse:

Officers 0 Airmen 0 Civilians 0

F. Suspension from flying status for drug abuse:

Officers 0 Airmen 0

G. Number seeking aid under the Limited Privileged Communication Program:

Officers 0 Airmen 1 Dependents 0

H. Personnel who received medical treatment (admission/out patient) for drug abuse:

Officers 0 Airmen 1 Dependents 0

I. Civilian Disciplinary Actions: 0

PART II

SUMMARY

A. There have been no reportable significant changes since our 31 March 1971 report. However, to encourage discussions on the drug abuse problem, particularly the use of the Limited Privileged Communication Program, one commander has appointed an NCO as his Drug Abuse Monitor as an additional duty. This NCO holds informal "rap" sessions and confidential personal consultations with the assigned airmen.

B. Personnel in the Security Police Division are enlarging their narcotics display case and propose to increase the narcotics library in the Investigation Section with charts and pamphlets. In this way, personnel can become thoroughly familiar with the various types of narcotics and narcotics paraphernalia.

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C. Though statistics in Part I have decreased slightly, it is still very difficult to evaluate the effectiveness of our programs.

D. No additional reportable problems have been encountered.

E. Military dependents are receiving drug abuse education at all local schools. School district officials consider their programs to be comparable to the DOPE-STOP-TEEN Program. Details of these programs were provided you by letter dated 15 June 1971, subject: Drug Abuse Education Program.

F. OTHER COMMENTS:

(1) Distribution of the DoD pamphlet, "Beware the Booby Trap," was accomplished on 2 June 1971 to on-base units. Approximately one pamphlet was sent for every four personnel assigned.

(2) Further support for the program was provided throughout this quarter by the Base Information Office through the Speakers' Bureau, Commanders' Calls and the "News in Blue" radio and television programs.

(3) As a result of the instructions in ADC/DPX message 302100Z 1971, our Chaplains have felt unable to provide statistical inputs concerning participants in the Limited Privileged Communication Program. That instruction expanded the report to include Duty AFSC and Human Reliability Status of each officer and airman participant in the program. In view of the limited number of persons possessing certain AFSCs and the even more limited number of persons under Human Reliability Status in certain AFSCs, the Chaplains were unanimous in agreeing that the traditional limits of Chaplain Privileged Communication could not be maintained in such a reporting process. As a result, there have not been any statistical inputs from the Chaplains at this station during this period.

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 4605TH AIR BASE WING (ADC)
ENT AIR FORCE BASE, COLORADO 80912

Domestic Action - 1971 (Your Letter, 9 April 1971)

ADC/DPX

1. I have chosen to give full command support to "Project CI," which is a self-generated, volunteer airman project to help eliminate social and economic ills of the local community.

2. Since its inception in September 1970, "Project CI" has contributed significantly toward furthering our Domestic Action goals. Highlights of this aggressive program have been the leadership provided local scouts, guidance and religious instructions to under-privileged youth, swimming instructions to deaf and blind students, recreation instruction to mentally retarded youth, and friendship to elderly adults.

3. Committee members are presently expanding their efforts into an even more ambitious program. Further progress will be reported in the Quarterly Domestic Action report.

FOR THE COMMANDER

PHILLIP A RUND, Colonel, USAF
Commander

Atch 2 to AFCIN

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE RECRUITING SERVICE
RANDOLPH AIR FORCE BASE, TEXAS 78148

DPPR

9 APR 1971

SUBJECT: Domestic Action - 1971

TO: 4600 AB Sq (CC)

1. Attached is a letter from General Ryan which establishes a Domestic Action minimum requirement for 1971.

2. Consistent with the intent of this program, which is outlined in AFR 11-37, you and your people should consider all possibilities in planning at least one project to further Domestic Action goals in your local area. Advise my Personnel Plans Directorate (DPPR) by 15 May 1971 of the activity you intend to develop and keep us informed of your progress.

3. There can be no doubt that the personal satisfaction derived, particularly from working with underprivileged groups, more than compensates for the time and energy expended. In addition, our military personnel who unselfishly involve themselves in such projects contribute significantly to the image we present to the public. Their active interest in community growth and in the well-being of the local population is extremely important. It can quickly influence the youth we hope to recruit in the future. With concern for our zero-draft objective, I urge you to consider these effects in relation to an energetic Domestic Action Program.

[redacted]
Vice Commander

1 Atch
CSAF Ltr, 26 Mar 71

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DEPARTMENT OF THE AIR FORCE
Office of the Chief of Staff
United States Air Force
Washington, D.C. 20330

25 March 1971

ATTN: AFCCS

SUBJECT: Domestic Action - 1971

AU	VAC	AFIS	ACS/SP	CSAFLO
AWC	DCS	AFRD	AFOAC	CSAFSAGP
(AFIT)	AOSC	AFMSC	USAFA	1st COMD USAF
ASD	AFSD	AFSCB	USAFRS	

1. The Air Force Domestic Action effort for 1970 was very commendable in spite of fund limitations. The number of installations cooperating with local communities on youth summer programs was more than double the 1969 effort. Our total 1.3 million man weeks of support for youth far exceeded our national DOD goal of 800,000. Nearly all of our installations had a project of one kind or another. The only area in which we failed to meet objectives was in the youth career base program. Funding and manpower ceilings were obstacles not completely overcome.

2. At its 29 January 1971 meeting, the USAF Domestic Action Policy Council determined that emphasis on the Domestic Action Program must not be allowed to diminish during 1971. As a minimum, each installation is expected to pursue at least one project with supportive objectives of the programs. Larger installations are expected to support the program to the extent that resources and facilities permit. The council also recommended that we continue to publicize significant efforts and exchange ideas between commands and bases. See Enclosure to the Air Force Policy Letter for Commanders for the policy guides for this exchange. Commanders who have implemented projects that are innovative or right be of special interest to others, are encouraged to forward the details to this headquarters, ATTN: AFCCS, for inclusion in the Supplement.

3. As hard people for the months of 1971, funding limitations are still with us. We must do the best we can with funds available. Lack of appropriated money, however, should not deter us from sharing what resources we do have to help alleviate the problems that confront our communities. Cooperation with other government agencies and local civic groups will often uncover the resources we cannot supply.

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4. Discrimination, drugs, crime, riot and poverty problems plague our communities. The Air Force has no special immunity. We help ourselves by helping the community at large. I call upon all commanders to support USAF participation in Domestic Action programs this year.

John D. Ryan

John D. Ryan, General, USAF
Chief of Staff

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE LOGISTICS COMMAND
USAF AIR FORCE BASE, COLORADO 80912

5 May 1971

6

Colonel Philip A. Rand
Commander, 4600 Air Base Wing

Dear Phil

I wish to express my appreciation for the exceptional effort made in creating the P-47 at Peterson Field in such a short time.

When the decision to get the P-47 was made - no deadline was placed on the resulting. Subsequently the P-47 pilots convention was scheduled here and it was decided, for publicity purposes, to dedicate the P-47 during the convention.

I know the task entailed many additional manhours and your personal attention to get the aircraft mounted in the time allotted. The finished project was magnificent!

Please convey to your personnel our gratitude for their outstanding performance.

Sincerely,

JOSEPH L. DICKSON, Maj Gen, USAF
DCS/Operations

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AEROSPACE DEFENSE COMMAND
ENT AIR FORCE BASE, COLORADO 80912

26 MAY 1971

Colonel Phillip A. Rand, USAF
Commander, 4600th Air Base Wing

Dear Colonel Rand

I wish to pass my appreciation and thanks to you and the personnel of the 4600th Air Base Wing whose outstanding efforts contributed to the success of the P-47 memorial dedication at Peterson Field, on 3 May 1971.

I am aware of the additional efforts exerted by many of the 4600th Consolidated Aircraft Maintenance Squadron and Civil Engineer personnel in order to meet the 3 May date, and of the many contributions made by the Office of Information and Photo Lab personnel.

I would appreciate your passing my personal "thank you" to all who contributed.

Sincerely

ARTHUR C. [illegible], Major, USAF
Chief

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8

SPECIAL AIR MISSION SECTION

AIRLIFT SUPPORT SUMMARY

FOURTH QUARTER

FISCAL 1971

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TOTALS FOR FOURTH QUARTER 1971

ALL AIRCRAFT

TOTAL MISSIONS		154
TOTAL SORTIES		567
PRIORITY	1	4
	2	18
	3	13
	4	119
TOTAL DISTANCE		377,410
TOTAL FLYING TIME		1,848.8
TOTAL PAX FROM COS		2,630
OFFICIAL PAX MOVED		7,733
UNOFFICIAL PAX MOVED		1,348
TOTAL PAX MOVED		9,081
OFFICIAL PAX MILES		5,734,409
UNOFFICIAL PAX MILES		966,892
TOTAL PAX MILES		6,701,301

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FOURTH QUARTER 1971

C-131

TOTAL MISSIONS	53
TOTAL SORTIES	179
PRIORITY 1	2
2	8
3	2
4	41
TOTAL DISTANCE	112,955
TOTAL FLYING TIME	572.4
OFFICIAL PAX COS	588
OFFICIAL PAX	1,812
UNOFFICIAL PAX	197
TOTAL PAX	2,009
OFFICIAL PAX MILES	1,180,795
UNOFFICIAL PAX MILES	159,813
TOTAL PAX MILES	1,340,608

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TOTALS FOR FOURTH QUARTER 1971

C-118

TOTAL MISSIONS		63
TOTAL SORTIES		248
PRIORITY	1	2
	2	5
	3	6
	4	50
TOTAL DISTANCE		182,695
TOTAL FLYING TIME		852.8
TOTAL PAX FROM COS		1,698
OFFICIAL PAX MOVED		4,818
UNOFFICIAL PAX MOVED		993
TOTAL PAX MOVED		5,811
OFFICIAL PAX MILES		3,867,252
UNOFFICIAL PAX MILES		701,056
TOTAL PAX MILES		4,568,308

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FOURTH QUARTER 1971

T-29

TOTAL MISSIONS	38
TOTAL SORTIES	140
PRIORITY 1	
2	5
3	5
4	28
TOTAL DISTANCE	81,760
TOTAL FLYING TIME	423.6
TOTAL PAX FROM COS	344
OFFICIAL PAX MOVED	1,103
UNOFFICIAL PAX MOVED	158
TOTAL PAX MOVED	1,261
OFFICIAL PAX MILES	686,362
UNOFFICIAL PAX MILES	106,023
TOTAL PAX MILES	792,385

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4400 AB WG PAMPHLET 215-1

EDUCATION

in the Space Age

- AFIT
- USAFI
- AECP
- AFFLPP
- ECI

BASE EDUCATION SERVICES

ENT AIR FORCE BASE, COLORADO

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15 April 1971

INTRODUCTION

The United States Air Force recognizes that military personnel today face an increasing need for academic education. With the advancement of military techniques and modern equipment, the requirement for more formal knowledge is considered most essential. Today's airmen, faced with new ideologies and propaganda, must have sufficient education to provide them with the vision, insight and confidence to defend the American Principles of Democracy.

Members of the Air Force are given the opportunity for the best education and training possible to prepare them for their mission in time of peace or future conflicts. Therefore, it behooves each individual to take advantage of the opportunities provided by the Education Services Program. This pamphlet describes the program with a listing of schools offering classes to Ent Air Force Base personnel.

OPR: DPT
DISTRIBUTION: F;X
HQ ADC/DAPE, Ent AFB, CO 80912 - 2

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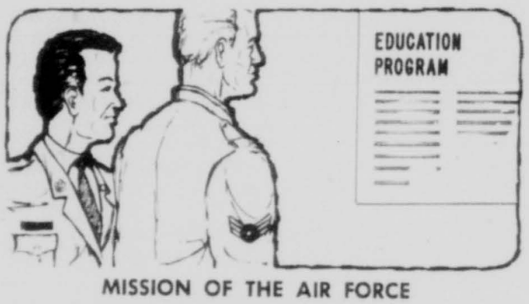

MISSION OF THE AIR FORCE EDUCATION PROGRAM

The **basic** objective of the Air Force Education Program is to increase the effectiveness of the Air Force by raising the educational level of its perosnnel. More specifically, by encouraging the acquisition of academic and scientific knowledge the Air Force Education Program complements the purely military aspects of training and strives to develop the well informed, mentally alert officers and airmen required in our modern United States Air Force.

The Air Force Education Program supports military training by providing an opportunity for study in mathematics, sciences, languages, and history, which study in turn enhances the performance of individual jobs and develops the perspectives necessary to understand the role of the Air Force in the Free World. Scientific and industrial advances have made modern instruments of war extremely complex. To man and operate them, our Armed Forces must have highly trained technicians and specialists in many fields. In Technical Career Fields, the Air Force provides incoming personnel formal training at an apprentice level. Our country needs greater numbers of skilled and educated men and women than it now has to meet both military and civilian production requirements. A premium is placed on the effective use of available manpower and through education training the gap that is lacked in quantity can be fabricated in quality. The guideposts for the planning, implementation, and operation of the Ent Air Force Base Education Center is based on this concept.

The education program provides opportunities for personnel to receive educational courses to meet the needs of the Air Force as they are expressed in the educational career development of military personnel. The program is staffed by professionally trained, experienced education advisors and civilian teachers from local colleges and universities. Instruction in the high school program is consistent with the standards of accredited schools and is based on materials provided by the United States Armed Forces Institute. The college programs are conducted on the campuses of El Paso Community College and Colorado College. The University of Colorado offers college programs at the Cragmor Center; and Southern Colorado State College offers programs off-campus. All schools are centrally located.

The Ent AFB Education Center assists the student in advancing to the limits of his potential capabilities. Counseling by a professionally trained educator precedes any academic action taken by the student and this service of the Education Center is available to all military personnel regardless of rank or command.

The public school is valuable to society only to the extent that it contributes to the learning and development of boys and girls, and thus to society. Similarly, Air Force education is valuable only to the extent that it contributes to the increased efficiency of the individual airman, and thus to the Air Force. The Ent AFB Education Center is operated for the personnel assigned or attached to units within the Ent complex and is concerned with their needs and expressed desires. It is their Education Center.

TYPING SCHOOL

The Base Education Office offers typing courses which are designed to teach personnel requisite typing skills for proficiency in appropriate AFSC. This instruction provides a reasonable degree of accuracy and speed and general knowledge of operating the machine efficiently. When individuals complete typing courses, they should become more productive in assigned work, thereby increasing their capability and usefulness in the positions they fill.

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UNITED STATES ARMED FORCES INSTITUTE (USAFI)

There are more than 220 available courses at USAFI for active duty military personnel at elementary, high school, college and vocational levels. The enrollment fee is ten dollars ($10) for the initial application for one course. If this course is successfully completed, another course may be taken without additional cost as long as each preceding course is completed satisfactorily.

After leaving active duty, an individual may take up to nine months to complete the courses. Normally, an enrollee is required to complete a course within a period of 12 months.

In the correspondence courses, lessons are prepared and submitted by the student to USAFI, Madison, Wisconsin. The lessons are graded and returned with helpful study suggestions. In some cases, it is necessary to complete the first lesson satisfactorily before remaining course materials are sent. Upon completion of the course, the student must apply for the final test which will be sent to the Base Education Office for administration. This test must be satisfactorily completed in order to receive credit for the course.

Various colleges and universities offer courses through USAFI. This program enables selection of particular courses from a school of the student's choice. There is a selection of more than 6,400 courses. The school determines the academic credit to be granted for a course and lessons are submitted directly to the school for grading. USAFI acts as the enrolling agent only. The Federal Government pays for all the lesson services but the enrollment fees and textbooks are paid for by the students.

When twelve or more students request a certain course, a group study class may be organized with an instructor. Books will be provided and no fee will be charged. Group study classes create a classroom environment for the student which is desirable. Lessons are not sent to USAFI but a final examination is required.

USAF EXTENSION COURSE INSTITUTE

The USAF Extension Course Institute offers correspondence courses for members of the United States Air Force, Reserve components, Air National Guard and civilian employees of the Air Force. These courses correspond to courses presented in resident Air Force schools. The program is divided into the following fields:

GENERAL MILITARY EDUCATION:

a. Squadron Officer Correspondence Course of Air Command and Staff School.
b. Air Command and Staff College Correspondence Course.
c. Air War College Special Correspondence program.
d. Management for Air Force Supervisors.
e. NCO Academic Course.
f. NCO Leadership Course.

CAREER FIELD EDUCATION:

This part covers specialized subjects in such occupational fields as Legal, Electronics, Personnel Administration, Armament, and Supply.

There are also career-related courses available through the various corespondence programs of the Army, Navy, and Marine Corps. The Education Office will assist personnel desiring to enroll in Correspondence Programs.

TESTING CENTER

Testing services provided by USAFI are designed to up-grade an individual's educational background, thus contributing to the advancement of educational objectives.
This program embraces:

a. Tests of General Educational Development (GED) High School Level. The High School battery consists of five standardized tests:
(1) Correctness and Effectiveness of Expression.

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(2) Interpretation of Reading Materials in the Social Studies.

(3) Interpretation of Reading Materials in the Natural Sciences.

(4) Interpretation of Literary Materials.

(5) General Mathematical Ability.

b. College Level Entrance Program (CLEP) — General Examinations. This battery consists of five standardized tests:

(1) English Composition.

(2) Social Sciences — History.

(3) Natural Sciences.

(4) Humanities.

(5) Mathematics.

c. End-of-Course (EOC) Tests. These tests are of the objective type and are based on the text used in the USAFI course.

d. USAFI Subject Standardized Tests (USST). These tests are based on general coverage of subject matter. They are not pertinent to a single text, but parallel the content covered within specific USAFI courses.

ELIGIBILITY:

a. Military personnel in the Armed Forces of the United States are eligible for USAFI courses and services if they are:

(1) Currently on active duty with the Army, Navy, Air Force, Marine Corps or Coast Guard, including Reservists or National Guardsmen called to active duty for 120 days or more.

(2) Cadets at the United States Military Academy, United States Air Force Academy, United States Coast Guard Academy or midshipmen at the United States Naval Academy.

b. Enrollment is not authorized for civilians, discharged or retired military personnel, dependents of military personnel, military personnel of foreign countries, or members of the Maritime Service, Merchant Marine, Coast Guard Auxiliary, United States Coast and Geodetic Survey, Civil Air Patrol, or officers of the United States Public Health Service.

AIR FORCE INSTITUTE OF TECHNOLOGY

The Secretary of the Air Force has defined the mission of the Air Force Institute of Technology (AFIT) as follows: "To provide education and training to meet the requirements of the Air Force in scientific, technological, managerial, foreign language, medical, and other areas as directed by Headquarters United States Air Force".

AFIT contributes significantly to the mission of the United States Air Force. The United States Air Force is charged with a very important role in the defense of the United States, a role which is characterized today by the maintenance in peacetime of unprecedented air power to preserve peace by deterring aggression.

In accordance with its mission of providing education and training to meet the technological, scientific, and other professional requirements of the Air Force, AFIT offers programs at the undergraduate and graduate levels in its resident schools of Engineering and Business at Wright-Patterson Air Force Base and at selected civilian colleges and universities.

Academic and military prerequisites vary somewhat for each particular program and are outlined in the course descriptions available in the Base Education Office. For all programs, eligibility criteria normally applicable to AFIT resident schools, civilian institutions, and training-with-industry programs are:

a. Only commissioned officers in the grade of lieutenant colonel or below may apply.

b. Applicants must have completed a minimum of active duty as an officer and a one-year duty assignment after graduating

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from a service school course of more than 20 weeks duration or completion of a directed duty assignment received as a result of prior training.

c. If rated, applicant must have completed the period of directed duty after graduating from flying training.

d. An officer in a pipeline status is not eligible to apply. No waivers will be granted. However, he may request AFIT to evaluate his educational record and then he may apply formally from his next permanent station.

Officers who do not meet criteria cited in paragraph b, above, may request an academic evaluation at any time.

AIRMAN EDUCATION & COMMISSIONING PROGRAM

The Airman Education and Commissioning Program is conducted only at the undergraduate level at selected civilian institutions. Program curricula are specially tailored to meet specific Air Force requirements in technical, scientific and managerial career fields.

ELIGIBILITY CRITERIA:

a. An applicant must be a male citizen over 18 years of age. He must be able to complete degree requirements before his thirtieth birthday. Waivers will be granted by ATC for **outstanding and deserving** airman applicants for non-rated duty provided they may be commissioned by age thirty-two.

b. Applicants must be of good moral character and possess the other qualities required of a commissioned officer.

c. Applicant must meet the medical standards for commissioning.

d. Applicant must have at least 30 semester hours or 45 quarter hours of transferable credit.

Applicants must apply through the Base Education Office. Successful candidates will be discharged and re-enlisted for six years upon entering college.

OPERATION BOOTSTRAP

Operation Bootstrap is another aspect of the Education Services Program providing opportunities for Air Force personnel to develop educationally through completing planned educational programs. These opportunities fall within these categories:

Tuition Assistance: Air Force military personnel on extended active duty and members of other U. S. Armed Services (assigned to duty within the Air Force), enrolled in off-duty education classes conducted by civilian schools may receive tuition assistance. The tuition assistance paid by the Air Force is 75 per cent of charges of educational institutions for tuition, or expenses, for off-duty training of military personnel.

Permissive Temporary Duty to a Civilian School: It is possible for qualified and eligible Air Force military personnel, who

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have progressed sufficiently far in their college programs that the remaining course requirements for a baccalaureate or higher degree can be completed by resident study within a period ranging from a summer session to one year, may be authorized temporary duty on permissive orders for this purpose.

Non-Terminal TDY for qualified and eligible Air Force military personnel may be authorized to complete academic or technical courses provided the period of TDY does not exceed 15 weeks. With the use of leave, a maximum period of 19 weeks study may be authorized.

Terminal and Non-Terminal TDY incurs a service obligation of three times the length of the TDY.

BOOTSTRAP COMMISSIONING PROGRAM

A new airman commissioning program advancement for career airmen who attain eligibility for enrollment at a college of their choice through participation in Base Education Services Programs.

Similar to the existing Airmen Education and Commissioning Program (AECP), the new avenue for attaining officer status is called Bootstrap Commissioning Program. The term "Bootstrap" has long been applied to education services programs allowing Air Force members to gain additional college credits with Air Force support.

Selected applicants will attend a school of their choice, not to exceed one year, in a permissive temporary duty status to complete credits for graduation. Upon completion, the airmen will return to their parent units for subsequent enrollment in Officers Training School.

Applicants must be on their second or later enlistment. Pay and allowances equal to a staff sergeant (or current grade, if higher), tuition, fees and allowances for books will be paid by the Air Force.

The new program is aimed primarily at airmen unable to meet AECP age requirements. AECP is available annually to 400 airmen, below age 32, who secure degrees in fields needed by the Air Force. The Bootstrap Program also will be open to those airmen who already possess a degree or may have failed to meet OTS eligibility requirements previously.

In this new program, their fields of study need not relate to immediate Air Force needs.

Full details on the program are available at the Base Education Services Office.

EL PASO COMMUNITY COLLEGE

A multi-purpose institution serving Colorado Springs and El Paso County, offers vocational and academic courses on-base and on their campus.

This college offers off-campus courses at:

a. Fort Carson
b. Air Force Academy High School
c. Ent Air Force Base

Degrees awarded at El Paso Community College are:

AA (Associate in Arts — Division of General Studies)
AS (Associate in Science — Division of General Studies)
AS (Associate in Science — Division of Occupational Studies)

Requirements for AA and AS Degrees are ninety-three (93) quarter hours. Requirement for AS (Division of Occupational Studies) is ninety (90) quarter hours.

For Bootstrap, at least 15 quarter hours must be earned with El Paso Community College.

Credits will be accepted from the following.

a. Credits from other institutions.
b. Military service — one year of active duty.
c. College level CLEP tests.

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d. Military service schools, as recommended in the American Council on Education Guide.

e. USAFI courses and correspondence courses from accredited colleges.

SOUTHERN COLORADO STATE COLLEGE

Southern Colorado State College is a four-year degree-granting institution. The campus is located at Pueblo, Colorado. The college offers courses in the Colorado Springs area for military personnel and their dependents, at the following locations:

a. Fort Carson
b. Air Force Academy High School
c. Ent Air Force Base

Southern Colorado State College grants the following degrees:

a. Associate in Arts
b. Associate in Applied Science
c. Bachelor of Arts
d. Bachelor of Science

Requirements for the Bachelor of Arts Degree and the Bachelor of Science Degree are:

a. The completion of 183 quarter hours of accredited college work. Of the 183 quarter hours, at least 45 must be in residence at the campus in Pueblo, Colorado.

b. For Bootstrap, at least 32 quarter hours must be completed on the campus.

c. Prior college credit, service schools, USAFI courses, military experience and CLEP Test scores are evaluated by the college and credit may be granted.

Southern Colorado State College has established an associate level degree program in Colorado Springs which will enable interested personnel to obtain either an Assoicate Degree in Applied Science or in Arts. Military personnel may obtain an AAS or an AA degree with no time required on campus.

Associate level degrees can be earned in Accounting, Business Administration, Office Administration and Electronic Data Processing. Of the total number of hours required, 45 quarter hours must be with Southern Colorado State College. For additional information, visit your Base Education Office.

UNIVERSITY OF COLORADO

The University of Colorado operates a center in the Colorado Springs area. The center is located on Cragmor Road which is approximately four miles north of Ent AFB.

Students may earn credit at the Colorado Springs Center which will apply toward fulfilling residence requirements for a Bachelor's Degree or a Graduate Degree if they have been admitted to degree status in the appropriate College or School of the University.

The Colorado Springs Center also offers certificate programs in Small Business Management, Computer and Data Processing, and Real Estate.

Students at the Colorado Springs Center wishing to work toward a degree should consult an advisor at the Center for detailed information on applications for admission to degree status.

Under the policies of the University of Colorado, persons who enroll for eight semester hours or less of credit will be considered part-time students; application for formal admission is not required, and out-of-state tuition will be waived.

COLORADO COLLEGE

Colorado College is a liberal arts college. The college awards the degrees of Bachelor of Science, Master of Arts in Teaching, Master of Arts in English and Master of Arts in Music.

SPECIAL AND ADVANCED PROGRAMS

Opportunities are available for personnel to participate in on-base Graduate Programs. These programs are conducted by different universities and colleges.

THE COLORADO SPRINGS PUBLIC SCHOOLS

The Colorado Springs Public Schools Department of Adult Education offers high school refresher courses. These courses serve a two-fold purpose:

a. To provide an opportunity for adults to refresh and improve their knowledge of the standard high school subjects for their own use and satisfaction.

b. To serve as preparation for those adults desiring to take the General Educational Development Test (GED) leading to the issuance of a High School Equivalency Certificate.

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The courses are generally taught by the same teachers who teach these subjects in high school and are designed to give the student a practical knowledge of the subject material.

No high school credit is awarded at the end of the course, but those individuals who satisfactorily complete the course will be given a completion certificate. The classes are held at Palmer High School, 301 North Nevada Avenue.

LANGUAGE CENTER

The Ent AFB Language Center is located in Building 31, Ent AFB. The objective of the Language Center is to develop in students a reasonable proficiency in understanding, speaking, reading, and writing a foreign language. In addition, the student is introduced to the culture and customs of the country. The instruction is accelerated and the student acquires after thirty-four weeks a capability of participating in any normal conversation.

The Language Laboratory is an integral, compulsory part of the language program. Once in every five hours of instruction, the student attends a laboratory practice and testing session. The materials used in the laboratory duplicate those used at the Air Force Academy and include the vocabulary and structure of the previous four hours classroom work. The content of these materials serves as a reinforcing and testing device, giving in mechanical and objective fashion an indication of how well the students have learned the lessons. Of course, the inevitable objective quiz constitutes an improvement instrument for gathering such intelligence.

VA BENEFITS FOR IN-SERVICE PERSONNEL

Educational Assistance if member has more than six months' active duty.

Member may pursue a course at a college, vocational, business, high school, or correspondence school. The course must be approved. Under certain circumstances, a college course pursued in a foreign country may be approved.

Tutorial Assistance. This program provides help to overcome a marked deficiency in a subject required for the satisfactory pursuit of an educational objective. Its purpose is to prevent

failure. It is, therefore, not available to those who only wish to improve their academic standing.

Predischarge Education Program (PREP). This program is designed to help servicemen, who lack a high school diploma, to continue their education and prepare themselves for higher education or vocational training. Servicemen, who participate in PREP, will still have their full and complete earned entitlement to regular educational assistance allowance upon completion of their service obligation.

MONTHLY PAYMENTS AVAILABLE TO VETERANS

Type of Program	No Dependents	One Dependent	Two Dependents	Each Dependent Over 2
Institutional				
Full-time	$175	$205	$230	$13
Three-Quarter Time	128	152	177	10
Half-time	81	100	144	7
Less than half-time or while on active duty	Payments computed at the rate of the established charges for tuition and fees or at the rate of $175 per month for full-time courses whichever is the lesser.			
Cooperative training	141	167	192	10
Correspondence	Cost only. Paid quarterly.			
Farm, flight, apprenticeship and on-the-job training. See below.				

Full-time institutional training usually consists of 14 semester hours, or the equivalent, three-quarter time consists of 10 to 13 semester hours or the equivalent, half-time training consists of 7 to 9 semester hours or the equivalent. In correspondence courses the veteran's entitlement is reduced one month for each $175 paid.

1404

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OFFICIAL

PHILLIP A. RAND, Colonel, USAF
Commander

THOMAS M. EDWARDS, CMSgt, USAF
Chief of Administration

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DEPARTMENT OF THE AIR FORCE

Welcome to the 1971 Aerospace Defense Command Bowling Tournament.

Athletic programs are a vital and integral part of Air Force life. The man and the team form the bedrocks of our Command; therefore, every effort that promotes individual and collective supremacy always receives my enthusiastic support.

My sincere best wishes for success in this and future competitions.

THOMAS K. McGEHEE, Lt Gen, USAF
Commander

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DEPARTMENT OF THE AIR FORCE

It is a distinct privilege and pleasure to extend my warmest greetings to all participants in the 1971 Aerospace Defense Command Bowling Tournament.

We are honored that Ent Air Force Base has been selected to host this event and we hope your stay with us will be a pleasant and a memorable one.

Best wishes for a successful tournament.

PHILLIP A. RAND, Colonel, USAF
Commander

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Peterson Lanes

ENT Air Force Base

Colorado Springs

Colorado

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SCHEDULE OF EVENTS

Tuesday, 4 May 1971

1500 Hours	Organizational meeting and team position drawing. Recreation Center, Building 910 Peterson Field
1800 Hours	Banquet NCO Open Mess, Building 14 Ent AFB

Wednesday, 5 May 1971

0945 Hours	Opening Ceremony
1000 Hours	Team Event, Men
1300 Hours	Team Event, Women

Thursday, 6 May 1971

1000 Hours	Doubles, Women
1300 Hours	Doubles, Men

Friday, 7 May 1971

1000 Hours	Singles, Women
1300 Hours	Singles, Men
1600 Hours	Presentation of Awards

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Awards & Rules Interpretation Committee

REPRESENTATIVE, Hq. ADC (Chairman)	SMSgt R. J. Mullenberg
REPRESENTATIVE, 4600 Air Base Wing	Mr. Richard P. Lee
BOWLING LANES MANAGER (Bowling Only)	SMSgt G. D. Souza

SPECIAL TELEPHONE NUMBERS

COMMAND POST — BOWLING LANES	4607
Project Officer	4322/4607
Special Services Officer	4322/4323
Tournament Coordinator	4607
Recreation Center (Bldg 910)	4488
Physical Cond Ctr #1 (Ent AFB)	6071
Physical Cond Ctr #2 (Chidlaw Bldg)	3765
Officers Open Mess (Ent AFB)	2381
NCO OPEN MESS (Peterson Field)	4726
American Red Cross	2856
Chaplain	2111
Air Force Aid Society	6171

TOURNAMENT HOTEL:
Rodeway Inn, 2407 E. Pikes Peak Ave 471-0990

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7
A

Honorary Tournament Officials

Lieutenant General Thomas K. McGehee
Commander, Aerospace Defense Command
Colonel Phillip A. Rand
Commander, 4600 Air Base Wing, Ent Air Force Base

Tournament Officials

Special Services Officer	Lt Col A. L. Majors	4322
Project Officer	Mr Richard P. Lee	4323
Asst Project Officer (Housing)	Lt. D. E. Mulligan	4607
Project NCOIC	SMSgt G. D. Souza	4607
Information Services	Sgt W. L. Galoway	6472
Food Service	SMSgt J. Fernandez	2334
Banquet, NCO Open Mess	CMSgt I. W. Lowe	2307
Transportation	Mr. O. R. Hinson	4553
Dispensary (Peterson Field)	Maj D. S. Russell	4562
Security Police	Capt R. S. Fuhs	2545
Base Operations	MSgt C. S. Williams	4763
WAF Squadron Commander	Capt S. L. Johnson	6138
WAF Squadron 1st Sgt	TSgt A. F. Anderson	2530

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1970
AEROSPACE DEFENSE COMMAND
CHAMPIONS

"All Events"

Men		Women	
Gervase	3513	Small	1498
Andrews	3474	Pagel	1446
Rzasa	3448	Acebedo	1425
Dennis	3436	Burnett	1417
Lamie	3432		
Boyle	3431		

"Doubles"

Martin - Boyle	2398	Small - Page	976
Dennis - Rzasa	2371	Burnett - Berlin	917

"Singles"

Gervase	1225	Acebedo	537
Andrews	1198	Pagel	500

"Team"

Elmore	1204	Emming	445
Schinler	1187	Ragusan	434
Rzasa	1186	Acebedo	423
McClellan	1175	Cochrane	420
Farris	1154		
Robaros	1146		

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1971
AEROSPACE DEFENSE COMMAND
BOWLING TOURNAMENT

FINAL RESULTS

ALL EVENTS WINNERS

Individuals Selected to Represent ADC in USAF Tournament

TOURNAMENT POSITION		NAME	UNIT	SCORE
Men	1			
	2			
	3			
	4			
	5			
	6			
Women				
	1			
	2			
	3			
	4			

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TEAM EVENTS

Men

TOURNAMENT POSITION	UNIT	SCORE
1		
2		
3		
4		
5		
6		
7		
8		

Women

1		
2		
3		
4		

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II
A

DOUBLES

Men

TOURNAMENT POSITION	NAMES	UNIT	SCORES	TOTAL SCORE
1				
2				
3				
4				
5				
6				

Women

1				
2				
3				
4				
5				

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12
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SINGLES

Men

TOURNAMENT POSITION	NAME	UNIT	SCORE
1			
2			
3			
4			
5			
6			

Women

1			
2			
3			
4			
5			

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13
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HOT SHOTS

	Scores	Unit
Men		
HIGH INDIVIDUAL SINGLE GAME		
2ND HIGH INDIVIDUAL SINGLE GAME		
Women		
HIGH INDIVIDUAL SINGLE GAME		
2ND HIGH INDIVIDUAL SINGLE GAME		
Men		
3 GAME SERIES, HIGH INDIVIDUAL		
3 GAME SERIES, 2ND HIGH INDIVIDUAL		
Women		
3 GAME SERIES, HIGH INDIVIDUAL		
3 GAME SERIES, 2ND HIGH INDIVIDUAL		

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14
A

YOUR TEAM TABULATION

_____

Game Scores

Players Name	1	2	3	4	5	6	Total
Men			TEAM EVENT				
Women							
Total							
Men			SINGLES				
Women							
Total							

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15
A

Your Team Tabulation (con't)

_____

Game Scores

Player's Name	1	2	3	4	5	6	Total
Men			DOUBLES				
1							
2							
3							
4							
5							
6							
Women							
1							
2							
3							
4							
Total							

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DEPARTMENT OF THE AIR FORCE

Welcome to the 1971 Worldwide Air Force Bowling Tournament.

Air Force Championships represent the highest level of competition in the Air Force Special Services Program.

You can be justly proud of qualifying for this tournament through excellence in Base and Major Command eliminations.

Congratulations and best wishes for continued success.

THOMAS K. McGEHEE, Lt Gen, USAF
Commander

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DEPARTMENT OF THE AIR FORCE

[redacted]

On behalf of all Ent Air Force Base personnel, I take genuine pleasure in extending a cordial welcome to the participants in the 1971 USAF Worldwide Bowling Tournament.

We are delighted to serve as your host and look forward with a great deal of anticipation to this tournament. Each team assembled here is a Command Champion, and I congratulate you on the ability and talent that have qualified you for competition in this tournament.

Best wishes for continued success.

PHILLIP A. [redacted]BAND, Colonel, USAF
Commander

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Peterson Lanes

ENT Air Force Base

Colorado Springs

Colorado

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4

SCHEDULE OF EVENTS

Tuesday, 11 May 1971

1400 Hours	Organizational meeting and team position drawing. Recreation Center, Building 910, Peterson Field.
1800 Hours	Banquet NCO Open Mess, Building 14 Ent AFB

Wednesday, 12 May 1971

0845 Hours	Opening Ceremony
0900 Hours	Team Event, Men, 1st Squad
1200 Hours	Team Event, Men, 2nd Squad
1500 Hours	Team Event, Women, 1st Squad
1800 Hours	Team Event, Women, 2nd Squad

Thursday, 13 May 1971

0900 Hours	Doubles Event, Women, 1st Squad
1200 Hours	Doubles Event, Women, 2nd Squad
1500 Hours	Doubles Event, Men, 1st Squad
1800 Hours	Doubles Event, Men, 2nd Squad

Friday, 14 May 1971

0900 Hours	Singles Event, Men, 1st Squad
1200 Hours	Singles Event, Men, 2nd Squad
1500 Hours	Singles Event, Women, 1st Squad
1800 Hours	Singles Event, Women, 2nd Squad
2100 Hours	Presentation of Awards

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Awards & Rules Interpretation Committee

REPRESENTATIVE, USAF (Chairman)	Major W. Hennigan
REPRESENTATIVE, 4600 Air Base Wing	Mr. Richard P. Lee
BOWLING LANES MANAGER (Bowling Only)	SMSgt G. D. Souza

SPECIAL TELEPHONE NUMBERS

COMMAND POST — BOWLING LANES	4607
Project Officer	4322/4607
Special Services Officer	4322/4323
Tournament Coordinator	4607
Recreation Center (Bldg 910)	4488
Physical Cond Ctr #1 (Ent AFB)	6071
Physical Cond Ctr #2 (Chidlaw Bldg)	3765
Officers Open Mess (Ent AFB)	2381
NCO Open Mess (Ent AFB)	2073
NCO Open Mess Annex (Peterson Field)	4726
American Red Cross	2856
Chaplain	2111
Air Force Aid Society	6171

TOURNAMENT HOTEL

Rodeway Inn, 2407 E. Pikes Peak Ave, Phone 471-0990

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Honorary Tournament Officials

Lieutenant General Thomas K. McGehee
Commander, Aerospace Defense Command
Colonel Phillip A. Rand
Commander, 4600 Air Base Wing, Ent Air Force Base

Tournament Officials

Special Services Officer	Lt Col A. L. Majors	4322
Project Officer	Mr Richard P. Lee	4323
Asst Project Officer (Housing)	Lt. D. E. Mulligan	4607
Project NCOIC	SMSgt G. D. Souza	4607
Information Services	Sgt W. L. Galoway	6472
Food Service	SMSgt J. Fernandez	2334
Banquet, NCO Open Mess	CMSgt I. W. Lowe	2307
Transportation	Mr. O. R. Hinson	4553
Dispensary (Peterson Field)	Maj D. S. Russell	4562
Security Police	Capt R. S. Fuhs	2545
Base Operations	MSgt C. S. Williams	4763
WAF Squadron Commander	Capt S. L. Johnson	6138
WAF Squadron 1st Sgt	TSgt A. F. Anderson	2530

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1970
USAF WORLDWIDE
CHAMPIONS

"ALL EVENTS TEAM"

MEN		WOMEN	
1. SAC	20433	1. PACAF	12173
2. AFSC	20316	2. SAC	12096
3. PACAF	20064	3. ATC	11994

"ALL EVENTS"

1. Capt David R. Deken (SAC)	3612	1. Sgt Patricia Mahan (USAFE)	3272
2. Sgt George A. LaCombe (SAC)	3552	2. Capt B. K. Huber (SAC)	3215

"DOUBLES"

1. Davis - Ruggiano (UNICOM)	2455	1. Erbe - Specker (PACAF)	2146
2. Lake - Imhoff AFSC)	2374	2. Jordan - Huber (SAC)	2079

"SINGLES"

1. Capt D. R. Deken (SAC)	2157	1. SSgt D. Armwood (ATC)	1101
2. Sgt G. A. LaCombe (SAC)	1205	2. TSgt V. Pagel (ADC)	1099

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1971
USAF WORLDWIDE BOWLING TOURNAMENT

FINAL RESULTS

ALL EVENTS WINNERS

Individuals Selected for the USAF Team

TOURNAMENT POSITION		NAME	MAJOR COMMAND	SCORE
Men	1			
	2			
	3			
	4			
	5			
	6			
Women				
	1			
	2			
	3			
	4			
	5			
	6			

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TEAM EVENTS

Men

TOURNAMENT POSITION	MAJOR COMMAND	SCORE
1		
2		
3		
4		

Women

1		
2		
3		
4		

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DOUBLES

Men

TOURNAMENT POSITION	NAMES	MAJOR COMMAND	SCORES	TOTAL SCORE
1				
2				
3				
4				
5				

Women

1				
2				
3				
4				
5				

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SINGLES

Men

TOURNAMENT POSITION	NAME	MAJOR COMMAND	SCORE
1			
2			
3			
4			
5			
6			

Women

1			
2			
3			
4			
5			
6			

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13
4

HOT SHOTS

Men	Scores	Command
HIGH INDIVIDUAL SINGLE GAME		
2ND HIGH INDIVIDUAL SINGLE GAME		
Women		
HIGH INDIVIDUAL SINGLE GAME		
2ND HIGH INDIVIDUAL SINGLE GAME		
Men		
3 GAME SERIES, HIGH INDIVIDUAL		
3 GAME SERIES, 2ND HIGH INDIVIDUAL		
Women		
3 GAME SERIES, HIGH INDIVIDUAL		
3 GAME SERIES, 2ND HIGH INDIVIDUAL		

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4

YOUR TEAM TABULATION

_____ MAJOR COMMAND

Game Scores

Players Name	1	2	3	4	5	6	Total
Men			TEAM EVENT				
Women							
Total							
Men			SINGLES				
Women							
Total							

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15
4

Your Team Tabulation (con't)

_____ MAJOR COMMAND

Game Scores

Player's Name	1	2	3	4	5	6	Total
Men			DOUBLES				
1							
2							
3							
4							
5							
6							
Women							
1							
2							
3							
4							
Total							

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DEPARTMENT OF THE AIR FORCE

Welcome to the 1971 Inter-Service Bowling Tournament.

The challenge presented by match competition is stimulating and satisfying to the true sportsman. You can be proud of your accomplishment of being selected as one of the top bowlers of the Service you represent.

Best wishes for success in the days ahead.

THOMAS K. McGEHEE, Lt Gen, USAF
Commander

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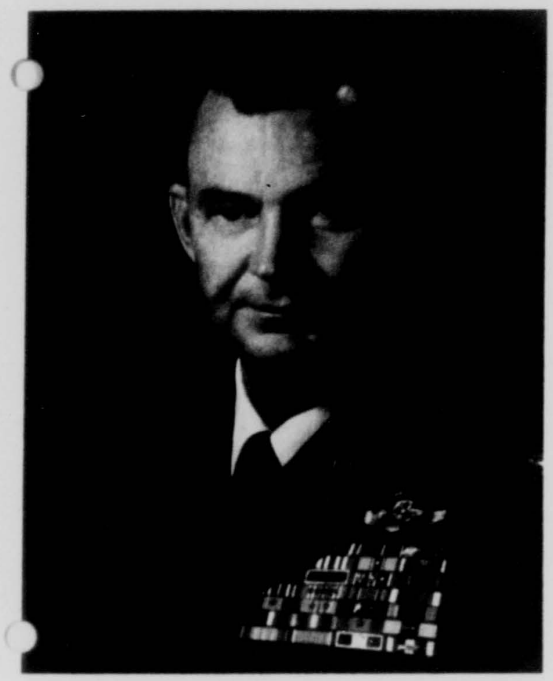

DEPARTMENT OF THE AIR FORCE

I extend to each participant in the Inter-Service Bowling Championship a most sincere and cordial welcome to Ent Air Force Base.

You can well be proud of your accomplishment of being selected as one of the top bowlers of the Service you represent.

Congratulations on your selection for this competition and best wishes for success in the days ahead.

PHILLIP A. [illegible]BAND, Colonel, USAF
Commander

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Peterson Lanes

ENT Air Force Base

Colorado Springs

Colorado

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SCHEDULE OF EVENTS

Monday, 17 May 1971	
1400 Hours	Organizational meeting and position drawing. Recreation Center, Building 910, Peterson Field.
1800 Hours	Banquet NCO Open Mess, Bulding 14, Ent AFB
Tuesday, 18 May 1971	
1315 Hours	Opening Ceremony
1330 Hours	Team Event
Wednesday, 19 May 1971	
1330 Hours	Doubles Event
Thursday, 20 May 1971	
1330 Hours	Singles Event
1630	Presentation of Awards

1440

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Awards & Rules Interpretation Committee

REPRESENTATIVE, Hq, ADC (Chairman)	SMSgt R. J. Mullenberg
REPRESENTATIVE, 4600 Air Base Wing	Mr. Richard P. Lee
BOWLING LANES MANAGER (Bowling Only)	SMSgt G. D. Souza

SPECIAL TELEPHONE NUMBERS

COMMAND POST — BOWLING LANES	4607
Project Officer	4322/4607
Special Services Officer	4322/4323
Tournament Coordinator	4607
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Physical Cond Ctr #2 (Chidlaw Bldg)	3765
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NCO Open Mess (Ent AFB)	2073
NCO Open Mess Annex (Peterson Field)	4726
American Red Cross	2856
Chaplain	2111
Air Force Aid Society	6171

TOURNAMENT HOTEL

Rodeway Inn, 2407 E. Pikes Peak Ave. Phone 471-0990

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Honorary Tournament Officials

Lieutenant General Thomas K. McGehee
Commander, Aerospace Defense Command
Colonel Phillip A. Rand
Commander, 4600 Air Base Wing, Ent Air Force Base

Tournament Officials

Special Services Officer	Lt Col A. L. Majors	4322
Project Officer	Mr Richard P. Lee	4323
Asst Project Officer (Housing)	Lt. D. E. Mulligan	4607
Project NCOIC	SMSgt G. D. Souza	4607
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Food Service	SMSgt J. Fernandez	2334
Banquet, NCO Open Mess	CMSgt I. W. Lowe	2307
Transportation	Mr. O. R. Hinson	4553
Dispensary (Peterson Field)	Maj D. S. Russell	4562
Security Police	Capt R. S. Fuhs	2545
Base Operations	MSgt C. S. Williams	4763
WAF Squadron Commander	Capt S. L. Johnson	6138
WAF Squadron 1st Sgt	TSgt A. F. Anderson	2530

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1971
INTER SERVICE
BOWLING TOURNAMENT

FINAL RESULTS

ALL EVENTS WINNERS

TOURNAMENT POSITION		NAME	SERVICE	SCORE
Men	1			
	2			
	3			
	4			
	5			
	6			
Women				
	1			
	2			
	3			
	4			

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TEAM EVENTS

Men

TOURNAMENT POSITION	SERVICE	SCORE
1		
2		
3		
4		

Women

1		
2		
3		
4		

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10
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DOUBLES

Men

TOURNAMENT POSITION	NAMES	SERVICE	SCORES	TOTAL SCORE
1				
2				
3				
4				
5				

Women

1				
2				
3				
4				
5				

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SINGLES

Men

TOURNAMENT POSITION	NAME	SERVICE	SCORE
1			
2			
3			
4			
5			

Women

1			
2			
3			
4			
5			

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HOT SHOTS

	Scores	Service
Men		
HIGH INDIVIDUAL SINGLE GAME		
2ND HIGH INDIVIDUAL SINGLE GAME		
Women		
HIGH INDIVIDUAL SINGLE GAME		
2ND HIGH INDIVIDUAL SINGLE GAME		
Men		
3 GAME SERIES, HIGH INDIVIDUAL		
3 GAME SERIES, 2ND HIGH INDIVIDUAL		
Women		
3 GAME SERIES, HIGH INDIVIDUAL		
3 GAME SERIES, 2ND HIGH INDIVIDUAL		

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YOUR TEAM TABULATION

SERVICE: _____

Game Scores

Players Name	1	2	3	4	5	6	Total
Men	TEAM EVENT						
1							
2							
3							
4							
5							
6							
Total							
Women							
1							
2							
3							
4							
5							
6							
Total							

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14
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Your Team Tabulation (con't)

_____

Game Scores

Player's Name	1	2	3	4	5	6	Total
Men			DOUBLES				
1							
2							
3							
4							
5							
6							
Total							
Women							
1							
2							
3							
4							
Total							

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Your Team Tabulation (con't)

_____

Game Scores

Players Name	1	2	3	4	5	6	Total
Men			SINGLES				
Total							
Women							
Total							

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13

11th ANNUAL ARMED FORCES

ENT ROD AND GUN CLUB
Box 7886
Peterson Field, Colorado 80914

SKEET CHAMPIONSHIPS

23-29 MAY 1971

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DEPARTMENT OF THE AIR FORCE

SUBJECT: 11th Annual Armed Forces Skeet Championships

TO: All Participating Sportsmen

It is again our pleasure to host the Armed Forces Invitational Skeet Championships at Fal Air Force Base, Colorado Springs, Colorado. During the week of 23-29 May 1971. A cordial invitation is extended to you to participate in this outstanding shooting event.

We expect this years shoot to be even more challenging and enjoyable than ever before.

We look forward to your participation and wish you good shooting.

Sincerely

PHILLIP A. DANE, Colonel, USAF
Commander

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INTERNATIONAL

Standard International Targets will be used and NSSA rules will apply. Every effort will be made to throw 80 yard targets which more closely simulate international competition.

SHOOTER RESPONSIBILITIES AND AWARDS

Each shooter will be responsible for assuring that he is posted properly to include: events entered, grouping, classification and scores. No squad or team will be delayed by individuals failing to show at the scheduled range after the final call for his squad or team. Individuals failing to report will be re-squadded following the last scheduled squad. Winners must arrange for the pickup of their awards and brassards. The shoot management will not be responsible for the packing and mailing. Those awards not properly attended to will become the property of the club.

RULES

The shoot will be conducted in accordance with the rules and directives of the National Skeet Shooting Association. International Classification will be based on regular skeet 12 gauge average. All regular rounds will be fired using standard system. All ties for championship titles (High Gun of event only) will be shot off by "Miss and Out". If a tie is not broken after two complete rounds of regular skeet, doubles will be shot at stations one through seven and reverse seven through one, until championship is determined. All other winners will be determined by long run. Management reserves the right to make changes to this program.

REFEREES

Referees will be solicited from qualified participants who have certification as NSSA referees.

Referees will be paid at the rate of $.20 per shooter per 25 targets. The hiring of participants is a consideration given to shooters so they may defray the cost of participation. Shooters who volunteer to referee must fill their obligation by being at the assigned ranges at scheduled times. Your cooperation will assure the continuance of this means of financial assistance to you, the shooter.

QUARTERS

Transient quarters at Peterson Field and Ent AFB are limited. We are attempting to obtain all available transient quarters. Personnel should contact the Base Housing Officer, Ent AFB -- Ext 4513 for reservations in the transient quarters or for motel accommodations which are in abundance in this area.

Rates: Hotel and motel rates generally are 5-6 dollars for a single room and 8-10 dollars for a double room.

TRANSPORTATION

Upon arrival in the Colorado Springs area, military transportation will be available from rail, bus and air terminals to the Gun Club. This service may be obtained by calling 635-8911, extetnsion 4307.

For those who drive, the gun club is located six miles east of Colorado Springs on Highway 24. Turn right at Peterson Field exit; signs will direct you to the gun club.

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REGISTRATION

Shooter registration will open at 1200 hours, 23 May 1971, at the indoor range. Starting times will be made on a "First come first served basis," with the exception that teams working Registration, Classification, Squading and Posting will be given priority on starting times. Separate registration forms will be used for team events and added events.

ENTRY FEES

Entry fees will be $10.00 per 100 targets. This amount will include referee and award fees. Daily NSSA fees are not included in entry fees. High all around, and 2 and 5 man team events entry fees are as listed in the program. Entry fees subject to change.

CONCURRENT RETIRED EVENTS

Entry fee will be $2.00 per event in which special retired awards are made. Retired shooters are eligible for both Open and Retired concurrent event awards.

TEAM COMPETITION

All team members must qualify as indicated for each team event. To be eligible to participate in 2 and 5 man team events, each participant must have at least an initial classification in the particular gauge prior to the beginning of the shoot, or his average will be determined in accordance with section V, par 87, NSSA rules. Teams must be designated at the time of registration. Please determine team members prior to registering. There will be no changes or refunds.

PRACTICE RANGES

Practice ranges will be open from 0800 to 1630 hours, 23-29 May 1971. After the start of programmed competition, practice will be scheduled through the "Practice Range shack". All practice rounds will be $1.25 per 25 targets.

AMMUNITION

Factory ammunition will be available at approximately the following prices:

12 Gauge	$2.20
20 Gauge	2.00
28 Gauge	2.30
410 Gauge—2½"	2.00
410 Gauge—3"	2.10

Prices are subject to change. All popular brands will be available at standard gun club prices.

RELOADS

Reloaded ammunition may be used, NSSA rules will apply. Shooters using reloads will be required to furnish replacements for defective ammunition. All shooters using reloads will have their loads checked by the Chief Referee immediately following registration. All loads will be checked at one time.

SHOOTER ELIGIBILITY

Participation in the Eleventh Armed Forces Invitational Skeet Championship is open to all active duty US military personnel, foreign military personnel attached to US Forces (Army, Navy, Air Force, Marines, Coast Guard, Missions) all National Guard personnel, Civil Air Patrol, active Reservists, Service Academies, and Retired military personnel.

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ADDED EVENTS

The host has supplemented the program to include competition between USAF individuals and Major Commands of the Air Force. To further stimulate the competition, concurrent events between ADC units and individuals will also be conducted. Awards for the supplemental events will be subsidized by the Ent Rod and Gun Club. Services desiring to conduct additional competition between and within units may supplement this program. Such supplemental competition shall be the full responsibility of the service concerned. For additional instructions for supplemental events see the supplemental program.

EVENT No. 1

410 GAUGE — 100 Targets — CHAMPIONSHIP

MONDAY — 0800 Hours

Trophy Medal and Brassard Awarded:
- Champion
- Runner-Up

Medal and Brassard Awarded:
- First in Class
- Second in Class
- Third in Class
- High Gun and Runner-Up Retired

Brassard Awarded:
- Fourth in Class
- Fifth in Class

EVENT No. 2

28 GAUGE — 100 Targets — CHAMPIONSHIP

TUESDAY — 0800 Hours

Trophy, Medal and Brassard Awarded:
- Champion
- Runner-Up

Medal and Brassard Awarded:
- First in Class
- Second in Class
- Third in Class
- High Gun and Runner-Up Retired

Brassard Awarded:
- Fourth in Class
- Fifth in Class

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EVENT No. 3

20 GAUGE — CHAMPIONSHIP

100 Targets

WEDNESDAY — 0800 Hours

Trophy, Medal and Brassard Awarded:
- Champion
- Runner-Up

Medal and Brassard Awarded:
- First in Class
- Second in Class
- Third in Class
- High Gun and Runner-Up Retired

Brassard Awarded:
- Fourth in Class
- Fifth in Class
- Sixth in Class
- Seventh in Class

EVENT No. 4

12 GAUGE — CHAMPIONSHIP

200 Targets

THURSDAY-FRIDAY — 0800 Hours

Trophy, Medal and Brassard Awarded:
- Champion
- Runner-Up

Medal and Brassard Awarded:
- First in Class
- Second in Class
- Third in Class
- High Gun and Runner-Up Retired

Brassard Awarded:
- Fourth in Class
- Fifth in Class
- Sixth in Class
- Seventh in Class
- Eighth in Class

EVENT No. 5

INTERNATIONAL CHAMPIONSHIP

100 Targets

SATURDAY — 0800 Hours

Trophy, Medal and Brassard Awarded:
- Champion
- Runner-Up

Medal and Brassard Awarded:
- First in Class
- Second in Class
- Third in Class

Brassard Awarded:
- Fourth in Class
- Fifth in Class

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EVENT No. 6

HIGH ALL AROUND

500 Targets

Shot concurrently with Events 1 through 4

Entry Fee: None

All four gun entries in open individual competition are automatically entered, PROVIDING that they enter all four gun championships at time of entry for the .410 gauge event. Later entries in the other guns cannot be included in the All-Around Event.

Trophy, Medal and Brassard Awarded:

- Champion
- Runner-Up
- High Gun and Runner-Up Retired

Medal and Brassard Awarded:

- First in Groups
- Second in Groups
- Third in Groups

High All Around Grouping (Based on 12 Gauge Classification) Group I, Class AA and A, Group II Class B and C, Group III, Class D and E.

EVENT No. 7

410 GAUGE — OPEN — 2 MAN TEAM

Shot Concurrently with Event No. 1

Entry Fee $2.00 per Shooter

Medal and Brassard Awarded:

- Champions
- Runners-Up
- First in Groups

Brassard Awarded:

- Second in Group
- Third in Group

The following combined averages will apply to 410 Gauge, 2 man team groupings:

- Group I 85.0% and Higher
- Group II 84.99% and Lower

This event need not be shot shoulder to shoulder

EVENT No. 8

28 GAUGE — OPEN — 2 MAN TEAM

Shot concurrently with Event No. 2

Entry Fee $2.00 per Shooter

Medal and Brassard Awarded:

- Champion
- Runners-Up
- First in Groups

Brassard Awarded:

- Second in Groups
- Third in Groups

The following combined averages will apply to 28 Gauge, 2 man team groupings:

- Group I 86.0% and Higher
- Group II 85.99% and Lower

This event need not be shot shoulder to shoulder

EVENT No. 9

20 GAUGE — OPEN — 2 MAN TEAM

Shot concurrently with Event No. 3

Entry Fee $2.00 per Shooter

Medal and Brassard Awarded:

- Champions
- Runners-Up
- First in Groups

Brassard Awarded:

- Second in Groups
- Third in Groups

The following combined averages will pply to 20 Gauge, 2 man team groupings:

- Group I 92.5% and Higher
- Group II 92.49% and Lower

This event need not be shot shoulder to shoulder.

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EVENT No. 10

12 GAUGE — OPEN — 2 MAN TEAM

Shot concurrently with Event No. 4

400 Targets

Entry Fee — $2.00 per Shooter

Medal and Brassard Awarded:
- Champions
- Runners-Up
- First in Groups

Brassard Awarded:
- Second in Groups
- Third in Groups

The following combined averages will apply to 12 gauge, 2 man team groupings:

Group I	95.0% and Higher
Group II	90.0% to 94.99%
Group III	89.99% and Lower

This event need not be shot shoulder to shoulder.

EVENT No. 11

12 GAUGE — 5 MAN TEAM

Shot concurrently with Event No. 4

1000 Targets

Entry Fee — $12.00 per Team

Team Trophy, Individual Medals and Brassards Awarded:
- Champion
- Runner-Up

Individual Medals Awarded:
- First in Groups

Brassard Awarded:
- Second in Groups
- Third in Groups

Same base or club and must be shot shoulder to shoulder.

Marksmanship centers/training units and "All Service" teams (All Army, All Navy, All Marine Corps, All Air Force, etc.) are not eligible to compete in this event. Shoot management will determine the eligibility of teams for this event.

The following combined averages will apply to 12 gauge, 5 man team groupings:

Group I	95.0% and Higher
Group II	91.0% to 94.99%
Group III	90.99% and Lower

Options and Calcuttas may be conducted by individuals who desire to do so. The shoot management will assume no responsibility for these activities.

EVENT No. 12

12 GAUGE — INTERSERVICE 5 MAN TEAM CHAMPIONSHIP

1000 Targets

Entry Fee — $12.00 per Team

Team Trophy, Individual Medals and Brassards Awarded:
- Champion
- Runner-Up

All team members must be from the same service.

All entries must be made by 1700 hours the day prior to start of 12 gauge competition. The number of teams entered by each service is unlimited, however, no shooter may participate on more than one team.

This event need not be shot shoulder to shoulder.

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EVENT No. 13

INDUSTRY CHAMPIONSHIP

Events 1 through 5

Entry Fee $10.00 per 100 Targets

Medal and Brassard Awarded:

Champion

Runner-Up

EVENT No. 14

INTERNATIONAL OPEN 2 MAN TEAM

Shot concurrently with Event No. 5

200 Targets

Entry Fee $2.00 per Shooter

Medal Awarded:

Champions

Runners-Up

First in Groups

Brassard Awarded:

Second in Groups

Combined Averages:

Group I 95.0% and Higher

Group II 91.0% to 94.99%

Group III 90.99% and Lower

This event need not be shot shoulder to shoulder.

EVENT No. 15

INTERNATIONAL 5 MAN TEAM

Shot concurrently with Event No. 5

500 Targets

Entry Fee $12.00 per Person

Team Trophy, Individual Medals, and Brassards Awarded:

Champion

Individual Medals and Brassards Awarded:

Runner-Up

Some base or club and must be shot shoulder to shoulder. Marksmanship centers/training units and "All Service" teams (All Army, All Navy, All Marine Corps, All Air Force, etc.) are not eligible to compete in this event. Shoot management will determine the eligibility of teams for this event.

EVENT No. 16

INTERNATIONAL INTERSERVICE 5 MAN TEAM CHAMPIONSHIP

Shot concurrently with Event No. 5

500 Targets

Entry Fee $12.00 per Person

Team Trophy Medals and Brassards Awarded:

Champion Team

All team members must be from the same service. All entries must be made by 1700 hours the day prior to start of the international competition. The number of teams entered by each service is unlimited, however, no shooter may participate on more than one team.

This event need not be shot shoulder to shoulder.

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SUPPLEMENTAL PROGRAM

The following events are restricted to US Military personnel assigned on active duty with the Aerospace Defense Command or USAF, as applicable. Participation in USAF and ADC eevnts is not limited; however, no one command or unit may win more than one place in a single event. The following events are shot concurrently with Event No. 4, with exception of ADC Event No. 4. ADC Event No. 3 is open to all ADC units regardless of size. All instructions published in this program are applicable to this supplemental program. Receipts from supplemental events will revert to the Ent Rod and Gun Club.

ALL supplemental team events do not have to be shot soulder to shoulder.

ADC EVENTS

EVENT No. 1

12 GAUGE — INDIVIDUAL CHAMPIONSHIP
Entry Fee — $2.00 per Shooter
200 Targets
Medal and Brassards Awarded:
Champion
Runner-Up
First in Class
Brassard Awarded:
Second in Class
Third in Class

ADC EVENT No. 2

12 GAUGE — 2 MAN TEAM CHAMPIONSHIP
Entry Fee — $2.00 per Shooter
200 Targets
Medal and Brassard Awarded:
Champion Team
Runner-Up Team
Team members must be from the same club, base, division, etc.

ADC EVENT No. 3

12 GAUGE — 5 MAN TEAM CHAMPIONSHIP
Entry Fee — $12.00 per Team
1000 Targets
Team Trophy, Individual Medals and Brassards Awarded:
Championship Team
Individual Medals and Brassards Awarded:
Runner-Up Team
Team members must be from the same club, base, division, etc.

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ADC EVENT No. 4

HIGH ALL AROUND CHAMPIONSHIP

Entry Fee $2.00 per Shooter

Events 1 through 4

500 Targets

Medal and Brassard Awarded:

Champion

Runner-Up

USAF INTER-MAJOR COMMAND EVENTS

All members must be from the same major command. Events listed below are shot concurrently with Event No. 4. All USAF team events need not be shot shoulder to shoulder.

USAF EVENT No. 1

12 GAUGE USAF INDIVIDUAL CHAMPIONSHIP

Entry Fee $2.00 per Shooter

200 Targets

Medal and Brassard Awarded:

Champion

Runner-Up

Brassard Awarded:

First in Class

Second in Class

Third in Class

USAF EVENT No. 2

12 GAUGE 2 MAN TEAM CHAMPIONSHIP

Entry Fee $2.00 per Shooter

400 Targets

Medals and Brassards Awarded:

Championship Team

Runner-Up Team

USAF EVENT No. 3

12 GAUGE 5 MAN TEAM CHAMPIONSHIP

Entry Fee $12.00 per Team

1000 Targets

Team Trophy, Individual Medals and Brassards Awarded:

Championship Team

Individual Medals and Brassards Awarded:

Runner-Up Team

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ENT YOUTH ACTIVITY

SUMMER PROGRAM 1971

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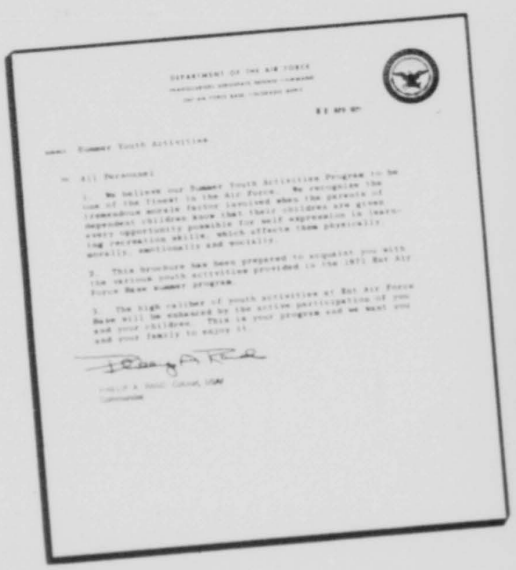

Department of the Air Force

SUBJECT: Summer Youth Activities

TO: All Personnel

1. We believe our Summer Youth Activities Program to be one of the finest in the Air Force. We recognize the tremendous morale factor involved when the parents of dependent children know that their children are given every opportunity possible for self expression in learning recreation skills, which affects them physically, socially, emotionally and mentally.

2. This brochure has been prepared to acquaint you with the various youth activities provided in the 1971 Bur Air Force Base summer program.

3. The high caliber of youth activities at Bur Air Force Base will be enhanced by the active participation of you and your children. This is your program and we want you and your family to enjoy it.

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INTRODUCTION TO ENT AFB 1971 SUMMER YOUTH ACTIVITIES PROGRAM

This brochure has been prepared to familiarize you with the Youth Activities Summer Program at Ent Air Force Base. Your children are a prominent part of our community. We in Recreation Services are making every effort to develop their minds and bodies by encouraging fair play, promoting good sportsmanship, and offering good, wholesome leisure time activity.

YOUTH ACTIVITIES PROGRAM STAFF

Chairman, Youth Activities Advisory Council ..... Col K W Hamstra, Chaplain

THE PROGRAM

ELIGIBILITY: Dependents of Military and Civilian personnel connected with the military, ages 7 through 18 are eligible to partiicpate. Please check the following pages for age eligibiilty for specific activities.

ACTIVITIES: Classes of instruction will be offered in arts and crafts, and games, bowling, swimming, tennis, self defense, trap and skeet shooting, and golf. A continuous session of baseball will also be offered to give boys an opportunity for instruction and league play during the summer season.

FEES: Fees are charged for each activity and are listed on the following pages. Monies which you pay are deposited in a special Youth Activities Fund and are expended in support of the program for such things as salaries for instructors and recreation assistants, athletic equipment, uniforms, contract professional services, arts and crafts supplies, games, and league and tournament expenses. Refunds cannot be made after the season or session starts.

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SUMMER YOUTH PROGRAM REGISTRATION

The summer youth program will be divided into two sessions. The first session will run from 14 June through 16 July. The second session will run from 19 July through 20 August.

Registration for the first session will take place 1 June through 11 June, from 1000-1600 hours in building 2001, on Peterson Field.

Registration for the second session will take place 12 July through 16 July at the same location, days and hours of the first session.

RESPONSIBILITIES OF PARENTS

1. To deliver and return for their children at the time and location specified by each activity.

2. Proper conduct on the part of all children at all activities.

3. The signature of a parent and the payment of fees is required at the time of registration.

4. Children who are enrolled in activities at Peterson Field for the entire day may bring their lunch to Building 2001 where lunch hour supervision is provided. Soft drinks will be available for sale.

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ARTS AND CRAFTS AND GAMES

AGES: 7 through 12

OFFERED: Boys and girls. Instructions in small crafts, painting and organized games.

TIME: Monday through Thursday 0800-1130.

SESSIONS: A — 14 June to 15 July
B — 19 July to 19 August

LOCATION: Building 2001, Peterson Field

FEE: $10.00 for each 5 week session.

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SPORTS

AGES: 10 through 14

OFFERED: Boys and Girls. Instruction in team and individual sports such as Basketball, Paddleball, Handball, Volleyball, Badminton and Squash.

TIME: Monday and Wednesday 1330 to 1530.

SESSIONS: A — 14 June through 14 July.
B — 19 July through 18 August

LOCATION: Building 560, Gym, Peterson Field

FEE: $5.00 for each 5 week session.
Participants will be required to wear gym shoes and appropriate gym clothing.

GOLF

AGES: 10 through 18

OFFERED: Boys and Girls. Instruction in basic principles, courtesies, and rules of play.

TIME: Tuesday and Thursday 1330 to 1500.

SESSIONS: A — 15 June through 15 July
B — 20 July through 19 August

LOCATION: Peterson Field Driving Range.

FEE: $3.00 for each 5 week session.
A 36 hole tournament will be held between 23 August and 3 September. Entry is optional. Fee $3.00 (includes Green Fees).

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BOWLING

AGES: 9 through 18

OFFERED: Boys and Girls. Instruction in basic principles, courtesies and rules of play.

TIME: Monday and Wednesday 0900 – 1100.

SESSIONS: A – 14 June through 14 July
B – 19 July through 18 August

LOCATION: Peterson Field Bowling Lanes.

FEE: $5.00 for each 5 week session. Includes shoes, ball and bowling.
There will be a 6 game total championship handicap sweeper held during period 23 August and 3 September. Entry optional. Fee $1.50.

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BASEBALL

TEAM DIVISIONS:

a. 5th-6th Grades
b. 7th Grade
c. 8th Grade
d. 9th Grade
e. 10th Grade

OFFERED: Boys only. Instruction and league play.

LOCATION: Boys should initially report to Base Gym for diamond assignment.

TIME: First practice and report will be 0900 hours, 15 May. Further practices will be announced by coach.

EQUIPMENT: Appropriate equipment and uniforms will be furnished by Recreation Services. Individuals must furnish their own shoes and gloves.

FEES: $10.00 for entire season.

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TENNIS

AGES: 10 through 16

OFFERED: Boys and Girls. Instruction in basic principles, courtesies and rules of play.

TIME: Tuesday and Thursday 0900 – 1100

SESSIONS: A – 15 June through 15 July
B – 20 July through 12 August

LOCATION: Base Gym, Peterson Field.

FEE: $5.00 for each 5 week session.
Rackets and balls will be furnished. Children will be required to wear tennis shoes.

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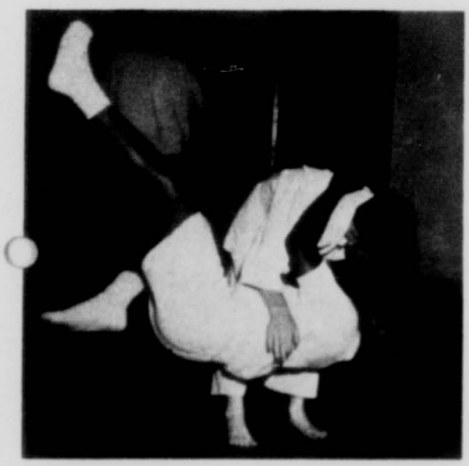

SELF DEFENSE

AGES: 10 through 18

OFFERED: Boys only. Instruction in judo, boxing and wrestling.

TIME: Monday and Wednesday 0900 – 1100.

SESSIONS: 14 June through 14 July
19 July through 18 August

LOCATION: Base Gym, Peterson Field.

FEE: $5.00 for each 5 week session.
Boys will be required to wear gym shoes, T-shirts, shorts, sweat shirt and heavy socks.

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SWIMMING

AGES: 6 through 18

COURSES OFFERED: For boys and girls. Classes will be conducted for beginners, intermediates and advanced swimmers. Complete facilities and certified instructors. Instructors will test all participants at the first class to insure entry in proper class. Classes will be limited to a maximum of forty participants per class.

COSTUME: Swim trunks for boys and swim suits f[illegible] girls. Bikinis must be reasonable. Females must wear bathing caps.

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TIME:

1st Class		
Beginners	0900-1000	7 June - 18 June
Beginners	1000-1100	7 June - 18 June
2nd Class		
Beginners	0900-1000	21 June - 2 July
Advanced (Beginners)	1000-1100	21 June - 2 July
3rd Class		
Beginners	0900-1000	5 July - 16 July
Intermediates	1000-1100	5 July - 16 July
4th Class		
Beginners	0900-1000	19 July - 30 July
Advanced (Beginners)	1000-1100	19 July - 30 July
5th Class		
Beginners	1000-1100	2 August - 13 August
Intermediates	1000-1100	2 August - 13 August
6th Class		
Advanced (Beginners)	0900-1000	16 August - 27 August
Junior & Senior Life Saving	1000-1100	16 August - 27 August

LOCATION: Peterson Field Swimming Pool.

FEE: $10.00 for each 2 week session.

JUNIOR LIFE SAVING COURSE: Participants must have completed Red Cross Swimmers Course or have equivalent experience and ability.

SENIOR LIFE SAVING COURSE: Participants must have completed Junior Life Saving Course or have equivalent experience and ability.

Type of class subject to change based on registration requirements.

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COMPETITIVE SWIMMING

The Ent Phantom Swim Team is composed of dependents of military or retired military living in the Colorado Springs Area.

Practices are held from 6:00 to 7:00 P.M. Mondays and Wednesdays, and from 5:30 to 7:00 P.M. on Tuesdays and Thursdays at the Ft. Carson Indoor Pool during the winter. Beginning June 7, practices will be held at the Ent AFB Pool from 8:00 to 11:00 A.M. and from 7:00 to 8:00 P.M. Monday through Friday during the summer season.

Membership in the A.A.U. ($1.00) is required and may be obtained through the team at the expense of the individual. Dues are $3.50 per month for one child and $7.00 per month maximum per family (2 or more children).

Interested boys and girls between the ages of 6 and 18 who can swim may make arrangements to try out by contacting Capt. Billy G. Allison, 635-8911, Ext. 3309, during duty hours or 635-0427 during off-duty hours.

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LIBRARY

SUMMER READING PROGRAM

AGES: 6 through 12

OFFERED: Boys and Girls. An incentive reading program designated to stimulate an interest in reading.

TIME: Friday — 1300.

LOCATION: Peterson Field Library.

FEE: No charge.

STORY HOUR

AGES: 5 through 7

OFFERED: Boys and Girls.

TIME: Friday — 1300.

LOCATION: Peterson Field Library.

FEE: No charge.

YOUTH CENTER

A year round Youth Center is being established in Building 2001, Peterson Field.

Establishment of Senior, Junior and Sub-Teen Clubs are being organized.

Parents are encouraged to volunteer their services as chaperones for programs as they develop. For further information call.

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HISTO

4600th AIR BASE WING

I JULY 1971 THROUGH 30 SEPTEMBER 1971

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 4600TH AIR BASE WING (ADC)
ENT AIR FORCE BASE, COLORADO 80912

30 November 1971

SUBJECT: 4600th Air Base Wing History - 1 July 1971 to 30 September 1971

TO: ADC/HO

The history for the 4600th Air Base Wing for the period 1 July 1971 to 30 September 1971 is submitted in accordance with AFR 210-3/ADC Supplement 1.

PHILLIP A. RAND, Colonel, USAF
Commander

1 Atch
History of the 4600th
Air Base Wing (2 cys)

3-6533-13

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HISTORY OF THE 4600TH AIR BASE WING

1 JULY 1971 - 30 SEPTEMBER 1971

BY:

MARY J. AUTON
CAPTAIN, USAF
HISTORIAN
4600TH AIR BASE WING

Approved by:

30 November 1971

PHILLIP A. RAND
COLONEL, USAF

AEROSPACE DEFENSE COMMAND, UNITED STATES AIR FORCE

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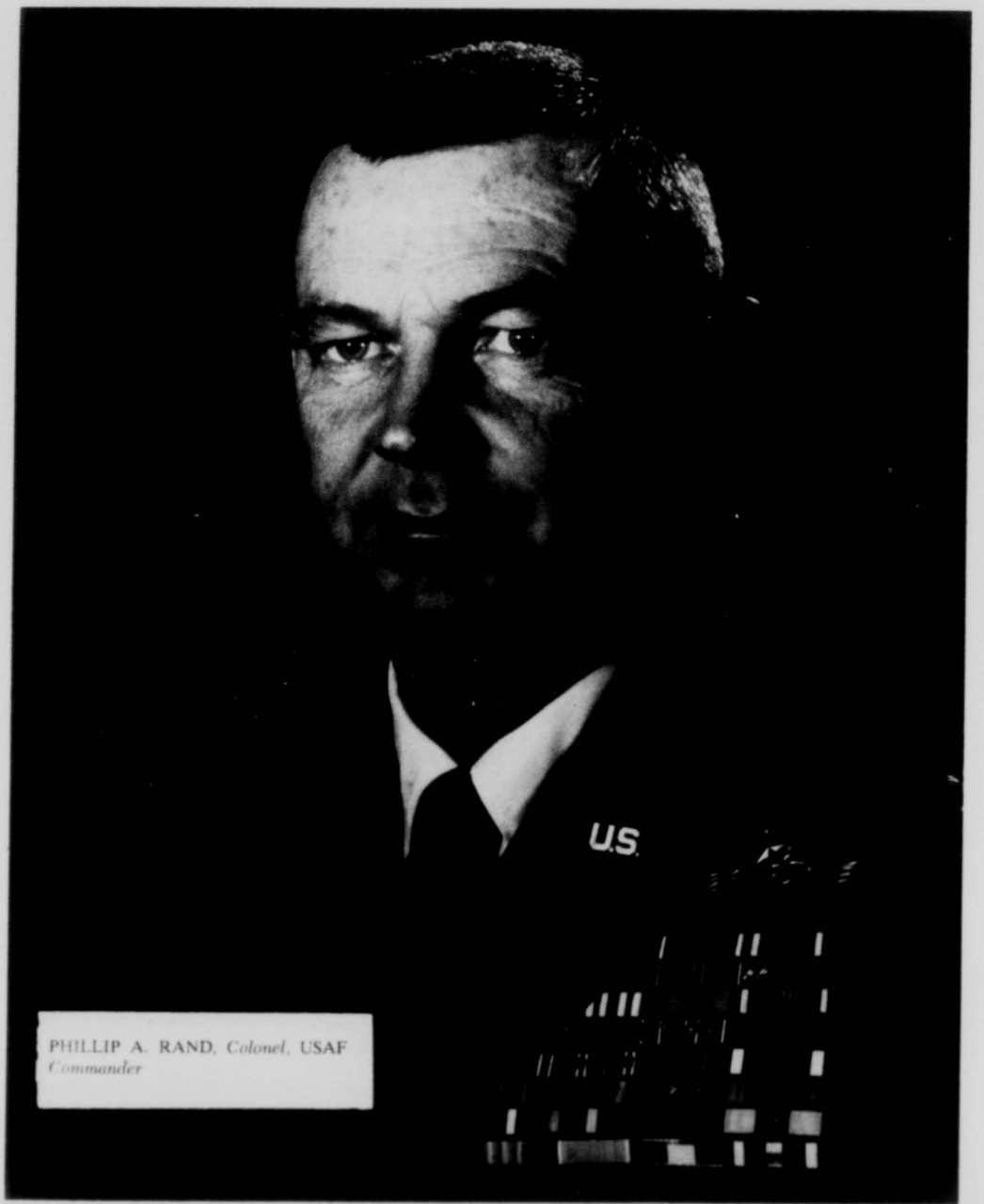

PHILLIP A. RAND, *Colonel*, USAF
Commander

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FOREWORD

The purpose of this report is to provide a record of significant accomplishments and developments of the 4600th Air Base Wing from 1 July 1971 to 30 September 1971. This report is intended to emphasize the 4600th Air Base Wing's mission to equip, administer, train, and provide personnel for:

a. Operating and maintaining Ent Air Force Base complex, consisting of Ent Air Force Base proper, United States military facilities located at Peterson Field, North American Air Defense Cheyenne Mountain Complex (NCMC), and such other additional off-base facilities as directed.

b. Providing administrative and logistic support to all North American Air Defense (NORAD), Continental Air Defense (Conad), Aerospace Defense Command (ADC), Army Air Defense Command (ARADCOM), and tenant units attached by competent authority for such support.[1]

Although this report will list numerous units supported by Ent Air Force Base, it will cover only those units assigned directly to the 4600th Air Base Wing.

MARY J. AUTON
Captain, USAF
4600th Air Base Wing
Historian

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1. Reg, ADC Regulation 23-8, Subj: Mission Directive of the 4600th Air Base Wing, 30 Dec 68 (DOC 1).

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Colonel Phillip A. Rand, Commander, 4600th Air Base Wing ---------- Frontispiece

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CHAPTER I

4600TH AIR BASE WING BACKGROUND, ORGANIZATION, AND MISSION

During June 1943 Ent Air Force Base came into being to provide a headquarters for the Army Air Force's Second Air Force, then located at Fort George Wright, Washington. Ent was named for Major General Uzal G. Ent, World War II Commander of the Second Air Force and Colorado Springs resident after his retirement in 1946 until his death in 1948. Ent Air Force Base became a permanent installation on 31 July 1954.

On 1 January 1951 the 4600th Air Base Group was assigned as the support organization for Ent Air Force Base complex. The 4600th Air Base Wing was formed through the redesignation of the Group on 8 April 1958. Day-to-day operations of the modern Ent Air Force Base complex are handled by units assigned to the Wing which reports directly to the Commander, ADC. Since 8 September 1970, the Wing Commander has been Colonel Phillip A. Rand.[1]

NUMBER AND TYPES OF SUPPORT UNITS

The following units are located on or near and supported by the 4600th Air Base Wing:

---

1. Biography, Colonel Phillip A. Rand, 18 September 1970 (DOC 2).

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1. North American Air Defense Headquarters (NORAD)
2. Continental Air Defense Headquarters (CONAD)
3. Aerospace Defense Command Headquarters (ADC)
4. Army Air Defense Command Headquarters (ARADCOM)
5. Fourteenth Aerospace Force Headquarters (ADC)
6. Headquarters 4th Weather Wing (MAC)
7. Field Training Det 508K (ATC)
8. 3253d Pilot Training Squadron (ATC)
9. OSI, Det 1401
10. USAF Auditor General Representative (ADC)
11. Headquarters, USASTRATCOM Signal Group (AD)
12. 47th Communications Group (AFSC)
13. 1151st USAF Special Activities Squadron
14. Det 2, 1365 Photo Squadron, AAVS (MAC)
15. Det 17, 4608 Support Squadron, ADMET (ADC)
16. OL "A", 1842 E&E Group (AFSC)
17. Canadian Forces Support Unit
18. Defense Communications Agency, DCA, West Hem
19. ESD Field Office
20. Federal Aviation Administration, FAA
21. Office of Civil Defense, OCD

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22. SAC/NORAD Joint Operations Task Force, JOTF

23. System Development Corporation

24. USASTRATCOM -CONUS, NWC

25. USAF Postal Courier Services, OL-2328/2329

26. U.S. Naval Administration Unit

ORGANIZATION AND MANNING

At the end of September 1971 personnel strength for the 4600th Air Base Wing was:

Officers	191
Enlisted	1980
Civilians	842
Total	3013

Ent Air Force Base was one of five Air Force bases selected to participate in the Civilian Manpower Test Program. The test began 1 July 1971 and was scheduled to continue through 30 June 1972. The success of the one year test was dependent upon the judicious utilization of all manpower and financial resources allocated to the Wing Commander. The intent of the test program was to permit commanders at the lowest level, consistent with financial controls, to determine their civilian employment levels. The elimination of end-year ceilings and the concurrent manpower management flexibility provided under the trial system was intended

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to stimulate management and staff agencies at all levels to develop methods to utilize more effectively the resources made available to them. A base review committee was established, comprised of a representative from the Budget, Manpower, and the Civilian Personnel functions to assume responsibility for the following: (1) review all civilian hiring action requests and advise the Base Commander, (2) assure that the Base Commander was continuously informed of the progress of the test program, and (3) maintain appropriate records related to justification of civilian hiring actions that exceeded Unit Detail Listing (UDL) authorizations. A total of 847 manpower authorizations existed at the beginning of this test.

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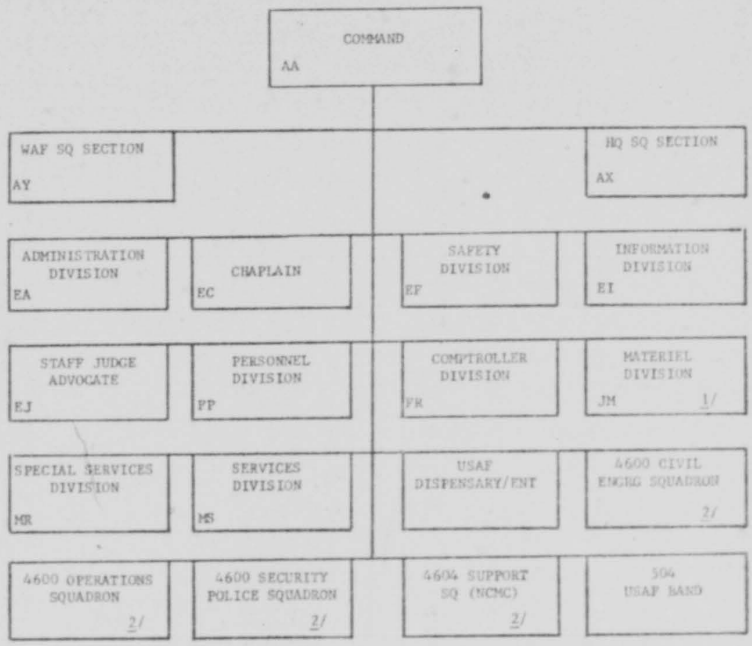

1/. Exercises staff supervision over functional sqs (Supply, Transportation, and Consolidated Aircraft Maintenance).

2/. Serves as Division Chief for respective functional areas.

STANDARD ORGANIZATION STRUCTURE

4600th Air Base Wing

Attachment 1

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	BLDG	
WING COMMANDER		CC
Colonel P. A. Rand	30	2345 2346
SECRETARY		CC
Mrs. D. Chisholm	30	2345
WING VICE COMMANDER		CV
Colonel J. R. Budner	30	2345 2346
INSPECTOR		CV
Colonel J. R. Budner	30	2346 2345
ASSISTANT INSPECTOR		CV
Lt Col R. E. Waller	30	2149
WING SERGEANT MAJOR		CCSM
CMSgt T. M. Edwards	30	2533 2149
EXECUTIVE OFFICER		CE
Lt Col R. E. Waller	30	2149 2347
ADMIN ASSISTANT		CE
TSgt E. Pacheco	30	2149 2347
CHIEF OF ADMINISTRATION DIVISION		DA
CMSgt T. M. Edwards	30	2533 2149
ASSISTANT CHIEF		DA
MSgt R. L. Jackson	30	2533 2149
ADMINISTRATIVE COMMUNICATIONS BRANCH		DAA
TSgt C. E. Hemingway	16	2066 6498
DOCUMENTATION BRANCH		DAD
Mr. D. Case	30	2530 4468
PUBLICATIONS BRANCH		DAP
Mrs. W. Rutledge	30	2530 2533
BASE BULLETIN		DAP
Mrs. M. Cross	30	2530 2533
FORMS MANAGEMENT SECTION		DAP
Mrs. F. VanGundy	30	6824
ORDERS SECTION		DAP
SSgt W. Soto	30	2530 2533
CHIDLAW BUILDING COORDINATOR (Chidlaw Building)		CBC
Mr. E. Maisonneuve Rm 1 C 401		3145
CHIDLAW SUPPLY COORDINATOR		CBCSC
SMSgt D. H. Davis Rm 1 C 401		3158
CHIEF, COMPTROLLER DIVISION		AC
Lt Col R. H. LaRue	31	2940 6165
NCOIC		AC
CMSgt K. R. Timmons	31	6235 6236
BUDGET BRANCH		ACB
Mr. W. Flewellen	31	6235 6236
DATA AUTOMATION BRANCH		ACD
Capt D. L. Wilson	53	2766
ACCOUNTING AND FINANCE BRANCH		ACF
Capt T. D. Bartoski	32	6125 6126
NCOIC		ACF
CMSgt J. D. Mason	32	6125 6126
ACCOUNTS CONTROL SECTION		ACFA
MSgt B. Voelker	32	6148 2567
PAYING AND COLLECTING SECTION		ACFL
Lt M. E. Healy	32	2982 2983
COMMERCIAL SERVICES & MATERIEL SECTION		ACFM
COMMERCIAL SERVICES UNIT		ACFMC
Mrs. M. B. Wiggins	32	6233 6234
MATERIEL UNIT		ACFMM
CMSgt C. M. Maxwell	670	4398 4515
PAY AND TRAVEL SECTION		ACFP
MILITARY PAY UNIT		ACFP
CMSgt W. C. Lewandowski	32	2895 2898
CIVILIAN PAY UNIT		ACFPC
Mrs. F. Murphy	31	2119 2453
TRAVEL UNIT		ACFPT
MSgt J. P. Colton	32	2420 2566
MANAGEMENT ANALYSIS BRANCH		ACM
Lt W. Dobson, Jr.	31	6864 2071
FISCAL CONTROL BRANCH		ACN
Mr. A. F. Wiebe	31	2576 2352
HEADQUARTERS SQUADRON SECTION		CCQ
Capt T. J. Melonson, Jr.	35	2330 6683
FIRST SERGEANT		CCQ
CMSgt H. R. Stevens	35	2330 6683
CHIEF, CIVIL ENGINEERING DIVISION		DE
Col J. W. Bogan	71	6426 6427
DEPUTY		DE
Mr. G. Tuxler	71	6426 6427
4600 CIVIL ENGINEERING SQUADRON	4600 CIV ENGRG SQ	CC
Col J. W. Bogan	71	6426 6427
FIRST SERGEANT	4600 CIV ENGRG SQ	CCF
MSgt W. E. Shoop	1154	4469 4575
EXECUTIVE SUPPORT OFFICER	4600 CIV ENGRG SQ	DA
Lt S. E. Webb, III	71	6865 2659
ENGINEERING & CONSTRUCTION BRANCH		DEE
Mr. S. L. Holland	71	6895
INDUSTRIAL ENGINEERING BRANCH		DEI
	71	6875
Lt M. J. Madrid	71	6875
OPERATIONS AND MAINTENANCE BRANCH		DEM
Maj R. E. Wilhoit	71	6745 6785
PROGRAMS BRANCH		DEP
Maj W. L. Meyer	71	2322
PROGRAM DEVELOPMENT SECTION		DEPD
Capt D. J. Barker	71	6129 6805
REAL ESTATE SECTION		DEPE
	71	6945 2104
FIRE PROTECTION BRANCH		DEY
Mr. J. L. Deal	117	4760 4615
CHIEF, MATERIEL DIVISION		DM
Col H. W. McDaniel	626	4783 4784
NCOIC		DM
CMSgt E. V. Allen	626	4783 4784
SUPPLY ADVISOR		DM
MSgt M. W. Pipkin	626	4783 4784
CHIEF, MAINTENANCE BRANCH		DMM
Lt Col F. R. Fonck	140	4460 4374
NCOIC		DMM
CMSgt J. D. George	140	4460 4374
4600th CONSOLIDATED AIRCRAFT MAINTENANCE SQUADRON	4600 CAM SQ	CC
Lt Col F. R. Fonck	140	4360
FIRST SERGEANT	4600 CAM SQ	CCF
SMSgt R. J. MacDonald	140	4545 4715
ADMIN MANAGEMENT OFFICER	4600 CAM SQ	DA
Capt M. J. Auton	140	4545 4360
MAINTENANCE CONTROL SECTION		DMMA
Capt J. J. Gallagher	140	4437 4304
ADMINISTRATION		DMMAA
SSgt V. L. Leslie	140	4591
MATERIEL SUPPLY LIAISON		DMMAL
MSgt S. Mamola	625	4328
COMMUNICATIONS AND ELECTRONICS SECTION		DMME
Capt W. D. Watson	140	4592
FIELD MAINTENANCE SECTION		DMMF
Mr. L. Viola	625	4439 4492
ORGANIZATIONAL MAINTENANCE SECTION		DMMO
Capt R. W. Miller	121	4429
PRECISION MEASURING EQUIP LAB		DMMP
CMSgt G. Smith	504	4420 4496
QUALITY CONTROL SECTION		DMMQ
Maj J. C. Aycock	140	4512 4519
CHIEF, PROCUREMENT BRANCH		DMP
Maj R. C. Michelson	70	2774 2783
BASE PROCUREMENT OFFICER		DMPB
Mr. W. Floyd	70	2774 2783
NCOIC		DMPB
MSgt E. W. Richards	70	6641
CONTRACT ADMINISTRATION SECTION		DMPBC
Capt E. Schmidt	70	2776
CONTRACT MAINTENANCE SECTION		DMPBM
Mr. C. Arnold	2015	4587 4379
Mr. J. T. Arrowsmith	2015	4587 4379
OPERATIONS SECTION		DMPBO
MSgt E. W. Richards	70	6641
SUPPLIES PROCUREMENT SECTION		DMPBP
Miss M. Lane	70	2900
SERVICES PROCUREMENT SECTION		DMPBV
Mr. W. Briggs	70	2776
CHIEF, SUPPLY BRANCH		DMS
Maj C. A. Bridley	650	4401 4419
ASST CHIEF		DMS
Mrs. P. H. Bowne	650	4401 4419
4600th SUPPLY SQUADRON	4600 SUP SQ	CC
Maj C. A. Bridley	631	4788
FIRST SERGEANT	4600 SUP SQ	CCF
TSgt D. Purcell	631	4716
EXECUTIVE SUPPORT OFFICER	4600 SUP SQ	DA
Lt R. D. Herron	631	4788
MATERIEL FACILITIES SECTION		DMSC
SMSgt M. M. Watson	662	4476
EQUIPMENT MANAGEMENT SECTION		DMSE
Capt R. B. Rich	670	4400
FUELS MANAGEMENT SECTION		DMSP
Mr. R. Sudderth	667	4473
ITEM ACCOUNTING SECTION		DMSI
Mr. R. Jones	650	4738
SUPPLIES MANAGEMENT SECTION		DMSM
Lt C. Cyrus	650	4609
NCMC SATELLITE SUPPLY SUPPORT SECTION		DMSN
Lt W. H. Hale	NCMC	82 3605
MANAGEMENT & PROCEDURES SECTION		DMSP
Capt E. P. Webb	650	4714
NCOIC		DMSP
SMSgt J. O. Christal	650	4714
ADMINISTRATION UNIT		DMSPA
TSgt J. W. Fish	650	4404
FUNDS MANAGEMENT UNIT		DMSPF
Miss A. Craig	650	4494
PROCEDURES AND STANDARDIZATION UNIT		DMSPP
Mr. H. M. Pankey	650	4751
TRAINING UNIT		DMSPT
Miss M. Boyle	626	4395
CHIEF, TRANSPORTATION BRANCH		DMT
Lt Col C. G. Young	1356	4718 4719
4600th TRANSPORTATION SQUADRON	4600 TRNSP SQ	CC
Lt Col C. G. Young	1356	4718 4719
FIRST SERGEANT	4600 TRNSP SQ	CCF
TSgt H. L. Jimerson	1356	4718 4719
VEHICLE OPERATIONS SECTION		DMTO
Mr. O. Hinson	1306	4553 4717
REPORTS AND ANALYSIS SECTION		DMTR
Mr. G. Dederick	1356	4495
TRAFFIC MANAGEMENT SECTION		DMTT
Mr. R. J. Lemm	35	2257 2258
AIR TERMINAL SERVICES		DMTTS
TSgt M. C. Williams	35	4521
VEHICLE MAINTENANCE SECTION		DMTV
Mr. W. H. Barber	1356	4430
VEHICLE MAINTENANCE SUPERINTENDENT		DMTV
CMSgt P. B. Brewer	1356	4653
VEHICLE MAINTENANCE EVALUATION		DMTVM
Mr. R. Bailey	1306	4753
CHIEF, PERSONNEL DIVISION		DP
Col C. G. Long	46	2291 2297
PERSONNEL SERGEANT MAJOR		DP
CMSgt W. D. Hanson	46	2297
CIVILIAN PERSONNEL BRANCH		DPC
Mr. R. F. Cornell	70	2487
ADMINISTRATION SECTION		DPCA
Mrs. M. L. Hardy	70	2463
CAREER DEVELOPMENT SECTION		DPCD
Mr. M. G. Tingey	70	6895
MILITARY AND CIVILIAN INCENTIVE AWARDS		DPCDI
Mrs. L. Carr	70	2873
EQUAL EMPLOYMENT OPPORTUNITY SECTION		DPCE
Mr. W. H. Phillips, Jr.	70	6568
EMPLOYMENT AND EMPLOYEE MANAGEMENT RELATIONS SEC		DPCM
	70	2479
EMPLOYEE MANAGEMENT RELATIONS UNIT		DPCME
	70	2475
PLACEMENT UNIT		DPCMP
Mrs. M. W. Lewis	70	6296
CLASSIFICATION & WAGE SECTION		DPCW
Mr. M. W. Kneebone	73	2731
CHIEF, CBPO		CBPO-CH
Maj W. A. Potter	46E	2409
SERGEANT MAJOR		CBPO-CH
CMSgt C. T. Hamilton	46E	2409
NCOIC, ADMINISTRATION		CBPO-ADM
MSgt F. W. Skapura	46W	6542
CAREER ASSISTANCE AND COUNSELING SECTION AND PROJECT TRANSITION	46W	CBPO-CAC 6230
CAREER CONTROL SECTION	46E	CBPO-CC 2516
DATA CONTROL SECTION		CBPO-PROC
Maj D. E. York	46E	6425
PERSONAL AFFAIRS SECTION		CBPO-PA
Capt W. E. Ball	46W	6171
MANAGEMENT SECTION		CBPO-PSM
CMSgt W. D. Sainer	46E	2003
QUALITY CONTROL SECTION		CBPO-QC
Capt R. E. Noblitt, Jr.	46W	2200
AIRMAN PROMOTION SECTION		CBPO-WAPS
Lt C. H. Wentzel	46W	2195
EDUCATION SERVICES BRANCH		DPT
Mr. V. R. Harp	31	2921
NCOIC		DPT
TSgt W. L. Mincey	31	2921
CHAPLAIN		HC
Col C. R. Posey	51	2111 2044
ASSISTANT		HC
Lt Col M. T. Ostlin	51	2111 2044
NCOIC		HC
MSgt G. A. Hope	51	2911 2111
STAFF JUDGE ADVOCATE		JA
Lt Col J. R. B. Morthis	12	6938
DEPUTY		JA
Maj J. Longley	12	6938
NCOIC		JA
MSgt L. Rhodes	12	6938
LEGAL ADMINISTRATION		JA
TSgt Shriver	12	6938
CLAIMS BRANCH		JAD
Capt P. R. Anderson	12	6938
MILITARY JUSTICE BRANCH		JAM
Capt A. W. Rigsby	12	6938
MILITARY AND CIVIL LAW BRANCH		JAV
Capt A. J. Karr	12	6938
CHIEF, INFORMATION DIVISION		OI
Capt E. A. Organ	16	6472
NCOIC		OI
MSgt D. L. Sampson	16	6472
INTERNAL INFORMATION BRANCH		OII
THE OBSERVER		OII
Sgt W. L. Galloway	16	6472
LIKE IT IS!		OIJ
	16	6474
MEDIA BRANCH		OIP
TSgt G. A. Wilson	16	6472
CHIEF, OPERATIONS & TRAINING DIVISION		OT
Lt Col M. J. Malendez	121	4520 4358
4600th OPERATIONS SQUADRON	4600 OPS SQ	CC
Lt Col M. J. Malendez	121	4520
FIRST SERGEANT	4600 OPS SQ	CCF
TSgt E. M. Bullard	615	4424
BASE OPERATIONS BRANCH		OTB
Lt Col W. R. Ladd	122	4711
FLIGHT RECORDS SECTION		OTBR
Miss J. Wright	121	4529
FLIGHT OPERATIONS BRANCH		OTF
Lt Col R. M. Loeffler	121	4358
SPECIAL AIR MISSIONS SECTION		OTFA
Lt Col F. C. Sousa	140	4371
AIRCREW SURVIVAL PROTECTIVE EQUIPMENT SECTION		OTFL
Maj M. L. Castina, Jr.	477	4445
FLIGHT SCHEDULING SECTION		OTFS
MSgt F. A. Pacheco	122	4763
FLIGHT TRAINING SECTION		OTFT
Lt Col W. E. Jaques	477	4722
AIRCREW EVALUATION SECTION		OTFV
Lt Col W. D. Graham	477	4302
GROUND TRAINING BRANCH		OTG
CMSgt T. A. Paradise, Jr.	2003	4317
O.J.T. TRAINING		OTGJ
TSgt P. L. Dolvig	2003	4387
FILM LIBRARY		OTGL
SSgt R. A. Olmstead	2003	4326
MANAGEMENT TRAINING		OTGM
Mr. F. Ates	2003	4319
MARKSMANSHIP TRAINING		OTGR
MSgt L. Pardon	1610	4541
PHOTO LAB		OTP
SMSgt L. A. Oliviera	25	2593
BASE PLANS BRANCH		OTX
Lt Col T. E. Saunderson	615	4571
DISASTER PREPAREDNESS		OTXD
Capt L. S. Bailey	615	4551
CHIEF, SAFETY DIVISION		SE
Maj J. S. Houser	365	4406
ADMINISTRATION		SEA
Mrs. V. M. Griffin	365	4770
FLYING SAFETY BRANCH		SEF
Maj J. S. Houser	365	4406
GROUND SAFETY BRANCH		SEG
Mr. J. J. Gillen	365	4770
TRAFFIC SAFETY SECTION		SEG
Mr. J. H. Pabst	365	4828
DIRECTOR, BASE MEDICAL SERVICES		SG
Col W. C. Story	41	2223 2224
DISPENSARY ADMINISTRATOR		SGA
Lt Col J. L. Bethrum	41	2223 2224
ADMINISTRATION		SGA
TSgt E. G. Bouchard	41	2547
DENTAL SERVICES		SGD
Col A. B. Harris	41	6043
DISPENSARY SERVICES		SGH
Capt J. W. Cranston	41	2245
SMSgt V. Williams	41	6020
GENERAL THERAPY		SGHG
OPTOMETRY		SGHGD
Maj J. Edwards	41	2883
PHYSICAL EXAMINATIONS		SGMG
TSgt C. Stroupe	365	4548
LABORATORY		SGML
SSgt I. Brunson	41	2785
CHIEF NURSE		SGHN
Capt A. Michelsen	41	2245
PHARMACY		SGHP
Capt K. Krueger	41	2769
RADIOLOGY		SGHR
Miss M. Mauer	41	2810
PHYSICAL THERAPY		SGMSY
TSgt J. Dodd	41	6024
MEDICAL MATERIEL		SGL
Lt D. D. Krueger	1256	4712
RESOURCE MANAGEMENT OFFICE		SGM
Mrs. V. Canty	41	6691
AEROMEDICAL SERVICES		SGP
Capt C. C. Reack	365	4655
MILITARY PUBLIC HEALTH		SGPM
TSgt P. Moran	365	4330
MEDICAL SQUADRON SECTION		SGQ
Capt D. Reneudet	41	2107
TSgt G. Fife	41	6539
REGISTRAR		SGR
Capt C. Williams	41	2767
CHAMPUS CHAP		SGR
Miss B. Wickwire	41	2245
MEDICAL RECORDS		SGR
DEPENDENT RECORDS	41	2002
MILITARY RECORDS	41	2158
VETERINARY SERVICES		SGV
Capt D. W. Rosberg	56	2561
CHIEF, SECURITY POLICE DIVISION		SP
Capt R. R. Fuhs	27	2545 2015
SUPERINTENDENT		SP
SMSgt S. Porovich	27	2545
4600th SECURITY POLICE SQUADRON	4600 SP SQ	CC
Capt R. R. Fuhs	27	2545
FIRST SERGEANT	4600 SP SQ	CCF
TSgt H. B. Greenhill	27	2674
ADMINISTRATION AND REPORTS BRANCH		SPA
MSgt J. H. Schutz	27	6726
OPERATIONS BRANCH		SPO
Lt R. E. Garner	27	6155
NCOIC		SPO
MSgt W. R. Rice	27	6189
INVESTIGATIONS		SPOI
TSgt R. Robertson	27	2418
CHIEF, SPECIAL SERVICES DIVISION		SS
Lt Col J. A. Rutt	615	4323
ASST CHIEF		SS
Mr. R. P. Lee	615	4322
OFFICERS OPEN MESS		SSC
Mr. W. L. Geehan	10	2381
NCO OPEN MESS		SSE
CMSgt L. W. Lowe	14	2073
NONAPPROPRIATED WELFARE FUNDS MANAGEMENT		SSF
Mr. R. P. Lee	615	4761
LIBRARY		SSL
Mr. H. D. Peterson	58	2747
RECREATION SERVICES		SSR
Mr. R. P. Lee	615	4322
NCOIC		SSR
SMSgt Souza	406	4607
AERO CLUB		SSRD
Mr. A. F. Polanko	140	4310
ROD AND GUN CLUB		SSRR
Mr. D. Frankforter	1660	4343
CHIEF, NCMC SUPPORT DIVISION		SU
Lt Col W. O. Spiker	Ext 82	3475 3476
4604th SUPPORT SQUADRON	4604 SPT SQ	CC
Lt Col W. O. Spiker	Ext 82	3475 3476
FIRST SERGEANT	4604 SPT SQ	CCF
MSgt R. L. Rothrock	Ext 82	2475 3476
ADMIN MANAGEMENT OFFICER	4604 SPT SQ	DA
Lt R. E. Zurawka	Ext 82	3475 3476
CIVIL ENGINEERING BRANCH	4604 SPT SQ	DE
Maj W. E. Lawler	Ext 82	3657 3658
R&U CHIEF	4604 SPT SQ	DE
MSgt G. Lewis	Ext 82	3030
SECURITY POLICE BRANCH	4604 SPT SQ	SP
Capt B. W. Weaver	Ext 82	3616 3617
FOOD SERVICE BRANCH	4604 SPT SQ	SVF
CMSgt D. D. Baker	Ext 82	3484
CHIEF, SERVICES DIVISION		SV
Maj E. H. Jobs	35	2641 2065
NCOIC		SV
MSgt T. W. Skelton	35	2641 2065
COMMISSARY BRANCH		SVC
Mr. V. Barnes	35	6655
BASE EXCHANGE SERVICES BRANCH		SVE
Mrs. Jean Perry	21	634 1561
FOOD SERVICE BRANCH		SVF
SMSgt J. Fernandes	35	2310 2641
HOUSING SERVICE BRANCH		SVH
Mr. J. Abrant	365	4777 4740
HOUSING REFERRAL OFFICE		SVHR
Mr. W. Shirk	365	4304
CLOTHING SALES BRANCH		SVS
Mr. Borowski	2013	4543
WAF SQUADRON SECTION	WAF SQ	SEC CC
Capt S. L. Johnson	83	2714 6138
FIRST SERGEANT	WAF SQ	SEC CCF
MSgt I. Layne	83	2714 6138
EXECUTIVE SUPPORT OFFICER	WAF SQ	SEC DA
Lt J. H. Schoenhup	83	2714 6138
BASE COMMUNICATIONS STAFF OFFICER	47 COMM GP	CC
Col R. H. Perry	1038	4831
FIRST SERGEANT	47 COMM GP	CCF
MSgt R. Outler	1038	4656
504TH USAF BAND		BAND CC
CWO L. C. Kruse	391	4701
FIRST SERGEANT		BAND CCF
TSgt C. E. Krone	391	4701

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DMP	20
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DMT	35
DP	30
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SP	10
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SUE	20
SV	15
WAF	10
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NORAD	125
JOTF	10
USASTRATCOM Sig Gp	10
Resident Auditor	10
1 Aerospace Con Sq	20
9 DPU	10
14 Aerosp Force	50
4 Wea Wg	10
44 Avn Det	10
47 Comm Gp	20
366 Army Band	5
1151 Sp Activities Sq (DAS)	10
Det 2, 1356 Photo Sq	5
Det 1, 1401 OSI	10
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MISSION-RELATED ACTIVITIES

COMBINED FEDERAL CAMPAIGN

The Ent Air Force Base segment of the 1972 Combined Federal Campaign of the Pikes Peak Region began on 1 September 1971 under the direction of the 4600th Air Base Wing Comptroller, Lt Colonel Richard H. LaRue. This campaign was scheduled to continue until 15 October 1971 or possibly 31 October 1971.

The dollar goal was $75,000, and by 30 September 1971, $52,000 or 69 percent had been collected.

DRUG ABUSE PROGRAM

In accordance with AFR 30-19, the 4600th Air Base Wing submitted a quarterly drug abuse report to higher headquarters for the period 1 July 1971 through 30 September 1971. Such facts as the number of personnel investigated by OSI for alleged drug abuse, types of drugs used, and what corrective action was taken were provided. Further information in support of this program was also included.[2]

DOMESTIC ACTION PROGRAM

The 4600th Air Base Wing Domestic Action Program continued to strengthen as evidenced by the content of the semiannual activity

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2. 4600 AB Wg Drug Abuse Report for 1 Jul to 30 Sep 71 (DOC 3).

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report that was submitted to HQ ADC during September 1971. Some of the highlights of the program are provided under various topics of this report which include education and training, health and medical, recreation, and use of facilities.[3]

SOCIAL ACTIONS PROGRAM

During this quarter, a Social Actions function was established within the Personnel activity in accordance with USAFMPC message, 25 August 1971.[4] Manpower authorizations for one Major (AFSC 0008) and one Master Sergeant (AFSC 99008) were included in the August 1971 UDL to be effective the second quarter FY 1972.

A new program titled Race Relations was announced by USAFMPC on 26 July 1971.[5] This program required that each major base provide 13 hours of instruction in Race Relations to all personnel each year. A new AFSC or reporting identifier code was scheduled to be established and spaces provided through manpower channels for instructors.

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3. 4600 AB Wg Semiannual Domestic Action Report for 16 Mar - 15 Sep 71 (DOC 4).

4. Msg, USAFMPC to ALPERSCOM A/094/71, 251815Z Aug 71 (DOC 5).

5. Msg, USAFMPC to DPM B/231/71, 262030Z Jul 71 (DOC 6).

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The 4600th Air Base Wing Commander submitted a recommendation to Hq ADC suggesting that this program be established as a responsibility of the Social Actions function and that the Social Actions function be assigned directly under the Wing/Base Commander.[6]

6. Ltr, 4600 AB Wg to Hq ADC/DPXP, Subj: Organization Placement for Social Actions Program (Your Msg, undated), 28 Sep 71 w/1 atch (DOC 7).

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CHAPTER II

FUNCTIONAL SUPPORT ACTIVITIES

For this report, Support activities were classified as either Functional Support or Fiscal and Personnel Support Activities. The Functional Support Activities include Civil Engineers, Materiel, Operations and Training, NCMC Support, and Safety.

CIVIL ENGINEERS

During this period Colonel John W. Bogan continued to serve as the Chief, Civil Engineering. Significant events of interest which occurred during this quarter will follow.

FACILITIES

A major effort continued to complete design of all funded Operation and Maintenance (O&M) projects for FY 1972 for the Ent Air Force Base complex and NCMC. At the end of this quarter, approximately 80 percent of all funded projects had been transmitted to Procurement for contract action.

The new 13,000 SF Recreation Workshop, Peterson Field, under $320,000 contract to W. D. Ritchie and Son, Colorado Springs, Colorado, was completed and accepted by the Air Force on 20 August 1971.

A contract for construction of a 14,400 SF outdoor combined

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basketball, tennis, volley ball, shuffelboard court at Peterson Field was awarded to Schmidt Construction Company, Colorado Springs, Colorado, in the amount of $21,000. Work was 50 percent complete with a scheduled completion date of 13 November 1971.

A $26,871 contract for construction of a 928 SF handball court addition to the Base Gym at Peterson Field was awarded to Beutt Construction Company, Colorado Springs, Colorado. Work was scheduled to begin 4 October 1971 with a scheduled completion date of 3 January 1972.

SPECIAL PROJECTS

During this quarter the Industrial Engineering function conducted a thorough review and research of material costing in the Base Civil Engineering reports. Numerous material transactions were rejected by the Burroughs 3500 computer, and it was not entering the cost reports on final close-outs of individual work orders. Personnel assigned to the Material Control department were instructed on the correction procedures from the 1050-II Supply computer to the B-3500 BEAMS computer. As a result of this instruction, rejected transactions were reduced to a minimum.

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Due to the massive amount of construction on Peterson Field, response of firefighting apparatus was hindered by blocked streets. Also, some water mains were out of service restricting the water supply available to pumpers. These problems were coped with on a day-to-day basis by pre-planning the response routes and water sources to avoid construction areas.

Continuous problems were experienced with the base trash collection vehicles. On several occasions, there were no operational vehicles due to breakdowns. This problem was solved by working long and irregular hours, including nights and weekends, and by borrowing a vehicle from the Air Force Academy when they could spare one.

The Operations and Training activity received a large influx of untrained airmen (5X010) from Basic Military Training which had severely curtailed their operational capability as well as created a training burden. Although the manning versus authorization remained fairly high, the skill level was critically low in several areas.

MATERIEL

Colonel Harvey W. McDaniel was assigned as Chief, Materiel, on 6 August 1971. He replaced Lt Colonel Fred R. Fonck who assumed that position since June 1971.

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The Materiel function of the 4600th Air Base Wing was responsible for the management and operation of the Maintenance, Transportation, Supply, and Procurement functions.

MAINTENANCE

Under the continued leadership of Lt Colonel Fred R. Fonck, the Maintenance activity accomplished mission requirements and exercised logistics discipline.

This organization was responsible for 72 assigned aircraft. These included T-33, T-39, T-29, C-118, C-131, U-4 and U-10 type aircraft. In addition to support of all assigned aircraft, this function provided comprehensive maintenance support and service to over 300 transient aircraft each month.

The average monthly flying hours and number of sorties for this quarter are as follows:

	FLYING HOURS			SORTIES		
	JUL	AUG	SEP	JUL	AUG	SEP
T-33CF	734	808	743	453	474	416
T-33TF	567	818	889	369	538	637
T-29TF	476	471	326	132	118	101
T-29SA/SI	268	231	222	91	77	74
C-118	298	298	384	88	100	119
C-131	170	184	177	60	63	62
T-39	573	629	605	310	343	304
U-4/U-10	495	321	246	148	158	125

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Average NORS rate for all aircraft	-	7.2%
Average NORM rate for all aircraft	-	13.1%
Average O/R rate for all aircraft	-	78.2%
Average abort rate for all aircraft	-	1.7%

DIFM rate averate	Less AWP
Jul - 11.2%	Jul - 9%
Aug - 14.7%	Aug - 6.1%
Sep - 7.1%	Sep - 0%

TRANSPORTATION

Under the direction of Lt Colonel Charles G. Young, since 25 August 1971, this activity fulfilled its assigned mission by constantly exercising broad control over the entire operation; insuring continued mission support and supply discipline; and demonstrating day-to-day management procedures. This function was responsible for providing transportation services to the Ent Air Force Base complex.

Statistical data regarding the amount of transportation transactions that occurred during this reporting period are as follows:

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MILITARY PASSENGER SERVICE INFORMATION

	FLIGHTS	PASSENGERS		
MONTH	OUT	OUT	IN	TOTAL
July	636	6,193	5,378	11,571
August	727	6,980	3,397	10,377
September	717	4,927	3,159	8,086
Qtr Total	2,080	18,100	11,934	30,034

COMMERCIAL PASSENGER UNIT INFORMATION

MONTH	T/Rs ISSUED	PAX ON T/Rs	MTAs ISSUED	PAX ON MTAs	PORT CALLS PROCESSED
July	387	848	161	210	243
August	576	683	131	177	201
September	703	837	142	172	211
TOTAL	1,666	2,368	434	559	655

FREIGHT SERVICES INFORMATION

	GBL's PROCESSED			WEIGHT (LBS)		
MONTH	OUT	IN	TOTAL	OUT	IN	TOTAL
July	161	400	561	59,154	831,222	890,376
August	191	400	591	162,751	938,881	1,101,632
September	199	400	599	152,026	751,871	903,897
TOTAL	551	1,200	1,751	373,831	2,521,974	2,895,905

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PERSONAL PROPERTY SECTION INFORMATION

Month	BAGGAGE OUT	BAGGAGE IN	HOUSEHOLD GOODS OUT	HOUSEHOLD GOODS IN	MOBILE HOMES OUT	MOBILE HOMES IN
July	111	60	389	413	10	4
August	133	169	397	395	10	2
September	90	101	236	317	10	3
TOTAL	334	270	1,022	1,125	30	9

NON-TEMPORARY STORAGE

MONTH	OUT	IN	BALANCE IN STORAGE	LOCAL MOVES
July	89	45	1,222	37
August	109	99	1,285	40
September	45	73	1,313	24
TOTAL	243	217	3,820	101

Assigned drivers operated government motor vehicles for 198,341 miles without any major accidents during this period. Close coordination with CBPO continued during this time to insure that every member departing PCS for Southeast Asia (SEA) had a valid government vehicle operator's license, SF Form 46, in his possession to cover the period of PCS in SEA.

The 4600th Air Base Wing possessed a fleet of 1,497 pieces of vehicular equipment for which constant high quality maintenance had to be maintained. The following statistics were significant

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in providing a capsule view of maintenance performed during the period 1 July 1971 through 30 September 1971.

TYPE (Equipment Serviced and/or worked on)	QUANTITY
General Purpose Vehicles	307
Special Purpose Vehicles	54
Construction	61
Material Handling Equipment	23
Push Lawn Mowers	344
Power Lawn Mowers	97
Miscellaneous Equipment	6
TOTAL	892

SUPPLY

Directed by Major Charles A. Bridley since 26 July 1971, this activity continued to accomplish and attain its assigned mission despite further considerable personnel changeover during this quarter.

Operating Location AB, a new Satellite Supply account, was activated on 1 July 1971 at Buckley Air National Guard Base, Colorado, with 33 supply personnel authorized. This activity was established to provide supply support to the 2d Communications Squadron (ADC). Access to the Supply UNIVAC 1050-II computer

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located at Peterson Field was scheduled to be via a Data Communications Terminal 2000 High Speed Remote Unit. Support requirements, with the exception of administrative type equipment, were minimal during this quarter, but this was expected to increase greatly during the next six months.

During this period two rewarehousing projects were initiated and completed. The first was a project within Warehouse 12 that involved the consolidation of storage racks, construction of additional storage racks, rearrangement of storage racks to decrease aisle space, removal of old paint from floors, and painting of new storage bay markers. The results of this project were improved space utilization and appearance. The second project involved the relocation of 1,000 line items within Warehouse 16. These items were arranged in federal class sequence with like items together. This arrangement aided warehouse personnel in locating substitute items for work orders when requested items were not available.

The following is a list of significant supply information for the period 1 July 1971 through 30 September 1971.

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BASE SERVICE STORE DATA

Receipts Processed	826
Dollar Value Sold	$68,705
Line Items Displayed	1,300

INSPECTION UNIT DATA

Total Line Items Inspected	27,782

RECEIVING UNIT DATA

Receipts Processed	13,641
Turn-ins Processed	5,889

PICKUP AND DELIVERY UNIT DATA

Priority Issues Delivered	4,968
Routine Issues Delivered	7,078
Equipment Items Delivered	1,465
Equipment Items Picked up for Turn-in	1,967

STORAGE AND ISSUE DATA

Receipts Processed	13,641
Issues Processed	23,576
Civil Engineer Work Requests Processed	1,549
Warehouse Refusals (Monthly Average)	1.6

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REDISTRIBUTION AND MARKETING ACTIONS

Value of Property Processed	$455,076
Excess and Surplus Property Turn-in Actions	3,623
Pounds of High Temperature Alloy Scrap Processed	1,309

The NORAD Cheyenne Mountain Complex Satellite Supply Material Facilities function conducted a complete warehouse validation of the A1 account. During this warehouse validation, 1,417 line items were reviewed which resulted in better control of assets and eliminated errors in processing transactions. The NCMC Service Store and Civil Engineering holding area were completely rewarehoused. Additional storage bins were constructed during July and August 1971. This provided additional storage space and improved accessibility of assets.

The NORS rate showed a marked decrease from 8.6 percent in July 1971 to 6.1 percent in September 1971. During July 1971, extensive changes to the NORS reporting system were implemented and additional NORS verification procedures were established at base level which contributed to a more effective method of control of NORS.

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The excess equipment posture (equipment in warehouse) at the end of this reporting period was as follows:

EXCESSES SERVICEABLE	EXCESSES UNSERVICEABLE	TOTAL
Line Items - 127	Line Items - 54	181
Value - $123,325	Value - $21,537	$144,862

Vehicles authorized in support of the 2d Communications Squadron (ADC) were received and issued. A complete annual inventory of all vehicles in use was conducted between 30 June 1971 and 15 August 1971. This inventory verified that all Registered Equipment Management System (REMS) records were completely accurate. Approximately 50 vehicles were received as a result of the Perrin Air Force Base, Texas, closure to replace units presently in use and on which the maximum repair allowance had been expended.

The overall equipped percentage for this period declined to a low of 93 percent which was attributed to activation and processed authorizations to support the 2d Communications Squadron. Upon receipt of items due-in for this project, the percentage was expected to return to well above 96 percent.

The Individual Equipment activity served approximately 8,200 personnel during this period which included 850 personnel

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on flying status. This department shipped 285 pairs of excess K-2B Flying Coveralls to the Air Force Academy to support the Cadet Flying Program. These items were declared excess due to the conversion to the new NOMEX coveralls for all active duty rated personnel. The dollar value of these items was $5,029.80.

The Punched Card Accounting Machine activity experienced considerable problems with one of the UNIVAC 1710 Verifying, Interpreter, Punch Machines. The failure rate was such that special arrangements were made with UNIVAC maintenance personnel to determine the cause and take corrective action to improve machine reliability.

PROCUREMENT

During this reporting period, Captain Edgar A. Green, who departed PCS, was replaced by Major Russel C. Mickelson, as Chief, Procurement. This activity continued to provide procurement support for the 4600th Air Base Wing and its tenant organizations.

Labor problems continued to be a source of concern to procurement personnel who attempted to accomplish construction projects. In an effort to minimize the impact, several meetings were held with Union personnel and the Air Force Labor Liaison Officer. The suspension of issuance of Davis-Bacon wage rates

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was lifted with new wage rates being published now in the Federal Register. The President's freeze on wages also contributed to labor problems during this period.

The Construction Services function was instrumental in purchasing major new construction, alterations or repair of which the following were most significant.

A new 500 seat theater for Peterson Field was scheduled to be constructed and paid for out of appropriated and non-appropriated (Motion Picture Service) funds. The low bidder for the project was Bruce Hughes Construction Company at the bid price of $495,377. Construction period for the project was to take approximately 360 days.

The move of the 4600th Air Base Wing to the new Wing Headquarters Building at Peterson Field was awarded to a local moving firm. Numerous meetings were held to coordinate the move.

A project for custodial services at Ent Air Force Base was undertaken with the Small Business Administration. This service was scheduled to be awarded to a minority-owned firm under Section 8a of the Small Business Act.

Several Architect-Engineer projects were negotiated during this quarter. A unique project to extend the life of the DYE III

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facility in Greenland was designed under the direction of Procurement. A project for site development for 200 additional family units was also under design along with a project for a nine hole golf course at Peterson Field. The total design cost for the three projects was $87,339.

There were two large construction projects completed during this period. The newly constructed Recreation Workshop was completed and, although not without problems, Headquarters ADC advised the Wing this was one of the finest facilities of its type in the command. It provided a wide variety of services to members pursuing hobbies and careers. Also, the $191,000 Electro-Magnetic Pulse door project at NCMC was completed within the original, scheduled time frame.

Within the Supply area of responsibility, this activity continued to purchase all supplies required within the Base Supply System. The purchase of commissary stock items was an important function of this section. The Defense Supply Agency placed a produce buyer in this area to purchase produce items for the commissaries at Ent Air Force Base, the Air Force Academy, and Fort Carson, Colorado.

In an effort to improve the quality of magnetic tapes in use, a team from the General Services Administration arrived to assist in

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the procurement of unedited magnetic tapes. A waiver was granted from the General Services Administration for local purchase, and a large quantity of edited tapes was purchased.

Use of a "trade book" contract for plumbing items continued, and a "trade book" type of contract was awarded for electrical items. In this type of procurement, award of contract was given to the bidder offering the most favorable discount off a standard "trade book" or catalog. During the period of the contract, "calls" are made against the contract as requirements develop.

The lack of qualified and trained personnel continued to be a primary problem. Due to the lack of fully qualified base procurement personnel within the Air Force, almost as soon as an individual was trained, he was lost to another base.

OPERATIONS AND TRAINING

The Operations and Training Program was supervised under the continued leadership of Lt Colonel Michael J. Melendez who accomplished the mission as required by the Wing Commander.

During this period the Training Department and the Standardization and Evaluation function administered a total of 352 evaluation flights. These checks were given to pilots, navigators, radio operators, flight stewards, and flight engineers/mechanics in seven types of aircraft which included C-118, C-131, T-29,

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T-33, T-39, U-4, and U-10 aircraft. The following statistics show a breakdown of evaluation flights by crew position, type aircraft, and type of flight check.

PILOTS	INSTRUMENT CHECKS	PROFICIENCY CHECKS	OTHER	TOTAL
C-118	10	5	7	22
C-131	5	2	3	10
T-29	21	16	15	52
T-33	56	41	49	146
T-39	13	22	11	46
U-4	3	1	5	9
U-10	3	2	3	8
NAVIGATORS				30
RADIO OPERATORS				3
FLIGHT STEWARDS				5
FLIGHT ENGINEERS/MECHANICS				21
TOTAL				352

The Flight Training function also conducted five Annual Instrument Refresher Schools and 17 aircrew initial and refresher courses for T-39, T-33, and T-29 aircraft personnel.

The Special Air Mission activity again had a productive quarter. Their primary mission was to airlift official TDY personnel within

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the United States and worldwide. This activity was assigned eight aircraft which included three C-118's, three C-131's, and two T-29's. A statistical report provides a summary of accomplishments of this activity during this quarter. [1]

Life Support and Ground Training Departments continued to fill classroom quotas as shown.

SCHOOL	JULY QUOTA	JULY ATTD	AUGUST QUOTA	AUGUST ATTD	SEPTEMBER QUOTA	SEPTEMBER ATTD
Marksmanship						
Pistol	105	74	40	24	9	9
Special Category (Pistol)	105	74	40	23	64	64
SEA (M-16)	75	50	75	72	33	30
Survival Training						
Annual Continuation	63	63	83	83	73	73
Egress Training	63	63	113	113	112	112
Field Training	56	56	56	56	56	56
Projectionist Training	0	0	12	12	11	11
Management Training						
MGT-1 Part I	0	0	46	38	46	35
MGT-1 Part II	0	0	21	21	46	34

1. Report Special Air Missions Section Airlift Support Summary, First Quarter Fiscal 1972 (DOC 8).

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NORAD CHEYENNE MOUNTAIN COMPLEX (NCMC)

Under the continued supervision of Lt Colonel W. O. Spiker, the NCMC function provided civil engineering operations and facilities, food services, and security police protection for the Mountain Complex.

The $21 million NCMC Expansion Project continued to progress satisfactorily although bids received for construction of the three additional underground buildings greatly exceeded government estimates. Excavation of chambers for the new utility support system was anticipated to be completed in December 1971. The new utility plant and the three underground building plans and specifications were revised to be advertised as a single construction project.

SAFETY

Headed by Major Jack S. Houser, Safety, continued to support its mission as evidenced by the following information.

During July and August 1971, 4600th Air Base Wing aircraft supported the Air Force Academy "Stardust" program wherein approximately 1400 first year cadets were given an orientation ride in a T-33 aircraft. This program was accomplished without an incident.

The Wing sustained one major aircraft accident at the Air Force Academy airstrip during this period. There was a significant decrease

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in reportable aircraft incidents in that only one was experienced during this time frame.

Aircraft of the 4600th Air Base Wing completed 10,944 hours of flying during the period supporting about 700 assigned and attached aircrew members.

Since 1 July 1971, a downward trend in accident rates was realized in all four major ground accident categories - military injuries, civilian injuries, government motor vehicle operation, and privately owned vehicle operation. Additionally, Wing personnel incurred no fatalities this year to date. During the recent Labor Day weekend, there were no reportable ground accidents. This achievement was attributed to the safety mindedness of all assigned personnel. Much credit was the result of safety newsletters, newspaper articles, and other seasonal topics highlighting safety both on and off the job.

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CHAPTER III

FISCAL AND PERSONNEL SUPPORT ACTIVITIES

This section of the history will discuss such Fiscal and Personnel Support Activities as the Comptroller, Personnel, Staff Judge Advocate, Services, and Special Services functions.

COMPTROLLER

Lt Colonel W. J. Lindgren retired during July 1971 and was replaced by Lt Colonel Richard H. LaRue as Chief, Comptroller.

During this quarter, the Accounting and Finance activity received all directives, forms, and machines for the implementation and assumption of the responsibility for leave accounting, Phase II of the Joint Uniform Military Pay System (JUMPS) which was put into effect on 1 October 1971. All units assigned or attached to the wing for support have been briefed, and no serious difficulties on implementation were encountered.

An approved USAF study on the reduction of "blue-suit" personnel at the Greenland bases called for transfer of all accounting functions to a stateside location and the activation of a disbursing agent function at Thule and Sondestrom Air Force Base, Greenland. Ent Air Force Base Accounting and Finance Office was designated as the "principal AFO" with a target date for assuming responsibility effective 1 April 1972.

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The Commercial Services department assumed responsibility for budgeting, funding, paying, and accounting for household goods claims for Air Force Logistics Command.

PERSONNEL

Colonel C. G. Long continued to be responsible for the Personnel activity for the 4600th Air Base Wing. He and his staff officers were involved in the following significant events.

Within the Classified function, the entire testing activity was transferred to the Promotions and Testing unit under Quality Control. Appropriate manpower slots were also transferred. The Superior Performance Proficiency Pay Program (SPPP) was assigned to the Classification function which was implemented Air Force wide on 1 July 1971. Orders were published on 414 personnel assigned to units serviced by this CBPO who were selected for SPPP.

During this period the Formal Training activity processed 131 requests for retraining, an increase of 25 from the previous quarter. Formal Training was also responsible for the processing and issuance of TDY orders for approximately 185 personnel for various schools, and this was an increase of 24 from the last quarter.

The Personal Affairs activity handled three active duty deaths, three retired deaths, and continued assistance to 21 MIA/POW families. There were 29 Air Force Aid loans processed, totaling

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$5,532.20, and four Air Force Aid grants processed totaling $488.00.

During July 1971 Headquarters USAF authorized an organizational realignment of selected CBPO work areas establishing a new CBPO work area titled "Promotions and Testing" (PT).[1] This activity administered 929 Promotion Fitness Examination/Specialty Knowledge Tests.

The major realignment of the CBPO servicing responsibility, aimed at providing service to Geographically Separated Units (GSUs) by the nearest CBPO, was completed. As a result of this realignment, this CBPO lost responsibility for two more GSUs involving approximately 360 personnel during this period.

The Career Information and Counseling function finalized permissive TDY orientation trips to Patrick Air Force Base, Florida, and Eglin Air Force Base, Florida. Quotas were given in relation to the number of first term airmen assigned to each unit. Commanders were encouraged to select, on a volunteer basis, those personnel who were considered to be deserving first term airmen. A total of 71 airmen took the trips.

The Project Transition activity established training programs with Cablevision and Suburban Radio and TV Repair of Colorado Springs, Colorado. Also, a Transition Counselor Seminar was

1. Ltr, Hq USAF MPC to ADC, Sugj: Organizational Realignment of Selected CBPO Work Units, 13 Jul 71. (DOC 9).

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conducted at the El Paso Community College. A meeting to cover the mailing and advertisement campaign and planning for the upcoming Jobs-for-Vets Job Fair in Pueblo, Colorado, was also held.

The CCPO was directed by Headquarters USAF to report the number of civilian employees on board who are retired military personnel. As of 30 June 1971, there were 306 retired military in full time civilian positions which represented 16 percent of the total assigned strength.

STAFF JUDGE ADVOCATE

Under the auspices of Lt Colonel J. R. B. Matthis, the Staff Judge Advocate activity provided legal services which involved a wide range of legal subject areas.

Members of this activity continued to coordinate on zoning and land use planning in the area surrounding Peterson Field, and were instrumental in stopping zoning which would not be in the best interests of the Air Force.

From 1 July 1971 to 30 September 1971, the military justice activity processed a total of 33 Article 15 actions originated at this installation. In addition, 36 Article 15 actions were reviewed of which 18 were from Hamilton Air Force Base, California, and 18 from Duluth International Airport, Minnesota. At this base, two special courts martial were convened. Approximately 30 Air Force

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Manual 39-12 actions for administrative discharge were reviewed.

During this reporting period, the drug rehabilitation program at Ent Air Force Base was initiated. It included periodic lectures by an expert on drugs assigned to this function. This department has since established a close liaison with the Air Force hospital facilities in the nearby area for the medical rehabilitation of drug addicts.

In the area of legal assistance, this activity sponsored several new programs, among them were the certificate of citizenship program. This function prepared the certificates of citizenship for dependents of military personnel who were born overseas. Also, this office engaged in revising the traffic ticket review program. A legal officer attended a three day conference in Boulder, Colorado, and started to rewrite the base's procedures for traffic ticket review.

SERVICES

Under the continued leadership of Major E. H. Jabs, the Services operation continued to establish program improvements and revise procedural changes to increase customer satisfaction. Primary improvements or changes are explained.

The Commissary extended its hours of operation from 35 to 55 hours during June 1971. Commissary patron comments were highly favorable.

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The dormitory re-rate system became effective during this quarter. Under the new system, the increase of floor space per individual went from 72 to 90 feet and further decreased the number of beds available. This resulted in E-6's, E-5's, E-4's (with a date of rank of 30 September 1970 or earlier) and married WAF/WAC, regardless of rank, living in this area with their spouse to reside off base and draw single Basic Allowance for Quarters.

Increase in the leased housing program as directed by Headquarters ADC progressed slowly during this quarter. There were 165 units available for assignment to all grades of enlisted and officer personnel (excluding Colonels). The addition of leased housing was scheduled to continue until a full complement of 225 units was acquired.

The new military pay bill caused more families to seek off-base quarters which substantially decreased waiting periods for base or government leased housing. As a result, short term leases (local economy) were in heavy demand and short supply.

SPECIAL SERVICES

Under the supervision of Lt Colonel James A. Rutt, the Special Services function endeavored to continue providing for the betterment and morale of individuals assigned to the Ent Air Force Base complex. This was accomplished through the establishment of a wide variety of leisure time recreation programs and facilities for use by authorized

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personnel. The past three months saw significant developments which had a positive affect on the upgrading of this organization's programs.

Preparations continued for the 1 October 1971 grand opening of the new Recreation Workshop (Hobby Shop) at Peterson Field. Primary work revolved around reconditioning equipment, moving, and setting up new apparatus.

The old Hobby Shop area (Building 510) was being used to store boats and trailers and provide servicing and maintenance as required. This area was also used as an issue point for pick-up of trailers and boats.

The Recreation Center (Building 910) was converted to a temporary Base Theater. It began operation on 27 August 1971 with a good opening night crowd. Approximately 225 patrons attended the initial feature. This facility was scheduled to continue operation on a Wednesday, Friday, Saturday, and Sunday night schedule. At all other times, the Recreation Center activities were continued as in the past.

A makeshift football field was graded and prepared by the Civil Engineers for the Intramural Flag Football program. A primary problem was to try to plan and provide for proper athletic facilities for the outdoor sports programs. Plans continually changed so that this activity had to react with "stop-go" procedures which did not reflect favorably on the overall intramural program.

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GLOSSARY OF ABBREVIATIONS

ADC	Aerospace Defense Command
AFO	Accounting and Finance Office
AFSC	Air Force Speciality Code
ARADCOM	Army Air Defense Command
AWP	Awaiting Parts
BEAMS	Base Engineers Automated Management System
DIFM	due in from maintenance
FY	fiscal year
GBL	Government bill of lading
GSU	geographically separated units
JUMPS	Joint Uniform Military Pay System
MTA	MAC (Military Airlift Command) transportation authorization
NCMC	North American Air Defense Cheyenne Mountain Complex
NORAD	North American Air Defense Command
NORM	not operational ready-maintenance
NORS	not operational ready-supply
O&M	Operation and maintenance
O/R	Operationally ready
PAX	Passenger
REMS	registered equipment management system
SF	square feet
SPPP	superior performance proficiency pay
TR	transportation request
UDL	Unit Detail Listing

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DEPARTMENT OF THE AIR FORCE
Headquarters, Aerospace Defense Command
Ent Air Force Base, Colorado 80912

ADC REGULATION 23-8

13 May 1971

Organization and Mission - Field

MISSION DIRECTIVE OF THE 4600TH AIR BASE WING

This regulation prescribes the mission, organization, and responsibilities of the 4600th Air Base Wing.

1. Authoritative Source for Contents. This regulation implements AFR 23-9.

2. Mission - to equip, administer, train, and provide personnel for the purpose of:

a. Operating and maintaining the Ent AFB Complex consisting of Ent AFB proper, US military facilities located at Peterson Field, the NORAD Cheyenne Mountain Complex (NCMC), and other off-base facilities, as directed.

b. Providing administrative and logistic support to all NORAD/CONAD/ADC/ARADCOM units in accordance with applicable tenancy agreements.

3. Organization. The 4600th Air Base Wing is a major command (MAJCOM) controlled unit assigned to HQ ADC. The prescribed organization structure for this unit is contained in attachment 1 to this regulation.

4. Responsibilities:

a. Provides normal unit administration support for assigned personnel.

b. Establishes and implements policies relating to administration management functions prescribed by applicable directives (AFR 4-1).

c. Provides a comprehensive program of religious services and activities to meet the spiritual needs of assigned/attached military personnel and their dependents (AFR 265-1). This will also include liaison with civilian religious and social services activities, as required.

d. Supervises the operation of activities engaged in the planning, development, and implementation of the flight and ground safety program.

e. Operates the internal and public information and community relations programs.

f. Directs and coordinates activities relating to military and civilian personnel, education services, and the suggestion program.

g. Manages and operates comptroller activities including accounting and finance, budget, management analysis, graphics, and data systems and statistics, as required.

h. Supervises and operates special services activities including recreation services (sports, service club, crafts, and hobbies), officers and NCO open messes, nonappropriated welfare funds, and library.

i. Manages and provides base services and support for commissary, food service, housing services, clothing sales, mortuary services, and base exchange activities, as required.

j. Provides base medical services support to authorized personnel.

k. Plans, programs, manages, and operates materiel activities including supply, trans-

Supersedes ADCR 23-8, 30 December 1968. (For summary of revised, deleted, or added material, see signature page.)
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portation, procurement, maintenance, and logistical plans.

l. Manages and provides civil engineering support including fire protection, utility services, engineering, construction, alteration, repair and maintenance of real property facilities, and assigned real estate.

m. Plans, programs, manages, and furnishes base operations and training support including flight operations, ground training, film library, base plans, and photographic services.

n. Provides facilities and resources protection, weapons systems security, and law enforcement programs for authorized units and personnel.

o. Insures that administrative and logistical support is provided to authorized activities located within the NORAD Cheyenne Mountain Complex.

p. Exercises general court-martial jurisdiction over all assigned and attached units within the Ent AFB Complex, the 4661st Air Base Group, Hamilton AFB, California, and the 4788th Air Base Group, Kingsley Field, Oregon; processes claims for and against the Government; interprets laws and regulations affecting the Air Force; and reviews administrative discharge board proceedings for legal sufficiency. For the Ent AFB Complex only, reviews contracts and reports of survey and provides a legal assistance office to military personnel and their dependents.

q. Provides airlift support to authorized units and personnel.

r. Performs other duties as directed by higher headquarters.

5. Relationship to Other Units or Agencies. Per letters of understanding or agreement between staff agencies, HQ ADC, and the Commander, 4600th Air Base Wing, certain functions reflected on the 4600th Air Base Wing Unit Detail Listing (UDL) are under the operational control of the respective staff agencies, HQ ADC.

HEADQUARTERS OFFICIAL AEROSPACE DEFENSE COMMAND

ROY L. MEEKER, *Col, USAF*
Command Director of Administration

THOMAS K. McGEHEE, *Lt Gen, USAF*
Commander

1 Attachment
Standard Organization Structure - 4600th Air Base Wing

Summary of Revised, Deleted, or Added Material

This regulation generally updates the entire text to reflect the mission, organization, and responsibilities of the 4600th Air Base Wing to include the prescribed organization structure (attachment 1).

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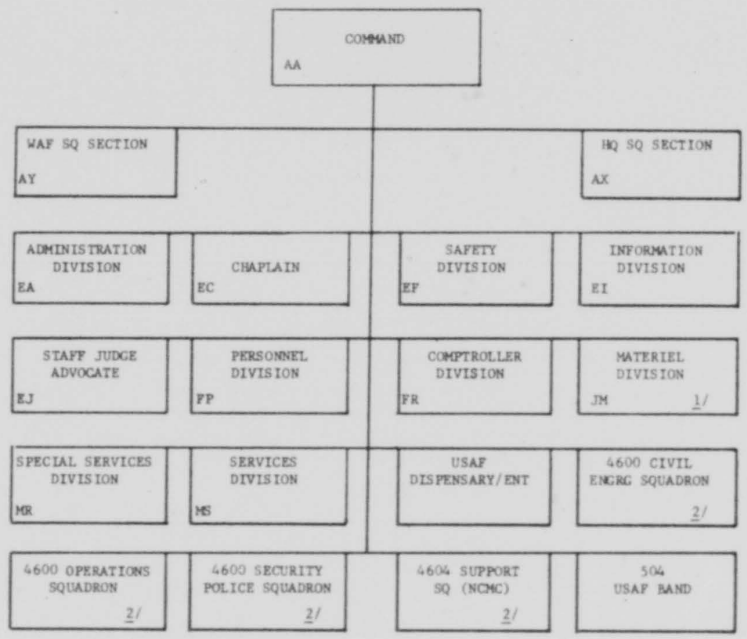

1/. Exercises staff supervision over functional sqs (Supply, Transportation, and Consolidated Aircraft Maintenance).

2/. Serves as Division Chief for respective functional areas.

STANDARD ORGANIZATION STRUCTURE

4600th Air Base Wing

Attachment 1

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Biography

UNITED STATES AIR FORCE

COLONEL PHILLIP A. RAND

Since September 8, 1970, Colonel Phillip A. Rand has been Commander of the 4600th Air Base Wing, Colorado Springs, Colorado (ADC). The mission of the 4600th is to support the activities of Peterson Field and Ent Air Force Base which is headquarters for support functions for North American Air Defense Command, Aerospace Defense Command and Army Air Defense Command.

Colonel Rand was born in Bath, Maine, on July 11, 1923. After spending his boyhood in Saugus, Massachusetts, he enlisted in the Army Reserve Corps on May 7, 1942. On September 15, he began pilot training as an aviation cadet in the West Coast Training Command. He graduated as a Second Lieutenant on July 28, 1943, from Williams Field, Arizona.

World War II duty as a fighter pilot was accomplished in the South Pacific, where Colonel Rand was promoted to First Lieutenant in October 1944 and to the grade of Captain in June 1945. He flew 86 combat missions, totaling 304 combat hours. After terminal leave, he was on inactive reserve status from February 1946 to February 1947. Recalled to active duty as a Regular officer, he reinitiated his military career as a primary duty fighter pilot and fighter operations staff officer.

Colonel Rand obtained his first command in March 1954 as Commander of the 330th Fighter Squadron, Stewart AFB, New York, flying F-86F aircraft. From December 1954 until September 1957, he was Commander of the 61st Fighter Interceptor Squadron at Ernest Harmom Air Base, Newfoundland flying F-89D aircraft.

After completing the Air Command and Staff School, Maxwell AFB, Alabama, where he was a student from September 1957 to June 1958, Colonel Rand was assigned as Senior Air Force Advisor to the Arizona Air National Guard, Phoenix, Arizona, until July 1961.

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(Current as of Sept. 18, 1970) (Local reproduction authorized)

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From July 1961 to August 1963, Colonel Rand served as Commander of the 322nd Fighter Interceptor Squadron, Kingsley Field, Oregon, flying F-101 "Voodoos".

In August 1963, the Colonel entered the Air War College, Maxwell AFB, Alabama, graduating in June 1964.

His next assignment was to Headquarters USAF, the Pentagon, where he served in the Directorate of Operations as Assistant Chief of the Operations Division, and then as Deputy Chief of the Air Defense Division.

Colonel Rand served in the Republic of Vietnam during the period October 1966 to October 1967. He was assigned as the Senior Air Force Advisor to the Vietnamese Air Force 23rd Tactical Fighter Wing located at Bien Hoa Air Base. Midway through this tour of duty, the Wing successfully converted one of three A-1H equipped fighter squadrons to F-5C "Freedom Fighters"--the first Vietnamese Air Force unit jet fighter aircraft. The Colonel flew 240 combat missions totaling 348 combat hours in both the propeller-driven A-1H and the jet-propelled F-5C.

In November 1967, Colonel Rand was assigned to Headquarters 4th Air Force, Hamilton AFB, California, as Director of Operations.

Colonel Rand assumed the duties of 408th Fighter Group Commander, Kingsley Field, Oregon, in July 1968.

In October of 1969 he was selected as Commander 29ADiv, Duluth IAP, Minnesota and held that position until the realignment of NORAD in November 1969 when he assumed the position of Vice-Commander 23rd Air Division. He held that position until his recent move to Colorado Springs.

His military decorations include the Distinguished Flying Cross, Bronze Star Medal, Air Medal, and several Vietnamese decorations including the Gallantry Cross with Gold Star. His combat experience in fighter aircraft, covering World War II and Vietnam, totals 326 combat missions and 652 combat hours.

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PERSONAL FACT SHEET

A. Personal Data

1. Born - July 11, 1923, Bath, Maine; Father - Arthur W. H. Rand, deceased.

2. Married - Alice Holbrook Rand; children - Patricia, Stephen, Christoper, and son Robin.

B. Education

1. Attended University of Maryland, Cambridge, Maryland.

2. Graduate Air Force Pilot Training, 1943.

3. Graduate Air Tactical School, Tyndall AFB, Flordia, 1950.

4. Graduate Air Command and Staff School, Maxwell AFB, Alabama, 1958.

5. Completed Introduction to Business Course (USAFI), 1962.

6. Completed Public Relations Course (USAFI), 1962.

7. Completed Criminology Course (USAFI), 1962.

8. Graduate USAF Counterinsurgency Course, 1964.

9. Graduate Air War College, Maxwell AFB, Alabama, 1964.

C. Service

1. May 7, 1942 - September 14, 1942, Enlisted Reserve awaiting pilot training.

2. September 15, 1942 - July 27, 1943, aviation cadet, pilot training.

3. July 28, 1943 - April 17, 1944, combat flying training in operational training units.

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4. April 18, 1944 - November 24, 1945, South Pacific, principal duty combat fighter pilot.

5. November 25, 1945 - February 6, 1946, terminal leave.

6. February 7, 1946 - February 27, 1947, Inactive Reserve.

7. February 28, 1947 - June 7, 1947, entered on active duty as Regular officer, Biggs Field, Texas.

8. June 8, 1947 - May 29, 1949, principal duty fighter pilot and operations officer, 4th Fighter Squadron, Okinawa.

9. May 30, 1949 - November 15, 1949, principal duty fighter pilot and operations officer, 97th Fighter Squadron, Grenier Field, New Hampshire.

10. November 16, 1949 - June 15, 1951, principal duty fighter pilot and operations officer, 5th Fighter Squadron, McGuire AFB, New Jersey.

11. June 16, 1951 - October 15, 1952, experimental test pilot, F-86D aircraft, Edwards AFB, California, and Eglin AFB, Flordia.

12. October 16, 1952 - March 18, 1954, Chief, Fighter Training Branch, He Eastern Air Defense Force, Stewart AFB, New York.

13. March 19, 1954 - December 5, 1954, Commander, 330th Fighter Squadron, Stewart AFB, New York.

14. December 6, 1954 - September 20, 1957, Commander, 61st Fighter Interceptor Squadron, Ernest Harmon Air Base, Newfoundland.

15. September 21, 1957 - June 30, 1958, student, Air Command and Staff School, Maxwell AFB, Alabama.

16. July 1, 1958 - July 23, 1961, Senior Advisor, Arizona Air National Guard, Phoenix, Arizona.

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17. July 24, 1961 - June 10, 1962, Commander, 322nd Fighter Interceptor Squadron, Kingsley Field, Oregon.

18. June 11, 1962 - July 11, 1962, Commander, 408th Fighter Group, Kingsley Field, Oregon.

19. July 12, 1962 - August 4, 1963, Commander, 322nd Fighter Interceptor Squadron, Kingsley Field, Oregon.

20. August 5, 1963 - June 28, 1964, student, Air War College, Maxwell AFB, Alabama.

21. June 29, 1964 - July 18, 1965, Assistant Chief, Operations Division, HQ USAF, the Pentagon, D.C.

22. July 19, 1965 - October 26, 1966, Deputy Chief, Air Defense Division, HQ USAF, the Pentagon, D.C.

23. October 27, 1966 - November 15, 1967, Senior Advisor 23rd Tactical Fighter Wing (Vietnamese Air Force), Bien Hoa Air Base, Vietnam.

24. November 16, 1967 - July 11, 1968, Director of Operations, HQ 4th Air Force, Hamilton AFB, California.

25. July 12, 1968 - 16 October 1969, Commander, 408th Fighter Group, Kingsley Field, Oregon.

26. 17 October to 14 November 1969, Commander, 29ADiv, Duluth IAP, Minnesota.

27. 15 November 1969 to September 1970, Vice Commander, 23ADiv, Duluth IAP, Minnesota.

28. Commander 4600th Air Base Wing, Colorado Springs, Colorado, September 8, 1970.

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D. Decorations and Service Awards:

Legion of Merit
Distinguished Flying Cross with 1 Oak Leaf Cluster
Bronze Star Medal
Air Medal with 14 Oak Leaf Clusters
Joint Services Commendation Medal
Air Force Commendation Medal with 1 Oak Leaf Cluster
Army Commendation Ribbon
Distinguished Unit Citation
Air Force Outstanding Unit Award with V Device and 2 Oak Leaf Clusters
Combat Readiness Medal
American Campaign Medal
Asiatic - Pacific Campaign Medal with 6 Bronze Service Stars
World War II Victory Medal
Army of Occupation Medal
National Defense Service Medal with 1 Bronze Star
Vietnamese Service Medal with 2 Bronze Stars
Air Force Longevity Service Award with 6 Oak Leaf Clusters
Small Arms Marksmanship Medal
Philippine Liberation Ribbon with 2 Bronze Stars
Philippine Independence Ribbon
Vietnamese Gallantry Cross with 1 Gold Star
Vietnamese Air Gallantry Medal with Silver Wing Device
Vietnamese Armed Forces Honor Medal First Class
Vietnamese Air Service Medal
Philippine Presidential Unit Citation
Vietnamese Campaign Medal

E. Effective Dates of Promotions:

Grade	Temporary	Permanent
2d Lieutenant	July 28, 1943	February 28, 1947
1st Lieutenant	October 19, 1944	July 22, 1947
Captain	June 16, 1945	July 11, 1951
Major	December 15, 1951	July 11, 1958
Lt Colonel	April 19, 1956	August 1, 1964
Colonel	March 25, 1963	September 20, 1967

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4600 ABWg, ENT AFB, COLORADO

QUARTERLY DRUG ABUSE REPORT (RCS: ADC-P155)

1 JUL 1971 through 30 SEP 1971

PART I

STATISTICS

A. Number of people investigated by OSI for alleged drug abuse (closed cases):

Officers 0 Civilians 0

Airmen 4 Dependents 1

B. Types of drugs involved in alleged cases identified in "A" above: (NOTE: The number of drugs involved could exceed the number of people investigated.)

TYPES	NUMBER
Marijuana	5
LSD	0
Heroin	0
Other	1
TOTAL	6

C. UCMJ Drug abuse actions initiated:

Gen CM	Special CM	Summary CM	Article 15
0	0	0	0

D. Administrative separations for drug abuse:

Officers 0 Airmen 0 Civilians 0

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E. Suspension/removal from Personnel/Human Reliability duties for drug abuse:

Officers 0 Airmen 0 Civilians 0

F. Suspension from flying status for drug abuse:

Officers 0 Airmen 0

G. Number seeking aid under the Limited Privileged Communication Program:

Officers 0 Airmen 3 Dependents 0

H. Personnel who received medical treatment (admission/out patient) for drug abuse:

Officers 0 Airmen 2 Dependents 0

I. Civilian Disciplinary Actions: 0

PART II

SUMMARY

A. During this reporting period, the Ent Social Actions Office was established, and Captain Theodore F Waltz was selected as the Social Actions Officer. The Limited Privileged Communications Program has been emphasized during three separate presentations: to the NCO Advisory/Top Three Council, Airman Advisory Council and the Wing Commander's Call. Each base unit was contacted and given a list of periodicals that are available through normal distribution channels for their guidance and assistance.

(1) Local television support was provided through a 15-minute taped interview with Major Jay W Cranston which was shown on 29 September 1971 on Channel 3 (Cablevision), "This Week in the Air Force," a program produced by 4600 ABWg/OI. In addition, the drug abuse education program was supported through the weekly "News in Blue" program aired on Channel 11 (KKTV).

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(2) The film, "The Hang-up," was shown three times and was reported exceptionally well received. Other films shown and considered outstanding for unit programs are "Drugs, Drinking and Driving" and "Game without Winners."

(3) Mr Jim McMeran, Chief of the Drug Dependent Division, City and County Health Department, gave several lectures on drug abuse; in conjunction with his lectures, he utilized a film explaining the use of Methadone to treat heroin addicts.

B. Further guidance for a viable program is anticipated from the ATC Drug Abuse School at Lackland AFB, which will be attended by Captain Theodore F Waltz, Ent Social Actions Officer, during the period 6 October - 3 November 1971.

C. Evaluation of the effects of unit program continues to be difficult, as criteria for evaluating the degree of progress are as yet undefined.

D. If the Social Actions Officer is to have credibility with the drug abuser or possible drug abuser, he must have "limited communication" authority.

There are many organizations within our local community that are actively participating in the local drug abuse problem. These resources are manned by informed personnel who are willing to work with the "military man" whenever possible.

E. On 10 September 1971, School District #11 conducted a seminar with representatives from the local community, including personnel from each one of the junior and senior high schools. Based on this discussion, it would appear that the educational drug programs now in existence and to be implemented in this district will include student participation and "rap" sessions with previous users.

Final evaluation of the local school districts' programs will be made at the end of this semester.

F. Duplication of drug-education materials has often been more confusing than helpful. To have a positive effect on young airmen, material developed and distributed must be more representative and factual.

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SEMI-ANNUAL DOMESTIC ACTION REPORT

PART II NARRATIVE

4600 AB Wg, Ent AFB, Colorado

16 MARCH - 15 SEPTEMBER 1971

EDUCATION AND TRAINING

Twenty-one DoD personnel served as advisors and leaders in the Scouting program in giving primary support to 276 youths and supplemental support to 259 youths for a total of 12,205 youth participant days and 451 DoD personnel man-days.

One DoD personnel provided dental technician training to 4 adults expending 26 man-days for a total of 184 participant days. This training was given in support of El Paso Community College.

Four DoD personnel provided swimming instructions to 15 youths and 60 adults. The youths were from the Colorado School for the Deaf and Blind; they met for 7 sessions. The adult training was in support of the public adult education program; they met for 10 lessons.

Twenty-seven DoD personnel gave training and assistance in fire fighting and egress training to 4 youths and 70 adults for a total of 95 adult participant days, 4 youth participant days and 50 DoD man-days.

Thirteen DoD personnel spent a total of 38 days working on and planning the Job Information Fair held in Colorado Springs. Approximately 475 civilians attended each of the two days of the fair. ABC TV taped a portion of the fair for a documentary "When Johnny Comes Marching Home."

Two DoD personnel gave religious training in local churches to 24 youths totaling 570 youth participant days and 54 DoD man-days.

One DoD personnel provides financial support for an unrelated youth studying for the priesthood.

Four DoD personnel trained 2300 local Catholic youths on drug abuse and lectured 100 youths from Mitchell High School on survival principles, for a total of 2400 youth participant days and 14 DoD man-days.

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Five DoD personnel provided training on hunting safety and flight line vehicle operation to 70 adults, totaling 130 participant days and 9 DoD man-days.

One DoD personnel briefed 6 representatives from School District #11 on educational opportunities that are available to military personnel at this installation, as well as programs that are available Air Force wide.

Twenty-four DoD personnel gave guidance and assistance to 48 youths under the Big Brother and Junior Achievement Programs for a total of 275 youth participant days and 230 DoD man-days.

Five DoD personnel served as safety and launch monitors for the Pikes Peak Chapter of the National Association of Rocketry Meet. There were 30 youth participants in the meet.

One DoD personnel worked with the youth at the Benet Hill Academy directing plays and entertainment programs. He met 1 day per week with 20 youths.

One hundred twenty-one DoD personnel provided training, counseling and supervisory support to 186 youths in support of the Neighborhood Youth Corps/Youth Opportunity Program (Summer Hire and Stay-In-School) for a total of 3503 youth participant days and 1010 DoD man-days.

Nine DoD personnel expended 58 man-days in support of 8 adults in the Work Incentive (WIN) Program, providing work experience and OJT for a total of 496 non-youth days.

Eight DoD personnel gave religious and moral guidance to 22 youths and 134 adults from the local area for a total of 572 youth participant days, 134 non-youth participant days and 147 DoD man-days.

Six DoD personnel met for administrative and fund-raising purposes with local religious affiliated groups for a total of 12 DoD man-days.

One chaplain supervised filming of a TV program, "The Church Game." Eight youths and two adults met 26 times for a total of 52 non-youth days, 128 youth days, and 26 DoD man-days.

Ten chaplains preached at Sunday services in local churches and 1 chaplain lectured to local priests for a total of 700 youth participant days, 1605 non-youth participant days and 13 DoD man-days.

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One chaplain coordinated a teacher training program for 34 adults and 6 youths at a local education office expending 1 DoD man-day.

HEALTH AND MEDICAL

Seven DoD personnel provided guidance and counseling to 335 youths and 200 adults totaling 405 youth participant days, 200 non-youth days and 29 DoD man-days. The groups included Ladies Clubs, Sertoma, drug rehabilitation patients and Wasson High School students.

Two DoD personnel gave physicals and therapeutic service to 20 youths expending 3 DoD man-days and 20 youth days.

Four DoD personnel provided guidance and counseling under Project Headwaters for 4 children, totaling 44 youth days and 44 DoD man-days.

Two DoD personnel provided first aid coverage for 55 youths of Project "Head Start" and 60 youths of a JOC-sponsored picnic for the Neighborhood Youth Corps, totaling 255 youth participant days and 6 DoD man-days.

Four military provided ecological improvement to ghetto areas for one day.

One DoD personnel served as member of the El Paso County Hospital Council and the Pikes Peak Chapter of the American Red Cross. He attended 3 meetings of each board.

Eleven DoD personnel gave medical coverage and ambulance service for the Pikes Peak Hill Climb and the Pikes Peak or Bust Rodeo expending 12 DoD man-days.

RECREATION

One DoD personnel coached 3 different youth athletic teams with 15 members on each squad. Each team met once a week for 16 weeks. For his community activities, the airman was presented with the Outstanding Military Representative Award by the City of Colorado Springs at the Armed Forces Day Luncheon in May 1971.

One DoD personnel served as an advisor and provided supplemental support to the Fountain Riding and Roping Club with 75 members which required 9 days of service.

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Sixteen helped plan and officiate a Big Brothers picnic for 175 mothers and their children for a total of 20 DoD man-days.

Two DoD personnel served as advisors to 12 members of a youth Law Enforcement group. They met 12 times during the summer and held a rummage sale, carnival and talent show which netted $91.00 and was donated to the Colorado School for the Deaf and Blind.

One DoD personnel taught, supervised and officiated swimming activities in the local area providing primary support to 45 deaf and blind students and supplemental support to 7500 youths in the local area for a total of 50,000 youth participant days and 75 DoD man-days.

Three DoD personnel worked with Little League and American Legion Baseball Teams providing primary support to 15 youths and supplemental support to 20 youths, totaling 1040 youth participant days and 106 DoD man-days.

Fourteen DoD personnel provided counseling and recreation to 40 Headstart children on 5 separate days.

One DoD personnel provided supplemental support to 3900 youths by serving on the Pikes Peak Council Camping Committee, which met 5 times per month.

One DoD personnel supervised 360 members of the Denver Boys Club as they toured Peterson Field and participated in picnic and swimming activities totaling 2 DoD man-days.

Fifteen DoD personnel sponsored a picnic for POW/MIA families totaling 36 youth participant days and 8 adult participant days.

One military gave a presentation to 30 inmates of the Utah State Prison.

TRANSPORTATION

Three DoD personnel and 3 buses were used to transport 125 handicapped children to the Colorado Springs Jaycees Chuck-wagon Supper and the Pikes Peak or Dust Rodeo, totaling 125 youth days and 3 DoD man-days.

Two DoD personnel and 2 buses were used to transport 16 Boy Scouts and 40 Scout leaders on a one-day outing to the Phil-mont Scout Ranch for a total of 2 DoD man-days.

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Two buses were used to transport 80 members of the NORAD Band to the Pikes Peak or Bust Rodeo Parade.

LOAN OF EQUIPMENT

Recreational supplies were provided for four overnight camp-outs with 20 boys attending each camp. Equipment included tent shelters and a boat.

During this period, 96 films were on loan to various youth organizations, with 3854 youths reviewing the films.

Softball equipment was used by 120 boys. (Reported in Recreation.)

USE OF FACILITIES

Peterson Field picnic facilities were used for a JOC-sponsored picnic attended by eight families of POW/MIA. (Reported in Recreation.)

One thousand fourteen adults from various sportsman clubs utilized the firing range with no man-days expended.

Three hundred sixty members from the Denver Boys Club used the swimming pool and picnic grounds at Peterson Field. (Reported in Recreation.)

The 1971 Pikes Peak Swimming Association "B" Championships were held at the Peterson Field swimming pool with 200 youths participating.

Drivers training safety equipment and materials were used by 35 students from Mitchell High School.

The firing range was used by the El Paso County Sheriff's Department for 5 days with 60 men participating.

The firing range and associated equipment were used by 2 Scouts in obtaining their Marksmanship Merit Badges.

Various Scout troops used the Peterson Field Youth Center for their meetings.

Finger-printing equipment was used by 3 Scouts in obtaining their Finger-Printing Merit Badges. (Reported in Education and Training.)

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RECOMMENDATIONS FOR IMPROVING FORMAT

Reporting of Domestic Action activities could be more significant through some minor changes to Part I. Many of the programs under Health and Medical, Education and Training, and Recreation require the use of local facilities. A few activities that are supported locally cannot be conveniently classified in the present six categories. Loan of Equipment is very similar to Use of Facilities. With these three statements in mind, I suggest that the Use of Facilities category be eliminated or incorporated into the Loan of Equipment category, with another area initiated. The new category should be entitled "Other," with any reporting of activities being fully explained in Part II.

Project GI (Get Involved) has continued to receive special emphasis within the 4600 AB Wg. Many of the participants annotated in this report have been introduced to civic involvement through the program. Project GI has been accepted and recognized by the community as a positive step forward by the military; those volunteers participating have had a feeling of fulfillment and pride.

Domestic Actions will continue to receive special attention through the newly established Social Actions Office.

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- ROUTINE
23? DAY 1971
22.04.50Z
MSG # 004541
FROM: AESC

RTTUZYUW RUWTFJA3246 2371952-UUUU--RUWTNOA.
ZNR UUUUU
R 2518157 AUG 71
FM USAF MPC RANDOLPH AFB TX
TO ALPERSCOM
BT
UNCLAS DPMRAA6 ALPERSCOM A/094/71.
FOR DIR PERS. SUBJ: BASE SOCIAL ACTIONS OFFICER/AIRMAN (PHASE V). EXPIRES: 1 JULY 1972.
1. REFERENCES:
A. CSAF AIG ALMAJCOM 1113/71 (1313547 JUL 71)
B. THE AIR FORCE PROGRAM FOR DRUG ABUSE REHABILITATION.
2. ANNEX E, (PHASE V) OF REF B PROVIDES FOR ONE OFFICER AND ONE AIRMAN TO BE ASSIGNED TO SPECIFIC INSTALLATIONS WORLDWIDE FOR DUTY AS BASE SOCILA ACTIONS OFFICER/ AIRMAN. MANPOWER AUTHORIZATIONS HAVE BEEN ALLOCATED TO COMMANDS EFFECTIVE SECOND QTR 1972 AND WILL BE IN THE AUGUST 1971 MAV. AUTHORIZATIONS WILL BE UNDER PROGRAM ELEMENT CODE 8CK.
3. CHANGE 6 TO AFM 36-1 AUTHORIZES REPORTING IDENTIFIER 0008 FOR SOCIAL ACTIONS OFFICER. A PENDING CHANGE TO

(MaFile)

PAGE 2 RUWTFJA3246 UNCLAS
AFM 39-1 WILL INCLUDE REPORTING IDENTIFIER 99008 FOR SOCIAL ACTIONS AIRMAN.
4. MAJOR COMMANDS WILL:
A. SELECT FROM LOCAL RESOURCES OFFICERS AND NCOS TO STAFF THESE POSITIONS ON A FULL TIME BASIS.
B. IDENTIFY DUTY AFSC: 0008 (OFFICERS), AND 99008 (AIRMEN) IN UDLS FOR AUTHORIZATION RECEIVED IN PEC 8CK.
C. OBTAIN TRAINING QUOTAS FROM ATC/TTMM FOR DRUG ABUSE EDUCATION COURSE 30ZR0004 FOR MEMBERS SELECTED FOR THESE POSITIONS WHO HAVE NOT RECEIVED SIMILAR TRAINING.
5. SELECTION OF PERSONNEL. PROPER SELECTION OF PERS TO PERFORM SOCIAL ACTIONS FUNCTIONS IS OF VITAL IMPORTANCE.
A. THE FOLLOWING IS DESIRABLE CRITERIA:

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(MaFile)

- ROUTINE
23 DAY 1971
22.04.50Z
MSG # 004541
FROM: AESC

RTTUZYUW RUWTFJA3246 2371952-UUUU--RUWTNOA.
ZNR UUUUU
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FM USAFMPC RANDOLPH AFB TX
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A. THE FOLLOWING IS DESIRABLE CRITERIA:

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(1) GRADES O-2 THRU O-4 AND E4 THRU E6.
(2) VOLUNTEER.
(3) BEHAVIORAL SCIENCE EDUCATION/EXPERIENCE BACKGROUND.

(4) DEMONSTRATED ABILITY TO ESTABLISH RAPPORT AND A DEFINITE DESIRE TO BECOME INVOLVED WITH THE DRUG REHABILITATION PROGRAM.

B. SELECTION OF PERS WITHOUT REGARD TO CURRENT AFSC IS PERMISSIBLE (FOR OFFICERS: PROVISIONS OF PARA 1-17, 1-19, AND 1-21, AND AFM 36-11 APPLY). HOWEVER, CONSIDERATION MUST BE GIVEN TO RETAINABILITY, CURRENT FLYING STATUS, VULNERABILITY FOR OVERSEAS SELECTION AND ESSENTIALITY TO CURRENT DUTIES.

6. THIS HQ HAS RECEIVED NUMEROUS INQUIRIES FROM MEMBERS WHO ARE INTERESTED IN THE REHABILITATION PROGRAM. OFFICERS INDICATING AN INTEREST WERE IDENTIFIED TO COMMAND BY DPMROS2 LTR, SUBJ: DRUG ABUSE/PHASE V REHABILITATION PROGRAM, 3 AUG 1971. COMMAND SOLICITATION FOR VOLUNTEERS SHOULD PROVIDE ADDITIONAL APPLICANTS. COMMANDS REQUIRING MANNING ASSISTANCE SHOULD CONTACT USAFMPC/DPMROS2 FOR OFFICERS AND DPMRAA6 FOR AIRMEN.

7. FOR OVERSEA COMMANDS: NORMAL REQUISITION PROCEDURES MAY BE FOLLOWED FOR REPLACING THE

INCUMBENTS INITIALLY SELECTED. REQUISITION MUST IDENTIFY THE DUTY IDENTIFIER SPECIFIED IN PARA 3 ABOVE. OUT-OF-CYCLE REQUISITION MAY BE SUBMITTED IF COMMAND RESOURCES ARE NON-EXISTENT.

8. IT IS ENVISIONED THAT THIS HQ WILL SOON LAUNCH A PROGRAM INVITING VOLUNTEERS TO APPLY FOR BASE SOCIAL ACTION DUTIES. THESE PLANS ARE NOT YET FIRM. FURTHER ANNOUNCEMENT WILL BE MADE IN THE NEAR FUTURE.

9. ADVISE THIS HQ/DPMRAA6 AS BASE SOCIAL ACTIONS FUNCTIONS ARE ESTABLISHED. INQUIRIES SHOULD BE DIRECTED T MAJ DALE L BRAKEBILL,

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D[illegible]ROS2, AUTOVON 487, EXT 4562 FOR OFFICERS, AND MAJ ALLEN L CRONKILTON, DPMRAA6, EXT 4115/4464 FOR AIRMEN.
10. PDS CHANGES TO ALLOW USE OF PEC BCK AND REPORTING IDENTIFIER 99008 AND 0008 WILL BE MADE EFFECTIVE 1 NOV 71. MAJCOMS WILL UPDATE DATA ELEMENT AND CODE TABLES ON 1 NOV 71.
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#3246

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04.09.022 UNCLASSIFIED E F T O

MSG # 001646
FROM: AESC

RTTEZEL RUNTFJA1367 2072111-EEEE--RUNTNOA.
ZNY EEEEE VOL ZEL TO ALL STATIONS RUNTFJA1367
R 262030Z JUL 71 ZEX
FM USAFMPC RANDOLPH AFB TEXAS
TO AIG 8106
BT
UNCLAS E F T O DPMROC1/DPM 8/231/7
FOR: DIR PERS AND CBPO.
EXPIRES: 30 JUN 1971
SUBJ: EDUCATION IN RACE RELATIONS.
THIS MSG IS TO ALERT YOU THAT IN THE NEAR FUTURE YOU WILL BE REQUIRED TO IDENTIFY AND SELECT OFFICERS AND ENLISTED PERSONNEL TO ATTEND THE DEFENSE RACE RELATIONS INSTITUTE (DRRI). UPON COMPLETION OF TRAINING, INDIVIDUALS WILL BE REQUIRED TO RETURN TO THEIR BASES OF ASSIGNMENT AND WILL WORK IN RACE RELATIONS. THIS WILL BE A FULL TIME JOB. NORMAL TOUR WILL BE AT LEAST TWO YEARS. INDIVIDUALS WILL BE EITHER ASSIGNED A NEW DUTY AFSC (TO BE DEVELOPED) OR A REPORTING IDENTIFIER CODE. SPACES ARE PRESENTLY BEING SOUGHT THROUGH MANPOWER CHANNELS TO SUPPORT THE PROGRAM. AN AIR FORCE DIRECTIVE ON THIS SUBJECT IS BEING STAFFED AND WILL BE PUBLISHED IN THE

PAGE TWO RUNTFJA1367 UNCLAS E F T O
NEAR FUTURE. THE CRITERIA TO ATTEND THE DRRI CLASSES AND TO BE BASE LEVEL INSTRUCTORS ARE AS FOLLOWS:

A. VOLUNTEERS-OFFICERS AND ENLISTED PERSONNEL SELECTED TO ATTEND DRRI MUST BE VOLUNTEERS FOR THIS TRAINING. THEY MUST HAVE AT LEAST TWO YEARS OF OBLIGATED SERVICE REMAINING AFTER COMPLETION OF COURSE.

B. TEAMS--EACH MAJOR BASE/STATION SHOULD POSSESS AT LEAST ONE OFFICER/ENLISTED TEAM. (EACH INSTRUCTOR WILL CONDUCT AT LEAST FIVE TRAINING SESSIONS OF APPROXIMATELY THREE HOURS DURATION EACH WEEK.) THESE RACE RELATIONS OFFICERS (RRO)/NCOS WILL BE RESPONSIBLE FOR PROVIDING AT LEAST 11 HOURS OF INSTRUCTION TO ALL PERSONNEL EACH YEAR.

C. DIVERSITY--TEAM MEMBERS WILL CONSIST OF PERSONNEL SELECTED TO BE REPRESENTATIVES OF THE ORGANIZATION IN TERMS OF GRADE (E-3--E-7/02--06), AGE, CAREER AND NON-CAREER, RACE/ETHNIC GROUPS, STAFF AND LINE.

ROUTINE
208 DAY 1971
04.09.022 UNCLASSIFIED E F T O
MSG # 001646
FROM: AESC

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-20T DAY 1971
04.09.02Z UNCLASSIFIED E F T O
MSG # 001646
FROM: AESC

D. PERSONAL QUALITIES--SINCE ALL DRRI STUDENTS WILL BE EXPECTED TO BECOME PROFICIENT IN LEADING SMALL GROUP DISCUSSIONS OF VARIOUS RANKS, THE INDIVIDUALS SELECTED FOR INSTRUCTOR DUTY SHOULD HAVE LEADERSHIP

PAGE THREE RUNTFJA1367 UNCLAS E F T O
QUALITIES AND BE OF SOUND MORAL CHARACTER. THE PROSPECTIVE RRO/NCO SHOULD HAVE DEMONSTRATED COMMUNICATIONS SKILLS WITH GROUPS, POSSESS A BACKGROUND AND INTEREST IN THE HUMANITIES, AND HAVE AN AWARENESS OF CURRENT SOCIAL ISSUES. INDIVIDUALS MUST HAVE DEMONSTRATED THE ABILITY TO COMPLETE SUCCESSFULLY COLLEGE LEVEL COURSES. WE DESIRE TO GIVE YOU AS MUCH ADVANCE WORD AS POSSIBLE ON THIS PROGRAM. MANY QUESTIONS REMAIN TO BE ANSWERED; YOU WILL BE ADVISED FURTHER ON THE STRUCTURE OF THE PROGRAM. YOU MAY EXPECT A SHORT NOTICE REQUIREMENT TO SELECT PERSONNEL TO ATTEND DRRI CLASSES AND BECOME BASE INSTRUCTORS IN RACE RELATIONS.
BT
#1367

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ROUTINE
200 DAY 1971
04.09.02Z UNCLASSIFIED E F T O
MSG # 001646
FROM: AESC

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 460TH AIR BASE WING (ADC)
ENT AIR FORCE BASE, COLORADO 80912

REPLY TO ATTN OF: CC

28 SEP 1971

SUBJECT: Organization Placement for Social Action Programs (Your Msg, undated)

TO: ADC/DPXP

Reference paragraphs three and four of your unclassified message. The following information is furnished:

a. The Social Actions Office should be placed directly under the Wing/Base Commander. It is imperative that this office be manned with three (3) officers and three (3) NCOs. These officer/NCO teams would function in the areas of drug abuse, domestic actions, education in race relations, protest activities and equal opportunity. The domestic actions and protest activities functions would be a group responsibility directly supervised by the OIC. In addition, an administrative specialist would be required to handle all administrative tasks such as correspondence, typing, filing, scheduling, etc.

b. Personnel currently performing each of the Social Actions functions are as follows:

(1) Captain Theodore F. Waltz/DP/6425 - Drug Abuse

(2) Lt Col Eugene M. Terry/CE/2345 - Equal Opportunity

(3) Lt Carl Palminteri/ADMET/6284 and TSgt Alvin J. Green/ADC/XPY/2088 have been identified to attend the Race Education School and will function in this position upon completion.

(4) The Domestic Actions and Dissident and Protest functions have been a task of the Special Actions section of DP.

PHILLIP A. RAND, Colonel, USAF
Commander

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JOINT MESSAGEFORM

RESERVED FOR COMMUNICATION CENTER

SECURITY CLASSIFICATION

UNCLASSIFIED

TYPE MSG	BOOK	MULTI	SINGLE
	XD		

PRECEDENCE

ACTION FI:

INFO JI

DTG

FROM: AFC

SPECIAL INSTRUCTIONS

TO: 4061ABGP HAMILTON AFB CALIF/CC/DP

827AIRDEFGP KEHO AFS OREG/CC/DP

4708ABGP OTIS AFB MASS/CC/DP

4707ABGP DULUTH INTL APRT MINN/CC/DP

4708ZBGP HANCOCK FLD NY/CC/DP

4756ABGP TYNDALL AFB FLA/CC/DP

4600 ABMG ENT AFB COLO/CC/DP (MESSENGER)

INFO: 20AIRDIV FT LEE AFS VA/DP

21AIRDIV HANCOCK FLD NY/DP

23AIRDIV DULUTH INTL APRT MINN/DP

24AIRDIV WALKSTOWN AFB MONT/DP

25AIRDIV MCCHORD AFB WASH/DP

20AIRDIV LUKE AFB ARIZ/DP

UNCLAS DPXP

SUBJ: ORGANIZATION PLACEMENT FOR SOCIAL ACTIONS PROGRAMS.

1. A DETERMINATION IS TO BE MADE AS TO THE DESIRABILITY OF ESTABLISHING A SINGLE SOCIAL ACTIONS OFFICE AT BASE LEVEL TO

DATE 21 | TIME 0900Z

MONTH FEB | YEAR

PAGE NO. 1 | NO. OF PAGES 3

DRAFTER

TYPED NAME AND TITLE: C.L. ANDERSON, GS-11
IMI Pers Mgt Specialist
Directorate, Personnel Plans

PHONE 3656

RELEASER

SIGNATURE

TYPED (or stamped) NAME AND TITLE

SECURITY CLASSIFICATION: UNCLASSIFIED

REGRADING INSTRUCTIONS

Atch 1

DD FORM 1 NOV 65 173 REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

☆ GPO 1969-357-981

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ABBREVIATED INTERMESSAGE FORM and/or CONTINUATION SHEET

SECURITY CLASSIFICATION: UNCLASSIFIED

PRECEDENCE / ACTION / TO	RELEASED BY	DRAFTED BY	PHONE

ADMINISTER THE FOLLOWING SOCIAL PROGRAMS:

A. DRUG ABUSE. WALTZ (x1)

B. EDUCATION IN RACE RELATIONS. WALTZ/HAMMINTER/ FALMINTER/ (x1)

C. EQUAL OPPORTUNITY AND TREATMENT OF MILITARY PERSONNEL. MILITARY

D. DOMESTIC ACTION. SPECULATIONS DP SEE CVS

E. DISSIDENT AND PROTEST ACTIVITIES. SEE POLICE

2. CONSOLIDATION OF THE NEW SOCIAL ACTIONS PROGRAMS IDENTIFIED ABOVE IN A SINGLE SOCIAL ACTIONS OFFICE AT BASE LEVEL SEEMS TO BE A LOGICAL STEP IN TERMS OF MOST EFFECTIVE UTILIZATION OF AVAILABLE RESOURCES AND ELIMINATION OF OVERLAP AMONG THE VARIOUS PROGRAMS. HOWEVER, THERE ARE A NUMBER OF IMPLICATIONS THAT REQUIRE FURTHER EVALUATION BEFORE A USAF ORGANIZATIONAL PLACEMENT POLICY CAN BE ESTABLISHED. THESE IMPLICATIONS ARE:

A. BECAUSE OF CURRENT AUSTERE FUNDING, IT IS UNLIKELY THAT ANY ADDITIONAL MANPOWER AUTHORIZATIONS (OTHER THAN THOSE SPACES PROGRAMMED FOR DRUG ABUSE AND EDUCATION IN RACE RELATIONS-BASE LEVEL ONLY) WOULD BE PROVIDED BY HQ USAF/DOD. MAJOR COMMANDERS WILL JUDGE THE NEED FOR ADDITIONAL FULL-TIME AUTHORIZATIONS FROM COMMAND RESOURCES.

B. THE SOCIAL ACTIONS OFFICE AT BASE LEVEL WOULD BE PLACED DIRECTLY UNDER THE BASE COMMANDER. SOME COMMANDS HAVE

SHOULD BE SEPARATE DIV RPTG DIRECT TO COMD BE C

CONTROL NO.	TOR/TOD	PAGE NO.	NO. OF PAGES	MESSAGE IDENTIFICATION	INITIALS
		02	03		

SECURITY CLASSIFICATION: UNCLASSIFIED

REGRADING INSTRUCTIONS:

DD FORM 1 NOV 63 173-1 REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

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ABBREVIATED [illegible] INT MESSAGEFORM and/or CONTINUATION SHEET

SECURITY CLASSIFICATION: UNCLASSIFIED

PRECEDENCE / ACTION	RELEASED BY	DRAFTED BY	PHONE

INDICATED A PREFERENCE FOR PLACING THE ACTIVITY DIRECTLY UNDER DP. THEREFORE, REQUESTED DEVIATIONS FOR SUCH PLACEMENT WOULD BE CONSIDERED. FUNCTIONAL CODE AND SPECIFIC RESPONSIBILITIES FOR THE PROPOSED ACTIVITY WILL BE DEVELOPED.

C. THERE WILL BE A CONTINUING REQUIREMENT FOR ADDITIONAL DUTY/PART TIME ASSISTANCE FOR THE SOCIAL ACTIONS ACTIVITY FROM OTHER STAFF FUNCTIONS AT EACH ORGANIZATIONAL LEVEL.

3. REQUEST YOU PROVIDE THIS HEADQUARTERS, DPXP, BY 24 SEP 71 ADDITIONAL COMMENTS ON THE PROPOSED ORGANIZATIONAL PLACEMENT OF SOCIAL ACTIONS PROGRAMS AT BASE LEVEL, CONSIDERING THE MANPOWER IMPACT IF NO ADDITIONAL MANPOWER SPACES FOR THESE PROGRAMS ARE MADE AVAILABLE. YOUR RESPONSE SHOULD INDICATE WHETHER BASE LEVEL SOCIAL ACTIONS OFFICE SHOULD BE PLACED DIRECTLY UNDER THE BASE COMMANDER OR DIRECTLY UNDER THE BASE DP.

4. ALSO FURNISH THE NAME, RANK, OFFICE SYMBOL AND TELEPHONE EXTENSION OF THE OFFICER AND/OR NCO CURRENTLY PERFORMING EACH OF THE SOCIAL ACTION FUNCTIONS LISTED IN PARAGRAPH 1 ABOVE.

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DD FORM 1 NOV 63 173-1 REPLACES EDITION OF 1 MAY 55 WHICH MAY BE USED.

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SPECIAL AIR MISSIONS SECTION

AIRLIFT SUPPORT SUMMARY

FIRST QUARTER

FISCAL 1972

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TOTALS FOR FIRST QUARTER 1972

ALL AIRCRAFT

TOTAL MISSIONS		148
TOTAL SORTIES		560
PRIORITY	1	6
	2	7
	3	1
	4	134
TOTAL DISTANCE		354,909
TOTAL FLYING TIME		1,723.2
TOTAL PAX FROM COS		2,350
OFFICIAL PAX MOVED		7,713
UNOFFICIAL PAX MOVED		1,445
TOTAL PAX MOVED		9,158
OFFICIAL PAX MILES		5,096,157
UNOFFICIAL PAX MILES		901,234
TOTAL PAX MILES		5,997,391

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FIRST QUARTER 1972

C-118

TOTAL MISSIONS		63
TOTAL SORTIES		259
PRIORITY	1	3
	2	5
	3	1
	4	54
TOTAL DISTANCE		171,639
TOTAL FLYING TIME		796.3
TOTAL PAX FROM COS		1,526
OFFICIAL PAX MOVED		5,119
UNOFFICIAL PAX MOVED		1,075
TOTAL PAX MOVED		6,194
OFFICIAL PAX MILES		3,466,744
UNOFFICIAL PAX MILES		673,565
TOTAL PAX MILES		4,140,309

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FIRST QUARTER 1972

C-131

TOTAL MISSIONS		43
TOTAL SORTIES		155
PRIORITY	1	2
	2	1
	3	0
	4	40
TOTAL DISTANCE		93,759
TOTAL FLYING TIME		473.9
TOTAL PAX FROM COS		470
OFFICIAL PAX MOVED		1,389
UNOFFICIAL PAX MOVED		196
TOTAL PAX MOVED		1,585
OFFICIAL PAX MILES		848,960
UNOFFICIAL PAX MILES		130,258
TOTAL PAX MILES		979,218

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FIRST QUARTER 1972

T-29

TOTAL MISSIONS		42
TOTAL SORTIES		146
PRIORITY	1	1
	2	1
	3	0
	4	40
TOTAL DISTANCE		89,511
TOTAL FLYING TIME		453.0
TOTAL PAX FROM COS		354
OFFICIAL PAX MOVED		1,205
UNOFFICIAL PAX MOVED		174
TOTAL PAX MOVED		1,379
OFFICIAL PAX MILES		780,453
UNOFFICIAL PAX MILES		97,411
TOTAL PAX MILES		877,864

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9

Lt Weitzel
Gave info
copy — per
discussion P P 17 Jan 11

A man Promotion Section
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4 5 6

ATCH # 1 to
ATAL

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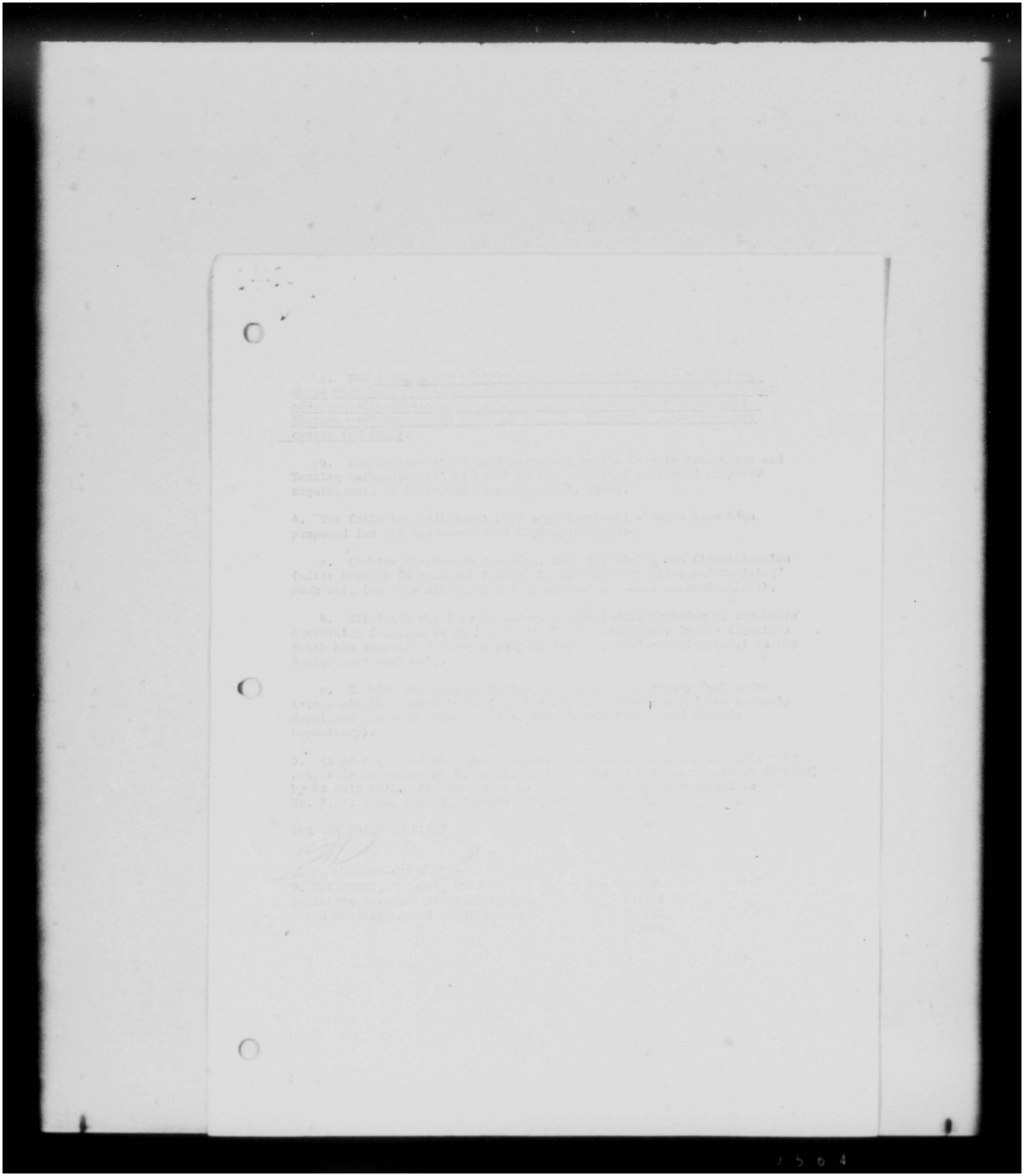

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K-WG-4600-HI
1 Oct - 31 DEC 1971
RETURN TO
Historical Research Division
ASI, HOA
Maxwell AFB, AL 36112

No.

HISTORY

1 OCTOBER 1971 - 31 DECEMBER 1971

3-6898-10

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 4600TH AIR BASE WING (ADC)
ENT AIR FORCE BASE, COLORADO 80912

REPLY TO ATTN OF: 4600 AB Wg/CC

29 February 1972

SUBJECT: 4600th Air Base Wing History - 1 October 1971 to 31 December 1971

TO: ADC/HO

The history for the 4600th Air Base Wing for the period 1 October 1971 to 31 December 1971 is submitted in accordance with AFR 210-3/ADC Supplement 1.

PHILLIP A. RAND, Colonel, USAF
Commander

1 Atch
History of the 4600th
Air Base Wing (2 cys)

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HISTORY OF THE 4600TH AIR BASE WING

1 OCTOBER 1971 - 31 DECEMBER 1971

BY:

RICHARD W. BRANDT
STAFF SERGEANT, USAF
HISTORIAN
4600TH AIR BASE WING

Approved by:

29 February 1972

PHILLIP A. RAND
COLONEL, USAF

AEROSPACE DEFENSE COMMAND, UNITED STATES AIR FORCE

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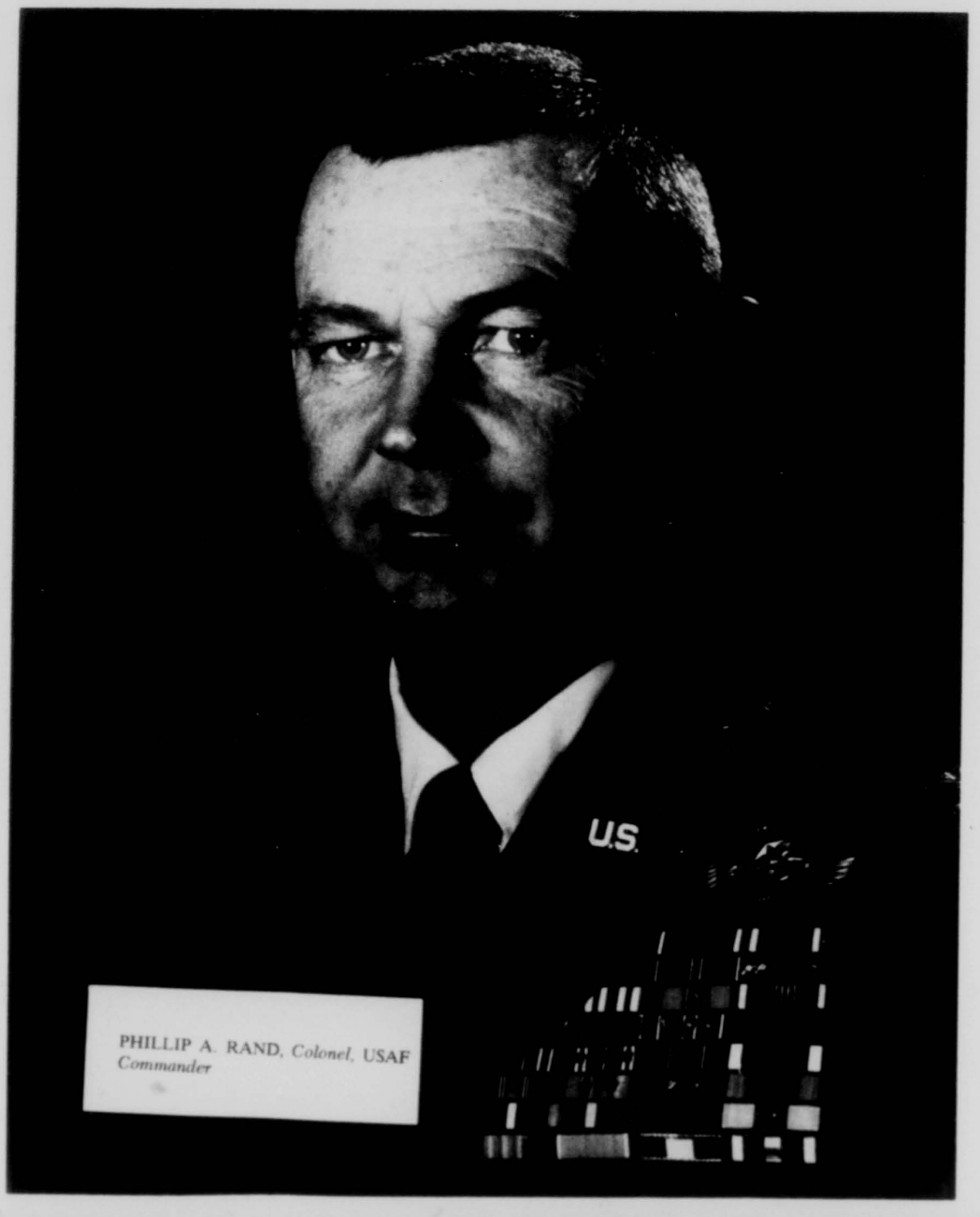

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FOREWORD

The purpose of this report is to provide a record of significant accomplishments and developments of the 4600th Air Base Wing from 1 July 1971 to 30 September 1971. This report is intended to emphasize the 4600th Air Base Wing's mission to equip, admnister, train, and provide personnel for:

a. Operating and maintaining Ent Air Force Base complex, consisting of Ent Air Force Base proper, United States military facilities located at Peterson Field, North American Air Defense Cheyenne Mountain Complex (NCMC), and such other additional off-base facilities as directed.

b. Providing administrative and logistic support to all North American Air Defense (NORAD), Continental Air Defense (CONAD), Aerospace Defense Command (ADC), Army Air Defense Command (ARADCOM), and tenant units attached by competent authority for such support.[1]

Although this report will list numerous units supported by Ent Air Force Base, it will cover only those units assigned directly to the 4600th Air Base Wing.

RICHARD W. BRANDT
Staff Sergeant, USAF
4600th Air Base Wing
Historian

1. Reg, ADC Regulation 23-8, Subj: Mission Directive of the 4600th Air Base Wing, 30 Dec 68 (DOC 1).

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CHAPTER I

4600TH AIR BASE WING BACKGROUND, ORGANIZATION, AND MISSION

During June 1943, Ent Air Force Base came into being to provide a headquarters for the Army Air Force's Second Air Force, then located at Fort George Wright, Washington. Ent was named for Major General Uzal G. Ent, World War II Commander of the Second Air Force and Colorado Springs resident after his retirement in 1946 until his death in 1948. Ent Air Force Base became a permanent installation on 31 July 1954.

On 1 January 1951, the 4600th Air Base Group was assigned as the support organization for Ent Air Force Base complex. The 4600th Air Base Wing was formed through the redesignation of the Group on 8 April 1958. On 29 November 1971, the Wing moved from Ent Air Force Base proper to its new headquarters at Peterson Field, Colorado, leaving a minimum number of units at Ent Air Force Base proper. Day-to-day operations of the modern Ent Air Force Base complex are handled by units assigned to the Wing which report directly to the Commander, ADC. Since 8 September 1970, the Wing Commander has been Colonel Phillip A. Rand.[1]

---

1. Biography, Colonel Phillip A. Rand, 18 September 1971 (DOC 2).

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Number and Types of Support Units

The following units are located on or near and supported by the 4600th Air Base Wing:

1. North American Air Defense Headquarters (NORAD)
2. Continental Air Defense Headquarters (CONAD)
3. Aerospace Defense Command Headquarters (ADC)
4. Army Air Defense Command Headquarters (ARADCOM)
5. Fourteenth Aerospace Force Headquarters (ADC)
6. Headquarters 4th Weather Wing (MAC)
7. Field Training Det 508K (ATC)
8. 3253d Pilot Training Squadron (ATC)
9. OSI, Det 1401
10. USAF Auditor General Representative (ADC)
11. Headquarters, USASTRATCOM Signal Group (AD)
12. 47th Communications Group (AFSC)
13. 1151st USAF Special Activities Squadron
14. Det 2, 1365 Photo Squadron, AAVS (MAC)
15. Det 17, 4608 Support Squadron, ADMET (ADC)
16. OL "A," 1842 E&E Group (AFSC)
17. Canadian Forces Support Unit
18. Defense Communications Agency, DCA, West Hem
19. ESD Field Office
20. Federal Aviation Administration, FAA
21. Office of Civil Defense, OCD

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22. SAC/NORAD Joint Operations Task Force, JOTF
23. System Development Corporation
24. USASTRATCOM-CONUS, NWC
25. USAF Postal Courier Services, OL-2323/2329
26. U. S. Naval Administration Unit

Organization and Manning

At the end of December 1971 personnel strength for the 4600th Air Base Wing was:

Officers	205
Enlisted	2084
Civilians	886
Total	3175

Ent Air Force participation in the Civilian Manpower Test Program, which began 1 July 1971,was suspended in November 1971. The discontinuance was necessitated by hiring restrictions contained in the USAF "cut-back program." This program permitted the filling of vacancies at the rate of one to four when the vacancy was caused by a loss to the Air Force and at a one to one rate when the vacancy was caused by a loss within the Air Force. The USAF "cut-back program" for the 4600th Air Base Wing was monitored by the Hiring and Grade Control Committee, comprised of a representative from Budget, Manpower, and Civilian Personnel functions. The

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The committee assumed responsibility for the following: (1) review all civilian hiring and upgrade action requests; (2) make recommendations to the Wing Commander; (3) insure compliance with Air Force recruit-criteria and maintain appropriate records reflecting hiring credit balance.

The Air Force "Grade Rollback Program" was implemented at Ent Air Force Base on 1 November 1971. This program was based on requirements which emanated from the Office of the President. The program required that the average grade of General Schedule civilian positions be reduced by one-tenth of a grade between 1 July 1971 and 30 June 1972. The status of the program for units serviced by the 4600th Air Base Wing is as follows:

Organization	30 June 1971	31 December 1971
HQ NORAD	8.1528	8.2959
HQ ADC	8.6583	8.6332
4604th Support Squadron	7.1153	7.1981
14th Aerospace Force	9.2637	9.0204
4600th Air Base Wing	5.8868	6.0503
1st Aerospace Force	5.8301	6.0833
47th Communications Gp	6.9516	6.9375
2D Communications Group	___	3.3333
TOTAL AVERAGE	7.4624	7.5508

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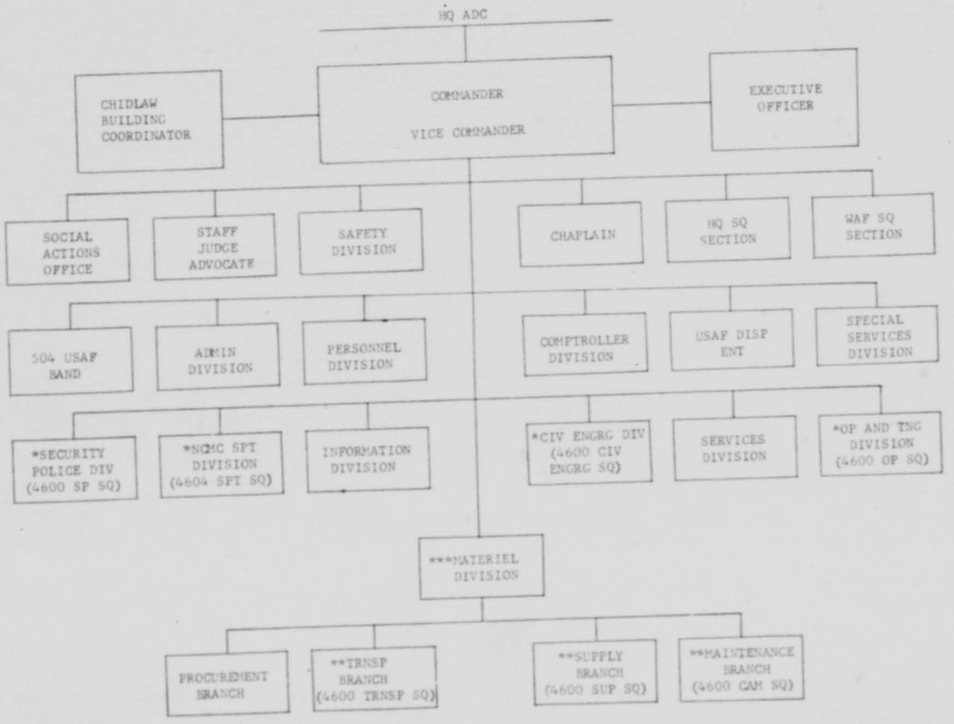
15 November 1971



*Division chief is the commander of the the functional squadron.

**Branch chief is the commander of the functional squadron.

***Exercises staff supervision over functional squadrons (Supply, Transportation, and Consolidated Aircraft Maintenance).

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STAFF DIRECTORY

4600TH AIR BASE WING

AS OF 1 DEC 1971

	BLDG	
WING COMMANDER		CC
Colonel P. A. Rand	1470	4567
SECRETARY		CC
Mrs. D. Chisholm	1470	4567
WING VICE COMMANDER		CV
Colonel J. R. Budner	1470	4567
INSPECTOR		CV
Colonel J. R. Budner	1470	4567
ASSISTANT INSPECTOR		CV
Lt Col E. M. Terry	1470	4895
WING SERGEANT MAJOR		CCSM
CMSgt T. M. Edwards	1470	4664; 4665
EXECUTIVE OFFICER		CE
Lt Col E. M. Terry	1470	4895
ADMIN ASSISTANT		CE
TSgt E. Pacheco	1470	4893; 4895
CHIEF OF ADMINISTRATION DIVISION		DA
CMSgt T. M. Edwards	1470	4664; 4665
ASSISTANT CHIEF		DA
MSgt R. L. Jackson	1470	4664; 4665
ADMINISTRATIVE		
COMMUNICATIONS BRANCH		DAA
TSgt C. E. Hemingway	16	7066; 6498
DOCUMENTATION BRANCH		DAD
Mr. D. Cross	1470	4664; 4665
PUBLICATIONS BRANCH		DAF
Mrs. W. Rutledge	1470	4664; 4665
BASE BULLETIN		DAF
Mrs. H. Cross	1470	4664; 4665
FORMS MANAGEMENT SECTION		DAF
Mrs. F. VanGundy	1470	4664; 4665
CHIEF OF SOCIAL ACTIONS DIVISION		SL
Capt T. F. Waltz	1470	4891
NCOIC		SL
TSgt W. A. Lohmar	1470	4891
PROTEST AND DISSENT		SL
Capt T. F. Waltz	1470	4891
DOMESTIC ACTIONS		SL
Ann C. M. Register	1470	4891
DRUG ABUSE		SL
Capt T. F. Waltz	1470	4891
EQUAL OPPORTUNITY		SL
	1470	4893
RACIAL EDUCATION		SL
Lt C. A. Palmintier	1470	4893
DUPLICATING CENTER #1	587	6957
DUPLICATING CENTER #2	1470	6594
CHIDLAW BUILDING COORDINATOR (Chidlaw Building)		CBC
Mr. E. Maisonneuve Rm 1-C-601		3145
CHIDLAW SUPPLY COORDINATOR		CBCSC
SMSgt D. H. Davis Rm 1-C-601		3158
CHIEF, COMPTROLLER DIVISION		AC
Lt Col R. H. LaRue	1470	4845
NCOIC		AC
CMSgt R. R. Timmons	1470	4849
BUDGET BRANCH		ACB
Mr. W. Flewellen	1470	4849
DATA AUTOMATION BRANCH		ACD
Capt D. L. Wilson	53	2769
ACCOUNTING AND FINANCE BRANCH		ACF
Capt G. R. Lund	1470	4813
NCOIC		ACF
CMSgt J. D. Mason	1470	4813
ACCOUNTS CONTROL SECTION		ACFA
MSgt B. Voelker	1470	4811
PAYING AND COLLECTING SECTION		ACFC
Lt M. E. Healy	1470	4821
COMMERCIAL SERVICES & MATERIEL SECTION		ACFM
COMMERCIAL SERVICES UNIT		ACFMC
Mrs. M. B. Wiggins	1470	4708
MATERIEL UNIT		ACFMM
CMSgt C. M. Maxwell	1470	4534
PAY AND TRAVEL SECTION		ACFP
MILITARY PAY UNIT		ACFP
CMSgt W. C. Lewandowski	1470	4788
CIVILIAN PAY UNIT		ACFPC
Mrs. F. Murphy	1470	4775
TRAVEL UNIT		ACFPT
MSgt J. P. Colton	1470	4839
MANAGEMENT ANALYSIS BRANCH		ACM
Lt W. Dobson, Jr.	1470	4840
FISCAL CONTROL BRANCH		ACN
Mr. A. F. Weibe	1475	4851
HEADQUARTERS SQUADRON SECTION		CCQ
Capt T. J. Mallonson, Jr.	1470	4881
FIRST SERGEANT		CCQ
MSgt D. Q. Jewett	1470	4881
CHIEF, CIVIL ENGINEERING DIVISION		DE
Col J. W. Bogan	71	6424; 6427
DEPUTY		DE
Mr. G. Tuttle	71	6424; 6427
4600 CIVIL ENGINEERING SQUADRON	4600 CIV ENGRG SQ CC	
Col J. W. Bogan	71	6424; 6427
FIRST SERGEANT	4600 CIV ENGRG SQ CCF	
MSgt W. E. Shoop	1154	8469; 6575
EXECUTIVE SUPPORT OFFICER	4600 CIV ENGRG SQ DA	
Lt S. E. Webb, III	71	6865; 2659
ENGINEERING & CONSTRUCTION BRANCH		DEE
Mr. S. L. Holland	71	6695
INDUSTRIAL ENGINEERING BRANCH		DEI
Lt W. J. Madrid	71	6875
OPERATIONS AND MAINTENANCE BRANCH		DEM
Maj R. E. Wilhoit	71	6745; 6785
PROGRAMS BRANCH		DEP
Maj W. L. Meyer	71	2222
PROGRAM DEVELOPMENT SECTION		DEPD
Capt D. J. Barker	71	6129; 6805
REAL ESTATE SECTION		DEPR
SSgt D. Pilcraft	71	6945; 2104
FIRE PROTECTION BRANCH		DEY
Mr. J. L. Deal	117	4760; 4615
CHIEF, MATERIEL DIVISION		DM
Col H. W. McDonagh	626	4783; 4784
SPECIAL ASSISTANT		DM
Lt Col P. R. Fonck	626	4783; 4784
NCOIC		DM
CMSgt E. V. Allen	626	4783; 4784
SUPPLY ADVISOR		DM
MSgt M. W. Fiskin	626	4783; 4784
CHIEF, MAINTENANCE BRANCH		DMM
Maj J. C. Kysiak	140	4460; 4374
NCOIC		DMM
CMSgt J. D. George	140	4460; 4374
4600th CONSOLIDATED AIRCRAFT MAINTENANCE SQUADRON	4600 CAM SQ CC	
Maj A. C. Kysiak	1102	4360
FIRST SERGEANT	4600 CAM SQ CCF	
SMSgt R. J. MacDonald	1102	4545; 4715
ADMIN MANAGEMENT OFFICER	4600 CAM SQ DA	
Capt M. J. Acton	1102	4545; 4360
MAINTENANCE CONTROL SECTION		DMMA
Maj R. J. Zeliad	140	4431; 4704
ADMINISTRATION		DMMAA
SSgt V. L. Levie	140	4591
MATERIEL SUPPLY LIAISON		DMMAL
MSgt C. F. Auberry	625	4328
COMMUNICATIONS AND ELECTRONICS SECTION		DMME
Capt W. D. Watson	140	4592
FIELD MAINTENANCE SECTION		DMMF
Mr. L. Viola	625	4439; 4492
ORGANIZATIONAL MAINTENANCE SECTION		DMMO
Capt J. J. Gallagher	121	4429
PRECISION MEASURING EQUIP LAB		DMMP
CMSgt G. Smith	504	4420; 4496
QUALITY CONTROL SECTION		DMMQ
CMSgt T. E. Mechlan	140	4512; 4319
CHIEF, PROCUREMENT BRANCH		DMP
Mrs. F. C. Mckenzie	1470	4582
BASE PROCUREMENT OFFICER		DMPB
Mr. W. Floyd	1470	4582
NCOIC		DMPB
MSgt A. S. C. Young	1470	4827
CONTRACT ADMINISTRATION SECTION		DMPBC
Capt E. Schmidt	1470	4423
CONTRACT MAINTENANCE SECTION		DMPBM
Mr. C. Arnold	2015	x187; x379
Mr. T. Szczepanczyk	2015	x187; x379
OPERATIONS SECTION		DMPBO
TSgt R. B. Reiter	1470	4827
SUPPLIES PROCUREMENT SECTION		DMPBP
Mrs. M. Price	1470	4389
SERVICES PROCUREMENT SECTION		DMPBV
Mr. W. Briggs	1470	4848
CHIEF, SUPPLY BRANCH		DMS
Mr. C. A. Bradley	650	4401; 4419
ASST CHIEF		DMS
Mrs. F. H. Bowne	650	4401; 4419
4600th SUPPLY SQUADRON	4600 SUP SQ CC	
Maj C. A. Bradley	631	4788
FIRST SERGEANT	4600 SUP SQ CCF	
TSgt D. Powell	631	4718
EXECUTIVE SUPPORT OFFICER	4600 SUP SQ DA	
Capt R. D. Herron	631	4788
MATERIEL FACILITIES SECTION		DMSC
SMSgt M. M. Hinton	667	4476
EQUIPMENT MANAGEMENT SECTION		DMSE
Capt R. D. Rich	670	4400
FUELS MANAGEMENT SECTION		DMSF
Mr. P. Sullivan	667	4473
ITEM ACCOUNTING SECTION		DMSI
Mr. R. Kinney	650	4738
SUPPLIES MANAGEMENT SECTION		DMSM
Lt C. Lewis	650	4409
NCMC SATELLITE SUPPLY SUPPORT SECTION	NCMC	DMSN 82 3805
Lt W. W. Hall		
MANAGEMENT & PROCEDURES SECTION		DMSP
Capt E. P. Webb	650	4714
NCOIC		DMSP
SMSgt J. D. Chester	650	4714
ADMINISTRATION UNIT		DMSPA
TSgt J. W. Fish	650	4404
FUNDS MANAGEMENT UNIT		DMSPF
Miss A. Craig	650	4494
PROCEDURES AND STANDARDIZATION UNIT		DMSPP
Mr. H. M. Parkey	650	4751
TRAINING UNIT		DMSPT
Miss M. Boyle	626	4395
CHIEF, TRANSPORTATION BRANCH		DMT
Lt Col C. G. Young	1356	4718; 4719
4600th TRANSPORTATION SQUADRON	4600 TRNSP SQ CC	
Lt Col C. G. Young	1356	4718; 4719
FIRST SERGEANT	4600 TRNSP SQ CCF	
TSgt M. C. Williams	632	4718; 4719
VEHICLE OPERATIONS SECTION		DMTO
Mr. D. Mason	1306	4353; 4717
REPORTS AND ANALYSIS SECTION		DMTR
Mr. D. Derbenick	1356	4491
TRAFFIC MANAGEMENT SECTION		DMTT
Mr. R. J. Lenin	1470	4414; 4689
AIR TERMINAL SERVICES		DMTTS
MSgt M. D. Gordon	122	4321
VEHICLE MAINTENANCE SECTION		DMTv
Mr. W. H. Barber	1356	4430
VEHICLE MAINTENANCE SUPERINTENDENT		DMTV
CMSgt P. B. Brewer	1356	4653
VEHICLE MAINTENANCE EVALUATION		DMTVM
Mr. R. Bailey	1306	4753
CHIEF, PERSONNEL DIVISION		DP
Col C. W. Long	1470	4749
PERSONNEL SERGEANT MAJOR		DP
CMSgt W. D. Hanson	1470	4749
CIVILIAN PERSONNEL BRANCH		DPC
Mr. R. F. Connell	1470	4602
ADMINISTRATION SECTION		DPCA
Mrs. M. J. Hardy	1470	4508
CAREER DEVELOPMENT SECTION		DPCD
Mr. M. G. Tingey	1470	4663
MILITARY AND CIVILIAN INCENTIVE AWARDS		DPCDI
Mrs. L. Carr	1470	4663
EQUAL EMPLOYMENT OPPORTUNITY SECTION		DPCE
Mr. W. H. Phillips, Jr.	1470	4759
EMPLOYMENT AND EMPLOYEE MANAGEMENT RELATIONS SEC		DPCM
	1470	4736
EMPLOYEE MANAGEMENT RELATIONS UNIT		DPCME
	1470	4736
PLACEMENT UNIT		DPCMP
Mrs. M. W. Lewis	1470	4720
CLASSIFICATION & WAGE SECTION		DPCW
Mr. M. W. Knesbone	1470	4750
CHIEF, CBPO		DPM
Mrs. W. A. Fuller	1470	4676
SERGEANT MAJOR		DPM
CMSgt C. T. Hamilton	1470	4675
NCOIC ADMINISTRATION		DPME
MSgt F. W. Skoglund	1470	4721
CAREER ASSISTANCE AND COUNSELING SECTION AND PROJECT TRANSITION		DPMM
MSgt W. Parker	1470	4538
CAREER CONTROL SECTION		DPMM
Capt S. R. Smith	1470	4374
PROCESSING SECTION		DPMP
Mrs. D. E. Tore	1470	4638
PERSONAL AFFAIRS SECTION		DPMS
Mr. R. Madigan	1470	4635
PERSONNEL SYSTEMS MANAGEMENT SECTION		DPMY
CMSgt W. D. Sarver	1470	4580
QUALITY CONTROL SECTION		DPMQ
Capt R. E. Nobrin, Jr.	1470	4641
PROMOTION AND TESTING UNIT		DPMQP
Lt C. W. Warner	1470	4574
EDUCATION SERVICES BRANCH		DPATE
Mr. V. R. Hess	31	2931
NCOIC		DPATE
TSgt W. L. Mosley	31	2931
EDUCATION COUNSELOR		DPATE
Mr. S. Amelia	31	2931
CHAPLAIN		HC
Col S. R. Fleasy	1225	4442; 4444
ASSISTANT		HC
Lt Col A. F. Recher	31	2131; 2044
NCOIC		HC
MSgt G. A. Hope	1225	4442; 4444
STAFF JUDGE ADVOCATE		JA
Col J. R. B. Murphy	1470	4871; 4872
DEPUTY		JA
Maj J. Longhry	1470	4871; 4872
NCOIC		JA
SMSgt J. Rhodes	1470	4871; 4872
LEGAL ADMINISTRATOR		JA
MSgt J. M. Shriner, Jr.	1470	4871; 4872
CLAIMS BRANCH		JAO
Capt P. P. Anderson	1470	4871; 4872
MILITARY JUSTICE BRANCH		JAM
Capt A. W. Rigsby	1470	4871; 4873
MILITARY AND CIVIL LAW BRANCH		JAV
Capt A. J. Kerr	1470	4871; 4873
CHIEF, INFORMATION DIVISION		OI
Capt E. A. Organ	1470	4698
Lt W. B. VanBrocklin	1470	4698
NCOIC		OI
TSgt G. A. Wilson	1470	4698
RADIO/TV		OI
Lt W. B. VanBrocklin	1470	4698
NEWSPAPER BRANCH		OIH
Sgt Mary Zappala (LIKE IT IS)	1470	4698 4697
FILM LIBRARY		OIF
MEDIA BRANCH	1470	4698
TSgt G. A. Wilson		OIF
NTNC PROCESSING	1470	4698
AIC D. D. Ingmire		OIC
COMMUNITY RELATIONS BRANCH	1470	4698
Sgt R. Frank		
CHIEF, OPERATIONS & TRAINING DIVISION		OT
Lt Col M. J. Melendez	121	4320; 4358
4600th OPERATIONS SQUADRON	4600 OPS SQ CC	
Lt Col M. J. Melendez	121	4320
FIRST SERGEANT	4600 OPS SQ CCF	
TSgt E. M. Bullard	615	4434
BASE OPERATIONS BRANCH		OTB
Lt Col W. R. Ladd	122	4751
FLIGHT RECORDS SECTION		OTBR
Miss J. Wright	121	4129
FLIGHT OPERATIONS BRANCH		OTF
Lt Col R. M. Loeffler	121	4358
SPECIAL AIR MISSIONS SECTION		OTFA
Lt Col F. C. Sousa	140	4371
AIRCREW SURVIVAL PROTECTIVE EQUIPMENT SECTION		OTFL
Maj M. C. Coatne, Jr.	677	4445
FLIGHT SCHEDULING SECTION		OTFS
MSgt F. A. Pacheco	122	4765
FLIGHT TRAINING SECTION		OTFT
Lt Col W. E. Jacques	677	4722
AIRCREW EVALUATION SECTION		OTFV
Lt Col W. D. Graham	677	4102
GROUND TRAINING BRANCH		OTG
CMSgt T. A. Paradise, Jr.	2003	4317
OJT TRAINING		OTGJ
TSgt P. L. Stirling	2003	4387
FILM LIBRARY		OTGL
SSgt G. L. Davis	2003	4378
MANAGEMENT TRAINING		OTGM
Mr. F. Ates	2003	4319
MARKSMANSHIP TRAINING		OTGR
MSgt J. Pardon	1610	4741
PHOTO LAB		OTH
SMSgt L. A. Oliviera	25	2340
BASE PLANS BRANCH		OTR
Lt Col T. E. Saunderson	615	4571
DISASTER PREPAREDNESS		OTXD
Capt L. S. Bailey	615	4551
CHIEF, SAFETY DIVISION		SE
Maj C. K. Brennan	365	4406
ADMINISTRATION		SEA
Mrs. V. M. Guffin	365	4770
FLYING SAFETY BRANCH		SEF
Maj C. K. Brennan	365	4406
GROUND SAFETY BRANCH		SEG
Mr. J. H. Pabst	365	4770
TRAFFIC SAFETY SECTION		SEG
Mr. J. H. Pabst	365	4828
DIRECTOR, BASE MEDICAL SERVICES		SG
Col W. C. Sharp	41	2223; 2224
DISPENSARY ADMINISTRATOR		SGA
Lt Col J. L. Bethurum	41	2223; 2224
ADMINISTRATION		SGA
MSgt N. Young	41	2347
DENTAL SERVICES		SGD
Lt Col J. E. Mannink	41	4043
DISPENSARY SERVICES		SGM
Maj J. W. Cranston	41	2245
SMSgt V. Williams	41	4020
GENERAL THERAPY		SGMG
OPTOMETRY		SGMO
Maj J. Edwards	41	2683
PHYSICAL EXAMINATIONS		SGMQ
TSgt F. McNeil	365	4548
LABORATORY		SGML
Lt Col A. A. Hendricker	41	2781
CHIEF NURSE		SGMN
Capt A. Michelsen	41	2245
PHARMACY		SGMP
Capt R. Krueger	41	2766
RADIOLOGY		SGMR
Miss M. Mauer	41	28-18
PHYSICAL THERAPY		SGMSR
TSgt J. Dodd	41	4024
MEDICAL MATERIEL		SGL
Lt Col D. Kroeger	1216	4712
RESOURCE MANAGEMENT OFFICE		SGM
Mrs. V. Conty	41	4095
AEROMEDICAL SERVICES		SGP
Capt J. W. Neill	365	4835
MILITARY PUBLIC HEALTH		SGPM
TSgt P. Morris	365	4228
MEDICAL SQUADRON SECTION		SGQ
Capt K. Krueger	41	2100
CMSgt T. Keko	41	2100
REGISTRAR		SGR
Capt C. Williams	41	2767
CHAMPUS-CHAP		SGR
Miss B. Wilkerine	41	2245
MEDICAL RECORDS		SGR
DEPENDENT RECORDS	41	2092
MILITARY RECORDS	41	2158
VETERINARY SERVICES		SGV
Capt D. W. Rosberg	16	2561
CHIEF, SECURITY POLICE DIVISION		SP
Capt R. R. Tuhy	27	2545; 2015
SUPERINTENDENT		SP
SMSgt S. Forwich	27	2545
4600th SECURITY POLICE SQUADRON	4600 SP SQ CC	
Capt R. R. Tuhy	27	2545
FIRST SERGEANT	4600 SP SQ CCF	
MSgt W. J. Dennis	1154	4610; 4592
ADMINISTRATION AND REPORTS BRANCH		SPA
MSgt J. H. Schutz	27	6726
OPERATIONS BRANCH		SPO
Lt R. E. Garner	27	6155
NCOIC		SPO
MSgt D. R. Kilgore	27	6189
INVESTIGATIONS		SPOI
TSgt R. Robertson	27	2418
CHIEF, SPECIAL SERVICES DIVISION		SS
Lt Col J. A. Kuk	615	4323
ASST CHIEF		SS
Mr. R. P. Lee	615	4322
OFFICERS' OPEN MESS		SSC
Mr. W. J. Gresham	16	2381
NCO OPEN MESS		SSE
CMSgt L. W. Lowe	14	2073
NONAPPROPRIATED WELFARE FUNDS MANAGEMENT		SSF
Mr. R. P. Lee	615	4761
LIBRARY		SSL
Mrs. N. D. Peterson	16	2747
RECREATION SERVICES		SSR
Mr. R. P. Lee	615	4322
NCOIC		SSR
SMSgt Sousa	408	4607
AERO CLUB		SSRC
Miss Jeanie Gesch	140	4350
KOD AND SON CLUB		SSRK
Mr. D. Frankhorner	1660	4343
CHIEF, NCMC SUPPORT DIVISION		SU
Lt Col W. D. Spiker	Ext 92	3475; 3476
4604th SUPPORT SQUADRON	4604 SPT SQ CC	
Lt Col W. D. Spiker	Ext 92	3475; 3476
FIRST SERGEANT	4604 SPT SQ CCF	
MSgt R. L. Rathbone	Ext 92	3475; 3476
ADMIN MANAGEMENT OFFICER	4604 SPT SQ DA	
CWO R. B. Lobaito	Ext 92	3475; 3476
CIVIL ENGINEERING BRANCH	4604 SPT SQ DE	
Mr. J. Hall	Ext 92	3657; 3658
KMS CHIEF	4604 SPT SQ DR	
MSgt G. Lewis	Ext 92	3030
SECURITY POLICE BRANCH	4604 SPT SQ SP	
Capt B. W. Weaver	Ext 92	3610; 3617
FOOD SERVICE BRANCH	4604 SPT SQ SVF	
CMSgt D. D. Baker	Ext 92	2484
CHIEF, SERVICES DIVISION		SV
Mrs. E. H. Hale	1470	4577; 4678
NCOIC		SV
MSgt V. W. Gaston	1470	4577; 4678
CONSOLIDATED LEGAL OFFICE		SVA
Mrs. W. Stone	365	4655
BASE EXCHANGE SERVICES BRANCH		SVE
Mr. Hall Tonks	31	334; 1361
FOOD SERVICE BRANCH		SVF
Mr. Kenneth Bennett	1470	4577; 4678
HOUSING SERVICES BRANCH		SVH
Mr. Kenneth Bennett	1470	4577; 4740
HOUSING REFERRAL OFFICE		SVHR
Mr. W. Stone	365	4364
LAUNDRY/DRY CLEANING BRANCH		SVL
Mr. Hall Tonks	31	1361 4593
LAUNDRY/DRY CLEANING		SVL
TSgt P. Pinkney	1154	4593
WAF SQUADRON SECTION		WAF SQ SEC CC
Capt S. Johnson	93	2714; 8583
FIRST SERGEANT	WAF SQ CCF	
EXECUTIVE SUPPORT OFFICER	WAF SQ SEC DA	
Mrs. S. Johnson	93	2714; 8583
BASE COMMUNICATIONS STAFF OFFICER	AF COMM SP CC	
Col R. W. Fix	109	4831
FIRST SERGEANT	AF COMM SP CCF	
MSgt W. Brown	109	4634
SOUTH USAF BAND	BAND CC	
CWO E. C. Kinder	241	4701
FIRST SERGEANT	BAND CCF	
TSgt C. E. Kinzy	241	4701

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MISSION-RELATED ACTIVITIES

Combined Federal Campaign

The Ent Air Force Base segment of the Combined Federal Campaign of the Pikes Peak Region began on 1 September 1971 under the direction of the 4600th Air Base Wing Comptroller, Lt Colonel Richard H. LaRue. This campaign ended on 31 October 1971.

The dollar goal of $75,000 was exceeded in that 111 percent of the goal, or $83,247, had been received. Final results showed that 6,526 persons from the Ent Air Force Base complex had participated in the campaign.

Social Actions Program

During this quarter, the Social Actions function was removed from the Personnel activity and assigned to the 4600th Air Base Wing Command Section, reporting directly to the Wing Commander. The Personnel activity was therefore relieved of the primary responsibility for the following: Drug Abuse, Equal Opportunity, and Treatment of Military Personnel, Protest and Dissident Activities, Race Relations, and Domestic Action programs. This action was taken in compliance with a letter from HQ USAF,

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2 November 1971.[2] The Social Actions function is presently manned by two officers and two noncommissioned officers.

2. Ltr, HQ USAF/CC to ADC, Subj: Organization for Social Actions, 2 Nov 71 (DOC3).

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CHAPTER II

FUNCTIONAL SUPPORT ACTIVITIES

For this report, support activities were either Functional Support or Fiscal and Personnel Support activities. The Functional Support activities include Civil Engineers, Materiel, Operations and Training, NCMC Support and Safety.

Civil Engineering

During this period, Colonel John W. Bogan continued to serve as the Chief, Civil Engineering. Significant events of interest which occurred during this quarter will follow.

Facilities

At the end of this quarter, design of approximately 90 per cent of funded FY 1972 Operations & Maintenance (O&M) projects for the Ent Air Force Base complex and NCMC were completed.

The new Wing Headquarters Building at Peterson Field, Colorado, was accepted for beneficial occupancy on 26 November 1971.

A contract for construction of a 500 seat theater at Peterson Field, Colorado, was awarded to Hughes Construction Company of Colorado Springs, Colorado, in the amount of $475,000.

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A contract for the design of a snack bar addition to the Base Exchange at Peterson Field, Colorado, was awarded to an architect-engineer firm. Design completion was scheduled for 4 January 1972 with completion of construction scheduled for 21 June 1972.

A contract was awarded to Community Science Technology, Inc., for the construction of Temporary Lodging Quarters in the amount of $3,704,329, of which Peterson Field is a part. Notice to proceed with the contract was issued at a pre-construction conference at Wright-Patterson Air Force Base, Ohio, held 15-16 December 1971. Construction for the facility at Peterson Field, Colorado, was scheduled to begin in August 1972 with estimated completion during November 1972.

Special Projects

The Industrial Engineering function conducted a service call study on the cost of manhours and materials consumed in replacing light bulbs and tubes on the Ent Air Force Base complex. The study, along with suggested corrective action was still under review.

Action was initiated this quarter to fully implement Automated Total Programming (ATP) at Ent Air Force Base.

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ATP, which is a program directed by HQ ADC, is an automated program for identifying and programming civil engineering work requirements in support of the base mission. Implementation was expected to be completed on or before 31 March 1972.

The Fire Protection function has continued to experience problems with responding to alarms due to the construction on Peterson Field, Colorado, such as blocked streets and water mains being shut off. However, the situation was being dealt with on a day-to-day basis, with no major mishaps occurring during this quarter.

Fire Protection Week was held during the period 3-9 October 1971. Activities included the following: (1) a television interview with the Fire Chiefs of Ent Air Force Base and the City of Colorado Springs, (2) a static display of fire extinguishers, parades at Ent Air Force Base and Peterson Field, Colorado, and (3) a Fireman's Ball at the Noncommissioned Officers Open Mess at Ent Air Force Base, Colorado.

Logistics

Colonel Harvey W. McDaniel continued to serve as Chief, Logistics.

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The Materiel function was officially redesignated the Logistics function on 1 December 1971.

The Logistics function of the 4600th Air Base Wing was responsible for the management and operation of the Materiel, Supply, Transportation, and Procurement activities.

Maintenance

During this reporting period, Lt Colonel Fred R. Fonck, who assumed the position of Special Assistant to the Chief, Logistics function, was replaced by Major Jack C. Aycock as Chief, Maintenance activity.

This organization was responsible for the aircraft maintenance of 70 assigned aircraft. These included T-29, T-33, T-39, C-118, C-131, U-4, and U-10 type aircraft. In addition to support of all assigned aircraft, this activity provided comprehensive maintenance support and service to over 300 transient aircraft each month.

The average monthly flying hours and number of sorties for this quarter are as follows:

	Flying Hours			Sorties		
	Oct	Nov	Dec	Oct	Nov	Dec
T-29	805	674	547	226	207	178
T-33	1787	1672	1331	1165	1065	763

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	Flying Hours			Sorties		
	Oct	Nov	Dec	Oct	Nov	Dec
T-39	584	642	646	279	287	276
C-118	407	318	183	89	73	56
C-131	163	136	224	74	52	53
U-4	72	118	79	64	63	39
U-10	196	143	203	103	99	73

Average abort rate - 1.2% for 100

DIFM rate average

October - 11.3%

November- 10.2%

December- 12.0%

Average NORS rate for all aircraft - 10.1%

Transportation

Under the continued leadership of Lt Colonel Charles G. Young, this activity fulfilled its assigned mission by constantly exercising broad control over the entire operation; insuring continued mission support and supply discipline; and demonstrating day-to-day management procedures. This function was responsible for providing transportation services to the Ent Air Force Base complex.

Relocation of the 4600th Air Base Wing from Ent Air Force Base proper to the new Headquarters Building at

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Peterson Field, Colorado, was accomplished under the technical supervision of the Traffic Management function. Movement consisted of approximately 375 administrative spaces with all associated equipment and was accomplished at a total cost of $6,298.

Statistical data regarding the amount of transportation transactions that occurred during this reporting period are as follows:

Military Passenger Service Information

	Flights	Passengers		
Month	Out	Out	In	Total
October	463	4123	2006	6129
November	398	3704	1474	5178
December	336	3663	891	4554
Qtr Total	1197	11,490	4371	15861

Commercial Passenger

Month	T/Rs Issued	PAX on T/Rs	MTAs Issued	PAX on MTAs	Port Calls Processed
October	683	801	137	178	254
November	692	805	148	185	170
December	464	535	105	129	159
Total	1838	2141	390	492	583

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Freight Services Information

	GBL's Processed			Weight (Lbs)		
Month	Out	In	Total	Out	In	Total
October	210	360	570	117,584	669,694	787,278
November	248	400	648	146,486	760,682	907,168
December	189	298	487	78,741	424,823	303,564
TOTAL	647	1,058	1,705	342,811	1,855,399	2,998,010

Personal Property Information

	Baggage		Household Goods		Mobile Homes	
Month	Out	In	Out	In	Out	In
October	74	117	150	171	6	7
November	42	96	132	167	4	4
December	57	100	122	134	3	1
TOTAL	173	313	404	372	13	12

Non-Temporary Storage

Month	Out	In	Balance In Storage	Local Moves
October	54	58	1,289	34
November	48	42	1,283	20
December	38	42	1,287	3
TOTAL	140	142	3,859	57

Assigned driver operated government motor vehicles for 206,062 miles without any major accidents reported.

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Close coordination with CBPO continued during this time to insure that every member departing PCS for Southeast Asia (SEA) had a valid government vehicle operator's license, SF Form 46, in his possession to cover the period of PCS in SEA.

The 4600th Air Base Wing possessed a fleet of 1,497 pieces of vehicular equipment for which constant high quality maintenance had to be maintained. The following statistics were significant in providing a capsule view of maintenance performed during the period 1 October 1971 through 31 December 1971.

TYPE (Equipment Serviced and/or worked on)	Quantity
General Purpose Vehicles	276
Special Purpose Vehicles	93
Construction	64
Material Handling	21
Push Lawn Mowers	344
Power Lawn Mowers	97
Miscellaneous Equipment	6
TOTAL	901

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Supply

Under the continued leadership of Major Charles A. Bridley, this activity continued to accomplish and attain its assigned mission.

During this reporting period, several special projects were undertaken by personnel of the Supplies Management activity. A C-118 aircraft was completely refurbished. All items connected with this project were afforded special handling and were received in time to meet the deadline date of 5 November 1971. Project volunteer requirements and funds were also received and obligated during this period. These items were afforded special handling to meet the ordering deadline of 31 December 1971. Project Service Dormitory items were ordered as part of the volunteer requirements. These items were to be utilized for airman dormitories on base. The Airmen's Club was opened, and all expendable items for this project were afforded special handling by the requisitioning function.

The following is a list of significant supply information for the period 1 October 1971 through 31 December 1971:

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Base Service Store Data

Receipts Processed	789
Dollar Value Sold	$64,727
Line Items Displayed	1,257

Inspection Unit Data

Total Line Items Inspected	29,750

Receiving Unit Data

Receipts Processed	17,159
Issues Processed	6,591

Pickup and Delivery Unit Data

Priority Issues Delivered	3,018
Routine Issues Delivered	4,189
Equipment Items Delivered	1,149
Equipment Items Picked up for Turn-in	1,612

Storage and Issue Unit

Receipts Processed	17,169
Issues Processed	32,530
Civil Engineer Work Requests Processed	1,549
Warehouse Refusals (monthly average)	2

Base Supply Disposal Holding Area

Value of Property Processed	$378,887
Excess and Surplus Property Turn-in Actions	2,316
Pounds of High Temperature Alloy Scrap Processed	1,137

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The Requirements activity conducted a one-time special levels review of all items utilized by the 47th Communications Group in the NORAD Cheyenne Mountain Complex. A total of 6,093 line items were reviewed, with a total of 655 line items deleted or reduced.

The Individual Equipment function supported approximately 8,300 personnel of which 870 were on flying status. Due to close surveillance on operating stocks, there were no difficulties experienced in satisfying customer demands for this reporting period.

For the convenience of supply custodians, customer training classes were held at Ent Air Force Base and NORAD Cheyenne Mountain Complex with an attendance of 131 personnel. Future briefings were to be scheduled prior to a custodian accepting responsibility for an account.

The Tool Issue Center activity maintained a fill rate of 100% for the sixth consecutive quarter. An initial requirement for technician tool kits was received to support the 2D Communications Squadron. Approximately seventy-eight kits, which were required for nine different types of maintenance technicians, were assembled in response to the support requirement. The issue of these

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kits increased the total kits in use to an all-time high of 1,042.

A major change in the Air Force Equipment Management System required that all appliances issued to Family Housing be transferred to the Civil Engineering function and accounted for as real property. An inventory and transfer of accountability was accomplished by the end of this reporting period.

Progress of the Resource Conservation Program continued at an excellent pace. Equipment valued at $29,000 was received from Perrin Air Force Base, Texas, to support activities at Buckley Air National Guard Base, Denver, Colorado. This transaction almost met the goals established for the entire FY 1972.

The excess equipment posture (equipment in warehouse) at the end of this reporting period was as follows:

	Excess Serviceable	Excess Unserviceable	TOTAL
Line Items	108	70	188
Dollar Value	$51,907	$25,759	$77,666

A Data Communications Terminal 200 High Speed Remote Unit was activated at Buckley Air National Guard

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Base, Colorado. This action implemented Satellite Supply Account FG2504 as a fully operational supply account. Operational difficulties have been minimal with excellent cooperation exhibited between computer personnel of the Supply function and the Satellite Remote Operations function. The Research activity experienced a workload increase due to Satellite Supply Account F62504. New item record loads for part and locally assigned numbers had to be processed by the host base to insure that data was accurate. In addition, equipment records and back-up data for authorizations to support the 2D Communications Squadron were transferred to the Satellite Supply Office this quarter.

The Punched Card Accounting Machine (PCAM) activity had more favorable service from the Univac 170 Key Punch machine. However, there was still a problem with these machines in that they did not provide an interpreting capability when the Key Punch workload was heavy.

Procurement

Major Russell C. Mickelson continued to serve as Chief, Procurement. This activity provided procurement

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support for the 4600th Air Base Wing and its tenant organizations.

Labor difficulties continued to pose problems to procurement personnel who attempted to accomplish construction projects. A picket was placed on the Peterson Field gate on 23 November 1971. Through efforts of management, the impact of the picket had limited effect and was removed the following day. The President's freeze on wages also contributed to labor difficulties during the period.

The construction Services function was instrumental in purchasing major new construction, alterations or repair of which the following were most significant.

A consolidated contract for movement of household goods for CY 1972 was advertised during the reporting period. Bid opening resulted in a proposed award to five bidders. Due to the late bid opening, the Procurement activity of the United States Air Force Academy extended their contracts for one month to allow time for an orderly award.

A project for custodial services at Ent Air Force Base and Peterson Field had been undertaken with the Small Business Administration. This service was intended

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to be an award to a minority owned firm under Section 8a of the Small Business Act. Due to excessive bids, the project was withdrawn from the 8a program and was advertised using small business, restricted advertising.

An architect-engineer contract for type "B" services for drainage at the NORAD Cheyenne Mountain Complex was awarded during this quarter. This property, when completed, will provide for drainage improvement of the area involved. Estimated construction cost will be $176,400.

Award was made and construction work accomplished on an addition to the dwelling of the Commander, Aerospace Defense Command. Construction work had progressed at such a rate to permit occupancy during the holiday season. Weather conditions, however, precluded completion of brick work.

Significant construction projects completed during the period were as follows: construction of the Handball Court at the Peterson Field Gymnasium; installation of the Air Conditioning Zone System at the NORAD Cheyenne Mountain complex; the Repair Heating Plant at P-4; two runway lighting contracts; and repair of the hangar floor in Building 121.

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Within the Supply area of responsibility, this activity continued to purchase all supplies required within the Base Supply System. The purchase of commissary stock items was an important function of this section. Numerous items for the new dispensary were purchased during this quarter.

Operations and Training

The Operations and Training Program was supervised under the continued leadership of Lt Colonel Michael J. Melendez who accomplished the mission as required by the Wing Commander.

The Flight Training activity conducted six Annual Instrument Refresher Courses and twenty initial and refresher courses for T-39, T-33, C-118, and T-29 aircraft.

The Aircrew Evaluation activity administered a total of 407 evaluation flights. These checks were given to pilots, navigators, radio operators, flight stewards and flight engineers/mechanics in seven types of aircraft which included C-118, C-131, T-29, T-33, T-39, U-4, and U-10 aircraft. A Quarterly Flight Check Summary displays a breakdown of the evaluations by crew position, type aircraft, and type of flight check.[1]

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Life Support and Ground Training Department statistics for the quarter were as follows:

School	Oct Quota/ Attended	Nov Quota/ Attended	Dec Quota/ Attended
Management Training			
MGT-1 Part I	40/36	46/37	46/46
MGT-1 Part II	0/0	22/20	0/0
Marksmanship			
Pistol	26/25	4/4	14/13
Special Category (Pistol)	26/26	4/4	10/10
SEA (M-16)	60/60	45/44	15/15
Survival Training			
Annual Continuation	52/52	33/33	36/36
Egress Training	84/84	58/58	129/129
Field Training	0/0	0/0	0/0
Projectionist Training	0/0	12/12	0/0

1. Quarterly Flight Check Summary, 1 Oct 71 - 31 Dec 71 (DOC 4).

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The Special Air Mission activity continued to support the 4600th Air Base Wing. Their primary mission was to airlift official TDY personnel within the United States and worldwide. This activity was assigned eight aircraft which included three C-118's, C-119's, and two T-29's. A statistical report provides a summary of accomplishments of this activity during this quarter.[2] A Monthly Flying Hour Accomplishment Report summarizes the monthly flying hours for various aircraft assigned.[3]

Safety

During this quarter, Major Jack S. Houser, who departed PCS, was replaced by Major Carl K. Brannan as Chief, Safety.

The Wing completed 10,976 hours of accident-free flying in seven different type aircraft for this quarter. For the year ending 31 Dec 1971, the Wing flew 43,571 hours experiencing two major accidents, with an aircraft accident rate of 4.6. This compares favorably with the HQ ADC rate of 5.2 for the year.

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2. Report Special Air Missions Section Airlift Support Summary, Second Quarter Fiscal 1972 (DOC 5).

3. Monthly Flying Hour Accomplishment Report, Second Quarter Fiscal 1972 (DOC 6).

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Since 1 October 1971, an upward trend was realized in ground accidents. However, Wing personnel incurred no fatalities this year. There were no reported accidents over the Christmas week-end, and only one privately owned vehicle accident occurred over the New Year's week-end.

NORAD Cheyenne Mountain Complex (NCMC)

Lt Colonel James Galloway supervised the NCMC function which provided civil engineering operations and facilities, food services, and security police protection for the Mountain Complex.

A comprehensive civil engineering facilities operator certification program was fully implemented this reporting period. This program culminated over a year of planning and preparation. The purpose of the program was to provide thorough training and evaluation for all operators in normal and emergency procedures. Operator effectiveness, morale, and NCMC support systems reliability showed a marked increase since program implementation.

During this period, phases III, IV, and V of the $21 million NCMC Expansion Project were reviewed. The bid for the expansion was awarded to Sants Fe Construction of Lancaster, California. Excavation for the expansion was completed during this reporting period.

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CHAPTER III

FISCAL AND PERSONNEL SUPPORT ACTIVITIES

This section of the history will discuss such Fiscal and Personnel Support Activities as the Comptroller, Personnel, Staff Judge Advocate, Services and Special Services functions.

Comptroller

Lt Colonel Richard H. LaRue continued to serve as Chief, Comptroller.

The Accounting and Finance activity fully implemented Phase II of the Joint Uniform Pay System (JUMPS) on 1 October 1971. Within 60 days of implementation, the system appeared to be a vast improvement over the old system.

Although the Comptroller function moved to Peterson Field, it was planned to have elements of the Pay and Travel activities maintained at Ent Air Force Base proper and at HQ ADC. Due to limitations in the air conditioning system, the NCR computers used to process pay records also remained at Ent Air Force Base proper.

Plans continued for reducing the Accounting and Finance function at Thule and Sanderstrom Air Force Base, Greenland.[1]

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1. Ltr, ADC/AFCS, Subj: Designation of Principal AFO, 24 Sept 71 (DOC 7).

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With the activation of a disbursing agent function at these installations, the 4600th Air Base Wing will assume complete accounting responsibility for Defense Supply Agency and General Service Administration requisitioned items, as well as for certain service-type contracts.[2] A representative of the 4600th Air Base Wing visited the installations concerned to determine the material/commercial services impact of the planned action.[3] Target date for transfer of functions to the 4600th Air Base Wing was scheduled to be 1 April 1972.

The Management Analysis activity phased out the Zero Defects Program at Ent Air Force Base, Colorado, at the request of the Wing Commander. This action was taken since the Zero Defects Program was abolished at the Major Command level (ADC). The last meeting of the Wing council held its last meeting in early December 1971.

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2. Memo for Record, 4600 Air Base Wing/ACFM, 10 Sep 71 (DOC 8).

3. Ltr, 4600 Air Base Wing/ACFS, Subj: Report of Staff Visit, 3 Jan 71 (DOC 9).

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Personnel

Colonel C. G. Long continued to be responsible for the Personnel activity of the 4600th Air Base Wing. He and his staff officers were involved in the following significant events.

The On-the-job Training function continued to show improvements in two key areas. The Airmen Knowledge Test passing rate increased 1.7 percent and reached an all-time high of 88.1 percent for this quarter. Airman excessive rate continued to decrease and reach an unprecedented low of one percent for the reporting period. The percentage of airmen in training decreased slightly to a quarterly average of 93 percent.

The Classification function reported that a total of 607 assigned airmen were selected for Superior Performance Proficiency Pay since the implementation of the program on 1 July 1971. Included in this total were 122 airmen from the top three noncommissioned officer grades.

During this quarter, the Formal Training function processed 89 requests for retraining which was a slight decrease from the previous quarter. Formal Training was also responsible for selection of volunteers for the first class to attend the new ADC NCO Leadership School at Hamilton Air Force Base, California.

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The Personal Affairs activity handled five active duty deaths, two retired deaths, and continued assistance to 18 MIA/POW families. In addition, five MIA cases were transferred to the Air Force Academy by direction of the U. S. Air Force Military Personnel Center, and two new MIA cases were transferred to this area. Air Force Aid loans processed during this period totaled $3,266 and Air Force Grants processed totaled $665.

CCPO reported that a union election was conducted on the base during October and November 1971 to determine if the General Schedule employees wished to be represented by the American Federation of Government Employees. The final tabulation reflected 184 in favor and 237 against union representation.

Formal type pre-retirement counseling seminars for civilians commenced during this reporting period. These seminars were to be scheduled on a continuing basis and all civilian employees who are within two years of retirement are invited to attend.

Staff Judge Advocate

Under the direction of Lt Colonel J. R. B. Mathis, the Staff Judge Advocate activity provided legal services which involved a wide range of legal subject areas.

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From 1 October 1971 to 31 December 1971, the Military Justice activity processed a total of 59 Article 15 actions at this installation. In addition, 83 Article 15 actions were reviewed from Hamilton Air Force Base, California, and 15 from Duluth International Airport, Minnesota. At this base, one general court martial and five special courts martial were convened. Within the general court martial jurisdiction, the Military Jurisdiction activity continued to give lectures on military justice at least twice a month. Approximately 30 Air Force Manual 39-12 actions for administrative discharge were reviewed.

Plans were finalized for the implementation of the 4600 Air Base Wing Regulation 125-14, which will become effective in February 1972. The program embodied by the new regulation will include in part provisions for a Hearing Officer to hear appeals from traffic ticket citations.

Services

Under the continued leadership of Major E. H. Jabbs, the Services operation continued to provide support for the 4600th Air Base Wing.

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Upon implementation of the dormitory re-rate system, personnel from several activities assigned to the Ent Air Force Base Complex were moved from Peterson Field to a dormitory at Ent Air Force Base proper. This action provided better utilization of dormitory facilities and allowed all activities to maintain unit integrity. In conjunction with the dormitory re-rate system, NCO's in the grade of E-4 with a date of rank of 30 June 1971 or earlier and all senior NCO grades were authorized to reside off base and draw single Basic allowance for Quarters on an elective basis.

The Transient Quarters operation formerly located in Building 533 was relocated in Building 1164. All rooms were equipped with refrigerators. Effective 17 October 1971, the Visiting Officers Quarters and the Transient Airmen Quarters reverted to separate operations. The two sections operated as one unit from 12 July 1971 through 16 October 1971 on an experimental basis which proved to be unsatisfactory.

The program of acquiring additional leased housing continued at a steady rate with 204 units acquired. The addition of leased housing was scheduled to continue until a full complement of 225 units was acquired.

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A New Food Item Test Program was conducted during this period. Of the seven meat items tested, pot roast, oven roast, and grill steak were found to be a very poor item. Findings of the survey were reported to the Air Force Services Office in Philadelphia, Pennsylvania.

Special Services

Under the supervision of Lt Colonel James A. Rutt, the Special Services function endeavored to continue providing for the betterment and morale of individuals assigned to the Ent Air Force Base complex. This was accomplished through new emphasis on service and facilities utilization.

The new Multi-purpose Recreation Workshop (Hobby Shop) was inaugurated 1 October 1971. This facility was used heavily, especially by young airmen working on their automobiles. This expanded facility included workshops for ceramics, lapidary, electronics, photos, woodworking, and automotive repairs. It was predicted that this new workshop will play a major part in the leisure time activities of personnel assigned to the Ent Air Force Base Complex.

Construction of the Multi-purpose Recreation Court within the Youth Activity Program was completed 1 December 1971. This court will provide recreation in basketball,

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tennis, and volleyball for personnel residing in base housing at Peterson Field, Colorado.

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GLOSSARY OF ABBREVIATIONS

ADC	Aerospace Defense Command
AFO	Accounting and Finance Office
AFSC	Air Force Speciality Code
ARADCOM	Army Air Defense Command
AWP	Awaiting Parts
DIFM	due in from maintenance
FY	fiscal year
GBL	Government bill of lading
GSU	geographically separated units
JUMPS	Joint Uniform Military Pay System
MTA	MAC (Military Airlift Command) transportation authorization
NCMC	North American Air Defense Cheyenne Mountain Complex
NORAD	North American Air Defense Command
NORM	not operational ready-maintenance
NORS	not operational ready-supply
O&M	Operation and maintenance
O/R	Operationally ready
PAX	Passenger
SPPP	superior performance proficiency pay
TR	transportation request

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DOC 1

DEPARTMENT OF THE AIR FORCE
Headquarters, Aerospace Defense Command
Ent Air Force Base, Colorado 80912

ADC REGULATION 23-8

13 May 1971

Organization and Mission - Field

MISSION DIRECTIVE OF THE 4600TH AIR BASE WING

This regulation prescribes the mission, organization, and responsibilities of the 4600th Air Base Wing.

1. Authoritative Source for Contents. This regulation implements AFR 23-9.

2. Mission - to equip, administer, train, and provide personnel for the purpose of:

a. Operating and maintaining the Ent AFB Complex consisting of Ent AFB proper, US military facilities located at Peterson Field, the NORAD Cheyenne Mountain Complex (NCMC), and other off-base facilities, as directed.

b. Providing administrative and logistic support to all NORAD/CONAD/ADC/ARADCOM units in accordance with applicable tenancy agreements.

3. Organization. The 4600th Air Base Wing is a major command (MAJCOM) controlled unit assigned to HQ ADC. The prescribed organization structure for this unit is contained in attachment 1 to this regulation.

4. Responsibilities:

a. Provides normal unit administration support for assigned personnel.

b. Establishes and implements policies relating to administration management functions prescribed by applicable directives (AFR 4-1).

c. Provides a comprehensive program of religious services and activities to meet the spiritual needs of assigned/attached military personnel and their dependents (AFR 265-1). This will also include liaison with civilian religious and social services activities, as required.

d. Supervises the operation of activities engaged in the planning, development, and implementation of the flight and ground safety program.

e. Operates the internal and public information and community relations programs.

f. Directs and coordinates activities relating to military and civilian personnel, education services, and the suggestion program.

g. Manages and operates comptroller activities including accounting and finance, budget, management analysis, graphics, and data systems and statistics, as required.

h. Supervises and operates special services activities including recreation services (sports, service club, crafts, and hobbies), officers and NCO open messes, nonappropriated welfare funds, and library.

i. Manages and provides base services and support for commissary, food service, housing services, clothing sales, mortuary services, and base exchange activities, as required.

j. Provides base medical services support to authorized personnel.

k. Plans, programs, manages, and operates materiel activities including supply, trans-

Supersedes ADCR 23-8, 30 December 1968. (For summary of revised, deleted, or added material, see signature page.)
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portation, procurement, maintenance, and logistical plans.

l. Manages and provides civil engineering support including fire protection, utility services, engineering, construction, alteration, repair and maintenance of real property facilities, and assigned real estate.

m. Plans, programs, manages, and furnishes base operations and training support including flight operations, ground training, film library, base plans, and photographic services.

n. Provides facilities and resources protection, weapons systems security, and law enforcement programs for authorized units and personnel.

o. Insures that administrative and logistical support is provided to authorized activities located within the NORAD Cheyenne Mountain Complex.

p. Exercises general court-martial jurisdiction over all assigned and attached units within the Ent AFB Complex, the 4661st Air Base Group, Hamilton AFB, California, and the 4788th Air Base Group, Kingsley Field, Oregon; processes claims for and against the Government; interprets laws and regulations affecting the Air Force; and reviews administrative discharge board proceedings for legal sufficiency. For the Ent AFB Complex only, reviews contracts and reports of survey and provides a legal assistance office to military personnel and their dependents.

q. Provides airlift support to authorized units and personnel.

r. Performs other duties as directed by higher headquarters.

5. Relationship to Other Units or Agencies. Per letters of understanding or agreement between staff agencies, HQ ADC, and the Commander, 4600th Air Base Wing, certain functions reflected on the 4600th Air Base Wing Unit Detail Listing (UDL) are under the operational control of the respective staff agencies, HQ ADC.

HEADQUARTERS OFFICIAL AEROSPACE DEFENSE COMMAND

ROY L. MEEKER, *Col*, USAF
Command Director of Administration

THOMAS K. McGEHEE, *Lt Gen*, USAF
Commander

1 Attachment
Standard Organization Structure - 4600th Air Base Wing

Summary of Revised, Deleted, or Added Material

This regulation generally updates the entire text to reflect the mission, organization, and responsibilities of the 4600th Air Base Wing to include the prescribed organization structure (attachment 1).

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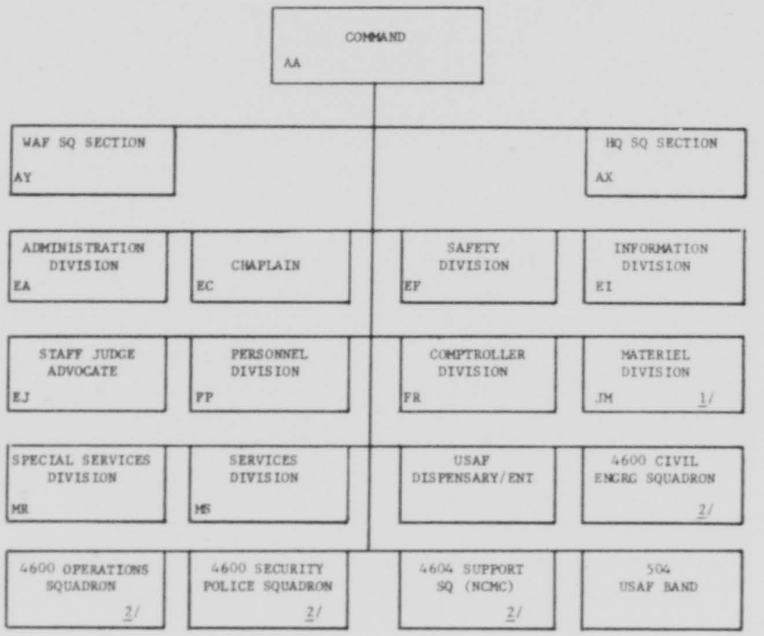

1/. Exercises staff supervision over functional sqs (Supply, Transportation, and Consolidated Aircraft Maintenance).

2/. Serves as Division Chief for respective functional areas.

STANDARD ORGANIZATION STRUCTURE

4600th Air Base Wing

Attachment 1

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DOC 2

Biography

UNITED STATES AIR FORCE

COLONEL PHILLIP A. RAND

Since September 8, 1970, Colonel Phillip A. Rand has been Commander of the 4600th Air Base Wing, Colorado Springs, Colorado (ADC). The mission of the 4600th is to support the activities of Peterson Field, and Ent Air Force Base which is headquarters for all support functions for North American Air Defense Command, Aerospace Defense Command and Army Air Defense Command.

Colonel Rand was born in Bath, Maine, on July 11, 1923. After spending his boyhood in Saugus, Massachusetts, he enlisted in the Army Reserve Corps on May 7, 1942. On September 15, he began pilot training as an aviation cadet in the West Coast Training Command. He graduated as a second lieutenant on July 28, 1943, from Williams Field, Arizona.

World War II duty as a fighter pilot was accomplished in the South Pacific, where Colonel Rand was promoted to first lieutenant in October 1944 and to the grade of captain in June 1945. He flew 86 combat missions, totaling 304 combat hours. After terminal leave, he was on inactive reserve status from February 1946 to February 1947. Recalled to active duty as a Regular officer, he reinitiated his military career as a primary duty fighter pilot and fighter operations staff officer.

Colonel Rand obtained his first command in March 1954 as Commander of the 330th Fighter Squadron, Stewart AFB, New York, flying F-86F aircraft. From December 1954 until September 1957, he was Commander of the 61st Fighter Interceptor Squadron at Ernest Harmon Air Base, Newfoundland, flying F-89D aircraft.

After completing the Air Command and Staff School, Maxwell AFB, Alabama, where he was a student from September 1957 to June 1958, Colonel Rand was assigned as Senior Air Force Advisor to the Arizona Air National Guard, Phoenix, Arizona, until July 1961.

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From July 1961 to August 1963, Colonel Rand served as Commander of the 322nd Fighter Interceptor Squadron, Kingsley Field, Oregon, flying F-101 "Voodoos".

In August 1963, the Colonel entered the Air War College, Maxwell AFB, Alabama, graduating in June 1964.

His next assignment was to Headquarters USAF, the Pentagon, where he served in the Directorate of Operations as Assistant Chief of the Operations Division, and then as Deputy Chief of the Air Defense Division.

Colonel Rand served in the Republic of Vietnam during the period October 1966 to October 1967. He was assigned as the Senior Air Force Advisor to the Vietnamese Air Force 23rd Tactical Fighter Wing located at Bien Hoa Air Base. Midway through this tour of duty, the Wing successfully converted one of three A-1H equipped fighter squadrons to F-5C "Freedom Fighters"--the first Vietnamese Air Force unit equipped with jet fighter aircraft. The Colonel flew 240 combat missions totaling 348 combat hours in both the propeller-driven A-1H and the jet-propelled F-5C.

In November 1967, Colonel Rand was assigned to Headquarters 4th Air Force, Hamilton AFB, California, as Director of Operations.

Colonel Rand assumed the duties of 408th Fighter Group Commander, Kingsley Field, Oregon, in July 1968.

In October of 1969 he was selected as Commander, 29th Air Division, Duluth IAP, Minnesota and held that position until the realignment of NORAD in November 1969, when he assumed the position of Vice Commander, 23rd Air Division. He held that position until his recent move to Colorado Springs.

His military decorations include the Legion of Merit, Distinguished Flying Cross, Bronze Star Medal, Air Medal, and several Vietnamese decorations including the Gallantry Cross with Gold Star. His combat experience in fighter aircraft, covering World War II and Vietnam, totals 326 combat missions and 652 combat hours.

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PERSONAL FACT SHEET

A. Personal Data

1. Born - July 11, 1923, Bath, Maine; Father - Arthur W. H. Rand, deceased.

2. Married - Alice Holbrook Rand; children - Patricia, Stephen, Christoper, and son Robin.

B. Education

1. Attended University of Maryland, Cambridge, Maryland.

2. Graduate Air Force Pilot Training, 1943.

3. Graduate Air Tactical School, Tyndall AFB, Flordia, 1950.

4. Graduate Air Command and Staff School, Maxwell AFB, Alabama, 1958.

5. Completed Introduction to Business Course (USAFI), 1962.

6. Completed Public Relations Course (USAFI), 1962.

7. Completed Criminology Course (USAFI), 1962.

8. Graduate USAF Counterinsurgency Course, 1964.

9. Graduate Air War College, Maxwell AFB, Alabama, 1964.

C. Service

1. May 7, 1942 - September 14, 1942, Enlisted Reserve awaiting pilot training.

2. September 15, 1942 - July 27, 1943, aviation cadet, pilot training.

3. July 28, 1943 - April 17, 1944, combat flying training in operational training units.

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4. April 18, 1944 - November 24, 1945, South Pacific, principal duty combat fighter pilot.

5. November 25, 1945 - February 6, 1946, terminal leave.

6. February 7, 1946 - February 27, 1947, Inactive Reserve.

7. February 28, 1947 - June 7, 1947, entered on active duty as Regular officer, Biggs Field, Texas.

8. June 8, 1947 - May 29, 1949, principal duty fighter pilot and operations officer, 4th Fighter Squadron, Okinawa.

9. May 30, 1949 - November 15, 1949, principal duty fighter pilot and operations officer, 97th Fighter Squadron, Grenier Field, New Hampshire.

10. November 16, 1949 - June 15, 1951, principal duty fighter pilot and operations officer, 5th Fighter Squadron, McGuire AFB, New Jersey.

11. June 16, 1951 - October 15, 1952, experimental test pilot, F-86D aircraft, Edwards AFB, California, and Eglin AFB, Flordia.

12. October 16, 1952 - March 18, 1954, Chief, Fighter Training Branch, Hq Eastern Air Defense Force, Stewart AFB, New York.

13. March 19, 1954 - December 5, 1954, Commander, 330th Fighter Squadron, Stewart AFB, New York.

14. December 6, 1954 - September 20, 1957, Commander, 61st Fighter Interceptor Squadron, Ernest Harmon Air Base, Newfoundland.

15. September 21, 1957 - June 30, 1958, student, Air Command and Staff School, Maxwell AFB, Alabama.

16. July 1, 1958 - July 23, 1961, Senior Advisor, Arizona Air National Guard, Phoenix, Arizona.

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17. July 24, 1961 - June 10, 1962, Commander, 322nd Fighter Interceptor Squadron, Kingsley Field, Oregon.

18. June 11, 1962 - July 11, 1962, Commander, 408th Fighter Group, Kingsley Field, Oregon.

19. July 12, 1962 - August 4, 1963, Commander, 322nd Fighter Interceptor Squadron, Kingsley Field, Oregon.

20. August 5, 1963 - June 28, 1964, student, Air War College, Maxwell AFB, Alabama.

21. June 29, 1964 - July 18, 1965, Assistant Chief, Operations Division, HQ USAF, the Pentagon, D.C.

22. July 19, 1965 - October 26, 1966, Deputy Chief, Air Defense Division, HQ USAF, the Pentagon, D.C.

23. October 27, 1966 - November 15, 1967, Senior Advisor 23rd Tactical Fighter Wing (Vietnamese Air Force), Bien Hoa Air Base, Vietnam.

24. November 16, 1967 - July 11, 1968, Director of Operations, HQ 4th Air Force, Hamilton AFB, California.

25. July 12, 1968 - 16 October 1969, Commander, 408th Fighter Group, Kingsley Field, Oregon.

26. 17 October to 14 November 1969, Commander, 29ADiv, Duluth IAP, Minnesota.

27. 15 November 1969 to September 1970, Vice Commander, 23ADiv, Duluth IAP, Minnesota.

28. Commander 4600th Air Base Wing, Colorado Springs, Colorado, September 8, 1970.

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D. Decorations and Service Awards:

Legion of Merit
Distinguished Flying Cross with 1 Oak Leaf Cluster
Bronze Star Medal
Air Medal with 14 Oak Leaf Clusters
Joint Services Commendation Medal
Air Force Commendation Medal with 1 Oak Leaf Cluster
Army Commendation Ribbon
Distinguished Unit Citation
Air Force Outstanding Unit Award with V Device and 3 Oak Leaf Clusters
Combat Readiness Medal
American Campaign Medal
Asiatic - Pacific Campaign Medal with 6 Bronze Service Stars
World War II Victory Medal
Army of Occupation Medal
National Defense Service Medal with 1 Bronze Star
Vietnamese Service Medal with 2 Bronze Stars
Air Force Longevity Service Award with 6 Oak Leaf Clusters
Small Arms Marksmanship Medal
Philippine Liberation Ribbon with 2 Bronze Stars
Philippine Independence Ribbon
Vietnamese Gallantry Cross with 1 Gold Star
Vietnamese Air Gallantry Medal with Silver Wing Device
Vietnamese Armed Forces Honor Medal First Class
Vietnamese Air Service Medal
Philippine Presidential Unit Citation
Vietnamese Campaign Medal

E. Effective Dates of Promotions:

Grade	Temporary	Permanent
2d Lieutenant	July 28, 1943	February 28, 1947
1st Lieutenant	October 19, 1944	July 22, 1947
Captain	June 16, 1945	July 11, 1951
Major	December 15, 1951	July 11, 1958
Lt Colonel	April 19, 1956	August 1, 1964
Colonel	March 25, 1963	September 20, 1967

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DOC 3

DEPARTMENT OF THE AIR FORCE
OFFICE OF THE CHIEF OF STAFF
UNITED STATES AIR FORCE
WASHINGTON, D.C. 20330

2 NOV 70

REPLY TO ATTN OF: CC

SUBJECT: Organization for Social Actions

TO: AAC, ADC, AFCS, AFLC, AFSC, ATC, AU, MAC, TAC, USAFSO, HQ COMD USAF, CINCPACAF, CINCUSAFE, CINCSAC, USAFSS, AGIC, AFAFC, USAFA, AFDCDC, AFIFC

(Commanders)

1. Commanders at all organizational levels have recently had to face and solve a growing number of social problems, many of which impact directly and vitally on our combat capability. As new problems have appeared they have been addressed individually with responsibility often fragmented among various functional activities.

2. Effective immediately, a single social actions activity will be established at each major command headquarters and at base level to assist the commander in unifying command efforts in the management of social action programs relating to Drug Abuse, Education in Race Relations and Equal Opportunity and Treatment of Military Personnel. Responsibility for other social programs may be placed in this activity at the discretion of the major commands. The activity will be placed under the DCS/P at the major command headquarters and directly under the Wing Commander at base level (or under the highest level commander when a wing is not located at the base).

3. Manpower authorizations to be utilized for the Social Actions office are those being allocated by [illegible] Drug Abuse and Education in Race Relations Programs, in addition to where Equal Opportunity Officers have been authorized. In some command internal realignments, these authorizations will be transferred. Current command resources must be utilized to provide the administrative support for the Social Actions Office at each level. Counseling and guidance personnel assigned to the Base Education Service activities will be made available to provide educational counseling required to support the social programs. The counseling authorizations will not be transferred to the new office.

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4. Operations of the social actions activity will be patterned similar to the Air Force Safety Program. The Commander will provide motivation; the Social Actions Office will direct the program for the Commander and insure that an education program in social actions is implemented for all Air Force military personnel. This program will be evaluated at a later date to determine applicability for administration to civilian personnel. Commanders and supervisors at all organizational levels will be responsible for implementing social program policies and will provide required feedback information to the Social Actions Office.

5. These instructions take precedence over existing guidance, policy and direction for social programs cited above. Publications in conflict will be revised. Detailed instructions relating to reporting codes and organizational alignment of social actions activities will be provided as soon as practicable.

A. J. RUSSELL, Lt General, USAF
Assistant Vice Chief of Staff

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DOC 4

QUARTERLY FLIGHT CHECK SUMMARY 1 OCT - 31 DEC 1971

AIRCRAFT	PROF.	INST.	RE-QUAL	INIT QUAL	FCP	IP	NO NOTICE	TOT	NO NOTICE RATE: QTR	NO NOTICE RATE: YEAR	HQ	Q	CQ	U	CREWS ASSIGNED
T-39	22	21	0	0	1	1	4	48	17.8%	11.1%	4	43	1	0	90
T-33	47	58	15	7	5	4	12	148	21.5%	14.2%	9	139	0	0	225
C-118	4	10	4	2	0	2	1	23	13.3%	12.1%	8	14	1	0	33
C-131	0	2	0	3	2	0	0	7	0%	25.0%	2	5	0	0	12
T-29	18	29	2	21	9	3	5	87	22.6%	10.0%	7	76	4	0	90
U-10	0	9	0	3	0	0	1	13	20.0%	10.0%	0	13	0	0	20
U-4	4	2	1	1	0	0	0	8	0 %	30.0%	0	8	0	0	10
NAV	41	N/A	N/A	N/A	N/A	9	3	53	8.6%	15.0%	4	42	0	0	140
RADIO OP	1	N/A	0	0	N/A	1	1	3	30.0%	25.0%	3	0	0	0	8
FLT ENG	3	N/A	0	3	N/A	5	0	11	0%	7.1%	3	8	0	0	42
FLT STEW	2	N/A	1	2	N/A	1	N/A	6	N/A	N/A	1	5	0	0	17
TOTAL	142	131	23	42	17	26	26	407	17.0%	17.5%	41	360	6	0	687

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DOC 5

SPECIAL AIR MISSIONS SECTION

AIRLIFT SUPPORT SUMMARY

SECOND QUARTER

FISCAL 1972

ATCH 2

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TOTALS FOR SECOND QUARTER 1972

ALL AIRCRAFT

TOTAL MISSIONS		134
TOTAL SORTIES		517
PRIORITY	1	14
	2	6
	3	11
	4	103
TOTAL DISTANCE		330,134
TOTAL FLYING TIME		1,612.9
TOTAL PAX FROM COS		2,290
OFFICIAL PAX MOVED		6,724
UNOFFICIAL PAX MOVED		1,196
TOTAL PAX MOVED		7,920
OFFICIAL PAX MILES		4,866,071
UNOFFICIAL PAX MILES		788,782
TOTAL PAX MILES		5,654,853

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SECOND QUARTER 1972

C-118

TOTAL MISSIONS	56
TOTAL SORTIES	211
PRIORITY 1	9
2	3
3	8
4	36
TOTAL DISTANCE	158,112
TOTAL FLYING TIME	712.2
TOTAL PAX FROM COS	1,438
OFFICIAL PAX MOVED	4,141
UNOFFICIAL PAX MOVED	799
TOTAL PAX MOVED	4,940
OFFICIAL PAX MILES	3,236,807
UNOFFICIAL PAX MILES	535,790
TOTAL PAX MILES	3,772,597

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SECOND QUARTER 1972

C-131

TOTAL MISSIONS		43
TOTAL SORTIES		154
PRIORITY	1	4
	2	2
	3	3
	4	34
TOTAL DISTANCE		90,713
TOTAL FLYING TIME		492.6
TOTAL PAX FROM COS		480
OFFICIAL PAX MOVED		1,285
UNOFFICIAL PAX MOVED		219
TOTAL PAX MOVED		1,504
OFFICIAL PAX MILES		867,904
UNOFFICIAL PAX MILES		127,467
TOTAL PAX MILES		995,371

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SECOND QUARTER 1972

T-29

TOTAL MISSIONS	35
TOTAL SORTIES	152
PRIORITY 1	1
2	1
3	0
4	33
TOTAL DISTANCE	81,309
TOTAL FLYING TIME	408.1
TOTAL PAX FROM COS	372
OFFICIAL PAX MOVED	1,298
UNOFFICIAL PAX MOVED	178
TOTAL PAX MOVED	1,476
OFFICIAL PAX MILES	761,360
UNOFFICIAL PAX MILES	125,525
TOTAL PAX MILES	886,885

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FOR OFFICIAL USE ONLY DOC 6

DEPARTMENT OF THE AIR FORCE

HEADQUARTERS 4600TH AIR BASE WING (ADC)

ENT AIR FORCE BASE, COLORADO 80912

REPLY TO ATTN OF: OT

4 Jan 1972

SUBJECT: Monthly Flying Hour Accomplishment Report, RCS: 2-ADC-F3

TO: ADC/DOTS

1. Following are the flying hour accomplishments of the 4600th Air Base Wing for FY 2/72:

T/M/S	OCTOBER	NOVEMBER	DECEMBER	TOTAL
T-33A (CF)	839.7	776.7	753.5	2369.9
T-39 (SI)	580.2	649.6	584.1	1813.9
C-118A (SA)	195.1	223.6	94.1	512.8
C-118A (SI)	206.3	94.0	93.6	393.9
C-131D (SI)	75.7	91.0	125.3	292.0
VT-29 (*C)(D)(SI)	342.3	233.4	231.7	807.4
*C-131D (SA)	91.9	37.6	94.0	223.5
*T-33 (TF)	912.7	895.3	457.1	2265.1
*T-29 (TF)	431.4	418.1	293.0	1142.5
*U-4B (TF)	92.4	108.9	72.8	274.1
*U-10B (TF)	202.8	144.9	182.5	530.2

*Aircraft assigned in support of USAFA

2. Deviations for Quarter:

a. C-118A (SA). 107.2 underfly due to aircraft NORS and weather conditions.

b. C-118A (SI). 71.1 underfly due to aircraft NORS, ISO Inspection and weather conditions.

c. C-131D (SI). 88.0 underfly due to aircraft NORS, ISO Inspection and weather conditions.

d. *T-33 (TF). 131.9 underfly due to weather and TCTO compliance.

e. *T-29 (TF). 105.5 underfly due to weather and no requirements by USAFA.

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3. Requests for additional/deletion of flying hours: None.

FOR THE COMMANDER

MICHAEL J. MELENDEZ, Lt Col, USAF
Chief, Operations & Training Div

Cy to: ADC/DMM
USAFA/DOO
4600/DMMA
4600/DA
4600/ACM
4600/OTFS

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DOC 7

COORDINATION AND RECORD COPY

ACFS

24 SEP 1971

Designation of Principal AFO

4600 AB Wg/AC

1. A recently approved USAF study on reduction of blue suit personnel at the Greenland bases calls for transfer of all accounting functions to a stateside location and activation of a disbursing agent function at Thule AB and Sondrestrom AB. Additionally, the accounting agent at Stewart Fld will be deactivated and that accounting support consolidated with the Greenland support.

2. The AFO at Eat AFB has been selected to provide accounting support for the ORADs previously serviced by these activities and to be the principal AFO for the disbursing agent offices to be established in Greenland, effective 1 April 1972. This date will facilitate loading of accounting data onto the B-3500 prior to close of the fiscal year. The date for the Stewart transfer has not been determined. It will, however, be prior to 1 July 1972 so as to facilitate year-end closeout of these records.

3. To provide initial support for this additional workload, two SSgt, 67151, authorizations will be added to your FC151 UDL effective FY 3/72. Future review of workload may result in additional manpower authorizations under M&F manning standard.

4. Further detailed guidance will be provided by this headquarters (ACFS) to insure an orderly transition of service to the affected locations.

FOR THE COMMANDER

C. L. WAID, Colonel, USAF
Director of Acct & Fin
DCS/Comptroller

NAME OF WRITER AND TYPIST'S INITIALS	TEL EXT	DATE	NAME OF REWRITER AND TYPIST'S INITIALS	TEL EXT	DATE
Maj Robson/cb	3342	22Sep71			

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DOC 8

MEMO FOR THE RECORD 10 September 1971

SUBJECT: Accounting Service for Northern Installations

1. On 10 Sep 71, a meeting was held at ADC to discuss 4600 ABW assuming accounting service for Thule and Sondrestrom with those two (2) offices becoming Disbursing Agents to Ent AFB. The following personnel were present:

NAME	ORGANIZATION
Maj. Robson	ADC/ACFS
Mrs. Leasure	ADC/ACFM
Mr. Ross	ADC/ACFS
Mr. Honas	ADC/ACFM
CMS Linton	ADC/ACA
Mr. Hanson	ADC/ACBO
Capt. Bartoski	4600/ACF
CMS Lewandowski	4600/ACFP
CMS Maxwell	4600/ACFM
MSgt Voelcker	4600/ACA

2. The following are significant facts gleaned from the meeting:

a. ADC has made the decision to reduce manning at both Thule and Sondrestrom and make those bases accounting agents to Ent AFB.

b. 1 Apr 72 is the date most frequently mentioned as the target date.

c. Ent will encounter the normal workload experienced with an agent office, e.g. processing and accounting for various travel and military pay disbursements emanating from Thule and Sondrestrom. Also, we will pick up Commissary Stock Fund Accounting and could encounter problems in receiving inputs because of time and distance factors. It was the consensus the major workload would be experienced in Materiel and Commercial Services by the assumption of providing accounting and some paying service for service type contracts and complete accounting and paying service for DSA/GSA requisitioned items that are currently processed manually by the two (2) Northeastern bases.

d. The 1 Apr 72 date referred to in "b" above is predicated on ADC being able to put present manual DSA/GSA payment procedures on a computer by 1 Apr 72. It was agreed that it would not be realistic to transfer these functions until they are computerized. ADC will make every effort to have these functions on the computer by 1 Apr 72 or as a last resort furnish TDY manning assistance in the event this date slips and it is necessary to continue accomplishing the workload manually. (The TDY manning solution is not the best solution and would be detrimental to Ent's interest).

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e. Mrs. Leasure advised that manpower had been contacted about increasing Lnt's authorization by three (3) spaces in Materiel to compensate for the increased workload. After considerable discussion Maj. Robson advised he would try, but couldn't promise anything and that in his view the 4600 ABW APO as an entity is over manned using current manning criteria which is based on B263 workload count/opposed to B3500 workload count.

f. ADC representatives stated Lnt would not experience any additional workload because of the Keflavik operation.

g. ADC will keep us advised of future developments.

C. M. MAXWELL, CMS, USAF
Chief, Coml Serv and Mat

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MEMO

FROM THE OFFICE OF THE

DIRECTOR OF ACCOUNTING
AND FINANCE

DOC 9

To: Capt Lund

Attached is a copy of trip report on my recent visit to Greenland. Also attached are the responses to some questions provided by CMSgt Lewandowski. Don't hesitate to call me if you have any questions on this conversion.

DONALD E. DOBSON, Lt Col, USAF
Chief, Systems Division
Directorate of Acct & Fin
DCS/Comptroller

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ACFS 3 Jan 1972

Report of Staff Visit

ACF

1. Organizations visited: Thule AB, Greenland
Sondrestrom AB, Greenland

2. Dates: 5-16 Dec 1971

3. Purpose of trip: Review activation of disbursing agent offices.

4. Principal persons contacted:

a. Thule AB:

Lt Col W. C. Dylca, Commander
Capt C. Vlcech, AFO

b. Sondrestrom AB

Col C. E. Wilson, Commander
1st Lt J. Waches, AFO
1st Lt T. Bank, Dep AFO

5. Discussions with local personnel

a. Thule AB:

(1) Lts Kennedy and Voorhies were on a JOC trip to Tot AFB and not available for discussions. Lt Caldwell arrived TDY during my visit. He will replace Lt Voorhies as Chief, FOC.

(2) Capt Vlcech is completely in favor of relieving the AIF function to disbursing agent status. No foreseen difficulty in making the change over 1 April 1972. Thule has a continuing requirement for cash as they disburse more than is collected. This will be obtained from the AFO or Sondrestrom AB.

(3) The base exchange at Thule issues money orders so personnel are able to secure checks to mail stateside. This money is turned in periodically to the AFO for checks. Thule personnel will determine over the next few weeks the denominations of 'checks for cash' which will be necessary to effectively function as a disbursing agent.

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(4) Records in each section of the APO were being maintained in an excellent manner. No problems are envisioned in moving the accounting records to Det ATB.

(5) The commissary at Thule operates from a warehouse rather than a store. Issues and sales are made to appropriated and nonappropriated activities on the base and several off-base activities. Reimbursables are collected quickly. As of 30 Nov 1971 their accounts reflected one delinquent accounts receivable with Military Sea-Lift. The delay in collecting this receivable was due to an address change where the billing was being mailed. The commissary purchases its goods from stateside depots and from a civilian concern in Copenhagen. A&F establishes their accounts payable from SF Forms (1144) submitted by the commissary. Thule was under the ADC accounts payable average as of 30 Sep 1971 but the Pacer Goose program will cause them to go over the average during the winter months.

(6) A&F procedure for handling of requisitions under DAIMS System is excellent. Research is being performed on all prior year requisitions. FY 70 and FY 71 have almost been completely liquidated. A detail listing of all outstanding requisitions was furnished. Supplies, equipment, and investment equipment are expensed correctly. Sondrestrom and Det are expensing all requisitions in PEIC 619.

(7) Thule currently maintains 10 contracts and 2 delivery orders. The majority of the contracts are paid in Copenhagen as "for others." The Nat and Coml Svc area processed 418 payments in FY 71. The majority of payments were GSA and SF 1080 billings for DAIMS requisitions.

(8) Preparation of billing documents by Thule personnel for all accounts receivable at Thule will pose no problems. These documents can then be forwarded to Det for posting to the formal accounts receivable records.

(9) Obligation documents generated on-site, e.g., travel orders, can be forwarded by mail on the weekly MAC charter flight.

(10) The accounting records for SAMSO and AFCS will be forwarded to these organizations shortly after the first of the year. There were very few unliquidated obligations in either account and the travel section was to attempt to finalize the few outstanding orders prior to 31 Dec 1971.

(11) Thule has been picking up a small amount of Canadian currency from the BX. They currently send it to Goose

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AB, Labrador, and will continue to do so under agent status. Goose AB provides a US Treasury check at the current exchange rate.

b. Sondrestrom AB:

(1) Lt Lamb had arrived shortly before my visit and was present for our discussions.

(2) A surplus of cash is generated each month at Sondrestrom. This cash could be utilized by Thule and preclude shipping money to Pat and then back to Thule. The MAC charter flight could be used by a courier to transport the money. The personnel at Sondrestrom are to check with the MAC terminal to determine what authorization would be required for the courier to carry a weapon or be accompanied by a security policeman. Col Wilson was asked for his assistance in dealing with MAC locally.

(3) Col Wilson's primary concern was that he would have money "all over the base" rather than money being centrally collected and maintained by the disbursing agent as it is today. He was assured that his base organizations would continue to deposit their funds with the agent who would continue to be the "bank." The use of checks for cash by the agent was explained and Col Wilson understands how we will service the various base agencies.

(4) The lack of a vault at Sondrestrom AB was discussed with Col Wilson. Although the project has been approved under the annual maintenance contract, a priority has not been established which will permit construction to begin. It was pointed out to Col Wilson that the current cage arrangement is inadequate and that his support in getting a higher priority for a vault was needed. He indicated he would have his staff give him a complete rundown on the vault situation. Positive support from his office should get this project underway.

(5) The overall reduction of manning in 15WY at Sondrestrom includes elimination of the 70250, administrative, capability. Lt Hughes requested the 70250 slot be reinstated. I suggested that an additional slot was highly improbable but as an alternative, we might convert a 6715X position to 70250. The small volume of vouchers processed monthly indicates this would not hamper the disbursing function.

(6) The accounts receivable function can, like Thule AB, remain on-site with no problem. Supporting documentation can then be forwarded to Pat for posting to accounts receivable records.

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(7) The commissary operates from a warehouse. Issues are made to the dining hall, bakery, and ITT for the DYE Sites supported by Sondrestrom. Sales are made to nonappropriated activities. A&F accounts payable for the commissary consist of depot requisitions and the United Dairy Contract.

(8) The DSA-GSA open document file is quite small. Research is being performed to liquidate prior year requisitions.

(9) Six contracts are maintained at Sondrestrom. Sondrestrom A&F physically pays for three and the others are paid by another AOSN as "for others." The Nat and Cool Sys area processed 271 payments in FY 71.

(10) The AFCS allotment will be transferred in early January. Very few unliquidated obligations exist.

6. Other comments: The manning which has been projected for the two disbursing agent offices is more than adequate. The personnel on board seemed highly motivated and for the most part, very well qualified. It is obvious that the volume of work at both stations does not justify retention of a full A&F function. Conversion to agent status will not reduce the level of service being performed, although minor adjustments will be required in the issuance of checks for cash to the DV, AFO, etc. Both bases were informed that they would be receiving an informal programming document in January as a guide in making the conversion, and that detailed instructions concerning principal/agent relationships would be forthcoming from Ent AFB.

DONALD E. BONSON, Lt Col, USAF
Chief, Systems Division
Directorate of Acct & Fin
DCS/Comptroller

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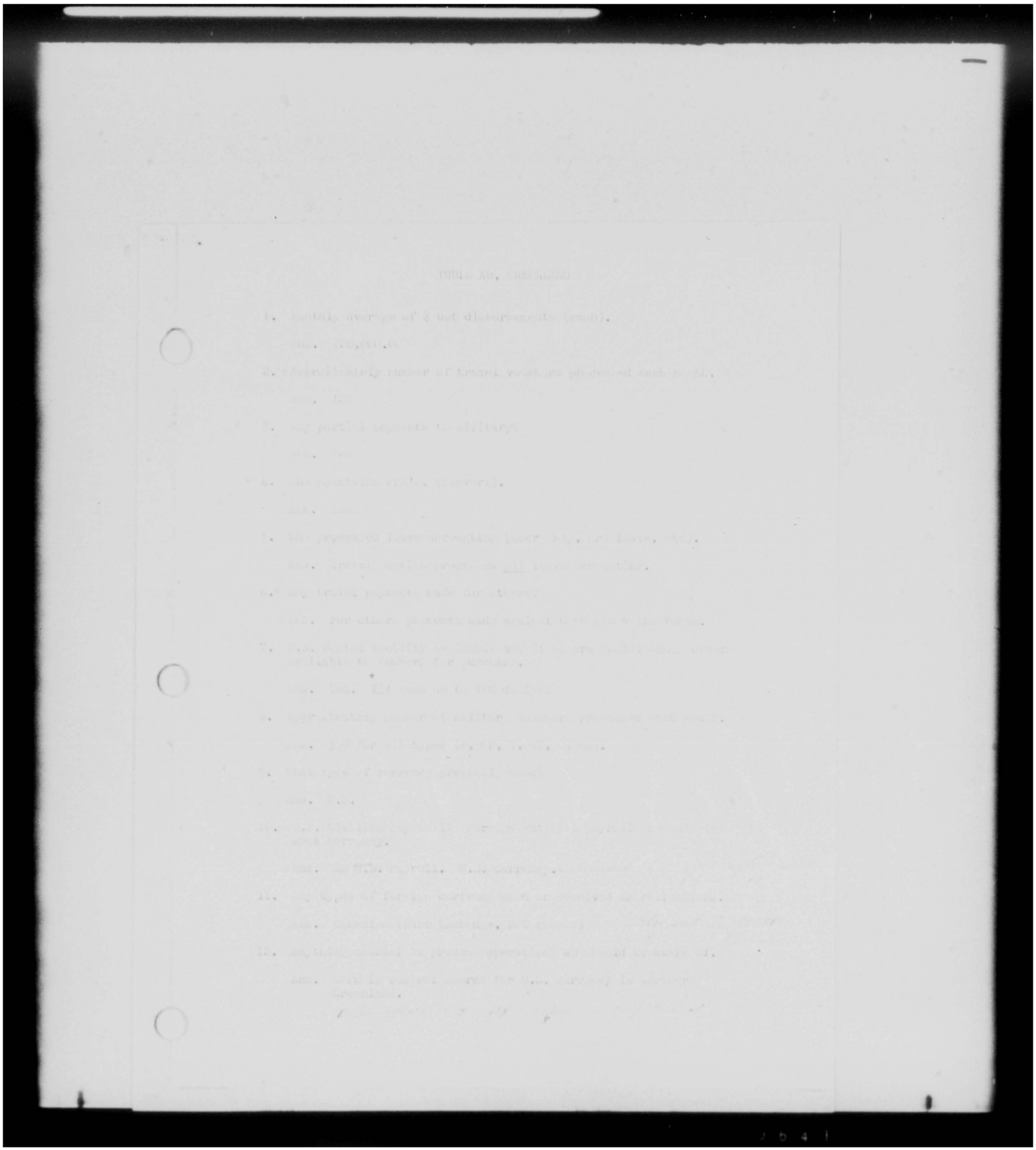

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1. Monthly average of $ net disbursements (cash).
Cash disbursements $10,000 Cash collections $52,000
monthly avg of $ NET cash disbursements -$42,000

2. Approximately number of travel vouchers processed each month.
45

3. Any partial payments to military? yes

4. Who maintains IPA's. (Denver?) yes
DFAS Denver

5. Who processes leave accounting (emergency, ord leave, etc).
Loring AB

6. Any travel payments made for others?
yes

7. U.S. Postal facility available and if so are postal money orders available to members for purchase.
Yes

8. Approximately number of military vouchers processed each month.
40

9. What type of currency presently used?
U.S. Currency

10. U.S. Civilian Pay roll? Foreign National payroll and paid in what currency?
No

11. Any types of foreign currency used or received as collections.
No

12. Anything unusual in present operations we should be aware of.
As indicated on #1 Cash collections are greater than Cash disbursements

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K-WG-4601-HI
Jul-Dec 1959
RETURN TO:
Director
Research Studies Institute
Attn: Archivist
Maxwell AFB

QUARTERLY HISTORY, 4601st SUPPORT WING (ADC)

~~30 September~~ 1959

K-HIST-2

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RCS: AU-D5

HISTORICAL RECORD

of the

4601ST SUPPORT WING (DEW) (ADC)

for the period ending

31 December 1959

4-8432

ADC FORM MAY 58 102

P.C. 9310

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Section I. REQUIRED DATA

1. UNIT AND LOCATION
4601st Support Wing (DEW)(ADC)
Paramus, New Jersey

2. NAME AND GRADE OF COMMANDER
Andrew J. Reynolds
Colonel, 7693A

3. CHAIN OF COMMAND *(Superior Echelons)*

Headquarters, United States Air Force
North American Air Defense Command
Air Defense Command

4. SUBORDINATE UNITS *(Down to and including squadrons)*

None

5. MISSION *(Give authority and brief statement of primary mission)*

To discharge all contractual administration responsibilities associated with the operation, maintenance, and support of the Distant Early Warning Line, and to assure adequate support of the Contractor by all U.S. military agencies. (Auth: ADC Regulation 24-7, 24 March 1958)

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	61	28	12	101
ATTACHED	0	0	0	0

7. EQUIPMENT *(Give official nomenclature and quantity of mission-type equipment)*

C-54 Aircraft (1)

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ADMINISTRATIVE CONTRACTING DIVISION

A complete review and final determination relating to salary and wages has been made by the Administrative Contracting Officer. The determination merited and required a great deal of study since approximately 50% of the Fiscal Year 1960 Operation and Maintenance costs will be expended on DEWLine labor charges. In order to make the determination that wage ranges were reasonable, comparisons were made, where possible, with existing rates paid by other organizations for similar positions with like responsibilities. Contact was made with the Dominion Bureau of Statistics, Ottawa, Canada; the Montreal Board of Trades, Montreal, Canada; Department of Labour, Ottawa, Canada; the United States Department of Labor and numerous other Canadian, Alaskan and United States agencies and bureaus in order to review the proposal. The schedule, in general, was found reasonable. Recommendations were made that minor revisions be made to salaries payable for certain Morale and Welfare positions. It is anticipated that these revisions will save the Government approximately $15,000. to $18,000. per year. Several other revisions were recommended relating to bonus procedures and qualifications pertaining to fringe benefits at NEL-X and AGE-X. The savings that will result from these Administrative Contracting Officer recommendations are undeterminable at this time.

The Administrative Contracting Officer was requested to assist Federal Electric Corporation in obtaining the necessary data to close-out FY 1959 subcontracts. This request has been channeled by the Administrative Contracting Officer to the Air Force Audit Agency for action and has resulted in the receipt of final audit reports which will enable Federal Electric Corporation to complete several open subcontract files. Steps are being taken by the Contract Administration Section to insure that all subcontracts are finalized with a minimum of delay. Follow-up action has been scheduled.

All of the excess summer clean-up material in the Alaskan sites has been disposed of. After reviewing all of the surplus inventory in a coordinated effort with the Installation and Engineering staffs of Federal Electric Corporation, approximately $84,000. worth of the excesses were withdrawn and that amount of requisitions cancelled by Federal Electric Corporation. The disposal actions were taken by the 4601st Support Wing after the Alaskan Air Command returned all disposal cases without any action. This disposal was accomplished in accordance with Section VIII of the AFPI, by presenting a documented case to the Newark Air Procurement District Review Board. The

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ADMINISTRATIVE CONTRACTING DIVISION (Cont)

Review Board which operates under special orders from Air Materiel Command advised the Plant Clearance Officer of our Contract Administration Section that the recommendations were approved as submitted in the disposal case. It is anticipated that we may have two or three more cases to present to the Board for disposal of some excess scrap vehicles and POL drums. It is expected that disposal across the Line, including the Canadian Sector, will be about 95% completed by February 15, 1960.

Because of the failure to reach an agreement among Federal Electric Corporation, the Air Transport Board of Canada, and the air carriers it was necessary to execute additional extensions to the FY 1959 air carrier subcontracts through 31 December 1959 in the case of Wheeler Airlines, Ltd., and Pacific Western Airlines, Ltd., and 30 November 1959 for the rotary wing air carrier Okanagan Helicopters, Ltd. The FY 1960 contracts with Wheeler Airlines, Ltd. and Pacific Western Airlines, Ltd. were finalized 31 December 1959, effective 1 July 1959. The Okanagan Helicopters, Ltd. contract was finalized 30 November 1959, effective 1 July 1959. All of the billings and credits to the contract which were generated between 1 July 1959 and the dates of final agreement will be adjusted to the rates indicated in the finalized contract. In the case of Okanagan Helicopters, Ltd. the Air Transport Board of Canada was solicited by the 4601st Support Wing for permission to utilize the lower second year rates set forth in the Tariff, since this was actually the second year of operation with Okanagan. Federal Electric Corporation was prevented by the Board's action from executing an option clause in the previous contract. The Board has agreed to this procedure which will effect a savings to the Air Force of $24,000. per year for a period of at least two years.

Additional administrative instructions have been provided to the Contractor concerning the various categories of support to be provided to the United States and Canadian Government agencies and personnel on the Line. These instructions also cover certain projects of the United States and Canadian Governments which would require support at DEWLine locations. Federal Electric Corporation has submitted a proposed revision to their manual covering third party charges, which was reviewed by the Wing Staff and returned to Federal Electric Corporation approved with certain modifications. These charges include reimbursements for transportation of cargo and personnel, food and lodging, POL products, stevedoring, etc.

(If additional space is required, continue on blank sheets, size 8x10½, appropriately numbered, and attached securely hereto)

TYPED NAME AND GRADE OF COMMANDER
ANDREW J. REYNOLDS
Colonel, USAF

SIGNATURE

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ADMINISTRATIVE CONTRACTING DIVISION (Cont)

In addition to approving the new rates for reimbursement proposed by Federal Electric Corporation, the Administrative Contracting Officer also recommended the use of a "man-day" support rate to be applied to certain approved projects such as BMEWS, DEW East, DEW DROP, etc. which require support for a considerable number of personnel over an extended period. This rate of $25.00 per "man-day" including all camp support, food and lodging required, is based upon an analysis of historical cost data, and is considered to be fair and reasonable. The use of the "man-day" rate will effect a savings in record-keeping on the Line over the previous system.

We have received a final copy of Supplemental Agreement #19 to the Prime Contract which includes the following:

a. An extension of the period of performance of Supplemental Agreement #6 to allow for completion of certain deficiencies in the FY 1958 Construction Program.

b. A change to Supplemental Agreement #18 clarifying the negotiating responsibilities of the Contracting Officer at Rome Air Materiel Area on contract changes.

c. The inclusion of the New NORAD Operations Plan 3-59 (U) dated August 1959 as a part of the contract.

d. The addition to the Work Statement covering replacement of module underpinnings at the three stations of the Streator, Illinois complex.

e. The inclusion in the contract of certain wage determinations in accordance with the Davis-Bacon Act.

A series of meetings have been held with the DEW Project Office, 220 Church Street, New York, New York to coordinate the writing of the Statement of Work for the proposed contract for the Operation and Maintenance of Project DEW East. This contract will be negotiated by the DEW Project Office of Air Materiel Command. However, the administration of the contract will eventually fall into the mission of the 4601st Support Wing. It is anticipated that the Contractor for the Operation and Maintenance of DEW East will be supported by the Contractor for the Operation and Maintenance of the DEWLine in several areas, including the Central Control Point for Supply Support, Civil Engineering work, local purchase, etc.

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ADMINISTRATIVE CONTRACTING DIVISION (Cont)

The finalized Work Statement for this contract should be completed sometime in January.

Under the present ITT Group Insurance Plan covering DEW Line personnel in the Northwest Territories, Yukon Territory and Alaska, Federal Electric Corporation was paying $3.92 per employee per month premium charge for non-occupational disability for hospital, surgical and medical care. In view of the experience and low cost of non-occupational disability encountered in the past, Federal Electric Corporation will self-insure for the first 90 days of non-occupational disability. In consideration of Federal Electric Corporation assuming this responsibility, the Equitable Life Assurance Society has agreed to a reduced rate of $.35 per employee per month to cover the insurance risk and expenses. Equitable Life Assurance Society responsibility will occur on the 91st day of hospitalization. As a result of this revision to the non-occupational disability insurance plan, it is anticipated a savings of approximately $23,600. annually will be realized.

This quarter was very active in the disposal of excesses generated on the DEWLine. There were approximately 65 disposal cases processed and closed. A systems survey and inspection was made of the Edmonton DEW Office which reflected an outstanding operation. A systems survey and complete analysis for usage and consumption was initiated on non-expendable property records. This inspection was made primarily on the records pertaining to the CAM Sector of the Line which was used as a prototype sector for a new system in stock control and property management.

We have been advised by Rome Air Materiel Area of their decision to negotiate with the current Contractor for the Operation and Maintenance of the DEWLine in FY 1961. Preliminary work has been accomplished on the Work Statement for this contract which will be finalized and submitted to Rome Air Materiel Area in January 1960.

COMPTROLLER

Representatives from the Auditor General's office performed the annual audit of the Accounting Office during the month of October 1959. The Commander was briefed on the discrepancies and corrections have been made to conform to the auditor's recommendations.

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COMPTROLLER (Cont)

At a meeting in December 1959 between representatives of DEWPO and 4601st Support Wing in Paramus, FY 1960 funding for DEW East was discussed. It was agreed that Headquarters ADC would furnish funds to MCCQ, Headquarters AMC, where the accounting records would be maintained and MCCQ would furnish monthly Status of Allotment Reports (RCS: AF-C31) direct to Headquarters ADC. FY's 1960 and 1961 Budgets are to be prepared by DEWPO and FY 1962 Budget Estimate is to be prepared jointly by DEWPO and 4601st Support Wing (DEW).

It has been our understanding that the agreement between the Canadian Department of Transportation and the United States Air Force called for the furnishing of quarters and meals to all Air Force personnel and Civil Service personnel working for the Air Force without charge to the individual. However, on a recent trip to the DEWLine some personnel were charged $4.00 each for their quarters at Frobisher Bay. The DOT would bill the Air Force at the rate of $4.00 per meal furnished and a like amount for quarters. 2nd Air Force, SAC, was designated as the agency who would receive these billings and would reimburse the DOT. The danger of collecting from individuals in some cases and billing the U.S. Air Force in other cases could result in duplicate costs to the Air Force inasmuch as the individual paying for meals and lodging would certify on his travel voucher that Government meals and quarters were not available. At the same time these costs could be billed to the 2nd Air Force which would result in the Government paying twice for the same service. 2nd Air Force has been contacted with the request that this matter be brought to the attention of the DOT and a clarification effected. We have been notified that this situation has been resolved.

LOGISTICS DIVISION

GENERAL - With the quarter ending the Calendar Year 1959 we can look back on two years of Contract Administration by the Air Defense Command of the DEWLine O&M Contract. During that period of time the logistical support of the DEWLine has improved in quality to the point that equipment outages have been reduced to less than 1% of all equipments on the Line. During the same period no outages have occurred which have resulted in a loss of detection capability.

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GENERAL (Cont) The most significant factor contributing to this progress has been the validity of the overall logistic support concept developed by ADC in January and February of 1958. This concept included the creation of the Central Control Point at Paramus and the creation of the three consolidation points and three Field Offices to coincide with the logistics support lines. During 1959 a significant extension of the original concept was made when the Baffin Island area was converted to contract sealift.

SUPPLY - The supply system used to support the DEWLine is in some ways unique and is an amalgam of many of the best features of several supply systems. The basic concept for the DEWLine insofar as supply support is concerned has been that it will be supported through the Department of Defense supply system, insofar as possible. Originally the entry into the DOD supply system was provided through Base Supply activities at Frobisher Airport and at Ladd Air Force Base. For many reasons this proved unsatisfactory. The primary reasons were the overloading of the base supply activities and the lack of Administrative and Command control of these activities by the operating command. When ADC assumed control of the DEWLine Contract, the inadequacy of this approach had already been recognized. The Central Control Point concept was recommended by ADC and was approved by AMC and USAF. It was implemented and in full operation on 1 July 1958. The heart of this concept was the establishment of an activity in the Contractor's plant at Paramus capable of placing all DEWLine supply requirements into the DOD supply system in the proper format and of keeping the necessary records, reports and inventories to manage the system. To move supplies to the Line, consolidation points were established at Rome, Ogden and McChord and were married to Contractor staging areas at Montreal, Edmonton and Fairbanks. After the normal growing pains the system has settled into a responsive and flexible instrument for supporting a far-flung system of early warning stations. As the year 1959 ended experience had proved the soundness of the concept as reflected in the low outage record mentioned above.

TRANSPORTATION - As the year ended, the 1959 Sealift had been analyzed and critiqued. Despite the worst weather encountered since the DEWLine started, the Sealift in all areas was carried to successful completion. Only one site was aborted and material for this site was delivered to Frobisher and lifted from there by air. Considerable difficulty was experienced during 1959

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TRANSPORTATION (Cont) in finalizing the contracts with Canadian Air Carriers for Fiscal Year 1960. Difficulties arose from conflicting interpretations of tariffs published by the Air Transport Board of Canada. The delays did not interfere with the airlift of our supplies, but it did cause some contractual problems.

MAINTENANCE - The significant development during Calendar Year 1959 was the gradual growth of the Depot Level Maintenance facilities to full capability. Numerous delays were encountered due to delayed delivery of equipment and required rehabilitation of suitable facilities. The DLM system comprises heavy maintenance shops for vehicles, diesels and other ground powered equipment at BAR and FOX, each serving half of the Line; a C&E facility at Montreal capable of providing calibration and repair of test equipment, teletype machine and major C&E components. In addition the repair and calibration facility of White Alice, located at Anchorage, Alaska is used for the calibration and repair of selected items from the Alaskan portion of the DEWLine. The growth of this DLM capability has an interesting history. In the original concept for DEWLine maintenance it was anticipated that on-Line maintenance would be the rule with roving teams and/or evacuation of components providing the backup for the Line. It became evident very quickly that this concept had not considered the practical problems of such an approach. Roving maintenance teams must have a base from which to operate and the necessary special tools; scheduling of such maintenance must be on an overall Line-wide basis; temporary hire for such jobs is impractical; a fixed base and source must exist for calibrating standards and a central control of kits and spares for planned maintenance must exist. The DLM plan has been implemented to provide a vehicle for accomplishment of maintenance beyond the capability of station and sector personnel. The most significant results to date have been the extension of the life of vehicular and power equipment and an effective and orderly calibration of our test equipment.

CIVIL ENGINEERING - The civil engineering functions associated with the DEWLine have presented the knottiest problems for ADC and for the Contractor. Decision was made by the USAF that the normal industrial system for maintenance and costing facilities would be modified to reflect essential cost data required to satisfy legal requirements for military facilities, and that the DEWLine stations would be Command facilities. This required that maintenance be accomplished in accordance with AFR-93-3.

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LOGISTICS DIVISION (Cont)

CIVIL ENGINEERING (Cont) The application of the various levels of monetary approval authority spelled out in this Regulation to the DEWLine situation was difficult of interpretation since there was little or no precedent for an O&M contract of this scope. In addition to this it had not been anticipated that a deficiency in certain essential facilities on the Line would exist at the time that ADC took over. The necessary programming and project preparation for these facilities had to be accomplished by the Contractor with the assistance of the small Civil Engineer staff assigned to the 4601st Support Wing. As a result a very heavy workload was placed on the small staff. The Contractor was not organized initially to carry out this unanticipated function in accordance with the requirements of USAF and DOD regulations. As the Calendar Year 1959 closed, however, the work had been accomplished, the Contractor had revised his organization and acquired the necessary experience to perform the tasks. In addition, the Wing had through study and coordination arrived at a workable interpretation of the regulations, as they apply to the DEWLine, and is prepared to give the Contractor a clear and well defined Work Statement in this area. The essential interpretation which should streamline the accomplishment of project type maintenance is that the Contractor shall have the same monetary approval authority as an Installation Commander. Much praise is due the Civil Engineering staff for the thought and imagination displayed in working out the solution of this problem. The Work Statement devised will be used for the DEW East Contract and may well serve as a pattern for future contracts of this type.

OPERATIONS DIVISION

During the quarter, further broad maturing of operational matters resulted in the continued designation and resolution of problem areas. Following issuance of the new NORAD DEWLine Ops Plan 3-59, this Headquarters initiated many implementary and/or corrective actions, required for compliance with the changes of operational procedures outlined in the Plan.

Incidental to implementation of NORAD Ops Plan 3-59, assistance was provided to Federal Electric Corporation in review and interpretation of its contents for the subsequent re-write of all pertinent DLI's and DLO's. Expeditious action was necessary to facilitate early implementation of this far-reaching document.

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OPERATIONS DIVISION (Cont)

The Contractor DLI revision program has progressed well. Five DLI's incorporating NORAD procedures have been forwarded to the printer for publication and early dissemination to the Line.

On 2 October, our response was mailed to Alaskan Air Command regarding clearances for Sacramento GEEIA personnel to visit BAR, and also pointing out certain technical aspects of the installation of high power radio beacons at both POW and BAR. It is felt that necessary additional tasks can be included in Federal Electric Corporation's contract, if the installation is engineered according to our suggestions, to require a minimum of attention.

Detailed review of NORAD Ops Plan 3-59 was conducted by Operations staff personnel as well as Military Commanders on the Line, following distribution on 2 October. A compilation of our recommended revisions and/or corrections was returned to Headquarters ADC for inclusion in subsequent publications. This matter was also discussed and coordinated during meetings at RCAF ADC, St. Hubert, on 16-17 November and Headquarters ADC on 19 November 1959.

In conjunction with discussion of proposed Ops Plan revisions, a new "Delineation of Military Responsibilities" was prepared by representatives of the 4601st Support Wing and Northern NORAD Region. The culminating agreements of this conference were further studied and discussed in a conference at Headquarters ADC on 18-19 December. Final decisions will be promulgated at a NORAD Conference 19-20 January 1960.

RCAF Headquarters advised that DOT was prepared to assume operation of the Frobisher end of the contractor administrative circuit between Frobisher and Cape Dyer providing the Contractor supply a pony circuit between DOT Communication Center and the FEC Office. Authority was issued by the ADC to implement this change and by 23 December, DOT had assumed operating responsibility of the circuit. Also, in reference to joint Canadian and U.S. Government actions, a "Memorandum of Understanding, Meteorological Services for the Distant Early Warning Line," was signed on 2 November 1959. This "Memorandum of Understanding" was forwarded to the Project Manager for implementation throughout the Line.

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OPERATIONS DIVISION (Cont)

During the reporting period, "Work Statements for 1961" were prepared by this section, emphasizing operational matters. Included in these Statements were the requirements for both the DEWLine and the DEW East extensions. In conjunction with the preparation, the BMEWS Project Office was requested to furnish a list of BMEWS equipment and facilities which are to be made a responsibility of the DEWLine O&M Contractor at Cape Dyer. These requirements will also be included in the 1961 Work Statement.

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RCS: AU-D5

HISTORICAL RECORD

of the

4601ST SUPPORT WING (DEW) (ADC)

for the period ending

30 September 1959

AIR DEFENSE COMMAND

ADC FORM MAY 58 102

F.C. 5510

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Section I. REQUIRED DATA

1. UNIT AND LOCATION
4601st Support Wing (DEW)(ADC)
Paramus, New Jersey

2. NAME AND GRADE OF COMMANDER
Andrew J. Reynolds
Colonel, 7693A

3. CHAIN OF COMMAND (Superior Echelons)

Headquarters, United States Air Force
North American Air Defense Command
Air Defense Command

4. SUBORDINATE UNITS (Down to and including squadrons)

None

5. MISSION (Give authority and brief statement of primary mission)

To discharge all contractual administration responsibilities associated with the operation, maintenance, and support of the Distant Early Warning Line, and to assure adequate support of the Contractor by all U. S. military agencies. (Auth: ADC Regulation 24-7, 24 March 1958)

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	60	27	12	99
ATTACHED	0	0	0	0

7. EQUIPMENT (Give official nomenclature and quantity of mission-type equipment)

C-54 Aircraft (1)

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ADMINISTRATIVE CONTRACTING DIVISION

Signed copies of the DEWLine Operations and Maintenance Contract for FY 1960 (Supplemental Agreement #13 to Federal Electric Corporation's Prime Contract) have been received. Supplemental Agreement #13 was signed and approved by the Director of Procurement and Production, Air Materiel Command, on 27 June 1959.

A member of the Administrative Contracting Officer's Staff visited the Main Stations and Depot Level Maintenance facilities on the Line. Items particularly noted on this trip were last year's Repair and Rehabilitation Program, utilization of new DEWLine facilities, correction of the minor discrepancies noted by the Administrative Contracting Officer on his visit during the month of June and the effects of the operation of the Depot Level Maintenance Program on DEWLine operation.

A review was made by the Administrative Contracting Officer's Staff of Federal Electric Corporation's requirements for housing in the Streator, Illinois area to accommodate students at the training site located there. The study included a survey of available housing in the area and the average daily cost of housing per man during the previous fiscal year. Based upon the foregoing, approval was granted to Federal Electric Corporation to renew their lease with the Columbia Hotel. The requirements for hangar space in Montreal and Edmonton to support Federal Electric Corporation's air terminal activities at these locations were also reviewed. Approval was granted to Federal Electric Corporation for extension of hangar leases at these locations.

Federal Electric Corporation's procurement system, as outlined in DEWLine Manual 70-5, was again reviewed in the light of one year's experience under the manual. A revised manual has been approved by the Administrative Contracting Officer subject to certain changes which have been recommended to Federal Electric Corporation to revise their procurement system in accordance with current changes in Air Force and Department of Defense regulations.

The project for the transfer of excess industrial machine tools and test equipment from the Fairchild Engineering Corporation in Deer Park, Long Island to the Federal Electric Corporation for use in the Depot Level Maintenance Program has been completed. Approximately $175,000. worth of property has been acquired for the DEWLine without incurring any additional cost to the DEWLine Contract.

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ADMINISTRATIVE CONTRACTING DIVISION (Cont.)

Supplemental Agreement #17 was received from Rome Air Materiel Area in final executed form incorporating the authority for Federal Electric Corporation to repair and rehabilitate the toilet and sewer system at Streator, Illinois training site. This work had been tentatively approved as an emergency. Work is now in progress and is scheduled for early completion.

The Mannix Company of Canada which has the subcontract for the repair and rehabilitation work on DEW sites in Canada has been working since early July. Federal Electric Corporation has allocated them office space at its Montreal and Edmonton DEW Offices. Work crews on the Line are progressing according to schedule. Advance reports from Federal Electric Corporation Sector personnel indicate the Contractor is performing in an extremely efficient manner.

On 11 and 12 August two members of the Administrative Contracting Officer's staff were assigned to visit the DEW Office and ITT Electronics Service Company, Limited, located in Montreal, Canada for general orientation and review of the operations carried on at each installation.

DEW OFFICE: The visiting team was impressed with the high calibre of the supervisory personnel and the efficiency of the DEW Office operation. Suggestions to Federal Electric Corporation were made relating to records maintained by the Supply Department's accounting and procurement responsibility. Follow-up action at Paramus Headquarters has been initiated and full cooperation with the Contractor in resolving the minor deficiencies is being effected.

ITTESCO, LIMITED: Prior to definitizing the subcontract for depot calibration and repair with ITTESCO, a review of the operations, administrative practices and accounting system was made. Although the degree of efficiency attainable from ITTESCO has not been reached to date, the areas in which slowdowns were noted were discussed with ITTESCO Management personnel and steps have been initiated to correct the deficiencies. The Administrative expense chargeable to the DEWLine was reviewed and ceilings were established relating to acceptable costs. The ceilings have resulted in a lower proposal from ITTESCO and an estimated savings of $50,000. is anticipated.

(If additional space is required, continue on blank sheets, size 8x10½, appropriately numbered, and attached securely hereto)

TYPED NAME AND GRADE OF COMMANDER
for ANDREW J. REYNOLDS
Colonel, USAF

SIGNATURE
Charles L. Terry, Jr. Lt Col USAF

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ADMINISTRATIVE CONTRACTING DIVISION (Cont.)

A strike of the Brotherhood of Carpenters in Alaska for a wage increase of $.50 per hour, plus free room and board at an estimated value of $12.00 per day, has prevented the hiring of carpenters by Federal Electric Corporation Subcontractor (Brown & Root, Inc.) for Alaskan Repair and Rehabilitation projects which were scheduled for completion during this year's Arctic Construction Season. Delays in receipt of materials on the Sealift due to adverse ice conditions have also delayed the program. The Carpenter strike was settled late in September after delaying work under the subcontract for over two (2) months. As a result of these delays it has been agreed that Federal Electric Corporation should extend the period of performance with Brown & Root, Inc. through the 1960 Arctic Construction Season in order to complete the work.

The Prime Contract wording calling for assumption of support of facilities and equipment at Cape Dyer was reworded to provide more comprehensive coverage after consultation between Federal Electric Corporation and the 4601st Support Wing.

A representative of the Administrative Contracting Officer visited the DEWLine on the July, August and September Aurora trips. Major improvements were noted as a result of the summer clean-up.

In the month of August 1959 Federal Electric Corporation billed the Air Force for General and Administrative expenses incurred during the last six (6) months of FY-1958 and the first six (6) months of FY-1959. The period covered is equal to Calendar Year 1958, starting 1 January 1958 to 31 December 1958. Based on Auditor General and Administrative Contracting Officer determinations, the original billings were reduced as follows:

PERIOD	FEC PROPOSED BILLING	ACO APPROVED BILLING	DISAPPROVED (COST)
1 Jan - 30 Jun 58	$157,039.	$ 72,573.	$ 84,466.
1 Jul - 31 Dec 58	389,000.	106,160.	282,840.
TOTAL	$546,039.	$178,733.	$367,306.

The disapproved costs resulted from inequities in the Contractor's method of accumulating and distributing incurred expenses. The disapproved amount of $367,306. has been concurred with by the Contractor.

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ADMINISTRATIVE CONTRACTING DIVISION (Cont.)

The submission of the Request for Proposal for Air Carrier Service in Canada, which was mentioned in the Historical Report covering the previous Quarter, was returned by the Air Transport Board with their counter-proposals. At a conference with the Federal Electric Corporation, the 4601st Support Wing staff was briefed on the Federal Electric Corporation analysis of the counter-proposals. These counter-proposals were submitted by the Canadian Air Carriers and forwarded to Federal Electric Corporation by the Canadian Air Transport Board. They were not acceptable to Federal Electric Corporation in the form submitted because of several points and conditions that were not clear. Federal Electric Corporation performed a complete analysis and drafted a new proposed contract, incorporating all the tariff rates and minimum guarantees approved by the Canadian Air Transport Board. These new documents contained all the essentials of the Air Carriers' counter-proposals, but clarified terminology referring to minimum guarantees, fuel costs and other items, which were not clear, for the protection of Federal Electric Corporation and the Air Force. Upon receipt of the revised proposed contract from Federal Electric Corporation, the Air Transport Board made a complete review of those points upon which there was a lack of agreement. The Air Transport Board then advised Federal Electric Corporation, through the 4601st Support Wing, that two (2) proposals were not acceptable to the Air Transport Board and that no contract would be approved unless it was in accordance with the tariffs and ground rules laid down by the Air Transport Board in their previous letter. As the result of a meeting between the Federal Electric Corporation Project Manager and the Chairman of the Air Transport Board, it was agreed that a meeting be held in Ottawa, Canada between Federal Electric Corporation personnel and the Air Transport Board, at which time the differences would be negotiated and a document agreeable to both parties be arrived at. It is the intention that such a document then be forwarded to the carriers by the Air Transport Board for their approval and signature, at which time it would be relayed to Federal Electric Corporation for their execution, and approval by the 4601st Support Wing. To preclude any interruption of air carrier service, vital to the DEWLine, the FY-59 air carrier contracts have been extended on two (2) occasions for a period of 60 days each. A third extension for an additional 30 days is contemplated.

During this historical period, the Property Administration Branch has conducted systems surveys and property physical inspection at the Fairbanks and Montreal DEW Offices and Headquarters, Paramus.

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ADMINISTRATIVE CONTRACTING DIVISION (Cont.)

The results of these surveys reflected minor discrepancies of which the Contractor was advised, and on which corrective action has been taken. An overall review of the Paramus Headquarters operation of the CCP reveals complete, concise and smooth operation of its many facets. After a year's operation and experience, these procedures have been amended very little.

The Disposal Program has been going full blast. There are an estimated 260 property disposal cases being serviced at this time. Approximately $18,000. was received from Crown Assets Disposal Corporation for the sale of miscellaneous residual inventory sold in Canada; this does not include the money that is being accumulated from the sale of the Summer Clean-Up Program.

All but one Station of the American-based Stations have been given disposal instructions on Summer Clean-Up inventory. The large backlog of work in the EDP Section at Headquarters, Paramus, relative to property accounting, has been reduced considerably and all non-expendable inventory is reflected on property record cards and perpetual inventory is readily accessible at all times on IBM listings.

In order to further improve the operation of the CCP, they are establishing a standardization of nomenclature and FEC stock control numbering catalogues, and also the institution of a marking and identification system for all non-expendable equipment.

There has been in excess of $200,000. worth of equipment acquired by this Branch for DLM use in this period without any additional cost to the Contract. This equipment was screened and requisitioned by our Property people from excess Government stocks.

COMPTROLLER

Lt Colonel George L. Colley reported to the 4601st Support Wing (DEW) on 26 August 1959 and assumed duties as the Comptroller. Colonel Colley's last assignment was with the 11th Air Division of the Alaskan Air Command as Comptroller, and in this capacity became familiar with the problems of isolated sites in the Arctic.

According to ADC phasing of FY-1960 funds, it is apparent that we will be $864,000. short in financing the FEC Contract.

FY-1960 money obligated to fund Waterways transportation will not be sufficient and it will be necessary to fund the entire operation between FY-1960 and FY-1961.

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LOGISTICS DIVISION

During the Quarter just ended, the primary interest logistically was the progress and completion of the Annual Sealift. Weather conditions this year gave us a few anxious weeks. Ice conditions in all portions of the DEWLine were unfavorable with polar ice coming down much earlier than usual. High velocity winds towards the close of the Sealift in the Baffin Island area also hampered operations. Our transportation officers and the FEC Sealift coordinators, working very closely with the Department of Transport of Canada and with the transportation companies, were able to overcome these conditions by on-the-spot diversions and changes. At the close of the Sealift, cargo had been delivered to all sites except POW-C and FOX-A. Cargo for POW-C was delivered to POW-2, POW-3 and POW-Main; cargo for FOX-A was delivered to Frobisher. This cargo will be delivered by the contract Airlift as soon as possible. Considering the severity of the weather, the worst in many years according to experienced Arctic observers, an excellent job was done by all concerned.

The construction of the warehousing for the Auxiliary and Intermediate sites, and the rehabilitation of some other facilities in the Alaskan portion of the DEWLine had to be deferred until next summer because of the strike of the carpenters in Alaska. In the Canadian portion of the Line, the subcontract was awarded to the Mannix Construction Company, a Canadian firm. All work will be completed by 31 December 1959. Three warehouses were deferred until next year because they are at Airlift sites and material cannot be delivered until next spring.

Our staff has been active in working with the DEW Project Office to insure that logistics procedures on DEW East will be compatible with the present DEWLine procedures. This close coordination is expected to make the transfer of DEW East to ADC smooth and efficient.

Supply support of the DEWLine continues to improve. Equipment outages for lack of parts are at a fraction of 1% of all equipment and the normal delivery time for items is down to a minimum. During eleven days of September there was no equipment out for parts on the Line. With some 2500 pieces of equipment on the Line, this is considered to be an outstanding record.

Two personnel changes took place during this period. On 10 August 1959, Captain Charles M. Lowe, 55156A was assigned, replacing Captain Eugene M. Messmer, 17289A who was transferred

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LOGISTICS DIVISION (Cont.)

21 September 1959. Staff officers visited all Sections of the DEWLine during a six-weeks period in July and August to observe the Annual Resupply Sealift Operation. All indications are that this year's operation is the most successful to date. The first complete DEWSAL package was forwarded to AMC on 6 July 1959. Reports from AMC confirmed the accuracy and timeliness of the submission. On 8 July, the 4601st ERAA met and approved DEWLine authorization for vehicles. Then on 28 September the ERAA approved DEWLine Arctic Clothing allowances. On 29 September representatives of DEWSPO, WECO and FEC met with the 4601st to review and finalize maintenance and supply procedures for DEW East.

OPERATIONS DIVISION

Continued improvements, both direct and indirect, have been accomplished throughout the DEW System during this period. Following USAF approval, POW-3's geographical name was changed from Bullen Point to Flaxman Island. The LF Beacon will be changed accordingly from BUL to FXM. During the past several years, it has been frequently noted by responsible USAF/RCAF individuals that several other DEWLine Stations are incorrectly indicated on official maps. For example, both CAM-1 and CAM-E, on WAC #59 and #60, are actually ten (10) nautical miles from the positions indicated. Much of the original siting was hurriedly performed under adverse weather conditions, with occasional inaccuracy. Upon completion of current aerial surveys, necessary corrections will be initiated for aeronautical publications.

Guidance was provided to the O&M Contractor in reference to their students attending the ATC Crypto School at Lackland Air Force Base, Texas. Previous difficulties involving late student arrival, non-availability of quarters, and/or messing facilities, lack of transportation, and the resultant high per-student cost, have been alleviated. Approval was granted for visitation of the ATC Crypto School by O&M Contractor employees, Mr. Mattson (Security) and Mr. Hadad (Streator Training Supervisor). Subsequent to their visit on 13-14 July, background material of common interest to the DEWLine and ATC Crypto School, has been exchanged by mail.

The O&M Contractor was authorized to proceed with the installation of the Rixon Anti-Multipath equipment on the rearward FOX-BIR-X FPIS 101 Link. Operational guidance pertaining to

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off-air periods was provided and security liaison with the RCAF stipulated. Installation was made in August 1959.

To improve instructional effectiveness at Streator, the O&M Contractor was requested to prepare an engineering report for air-conditioning the classrooms, as stipulated in AFR 91-8 and 8A. Such an improvement is felt to be a necessary adjunct to our long-range operational goals. Submissions by the O&M Contractor were returned during the last week of September 1959 for their compliance with AFR 91-8, as previously instructed. Their subsequent early response is anticipated.

Following receipt of ADC letter "Console Operator Effectiveness" dated 2 July 1959, action was taken immediately to complete the desired objectives---in addition to those already completed by this Headquarters. Brief delays are anticipated in the procurement and installation of material items, however. Procedural implementation was completed on 3 August 1959. Subsequent to that date (on 10 September 1959) this Headquarters reviewed all actions completed by the Contractor and has requested target dates for final completion of those pending.

Final arrangements were completed for the scheduled training of second generation USAF Aleutian Chain personnel at Streator, Illinois. Starting on 20 July 1959, the first class for radar repairmen was convened while others, including radar operators and supervisors, will be trained through 2 December 1959. As per our request, ATC has assigned a Commissioned Officer (instead of NCO) for liaison and student administration at Streator. Several groups have shown definite improvement on examinations, following attendance at supplementary classes conducted by this officer. All training is proceeding as scheduled and we are providing AAC with pertinent student records following graduation.

Arrangements were completed and spaces allocated for attendance of selected O&M Contractor employees at the ATC Crypto School, Lackland Air Force Base, San Antonio, Texas, from 29 July through 28 June 1960. During that period, a total of thirty-three (33) civilians will attend during six (6) different classes. Incidental to this matter, approval was granted for a visit to the ATC Crypto School by FEC employees, Mr. Mattson (Security), and Mr. Hadad (Training Supervisor, Streator), for review and coordination of pertinent matters.

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OPERATIONS DIVISION (Cont.)

Arrangements were completed for the attendance of five (5) selected DEWLine staff members at two separate three (3) day ECM Staff Officer's Courses. Captain George C. Henish, USAF, and four (4) civilian Contractor employees attended the courses during late August and early September. Since the courses are for staff level consumption instead of technician training, attendance at future courses will probably be limited to USAF Staff Officers only.

A formally prepared Radician Job Training Program (RJT-115) was prepared and dispatched to the Line for implementation. Under supervision of the Military Commander and Sector Superintendent, newly-assigned radicians will receive at least two (2) weeks of monitored "on-the-Line" training prior to being assigned their permanent positions. Selected training exercises will be conducted through use of prepared scripts and the synthetic target simulators operated from the Data Centers.

The first NORAD ORI team to visit the DEWLine stopped unexpectedly at DYE on 21 July 1959 for a brief visit. We were, unfortunately, able to render only limited assistance since the visit was not previously coordinated with this Headquarters. The operational readiness of DYE Sector is assumed to have met with NORAD approval, since no reports to the contrary have been received.

An important, yet basic improvement was included in our proposals for changing DEWLine lateral track reporting procedures. It was forwarded to Headquarters ADC, Attn: ADMDM, on 27 July 1959. The improved procedure envisions use of "OO" designator for all initial tracks, thus lending internal improvement for lateral tell activities.

A conference held at Headquarters AACS, Scott Air Force Base, on 27-28 August 1959, was attended by representatives of this organization, Federal Electric Corporation, ADC and NORAD. The AACS plans for their newly assigned responsibilities in the North Atlantic area were presented and discussed. Their responsibility includes transmission engineering and quality control of all communication circuits in the North Atlantic area, excluding BMEWS and DEWLine lateral circuits. A subsequent meeting at Westover Air Force Base, on 12 October 1959, will discuss operation of DYE as a sub-control point, as well as other operational matters dealing with associated communications facilities in the North Atlantic AACS region.

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OPERATIONS DIVISION (Cont.)

The first classes of FY-1960 USAF officers scheduled for DEWLine assignments were trained at Streator, Illinois during 7-10 and 14-17 September 1959. Additional small groups will be trained as scheduled replacements during October and November.

Additional attempts were made to obtain "live" ECM flights in support of our radician training activity at Streator, Illinois. Previous efforts dating back to April 1958 have produced only diverse recommendations for substitution of synthetic devices. We have again explained the requirement and asked assistance in getting "live" ECM flights of 1-1/2 to 2 hours duration, on a bi-weekly and firmly scheduled basis.

Supplementary explanations and justification for construction of a DEWLine Operations classroom at Streator were prepared in support of the newly designed building plans. It is estimated that, upon completion of our revised plans, total cost will be less than $25,000., thus facilitating approval by Headquarters ADC.

Our affirmative reply was returned to Headquarters AAC on 9 September 1959, concerning the proposed visit of Sacramento GEEIA Region personnel to Barter Island for surveys incidental to installation of a high-power L/F beacon. Since this was our first indication of any such interest or proposed installation, we were understandably concerned with several answers which might enable our best participation. Subsequent queries have produced sufficient information to facilitate the surveys.

DOT weather observers are in place and submitting regular reports from all Canadian Main Stations. Incidental thereto, communication circuits have been arranged so that regular three (3) hour reports are exchanged rearward to Goose Bay and Edmonton, as well as laterally throughout the entire DEWLine. Intra-sector collection and reporting to each Main Station is performed by designated auxiliary Stations every six (6) hours.

This Headquarters is in receipt of the long-sought flight waiver from Headquarters USAF, restrictive to 1 July 1959. Following Alaskan Statehood on 1 January 1959, flight waivers were discontinued pending several special legislative actions. Rated USAF officers in Canadian Sectors are now granted waivers for both annual and monthly flight-pay requirements, while those in Alaskan Sectors are granted waivers for annual flight requirements only.

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OPERATIONS DIVISION (Cont.)

Air/ground radio drops are being installed in all Data Centers, following acceptance of this suggestion at the 18-19 June 1959 Commanders' Conference. This action will facilitate more effective operational control, lend assistance to Console Operators, and aid in aircraft emergencies.

Completion of a DEWLine-wide NOTAM System is nearing reality, pending issuance of the Canadian DOT Air Navigation Order. We have apprised AAC that, following issuance of the ANO and complementary Federal Electric Corporation instructions, the entire matter will be presented for their coordination prior to implementation.

During this Quarter, DEWIZ incidents/violations totaled one hundred and forty-six (146), which represents a forty-six (46) per cent increase over the previous Quarter. Of the total, sixty-seven (67) or 45.8 per cent were caused by lack of flight plans; seventy-three (73) or 50 per cent were caused by lack of radio calls; while the remaining six (6) or 4.2 per cent were caused by exceeding of time/distance tolerances. As before, most of the incidents involve repeaters from previous months, with a sprinkling of newcomers. We have requested additional support from higher Headquarters in the requirement for indoctrination of aircraft crews and assistance by FAA and DOT.

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A D D E N D U M

The 4601st Support Group (DEW) (ADC) became Headquarters, 4601st Support Wing (DEW) (ADC) on 1 October 1959 under the provisions of ADC General Orders Number 78, 9 September 1959.

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KWG-4601-HI
Jan. 1960 —
Dec 1960

QUARTERLY HISTORY 4601ST SUPPORT WING (DEW)(ADC)

1960

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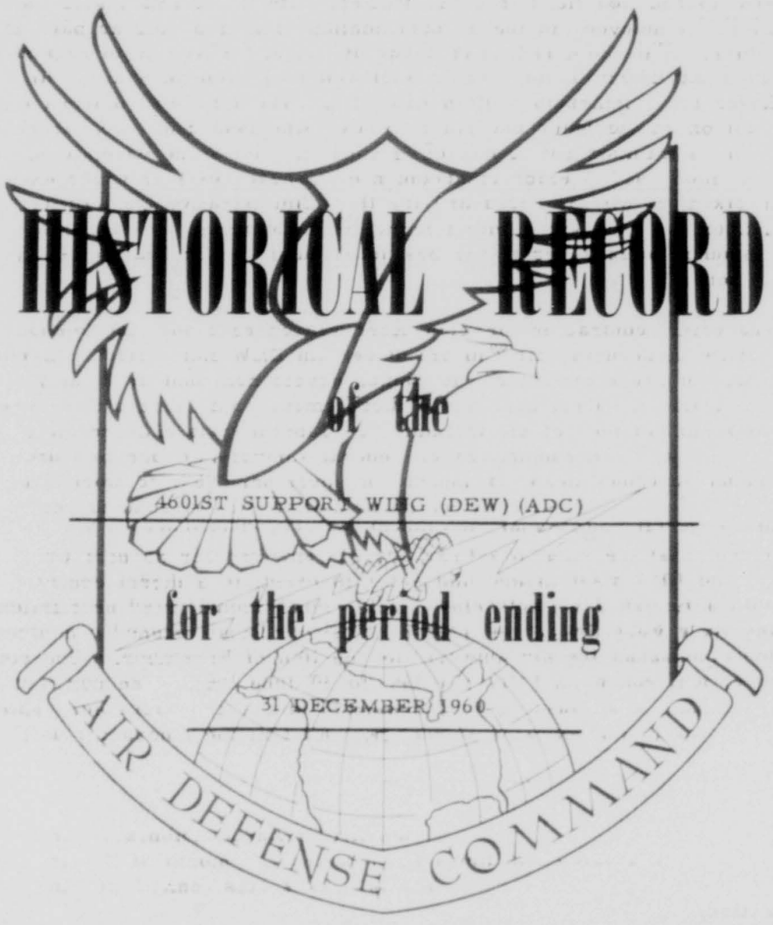

HISTORICAL RECORD

of the

4601ST SUPPORT WING (DEW) (ADC)

for the period ending

31 DECEMBER 1960

S-H-R-4

ADC FORM MAY 58 102

F.C. 5810

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Section I. REQUIRED DATA

1. UNIT AND LOCATION
4601st Support Wing (DEW)(ADC)
Paramus, New Jersey

2. NAME AND GRADE OF COMMANDER
Andrew J. Reynolds
Colonel, 7693A

3. CHAIN OF COMMAND (Superior Echelons)

Headquarters, United States Air Force
North American Air Defense Command
Air Defense Command
64th Air Division (Defense)

4. SUBORDINATE UNITS (Down to and including squadrons)

None

5. MISSION (Give authority and brief statement of primary mission)

To discharge all contractual administration responsibilities of the United States Air Force with the Federal Electric Company concerning the operation, maintenance, and support of the Distant Early Warning (DEW) System including the DEW East extension and to insure adequate support of the contractor in all areas by all military agencies. To monitor the operation and supervision by the contractor of the Cape Lisburne-Cape Dyer portion of the DEW System. (Auth: 64th AD Regulation 20-2, 31 October 1960)

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	63	25	14	102
ATTACHED	1	0	0	1

7. EQUIPMENT (Give official nomenclature and quantity of mission-type equipment)

C-54 Aircraft (1)

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ADMINISTRATIVE CONTRACTING DIVISION

In October of this year, a meeting of Federal Electric Corporation DEWLine Project Headquarters personnel, 4601st Support Wing Staff personnel, and the Royal Canadian Air Force Liaison Officer was held to discuss the aspects of maintenance of Eskimo housing at DEWLine sites in Canada during FY 1962. It was agreed that Federal Electric Corporation could accomplish corrective or emergency maintenance on Eskimo housing under the regular DEWLine O&M contract. The existing Work Order and Cost Accounting systems are sufficient to isolate the costs for such work, which will be reimbursed to the contract by the Department of Northern Affairs, on a quarterly basis. The scope of the corrective maintenance will be limited to that work which is within the capabilities of Federal Electric Corporation's "on-Line" personnel. Also discussed was the "Planned Maintenance" of the Eskimo housing (project type work). A contract change covering the planned maintenance will be accomplished. Since this program was initiated, this Headquarters has received correspondence from the Canadian Department of Northern Affairs and National Resources in which Federal Electric Corporation is praised and congratulated for the progress and quality of work performed in the Eskimo housing program during FY 1961. The correspondence also proposes the continuance by Federal Electric Corporation of both the day-to-day and planned maintenance of the Eskimo housing at DEWLine sites in Canada, on a reimbursable basis similar to the program performed in FY 1961.

Also in October of this year, a review of the Federal Electric Corporation DEWLine Wage and Salary scales was made to ascertain the reasonableness of labor costs. A complete review of this area is made annually. Changes to previously approved ranges are examined in light of area wage trends. Two major causes of job modifications are increased responsibility and increased travel. The wage and salary schedules submitted for approval, and under review, are broken down into four (4) geographical locations, as follows:

a. Project Headquarters, Paramus, New Jersey
b. Training, Streator, Illinois
c. DEW Offices: Edmonton, Montreal and Fairbanks
d. DEWLine: Alaska and Canada

The initial review, made by the Contract Administrative Cost Analysis Section, indicates that the rates for Training, DEW Offices, and the Line remain much the same as was approved in the past. The area

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ADMINISTRATIVE CONTRACTING DIVISION (Cont)

wherein revisions are most numerous is at Project Headquarters, Paramus, New Jersey. A job evaluation program for all ITT System personnel (including Federal Electric Corporation) in Management and Professional positions is being studied, with the ultimate goal that all ITT employees in these classifications fall into similar pay categories. This comprehensive study by the Air Force is of importance, since the determination herein approved may eventually affect all Government contracts written with ITT. The final administrative decision on the Wage and Salary scales was issued and concurred in by the Administrative Contracting Officer, with some exceptions, in December 1960. Prior to acceptance of these costs to which exception is taken, it will be necessary for the Administrative Contracting Officer to be provided with information concerning the additional responsibilities added to the positions, justifying increased salary ranges.

The prime contractor for DEW East was charged with the responsibility of securing air support of certain DEW East sites in Greenland. Representatives of the Danish government had previously stated that the Greenland Trade Department would supply this service. Personnel of the 4601st, including the Administrative Contracting Officer, and representatives of Federal Electric Corporation proceeded to Copenhagen, Denmark, in November 1960, to work out the details. Upon meeting with the Minister for Greenland and other Danish Government personnel, Danish Government officials agreed that the most practical way of providing air support was for the DEW East prime contractor to negotiate a direct contract with a Danish Air Contractor. After much complicated negotiation, the DEW East Prime Contractor and Greenlandair signed a contract for comprehensive air support, on the 10th of November. The contract will run from 1 January 1961 to 30 June 1961. The contract is subject to renewal, providing all conditions are equitable. After execution of the contract by the DEW East prime contractor and Greenlandair, the contract was reviewed and approved by the Administrative Contracting Officer for the Air Force.

Excess property disposal, through Crown Assets Disposal Corporation, resulted in a return of $129,631.65 during the month of December 1960. Crown Assets has approximately 140 cases outstanding, pending disposal action.

Mrs. Carol Keil, GS-5, Steno, departed this office for Maternity Leave, and was replaced by Mrs. Bernice Piel. This was the only civilian per-

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TYPED NAME AND GRADE OF COMMANDER	SIGNATURE
ANDREW J. REYNOLDS Colonel, USAF	

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ADMINISTRATIVE CONTRACTING DIVISION (Cont)

sonnel change during this quarter. There were no military personnel changes during this period.

LOGISTICS DIVISION

GENERAL: The fourth quarter of 1960 found the Logistics Division primarily concerned with these specific projects: (1) Finalizing Sealift requirements for FY 62 Annual Resupply; (2) Revision of Work Statements for DEW Main and DEW East; (3) Refinement and submission of DEWSAL to Mallory; (4) Further indoctrination of and cooperation with 64th Air Division personnel involved in logistics of DEWLine. It was rewarding to note that equipment outages because of maintenance or parts remained at an extremely low figure.

SUPPLY: During this period a request was submitted through channels to submit the DEWSAL report in a consolidated form, rather than by individual stations. The study to provide rubber tanks at certain Mack River sites in lieu of drum handling of diesel was approved, and procurement was authorized. Logistics, in the person of Captain Humphrey, assumed the responsibilities of processing disposal cases (previously this was handled in the Administrative Contracting Section). Major Emanuelson, POL officer, received his overseas orders, and departed 15 December 1960.

INSTALLATIONS: In the Civil Engineering area, the FY 61 O&M program was brought to a successful completion on 31 December 1960, with only minor works remaining to be completed. In November 1960, the 4601st Support Wing Facilities Utilization Board approved projects amounting to approximately $790,000. for inclusion in the FY 62 O&M program. The FY 60 military construction was also completed during the last quarter of Calendar Year 1960. The FY 61 MCP has been 100% designed and action is underway for procurement of materials for the coming construction season. The FY 62 MCP was undergoing Headquarters USAF review during this period. The Facilities Utilization Board approved FY 63 MCP projects amounting to approximately $3.5 million for submission to higher headquarters.

TRANSPORTATION: The 1960 Sealift was analyzed and critiqued during the month of November as Sealift conferences were conducted in Edmonton, Montreal and Seattle. The conferences

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LOGISTICS DIVISION (Cont)

were considered to be highly successful and beneficial from the standpoint of insuring a more successful and efficient Sealift operation in 1961. It was decided at these conferences that pre-operational Sealift meetings will also be held in the spring to further guarantee elimination of potential problem areas. During December, a special outsize airlift mission was accomplished in connection with support of DEW East when two S-55 helicopters were airlifted via MATS C-124 aircraft from Toronto to Sondrestrom. The two helicopters are to be used in periodic resupply of DYE-1.

OPERATIONS DIVISION

In October, a break in the submarine cable which interconnects the BMEWS facility through Cape Dyer, made necessary the transfer of the BMEWS data, voice, and telegraphic circuitry to the DEWDrop System and southward via POLE VAULT. The emergency transfer of these circuits, requiring nine distinct actions of circuit restoration by three locations (namely: Thule, Cape Dyer, and Goose Bay) was considered successful. Temporary cable repairs have been effected, and it is expected that certain of these circuits will be returned to their primary routing in the near future.

On 15 October, responsibility for the operation and maintenance of the DEWLine Airstrip and associated facilities at Cambridge Bay was transferred from the O&M contractor (Federal Electric Corporation) to the Canadian Department of Transport. However, responsibility for the air/ground radio and aerodrome advisory facilities will not be transferred to DOT until 1 February 1961 due to technical considerations.

Major personnel changes in Operations for this quarter were as follows: Lt Colonel William A. Shomo assumed duty as Director of Operations on 13 October 1960; Major A. J. Ligon, 4601st Assistant Operations Officer and Staff Training Officer, was assigned to the 64th Air Division on 2 November 1960.

Installation of SIF equipment at all Auxiliary and Main Station DEWLine sites was started by the O&M contractor in November. Target date for completion of this installation is 16 January 1961. Considerable delays in this program were encountered due to non-availability of technical orders, installations instructions, and procurement delays on test equipment.

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OPERATIONS DIVISION (Cont)

Message Composer Units in the Data Centers of each DEWLine Main Station were modified during November in order to provide a new reporting format which is required by the ICONORAMA automatic reporting and display system at NORAD COC. This new system went into operation on 20 November 1960.

During the period 14-20 December 1960, an Army-Air Force Arctic maneuver was conducted in the vicinity of POW Main. The maneuver entailed a considerable number of aircraft arriving at the POW Airstrip discharging troops and departing for Eielson Air Force Base. POW Main Station was required to assist in air traffic control, and to play a role in radar guidance and hand-off to a mobile GCA unit flown in, in support of this exercise. The Military Commander, POW Main, refrained from offering any services which are not ordinarily provided for in the NORAD Ops Plan 3-59.

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HISTORICAL RECORD

of the

4601ST SUPPORT WING (DEW) (ADC)

for the period ending

30 SEPTEMBER 1960

AIR DEFENSE COMMAND

ADC FORM MAY 58 102

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Section I. REQUIRED DATA

1. UNIT AND LOCATION
4601st Support Wing (DEW)(ADC)
Paramus, New Jersey

2. NAME AND GRADE OF COMMANDER
Andrew J. Reynolds
Colonel, 7693A

3. CHAIN OF COMMAND (Superior Echelons)

Headquarters, United States Air Force
North American Air Defense Command
Air Defense Command

4. SUBORDINATE UNITS (Down to and including squadrons)

None

5. MISSION (Give authority and brief statement of primary mission)

To discharge all contractual administration responsibilities associated with the operation, maintenance, and support of the Distant Early Warning Line, and to assure adequate support of the Contractor by all U.S. military agencies. (Auth: ADC Regulation 24-7, 24 March 1958)

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	60	26	15	101
ATTACHED	0	0	0	0

7. EQUIPMENT (Give official nomenclature and quantity of mission-type equipment)

C-54 Aircraft (1)

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ADMINISTRATIVE CONTRACTING DIVISION

This Headquarters received an official request from the U.S. Department of Labor via AMC's New York APD for the performance of a special investigation into employment procedures on the DEWLine in Alaska. The investigation was conducted by representatives of the ACO (in Alaska) and by 4601st Support Wing personnel at Project Headquarters in Paramus, New Jersey. The completed investigation was forwarded to the Department of Labor through established channels during the month of August.

In September six (6) new positions were established and approved to staff the DYE Communication Complex. These positions are: Assistant Sector Chief C&E (DYE complex), Radio Technician, Wire Technician, Cable Technician, Lead Radio Technician, Lead Wire Technician. The salary to be paid to the personnel for these positions is in accordance with the approved salary scale.

The Fiscal Year 1961 DEWLine Operations contract provides that Federal Electric Corporation will "operate the Cape Dyer Switch Center as a Circuit Control Station." The Contractor has indicated that no additional operational funds were made available for this increased workscope. Federal Electric Corporation has indicated, however, that they will endeavor to perform this function with no revisions in the negotiated Fiscal Year 1961 Operation and Maintenance costs.

A review of the Contractor's payroll revealed that two (2) of the Electronic Data Processing reports, the Payroll Register and the Payroll Accounting Detail were similar. It was recommended that the Payroll Register and the Payroll Accounting Detail be consolidated into one report. This should effect a saving of approximately $10,000. a year, and at the same time provide a more efficient verification of the records.

Approval was granted in July to the DEWLine Contractor for the local purchase of Cost Category III items in Canada by the Depot Level Maintenance subcontractor to support the maintenance and calibration facility in Montreal.

Cost data relating to the Central DEWLine Sector Airlift subcontract with Pacific Western Airlines, Ltd., for FY 1960 has been reviewed. It was determined that a credit in excess of $105,000. is recoverable from subject subcontractor. The follow-up action to insure that this credit is reimbursed to the Government has been taken.

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ADMINISTRATIVE CONTRACTING DIVISION (Cont)

A review of the anticipated overtime hours to be incurred during Fiscal Year 1961 was made in July. Based upon past experiences it has been determined that a 54-hour work week, as established on the DEWLine, is more economical than a work week of a shorter hourly duration. Based on the number of Line personnel anticipated as necessary to accomplish the Fiscal Year 1961 DEWLine prime mission, a request for 917,606 premium hours has been approved. During Fiscal Year 1960 in excess of one million premium hours were anticipated to be incurred by Federal Electric Corporation and were administratively approved. The Fiscal Year 1961 approval indicates a 10% reduction in overtime hours, which will act to reduce the Prime Contract costs.

A proposed change in the Work Statement to Contract AF30(635)16600 to include support of the DEW East Project Operation and Maintenance Contractor during FY 1961 was forwarded to the Negotiating Contracting Officer at Rome Air Materiel Area. This will cover the Supply and Engineering support to be provided to DEW East by the DEWLine as agreed to when the DEW East contract was negotiated.

The necessary steps are being taken to close out Operations and Maintenance Contract AF33(600)32330, definitized in Fiscal Year 1956 and carried forward each year by supplemental agreements. A new DEWLine Operation and Maintenance Contract AF30(635)16600 has been executed for Fiscal Year 1961. The final vouchers under the DEWLine Contract AF33(600)32330 will not be completed until early FY 1962, since a number of Contract orders written in Fiscal Year 1960 are not scheduled for completion until 30 June 1961. Preliminary steps are being taken to insure a prompt completion after 30 June 1961.

In April 1960 plans were made by the cognizant Air Force ACO's in this area to establish a unified Air Force policy in dealing with ITT and its divisions, with lower costs as the eventual goal. Progress in the form of follow-on meetings each month following the initial meeting has resulted in:

a. Unified policy with regard to vacation payments to ITT personnel transferred from one ITT division to another.

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TYPED NAME AND GRADE OF COMMANDER	SIGNATURE
ANDREW J. REYNOLDS Colonel, USAF	Executive Officer

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ADMINISTRATIVE CONTRACTING DIVISION (Cont)

b. Established procedures regarding use of MATS for contractor personnel on government travel.

c. Established "per diem" policy for all ITT divisions in the New York-New Jersey area.

d. Policy under which to obtain AMC approval of contractor employee with wages nearing or exceeding $25,000.

Unified policy is being resolved in the following fields:

a. Central library for ITT system supported with Indexes of division sub-libraries.

b. Schedule of professional rates to be used by ACO's as a guide in approving subcontracts for these services.

c. Establishment of inter-division transportation schedules, where possible.

General discussion among the ACO's relating to ITT Research and Development and ITT Headquarters General Administrative charges has resulted in direct communication with AMC to effect principles upon which these costs will or will not be accepted. The former cost approximately 2.75% of sales and if accepted could result in a DEWLine charge in excess of $1,200,000., whereas the latter charge could result in a cost to the DEWLine of 1% of sales, or approximately $450,000. for FY 1960. The ACO on the DEWLine contract has determined that since the O&M cost of the DEWLine is for services rendered and no Research and Development costs are incurred by ITT, this is not an allowable cost. The G&A rate has been disallowed pending further justification from Federal Electric Corporation. Difficulty in arriving at reasonable agreements to allocate these costs is encountered since the ACO's are not in attendance at AMC negotiations. In order to apprise the AMC negotiators of the ACO's opinions in these matters, the Air Force Resident Auditor, who is invited to attend the negotiations, has been apprised of the ACO's determination and will present his stand.

A representative of the Production Procurement Section made a field trip in September to Sondrestrom Air Force Base, Greenland for orientation and coordination purposes in connection

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ADMINISTRATIVE CONTRACTING DIVISION (Cont)

with the administration of the new contract with Federal Electric Corporation for the Operation and Maintenance of the DEW East site. Coordination was effected with Base personnel for the support of Contractor personnel at Sondrestrom Air Force Base.

Mrs. Joan Flood, GS-318-5, ACO Secretary-Stenographer, departed this office for Maternity Leave and was replaced by Mrs. Carol Keil. This was the only personnel change during this quarter.

LOGISTICS DIVISION

GENERAL: During the third quarter of Calendar Year 1960 the Logistics Division was concerned with the following specific projects: (1) the annual Sealift operation; (2) the Work Statement for the FY 62 contract; (3) planning for the FEC phase-in of the DEW East sites; (4) briefing our counterparts in the 64th Air Division as to the role of the 4601st in the Logistics area. During this period the equipment availability remained at a highly satisfactory level.

SUPPLY: Requirements for project "Big Divide" were given to the Contractor. Requirements for stock balance and consumption reporting in accordance with AFM 67-1 were levied on the Contractor for the first time in this contract. A study was initiated to determine the feasibility of placing rubber tanks at certain DEWLine stations to eliminate use of drum stocks and permit delivery of bulk fuel. Two hundred and twenty thousand (220,000) gallons of on-spec 100/130 AvGas were delivered for Tuktoyaktuk storage to Point Barrow, Alaska to replace contaminated fuel aboard Alaskan Air Command carrier which could not be delivered. The contaminated fuel was returned to Tuktoyaktuk and blended with good stocks. Laboratory results show that all fuel is now suitable for use. Experts of the 4601st Logistics Branch participated in the revision of the BMEWS Log Plan at Griffiss AFB, Rome, New York. Representatives of USAF Headquarters, AMC Headquarters, and this directorate met to approve changes to the DEWSAL reporting procedures, thereby reducing considerably contract costs involved.

C&E MAINTENANCE: Proposals for modifications have continued to be submitted by Federal Electric Corporation. Those of a complex nature were forwarded to Rome Air Force Depot for

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LOGISTICS DIVISION (Cont)

approval. The modifications will generally result in more convenient maintenance of equipment or improved operational capability. The "on air" time for communications and electronic equipment on the DEWLine was held at a rate above the ADC average. A familiarization visit to the DEWLine was made by the officer newly assigned to this function.

INSTALLATIONS FACILITIES: In the civil engineering area the primary interest was the outstanding progress of the FY 61 Operations and Maintenance Program across the DEWLine. Much of the FY 61 O&M work has been completed and almost all will be completed by 31 December 1960. The construction of Air Freight Terminal Buildings at Main Stations under the FY 60 Military Construction Program is about 90% complete. Completion of these facilities will greatly increase freight handling efficiency on the DEWLine. The FY 61 Military Construction Program was approved by Congress as submitted. The FY 62 Military Construction Program was undergoing Headquarters USAF review during this period. A preliminary line item list of the FY 63 MCP was submitted to higher Headquarters for future planning purposes.

TRANSPORTATION: During the three-month period ending 30 September the annual Sealift resupply was accomplished and resulted in one of the most successful operations to date, as considered by the fact that all sites were reached and cargo delivery made. The DEW Alaska portion was completed on 30 September; the Mackenzie River sector on 31 August; and the Foxe Basin-Baffin Island sector on 15 September. Cargo tonnage delivered amounted to approximately 100% of the tonnage forecast. The floating dry dock, ARD-31, located at Tuktoyaktuk, was placed into operation and during the month of September, two LST's were dry-docked, inspections and repairs were accomplished, and the LST's and floating dry dock stored for the winter. Thus, the ARD-31 is proving to be of great value and will represent a considerable saving to the USAF in future Sealift operations. Annual resupply Sealift conferences are scheduled for 14-15 November in Edmonton, Canada, and 21-22 November in Montreal, Canada. Plans will be formulated at these meetings for the 1961 Sealift operations.

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OPERATIONS DIVISION

In July correspondence was initiated by the Operations section to commander ARDC requesting permission to utilize AN/FRC-47 equipment at Millstone, Massachusetts for training of FEC personnel. A reply received in September indicated that the equipment had been dismantled for shipment overseas. Training of FEC personnel in O&M of FRC-47 equipment is to be provided by WECO at the Cape Dyer Switching Center according to agreement between this Headquarters and the DEWESPA office at L.G. Hanscom AFB.

During the past three months many training programs for FEC technical personnel have been initiated and coordinated with Air Force and contractor agencies, with good results. Training of FEC personnel for O&M of the Submarine Cable Terminal Building at the DYE complex was provided by the WECO long lines facility at Port Angeles, Washington. O&M of the cable building can be assumed by FEC at any time. Training for the DYE Switching Center will be provided by both WECO at DYE Main and by FEC instructors at the DEWLine Domestic Training Center. WECO is also to provide instructions at the Domestic DEW East facility, Eglin AFB, for the first DEW East radician class. Thereafter, FEC will present the instruction with WECO supporting the site and C&E equipment.

C&E personnel of the 4601st, together with FEC representatives visited the WECO plant at Winston Salem, North Carolina for the purpose of previewing the prototype installation of the Doppler Spectrum Analyzer (DSA/2WS1) modification. This modification was developed under an AMC contract with Canadian Commercial Corporation. Certain operational aspects of the DSA were considered as not meeting original specifications and a review of these deficiencies was forwarded to ADC for re-evaluation of the entire project.

During August and September AN/GPM-40 test equipment for SIF equipment began arriving on the Line, which should have made possible complete Line installation of SIF at all Aux and Main stations. However, a pilot model of SIF installed at CAM Main by FEC Headquarters engineers revealed that the mod-kit was erroneously designed and, in fact, does not make SIF compatible with FPS-19 radar. Since many extra components will

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have to be purchased to complete the mod-kit, a full report on the inadequacies is being prepared by FEC C&E engineering which will in turn be forwarded to ADC.

In August a special six weeks FPS-19 Radar DLM maintenance course was initiated at the Domestic Training Site for four AMC personnel at the request of Keesler Technical Training Center. One trainee arrived at Streator with his family and returned home two days later. The other three men were unmotivated and lacking in essential technical qualifications. A summary of the problems encountered was forwarded to Keesler AFB at the conclusion of the course to preclude recurrence of the situation.

Two AACS officers from the North Atlantic AACS Region, Westover AFB, Massachusetts were given a two day orientation and briefing prior to assignment to the Cape Dyer Switching Center. In addition to reviewing Switching Center equipment and the operations manual, the officers were thoroughly indoctrinated in the military/contractor relationships.

A review was completed of the Form 5's of certain rated assignees in support of the USAF-wide program for reducing the inventory of rated personnel. Nine members of the 4601st were identified for screening, and a Board comprised of Operations staff officers was convened in September to review their cases through personal participation.

As of 1 October, the 4601st Support Wing became a subordinate unit in the 64th Air Division. It is anticipated that one member of the Operations staff section will be assigned to the 64th AD O&T division to provide guidance in DEWLine matters.

The Director of Operations, Lt Colonel Stanley A. Rollag, departed PCS to RCAF/ADC Headquarters, St. Hubert, Canada in September. His replacement is Lt Colonel William A. Shomo. The Chief of C&E operations, Major Robert G. Boldt, also departed PCS for BMEWS Site 1 in September. He was replaced by Major Marvin H. Castleberry.

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HISTORICAL RECORD

of the

4601ST SUPPORT WING (DEW) (ADC)

for the period ending

30 JUNE 1960

AIR DEFENSE COMMAND

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ADC FORM MAY 58 102

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Section I. REQUIRED DATA

1. UNIT AND LOCATION
4601st Support Wing (DEW)(ADC)
Paramus, New Jersey

2. NAME AND GRADE OF COMMANDER
Andrew J. Reynolds
Colonel, 7693A

3. CHAIN OF COMMAND (Superior Echelons)

Headquarters, United States Air Force
North American Air Defense Command
Air Defense Command

4. SUBORDINATE UNITS (Down to and including squadrons)

None

5. MISSION (Give authority and brief statement of primary mission)

To discharge all contractual administration responsibilities associated with the operation, maintenance, and support of the Distant Early Warning Line, and to assure adequate support of the Contractor by all U.S. military agencies. (Auth: ADC Regulation 24-7, 24 March 1958)

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	53	32	14	99
ATTACHED	0	0	0	0

7. EQUIPMENT (Give official nomenclature and quantity of mission-type equipment)

C-54 Aircraft (1)

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ADMINISTRATIVE CONTRACTING DIVISION

The Work Statements for FY 1961 Canadian Air Carrier contracts were forwarded to the Air Transport Board of Canada for review prior to selection of carriers during the month of April.

A meeting was held 18 May 1960 between Federal Electric Corporation and Okanagan Helicopter, Ltd. personnel before representatives of the Canadian Air Transport Board of Canada which was attended by the Administrative Contracting Officer, Transportation Officer of the 4601st Support Wing and a representative of the Air Force Central Coordinating Staff. The Board and the Air Force representatives approved the agreement reached by Federal Electric Corporation and Okanagan on the monthly rate of costs to be paid Okanagan by Federal Electric Corporation, which were $12,000. per aircraft per month for Fiscal Year 1960, $10,000. per aircraft per month for Fiscal Year 1961, $10,000. per aircraft per month for Fiscal Year 1962; and thereafter at a rate which will be subject to the approval of the Board.

During the month of May 1960, DEWLine subcontracts and leasing agreements were approved by the ACO for the following:

a. Guard Service - Streator, Illinois and Edmonton, Canada.

b. Film Rentals in support of Contractor's DEWLine Morale and Welfare Program.

c. Hangar Facilities - Edmonton, Canada.

Air Force Audit personnel and Air Force Administrative Contracting Office personnel, administering Air Force Contracts with International Telephone & Telegraph Corporation, International Electric Corporation, International Communications System and Federal Electric Corporation, attended meetings which laid plans for a unified approach in dealing with various contractual costs incurred by these companies to be paid by the Air Force under Cost-Plus-Fixed-Fee contracts. The aim was a unified Air Force policy governing all dealings with the International Telephone and Telegraph System and its Divisions.

Federal Electric Corporation's procurement of construction material for the annual sealift progressed satisfactorily and all requirements have been met.

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ADMINISTRATIVE CONTRACTING DIVISION (Cont)

Federal Electric Corporation's subcontract program for FY 1961 has been completed. Cost data breakdowns from three (3) Air Transportation subcontractors in the Canadian Sector of the DEWLine were requested by Federal Electric Corporation in June. These cost breakdowns were requested in order to comply with Armed Services Procurement Regulations and to substantiate the cost of subcontracts and to assure that the cost for the services supplied are reasonable. A request was also submitted to the Air Transport Board - Canada, through the USAF Central Coordinating Staff - Canada, requesting assistance in having the Canadian Air Carriers supply this information to Federal Electric Corporation. A reply was received from the Air Transport Board, through the USAF CCS stating that the Board remains firm in its position that it is unwilling to allow the Air Carriers to furnish the data requested to the USAF or its contractors. This decision was based upon the fact that the rates are all included in ATB approved tariffs which the Board has reviewed and considered to be reasonable.

A summation of ACO reviews and subcontract approvals issued during June 1960 follows:

a. Alaskan Airlift - In the Alaskan Sector of the DEWLine, Alaska Airlines, Inc. and Interior Airways, Inc. were awarded the airlift subcontracts for vertical and lateral support, respectively. A resultant savings of approximately $10,000. has been made by dividing the workload between two (2) carriers.

b. Canadian Airlift - Subcontracts were executed with Nordair, Ltd. and Pacific Western Airlines, Ltd. for fixed wing airlift services in Canada, and for Helicopter Services to be performed by Okanagan Helicopter, Ltd. in the DYE-FOX Sectors of the DEWLine.

c. A CPFF subcontract with Mannix, Ltd. was approved for FY 1961 O&M and Construction projects in Canada. The approval was based on experience criteria developed between FEC and Air Force Engineering, Administrative and Cost personnel. A fixed price subcontract with Brown and Root, Ltd. was approved for FY 1960 MCP work covering Air Terminal Buildings and other construction projects.

(If additional space is required, continue on blank sheets, size 8x10½, appropriately numbered, and attached securely hereto)

TYPED NAME AND GRADE OF COMMANDER	SIGNATURE
ANDREW J. REYNOLDS Colonel, USAF	

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ADMINISTRATIVE CONTRACTING DIVISION (Cont)

A credit in excess of $224,000. has been determined to be due from Wheeler Airlines, Ltd. The subcontract was not executed until six (6) months had elapsed in Fiscal Year 1960, during which period of time the higher Fiscal Year 1959 airlift subcontract rates were used for provisional billing purposes. This late date for subcontract execution was caused by decisions and determinations which were necessary to be provided by the Department of Transport and the Air Transport Board of Canada.

In June, cost reviews relating to estimated costs of Eskimo Housing in Canada were forwarded to the ROAMA Procurement Division to form the basis to determine adequate reimbursements to the contract for the construction of single housing units and semi-detached dwellings. This work is being performed by the Contractor for the Canadian Department of Northern Affairs on a reimbursable basis, to provide adequate housing for Eskimo employees at DEWLine sites.

The ACO has approved the rental of IBM equipment directly by Federal Electric Corporation instead of by subcontract under the DEWLine prime contract. This procedure will allow utilization of the equipment by Federal Electric Corporation for non-DEWLine purposes, thereby increasing the utilization of available machine time and personnel. The DEWLine contract will be charged only for the portion of the expense incurred by it, thereby effecting a more economical system, and probably dollar savings to the Air Force. This arrangement was approved on a one (1) year trial basis with the understanding that at all times, priority usage of the equipment will be afforded to the DEWLine requirements.

A revised inventory system of selective checks has been recommended to the Contractor which will reflect annual savings to the USAF of approximately $100,000.

Administrative Contracting Office personnel provided assistance to the Electronics Defense System Center (Laurence G. Hanscom Field) by assisting in a technical review of proposals for the DEW East contract for FY 1961 at the Center.

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ADMINISTRATIVE CONTRACTING DIVISION (Cont)

Inspections of Contractor's USAF property accounting at the Montreal DEW Office and the Streator Domestic Training Site were performed by the Property Administrator. It was found that Contractor's system was in accordance with required USAF procedures.

There were no personnel changes in the Administrative Contracting Office during this quarter. However, Mr. Joseph A. Aiello, GS-12, Property Administrator, and Mrs. Joan Flood, GS-5, ACO Steno, were awarded Sustained Outstanding Performance Awards during the month of June.

COMPTROLLER

During the period of this report special effort was initiated to assure compatibility of information presented in the briefings presented by the DEWLine Sectors. An overhead projector was placed at all Main Stations and a set of basic briefing slides furnished. In addition, visual aids peculiar to individual sectors are being developed and furnished as needs dictate. This is a continuing program and is expected to provide timely, accurate, and more compatible information to DEWLine visitors, regardless of their initial point of contact with DEWLine.

Funds in the amount of $900,000. were returned to Headquarters ADC during the fourth quarter of FY 1960. These funds were excess to DEWLine operation and maintenance requirements due to slippages in the work schedule.

The O&M contract for DEWLine for FY 1961 was awarded to Federal Electric Corporation in amount of $40,763,711. The GFE support portion is programmed for $15,883,789., making a total of $56,647,500. O&M fund requirement for FY 1961.

LOGISTICS DIVISION

GENERAL - As the Fiscal Year 1960 closed, the Logistics support system for the DEWLine was firmly established and oper-

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LOGISTICS DIVISION (Cont)

ating efficiently. For the better part of the year, the number of equipment outages had remained less than one percent, and no loss of detection capability had occurred. Better utilization of aircraft on the vertical and lateral subcontracts had resulted in reduced costs of operation and the depot level maintenance effort had improved to the point where equipment life was being prolonged and better quality maintenance was being performed.

FACILITIES - Approval for the final programs of construction and rehabilitation to overcome facilities deficiencies on the DEWLine had been obtained during FY 1960 and, as the quarter ended, contracts and subcontracts to complete the work were either written or in the process of being finalized. With the completion of the "Aux" and "I" Station warehousing and the Air Terminal buildings at the Main Stations, the DEWLine will have all of the necessary facilities to accomplish its mission in the most effective manner. During this summer, Federal Electric Corporation will complete by subcontract BMEWS and DEW construction originally being handled by the Corps of Engineers. Headquarters ADC had been made AFIR and construction agency for this unfinished work.

SUPPLY - Reports received from "Project Count" Headquarters indicate that the project has been accomplished very satisfactorily. Requisitioning and follow-up responsibilities for the 1960 Annual Sealift have been carried out, and it appears that the whole operation will be completely successful. Two important meetings were held with ROAMA personnel, the first of which resulted in much faster processing of Priority II Local Purchase requisitions placed upon ROAMA. The second meeting explored the relationship of the procurement activities between Federal Electric Corporation and ROAMA and resulted in a clearer understanding by ROAMA of the contractual concept under which Federal Electric Corporation operates. Final arrangements have been made concerning the disposal of some 250,000 gallons of contaminated AvGas that was delivered to PIN Main during last year's sealift. Arrangements have been made to convert at PIN, CAM and Tuktoyaktuk diesel storage to AvGas storage. This will result in reduced cost of AvGas since drum stocks will be reduced and also provide an emergency supply of bulk AvGas at Tuktoyaktuk. The DEWSAL section pertaining to vehicle authorization has been reviewed and revised in light of a recent Line survey on vehicle requirements.

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LOGISTICS DIVISION (Cont)

TRANSPORTATION - During this period the Transportation Section has completed all arrangements in coordination with AMC, AAC, Department of Army units, Canadian Department of Transport, Northern Transportation Company and Federal Electric Corporation for the annual resupply effort by sea. The three sealift ports of Seattle, Washington, Waterways, Alberta, Canada and Montreal, Quebec were "opened for business" and cargo has been received, stored and prepared for onward movement by barge, ship and tankers to the Line. Alaska Barge and Transport Company has again been appointed by USARAL as the DEW-Alaska carrier, Northern Transportation Company is conducting the Mackenzie River barge operation and lateral distribution by LST and AOG, and the Department of Transport, through Canadian Commercial Corporation contract, will operate the Baffin Island and Foxe Basin convoys. Eastern Canada Stevedoring Company will provide cargo handling and over-the-beach stevedoring to site storage areas in the two latter areas.

In February 1960, ADC assigned the 4601st Support Wing the additional responsibility for periodic air resupply of Cape Christian Loran station effective 1 July 1960. An agreement with the First Coast Guard District, Boston, Massachusetts, the operators of the Cape Christian site, has been finalized whereby personnel, cargo and mail to and from Cape Christian will be airlifted on a twice a month schedule by Federal Electric Corporation contract air carrier.

Final approval was received on 17 April from Headquarters, USAF for the acquisition of the Auxiliary Repair Dock (ARD-31) from Naval Reserve Fleet, Tongue Point, Oregon. Through the office of the Assistant Industrial Manager, U.S. Navy, Seattle, Washington, a contract for the reactivation was negotiated with the Willamette Iron and Steel Company, Portland, Oregon. The ARD was towed to Portland on 19 May, reactivation work was completed on 25 June, and the ARD departed under tow for Tuktoyaktuk, Northwest Territories on 28 June 1960 with an ETA of 2 August. The tow from Portland to Tuktoyaktuk was arranged by the San Francisco office of MSTS by contract with Alaska Barge and Transport Company at a cost of $88,000. Operation of the dry dock at Tuktoyaktuk will be conducted by Northern Transportation Company to inspect and repair the three LSTs, three AOGs and 12 LCMs as required by Marine Division, Department of Transport, Canada.

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LOGISTICS DIVISION (Cont)

Assistance and guidance was furnished Federal Electric Corporation in negotiating the five airlift subcontracts for vertical and lateral periodic air resupply to the Line. The same commercial carriers were retained as follows: Alaska Airlines for vertical services and Interior Airways, Inc. for lateral airlift in Alaska; Pacific Western Airways for both vertical and lateral services in the Central Section; and Okanagan Helicopters, Ltd. for helicopter service on Baffin Island. A new carrier, Nordair, Ltd. has replaced Wheeler Airlines to provide both vertical and lateral airlift for the FOX and DYE Sectors. All subcontracts were coordinated through the Air Transport Board, Department of Transport, Canada and were finalized prior to the beginning of FY 1961. No extensions of the FY 1960 contract were required, as was the case last year.

OPERATIONS DIVISION

Mr. Albert Behnke of the NORAD Intelligence Staff, Communications and Electronics Section, presented a classified ECM briefing on 13 April to selected Contractor and USAF personnel. Mr. Behnke's presentation, which concerned very technical engineering aspects of Electronic Countermeasures, present and future, was received with great interest by both Contractor and 4601st Operations personnel.

Early in May, the Military Commanders of DEWLine Sectors, POW and BAR, were invited by the Director of Operations, Alaskan Air Command, to Headquarters AAC and Headquarters, 11th Air Division, for an operational briefing. The visit was mutually beneficial to the DEWLine Commanders and AAC Operations personnel, in that many early warning problems and questions were clarified. A further result of the visit was an approval of a reciprocating TDY Orientation Program for DEWLine Controllers and 11th Air Division Operations personnel. This program will be continued as long as operational benefit is derived.

Major G. R. Marshall, 4601st Staff Operations, and Mr. S. C. Bennie, Federal Electric Corporation, attended a

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two-day ECM training conference at Headquarters ADC. Purpose of the conference was a review of DEW/ECM training and discussion of various approaches for improving such training. The conferees agreed that present contractor ECM training is about as comprehensive as is possible. However, it was decided that communications jamming should be introduced into the training by the contractor. Representatives of ADC agreed to initiate live ECM flights by SAC over the Domestic Training site and DEWLine sites, as soon as practicable.

In consonance with directives and clarifying information received from ADC relevant to projected ICONORAMA/DEW surveillance message format, the contractor has been instructed to proceed with necessary wiring modifications to the Rearward Message Composer. The initial modified composer will be in operation at the POW Data Center, and it is anticipated that it will be ready for the NORAD testing period, beginning 15 June.

On 16 May, members of this Headquarters' C&E staff attended a conference at ROAMA to discuss implementation dates and implications to ADC missions during the installation period of DSA on the Line. Original acceptance of the prototype model by the Air Force is scheduled for 28 June, with production of the Line models to follow during the subsequent ten months. Since the present equipment does not include an audible alarm feature, subject to contract renegotiation, this will be included in production as a Category II or III modification by Western Electric Corporation. Since the console will not be available during the installation period, a temporary radar search facility and air/ground system will be constructed in the radar equipment module to facilitate fulfillment of the ADC mission.

A DEWLine Commanders Conference was convened 24 through 25 May, at the 4601st Support Wing Headquarters, by Colonel Andrew J. Reynolds. Purpose of the conference was to discuss pertinent contract administration and Line operational and training problems. The agenda included: I. 4601st Wing Commander: (a) Joint Canadian/U.S. Government agreements; (b) DEWLine Construction, FY 1961-62; (c) DEW East; (d) Magnitude of U.S. and Canadian National visitors to the Line; (e) USAF Officer's Effectiveness Reports in Canada; (f) ACO

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duties of military personnel. II. DEWLine Operations and Training: (a) Radician training; (b) Patch training; (c) Controller training; (d) ECM training; (e) Emergency PPI letdowns; (f) RQC program; (g) Radician Scope Computers and (h) Future Line C&E upgrading projects. Distinguished guests from Canada attending the meeting included: Mr. G. Y. Loughead, Superintendent of Finance, Canadian Department of National Defence; Colonel H. J. Holt, Central Coordinating Staff, Canada; Group Captain Gwinn, Director, Control Environment of Operations, NNR/RCAF; and Squadron Leader D.H. Evans, Assistant Director, Control Environment of Operations, RCAF Headquarters.

During June, Radar Coverage Indicators (C) were distributed to all Military Commanders on the DEWLine. These are expected to be a useful quality control tool.

With approval of Headquarters USAF, the O&M Contractor has been instructed to eliminate the torn tape relay from our DEW Line weather circuit at BAR Main. This action is to be completed prior to 1 July 1960.

A channel has been allocated in the DEW Rearward System from Resolution to Dyer to satisfy the requirement of a voice circuit from Stewart Air Force Base to Thule Air Force Base.

On 7 June, Federal Electric Corporation assumed operational and maintenance responsibilities for the Cape Dyer DEW Drop communications system.

On 10 June, a waiver of formal theater clearance procedures was requested for access to Air Force installations in Greenland, and it was suggested that a blanket clearance authority be granted to this Headquarters. Such clearance would facilitate the performance of our frequent flights to DEWLine Stations and certain Greenland bases.

To accommodate our operational requirements associated with DEW East, an increased quota from six to eleven crypto training spaces was requested of ATRC. Our TWX to Headquarters, Air Training Command, on 27 June, requested this increase for crypto classes, starting 12 October and 9 November 1960.

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OPERATIONS DIVISION (Cont)

On 30 June, final action was initiated to bring about the revised publication of SOP's dealing with the handling of NOAH'S ARK messages, by Military Commanders on the DEWLine. Following our distribution of the new NORADR 55-21, on 2 June 1960, a complete review of pertinent SOP's was necessary to fully accommodate the changes in this vital subject area. Newly revised procedures have been implemented and will be reflected in the forthcoming publications.

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HISTORICAL RECORD

of the

4601ST SUPPORT WING (DEW) (ADC)

for the period ending

31 March 1960

AIR DEFENSE COMMAND

ADC FORM MAY 58 102

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Section I. REQUIRED DATA

1. UNIT AND LOCATION
4601st Support Wing (DEW)(ADC)
Paramus, New Jersey

2. NAME AND GRADE OF COMMANDER
Andrew J. Reynolds
Colonel, 7693A

3. CHAIN OF COMMAND (Superior Echelons)

Headquarters, United States Air Force
North American Air Defense Command
Air Defense Command

4. SUBORDINATE UNITS (Down to and including squadrons)

None

5. MISSION (Give authority and brief statement of primary mission)

To discharge all contractual administration responsibilities associated with the operation, maintenance, and support of the Distant Early Warning Line, and to assure adequate support of the Contractor by all U.S. military agencies. (Auth: ADC Regulation 24-7, 24 March 1958)

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	58	27	12	97
ATTACHED	0	1	0	1

7. EQUIPMENT (Give official nomenclature and quantity of mission-type equipment)

C-54 Aircraft (1)

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Section II. COMMENTARY

ADMINISTRATIVE CONTRACTING DIVISION

During the month of January, members of the contracting staff of Rome Air Materiel Area, the negotiating Agency for our Contract, spent a week in conference with members of the 4601st Support Wing. The main topic was the finalized Work Statement for the 1961 Contract. Various questionable points were discussed and clarified. A completed Work Statement was then forwarded to Rome Air Materiel Area for negotiation with the Contractor.

Contractor's proposal for the construction of four (4) Air Terminal Buildings in the FY 1960 Military Construction Program (DEWLine) was submitted to Rome Air Materiel Area. This construction will be accomplished at Point Barrow (POW), Barter Island (BAR), Cape Parry (PIN) and Cambridge Bay (CAM). Contract Order Number 30-(635)-60-3 for the construction of the four (4) Air Terminal Buildings has been received from ROAMA. Also a contractual amendment has been requested in order to add the Air Terminal Building at Fox Lake (FOX) to the Contract. The specifications for this have been reduced in scope from the original submission. In addition, amendment has been requested to cover an Air Terminal Building, a communications building and certain antenna construction at DYE. The Corps of Engineers has turned over construction responsibility to the USAF and Headquarters ADC assigned same to the 4601st Support Wing. Immediate contractual coverage is required in order for delivery of the construction material in time to meet the Sealift.

The 4601st Support Wing has included in the proposed Statement of Work for the FY 1961 DEWLine O&M Contract, a clause which requires Federal Electric Corporation to furnish on-the-job training and familiarization training to personnel of any follow-on agency, which may be required, to provide the proper training and cooperation necessary to assure continual operation, maintenance and support of DEWLine systems during any phase-in of a new operating Contractor. All necessary information has been given ROAMA.

The Administrative Contracting Officer has reviewed and approved Contractor purchase actions on procurement of material to be used in this year's MCP and O&M programs. Included was material for construction of the Air Terminal Building program and replacement of 40 KW generators with delivery to be timed to meet Sealift dates. The sources included Canadian and American firms for a total value of approximately one-half million dollars.

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ADMINISTRATIVE CONTRACTING DIVISION (Cont)

In January 1960 the Contractor was requested to submit estimated costs and fees to accomplish a comprehensive inventory of all Air Force property in accordance with orders issued under "Project Count." In arriving at total costs, Contractor attention was drawn to eliminating all costs of a non-additive nature. These costs did not increase with the increase of additional personnel to accomplish the "Project Count" mission. Contractor's submission based on the limitation set forth above totaled $270,085. estimated cost. During the month of February, Federal Electric Corporation received Order Number 30-(635)-60-2 for the accomplishment of "Project Count." On the basis of this order the Contractor has commenced work. "Project Count" is progressing satisfactorily with completion anticipated to be on schedule.

The Administrative Contracting Officer, at the request of AMC (DEWSPO) joined in discussions with Danish Government officials in Copenhagen to clarify methods and procedures to be followed in resolving problems of support and manning of DEW East Sites in Greenland when the 4601st Support Wing assumes contract administration of the DEW East Operations and Maintenance contract. The subjects discussed cover future air transportation support of Greenland sites, future employment, training and caring for Danish personnel, and methods to be followed in paying Danish Government Support costs. This provided on the spot future support and contract administration information.

The Administrative Contracting Officer's staff has reviewed the proposed evaluation criteria to be used in the award of the DEW East Contract. Comments and a suggested revised criteria were forwarded for use by the evaluation panel to assist in arriving at an award to a contractor who would provide the most benefit to the Air Force at the lowest possible cost.

A copy of the Labor Standby Clause used in contracts in the Arctic, to provide relief under a Fixed Price Contract for weather and other conditions which would delay contractor operation, was obtained from the Corps of Engineers. A copy was forwarded to Federal Electric Corporation for possible inclusion in Federal Electric Corporation construction subcontracts.

In preparation for the FY 1961 air carrier subcontracts, the Air Transport Board of Canada solicited further information on several questionable areas mentioned in previous correspondence.

(If additional space is required, continue on blank sheets, size 8x10½, appropriately numbered, and attached securely hereto)

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ANDREW J. REYNOLDS Colonel, USAF	

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ADMINISTRATIVE CONTRACTING DIVISION (Cont)

A reply was forwarded through the Central Coordinating Staff which it is hoped will permit early contractual agreement. Federal Electric Corporation is in the process of preparing the Work Statements which will be forwarded to the Air Transport Board at the earliest possible date.

An ITT support charge has been presented for approval of the Administrative Contracting Officer. The cost was arrived at by applying a .9% factor to total Federal Electric DEWLine sales for the period from 1 September 1958 to 30 September 1959. In September 1958, a charge for ITT Home Office was submitted and accepted by the Air Force Auditor General for reimbursement as an indirect operating expense. In the report issued by the Auditor General it was stated that a .9% factor applied to ITT affiliates, such as Federal Electric Corporation, is an acceptable charge. The $475,000. billings have been returned to the Contractor for further justification to support payment of these charges.

In Fiscal Year 1959 Exchange Store earnings increased from an opening balance of $33,534. by $74,948. to $108,482. During the period ended 31 December 1959, representing the first six months of FY 1960, the Exchange Store operations show a net profit earned in the amount of $22,049. bringing the total retained earnings of Exchange Store operations to $130,531. In addition, an amount representing Air Force net capitalization of $118,964. brings the total capitalization in the Exchange Stores to $249,495. The Exchange Store Administrators have predetermined that a working capital, exclusive of inventory, of approximately $100,000. is required which, under the circumstances, permits a current Air Force recoupment of original capitalization.

In the past, prices have been reduced to limit Exchange Store profits. A study of Exchange Store Line prices indicates that merchandise is sold at a lower cost than can be purchased in rearward areas. To preclude having Exchange Store purchases shipped rearward, prices have been "pegged" to make it disadvantageous to send the purchases rearward. A study to recoup administrative costs under the Prime Contract is underway in support of this program.

A recent audit report issued by the Air Force Auditor General relating to incurred costs audited for the period from 28 September 1959 through 31 January 1960, relating to the DEW

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ADMINISTRATIVE CONTRACTING DIVISION (Cont)

Line Prime Contract indicated that of $15,127,619. reimbursable costs and $999,616. fee reviewed, exception has been taken to only $2,158. This low ratio of exceptions shown in the Air Force audit report is due to the controls established, and are constantly being reviewed by the Administrative Contracting Officer's staff prior to Administrative approval being rendered.

The Property Administrator performed a system survey on all non-expendable and C&E inventory for FY 1959. The results of this inventory reflected a discrepancy of only .0003 on an inventory valued in excess of $50,000,000. This is an excellent record by Federal Electric Corporation. In the property disposal area, 25 new property disposal cases were received for action during January. Action was completed on 24 cases during the same month. These had been awaiting final sales action by the Canadian Government.

A meeting was held with the Property Administrator and the Executives of Crown Assets Disposal Corporation. It was agreed that a program for disposal of excess property would be on a semi-annual basis. A DEWLine Excess Property Spring Sale and a Winter Sale will be held in conjunction with other USAF Commands having surplus property in the North East portion of Canada. Approximately $70,000. was realized by the U.S. Government from the sale of excess DEWLine property sold during February 1960. The property sold consisted of excess and unserviceable Arctic Clothing and small type hardware. A review of the FY 1960 inventory of DEWLine non-expendables and C&E inventory is at present being conducted.

The Property Administrator has just completed an extensive survey of FEC headquarters Material Control and Property Accounting procedures and is now putting into effect a perpetual type inventory which should save approximately $100,000. the first year. The perpetual type inventory coupled with the Contractor's quarterly reporting and EDP listings of all property transactions are operating satisfactorily to adequately meet the requirements fixed by Section 13, Appendix B of the ASPR as implemented by the AFPI. In view of the survey, the Contractor has proven that their methods of controlling Government property are conducive to good commercial practices and a once a year inventory is no longer required.

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ADMINISTRATIVE CONTRACTING DIVISION (Cont)

The Property Administrator has acquired essential test equipment valued at $237,000. for use at the Domestic Training Site at no cost to our Contract. This was accomplished through the screening program which has been initiated with the Readjustment Division of Air Materiel Command.

Administrative Notice #11 was processed, removing the amount of $10,285.34 from the Contract as savings resulting from construction camp clean-up.

A request has been submitted to the Air Transport Board of Canada for permission to operate carrier aircraft in the Central Section on direct flights from Edmonton to CAM and PIN DEWLine Stations instead of the regular airways routes, weather and other factors permitting. It is estimated that such routing would save between $125,000. and $200,000. in a year's operation. No reply has been received from the Air Transport Board at this time.

COMPTROLLER

The 4601st Support Wing was given the responsibility for the funding for pre-stocking of supplies, to include POL and equipment, for the DEW East system. The 4601st has allotted $1,667,000. to Headquarters AMC for this pre-stocking. The DEW Project Office prepared the estimate for the FY 1961 requirements for the O&M Contractor for DEW East which, in effect, will be a pricing-out of the approved Statement of Work that is being presented to industry for bidding. The 4601st will prepare all FY 1962 requirements with such assistance as required from the DEWProject Office.

The monthly payments on leased housing responsibility was transferred by Headquarters ADC from the Finance Office at Ent AFB to the Finance Office at Hancock AFB, New York, effective 1 January 1960. The fiasco that followed resulted in the lessors receiving their first check from Hancock about 10 March 1960. The events leading to this comedy of errors happened like this:

a. The Corps of Engineers in New York City had not received a copy of a letter from ADC advising them to prepare change orders to lease contracts and designate Finance Office for payment from Ent AFB to Hancock AFB.

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COMPTROLLER (Cont)

b. Hancock had not been advised that Paramus leased housing was included, nor did ADC forward copies of the leases to Hancock.

c. Many telephone calls took place between Comptroller of the 4601st and Corps of Engineers and Headquarters ADC. Finally, after two weeks of telephone calls, using carbon copies of letters and thermo-fax copies of leases, Hancock had the necessary documentation to issue the checks for January and February.

Final result: Embarrassment to the Commander and weakened relations with the owners of the property.

The FY 1961 Financial Plan for the 4601st Support Wing in amount of $58,000,000. has been submitted to and approved by Headquarters ADC. It is now subject to approval by Headquarters USAF.

LOGISTICS DIVISION

GENERAL: During the first quarter of Calendar Year 1960 the primary effort of the Logistics Division was directed toward: (1) the validation and submission of the Sealift requirements for 1960 Annual Resupply; (2) the review, approval and implementation of the FY 1961 MCP and O&M Programs; and (3) the study and coordination of the DEW East Logistics Plan. In addition, effort was devoted to the joint working out with ADC of the application of the new Vehicle Reporting System to the DEWLine, and to the accomplishment of "Project Count".

SUPPLY: Our Supply personnel were active in supervising the Contractor's accomplishment of "Project Count" and spent extended temporary duty on the Line in order to insure that the objectives of the inventory were fully met. In addition, they have studied the implications of the new Vehicle Reporting System with ADC and have prepared recommendations for fitting DEWLine requirements into the System. They have been actively working with DEW and BMEWS Project Offices to insure that supply support of the BMEWS facilities at Cape Dyer and the DEW East system is adequate and that all equipments are covered.

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LOGISTICS DIVISION (Cont)

MAINTENANCE: We have continued to devote considerable effort to the study and review of the Depot Level Maintenance Program to insure that it is being properly managed by the Contractor and that it is productive and economical. We approved, during March, a proposal by the Contractor to effect Diesel Engine overhaul by evacuation to the central facilities at BAR and FOX instead of "on-site". This change will result, when implemented, in the reduction of personnel on the Sector Maintenance teams and in more dependable repair. The Contractor is to be commended on this improvement.

TRANSPORTATION: The Transportation Section has been primarily concerned with coordinating with AMC, Alaskan Air Command, and Canadian Department of Transport, the Annual Resupply operation. The 4601st Support Wing has proposed to USAF the acquisition of a floating drydock from the Navy to be placed at Tuktoyaktuk for the repair and overhaul of the vessels which are "wintered" in that area. By the acquisition of this drydock at a cost to the USAF of $50,000., a savings of $300,000. in repair costs will be realized in the next 4-1/2 years. The proposal has been approved by USAF and recommissioning is underway. The drydock will be towed to location this summer.

CIVIL ENGINEERING: In the Civil Engineering area, primary effort was devoted to refinement and justification of the MCP program and to develop, in coordination with the DEW Project Office, the Civil Engineer section of the DEW East Logistics Plan and the Work Statement for the DEW East Request for Proposal. In addition, the Work Statement covering Civil Engineer functions for Main DEWLine was prepared, incorporating several changes over previous years in the procedures for accomplishing project type maintenance.

OPERATIONS DIVISION

On 20 January 1960, an ACO letter was directed to the Contractor, setting forth an agreement by this Headquarters whereby the Broughton Island school teacher, a Canadian national, will be permitted to utilize DEW Communications facilities between FOX-5 and Frobisher Bay on a restricted basis. The restrictions consist of use on a "deferred" precedence, except in an emergency;

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message to be of a "TWX" type; and content of any messages to be of an official nature and confined to essential DNA business. It was further stipulated that the granting of this privilege to DNA was not to be construed as a precedent for future comparable activities or decisions. A further ACO letter was directed to the Contractor setting forth the broad assumption that certain C&E facilities being installed at Cape Dyer, relevant to project BMEWS, would be assumed on a full O&M responsibility basis by the DEWLine Contractor. The facilities which are to be assumed on an O&M basis, as of 1 September 1960, include the submarine cable facility, communications cables between the submarine cable terminal building, the DEWLine buildings, and the DEW Drop building, and the expansion to the PBX and the main frame installed in the DEWLine buildings.

The visit to the DEWLine on the Aurora aircraft by General Kuter, CINCNORAD, was the outstanding event in February. Accompanied by Colonel Reynolds and members of the 4601st Wing Staff, General Kuter visited the BMEWS site at Thule, plus DEWLine sites FOX, CAM and POW. In addition to a briefing by Colonel Reynolds at Stewart Air Force Base, prior to the flight, further site detailed briefings were presented by the DEWLine Military Commanders, ACO Representatives and FEC Line supervisory personnel. The consensus is that General Kuter was highly impressed with all facets of both military and Contractor DEWLine activities.

The requirements for training USAF personnel assigned to the Aleutian Segment of the DEWLine were confirmed by Alaskan Air Command. Arrangements were instituted in February and completed in March for the presentation of three separate courses covering a training period from 13 June through 14 December.

This Headquarters was notified by Headquarters ADC of the installation of the ICONORAMA automatic reporting system in ADC/COC. This system will necessitate a modification of the existing Data Center message composer so that surveillance information from the Line will be received in such a manner and form as to be compatible with the ICONORAMA computer and automatic projection. Consequently, direct communication with ICONORAMA manufacturer was established for the purpose of ensuring the availability of complete and accurate details of necessary composer modifications. One composer is to be modified by 15 May and utilized during an extensive testing period prior to modification of all composers.

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OPERATIONS DIVISION (Cont)

During the month of February, a large-scale SAC exercise through the Alaskan Sectors was laid on by the Alaskan Air Command. By fortunate coincidence, an Operations Section representative, Captain Andrew J. Ligon, was present to view the manner in which the POW Military and Contractor Radicians handled the exercise. Except for minor confusion during the opening stages, the mission was handled well throughout the two-day liability period. As a result of the exercise, certain discrepancies were noted by the Military Commander, Major Callaway. His suggestions for elimination of inefficiencies, plus improvement of Data Center equipment location, were accompanied by photographs.

February marked the assignment of another member to the Operations Staff - Major Gerald R. Marshall. The reassignment of Captain Foote to the Domestic Training Site was accompanied by the official assumption of the duties as Staff Training Officer by Assistant Operations Staff Officer, Captain Ligon.

During the latter part of the reporting period there was a considerable amount of coming and going by various staff members, which included the monthly Aurora flight, Streator training of Military Personnel, C&E conferences, and two trips to the Line for pre-engineering surveys for the siting of TACAN. As a result of those surveys, TACAN siting will be standardized by placement of the antennae atop the AA towers at PIN and DYE, and on top of the hangars at all other sites. Further activities included the establishment of a policy to utilize radio communications between FOX-4 and Cape Christian, during periods of airlift resupply of that Coast Guard station.

Other activities include receipt by the Contractor of Radar Coverage Indicators for which an RQCP (Radar Quality Control Program) will be constructed by the 4601st Operations Staff. The RQCP will be based on the ADC-wide program but modified for compatibility with DEWLine equipment and manning. Also, Contractor DLI's were published and disseminated to the Line to reflect the change in flight plan processing as a duty of console operators to the sole responsibility of the Data Center Controller.

The reporting period has been one of progress and fruition of many Operations activities. Some which were initiated will see completion during the next quarter. It is felt that the mission of the DEWLine has been enhanced through the close cooperation of the Contractor and the continuing efforts of the Wing Staff and Line Operations personnel.

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RCS: AU-D5

HISTORICAL RECORD

of the

4601ST SUPPORT WING (DEW) (ADC)

for the period ending

30 JUNE 1961

AIR DEFENSE COMMAND

ADC FORM MAY 58 102

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Section I. REQUIRED DATA

1. UNIT AND LOCATION
4601st Support Wing (DEW) (ADC)
Paramus, New Jersey

2. NAME AND GRADE OF COMMANDER
Richard E. Bowman
Colonel, 6034A

3. CHAIN OF COMMAND (Superior Echelons)

Headquarters, United States Air Force
North American Air Defense Command
Air Defense Command
64th Air Division (Defense

4. SUBORDINATE UNITS (Down to and including squadrons)

None

5. MISSION (Give authority and brief statement of primary mission)

To discharge all contractual administration responsibilities of the United States Air Force with the Federal Electric Company concerning the operation, maintenance, and support of the Distant Early Warning (DEW) System including the DEW East extension and to insure adequate support of the contractor in all areas by all military agencies. To monitor the operation and supervision by the contractor of the Cape Lisburne-Cape Dyer portion of the DEW System. (Auth: 64th AD Regulation 20-2, 31 October 1960)

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	59	16	14	89
ATTACHED	1	0	0	1

7. EQUIPMENT (Give official nomenclature and quantity of mission-type equipment)

C-54 Aircraft (1)

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Section II. COMMENTARY

COMMAND SECTION

Colonel Richard E. Bowman, 6034A, assigned and joined from Headquarters, 64th Air Division (Def), Stewart AFB, New York. Colonel Bowman will assume command of this organization upon the departure of Colonel Andrew J. Reynolds, 7693A, 14 July 1961. Colonel Reynolds will be reassigned for attendance to the War College.

COMPTROLLER

During the Fiscal Year 1961 the O&M Contract was originally planned at $40,763,711.00 plus GFE of $15,883,789.00 making a total of $56,647,500.00. Operational savings throughout the year reduced this amount to $52,107,000.00, thereby creating a savings of $4,540,500.00. This savings and reduction was anticipated and reported to Command headquarters in sufficient time to permit withdrawal and reallotment of funds to other important command projects.

The Fiscal Year 1962 Contract with Federal Electric Corporation has been established at:

$37,130,467.00	DEW Line Main
2,900,376.00	DEW East
12,625,900.00	GFE
$52,656,743.00	Total

The decrease over FY 1961 reflects improved operational techniques and greater efficiency on the part of the contractor and the 4601st.

Very diligent effort has been utilized in reconciling of records involving prior year funds with subsequent reductions in prior year obligations against the contract with FEC by the military. Reductions effected were as follows:

FY 1956	$ 287,879.65
FY 1957	657,581.38
FY 1958	249,480.94
FY 1959	1,136,764.65

After adjustments and reconciliation the amounts remaining obligated for prior fiscal years against the FEC Contract are:

FY 1956	$ 2,000.00
FY 1957	2,000.00
FY 1958	4,000.00
FY 1959	24,900.00

The FY 1960 balance of approximately $180,000.00 will just about be sufficient to defray anticipated billings and adjustments.

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COMPTROLLER (Cont)

It is believed that within the next six months all obligations prior to FY 1961 will be phased out leaving only current operation involving FY 1961 and FY 1962 active. This is considered a major accomplishment since it will liquidate accounts existing since the Fiscal Year 1956 on the original contract transferred from WECO.

Current practice of a new numbered contract annually will prevent annual distortion in funding and the problems incident to maintaining an open account. This new approach and complete reconciliation of all records will provide better budget and funding information for future operation and will facilitate liquidation of each yearly contract in the future.

End of the year unliquidated carry-over shows a downward trend as reflected in present operations.

FY 1959	$8,445,000.00
FY 1960	5,800,000.00
FY 1961	3,429,000.00

LOGISTICS DIVISION

GENERAL: During the second quarter of 1961 we were primarily concerned with: (1) the finalization of the consolidation of the two DEW Offices, Montreal and Edmonton into one DEW Office located in Winnipeg. The project was completed and ready to operate as of 1 July 1961; (2) completion of requisitioning, follow-up procedures, preparation of receiving documents, etc. for the annual sealift; (3) monitorship of supply inventory, storing and binning of supplies for DEW East in preparation of take over of all logistic responsibilities on 1 July 1961.

SUPPLY: Much of the effort of the Supply Section was devoted to the approval of requirements for the annual sealift and the monitoring of the requisitions and follow-up effort. Individuals from this section assisted the 64th Air Division and ADC in the drafting of the work statement for BMEWS. Also inspection trips were made to the Line by Major Hyman and Captain Lowe.

TRANSPORTATION: The annual re-supply of the seven airlift sites was completed during the month of April by C-124 MATS airlift. This operation was successful in every respect. The 1961 annual sealift operation began as pre-operational sealift meetings were held in Seattle,

(If additional space is required, continue on blank sheets, size 8x10½, appropriately numbered, and attached securely hereto)

TYPED NAME AND GRADE OF COMMANDER
RICHARD E. BOWMAN
Colonel, USAF

SIGNATURE
Richard E. Bowman

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LOGISTICS DIVISION (Cont)

Edmonton, and Montreal during the months of April and May. The Waterways, Canada port opened on 15 April 1961 and closed on 20 June 1961 and reports received from the AFLC port representative indicate a completely successful port receiving operation this year. The Seattle port closed on 15 June and the barges departed 30 June for the Alaskan sites of the DEWLine. Again, no major problems were encountered at the Seattle port and almost all forecasted cargo was available by the 15th of June deadline. Major Richard J. Reinfried reported for duty 18 May as Transportation Staff Officer to replace Major E. B. Arnn, who is departing on or about 25 September 1961.

INSTALLATIONS: Sub-contracts for the accomplishment of the FY-62 O&M Program and FY-61 Military Construction Program were let during this quarter. Sub-contracts were awarded to Foundation-Tower, Ltd. for the Canadian Portion and to Chris Berg for the Alaskan Portion. Design of the FY-62 MCP were awarded under FEC sub-contract to Fay, Spafford, Thorndike, Inc. This design is scheduled for completion during September 1961. In compliance with directives from higher headquarters, termination of all leases on Air Force Family Housing allocated to this organization was completed as of 30 June 1961.

OPERATIONS DIVISION

The following is a summation of activities in the Operations Division for the quarter ending 30 June 1961:

Twenty-three (23) DEWLine Auxiliary Station crypto accounts were deactivated on 17 April 1961 and crypto custodians were provided instructions for the disposition of all COMSEC material held. Federal Electric Corporation personnel assigned crypto custodian responsibilities at these stations will be phased out as their contract expires or will be transferred to fill vacancies that occur at main stations.

Federal Electric Corporation submitted a proposal to upgrade the FPS-19 radar at all DEWLine stations to this headquarters for consideration. The proposal was based on the results of the parametric amplifier evaluation conducted at POW Main in February of this year by Federal Electric Corporation and Zenith Radio Corporation personnel. The proposal, while relatively inexpensive, would provide an increase in the FPS-19 radar performance normally attributed to a major upgrading program. This headquarters forwarded the proposal to 64th Air Division, recommending approval.

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OPERATIONS DIVISION (Cont)

Personnel of this organization participated in the Air Force inspection and acceptance of the DEW East system during the period 15 June through 24 June. Because of extenuating circumstances and major problems involving the FPS-30 search radar, the operational date for the system was delayed for 30 days.

The contractor crypto account at Montreal, Canada, was deactivated and the account at Edmonton, Canada, was transferred to Winnipeg, Canada, during the month of June. These actions were taken in conjunction with the consolidation of the Montreal and Edmonton DEW office into a single staging office at Winnipeg.

A command inspection of all DEWLine station COMSEC accounts was conducted during the month of May by personnel of this headquarters.

On 12 June representatives of this organization and Federal Electric Corporation conferred at Ent Air Force Base with members of Air Defense Command, Air Training Command, and Air Force Security Service concerning installation of on-line crypto-graphic equipment on DEWLine administrative circuits. After considerable research, it was determined that the crypto-graphic equipment intended for this purpose, the KW-26, may be used without modification with our tropospheric scatter UHF transmitters but is incompatible by virtue of design limitations with our IS-101 gear. The conference concluded that a Communications Electronics Installation Plan (CEIP) should be prepared by ADC proposing installation of a KW-26 equipment on the rearward tropo circuits and one channel of the main-to-main circuits. While this does not offer complete circuit protection, it is regarded as a partial accomplishment of the goal to have full on-line protection for all circuits.

In early April 1961, the second of the quarterly RCAF staff visits to the four Canadian DEWLine sectors was conducted. The 4601st Support Wing representative of this trip was Lt. Colonel Charles T. Burns.

Previous meetings reported in the last Quarterly Historical Report on the subject of meteorological services on DEW East reached fruition in the finalization of a Part II, Memorandum of Understanding, Meteorological Services, DEW East. The agreement provides for scheduled synoptic weather reporting and on-request aviation reporting, certain support by the Meteorological Branch, Department of Transport (forms, reporting procedures and manuals) and collection and processing of weather reports by the USAF Air Weather Service. No difficulties in the weather observing and reporting activities of DEW East are expected with the exception that adequate ceiling measurement equipment had not been programmed for the DEW East sites. Separate action has been initiated by the Operations section to provide proper ceiling measuring instrumentation.

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OPERATIONS DIVISION (Cont)

During this quarter the orientation training of newly assigned Data Center controllers was moved from the Domestic Main Station, Streator, Illinois, to Wing Headquarters, Paramus, New Jersey. It is expected that appreciable economies will accrue and that more thorough indoctrination in military/contractor relationships can be accomplished at the headquarters location.

In April 1961 a survey was made of the preferences of DEWLine military personnel concerning the existing R&R policy compared with suggested alternative plans. As an outcome of this survey, the R&R policy was changed to include, as an option, 30 days delay enroute together with TDY at this headquarters once during the year. This alternative R&R arrangement is thought to increase the flexibility of our command orientation and troop rehabilitation program.

During the period covered by this report, the DEWLine prime contractor was directed to assume O&M functions of Site C-1, Eglin Air Force Base, at which is located certain electronics equipment systems installed on DEW East. This instruction represents the culmination of considerable correspondence between AFLC, AFSC, ADC and Headquarters USAF. Federal Electric Corporation had rendered a proposal to O&M the electronics equipment systems at this location on their DEW East contract and without additional cost or fee. This would present a desirable training capability for DEW East but threatens to be limited by an impending removal of the AN/FRC-39V equipment from that site for transfer to ATC, Keesler Air Force Base. The Operations Division has posed strong objections to this removal and has offered USAF an alternative solution. Thus far, no word has been received of the USAF decision.

PROCUREMENT & PRODUCTION DIVISION

During the month of April Federal Electric Corporation submitted vouchers to the Administrative Contracting Officer for reimbursement covering General and Administrative Expenses for the ITT Corporation Home Office Expenses covering Fiscal Years 1958, 1959, 1960 and part of 1961, at rates negotiated by AMC. The estimated total value of these invoices projected through Fiscal Year 1961 is $1,300,000.00. All of the vouchers were returned to FEC for further justification to the ACO. The ACO and his staff, with advice from a representative of the USAF Auditor General, negotiated these charges with FEC and arrived at the amount of $550,000.00 for these services for the four fiscal years as being fair and reasonable, and justifiable under the contract. This amount represented a savings of approximately $750,000.00 to the USAF.

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PROCUREMENT & PRODUCTION DIVISION (Cont)

The Canadian Air Transport Board (ATB) forwarded proposals from Transair Ltd., and Nordair Ltd., for the provision of vertical and lateral air services including the Special Airlift for FY 1962 for the Central and Eastern sections of the DEWLine Canada during the 2d Quarter. The Transair Ltd. proposal was based on the concept of consolidation of the DEW Offices in Canada with vertical airlift from Winnipeg and Churchill. This proposal reflects the filed Tariff rates of Transair on which the reduced operating costs of the new plan were calculated and was acceptable. The Nordair Ltd. proposal was not acceptable, due to the increased rate for the DC-3 aircraft of $5,000.00 per month over the FY 1961 rate. This would have resulted in an increase of lateral air transportation costs in Canada by at least $255,000.00 per annum. A letter of protest was submitted to the Chief, USAF Central Coordinating Staff - Canada during April 1961. In reply the Chief, USAF CCS-C, stated that after very careful consideration by Nordair, with the concurrence of the ATB, Nordair was willing to negotiate for a minimum monthly charge of $24,000.00 per aircraft, based on 110 hours flying per month. FEC was instructed to take necessary action to negotiate a subcontract with Nordair Ltd., on this basis to the best advantage to the US Government and the DEWLine Project. Rates for successive years were not to exceed FY 1961 rates.

A proposal from the Deputy Minister of Northern Affairs and National Resources for the continuing maintenance of the Eskimo housing during FY 1962 was received by this headquarters during the month of May 1961. It was explained in a return letter to the Deputy Minister that it would be necessary for the 4601st, to work out the definitive details in a contractural arrangement between itself and Federal Electric, which will encompass the entire program during FY 1962. This letter was also a letter of acceptance by the 4601st of the principles outlined in the proposal submitted by the Deputy Minister for the continued maintenance of Eskimo housing for FY 1962.

The ACO visited the USAF DEW East contractor's facilities at Sondrestrom AFB and DYE 4 and 5 during May 1961. They were being operated by the contractor in accordance with the terms of his contract. The ACO saw no violations of contractural provisions by the contractor. The USAF, in the opinion of the ACO is receiving full value for funds expended for this operation. Responsible FEC personnel at the site stated all USAF/Danish agreements were being adhered to.

A meeting was held at the DEW Project Office, Waltham, Massachusetts pertaining to the FY 1962 Operation and Maintenance of DYE-4 Airstrip

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(Kulusuk, Greenland) in June 1961. This meeting was attended by representatives of Headquarters USAF, ROAMA, DEW Project Office, and the 4601st Support Wing. Comments were submitted to AFMPP, Hq USAF, per Hq USAF's request, for consideration. Further action has been initiated by ROAMA to extend FEC's responsibilities under the DEWLine O&M contract to include the O&M of the DYE-4 Airstrip for the first 60 days of FY 1962 until full contractual coverage is approved. A contract revision proposal to include the requirements for the Operation and Maintenance of the radar and communications and electronics equipment at the DEW East Test Facility at Eglin AFB was submitted to ROAMA. It was requested that the DEWLine work statement, AF30(635)22037 be amended to include these revisions.

A new Security Requirements Check List, DD Form 254 setting forth the combined DEWLine and DEW East Security Requirements to be attached to AF30(635)22037 has been forwarded to ROAMA. This check list was prepared in accordance with the provisions of the Department of Defense Industrial Security Manual. Correspondence was forwarded to Hq USAF outlining more desirable procedures for negotiations for the Air Carrier sub-contracts for the DEWLine in Canada. At the present, the Air Transport Board of Canada insists upon selecting the carrier and approving the rates for air carrier service through the use of approved tariffs which include both rates and other operating conditions. The DEWLine O&M contractor doesn't have the opportunity to negotiate directly with the carriers. Any adjustment in the published tariff rates which have to be accomplished are done through the services of the Central Coordinating Staff, Canada, and Hq USAF (AFMPP-EQ). This, in effect, places the USAF between the O&M contractor and its air carrier sub-contractor. The more desirable procedures forwarded to Hq USAF (AFMPP-EQ) are as follows:

a. A brief description of the work requirements to be provided to the Air Transport Board of Canada by the DEWLine Operations and Maintenance contractor; with a request for the provision by the ATB of a list of qualified air carriers to be solicited by the O&M contractor.

b. Competitive solicitation by the DEWLine O&M contractor of all qualified Canadian Air Carriers, including those on the list provided by the Air Transport Board of Canada.

c. Direct negotiation between the DEWLine contractor and the Canadian Air Carriers, resulting in sub-contracts.

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PROCUREMENT & PRODUCTION DIVISION (Cont)

d. All Canadian Air Carrier sub-contracts to be subject to ATB and USAF approval.

A copy of the Base Support Agreement (ADC Form 570) covering the support to be provided at DYE-5, Air Force Iceland, Keflavik Airport, has been received by this headquarters. This agreement was signed by negotiating officials at Keflavik and officials from the 4601st and 64th Air Div. A copy of this agreement has been forwarded to FEC.

The following sub-contracts, supplemental agreements, contract change notifications, Administrative Notices, etc., were approved during the 2d Quarter:

Supplemental Agreement #1 to FEC Sub-contract #170 - Guard Service at Streator, Illinois, with Wackenhut Corporation - S/A #1 exercises the option to extend the period of performance for FY 1962.

Supplemental Agreement #2 to FEC Sub-contract #181 - Mannix Co., Ltd - S/A #2 extends the period of performance due to late delivery of government-furnished property and unusually severe weather and increases the estimated total cost by approximately $200,000.00.

FEC Sub-contract #207 - Fry, Spofford and Thorndike, Inc. - FEC S/C #207 covers the architectural and engineering services associated with the design of the DEWLine FY 1962 Military Construction Program.

Transair Ltd. - FEC Sub-contract #210. This sub-contract covers the vertical airlift requirements for the central and eastern sections of the DEWLine.

Alaskan Airlines, Inc. - FEC Sub-contract #213. This sub-contract covers vertical flights in the western section of the DEWLine.

Foundation Co. of Canada Ltd., Tower Company Ltd. - FEC Sub-contract #217. This sub-contract covers replacement, rehabilitation, modification and/or relocation and new construction in the Canadian section of the DEWLine.

Lease Agreement #174, Wheeler Airlines, Ltd., AF30(635)16600.

Contract Change Notification #9, AF19(626)-3, Overhaul and Maintenance of Four (4) TD-20 International Harvester Tractors at Sondrestrom AFB, Greenland.

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PROCUREMENT & PRODUCTION DIVISION (Cont)

FEC Sub-contract #194, Supplemental Agreement #1, Standard Electric Aktielselekab: AF19(626)-3.

FEC Sub-contract #179, Nordair, Ltd., Supplemental Agreement #2, AF30(635)22037.

Columbia Hotel Lease, FY 1962, AF30(635)22037.

Chris Berg, Inc., FEC Sub-contract #225, Alaska Construction, AF30(635)22037.

FEC Sub-contract #212, ITT Federal Labs, AF30(635)22037.

Administrative Notices #18 and #19, AF33(600)32330.

Administrative Notice #2, AF30(635)16600.

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HISTORICAL RECORD

of the

4601ST SUPPORT WING (DEW) (ADC)

for the period ending

31 MARCH 1961

AIR DEFENSE COMMAND

ADC FORM MAY 58 102

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Section I. REQUIRED DATA

1. UNIT AND LOCATION
4601st Support Wing (DEW)(ADC)
Paramus, New Jersey

2. NAME AND GRADE OF COMMANDER
Andrew J. Reynolds
Colonel, 7693A

3. CHAIN OF COMMAND (Superior Echelons)

Headquarters, United States Air Force
North American Air Defense Command
Air Defense Command
64th Air Division (Defense)

4. SUBORDINATE UNITS (Down to and including squadrons)

None

5. MISSION (Give authority and brief statement of primary mission)

To discharge all contractual administration responsibilities of the United States Air Force with the Federal Electric Company concerning the operation, maintenance, and support of the Distant Early Warning (DEW) System including the DEW East extension and to insure adequate support of the contractor in all areas by all military agencies. To monitor the operation and supervision by the contractor of the Cape Lisburne-Cape Dyer portion of the DEW System. (Auth: 64th AD Regulation 20-2, 31 October 1960)

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	59	23	12	94
ATTACHED	0	1	0	1

7. EQUIPMENT (Give official nomenclature and quantity of mission-type equipment)

C-54 Aircraft (1)

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ADMINISTRATIVE CONTRACTING DIVISION

During the month of January the transition of Federal Electric Corporation's personnel and facilities from Ladd Air Force Base, Alaska to Fort Wainwright, Alaska was accomplished. Procedures on cross-servicing between the Air Force and Army were established into an actual cross-service agreement. The transition was accomplished with a minimum of operating difficulties, and a fine spirit of cooperation exhibited by Air Force, Army and Federal Electric Corporation personnel insured an orderly, efficient transition. The Administrative Contracting Officer accompanied DEW East prime contractor personnel to Copenhagen, Denmark on 10 March. Negotiations were conducted with representatives of the Danish Directorate of Civil Aviation in an effort to arrive at an agreement for the Operation and Maintenance of the DYE-4 airstrip. The prime contractor submitted the following two proposals.

a. The prime contractor proposed to continue to operate the DYE-4 airstrip during FY 1962, with permission of the DCA utilizing Danish nationals.

b. In accordance with the wishes of the DCA, the prime contractor submitted an alternate proposal, whereby it would utilize the Directorate of Civil Aviation, who in turn would employ Danish nationals to perform this service. Although this method was the least desirable, it was the method which the Ministry for Greenland stated it desired to utilize in FY 1962.

The Property Administrator of this Wing completed a review, and accepted the FY 1959 Non-Expendable Property Inventory from Federal Electric Corporation. The Property Administrator has also reviewed the proposed cyclical type inventory which will be in effect for the DEWLine and DEW East commencing 1 July 1961.

In February of this year, this Headquarters received notice from Headquarters, Rome Air Materiel Area, advising that the Government will exercise the options under Contract AF 19(626)-3 Operation and Maintenance DEW East for FY 1962. ROAMA's notice indicated that O&M Main DEWLine will be covered by issuance of Contract AF 30(635)-22037, with O&M DEW East to be covered by providing a Supplemental Agreement thereto. Both the Contract and the Supplemental Agreement will contain periods of performance beginning 1 July 1961. Since that notice, the Work Statement covering the O&M of the DEW East sites is being revised in order that it might be incorporated in the contract as a Supplemental Agreement. It is anticipated that the negotiations covering the inclusion of this Work Statement will be effected between Air Materiel Command and Federal Electric Corporation in the next quarter.

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ADMINISTRATIVE CONTRACTING DIVISION (Cont)

Negotiations were started in March by the Air Materiel Command (ROAMA) and Federal Electric Corporation on the contract for the O&M of the Main DEWLine for FY 1962. Representatives of the 4601st Support Wing attended the negotiations meetings to provide technical assistance and advice as to operational requirements to the AMC representatives. Agreements were reached on all elements of estimated costs, with the exception of an estimated amount to be arranged for a portion of the General and Administrative expenses of the ITT parent corporation. It is anticipated that this item will be settled, along with the negotiation of the fixed fee, at the renewal of the negotiations sometime in the next quarter.

Mr. Jerry Gross, GS-11, Cost Analyst, departed this office to accept a new position. No replacement has been employed; however, applicants are being interviewed. This was the only civilian personnel change that occurred during the quarter. There were no military personnel changes during this period.

LOGISTICS DIVISION

GENERAL: During the first quarter of 1961 the main items of interest were: (1) the project of consolidating the two DEW offices at Montreal and Edmonton to the one at Winnipeg; (2) initial development of the new concept of storing and dispensing petroleum products in bulk rubber containers, in lieu of steel drums, in the Mackenzie River area to the extent of placing the procurement requirement on ROAMA; (3) participation of Federal Electric Corporation in project "Money Tree"; (4) assumption of logistic responsibilities, except for C&E items, for the DEW East System; (5) finalization of support agreements with SAC and DOT at Frobisher Bay, and with the Army at Fort Wainwright, Fairbanks, Alaska.

SUPPLY: Requisitions for the 1961 Sealift were finalized and placed with the appropriate DOD supply agencies. Members of the Logistics section attended conferences for: (1) review of hi-valu items for DEW East; (2) revision of DEW East Log Plan; (3) draft of BMEWS Work Statement; (4) initial test of FPS-30; and (5) inspection of facilities at Winnipeg.

INSTALLATIONS: In the Civil Engineering area, the ADC Facilities Utilization Board approved FY 63 MCP projects amounting to approximately $1.4 million for submission to higher headquarters.

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TYPED NAME AND GRADE OF COMMANDER	SIGNATURE
ANDREW J. REYNOLDS Colonel, USAF	

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LOGISTICS DIVISION (Cont)

Higher Headquarters made a determination that the 4601st Support Wing (DEW) did not meet the requirements for allocation of Air Force Leased Housing as intended by Section 515 of Public Law 161, 84th Congress, as amended. Therefore, this Headquarters had no alternative but to comply with a directive from higher Headquarters and to initiate procedures for termination of all leases on Air Force Family Housing allocated to this organization.

TRANSPORTATION: The annual resupply of the so-called Airlift sites commenced during the latter part of March 1961, and will be completed during April. These are the seven sites which are inaccessible by water during normal Sealift operations. The annual supply for these stations is brought in by sea to FOX Main in the latter part of the summer, and then during the latter part of February and March of the following year, ice strips are established and the annual supplies are lifted in by air, using C-124 aircraft provided by USAF from Donaldson AFB, and also by subcontract commercial C-46's, converted to carry bulk fuel. In addition, the Transportation section was primarily concerned with coordinating with AMC, Alaskan Air Command, and Canadian Department of Transport for the Annual Resupply operation for Calendar Year 1961.

OPERATIONS DIVISION

Headquarters ADC approved this organization's request to deactivate the 23 DEWLine auxiliary station crypto accounts. Steps have been taken to deactivate these accounts during April. This action should reduce our requirement for crypto-trained radicians to approximately one-third of the former requirement.

On or about 15 February, personnel from Project Headquarters, Federal Electric Corporation, and Zenith Radio Corporation proceeded to POW Main and performed the necessary installation on the FPS-19 radar to conduct evaluation tests of parametric amplifiers. The Zenith amplifier was tested initially and the evaluation is now dealing with a similar parametric amplifier constructed by ITT Laboratories. Results indicate that the use of parametric amplifiers would show a considerable increase in the FPS-19 performance.

A modification of the DEWLine Data Center Message Composers was required to permit the Composer to supply additional track classification information required by NORAD Operations Order 8-60. This work was completed at all stations by 31 March.

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OPERATIONS DIVISION (Cont)

Training of military personnel, who were being assigned to the Aleution Segment of the DEWLine, at the Streator, Illinois DEW Line Domestic Main Station was terminated in January on instructions from Headquarters USAF. This action was taken as a result of revised manning and training procedures now utilized in Alaska.

There was one personnel change in the Operations Division this quarter. Major Dumont C. Mills, who had just completed a year's tour at the DEWLine FOX Sector, assumed duty as 4601st Assistant Operations Officer and Staff Training Officer, on 10 February 1961.

There were three RCAF visits during this quarter to the 4601st Headquarters and/or DEWLine installations.

a. In January, an RCAF party made the first of its planned quarterly DEWLine visits. Headed by Group Captain Grant, RCAF, ADC, and a representative of the 4601st Support Wing, the party visited the four Canadian DEWLine Main Stations (DYE, FOX, CAM and PIN).

b. In February, three RCAF Squadron Leaders visited the Paramus, New Jersey 4601st Headquarters for a two-day orientation and briefing in preparation for their assumption of Military Commander duties at DYE, FOX and CAM Sectors.

c. Air Commodore J. B. Harvey, Chief Staff Officer, RCAF Air Defence Command, St. Hubert, and a party of three officers visited this Headquarters on 13/14 March 1961. The visitors were conducted on a tour of the Paramus facilities, and were given a classified briefing on the present DEWLine operation. Discussion after the briefing resulted in a proposal by the RCAF members to have future RCAF Military Commanders receive indoctrination to DEWLine only at Paramus, rather than attend the DEWLine Training School, Streator, Illinois. This was concurred with by this Headquarters.

C&E personnel attended a conference at the Western Electric Company offices in New York City on 25 January 1961, for the purpose of receiving DEW East Communication Circuit requirements and allocations. Headquarters USAF will be responsible for priorities and user assignments on DEW East channels, and AACS at Scott AFB, Illinois will be responsible for transmission and engineering of all circuits on DEW East.

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OPERATIONS DIVISION (Cont)

On 29 January 1961, Operations representatives attended a conference at ADC Headquarters concerning the anticipated flight testing of DEW East equipment. NORAD, ADC, Western Electric Company, Bell Telephone Labs, and Federal Electric Corporation personnel were also in attendance.

On 30 January 1961, representatives of this organization met in Toronto, Canada with personnel of the Meteorological Branch, Canadian Department of Transport, and the 4th Weather Wing, Ent AFB, to discuss operating problems encountered in the meteorological activities on the DEWLine, and to amend the Memorandum of Understanding to encompass the weather services for DEW East.

On 28 March 1961, a C&E member of the Operations Division visited Winnipeg, Canada, in accompany with various 4601st staff and Federal Electric Corporation personnel, for the purpose of viewing the proposed DEWLine installation to be established at that location. Plans for commercial circuitry, communications center construction, and terminal facilities were reviewed.

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Mar 1962
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HISTORICAL RECORD

of the

4601ST SUPPORT WING (DEW) (ADC)

for the period ending

31 MARCH 1962

AIR DEFENSE COMMAND

ADC FORM MAY 58 102

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Section I. REQUIRED DATA

1. UNIT AND LOCATION
4601st Support Wing (DEW) (ADC)
Paramus, New Jersey

2. NAME AND GRADE OF COMMANDER
Richard E. Bowman
Colonel

3. CHAIN OF COMMAND (Superior Echelons)

Headquarters, United States Air Force
North American Air Defense Command
Air Defense Command
64th Air Division (Defense)

4. SUBORDINATE UNITS (Down to and including squadrons)

None

5. MISSION (Give authority and brief statement of primary mission)

To discharge all contractual administration responsibilities of the United States Air Force with the Federal Electric Corporation concerning the operation, maintenance, and support of the Distant Early Warning (DEW) System including the DEW East extension and to insure adequate support of the contractor in all areas by all military agencies. To monitor the operation and supervision by the contractor of the Cape Lisburne-Cape Dyer portion of the DEW System. (Auth: 64th AD Regulation 20-2, 31 October 1960)

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	55	14	15	84
ATTACHED	0	0	0	0

7. EQUIPMENT (Give official nomenclature and quantity of mission-type equipment)

C-54 Aircraft (1)

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COMPTROLLER

During the third quarter of the Fiscal Year 1962 continued stress has been placed on the reduction of prior year obligations on FEC contracts. This has resulted in complete elimination of Successor "M" balances and a further reduction for FYs 1960 and 1961 to $135,538.39 and $192,977.14, respectively. Both amounts are firm obligations and include obligations for withheld fees of $100,000.00 for each Fiscal Year pending finalization of the contracts. Effort is currently being directed toward securing final settlements on contracts involved.

Fiscal Year 1962 contract is currently obligated at $42,304,765.00 against which payments to-date total $25,636,199.63. Unpaid billings were $501,657.10. The amount of billings and payments to-date indicate a 1.9 million dollar lag on the part of the contractor to process requests for repayment as promptly as possible. This area is being investigated with a view toward determining whether or not the full amount of obligated funds will be fully utilized.

LOGISTICS

At the beginning of this period the FY-63 O&M Program had not yet been finalized. Final approvals for FY-63 O&M projects were given near the middle of the reporting period. O&M projects for the Main DEWLine amounting to $932,600 and for DEW East amounting to $308,300 were approved. Near the end of this period, the decision was made to place the entire FY-63 O&M Program on the existing FY-62 contract to utilize available FY-62 funds and to reduce the FY-63 funding requirement. The DEW Main work was placed directly on the contract and action was taken to place the DEW East work on the contract by amendments. Design of this O&M work was progressing satisfactorily at the end of this period and was expected to be completed by about 16 April 1962.

Design of the FY-62 MCP is completed and a work statement has been sent to ROAMA covering this program. It is planned to include this work in the DEWLine O&M contract by supplemental agreement since P-331 and P-321 funds in the amount of $1,619,100 have been received. Procurement of construction materials for this program is progressing on schedule.

Design of the FY-63 MCP is progressing on four line items programmed by this headquarters. P-313 funds in the amount of $120,000 have been received. The A/E subcontract for the design now in progress has been awarded to the firm of Fay, Spafford & Thorndike, Inc. Design of the North American Tropo and UHF High Power line items cannot be initiated until siting and further criteria are received from our higher authorities and from ESD.

An order was placed for rubber tanks, hoses and supporting hardware to extend the system to all locations on the DEWLine. At a Hi-Valu provisioning conference, all components of the FPS-30 were deleted from Hi-Valu procedures. An engineer from Eitel-McCullough was dispatched to DEW East in an attempt to

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LOGISTICS (Contd)

determine cause of excessive failure rate on the 50KW Eimac produced klystron. Details were finalized at a conference at CADC Headquarters, Ottawa, for the summer cleanup of DEWLine excesses.

OPERATIONS

During the period covered by this report, DEWLine Indoctrination Training was conducted at Paramus, N. J., for 7 Canadian and 5 USAF Officers who are assigned to DEWLine Data Centers.

DEWLine Periodic Staff Visits via the Aurora C-54 were made on 7 February and 19 March. The 19 March visit was the final inspection by Admiral Richard N. Cruzen (Ret), prior to his retirement from Federal Electric Corporation's Early Warning Systems Division Project Managership. The party of this visit included Colonel Richard E. Bowman, Commander, 4601st, Colonel Philip A. Sykes, Vice-Commander, 64th Air Division, J. W. Guilfoyle, President of FEC, as well as representatives from ADC and AFLC.

The TVOR installation at BAR, commissioned by the Alaskan Air Command in December 1961 and operated since that time by AAC personnel, is expected to be transferred for O&M to the current DEWLine contract. Headquarters ADC has indicated their approval in concept; however, in view of the poor condition of the TVOR equipment, negotiations are presently under way between ADC and AFCS to insure the facility is either rehabilitated or that funds are made available to this contract for such rehabilitation prior to acceptance of operational responsibility.

The Bell Laboratories DEW East flight test report was received during the month of January and an evaluation of the contents was conducted by this organization in conjunction with FEC during the first two weeks of February. Corrective actions have been accomplished in all areas that fall under our immediate O&M responsibilities.

On 27 February 1962, representatives of Western Electric Company visited this location upon direction of the SAC Project Office to discuss information concerning future requirements of Northern Area UHF. Prints of floor layouts, equipment drawings, etc., were provided for their use and retention, as requested by SPO.

On 12 March a staff visit was conducted at the DEWLine Training Sites, Site C-1, Eglin AFB. Effort was made to complete arrangements permitting DEWLine trainees to receive live ECCM training in connection with Eglin AFB scheduled ECM missions. During the month arrangements were reached whereby FEC will train 60 U.S. Army personnel on the AN/FRC-39(V) tropospheric scatter radio equipment at this site during the month of April.

(If additional space is required, continue on blank sheets, size 8x10½, appropriately numbered, and attached securely hereto)

TYPED NAME AND GRADE OF COMMANDER	SIGNATURE
RICHARD E. BOWMAN, Colonel, USAF	Richard E. Bowman

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LOGISTICS (Contd)

Two persons from the FAA Anchorage Regional Office visited POW and BAR Main Stations for on-site familiarization with available DEWLine facilities in connection with FAA proposals to extend their facilities to this DEWLine area. It would appear that an interim configuration is desired pending establishment of long range, permanent facilities by FAA.

Last year, Alaskan Air Command had proposed the discontinuance of periodic flight checking of DEWLine NAVAIDS. They agreed to perform flight checks at the time of commissioning, recommissioning, or under any special circumstances requiring a check. However, in February 1962, Headquarters USAF directed AFCS Norlant Region to perform periodic flight checks on all DEWLine NAVAIDS.

The RCAF again conducted its quarterly inspection of the four DEWLine Sectors in Canada. Lt Colonel G. R. Marshall represented the 4601st Support Wing on this trip.

During March, two voice circuits were provided across the DEWLine on an emergency basis for the reroute of BMEWS Site I traffic. The success of this installation was such as to have ADC direct that a plan be prepared to insure that such provisioning can be accomplished on a minimum notice in the future.

Sub-control capabilities were established at DYE-5 and Sondrestrom tropospheric terminals for wide-band communications operations. This action as directed by Hq ADC has been reflected in the form of a contract change with the Federal Electric Corporation.

In February, a request was made to Hq Air Training Command to provide a cryptographic instructor on TDY to this organization to train contractor personnel employed in the Project Headquarters communications center. A study performed by the contractor showed nearly a $3,000 savings to be gained from this method of instruction as opposed to sending the five or six individuals concerned to attend a resident crypto course at Lackland AFB. ATC approved this request and the training will be conducted in April.

A series of 50KW klystron failures occurred at DYE-4 and DYE-5 beginning 23 March. Several spares on hand were found to be defective when installed. Except for a period of about two hours, at least one 50KW transmitter was in operation at each site. FEC is investigating the situation with one of their engineers, accompanied by a representative of the Klystron Manufacturer, Eitel-McCullough.

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HISTORICAL RECORD

of the

Detachment 1, 4601st Support Wing

for the period ending

30 September 1963

AIR DEFENSE COMMAND

ADC FORM MAY 55 102

P.C. 8810

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Section I. REQUIRED DATA

1. UNIT AND LOCATION
Detachment 1, 4601st Support Wing (ADC)
Paramus, New Jersey

2. NAME AND GRADE OF COMMANDER
Richard E. Bowman
Colonel, USAF

3. CHAIN OF COMMAND *(Superior Echelons)*

Headquarters, United States Air Force
North American Air Defense Command
Air Defense Command
26th Air Division
4601st Support Wing

4. SUBORDINATE UNITS *(Down to and including squadrons)*

5. MISSION *(Give authority and brief statement of primary mission)*
To discharge all contractual administration responsibilities of the United States Air Force with the Federal Electric Corporation concerning the operation, maintenance and support of the Distant Early Warning (DEW) System including the DEW East extension and to insure adequate support of the contractor in all areas by all military agencies. To monitor the operation and supervision by the contractor of the Cape Lisburne-Cape Dyer portion of the DEW System.

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	35	25	13	73
ATTACHED	0	0	0	0

7. EQUIPMENT *(Give official nomenclature and quantity of mission-type equipment)*

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COMPTROLLER

The first quarter of FY 1964 ended with FEC contract being negotiated for $18,847,000. This amount is subject to an upward revision of $1,983,200 due to Canadian salary rate adjustment now pending adjudication before the contract Board of Appeal. In addition, there were $3,610,000 in approved add-ons subject to negotiation with the contractor and complete funding by ADC. It is to be noted that the FY 1964 contract is on a cost-plus-incentive-fee basis instead of the former cost-plus-fixed-fee type of contract. The first quarter billings against the contract amount to $6,412,200. The amount of GFE in support of the current contract is still uncertain due to the assumption of additional support purchases for DSA items which were formerly not funded by Detachment 1 and against which requirements are not fully known. The ABA furnished for the FY 1964 provided for $7,931,000 for GFE pruposes. This amount in all probability will be insufficient to fulfill the requirements in this area.

FY 1963 ended with total obligations against the contract AF30(635)29100 of $36,499,457. The amount billed to date is $36,003,000. This is exclusive of the MCP program.

Continued effort is being made to close out the prior year contracts and finalize all billings and outstanding obligations pertaining thereto. With respect to the original contract AF30(635)32330, the final voucher is still in process awaiting uditor's approval before being forwarded to the Disbursing Office for payment.

MATERIEL

On 1 July 1963, Lt. Colonel Kennedy departed TDY to Scott AFB to discuss Airlift procurement with MATS.

On 1 July 1963, Major Moerschbacher was appointed Unit Supply Officer.

On 11 July 1963, Lt. Colonel Kennedy departed for Sondrestrom and Kulusuk to coordinate construction and maintenance problems with representatives of the Danish Government.

On 16 August 1963, Captain Young was appointed Plant Clearance Officer.

On 3 September 1963, Major Burns accompanied the Arctic Star party for the purpose of orientation and inspection of various DEWLine stations.

Supply

Inactivation of "I" Stations:

a. Message from CSAF received 16 July 1963 authorized implementation of the ADC plan to Inactivate the "I" Stations. The message was also authority to proceed on an unclassified basis. That same day a letter was forwarded, over the ACO's

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signature, directing the O&M Contractor to inactivate the stations.

b. The Doppler Radar (AN/FPS-23) was turned off at 0001 Z, 21 July 1963.

c. Based on the decision to close the Intermediate Stations, the following vehicles were held at the ports and not delivered to the Line:

Type	Qty
Truck, Cargo, 3/4 ton, 4 x 4 (Crewcab)	18 ea.
Carrier, Cargo (Trackmaster)	26 ea.
Trailer, Tracked	1 ea.

These vehicles were reported to Headquarters ADC as excess to our requirements and were subsequently redistributed within the Air Force in accordance with shipping instructions provided by ADC.

d. On 12 August 1963, Lt. Colonel Kennedy and Major Moerschbacher attended meeting at Ottawa, Canada with CADC concerning the disposition of property at the twenty Intermediate Stations being deactivated in Canada.

e. On 3 September, Captain Young attended a meeting with the Property Disposal Review Board to discuss disposal of foreign excess supplies and equipment generated by the deactivation of the "I" Sites.

f. The deactivation proceeded in an orderly manner. The normal number of problems to be expected in deactivating twenty-eight stations were generated. None were of any great magnitude. In general, all bulk and drummed POL products were moved laterally or stored on the beach for movement by sealift during next year's open water shipping season. Similar action was taken with vehicles and heavy equipment. Those items not transferred laterally are winterized and stored on the beach for movement next year. Other supplies and equipment were moved by air to adjacent Auxiliary or Main Stations. The first station to be completely deactivating was PIN ... Personnel departed 22 August 1963. As of 30 Sept. 1963, three stations have not been closed. They are CAM-E, CAM-F, and FOX-D.

Civil Engineering

The contract for the FY 63 O&M Program in Canada was awarded to the Foundation Tower Firm of Canada. They started construction 28 July 1963 and as of 27 September 1963 they were 23.1% complete. Estimated completion time is 15 February 1964.

The FY 63 O&M Projects in Greenland and Alaska are being completed by Federal Electric Corporation. That portion in Alaska is 49% complete as of 28 September 1963 with a completion date of 21 December 1963.

(If additional space is required, continue on blank sheets, size 8x10½, appropriately numbered, and attached securely hereto)

TYPED NAME AND GRADE OF COMMANDER	SIGNATURE
RICHARD E. BOWMAN, Colonel, USAF	Richard E. Bowman

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Fifty-three projects in the FY 64 O&M Program have been reviewed by 26th Air Division with a total cost of $229,500.00. They are presently at Headquarters ADC awaiting gold-flow action. Approximately thirty more projects are presently awaiting Facility Utilization Board (FUB) action before being submitted to higher headquarters for approval and gold-flow review. They total approximately 1.2 million dollars and will bring our total FY 64 O&M Program submittal to 1.5 million dollars.

26th Air Division has made two fire prevention inspections on the DEW-Line this quarter. To date, the DEWLine has had three fire incidents this quarter and they all involved smoking in bed. The responsible parties were fired in each case. Monetary loss averaged $35.00 and the Air Force was reimbursed in all cases from each culprit.

Construction FY 63 MCP - A labor sub-contract was awarded to Foundation-Tower for the North American Tropo Facilities at Hall Beach and for the 60-Foot Tropo Antenna Foundations at five Auxiliary sites. This work is proceeding satisfactorily. Antenna Foundations should be completed in December 1963 and the North American Tropo Facilities in February 1964.

Design FY 63 and FY 64 MCP - Review comments have been submitted on the 60% finals of the regularily programmed DEWLine FY 64 MCP. This design is scheduled for completion on 15 November 1963. 60% design for the DEW Lateral Power Upgrade has been submitted to higher headquarters for review. A review conference has been scheduled for 16-17 October 1963 at this headquarters. Recent decisions reached concerning implementation of this program are as follows:

a. 5 ea. new 500KW Chicago-Pneumatic generators will be purchased for Cape Dyer in lieu of using the 5-650KW Nordberg units from the Grand Forks SAGE Building.

b. 10 ea. new 150KW generators will be purchased for PIN and CAM in lieu of using the 200KW Cummins units from three AC&W stations in Texas and Arizona.

Transportation

Captain Leibfried visited Scott AFB, Illinois on 1-3 July 1963 for review of RFPs proposed by MATS.

The contracts for Direct Air Force Contracting of DEW System Airlift have been finalized and are now in effect for the following areas:

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Area	Contractor
Alaska Vertical and Lateral	Wein Alaska Airlines
Canada Vertical	Transair Limited
Canada Lateral	NORDair Limited
DEW East	Gronlandsfly A/S with subcontract for helicopter services to Keystone Helicopter Corporation

The CAVIESS COUNTY T-LST 692 off-loaded six (6) trackmasters to AB&T vessel Peyaka at Point Barrow on 7 September 1963 for distribution to Alaskan sites.

The WACISSA T-AOG 59 and DAVIESS COUNTY T-LST 692 were returned to the U. S. Navy at Seattle, Washington on 19 September 1963.

OPERATIONS

During this quarter DEWLine Indoctrination Training at Paramus, New Jersey, was provided for the following new DEWLine assignees:

Major C. E. Cooper	PIN Controller
M/SGT E. H. Beseke	PIN Inspection Team
M/SGT F. G. Stephens	PIN Inspection Team
M/SGT C. R. Grubb	PIN Inspection Team
T/SGT M. Watson	PIN Inspection Team

Two DEWLine Staff Visits were conducted this quarter. On 17 July a group headed by Colonel R. E. Bowman, Commander, Det 1, 4601st Support Wing, and Admiral F. B. C. Martin (USN Ret), EWSD Project Manager for the Federal Electric Corporation, visited DEW East and all DEWLine Main Stations on a nine-day trip utilizing the C-54 Arctic Star. On the second trip, departing Stewart AFB on 3 September, Colonel Frank A. Hill, Commander, 4601st Support Wing, Stewart AFB, NY, accompanied Colonel Bowman and party as far as FOX Main Station.

The 26th Air Division and the Alaskan Air Command approved our proposal to have the O&M Contractor man Data Center positions at BAR and POW Main Stations during the September-December time period. Civilian Data Center manning should be terminated in December 1963 upon the de-activation of these Data Centers.

On 23 August transportation was provided to two representatives of the National Labor Relations Board to visit Alaskan DEWLine Sites for the purpose of conducting an NLRB representation election. It is understood that the DEW-Line employees voted overwhelmingly for union representation.

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With the de-activation of the twenty-eight Intermediate DEWLine Stations on 21 July 1963, it was determined to combine the BAR and FOX Field Inspection Teams into one team to be based at PIN Main Station. As DEWLine tours are completed, the PIN Team will be reduced in size to a manning of one officer and four NCO's. The relocation was accomplished about 15 September.

On orders from ADC, the 4754th Radar Evaluation Squadron from Hill AFB, Utah, spent approximately fifteen days evaluating the FPS-19 cosecant square beam versus the pencil beam configuration. The main effort was conducted at BAR Main Station, although evaluations were also taken at FOX-3, FOX-4, and FOX-5. Their recommendations have been forwarded to ADC for action.

During this quarter a large number of VIP and General Officer visits to DEWLine Stations were made. Notable was the annual "Cool School" visit to DEW East and POW Main Station. This annual visit is sponsored by the Department of Defense and included a number of University Presidents and Deans of Engineering Schools.

During this period major installation efforts were underway on DEWLine improvement projects bearing such names as "Green Pine", "North American Tropo", "Central Canadian Tropo", "Sure Stop", and "BAR-Ft. Yukon". All of these projects imposed an extra heavy workload on this headquarters, as well as the DEWLine Stations.

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HISTORICAL RECORD

of the

4601ST SUPPORT WING (ADC)

for the period ending

30 JUNE 1963

AIR DEFENSE COMMAND

5-4172-4A

ADC FORM MAY 58 102

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Section I. REQUIRED DATA

1. UNIT AND LOCATION
4601st Support Wing (ADC)
Paramus, New Jersey

2. NAME AND GRADE OF COMMANDER
Richard E. Bowman
Colonel

3. CHAIN OF COMMAND *(Superior Echelons)*

Headquarters, United States Air Force
North American Air Defense Command
Air Defense Command
64th Air Division (Defense)

4. SUBORDINATE UNITS *(Down to and including squadrons)*

5. MISSION *(Give authority and brief statement of primary mission)*

To discharge all contractual administration responsibilities of the United States Air Force with the Federal Electric Corporation concerning the operation, maintenance and support of the Distant Early Warning (DEW) System including the DEW East extension and to insure adequate support of the contractor in all areas by all military agencies. To monitor the operation and supervision by the contractor of the Cape Lisburne-Cape Dyer portion of the DEW System. (Auth: 64th AD Regulation 20-2, 31 October 1960).

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	37	25	14	76
ATTACHED	0	0	0	0

7. EQUIPMENT *(Give official nomenclature and quantity of mission-type equipment)*

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COMPTROLLER

The FY 1963 ended with total obligations standing at $42,375,642.29. This breaks down into major groupings as follows: FEC DEWLine O&M Contract AF 30(635)-29100, $36,499,457.00; total transportation, including sealift, $3,422,109.69; CCP, $655,271.76, and all other $1,798,803.84. Against the contract obligation cited above, total billings received against the FEC contract as of 30 June totaled $32,980,429.06; leaving an unexpended obligated balance against the contract of $3,519,027.94. The major portion of this balance should be utilized by mid-August. Other obligated balances will be materially reduced during the first half of the current fiscal year.

The FY 1962 FEC Contract AF 30(635)-22037 is still obligated at $41,618,026.00. Total billings and payments to date total $40,820,948.14 leaving an obligated balance of $797,077.86. Efforts are being made to liquidate this balance at the earliest ssible time.

Prior contracts AF 30(635)-16600 and AF 30(635)-32330 are in the process of final liquidation. In each case a final total has been reached with the contractor, and in the case of AF 30(635)-32330 a final voucher has been issued and is currently in the hands of the auditors awaiting approval. Both contracts should be completely finalized within the next quarter.

MATERIEL

Personnel changes in the Materiel Section during this period were as follows:

Loss: Captain Charles M. Lowe was transferred to the 922nd AC&W Squadron on 7 April 1963.

Gains: Major Joseph R. Burns was assigned to the Materiel Section on 2 May 1963. Captain Robert K. Young was assigned to the Materiel Section on 18 June 1963.

During the week 7 to 13 April 1963, Lt. Col. Arthur E Kennedy, Deputy for Materiel, attended a conference with Danish officials at DYE-4 concerning support of DYE-4.

On 11 June 1963, Lt. Col. Kennedy and Major Burns attended a conference with Canadian officials at Ottawa, Ontario, Canada, concerning Logistics Plans for the DEWLine.

On 26 and 27 June 1963, Lt. Col. Kennedy attended a conference at Washington, D.C., concerning Logistics Plans for the DEWLine.

On 23 June 1963, Captain Young accompanied the "Arctic Star" party for the purpose of orientation and inspection of various DEWLine sites.

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In April, we were advised by Headquarters ADC that the five-ton cargo trucks and scoop loaders which were on the FY-63 allocation for the DEWLine, will not be available in time to meet the 1963 Sealift. Vehicles of this type which were scheduled for replacement will have to be continued in use for another year. All other vehicles which were allocated will be available.

Annual special airlift of outsized cargo, except to or from FOX-1, FOX-2 and PIN-B, was completed 3 April 1963. Missions to or from the above sites were deleted due to inability to construct icestrips because of unseasonably warn weather.

Pre-sealift Conference for MacKenzie River Area was held at Paramus, NJ, on 10 April 1963. Pre-Sealift Conference for FOXE-Baffin Area was held at Stewart AFB, NY, on 8 May 1963.

Proposed RFP's for Direct Air Force Contracting of DEW System Airlift, prepared by MATS, were reviewed. Recommended changes were forwarded to MATS for inclusion in finalized RFP's to be submitted to prospective bidders in July 1963

The FY-63 O&M Program has been finalized, approved, funded and a contractual change to the Federal Electric Corporation Contract completed for the construction of the program. The final program consisted of fifty-two projects for a total cost of $831,600.

The FY-64 O&M Program has been prepared this quarter and is presently awaiting review by the 4601st Support Wing Survey Team from Stewart AFB. The program presently consists of eighty-four projects with an estimated cost of $441,000. This program when approved will be accomplished in the FY-64 DEWLine Construction season.

The yearly review of the FY-63 Fire Incidents was performed and submitted to higher headquarters. The DEWLine had seven reportable fires and/or incidents fo the year with a total property loss of $1,204,744.78. This total loss is high mainly because of a complete module loss which cost $1,203,016.78. The cause of this fire was determined to be a faulty antenna penetration in the module wall. A vigorous fire prevention program is in effect to reduce the fire incidents across the DEWLine in FY-64.

Construction, FY-63 MCP: Material procurement for the North American Tropo Facilities at Hall Beach and for the 60 ft. Tropo Antenna foundations at five auxiliary sites is proceeding satisfactorily. The construction supplement covering this program has been processed by ROAMA and gravel foundations pads are now being installed by the DEWLine O&M contractor. It is estimated that a labor sub-contract covering this construction will be awarded in the immediate future.

Design FY-63 and FY-64 MCP: Design of four items included in the regularily programmed DEWLine FY-64 MCP is 60% completed. A contract supplement

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RICHARD E. BOWMAN, Colonel, USAF	Richard E. Bowman

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covering the design of the DEWLine Power Upgrade and the SAC-UHF Electrical Installation has recently been processed by ROAMA. A site survey covering certain Government-furnished generating equipment and switchgear has recently been completed in anticipation of and for use at a pre-design conference which is scheduled to be held in this headquarters on 15-16 July 1963.

During the period of 10 June 1963 - 29 June 1963, a joint survey team from Detachment 1, 4601st Support Wing and Federal Electric Corporation visited the following Air Force installations:

Ozona AFS, Texas
Pyote AFS, Texas
Winslow AFS, Arizona
Grand Forks AFB, North Dakota

The purpose of the trip was to collect and collate the available technical data for the diesel powered electrical generating equipment installed in the station powerhouses. Available equipment is to eventually be re-installed in new power plants at PIN, CAM, and DYE.

Sufficient data was obtained to provide a basis for preliminary sketches and the DEW Lateral Power Upgrade Pre-Design Conference which will be held in Paramus, NJ, during the period 15-17 July 1963.

OPERATIONS

DEWLine Indoctrination Training at Paramus, NJ, was provided for the following DEWLine assignees on 22 and 23 May 1963:

a. S/L J. L. Braiden (CAM Military Commander)
b. S/L F. H. Hannington (PIN Military Commander)

Preliminary measures were initiated this quarter to obtain Radar Quality Control information from all DEWLine Sectors. This information has been used as a basis for establishing a Radar Quality Control Program using AFM 100-28 as a guideline.

The Deputy for Operations had a large turnover in personnel during this reporting period. They were as follows:

a. Lt. Col. G. R. Marshall, Deputy for Operations, was reassigned to ROTC duty at Trinity College, and his position was assumed by Lt. Col. M. H. Castleberry, formerly the C&E Staff Officer for this Deputy.

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b. Major A. E. Murdock was assigned to the Deputy and assumed the position of C&E Staff Officer.

c. Captain Bruce R. Baker, Ground Electronics Maintenance Officer, retired after 20 years of service, and Lt. E. R. Landini assumed this position.

d. Captain W. I. Hamilton, Communications Officer, retired from service, and his duty was assumed by Captain K. E. Bigwood.

The DEW East Training Center, Site C-1, Eglin AFB, Florida, was deactivated in June 1963, and the personnel and equipments were transferred to the contractor-operated Domestic Training Facility at Streator, Illinois. This consolidation of training facilities will permit savings in administrative personnel and student travel expenses.

A telephone credit card system has been authorized for use by DEWLine Technical Representatives for emergency calls to the Commander or his staff during periods of after-duty hours.

Plans for integration of DEWLine Maintenance Data Collection under provisions of AFM 66-1 were begun. Full implementation of this program is estimated for 1 September 1963.

Two DEWLine Staff visits were conducted during this quarter. On 6 May 1963 Colonel R. E. Bowman, Commander, 4601st Support Wing, and Admiral F. B. C. Martin (ret), Federal Electric Corporation DEWLine Project Manager, headed the Staff visiting party. On 23 June 1963, Lt. Col. Castleberry, Deputy for Operations for the 4601st Support Wing, accompanied a party composed almost entirely of 26th Air Division Staff personnel who were making the trip for orientation purposes.

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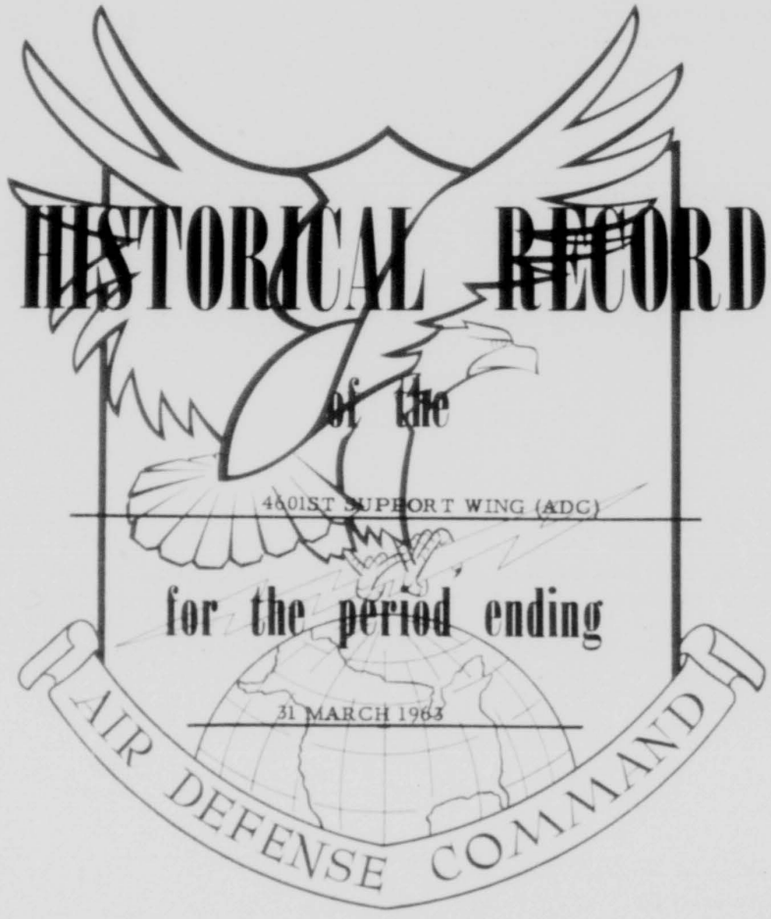

HISTORICAL RECORD

of the

4601ST SUPPORT WING (ADC)

for the period ending

31 MARCH 1963

ADC FORM MAY 58 102

P.C. 8310

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Section I. REQUIRED DATA

1. UNIT AND LOCATION
4601st Support Wing (ADC)
Paramus, New Jersey

2. NAME AND GRADE OF COMMANDER
Richard E. Bowman
Colonel

3. CHAIN OF COMMAND (Superior Echelons)

Headquarters, United States Air Force
North American Air Defense Command
Air Defense Command
64th Air Division (Defense)

4. SUBORDINATE UNITS (Down to and including squadrons)

5. MISSION (Give authority and brief statement of primary mission)

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ATTACHED	0	0	0	0

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C-54 Aircraft (1)

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The annual special airlift of outsized cargo, conducted by MATS C-124's, started 18 March and should be completed the first week of April. At this time it appears that it will be impossible to construct ice landing strips at FOX-1 and 2 for the C-124's.

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F/L G. B. Armstrong (CAM)
F/O R. Jewczy (PIN)

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To our best knowledge, these were the first passenger casulaties on the DEWLine in five and a half years of operation.

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HISTORICAL RECORD

of the

4601ST SUPPORT WING (ADC)

for the period ending

31 MARCH 1963

AIR DEFENSE COMMAND

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RCS: AU-D5

HISTORICAL RECORD

of the

4601ST SUPPORT WING (ADC)

for the period ending

31 MARCH 1963

AIR DEFENSE COMMAND

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ADC FORM MAY 58 102

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Colonel

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RCS: AU-D5

HISTORICAL RECORD

of the

4401ST SUPPORT WING (ADC)

for the period ending

31 MARCH 1963

AIR DEFENSE COMMAND

5-44127-42

ADC FORM MAY 55 102

F.C. 5810

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Colonel

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RICHARD E. BOWMAN, Colonel, USAF	Richard E. Bowman

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RCS: AU-D5

HISTORICAL RECORD

of the

4681ST SUPPORT WING (ADC)

for the period ending

31 MARCH 1963

AIR DEFENSE COMMAND

5-44 77-4D

ADC FORM MAY 58 102

P.C. 9310

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Section I. REQUIRED DATA

1. UNIT AND LOCATION
4681st Support Wing (ADC)
Paramus, New Jersey

2. NAME AND GRADE OF COMMANDER
Richard E. Bowman
Colonel

3. CHAIN OF COMMAND (Superior Echelons)
Headquarters, United States Air Force
North American Air Defense Command
Air Defense Command
64th Air Division (Defense)

4. SUBORDINATE UNITS (Down to and including squadrons)

5. MISSION (Give authority and brief statement of primary mission)
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The third quarter of FY 1963 ended with the current FEC DEWLine O&M contract AF 30(635)-29100 remaining at $34,600,000.00, including $120,000.00 MCP funds. Changes in O&M add-on projects under negotiation has resulted in an obligation of funds toward the contract as of 31 March 1963 in the amount of $840,768.00. MCP funds placed against this contract now total $1,640,670.00 of which $1,520,000.00 has been formalized by contract changes. Final total of contract for FY 1963 should be $36,961,438.00. The 4601st total obligation for 31 March 63 also includes funding for Sealift CCP and POL and now stands at $39,772,389.64.

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of the

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for the period ending

31 MARCH 1963

AIR DEFENSE COMMAND

S-447-43

ADC FORM MAY 58 102

P.C. 5210

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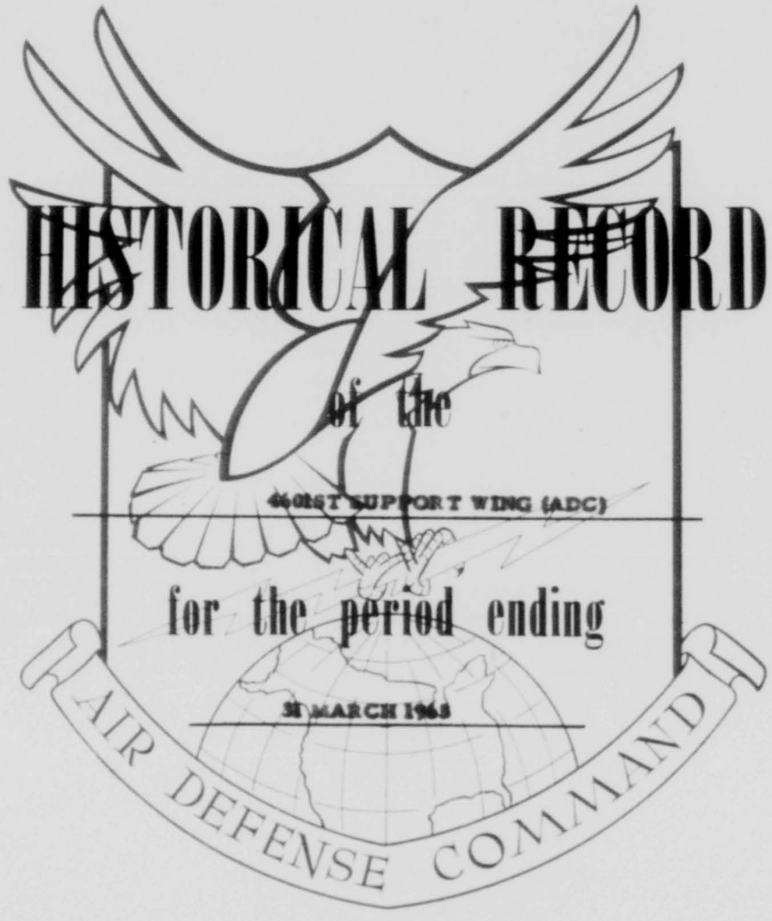

HISTORICAL RECORD

of the

4681ST SUPPORT WING (ADC)

for the period ending

31 MARCH 1963

5-4477-AF

ADC FORM MAY 58 102

F.C. 8510

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Section I. REQUIRED DATA

1. UNIT AND LOCATION
4601st Support Wing (ADC)
Paramus, New Jersey

2. NAME AND GRADE OF COMMANDER
Richard E. Bowman
Colonel

3. CHAIN OF COMMAND *(Superior Echelons)*
Headquarters, United States Air Force
North American Air Defense Command
Air Defense Command
64th Air Division (Defense)

4. SUBORDINATE UNITS *(Down to and including squadrons)*

5. MISSION *(Give authority and brief statement of primary mission)*
To discharge all contractual administration responsibilities of the United States Air Force with the Federal Electric Corporation concerning the operation, maintenance, and support of the Distant Early Warning (DEW) System including the DEW East extension and to insure adequate support of the contractor in all areas by all military agencies. To monitor the operation and supervision by the contractor of the Cape Lisburne-Cape Dyer portion of the DEW System. (Auth: 64th AD Regulation 20-2, 31 October 1960).

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	48	26	14	88
ATTACHED	0	0	0	0

7. EQUIPMENT *(Give official nomenclature and quantity of mission-type equipment)*
C-54 Aircraft (1)

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COMPTROLLER

The third quarter of FY 1963 ended with the current FEC DEW Line O&M contract AF 30(635)-29100 remaining at $34,600,000.00, including $120,000.00 MCP funds. Changes in O&M add-on projects under negotiation has resulted in an obligation of funds toward the contract as of 31 March 1963 in the amount of $840,760.00. MCP funds placed against this contract now total $1,640,670.00 of which $1,620,000.00 has been formalized by contract changes. Final total of contract for FY 1963 should be $36,961,430.00. The 4601st total obligation for 31 March 63 also includes funding for Sealift CCP and POL and now stands at $39,772,589.64.

FY 1962 FEC contract AF 30(635)-22037 is still obligated at $41,618,026.00. Total payments to date amount to $40,750,421.19 leaving an obligated balance of $867,604.86. Billing covering this balance should be received during the current quarter, except for fee holdback which will not be paid until all bills for O&M are received and paid.

Prior contracts AF 30(635)-16600 and AF 30(635)-32330 are now awaiting statements of final billing action on the part of the contractor.

MATERIEL

During the first three weeks of January 1963, Lt. Col. Arthur E. Kennedy, Deputy for Materiel, Major James R. Templeton, Captain Charles M. Lowe and Captain Gordon P. Leibfried participated in the technical proposal evaluation of the DEW Line contract at Rome, New York. Lt. Col. Kennedy returned to Rome on 28 January 1963 for five days for further evaluation of technical proposals.

On 5 February 1963, Lt. Col. Kennedy accompanied Col. Richard E. Bowman to the 64th Air Division Commanders Conference at Orlando AFB, Florida.

On 17 February 1963, Lt. Col. Kennedy accompanied the Arctic Star party to assist the 64 IG Inspection Team in inspection of various DEW Line sites.

On 4 March 1963, Lt. Col. Kennedy participated in further technical proposal evaluation of the DEW Line contract at Rome, New York.

On 18 March 1963, Lt. Col. Kennedy accompanied the Arctic Star party for the purpose of inspection and staff assistance to various DEW Line sites.

The annual non-perishable subsistence requisitions for FY-64 were submitted on 12 February 1963 for the DEW Line stations in Alaska and Canada. The annual non-perishable subsistence requisitions for FY-64 for DEW East stations were hand-carried to this headquarters by 64th Air Division representatives on 15 February 1963. After review by the contractor and the 4601st, they were then hand-carried to the 3121st Log Cont Gp by the 64th Air Division representatives.

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A listing of FY-63 vehicle allocations for the DEW Line stations was received from Hqs. ADC the week of 4 February 1963.

During the first three weeks of January the Surface Transportation Officer reviewed the proposals for the O&M Contract for FY-64 at Griffiss AFB, New York.

The pre-sealift conferences are to be held in the local area this year. The MacKenzie River Conference will be conducted on 10 April and the FOXE-Baffin on 8 May.

The annual special airlift of outsized cargo, conducted by MATS C-124's, started 18 March and should be completed the first week of April. At this time it appears that it will be impossible to construct ice landing strips at FOX-1 and 2 for the C-124's.

The original FY-1964 O&M Program submittal has been redesignated as the FY-1963 O&M Program by Hqs 64th Air Division. The program that is not involved in the "gold-outflow" problem consists of forty-seven (47) projects with a funding request for $726,100. These projects have been funded and a Statement of Work has been forwarded to ROAMA for a contractual change to the Federal Electric Corporation contract.

There is a total of seven (7) projects involved in the "gold-outflow" problem with an estimated cost of $37,600. These projects were forwarded to Hqs. USAF and ADC for project approval.

All FY-62 O&M Projects have been inspected for completion and compliance with their specifications and drawing. A few projects are not 100% complete, mainly due to lack of materials.

The Officer in Charge of the Western DEW Line Field Office was killed this quarter in an airplane accident on the DEW Line. The AFSC for the Officers in Charge of the Eastern and Western DEW Line Field Offices will be changed from AFSC 5525 (Civil Engineer) to AFSC 3034 (Communications) in the new UMD.

The Five-Year Financial Plan has been submitted through Hqs. 64th Air Division and consisted of eight-four (84) MCP Projects for FY-65 through FY-69 for the DEW Line. At the present time, there is no MCP construction in progress on the DEW Line.

A meeting was held at Hqs USAF this quarter with representation by Federal Electric Corporation, 4601 Spt Wg, 64 Air Div, ESD and ADC. Lateral upgrading of the power supply across the DEW Line was discussed. Hqs USAF was favorably inclined with the recommendations by the 4601st Spt Wg. It appears Hqs USAF may have funds available for inclusion of a project in FY-63 MCP to take care of the requirements from DYE-M to PIN-3 and the rest in FY-64.

(If additional space is required, continue on blank sheets, size 8x10½, appropriately numbered, and attached securely hereto)

TYPED NAME AND GRADE OF COMMANDER	SIGNATURE
RICHARD E. BOWMAN, Colonel, USAF	Richard E. Bowman

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OPERATIONS

DEWLine Indoctrination Training at Paramus, NJ, was provided for the following DEWLine assignees on 20 and 21 March 1963:

S/L G. F. Hoffos (DYE Military Commander)
S/L N. D. Cairns (FOX Military Commander)
F/L G. B. Armstrong (CAM)
F/O R. Jewesy (PIN)

The Air Proving Ground Center, Eglin AFB, Florida, advised that due to a higher priority project, the DEWLine O&M Contractor will be forced to vacate the DEW East Training Facility, Site C-1, Eglin AFB, by 30 June 1963. ADC requested plans be prepared for three possible courses of action: (1) Re-establishment of the facility on a military installation; (2) Transferring the equipment to the Streator, Illinois, Training Facility; (3) Disposal of the equipment as excess.

The RCAF has approved a change in policy for DEWLine Indoctrination of RCAF Data Center controllers. In the future these controllers will report directly to the DEWLine, rather than attending the Indoctrination briefings at Paramus, New Jersey. This now limits Indoctrination briefings to Military Commanders and Technical Representatives.

On 19 March DEWLine Indoctrination briefings were conducted at Stewart AFB by this headquarters for nine airmen who are being assigned to Data Center duties in the BAR and POW Sectors. Airmen will be replacing Officers in the BAR and POW Alaskan Data Centers due to a revision of functions at these two locations.

Two DEWLine visits were conducted during this quarter. First, a DEWLine IG Inspection by the 64th Air Division was conducted at certain DEWLine Stations and facilities during February. Lt. Col. Christopher headed the IG Team, which inspected Stations DYE, FOX, CAM, PIN-3, BAR, POW and Winnipeg during the 18 to 26 February time period. Colonel Richard E. Bowman, Commander of the 4601st Support Wing, and Captain R. F. Pryce (USN Ret), of the Federal Electric Corporation, accompanied the inspection party. The second visit, commencing on 18 March, was conducted by Lt. Colonels Colley, Kennedy, Marshall and Castleberry, from the 4601st Support Wing, and P. M. Seleen (B/G USA Ret), of the Federal Electric Corporation. The following locations were visited: DYE-2 (Keflavik, Iceland), Sondrestrom, and the six Main DEWLine Stations.

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A special evaluation of the AN/FPS-19 COS^2 mode at Streator, Illinois, was conducted by the 4754 Radar Evaluation Squadron from Hill AFB, Utah. Testing commenced on 14 January and was completed on 31 January 1963. B-57 and T-33 aircraft were utilized in conducting this survey.

Technical proposals in connection with the FY-64 DEWLine O&M procurement competition were evaluated during January at AFLC ROAMA, Hqs, Griffiss AFB, New York. Communications and Electronics officers represented the Operations' Deputy during the 15-day meeting of the Technical Proposal Committee meetings held in Rome, New York.

At the direction of the ROAMA Technical Proposal Evaluation Committee (FY-64 DEWLine O&M Competition), recruiting tests given to applicants asiring employment as DEWLine radicians were administered to FY-64 DEWLine procurement contract bidders. Tests were conducted by Deputy for Operations personnel at Baltimore, Maryland; Orlando, Florida; Denver, Colorado; Alexandria, Virginia; Patrick AFB, Florida; El Paso, Texas; Cincinnati, Ohio; and Montreal, Canada, during the 14 to 30 January 1963 time period.

On 28 January 1963, FAA flight inspection personnel using a C-54 aircraft flight checked TACAN equipment located at DYE-2 and DYE-3. The DME equipment performed satisfactorily, but the azimuth indicators did not meet tolerances. For this reason, TACAN facilities cannot be given FAA approval.

A Wien Airline Beechcraft operating under DEWLine contract, on a flight from PIN-Main, crashed one mile northeast of the BAR-Main Station airstrip shortly after 09262, 15 January 1963. USAF DEWLine officers who perished in this accident were:

Major Charles W. Packer - Controller, POW
Major Paul F. Hart - Controller, BAR
Captain Lester L. Mahon - BAR Field Team Supervisor

To our best knowledge, these were the first passenger casualties on the DEWLine in five and a half years of operation.

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K-WG-4602-HI
July - Dec 1959

RETURN TO:
Director
Research Studies Institute
Attn: Archives Branch
Maxwell AFB Alabama

History
of the

4602d SUPPORT WING

FOR THE PERIOD

[redacted] 1959

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RCS: AU-D5

HISTORICAL RECORD

of the

4602D SUPPORT WING (ADC)

for the period ending

30 SEPTEMBER 1959

AIR DEFENSE COMMAND

ADC FORM MAY 55 102

F.C. 5510

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Section I. **REQUIRED DATA**

1. UNIT AND LOCATION
Hq 4602D Support Wing (ADC)
Ottawa, Ontario, Canada

2. NAME AND GRADE OF COMMANDER
GEORGE B. HOOKER, JR, COLONEL, USAF

3. CHAIN OF COMMAND *(Superior Echelons)*

Headquarters Air Defense Command

4. SUBORDINATE UNITS *(Down to and including squadrons)*

None

5. MISSION *(Give authority and brief statement of primary mission)*

ADCR 24-4, 9 June 1958 as amended. The mission of the 4602d Support Wing is to insure adequate logistic support to the ADC Aircraft Control and Warning Units located in Canada, except those units assigned to the 64th Air Division, and to provide such support for other USAF and Department of Defense activities located in Canada as may be directed by Headquarters Air Defense Command.

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	31	59	17	107
ATTACHED	0	0	0	0

7. EQUIPMENT *(Give official nomenclature and quantity of mission-type equipment)*

None

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Section II. COMMENTARY

This headquarters is assigned directly under Headquarters Air Defense Command. Headquarters Air Defense Command General Orders Number 31, dated 12 May 1959, (TAB "A"), redesignated the 4602d Support Group (ADC) as the 4602d Support Wing (ADC), effective 1 July 1959. The past history of this headquarters is narrated in the historical record of the 4602d Support Group.

We began this first quarter of Fiscal Year 1960 with an assigned strength of 26 officers, 54 airmen and 17 civilians. At the end of the quarter our assigned strength had increased to 31 officers, 59 airmen and 17 civilians.

During the last promotion cycle for airmen, we had promotions effected to one staff sergeant, one technical sergeant and one master sergeant.

The following major accomplishments were achieved by this headquarters during this reporting period:

a. Our Procurement Office wrote contracts covering 6,262 line items, which included 8 complex and 13 less complex contracts, for a total of $306,323.00. Poor workmanship on the part of some contractors during the last construction season required improvements to the projects, with no cost to the Government, in order that the terms of contract might be met. Equitable agreements were reached with three contractors to perform construction work at no expense to the Government in the amount of $7,336.00.

(1) Additional special provisions have been written and incorporated in contracts for construction and professional engineering services. These special provisions eliminate all legal clauses and considerations from technical specifications requiring these types of services.

(2) The Procurement Office obligated all commitments in order that full obligation under the first quarter financial plan could be realized.

(3) Standard Operating Procedure 70-1, entitled Base Procurement, outlining general authority and responsibility of personnel involved in base procurement, was published and distributed to stations logistically supported by this organization.

(4) Standard Operating Procedure 70-2, entitled Construction Contracts, was published and distributed to stations logistically supported by this organization.

(5) Standard Operating Procedure 77-2, entitled Procurement of Vehicle Repairs Aggregating No More Than $500.00, was published and distributed to stations logistically supported by this headquarters.

b. We received $654,150.00 obligation authority on 24 July 1959 from Eastern GEEIA Region (Mobile, Alabama) to cover the installation of twenty-eight each AN/FPS-6B tower footings. Funds have been transferred over to Canadian Treasury Board. A second increment of P-437 funds will be required on or about fiscal quarter 3/60 for tower erection and equipment installation.

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c. The Financial Services Office issued two checks to the Receiver General of Canada, one for $654,150.00 against an AMC obligation authority as an advance payment for construction of tower footings for BMEWS, and one for $98,000.00 citing Project 458 funds of this headquarters as an advance payment for ancillary projects necessary in connection with the construction of the towers for the Radar Improvement Program in Canada.

d. Expenditures of P-478 funds for 1st two months of FY-60 equalled out our budget allocation for the 1st quarter. A review of expenditures revealed that local purchase of prescription drugs, medical supply indents and TDY travel showed a considerable increase over similar expenditures for the comparable period in FY-59. In order to curb these expenditures, the AC&W sites have been queried as to the numbers of Radar Maintenance physicals accomplished in accordance with ADCR 160-6. These physicals should be accomplished prior to assignment in Canada. Recommendations have also been made to reduce the local purchase of prescription type drugs.

e. The annual Pinetree Squadron Commanders Conference was held at this headquarters on 22, 23 and 24 September. In a three day series of briefings, the conferees were given the latest status of all areas of support provided by the 4602d Support Wing. All Group III Pinetree Squadron commanders were present plus representatives from the Air Divisions and SAGE Sectors having administrative or operational command of the squadrons. The theme of the conference, "How To Do It", was carried out in all briefings and in a brochure of ready reference notes to be used by the commanders as an aid.

f. Our Central Exchange warehouse is nearing completion and the majority of the items for the initial stock are now on hand. The warehouse store is scheduled to open in October.

g. Our P-551 funds for subsistence for FY-60 have been received. We were authorized $850,000.00.

h. Procedures were finalized for effecting the required cost accounting of Civil Engineer activities at all AC&W sites logistically supported by this headquarters.

i. We made installation inspection and facility acceptance of GPA-27 (FPS-20) at Gander and SIF at 639th, 912th, 913th and 916th Squadrons. Also, installation inspections and facility acceptance of OA-840/GPX-7A (SIF) was accomplished at the 914th, and 915th squadrons. An installation inspection of OA-840/GPX-7A (SIF) was accomplished at the 917th squadron.

j. Previous data relative to advising this headquarters of existing ROCP, RNFP, TDIOP or VDP conditions at the AC&W sites have not been satisfactory. Inasmuch as we can render logistical assistance only when appropriate information and data are available, we directed all sites to advise us by priority message anytime an RNFP, TDIOP or VDP condition occurs and when the priority type conditions are satisfied. This enables us to maintain current data by site and render immediate assistance in the event such action is desired.

(If additional space is required, continue on blank sheets, size 8x10½, appropriately numbered, and attached securely hereto)

TYPED NAME AND GRADE OF COMMANDER	SIGNATURE
GEORGE B. HOOKER, JR, COLONEL, USAF	George B. Hooker, Jr.

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COMMENTARY (Continued)

SECTION II.

k. Members of this headquarters made staff assistance visits to the 912th, 913th, 639th and 672d squadrons during the months of July and August. During September the 912th, 914th, 915th, 916th, 917th, 918th, 919th, 639th and 825th squadrons were visited. The purpose of these visits is to provide on-the-spot assistance in resolving local materiel problems, determine actions required to provide better logistical support and observe the technical accomplishments of materiel support functions at the squadron. During these visits, the construction projects are inspected to insure compliance with contract agreements.

l. the 4602d Support Wing Program Guidance Document was completed and distribution made to all interested organizations. This document contains guidance to the aircraft control and warning squadrons in Canada as well as other organizations and provides, in one consolidated form, military construction, minor construction, IRAN equipment schedule and other data on major communications-electronics programs. As changes are made to such programs as CADIN, document amendments will be issued.

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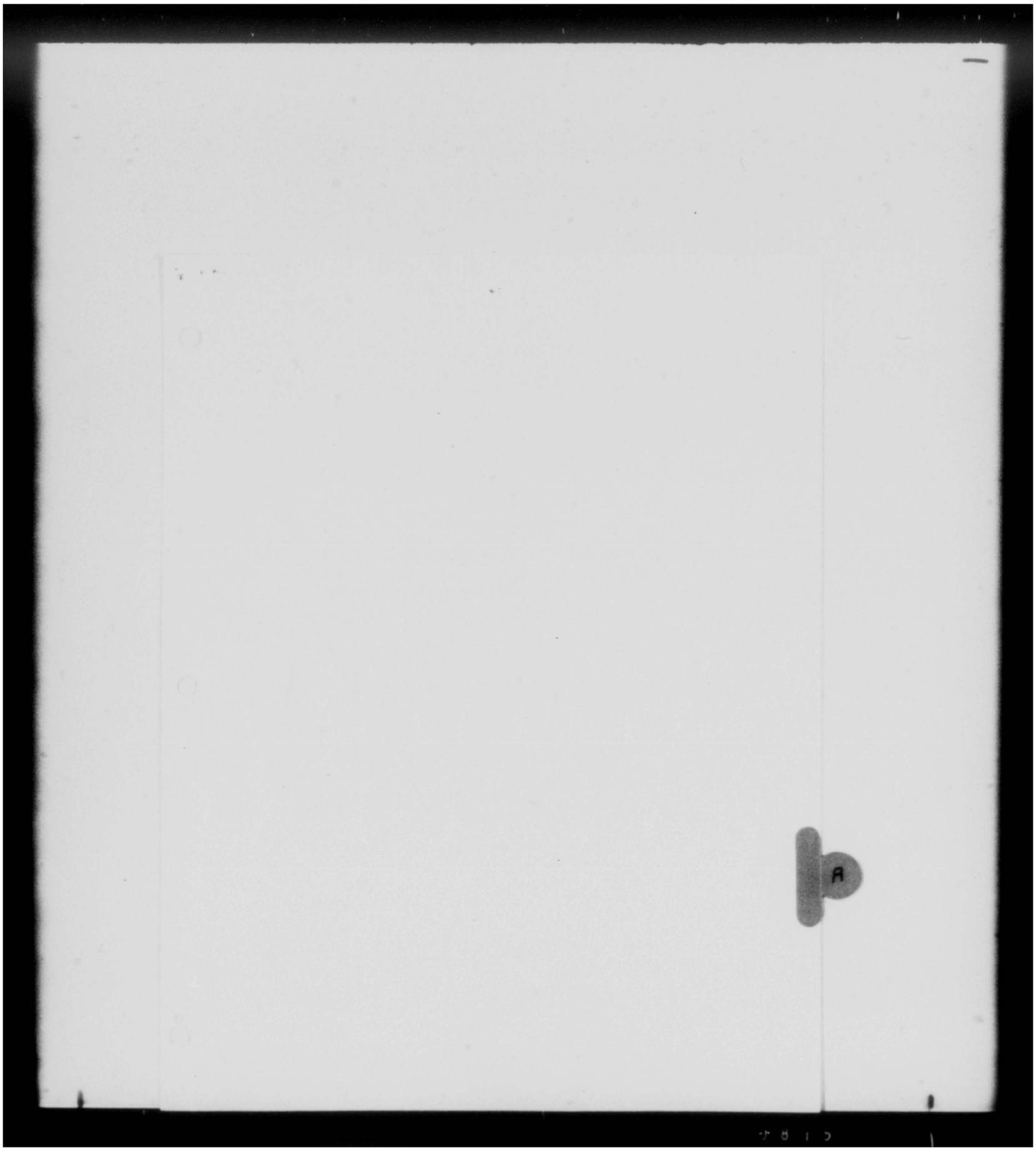

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Headquarters
AIR DEFENSE COMMAND
United States Air Force
Ent Air Force Base
Colorado Springs, Colorado

GENERAL ORDERS)
NUMBER 31)

12 May 1959

REDESIGNATION OF UNIT- - 1. The 4602nd Support Group is redesignated the 4602nd Support Wing, effective 1 July 1959, with no change in assignment, authorized strength or location.

2. Authority: Air Force Regulation 20-27.

JARRED V CRABB
Major General, USAF
Chief of Staff

HEADQUARTERS SEAL:
OFFICIAL

EDMUND B. GOLEMBA
Captain, USAF
Assistant Director of
Administrative Services

DISTRIBUTION:
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A TRUE COPY:

John A. Zimmermann

JOHN A. ZIMMERMANN
Major, USAF

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RCS: AU-D5

HISTORICAL RECORD

of the

4602D SUPPORT SQNG (AIDC)

for the period ending

31 DECEMBER 1959

AIR DEFENSE COMMAND

ADC FORM MAY 58 102

P.C. 8510

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Section I. REQUIRED DATA

1. UNIT AND LOCATION
Hq 4602D Support Wing (ADC)
Ottawa, Ontario, Canada

2. NAME AND GRADE OF COMMANDER
GEORGE B. HOGE JR, JR
Colonel, USAF

3. CHAIN OF COMMAND *(Superior Echelons)*

Headquarters Air Defense Command

4. SUBORDINATE UNITS *(Down to and including squadrons)*

None

5. MISSION *(Give authority and brief statement of primary mission)*

ADCR 24-4, 12 October 1959. The mission of the 4602D Support Wing is to insure adequate logistic support to the ADC Aircraft Control and Warning units located in Canada, except those units assigned to the 64th Air Division, and to provide such support for other USAF and Department of Defense activities located in Canada as may be directed by Headquarters Air Defense Command.

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	31	66	18	115
ATTACHED	0	0	0	0

7. EQUIPMENT *(Give official nomenclature and quantity of mission-type equipment)*

None

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Section II. COMMENTARY

We began the second quarter of FY-60 with an assigned strength of 31 officers, 59 airmen and 17 civilians. At the end of the quarter, our assigned strength had increased as follows: 31 officers, 66 airmen, and 18 civilians.

During the airman promotion cycle in December, we had two Airmen First Class promoted to Staff Sergeant.

The following major accomplishments were achieved by this headquarters during the past quarter of FY-60:

a. The RCAF, through Department of Defence Production, negotiated a contract with the Bell Telephone Company of Canada for consultant services in support of internal communications for the CADIN Program. In accordance with RCAF/USAF agreements, the USAF will reimburse the RCAF for those costs specifically in support of CADIN. The maximum estimated amount, $450,000 has been made available to this headquarters for disbursement. We and the RCAF will jointly manage the Consultant Contract in accordance with the previous agreements between USAF and ADC.

b. The Central Exchange warehouse move was completed 23 October 1959. Approximately $200,000 in PX merchandise was shipped to the Group III sites for Christmas sales.

c. Our Base Exchange sales have continuously increased in the past year. The December 1958 sales to all sites were $29,600.00. Our December 1959 sales to all sites were $55,000.00. Our sales in the Ottawa Exchange Store were $18,200.00 during December.

d. Our Directory and Guide has been published and distribution is being made.

e. At the end of the second quarter of the fiscal year, an obligation rate versus program of 99.99158% was achieved in the O&M appropriation.

f. The commander's objectives and the staff objectives and tasks in support of the commander's objectives for the period January-June 1960 have been prepared and distributed. (See Atch A).

g. We have assumed the responsibility for writing and the administration of CSA's for leased facilities in Canada. The number of CSA's presently involved is approximately 500. With the CSA contracting authority here, it is now possible to process CSA's more accurately and rapidly because required information is more readily available. Actual savings as a result of assumption of this responsibility by this headquarters cannot be determined at this time, however, they will be significant. Budget program procedures are being developed for internal control, to be effective upon transfer of funds under Project 482 from Headquarters ADC. These funds are estimated to be approximately $2 million for the remainder of FY-60.

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h. Members of this headquarters made staff assistance visits to 912th, 913th, 639th, 917th, 918th, 919th and 825th AC&W Squadrons during the month of October. During November, members of this headquarters visited the 912th, 915th, 639th, 914th, 919th and 916th Squadrons. During December, a visit was made to the 916th Squadron. The purpose of these visits is to provide on-the-spot assistance in resolving local materiel problems, determine actions required to provide better logistical support and to observe technical accomplishments of materiel support functions.

(If additional space is required, continue on blank sheets, size 8x10½, appropriately numbered, and attached securely hereto)

TYPED NAME AND GRADE	SIGNATURE
for and in the absence of GEORGE P. BOWLES, JR., COL, USAF	Richard Thumbull Lt Col USAF

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TAB A

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COMMANDER'S OBJECTIVES (JANUARY - JUNE 1960)

1. To continue and improve the 4602nd Support Wing Program for Planning which delineates on a time phased basis the major actions this headquarters must do in order to effectively accomplish its assigned mission.

2. To sustain and enhance the rapport between this headquarters and air divisions, defense sectors and squadrons, in fulfilling our responsibilities as the single point of contact for the implementation of USAF/ADC air defense programs in Canada.

3. Based on a complete analysis of approved plans and programs, to determine and obtain all materiel, personnel, facility, and monetary requirements that will timely and effectively support approved USAF/ADC air defense programs in Canada.

4. To increase the existing close liaison between USAF/ADC personnel and Canadian military and government officials in the furthering of mutual objectives.

5. To examine and evaluate the objectives and actions of this headquarters in consonance with a long-range objective for two years in the future (circa January 1962) for the RCAF to man and logistically support all of the present and proposed USAF/ADC air defense programs in Canada on a proportionate reimbursable basis.

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STAFF OBJECTIVES AND TASKS IN SUPPORT
OF THE COMMANDER'S OBJECTIVES (JAN - JUN 1960)

A. Directorate of Materiel

1. Commercial Transportation

a. Objective: To provide the fastest, most economical modes of transportation of Air Force property, and to provide the best of service and transportation for Air Force personnel and their household goods.

b. Tasks:

(1) To change UMD authorization at all USAF/ADC sites to authorize assignment of properly trained transportation specialists (AFSC 60251). Target date had been 31 December 1958.

(2) Prepare transportation schooling guide for squadrons not having properly trained transportation personnel.

2. Motor Vehicle Transportation

a. Objective: Maintain surveillance over and provide timely and adequate assistance to the ACWRONs for supply, operation, maintenance and procurement of motor vehicle equipment.

b. Tasks:

(1) Assignment of 47170, Vehicle Maintenance Technicians to Group III ACWRONs.

(2) Survey of vehicles authorized and in use at each squadron with goal of replacing all costly military type vehicles with less costly, more dependable and easier to maintain commercial vehicles wherever feasible. To modernize USAF vehicular fleet and present firm objective figures for FY-61 vehicle buy budget to AMC. Target date for completion of survey: 15 January 1960.

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3. Food Service

a. Objectives:

(1) To fully implement the Pinetree Ration System.

(2) To maintain liaison with RCASC headquarters and supplying depots.

(3) To establish equipment standards and requirements.

b. Tasks:

(1) Establish monthly ration value.

(2) Maintain records to insure squadrons subsistence requirements are fulfilled and efficiently administered.

(3) Make staff assistance visits to all squadrons:

(a) Prepare check lists tailored to fit each squadron's problems.

(b) Review equipment requirements, condition, maintenance, operation and utilization in accordance with physical layout.

(c) Coordinate with the supplying depot or RCASC headquarters any subsistence problems encountered.

4. Supply

a. Objectives:

(1) To establish and sustain a supply support system that is completely responsive to the demands of the Group III Pinetree squadrons.

(2) To establish a forecast system which can be utilized for obtaining budgetary justification information from the Group III ACWRONs concerning their equipments and furniture requirements.

(3) Develop a standardized supply support system that is completely responsive to the demands of all Group III squadrons.

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(4) To improve equipments at all Group III squadrons and standardize same to the highest degree practicable, commensurate with their individual missions, locations and physical layout.

b. Tasks:

(1) Eliminate existing personnel processing procedures and support as established in ADCR 67-4.

(2) Provide a supply assistance team at the 4602nd Support Wing (ADC) to assist in resolving problems that occur at Group III Pinetree squadrons.

5. Communications and Electronics Maintenance

a. Objectives:

(1) To continuously improve the quality of communications and electronic maintenance at USAF/ADC sites in Canada by close liaison with squadron maintenance personnel through staff visits and written procedures.

(2) To reduce the cost of depot communication and electronic maintenance at USAF/ADC sites in Canada by monitoring of depot activities.

b. Tasks:

(1) Monitor installation and perform inspection and acceptance of AN/FPS-6 facility at the eleven USAF/ADC sites in Canada.

(2) Monitor CAE augmentation training to insure on-site augmentation personnel can conduct OJT on FPS-6 equipment.

(3) Publish and distribute to the squadrons a C&E maintenance training regulation.

(4) Submit to Headquarters ADC for approval and distribution, changes to ADCM 66-6, covering special procedures for C&E organizational maintenance at USAF/ADC sites in Canada.

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(5) Perform inspection and acceptance of trailer court telephone cable to be installed at 915th squadron, Sioux Lookout, Ontario.

(6) Perform inspection and acceptance of additional UHF/VHF radio facilities to be installed at 672d squadron, Barrington, Nova Scotia.

(7) Continue to monitor ROAMA actions to eliminate interference with Canadian microwave TD-2 system at 639th Squadron, Lowther, Ontario. Solution to this problem hindered due to difficulty of manufacturing filters to design specifications.

(8) Continue to participate in scheduled staff assistance visits to USAF/ADC sites in Canada.

B. Directorate of Civil Engineering:

1. Objective: Completely obligate P-458 Real Property Maintenance by contract by the end of the third quarter. Total amount - $208,000.

a. Tasks:

(1) Engineer projects by 31 March 1960.

(2) Phase projects into PAC in proper order to obligate by end of third quarter.

2. Objective: Completely obligate P-341 and P-459 Programs by the end of the third quarter.

a. Tasks:

(1) Engineering.

(2) Submit for technical review by 4602nd Support Wing (ADC).

(3) Incorporate changes required by technical review in contract documents.

(4) Phase into PAC in proper order to insure proper obligation by end of the third quarter.

3. Objective: Prepare FY-61 O&M Program, Real Property Maintenance by Contract and Minor Construction Program.

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a. Tasks:

(1) Prepare instructions for submittal of Program by squadrons.

(2) Review squadrons submittals for accuracy and need.

(3) Program any facilities needed, not included by squadrons.

(4) The Wing Council review of total program to establish priorities within each fund category.

(5) Submit program to ADC not later than 20 January 1960.

4. Objective: Start initial planning of FY-62 Military Construction Program.

a. Tasks:

(1) Review requirements shown on Air Force Form 800.

(2) Establish what facilities need to be further justified to the Secretary of Defense, i. e., recreational and morale type.

(3) Prepare program upon receipt of call from ADC.

5. Objective: Improve effectiveness of Cost Accounting System used by Civil Engineering.

a. Tasks:

(1) Establish and enforce uniform reporting procedure for squadrons.

(2) In coordination with the Comptroller Section, establish a method of cost accounting which can be integrated with the Civil Engineering system.

(3) Obtain another cost accountant to enable accounting to be established for five sites not at present accounted for.

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6. Obtain completely accurate information relative to Real Property Records and insure that current data is on file.

a. Tasks:

(1) Physical inventory of each site by Real Property Clerk.

(2) Preparation of new Real Property Records based on information obtained.

7. Objective: Submit Architect Engineer contracts and accomplish engineering for the FY-61 O&M Program.

a. Tasks:

(1) Accomplish as much engineering as possible by Architect Engineer.

(2) Determine feasibility for Architect Engineer.

(3) Prepare specifications; select Architect Engineer.

(4) Establish CVE design of the remaining.

8. Objective: Improve as-built drawings on file in drafting section, Civil Engineering.

a. Tasks:

(1) Request site submittal and verification of utilities building plans. Deadline for their return will be 30 January.

(2) Bring the record drawings up-to-date as drafting workload permits. Proposed accomplishment, 15 June 1960.

C. Directorate of Procurement:

1. Objective: Procurement Supervisor at each supported station.

a. Tasks:

(1) Preparation of final staff study justifying objective.

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(2) Development of station operating manual.

2. Objective: Develop procurement cycle for planned procurement program.

a. Tasks:

(1) Furnish Civil Engineering with the procurement cycles.

(2) Furnish Director of Materiel procurement cycle for supplies and equipments.

(3) Coordinate final cycle into the "Financial Plan".

3. Objective: Reduce all recurring supply items to requirements types contracts.

a. Tasks:

(1) Encourage Director of Materiel to develop annual requirements.

(2) Develop the contracts from requirements furnished by Director of Materiel.

4. Objective: Improve overall of procurement program.

a. Tasks:

(1) Develop definitive mechanized bidders listing.

(2) Establish contractors experience file.

(3) Make maximum utilization of Flexo-Writer.

(4) Institute performance bond program in construction contracts.

D. Directorate of Communications and Electronics

1. Objective: Implementation of USAF/ADC TACAN Program.

a. Tasks:

(1) Summation of actions by all agencies.

(2) Issuance of Program Schedule.

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(3) Progress Reporting Procedures.

(4) Completion of five stations by 30 June 1960 with remaining six during fall of 1960.

(5) Monitor RCAF Fixed Program.

2. Objective: Implementation of CADIN Ground Electronics Program.

a. Tasks:

(1) Issuance of Program Schedule.

(2) Progress Reporting Procedure.

(3) Completion of all sitings and site review on joint basis with RCAF, GEEIA and Sectors (as required).

(4) Keep Air Divisions and Sectors informed of operational aspects of program.

3. Objective: To Develop Improved Program Guidance Documents.

a. Tasks:

(1) Reaccomplish material to conform with ADCM 27-1.

(2) Establish status reporting system.

(3) Establish procedures for timely distribution of changes.

4. Objective: Implement Procedures for Management of USAF ADC Leased Communications in Canada.

a. Tasks:

(1) Establish CSA Files and Procedures.

(2) Establish Programming Procedures for Requirements and Funding.

(3) Establish and Implement Sound Inter-Staff Management Techniques.

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5. Objective: Maintain Joint Management of CADIN Communications Consultant Contract.

a. Tasks:

(1) Continue development of requirements for on-base communications with GEEIA and RCAF.

(2) Jointly monitor performance of contractor.

(3) Jointly review and approve consultant proposals for requirements at CADIN locations.

(4) Jointly certify to services rendered for purpose of progress payments by RCAF to contractor.

6. Objective: Maintain Joint Implementation Responsibilities for CADIN Long Line Communications.

a. Tasks:

(1) Continue to assure the solidity of requirements developed jointly with the RCAF.

(2) Jointly approve network planning group (RCAF) layouts from a standpoint of vulnerability and economical route selection.

(3) Jointly approve special construction proposals.

(4) Establish records and procedures for implementation of approved cost-sharing arrangements for CADIN long line communications.

(5) Develop programming data to keep higher headquarters and lower echelons advised of intended actions.

7. Objective: Implementation of Frequency Diversity Radar Program in Canada.

a. Tasks:

(1) Obtain, through CCS-C, RCAF concurrence to conduct site surveys for tentative FD Program at five Group II and 11 Group III sites.

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(2) Monitor higher headquarters actions on the Master Air Defense Plan as it pertains to FD radar.

(3) Develop preliminary programming data outlining support and corollary requirements.

(4) Cause higher headquarters action to obtain government to government approval of FD Program.

8. Objective: Provide Required Communications to Support 25th/5 NORAD Divisions Consolidation Under 25th NORAD Division.

a. Tasks:

(1) Issue required confirming CSA's to CCC by 15 January 1960.

(2) Continue to monitor actions of other agencies involved in provision of facilities at and to Seattle Sector.

(3) Insure that 25th NORAD Division assumes communications operational functions for Western Mid-Canada Line Stations.

(4) Take action as necessary to assure completion of objective by 1 March 1960.

9. Objective: Implementation of Radar Improvement Program.

a. Tasks:

(1) Continue to monitor FPS-6B manufacturing, construction, installation and test phases.

(2) Develop such additional requirements and take programming action as necessary.

E. Comptroller

1. Objective: Effective and economic use of available funds in support of the Pinetree system.

a. Tasks:

(1) Review and revise check lists distributed to sites and Air Divisions on the following subjects:

(a) Basic funding philosophy, policies, procedures.

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(b) Preparation of financial plans and revisions.

(c) Simplified appropriation accounting records.

(d) Basic finance structure.

(e) Supporting documents required for various types of payments.

(f) Cash purchasing officer procedures.

2. Objective: Cohesive systemwide effort in the preparation of budget estimates, financial plans, and revisions to financial plans.

a. Tasks:

(1) Review and revise staff memoranda prescribing actions to be accomplished by 4602nd staff elements.

(2) Development of proposed financial plans and revisions for submission to the council.

(3) Procedures for reprogramming funds to meet new requirements.

(4) Follow-up procedures to insure timely liquidation of obligations.

3. Objective: A high degree of credibility with ADC Headquarters in funding matters.

a. Tasks:

(1) Review and up date briefings in the Comptroller area of interest for presentation to the following groups.

(a) Commander's Conferences.

(b) Visitors generally not familiar with Comptroller matters.

(c) Comptroller technicians.

(d) Command Council.

(e) Budget Review Groups.

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4. Objective: Regular participation by Site Commanders and the 4602nd staff in financial management of the system.

a. Tasks:

(1) Prepare control presentations for use by Comptroller and Commander to insure early warning of problem areas.

(2) Charts:

(a) Obligation versus program by cost category.

(b) Unpaid vouchers over 30 days old by cause.

(3) Maintain a visitors folder for each site, sector, air division, and ADC Headquarters. Items to be discussed during visits as well as visit check lists will be included.

(4) Establish controls and check lists for reviewing merged accounting and fiduciary reports.

5. Objective: A high degree of reliability and accuracy in the payment of military personnel, civilians and public vendors.

6. Objective: A capability to meet quarterly commitment and obligation limitations, as well as to minimize year end unobligated balances.

7. Objective: An accurate and timely accounting operation resulting in studies and summaries of use to the Commander and staff.

F. Medical Service and Mortuary

1. Objective: An adequate medical supply in support of mission.

a. Tasks:

(1) Prepare and publish new Regulation 160-1.

(2) Budget and allocate P-458 funds into proper categories and in sufficient amounts to accomplish mission.

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(3) Insure maintenance of adequate stock levels.

(4) Reduce backorders and time lag in filling backorders. This can be done by informing NDHQ of our anticipated non-stock listed requirements.

(5) Train medical technicians in proper procedures of indenting and procedures in obtaining approval for supplies which are not listed in regulation.

(6) Accelerate coordination between 4602nd Support Wing, RCAMC, ADC and SAGE Divisions.

(7) Effect uniform petty cash procedures for all sites in purchase of prescription drugs.

2. Objective: Provide veterinary food inspection service.

a. Tasks:

(1) Conduct a food service sanitation course at time of staff assistance visit.

(2) Train medical technicians in basic principles of food inspection.

(3) Inspect food processing plants and delivery facilities which are not inspected by Canadian agencies.

(4) Submit representative food samples to laboratories and evaluate these laboratories.

3. Objective: Assist in preventive medicine program.

a. Tasks:

(1) Coordination with IEO in assuring proper chlorination of water supply, proper waste disposal, adequate insect and rodent control, proper ventilation of barracks and shops and other engineering aspects related to environmental hygiene.

(2) Distribution of certain environmental health education material to the sites.

(3) Immunization of animals and control if diseases transmissible from animals to man.

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(4) Assist in achieving adequate food facility sanitation through assistance type inspections.

(5) Revise and publish new Environmental Sanitation Regulation.

4. Objective: Monitoring dependent medicare program.

a. Tasks:

(1) Disseminate all information pertaining to restoration of certain outpatient care.

(2) Review all 1863's.

(3) Prepare a concise, policy pertaining to the dependents medicare program for distribution to the field.

5. Objective: Coordinate with CCS-C in publication of medical care data pertaining to USAF personnel assigned to Ottawa.

6. Objective: An effective mortuary service.

a. Tasks:

(1) Obtain latest information on Canadian Mortuary regulations and authorized USAF entry bases.

(2) Disseminate all information to sites in Canada.

G. Directorate of Administrative Services

1. Objective: To provide systematic internal administrative support to the 4602nd staff.

a. Tasks:

(1) Provide mailing and distribution service for correspondence.

(2) Maintain Central File for copies of correspondence originating in offices other than those designated as separate offices of record.

(3) Maintain the Master File of AF, ADC, etc., regulatory material.

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(4) Maintain adequate stock level of forms (AF, ADC and local) to support staff requirements.

(5) Continually review and bring up-to-date Staff Memorandums and issue those necessary for additional staff guidance.

(6) Maintain a printing capability to reproduce forms, brochures, form letters, etc., consistent with staff requirements.

(7) Establish and supervise Records Management Program for those staff agencies designated as separate offices of record.

(8) Issue necessary orders directing TDY or PCS of assigned personnel, including those of units attached for administrative support, such as Northern NORAD; Det 1, 6961st Communications Squadron, etc.

2. Objective: Maintenance of officer and airman records.

a. Tasks:

(1) Daily posting and filing changes of personnel data.

(2) Semi-annual review by members of his personnel records.

(3) Monthly review to insure personal affairs of each individual are current.

(a) Uniformed Contingency Option Act.

(b) Annual physical examination

(c) Immunization

(d) Reenlistment

(e) Extensions of Overseas Tour

(4) Prepare daily Morning Report and Leave Register.

(5) Insure submission of Annual Effectiveness Reports, or as required by status change.

(6) Preparation of military pay orders, travel vouchers, allotments, and other financial documents as necessary or as required.

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3. Objective: Civilian Personnel Management.

a. Tasks:

(1) Prepare semi-monthly Time and Attendance Report for submission to Selfridge AFB.

(2) Effect hiring as required.

(3) Assist the staff in the preparation of job descriptions when setting up new civilian positions or when a change in job function occurs.

4. Objective: Maintenance of an RCS Control Point.

a. Tasks:

(1) Issue reminders to the staff normally on a monthly basis as to due date of certain reports.

(2) Insure that reports are submitted on time.

(3) Assign RCS Control Numbers to reports originating within the organization.

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Jan. 1960—
Dec 1960

RETURN TO:
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Research Studies Institute
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QUARTERLY HISTORIES, 4602ND SUPPORT WING (ADC)

1960

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HISTORICAL RECORD

of the

4602nd Support Wing (ADC)

for the period ending

31 DECEMBER 1960

AIR DEFENSE COMMAND

5-1418-20

ADC FORM MAY 55 102

P.C. 5810

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Section I. REQUIRED DATA

1. UNIT AND LOCATION
Hq 4602nd Support Wing (ADC)
Ottawa, Ontario, Canada

2. NAME AND GRADE OF COMMANDER
SALVATORE J. VENEZIANO
Colonel, USAF

3. CHAIN OF COMMAND *(Superior Echelons)*

HEADQUARTERS AIR DEFENSE COMMAND

4. SUBORDINATE UNITS *(Down to and including squadrons)*

NONE

5. MISSION *(Give authority and brief statement of primary mission)*

ADCR 24-4, 12 October 1959. The mission of the 4602nd Support Wing is to insure adequate logistic support to the ADC Aircraft Control and Warning units located in Canada, except those units assigned to the 64th Air Division, and to provide such support for other USAF and Department of Defense activities located in Canada as may be directed by Headquarters Air Defense Command.

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	43	97	20	160
ATTACHED	0	0	0	0

7. EQUIPMENT *(Give official nomenclature and quantity of mission-type equipment)*

NONE

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Section II.	COMMENTARY

We began the second quarter of FY-61 with an assigned strength of 39 officers, 91 airmen and 20 civilians. At the end of the quarter our strength had changed as follows: 43 officers, 97 airmen and 20 civilians.

Colonel Salvatore J. Veneziano assumed command of the 4602nd Support Wing (ADC) on 4 October 1960, vice Colonel George B. Hooker, Jr. (See Tab A - G.O. #1, Hq 4602nd Support Wing (ADC), 4 Oct 60).

The following is a summary of events, general information and accomplishments of this wing during the past quarter:

Personnel from this headquarters visited Headquarters Air Materiel Command to discuss the accountability responsibility for USAF equipment in Canada. Headquarters AMC concurred in our proposal to have the RCAF/AMC maintain accountability for this property. The Central Coordinating Staff-Canada will coordinate with RCAF/AMC and when finalized the procedures will be published in AFM 67-1.

The RCAF was advised that property permanently affixed to the real estate at a Group III Pinetree Squadron was automatically the property of the Canadian Government under the terms of Diplomatic Note 454. The question arose as the result of the RCAF proposal to employ commercial power for the GATR installation at Beaverbank in lieu of serving the facility from the station generating plant. This determination greatly simplifies disposal of fixed government property in Canada.

United States excess equipment for support of F-101, F-102 and F-106 aircraft located at RCAF Stations Chatham, Bagotville, St Hubert, Uplands and Comox has been returned to the USAF supply system. These items, consisting of tires, tubes and wheels, were rendered excess by a change in the recovery concept.

A system has been developed for processing Mobile TACAN approach procedures after GEEIA has the facility on the air and operating satisfactorily. AACS will perform a commissioning or calibration flight check. Following this check a procedural flight check will be flown utilizing interceptor aircraft. Upon completion of these two checks, action will be taken to obtain coordination on AF Form 1371 from the following individuals or agencies: (1) Commander or his representative of unit performing the procedural flight check. (2) RCAF station commander or DOT chief tower controller or their representatives. (3) DOT regulation director of air services or his representative. (4) Sector commander or his representative. (5) Air Division commander or his representative. The completed Air Force 1371 forms with attachments will then be forwarded to Air Defense Command. After ADC approval, SAC or AAC approval in accordance with attachment #6 to AFR 55-24 will be obtained. RCAF and DOT approval will be obtained prior to publication by ACIC. All divisions and sectors responsible for developing Mobile TACAN approach procedures have been advised of the new method of processing.

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This headquarters was informed by CCS-C that Diplomatic Note 100 was being cancelled by the Canadian Government and that the 30-days termination notice had been given. Subject note governs the disposal procedures for USAF excess property in Canada. As the result of curtailment of this note, the cut-off date for processing declarations to Crown Assets Disposal Corporation was set as 7 December 1960. A total of 48 declarations were received from the Group III sites and the 4602d Support Wing. These will be the final disposal actions pending development of new agreements and/or procedures for processing foreign excess at USAF/ADC ACW Squadrons in Canada. In this connection, a conference is scheduled for the latter part of January 1961 with representatives from Headquarters USAF, AMC, ADC, U.S. State Department and Canadian agencies to discuss new procedures for disposal of U.S. foreign property in Canada.

A full period voice circuit between the 4602d Support Wing PABX and Stewart AFB (64th Air Division) was installed and operational on 21 December 1960. The circuit is available on a 24-hour basis through the RCAF Operations Board after duty hours and on week-ends and holidays.

Headquarters Air Defense Command approved the 4602d Support Wing proposal to sign off on broad cost estimates submitted by the telephone companies for construction of facilities for CADIN circuits. A representative of Detachment 3, AACS, Office of Commercial Communications Management, visited Ottawa and assisted at the first review of such proposals so that the 4602d would have guidance for future proposals.

The Joint Working Agreement for cost-sharing of CADIN/SAGE Communications reached USAF level through CCS-C for sign-off during December. However, final agreement has been delayed pending Headquarters USAF review. The contents are basically the same as previously reported and it is anticipated that sign-off will occur in January 1961.

This headquarters has made a proposal to Air Defense Command for the management of Air Force Communications in Canada. This proposal made reference to the fact that AACS had been designated the single manager for administering commercial communications services on behalf of all commands within the continental limits of the United States. Although the 4602d may phase out entirely in the processing of CSA's when CADIN is implemented in 1963, we proposed that the RCAF be requested to take over full managerial responsibilities by 1 July 1961. In addition, it was recommended that consideration be given for the RCAF to act as single manager for all Air Force leased communications in Canada in the same manner which Hq AACS now acts in the U.S. The RCAF will not be approached formally until Headquarters ADC and AACS concur in this proposal.

The present USAF Frequency Diversity and Radar Improvement Programs scheduled for implementation in Canada is generating concern in the radio fre-

(If additional space is required, continue on blank sheets, size 8x10½, appropriately numbered, and attached securely hereto)

TYPED NAME AND GRADE OF COMMANDER
SALVATORE J. VENEZIANO
Colonel, USAF

SIGNATURE
Salvatore J. Veneziano

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quency compatability and mutual interference areas. These problems are basically a result of the increased density of electronic radiating facilities in Canada; plus, the contemplated effects of the high powered outputs of the FD family of radars. Prior to the present frequency problems, the RCAF enjoyed a rather free hand in the utilization of the RF spectrum with the Department of Transport blessing; however, it should be recognized that this RCAF leniency was based on low-powered equipments, in sparsely settled areas, and in RF bands then considered of no consequence. This problem is reversed today and DOT is now vitally concerned in all electronic radiating facilities in Canada and related perimeter areas. The 4602d Support Wing believed it prudent to register all USAF radar frequency requirements in Canada. This registration should be reflected in the form of DOT License to operate each specific facility. This DOT License now appears necessary to assure the commissioning or assure the sustaining operation of existing radars. In keeping with this new requirement, the 4602d Support Wing submitted through ADC the radar frequency and band requirements for all USAF radar facilities, existing or programmed for CADIN sites in Canada, less Gap Fillers. We have requested ADC to expedite clearance of radar frequencies in Canada as soon as possible to insure that there are no problem areas which could have an impact on military construction.

A total of 33 P-458 O&M projects were submitted for contractual action during the quarter, and 100% completion certificates were received on 19 projects.

Members of the 4602d Staff made semi-annual Staff Assistance Visits to the 914th, 915th, 916th, 917th, 918th, 919th and 825th ACW Squadrons during this reporting period.

This report is a close-out report of the Historical Record of the 4602d Support Wing to be submitted to Headquarters Air Defense Command. Effective 1 January 1961, this headquarters was placed under the command jurisdiction of the 64th Air Division (Def) and future reports will be sent to that headquarters.

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GO 3, 2 Nov 59 was the last of the series for 1959

HEADQUARTERS
4602D SUPPORT WING (ADC)
United States Air Force
119 Ross Avenue
Ottawa 3, Ontario, Canada

GENERAL ORDERS)
NUMBER 1)

4 October 1960

TAB "A"

ASSUMPTION OF COMMAND. Under the provisions of Air Force Regulation 35-54 and ADC message ADMDC 041238, 3 Oct 60, the undersigned hereby assumes command of the 4602d Support Wing (ADC), effective this date, vice COLONEL GEORGE B HOOKER JR, 2951A.

Salvatore J Veneziano

SALVATORE J VENEZIANO
Colonel, USAF
Commander

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RCS: AU-D5

HISTORICAL RECORD

of the

4602D SUPPORT WING (ADC)

for the period ending

30 SEPTEMBER 1960

AIR DEFENSE COMMAND

ADC FORM MAY 58 102

F.C. 5810

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SALVATORE J. VENEZIANO
Colonel, USAF

3. CHAIN OF COMMAND *(Superior Echelons)*

Headquarters Air Defense Command

4. SUBORDINATE UNITS *(Down to and including squadrons)*

None

5. MISSION *(Give authority and brief statement of primary mission)*

ADCR 24-4, 12 October 1959. The mission of the 4602nd Support Wing is to insure adequate logistic support to the ADC Aircraft Control and Warning units located in Canada, except those units assigned to the 64th Air Division, and to provide such support for other USAF and Department of Defense activities located in Canada as may be directed by Headquarters Air Defense Command.

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	39	91	20	150
ATTACHED	0	0	0	0

7. EQUIPMENT *(Give official nomenclature and quantity of mission-type equipment)*

None

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Section II. COMMENTARY

We began the first quarter of FY-61 with an assigned strength of 30 officers, 83 airmen and 19 civilians. At the end of the quarter our strength had changed as follows: 39 officers, 91 airmen and 20 civilians.

The following is a summary of events, general information and accomplishments during the past quarter:

Our revised requirements for FY-61 P-482 funds in the amount of $16,040,000 were submitted and provided for the continuation of circuits and services in being as of the end of FY-60 and required on a continuing basis through FY-61 in support of the DEW Line, circuits to the Mid-Canada Line, services and facilities in support of GOOSE-NORAD Sector (formerly 64th AD) and continuing services in support of the manual air defense system along the Pinetree Line. In addition, provision was made for one time "provisioning" charges and recurring rental in support of the CADIN-SAGE program scheduled to be placed under contract and/or to become operational during FY-61. The funds required to support the CADIN program were developed on the basis that the RCAF would meet all attendant costs associated with the implementation of communications facilities with reimbursement to follow by the USAF in accordance with present policy. An explanation of the estimated fund requirements by major sub-programs was as follows:

a. SAGE External Rental

This sub-paragraph provided for the continuation of services through FY-61 of the facilities in being as of 30 June for manual inputs from Pinetree sites in Canada, to the respective SAGE direction center in the U.S. which average six voice and one teletype circuit from 30 Canadian locations. The estimate for FY-61 provided funds in the amount of $1,743,480 which was computed on a circuit by circuit basis, based upon charges currently or projected to be in effect with the Canadian Commercial Corporation, Agent for the United States Air Force purchases of commercial communications services in Canada.

b. SAGE External Provisioning Charges (CADIN)

Under current agreement the RCAF will be placing contracts with communications carriers using RCAF commitment authority for which actual expenditures will not occur until FY-62 through FY-64. It was agreed that the RCAF will initially meet all attendant costs and the USAF will advance on an annual basis to the Canadian Treasury only the required funds necessary to cover disbursements during the particular Fiscal Year. The actual amount of RCAF funds expected to be disbursed, for which advances will be required, was estimated to be approximately $72,000. However, it must be understood that the RCAF is actually placing the USAF in the position of being liable for the amount of $10,563,750 for both long lines and on-base construction and installation charges, therefore, it was deemed prudent to make provisioning for this liability during the year in which the RCAF commits itself to contracts. It is planned that as contracts are consumated by the RCAF for the joint CADIN program, this organization will place these amounts of money on miscellaneous obligating documents.

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Actual disbursements will be accomplished from FY-61 funds as billings are presented by the RCAF in following years.

c. CADIN-SAGE Internal Rental

No provision was made for recurring rental charges for on-base and internal communications facilities and services since no USAF financed sites will be converted to SAGE operation during FY-61. This is directly attributable to the slippage of the overall CADIN program.

d. CADIN-SAGE Internal Provisioning Charges

Funds to cover on-base and internal communications charges were included in the overall P-482 estimate. The estimated amount of $1,003,500 is a 100% responsibility of the USAF since it has been previously agreed that USAF is responsible for all installation costs for the CADIN program at each of the long line range radar sites, ROMARC bases, Gap Fillers, and the DC/OC.

e. CADIN-SAGE External Rental

Seventy-two thousand dollars represented the revised estimate of long line circuits which will be phased in during FY-61 in support of one long range radar site. This 2/3's share of the total cost is based on a circuit by circuit computed estimate as furnished by the Canadian telephone companies.

f. Pinetree

Funds in the revised amount of $1,500,252 were provided for the continuation of the circuits and facilities in support of the manual air defense system which will continue in operation up until the time that the CADIN program is implemented on a phased basis to be completed during the 1st quarter of FY-64 under present planning. These funds represent the USAF share which was computed on a circuit by circuit basis arrived at jointly with the RCAF in accordance with cas 1 through 5 cost sharing agreement dating back to 1952. The funds for the continuation of the Pinetree manual system show a reduction from previous years which was due to the conversion of certain circuits to a CADIN-SAGE circuit for programming purposes.

g. DEW Line and Mid-Canada

The revised estimate of funds in the amount of $257,724 for DEW Line and $34,620 for Mid-Canada Line circuits for FY-61 were provided for a continuation for a full years operation during FY-61 of those circuits installed in previous years in accordance with the joint USAF/RCAF operations plan for DEW and Mid-Canada lines. Increases were provided during FY-61 which were the result of realignment of the 25/3 Air Division area of responsibility and the retermination of circuits to SAGE Air Divisions as a result of phase out of the 31st Air Division (Def) and 5th Air Division (RCAF accomplished during FY-60.

(If additional space is required, continue on blank sheets, size 8x10½, appropriately numbered, and attached securely hereto)

TYPED NAME AND GRADE OF COMMANDER	SIGNATURE
SALVATORE J. VENEZIANO, Col., USAF	Ltr Chis Plumbell Lt Col

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B. 64th Air Division

The revised estimate of funds for FY-61 in the amount of $396,728 were provided for the continuation of circuits and facilities in the Northeast area to support the GOOSE-NORAD Sector. This estimate was included in the financial plan in accordance with ADC instructions which directed this headquarters to assume programming responsibility from the 64th Air Division not later than 31 March 1960. The revised estimate provided for two new circuits between Stewart and Goose AFBs previously approved by Headquarters ADC.

A CADIN Communications Conference was held at Edmonton 7-9 September 1960. This was the last of the area conferences which now completes the network planning for all SAGE-type circuits for Pinetree sites. The circuits planned at this meeting were also allocated to the various Canadian communications carriers for planning and costing.

a. The area under consideration was primarily that of the 29th NORAD Region and involved circuitry for eight sites and five direction centers including adjacent areas. The new sites of C-49 and C-51 through C-54 comprised the majority of these involved.

b. Some changes in site classification were made with the approval of representatives of the 29th NORAD Region. C-52 (Dana) and C-49 (Gypsumville) were both made a "C" class and provided with only one route of data and other circuits. The primary reason for this action was the prohibitive cost of providing an alternate route and weighing this against the coverage anticipated by these and their adjacent radars. All other sites were provided with dual routing.

c. New construction is involved at several places but when greater quantities of circuits were routed through these and the fact that commercial expansion is involved in others, provisioning charges were reduced so that it is anticipated for this area they will not exceed $100,000 versus an anticipated $1,500,000 prior to the conference. The bulk of construction is involved in by-passing Winnipeg, Manitoba, a designated target area. This also provides a second "hard" route for Beausejour which one Canadian Independent wanted to provide through a U.S. Independent and a border corssing at Ft Francis - International Falls. However, the annual rental savings estimated as $50,000 so offset some of the proposed provisioning charges that the Ft Francis - International Falls crossing was eliminated for these circuits.

d. Provisioning times for this area was estimated at 18+ months from whenever firm orders are placed by the RCAF. The excention to this is C-36 (Cold Lake) which is estimated at 24 months. Personnel from the Manitoba Telephone System indicated

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that at least one route of the C-17 (Peausejour) circuits can be provided earlier. This may be advisable if equipment and testing facilities were also available earlier than anticipated.

SAGE/DMCC Building and Frequency Diversity Radar Sitings: During period 6-10 September 1960 subject sitings were accomplished by a 4602d/GSMO/RCAF/SAC-ADC Liaison team at C-19, Puntzi Mountain, C-20, Baldy Hughes Air Station and C-21, Saskatoon Mountain Air Station, Canada in accordance with CADIN and CAD Plan requirements. The GEEIA/GSMO office, Ottawa, Canada is currently preparing site concurrence letters and associated siting plans based on respective FD radar sitings. The SAC/ADC Liaison Office is proceeding with FD radar tower test borings and tower design requirements. RCAF/CCR is proceeding on SAGE/DMCC building design and site adaptation requirements. Although there is a considerable amount of design work to be accomplished on subject facilities, programs are currently on schedule.

All of the 45 programmed Gap Fillers under CADIN have now been sited and the reports are being prepared. Many problems in the construction of roadways and communications to these sites are anticipated. Further, it is believed that some of these sited gap fillers will be logistically unsupportable, thereby generating resitings or adjustments to the program.

The Air Defense Command position on Data Maintenance Control Center (DMCC) communication requirements was presented to RCAF/APIE/ADC. With exception of minor changes and redesignation of certain circuitry, RCAF concurs with the ADC position. With these requirements now finalized, immediate action will be taken to implement these circuits at LRR as applicable. GSMO and RCAF/APIE/DCOM personnel will revise communication recommendations prior to submission to carrier concerned.

Action was taken by our Supply Division to prepare and process Requests for Purchase covering commercial type vehicles for the Group III sites. Air Force Forms 9 consisted of $144,250.00. This program was approved by AFC's letter, subject: Procurement Authority PCS-61-82-1-CT-1, dated 29 July 1960, for replacement and/or new requirements currently authorized on the unit authorization lists of the respective organizations logistically supported by this headquarters.

The annual 4602nd Support Wing Pinetree Squadron Commanders' Conference was held in Ottawa, Ontario, Canada during the period 13 through 15 September 1960.

The Staff Judge Advocate and the Contracting Officer of this headquarters consulted with Mr. Burkholder, Supervisor of Accounts, Ottawa District Office, Department of National Revenue, regarding the "Third Party Demand" served upon the USAF by the Sudbury District Office of the Department of National Revenue,

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pertaining to our contract number AF 65(210)-262 with Hall Electric Company, requiring the USAF to pay certain monies to become due to the contractor to that office. This conversation resulted in the withdrawal of the demand and established a definite precedent in future incidents of this kind.

The Staff Judge Advocate coordinated information between 30th Air Division, Detroit Marine Recruiting Office, Naval Attache, civilian prison and police officials in Capreol and Sudbury, Ontario, to the end that prompt and proper action was taken by USMC and USAF to remove two USMC deserters from Canada to the United States after the police magistrate suspended sentence subsequent to the subjects' guilty pleas to the charge of burglary (Sec 292(b) Criminal Code of Canada), committed at Capreol on or about 3 August 1960.

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HISTORICAL RECORD

of the

4602ND SUPPORT WING (ADC)

for the period ending

30 JUNE 1960

AIR DEFENSE COMMAND

5-1412-2

ADC FORM MAY 58 102

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P.C. 8510

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Section I. **REQUIRED DATA**

1. UNIT AND LOCATION
Hq 4602nd Support Wing (ADC)
Ottawa, Ontario, Canada

2. NAME AND GRADE OF COMMANDER
GEORGE B. HOOKER, JR
Colonel, USAF

3. CHAIN OF COMMAND *(Superior Echelons)*

Headquarters Air Defense Command

4. SUBORDINATE UNITS *(Down to and including squadrons)*

None

5. MISSION *(Give authority and brief statement of primary mission)*

ADCR 24-4, 12 October 1959. The mission of the 4602nd Support Wing is to insure adequate logistic support to the ADC Aircraft Control and Warning units located in Canada, except those units assigned to the 64th Air Division, and to provide such support for other USAF and Department of Defense activities located in Canada as may be directed by Headquarters Air Defense Command.

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	30	83	19	132
ATTACHED	0	0	0	0

7. EQUIPMENT *(Give official nomenclature and quantity of mission-type equipment)*

None

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Section II. **COMMENTARY**

We began the fourth quarter of FY-60 with an assigned strength of 30 officers, 68 airmen and 19 civilians. At the end of the quarter our assigned strength had changed as follows: 30 officers, 83 airmen and 19 civilians.

The following is a summary of events, general information and accomplishments during the past quarter:

Procurement action was finalized for 21 new vehicles to be used at Group III sites supported by this headquarters. The vehicle standardization program has been implemented and the 1 January 1960 inventory of 240 vehicles has been reduced to 229 vehicles on hand as of 30 June 1960. In addition to the reduction of 11 vehicles, several heavy 3-ton stake and platform trucks and 2½ ton 6 x 6 cargo trucks are being replaced with commercial 1-ton stake and platforms and 1-ton pick-up trucks for an estimated inventory saving of $25,000 and an annual operating savings of $5000. Twenty new replacement vehicles were accepted during June 1960 and are scheduled for delivery to the using organizations by July 1960. There will be no gain in inventory figures as these new vehicles are for replacement of uneconomically repairable vehicles on hand. When the vehicle standardization program has been completed, a total capital investment savings of $386,156 will be realized. In addition, the anticipated annual operating expense savings will be $59,100.

The third revision to the FY-60 Financial Plan was completed. This revision was prepared from information obtained from the squadron commanders of the 11 Group III sites and from the staff of this headquarters.

We submitted our 4th quarter budget revision for subsistence funds. A reduction of $94,000 was made in the 4th quarter requirements. Approval of the subsistence budget for FY-61 was received in the amount of $700,000. The amount programmed includes approximately $78,000 that will be returned to the Treasury Department through collections from personnel required to reimburse the government. The FY-61 budget of $700,000 represents a $134,000 reduction of the FY-60 budget.

Final action was accomplished on the return of excess redundant radar spares for AN/CPS-6B, AN/TPS and FPS-502 from eight "C" sites to appropriate depots. Financial settlement has been negotiated between RCAF and USAF for spares reported and excess to "C" sites, consequently, sites are to initiate action for automatic return of all excess spares.

A course in commercial transportation has been presented to the transportation agents of the 914th, 915th, 916th, 917th, 918th, 919th and 825th ACWRONS. The course was initiated to improve the type and calibre of the transportation functions at these squadrons.

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Due to a phase out of units under the 25th Air Division, considerable excess equipment was generated. In order to prevent expending unnecessary funds, this headquarters provided shipping instructions for 305 beds and 60 mattresses to be sent to two ACWRONS to provide for immediate requirements.

In addition to the implementation responsibilities of all commercial communication systems into, within and through Canada, Hq ADC has delegated the 4602d Support Wing authority to negotiate termination settlements where contingent liability and/or terminal with maximum limitation of $5,000 per cancellation. This new authority will greatly facilitate many cancellations forthcoming due to the phase out of manual circuits.

Two FPS-6B radars were transferred out of production from USAF sites to RCAF sites. The USAF supporting structures have slipped to a later BOD and the RCAF has tower and installation teams waiting for C&E equipment. One 6B will be diverted out of June production and one from July. The sets will be returned to the USAF out of September production.

PABX installation at Ramore Air Station is complete. This is the first dial PABX installation at our Group III sites in Canada. Study is presently being undertaken to determine feasibility of contract maintenance of all telephone facilities at this site.

Due to the phase out of Pepperrell Air Force Base, many items of dental equipment have been declared excess. Arrangements for the transfer of subject property to this headquarters have been made.

During this quarter, staff assistance visits were made to the 912th, 914th, 915th, 916th, 917th, 918th, 919th, 639th and 825th squadrons.

(If additional space is required, continue on blank sheets, size 8x10½, appropriately numbered, and attached securely hereto)

TYPED NAME AND GRADE OF COMMANDER

for GEORGE B. HOOFE?, JR, COLONEL, USAF

SIGNATURE

Patrick Henderson Lt Col

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ADM

Historical Record - RCS: AU-D5

14 July 1960

ADC (Director of Command History)

Attached is the Historical Record of the 4602nd Support Wing for the period ending 30 June 1960.

FOR THE COMMANDER

LEE A. BARTER, JR.
Major, USAF
Dir. of Admin. Services

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Historical Record
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HISTORICAL RECORD

of the

4602ND SUPPORT WING (ADC)

for the period ending

31 MARCH 1960

AIR DEFENSE COMMAND

ADC FORM MAY 58 102

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Section I. **REQUIRED DATA**

1. UNIT AND LOCATION
Hq 4602D Support Wing (ADC)
Ottawa, Ontario, Canada

2. NAME AND GRADE OF COMMANDER
GEORGE B. HOOKER, JR
Colonel, USAF

3. CHAIN OF COMMAND *(Superior Echelons)*

Headquarters Air Defense Command

4. SUBORDINATE UNITS *(Down to and including squadrons)*

None

5. MISSION *(Give authority and brief statement of primary mission)*

ADCR 24-4, 12 October 1959. The mission of the 4602D Support Wing is to insure adequate logistic support to the ADC Aircraft Control and Warning units located in Canada, except those units assigned to the 64th Air Division, and to provide such support for other USAF and Department of Defense activities located in Canada as may be directed by Headquarters Air Defense Command.

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	30	68	19	117
ATTACHED	0	0	0	0

7. EQUIPMENT *(Give official nomenclature and quantity of mission-type equipment)*

None

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Section II. COMMENTARY

We began the third quarter of FY-60 with an assigned strength of 31 officers, 66 airmen and 18 civilians. At the end of the quarter, our assigned strength had changed as follows: 30 Officers, 68 Airmen and 19 Civilians.

The following significant activities and major accomplishments were achieved by this headquarters during the past quarter of FY-60:

a. Authority was received from Hq USAF through ROAMA to initiate disposal action on excess USAF owned Canadian manufactured equipment in Canada, to Crown Assets Disposal Corporation. This will include excess equipment generated at Group II (RCAF) and Group III (USAF) sites in Canada. Items following in this category are not to be reported to Armed Forces Supply Support Center by this headquarters, consequently, Supplement VI, Section 5, Vol XIII, AFM 67-1 has been waived by USAF.

b. The following actions were initiated to reduce the Central Exchange inventory to the desired level:

(1) Purchasing of basic stock items is being kept to a minimum. With the aid of the stock record card system presently in use, re-ordering is automatically being limited to "must" items. The need to curtail purchasing is evident from the fact that a total value of orders placed for April 1960 is 56% of the projected open-to-buy for the month.

(2) Items which, from the past few months experience, have proven slow-selling, are being discontinued and placed on a special order basis. The total in this category is approximately $15,000.

(3) Clearance sales will be scheduled for seasonal merchandise. Value of items in this category is estimated at $5,000.

c. The Budget Division completed FY-61 Financial Plan. This plan was prepared from information obtained from Hq RCAF, for the five Group II Pinetree stations, the squadron commanders for the 11 Group III Pinetree stations, and from the staff of this headquarters.

d. A third quarter obligation rate versus program of 99.98641% was achieved in the O&M appropriation.

e. The Financial Services Officer issued checks to the Receiver General of Canada for the following projects: One for $150,000 of P-313 funds for advance design of FY-60 MCP; one for $195,391 of P-331 funds for advance payment of heating plants; and one for $64,000 of P-341 funds for advance payment of mobile TACAN facilities.

f. The Staff Judge Advocate of the 4601st Support Wing visited this headquarters during March to review our requirements for SJA review of all contracts involving amounts in excess of $10,000. Negotiations are underway to obtain the services of a supporting SJA until such time as a Staff Judge Advocate is assigned to this headquarters.

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g. Communication Service Authorization responsibilities for 64th Air Division area circuitry have been transferred to this headquarters. Our Directorate of Communications-Electronics has reissued all their CSA's as well as assumed management and budgeting action for these circuits. Current recurring charges involved are approximately $342,000 annually.

h. Detailed site preparation estimates by location for the 11 Mobile TACAN sites have been received from the RCAF. The total cost estimates is $70,375 (Canadian funds). Headquarters ADC has approved and funded for six of these locations.

i. Members of this headquarters made staff assistance visits to the 639th, 919th, 914th, 915th and 916th squadrons during the month of January. During February, members of this headquarters visited all eleven Group III AC&W Squadrons. During March, visits were made to the 639th, 912th and 913th squadrons. The purpose of these visits is to provide on-the-spot assistance in resolving local materiel problems, determine actions required to provide better logistical support and to observe technical accomplishments of materiel support functions.

(If additional space is required, continue on blank sheets, size 8x10½, appropriately numbered, and attached securely hereto)

TYPED NAME AND GRADE OF COMMANDER	SIGNATURE
GEORGE B. BOOKER, JR, COL, USAF	Richard A Turnbull Lt Col USAF

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HISTORY, 4602D SUPPORT WING - 1961

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K-WG-4602-HI

JAN. 1961 -
JUN 1961

RETURN TO:
Director
Research Studies Institute
Attn: Archives Branch
Maxwell AFB, Alabama

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HISTORICAL RECORD

of the

4602D SUPPORT WING (ADC)

for the period ending

30 JUNE 1961

AIR DEFENSE COMMAND

5-3141-14

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Section I. REQUIRED DATA

1. UNIT AND LOCATION
Hq 4602d Support Wing (ADC)
Ottawa, Ontario, Canada

2. NAME AND GRADE OF COMMANDER
SALVATORE J. VENEZIANO
Colonel, USAF

3. CHAIN OF COMMAND *(Superior Echelons)*

64th Air Division (Def)

4. SUBORDINATE UNITS *(Down to and including squadrons)*

None

5. MISSION *(Give authority and brief statement of primary mission)*

64ADR 20-7, 1 March 1961. The mission of the 4602d Support Wing is to insure adequate logistic support to the ADC Aircraft Control and Warning Squadrons located in Canada, except those units assigned to the Goose Air Defense Sector, and to provide such support for other USAF and Department of Defense activities located in Canada as may be directed by the 64th Air Division.

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	45	96	21	162
ATTACHED	2	0	0	2

7. EQUIPMENT *(Give official nomenclature and quantity of mission-type equipment)*

None

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Section II. **COMMENTARY**

We began the fourth quarter of FY61 with an assigned strength of 42 officers (including two attached), 98 airmen and 20 civilians. At the end of the quarter our strength had changed to 47 officers (including two attached), 96 airmen and 21 civilians. Total assigned strength at the end of FY61 was 162.

Staff Assistance Teams from this headquarters visited the following Group III ACW Squadrons during this quarter:

917th ACW Squadron	Puntzi Mt Air Station, B.C.
918th ACW Squadron	Baldy Hughes Air Station, B.C.
915th ACW Squadron	Sioux Lookout Air Station, Ontario
916th ACW Squadron	Beausejour Air Station, Manitoba
825th ACW Squadron	Kamloops, B.C.
919th ACW Squadron	Saskatoon Mt Air Station, Alberta

All aspects of the logistics area were covered and no problems of consequence were found to exist. As a result of special assistance rendered these units by members of this organization, letters of appreciation were forwarded to the Commander (see Tabs 2, 3, & 4).

On 12 June 1961 an agreement was reached in notes between representatives of the Government of the United States and the Government of Canada regarding the means for insuring the most effective use of certain resources which each Government is prepared to make available, pursuant to the objectives of their joint defense program. See US note 604 and Memorandum of Understanding forming a part thereof and Canadian note 92 dated 12 June 1961 (Tab #1). Article II(B)I of the Memorandum of Understanding dealing with the turn-over of all Group III Pinetree Radar Squadrons to the RCAF has direct impact upon the mission and future of this organization.

The following is a summary of events, general information and accomplishments of the wing during the past quarter grouped according to area of responsibility.

COMMAND

The Commander met with the new US Ambassador to Canada, Mr. Livingston T. Merchant during the last two weeks of March 1961. The Ambassador visited the USAF facility in Ottawa and was briefed by the Commander on the mission and responsibilities of the 4602d Support Wing. The briefing appeared to be well received by the Ambassador.

Lt General Robert M. Lee, Commander, ADC, and Mrs. Lee visited Headquarters RCAF and the 4602d Support Wing on 18-19 April 1961. General Lee visited Air Marshal Campbell, Chief of the Air Staff, RCAF, on 18 April 1961. He visited this headquarters on 19 April and the Commander briefed him on the mission and responsibilities of this organization. After the General departed Ottawa, he visited Headquarters ADC/RCAF at St Hubert, Quebec, and the CC-DC at North Bay Ontario.

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Major General Dale O. Smith, Commander, 64th Air Division, visited this organization on 1-2 May 1961. In company with the Commander, General Smith conferred with senior RCAF officers concerning matters of mutual interest concerning North American Air Defense. On 2 May 1961, he was received by the Honorable Livingston T. Merchant, US Ambassador to Canada.

Colonel Veneziano was awarded the Air Force Commendation Medal in May during a ceremony at this headquarters. The presentation was made by Major General Dale O. Smith, Commander, 64th Air Division. The award was for meritorious work which he accomplished at Headquarters ADC from 1 October 1957 to 3 October 1960. (See SO number G-29, Tab #5)

The Commander was directed per 64th message LDC 61094 dated 20 June 1961 and ADC message ADLSP 025566 dated 23 June 1961, to negotiate and develop implementation plans for the turn over of the Group III AC&W Squadrons to the RCAF in accordance with provisions contained in the Memorandum of Understanding (Tab #1)

The Commander accomplished the following actions during the initial phase of the negotiations of the radar portion of the Triangular Proposal (contained in the Memorandum of Understanding).

1. Represented the 64th Air Division, ADC and USAF at meetings held in June at Headquarters USAF and at RCAF Headquarters, Ottawa, Ontario.

2. Briefed the 64th Air Division on the Triangular Proposal.

3. Accompanied the 64th Air Division and ADC representatives to AFLC for the purpose of reaching an agreement between ADC and AFLC regarding Command responsibilities in the Triangular Proposal.

During June the Commander made staff visits to the 25th Air Division and to the Seattle Air Defense Sector to discuss activities of the four western Group III sites. He then proceeded to the four western sites (917th, 918th, 919th and 825th). No problem areas developed which could not be resolved by the Commander during his visits to these units.

MATERIEL

The first phase of project "Money Tree" reports were received from all squadrons. Reports were reviewed and a narrative concerning the extensive effort placed on this report was prepared by this headquarters and forwarded to 64th Air Division, 21 March 1961. Emphasis was given this program during this period.

The "Installation Inspection Certificates" were signed on the two FPS-6B radars at the 913th ACW Squadron, Pagwa, Ontario.

(If additional space is required, continue on blank sheets, size 8x10½, appropriately numbered, and attached securely hereto)

TYPED NAME AND GRADE OF COMMANDER
SALVATORE J. VENEZIANO
Colonel, USAF

SIGNATURE
Salvatore J. Veneziano

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The "Installation Inspection Certificate" was signed on the FPS-6B radar at the 915th ACW Squadron, Sioux Lookout, Ontario.

The AT-309 IFF antenna was installed at the 825th ACW Squadron, Kamloops, British Columbia and Installation and Facility Acceptance Certificates were signed.

The Wing Food Service Officer attended a food service conference at RCASC Depot, Winnipeg, Manitoba. Personnel from the 913th, 914th, 915th and 916th ACW Squadrons also attended to discuss subsistence problems with depot personnel. Problems resolved were establishment of specifications for quality and packaging of subsistence items, the elimination of a middle man in bread contracts, established procedures for forecasting requirements and action to be taken in event of a Canadian rail strike.

Distribution was made to all Group III Pinetree Squadrons of the RCASC DST Bulletin 61/4 subject: Ration Accounting USAF Stations in Canada. Bulletin was prepared jointly by this headquarters and the RCASC Headquarters, with effective date of 10 May 1961. The bulletin provides a firm guide for all supporting depots and USAF Stations in Canada, from initial indent for subsistence to final payment of subsistence charges.

The annual Vehicle Audit and Inventory was completed for all vehicles assigned to the 4602d Support Wing, Northern NORAD Headquarters, and the eleven Group III ACW Squadrons. No major discrepancies were found in the machine run listing and only a very few minor corrections were required. The audit list for 1960-1961 was a decided improvement over the audit list for 1959-1960. One hundred and five (105) vehicle action reports had been submitted to the ADC Data Processing Directorate, to correct information on command machine records, pertaining to vehicles assigned in Canada.

COMMUNICATIONS - ELECTRONICS

Headquarters ADC approved the specifications and design for a standard Pinetree DMCC status board. 4602d personnel participated with the RCAF in the development of the design and recommend its approval by Headquarters ADC. The RCAF has initiated action to centrally procure 32 of these boards with the understanding that they will be issued to USAF Pinetree sites as Unit Equipment.

This headquarters turned back some $290,000 of P-482 funds to the Office of Commercial Communications Management for reprogramming. We were

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able to return these funds largely from slippage in the CADIN program but also due to termination, realignment, and re-evaluation of existing circuitry.

Action was initiated to realign the administrative teletype circuits to Group III Pinetree sites in the 30th Division area. They are now being realigned so that squadrons will be on a loop to their parent direction center although several months may yet be required to complete the realignment.

A spot check of the telephone toll cost within this headquarters was made comparing the months of January, February and March of 1960 vs the same period of 1961. The results of the check indicated that the tolls for the same period in 1961 over 1960 show a 25% reduction. This can be attributed to good management practices of the entire staff as well as maximum utilization of the ADC Operations Lines for the handling of logistics matters.

As a result of a 4602d query to the RCAF/AMC and GSMO, data on difficulties encountered in the maintenance, operation and installation of the AN/TRN-6 Mobile TACAN equipment was made available. This data was furnished to Director of Materiel for further action as necessary with ROAMA. The reason for this request for information stemmed from the fact that there had been extensive delays in completing the installation of two of the TACAN facilities, and further, that there had been considerable reported off-time due to the lack of certain spares. It is believed that with the experience gained in the RCAF as well as establishment of lines of resupply between ROAMA and RCAF/AMC, the Mobile TACAN Program should settle down and become a normal operation.

The site concurrence for the AN/FPS-26 height finder programmed for RCAF Station Beaverbank was reviewed and concurred in. The siting of this facility had previously been objected to by this headquarters due to the extensive sector blanking caused by other facilities including commercial microwave communications. The siting as now concurred in indicates that when installed and operational, it will meet the operational requirements.

The Resident Auditor audited communications P458 funds for this headquarters. No major discrepancies were noted and it was indicated that our activity is being effectively administered and properly controlled. Further, recommendation contained in their previous report dated 14 November 1958 has been adopted.

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PROCUREMENT

A special staff assistance visit was made to the 825th ACW Squadron, Kamloops, B.C. for the purpose of evaluating the station procurement program, otherwise known as the "Ottawa Plan". A review of major procurement functions indicated that excellent results are being obtained by this program and that the procedures in effect serve to reduce lead time, save money, and provide maximum procurement support to the squadron.

COMPTROLLER

Arrangements were made with the RCAF to contract for power requirements at Group III squadrons and cite the 4602d Accounting and Finance Office as paying agent.

The obligation rate in Project 450 for FY61 was 99.999%.

MEDICAL

In the absence of a USAF Dental Officer, the status of dental care for US military personnel in the Ottawa area was on a limited basis. A dental officer is not scheduled to arrive for duty until 1 August 1961. In the interim period emergency dental care is being provided by the Canadian Military Dental Clinic.

PERSONNEL AND ADMINISTRATIVE SERVICES

Believed to be the first man in Canada to retire under USAF's new policy allowing retirement overseas, Master Sergeant Jacob E. Loflin received his retirement certificate from the Wing Commander, Colonel Veneziano, on 30 April 1961. In recognition of his outstanding service, Sgt Loflin was also awarded the Air Force Commendation Medal in ceremonies at this headquarters (see Tab #6).

The following changes in key personnel have been made:

Lt Colonel W.E. Zwink replaced Lt Colonel J.J. McCabe, Jr., as Director of Communications & Electronics.

Lt Colonel K.E. Fulton replaced Lt Colonel C.D. Butler as Comptroller.

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NOTE FROM THE AMBASSADOR OF
THE UNITED STATES TO THE SECRETARY
OF STATE FOR EXTERNAL AFFAIRS

Ottawa, June 12, 1961

No. 604

Sir:

I have the honor to refer to certain discussions which have taken place between representatives of the Government of Canada and of the Government of the United States. These discussions have been concerned with means for ensuring the most effective use of certain resources which each Government is prepared to make available, pursuant to the objectives of the North Atlantic Treaty, for improving the air defense of the Canada-United States Region of NATO, for furthering the Defense Production Sharing Program of our two Governments, and for the provision of assistance to certain other NATO Governments.

I now propose, on behalf of the Government of the United States, that the provisions set out in the Memorandum of Understanding annexed hereto, which accord with the understanding reached between representatives of the two Governments, should govern the assumption by the Government of Canada of the responsibility for certain continental radar defense stations hitherto the

The Honorable

Howard C. Green,

Secretary of State for External Affairs,

Ottawa.

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responsibility of the United States, the acquisition of F-101B aircraft by the Government of Canada from the Government of the United States and cooperation in a program for the procurement in Canada of F-104G aircraft to meet a Canadian mutual aid contribution to NATO and United States Military Assistance Program requirements.

Accordingly, I propose that this Note, your reply and the terms set out in the enclosed Memorandum of Understanding shall constitute an Agreement between our two Governments, effective from the date of your reply.

Accept, Sir, the renewed assurances of my highest consideration.

Livingston T. Merchant

Enclosure:

Memorandum of Understanding

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MEMORANDUM OF UNDERSTANDING

(In this memorandum, unless the context otherwise requires, "Canada" means the Government of Canada and "United States" means the Government of the United States.)

This Memorandum sets forth the understanding reached by Canada and the United States concerning the acquisition by Canada of F-101B aircraft for operations in Canada, the assumption by Canada of responsibilities for certain continental radar defense stations (Pinetree) and the co-operation of the two Governments in a program for the procurement in Canada of F-104G aircraft:-

I. (A) F-101B Fighter Interceptor Aircraft

In consideration of the financial and other benefits accruing to the United States under Article II, the United States will at times and places to be agreed between the appropriate authorities of the two Governments;-

(1) furnish to Canada 66 F-101B aircraft (including dual control F-101B aircraft designated F-101F). Canada agrees that these aircraft will be for the use of the Royal Canadian Air Force squadrons specifically allocated to NORAD by Canada and operated in accordance with NORAD plans. Title to these aircraft will be vested in Canada as from the dates of delivery.

(2) furnish for the 66 F-101B aircraft support equipment as mutually agreed to the cost of U.S. $15.6 million, title to equipment so supplied to be vested in Canada as from the dates of delivery.

(3) furnish for the 66 F-101B aircraft spares and other related equipment, including flight simulators and a mobile training unit, to a total cost of U.S. $32.7 million, and armament as mutually agreed. The cost of all items transferred to Canada under this paragraph (I. (A) (3)) will be shared on the basis of the United States paying two-thirds and Canada paying one-third. Title to all items transferred to Canada under the provisions of this paragraph (I. (A) (3)) shall be vested in Canada.

(B) Except as otherwise expressly set out in this Article (I) the entire cost of manning, operating and maintaining the 66 F-101B aircraft, including such airfield construction and other facilities as may be required will be the responsibility of Canada.

II. (A) Continental Radar Defence Stations (Pinetree)

In consideration of the United States undertaking to furnish to Canada 66 F-101B aircraft and related items in accordance with the terms of Article I, Canada will assume

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those responsibilities of the United States, under the Exchanges of Notes dated August 1, 1951 and June 15, 1955 concerning the Continental Radar Defense System, in respect of the manning, operation and maintenance of the Pinetree Stations listed in Article II (B), in accordance with the provisions of the said Article II (B), thereby relieving the United States of these responsibilities.

(B) (1) Canada will take over the manning, operation and maintenance, and the financial responsibilities relating thereto, of the following Pinetree Stations on dates to be agreed by the appropriate authorities of both Governments:-

Baldy Hughes, British Columbia
Kamloops, British Columbia
Puntzi Mountain, British Columbia
Saskatoon Mountain, British Columbia
Beausejour, Manitoba
Armstrong, Ontario
Lowther, Ontario
Pagwa, Ontario
Ramore, Ontario
Sioux Lookout, Ontario
Barrington, Nova Scotia

(2) Effective from the date of this agreement, Canada will assume financial responsibilities for all costs of manning, operating and maintaining the following Pinetree Stations:-

Moisie, Quebec
Saint Sylvestre, Quebec
Beaverbank, Nova Scotia
Sydney, Nova Scotia
Gander, Newfoundland

(3) If additional costs of operation and maintenance arise as a result of any improvements over and above those programmed for installation at the date of this Agreement, the division of costs shall be agreed between the two Governments.

(4) Except as otherwise provided herein, the Pinetree Stations referred to in this Memorandum will continue to be operated under the provisions of the Exchanges of Notes dated August 1, 1951 and June 15, 1955.

III. Procurement of F-104G Aircraft

(A) F-104G aircraft, associated support equipment and initial spares having a total cost of U.S. $200 million will be procured in Canada. The aircraft will be procured to meet a Canadian mutual aid contribution to NATO and U.S. Military Assistance Program requirements. The United States will contribute U.S. $150 million to this total cost and Canada will contribute U.S. $50 million. The annual division of the costs of procurement under this paragraph will be on the basis of three-quarters by the United States and one-quarter by Canada.

(B) Deliveries will start in mid-1963 at the approximate rate of 48 aircraft a year and will continue until aircraft, support equipment and initial spares in the total amount of U.S. $200 million are delivered.

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(C) Where legally possible no part of the U.S. $200 million in this Article will be used to pay any royalty, license, or fee for any right or part thereof which has been created out of the expenditure of public funds of either Government.

(D) The program described in this Article (III) is subject to the availability of appropriated funds.

IV. Taxes

The equipment, materials and goods placed by or on behalf of the United States in Canada for the purpose of fulfilling these arrangements, and the equipment, materials and goods procured in Canada by or on behalf of the United States for the purpose of fulfilling these arrangements, will be free from customs duties, and federal excise and sales taxes.

V. Supplementary arrangements

Supplementary arrangements or administrative agreements between the appropriate authorities of the two Governments may be made from time to time for the purposes of carrying out the intent of this Memorandum of Understanding.

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June 12, 1961

No 92

NOTE FROM THE SECRETARY OF STATE
FOR EXTERNAL AFFAIRS TO THE
AMBASSADOR OF THE UNITED STATES

Excellency,

I have the honour to refer to your Note No. 604 dated June 12, 1961, recording the understandings reached between representatives of the Government of Canada and of the Government of the United States regarding the means for ensuring the most effective use of certain resources which each Government is prepared to make available, pursuant to the objectives of the North Atlantic Treaty, for improving the air defence of the Canada-United States Region of NATO, for furthering the Defence Production Sharing Programme of our two Governments, and for the provision of assistance to certain other NATO Governments.

The proposals contained in Your Excellency's Note are acceptable to the Government of Canada, and it is agreed that your Note, the terms set out in its enclosed Memorandum of Understanding, and this reply shall constitute an agreement between our two Governments on this subject which shall enter into force on the date of this Note

Accept, Excellency, the renewed assurances of my highest consideration.

H. C. Green,
Secretary of State for
External Affairs

His Excellency J.T. Merchant,
Ambassador of the United States of America,
100 Wellington Street,
Ottawa, Ontario.

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HEADQUARTERS
SPOKANE AIR DEFENSE SECTOR (ADC)
UNITED STATES AIR FORCE
LARSON AIR FORCE BASE, WASHINGTON

REPLY TO
ATTN OF: SPCCR 16 Jun 1961

SUBJECT: Letter of Appreciation

TO: Colonel Salvatore J. Veneziano
4602nd Support Wing
119 Ross Avenue
Ottawa 3, Ontario

Dear Colonel Veneziano:

1. I recently received a letter from Lt. Colonel Trimble Commander, 825th AC&W Squadron, advising me of the valuable assistance given by a staff assistance team from the 4602nd Support Wing.

2. Staff visits of this nature can be of real value to Commanders at all levels of command and I personally realize the value to me as Commander of this Defense Sector.

3. Please accept my personal thanks and also express my appreciation to the team members who were responsible for this assistance.

/s/ G. G. ATKINSON
Colonel, USAF
Commander

A TRUE COPY

Thomas M. Tracy

THOMAS M. TRACY
Major, USAF

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913th Aircraft Control and Warning Squadron (ADC)
UNITED STATES AIR FORCE
Pagwa Air Station
Pagwa River, Ontario, Canada

REPLY TO
ATTN OF: 913-CCR

SUBJECT: Letter of Appreciation

TO: 4602 Support Wing (CCR)

1. I am sending this letter to you to express the sincere appreciation of all of my staff members and of all of my supervisors for the assistance rendered to them by the members of your Staff Assistance Team.

2. Individually and as a group they were extremely helpful and displayed the utmost sincerity and willingness to explain, demonstrate and accomplish their recommended action. Despite considerable personal inconvenience they themselves accomplished much of the work done to complete the desired actions.

3. This voluntary assistance which followed the formal staff visit was timely and beneficial to this organization because of the change of command which took place during the same period. It aided me in evaluating the unit and afforded us an opportunity to better conditions in several sections.

4. To show my appreciation I would like to take this opportunity to express to each of them, by name, my personal "thank you very much."

Major T. H. Goff
MSgt V. E. Schick
MSgt W. E. Pauly
TSgt W. H. Griese
SSgt L. Cook

5. I am extremely appreciative of their efforts and interest in the success of this organization and I believe that they have most successfully implemented the mission of the 4602nd Support Wing to assist and support the "Pinetree" line squadrons.

/s/ JOHN B. MCLAUGHLIN
Major, USAF
Commander

A TRUE COPY
Thomas M. Trace
THOMAS M. TRACE
Major, USAF

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917th Aircraft Control and Warning Squadron (ADC)
UNITED STATES AIR FORCE
Williams Lake, B. C., Canada

REPLY TO
ATTN OF: 917CCR

SUBJECT: Visit of Chief Fire Inspector 27 June 1961

TO: 4602d Spt Wg (CCR)

1. Your Chief Fire Inspector, Mr. Charles Thebarge, has just completed a visit to this unit. I was extremely impressed with his sincere eagerness to help. His manner of operation, which is to discover problems, correct them and brief the right people on the proper procedures is most effective.

2. This squadron has a better understanding and is more alert to the requirements for a good fire prevention program as a result of his visit.

3. Please convey my appreciation to Mr. Thebarge.

/s/ RILEY E. PATRICK
Major, USAF
Commander

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Thomas M. Tracy
THOMAS M. TRACY
Major, USAF

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HEADQUARTERS
AIR DEFENSE COMMAND
UNITED STATES AIR FORCE
ENT AIR FORCE BASE, COLORADO

SPECIAL ORDERS)
NUMBER G-29)

29 March 1961

AIR FORCE COMMENDATION MEDAL. - By direction of the Secretary of the Air Force, the Air Force Commendation Medal is awarded the following named officers for meritorious service during the period indicated.

COLONEL SALVATORE J VENEZIANO, 33214A
1 October 1957 to 3 October 1960
LEIUTENANT COLONEL THOMAS E TAYLOR, 5690A
6 February 1958 to 31 July 1960
CAPTAIN RONALD D DOWDEN, AO 779816
26 May 1959 to 22 March 1961
(First Oak Leaf Cluster)

FOR THE COMMANDER:

R. W. PURYEAR
Major General, USAF
Chief of Staff

ROY A HARRIS
Lieutenant Colonel, USAF
Command Director of
Administrative Services

DISTRIBUTION:
"X" - Plus
35 - ADPPS-P

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Thomas M. Tracy

THOMAS M. TRACY
Major, USAF

G-29

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HEADQUARTERS
64TH AIR DIVISION (DEFENSE) (ADC)
UNITED STATES AIR FORCE
Stewart Air Force Base, New York

SPECIAL ORDERS)
NUMBER G-8)

25 April 1961

1. AIR FORCE COMMENDATION MEDAL. By direction of the Secretary of the Air Force, the Air Force Commendation Medal is awarded the following named airman for meritorious service during the period indicated:

MASTER SERGEANT JACOB E. LOFLIN, AF6275154
13 August 1958 to 25 April 1961.

FOR THE COMMANDER:

HEADQUARTERS OFFICIAL 64TH AIR DIVISION (DEF)

EDWARD L. HEIN
2LT, USAF
Asst Dir of Administrative Services

DISTRIBUTION:
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1 64CHS
10 64PPS

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RCS: AU-D5

HISTORICAL RECORD

of the

4602d SUPPORT WING (ADC)

for the period ending

31 March 1961

AIR DEFENSE COMMAND

5-3149-14

ADC FORM MAY 56 102

Atch 14 P.C. 8510

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Section I. REQUIRED DATA

1. UNIT AND LOCATION
Hq 4602d Support Wing (ADC)
Ottawa, Ontario, Canada

2. NAME AND GRADE OF COMMANDER
SALVATORE J. VENEZIANO
Colonel, USAF

3. CHAIN OF COMMAND *(Superior Echelons)*

64th AIR DIVISION (DEF)

4. SUBORDINATE UNITS *(Down to and including squadrons)*

NONE

5. MISSION *(Give authority and brief statement of primary mission)*

64ADR 20-7, 1 March 1961. The mission of the 4602d Support Wing is to insure adequate logistic support to the ADC Aircraft Control and Warning Units located in Canada, except those units assigned to the Goose Air Defense Sector, and to provide such support for other USAF and Department of Defense activities located in Canada as may be directed by the 64th Air Division.

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	40	98	20	158
ATTACHED	2	0	0	2

7. EQUIPMENT *(Give official nomenclature and quantity of mission-type equipment)*

NONE

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Section II. COMMENTARY

We began the third quarter of FY-61 with an assigned strength of 43 officers, 97 airmen and 20 civilians. At the end of the quarter our strength had changed to 42 officers (including two attached), 98 airmen and 20 civilians.

The following is a summary of events, general information and accomplishments of the wing during the past quarter:

COMMAND:

Mr. Willis C. Armstrong, Charge'd'Affaires ad Interim, U.S. Embassy, Ottawa, Canada expressed interest in the manner in which the Group III ACW Squadrons were operated and supported. As a result, on 11 January 1961 Mr. Armstrong and the Commander made a visit to the 912th ACW Squadron, Ramore, Ontario. Mr. Armstrong was most appreciative for having been afforded the opportunity to make such a visit.

On 31 January 1961, Air Commodore E.L. Gerow, Deputy Comptroller, RCAF and the Commander made a joint visit to a Group III ACW Squadron (672d ACW Squadron, Barrington, Nova Scotia) and to a Group II ACW Squadron (RCAF Station Beaverbank, Halifax, Nova Scotia).

On 8 February 1961, the Commander briefed RCAF and USAF members of Northern NORAD Region, St. Hubert, Quebec on the mission and functional responsibilities of the 4602d Support Wing.

The Commander attended the 64th Air Division Commander's Conference held at Tyndall Air Force Base, 1 - 5 March 1961.

On 9 March 1961, Air Marshal L.C. Cornblat, RCAF Comptroller and Air Commodore R.J. Gray, RCAF Chief of Organization and Maintenance, accompanied the Commander on a staff visit to the 912 ACW Squadron, Ramore, Ontario, for the purpose of familiarizing these officers with the operation of a typical Group III site.

On 13 March 1961, the Commander briefed the staff of the 26th Air Division, Hancock Air Force Base, on the mission and functional responsibilities of the 4602d Support Wing.

On 19 - 21 March 1961, the Commander made staff visits to the 913th ACW Squadron, Pagwa, Ontario and to the 916th ACW Squadron at Beausejour, Manitoba.

MATERIEL:

Effective 9 January 1961 the Transportation Division of the Materiel Directorate assumed responsibility for the shipment of household goods and personal effects for US Naval, Army and Air Attache's in Canada.

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The inflatable radome CW-208 on the FPS-3 tower at the 912th ACW Squadron collapsed and was beyond repair. GSMO and ROAMA authorized shipment of a rigid radome from the 913th ACW Squadron (due for installation in July) to the 912th ACW Squadron for replacement of damaged dome. The radome was installed by CAE through a GSMO contract and the station returned to operational status. The rigid radome scheduled for the 912th ACW Squadron will be diverted to the 913th ACW Squadron as a replacement.

Implementing instructions on project "Money Tree" were published and disseminated to all squadrons, 17 February. These instructions consisted of the consolidated data received from higher headquarters and amplified guidance by 4602d staff.

The first phase of project "Money Tree" reports were received from all squadrons. Reports were reviewed and a narrative concerning the extensive effort placed on this report was prepared by this headquarters and forwarded to 64th Air Division, 21 March 1961.

The Royal Canadian Army Service Corps (RCASC) Headquarters, Ottawa, submitted a staff study regarding the supply of subsistence to Group III units in Canada. The study contained a list of 60 items being procured for USAF units that are not authorized by the Canadian Ration Scale II. The RCASC feels that the door for procurement of unauthorized items is wide open. Recommended action by the RCASC is as follows:

a. That the USAF produce a list of items over and above the RS II which would be authorized for issue to Group III sites.

b. That DST Bulletin 60/23 be amended to include a paragraph authorizing the listed items for issue by the local Detail Issue Depot when sufficient notice is given by means of forecast, 6 weeks considered normal.

The recommended list is being prepared in accordance with Master Menu requirements and physical capability of the units for inclusion in DST bulletins as approve subsistence items for USAF units.

COMMUNICATIONS AND ELECTRONICS:

Due to the loss of primary power at the 919th ACW Squadron, the inflatable radome on the AN/FPS-20 tower collapsed and was severely damaged. Emergency assistance was requested of this headquarters to obtain a replacement radome. A release was obtained from ROAMA for the diversion of a rigid radome on site that was scheduled for a later installation on the AN/FPS-6B at this squadron, and an emergency depot level assistance team was called from Canadian Aviation Electronic to install this radome. The radome was installed within 85 hours after their arrival and the AN/FPS-20 returned to the operational net. The commander of the Spokane Air Defense Sector has expressed his appreciation for the expeditious action taken by this headquarters in effecting the replacement of the damaged radome. A copy

(If additional space is required, continue on blank sheets, size 8x10½, appropriately numbered, and attached securely hereto)

TYPED NAME AND GRADE OF COMMANDER	SIGNATURE
SALVATORE J. VENEZIANO, Colonel, USAF	Salvatore J. Veneziano

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of his letter is attached (see Tab 1).

A study was prepared at the request of the Central Coordinating Staff - Canada of the projected cost for the ultimate Pinetree radar configuration in Canada. This unit frequently furnishes technical assistance in the Comptroller area. In this instance the material was developed to support a conference at Headquarters USAF attended by high ranking Canadian RCAF officers and the Chief, Central Coordinating Staff - Canada. These discussions were concerning changes in the cost sharing agreement pertaining to program changes in the air defense system.

The joint Working Agreement for Cost Sharing CADIN/SAGE Communication was signed at USAF and RCAF level on 11 January 1961. This agreement covers cost sharing and administrative procedures applicable to all these communications facilities in support of joint air defense projects in Canada.

The joint RCAF/USAF proposal for maintenance and logistical support of CADIN Gap Fillers was prepared in final form and is presently being printed. This proposal presents a concept of M&O with the Gap Fillers developed by a joint working group composed of representatives of RCAF/Directorate of Air Defense Requirements, and USAF/4602d Support Wing.

U.S. companies acting as consultants to Canadian telephone companies have recommended that two cables, one data only, be supplied between the SAGE Annex and Telephone Buildings and between GATR and Telephone Buildings to preclude loss of the systems by bomb damage or sabotage. Hq ADC has been queried to confirm this requirement and they have referred the problem to Electronic System Center, Hanscom, for resolution. This information is needed urgently so that on-base communications recommendation for our sites currently under revision can be completed.

Draft copies of the Working Agreement between RCAF and USAF for Mobile TACAN Facilities, Canada, were forwarded to the Central Coordinating Staff - Canada (CCS-C) on 13 February. Considerable work had been done by RCAF Hq and 4602d representatives to arrive at a mutually acceptable agreement encompassing the many aspects of the program. Subject agreement was signed by the RCAF and CCS-C, representing USAF, on 21 February 1961.

Copies of the proposed USAF/RCAF CADIN - Pinetree Support System Logistic Concept, prepared by Hq USAF and received from CCS-C, were distributed to Hq 64th Air Division and Hq ADC. It was pointed out that

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CCS-C has been directed to effect negotiation with the RCAF and consummate an agreement in coordination with AMC and ADC. As of the end of the reporting period RCAF comments had not been received, however, they are expected during the first part of April. It is imperative that USAF organizations recognize the need to resolve the O&M concept, if necessary, in advance of an actual financial arrangement, otherwise the support capability of CADIN units could be jeopardized.

Informal information indicates that numerous problems are being encountered by the RCAF in the continued operation and maintenance of the six Mobile TACAN facilities that have been commissioned to date. From verbal discussions with RCAF Air Materiel representatives it appears this may be attributed to poor, and in some instances, complete lack of supply support from the appropriate USAF Depot. A letter has been sent to the RCAF requesting they outline and document difficulties being encountered if in fact they do exist. A similar letter has also been sent to GEEIA Systems Management Office affording them the opportunity to outline supply problems which continue to delay their installation teams. At months end five sites, Bagotville, Comox, Gimli, Kapuskasing and Saskatoon had not been commissioned. Comox, Gimli and Kapuskasing were operating and awaiting flight check. Bagotville and Saskatoon were scheduled for further installation team work in the near future. The majority of items required to make these sites operational are now on site.

A review of the programmed CADIN FPS-6B height finder for C-36 Cold Lake indicated a conflict with the RCAF programmed radar improvement facilities which are being implemented prior to CADIN. It appeared that the CADIN height finder was not being located in the proper position to give the best possible coverage and Hq ADC and 29th Air Division were queried and requested to support 4602d views or recommend an alternative operational arrangement. Both Hq ADC and 29th Air Division supported the 4602d views and a meeting is scheduled in early April to determine specific courses of action on either the part of the RCAF for radar improvement for CADIN construction, or GSMO with respect to major tower modification.

Action was completed jointly with the RCAF to develop specifications and description of data and maintenance control system status boards at CADIN sites. Personnel of this headquarters who previously had SAGE sector maintenance control center experience contributed largely to the standard layout of facilities which have been adopted by the RCAF and will be procured by the RCAF for RCAF operated facilities. It was recom-

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mended to the 64th Air Division and Hq ADC that they authorize the use of the same status board for USAF operated sites in Canada, and it is envisioned that it will be treated as unit equipment and supplied by the RCAF.

Information was received that the Department of Defence Production proposed splitting contracts for Gap Filler communications, i.e. on site facilities such as DDT's as one contract to a telephone company and the long line circuits under a separate contract, possibly to a different telephone company. The RCAF and DDP were advised that this arrangement would be unsatisfactory and contrary to previous agreement. Further, splitting the contracts would accomplish nothing more than further complicating support responsibilities and could degrade the operational inputs. Subsequent discussions with the RCAF and DDP resolved this problem in that there may be two contracts, one covering on base and the other the long lines, however, in all cases, they would be issued to a single contractor.

COMPTROLLER

P331 funds in the amount of $10,031,000 were advanced to the Receiver General of Canada for Radar Improvement Program during this period.

The Accounting and Finance Office issued a check for $11,790 in Project 458 funds to the Receiver General of Canada for repair of access roads at Ramore Air Station, Ontario.

PERSONNEL AND ADMINISTRATIVE SERVICES

Completion of Project "Paper Screen" resulted in a 47% reduction of files at this headquarters. For this exceptional achievement, the 4602d Support Wing was cited in the Ent "Skyline Observer" of 9 February 1961 as being first among the smaller ADC units in the destruction of excess records.

A letter to the Deputy for Plans, 64th Air Division, presented the problems encountered in securing personnel replacements as a result of an unrealistic UMD. Cooperation was solicited in providing timely affirmative action to our UMD change requests.

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Two airmen were awarded the Good Conduct Medal Clasp during this period (see Tab 2).

The current directory of the 4602d Support Wing is forwarded with this report (See Tab 3).

Staff Assistance Teams from this headquarters visited the following Group III AC&W Squadrons during this quarter:

672d ACW Squadron, Barrington, Nova Scotia
639th ACW Squadron, Lowther, Ontario
912th ACW Squadron, Ramore, Ontario
913th ACW Squadron, Pagwa, Ontario
914th ACW Squadron, Armstrong, Ontario

It was determined that a complete breakdown had occurred in the supply function, with the exception of technical supply, at the 913th ACW Squadron. As a result of special assistance rendered that unit by members of this organization in correcting this condition, a letter of appreciation was forwarded to the Commander of the 4602d Support Wing (see Tab 4).

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COPY

Headquarters
Spokane Air Defense Sector (ADC)
UNITED STATES AIR FORCE
Larson Air Force Base, Washington

30 Jan 1961

REPLY TO
ATTN OF: SPCOR

SUBJECT: Letter of Appreciation

TO: Commander
4602d Support Wing
Ottawa Canada

1. During the period 4 through 6 January 1961, you and your staff rendered timely and appropriate action to meet an emergency condition at the 919th ACW SQN at Beaverlodge, Alberta. Recognizing the seriousness of the damage inflicted by high winds on the inflatable radome during a temporary power failure, your staff took immediate steps to rectify the condition. Without hesitation, appropriate agencies were contacted by the most expeditious means available and within hours reprogramming action was approved, command approval was obtained, and funding was provided.

2. In an unbelievably short time, a team was scheduled for the task and was on the way to erect a rigid radome. The coordination, cooperation, and perseverance exercised by your staff under this emergency condition was an outstanding accomplishment. The Spokane Air Defense Sector wishes to express appreciation for a job well done.

3. The Canadian Aviation Electronics Ltd., of Winnipeg, Manitoba, has been forwarded a letter of appreciation and a copy is attached for your information.

s/t G.G. ATKINSON
Colonel, USAF
Commander

1 Atch
Cy ltr to CAE, Ltd

A True Copy

THOMAS M. TRACY
Major, USAF
Chief of Administrative Services

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HEADQUARTERS
4602D SUPPORT WING (ADC)
United States Air Force
119 Ross Avenue
Ottawa 3, Ontario, Canada

SPECIAL ORDERS)
NR 0-2)

27 Jan 1961

SSGT GALE E. WHITTINGTON, AF35957917, this hq, is awarded the Good Conduct Medal Clasp as indicated for his demonstration of Honor, Efficiency and Fidelity during periods indicated.

Good Conduct Medal Clasp (Bronze with 2 loops)	7 Jan 1949 - 6 Jan 1952
Good Conduct Medal Clasp (Bronze with 3 loops)	7 Jan 1952 - 6 Jan 1955
Good Conduct Medal Clasp (Bronze with 4 loops)	7 Jan 1955 - 6 Jan 1958
Good Conduct Medal Clasp (Bronze with 5 loops)	7 Jan 1958 - 6 Jan 1961

FOR THE COMMANDER:

CARL J. MELNICK JR
1STLT, USAF
Asst DAS

DISTRIBUTION:
3 - Individual
2 - CAS-P
1 - CAS
1 - 6AADP
1 - File

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HEADQUARTERS
4602D SUPPORT WING (ADC)
United States Air Force
119 Ross Avenue
Ottawa 3, Ontario, Canada

SPECIAL ORDERS)
NR 6-1)

18 Jun 1958

SGT [redacted], AF17b217b8, this hq, is awarded the Good Conduct Medal Clasp (Bronze with 2 loops) for his demonstration of honor, efficiency and fidelity during the period 13 Jan 1953 through 12 Jun 1958.

FOR THE COMMANDER:

[redacted]
[redacted]
[redacted]

DISTRIBUTION:
3 - Individual
2 - [redacted]
1 - [redacted]
1 - File

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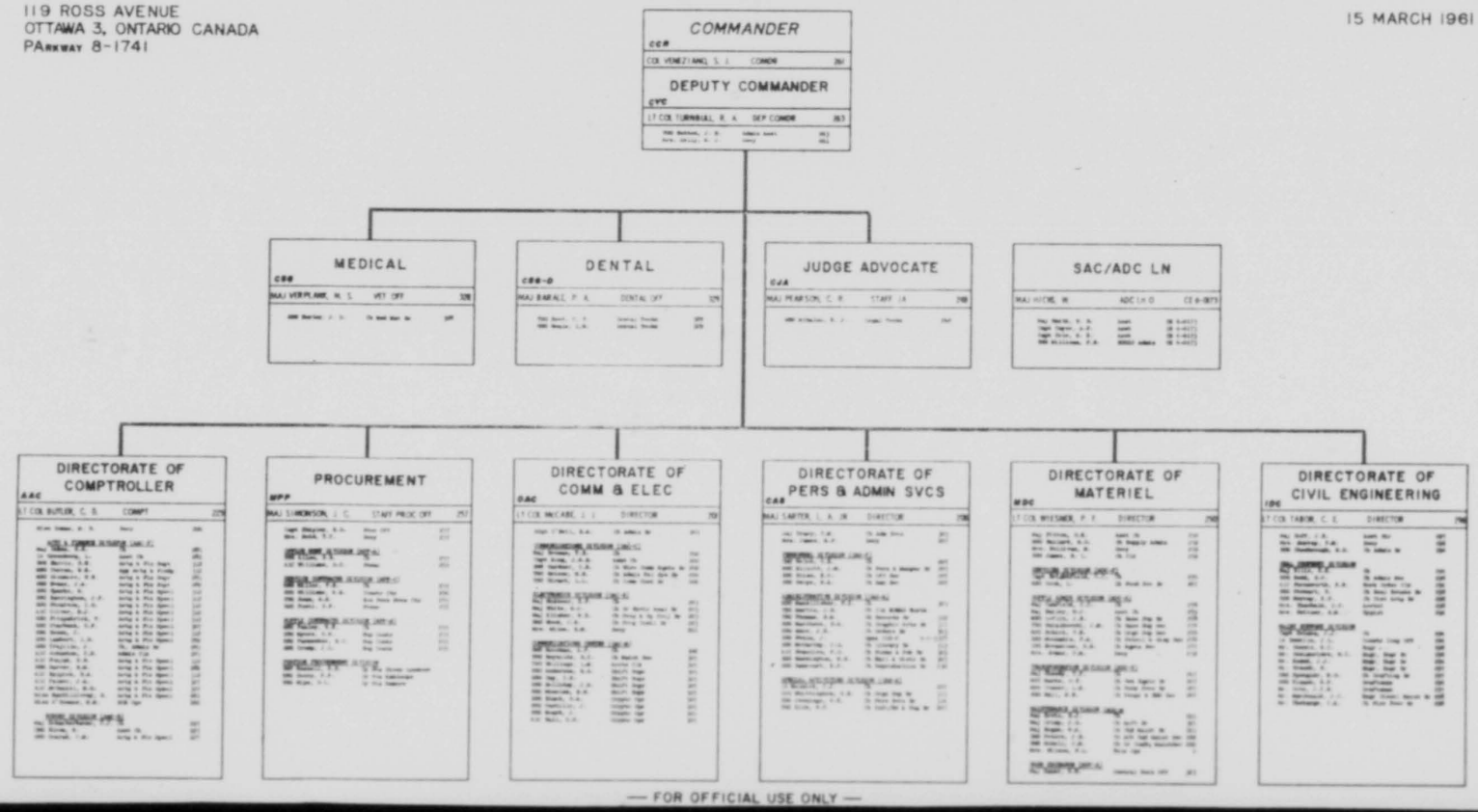
—FOR OFFICIAL USE ONLY—

DIRECTORY
Of
HQ 4602d SUPPORT WING (ADC)

119 ROSS AVENUE
OTTAWA 3, ONTARIO CANADA
PARKWAY 8-1741

15 MARCH 1961



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9130th Aircraft Control and Warning Squadron (ADC)
UNITED STATES AIR FORCE
Pagan Air Station
Pagan River, Ontario, Canada

ATTN OF: 913-OOR

SUBJECT: Letter of Appreciation

TO: 4602 Support Wing (OCR)

1. I am sending this letter to you to express the sincere appreciation of all of my staff members and of all of my supervisors for the assistance rendered to them by the members of your Staff Assistance Team.

2. Individually and as a group they were extremely helpful and displayed the utmost sincerity and willingness to explain, demonstrate and accomplish their recommended action. Despite considerable personal inconvenience they themselves accomplished much of the work done to complete the desired actions.

3. This voluntary assistance which followed the formal staff visit was timely and beneficial to this organization because of the change of command which took place during the same period. It aided us in evaluating the unit and afforded us an opportunity to better conditions in several sections.

4. To show my appreciation I would like to take this opportunity to express to each of them, by name, my personal "thank you very much."

Major P. E. Goff
MSgt V. R. Schick
MSgt W. E. Purdy
TSgt V. E. Gibson
SSgt L. Cash

5. I am extremely appreciative of their efforts and interest in the success of this organization and I believe that they have most successfully implemented the mission of the 4602nd Support Wing to assist and support the "Pinetree" line squadrons.

JOHN E. MCLAUGHLIN
Major, USAF
Commander

A True Copy

THOMAS M TRACY
Major, USAF
Chief of Administrative Services

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RCS: AU-D5

HISTORICAL RECORD

of the

4602D SUPPORT WING (ADC)

for the period ending

31 DECEMBER 1962

AIR DEFENSE COMMAND

DOWNGRADED AT 3 YEARS INTERVALS;
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

ADC FORM MAY 58 102

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Section I. REQUIRED DATA

1. UNIT AND LOCATION	2. NAME AND GRADE OF COMMANDER
Hq 4602d Support Wing (ADC) Ottawa 3, Ontario, Canada	SALVATORE J. VENEZIANO Colonel, USAF

3. CHAIN OF COMMAND *(Superior Echelons)*

64th Air Division (Defense)

4. SUBORDINATE UNITS *(Down to and including squadrons)*

None

5. MISSION *(Give authority and brief statement of primary mission)*

64th Air Division Regulation 24-7, 4 Oct 61, as amended. The mission of the 4602d Support Wing is to insure adequate logistic support to the ADC Aircraft Control and Warning Squadrons located in Canada (Group III) except those units assigned to the Goose Air Defense Sector, and to provide such support for other USAF and Department of Defense activities located in Canada as may be directed by the 64th Air Division.

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	27	67	13	107
ATTACHED	1	0	0	1

7. EQUIPMENT *(Give official nomenclature and quantity of mission-type equipment)*

None

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Section II. **COMMENTARY**

We began the second quarter of FY63 with an assigned strength of 28 officers (including one attached), 73 airmen and 14 civilians, for a total of 115. At the end of the quarter our total strength was 108.

A summary of significant events and accomplishments of the Wing during the past quarter is furnished below:

COMMAND

1. A staff assistance team from this headquarters visited the 917th ACW Squadron, Puntzi Mountain Air Station, B.C.; 918th ACW Squadron, Baldy Hughes Air Station, Prince George, B.C.; and 919th ACW Squadron, Saskatoon Mountain Air Station, Beaverlodge, Alberta, during the period 16-24 October 1962. All aspects of the logistic area were covered and no major discrepancies were found to exist.

2. An inventory schedule to be used by CAE and ROAMA in conjunction with the phaseout of Canadian Aviation Electronics facility at Winnipeg, Manitoba, was finalized during a visit by the Commander and Director of Materiel to Rome Air Materiel Area, Griffiss AFB, NY, on 17 October 1962. As a follow-on of this visit, the Commander chaired the second meeting of Sub-Work Group Number 2 held at this headquarters on 6-7 November 1962, at which time the CAE inventory schedule was further refined. In addition, new agenda items for the forthcoming RCAF/AMC, USAF/AFLC Logistics Conference were recommended.

3. The turnover ceremony of the 914th ACW Squadron, Armstrong Air Station, Ontario, originally planned for 24 October 1962, was rescheduled due to air defense commitments. The ceremony was accomplished on 31 October 1962, with Wing Commander E. J. Geddes representing the Air Officer Commanding, RCAF Air Defense Command, accepting the station from Major W. J. Schultz, Commander of the 914th ACW Squadron, representing the Commander ADC. This headquarters was not represented at the ceremony; however, a detailed report from the 914th ACW Squadron Commander indicated that the ceremony was very impressive, featuring appropriate remarks by the two senior officers. A reception followed the ceremony. Armstrong, the sixth Group III Pinetree Site to be phased out, was officially transferred to the RCAF on 1 November 1962.

4. At the close of this period six Group III ACW Squadrons have been transferred to the RCAF. Phaseout of the five remaining units will be completed by 1 July 63.

5. During this quarter an audit of the 918th ACW Squadron branch exchange revealed an accountability variance of $1,393.15 for FY63. The results of a preliminary investigation directed by the Commander, 4602d Support Wing, verified the variance and the 25th Air Division was requested to convene a board to conduct a formal investigation due to proximity of legal personnel in the 25th Air Division to the 918th ACW Squadron. The 25th Air Division concurred and is convening a board.

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6. On 7 November 1962, Headquarters USAF formally designated the US Air Attache Executive Office as the USAF host agency in Ottawa to continue those support services after phaseout of the 4602d Support Wing on 1 July 1963. Sufficient manpower authorizations were included in a proposed Unit Manning Document for the office of the Air Attache reflecting augmentation of twenty-two additional personnel. Of this total, sixteen 4602d Support Wing military personnel have been recommended for reassignment to the Air Attache, CCS-C and the ADC Support Liaison Office. The reassignment of one NCO Medical Technician was effective 1 January 1963 and the reassignment of five 4602d personnel has been confirmed thus far. These reassignments will coincide with the phaseout of the 4602d responsibilities and the assumption of support by the Air Attache.

MATERIEL

1. The accountability for the ADC fighter recovery equipment has been transferred to the units of the adjacent air divisions.

2. Net sales of the base exchange for this quarter were $110,281. The months October and November resulted in a net loss of $6,917. A net loss of $6,272 was planned. The Operating Statement for the month of December has not been completed as of this reporting period.

3. Accountability for the vehicle fleet (21 units) located at the 914th ACW Squadron, Armstrong, Ontario, was transferred to AFLC (ROAMA) for outward loan to the RCAF.

4. The Redistribution and Marketing Quarterly Report, RCS: AF-S57, October-December 1962, for this headquarters and the Group III Sites indicated a $203,090.00 excess material inventory at the beginning of the period; $189,377.00 turn-in to disposal; $129,744.00 sold; $9,444.49 received by the US Treasury for property sold; and $262,723.00 currently on sale through Crown Assets Disposal Corporation.

5. Meeting Number 2 of the Work Group Number 2, formed as a sub-group of the RCAF/AMC, USAF/AFLC Logistics Review Group, met at ROAMA to negotiate for transfer of USAF owned facilities, spares and standards held by Canadian Aviation Electronics Limited to the USAF.

COMMUNICATIONS-ELECTRONICS

1. The Bell of Canada proposal for the CADIN portion of the NORAD switching network was presented on 12 December 1962. There are substantially two routes for North Bay and Ottawa circuits into two US switching centers. Hq ADC subsequently gave general approval for the proposals and the RCAF issued Contract Demands to the Department of Defense Production for the facilities. 1 Nov 63 has been established as the operational target date.

(If additional space is required, continue on blank sheets, size 8x10½, appropriately numbered, and attached securely hereto)

TYPED NAME AND GRADE OF COMMANDER
SALVATORE J. VENEZIANO
Colonel, USAF

SIGNATURE
Salvatore J. Veneziano

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2. Group III Sites were advised of program change as confirmed at ACW Phasing Group Meeting, for UPA-35 scopes as it affects each site. C-20 and C-119 will receive the five scopes as now programed while the following sites had scopes deleted from the program: C-21 two each, C-14 two each, C-19 five each. (Scopes were only provided to FPS-27 radar sites.)

3. Hq ADC was advised of requirement to redefine and re-evaluate joint USAF/RCAF Air Defense communications. This action is necessary because of the many new communication requirements being currently requested to be processed which present agreements do not specifically cover. Due to the phase-out of the 4602d Support Wing, early resolution of policies and procedures are required for ordering and cost sharing future air defense and other allied circuitry.

4. Hq RCAF has advised that circuit changes in support of BUIC will not be processed pending Canadian approval; however, upon approval, changes will be reassessed and implemented as required. Hq ADC has been notified to advise air divisions concerned of the RCAF position and to anticipate delays in BUIC circuitry that must be processed through Canadian carriers with a few exceptions.

5. During a recent visit to Scott AFB, Illinois, OCCM was appraised of CSA's to be transferred to them upon inactivation of the 4602d Support Wing on 1 July 1963. They were briefed on the current procedures in handling these CSA's and peculiarities of CSA's issued in Canada. It was determined that OCCM will need more detailed study on remaining CSA's, and their representatives visited Ottawa to observe our operation. This was to provide a basis of manpower requirements and integration of our CSA's into the OCCM computer system. DECCA (OCCM) submitted a plan to AFOAC for assuming long line responsibilities in Canada.

6. The RCAF has been provided lists of Pinetree circuits or other joint air defense circuitry that may be converted to CADIN/SAGE circuits. Upon their approval and concurrence it will be placed under the Cost Sharing Agreement effective 1 April 1963. Some of the circuits involved are AMIS, Mid-Canada and NORAD which heretofore were under other agreements.

ACCOUNTING AND FINANCE

1. The first revision of FY63 Annual Financial Plan was forwarded to 64th Air Division during the first week of October. An amount of $336,900.00 was released from O&M funds. A request for an additional $13,000.00 for Facility Maintenance Floor (minimum expenditure requirement) was submitted with this revision.

2. The 64th Air Division withdrew $84,000.00 in Annual Budget Authorization from the 450 program. This resulted from an arbitrary reduction of $91,000.00 in our Civilian Pay Allocation by Hq ADC, and an increase of $7,000.00 created by a change in accounting procedures for civilian pay costs relating to the Military Family Housing Program.

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3. The responsibility for paying US civilians assigned to the GEEIA Systems Management Office was transferred to Hq GEEIA, Griffiss AFB, NY, during November. The allotment for civilian pay costs was withdrawn by GEEIA, relieving this office of the administrative responsibility for these funds. This office is preparing and will continue to prepare the pay checks of Canadian employees for the Griffiss AFB Accounting and Finance Office.

4. The number of payments during December 1962 was 1,708 as compared to 2,374 made during September 1962. This represents a decrease in financial activity during the second quarter of 28%.

5. The liquidation of FY61 and FY62 obligations is 99.48 and 97.8 percent respectively. This figure does not include Project 482 (communications) funds as the liquidation of such obligations is dependent upon billings rendered by the Receiver General of Canada, and therefore cannot be expedited by this office.

PROCUREMENT

1. During the fourth quarter of calendar year 1962, the Procurement Office, 4602d Support Wing (ADC), completed 1430 purchase actions (including 3 less complex contracts) consisting of 4,716 line items for a total dollar amount of $87,338.00 in US funds.

PERSONNEL AND ADMINISTRATION

1. During this quarter the OJT effectiveness points gained by this organization as reported on ADC T-21 Report were 96-2/3 points out of a possible 100. A perfect 100 not being gained because no test results were received during December. The SKT success rate during this period was 100%.

2. Personnel actions required in accordance with the 4602d Phasing Plan included the reassignment forecast of all 4602d military personnel. The officers forecast was submitted on 2 October 1962 and the airmen on 7 December 1962. As reported in the Command Section of this report, sixteen 4602d personnel have been recommended for reassignment to activities remaining in the Ottawa area.

CONTINGENCY OPERATIONS

1. (UNCLASSIFIED) Documentation of the 4602d Support Wing activities covering contingency of operations from 18 October 1962 through 31 December 1962 was initiated in compliance with directives and communications from Hq 64th Air Division and with other activities. The following are Air Defense Emergency actions taken by this headquarters during this reporting period:

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a. (UNCLASSIFIED) Upon notification by the 64th Air Division on 22 October 1962 that DEFCON 3 was in effect, the Commander assembled all key personnel and provided them with an appraisal of the Cuban situation and made necessary arrangements to meet the emergency conditions and any eventuality pertinent to 4602d Support Wing operations.

b. 23 October 1962:

(1) (UNCLASSIFIED) A review was made of all security policies, directives and practices in effect at this headquarters to insure security safeguards were adequate to meet any emergency. The 4602d Disaster Control Plan was reviewed and the number of changes warranted revision of the plan. It was republished and distributed on this date. Directives pertaining to RCAF emergency airlift procedures and the status of recovery equipment was also reviewed to insure currency and delegation of relative responsibilities. Action was taken to curtail military leaves and passes permitting only those of an emergency nature. In addition, limited time-travel restrictions were imposed and the headquarters Alert Recall Plan was reviewed for currency. The 4602d Support Wing Information Program does not include the furnishing of any news media to local newspapers, radio or television activities, therefore, communications received providing guidelines of Public Affairs Guidance were noted and discussed with staff personnel at daily staff meetings. Applicable public relations information was passed to all personnel emphasizing the necessity of avoiding discussions and rendering opinions on the Cuban subject. Other communications received pertaining to TDY, photography, orientation flights, non-essential airlift, military pay and per diem for those on TDY directly connected with emergency operations was passed to responsible staff agencies. No actions were required on these subjects during this period.

(2) (SECRET) At the beginning of the Cuban crisis the CONAD alert versus the NORAD alert created a situation as regards control of personnel of Canadian manned Pinetree radars (NORAD Regulation 55-3 applies). Hq ADC (ADODC) is reported to be taking action on this item.

(3) (UNCLASSIFIED) A "Not Operationally Ready Supply" (NORS) condition on the Search Radar at the 639th ACW Squadron, Lowther, Ontario, was relieved upon receipt and immediate installation of a critical part in AN/UPA-35 indicator scope.

(4) (UNCLASSIFIED) MINIMIZE on electrical messages was placed in effect 230005Z Oct 62 and only messages of priority or higher were processed. Traffic terminating at BOADS was not restricted.

c. 25 October 1962:

(1) (UNCLASSIFIED) A priority telephone request was received from Hq ADC (ADOAC-AN) and (ADOOP) to ascertain availability of a TRN-6

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Mobile TACAN unit for redeployment. Coordination was effected with RCAF/DRDP to obtain current status. The first TACAN unit which will become available in Comox is due in February 1963, without TMC equipment. This information was passed to Hq ADC (ADOAC-AN).

(2) (UNCLASSIFIED) The 30th Air Division requested we make inquiry on their behalf relative to Burroughs of Canada capability to configure AN/FST-2 at C-16 to accept AN/FPS-20 input. This AN/FST-2 has just been aligned to the newly installed AN/FPS-7 search radar. Our inquiry to Burroughs representatives at GSMO elicited the information that it would require approximately 6 days to perform realignment if Burroughs were so directed. The 30th Air Division was furnished information along with our opinion that a number of other aspects had to be resolved before the procedure contemplated would provide any operational benefit. A major problem foreseen is in obtaining the AM-1796, required to tie the FPS-20 input to the AN/FST-2. The 30th Air Division advised their intention to take this problem to Hq ADC for consideration. Simultaneously and related to the above is the status of ECP-91 for the FPS-7. Approval had been given to delay the start of SAGE test to permit time to install ECP-91 (AJ Capability). The 30th Air Division action precluded the installation team which was on site from proceeding with ECP-91 modification.

(3) (UNCLASSIFIED) Action was taken to provide emergency power for commercial telephone equipment and lighting at the 4602d headquarters. Battery emergency power has been available, however, it requires AC recharging sources. The emergency AC power source will be from the diesel generator plant utilized for backup power for the Communications Center.

(4) (UNCLASSIFIED) A message was received from the 64th Air Division directing all routine maintenance which would disable equipment to be discontinued temporarily and to return to an operational status all equipment which may have been disabled in preparation for maintenance. This order was immediately transmitted to all sites for which this headquarters is responsible.

d. 26 October 1962:

(1) (UNCLASSIFIED) A Communications Service message advised that certain violations of the original MINIMIZE restrictions were being made and this headquarters took action restricting all messages except those outlined in ACP-121 (Suppl 1).

(2) (UNCLASSIFIED) CAE Winnipeg was notified that a freeze of depot level maintenance on power plants was effective immediately and that schedules would be adjusted accordingly. On 7 November 1962 a message was received from 64th Air Division cancelling the freeze on maintenance of equipment. This directive was transmitted to all sites immediately, and maintenance returned to its normal schedule. CAE was notified accordingly.

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(3) (CONFIDENTIAL NOFORN) The 918th ACW Squadron queried ADC Liaison Office regarding the time, in the interest of security during state of alert, contract personnel should be removed from operations areas. According to the 918th ACW Squadron, SEADS had issued a directive limiting entry into essential base activities.

e. 27 October 1962:

(1) (UNCLASSIFIED) The 25th Air Division requested command assistance of Hq ADC for installation of 2 AMIS circuits from Edmonton to McChord (SEADS) and rerouting of 3 circuits from C-18 to SEADS. The rerouting was to be via P-44. Hq ADC and the 25th Air Division were contacted by telephone on 27 October 1962 and given current status of these requests. On 29 October 1962 RCAF Headquarters was requested to provide the latest status and message 4602OAC-C 434 (Atch 2), was dispatched via priority precedence advising that the AMIS circuits had been approved by DOT but forecast 60 days delay due to requirements for Canadian funding. The C-18 circuit rerouting was passed to BC Telephone Company as an order with installation anticipated on 15 November 1962.

(2) (UNCLASSIFIED) Clarification on MINIMIZE was requested from BOADS and the 64th Air Division on 27 October 1962. Traffic essential to accomplishment of the unit mission was processed with the originators determining essentiality of electrical communications. Any violation of MINIMIZE resulting from these procedures would be referred to Hq 64th Air Division for necessary action. All units utilizing the 4602d Communications Center were advised.

f. 30 October 1962:

(1) (CONFIDENTIAL) During this period, Headquarters ADC message ADOAC-AN 39306 requested GSMO to accelerate installation action on the following facilities as of 30 October 1962:

(a) FPS-7 search radar at C-19, Puntzi Mountain Air Station, Williams Lake, B.C.

(b) FPS-20 search radar at C-17, Beausejour Air Station, Beausejour, Manitoba.

(c) FPS-26 height finder at C-10, Ramore Air Station, Ramore, Ontario.

(d) GATR facility at C-16, Sioux Lookout Air Station, Sioux Lookout, Ontario.

(e) GATR facility at C-14, Pagwa Air Station, Pagwa River, Ontario

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(f) GATR facility at C-119, Lowther Air Station, Lowther Ontario.

(g) GATR facility at C-18, Holberg, B.C.

(2) (CONFIDENTIAL) GSMO advised on 30 October 1962 of the following status:
(ROZIZI-2172):

(a) FPS-7C at C-19, Puntzi Mountain, 95% complete with completion forecast on or about 15 November 1962.

(b) FPS-20 at C-17, Beausejour, scheduled for completion on 30 November 1962 with possibility of improvement.

(c) FPS-26 at C-10, Ramore, physical installation complete with shakedown test 45% complete.

(d) GATR at C-16, Sioux Lookout, complete and undergoing operational checkout with handover expected on 31 October 1962.

(e) GATR at C-14, Pagwa, scheduled to start operational checkout on 5 November 1962.

(f) GATR at C-119 and C-18 start operational checkout on 1 December 1962.

g. 1 November 1962:

(1) (SECRET) An hourly communication check of Ottawa-Stewart voice circuit during non-duty hours was established and remained in effect as long as DEFCON 3 or above conditions existed in support of the ALCOP Plan. 4602d Support Wing was designated 64th Air Division ALCOP in established plans.

(2) (UNCLASSIFIED) In support of this headquarters' Disaster Control Plan, two EE 8A field telephones were procured from ROAMA through CCS-C and made operational. This action was completed on 6 November 1962 with one phone placed in Shelter (CP) at 1339 Wellington Street and the other terminating in the 4602d Communications Center at 119 Ross Avenue. Periodic checks are being made to insure their readiness. In addition, two EE 8A field phones have been serviced and placed in storage in the 4602d Communication Center for an additional service requirement.

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h. 2 November 1962:

(1) (SECRET NOFORN) This headquarters requested an overall policy be provided as effects radar off-air time during an operational readiness condition 3 and to further expand on ADCR 55-12 guidance.

(2) (SECRET NOFORN EXCEPT CANADA) ADC furnished the following guidance. (ADOOP-E1 3047, 6 November 1962).

(a) Recovery time available of less 1 hour should not defer installations or testing.

(b) Recovery time of one to four hours must be carefully evaluated by commanders to determine if operational improvement will be more desirable than temporary operational degradation.

(c) Recovery time of over four hours generally is superseded by operations defense priority.

(d) All marginal cases are to be forwarded to ADC for assistance.

(e) Any ECCM improvement delays will be referred to ADC before a delay is implemented.

This headquarters forwarded ADC policy to all Group III Squadrons by message 4602OAC 22, 9 November 1962. (Atch 3).

i. 8 November 1962:

(SECRET) The 64th Air Division Alternate Command Post (ALCOP) was relocated from this headquarters to GADS, Labrador. This information was received in 64th Air Division message, 64OPG 6224, 8 November 1962.

j. 9 November 1962:

(UNCLASSIFIED) Communications check discontinued due to instructions received from the 64th Air Division. (Ref. par g(1) above).

k. 16 November 1962:

(UNCLASSIFIED) All staff agencies were notified that MINIMIZE restrictions had been lifted effective 15 November 1962.

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l. 29 November 1962:

(UNCLASSIFIED) DEFCON 3 readiness condition changed to normal readiness effective this date. This information was received from 64th Air Division (64OAC).

m. 30 November 1962:

(1) (UNCLASSIFIED) RCAF/ADC queried this headquarters regarding control of actions of USAF personnel remaining on Pinetree Sites for the period between D-Day and SAGE operational date. The question was whether RCAF operating procedures applied and were these operational personnel responsible for following these directions. The Phasing Plan indicates that the RCAF assumes command and operational jurisdiction of the squadron and consequently USAF personnel are bound by all RCAF operating procedures. In the event that any of these procedures are contradictory to NORAD procedures, the responsibility to resolve the differences should be that of the RCAF squadron commander. He should appraise both RCAF/ADC and the NORAD sector commander (who is his operational commander) of the differences, and then these differences should be solved either at that level or a higher level if necessary. A message to this effect was dispatched to all activities concerned on 4 December 1962 (Atch 4).

(2) (UNCLASSIFIED) Hq RCAF/ADC has expressed concern over messages emanating from NORAD sectors or regions with the air defense sector heading rather than the NORAD air defense sector heading. This item was discussed by the Commander with Col Twaddell, Vice Commander, 25th Air Division; Col Jones, Vice Commander, 29th Air Division; Col Macomber, Vice Commander, 30th Air Division; and Col Mace, Deputy for Operations, 26th Air Division. On 26 December 1962, Hq RCAF/ADC was advised that NORAD instructions would emanate from a NORAD Sector or a NORAD Region.

n. 7 December 1962:

(UNCLASSIFIED) Leave, passes and limited time-travel restrictions in effect at this headquarters since 23 October 1962 were lifted upon receipt of message from the 64th Air Division advising resumption of normal leave policy for overseas units.

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COORDINATION AND FILE COPY

NOFORN

CONFIDENTIAL

[redacted]

X AF 918CCR029
26 OCT 62 CONFID

4602SPTWG 119 ROSS AVE OTTAWA CANADA

BALDY HUGHES AS CANADA (AIR MAIL)

INFO TO: SEADS (AIR MAIL)

25AIRDIV MCCHORD AFB WASH (AIR MAIL)

CONFIDENTIAL 4602CCR 65-62

Reference your CCR029. No instructions have been received by this headquarters concerning the delay or termination of any facilities connected with the RIP or SAGE/CADIN programs. Recommend your proceed in accordance with Paragraphs 3 and 4 of ADC Reg 55-12. Coordination with GSMO should be established on installation of all C&E equipment. Request this headquarters be kept informed of any limitations imposed that affects the implementation of RIP or CADIN programs.

26 OCT 62 1600

4602CCR

CONFIDENTIAL
NOFORN

Lt Col Conner/M. [redacted] Colonel, USAF
Commander

ADC FORM OCT 62 329 REV 67005 MEMO FOR RECORD: [ ] MEMO [ ] REC'D REVERSE

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UNCLASSIFIED

PRIORITY

X AF

46025PTWG 119 ROSS AVE OTTAWA CANADA

ADC ENT AFB COLO

25 AIRDIV MCCHORD AFB WASH

UNCLAS 46020AC-C 434

Action ADOAC-CC, ADOAC-CE, 25OAC-CW. Reference 25OAC-CW 109434 and 27 Oct telecons Major Turner (ADOAC-CC), Major Bush (25OAC-CW) and Lt Col Brennan (46020AC-C). Further reference CANAIRHED message DCOM 2496 25 July and 46020AC-C 417. RCAF advises on 29 Oct that Edmonton -Seattle circuits approved by DOT but anticipate 60 days before RCAF will have funding approval and orders issued. Delay is in Canadian funding. Rerouting of C-18 to McChord circuits passed to BC Tel with installation anticipated by 15 Nov 62.

29 1530 Oct 62

46020AC-C

Lt Col Brennan/hm
201 1 1

UNCLASSIFIED

WAYNE E. ZWINK
Lt Colonel USAF
Director of Communications-Electronics

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SECRET

DEFERRED

460ZSPTWG [illegible] AVE OTTAWA CANADA

ARMSTRONG AIR STN CANADA

PUNTTI MT AIR STN CANADA

BALDY HUGHES AIR STN CANADA

SASKATOON MT AIR STN CANADA

LOW THEIR AIR STN CANADA

INFO: PAGWA AIR Sta, Canada

GEEIA SYSTEMS MANAGEMENT OFFICE (MAIL)

ADC LIAISON OFFICE (MAIL)

SECRET NOFORN Except Canada CANUSSECURITY 4602dOAC. 22

for CCR all addressees. (U) Policy relative to ADCN 55-12. This message in two parts. Part I. The following ADC message is quoted for immediate action: "Secret NOFORN Except Canada ADCOP-SI 3047, 6 Nov 62, same subj. The present prolonged level of increased readiness had caused a variety of interpretations of the provisions of ADCN 55-12. The folg is provided as policy for the duration of the present level of increased readiness. To Nov 62

4602OAC

Lt Col Wayne E. Zwink/hm
201 1

WAYNE E. ZWINK
Lt Colonel USAF
Director of Communications-Electronics

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SECRET

[illegible]025PTWG 119 ROSS AVE OTTAWA CANADA

[illegible]rovent system degradation, items in ADCR 55-12, para 4c, d [illegible]e must be considered for implementation. The criteria that [illegible]must be applied is operational improvement versus operational [illegible]gradation while the improvements are being accomplished. In [illegible]neral where recovery time is one hr or less, none of these items [illegible]hould be deferred. Comdrs must evaluate how vital the equipment [illegible] cases where the recovery time is one hr to four hrs. If [illegible]covery time is over four hours, the general rule of Air Def ops [illegible]ority apply. Comdrs are urged to confer with appropriate [illegible]tallation or spt agencies to reduce down time and recovery time [illegible]ceptable limits. Marginal cases will be referred to this hq [illegible] assistance. Some programs will enhance operational effective- [illegible]s to the degree that some risk is acceptable. One of these is [illegible]provement in ECCM capability. Concurrence of this hq will be [illegible]tained prior to deferral of programs which would result in immed [illegible]ational improvement, particularly in ECCM capabilities."

[illegible]rt II. The expression of policy in the above cited message has [illegible] full concurrence of Hq NORAD but does not constitute authority [illegible]viate from established procedures in securing approval from [illegible]ational channels of command for deliberate radar shutdowns. [illegible]olicy was furnished to all Air Divisions.

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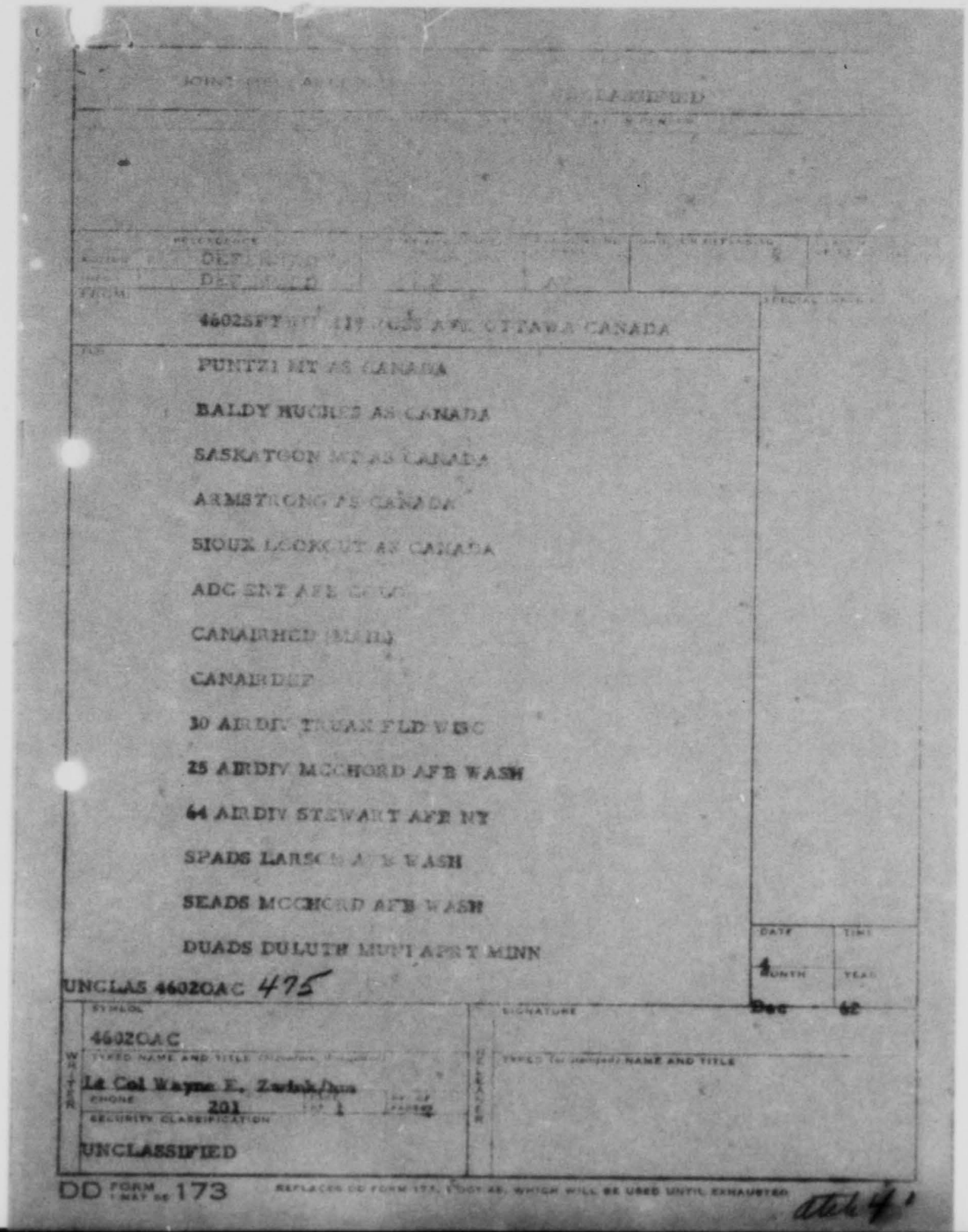

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4602SFTT [illegible] AFL OTTAWA CANADA

PUNTZI MT AS CANADA

BALDY MUCHES AS CANADA

SASKATOON MT AS CANADA

ARMSTRONG AS CANADA

SIOUX LOOKOUT AS CANADA

ADC SNT AFB [illegible]

CANAIRHCD [illegible]

CANAIRDEF

30 AIRDIV TRUAX FLD WISC

25 AIRDIV MCCHORD AFB WASH

64 AIRDIV STEWART AFB NY

SPADS LARSON AFB WASH

SEADS MCCHORD AFB WASH

DUADS DULUTH MUNI APT MINN

UNCLAS 4602OAC 475

DATE: 4 Dec 62

SYMBOL: 4602OAC

TYPED NAME AND TITLE: Lt Col Wayne E. Zwick/jm

PHONE: 201

SECURITY CLASSIFICATION: UNCLASSIFIED

SIGNATURE

TYPED NAME AND TITLE

DD FORM 1 MAY 58 173 REPLACES DD FORM 173, 1 OCT 58, WHICH WILL BE USED UNTIL EXHAUSTED

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JOINT MESSAGEFORM - CONTINUATION SHEET | SECURITY CLASSIFICATION: UNCLASSIFIED

460ZSPTWG 119 ROSS AVE OTTAWA CANADA

For CCR at C-19, 20 and 21, Operations Officer (USAF) at RCAF Stations. Info to ADPDC, PDC at Air Division, SPOOP, SEOOP, DUOOP and SOANU at CANAIRDEF, DRDP-2 at CANAIRMED. Group III Site Phasing Plan provides that RCAF assume full responsibility for station operation and air defense operations at the station after D-Day. USAF personnel remaining on station after D-Day are under RCAF jurisdiction for operational and site administrative control. Site operating procedures directed by the RCAF will be utilized unless in conflict with NORAD procedures. There operational differences should be resolved by the NORAD Sector or region exercising operational jurisdiction directly with RCAF/ADC St Hubert. USAF personnel remaining on RCAF station will conform to RCAF administrative practices and procedures of the station.

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HISTORICAL RECORD

of the

4602D SUPPORT WING (ADC)

for the period ending

31 MARCH 1962

AIR DEFENSE COMMAND

5-3581-19

ADC FORM MAY 58 102

Atch 12 P.C. 9310

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Section I. REQUIRED DATA

1. UNIT AND LOCATION
Hq 4602d Support Wing (ADC)
Ottawa, Ontario, Canada

2. NAME AND GRADE OF COMMANDER
SALVATORE J. VENEZIANO
Colonel, USAF

3. CHAIN OF COMMAND *(Superior Echelons)*

64th Air Division (Defense)

4. SUBORDINATE UNITS *(Down to and including squadrons)*

None

5. MISSION *(Give authority and brief statement of primary mission)*
64th Air Division Regulation 24-7, 4 Oct 61, as amended. The mission of the 4602d Support Wing is to insure adequate logistic support to the ADC Aircraft Control and Warning Squadrons located in Canada (Group III) except those units assigned to the Goose Air Defense Sector, and to provide such support for other USAF and Department of Defense activities located in Canada as may be directed by the 64th Air Division.

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	41	86	18	145
ATTACHED	1	0	0	1

7. EQUIPMENT *(Give official nomenclature and quantity of mission-type equipment)*

None

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Section II. COMMENTARY

We began the third quarter of FY62 with an assigned strength of 42 officers (including one attached), 90 airmen and 20 civilians, for a total of 152. At the end of the quarter our total strength was 146.

A summary of significant events and accomplishments of the Wing during the past quarter is furnished below:

COMMAND

On 21 March 1962, the Commander attended the phaseout ceremony transferring the third Group III Pinetree Site to RCAF control (825th ACW Squadron, Kamloops Air Station, Kamloops, British Columbia). Group Captain D. L. S. MacWilliam, representing the Air Officer Commanding, RCAF Air Defence Command, accepted the facility from Colonel G. G. Atkinson, on behalf of the Commander, USAF Air Defense Command. The ceremony was brief, featuring appropriate remarks by the two senior officials. A reception and buffet luncheon followed the ceremony.

During this quarter, the joint RCAF/USAF Steering Committee approved a few minor changes to the Group III Site Phasing Plan, none of which altered procedures or the context of the basic plan. These changes were incorporated as Change #2 to the Plan and distribution was made to appropriate agencies in February 1962.

At the close of this period, three Group III ACW Squadrons have been transferred to the RCAF. The last of the eight remaining units will be phased out 1 July 1963.

This headquarters has been very favorably impressed with the progress of joint USAF/RCAF phasing actions at all sites to date. The 4602d staff has constantly monitored site phaseout actions and refined procedures to realize maximum savings in personnel and equipment. Continued attention will be given to the remaining units to insure that joint coordinated effort is maintained.

The 4602d Project "Money Tree" Evaluation Board reviewed Group III Squadron progress reports and selected the 914th ACW Squadron at Armstrong, Ontario, as having the best program for this quarter among all ACW units of the Pinetree Line. This squadron was awarded the 4602d rotating plaque in March 1962.

This organization was again awarded the 64th Air Division Project "Money Tree" rotating plaque for the best progress report submitted for this quarter. This is the second win for this headquarters out of three Division competitions held to date. Presentation of this award was made to the Commander by the Commander, 64th Air Division, on 26 March 1962 at Stewart Air Force Base, New York.

Staff assistance teams from this headquarters visited the following Group III ACW Squadrons during this quarter:
672d ACW Squadron, Barrington, Nova Scotia
639th ACW Squadron, Lowther, Ontario
913th ACW Squadron, Pagwa River, Ontario
914th ACW Squadron, Armstrong, Ontario
915th ACW Squadron, Sioux Lookout, Ontario

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All aspects of the logistics area were covered and no problems of consequence were found to exist.

MATERIEL

This headquarters developed a training program for food service supervisors at Group III Squadrons. This program will be presented during staff assistance visits to these sites. General purpose of the training is to keep food service personnel current on continental US food service programs not in effect in Canada.

The 918th ACW Squadron, Prince George, B. C. was selected by the 4602d Support Wing as having the best food service facility among Group III ACW Squadrons on the Pinetree Line. As a result, this unit was entered into the 64th Air Division food service competition. The 918th was judged the best food service activity in the 64th Air Division and was awarded the 64th Air Division Commander's plaque for this achievement. The 4602d Wing Commander presented this plaque to the 918th Unit Commander, Lt Col Alfred J. Naigle on 19 March 1962. Accordingly the 918th was chosen to represent the 64th Air Division in the ADC food service competition. Results of Major Air Command food service competition concluded in the 918th placing second in Category I competition among all units of the Air Defense Command a truly significant accomplishment.

COMMUNICATIONS-ELECTRONICS

Headquarters ADC and RCAF co-chaired a meeting in Ottawa at National Defense Headquarters on 9-10 January 1962 for the purpose of resolving CADIN implementation problems. Representatives at the meeting included members from Headquarters ADC, RCAF, OCCM, Commercial Carriers, DDP and 4602d Support Wing. The meeting provided attendees with greater insight of CADIN communication problems such as delays and reasons why changes at a late date can upset construction programs for these communication facilities. Further, RCAF and DDP briefly outlined their administrative procedures on how communication construction and facilities are procured in Canada, which is vastly different from procedures in the US. To insure continuity of CADIN communication actions, each Air Division will appoint a CADIN/SAGE coordinator to centralize required actions. Further, RCAF (DADSI) will continue to be the central agency to call any necessary meeting and provide status of all CADIN circuitry as appropriate.

At 0900 local, 8 January 1962, 4602d Support Wing Communication Center's circuit to Stewart AFB (BOADS) went into on-line operations. All electrical message traffic from this station is now transmitted and received in encrypted form.

The Program Guidance Document for ACW Squadrons (Pinetree) was distributed 15 January 62. This document included all approved CADIN changes through the 1 December 61 revisions to the Master System Schedule Plan for the 416L System. Extensive revision to AN/FST-2B schedules is noted as mainly due to the delay in BOD caused by a strike at the air conditioning equipment manufacturing plant. The

(If additional space is required, continue on blank sheets, size 8x10½, appropriately numbered, and attached securely hereto)

TYPED NAME AND GRADE OF COMMANDER	SIGNATURE
SALVATORE J. VENEZIANO Colonel, USAF	John H. White Lt Col

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delay in receipt of equipment at effected sites required a general rescheduling of FST-2 program to permit the installation contractor to continue work at sites not affected by this strike.

Final copies of Base Wire and Telephone Development Schedules (BWTDS) for project "GOLDEN ROD" were delivered to GEEIA Systems Management Office for distribution on 7 February 1962. This provides all Group III Sites with an up-to-date record of their Base Wire Plant. The 64th Air Division was notified that this headquarters has completed its responsibilities in connection with project "GOLDEN ROD."

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History

CWC 4402-Hi
Jan-June 1943

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HISTORICAL RECORD

guests at

of the

4602D SUPPORT WING (ADC)

for the period ending

30 JUNE 1963

AIR DEFENSE COMMAND

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Section I. REQUIRED DATA

1. UNIT AND LOCATION
Hq 4602d Support Wing (ADC)
Ottawa, Ontario, Canada

2. NAME AND GRADE OF COMMANDER
SALVATORE J. VENEZIANO
Colonel, USAF

3. CHAIN OF COMMAND (Superior Echelons)

64th Air Division (Defense)

4. SUBORDINATE UNITS (Down to and including squadrons)

None

5. MISSION (Give authority and brief statement of primary mission)

64th Air Division Regulation 24-7, 4 Oct 61, as amended. The mission of the 4602d Support Wing is to insure adequate logistic support to the ADC Aircraft Control and Warning Squadrons located in Canada (Group III) except those units assigned to the Goose Air Defense Sector, and to provide such support for other USAF and Department of Defense activities located in Canada as may be directed by the 64th Air Division.

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	0	0	0	0
ATTACHED	0	0	0	0

7. EQUIPMENT (Give official nomenclature and quantity of mission-type equipment)

None

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Section II. COMMENTARY

We began the fourth quarter of FY63 with an assigned strength of 28 officers (including one attached), 60 airmen and 13 civilians, for a total of 101. At the end of the quarter our total strength was reduced to zero.

This writing constitutes the terminal history of the 4602d Support Wing which will inactivate on 1 July 1963. The history of the 4602d Support Wing dates back to September 1952 when Headquarters ADC established a Property Accountability Office in Ottawa to serve in conjunction with the Joint Pinetree Program. The status of this office was changed to Detachment 1, Hq ADC on 22 April 1953 per GO 22 Hq ADC, 7 April 1953 and on 1 July 1958, was designated 4602d Support Group (ADC) by GO 29, Hq ADC, 22 May 1958. On 25 August 1958, the 4602d Support Group (ADC) was reorganized under an appropriate UMD with non-O/T authorizations and no change in authorized strength by GO 57, Hq ADC, 5 August 1958. The 4602d Group was redesignated the 4602d Support Wing effective 1 July 1959 per GO 31, Hq ADC, 12 May 1959 and was an extension of the ADC staff under the Deputy for Materiel. On 1 January 1961 this unit was placed under the command jurisdiction of the 64th Air Division by GO 119, Hq ADC, 4 August 1960. Special Order G-4, Hq ADC, 16 January 1963 inactivates the 4602d Support Wing (ADC) effective 1 July 1963.

A summary of significant events and accomplishments of the Wing during the fourth quarter FY63 is furnished below:

COMMAND

During this quarter, the tenth Group III ACW Squadron was phased over to the RCAF. The turnover ceremony of the 913th ACW Squadron, Pagwa Air Station, Pagwa River, Ontario, took place on 29 May 1963 with Major W. W. Scroggins, Jr., Commander of the 913th ACW Squadron representing USAF/ADC. The station was accepted by Squadron Leader W. Spearer, Site Commander in behalf of the Air Officer Commanding, RCAF/ADC. Due to the remoteness of this site, limited facilities and housing, it was agreed to conduct the ceremony on a local level. VIP guest personnel attending the ceremony included Colonel Richard W. Davania, Commander of Sault Ste Marie Sector and Group Captain A. V. Houle Sault Ste Marie Sector. This headquarters was not represented at the ceremony, however, a communication received from the 913th Commander indicated that the ceremony was conducted according to schedule featuring appropriate remarks by the two site commanders. A reception followed the ceremony. Pagwa was officially transferred to the RCAF on 1 June 1963.

As reported in the preceding historical report of this organization, a comprehensive program was developed by the Commander and RCAF/ADC representatives for the high level ceremony transferring the eleventh Group III ACW Squadron to the RCAF. The ceremony was held at the 639th ACW Squadron site at Lowther, Ontario on 26 June 1963 culminating U. S. -Canadian transfer of Pinetree Radar Site responsibilities which began almost two years ago. The Air Force-manned installation, a unit of the famous Canadian "Pinetree" Air Defense Radar Line, is the last of such sites which have been turned over for operation by the Royal Canadian

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Air Force since October 1961. Major General B. J. Webster, Chief of Staff, Air Defense Command, representing the United States Air Force handed the station over to Air Vice Marshal M. M. Hendrick, Air Officer Commanding, RCAF Air Defence Command. The Pinetree units were under the direction of the 4602d Support Wing at Ottawa, which is a unit of the 64th Air Division. For the past three years, the 4602d has been commanded by Colonel Salvatore J. Veneziano. Transfer of the Pinetree Stations is part of a contract known as the Triangular Agreement entered into by Canada and the United States in 1961 which provides that Canada receives 66 F-101 Voodoo fighter interceptors from the United States. Canada, in turn, assumes responsibility for manning, operation, maintenance and financing of the 11 Radar Stations included in the Pinetree System stretching from coast to coast along the Canadian side of the U. S. -Canadian border. Additionally, the two nations share the cost of procurement and production of F-104 Starfighter interceptor aircraft in Canada to fulfill Canadian NATO commitments. The string of Pinetree Radar installations became operational in early 1958. The ceremony was an exceptionally fine military tribute featuring appropriate remarks by the two senior officers. Other distinguished military guests present were Major General F. R. Terrell, Commander 30th Air Division; Brig General F. B. James, Chief, Central Coordinating Staff - Canada; Colonel F. A. Hill, Commander, 64th Air Division; Colonel R. W. Davania Commander, Sioux Sector; and Colonel S. J. Veneziano, Commander 4602d Support Wing; Groyp Captain C. L. Olsson, SPSO/ADC; and Wing Commander Tenove, new commander of RCAF Station Lowther. In addition some 44 local civilian dignitaries were the event. General Webster and AVM Hendrick received the VIP guests, station officers and their wives at a reception following the ceremony.

MATERIEL

The Redistribution and Marketing function of this headquarters was transferred to the 64th Air Division, 26 April 1963, for the purpose of completing files and records on materiel reported to Crown Assets Disposal Corporation for sales action. CWO-4 Harold B. Holloway and CMSgt Warren D. Madigan, 64th Air Division, visited this headquarters 22-26 April 1963 to complete the transfer. These people were thoroughly briefed on all R&M functions of this headquarters and the Group III sites. R&M records and files were investigated for discrepancies with negative results. CWO Holloway assumed responsibility of this account by signing a transfer document listing all outstanding sales orders with Major White, 4602d Support Wing, R&M Officer.

The Technical Supply in support of the Central Coordinating Staff - Canada was transferred to the Office of the Air Attache, Ottawa, in April.

Phased out vehicle section at 913th ACW Squadron, Pagwa River, Ontario and deleted 18 vehicles and ground support equipment from ADC Vehicle Inventory.

Phased out vehicle section at 639th ACW Squadron, Lowther, Ontario, effective 1 June. Thirteen units were removed from ADC inventory effective 30 June 1963.

Transferred vehicles assigned to 4602d Support Wing (7 each) to Air Attache,

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TYPED NAME AND GRADE OF COMMANDER	SIGNATURE
SALVATORE J. VENEZIANO Colonel, USAF	Salvatore J. Veneziano

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effective 1 June 1963.

During this quarter all remaining branch exchanges were phased out. The 913th was phased out on 17 May 1963, the 639th branch on 29 May 1963, the Ottawa store on 31 May 1963, the central warehouse on 20 June 1963 and the Central Office on 28 June 1963.

COMMUNICATIONS-ELECTRONICS

Procedure for reimbursement for other than CADIN cost shared circuits with RCAF has been proposed to Hqs USAF and pending final negotiation, NOTAM circuit as well as other circuit not specifically covered will probably be covered under this arrangement. DECCO will order NOTAM circuits in accordance with above.

RCAF has been paid through June 1963 for USAF share of CADIN circuit cost by provisional payments. Future estimate and/or amount provided RCAF will be accomplished by ADOAC-CC under the proposed revised working agreement.

All Communication Service Authorizations for both CADIN and residual manual circuits were transferred to the Defense Commercial Communication Office (DECCO) as of 1 April 1963. All financial records for these circuits were flown and delivered to DECCO on 23 April 1963.

SAGE testing at C-19, C-20 and C-21 have been delayed approximately one month due to noise and other transmission problems in sections of the data carrier system. Trouble developed on both sides of the border.

Action has been initiated to delete certain CADIN circuits and rearrange others due to the announced phaseout of some SAGE sectors. All coordination for these actions are now between Headquarters RCAF (DCOM) and Headquarters ADC (ADOAC-CE).

All northern tier air divisions and sectors were advised that with the transfer of CSA's and associated records, coordination for air defense communications in Canada must now be between Headquarters ADC and RCAF (DCOM).

Remaining manual circuits which are to be SAGED and were covered by a CSA issued by 4602d Support Wing have now been transferred to RCAF under CADIN/SAGE Arrangement effective 1 April 1963. The total number of circuits involved is approximately sixty. Remaining Pinetree circuits not being SAGED were transferred to DECCO for budget and administration effective the same date and the number involved is approximately 170.

A meeting was held at DCA Washington to review Communication ordering procedure in Canada and related subjects such as transfer of 4602d Communication activities to DECCO, and the cost sharing of various new communication programs (BUIC, SPADATS etc). It was agreed that a proposed circuit ordering agreement will be

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submitted by DCA for the concurrence of DDP and RCAF. In the meanwhile, representatives from DCA, DECCO, USAF and ADC have met with DDP and RCAF to discuss the proposed procedures and favorable comments were indicated.

CIVIL ENGINEERING

Major Feigenson of the USAF Resident Auditors Office, New York City, conducted a terminal audit of 4602d Support Wing Real Property and Cost Accounting records during the first week in June 1963. No discrepancies were found and all records were cleared for retirement.

All real Property Records for the Seven Islands TACAN Site were forwarded to the 64th Air Division on 20 May 1963. This was accomplished in accordance with the transfer agreement negotiated between Hq ADC and Hq SAC whereby SAC assumes the responsibility for this site.

Arrangements were made during the months of May and June for the termination of all leases maintained by the 4602d Support Wing (ADC). This includes leases for 119 Ross Avenue, 1341 Wellington Street, 118 Leopolds Drive, 4602d Support Wing, and 3299 Riverside Drive (CCS-C Commander's Quarters). Any of the above leases that are going to be retained by the Air Attache Office will be renegotiated by the Air Attache Office before or after the inactivation of the 4602d Support Wing.

ACCOUNTING & FINANCE

The Third Revision of the Financial Plan for Fiscal Year 1963 was submitted to 64th Air Division during the first week of April. No changes were made in our Budget Authorizations for Projects 458, 478 and 491.

On 21 June $30,850,000 in uncommitted funds was returned to 64th Air Division.

Procedures for affecting the year end closing were forwarded to the Squadron Commanders at the 639th and 913th ACW Squadrons. These procedures included advice on items peculiar to the phaseout of this headquarters relative to their effect on year end closing.

All Real Property, Materiel, and Equipment balances for the 639th, 913th, 918th, and 919th ACW Squadrons were removed from local general ledger accounts per joint USAF/RCAF inventories taken in the turnover of these squadrons to the RCAF.

A terminal audit was performed on the Accounting and Finance Division by Major Thomas W. Feigenson and Mr. L. C. Morrese of the Resident Auditor's Office, Plattsburgh AFB. Upon arriving on 28 May 1963, they made the required quarterly surprise cash verification of funds entrusted to the Accounting and Finance Officer.

All prior year accounting records were transferred to the custody of Captain R. M. Massey, Accounting and Finance Officer, Kincheloe AFB, Michigan on 9 April 1963.

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Project 482, Long Lone Communications records were transferred to DECCO, Scott AFB, Illinois, on 22 April 1963. Lt Colonel C. H. Tate, Comptroller, Kincheloe AFB, and Captain R. M. Massey visited this headquarters on 16 and 17 April relative to the final transfer of Major C. Cross' retained account (Fiscal Year 1963 Records) to Captain Massey. During this visit arrangements were made to fly these records to Kincheloe AFB on 2 July 1963.

Instructions pertaining to the submission of final billings and payments by Canadian Government Agencies were forwarded to the Receiver General of Canada and RCAF Headquarters during the first week of May.

PROCUREMENT

During the second quarter of calendar year 1963, the Procurement Office, 4602d Support Wing (ADC), completed 473 purchase actions consisting of 906 line items for a total dollar amount in U. S. Funds of $15,836.

The Procurement Office received a certificate from AFLC for having been nominated by ADC as its best overseas procurement office.

The Procurement Office received second place award in the contest for the best overseas base procurement office.

PERSONNEL AND ADMINISTRATIVE SERVICES

The phaseout of all personnel assigned this organization is completed with the last members reassigned with EDCSA 1 July 1963. Reassignment instructions for certain personnel to remain in Canada were received. In summary, the following organizations gained the number of personnel indicated: Central Coordinating Staff - Canada - 3 officers and 2 airmen; Air Attache - 2 officers and 9 airmen. All other personnel received assignments to the ZI.

Of the civilian personnel employed by the 4602d Support Wing, three stenographers secured further employment with the U. S. Air Force; two with the Air Attache and one with CCS-C.

All 4602d Support Wing records were disposed of in accordance with AFM 181-5. A total of 134-1/2 cubic feet of records were transferred to appropriate records centers and where applicable to other Air Force agencies including the Air Attache, Ottawa; DECCO, Scott AFB, Illinois; and Kincheloe AFB, Michigan.

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HEADQUARTERS
AIR DEFENSE COMMAND
UNITED STATES AIR FORCE
Ent Air Force Base, Colorado

SPECIAL ORDER 16 JANUARY 1963
G-4

1. DISCONTINUANCE OF UNITS. Effective 1 July 1963, the following units are discontinued at locations indicated:

Unit	Location
* * * * * * * * * * * * * * *	
4602 Support Wing	Ottawa, Ontario, Canada

a. Personnel rendered surplus will be reassigned in accordance with instructions from Comdr, ADC.

b. Equipment rendered surplus will revert to stock.

c. Records will be disposed of in accordance with AFM 181-5.

d. Authority: AFR 20-27.

* * * * * * * * * * * * * * *

OFFICIAL

ROBERT M LEE
Lieutenant General, USAF
Commander

RICHARD C LOWMAN
Colonel, USAF
Command Director of
Administrative Services

DISTRIBUTION
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G-4

"A TRUE COPY"

LEE A. SARTER, JR
Lt Colonel, USAF
Dir, Pers & Admin Svc

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HEADQUARTERS
AIR DEFENSE COMMAND
UNITED STATES AIR FORCE
Ent Air Force Base
Colorado Springs, Colorado

GENERAL ORDERS)
NUMBER 119)

4 August 1960

* * * * * * * * * * * * * * *

VIII. REASSIGNMENT OF UNITS--1. The following units are further assigned from Air Defense Command to 64th Air Division (Defense), on dates indicated. Effective Date of Change of Strength Accountability is the same as effective date.

UNIT	EFFECTIVE DATE
Headquarters 4602d Support Wing, Ottawa, Ontario, Canada	1 January 1961

2. Authority: Air Force Regulation 20-27.

* * * * * * * * * * * * * * *

FOR THE COMMANDER

OFFICIAL:

R W PURYEAR
Major General, USAF
Chief of Staff

/s/ Glenn H Donaldson
/t/ GLENN H DONALDSON
Major, USAF
Assistant Command Director
of Administrative Services

"THIS IS A TRUE EXTRACT COPY"

Carl J. Melnick

CARL J. MELNICK, JR
1st Lt, USAF
Asst Dir, Pers & Admin Svc

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DEO

HEADQUARTERS
AIR DEFENSE COMMAND
UNITED STATES AIR FORCE
ENT AIR FORCE BASE
COLORADO SPRINGS, COLORADO

12 May 1959

GENERAL ORDERS)
NUMBER 31)

REDESIGNATION OF UNIT--1. The 4602nd Support Group is redesignated the 4602nd Support Wing, effective 1 July 1959, with no change in assignment, authorized strength or location.

2. Authority: Air Force Regulation 20-27.

JARRED V CRABB
Major General, USAF
Chief of Staff

HEADQUARTERS AIR DEFENSE COMMAND OFFICIAL

EDMUND [illegible] COLOMBA
Captain, USAF
Assistant Director of
Administrative Services

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HEADQUARTERS
AIR DEFENSE COMMAND
UNITED STATES AIR FORCE
ENT AIR FORCE BASE
COLORADO SPRINGS, COLORADO

GENERAL ORDERS)
NUMBER 57)

5 August 1958

REORGANIZATION OF CERTAIN ADC UNITS--1. The following units are reorganized under an appropriate Unit Manning Document with non-O/T authorizations effective 25 August 1958 with no change in authorized strength.

UNIT	LOCATION
4602nd Support Group	Ontario, Canada
4605th Support Group (ADSI)	L. G. Hanscom Field, Massachusetts

2. Action directed herein will be reported in accordance with Air Defense Command Supplement #1 to Air Force Regulation 20-49.

3. Authority: Air Force Regulation 20-27.

OFFICIAL:

ROY H LYNN
Lieutenant General, USAF
Commander

MYRON F SEAMONS
Captain, USAF
Asst. Adjutant

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HEADQUARTERS
AIR DEFENSE COMMAND
UNITED STATES AIR FORCE
ENT AIR FORCE BASE
COLORADO SPRINGS, COLORADO

GENERAL ORDERS)
NUMBER 29)

22 May 1958

DESIGNATION, ORGANIZATION OF 4602ND SUPPORT GROUP I
DISCONTINUANCE OF DETACHMENT I, HEADQUARTERS AIR DEFENSE COMMAND. II
AMENDMENT OF GENERAL ORDERS. III

I. DESIGNATION, ORGANIZATION OF 4602ND SUPPORT GROUP--1. The 4602nd Support Group is designated and organized at Ottawa, Ontario, Canada, effective 1 July 1958 under Air Defense Command Controlled Unit Manning Document Number 4804C, dated 30 June 1958 with authorized strength of 22 Officers, 45 Airmen and 12 Civilians. This unit is assigned to Air Defense Command.

2. Personnel will be furnished from sources under control of the Commander, Air Defense Command.

3. Equipment will be authorized by unit authorization lists to be published by the Commander, Air Defense Command.

4. Action directed herein will be reported in accordance with Air Defense Command Supplement #1 to Air Force Regulation 20-49.

5. Authority: Air Force Regulation 20-27.

II. DISCONTINUANCE OF DETACHMENT I, HEADQUARTERS AIR DEFENSE COMMAND--1. Effective 1 July 1958, Detachment I, Headquarters Air Defense Command is discontinued at Ottawa, Ontario, Canada.

2. Personnel will be reassigned to 4602nd Support Group.

3. Equipment rendered surplus by this action will revert to stocks to fill present and future requirements.

4. Records will be disposed of in accordance with instructions contained in Air Force Manual 181-5.

5. Action directed herein will be reported in accordance with Air Defense Command Supplement #1 to Air Force Regulation 20-49.

6. Authority: Air Force Regulation 20-27.

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III. AMENDMENT OF GENERAL ORDERS--1. So much of paragraph 1, Section II, General Orders 22, this headquarters, 15 April 1958, as pertains to "Spokane Air Defense Sector", is revoked. (Reference: Amendment of effective date of the Designation and Organization of Headquarters, Air Defense Sectors).

OFFICIAL:

J H ATKINSON
Lieutenant General, USAF
Commander

MYRON I SEAMONS
Captain, USAF
Asst Adjutant

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[redacted]
HEADQUARTERS
AIR DEFENSE COMMAND
[redacted] AIR FORCE BASE
COLORADO SPRINGS, COLORADO

7 April 1953

[redacted]

ORGANIZATION OF DETACHMENT 1,
HEADQUARTERS AIR DEFENSE COMMAND

1. Effective 20 April 1953, Detachment 1, Headquarters Air Defense Command, is designated and organized at [redacted] and with authorized strength as indicated:

STATION	AUTHD STR Off	AUTHD STR Aggs
Metcalf Building 88 Metcalf Street Ottawa, Ontario, Canada	9	34

2. Personnel will be furnished from sources available to this command.

3. Equipment is authorized in accordance with appropriate tables of allowances.

4. Nonappropriated funds will be governed by AFR 176-1 and AFR 176-2.

5. Appropriate allotments will be obligated to the extent necessary under AFR 172-1, as amended.

6. [redacted] provisions of AFR 171-6 and AFR 131-5 are applicable.

7. [redacted] AFR 20-38.

8. BY COMMAND OF GENERAL CHIDLAW:

JARRED V. CRABB
Major General, USAF
Chief of Staff

[redacted]
Colonel, USAF

[redacted] INFORMATION

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853-2(SOPA)

PROGRAMME 15/63

FOR THE HANDING OVER OF

639 ACW SQUADRON, LOWTHER AIR STATION

TO

RCAF AIR DEFENCE COMMAND

26 JUNE 1963

11 Jun 63

Appendix "A" Chart of Ceremony

Appendix "B" Parade Format

Appendix "C" Guest List

INFORMATION

Major General BJ Webster, Chief of Staff, USAF Air Defense Command, will hand over 639 ACW Squadron Air Station at Lowther, Ontario, to Air Vice Marshal M.M. Hendrick, Air Officer Commanding RCAF Air Defence Command, at a ceremony to be held at Lowther on 26 June 1963.

ITINERARY

Times: Eastern Daylight Time

Wednesday, 26 June 63

1230 hrs - Maj Gen Webster, A/V/M Hendrick and distinguished military guests depart Kapuskasing via staff cars.

1325 hrs - Arrive at Lowther Air Station.

- Met by Maj Peasley and W/C Tenove.

- Proceed to Ceremonial Area.

- Maj Gen Webster will take a position in the center of the dais.

1330 hrs - Air Salute - Maj Gen Webster

- Inspection of Guard by Maj Gen Webster

1335 hrs - Address by Maj Gen Webster.

1340 hrs - Stars and Stripes and Canadian Red Ensign are lowered simultaneously.

- The Canadian Red Ensign and the RCAF Ensign are raised simultaneously.

- Guard of Honour will Present Arms during lowering and raising.

- Music will be in accordance with AFAO 62.00/01 para 43, 44 and 45.

- All officers will face and salute the Flags during the lowering and raising ceremony.

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1345 hrs - A/V/M Hendrick will take a position in the center of the dais.

- Air Salute - A/V/M Hendrick.

- Inspection of Guard of Honour by A/V/M Hendrick.

1350 hrs - Address by A/V/M Hendrick.

1355 hrs - Maj Gen Webster and A/V/M Hendrick sign handover certificates.

1400 hrs - Maj Gen Webster and A/V/M Hendrick escorted by Maj Peasley and W/C Tenove will proceed to the lounge.

- Receiving line will form inside the gym, composed as follows:

Maj Gen Webster

A/V/M Hendrick

W/C Tenove

Maj Peasley

- An RCAF officer will be detailed to announce the VIP guests and Stn officers and their wives.

1405 hrs - Reception

TBA - Maj Gen Webster and A/V/M Hendrick and distinguished military guests depart reception via staff cars for Kapuskasing, escorted by Maj Peasley and W/C Tenove.

- Depart Kapuskasing via S/A

ADMINISTRATIVE ARRANGEMENTS

1 Air Defence Command HQ

(a) Arrange for ground transportation requirements at Timmins.

(b) Arrange for band.

(c) Arrange for staff cars to be positioned at Kapuskasing

(d) Arrange for provision of Guard of Honour.

(e) Arrange handing-over certificates.

(f) Arrange publicity for function.

(g) Invitations to other than local dignitaries.

(h) Request entertainment grant through AFHQ.

2 4602d Support Wing

Represent USAF/ADC in coordination and all preliminary arrangements.

3 Lowther Air Station

(a) Invitations to local dignitaries.

(b) Provide required equipment for the ceremony, i.e. dais, chairs, tables, parking of visitors' cars, and escort officers for visitors.

(c) Provide a Reception.

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4 Dress

(a) Guard of Honour - No. 6 summer dress with medals.

(b) Guard Commander - No. 1 order of dress with medals.

(c) USAF Officers - Class A Blue (summer).

(d) RCAF Officers - No. 1 order of dress without medals.

(e) USAF Airmen - Class A Blue (summer).

(f) RCAF Airmen - No. 6 summer dress without medals.

5 Transportation Requirements

Staff car transportation will be provided for the following distinguished military guests:

Maj Gen BJ Webster (Chief of Staff ADC)

A/V/M M.M. Hendrick (AOC ADC)

Maj Gen F. R. Terrell (Commander 30th Air Div)

Brig Gen F. B. James (Chief, Central Coordinating Staff - Canada)

Colonel S.T. Jenkins (Commander 4602d Support Wing)

Colonel F.A. Hill (Commander 64th Air Division)

Col R. W. DeVania (Commander Sault Ste Marie Sector)

G/C C.L. Olsson (SPSO ADC)

Other Distinguished RCAF Military Guests

(N Thorp) W/C
for AOC ADC.

DISTRIBUTION

AOC	SOPA - 5
AOC/EA	SOPR - 3
AOC/Sec	Stn Lowther - 20
CStaffO	HQ ADC (CCR) - 5
CStaffO/Sec	4602d Spt Wg - 5
SPSO	Stn North Bay - 5

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Appendix "B"
to 853-2(SOPA)
Dated: 11 Jun 63

PARADE FORMAT

FOR THE HANDING OVER OF

639 AC&W SQUADRON'S LOWTHER AIR STATION

TO

RCAF AIR DEFENCE COMMAND

26 JUN 63

1 COMPOSITION OF PARADE

(a) The parade will consist of the following units:

(i) 40 man Guard of Honour - RCAF Stn St Hubert - 1 officer - 1 Warrant Officer - 36 Airmen - 2 spares;

(ii) Band = Brass & Reed - Central Band

(iii) Work Party to consist of 9 airmen and one Jr NCO from USAF and RCAF personnel stationed at Stn Lowther; and

(iv) 2 USAF & 2 RCAF airmen for lowering and raising of flags.

2 ASSEMBLY AREA

(a) The assembly area will take place in the parking lot in front of the recreation building; and

(b) The Guard Commander and the Band Officer will be responsible for the dress and equipment of their respective units.

3 ASSEMBLY

(a) 1300 hrs - the Guard of Honour and the Band will assemble.

4 GUARD MOUNTING

(a) 1310 hrs - The positions of the dais will be as follows:

(i) The Guard of Honour will be in front of and facing the dais; and

(ii) The Band will be positioned on the right flank and facing inwards.

5 AIR SALUTE FOR MAJ GEN WEBSTER

(a) Upon the arrival of the VIP's, the Guard Commander is to bring the Guard of Honour to attention (The Band will act on the Guard Commanders commands); and

(b) When the VIP's appear, the Guard Commander is to give the command "GUARD OF HONOUR - SLOPE ARMS".

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6 RECEPTION

(a) When Maj Gen Webster takes up his position on the dais the Guard Commander will give the command "GUARD OF HONOUR - AIR SALUTE - PRESENT ARMS" The Band will play. (Maj Gen Webster, the Guard Commander and the Band Officer only will salute;

(b) On the completion of the Air Salute the Guard Commander will give the commands "GUARD OF HONOUR - SLOPE ARMS - and ORDER ARMS; and

(c) The Guard Commander will then march forward and introduce himself to Maj Gen Webster and request Maj Gen Webster to inspect the Guard of Honour.

7 INSPECTION

(a) Maj Gen Webster will inspect the Guard of Honour. The inspecting party will consist of:

(i) Maj Gen Webster - The Guard Commander; and

(ii) Aide-de-Camp - Maj Peasley.

(b) During the inspection the band will play suitable music.

8 ADDRESS BY MAJ GEN WEBSTER

(a) When Maj Gen Webster has taken up his position to give his address to the VIP's and guests the Guard Commander will give the command "GUARD OF HONOUR - STAND AT EASE" (All personnel on parade will act on this command as if the command were 'Parade Rest'); and

(b) Maj Gen Webster will give his address.

9 HANDOVER CEREMONIES

(a) After the address by Maj Gen Webster the Guard Commander will give the command "Guard of Honour - SLOPE ARMS - PRESENT ARMS". On completion of the movements:

(i) The Stars and Stripes and the Canadian Ensign are to be lowered simultaneously;

(ii) After the Stars and Stripes has been folded the Canadian Ensign and the RCAF Ensign are to be raised simultaneously;

(iii) All officers on parade and officers acting as spectators will face the flags and salute during the lowering and raising ceremony;

(iv) The Band is to play music in accordance with AFAO 62.00/01 para 43, 44 and 45. The Band is to comply with the commands of the Guard Commander;

(v) When both flags have been raised and the music ceases, the Guard Commander is to give the commands (GUARD OF HONOUR - SLOPE ARMS - ORDER ARMS - STAND AT EASE(USAF Parade Rest)"; and

(vi) After a pause the Guard Commander is to bring the parade to attention and the Guard of Honour to the slope.

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10 AIR SALUTE FOR A/V/M HENDRICK

RECEPTION

(a) When A/V/M Hendrick takes his position on the dais, the Guard Commander is to give the command "GUARD OF HONOUR - AIR SALUTE - PRESENT ARMS" The Band will play. A/V/M Hendrick, the Guard Commander and the Band Officer only will salute;

(b) On the completion of the Air Salute the Guard Commander will give the commands "GUARD OF HONOUR - SLOPE ARMS - ORDER ARMS; and

(c) The Guard Commander will then march forward and introduce himself to A/V/M Hendrick and request the A/V/M to inspect the Guard of Honour.

11 INSPECTION

(a) A/V/M Hendrick will inspect the Guard of Honour. The inspecting party will consist of:

(i) The A/V/M - The Guard Commander; and

(ii) Aide-de-Camp - RCAF CO Stn Lowther.

(b) During the inspection the band will play suitable music.

12 ADDRESS BY A/V/M HENDRICK

(a) When A/V/M Hendrick has taken up his position to give his address to the VIP's and guests, the Guard Commander will give the command "GUARD OF HONOUR - STAND AT EASE" (All personnel on parade will act on the Guard Commanders command) (USAF personnel will also act on this command as if the command were 'Parade Rest'); and

(b) The A/V/M will give his address.

13 SIGNING OF HANDOVER CERTIFICATES

(a) After the address by A/V/M Hendrick, Maj Gen Webster escorted by Maj Peasley and A/V/M Hendrick escorted by RCAF CO Stn Lowther are to proceed to the signing over certificates (situated immediately over to the right of the dais). Maj Gen Webster is to sign first followed by A/V/M Hendrick.

14 DEPARTURE FOR RECEPTION

(a) After the VIP's and guests have departed from the parade area, the Guard of Honour and the Band will march off independently and embus for return trip to Kapuskasing.

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APPENDIX "C"
TO 853-2(SOPA)

HANDOVER GUEST LIST

CEREMONY - LOWTHER AIR STATION

N.S. Grant, Mayor of the Town of Kapuskasing
Leo Boulley, Mayor of the Town of Hearst
Palma Gregoire, Member, Town Council, Kapuskasing
James Ballantyne, Member, Town Council, Kapuskasing
Miro Spacek, Member, Town Council, Kapuskasing
J. Lyle Atkins, Member, Town Council, Kapuskasing
George Maybury, Member, Town Council, Kapuskasing
Neil Sauve, Member, Town Council, Kapuskasing
Corporal Harry Johnson, Kapuskasing Detachment, Royal Can Mounted Police
Corporal Stan Barr, Kapuskasing Detachment, Ontario Provincial Police
Corporal Chambers, Hearst Detachment, Ontario Provincial Police
William Thompson, Chief, Kapuskasing Police
Reni Brunelle, Member, Provincial Parliament, Moonbeam, Ontario
J.A. Habel, Member, Legislative Assembly, Kapuskasing
J.S. Ball, District Forrester, Kapuskasing
J.H. Clavelle, Chief Forest Ranger, Kapuskasing
Omer Poulin, Kapuskasing Fire Chief
M.K. Rukavina, Town Administrator, Kapuskasing
Fred Jokinen, President, Trades and Labor Council, Kapuskasing
Doug Whillans, Civil Defense Coordinator, Kapuskasing
Rev David Nimmo, United Church, Kapuskasing
Rev Donald Pearse, Baptist Church, Kapuskasing
Rev H.M. Shail, Anglican Church, Kapuskasing
Rev J.P. Laurin, St Patrick's Church, Kapuskasing
D. Brousseau, Principal, Kapuskasing District High School
R.L. McDonald, Principal, Diamond Jubilee Grade School, Kapuskasing
Percy Bradley, Owner, Mattagami Skyways, Moonbeam, Ontario
H.G. Ingram, President, Kapuskasing Curling Club
George Anderson, President, Golf Club, Kapuskasing
Harvey Guertin, President, Club Richelieu
J. Parent, President, Canadian Legion, Kapuskasing
Luke Cody Jr, President, The Kinsmen, Kapuskasing
Fred Flatt, General Manager, Spruce Falls Power and Paper Co., Kapuskasing
F. Wiley, Woodlands Manager, Spruce Falls Power and Paper Co., Kapuskasing
R.C. Scott, Townsite Manager, Spruce Falls Power and Paper Co., Kapuskasing
William Benedetti, Manager, Kapuskasing Airport
R.G. Camp, Administrator, Sensenbrenner Hospital, Kapuskasing
Sister Joseph, Administrator, Notre Dame Hospital, Hearst, Ontario
Harry Reid, President, Lion's Club, Kapuskasing
Lt John Shipman, Commanding Officer, "A" Sqdn, The Algonquin Regt
(Reserve Unit), Kapuskasing
F/L Allan Poolton, C.O., 647th Sqdn, Royal Can Air Cadets, Kapuskasing
A representative of the Northern Times (weekly paper), Kapuskasing
A representative of The Timmins Press (daily paper), Timmins, Ontario
A representative of Station CFCL Television, Timmins, Ontario

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LEGEND

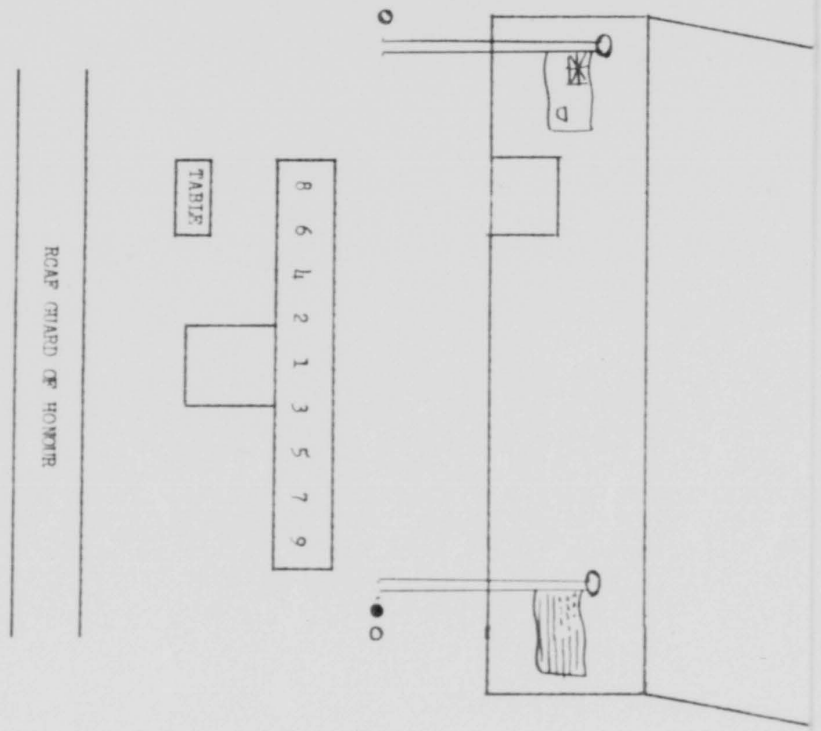
● USAF Airmen

○ RCAF Airmen

♁ Guard Cmdr

DAIS OFFICIALS

1 Maj Gen Webster
2 A/V/M Hendrick
3 Maj Gen Terrell
4 Brig Gen James
5 Colonel Hill
6 Colonel Devania
7 Colonel Veneziano
8 Major Peasley
9 Wing Commander Tenove



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RCS: AU-D5

HISTORICAL RECORD

of the

4602D SUPPORT WING (ADC)

for the period ending

31 MARCH 1963

AIR DEFENSE COMMAND

ADC FORM MAY 58 102

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Section I. REQUIRED DATA

1. UNIT AND LOCATION
Hq 4602d Support Wing (ADC)
Ottawa, Ontario, Canada

2. NAME AND GRADE OF COMMANDER
SALVATORE J. VENEZIANO
Colonel, USAF

3. CHAIN OF COMMAND *(Superior Echelons)*

64th Air Division (Defense)

4. SUBORDINATE UNITS *(Down to and including squadrons)*

None

5. MISSION *(Give authority and brief statement of primary mission)*

64th Air Division Regulation 24-7, 4 Oct 61, as amended. The mission of the 4602d Support Wing is to insure adequate logistic support to the ADC Aircraft Control and Warning Squadrons located in Canada (Group III) except those units assigned to the Goose Air Defense Sector, and to provide such support for other USAF and Department of Defense activities located in Canada as may be directed by the 64th Air Division.

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	27	60	13	100
ATTACHED	1	0	0	1

7. EQUIPMENT *(Give official nomenclature and quantity of mission-type equipment)*

None

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Section II. COMMENTARY

We began the third quarter of FY63 with an assigned strength of 28 officers (including one attached), 67 airmen and 13 civilians, for a total of 108. At the end of the quarter our total strength was 101.

A summary of significant events and accomplishments of the Wing during the past quarter is furnished below:

COMMAND

During this quarter three Group III ACW Squadrons were phased over to the RCAF. In ceremonies held on 23 January 1963, the 917th ACW Squadron, Puntzi Mountain Air Station, Williams Lake, B. C., was accepted by Wing Commander F. D. Avent for the Air Officer Commanding, RCAF/ADC, from the Commander, 4602d Support Wing, representing the Commander, ADC. The turnover ceremony for the 918th ACW Squadron, Baldy Hughes Air Station, Prince George, B. C., took place on 26 February 1963, with Wing Commander D. L. S. MacWilliam, Air Officer Commanding, RCAF Station Cold Lake, Alberta, representing the Air Officer Commanding, RCAF/ADC, accepting the station from Colonel George W. Milholland, Director of Operations, Seattle Air Defense Sector, representing the Commander ADC. In a similar ceremony on 27 March 1963, the 919th ACW Squadron, Saskatoon Mountain Air Station, Beaverlodge, Alberta, was turned over to the RCAF by Colonel Robert J. Ahern, Commander, Spokane Air Defense Sector, representing the Commander ADC. The RCAF/ADC was again represented by Wing Commander MacWilliam. The ceremonies were very impressive featuring appropriate remarks by the two senior officers at each event. Puntzi Mountain Air Station was officially transferred to the RCAF on 1 February 1963; Baldy Hughes on 1 March 1963; and Saskatoon Mountain on 1 April 1963.

A staff assistance team from this headquarters visited the 913th ACW Squadron, Pagwa Air Station, Pagwa River, Ontario, and the 639th ACW Squadron, Lowther Air Station, Lowther, Ontario, during the period 13-15 February 1963. All aspects of the logistic area were covered and no major discrepancies were found to exist. While at Pagwa, preliminary phasing actions and plans were reviewed and a briefing furnished the station commander in each functional area. No difficulty is anticipated in turning this site over to the RCAF.

At the close of this period nine Group III ACW Squadrons have been transferred to the RCAF. Phaseout of the two remaining units will be completed by 1 July 1963.

On 15 February 1963, the Commander met with the Air Attache to review a joint agreement for the scheduled assumption of support responsibilities by the Air Attache after phaseout of the 4602d Support Wing. The agreement was updated and signed by the Air Attache and Commander to the satisfaction of both organizations. The agreement provides for the orderly assumption of responsibilities in consonance with the capabilities of each organization.

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All 4602d Support Wing phaseout actions scheduled during this period were accomplished according to the phaseout plan. Reassignments have been received for all but six officers and one airman. A total of fifteen personnel will be assigned to agencies remaining in the Ottawa area. Preliminary Records Management actions were accomplished and this phase of inactivation is on schedule.

Preliminary plans were developed during this period for the phaseover ceremony to be held at the 639th ACW Squadron, Lowther Air Station, Ontario, the last Group III Pinetree Site to be transferred to RCAF control on 1 July 1963. The responsibility for the preparation of this ceremony was delegated to this headquarters for the USAF, and to the RCAF Air Defense Command for the RCAF. In accordance with previous plans, a high level ceremony was held at the first site (Beausejour, Manitoba) and a similar ceremony is to be held at Lowther, the eleventh and final site to be phased over. Lt General Robert M. Lee will represent the USAF and Air Vice Marshal Max M. Hendrick will represent the RCAF. The ceremony is scheduled for 26 June 1963. Details of this event will be included in the terminal history of this organization.

MATERIEL

The Redistribution and Marketing Report RCS: AF-S57, for the quarter ending 20 March 1963, for this headquarters and the Group III Sites, indicated an acquisition cost of $262,723.00 excess material inventory at the beginning of the period; $39,788.00 turn-in to disposal; $102,992.00 sold; $3,336.37 received by the U. S. Treasury for property sold; and $194,253.00 currently on sale through the Crown Assets Disposal Corporation.

The transfer of fighter recovery equipment to adjacent Air Divisions has been completed. Final documentation was received on 24 March 1963.

The accountability for the vehicle fleets, at the 917th ACW Squadron, Puntzi Mountain Air Station, the 918th ACW Squadron, Baldy Hughes Air Station and the 919th ACW Squadron, Saskatoon Mountain Air Station consisting of 66 vehicles and supporting equipment was transferred to AFLC during this period, for outward loan to the RCAF.

During this quarter three branch exchange have been phased out. The 917th branch exchange was phased out on 17 January, 918th branch exchange on 14 February and the 919th branch exchange on 14 March 1963.

Sales for this period were $78,119 as compared with planned sales of $56,050.

COMMUNICATIONS-ELECTRONICS

A meeting was held at Defense Communication Agency Washington to review Communication ordering procedure in Canada and related subjects such as transfer of 4602d Communication activities to Defense Commercial Communications Office, and the cost sharing of various new communication programs (BUIC, SPADATS etc). It was agreed that a proposed circuit ordering agreement will be submitted by DCA

(If additional space is required, continue on blank sheets, size 8½"x11", appropriately numbered, and attached securely hereto)

TYPED NAME AND GRADE OF COMMANDER
SALVATORE J. VENEZIANO
Colonel, USAF

SIGNATURE
Salvatore J. Veneziano

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for the concurrence of DDP and RCAF. In the meanwhile, representatives from DCA, DECCO, USAF and ADC have met with DDP and RCAF to discuss the proposed procedures and favorable comments were indicated.

The plan for transfer of 4602d Support Wing Communication Center to the Air Áttache was approved on 15 February 1963 for implementation.

Communication Project P-482 Financial Plan/Budget Estimate for FY64/65 was completed and hand carried to Hq ADC by ADC representatives. Since this is the 4602d Support Wing final P-482 budget, Hq ADC personnel assisted in its preparation for indoctrination and experience for future budget estimates. FY64/65 budget will run around $13.7 million each fiscal year excluding Phase II BUIC.

NORAD operations Plan 1/62, BUIC Phase I was approved for implementation by the RCAF. Headquarters ADC has been requested by message to obtain decisions relative to costing arrangement with RCAF to be followed in the various new Communication requirements, such as BUIC, SPADET, NORAD and automatic switching. No decisions have been received as of the end of this reporting period. Meanwhile, requirements for these new programs are being held pending costing arrangements.

Reports received this headquarters indicates Pagwa AS, Ont. and Lowther AS, Ont. completed SAGE testing in March 63 and are awaiting official WECO certification of SAGE integration.

Program Guidance for ACW Squadrons. Final issue of the program guidance was published this month and mailed to all addresses on the 18th of January 1963.

Siting Reports. All GATR, SAGE Annex and Gap Filler Siting Reports were mailed to the appropriate Sector or Air Division. Prior to dispatching these documents appropriate agencies were advised of what items were available and distribution was made according to requests for this material from Sectors and Divisions.

CIVIL ENGINEERING

Under authority of 8th Air Force message DEDI 93560, 14 January 1963, a meeting was held at this headquarters on 5 February 1963 for the purpose of reviewing Real Estate Records and Utilities and Maintenance Contracts prior to the transfer of Seven Islands TACAN Site, Quebec, to SAC effective 1 July 1963. Mr. Ron Maher of Goose Air Base was the SAC Representative and Mr. Frank McGarry of the 64th Air Division was the ADC Representative. A preliminary plan for the turnover of this site was initiated and will be forwarded to SAC for approval by the ADC Representative.

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A letter was furnished the 64th Air Division on 11 February 1963 requesting the U. S. Army Engineer District Eastern Ocean, Corps of Engineers be notified that termination action will be required on the following leases as of 30 June 1963:

a. Lease #DA-30-347-ENG-295 (NEG), 1341 Wellington Street, Ottawa, Ontario.

b. Lease #DA-30-347-ENG-376 (NEG), 119 Ross Avenue, Ottawa, Ontario.

c. Lease #DA-30-347-ENG-375 (NEG), 118 Leopolds Drive, Ottawa, Ontario.

It is the intention of the Air Force to negotiate a new lease for the premises at 119 Ross Avenue for the basement and first floor only. The new lease will be negotiated by the Office of the Air Attache as directed by Hq USAF. The Air Attache office is assuming the support responsibilities for those USAF organizations remaining in the Ottawa area.

CCOUNTING AND FINANCE

The Second Revision of the Fiscal Year 1963 Annual Financial Plan was submitted during the first week of January. Unfunded requirements reflected in this revision were in the amount of $65,200: Civilian Pay $60,800; Real Property Maintenance Projects $3,800; Project 478, Supplies $600. A withdrawl of $25,400 was also authorized within other Object Classes of Project P458.

Required information for the Third Revision Fiscal Year 1963 Financial Plan was received from the remaining Pinetree sites and staff sections of the 4602d Support Wing during March. This organization submitted a negative report to the 64th Air Division regarding Fiscal Year 1964 Annual Financial Plan as it has no requirements for Fiscal Year 1964.

Arrangements relative to USAF's share of CADIN O&M costs were made to advance the RCAF provisional funds to cover such costs. The first payment in accordance with these requirements was made on provisional billings 1 and 2 during March 1963.

Summary posting to the General Ledger was implemented in accordance with Accounting and Finance Simplification Plan B. An estimated 30 manhours per month were saved by this method.

The administrative responsibility for the Dependent Medical Care Program was transferred to the Air Attache Office, U. S. Embassy, Ottawa on 2 January 1963. This responsibility included the preparation and computation of vouchers resulting from such claims, but not the preparation of checks involved. Preparation of the checks has been, and will be continued by this organization until such time as the Air Attache receives the personnel authorized to assume the increased workload.

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During March an agreement was finalized with the Accounting and Finance Officer, Kincheloe AFB to transfer all prior year records to his custody on 5 April 1963. Organizations whose funds were involved and agencies making payment on prior year funds were notified of this transfer.

PROCUREMENT

During the first quarter of calendar year 1963, 1197 purchase actions were completed consisting of 3157 line items for a total dollar amount in U. S. funds of $58,323.00.

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1 JUN 1955-
30 JUN 1958

History of the

4620th AIR DEFENSE WING (EXPERIMENTAL SAGE)

FOR THE PERIOD

1 JUN 1955 - 30 JUN 1958

Classification cancelled/changed to UNCLASSIFIED
by authority of Ltr ADC (CPSTO/DOPAS)
by Capt Grant W. Dimmitt date 26 Oct 62

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1 SAGE
2. Human Engineering, [redacted] SD #34-35

KWG-4620-H
1 Jun 1955 -
30 Jun 1958
RETURN TO:
Maxwell AF B, Alabama

4620TH AIR DEFENSE WING (EXPERIMENTAL SAGE)
2500 Colorado Avenue
Santa Monica, California

HISTORICAL DATA REPORT

1 Jun 55 to 30 Jun 58

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Classification canceled/changed to
by authority of 4th ADC (CPSTO)
by Capt Grant W. Dimmitt date 26 Oct 62

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4620TH AIR DEFENSE WING (EXPERIMENTAL SAGE)
2500 Colorado Avenue
Santa Monica, California

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I ORGANIZATION

General Order Number 21, Headquarters Air Defense Command (ADC), Ent Air Force Base, Colorado Springs, Colorado dated 26 May 1955, designated and organized the 4620th Air Defense Wing (Experimental SAGE) at the Lincoln Laboratory, Lexington, Massachusetts, effective 1 June 1955.

The 4620th Air Defense Wing is assigned directly under the Air Defense Command.[1]

Administrative and logistical support required to accomplish the assigned mission of the 4620th ADW will be furnished by the Commander of Laurence G. Hanscom Field in accordance with paragraph 3 AFR 11-4, message was also sent from Hq ADC to Hq Air Research Development Command with information to Commander L. G. Hanscom Field, concerning requirements of this organization.

Base support would cover all base support required including combat readiness training flying, food services, billeting, administrative office space, transport, etc.

Officer and airmen records and morning reports are maintained at Hq ADC until such time as the Wing is capable of assuming this workload. This requires a daily telegraphic message as to personnel assigned and changes in personnel status.

Civilian stenographic requirements are provided by the Lincoln Laboratory.

Personnel of this organization are attached to Eastern Air Defense Force, Newburgh, New York for the administration of Military Justice.

The history of the 4620th ADW would be next to impossible to write following the prescribed format, as the relationship between training personnel,

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1. Msg ADOMO 21909, fm Cmdr ADC to Cmdr 4620th ADW

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operations, programming adaptation, etc. are so closely related and infringe upon each other. Therefore, for reasons of readability, accuracy and continuity the events, progress and happenings are set forth in chronological order of occurance.

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II MISSION

The mission of the 4620th Air Defense Wing was established as two fold, with the primary mission being to insure that computer programs for SAGE Combat Centers and Direction Centers which include adaptation and revision of the master computer program and the provision of synthetic air defense situation data for use in systems training required for each computer installation are based upon the approved plans and operational concepts of Hq ADC. Secondly, it will provide operational guidance to ARDC in the operation of the experimental SAGE subsector (XD-1 Simplex).

Specific functions of the Wing were to be as follows:

a. Confirm, modify and develop operational procedures for use in the operational subsectors.

b. Confirm, modify and develop personnel requirements and operating positions devised during the development stage for inclusion in the operational subsectors.

c. Aid in the operation of the system to design capacity to verify the assumptions used in developing the system application to air defense.

d. Develop and test procedures for operation of manual and SAGE Systems simultaneously. This will provide the methods required for the operational overlap period which will exist in each subsector.

e. Devise OJT procedures for use in operational subsectors.

f. Provide all ADC Wings and Air Divisions with synthetic air defense problems and data for installation, maintenance, system test and operational proficiency training purposes as required.

g. Keep all operational computer programs up-to-date with operational experience and new tactics or techniques.

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h. Keep all Wings and Divisions standard on data reduction and analysis for day-to-day operation and training.

i. Keep all operational system diagnostic practices and computer programs standardized and up-to-date.

j. Provide adapted master computer programs for each SAGE site to be used by ADES in system test and also for subsequent ADC operation. This task is amplified as follows:

(1) Adapted master computer programs for McGuire, Stewart, and Syracuse will be prepared by Lincoln in conjunction with this organization.

(2) Advance cadres of each operational wing and air division will be trained by this organization. For the first three sites these cadres will be the ADC contingent of the ADES System Test and Evaluation effort. These cadres will provide the operational design of each additional sector and subsector which is essential to the adaption function.

k. Provide technical computer programming assistance to each Wing and Air Division cadre during system test and evaluation. This assistance may be required for some period during initial military air defense operation.

l. Maintain close liaison with ADC Headquarters for policy and operational guidance.

A meeting was held during the latter part of May 1955, reference SAGE-Army Antiaircraft Operation, two representatives for the Department of the Army were at the Lincoln Laboratory to assist Lincoln Laboratory and Air Defense Command personnel in the resolution of problems arising from the integration of AN/FSQ-1 with the SAGE System.

Two major problems concerning the operation of the AN/FSQ-1 equipment with the AN/FSQ-7 equipment have not yet been resolved. One concerned the

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technical method of data transmission between these two equipments (the outputs of one are not compatible with the inputs of the other). The other problem concerns the operational procedure relative to the assignment of targets to Antiaircraft fire units.

A letter was written by Colonel J. D. Lee, the Commander of the 4620th ADW, to Commander ADC, ATTN: Deputy Chief of Staff for Operations, on 15 June 1955, reference "Integration of Antiaircraft Weapon with the SAGE System". In order for the Lincoln Laboratory to proceed with plans for the integration of Antiaircraft weapons with the SAGE System. several questions concerning operational doctrine had to be answered. A list of questions and suggested answers were furnished ADC, with favorable approval on majority of answers being received as 1st Indorsement on 5 July 1955.

A letter dated 6 June 1955 subject, Large Board Display System, was received by Lt. Colonel R. J. Stevenson whereby he was asked for comments and approval on the operational feasibility of photographic and projection equipment to be used in conjunction with large board displays in the SAGE system, in meeting the requirements set forth in the SAGE Operational Plan for Air Defense.

On the 10th of June, Colonel Stevenson replied to the above correspondence[2], stating that although the proposed system would meet minimum operational requirements, he felt that a requirement still existed for something much more automatic such as the British Projection System. He also recommended that production specifications of the Land System be presented for approval to the Lincoln Project Office (AFCRC). Further that every effort be made to test

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2. Ltr fm Col Stevenson to Carson dtd 10 Jun 55

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the feasibility of the British or a similar system in XD-1 and the SAGE System.

A meeting was held on the 1st of June 1955, subject being the Command Post DD Desk Design. The meeting was called to reach a decision on the design of the desk with certain modifications based on mockups of the proposed design, modifications included additional telephone switch panel modules with 24 direct lines for each operator at his position.

The location of the telephone switch panels and the top surface of the front shelf to be extended to three inches toward the operator was recommended.

Colonel Stevenson confirmed that the Command Post DD Design as modified had been approved by ADC with addition of book shelves as suggested by the Wing.

A SAGE test committee was established during June 1955 to coordinate the activities of groups participating in the analysis, test, and evaluation of the 1954 Cape Cod System and the Experimental SAGE Subsector. This committee was to formulate and review the tests and evaluation programs, assigning responsibilities and indicating to participating groups the priorities for item of work.

The major efforts of five groups were directed towards the analysis, test or evaluation of the 1954 Cape Cod System and the Experimental SAGE Subsector.

1. Test Section, Project Lincoln, Air Force Cambridge Research Center
2. Test & Analysis Section, Group 61, Lincoln Laboratory
3. Systems Analysis & Evaluation Section, Group 22, Lincoln Laboratory
4. Bell Telephone Laboratories (Required by Lincoln Laboratory for independent evaluation of SAGE)
5. 4620th Air Defense Wing (Experimental SAGE)

A SAGE test office was also organized to assist the SAGE test committee

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in the administrative and clerical aspects of the work. This office was housed in the Lincoln Laboratory. It maintains schedules and records and collects and assembles status reports on the test program activities. Use of the facilities of the 1954 Cape Cod System were to be continued until January 1956. Testing of the Experimental SAGE System was expected to start in April 1956 and continue until September 1956. However, testing and evaluation of certain phases of the SAGE System were to be continued through 1956.

The present system (Cape Cod) was to be utilized to the maximum extent for those phases of SAGE for which its limited facilities are adequate; radar-track and noise-data studies, radar mapping, encoding systems, etc.

Tests relating to antiaircraft liaison, command post operation, weapon assignment and general supervision of the direction center could only be held with XD-1 equipment.

Hq Eastern Air Defense Force sent a letter to the Wing dated 3 June reference was made to the proposal made by Lincoln Laboratory representatives at a meeting on XD-1 in the office of the Director of C&E Hq EADF pertaining to installation of an M-28 teletypewriter at the various sites and possibly at the Texas Towers. EADF had no objection to the proposal except as may be in conflict with security aspects. Maintenance of M-28 teletypewriters was to be accomplished by telephone company maintenance personnel who would require necessary security clearances of secret to gain access to the above referenced equipment placed in restricted areas. However, another letter was received dated 9 June 1955 from Hq EADF notifying the Wing that the 3 June 55 letter was inadvertently released in an incomplete state inasmuch as all phases of the installation of M-28 teletypewriter were not completed. Hq

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EADF further posed no objection to the proposal referenced installation of M-28 equipment in front of plotting boards. For testing overlap telling to adjacent manual ADDC's, EADF would agree to the proposal provided:

a. Satisfactory agreements were reached on positioning of equipment within the ADDC.

b. Lincoln Laboratory furnish personnel to operate equipment.

c. The machines be provided with a sound proof to decrease the noise level within the ADDC.

During the month of June the first Texas Tower #2 was launched from the Quincy, Massachusetts shipyards. This was after a thirteen-day delay due to problems in launching. It left the shipyard on 13 June 1955. A few days later the tower was raised on the temporary legs for dry run and testing of equipment. The complete raising operation of the tower was expected to be completed by 3 August 1955. Securing the tower to the ocean floor, final installation of equipment, final construction, cleaning and repainting was to put the Texas Tower #2 in operation by the latter part of November or early December, 1955.

Brigadier General Donald B. Smith, Vice Commander for EADF, presented the launching address.

The Texas Tower operation stems as far back as 1953 when Colonel E. F. Carey, ADC Liaison Officer to the Lincoln Laboratory, was representing ADC.

After the launching of Texas Tower #2 the Wing became actively involved not only with ESS communication requirement for the tower but with the Armstrong Platform.

The advance members of the 4620th Air Defense Wing were already at the Lincoln Laboratory when the Air Defense Command liaison officer sent a letter

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dated 7 June 1955[3] to the Vice Commander, Hq ADC, Subject: Feasibility of Armstrong-Type Floating Radar Stations for Offshore Emplacement, to be used in the seaward extension of the Continental Defense System. A partially completed staff study by the Air Defense Command liaison representative was conducted and presented to the Vice Commander, Hq ADC. The approximate cost of each Armstrong-Platform being pegged at $10,000,000. The study contained the cost of the needed platforms reference the picket ships and RC-121D's combined, which would mean a saving of $170,000,000 if the platforms were selected for seaward extension of the Continental Radar Defense System.

Further study and feasibility on the Armstrong-Platform operation was now taken over by the Wing.

Responsibility for providing all formal and special training in direct support of the SAGE System was assigned to Commander, Technical Training Air Force, Gulfport, Mississippi, by the Air Training Command[4].

This decision was reached at a meeting attended by members of the Wing at the USAF-ADES Joint Project Office in New York City.

In August, 1955, the Commander of the 4620th ADW wrote a letter to the Vice Commander, Hq ADC[5], with the recommendations and findings on the feasibility of Armstrong-Type Floating radar stations.

A feasibility report was forwarded to ADC by the Wing. The report was prepared by the Continental Copper and Steel Industries, Inc., of New York. The above company as indicated by the report believes the project to be

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3. Ltr fm Col Carey to Gen Smith dtd 7 Jun 55
4. Ltr fm Robinson to TTAF dtd 5 Jul 55
5. Ltr fm Col Lee to Gen Smith, ADC, dtd 12 Aug 55

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technically feasible. It was also noted that the cost estimate had increased from roughly $10,000,000 per unit to approximately $30,000,000 per unit in deep water or 24.5 million in shallower water (5,000 feet or less).

The Wing Commander stated that operationally he did not agree that this floating radar platform was necessarily a satisfactory replacement for Airborne Early-Warning Aircraft due to the almost nonexistent mobility of these structures and low-altitude gaps that would exist in any surveillance from these platforms. Further, that due to the poor overall operational capability of picket vessels and the impossibility of erecting Texas Towers in deep water, the floating platform would provide a solution, if successful, to the problems of seaward air defense radar extensions. Also there was the possibility of using the floating platforms for far-flung ocean early-warning lines for use against high flying aircraft or I.C.B.M. Missiles.

The Commander further recommended that ARDC approve necessary funds be made available to the Lincoln Laboratory for construction of a test model.

After numerous discussions with Lincoln Laboratory, ADES and ADC, it was decided that each Air Division in the SAGE System would be provided with a facility termed a Combat Center that would house equipment consisting of two computers in duplex arrangement. This equipment, designated Combat Control Central AN/FSQ-8, differs from the AN/FSQ-7 in the number of arrangement of display equipment, the number and kinds of inputs, and the number and kinds of outputs.

The production schedule for AN/FSQ-8 equipments provided for delivery of one unit in 1956, one in 1957, three in 1958 and three in 1959. The first unit was scheduled for shipment to the 26th Air Division Sector, Hancock Air

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Force Base, Syracuse, New York, during October 1956.

Arrangements were made between the Lincoln Laboratory and the Wing to start a two-week SAGE Familiarization Course, which would present in general terms the mission, capability, operation and equipment of the SAGE System.

This first course was to be taught during the period 17-28 October 1955 at the Lincoln Laboratory with members of the Wing acting as instructors. The course was available to military personnel, and quotas to attend the course were sent to ADC by this office.

XD-1 Console Modifications Conference held on the 12th of August, 1955, at ADES Project Office, New York City, resulted in numerous proposed changes. IBM Corporation presented their estimate of the job to be done; IBM also estimated 60% of remaining work was to be accomplished regardless of change. Fourty percent of work remaining was as a direct result of proposed changes. The Lincoln Laboratory,however, did not agree with the work estimates presented by IBM. A representative of AFCRC stated he thought the above problem was mostly covered by statement of work for the maintenance and supply of XD-1.

The Wing received the boundary coordinates for the first sector and first five subsectors from ADC in August 1955.

The coordinates were plotted on a map in the possession of Major S. M. Chesler. Major Chesler further sent a letter to representatives of the Lincoln Laboratory for their use and information[6].

Colonel Richard R. Moorman, the ARAACOM Liaison Officer with the 4620th

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6. Ltr fm Maj Chesler to Zraket, Arnow and Jacobs dtd 11 Aug 55

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ADW, reported for duty on 1 September 1955. During his trip to the Wing from Colorado Springs, Colorado, Colonel Moorman stopped off at Fort Monroe, Va.; Fort George G. Meade, Md; and Fort Monmouth, N. J., for conferences pertaining to his assigned duties as ARAACOM Liaison Officer[7].

At Fort Monroe the General subject of discussion was the AN/FSG-1 and its relationship to SAGE. It was also discussed that there were to be four phases in the testing of SAGE at: (1) Lincoln Laboratory; (2) Stewart Air Force Base, New York; (3) Syracuse, New York; and, (4) overall system check probably at Syracuse. It was also discussed that the LOKI Missile project was slipping timewise and that emphasis was decreasing. The HAWK Missile by comparison was looking much better than the LOKI Missile. The DART Missile was discussed with the possibility of using this type missile as an AAA weapon in front line positions.

At Fort Meade various conferences were held, mostly for familiarization with various operations, procedures and equipment to be used in the SAGE System.

During these conferences, it was stated that very little of the equipment of AN/GSG-2 would be used in AN/FSG-1.

At Fort Monmouth conferences were held with personnel of Evans Signal Laboratory, General subject of discussion was the AN/FSG-1. Following are some of the items discussed.

a. Slippage of pilot model of AN/FSG-1 was three months.

b. Procurement of a device to change AN/FSG-1 output to SAGE from AN/TSQ

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7. Ltr fm Col Moorman to C.G. AAA Cmd, dtd 1 Sep 55

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form to 1300 bit form was underway. A contract was also let for a device to change SAGE 1300 bit output to AN/TSQ form.

It was believed that the dual battery concept must be stressed in conferences with the Department of the Army and SCEL. The 24 battery limitation could have serious consequences.

The AN/FSG-1 was to have a Target Simulator only for checking the equipment as opposed to the more expensive and elaborate simulator in the AN/GSG-2. It was believed more consideration should be given to the simulator as a training device.

Conference was held on 22-25 August 1955. Attending were personnel of Lincoln Laboratory, the 4620th ADW and ADC SAGE Project Office. Chief topic of discussion was integration of antiaircraft with SAGE.[8&9]

A conference was held in preparation of a presentation to the ADC Command Council by the ADC SAGE Project Office and plans and requirements Section.

The Commander, 4620th ADW, stated that these meetings and conferences are held to consolidate the thinking on the subject and arrive at a policy. If further action is considered desirable, the matter may be taken up with CONAD Command Council.

An AICBM Steering Committee was formed at the Lincoln Laboratory during September 1955, consisting of Lincoln Laboratory, ARAACOM Liaison Officer and 4620th ADW personnel to provide a continuing effort for the study and design of equipment to carry out whatever programs the AICBM Steering Committee recommends. The general aim of the AICBM program at the Lincoln Laboratory has been to study the design of an ICBM radar detection and prediction system

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8. Ltr fm Col Moorman to CG-AAA Cmd dtd 16 Sep 55
9. I.O. Memo, Integration of AAA w/SAGE 16 Sep 55

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capable of detecting an oncoming ICBM and predicting its point of impact so as to give the earliest possible tactical warning.

Copy of a memorandum received by the Wing from G. J. Garhirian, Bell Telephone Laboratories-ADES, reference the preparation of standing operating procedures (SOP) for SAGE by Bell Telephone Lab-ADES[10&11].

The Commander, 4620th ADW, has agreed to send copies of the operational specifications for the Master Computer Program as soon as they are released to the Wing in final form by the Lincoln Laboratory.

BTL was to prepare draft SOP to be forwarded to Commander, 4620th ADW. Commander, 4620th ADW, would then arrange a conference for discussion of drafts.

Members attending the conference would include personnel who have prepared the particular Operational Specifications. After the conference necessary changes will be incorporated and the SOP sent to ADC and other agencies.

The Lincoln Laboratory personnel will prepare the Operational and Mathematical Specifications for the Master Program for the SAGE Computers. This will include all Operational and Mathematical Specifications pertaining to Combat Centers, Direction Centers, Air Surveillance and others.

After the Operational and Mathematical Specifications have been finalized then the Program Specifications and Coding Specifications were to be prepared. When all of this has been taken care of then the Master Program can be written.

The Operational Specifications spell out in detail how each part of the system operates, including the responsibilities, logical features, principles

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10. Ltr fm Halligan to Col Lee dtd 8 Sep 55
11. Memo for File dtd 1 Sep 55

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of operation, situation displays, digital displays, alarm conditions and switch inputs of each station.

The Mathematical Specifications spell out the system parameters and variations in these parameters that are dependent on specific location of each facility.

Program Specifications spell out the overall logic and order in which various operations and subprograms will occur and what these operations are in detail.

Coding Specifications are the dictionary for converting from technical English of the Program Specifications to the binary language of the computer.

On 14 September 1955 the Commander, 4620th Air Defense Wing, sent a letter to the Director of Military Engineering,[12] Bell Telephone Laboratories, concurring on the memo for file received from BTL-ADES with the exception of one change. He felt that since the Operational Specifications had been co-ordinated prior to final form printing that the agencies concerned should receive the final product for information rather than a further concurrence.

With the increase of Wing personnel, it became necessary for the Wing to request additional office space from the Lincoln Laboratory.[13]

This situation was alleviated by the acquisition of office space in a partitioned section in the computer building.

A study was made in September 1955,[14] as to feasibility of various test vehicles for XD-1. The F-94C did not meet the requirements needed as a test vehicle. Due to the majority of ADC interceptors being single-place aircraft,

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12. Ltr fm Col Lee to Halligan dtd 14 Sep 55
13. Ltr fm Col Longino to Forrester dtd 14 Sep 55
14. Ltr fm Lee to LPO dtd 21 Sep 55

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data link installation was not proven feasible and the performance characteristics would not meet test requirements.

It was suggested that the F-86F which was being used as a test vehicle be retained as it met most of the requirements and could be data link equipped.

An offer was made to the Commander, EADF,[15] by the Wing in the form of assistance in preparation of an outline for the master plan for EADF participation in the ESS.

It was suggested that personnel from EADF come to the Lincoln Laboratory where Wing and Lincoln Laboratory personnel were available to assist in any way possible. It was also suggested to EADF that planning representatives of Fighter Operations, Communications and Electronics and AC&W be present for preparation of this plan.

The SAGE Master Production Job Memo was published on 14 September 1955[16] with the following purpose in mind.

1. Familiarization with the SAGE Master Program Production job.

2. To show when this job uses computer time on the ESS.

3. To bring to the attention of individuals concerned the major problems associated with this job.

The Master Program Production job included:

1. Direction Center Master Program for ESS, McGuire & Stewart DC's.

2. Combat Center master Program for the Syracuse Combat Center.

3. Programs which were to be written to support the production and development of these programs. The responsibility for these programs rests with the Lincoln Laboratory and the 4620th Air Defense Wing. The RAND Cor-

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15. Ltr fm Longino to Cmdr, EADF dtd 22 Sep 55
16. Memo SAGE Master Program Production Job dtd 14 Sep 55

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poration will assist by providing manpower during the period that they are building up their staff to take the responsibility for the continuing maintenance, revision and adaptation of the Master Program for sites after Syracuse.

Boundaries for the first SAGE Sector were coordinated with various groups in Lincoln Laboratory[17] and all including the Wing agreed with the boundaries, with the only exception being Group 61. In a letter to the Wing, dated 15 August 1955,[18] Group 61 stated that the Northern Boundaries of the Syracuse and Brunswick subsectors are formed by the U.S.-Canada Border. This irregular line was to be estimated in the computer program by connecting the boundaries with straight lines. However, this overlap of radar information on the Canadian side of the border could be eliminated by masking the boundaries and storing them in the computer to coincide exactly with the international boundary. By this method, if desired, radar data obtained from the Canadian area would not be processed in any subsector.

The Wing Commander sent a letter to the Commanding General, ARAACOM,[19] requesting that the 15th AA Group, Fort Banks, Winthrop, Massachusetts, be authorized and directed to participate in the experimental air defense exercises to be conducted with the Semi-Automatic Ground Environment experimental subsector in the New England Area. The Wing requested participation of the 15th AA Group so as to test operational procedures and techniques developed for SAGE.

Operational procedures for Army participation were set forth in Lincoln

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17. Ltr fm Chesler to Brownfield 21 Sep 55
18. Ltr fm Wolf to Chesler, 15 Aug 55
19. Ltr fm Lee to Cmdr, ARAACom dtd 3 Oct 55

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Laboratory memo 6M-3739-1.[20]

The Antiaircraft Defense Commander or his representative could terminate the experimental air defense exercises at any time in event of antiaircraft exercises or actual alerts.

The ARAACOM Liaison Officer, with the Wing, sent a letter to the Commanding General, ARAACOM,[21] reference SAGE providing AN/TSQ-7 data output to the Army. The following information was contained in a letter received by the Lincoln Project Office and made available to the Liaison office for study and comments.

The Department of the Army had sent a letter to the Department of the Air Force asking that an AN/TSQ-7 form of output from SAGE be provided for Army use. The letter further stated, "Should the Air Force desire Army output to SAGE to be in SAGE Fine Grain Data Form, the Army would then develop an AN/TSQ-7 to SAGE translator for installation in the XD-1 at Boston".

The ARAACOM liaison sent another letter to the Commanding General, dated 13 October 1955[22] reference Antiaircraft personnel in SAGE Centers. A number of Army Antiaircraft Command personnel would be working at Combat Centers and Direction Centers in the SAGE System.

Some of the personnel positions recommended are; Antiaircraft officer, to advise the subsector Commander or his representative concerning the employment and capabilities of AA weapons within the sector. Antiaircraft Director to monitor the operation of the computer program for AA Direction and strive for the most effective possible integration of the AA weapons of

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20. 6M-3739-1
21. Ltr fm Moorman to C.G., ARAACOM dtd 11 Oct 55
22. Ltr fm Moorman to C.G., ARAACOM dtd 13 Oct 55

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a Single AA defense with the subsector.

Antiaircraft Director's Assistant should assist the AA Director in his assigned duties. The AA Director may delegate certain of his responsibilities to the AA Director's Assistant.

SAGE Sector Combat Center officer to serve as advisor to the Sector Commander. He would act on matters of joint concern and will also be the representative of the AA Regional Command with certain control over subsector AA personnel.

The proposed Air Training Command SAGE Training Plan, which was sent from ATC to ADC,[23] was not fully agreed upon by the Wing. The Wing felt that even though the complexity of different operator jobs in SAGE vary considerably, the training time for all is the same. Unless some identification of a minimum level of training is made, the graduate assigned a complex job may be unable to perform it satisfactorily.

Although ADC can man each SAGE Sector and subsector with personnel possessing a minimum of 6 months experience in the manual system, it was believed that ADC should definitely indicate that the table of distribution grade requirements will not be fully met. Training for the seven level positions, therefore, should be conducted in such a manner that a five-level man can complete it satisfactorily. The following reasons are strongly recommended on the inadequacy of the plan:

1. Detailed job descriptions which enumerate and describe all tasks performed in each job are not available either to the ATC or to ADC. Absence of this information precludes other than the most general evaluation of

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23. Ltr fm Longino to Cmdr, ADC, dtd 13 Oct 55

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adequacy.

2. A statement of adequacy at this time by ADC would cripple further efforts by this Wing in obtaining ATC effort to strengthen the ATC Training program.

3. Vigorous ATC activity now started to obtain detailed job descriptions would cease or be materially reduced.

4. Subsequent statements from ADC on training-level requirements would have reduced effect on ATC.

Recommendations from this Headquarters should be along the following lines: Comment on adequacy of the ATC proposed training plan for SAGE cannot be made at this time since two prerequisites to such comments do not exist. They are:

1. Identification of minimum exceptable level of training of the graduates agreed upon by both Headquarters ATC and ADC.

2. Detailed job descriptions which contain a complete list of tasks and their descriptions for each operator job in SAGE. Once such job descriptions are produced, examination of the training program will reveal whether training is being provided to enable the graduate to perform each task.

A high requirement existed for test realism in the experimental SAGE Subsector. Air Defense Command considered that this test realism required the utilization of the present first-line interceptor, the F-86D in the test program. The problem this requirement imposed is the retrofit of the F86D with the data link. The Wing presented to the Lincoln Project Office the air defense requirements for this area.[24]

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24. Ltr fm Lee to LPO dtd 14 Nov 55

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1. Utilization of a single-place, AI-equipped aircraft now in the ADC inventory (F-86D).

2. Aircraft of this type be in sufficient number to provide test realism, enough (10) to saturate one intercept director.

3. Have these aircraft available for test operations by 1 May 1956. This Headquarters received information from Hq ADC that F-86D aircraft in sufficient numbers could be made available immediately for ARDC to support the XD-1 tests.

The Wing, during the early part of November, 1955, was involved in the process of collecting information for preparation of the Master Computer Program for the SAGE Experimental Subsector. In order to properly prepare this program the information had to be accurate and standard for each type of interceptor under various load conditions. The following information was requested from Hq ADC[25] so that standard computations could be used in the Mathematical Specifications for the computer program.

Climb characteristics with and without external load, climbing speed in mach number, rate of climb, time to climb, distance traveled in climb, attack speed, various air speeds in mach number at various 5,000 feet levels, range at various 5,000 feet levels, bank angle in turns and average daily from scramble order to airborne time. The information requested was to include each type of interceptor expected to be used, F-86D, F-89, F-94, F-102, etc.

For more realistic testing of SAGE experimental subsector scramble telephone circuits, the Lincoln Laboratory requested Hq EADF through the 4620th Air Defense Wing[26] to allow the laboratory to connect into the exist-

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25. Ltr fm Lee to Cmdr, ADC dtd 16 Nov 55
26. Ltr fm Carter to Cmdr, 4620th ADW dtd 17 Nov 55

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ing fighter alert system at the three EADF interceptor bases operating with the experimental subsector. By using the existing circuits, duplication would be eliminated and more realistic tests would be conducted. The point of connection was to be at the air base involved.

The telephone company would be asked to provide a manual switch at the connecting points as to be able to cut out the experimental subsector scramble circuit from the fighter alert system except during the period when experimental flights were being conducted and in the event of an actual or test of fighter alerts.

The Wing requested favorable consideration[27] of the proposed plan inasmuch as it was to fulfill an ADC test requirement in the experimental subsector. Also, the requirement for test realism in the experimental SAGE subsector specified that all standard ADC procedures be followed if possible.

To be able to collect information to be used in the computer program for the experimental subsector (XD-1), the Wing requested Hq EADF[28] to furnish the following information:

1. The geographic location of MONTAUK (P-45), Suffolk County Air Force Base, Otis Air Force Base, Westover Air Force Base and Hanscom Field.

2. The VFR scramble headings, i.e., runway heading for the above listed air bases.

3. The IFR scramble and recovery procedures for the above air bases.

4. The vertical and horizontal radar coverage pattern for MONTAUK (P-45).

5. Location and dimensions of special (free) areas, other than ADIZ boundaries that fall within the geographic boundaries of the experimental

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27. Ltr fm Lee to Cmdr, EADF dtd 12 Nov 55
28. Ltr fm Lee to Cmdr, EADF dtd 21 Nov 55

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subsector.

6. Multiple corridor identification system.

7. In-flight characteristics for each type interceptor, both with and without external load.

8. Radio frequencies assigned to each interceptor and AC&W Squadron.[29]

A data transmission meeting was held at Lincoln Laboratory on 13-14 December 1955, with the general subject being, providing an AN/TSQ-7 data output from SAGE for the AN/FSG-1. It was generally agreed by the technical personnel present that conversion to the 750 bit rate would be at SAGE, thus putting this type data on the wire circuit to AN/FSG-1. Certain details of the implementation program were to be studied by the technical personnel with final results ready for a future meeting to be held some time in 1956,

The Deputy Chief of the ADES Project Office sent a copy of resume of SAGE responsibilities to the Commander, 4620th ADW,[30] with the purpose of the memo being to recapitulate the major assigned responsibilities for all major elements of the SAGE Program.

The memo states that several contracts were placed for equipment or services which in the aggregate would make up the SAGE system. The memo treated the subject of SAGE responsibilities in two parts; the first part will describe the responsibilities of Air Force agencies and contractors, and the second part will relate the sequence and responsibilities for actions as applied to selected SAGE equipment. It should be noted in the memo that only the major commands are listed under Air Force agenices. The 4620th Air Defense Wing (Experimental SAGE) is one of the "Doers" as mentioned in the first page of the memo and wherever the ADC is mentioned it must be remembered that it actually reflects responsibilities to be assumed by the Wing.

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29. Ltr fm Moorman to C.G., ARAACOM dtd 30 Dec 55 w/Incls 1-5
30. Memo fm Tidball to Scott, cy to Lee dtd 1 Dec 55

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A discussion was held during the month of December reference floor space arrangements for C&E Duty Officer in the Direction Centers. Memo 6M-3975, dated 4 November 1955,[31] was issued by the Lincoln Laboratory outlining the functions and responsibilities of the C&E Duty Officer. The memo recommends that 400 square feet of space be allocated and that the most desirable location would be on the second floor with the fourth floor as an alternate area.

The Director of Operations, 4620th Air Defense Wing, and Mr. Ayer, Lincoln Laboratory, indicated that this function (C&E Duty Officer) should be located on the second floor of the Direction Center if at all possible since these personnel will be expected to perform a coordination function between the contractor maintenance personnel and the Air Force operational people.

During the month of December 1955, the Wing submitted to the requirements advisory group,[32] Lincoln Project Office, a list of tentative questions for consideration in connection with tests of experimental subsector. The test questions were directly concerned with experimental subsector air defense evaluation (operational).

Questions pertaining to the following items were listed as test questions.

1. Operational capabilities and limitations of experimental subsector.
   a. Air Surveillance
      (1) Mapping
      (2) Track detection and initiation
      (3) Track monitoring
      (4) Height finding

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31. Memo 6M-3975
32. Memo fm Longino to RAG-LPO, 9 Dec 55

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(5) Crosstelling

(6) Manual inputs

(7) Forward tell

(8) Full load (400 tracks) capability

b. Identification

c. Intercept direction

d. Weapons direction

2. Personnel training

3. Antiaircraft

4. Weather

a. Weather system operation

5. Communications

6. Electronic countermeasures

Questions pertaining to Items 6, Command Post; 7, Training Battle Simulation; 8, Data collection and analysis were not available when the test questions were submitted to the requirements advisory group, Lincoln Project Office.

SAGE test equipment requirements, called for a single-place, A1, data link-equipped interceptor.

This type interceptor was available; however, the problem of flying and maintaining the aircraft arose. The Wing arrived at an agreement with the Deputy for Operations, Hq ADC,[33] that the ADC would maintain and operate subject aircraft. The Wing Commander recommended that these aircraft be assigned to the 49th Fighter Interceptor Squadron located at Hanscom Field and that the mission of that Squadron be altered to allow for its operation of these aircraft in support of the experimental subsector test.

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33. Ltr fm Lee to Cmdr, ADC dtd 22 Dec 55

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It seemed feasible to the Commander, 4620th ADW, that by the use of ECM Direction Finding Equipment it would be possible to detect and to track a hostile aircraft by intercepting its radar signal. However, it must be assumed that any hostile aircraft must be equipped with a search and bombardment radar (similar to the USAF B-47K system blind bombing equipment) and that the radar will be in operation prior to reaching the coastline of the North American continent.

Guidance was requested from the Commander, ADC,[34] with reference to four specific questions.

1. Does the Commander, ADC, have any plan for establishing a defensive radio warfare (DRW) organization? (DRW, the detection, analysis and utilization of enemy electro magnetic radiations.)

2. Does the Commander of ADC have the RCAF DRW plan or operation? If so can the plan be made available to the Commander, 4620th ADW for ninety days?

3. Has the USAFSS studied this problem? If so, can the results of their research be made available to the Commander, 4620th Air Defense Wing, for ninety days?

4. When the detachments of 6982nd AFSS Squadron are equipped with a D/F capability, will the D/F equipment have the capability to D/F on radar emissions of potential hostile aircraft?

First indorsement to the above letter was received from ADC on 20 March 1956.[35] The indorsement constituted an interim reply to certain aspects of the above letter. Questions presented by the Wing were either under study or were answered.

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34. Ltr fm Cmdr 4620th ADW to Cmdr ADC dtd 21 Dec 55
35. 1st Ind, fm ADC to 4620th ADW dtd 20 Mar 56

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By January 1956 it was deemed necessary by the 4620th ADW Cmdr to set up a SAGE Command Staff Training course for the purpose of providing certain command post personnel with information and training that is prerequisite to their operation in a SAGE Sector or Subsector. It was necessary at this time to receive approval[36] as soon as possible so as to start training of instructor personnel.

The Wing sent to Commander ADC a proposed SAGE Command Staff Training Plan, giving the objective, considerations and assumptions, course content, instructor training and instructor utilization.

The proposed course outline was patterned after the course given by the IBM Corporation. A portion of the course on computer operation was to be given by the IBM Corporation.

Headquarters Air Defense Command concurred in the proposed SAGE Command Staff Plan[37] with certain objections. ADC was of the opinion that the IBM course of instruction was of too technical a nature for the personnel scheduled to attend, and that the course be directed toward a general understanding of computer operation.

It was also recommended, instead of a five week resident course of instruction at IBM, that the required computer training be condensed and incorporated in the 5 week course to be given at the Lincoln Laboratory by this organization.

The Lincoln Laboratory plans, with concurrence from headquarters ADC,[38] to use Texas Tower number 2 during the experimental Subsector tests. Required ten circuits so as to connect the Laboratory ESS Direction Center with Texas

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36. Ltr fm Longino to Cmdr ADC dtd 10 Jan 56
37. Ltr fm Longino to ADC w/1st Ind dtd 13 Mar 56
38. Ltr to ADC ATTN: ADOCE dtd 26 Jan 56

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Tower #2. A meeting to determine the feasibility of determining methods of interconnection of landline circuits to the scatter terminals at Texas Tower shore points and termination of these circuits at operating positions on the Texas Tower. The Rome Air Force Depot representative agreed that the operating system required for ESS purposes could be incorporated on the Tower providing authorization was obtained from Air Defense Command. The requirements were consistent with partial requirements set forth in the SAGE operational plan of the proposed SAGE system for Texas Tower #2.

Group Captain J. C. Scott; Commander-Designate of New Royal Canadian Air Force and Dr. G. R. Lindsey, the incumbent of accredited position in Royal Canadian Air Force Air Defense Command visited this organization on 26-27 January 1956. Group Captain Scott was given the duty of organizing a Canadian Air Defense Unit of division. He was interested in future plans for Air Defense within the United States Air Force and indicated his intent where possible of shaping his organization for future coordination with United States Air Force Air Defense System. Interest was also expressed in how well SAGE could meet Canadian requirements. Dr. Lindsey accompanied Group Captain Scott in capacity of Systems Operation Requirements Advisor. The Wing obliged by explaining in detail and conducting a guided tour of XD-1 operational facilities and computer.

A requirement existed for a minimum of thirty sorties per week and continuing for the duration of the experiment Subsector tests. Letter from this Wing to headquarters ADC[39] requested authority be granted to the Lincoln Laboratory for direct contact with Eastern Air Defense Forces in arranging

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39. Ltr to ADC dtd 3 Feb 56 w/1st Ind

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details and scheduling for this requirement authority was granted by the ADC.

In February of 1956 the Director and staff of Lincoln Laboratory reviewed the requirements for flexibility in SAGE direction center buildings with the Commander and staff of the Wing. The specific recommendations for achieving the desired equipment placement flexibility were spelled out in Lincoln Laboratory Memo 6M-3907, dated October 1955,[40] which was discussed, reviewed and modified as required by the Wing staff.

The Director did not consider it wise to sacrifice the planned flexibility of the buildings, which was obtained at the cost of many millions of dollars per site for certain changes in flexibility to attempt to save $60,000 per site in building costs.

It was also pointed out that with integration of new weapons it was quite probable that equipment as well as program changes would be required.

All of these factors seemed to dictate a continuing need of flexibility requirement throughout all SAGE Direction Center building.

The Wing in conjunction with Lincoln Laboratory held a meeting on the 2nd of March 1956[41] during which time it was decided that the most economical in display slots and yet satisfactory display for the Combat Center would be similar to that of a Direction Center. It was also decided that the boundary geography will include, on X1, all Sector boundaries within the display area, Subsector boundaries within the (this) Sector only, United States boundaries and coastlines (E.G. the Great Lakes) and major cities, rivers and land marks. On the X2 display, all Subsector boundaries within the display area will be shown.

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40. 6M-3907 ltr, Dr. Valley to Col Shiely dtd 13 Feb 56
41. Memo PLGB-46 ADW-685, Subj: Combat Center Displays

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Meeting on IFF was conducted at the Lincoln Laboratory on 24-25 January 1956[42] in which the Wing was represented. The USAF plan for accomplishing the integration of SIF into the present SAGE system was discussed. The plan called for the employment of SIF on an area basis.

Discussion of operational applications emphasized the need for a firm plan for the use of SIF. Headquarters USAF requested CONAD to prepare this plan which should be definitive enough to permit the development of special decoders for SAGE.

The general requirements for this equipment were then discussed. As these requirements were discussed, it became apparent that it would be desirable for the people most familiar with the equipment to meet and prepare a more detailed plan for these requirements and the equipment needed to satisfy them. Equipment and operational investigations of various types of equipment were to be conducted by CONAD, Lincoln Laboratory and the 4620th ADW.

Meeting held at Hq Air Materiel Command on 3 April 1956[43] to determine procedures and methods of funding proposed facilities contract with RAND Corporation. The Deputy Commander of the Wing was in attendance representing the Wing and Hq, ADC. The RAND facilities were to consist of prefabricated building located on Hanscom Field for use by personnel required in programming, training, development and improvement of prototype XD-1 for the SAGE System. The facilities were to house 325 personnel, by July 1956, with an increase to 793 personnel by July 1958. The possibility of using the Murphy Army Hospital space presently allocated to the Air Force was not feasible as the Air Training Command was to require the entire alloted space. The

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42. Minutes of IFF Mtg
43. Minutes of RAND Corp facility mtg 3 Apr 56

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Commander, L. G. Hanscom Field requested that the buildings be of permanent type sides, preferably cinder block construction and any deviation from this be directed by Hq USAF. The RAND Corporation was against the use of cinder block construction as this would prohibit the use of a standard design prefabricated building and would put the building project in the major construction class with resulting time loss of approximately 6 months. The Deputy Commander of the Wing was responsible for the solving of the following problems:

a. Upon notification of availability of funding for commitment, Air Defense Command was to issue a purchase request for use of funds in support of this project. Purchase request to specify following items of work "accomplish land improvement. Acquisition and erection of complete prefabricated buildings. Land installation (on site) acquisition, rehabilitation of furniture and fixtures". To be accounted for as Government Property under RAND Corporation contract.

b. Authority to erect prefabricated buildings on Hanscom using other than cinder block walls was to be obtained by Headquarters, Air Defense Command from Headquarters, ARDC and monitored by the Wing Deputy Commander.

c. The right of entry and joint use agreement was to be obtained by Hq ADC from Hq ARDC and also monitored by the Wing Deputy Commander.

The Deputy Commander of the Wing and RAND Corporation personnel were to meet with members of ARDC at Hanscom to resolve certain problems affecting the construction of the prefabricated buildings. This information was also furnished to Commander, Air Materiel Command by B/Gen Stanley T. Wray, Chief of the Electronic Defense Systems Division of the ADES Project Office.[44] As

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44. Ltr fm B/Gen Wray to Cdr, AMC dtd 4 Apr 56

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a result of the Air Forces interest in orientation of top military personnel at the sites in the principles of SAGE, IBM staff members Kingston Division, conferred with the Wing Commander and staff.

The ADC was desiring to set up a SAGE course equivalent to the executive course given by IBM.[45]

General agreement was reached on a one week basic course, the basic course was to be modified and submitted to the Wing Commander for tentative approval.

Upon receipt of approval IBM was to submit a proposal, including costs, in order that contractual coverage could be sought.

The class size was to total approximately 15, consisting of nine students from the sites and six from other sources, with the first class to begin in February 1957 and every six weeks thereafter.

A "dry run" class was to be conducted prior to February 1957 in order to refine and settle upon the curriculum.

All cost factors were to be included with the curriculum in a final proposal.

Revised itemized test objectives for F-102A, TF-102 and F-102B were submitted by the F-102 project office[46] at the Requirements Advisory Group Meeting in March 1956 attended by the Wing Deputy Commander. Objective for the F-102A was in part to determine the capability of SAGE to control the F-102A for radar lead-collision attacks throughout its altitude capability, in optical pursuit attacks throughout its altitude capability and for differential altitude (snap-up) attacks. The objective for the TF-102 was to determine the

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45. File Memo, IBM dtd 9 Apr 56
46. Revised test objectives for F-102, 26 Apr 56

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adequacy of TF-102 and SAGE computer sub-program for carrying out interceptions, at the time the TF-102 objective was given a lower priority, to be accomplished in 1957.

The objective for the F-102B with the MA-1 electronics system was to determine effectiveness of modified control doctrines and programs, determine close control capability of SAGE with F-102B interceptors. Determine the accuracy of interceptions conducted under modified control and to determine the feasibility of zoom-up attacks performed under SAGE control.

A requirement was placed on the Wing by Hq ADC to furnish three articles pertaining to the SAGE System to be included in the CONAD weekly intelligence review.[47]

The Wing Commander was in attendance at a SAGE Experimental Test Policy Committee (SETPC) Meeting discussing ECM testing.[48] A document was formulated by the Lincoln Project Office as a supplementary proposal to the basic ECM test requirements for the experimental SAGE subsector, which establishes the type of and amount of ECM for the two ECM tests in ESS.

The SETPC Committee decided that because detailed ECM Test Plans had not as yet been prepared, and since it was disclosed by Lincoln Laboratory that the ECM test requirements previously submitted were considered to be of insufficient detail. Rather than depend on locally available information relative to SAC ECM capabilities it was decided to obtain this information from the proper source; accordingly, several Lincoln Laboratory representatives were to meet with representatives of the 376th Bomb Wing at Barksdale AFB to discuss the technical and tactical ECM capabilities of the SAC aircraft.

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47. SAGE System articles for CONAD W.I.R.
48. ECM Testing, 4 May 56

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The Wing compiled a list of questions[49] and submitted them to the requirements advisory group Lincoln Laboratory Project Office, for consideration in connection with testing of the experimental subsector. Some of the main problems of concern to the Wing were:

a. What is the capability of SAGE to furnish return-to-base information for various types of operation.

b. Manual vectoring of interceptors to a recovery base or radio fix with handover-to-base approach control.

c. Initial vector to the interceptor with time to go and distance to a recovery base or radio fix.

d. Computer vectors to a recovery base or radio fix with handover-to-base approach control.

e. Computer vectors to recovery base with handover at an ILS or GCA gate or VFR when weather conditions permit.

f. Computer vectors to handover in RAPCON control area.

g. Computer vectors to handover in TRACAL control area.

Certain recommendations and procedures concerning forward telling from SAGE Combat Centers to Air Defense Force and CONAD COC's were set forth at a conference held at the Lincoln Laboratory. The results of the conference were forwarded to Hq ADC.[50]

Some of the items discussed were:

a. Up to a maximum of fifty items of surveillance data with associated tactical action reports could be automatically sent to Air Defense Force and/or CONAD COC every effort was to be made to summarize this information as much

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49. Tentative Questions for Consideration in Test of ESS, 22 May 56
50. Ltr, Subj: Forward Tell from SAGE Combat Center, 29 May 56

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as possible.

b. Tracks and raids were to be classified as hostile, unknown, faker, special, big photo or keystone.

c. Tactical action reports were to include the following, track number, classification, time and scramble action.

d. Weapons status were to include data on both interceptors and AA Weapons.

The Wing Commander was in attendance at a meeting at Hq USAF on 12 June 1956 with reference to funding for temporary construction of RAND Buildings at L. G. Hanscom Field, Bedford, Massachusetts. In effect, the conclusion was reached that P400 funds for this project were inappropriate.

Commanding General, ADC, wrote a letter to the Director of Installation, Hq USAF,[51] stating this information and various other items discussed at the meeting. The General stressed the urgency for this construction project.

A copy of the Proposed SAGE/IM-99A (BOMARC) integrated systems test requirements was sent to the SAGE Experimental Test Policy Committee (SETPC)[52] of which this organization is a member, for comments and/or recommendations.

Plans were to employ the IM-99A as an Air Defense Interceptor which resulted in the requirement to integrate the IM-99A interceptor into the SAGE System of Air Defense.

Plans for IM-99A SAGE tests were broken down into three major groups:

a. Limited System Development Tests (engineering capability)

b. Complete system tests (functions suitability)

c. Operational suitability tests.

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51. Ltr, Funding for Temp. Construction, 13 Jun 56
52. Test Requirements for IM-99A, 29 Jun 56

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The Bell Telephone and Telegraph Company submitted to Commander, 4620th ADW a memorandum for file,[53] Subj: Review of Possible Requirement for SAGE System Engineer. The memo was as a result of Lincoln Laboratory having indicated a possible need for the assignment of a highly qualified "System Engineer" to each Direction Center of the SAGE System. The "System Engineer" was defined as a highly competent individual with detailed understanding of all electrical and electronic components of a subsector, from radar to ground/air data link, with ability to detect, diagnose and clear any trouble. The Operations Analyst attached to the Wing made a study of the Bell Telephone memo and submitted his thoughts to the Wing Commander.[54] Some of his "Broad Point of View" thinking encompassed problems having to do with possible SAGE System Engineers and Functional Requirements for feedback control mechanisms in the operating SAGE Air Defense System. Enclosed with the study was a chart listing modes of operation of a subsector relative to the generalized feedback function. Also complete decentralization of feedback control mechanisms to the lowest possible levels of operation automatically would tend to increase the problems arising from lack of standardization. The three primary objectives of the feedback control mechanisms were, history, determination of functional performance and trouble detection.

The Operations Analyst study plus the Bell Telephone memo were further reviewed by the Wing[55] and in conclusion generally concurred.

The Wing was asked to comment on errors on a matrix for tubes to be used in the AN/FSQ-7 and 8.[56] The character position X-3 and X-5 were being

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53. Memo for File, 3 Jan 56
54. Ltr fm McLean to Lee, 8 Jun 56
55. Memo fm Janek to Lee, 16 Jul 56
56. Ltr fm Crane to Janek, 31 Jul 56

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displayed with a dot or point instead of an O. This did not conform to specification as set forth in the display specifications. It was recommended that in order to save time and money, the tubes in error be used, but that the positions requiring correct symbols have the correct tubes. The Matrix for all future tubes even replacements would conform to the specifications. After study and review of the specifications and recommendations, the Wing concurred in the Lincoln Laboratory's recommendations.

A requirement existed for a method of designating SAGE Sectors for the purpose of numbering summary raids generated at the Combat Centers. The Wing forwarded to ADC a proposed plan,[57] however certain limitations existed in arriving at a solution, as a result of computer design and switches available. Because of these limitations, only four symbols could be used in any numbering system and the last symbol had to be a number from 0 to 9. The remaining three symbols had to be a combination of letters or numbers.

Four possibilities to the solution were:

1. Letter Number Number Number
2. Letter Letter Number Number
3. Letter Letter Letter Number
4. Letter Number Letter Number

Of these, the first combination had already been used to designate tracks and raids originating at the Direction Center and the second combination was used to designate interceptor tracks.

A request was submitted by the Wing to Dr. Frick of the Lincoln Laboratory[58] for a human engineering study. At the time the request was submitted the

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57. Ltr to Cmdr ADC dtd 8 Aug 56
58. Ltr, Subj: Request for Human Engineering Study, dtd 30 Oct 56

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Wing was engaged in a project to generate military specifications for a message compositor device for SAGE Manual Inputs. Required from the study would be the solution to various problems, such as: Could a pneumonic device, such as the printed message format adequately aid the operator while composing a variable data message? Could such a message be composed "in the blind" similar to the technique used in preparing teletype tapes? Could an operator, specialized in a specific field, assimilate the minor skills required to operate the unfamiliar communications device? How simple or complicated should it be?

A weapons study was conducted by the Wing[59] to determine capability and control of various weapons by the initial program.

Many problems were considered in an effort to determine the adequacy of the present computer program for handling the new interceptors, century series, NIKE and BOMARC. It was determined that the weapons assignment, the vectoring and tracking program had to be specifically studied.

The present plan for the Weapons Assignment Director consisted of a standard velocity for all airbases that are to be considered for action against a track.

The initial program for intercept direction considered co-altitude attacks only, therefore the Intercept Director had to be able to determine, from experience, the time to go remaining before the interceptor had to be directed to climb or descend in order to accomplish the intercept.

The intercept vectoring program was studied with the objective of determining whether or not the accuracy would be within satisfactory limits as prescribed by ADC Tactical Evaluation Guide.

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59. Weapons Study, 18 Dec 56

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The known errors, which were studied in detail, are as follows:

1. Target speed error due to accuracy to tracking program.

2. Interceptor speed error due to pilot presentation, installation and calibration errors.

3. Wind error.

4. Turn error due to pilot capability and instrument precision.

5. Error due to intercept computation based on average armament performance rather than for specific weapons.

In conclusion it was decided that:

1. The initial program for interception with no modifications could be used for Air Defense.

2. With minor program modification a high degree of successful intercepts should be obtained.

3. The IFR agreement presently in use was not adequate.

4. The WAD in the present program was not adequate.

5. The present program was not adequate for intrail formation.

6. To determine the actual number of intercepts one IND could suitably control must be a result of actual tests.

7. All factors considered it was determined that a significant increase in air defense capability should exist with the advent of the SAGE system.'

Preliminary testing of sub-systems, components, and the initial program for the SAGE Operational Air Defense Program was conducted by Lincoln Laboratory.[60] These tests required a considerable number of sorties to be flown

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60. Ltr to Vice Cmdr EADF, Subj: Interceptor Support for SAGE Testing, dtd 2 Jan 57

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by interceptors equipped with both data link and airborne intercept radar.

The Wing monitored tests of the overall SAGE system, established operational procedures for use within the direction centers and advised ADC on the progress and results of these tests.

It was recommended by the Wing that the mission of the 49th Fighter Interceptor Squadron be changed from active air defense, to support of Lincoln Laboratory for test of SAGE with a secondary mission of air defense and training.

A request was made of the RAND Corporation[61] to prepare, publish and distribute the Direction Center Handbooks not later than 1 August 1957, as part of its overall mission in support of the Air Defense Command.

The requirement of the computer program checkout team for the use of tape-to-printer equipment at the SAGE sites during program checkout was under study.[62] Lincoln Laboratory rented equipment for the New York Air Defense Sector. It was the belief of this Wing that this equipment would be required at subsequent sites to enable the Wing to utilize computer time more effectively and insure its ability to meet scheduled dates for delivery of checked out programs. Western Electric Company had a firm requirement for this same type of equipment and have stated they would include our request in their proposal to the ADES Project Office.

A request was then made to USAF to rent two (2) 727 tape units, one (1) 757 converter, one (1) 717 printer and make them available to the checkout activity at site.

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61. Ltr, Subj: Preparation of Positional Handbooks and/or SOP's for Ops Personnel of SAGE system Center, dtd 25 Feb 57.
62. Ltr, Subj: Tape-to-printer Equipment for use of Checkout Teams at Sites, dtd 18 Mar 57.

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The concept for control of interceptors during instrument conditions was studied for operations with SAGE.[63] It was recommended to ADC that every effort be made to establish procedures whereby the control of interceptors could be established between the Base Approach Control Facility and the Interceptor Director.

A meeting was held 26 April 1957[64] at RAND System Development Division, attended by members of the SAGE Training Plans Section, RAND, and representatives from the 4620th ADW, Lincoln Laboratory and Santa Monica contingents. The purpose of this conference was to make available to the SAGE Training Plans Section what data had been collected for use in the McGuire SSTP training problems and to concur in channels of communications and methods for obtaining data required for subsequent sectors.

A request was submitted to Hq ADC[65] concerning the preparation of SAGE Positional Handbooks, for an increase in manpower authorizations in order that the preparation of subject handbooks would not be delayed. The request was approved and a manpower authorization change was initiated by Hq ADC.

Notice was received from ADES-Western Electric[66] that the proposed occupancy date of the Direction Center at Richards-Gebaur Air Force Base, Missouri, would be delayed from one to three months due to construction difficulties encountered.

A recommendation was made by Colonel Lee to General Roy H. Lynn, Vice Cmdr, ADC,[67] for the installation of various types of radar equipment, further, a recommendation was made to utilize the aircraft development program as a

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63. Ltr, Subj: Control of Interceptors During Instrument Conditions, dtd 30 Apr 57
64. Ltr, SSTP Data Complication Conference 26 Apr 57, dtd 6 May 57
65. Ltr, Production Test and Modification of SAGE Positional Handbooks, dtd 9 May 57
66. Ltr, Time Phasing of Personnel for 4620th ADefGp, Richards-Gebaur AFB, Mo., dtd 20 May 57
67. Ltr, to Gen. Lynn, dtd 6 Jun 57

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guide to future radar procurement, modification and retirement.

General Lynn replied to Colonel Lee's recommendation[68] and informed the Wing of USAF's current position regarding procurement of subject radar equipment.

Colonel Robert J. Stevenson, Director of Operations, 4620th Air Defense Wing, informed the Wing of his arrival and progress at the Santa Monica location.[69] He gave his views on the complexities of the SIS as well as a possible solution. A request was also made for Colonel Lee, Majors Burns, Janek and Chesler to visit the installation at Santa Monica in August to assist in the proposed handbook effort.

General H. W. Grant, Hq ADC, was querried[70] as to a convenient date for him to visit Lincoln Laboratory for a briefing on the SAGE System.

A memorandum by Mr. Arnold C. McLean, ADC Operations Analyst, pertaining to future operational changes, equipment changes and new system requirements, was sent to General Grant[71] for his familiarization and information.

It was requested of ADC to assign an L-27 aircraft to the Santa Monica Detachment[72] to accomplish CRT flying at Oxnard Air Force Base, California due to the difficulty of obtaining necessary flying hours for the increased number of rated officers at the Detachment.

General Grant was informed of the existing difficulties encountered by the Wing[73] with various agencies of AMC and ADC due to non-compliance with policies set forth by ADC. It was emphasized the critical nature of these nonconformances and the necessity of future priority of SAGE implementation

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68. Ltr, to Colonel Lee, dtd 8 Jul 57
69. Ltr, to Colonel Lee, dtd 24 Jul 57
70. Ltr, to General Grant, dtd 26 Jul 57
71. Ltr, to General Grant, dtd 23 Aug 57
72. Ltr, to ADC, Subj: Request for Assignment of L-27 Aircraft, dtd 28 Aug 57
73. Ltr to General Grant, dtd 24 Sep 57

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to accomplish the OPS date at McGuire.

The Wing was directed by Hq ADC to compile all available information concerning "temperature effect on energy zoom climbs", with reference to use of the F-106A/B in conjunction with SAGE.[74] Necessary information obtainable through discussion with manned interceptor contractors, was forwarded Hq ADC with a proposal for data which would be required at a later date.

General Grant informed the Wing of his and General Atkinson's concern relative to the slippage in SAGE implementation and stated the ADC Staff would continue to prod all agencies as required to insure SAGE Operational dates are met.[75] General Atkinson scheduled a visit for 14 October 1957 and invited Mr. Brundage to accompany him to gain an education in SAGE so that he could better evaluate expenditures for ground environment equipments.

A summary of the improved manned interceptor program was compiled and forwarded to Hq ADC.[76]

The status of data link equipment for the F-102 and F-106 aircraft was prepared for Colonel Samuel C. Galbreath's information and study in preparation of Data Link Coordinating Committee Meeting January 1958.[77]

A revised estimate of the capability to meet the established schedule for the implementation and improvement of SAGE was sent to General Grant for his study and comments,[78] with recommendations to Hq USAF or some higher agency to reaffirm that Lincoln Laboratory be charged with engineering responsibility in the SAGE project.

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74. Ltr, Subj: Energy Zoom Climbs, dtd 7 Oct 57
75. Ltr, to Colonel Lee, dtd 17 Oct 57
76. Ltr, Subj: Summary of the Improved Manned Interceptor Program, dtd 1 Nov 57
77. Ltr, to Colonel Galbreath, dtd 18 Nov 57
78. Ltr, to General Grant, dtd 22 Nov 57

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Recommendations were made to Hq ADC that procedures be established to procure all required data for development of the operational SAGE program and that flight testing be established to verify operational data.[79]

A proposal for processing small changes to the SAGE computer program was received from the System Development Corporation[80] for review and comment. The proposed changes were agreed upon and a recommendation was made for Lincoln Laboratory to implement the changes.

The first SAGE Battle Staff Course of Operational Instruction was completed for the New York Air Defense Sector Commander and his Battle Staff.

A briefing was held at Lincoln Laboratory the week of 4-7 December to discuss traffic control systems and their integration with SAGE.[81] Suggestions were made to General Quesada but decisions were not made.

General Lynn, Hq ADC, querried the Wing as to conducting possible REGULUS tests. The Wing contacted Lincoln Laboratory and it was decided that Lincoln Laboratory was anxious to conduct these tests.[82]

A memorandum was sent to Chief, Systems Engineering and Integration Division, ADSMO,[83] in answer to a prior memo concerning "List of Problem Areas for Analytical Study". It was decided by the Commander that a study of these questions at this time would be a monumental task which would not lead to the solution of the problems. Further it was recommended that a study and analysis be made of the problem areas listed in the ADC Employment Documents for manned interceptors which should lead to the systems solutions to the problems.

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79. Ltr to Hq ADC, Subj: Flight Testing in SAGE, dtd 25 Nov 57
80. Ltr, Subj: Processing Small Changes, dtd 12 Dec 57
81. Ltr, Subj: Airways Modernization Board, 18 Dec 57
82. TWX, to General Lynn, 24 Dec 57
83. Memo, SAGE/Manned Interceptor Problems, fm Lee 6 Jan 58

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A letter was sent by General Grant to the Commander pointing out several problems brought to his attention.[84] A big item of concern was the lack of understanding by the Air Defense Command staff of SAGE capability for specific time periods. His next concern was that we were not disseminating information covering SAGE operational capabilities to the extent required for effective staff planning. It was General Grant's belief that the above problems could be solved by publication of documents and briefing summations. The General was also concerned with several other SAGE topics, but stated they will be covered by other correspondence.

The Commander was invited by W. S. Attridge, Lincoln Laboratory to attend a demonstration of the Combat Center Program to be held 29 January in the Syracuse SAGE Building.[85]

Word was received from Colonel Charles G. Teschner, Director of Requirements, Hq ADC,[86] that an increased number of requirements for usage of the standby computer exists. Colonel Teschner desired that the 4620th ADW undertake a thorough study of this problem with direct contact of all other agencies involved and that the findings be presented to Hq ADC for discussion and further action.

Upon his return from a meeting in General Grant's office, 16 Jan 58,[87] Colonel Lee suggested that to solve one of the problems discussed it would be necessary for Colonel Milner and his staff to come to ESS and become familiar with SAGE operations as they effect AC&W tactics and techniques.

In reply to General Grant's letter covering publications of documents

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84. Ltr Grant to Lee, 9 Jan 58
85. Ltr Attridge to Lee, 13 Jan 58
86. Ltr Computer Reliability, 14 Jan 58
87. Ltr Lee to Grant, 23 Jan 58

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concerning SAGE operation capabilities, the Commander notified the General[88] that the subject documents would be mailed to him by 1 March. He suggested that ADC Headquarters undertake the responsibility for reproduction and distribution of these documents due to the limited facilities at Lincoln Laboratory.

The manpower requirements and phasing of the 4620th ADW was forwarded to General Grant[89] for his consideration and comment. Along with these requirements were some of the points to be considered prior to the final decision on the move of the 4620th ADW to Santa Monica, California.

A letter concerning computer program adaptation was received from General Grant.[90] It was his opinion that this effort had not been satisfactory due to the method of collection of data by the SDC. It was his decision that Hq ADC should collect the external data, and forward it to the 4620th ADW for review prior to submission to SDC for program adaptation.

A teletype from Colonel Lee was sent to General Grant[91] pertaining to interim SAGE MODE II capabilities. It further stated that the Joint Study in relation to the initial MODE I operational effectiveness and equipment reliabilities would be completed in approximately one month.

A teletype was sent to Hq ADC,[92] reference computer operation at sites after operation date, stating discussions had been held between IBM and Colonel Lee, on the problem of changing tapes and loading programs for the Air Force. It was determined that IBM personnel on site would perform this function and that the work would consist of 2 man hours per day for one man.

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88. Ltr Lee to Grant, 23 Jan 58
89. Ltr Lee to Grant, 24 Jan 58
90. Ltr Grant to Lee, 31 Jan 58
91. TWX Lee to Grant 10 Feb 58
92. TWX Lee to ADC 18 Feb 58

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IBM agreed to this and will take care of this problem under their present contract.

The Commander, 4620th ADW, sent a letter to General Grant[93] covering the present and future responsibilities of the Wing along with a proposed mission to be implemented into an ADC Regulation covering the mission of the 4620th ADW.

Mr. M. O. Kappler, SDC, was informed of the status of the handbook effort[94] and his recommendations for assigning a permanent group of SDC personnel to the task were solicited. It was estimated that six SDC staff people would be required to maintain the handbook revision rate, and that these people should all be technical writers. It is intended that the SDC people will work hand-in-hand with a group of Air Force personnel as members of a handbook team. In addition, three non-staff people will be required; two typists and an artist. It was desired that these people be in place at Santa Monica by 1 July 1958 in order that they could become familiar with their task to assume writing responsibilities as soon as possible.

The Wing was querried by Colonel Charles G. Teschner,[95] Hq ADC, on the plans for SAGE phasing. He requested the Wing explain in more elaborate detail the specific problems in order that Hq ADC could initiate appropriate action.

In answer to the above, the Wing compiled a detailed listing of the problems of SAGE phasing along with comments covering the various trouble spots.[96]

Conferences were held by the Wing and other interested agencies to determine requirements for standby computer time during the initial phase of

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93. Ltr Lee to Grant, 24 Feb 58
94. Ltr Lee to Kappler, 24 Feb 58
95. Ltr Teschner to Lee, 3 Mar 58
96. Ltr, Plans for SAGE Phasing - to Hq ADC, 14 Mar 58

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SAGE operation. The results of these conferences was put in schedule form and forwarded to Hq ADC for their information and dissemination.[97]

A briefing was given by Colonel Marshal, Hq CADF,[98] on operation "Toss Up". His presentation was well received by the Wing and members of Lincoln Laboratory and a repeat performance was presented.

A recommendation was sent to Hq ADC for the movement of the Wing Headquarters to Santa Monica, California on or about 1 August 1958 with assignment of personnel as follows:[99]

Transfer to Headquarters ADC, Colorado Springs, Colorado

Conley, D. M., Lt.Col.	Smith, L. B., Maj.
Stockton, O. L., Maj.	Sudikatus, G. H., Capt.
Stankowski, J. F., Jr., Maj.	Marlborough, S. C., Jr., Capt.

Transfer to Headquarters EADF, Stewart AFB, Newburgh, New York

Elder, J. L., Jr., Lt. Col.	Talignani, A. M., Capt.
Parker, C. F., Maj.	

Transfer to Headquarters Kansas City Air Defense Sector
Richards-Gebaur Air Force Base, Grandview, Missouri

Longino, H. W., Jr., Col.	Peel, S. W., Maj.
Bacon, L. H., Lt. Col.	Holt, G. E., Maj.

Reassign to Headquarters 4620th Air Defense Wing (Experimental SAGE)
Santa Monica, California

Kauffman, G. R., Lt. Col.	Lakey, J. R., Maj.

Transfer to Headquarters ADSID, Lexington, Massachusetts

Marks, D. V., Maj.	Engel, G. W., Maj.

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97. Ltr, Requirements for Standby Computer Time - to Hq ADC, 26 Mar 58
98. Ltr, Lee to M/Gen J. V. Crabb, Hq CADF, 4 Apr 58
99. Ltr to Hq ADC, 28 Apr 58

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Remain at Lincoln Laboratory to Work for ADSID
and with Lincoln Laboratory Personnel
to Complete the Specifications for the 1959-1960 Computer Program

ADSID utilizing these officers will provide Lincoln Laboratory with the operational guidance required to complete this task. When these officers complete their duties as pertains to the 1959-1960 program they should, as mutually agreed to between Commander ADC and ADSID, rejoin the Wing for duty in Santa Monica, California. Their experience will be required by the 4620th Wing to insure proper guidance to SDC in fulfilling their contractual commitments to the Air Defense Commands.

Vantrease, H. C., Maj.
Atkinson, A. W., Capt.
Chesler, S. M., Maj.
Hill, R. S., Jr., Capt.

Reassign to Headquarters 4620th Air Defense Wing (Experimental SAGE)
Santa Monica, California
Upon Completion of the SAGE Positional Handbook Effort

Mattison, R. M., Lt. Col.
Horowitz, H., Maj.
Davis, J. T., Maj.

Transfer to Headquarters Kansas City Air Defense Sector
Richards-Gebaur Air Force Base, Grandview, Missouri
Upon Completion of Course No. 6

Kirkpatrick, R. F., Capt.
Chorak, J. N., Capt.
Charbonneau, A. P., Capt.
Yoder, T. J., 1st Lt.
Brotbeck, W. F., 1st Lt.

Recommended Assignments of 4620th Airmen Personnel

Bassett, R. L., M/Sgt.	4620th ADW, Santa Monica, Calif.
Proudfoot, D. A., M/Sgt.	Kansas City Air Def. Sector Hqs Richards-Gebaur AFB, Mo.
Sabol, G. T., M/Sgt.	Hq NYADS
Johnson, R. M., S/Sgt.	EADF
Soderholm, H. A., Jr., S/Sgt.	EADF
Meyers, J. C., A/1C	Applied for Separation under Provisions of AFR 39-14
Phillips, C. A., A/2C	Hqs WADS, at Ft. Lee

A study of the relationship of SDC to ADSID and ADC was compiled for eventual clarification of problems that will arise and possible solutions to

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these problems.[100]

D. D. Thomas, Director, Office of Air Traffic Control, Civil Aeronautics Administration, informed the Wing of the pending installation of digital computers in all of its air route traffic control centers[101] by the end of fiscal year 1963. It was Mr. Thomas' suggestion that a meeting be held with the Planning Division and Lincoln Laboratory to iron out some of the problems that have arisen and that will arise in the relay of information by CAA computers to the SAGE system.

The Wing agreed with the necessity of the meeting suggested by Mr. Thomas and notified him[102] that subject meeting had been set for 1000 hours 20 May 1958.

A letter was received from General Grant[103] commending the Wing for its effort in the writing of the Model One Story, as well as the outstanding accomplishment of other high priority projects including phasing-in of a cadre at Santa Monica.

During the period 1 May 1958 through 30 June 1958 the Wing was in the process of moving to Santa Monica, California. It was necessary at this time to inventory all classified material and to transmit same to the new headquarters. This inventory involved a tremendous effort on the part of the remaining staff due to the additional work load of processing out personnel destined for assignment to other units.

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100. Study of the Relationship of SDC to ADSID and ADC, to Hq ADC, 28 Apr 58
101. Ltr fm D. D. Thomas to Lee, 2 May 58
102. Ltr fm Longino to D. D. Thomas, 12 May 58
103. Ltr fm Grant to Lee, 29 May 58

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APPENDIX I

GLOSSARY

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APPENDIX I

GLOSSARY

ADW	Air Defense Wing
SAGE	Semi-Automatic Ground Environment
ADC	Air Defense Command
ADES	Air Defense Engineering Services
EADF	Eastern Air Defense Force
ADDC	Air Defense Direction Center
ARDC	Air Research & Development Command
USARADCOM	U. S. Army Air Defense Command
ESS	Experimental SAGE Sector
STP	System Training Program
AA	Anti Aircraft
ATC	Air Training Command
ADIZ	Air Defense Identification Zone
ECM	Electronic Counter Measurement
IBM	International Business Machine
CONAD	Continental Air Defense Command
NORAD	North American Air Defense Command
SAC	Strategic Air Command
AMC	Air Materiel Command

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APPENDIX II

DOCUMENTS

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APPENDIX II

DOCUMENTS

1. Ltr, Proposed Staff Memorandum - Experimental Wing (SAGE), 28 Apr 55
2. Ltr & 1st Ind., Integration of Anti-aircraft Weapons with the SAGE System, 15 Jun 55
3. Memo, Large Board Display System, 6 Jun 55
4. Memo, ADC Answers to Questions Posed by Lincoln Concerning Integration of AA Weapons with SAGE, 16 Jun 55
5. Ltr, Assignment of SAGE Training Responsibility, 5 Jul 55
6. Ltr, Floating Radar Platforms, 12 Aug 55
7. Memo, Boundary Coordinates for First Sector and First Five Subsectors, 11 Aug 55
8. Ltr & 1st Ind., Air Defense Command-Lincoln Laboratory Conferences, 16 Sep 55
9. Ltr, Preparation of Master Plan for EADF Participation in SAGE, 22 Sep 55
10. SAGE Master Program Production Job, 14 Sep 55
11. Ltr, Boundaries for First SAGE Sector, 21 Sep 55
12. Ltr, Draft Letter - Antiaircraft Participation in SAGE Tests, 6 Oct 55
13. Ltr, ATC Proposed SAGE Training Plan, 13 Oct 55
14. Ltr, Requirement for Data Link-Equipped F-86D Aircraft in Experimental SAGE Subsector, 14 Nov 55
15. Ltr, Proposed Communication Plan, AN/FSG-1, 15 Dec 55
16. Memo, Resume of SAGE Responsibilities, 1 Dec 55
17. Ltr, Floor Space Arrangements for C & E Duty Officer in Direction Centers, 12 Dec 55
18. Ltr, SAGE Test Equipment Requirements, 22 Dec 55
19. Ltr, SAGE Training and Equipment Shakedown, 23 Jan 56
20. Ltr & 1st Ind w/Incls, Proposed SAGE Command Staff Training Plan, 10 Jan 56

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21. Ltr, Fighter Interceptor Requirements for Experimental SAGE Subsector Testing, 3 Feb 56

22. Ltr, Review of Requirements Contained in Western Electric ECP W.E. - 133, dated 4 January 1956, 13 Feb 56

23. Ltr, Fighter Interceptor Requirements for Experimental SAGE Subsector Testing, 3 Feb 56

24. Ltr, Items to be Forwardtold from SAGE Combat Center to Air Defense Forces, 22 Mar 56

25. Ltr, Minutes of IFF Meeting, 2 Mar 56

26. Minutes, RAND Corporation Facilities Meeting, 3 Apr 56

27. IBM Kingston Military Products Division, 9 Apr 56

28. Ltr, SAGE System Indoctrination Articles for the CONAD WIR, 21 Mar 56

29. Ltr, Funding for Temporary Construction, Hanscom Field, 13 Jun 56

30. Memo, Test Requirements for IM-99A, 29 Jun 56

31. Memo, Thoughts on Feedback Control Mechanisms, 8 Jun 56

32. Memo, Error in 19-inch CRT Matrix for AN/FSQ-7's and AN/FSQ-8's, 31 Jul 56

33. Ltr, Designation of SAGE Sectors, 3 Aug 56

34. Ltr, Request for Human Engineering Study, 30 Oct 56

35. DF, Weapons Study, 18 Dec 56

36. Memo of Understanding

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XPD/kr 27 April 1955

SUBJECT: Proposed Staff Memorandum - Experimental Wing (SAC)

TO: Commander
Air Defense Command
Attn: ADJFO Col O. P. Halley, Jr.
Ent AF Base
Colorado Springs, Colorado

1. Reference ADC Staff S.M. "Organization-General - ADC Experimental Wing (SAC)" dated 22 March 1955, the attached XP/ADWS comments are forwarded in accordance with your letter dated 25 March 1955.

2. Comments from Lt Col Lichty, SAC for the JPO will be forwarded in a few days.

[redacted]
Major, USAF
ADC Representative
ADWS Project Office

3 Incls
1. Ltr 25 Mar 55 ADC to Maj Gordon
2. Ltr Col Osgood to XP 6 Apr 55
3. Ltr XP to Col Booth 22 Apr 55

Cy furnished:
Lt Col R. T. Stevenson
ADC Experimental Test Wing
Lincoln Laboratory
Lexington, Mass.

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WESTERN ELECTRIC CO., INC.
DEFENSE PROJECTS DIVISION
220 CHURCH ST
NEW YORK 13, N. Y.
WOrth 4-5400

File: AF 3-1

April 22, 1955

Col. R. M. Scott
ADES Project Office
[illegible] Street
New York 13, N. Y.

Dear Colonel Scott:

Subject: Proposed Staff Memorandum
Experimental Wing (SAGE)

We have reviewed the memorandum attached to Col R. M. Osgood's letter of April [illegible] and wish to offer the following comments.

Paragraph 2b.

We suggest that the term ADES be used instead of Western Electric Company, so as to include both Western Electric Company and Bell Telephone Laboratories. You may also wish to include ADC in this paragraph since this organization has a mission in training at the experimental subsector.

Paragraph 2e.

The preparation and use of OPT procedures at operational subsectors is a matter still to be determined and is dependent on definitizing ADC's training criteria for the SAGE System. Therefore, this paragraph should be clarified.

Paragraph 5a (ADC)

We believe this task will be one of assisting ADC in establishing operational requirements for simultaneous operation of the manual and SAGE Systems, rather than actually developing and testing procedures.

Paragraph 5c (4)

We believe that this assignment would be strengthened if it read 'Assisting in detecting any equipment design incompatability with an operationally functioning system with the objective of expediting any required equipment modification.'.

Paragraph 5e (3)

It could be interpreted that this paragraph contemplates actual flight testing at the ADC track capacity. We doubt that this is the intention.

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Colonel O. K. Yeatt 2. April 22, 1955

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the use of the word "endrez" may be incorrect. Present ANEB studies indicate need for training full complements of operational personnel for the early subsectors.

In general, we feel that the establishment of this Experimental Wing will facilitate the tasks which must be accomplished in the Experimental Subsector. We suggest very strongly, however, that the Air Force plan and control the testing and evaluation work in the Experimental Subsector so that the equivalent of an operational suitability test is accomplished as early as possible. Only by putting XN-1 through its paces under full load, adverse conditions, etc., can the weak points be identified and corrected prior to full scale implementation of the operational subsectors.

Yours truly,

(Original Signed by H. H. Moore
Project Manager, ANEB

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MSPT RMG/lr 6 April 1955

SUBJECT: Proposed Staff Memorandum - Experimental Wing (SAGE)

TO: Western Electric Company
ADES Project Office
Attn: Mr. J. K. Moore
220 Church Street
New York 13, New York

Attached is an additional copy of ADC's proposed Staff Memorandum for the Experimental Wing (SAGE) that was given to you by Major Gordon on 29 March. Any comments and recommendations you may have in connection with this memorandum will be appreciated. They should be directed to Major K. V. Gordon, ADC Representative, no later than 13 April 1955.

RICHARD H. OSBORN
Colonel, USAF
Chief

Incl
Staff Memo

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Headquarters
AIR DEFENSE COMMAND
Ent Air Force Base
Colorado Springs, Colorado
ARDS PROJECT GROUP

22 Mar 1955

Major E. W. Gordon
ADC Representative
ARDS Project Office USAF
220 Church Street
New York 13, New York

Dear Ken:

As per your telephone conversation with Shaw on the 25th, here are the copies of the proposed Staff Memorandum for the Experimental Wing (ARDS). I would appreciate your distributing them among the JPO personnel and Western Electric for comments, and your collection of these comments for return to me.

Copies have also been sent to Ralph LaMontagne and Jay Forrester for their comments.

I doubt if you will have time to assemble these comments in time to bring them with you next week, so just jot them down and send them to me sometime before the 15th of April.

Sincerely,

/s/ OSCAR T. HALLEY, JR
Colonel, USAF
Director

1 Incl
Proposed ADC
Staff Memo
(5 cys)

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L3p 178

B/L 4630th ADEF Wing (Exp.-SAGE), Subj: Integration of Anti-aircraft Weapons with the SAGE System

ADOOT (15 Jun 55) 1st Ind

HQ AIR DEFENSE COMMAND, Ent AFB, Colorado Springs, Colorado

TO: Commander, 4630th Air Defense Wing (Experimental-SAGE) Lincoln Laboratory, P. O. Box 73, Lexington 73, Mass.

1. This headquarters concurs with the answers to the questions you have provided as indicated in paragraph 1, basic letter, with the exception of answer #4. It is requested that your answer 4 be amended to read: "Double assignment of interceptors and AA weapons will be permitted under emergency air defense conditions while every effort will be made to insure the safety of interceptor pilots when less critical conditions prevail." It is recognized that this amended answer is in essential agreement with the intent of your answer.

2. Reference question 6-a. and b. posed in your paragraph 2.

a. It is the desire of this headquarters that the SAGE Direction Center be provided facilities for designating targets directly to antiaircraft fire units. This in turn requires a direct flow of status information from each fire unit to the SAGE Direction Center, reference your answer #2. Under this mode of operation it would be desirable for the connecting communications to be so arranged and dispersed that a concentration point would not occur at the AAOC. This would recognize the fact that in general AAOC's are located more closely to critical targets and hence their probability of destruction in advance of the SAGE Direction Center is higher.

b. In the event it is not feasible to meet the desired method of operation in a. above, or that this cannot be achieved on the present implementation schedule, then a two-way flow of information to the AAOC may have to be adopted. If this method of operation is the only one that can be supported on the time scale then the answer to your question 6-b. would be no.

BY ORDER OF THE COMMANDER:

DOCUMENT NO. 2

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15 June 19[illegible]

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a. The answer to this question is contained in ADC Regulation [illegible]. It appears that this question is in reality just an expression of the Inner Artillery Zone philosophy.

2. This headquarters is unable to furnish an answer to the following question, and requests your consideration and answer in order that Lincoln Laboratory can proceed with its plan and subsequent computer program for the Operational SAGE System.

a. Should facilities for designating targets direct from the ADCC to AA batteries be included in the SAGE System?

b. If the answer to "a" is no, should the ADCC be able to perform the designation function if the AAOC is out of action?

3. Your thoughts on the answers given by this headquarters as stated in paragraph 1 are requested.

J. D. Lee
Colonel, USAF
[redacted]

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MASSACHUSETTS INSTITUTE OF TECHNOLOGY
LINCOLN LABORATORY

OPERATING PROJECT LINCOLN

TO: [redacted] Col. E. F. Stevenson

FROM: J. J. Carson

6 June 1955

SUBJECT: LARGE BOARD DISPLAY SYSTEM

Lincoln Laboratory Memorandum GA-[redacted]-2 dated 21 April 1955 contains proposed specifications for the large board display. Photographic and projection equipment to be used in conjunction with the large board display in the SAGE System Direction Center Command Post, as well as the operating procedure required for the projection of a new air situation display on the screen every minute, are described.

This system will provide a display similar to that shown to you and various other Air Force personnel in the Command Post of XD-1 during April. It is our understanding that such a display is operationally satisfactory.

Your comments and approval on the operational feasibility of this system in meeting the requirements set forth in the Operational Plan Semi-Automatic Ground Environment for Air Defense, Section 13 of Annex 2 are requested.

J. J. Carson
Production Coordination Office

JJC:amw
cc: Col. E. F. Carey, Jr.
B. E. Herring

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[redacted]

MASSACHUSETTS INSTITUTE OF TECHNOLOGY
LINCOLN LABORATORY

OPERATING PROJECT LINCOLN

TO: J. J. [redacted]

FROM: [redacted]

SUBJECT: [redacted]

[redacted]

[redacted]

[

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[redacted]

[redacted] Air Defense Wing (Experimental) (ADC)
Lincoln Laboratory
P. O. Box 73
Lexington 73, Massachusetts

26 June 1953

SUBJECT: ADC answers to questions posed by Lincoln concerning integration of AA weapons with SAGE

TO: Group 61, Lincoln Laboratory
ATTN: Bob Cahill

1. Answers desired by Lincoln to several questions submitted by Wing personnel are listed below. These questions arose as a result of several meetings between ADC and Lincoln concerning integration of AA weapons with SAGE.

Q^1 -- Who shall specify whether AA may use special warheads?

A^1 -- The decision to use nuclear warheads against individual targets should normally be made by the AA Commander, subject to the Standing Operating Procedures developed by the Continental Air Defense Command or the Air Defense Command.

Q^2 -- What information will the ADOC require regarding the progress of AA against hostile tracks in AA coverage?

A^2 -- The ADOC must know the engagement status of each hostile assigned to AA (i.e., kill, missed, lost).

Q^3 -- What information does the ADOC require regarding the operational status of AA firing sites and AA weapons?

A^3 -- The ADOC must be furnished at all times with the operational status of all firing sites and weapons.

Q^4 -- Should double assignment of several interceptors and AA weapons be permitted? If so, under what conditions?

A^4 -- Double assignment of interceptors and AA weapons will be permitted but will be directed by the air situation.

Q^5 -- Will there be a "deadline" associated with critical areas beyond which all unknown aircraft approaching such areas will automatically be identified as hostile?

A^5 -- The answer to this question is contained in ADC Regulation 55-2. It appears that this question is in reality just an expansion of the Inner Artillery Zone philosophy.

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3. The 4604th Wing will forward the question pertaining to assignment of targets direct to Detachment from the ADDC to Air Defense Command for answer. Upon receipt of this answer it will be forwarded to your office.

FOR THE COMMANDER:

R. J. Stevenson
Lt. Col., USAF
D/Ops

cc: Army Liaison Office

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[redacted]

[redacted] Air Defense Wing (Experimental SAGE)
Lincoln Laboratory
P. O. Box 73
Lexington 73, Massachusetts

15 June 1955

SUBJECT: Integration of Antiaircraft Weapons with the SAGE System

TO: Commander
Air Defense Command
ENT Air Force Base
Colorado Springs, Colorado
ATTN: Deputy Chief of Staff for Operations

1. In order for Lincoln Laboratory to proceed with plans for the integration of AA weapons with the SAGE System, several questions concerning operational doctrine were presented to this Headquarters for consideration. The questions and answers provided are listed below:

Q^1 -- Who will specify whether AA may use against variants?

A^1 -- The decision to use nuclear warheads against individual targets should normally be made by the AA Commander, subject to the directive governing Procedures developed by the Continental Air Defense Command or the Air Defense Command.

Q^2 -- What information does the ADOC require regarding the progress of AA against hostile tracks in AA coverage?

A^2 -- The ADOC must keep the engagement status of each hostile (i.e., killed, missed, lost).

Q^3 -- What information does the ADOC require regarding the operational status of AA firing units and AA weapons?

A^3 -- The ADOC must be furnished at all times with the operational status of all firing units and weapons.

Q^4 -- Should double assignment of manned interceptors and AA weapons be permitted? If so, under what conditions?

A^4 -- Double assignment of interceptors and AA weapons will be permitted and will be directed by the air situation.

Q^5 -- Will there be a "deadline" associated with antiaircraft range beyond which all weapons currently operating with SAGE will automatically be designated as hostile?

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[redacted]

a. — The answer to this question is contained in AR Regulation 35-1. It appears that that question is in reality put in expression of the Army military time philosophy.

b. This investigation is unable to furnish an answer to the following question, but suggests your communication be passed to some local laboratory or agency with the data and adequate computer program for the questionable time factor.

c(1) — Should fluctuations for interpreting tenuous changes from the norm be as indicated or reversed on the other system?

c(2) — If the answer to "(a)" is the second, how many hours or portion thereof constitute the middle of the night or end of workday?

3. Your opinion as the answers given by this investigation as listed in paragraph 2 are requested.

[redacted]

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[redacted]

5 July 1955

SUBJECT: Assignment of SAGE Training Responsibility

To: [redacted]

1. The recent activation of this Command in SAGE has culminated in the Headquarters USAF determination that the Air Training Command is responsible for all formal and special training in support of this program. Action by your Liaison Officer at the USAF SAGE Joint Project Office and your participation in the recent SAGE training conference have provided much of the basis for effecting this determination. The record of the 7 June 1955 conference, forwarded your Headquarters by Headquarters USAF letter dated 27 June 1955, identifies major actions to be taken by this and other commands.

2. The responsibility for providing all formal and special training in direct support of the SAGE system is assigned to your Command. In fulfilling this responsibility, you are authorized direct communication with all agencies and major commands concerned. However, any requirement for formal election by Air Force commanders should be processed through normal channels.

3. Request you take action to prepare a complete training plan to include detailed planning charts and target dates. Facility, equipment, final and supporter course requirements should be forwarded to this Headquarters as soon as practicable. Your requirements and plan for planning, manning and training facilities at the Northeastern SAGE Subsector Direction Center (SDC) must be submitted not later than 15 August 1955.

4. While we recognize that the delay in assignment of this training mission has seriously reduced your lead time, the overall importance of the SAGE system to the air defense capability of this nation demands that timetable requirements be met. It is essential, therefore, that you assign a high priority to this program, and that all problems requiring the assistance of this Headquarters be referred without delay.

BY ORDER OF THE COMMANDER:

s/V F. H. [redacted]
Brigadier General, USAF
Chief of Staff

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[redacted]

18 August 1958

SUBJECT: Floating Radar Platforms

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

1. Reference letter to Major General Frederic H. Smith dated 7 June 1958 from Colonel E. F. Carey, Jr., ADC Liaison Officer with Lincoln Laboratory, subject: "Feasibility of Armstrong-Type Floating Radar Platform." This letter reports on the present status of the project and includes comments and recommendations from the ADSEA thing concerned in by Lincoln Laboratory.

2. Attached is the feasibility report prepared by the Continental Copper and Steel Industries, Inc. of New York referred to in Colonel Carey's letter. In summary, this report indicates that Continental Copper and Steel believes the project to be technically feasible. It will be noted on pages 41 through 48 of the report that the cost estimate for these structures has increased from roughly $10 million per unit to approximately $20 million per unit in deep water or $20.5 million in shallower water (1000 feet).

3. Representatives of the David Taylor Model Basin tentatively believe that the construction and anchoring of such structures are feasible subject to the construction and test of a 1/8- or 1/4-scale model. Dr. O. M. B. Tooliy of Woods Hole Oceanographic Institute feels that the anchoring scheme should be successful, but also desires test data to support his recommendations. Admiral Chatham of the J.C.S. staff, who is a national authority on construction of ocean-going structures, believes that the fabrication of a successful platform of this type would be extremely difficult, but also reserves his final opinion until more data is gathered from model tests. Reference p.94 of the attached report. Reliable deep-sea towing and salvage organizations contacted for opinions on the towing problem indicate that they would

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[redacted]

[redacted], Subj: Floating Under Platforms (Cont.), 19 August 1958.

require one year to guarantee the successful anchoring of such a platform. This long requirement exists for the reasons: 1.) necessity to operate in relatively calm water, and 2) the requirement for use of a large conventional, surface-type craft for the construction and mooring of each of the proposed structures singly.

4. Operationally, I do not agree that this structure is necessarily a satisfactory replacement for aircraft-early-warning aircraft due to the short communication capability of these structures and the low-altitude gaps that would exist in any surveillance that would be provided by these platforms. Apparently these structures should be considered only as replacements for these towers and as a solution to the problem of providing fixed surface-based radar stations in deep water. As to the poor low-altitude surveillance capability of picket vessels and the impossibility of mooring these towers in deep water, the floating platform provides a solution, if successful, to the problem of manned air defense outposts in deep water, and possibly to the problem of furnishing guard ship-carrying lines for use against high-flying aircraft or intercontinental ballistic missiles.

5. Continental Copper and Steel indicates that it would be willing to build a 1/2- or 1/4-scale model for approximately $50,000. Testing of this device should be relatively inexpensive.

6. In view of the above, it is recommended that the necessary funds be made available from ARPA to Lincoln Laboratory for the construction and test of such a model.

[redacted]

Encl. 1

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[redacted]

HEADQUARTERS
4620TH AIR DEFENSE WING (EXPERIMENTAL SAGE)

MASSACHUSETTS INSTITUTE OF TECHNOLOGY
LINCOLN LABORATORY

BOX 73, LEXINGTON 73, MASSACHUSETTS — TELEPHONE: VOLUNTEER 5-3570

TO: C. Bonham, A. Arsem, A. Hawley — 11 August 1955

FROM: Major G. H. Chester

SUBJECT: Boundary Coordinates for First Sector and First Five Subsectors

1. The following boundary coordinates for the first sector and first five subsectors have been received from Air Defense Command:

[redacted] Air Division Border. Boundary beginning in the Atlantic Ocean through a point 73 degrees 47 minutes west and 39 degrees 39 minutes north, thence northeast to 73 degrees 00 minutes west and 39 degrees 49 minutes north, thence northeast to 72 degrees 47 minutes west and 39 degrees 59 minutes north, thence due north to the United States-Canadian border at 72 degrees 47 minutes west and 40 degrees 30 minutes north, thence east along United States-Canadian border to the Atlantic Ocean, thence due south on 67 degrees 00 minutes west to 43 degrees 39 minutes north.

First Lee Subsector. The southern and western boundary of the subsector is identical to the sector boundary. At 72 degrees 47 minutes west and 39 degrees 43 minutes north proceed east to 73 degrees 53 minutes west and 39 degrees and 35 minutes north, thence southeast to 73 degrees 00 minutes west and 39 degrees 00 minutes north, thence southeast through a point 72 degrees 30 minutes west and 38 degrees 30 minutes north.

Hartford Subsector. The western and southern boundaries are identical to the northern boundary of First Lee Subsector. Begin at 73 degrees 53 minutes west and 39 degrees 35 minutes north, thence northeast to 73 degrees 00 minutes west and 41 degrees 25 minutes north, thence east to 70 degrees 45 minutes west and 43 degrees and 35 minutes north, thence southeast through 68 degrees 00 minutes west and 41 degrees 00 minutes north.

Bangor Subsector. The southern boundary is identical to the northern boundary of [redacted]. Begin at 73 degrees 00 minutes west and 41 degrees 25 minutes north, thence north to 74 degrees 35 minutes west and 43 degrees and 30 minutes north thence due east to 67 degrees 00 minutes west and 43 degrees 30 minutes north.

[redacted]

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[redacted]

[redacted]. The western boundary is identical to the northern boundary of Bolivar Peninsula and the northern boundary is identical to the eastern boundary. The west boundary begins at 74 degrees 33 minutes west and 43 degrees 30 minutes north, thence due north to the United States-Canadian border.

[redacted]. The other boundaries have outlined this subregion.

2. These coordinates have been plotted on a map in the possession of Major [redacted]. It is available in Room 6-145.

3. Request your comments prior to official publication of these boundaries.

[redacted]
Major, [redacted]

[redacted]

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SUBJECT: Air Defense Command - Lincoln Laboratory Conferences

[redacted]

TO: Commanding General
Army Antiaircraft Command
Ent Air Force Base
Colorado Springs, Colorado

16 September 1959

1. Personnel of Lincoln Laboratory and the 9[illegible]th Air Defense Wing conferred on 29-31 August 1959 with the Air Defense Command SAGE Project Office. One of the chief topics of discussion was the integration of antiaircraft with SAGE.

2. These conferences were held in preparation for a presentation to the ADC Command Council by the ADC SAGE Project Office and Plans and Requirements Section.

3. The Commanding Officer, 9[illegible]th Air Defense Wing, stated these meetings and conferences are held within the ADOC Air Defense Command to consolidate the thinking on the subject and to arrive at a policy. If such action is considered desirable, the matter may later be taken up with the ADOC Command Council.

[redacted]
Colonel USAF

ADOAA-3 PAR 337 (16 Sep 59) 1st Ind

HEADQUARTERS ARMY ANTIAIRCRAFT COMMAND, Ent Air Force Base, Colorado Springs, Colorado

TO: Colonel Richard A. Moorman, ARADCOM Liaison Officer, Lincoln Laboratory, Lexington, Massachusetts

The contents of basic correspondence have been noted, and General Nickelson made the comment that eventually this subject should be taken up with the ADOC Command Council.

BY COMMAND OF LIEUTENANT GENERAL NICKELSON:

[redacted]
T. [illegible]

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[redacted]

HEADQUARTERS
4620TH AIR DEFENSE WING (EXPERIMENTAL SAGE)
LINCOLN LABORATORY, MASSACHUSETTS INSTITUTE OF TECHNOLOGY
BOSTON (WALTHAM), MASSACHUSETTS

TELEPHONE: VOLUNTEER 5-3370

1 September 1959

SUBJECT: Trip Report

Commander, Eastern
Army Antiaircraft Command
Ent Air Force Base
Colorado Springs, Colorado

1. The undersigned departed from Colorado Springs on 17 July 1959, [illegible] Lexington, Mass. He reported [illegible] September 1959. Records of performed temporary duty at the following stations:

a. Fort Monroe, Virginia - 19-20 July 1959 Incl.
b. Fort George G. Meade, Maryland - 3-4 August 1959 Incl
c. Fort Hancock, New Jersey - 5-10 August 1959 Incl

AA

Trip schedule was being during the periods 17-20 July Incl, 3-7 August Incl, and 10-14 August Incl.

2. Five Nixon conferences were held with several groups:

a. Organizations and Discussion

(1) Personnel present were Lts. W. H. Ny, D. A. Pate, D. L. [illegible], Jr., Sgt. and Major L. G. Gilbert and L. L. Jones.

(2) The general purpose of discussion was the AN/FSG-1 and the [illegible] to SAGE. Major Gilbert stated he had been informed by personnel [illegible] Hearing Aerial Control that there were to be four phases in the [illegible] at (1) Lincoln Laboratory (2) Combat Air Force Base, New York, [illegible], New York and (3) Overall system check primarily at Syracuse. This [illegible] was given to Lt. Col. Parker. Further, this information has been [illegible] created since we talked to Lincoln. Also stated, they are planning [illegible] the testing was preparing for AN/FSG-1. They feel that the successor of the [illegible] group should be selected who was stationed at Lincoln Laboratory; the [illegible] and is also for the 425. There has been no decision concerning AN/FSG-1 [illegible] yet. The successor for the AN/FSG-1 is Major L. Martin, not American

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[redacted]

HEADQUARTERS
4620TH AIR DEFENSE WING (EXPERIMENTAL SAGE)

MASSACHUSETTS INSTITUTE OF TECHNOLOGY
LINCOLN LABORATORY

[redacted]

Missile Project Office,

Subject: Project 416L Test

[redacted]

25 September 1956

1. [redacted] test conducted as to the feasibility of the various test [redacted] Test 2L-3.

2. [redacted] purpose to [redacted] following reasons:

a. [redacted] and the vital aspects [redacted] successfully [redacted] corresponds.

b. [redacted] aircraft was not as [redacted] possible.

c. The performance characteristics will not meet the test require [redacted]

3. In view of the above it is recommended that [redacted]

a. The F-94C aircraft presently being used as test vehicles [redacted] installations [redacted] and all test except the [redacted] be made for fire control systems can be accomplished.

b. The missiles for the fire control test portion be obtained [redacted] which the geographical location of the Experimental [redacted]

c. This wing will endeavor to make available AI data link telemetry [redacted] that are required.

[redacted]
Colonel, USAF
Commander

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[redacted]

Jay W. Forrester 1st September 1955

Gordon W. Longden

Report for Month ending 31st August

Further to our discussion [illegible] I return to my Project [illegible] additional funds for the month of September.

We are having a lot of fun with [illegible] Project and the system [illegible] Center [illegible] with a full complement [illegible] Corporation.

[illegible] space to our [illegible] to our needs, and within [illegible] with [illegible] efficiency and purpose of the [illegible] Corporation personnel.

[illegible] also [illegible] consideration be given this [illegible] [illegible] to use [illegible] to us that [illegible] positioned off [illegible] Project [illegible] is building [illegible] relieve this worry. In addition to [illegible], will [illegible] to our crowded condition.

G. W. Longden
Deputy Commander

cc: [illegible]
[illegible]

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[redacted]

18 September 1955

[redacted]

I have your letter [redacted] and have studied your [redacted]. I feel [redacted] before the action [redacted] would like to [redacted] your advice.

[redacted] specific and stratification have been coordinated [redacted] approach is agreed [redacted] to putting them in final form, I feel [redacted] should be circulated to various agencies for [redacted] their concurrence.

Otherwise, I think the memorandum is fine.

Sincerely,

Joseph D. Lee
Colonel, USAF
Counselor

[redacted]

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BELL TELEPHONE LABORATORIES

[redacted]

[redacted]

[redacted]

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[redacted] - Preparation of Standing Operating Procedures -

September 1, 1957

[redacted]

At the request of Mr. L. A. Duff, I discussed with [redacted] Commander, SAGE Task Wing [redacted] the preparation of Standing Procedures [redacted] for SAGE by MTL - AUSC, and Col. Lee had agreed [redacted] in a telephone conversation on August 26th that he would prepare the SOP's and [redacted] arbitration would help where necessary.

The following was agreed upon between Col. Lee and My-

1. Col. Lee will send us copies of the Operational Specifications for the master computer program being prepared by Lincoln Laboratory as soon as each one is in final form, ready for circulation to various agencies for concurrence.

2. We will prepare each SOP in draft form and forward several copies to Col. Lee.

3. He will then arrange a conference to discuss the drafts. The conference will include members of our [redacted] staff and representatives from [redacted] who have prepared the particular operational [redacted] on which the SOP is based.

4. After the conference we will incorporate the necessary changes and the SOP will be ready for submission to AUC and other interested agencies.

Mr. Charles Bracket (Lincoln Laboratory) heads up the group presently preparing the Operational and also the [redacted] specifications for the master program for the SAGE [redacted]. Under him Mr. P. Lege will be concerned with the [redacted] and Messrs. [redacted] Grandy and Jiro Ishihara will divide [redacted] between them. Mr. Ishihara will handle those under the category of air surveillance and Mr. Grandy, the re-

When the operational and the mathematical specifications have been spelled out completely, then Program Specifications and Coding Specifications will be prepared. The Master [redacted] can then be written.

[redacted]

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The Operational Specifications define in detail how each part of the system operates. They describe the responsibilities, logical features, principles of operation, situation displays, digital displays, alarm conditions and switch inputs of each station.

The Mathematical Specifications define the system parameters and variations in these parameters that are dependent on the specific location of each facility. For example, the equations used for interception, for automatic tracking, etc. will be included here.

The Program Specifications define the over-all logic and the order in which various operations and subprograms will occur and spell out what these operations are in detail.

The Coding Specification is the dictionary for converting from the technical English of the program specifications to the binary language of the computer.

O. J. GARMIRIAN

cc: E. Halligan
A. Dorff
A. Herckmans
W. J. Burger
K. O. Thorp
R. N. Pock - ARCO.
E. M. Gallagher - ARCO.
Col. D. Lee

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Copy No. 11 of 11 copies

Page 1 of 14 pages

Division 6 - Lincoln Laboratory
Massachusetts Institute of Technology
Lexington 73, Massachusetts

14 September 1955

SAGE MASTER PROGRAM PRODUCTION JOB

I. INTRODUCTION

The purpose of this discussion is:

1. To familiarize you with the SAGE Master Program production job;
2. To show when this job uses computer time on the Experimental Subsector;
3. To bring to your attention the major problem associated with this job (the lack of manpower).

II. SAGE MASTER PROGRAM PRODUCTION JOB

The SAGE Master Program production job includes:

1. The Direction Center Master Program for the BSS, McGuire and Stewart Direction Centers.
2. The Combat Center Master Program for the Syracuse Combat Center.
3. Programs which must be written to support the production and development of these programs.

The responsibility for these programs rests with

1. Lincoln and
2. the 4620th Air Defense Wing

RAND will assist by providing manpower during the period that they are building up their staff to take the responsibility for the continuing maintenance, revision, and adaptation of the master program for sites after Syracuse.

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The following is a detailed definition of each of the work items which appear on the schedule for the SAGE programs which were discussed above.

A. [redacted] (10 work items)

(1) Operational Specifications (March 1955 to September 1955) (104 man-months)

Operational specifications relate to the action of the computer as it affects the operating personnel. For each major air-defense function there is specified:

a. Responsibilities of the function and of the operators
b. What information the computer gives the operator and the displays and alarms available to him
c. The actions which the operator can take to control the computer program through pushbuttons and card inputs
d. The response of the program to an action of the operator
e. The automatic operation carried on by the computer
f. Telephone and radio communication facilities available to the operator
g. Capabilities and limits of each air-defense function
h. Limits on the number of data sources, weapons, boundaries, etc., to make it possible to produce a program which is adaptable to any Direction Center

The present status of this work is that 14 out of 18 specifications have been completed and agreement on the contents of these specifications has been reached between Lincoln and the 4620th Air Defense Wing.

(2) Mathematical Specifications (September and October 1955) (22 man-months)

The equations to be solved and the criteria and parameters to be used in satisfying the operational requirements set down in the ope specs are given in the mathematical specifications.

The operational specifications plus the mathematical specifications constitutes a detailed ADC operational plan which is a requirement on the program and the console equipment in the Direction Center.

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[redacted]

3. Operational Consultation (November 1955 through Feb. 1956)
(21 man-months)

In support of the production of the DC Master Program, the people who produced the operational specifications will consult with programmers on the interpretation of the operational and mathematical specifications.

4. Program Specifications (July to October 1955) (41 man-months)

Program specifications are generated which are consistent with the operational and mathematical specifications. They include:

a. Organization of the over-all program into subprograms
b. System timing and subprogram sequencing
c. Control of the in-out equipment
d. Organization of tables and data storage
e. Intercommunication between subprograms

5. Coding Specifications (October and November 1955)
(36 man-months)

Coding specifications, unlike operational and mathematical specifications, are defined from the viewpoint of the computer rather than that of the operators. The content of subprograms given by the program specification is defined, including:

a. Responsibility of the subprogram
b. Inputs and outputs of information for each subprogram
c. Mathematical and logical description of the subprogram
d. Manner of adapting subprogram for individual DC sites

6. Coding (November 1955 through February 1956) (54 man-months)

In coding, sequences of computer instructions are devised which implement the program and coding specifications. This information is then put on punched cards for use by the computer. The amount of work output is equivalent to the efforts of one man for 54 months, in the period November 1955 through February 1956.

7. Parameter Checkout (November 1955 through January 1956)
(28 man-months)
(2-1/2 - 6-1/2 hrs/day XD-1 time)

The individual subprograms are checked on the computer to verify that no errors in coding or transcribing have occurred and that the subprograms satisfy their coding specifications. While a subprogram

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[redacted]

is being thus checked, the inputs which it should receive from other subprograms are simulated (see item B2).

8. Framework Checkout (January 1956) (10 man-months)
(1-1/2 hours computer time)

A master timing or "executive" program controls the sequencing of the subprograms. The checkout of this timing program is accomplished by simulation without using the actual subprograms.

Ten men are involved in this endeavor for the month of January 1956. One and one-half hours/day of computer time will be used for this purpose during that period.

9. Operational Program Assembly (February 1956) (14 man-months)
(6 hrs/day XD-1 time)

Following checkout of the program framework and of the individual subprograms, a checkout is made of the over-all program gotten by combining these parts. The objective is to establish that the over-all program specifications are satisfied.

10. Program Shakedown (15 March to 15 April) (12 man-months)
(4-1/2 hrs/day of XD-1 time)

During program shakedown, a full complement of operators is employed for a one-month period of intensive operation. The data used is largely simulated, with the reactions of the program under actual operating conditions being observed and evaluated. The objective is to determine where, if at all, the program fails to meet the operational and mathematical specifications.

B. SUPPORT FOR THE INITIAL DIRECTION CENTER PROGRAM PRODUCTION
(6 work items)

1. General Utility Programs (January 1954 to November 1955)
(47 man-months)
(1 - 4-1/2 hrs/day XD-1 time)

Utility programs convert instructions written in a way that is simple for a programmer to write them into complicated coded forms used by the computer. They assemble programs within the machine according to an established system, thus eliminating the need for the programmer to remember this system; they read in programs; they read out the contents of the machine in a form convenient for checking and do many similar work-saving jobs. These programs must themselves be prepared and checked out.

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2. Checkout Utility Programs (August 1955 to December 1955) (18 man-months) (1 - 4-1/2 hrs/day)

The checkout of specific air-defense subprograms requires, in addition to the general utility programs of #1 above, certain special utility programs which are designed to check a specific function. For example, tables of simulated inputs to a subprogram must be prepared, if those inputs are normally supplied by another subprogram not yet available.

Beginning in August 1955, 18 man-months are given to this activity until, in December, it ends.

3. Simulated Data Generation (August 1955 to March 1956) (31 man-months) (1/2 hour/day 2B-1 time shared with #5 and #6)

Simulated radar and other inputs will be used for program checkout in order to provide controlled test conditions. Specifications will be written which state, for example, noise characteristics of radar data and blip-scan ratios for targets of various kinds.

Programs will then be written in accordance with these specifications and checked out in much the same way as is done for air-defense programs.

4. Master Program Documentation (August 1955 through April 1956) (23 man-months)

In order to maintain, in manageable form, the 30,000 registers of computer instructions which will appear in the master air-defense program, documentation procedures must be developed and used.

5. ADC Operational Data Analysis (15 September 1955 through March 1956) (31 man-months) (see #3)

Specs and programs will be prepared for the recording and analysis of air-defense data in day-to-day operation of a Direction Center. This requires liaison with the Air Defense Command. Some thirty-one man-months will be required for this. The time period is 15 September 1955 through March 1956.

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6. Developmental Data Analysis (October 1955 through April 1956) (47 man-months) (see B3)

To aid in the shakedown of the experimental subsector, programs are needed for the analysis of data which the sector program records.

c. [redacted] (6 work items)

1. Operational Checkout of SAGE (15 April through May 1956) (10 man-months) (2 - 3-1/2 hrs/day of XD-1 time)

Following the shakedown of the Air Defense computer program itself, a series of tests will be conducted to check the system as a whole, i.e., all inputs and outputs, with the Direction Center doing air defense. This will be the first tie-in of the program, operational personnel, and all system equipment.

2. Operational Checkout of Program Revisions (June 1956 through September) (12 man-months) (3-1/2 hrs/day of XD-1 time)

Following the shakedown period, the Direction Center will be operated as an air-defense system to operationally check all program revisions resulting from test program studies. This runs from June 1956 through September of that year, consuming twelve man-months in the process.

3. Data Analysis of SAGE Tests (15 April through September 1956) (13 man-months) (0-1 hrs/day of XD-1 time)

In support of item 2 above, data analysis programs will be run to check analytically proposed program improvements.

4. SC Program Revision & Checkout (March 1956 through December 1956) (180 man-hours) (1 hr/day of XD-1 time)

The initial program will have to be revised and rechecked out in detail while changes are being made as a result of the testing of the system which is going on.

[redacted]

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D. SUPPORT WORK FOR DIRECTION CENTER PROGRAM IMPROVEMENT
(7 work items)

1. Continued Analytical Studies and Development Work
(November 1955 to November 1956)
(190 man-months)

The staff who prepared the operational and mathematical specifications for the system will continue this work in conjunction with the 4620th Wing to revise these specifications as is found necessary from experience with the system.

2. Planning for SAGE Operational Procedures and Tests
(September 1955 to November 1956)
(55 man-months)

The specifications for the acceptance tests to be conducted from April to October 1956 on SAGE will be planned in conjunction with MIT and ADDO during the preceding seven months. This planning also includes the operational procedures to be used in the Direction Center and with outside agencies such as airbases, P-sites, CAA, radars, etc.

3. Adaptation of Master Specifications to the SAGE
(October 1955 through January 1956)
(16 man-months)

Specifications to adapt the master SAGE program to SAGE include the parameters needed by the computer program to tie in specific radar sites, airbases, geography displays, and other items unique to a particular subsector.

4. Production of Synthetic Data Problems
(February 1956 to September 1956)
(21 man-months)
(MTC or some other machine)

The Training and Battle Simulation facility in the Direction Center will be used to conduct operator training and controlled tests by means of previously prepared synthetic data problems.

5. Assist Training of Air Force Personnel (August 1955 through November 1956)
(55 man-months)

Lincoln staff will be required to assist and direct the training of Air Force personnel for XD-1. To train these people, who will later serve as operators for SAGE, requires forty-five man-months in the interval August 1955 through November 1956.

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[redacted]

6. Preparation and Checkout of WWI Crosstell Program
(October 1955 to September 1956)
(31 man-months) (WWI time)

A crosstell input source must be obtained in order to check out the crosstelling features (handover, etc.) of the master program. Whirlwind I has been electronically altered to permit its being used in this way.

7. Continuing Utility Program Development
(15 November 1955 to August 1957)
(8½ man-months)
(1/2 - 1 hrs/day of XD-1 time)

An extension of the effort of B1 is contemplated for the support of Direction Center Program improvement.

[redacted]

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E. DEVELOPMENT OF MASTER PROGRAM FOR PRODUCTION SUBSECTORS
(6 work items)

1. Specification, Preparation and Checkout of Duplex and Standby Programs on XD-1 (August 1955 - January 1956) (81 man-months)

Since XD-1 is a simplex machine, only a limited check of the duplex and standby program can be made prior to checkout at the operation subsectors. These additional features will, therefore, be checked on XD-1. A total of 81 man-months will be given to this effort beginning in August 1955 and extending through January 1957.

2. Training of Checkout Teams on XD-1 (August 1956 - January 1957) (90 man-months)

Checkout teams who will lead the installation and checkout of the programs at McGuire and Stewart will be trained at XD-1 by participating in the shakedown and operation of it.

Including instructors as well as trainees, a level of 15 people is maintained in this activity from August 1956 through January 1957.

3. Specifications for Adaptation of Master Program to McGuire and Stewart (March - December 1956) (60 man-months)

Similar specifications to those outlined in item D3 must be written to adapt the master program to a particular subsector. This includes the parameters necessary to tie in specific radars, airbases, crosstell links, and other inputs.

4. Checkout of Adapted Programs on XD-1 (July 1956 - December 1956) (40 man-months)

The adapted programs for McGuire and Stewart will first be checked on XD-1 before delivery to the sites.

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5. Operational Checkout at McGuire (October 1956 - February 1956) (100 man-years)

Checkout Teams at McGuire will operationally check the delivered programs and complete the check of the duplex and standby programs. Twenty-five people will do this checking from October 1956 through February 1957.

6. Operational Checkout at Stewart (November 1956 - April 1956) (100 man-years)

The same procedure as in section 5 above will be followed at Stewart. The same number of people are required, and the period is November 1956 - April 1957.

F. INITIAL COMBAT CENTER PROGRAM PRODUCTION (20 work items)

1. Guide to Combat Center Operations (July 1955 - October 1955) (4 man-months)

This document specifies the boundary conditions and ground rules for the operation of a Combat Center. It is intended to serve as a guide for the personnel who write the Operational Specifications.

2. Operational Specifications (September 1955 - January 1956) (26 man-months)

Preparation of Ops Specs for the Master Combat Center Program will be somewhat easier than the corresponding job (A1) for the Direction Center one to the greater simplicity of the job which a CC has to perform.

3. Combat Center Checkout Program (October 1955 - June 1956) (26 man-months)

The Combat Center Checkout Program will provide simulated conditions to allow the checkout of the Combat Center operational program to be made without dependance on the other components of the system. Since XD-1 is a model Direction Center rather than Combat Center unique

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simulation problems regarding the equipment can be expected. The manpower estimate here is low, at 28 man-months. This job will be in the time interval October 1955 - June 1956.

4. Mathematical Specifications (February 1956) (7 man-months)

This item is similar to A2 above.

5. Operational Compilation - Combat Center Specifications (March 1956 - May 1956) (9 man-months)

This function is similar to that of A3.

6. Combat Center Program Specifications (March 1956) (5 man-months)

This effort is analogous in intent to that of A4.

7. Combat Center Coding Specifications (April 1956) (10 man-months)

This item is similar to A5.

8. Combat Center Coding (March 1956 - June 1956) (17 man-months)

See A6.

9. Parameter Check (June 1956 - July 1956) (23 man-months) (1-2 hrs/day XD-1 time)

A description of this function for the Direction Center is to be found in section A7.

10. Freeport Check (August 1956) (15 man-months) (1-2 hrs XD-1 time)

This is similar to A8.

11. Operational Assembly (September 1956 - October 1956) (30 man-months) (1-2 hrs/day XD-1 time)

Reference should be made to A9 for a description of this item.

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12. Combat Center Ops and Math Specs Revision (March 1956 - June 1957) (80 man-months)

As a result of initial testing of the operational program, it will become apparent that certain specified functions are operationally undesirable. Revisions to the Operational and Mathematical Specifications will thus be necessary. This activity is similar to C4.

13. Combat Center Program Revision (November 1956 - June 1956) (6 man-months)

For a description of this job, refer to C5.

14. Syracuse Combat Center - Operational Specifications Adaptation (September 1956 - November 1956) (9 man-months)

See E3 for a discussion of the corresponding DC task.

15. Syracuse Combat Center - Mathematical Specifications Adaptation (November 1956 - December 1956) (6 man-months)

Similar to F14, but for Mathematical Specifications.

16. Syracuse Combat Center - Program Specifications Adaptation (January 1957) (3 man-months)

Similar to F15, but for program specifications.

17. Syracuse Combat Center - Coding Specifications Adaptation (February 1957) (3 man-months)

Similar to F15 above, but for coding specifications.

18. Syracuse Combat Center - Coding and Checkout Adaptation (November 1956 - February 1957) (20 man-months) (1-2 hrs XD-1 time)

Similar to F15, but for coding and checkout. In items F15 - F17 further adaptations are necessary to simulate SAGE as the Syracuse Combat Center. Commencing in November 1956 and extending through February 1957, a total of 20 man-months must be devoted to this activity.

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19. Syracuse Combat Center - Operational Checkout (February 1957 - June 1957) (100-man months)

The purpose of the Syracuse operational checkout is parallel to that of Hudaire and Stewart (85 and 86).

20. Standby Program for the Combat Center (May 1956 - March 1957) (90 man-months)

Refer to 81 for a discussion of the Direction Center standby program. The Combat Center standby program is simpler, since it does not have to maintain up-to-date information on tracks.

B. [redacted] (3 work items)

1. Records Office and Equipment Support

Personnel are needed to police the operational, mathematical, program, coding and equipment specifications as well as the coded instructions themselves, to ensure that all records are up to date. This important activity is a continuing one and, for the period considered in the chart, consumes 308 man-months. (This will become a RAND activity.)

2. Advanced Development

Research in new programming techniques and the integration of new weapons is another continuing activity. Present plans call for 305 man-months from January 1955 through July 1957 for this function.

3. Technical Direction and Administration

Section leaders, associate group leaders, and group leaders are considered in the category of technical direction. For scheduling purposes, an approximate ratio of one technical director for every eight staff members is assumed.

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The supervision of secretaries, maintenance of schedules, etc., are administrative functions. Altogether, 553 man-months go into this category during the period of interest.

III. [redacted]

The total manpower requirements for the combined Lincoln-MASD job is shown on the View Graph Slide along with the part of this job which is Lincoln's responsibility and the part that is MASD's responsibility. Group 64 staff runs at a level of about 75 or 80 people. The difference between the total job and this Lincoln staff is shown in the final dashed curve. Mr. H. O. Eggler of MASD has agreed to utilize as many of these people as he can earlier than he had previously planned.

The major difficulty which remains is in getting these people hired and trained in time to get the job done as scheduled.

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[redacted]

1706(KIT)

21 September 1955

SUBJECT: Boundaries for First SAGE Sector

TO: Commander
Headquarters Air Defense Command
[illegible] Air Force Base
Colorado Springs, Colorado
ATTN: Major P. W. Brookfield
SAGE Project Office

1. Reference your message ADDPO 3505 (SECRET) dated 15 July 1955.

2. The boundaries set forth in referenced message have been coordinated with various groups in Lincoln Laboratory, and all have voiced agreement. Group 61 has offered a comment in the nature of explanation which is attached.

3. This Headquarters also concurs in the suggested boundaries.

FOR THE COMMANDER:

R. V. CHESLER
Major, USAF
Operational Functions

[redacted]

DOCUMENT NO. 11

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[redacted]

MASSACHUSETTS INSTITUTE OF TECHNOLOGY
LINCOLN LABORATORY

[redacted]

Minutes	Degrees	Minutes
47	42	30
00	45	00
30	48	00
23	47	30
47	47	05
00	44	50

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[redacted]

-2-

The [illegible] specified in the letter are therefore acceptable for [illegible] use with the above conditions.

Signed [redacted]
[redacted] USAF

Approved [redacted]
C. A. Bruket

[redacted]

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MASSACHUSETTS INSTITUTE OF TECHNOLOGY
LINCOLN LABORATORY

OPERATING PROJECT LINCOLN

8 September 1955

TO: Major S. M. Chesler

FROM: R. E. Rader

SUBJECT: Boundary Coordinates for First Sector and First Five Subsectors

The boundary coordinates stated in your memo of 17 August 1955 have been checked and are satisfactory to this office. The changes from previously known boundaries enclose certain gap-filler radars in the parent radar subsectors. This is accomplished using straight-line boundaries - no jogs in the boundaries - and is very desirable.

R. E. Rader
Production Coordination Office

RER:cm

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[redacted]

HEADQUARTERS
4620TH AIR DEFENSE WING (EXPERIMENTAL SAGE)
LINCOLN LABORATORY, MASSACHUSETTS INSTITUTE OF TECHNOLOGY
244 Pk, LEXINGTON 73, MASSACHUSETTS
TELEPHONE: VOLUNTEER 5-6171

ADW(SAGE) 6 October 1955

SUBJECT: Draft Letter - Antiaircraft Investigation in Army Wing

TO: Commanding General
Army Antiaircraft Command
Ent Air Force Base
Colorado Springs, Colorado

1. Attached herein as Encl 1 is a draft of a letter which is projected.

2. The letter has been approved by interested personnel of Lincoln Laboratory and the 4620th Air Defense Wing.

3. Your comments are requested on:

a. Desirability or necessity for such a letter.
b. Contents of draft.
c. Channels to be followed.

1 Encl
a/s

[redacted]
Colonel USAF

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HEADQUARTERS
4600TH AIR DEFENSE WING (EXPERIMENTAL SAGE)
LINCOLN LABORATORY, MASSACHUSETTS INSTITUTE OF TECHNOLOGY
BOX 73, LEXINGTON 73, MASSACHUSETTS
TELEPHONE: VOLUNTEER 5-7500

[redacted]

5 October 1957

SUBJECT: Antiaircraft Participation in SAGE Tests

TO: Commanding General
Army Antiaircraft Command
Ent Air Force Base
Colorado Springs, Colorado

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

1. It is requested that the 473A-1 group, Fort Bliss, Texas, [redacted] be authorized and directed to participate in the experimental air defense exercise to be conducted with the Semi-Automatic Ground Environment (SAGE). These exercises will be conducted in the New England area beginning about June, 1958.

2. The purpose for antiaircraft participation in the SAGE exercises is the testing of operational procedures and techniques developed for SAGE. These procedures and techniques must be perfected in pursuit full utilization of all air defense potential, with the Army Nike as well as electronic [illegible].

3. "Operational procedures are given in Lincoln Laboratory memorandum M-2739-1, Operational Specification for Interim Antiaircraft Direction in the SAGE System."

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[redacted]

Reinforcement plans of the 15th Air Group would be as follows:

a. Operation of the 15AG during SAGE exercises.

b. Provision of a training detail for the SAGE indoctrination

[illegible] section.

c. Operation of the teletypewriter and telephone circuits in the manner prescribed.

The teletypewriter and telephone facilities will be installed and maintained by the Air Force.

4. Participation in the SAGE air defense exercises will not later [illegible] agreement of the 15th Air Group in training-alert exercises or actual [illegible] [illegible] which are to be conducted at any time by the [illegible] through [illegible] of its representative.

For a period of about [illegible] prior the 15th Air Group and Lincoln Laboratory have suggested drills be conducted to the benefit of both participants, with no [illegible] from either side. Since these drills will have such a far reaching effect upon the accomplishment of the over-all air defense mission, it is believed that the agreement for participation should be formalized.

JOSEPH H. LEE
Colonel, USAF
Operations

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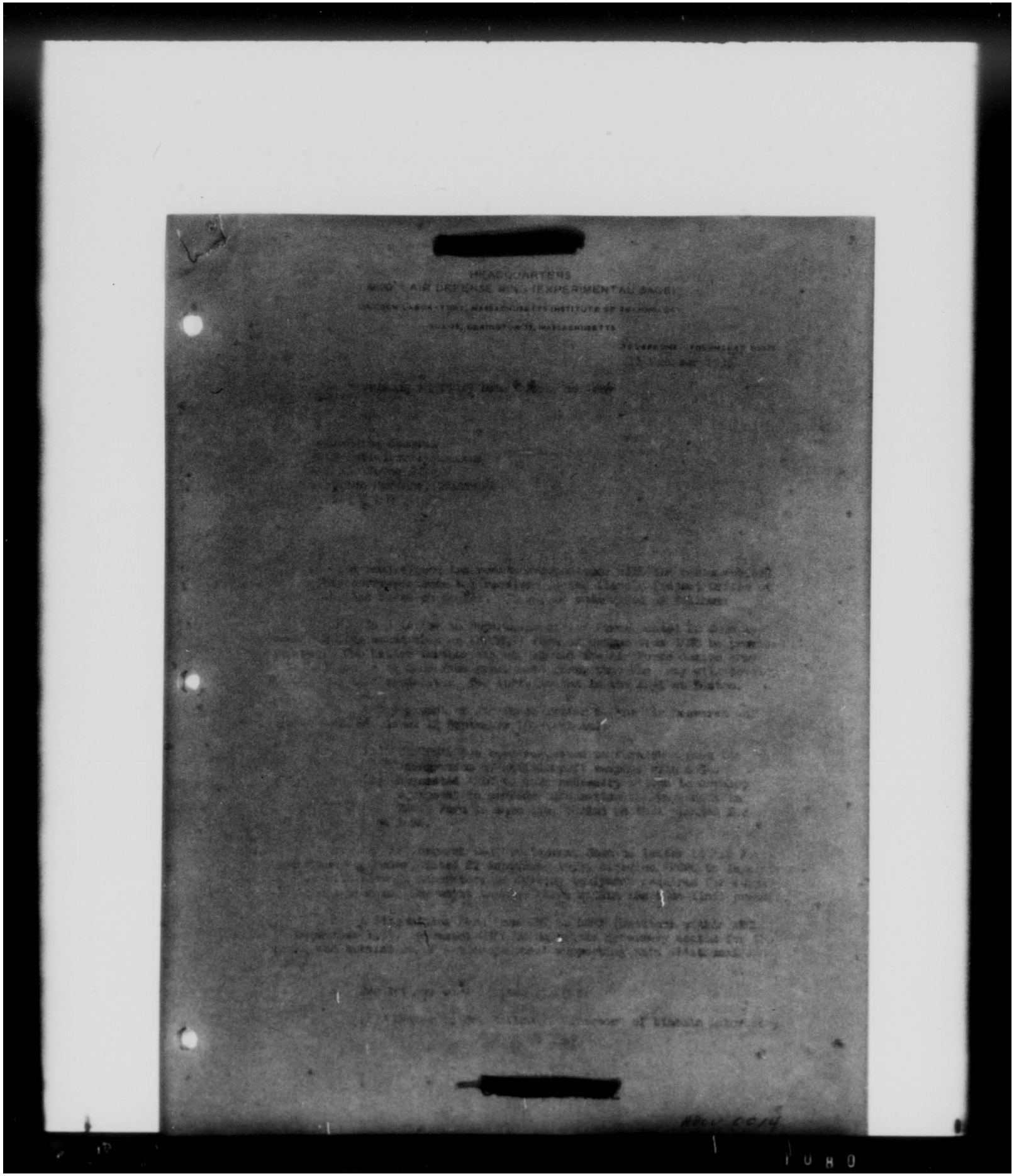

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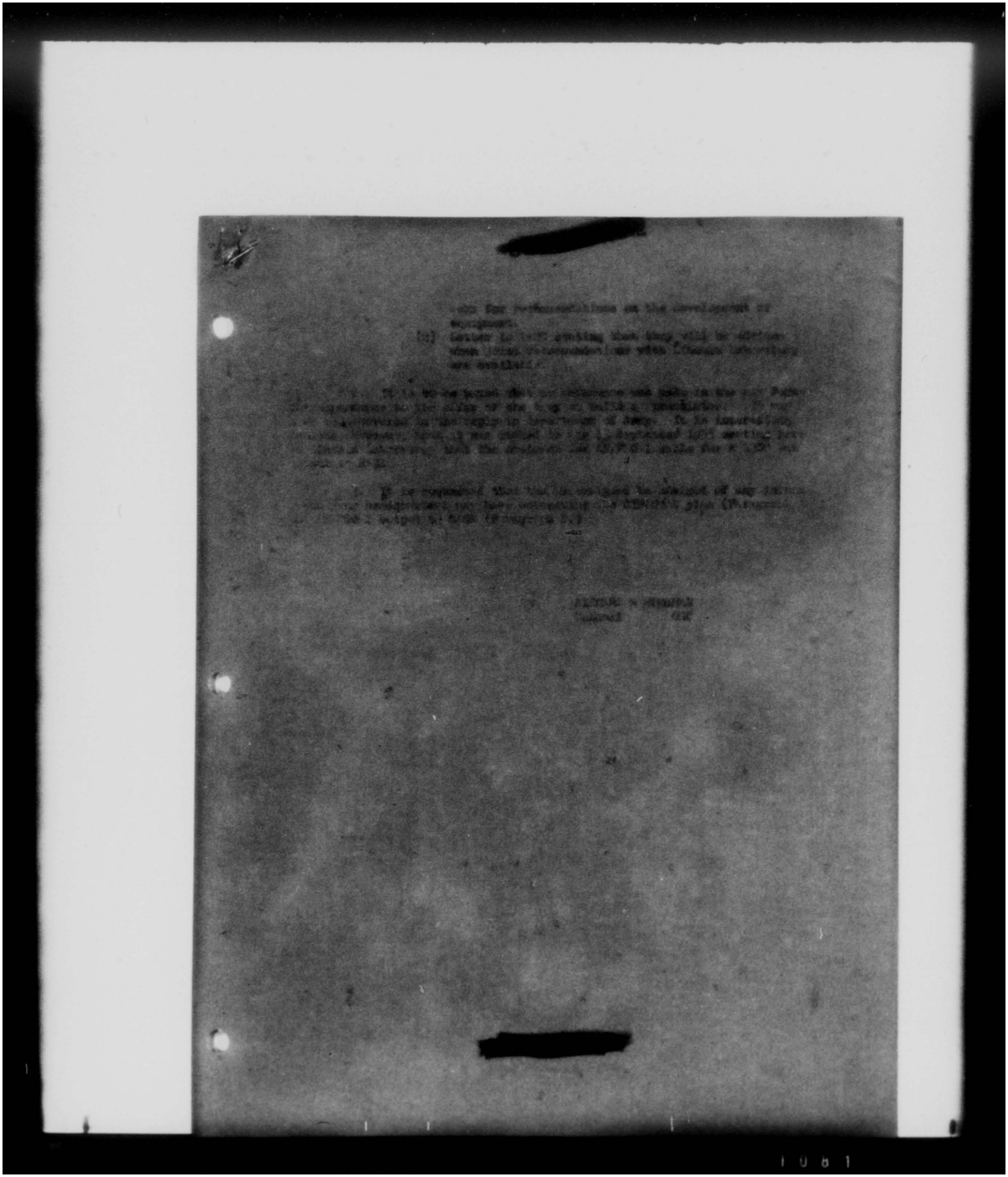

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[redacted]

a. Air Defense Wing (Bolling AFB DC)

(1) Commander - Brigadier General
(2) Executive - Colonel
(3) Director of Operations - Colonel
(4) Operations Staff Officers - 2 Lieutenant Colonels
2 Majors

b. Air Defense Division (Sumner OC)

(1) Commander - Major General
(2) Vice Commander - Colonel
(3) Deputy for Operations - Colonel
(4) Operations Staff Officer - 2 Lieutenant Colonels
2 Majors

3. It is recommended that consideration be given this matter in preparing changes to existing tables of organization:

a. The Antiaircraft Officer should be a member of the staff of the Air defense or regional commander.

b. The Antiaircraft Direction Service personnel should be members of the Operations Detachment of the Air defense area with which they operate.

c. The rank and number of personnel should be as proposed in this letter.

RICHARD R BROSMAN
Colonel GSC

[redacted]

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HEADQUARTERS
4620TH AIR DEFENSE WING (EXPERIMENTAL SAGE)

[redacted]

15 October 1955

SUBJECT: AFC Proposed SAGE Training Plan

[redacted]

1. Pursuant to [illegible], the following are general comments on the AFC proposed Training Plan for SAGE. Attached as inclosure are detailed comments on specific paragraphs of the plan.

2. From [illegible] the complexity of different operator jobs in SAGE vary considerably, the training plan for all is the same. Unless some practical method of determining those who are going to be assigned to complex jobs can be applied to persons at entry, the probability of [illegible] in terms of proficiency. A level of training that would be adequate in terms of proficiency with individual would be the ideal. In the absence of any ability to make such accurate identification at this time, the training must be designed to [illegible] in terms of the capability of the system. This was done at the [illegible] meeting in New York and has been included in par 3a(2) of the attached inclosure 1.

3. Although AFC has one each SAGE center and subsector with personnel possessing a minimum of one months experience in the manual system, it is believed that AFC should definitely indicate that T/D grade requirements will not be fully met. Training for the 7 level positions, therefore, should be conducted in such a manner that a 5 level man can complete it satisfactorily.

4. AFC has asked your headquarters to comment on the adequacy of the proposed Training Plan for SAGE. It is strongly recommended that [illegible] on the adequacy of the plan be made at this time for the following reasons:

a. Detailed job descriptions which enumerate and describe all tasks performed in each job are not available either to the Air Training Command or to AFC. Absence of this information precludes other than the most general evaluation of adequacy.

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[redacted]

3. [illegible] ADC would originate further efforts on this [illegible] ADC effort to strengthen the ADC training program.

4. [illegible] ADC activity [illegible] would [illegible] be materially reduced.

5. [illegible] ADC on training level [illegible] would have material effect on ADC.

6. It therefore recommended that the attitude of ADC on adequacy [illegible] ADC Proposed Training Plan for 84XX be along the following lines:

a. Concur in adequacy of the ADC Proposed Training Plan for 84XX subject to such [illegible] time [illegible] preparations to such controls as are [illegible]

b. [illegible] of attaining acceptable level of training of the protective agency [illegible] by 84XX [illegible] ADC.

c. Publish the specifications which contain a complete list of tasks and task descriptions for each specialty [illegible] 84XX. Once such task descriptions are produced, acceleration of the training program will permit whether training is being provided to enable the graduate to perform such tasks.

7. It is requested that a copy of the comments made by your Hqs. to ADC on the ADC Proposed Training Plan for 84XX be provided this Hqs.

[illegible]
2/3

HOWARD V LORRING, JR.
Colonel, USAF
Deputy Commander

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COMMENTS ON AFC PROPOSED TRAINING PLAN FOR SAGE

Reference par 4a(1)

Suggest this assumption be changed to the following statement of training objective: Graduates will be able to operate SAGE at a capability equal or greater than that of the manual system it replaces on the first day of their assignment.

Reference par 4a(2)

Suggest the following words be added to end of sentence: "...to attain maximum proficiency.

Reference par 4a(3)

Each individual will be trained to operate at least one SAGE position to level of proficiency indicated in par 4a(1) above. Every SAGE operating position will be associated in this training program. The distribution of training effort will be in accordance with the SAGE manning documents. Where possible, cross familiarization training will be provided in related positions.

Reference par 4a(4)

Suggest re-wording as follows: "Operator training will be initially accomplished at the experimental SAGE Direction Center (XD-1)."

Reference par 5. General Outline

Suggest modification as follows: The need for fully trained complements of operations personnel to man each site as it is activated suggests that each SAGE Direction Center operator receive specialized training to the level indicated in par 4a(1) above in one job and familiarization training in other related positions. This suggests a family of related courses. All courses will follow the general outline below.

Reference par c. Description of training

In the absence of an identification of all tasks performed by each operator complete with description of each task, no comment can be made by this hqs. on this paragraph.

Reference par 6(2)

We fail to see how ten hours of computer time per day per student can be provided in "one of a kind" positions in which up to five operators are being trained in a class. This in view of par 4a(5).

Reference SAGE Operations Training Chart:

No provision has been made for the training of:

Center Director
Senior Director Technician
Senior Weapons Director

Senior Weapons Director Training Supervisor

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HEADQUARTERS
4620TH AIR DEFENSE WING (EXPERIMENTAL SAGE)

MASSACHUSETTS INSTITUTE OF TECHNOLOGY
LINCOLN LABORATORY

BOX 73, LEXINGTON 73, MASSACHUSETTS

TELEPHONE: VOLUNTEER 5-0500
EXTENSION

18 November 1955

SUBJECT: Requirement for Data Link-Equipped F-86D Aircraft in Experimental SAGE Intercepter

TO: Lincoln Project Office
Lincoln Laboratory

1. A high requirement exists for test realism in the Experimental SAGE Intercepter. Air Defense Command considers that this test realism required the utilization of the present first-line intercepter, the F-86D, in the test program.

2. The problem this requirement imposes is the retrofit of the -86D with the data link. Since your office is charged with test requirements, and the Air Research and Development Command will be furnishing the equipment for such tests, I should like to set forth the Air Defense Command's requirements in this area:

a. Utilization of a single-place, AI-equipped aircraft now in the ADC inventory (-86D).

b. Aircraft of this type be in sufficient number to provide test realism; i.e., enough (18) to saturate one intercept director.

c. Have these aircraft available for test operations by 1 May '56.

3. This headquarters has received information from Headquarters ADC that -86D aircraft in sufficient numbers can be made available immediately for ARDC to support the TX-1 tests.

4. Action on this item must be expedited to provide the aircraft in time to include them in all test schedules. This office is willing to assist wherever and whenever possible, and would appreciate being kept informed on the progress of meeting this test requirement.

JOSEPH D. LEE
Colonel, USAF
Commander

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[redacted]

16 November 1955

SUBJECT: Requirement for Data Link-Equipped F-86D Aircraft in Experimental SAGE Subsystem

TO: Lincoln Project Office
Lincoln Laboratory

1. A [illegible] requirement exists for test realism in the Experimental SAGE Subsystem. Air Defense Command considers that this test realism requires the utilization of the newest first-line interceptor, the F-86D, in the test program.

2. The problem this requirement imposes is the retrofit of the -86D with the data link. Since your office is charged with test requirements, and the Air Research and Development Command will be furnishing the equipment for most tests, I should like to set forth the Air Defense Command's requirements in this area.

a. Utilization of a single-place, AI-equipped aircraft now in the ADC inventory (-86D).

b. Aircraft of this type be in sufficient number to provide test realism; i.e., enough (10) to saturate one intercept director.

c. Have these aircraft available for test operations by 1 May '56.

3. This Headquarters has received information from Headquarters ADC that -86D aircraft in sufficient numbers can be made available immediately for ADC to support the XD-1 tests.

4. Action on this item must be expedited to provide the aircraft in time to include them in all test schedules. This office is willing to assist wherever and whenever possible, and would appreciate being kept informed on the progress of meeting this test requirement.

JOSEPH D. LEE
Colonel, USAF
Commander

[redacted]

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[redacted]

HEADQUARTERS
[redacted] AIR DEFENSE SYSTEM (EXPERIMENTAL SAGE)
[redacted]
LINCOLN LABORATORY

[redacted]

15 November 1955

[redacted] Preparation of Radar Digital Program Tape for the SAGE Experimental Computer

[redacted]
Air Defense Command
[redacted]
Colorado Springs, Colorado

It is important to promptly proceed in the process of [redacted] necessary for preparation of the [redacted] computer program for the SAGE Experimental Computer.

In order to properly prepare this program the information must [redacted] and details of the type of interceptor under various load conditions. The present planning for the computer program is to incorporate [redacted] of satellites, two climb conditions, [redacted] burner and gate, one-g cruise speed and altitude, and a standard angle of bank for each type interceptor.

It is requested that the following information be furnished [redacted] in design data of the various interceptors that are to be used in the [redacted] specifications for the computer program:

(a) Climb schedules with and without external load [redacted] gate not varied up to the service altitude of the interceptor [redacted] zero rate of climb.

(1) Climb speed in mach number.
(2) Rate of climb.
(3) Time to climb.
(4) Distance traveled in climb.

(b) Altitude speed.
(1) Air speed in mach number at gate at each 5000' increment.
Air speed in mach number at burner at each 5000' increment.
Air speed in mach number at liner at each 5000' increment.
Air speed in mach number at scatter at each 5000' increment.
(2) Range at gate at each 5000' increment.
Range at burner at each 5000' increment.
Range at liner at each 5000' increment.
Range at scatter at each 5000' increment.

[redacted]

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[redacted]

(c) Back angle in turns.
(d) Average delay from turretable center to airborne time.

b. This suggested information should include each type of interceptor to be used, the P-61A-5, P-70 1/2, P-38L-5, P-38M, etc. Representatives will visit your headquarters during the week of 6 September 1943 and will be available to assist in the compilation of this data, if necessary.

[redacted]
Colonel, AAF
Commanding

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[redacted]

17 September 1945

[redacted] Available Circuits for Experimental AAGE Submarine

[redacted]
Headquarters Air Defense Wing
(TF9) Task Org Operations
Aircraft Air Force Fleet
Anchorage, New York

1. The requirements for test facilities in the experimental submarine operation that all available AAGE transmitters be followed [illegible] will be available simultaneously as well as all other functions of the air defense system.

2. The attached letter from [redacted] Laboratory complies with the requirement for available circuits to [redacted] Intermediate Vessel.

3. Forward your views in connection of this proposal [illegible] as to the fulfill as [illegible] to discussed in the experimental submarine.

[redacted]
Aircraft, USNF
Commander

1 encl
1. Memo, Lieut. Cdr.
17 September '45

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[redacted]

27 November 1951

[redacted] Air Defense Sys Integration Div (Experimental) (ADC) Am Aeronautical
Ctr Engineering Div
Charles F. Carter

Conversion of Telephone Circuits to AIC Fighter Alert Systems

1. Permission is requested to convert the ADC experimental subscriber telephone circuits to the existing fighter alert system at the three ADC operator bases operating with the experimental subscriber. By using the existing [illegible], not only will duplication of the present automatic fighter alert system be avoided, but more available parts of the proposed ADC automatic procedure will be used.

The point of connection with each AIC fighter alert system will be [illegible]. The New England Telephone and Telegraph Company will be [illegible] a normal subscriber set at each of the experimental subscriber [illegible] to establish [illegible] fighter alert system without having the [illegible] essential flight buttons are being disconnected.

2. Please send copies of your letter granting the above requested permission to New England Telephone and [illegible] Company, 185 16th Street, Boston, Massachusetts, Attention Mr. S. M. Hodgkins, and to American Telephone and Telegraph Company, at 195 Broadway, New York City, Attention Mr. Ralph Palmer.

Charles F. Carter

[illegible]
S. J. Tierney
C. F. Carter

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[redacted]

HEADQUARTERS
4620TH AIR DEFENSE WING (EXPERIMENTAL SAGE)
LINCOLN LABORATORY, MASSACHUSETTS INSTITUTE OF TECHNOLOGY
244 WOODS, LEXINGTON 73, MASSACHUSETTS

TELEPHONE: VOLUNTEER 5-0500

22 November 1955

Programmer Program

Commander
Northeast Air Defense Force
Stewart Air Force Base
New York

1. This Headquarters is in the process of collecting information to be used in the digital program for the Experimental Intercept Director (EID-1). Information from all stations as possible as a realistic computer program and its proposed. Some of this information can best be collected from [illegible] the equipment that will be used during the test period.

2. It is requested that the following information be furnished to this Headquarters for use in the preparation of this program:

a. The geographic location of Truscott (P-5):

(1) Latitude (' seconds)
(2) Longitude (' seconds)
(3) Elevation (100 feet)

b. The geographic location of Suffolk County AFB, Suffolk AFB, Westover AFB, Phoenix AFB.

(1) Latitude (' seconds)
(2) Longitude (' seconds)
(3) Elevation (100 feet)

c. The [illegible] headings on the three [illegible] air bases.

d. The [illegible] departure procedures for the above [illegible] air bases.

e. The standard and non-standard radar coverage pattern for Truscott (P-5).

[redacted]

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[redacted]

f. The location and dimensions of special (free) areas other than ADIZ localities that fall within the geographic boundaries of the Experimental Subsector.

g. ACDS services.

h. The characteristics for each type interceptor, both with and without external load, which should include:

(1) Climb characteristics, number and rate, for various altitudes at 1000 increments up to 50,000, or the maximum altitude for the particular interceptor.

(a) Climb speed
(b) Rate of climb
(c) Time to climb
(d) Distance traveled in climb

(2) Attack speed if different from ADC manual 55-9.
(3) Cruising speed if different from attack speed.
(4) Bank angle if different from ADC manual 55-5.
(5) Average delay for each type interceptor from scramble order to airborne time.

i. The radio frequencies assigned to each Interceptor and Aircraft Control and Warning Squadron.

JOSEPH D LEE
Colonel, USAF
Commander

[redacted]

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[redacted]

HEADQUARTERS
4620TH AIR DEFENSE WING (EXPERIMENTAL SAGE)
LINCOLN LABORATORY, MASSACHUSETTS INSTITUTE OF TECHNOLOGY
BOX 73, LEXINGTON 73, MASSACHUSETTS

TELEPHONE: [redacted]

[redacted]

13 December 1957

Subject: Program Communication Plan, AN/FSQ-1

Commanding Officer
Army Antiaircraft Command
Ent Air Force Base
Colorado Springs, Colorado

1. Reference is made to Headquarters Memorandum, your headquarters, dated [redacted], same subject as this letter.

2. The undersigned conferred with the C & E officer, ADCOM Air [redacted]. He stated ADC is re-studying the following lines to ADCOM:

a. The data line, Selaterge to ADCOM.

b. One voice phone line, direct from AADC to Air Direction Section in ADCOM. This line can route either the AA Director or his assistant. It can also create a second AA Director, if one is present, by selective ringing.

c. One voice phone line, from AADC to ADCOM manual switchboard.

3. The undersigned conferred with Major Baker of ADC. He stated that, to the best of his knowledge, there are to be two data lines and two voice lines. He further stated that a Mr. Muir made recommendations following a September 1957 communications meeting.

4. Reference is made to change to Lincoln Laboratory memorandum entitled "AA Integration Meeting of 13 September 1957." This reference supports the statements concerning voice lines in paragraph 3 above.

5. It is recommended the provisions of the subject plan be coordinated with the Director of Communications and Electronics, Air Defense Command, since there are apparent discrepancies.

RICHARD H MEHRAN
Colonel, GSC

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[redacted]

HEADQUARTERS
[redacted] AIR DEFENSE SYSTEMS INTEGRATION (EXPERIMENTAL SAGE)
[redacted] LINCOLN LABORATORY, MASSACHUSETTS INSTITUTE OF TECHNOLOGY
[redacted] BOX TO LEXINGTON 73, MASS. (CODE)

TELEPHONE: [redacted] (EXCHANGE)

[redacted] 7 December 1956

SUBJECT: Data Transmission Lighting

Commanding General
Army Air Defense Command
[redacted] Air Force Base
Colorado Springs, Colorado

A [redacted] day conference was held at Lincoln Laboratory on [redacted]. The final agenda is given in Enclosure 1. Lists of personnel who were expected to take part is

[redacted] action of the meeting was providing an AN/FSC-7 data [redacted] AN/FSC-7 to Whiting was called to [redacted] similar [redacted] action of the meeting are outlined in the [redacted] safety [redacted] Enclosure.

[redacted] Arthur Barnes of the [redacted] Project Office, Air Force Cambridge Research Center, was Chairman of the conference.

[redacted] meeting on the 3 December was concerned with determining the [redacted] for the 24 November meeting. In the general discussion it was agreed [redacted] the original personnel present [redacted] corrections to the TTC bit rate [redacted] The [redacted] will be [redacted] at the wire circuits at [redacted]. [redacted] of the message from SAGE was received, using Figure 10 of the [redacted] Document. The final agenda was determined.

[redacted] December meeting was generally successful, as shown in [redacted] interchange of information [redacted] to be studied at the [redacted] meeting. All final results [redacted] for a further meeting in February [redacted] after [redacted] be a list of [redacted] agreed to by technical personnel [redacted] which the Air Force will [redacted] Air Research and Development [redacted]

[redacted] regarding the [redacted] of equipment for the [redacted] transmitting [redacted] it is [redacted] that the Los Angeles AN/FSC-1 [redacted] be [redacted] one year before the associated SAGE subsector.

[redacted] agenda discussed at the conference on 3 December 1956 was [redacted] written by the undersigned.

[redacted]
[redacted] Division
[redacted]

[redacted]

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Agenda

SCEL - CRC Meeting

14 December 1955

1. Equipment Schedule
   (See Appendix)

2. Data Transmission ADDC - TSQ-7 Type (750 cycles)

   A. Data Converter (1300 to 750) W. E.

      1. Number required and dates of delivery
      2. Responsibilities for:
         a. Procurement
         b. Installation
         c. Maintenance

   B. FSQ-7 Output Data Section Conversion

      1. Schedule of delivery
      2. Retrofitting

3. Data Transmission AACC to ADDC for first FSG-1 System

   A. DDR-DDT Transmission

   B. Message structure

4. AF Study

   A. Final look at message contents

   B. Return message equipment

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ATTENDANCE

SCEL - CNC MEETING

AT LINCOLN LABORATORY

13 DECEMBER 1955

Name	Organization
John J. Kelleher	OCSigO, DA
Ben L. Baber, Maj., USA	SCEL, Radar Division
Richard R. Moorman, Col., USA	ARAACOM LnO to 4620th AD Wing
R. B. LaVino	Televisual Br. - SCEL
K. M. Doering	" "
O. K. Gardner, Maj., USA	SigC LnO - Lincoln
M. Epstein	SCEL - Radar Division
W. L. McNamee, Col., USA	Hq. CONARC - Lincoln
Charles C. Smith, Jr., Maj. USAF	Hq. ARDC
William Zimmer	LPO, ARCRC
R. F. Nicholsen	" "
A. L. Webster, 1/Lt., USAF	Programs END - AFCRC
Paul F. Haire	LPO, ARCRC
Guy R. Johnson, Maj. USAF	ADES, Project Office
Arthur Barber	LPO, ARCRC

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ATTENDANCE

DATA TRANSMISSION MEETING

14 DECEMBER 1955

Name	Organization
F. A. Brooks	BTL - ADES
John Carson	Lincoln
E. L. Johnson	IBM
D. Mitchell	BTL
H. J. White	IBM
H. F. Sander	W. E. - ADES
Charles C. Smith, Jr., Maj., USAF	Hq. ARDC
K. O. Thorp	BTL - ADES
Guy R. Johnston, Maj., USAF	ADES Project Office
M. Epstein	SCEL
A. Barber	LPO
J. J. Kelleher	OCSigO, DA
I. M. Allison	Glenn L. Martin Co.
J. A. Houston	Aircraft Armaments Inc.
S. R. Doroshow	Glenn L. Martin Co.
Ben L. Baber, Maj., USA	SCEL
O. K. Gardner, Maj., USA	SigC LnO - Lincoln
W. L. McNamee, Col., USA	Hq. CONARC
R. R. Moorman, Col., USA	ARAACOM LnO, 4620th AD Wing
K. M. Doering	SCEL
J. P. May	Lincoln

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[redacted] 1955

[redacted]

SUBJECT: Resume of SAGE Responsibilities

1. The purpose of this memorandum is to recapitulate the major assigned responsibilities for all major elements of the SAGE Program and, if deemed desirable, for distribution to all concerned for their reference and use.

2. Several contracts have been placed for equipment or services which in the aggregate will make up the SAGE System. However, no single contractor or Air Force agency has the total responsibility for the overall system engineering, production and implementation. This memorandum will treat the subject of SAGE responsibilities in two parts; the first part will describe the responsibilities of Air Force agencies and contractors, the second part will relate the sequence and responsibilities for actions as applied to selected SAGE equipment or services.

Responsibilities of Air Force Agencies and Contractors:

a. SAGE Joint Project Office (AMC):

HQ USAF has assigned to HQ AMC the executive responsibility for the implementation of the SAGE portion of the AC&W program. This responsibility has, through command channels, been redelegated to this office. "Executive responsibility" means, in essence, responsibility for obtaining timely completion of required actions by all agencies having the assigned responsibility for actual accomplishment. More specifically "Executive responsibility" is defined as the state of being primarily accountable or answerable for supervision, direction and results. Except as noted below this office does not have command authority over the "doers." The principal instruments for carrying out this "executive responsibility" are (1) establishing schedules for all required actions and charting progress (2) holding periodic conferences for review of status, pointing up of trouble spots and endeavor to detect potential sources of trouble (3) issuance of reports, letters and personal contact calling attention to deficiencies and noting the agency responsible for correction and (4) the inherent desire of all to successfully complete an assigned task. The Project Office is directly responsible and has commensurate authority for (1) contracting for Architectural and Engineering Services, and construction of Direction Center and Combat Center Technical Buildings (2) contracting for management services from Western Electric Company and (3) defining the components of the "computer package" to the buying agency and authorizing their procurement e.g. AN/FST-2, azimuth commutator, buffering amplifier and such other equipment as may be required to allow the computer to receive information from C-E facilities that are in place or that are programmed for the manual portion of the AC&W System.

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b. Western Electric ADES:

This organization is directly responsible for A & E and construction of the DC and CC technical buildings under contract from the ADES Project Office. Under the Management Services Contract, W. E. ADES is directly responsible for performing SAGE systems tests and evaluation and certification to the Air Force that test specifications have been met. All other major services performed by Western Electric ADES are in the nature of assistance or recommendations to various Air Force Agencies (mostly through the Project Office) who are charged with the direct responsibility for decision and action. For example, Western Electric ADES utilizes knowledge from within their own resources, from Bell Telephone Labs, from Lincoln Lab and others to develop and publish a recommended communications plan; decision as to the use of this plan and implementing contractual action is vested in Air Defense Command. Similarly, Western Electric ADES recommends and schedules personnel requirements, training courses, training equipment etc. Again, the decision and accomplishment is vested in Air Force agencies.

c. AF Cambridge Research Center (ARDC):

Is responsible for the following major actions (1) determination of the equipment and interconnecting devices required to constitute the SAGE System (2) develop and prepare design specifications on which procurement actions can proceed for those required items that do not exist or that are beyond the capability of the installing Air Material Area to devise or obtain (3) validating and publishing the design criteria developed by Lincoln Laboratories (4) review and technical approval of test equipment requirements (5) providing engineering approval of modifications, waivers, etc. (6) conducting acceptance tests on all electronic equipment and providing engineering approval of same (7) initiate classification action under AFR 80-6 on all equipment.

d. Lincoln Laboratories (MIT):

Under contract to ARDC (specifically Cambridge Research Center) is responsible for (1) development of design criteria for the FSQ-7 and FSQ-8 computers including the FST-2 (2) providing a master computer program and adapting it to the first three subsectors (3) developing design criteria for certain equipment required to allow the SAGE System to work with the manual AC&W System. This organization enjoys a rather unique "associate status" with the Air Force. They retain the prerogative of accepting or rejecting any particular piece of development work; once accepted, however, they obligate themselves to complete the task.

[redacted]

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[redacted] HQ AFCin-Col Scott dtd 1 Dec 55 cont'd

e. Air Defense Command:

[redacted] responsible for (1) establishing the operational requirements for the SAGE System. Briefly, this consists of stating the functions the system is to perform in carrying out the Air Defense mission and how well and to what extent performance is required (2) developing a plan for the operational employment of the system once it is completed (3) obtaining required operational computer programs (4) determining the requirement based on recommendations from ADDS, Lincoln Labs and others, for new or additional input equipment to the SAGE System and initiating a program for its installation (radars, height finders identification equipment etc.) (5) determination of the quantities and types of communications equipment, telephone circuits and the dates they are required. In addition, in the case of leased communications, actually award the contracts in the form of Letters of Intent or Communication Service Authorizations to the appropriate telephone company.

f. Rome Air Force Depot (AMC):

Responsible for (1) the actual procurement of all ground communications equipment. Procures computers as authorized by HQ USAF and scheduled by the Project Office, coordinate data transmitters and other required components in the quantities and as authorized by the Project Office (2) procures radar, radio and other electronic equipment as authorized and scheduled in the PC Document (3) makes decisions on methods of providing or obtaining logistic support as recommended by the Project Office and takes procurement action (4) establishes maintenance standards for installation and criteria to be used in installation acceptance tests.

g. Air Materiel Area (AMC):

Responsible for development and publication of Installation-Engineering plans and schemes and for the actual installation of SAGE and other electronic equipment at locations other than DCs or OCs. This may be accomplished either by Air Force personnel or by contract.

h. International Business Machines Corporation:

Under contract to RAFD is responsible for production, installation, maintenance and supply support of the AN/FSQ-7 and AN/FSQ-8 computers.

i. Burroughs Corporation:

Under contract to RAFD is responsible for production, installation, maintenance and supply support of the AN/FST-2. Maintenance and supply support of this equipment by contract is for a limited period.

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MEMO for Col Scott dtd 1 Dec 55 cont'd

[redacted]

3. To further define the responsibilities of various Air Force agencies and contractors, Inclosures 1 through 4 show the sequence of action items and the agency responsible for accomplishing each action for AN/FSQ-7 and AN/FSQ-8 Computers, AN/FST-2 Coordinate Data Transmitters, Buildings and Powerhouse Equipment and Communications.

DALE R. TIMBALL
Lt Colonel, USAF
Deputy Chief, ADES Project Office

Incls
1 Computers
2 FST-2
3 Bldgs & powerhouse equip
4 Communications - Ext & Int
a TWX
b TWX (Wx and Fax)
c Crypto

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COMPUTER (AN/FSQ-7 and 8)

ACTION ITEMS	RESPONSIBLE AGENCY
Establishment of Requirement	ADC
Programming	ADES Proj Off (thru AMC)
Budgeting	ADES Proj Off (thru AMC)
Development of Design and Specifications	ARDC (AFCRC & LINC LABS)
"Package" Authorization for Procurement	HQ USAF
Specific Computer Procurement Authorization	ADES Proj Off
Procurement	RAFD (AMC)
Contractor	IBM
*First Article Acceptance	ARDC (AFCRC)
Engineering and Installation	IBM (under RAFD contract)
Computer Operational Training	ATC, ADC
Computer Installation Test and Facility Acceptance	IBM-AMC-W.E. ADES
Training	ATC-ADC, ARDC
Development of SAGE System Test & Evaluation Specs.	ARDC (AFCRC, LINC LABS, RAND, AFGC, AMC, W.E. ADES)
Conduct of SAGE System Test and Subsector Acceptance	W.E. ADES (ARDC, AMC, AFGC) ADC
Computer Maintenance & Supply Support	IBM (RAFD Contract)
Computer Operation	ADC

* May be completed after installation at site.

Incl 1

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COORDINATE DATA TRANSMITTER AN/FSG-2

ACTION ITEMS	RESPONSIBLE AGENCY
Establishment of Requirement	ADC
Programming	ADES Proj Off (AMC)
Modeling	ADES Proj Off (thru ANC.....incl as part of computer "package")
Development of Design and Specifications	ARDC (APCMC & LIMC LABS)
"Package" Authorization for Procurement	HQ USAF (included with Computer Authorization)
Specific Equipment Procurement Authorization	ADES Proj Off
Procurement*	RAFD (AMC)
Prime Article Acceptance	ARDC (CRC)
Conversion	Burroughs
Engineering and Installation	AMA (contracted to Burroughs Corp)
Installation Test and Facility Acceptance	AMC-ADC
Training	ATC, ADC, AMC
Maintenance & Supply Support	RAFD (contracted to Burroughs Corp)
Operation	ADC

*May be completed after installation at site.

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[redacted]

TECHNICAL BUILDINGS AND POWERHOUSE EQUIPMENT

ACTION ITEMS	RESPONSIBLE AGENCY
Establishment of Requirements	ADC
Programming and Scheduling	ADC (based on W.E. ADES and ADES Proj Off recommendation)
Budgeting	ADC (based on W.E. ADES recommendation)
Prime Contract for A & E, Construction and Powerhouse Equipment	ADES Proj Off (contract with W.E. Co.)
Sub-Contract Negotiation and Award with Powerhouse Equipment Suppliers	W.E. ADES (as approved by ADES Proj Off)
A & E Sub-Contract Negotiation	W. E. ADES
A & E Sub-Contract Approval	ADES Proj Off
Sub-Contract Award to A & E Firm	W. E. ADES
Architectural & Engineering Services	Burns & Roe Inc.
Construction Sub-Contract Negotiation	W. E. ADES
Construction Sub-Contract Approval	ADES Proj Off
Construction Sub-Contract Award to General Contractor	W. E. ADES
Building Construction	General Contractor
Procurement Purchase Order for Powerhouse Equipment	General Contractor
Installation of Powerhouse Equipment	General Contractor
Training	ATC, ADC
Maintenance & Supply Support	ADC
Operation	ADC

Incl 3

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COMMUNICATIONS

Interest for National Leased Communications

ACTION ITEMS	RESPONSIBLE AGENCY
Approval of Recommended NAIR Comm Plan	ADC, W.E. ADES, STL, LINCOLN LABS
Programming	ADC (based on ADES recommendations)
Budgeting	ADC
Initial Requirements Determination	ADC
Cost Estimate	ADC (based on information from commercial telephone companies)
Secretary Cost Approval	HQ USAF
Issuance of Commercial Service Authorization - Letter of Intent	ADC
Contractor	Commercial Telephone Companies
Circuit Development & Design	" " "
Engineer and Manufacturing	" " "
Procurement of Equipment	" " "
Engineer & Installation of Circuits & Equipment	" " "
Acceptance	" " "
Air Force Command	ADC

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TELETYPEWRITER EQUIPMENT (COMM CENTER, GOVERNMENT OWNED)

ACTION ITEMS	RESPONSIBLE AGENCY
Requirements	ADC
Programming	ADC
Budgeting	AMC (RAFD)
Procurement	RAFD (AMC)
Installation	AMAS (AMC)
Equipment Test & Acceptance	ADC-AMC
Maintenance & Supply	ADC, AMC
Operation	ADC

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CRYPTOGRAPHIC EQUIPMENT

ACTION ITEMS	RESPONSIBLE AGENCY
[illegible]	ADC
Programming	ADC, USAF Security Service
Budgeting	USAF Security Service
Procurement	" " "
Installation	USAF Security Service and/or ADC
Supply & Maintenance	USAF Security Service (Depot) ADC (Field and Org)
Operation	ADC

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TELETYPEWRITER (TACTICAL WX AND FACSIMILE)

ACTION ITEMS	RESPONSIBLE AGENCY
Requirements	ADC
Programming	ADC
Budgeting	ADC (leased) AWS (government owned)
Resumes of C3A for Circuit	ADC
Contractor	Commercial Telephone Company
Procurement of Equipment	AWS (government owned) Commercial Tel Co (leased)
Installation	AWS (government owned) Commercial Tel Co (leased)
Maintenance	ADC, AWS (government owned) Commercial Tel Co (leased)
Operation	ADC

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[redacted]

12 January [illegible]

[redacted]

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[redacted]

Western Electric Company

220 CHURCH STREET NEW YORK 13, N.Y.
WORTH 4-5600

Files AE-2-3

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[redacted]

[redacted]

Very truly yours,

Assistant Project Manager
Engineering, ITC

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[redacted]

22 December 1945

[redacted] Test Equipment Requirements

Commander
Air Defense Command
Ent Air Force Base
Colorado Springs, Colorado
ATTN: DCS/Ops

1. On 22 December, the Lincoln Project Office submitted a request to ADC for single-place, jet, data link-equipped interceptors for use in the tests of the Experimental [redacted] Interceptor (during the period prior to receipt by ADC of the retrofit jet data link interceptor). In order to expedite receipt of such aircraft, request was made by Lincoln Project Office to ADC to investigate the possibility of securing the "kit-proof" aircraft [redacted] used by ADC on test of data link.

2. Information has been received through the Lincoln Project Office that Syracuse Air Force Base cannot fly and maintain these aircraft. This assignment was made based on an agreement reached with the Deputy for Operations during my recent visit to Headquarters Air Defense Command that Air Defense Command would maintain and operate subject aircraft.

3. It is recommended that these aircraft be assigned to the 49th Fighter Interceptor Squadron located at Syracuse Air Force Base and that the [redacted] of that Squadron be altered to allow for its operation of these aircraft in support of the experimental interceptor test.

JOSEPH F. [redacted]
Colonel, USAF
Commander

DOCUMENT NO. 18

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[redacted]

HEADQUARTERS
[redacted] AIR DEFENSE SYSTEMS INTEGRATION GROUP
[redacted]

[redacted]

15 January 1957

[redacted]

Commanding General
[redacted]
Air Defense Command
[redacted]
Colorado Springs, Colorado

Reference is made to letters from the undersigned to your headquarters.

[redacted], 5 October 1956, subject: "Weekly Letter - Antisubmarine Participation in SAGE Tests", with 1 inc.

[redacted], 12 October 1956, subject: "Antisubmarine Personnel in SAGE Tests".

As [redacted], an [redacted] requirement has been placed on the Army agency for [redacted] participation in the test of the SAGE Experimental Division, effective 15 January 1957. Lieutenant Colonel [redacted], Air Defense Officer in Charge, Commander, [redacted] and [redacted] with interested personnel here at Lincoln Laboratory on this subject. The agencies represented were Lincoln Laboratory, the Electronic Systems Division of the Air Force Cambridge Research Center, and Air Technical Service. These conferences set forth the following requirements.

a. Personnel.

(1) Antisubmarine Officer - Chief of Subsector Operations
(2) Antisubmarine Officer - In Subsector Operations Section
(3) Antisubmarine Operator's Assistant
(4) Two additional personnel to insure full performance

b. Qualifications of personnel.

(1) [redacted] - qualified to act as AA staff officer to perform duties set forth in references 1b and Lincoln Laboratory memorandum [redacted].

(2) [redacted] qualified as an AA operations officer to perform duties set forth in reference 1b and Lincoln Laboratory memorandum [redacted].

[redacted]

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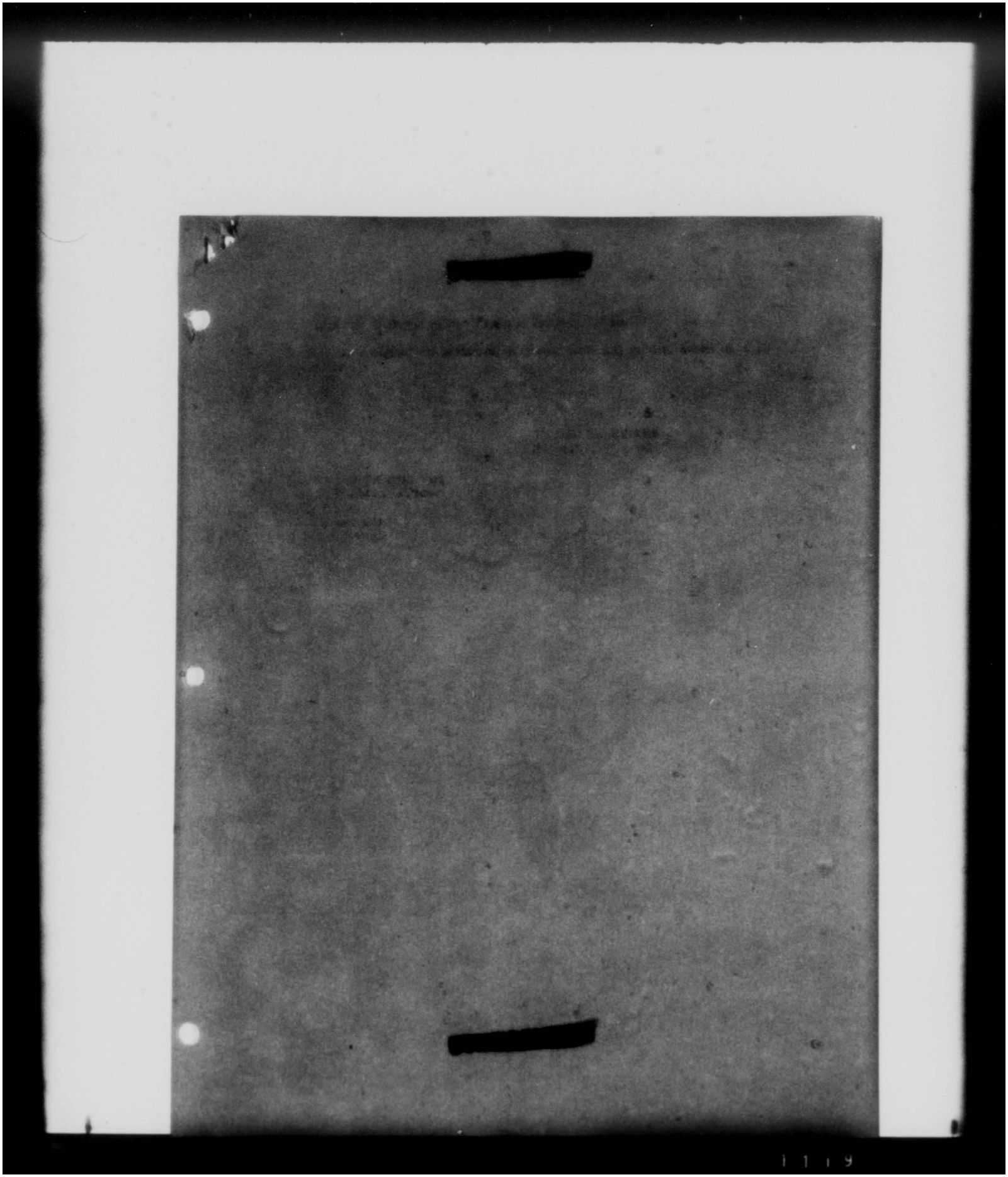

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23 January 1956

Responsibility for Personnel Training

Commanding General
Army Antiaircraft Command
Ent Air Force Base
Colorado Springs, Colorado

1. The undersigned has conferred several times with Colonel [redacted], CONAD Liaison Officer to Lincoln Laboratory. One subject [redacted] responsibility for providing personnel for SAGE and the [redacted] training. This matter applies both to the SAGE Experimental [redacted] for operational SAGE Sectors and Subsectors.

2. One very important factor in the training is the fact that [redacted] equipment available is located here at Lincoln Laboratory. It [redacted] be feasible to duplicate this equipment at an Army installation, [redacted] it were possible.

3. It is requested that the undersigned be informed on the [redacted] responsibility of Army Antiaircraft Command on this subject. It is also [redacted] that the undersigned be informed of any personal responsibility [redacted] matter.

[redacted] Air Defense Wing
CONAD Liaison Officer

Richard H. Meehan
Colonel GSC

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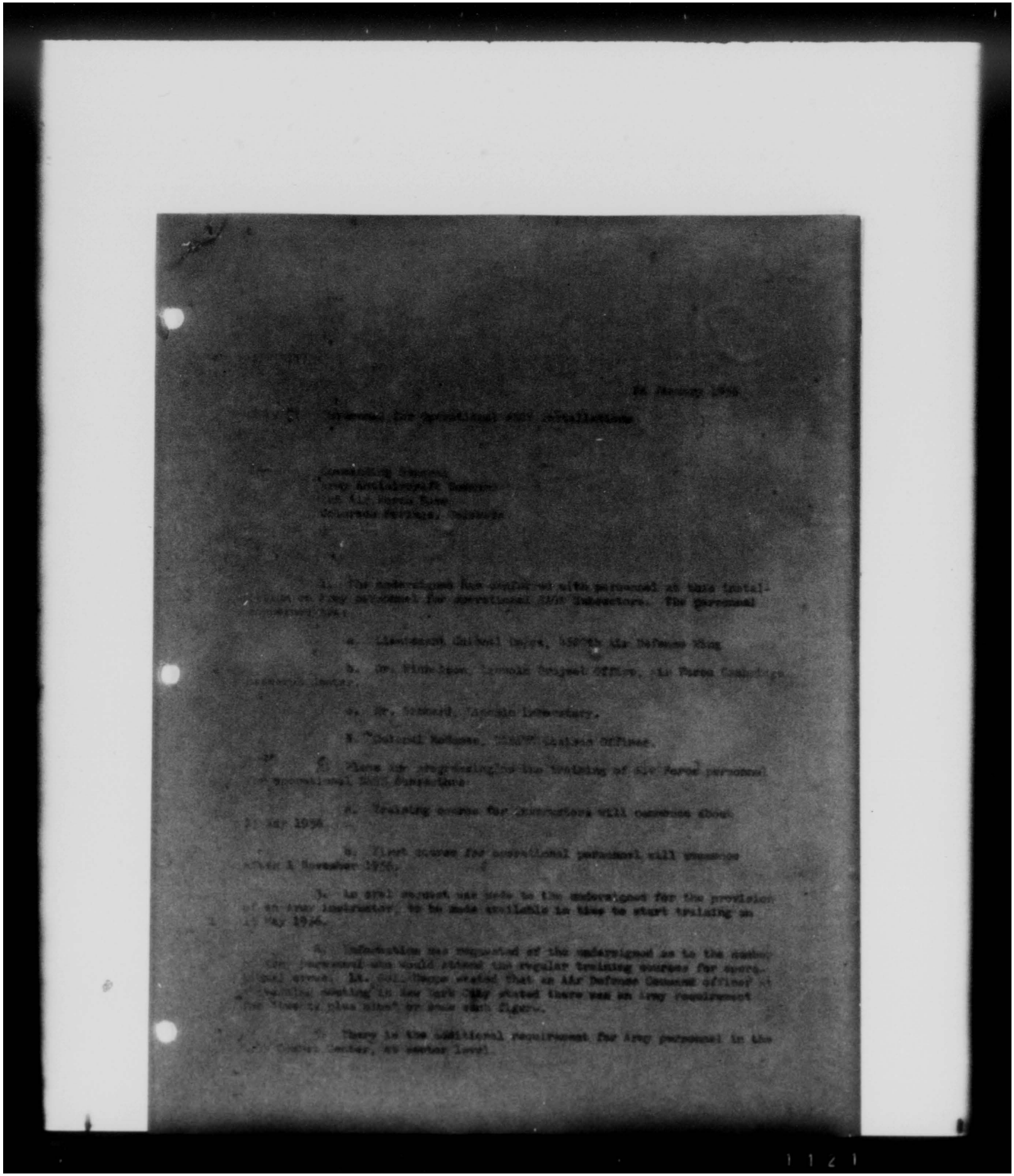

[redacted] January 1956

[redacted]

[redacted]

1. The undersigned has conferred with personnel at this installation re Army personnel for operational [redacted] instructors. The personnel concerned are:

a. Lieutenant Colonel [redacted], [redacted]th Air Defense Wing

b. Mr. [redacted], Service Budget Officer, Air Force Cambridge Research Center

c. Mr. [redacted], Security Investigator,

d. [redacted], [redacted] Civilian Officer.

2. There are [redacted] involving the training of Air Force personnel as operational [redacted] instructors.

a. Training course for instructors will commence about 1 May 1956.

b. First course for operational personnel will commence after 1 November 1956.

3. An oral request was made to the undersigned for the provision of an Army instructor, to be made available in time to start training on 1 May 1956.

4. Information was requested of the undersigned as to the number of personnel who would attend the regular training courses for operational crews. Lt. Col. [redacted] stated that an Air Defense Command officer attending [redacted] in New York City stated there was an Army requirement for [redacted] plus additional or some such figure.

5. There is the additional requirement for Army personnel in the [redacted] Center, at senior level.

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6. The Army personnel selected for duty with SAGE installations should be qualified in antiaircraft operations.

7. The facilities for training exist only at Lincoln Laboratory.

8. It is recommended that:

a. Consideration be given to selecting a qualified company-grade officer as an instructor to attend the course described in paragraph 7. The tour should be stabilized for a minimum of two years.

b. Plans be made for selecting qualified AA operations personnel for training for duty with SAGE Subsectors and Combat Centers.

c. A request be made to the Technical Training Air Force, Gulfport, Mississippi, to train Army personnel for SAGE, stating numbers who will attend.

d. The undersigned be informed of plans made and action taken on this matter.

RICHARD R MORTHAS
Colonel USA

Commanding, 34th Air Defense Wing
CONAD Liaison Officer

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[redacted]

ARMY LIAISON OFFICE

MASSACHUSETTS INSTITUTE OF TECHNOLOGY

LINCOLN LABORATORY

[redacted]

26 January

Subject: Personnel for SAGE Subsector [redacted]

Commanding General
Headquarters ADSEC
Fort Monroe, Virginia
ATTN: [redacted]

1. Reference is made to:

a. Lincoln Laboratory memorandum [redacted], forwarded 8 Oct. 56.

b. Letter from 6720th Aircraft Control and Warning Squadron (Provisional), subject: Field Training and Equipment Shakedown, dated 21 [illegible] 1957.

2. Until receipt of the inclosed letter (Incl 1), as known written agreement has been given at any echelon for Army personnel to participate in the test of the SAGE Experimental Subsector [which Directive control is located in Building 5, Lincoln Laboratory, Lexington, Mass.]. The undersigned has recently discussed with interested personnel representing the ADSEC Systems Wing, Lincoln Laboratory, the Lincoln Project Office of the Air Force Cambridge Research Center, and Headquarters, [illegible] USAF. These discussions set forth the following requirements for the personnel required for manning of [illegible]craft positions in the above SAGE [illegible]:

a. (1) Antiaircraft Officer (AAO) - staff of Subsector [illegible]

(2) Antiaircraft Director (AAD) - in Weapons Direction Section.

(3) Antiaircraft Director's Assistant (AADA) - in Weapons Direction Section.

(4) Two additional personnel to insure full performance.

b. Qualifications of personnel. (Refer to page 3, [illegible] and Section III A Operational Responsibility, starting at bottom page 21 and [illegible] on page 23):

(1) AAO - qualified as an AA staff officer.

(2) AAD - qualified as an AA operations officer.

(3) AADA - qualified as an AAOC officer or as an AA operations sergeant.

[redacted]

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[redacted]

c. Duties, displays, etc., are set forth in Lincoln Laboratory memorandum [illegible], beginning Section VIII, page 23.

3. a. The above personnel should report to Lincoln Laboratory not later than 15 March 56, preferably as soon as possible.

b. The tests will be conducted for an undetermined period of time, probably lasting up to three years. Personnel selected should be established until completion of the tests, with participation in the tests as principal duty.

4. Dates of the various tests are not firm. One source stated that the first test requiring full operation would be 15 April 56, whereas other sources have stated 1 June and 1 July 56.

5. In addition, plans are progressing for the training of Air Force personnel for operational SAGE subsectors.

a. (1) Training courses for instructors will commence about 1 May 56.

(2) An informal request was made from the Western Air Defense Force (Lt. Col. Davis) for the provision of an instructor.

b. (1) First courses for operational personnel will commence after 1 November 56.

(2) The Air Force will provide five (5) operational crews. To [illegible] same number of crews for AF personnel would require twenty operators [illegible] plus supernumeraries (clerk, typist, etc.).

c. Since the only equipment available for training of personnel is at Lincoln Laboratory, all courses must be conducted at this Laboratory.

6. Recommendations:

a. (1) That a minimum of five qualified persons be designated for primary duty with the SAGE Experimental Subsector, for a stabilized tour.

(2) That they be made available by Headquarters ARADCOM for [illegible] so as to report to Lincoln Laboratory not later than 15 March 56, [illegible] as soon as possible.

b. That a qualified noncommissioned officer as an instructor to attend the course described in paragraph 4 (2) be made available by Headquarters ARADCOM. His tour should be stabilized for a minimum of two years.

c. That formal request for training be submitted to the Air Force through normal channels.

WILLIAM L. McKEEVER
Colonel, Arty
CONAD Liaison Officer

[redacted]

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HEADQUARTERS
4620TH AIR DEFENSE WING (EXPERIMENTAL) (ADC)

6 February 1956

Commanding Officer
[redacted]
Air Force Base
Colorado Springs, Colorado

1. References:

a. Letter, this office to your headquarters, subject: [redacted]

b. Letter, this office to your headquarters, subject: "[redacted]" dated 11 October 1955, to which the [redacted] concurred in this matter, [redacted]

c. Letter, this office to your headquarters, subject: "[redacted]" dated 25 January 1956 in which the [redacted] furnished requirements, latest developments, and [redacted]

d. Letter, this office to your headquarters, subject: "[redacted]" dated 26 January 1956, in which [redacted]

e. 2nd Ind, dated 31 January 1956, your headquarters to this office, to letter, this office to your headquarters, subject: "[redacted]" dated 23 September 1955.

2. Reference is made to paragraph 2, reference 1e.

a. Operating positions within [redacted] for the [redacted] Officer (DO), Interaircraft Director (IAD), [redacted]. These duties are set forth

[redacted]

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6 February 1956

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[redacted]

(b) The size of the operational crews for succeeding subsectors must be based on a study of each installation individually.

4. Courses are being scheduled for subsectors in numerical order. Thus, the first course will be for subsector 1, Duluth; the second for subsector 2, Stewart; and so on down the list. Plans for AI personnel for this be made according to the [illegible]-determined areas included in each subsector.

5. It is believed that plans should be made at this time to continue the training of replacements for the original operating crews. All personnel who report for duty to an operational SAGE installation should have attended the SAGE operator training course. Lt. Col. Depps of the AEJPOA ring states this procedure is planned for Air Force operators.

RICHARD E MCCORMACK
Colonel USAF

Cy: Hdqtrs Wing
Army Ln Off, Lincoln Lab.
CO, 33d Air Brigade
CO, 33th Air Group
Lincoln Project Office, AFCRC

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T C TAYLOR
Major USAF
Assts Command Adj

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[redacted]

10 January 1956

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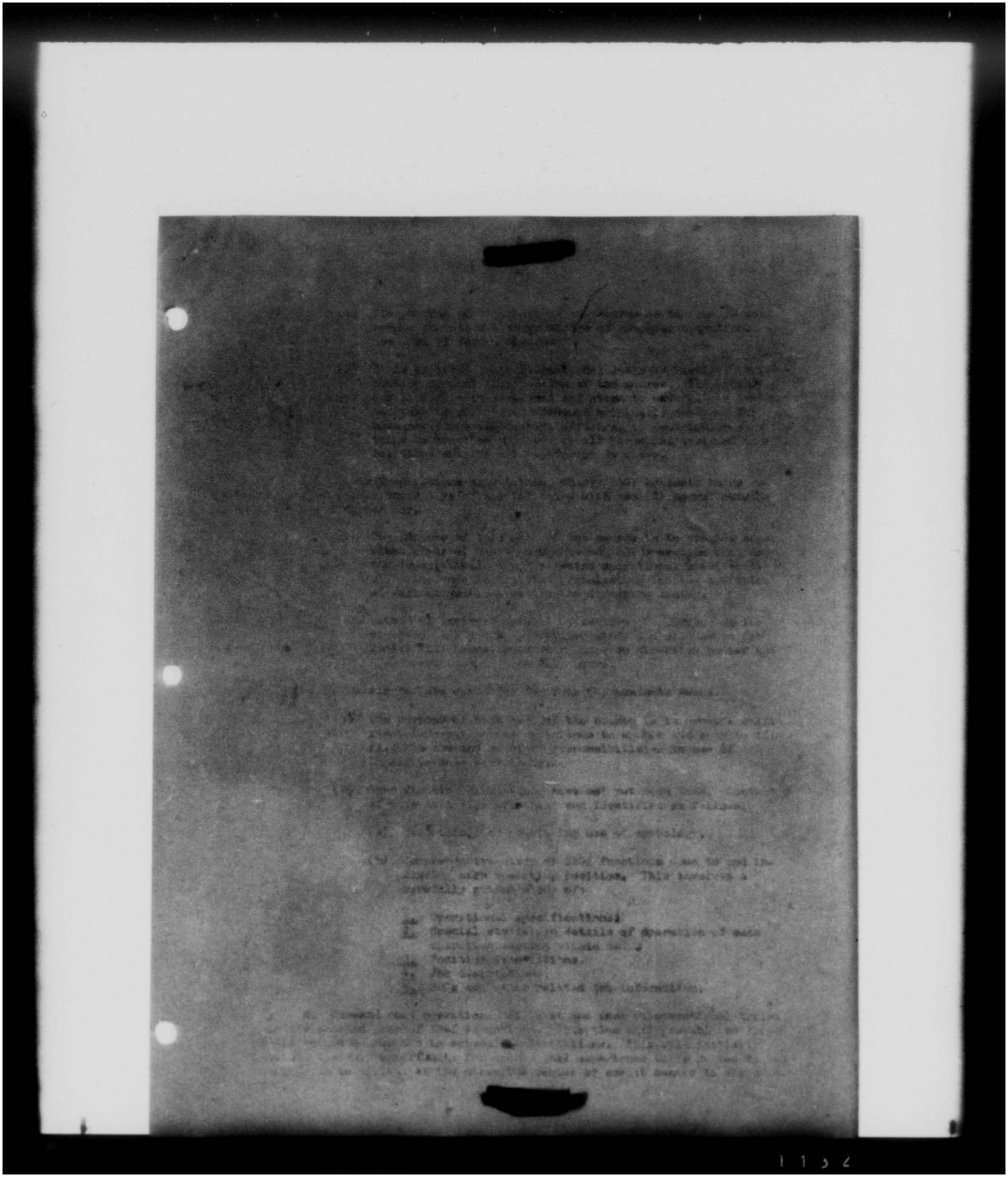

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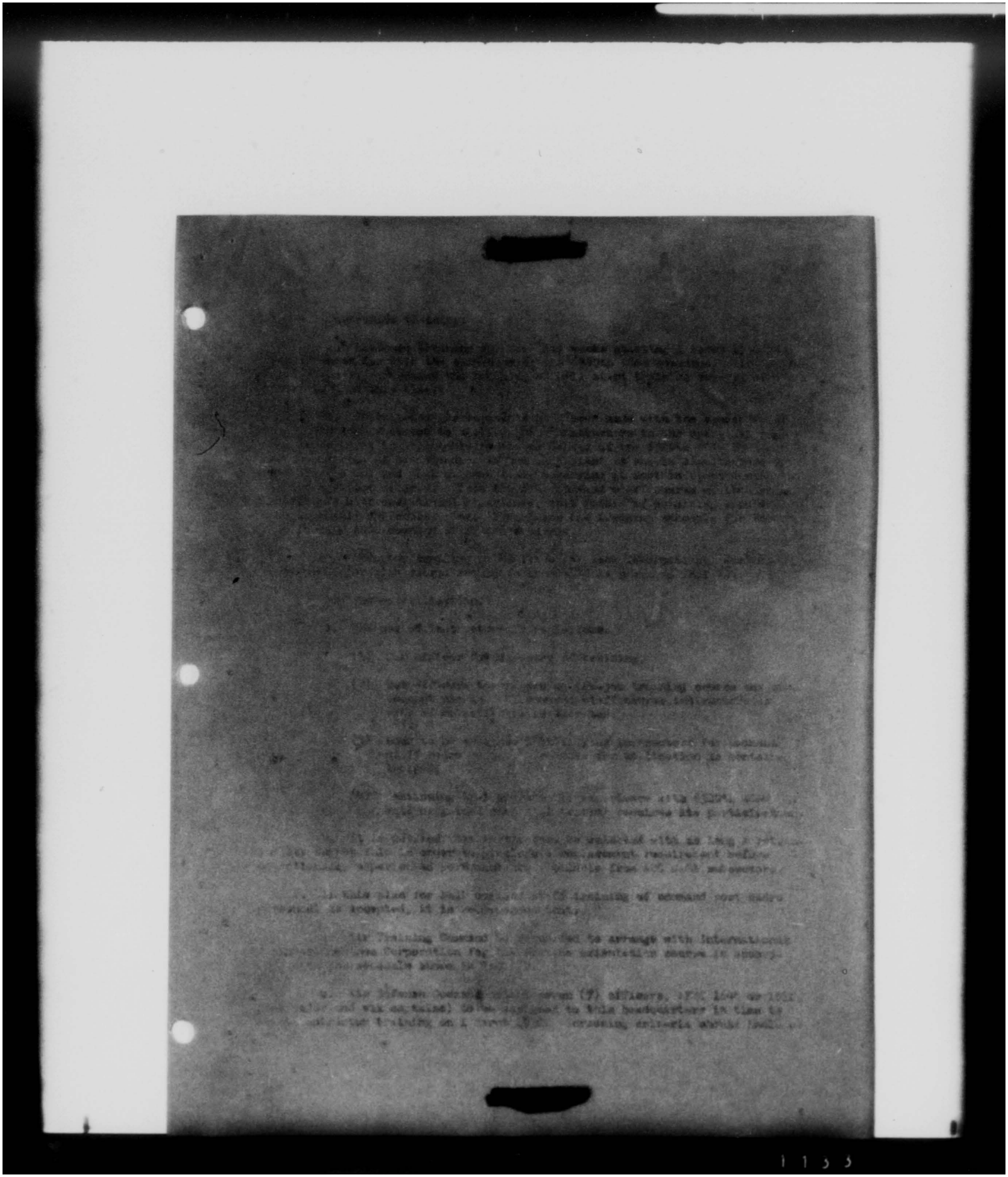

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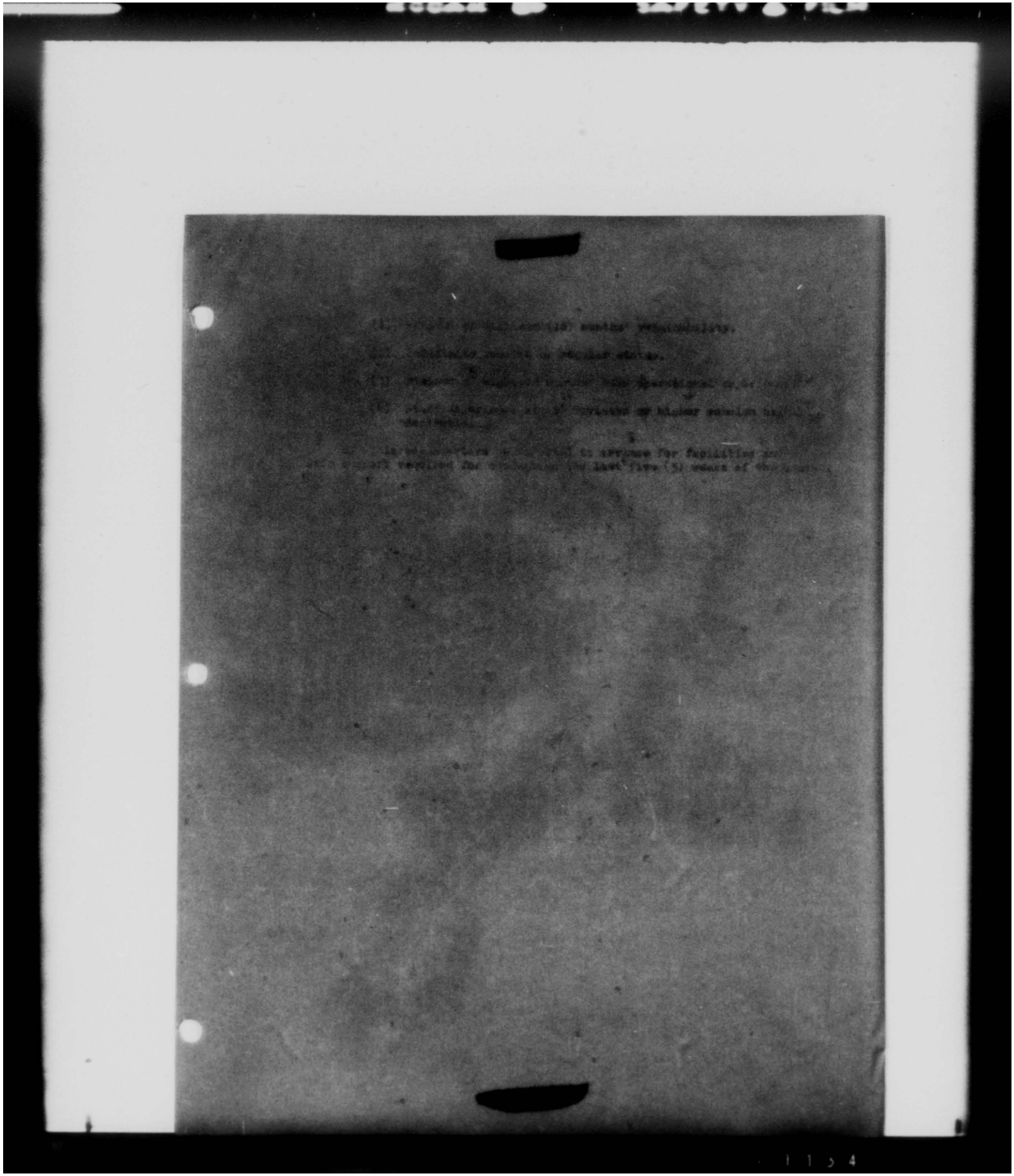

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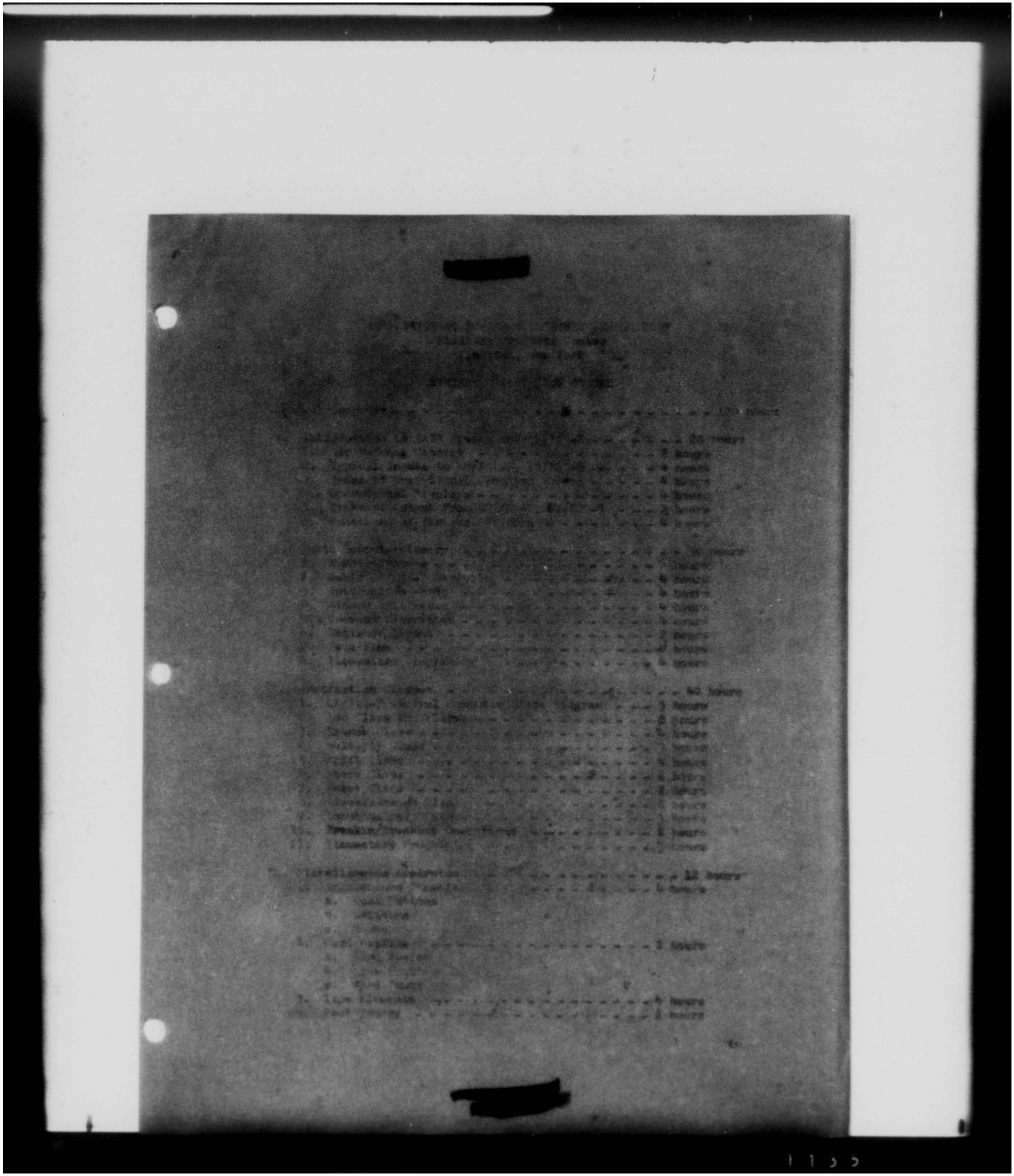

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HEADQUARTERS
[redacted] AIR DEFENSE WING (EXPERIMENTAL SAGE)
[redacted] LABORATORY, MASSACHUSETTS INSTITUTE OF TECHNOLOGY
BOX 73, LEXINGTON 73, MASSACHUSETTS

TELEPHONE: VOLUNTEER [redacted]

3 February 19[redacted]

[redacted] Interceptor Requirements for Experimental SAGE Subsector

[redacted]

[redacted] Air Force Base
[redacted] Texas

[redacted] will continue the All Interceptor Aircraft [redacted] testing elements of the operator program and operational [redacted] to be experimented with subsector. This require- [redacted] previously discussed with Headquarters Air Defense Command [redacted] semester, with Air Defense Wing during the week of 30 January 19[redacted].

[redacted] will be a requirement beginning 20 February for a min- [redacted] flying per week and continuing for the duration of the [redacted] tests. The [redacted] are in addition to the number [redacted] by the ARDC test squadron located at Ramsom Field.

[redacted] requested that authority be granted Lincoln Laboratory [redacted] contact with Eastern Air Defense Force in arranging details and [redacted] for this requirement.

[redacted] LEE
[redacted] USAF
Commander

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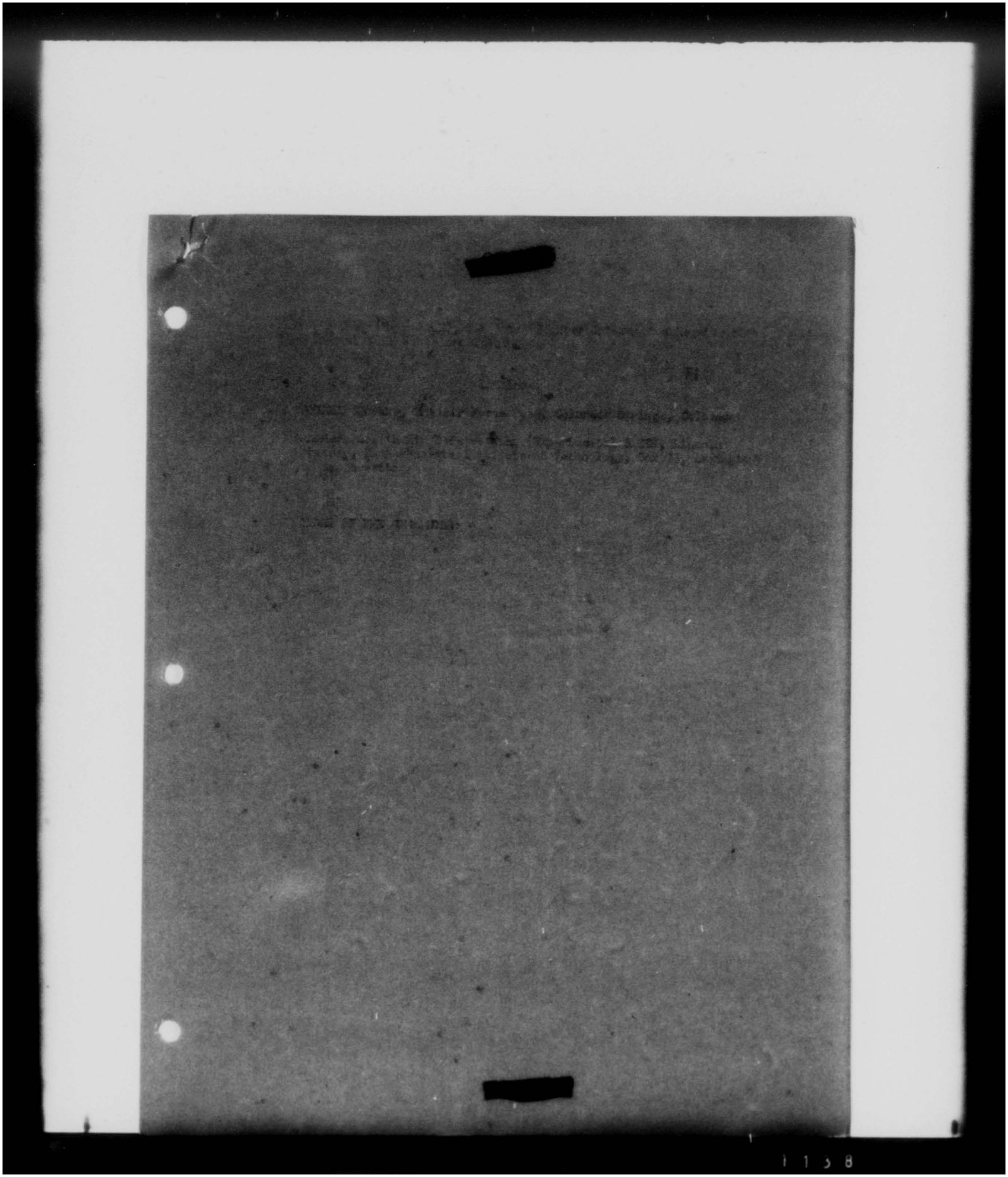

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COPY - 14 Feb. 1956 [redacted]

MASSACHUSETTS INSTITUTE OF TECHNOLOGY
LINCOLN LABORATORY
P. O. Box 73
Lexington 73, Massachusetts

13 February 1956

TELEPHONE VOLUNTEER 5-6770

Capt

Col. A. R. Shiely
Chief,
Air Defense Systems Operating Division
Air Research and Development Command
220 Church Street
New York 13, New York

Subject: Review of Requirements Contained in [redacted] dated 2 February 1956

Gentlemen:

In response to your letter of 2 February 1956, addressed to Dr. Halloway, we have again reviewed the requirements for flexibility in SAGE Direction Center Buildings with members of the 4630th Air Defense Wing. As a result, we have a number of observations which we feel will, in a satisfactory manner, justify these requirements.

As mentioned in the Operational Plan, SAGE System for Air Defense, a fundamental design feature of the AN/FSQ-7 equipment is extreme flexibility to meet changing requirements. Through the simple process of adding to or modifying the computer program, new types of weapons can be handled, new attack and defense procedures can be executed, and system capacity can be reallocated among the various tasks to be accomplished. We feel it extremely unwise to sacrifice this flexibility, which has been obtained at the cost of many millions of dollars per site, for a saving of $60,000 per site in building cost.

The specific recommendations for achieving the desired equipment placement flexibility were spelled out in Lincoln Laboratory Memorandum 6E-3907, released by TIR 51-107, copies of which are attached. The special floor construction proposed for the fourth floor of the Direction Center in the referenced Western Electric Engineering Change Proposal is the best design presently known to achieve these objectives. It is probable that a less expensive way of obtaining this flexibility could be found if additional engineering study work were to be authorized. However, until a new system is developed, operational requirements dictate the incorporation in all Direction Center Buildings of the proposed design.

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Col. E. R. Shiely -2- 13 February 1956

The current console layouts now existing have been generated from experience in operation of the Cape Cod System. You will recall that the track capacity of this system is approximately 10% of that contemplated in the SAGE operation. Hence, we feel that any assumption that present console layouts are final would be an unjustified extrapolation of Cape Cod experience. Based on experience gained when a number of SAGE Direction Centers are in operation, it is very possible that revisions in layout will be required and hence, flexibility must be a feature of the Direction Center Buildings.

In addition, the problem of integration of future weapons into the SAGE System and the probability of modification of tactical methods from time to time seem to indicate that this flexibility will be required in all sites. At the present time, we know of the necessity of integration of such weapons as TALOS and BOMARC, as well as other weapons which will obviously require future consideration. It is quite probable that integration of many of these weapons will require equipment as well as program changes after the SAGE System is entirely installed. These factors seem to dictate continuation of this flexibility requirement throughout all SAGE Direction Centers.

With regard to the possibility of accepting a lesser percentage flexibility, it should be realized that in the evaluation of any proposed design the structural design of the floor is not the only restriction. The columns and walls of the room as well as spacing for maintenance reasons put additional restrictions on obtaining an ideal operational layout. Therefore, it should be carefully noted that a percentage flexibility figure based on the amount of the floor area which may be utilized for cable and air duct access to equipment is apt to be misleading unless evaluated with reference to actual equipment design and operational layouts.

We trust that the above observations will satisfy the request in your letter.

Yours very truly,

ORIGINAL SIGNED BY G. E. VALLEY

G. E. Valley
Associate Director

GEV:PJG:WBA:ero

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HEADQUARTERS
4620TH AIR DEFENSE WING (EXPERIMENTAL SAGE)
LINCOLN LABORATORY, MASSACHUSETTS INSTITUTE OF TECHNOLOGY
BOX 73, LEXINGTON 73, MASSACHUSETTS
TELEPHONE: VOLUNTEER 9-5500

(SECRET)

3 February 1956

SUBJECT: Fighter Interceptor Requirements for Experimental SAGE Subsector Testing

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

1. This letter will confirm the AI interceptor aircraft flight requirements for testing elements of the computer program and operational procedures to be used in the experimental SAGE subsector. This requirement has been previously discussed with Headquarters Air Defense Command by the Commander, 4620th Air Defense Wing during the week of 30 January 1956.

2. There will be a requirement beginning 28 February for a minimum of thirty (30) sorties per week and continuing for the duration of the experimental subsector tests. These sorties are in addition to the number that can be flown by the 4620 test squadron located at Hanscom Field.

3. It is requested that authority be granted Lincoln Laboratory for direct contact with Eastern Air Defense Force in arranging details and scheduling for this requirement.

JOSEPH D LEE
Colonel, USAF
Commander

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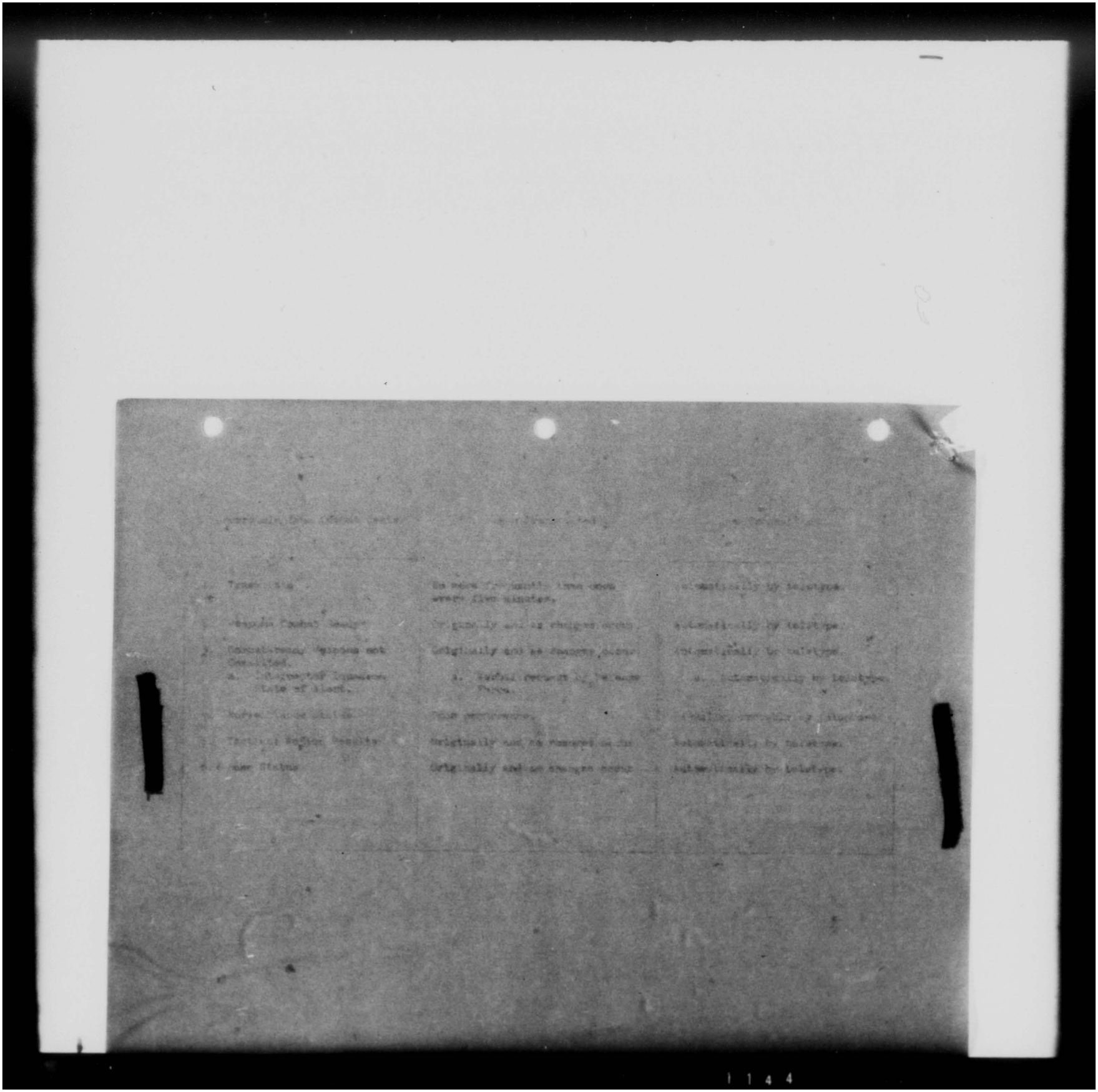

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15

AIR FORCE CAMBRIDGE RESEARCH CENTER

AIR RESEARCH AND DEVELOPMENT COMMAND

Laurence G. Hanscom Field Bedford, Massachusetts

SUBJECT: Minutes of IFF Meeting

Enclosed are minutes of the meeting on IFF held at Lincoln Laboratory on 24 and 25 January 1951.

FOR THE COMMANDER

Robert M. Barnes

RALPH S. LAMONTAGNE
Lt Colonel, USAF
Deputy Director for Lincoln Operations
Electronics Research Directorate

1 Incl
Min Tech Mtg

IF ENCLOSURE IS WITHDRAWN (OR NOT ATTACHED) THIS CLASSIFICATION OF THIS CORRESPONDENCE WILL BE CHANGED TO UNCLASSIFIED IN ACCORDANCE WITH AFR 205-1

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MINUTES OF IFF MEETING HELD AT LINCOLN LABORATORY ON 24 AND 25 JAN 1956

The IFF Meeting convened at 0930, 24 January 1956, with the following in attendance:

NAME	ORGANIZATION
[illegible]	[illegible]
[illegible]	AFOC-SPO
[illegible]	AMC-SPO
[illegible]	[illegible]
J. A. LaRochelle, Civ	AFCRC-GWRDA
S. M. Chesler, Maj	4620th AEW (SAGE)
H. C. Vantrease, Maj	4620th ADW
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
C. F. Langston	WADC (WCLNT-4)
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
J. K. VanVoorhis	Lincoln Laboratory
[illegible]	Lincoln Laboratory
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	WADC
L. Karin, Maj	Hq USAF (AFOMO)

The meeting was opened by Mr I. C. Manzur of AFOMO and [illegible] Jr., [illegible], USAF. (U)

[illegible] was somewhat [illegible] was reached. At this point, [illegible] present environment. This plan calls for the [illegible] the system [illegible] environment, and some high percentage of aircraft (about 50%) are ready [illegible] the switches will be thrown and [illegible] operation instituted. This will create some confusion in overlap areas, but it is intended that the implementation [illegible] so that few of the overlap areas will exist. (C)

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[redacted]

The next problem [illegible] discussed was the use of SIF in SAGE. Mr. [illegible] of the Lincoln Laboratory thinking and work on the problem of [illegible] replies for processing by the AN/FST-2. Lincoln Laboratory had done some preliminary design work, but this was being held up because of the incompatibility between the Mk 4 and SIF replies. The intention of Lincoln Laboratory is to relay all of the data inherent in the SIF reply [illegible] to the Direction Center. (S)

Discussion of operational Applications emphasized the need for a firm plan for the use of SIF. Hq USAF has requested ConAD to prepare [illegible] a plan which should be definitive enough to permit the development of the [illegible] necessary for SAGE. The general requirements for this equipment were then discussed. As these requirements were discussed, it became apparent that it would be desirable for the people most familiar with the requirement to meet and prepare a more detailed plan for these requirements and the equipment needed to satisfy them. It was decided that these people would meet the next day and work on this plan.(S)

Those attending on 25 January were:

NAME	ORGANIZATION
W. R. Bishop, Civ	AFCRC-CRRCA
J. P. May	Lincoln Laboratory
C. J. Carelman	RADC (RCOS)
F. M. Kinney, Capt	ARDC-Det 1 (RDZSMR)
S. Thaler	RADC
W. E. Gomez	RADC
J. Hallgrimson	AFCRC-CRRAC
H. S. March	AFCRC-CRRAC

The second day began with a discussion of some proposed changes to the [illegible] equipment. These changes were discussed with the intention of determining the technical feasibility of accomplishing them and the effect that they might have on the over-all system. (S)

These changes would encompass:

1. Bracket decoding
2. Interlace of Mode II and Mode III
3. Add emergency and IP to Mode III
4. Development of active decoder
5. Remote SIF-basic switch to cockpit
6. Remote PI selector to cockpit (S)

Whether or not any of these changes are accomplished will depend on the [illegible] plan for IWS. A basic assumption of this group was that the IFF of the manual system must retain its present capability despite any additions needed for SAGE. (S)

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Proposed actions were then outlined to determine a course of action for the group. The first step to be taken will be equipment investigation of

1. KY-12C
2. GPA-36
3. GPA-29
4. Developmental items at Hazeltine
5. Lincoln investigation of black box
6. Boeing-Lincoln Study of ROMARC (S)

These investigations will be complemented by the operational investigations of ConAD and also the 4620th AIW and Lincoln Laboratory. A tentative schedule for the immediate future was drawn up:

1. Equipment investigation at RADC, 1 and 2 Feb.
2. [illegible] contractors
3. Meet with Mr. Jordan, ADC, at Washington on 7 Feb
4. Meet with Mr. Donegan, ADC, at Lincoln on 15 Feb (S)

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3 APR 56

MINUTES
R&D CORPORATION FACILITIES MEETING

Meeting held at Headquarters AMC 0900 hours 3 April 1956 to determine procedures and method of funding proposed facilities contract with Rand Corporation. Facilities consist of prefabricated buildings of 9600 square feet each to be located on Hanscom AFB for occupancy by personnel required in programming, training, development and improvement of AN/FSQ-7 prototype XD-1 for the Sage system of the Continental Air Defense.

The following personnel participated in the discussions:

Colonel F. W. Toomey	MCPBI
Colonel F. J. Kuhl	MCPB1
Colonel O. H. Scott	ADWS
Colonel H. W. Longino	ADC
Lt. F. J. Thorpe	MCPPP
Mr. John J. Coyle	MCPE
Mr. A. L. Isao	MCPRE
Mr. John O. Sohn	MCOA
Mr. H. T. Levenson	MCPMEP
Mr. W. P. Kelley	MCPMEP
Mr. R. R. Norton	MCAI
Mr. J. S. King	Treasurer, Rand Corporation
Mr. M. O. Appler	Rand Corporation
Mr. C. W. Mann	MCPBDM
Mr. M. B. Lambert	MCPBDN

A brief resume of the circumstances that have created the facilities requirement were outlined by Colonel Scott as follows: Services consist of programming, training, administration, development and improvement of XD-1. This involves personnel of Rand Corporation, IBM, Western Electric and Bell Telephone, Lab ARC, ADC, AFCC, ADFS and AMC. The requirement for space and facilities for 329 personnel and 61,375 sq. ft. in July 1956 increases to a peak of 991 personnel and 176,725 sq. ft. in July 1958. Circumstances will not permit planning for additional AF space at Murphy Hospital. The Air Training Command will require the entire 47,640 sq. ft. of Murphy Hospital space presently allocated to AF, therefore all remaining AF and contractor personnel must vacate Murphy Hospital by 1 July 1956. To meet the 1 July 1956 space requirement two (2) prefab buildings of 9600 sq. ft. each are recommended. Four (4) additional will be required 1 September 1956, the ultimate requirement is expected to be nine (9). The major space requirement is for the Rand Corporation who is expected to act as landlord for the remaining contractor and AF personnel assigned to this program at XD-1. The Air Defense Command has allocated two $560,000. of F-458 funds, an allocation on Rand Corporation services contract AF(600)-261 will be decommitted and a purchase request in a like amount made available to MCPBI to fund the proposed facilities contract. The contractor, Hanscom AFB has requested that permanent type sides preferably cinder block be used on any buildings erected on Hanscom and that the use of any temporary siding be by the direction of Hq USAF. Information developed by Rand

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indicates a two (2) month delay in erection time if cinder block sides are used, in addition, extensive reengineering would be necessary. In summary this would prohibit the use of a standard design prefabricated building and place this project in the category of major construction with the resulting time factor of approximately six (6) months.

The following problems must be solved in order that the program may proceed on the present planned schedule:

(1) ADES Project Office Memorandum dated 30 March 1956, subject "Base Space Requirement and Space Availability in the Vicinity of Lexington, Massachusetts" will be transmitted by ADES cover letter to MCPBI formalizing the statements contained therein and recommending solution of the space problem through the acquisition and erection of prefabricated buildings by Rand Corporation on Hanscom AFB. This action will be taken by Colonel Scott.

(2) MCPM, the Procuring Contracting Office, will advise the ACO of the availability of funds on AF33(600)-26134 and will request that the ACO issue an Administrative Notice decommitting funds on the contract by $950,000.

(3) Upon notification of availability of funding for commitment, Air Defense Command will issue Purchase Request to MCPBI for the use of P-458 funds in support of this project. The Purchase Request will specify the following items of work. "Accomplish land improvement. Acquisition and erection of ____'s prefabricated buildings. Land installation (on site). Acquisition, installation of furniture and fixtures." To be accounted for as Government property under Rand Corporation facilities contract AF33(600)_____. Colonel Longino will monitor this action.

(4) Necessary action by MCPM and MCCQ will be taken by Mr. Levenson and Mr. Bohn upon receipt of their copies of the Administrative Notice.

(5) Air Defense Command will obtain authority from ARDC to erect prefabricated buildings on Hanscom AFB using other than cinder block walls.

Air Defense Command will obtain right of entry and joint use agreement from ARDC.

Copies of each action will be provided to MCPBIM.

Colonel Longino will be responsible for these actions.

(6) Rand Corporation will prepare Appendix "A" covering prefabricated buildings and furniture and fixtures for all tenants.

Rand will prepare outline drawings and specifications for the prefabricated buildings and forward to MCPBI for approval. Competitive bidding will

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Minutes, Rand Corporation Facilities Meeting (Cont'd)

be required on the basis of MCFBI approved drawings and specifications. Bids will be obtained on the basis of 6, 7, and 9 units. Rand will investigate the existence of storage space for furniture and fixtures at Hanscom that could be utilized if a sizeable shipment is made from the industrial reserve prior to the availability of pre-fab space at Hanscom.

As built drawings and specifications will be made available to Hanscom AFB by Rand Corporation for each building erected on the base.

Mr. King, Rand Corporation, will be responsible for providing this information to MCFBI.

(7) ADPS Project Office will support a separate facilities contract for Rand. Colonel Scott will be responsible for this action to MCFBI.

(8) Furniture and fixtures now at Murphy General Hospital under IBM facilities contract will be transferred to Rand facilities contract with the move out of Murphy into the prefabricated buildings.

Colonel H. J. Mattis, MCFPC, will be contacted relative to obtaining secondary administration for proposed Rand contract out of Boston APD, so that the construction project, upon approval of the preliminary plans and specifications by MCFBI, may be declared a "minor" project for supervision by Middletown Air Materiel Area and Boston Air Procurement District.

PATRICK G. TOOMEY
Colonel, USAF
Chief, Preparedness Branch
Industrial Resources Division

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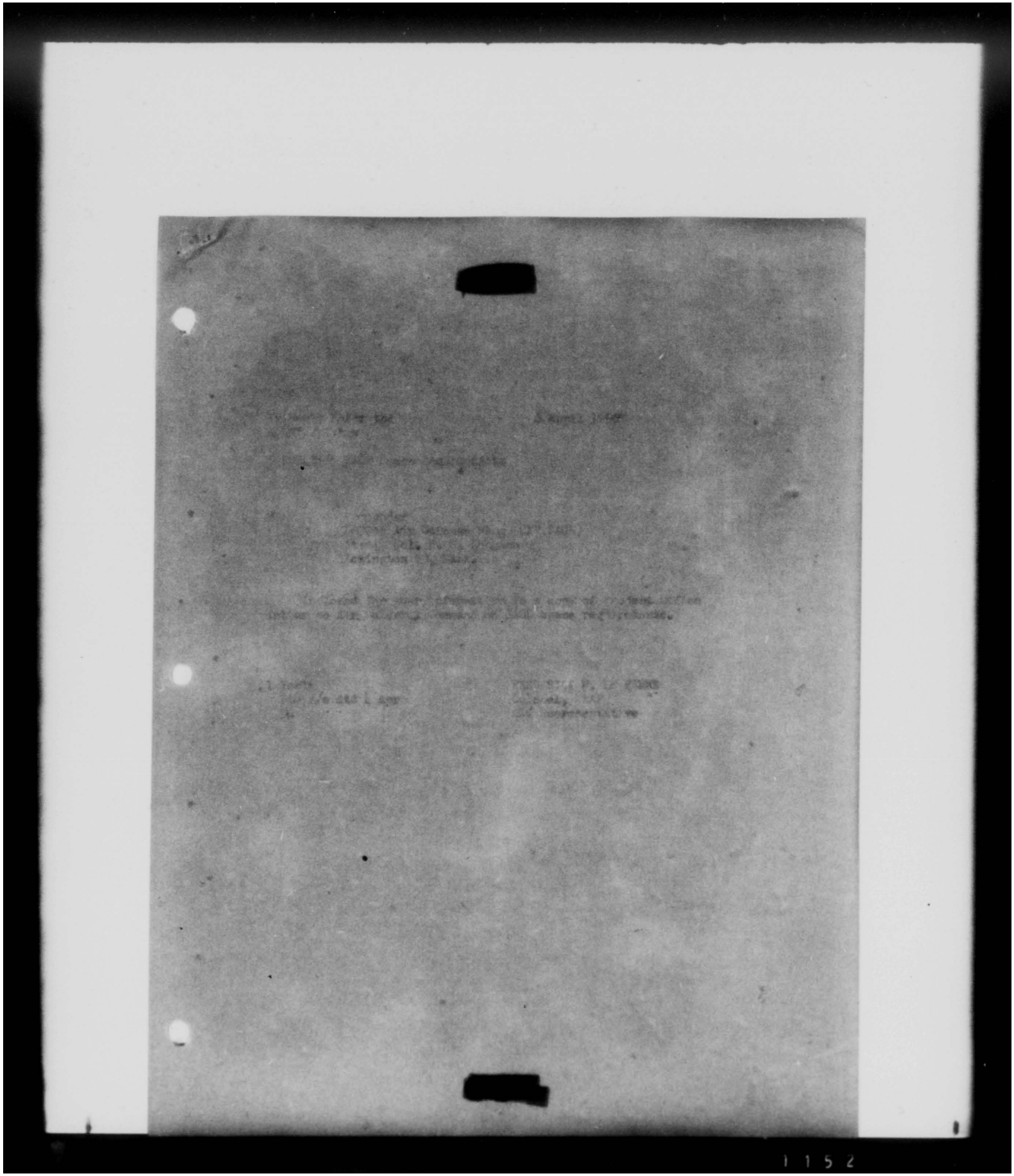

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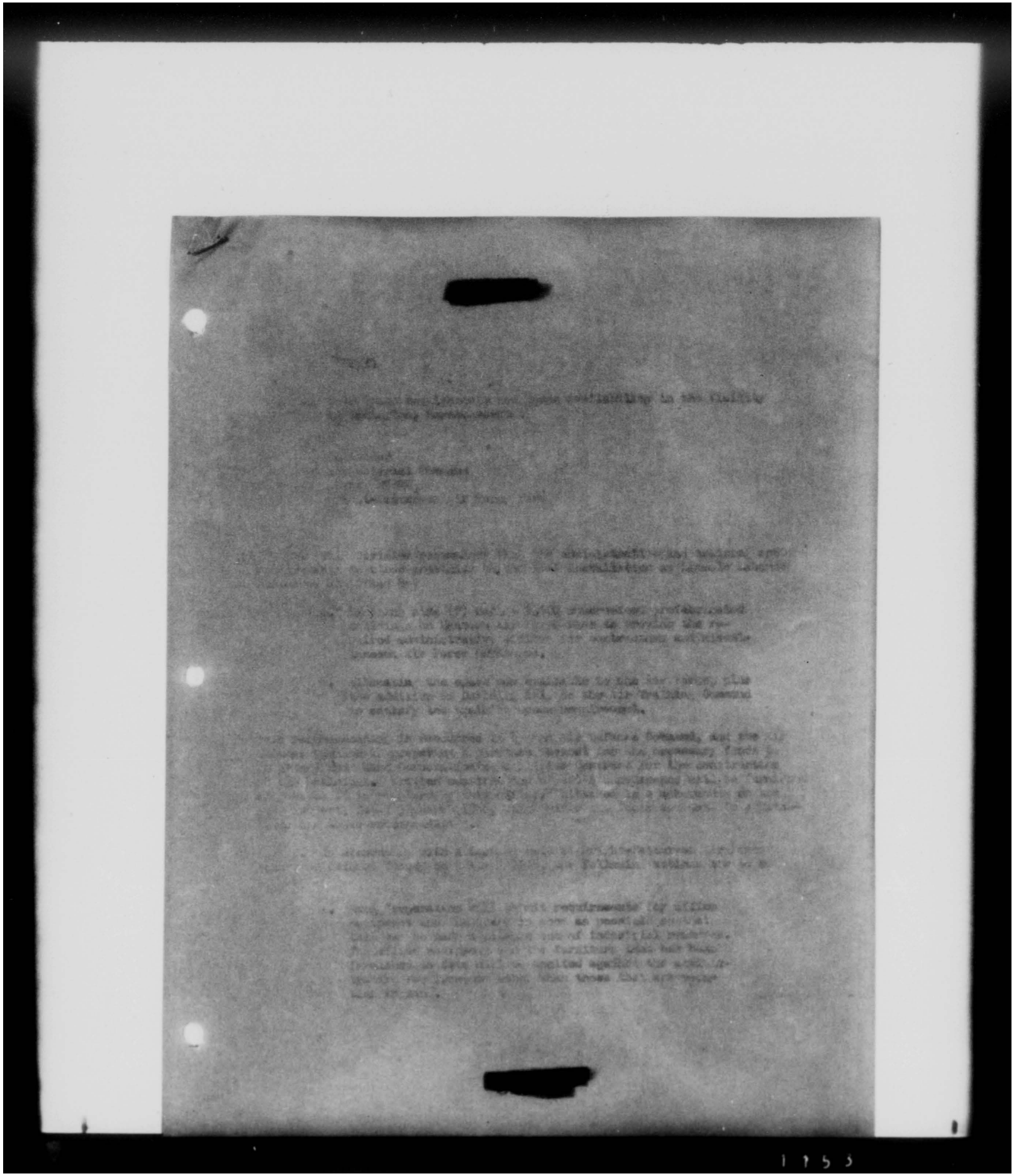

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[redacted] gate equipments and parts availability in the vicinity of Lexington, Massachusetts.

[redacted] Colonel [redacted], Deputy of the [redacted] Air Defense Wing and Mr. [redacted] of the Bell Corporation will meet with the [redacted] people at Hanscom Air Force Base on the 4th or 5th of April to resolve the following problem areas:

(1) The type of exterior walls to be used on the prefabricated buildings.

(2) Obtaining a [redacted] for AEC to construct bullet-proof vaults for [redacted]. A copy of this [redacted] directive will be furnished by AEC to Colonel [redacted] [redacted] Headquarters, Air Force Land.

(3) [redacted] need for these buildings and the limited time [redacted] it is requested that AEC action be handled expe-

[redacted]
Chief, Electronics Defense
Systems Division

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IBM KINGSTON MILITARY PRODUCTS DIVISION

April 9, 1956

FILE MEMORANDUM:

Subject: Proposed Air Force Staff Cadre SAGE Orientation Program Meeting at Lexington, April 6, 1956

As a result of the Air Force's interest in prior orientation of top military personnel at the sites in the principles of SAGE, Messrs. Mills, White, Hunter, Puorro and the writer met at Lexington on April 6. Later in the day this group met with Colonel Lee, Lieutenant Colonel Stevenson, Major Brownfield and Captain Lakey.

[illegible] the Air Force wants, in substance, as the SAGE equivalent of the [illegible] EDPM Executive course with modifications.

General agreement was reached on a one-week (5 day) basic curriculum. This curriculum is to be somewhat enlarged upon and submitted to Colonel Lee for tentative approval. When this approval has been obtained, IBM will submit a proposal, including costs, in order that contractual coverage may be sought.

Classes: Will consist of the top level military personnel in charge at the site approximately nine in number. Approximately 6 other military personnel may also take the course by invitation, totalling approximately 15 per class.

Dates: The first official class will be February 11 to 15, 1957. Other classes (one per site) will be held approximately six weeks apart, according to a schedule to be submitted by Captain Lakey. It is planned that a "dry run" class will be conducted prior to this date in order to refine and settle upon the curriculum.

Instruction: It is planned to augment the Programmer Instruction staff at Lexington by two persons, the addition of whom would make possible the assigning of two of the top men in this program to this special instructional assignment. Over [illegible] the initial [illegible] already [illegible], it is estimated that out of a six week interval the two special instructors would devote two weeks to this program--one week in preparational work, and one actually instructing.

Curriculum: The rough, tentative outline submitted to Colonel Lee, which met with his tentative approval, will be enlarged upon by Dr. Hunter and the Programmer group, after which it will be coordinated with Colonel Lee.

Costs: Basic factors include initial prepartion time, instructors' time, hand-out materials, visual aids, etc. Since it is planned to conduct this course at Lexington, it is planned to use the classroom which the Air Force will furnish for a special 5 week course to immediately follow this orientation program. Therefore, no space problems or costs are anticipated. All cost factors will be included with the curriculum in a final proposal.

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The next action to be expected is the submitting of a more detailed curriculum by the Programmer group through Dr. Hunter.

R. E. McNaughton, Manager
Department of Education

REMcN: js

cc: M[illegible] R. P. Crago, Kingston
G. T. Hunter, Cambridge
G. P. Lovell, Endicott
R. Lowe, Lexington
J. Mills, Lexington
T. Poork, Western Electric ADES
T. Puorro, Lexington
R. C. Sampson, Kingston
G. R. Solomon, KMPD at WHQ
P. F. Steinkuller, Kingston
H. J. White, Lexington

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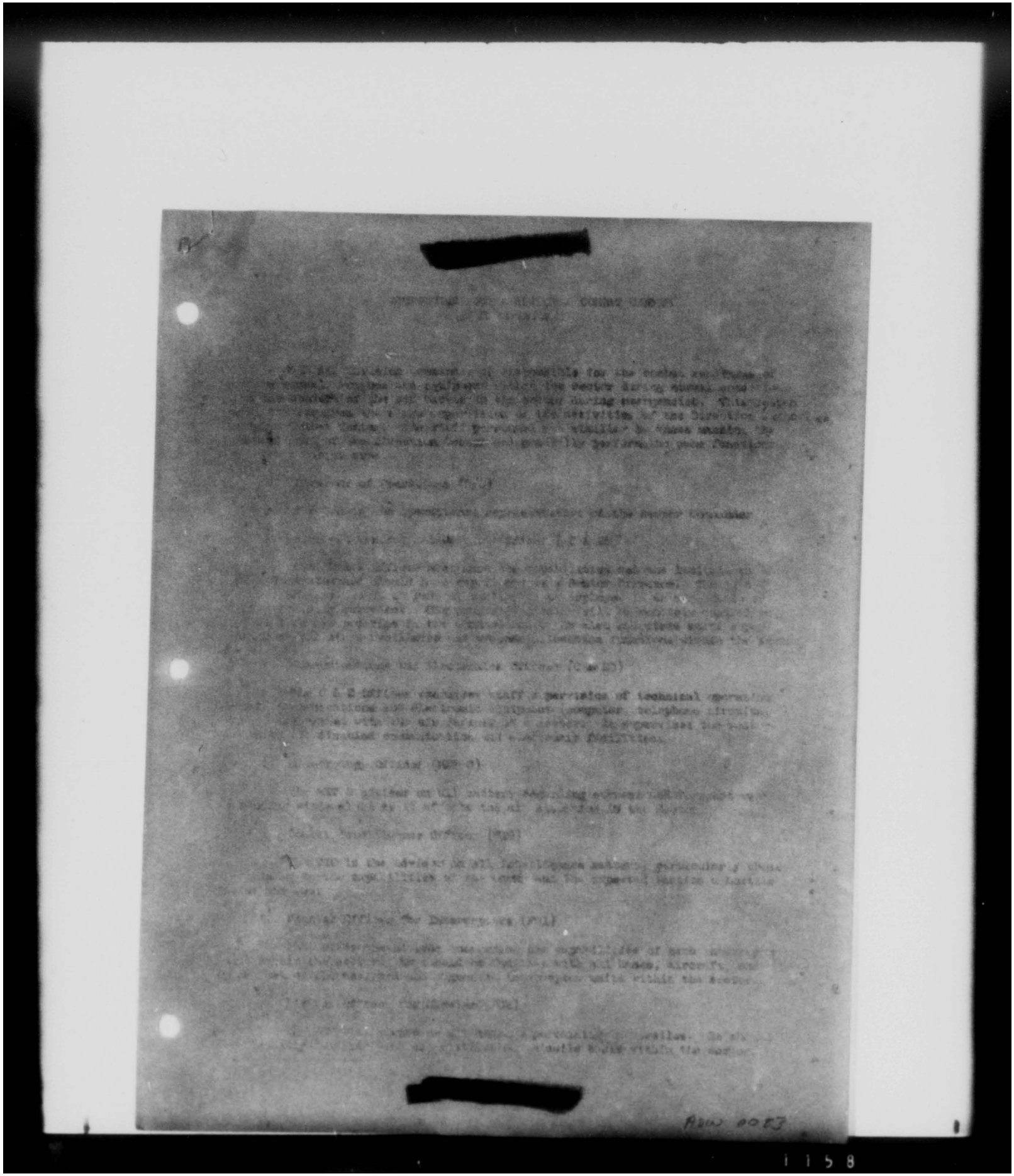

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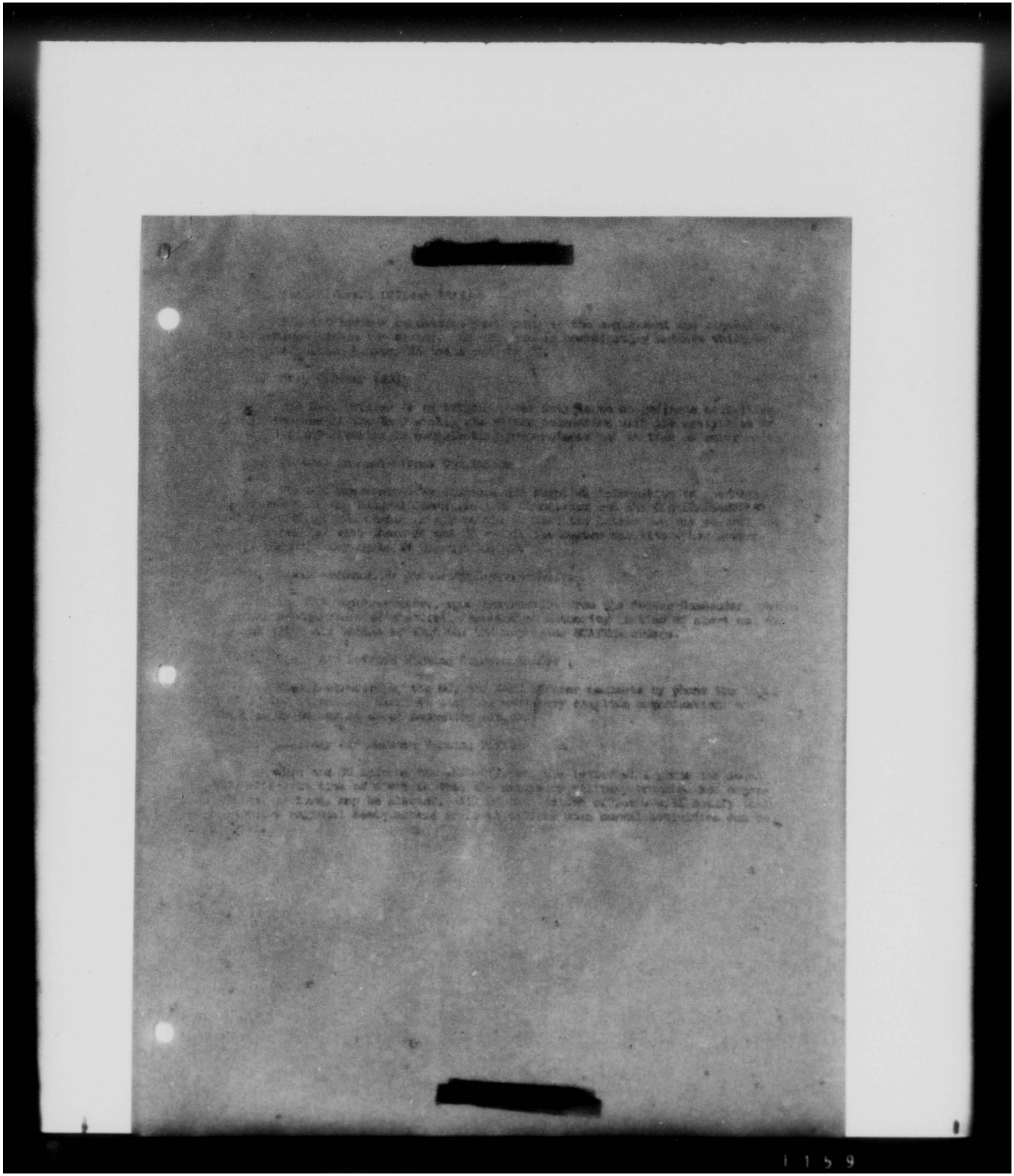

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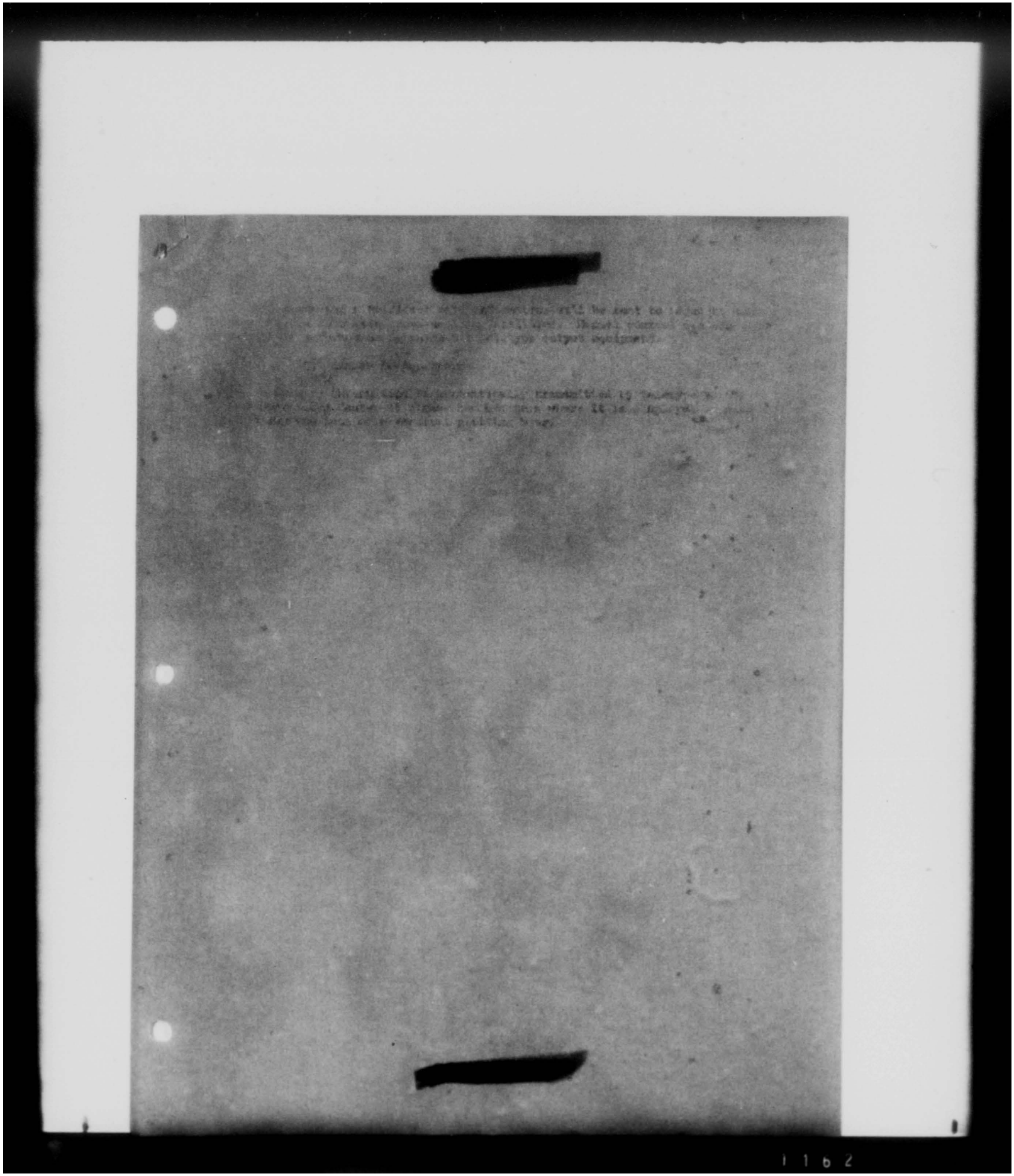

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B. AA Officer is responsible for advice concerning the employment and capabilities of AA weapons within the subsector. In addition, he will aid in coordinating matters which require joint action between AA units and the sector.

C. Liaison

Positions have been provided in the Command Post of the subsector for various personnel such as Army, Navy, CAA, FCDA, etc. It has not been determined whether all subsectors will have these personnel or whether all liaison will be effected at the sector level.

D. Activities

Among the major activities performed at the Subsector Command Post are:

Supervision of the air battle
Assignment of weapons systems with the threat
Coordination with adjacent subsectors
Implementing the orders and instructions of the sector center
Coordinating the use of augmentation aircraft
Entering conditions of alert and status for the subsector and all weapons units
Disseminating the defense warnings to the civilian and military agencies (May be performed at the combat center)
Implementation of the SAGE and GONESAG plans (May be performed at the combat center)
Plotting distant early-warning information
Reasserting the situation

To aid in performing the above functions, two major types of displays will be provided. A summarized display of the battle situation will present the broad and general outlines of the direction, size, and nature of the air situation. The Summary Situation Display will be supplemented by the detailed scope displays, situation and digital information. The weapons status, tactical action, air situation, Intelligence, and weather displays will be available in the Command Post. In addition, distant early-warning information will be manually plotted in the Command Post. Suitable map boards will be used for these data until the data are within the coverage of the subsector. By use of these displays, the staff and liaison personnel will be able to follow the air battle in detail.

2. Summary Situation Display

A. The Summary Situation Display will be generated by the computer, presented on a large, photographic, and projected on a vertical screen at the front of the Command Post, where it can be seen by everyone in the room. The same display will also be available on any situation console in the Subsector Command Post. The projected display will be three minute old and will be brought up-to-date each one of its minutes.

The summary situation display will summarize the battle situation and will show up to 50 tracks or raids. These may consist of interceptor tracks,

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[illegible tracks, Friendly tracks, or raids - depending upon the battle situation. The tracks shown on the display will be automatically forward-told to the tactical center for use in preparing their Sector Summary Situation Display.

Under conditions of light loads, the computer will select the tracks for summary display. When the number of tracks increases, the Air Traffic Officer will begin to group tracks into raids for summarization purposes. This raid forming will be done by specifying, either by light gun or intervention switches, the tracks in the raid. A raid will be given a track number as any other track, but will also have a raid symbol.

The summary display will be kept simple to convey the basic nature of the air situation. Boundaries, geographical points, weapons base locations, and the weapons-status situation display will be superimposed.

On either side and above the summary display are screens on which are projected status information. These can be used to present tabulations of the information most often and most continuously needed in the Command Post [illegible] status, weather, etc.). Other status information can be called up as needed and seen on digital information displays located in the table top in front of Command Post personnel.

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SUBJECT: Funding for Projects Contracted, [redacted] Field

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

1. Reference is made to meeting held at your headquarters, 19 June 1956, concerning the above subject. The decision reached was to the effect that the use of MDAP funds for such purpose was inappropriate. As a result, it was decided that minimum delay in proceeding with this construction would require reprogramming of funds already approved for [redacted] construction. It was also agreed that your headquarters would reprogram these funds provided the requirement for administrative space at [redacted] Field was essential to the ADC Program and its timely implementation.

2. The United States Air Force is implementing the ADC system as an absolute prerequisite to effective air defense. Thus, every effort must be made to assure that ADC will be operational when placed into operation. Due to the nature of development of this project, it is essential that the adequacy of all elements be determined as we proceed.

3. Air Defense Command has given the [redacted] Corporation responsibility for assisting in the development of the Master Computer Program for the ADC system and the prime responsibility for adapting the Master Computer Program for all subsectors subsequent to the first three (3). In order to carry out their contractual responsibilities, the [redacted] Corporation requires that sufficient trained programmers be located at [redacted] Field. To meet their schedule, [redacted] personnel buildup must grow at the rate of forty (40) programmers per month, starting as of now. Since there are no other suitable facilities, timely implementation requires the permanent construction of eight (8) structures on [redacted] Field.

4. Further delay in getting on with these buildings will seriously mitigate against the entire ADC effort and only serve to incur additional expense to the Air Force. The availability of [redacted] contributes nothing to the air defense effort without the concomitant availability

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[redacted] Funding for T[redacted]porary [redacted]onstruction, Hamilton Field

[redacted]power programs and [redacted]ilitary personnel. The facilities [redacted] Hamilton are prerequisite to those requirements.

[redacted] In view of the urgency of getting on with the job, [redacted] Defense Command reluctantly agrees to the reprogramming of funds already apportioned for SAGE construction. [redacted] therefore, recommend that $800,000 currently earmarked for construction at [redacted] Chord be diverted for constructing eight (8) Butler-type buildings at Hamilton Field. We recommend [redacted] Chord since it is our understanding that funds are available for construction there. In the event that approval [redacted]tion for [redacted] Chord has not been forthcoming our only alternative is to recommend that $800,000 be reprogrammed from funds apportioned for the SAGE construction at Grand Forks [redacted] per agreement now had on the above referenced [redacted]ference, funds in this [redacted] account will be reapportioned [redacted] under the deficit at [redacted] Chord or Grand Forks immediately [redacted] for [redacted] July 1958.

[redacted] The necessity for extraordinary action regarding the above matters cannot be overstressed. To preclude any further delay in this program it is absolutely essential that the reprogramming of funds as above recommended be [redacted] among the highest priority by your staff. Also, it is [redacted] that authority to obligate be provided verbally, with formal confirmation being a secondary consideration. [redacted] important, it is essential that the [redacted] Corporation be [redacted] under contract to provide the facilities requires [redacted] would be fatal to forego what has been accomplished [redacted] Chord and attempt to process this project through Corps [redacted] Engineer channels.

[redacted] Drawings and specifications will be submitted to [redacted] as soon as funding for the initial program [redacted] with [redacted] action resulting at your headquarters.

[redacted]. [redacted]. PARTRIDGE
General, USAF
Commander

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MASSACHUSETTS INSTITUTE OF TECHNOLOGY
LINCOLN LABORATORY
29 June 1956

SAGE Experimental Test Policy Committee (SETPC)

C. R. Wieser

Test Requirements for IM-99A

Attached is a copy of the "Proposed SAGE/IM-99A Integrated Systems Test Requirements." For your background, the body of Colonel Cunningham's letter of transmittal follows:

"The attached thirty (30) copies of 'Proposed SAGE/IM-99A Integrated Systems Test Requirements' are forwarded herewith for Lincoln comment. Special attention is directed to those items marked with asterisks (*), which are considered to require effort in LSS or in AN/FSQ-7 (XD-1).

Pending resolution of the so-called 'third contractor' problem, no detailed test planning would be profitable. However, in view of Lincoln's status in the design of SAGE, Lincoln comment on the soundness and feasibility from a SAGE viewpoint of these test requirements is needed before they can be made the basis for further planning.

Employment of BOMARC (IM-99) in SAGE ERA, Prepared [illegible] in Conference [illegible] May 1956, issued by Headquarters ADC, should be considered as additional reference on the subject of test requirements.

C. R. Wieser
Secretary, SETPC

CRWieb
Attachments Test Reqs. for IM-99A (PL-ERp154)
Distribution List

C. E. Valley	Colonel J. D. Lee, 4520th ADW
C. V. J. Overhage	Lt. Colonel R. LaMontagne, LPO
R. R. Everett	A. Marchmann, BTL
J. F. Jacobs	A. A. Currie, BTL
A. Nadwal	J. F. Mills, IBM
J. Frick	W. S. Melahn, RAND
H. Sherman	F. Simon, WE
T. [illegible] Wells	

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PROPOSED SAGE/IM-99A
INTEGRATED SYSTEMS TEST REQUIREMENTS

A. INTRODUCTION

Air Force plans to employ the IM-99A as an Air Defense interceptor have resulted in the requirement to integrate the IM-99A interceptor into the SAGE System of Air Defense. Present plans for IM-99A/SAGE tests are delineated into three major areas:

A. Limited System Development Tests (Engineering Capability)

B. Complete System Tests (Functional Suitability)

C. Operational Suitability Tests

Area A testing will utilize the AMTC missile range with remote control by telephone lines to the XD-1 Direction Center. The test requirements for Area A are given below. ESS test requirements (including XD-1) are interlaked. Complete System Tests, those employing multiple missiles and mixed weapons in a representative operational environment, will be conducted at the Gunter Subsector. Obvious test requirements that fall in this area are so designated. These requirements are prepared with only SAGE/IM-99A integration in mind and do not reflect all extant IM-99A R&D or OST test requirements. The requirements are listed according to the following proposed test outline:

A. Introduction

B. Simulation Tests

C. Subsystem Tests

D. Flight Tests

1. B-57 (TV nose)

a) SAGE Monitor (AN/GPA-35 control)

b) SAGE Control (AN/GPA-35 monitor)

2. IM-99A

a) SAGE Monitor (AN/GPA-35 control)

b) SAGE Control (AN/GPA-35 monitor)

E. References

It should be noted that detailed test plans cannot be developed prior to the initial preparation of a System Description document which includes the results of a number of operational and equipment studies.

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1. Determine the probability of successful IM-99 beacon interrogations and replies for various ranges and altitudes.

2. Determine the accuracy of beacon position reports.

3. Determine the ability of the AN/FST-2 to process identity and beacon data with proper range and azimuth and to transmit a correct Mark X message to AN/FSQ-7.

4. Determine the ability of the SAGE System to resolve missiles with crossing and overtaking tracks.

5. Determine the fidelity of the ground to air data link transmitted messages received at all points in the operating environment.

6. Determine the adequacy of the computer program to perform all necessary functions for IM-99A utilization in SAGE.

PILOT TESTS

Five missiles (IM-99A) and simulated missiles (B-57B with the Block IV nose) will be flown at the Air Force Missile Test Center under both AN/GPA-37 and SAGE XD-1 control.

1. B-57B/(IV nose) Flights

a. SAGE Monitor - After suitable ground environment shakedown tests, sufficient B-57B/IV flights under AN/GPA-37 control should be monitored by the Experimental SAGE System to ascertain the closed loop compatibility. (This is intended to reduce missile test range time required for subsequent tests.)

b. SAGE Control - The tests requirements below apply to B-57B/IV flights in a complete closed loop system configuration. The AN/GPA-39 will act as a monitor and its commands will be recorded for comparisons with SAGE commands.

1) Determine the system delays and their effects upon guidance accuracy.

2) Determine if the accuracy of the guidance commands is sufficient to intercept maneuvering and non-maneuvering targets.

3) Determine the effects of varying the following parameters upon the results of B.b.1) and 2) above and verify as many as possible of the Simulation Tests under A above:

a) System delays

[redacted]

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b) Probability of kill-per-round ratios

c) Fuze setting and prediction constants

d) Target and differential heights

e) Intercept aspect angles and geometry

f) Terrain height

g) Command accuracy

h) Countermeasures

i) Miss distance effects upon fusing and disposal functions

j) Meteorological and ionospheric effects

5) Determine from data obtained in meeting the above requirements a set of operational procedures to be used in "flushing" operational SAGE subsectors with the LTV/B simulated IM-99A.

2. XIM-99A Flights

Approximately fourteen (14) XIM-99A/62A flight tests will be available for SAGE monitoring and control. Of these, at least eight should be flown primarily under SAGE control with AN/GPA-95 monitoring and ready for rapid switch-over.

a. SAGE Monitor. These flights will serve to check out the complete test configuration including the data gathering provisions, the interrogation, and the guidance loop.

1) Compare all commands generated by the AN/GPA-95 and the AN/FSG-1 from pre-launch to disposal.

2) Determine the magnitude of switchover transients and determine if these are acceptable in view of previous simulations.

3) Determine the state of readiness of the SAGE System test setup to control an XIM-99A throughout an interception.

b. SAGE Control. After a satisfactory state of readiness to control XIM-99A missiles has been realized as a result of SAGE ground tests, the single live missile interceptions should commence with both simulated targets and with drone targets according to the requirements below:

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1) Obtain data from tests which approximate as close as possible the system parameters used in previous single-thread simulated interceptions for the purpose of substantiating simulation test results.

2) Obtain test data over as wide a range as possible of the performance, capability and reliability of the integrated systems under test.

3) Demonstrate intercept capability of XIM-99A against drone targets.

4) From tests meeting the above requirements, determine what immediate, short range, or long range redesign of SAGE or IM-99A is necessary.

5) Obtain data from live missile tests which would aid in further refining SAGE/IM-99A operating procedures involving the following points:

a) Criteria on decision to fire.

b) Criteria for shutdown during final thirty seconds before launch.

c) Criteria for break-off and disposal.

d) Criteria for presentation and/or action on troubles, new situations, etc., not handled automatically by the computer.

e) Methods of evaluating as to whether or not there was a kill or miss.

NOTE: Evaluation of procedures and criteria for actions involving multiple interceptions and full subsector operational exercises will be accomplished with test data obtained during Functional Suitability Tests.

[redacted]

1. "SAGE/IM-99 Compatibility Report," 29 February 1956, by Joint Lincoln-Boeing Study Group.

2. RDB-1 Disposition Form to RDZO, 4 April 1956, Subject: SAGE/BOMARC Compatibility Test Program and attached Test Plan #56RDZ-8729.

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[redacted]

Coordination Signatures by Requirements Advisory Group Ad Hoc Committees

LINCOLN PROJECT OFFICE

[redacted]

IN-99 WEAPONS SYSTEM OFFICE

[redacted]

AIES PROJECT OFFICE

[redacted]

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HEADQUARTERS
4620TH AIR DEFENSE WING (EXPERIMENTAL SAGE)

MASSACHUSETTS INSTITUTE OF TECHNOLOGY
LINCOLN LABORATORY

BOX 73, LEXINGTON 73, MASSACHUSETTS TELEPHONE: VOLUNTEER 2-5870

TO: Colonel J. D. Lee

FROM: Major L. F. Janek

SUBJECT:

16 July 1956

1. In general I agree with what is written in paragraph 1 through 11. Again, generally all that is stated is logical and therefore not subject to controversy.

2. Regarding paragraph 8, it is not entirely clear to me the philosophy that Map would adopt, although alluding to sub-optim ising staff agencies??

3. Concur with paragraph 12.

4. It will take considerably more thought on my part before I could agree with the primary agencies listed on his chart.

5. Concur with MTL's conclusions.

LEWIS F JANEK
Major, USAF

[redacted]

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HEADQUARTERS
4620TH AIR DEFENSE WING (EXPERIMENTAL SAGE)

MASSACHUSETTS INSTITUTE OF TECHNOLOGY
LINCOLN LABORATORY

BOX 73, LEXINGTON 73, MASSACHUSETTS TELEPHONE: VOLUNTEER 5-0370

TO:

FROM:

SUBJECT:

8 June 1956

[redacted]

a. [redacted]

b. [redacted]

c. [redacted]

d. [redacted]

e. [redacted]

[redacted]

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[redacted] use of civilians, even in the operating air defense system. [redacted] is dictated by the force of circumstance,--increasing complexity [redacted] defense organizations and technology.

10. As to the fourth factor, time effects, there is probably a logical [redacted]. Referring to the chart, we will necessarily use mainly civilian [redacted] agencies in the [redacted] modes of subsector operation. As time goes on we will tend to depend on civilian services less and less. But [redacted] lower modes of operation we appear to be placing more and more reliance on civilian contract facilities than we have customarily done.

11. I have omitted any indication of primary agency for several of the [redacted] for uncontrolled modes of operation. These seem to be questionable ones where we need to study our requirements and lay out some good far-reaching [redacted].

12. This brief discussion from a broad point of view so far doesn't provide an answer to any questions. least of all, "do we want to have a [redacted] Tech-Rep at subsectors?" I have one thought here. The argument for such an engineer is to be able to resolve inter-subsystem deficiencies by the intuitive processes of one man, over and above the lower level trouble detection activities on many subsystems. This presupposes that our highest level [redacted] has revealed a system deficiency not correctable or even identifiable by the subsystem schemes. It seems to me that if and when we know this, we will not want to resort ably to the services of one highly unique individual to pastermind the answer. Rather, our approach is to systematically study the phenomenon -- apply the scientific method -- and this is a [redacted] affords a high order trouble detection, systematic procedure, by a [redacted] group, properly organized and led. As in all research studies some individual conceives what turns out, historically, to be a correct solution. Let's maximize the number of individuals who can conceivably produce a desired solution rather than pointing the finger, apriori, to one man from whom we expect the solution.

ARNOLD C. [redacted]
Operations Analyst

[redacted]

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[illegible]	DATE		
PRE-OPERATIONAL DATA A. Shakedown Evaluation	-9 months	WS-BTL	All the Objectives Listed Below
B. Acceptance Evaluation		WS-BTL	
C. Operational Improvement		?	
POST-OPERATIONAL DATA CONTROLLED "Simulated" Operational evaluation & training (tests & exercises)	-3 mo. ---- on	SED(RAND)	-Periodically determine functional performance AND -Provide operating environment to facilitate training
"Real" Operational evaluation & training (tests-exercises)	Exercises ---- on	ADC	
UNCONTROLLED Peacetime Air Defense	Exercises ---- on	ADC	-History
		?	-Limited determination of functional performance
		?	-Trouble Detection
Wartime Air Defense	?	ADC	-History
		?	-Limited Determination of functional performance
		?	-Trouble Detection
ALL MODES OF OPERATION	From now ---- on	Coordinating Agency	RESEARCH STUDIES A. Threat Pred. Re decision Weapons Alloc. making B. C. -using any and all modes of operation

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[redacted]

May 28, 1956

COLONEL [illegible] LEE
[illegible]th Air Defense Wing
Lincoln Laboratory
Post Office Box 73
Lexington 73, Mass.

Dear Dave:

Enclosed is a copy of our Memorandum for File, "Review of Possible Requirement for SAGE System Engineer" February [illegible], 1956, which you requested during our conversation on May 24th.

L. A. DORFF

Encl.
Memo for File

[redacted]

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Project ADES - Review of Possible Requirement for SAGE System Engineer - Case 2743-642

January 3, 1956

MEMORANDUM FOR FILE

Lincoln Laboratory personnel have indicated at various times that they foresee a possible need for the assignment of a highly qualified "System Engineer" to each Direction Center of the SAGE System. Due to the complexity of the equipment array, they question whether a subsector can function continuously with anywhere near its attainable capability unless such an engineer is provided. They define the "System Engineer" as a highly competent individual with detailed understanding of all electrical and electronic components of a subsector, from radar to ground/air data link, and with ability to detect, diagnose, and clear any subtle troubles which arise due to an inter-relationship of components and which are beyond the collective capability of all other technical personnel assigned to the site. This memorandum sets forth our views on the subject and summarizes the background for these views.

It is recognized that a "SAGE System Engineer" could probably be utilized at each Direction Center to analyze equipment operating performance and perform various other duties in addition to those which were initially suggested in our discussions at Lincoln Laboratory. However, it is our view that there are several over-riding considerations which make establishment of a requirement for such an individual in each subsector impractical and possibly undesirable. We doubt that manpower resources currently available to the Air Force could provide enough suitable individuals to fully meet such a requirement during the period of implementation of the SAGE System era. We believe that administrative functions significant to the area under discussion can be adequately handled by Air Force duty and staff personnel at Wing and Air Division levels. We are of the opinion that no justification for the requirement can be made if based solely on the provision of technical services which are not already the responsibility of Air Force research and development agencies or of contractual, leased service or regular Air Force maintenance personnel planned for the sites. We feel that any duplication of technical services would be an uneconomical use of engineering talent. We believe that procedures can be arranged for utilizing research and development support from existing Air Force and contracting agencies to

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[redacted] any necessary technical or engineering assistance in [redacted] troubles beyond the capabilities of personnel currently [redacted] assignment to the sites, if such troubles are encountered after installation and testing. This type of arrangement would be similar to a Bell System practice which has evolved through long experience with systems of similar complexity. Such an approach also seems more conducive to promoting cooperative effort among contracting and Air Force personnel and maintaining desired standardization at the Direction Centers and Combat Centers.

In that training plans, operational procedures and contractual arrangements may all be affected if a requirement for a SAGE System Engineer is established, we recommend that a meeting be called at an early date for open discussion of the views of all interested agencies so that a coordinated recommendation, if found necessary, can be developed expeditiously.

The need for a System Engineer was initially suggested in a meeting of personnel from Lincoln Laboratory, International Business Machines, AC&20th Air Defense Wing, Western Electric Co. (WECO), Bell Laboratories (ADES) and other interested agencies convened to consider the duties, responsibilities and facilities required for the C and E Duty Officer. At that time Lincoln Laboratory personnel expressed concern about problems involving the gradual degradation of equipment parts and about occasional operating troubles in which the cause cannot be isolated to any specific system component, i.e., all components individually test out properly and yet the trouble condition exists when the components are operating together. Operating experience with the Cape Cod System was cited to illustrate the need for analyzing troubles that are due to an inter-relationship between components. Satisfactory performance was finally obtained by stationing, in the computer control room, a Lincoln Laboratory staff member intimately familiar with the whole system so that such troubles could be diagnosed and cleared as they occurred. The Lincoln Laboratory representatives suggested that civilian engineering personnel might be needed in the production SAGE System to assist and advise the C and E Duty Officer in a capacity similar to that of the staff member used in operating the Cape Cod System.

In my Memorandum for File of August 15, 1955, entitled "Communications and Electronics Duty Officer and Subordinate Personnel . . .", it was pointed out that, after a SAGE System shakes down and research and development laboratory personnel

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- 3 -

We [illegible], troubles of the type mentioned by Lincoln Laboratory should not occur often enough to warrant provision of [illegible] engineering personnel at every site. We suggested that [illegible] consultant service might be utilized if SAGE System experience indicates that special direct technical assistance is necessary subsequent to installation, testing and shake-down.

In subsequent discussions with personnel of Lincoln Laboratory and of the 4620th Air Defense Wing, other aspects of the problem area were considered. Lincoln Laboratory personnel still felt that someone with knowledge of all electrical and electronic components of a subsector would be needed. They agreed that a satisfactory arrangement might be one in which an appropriate individual would act as an expert technical consultant, when and if needed, and carry out other regularly assigned duties as well. One suggestion as to other duties was for the individual to be assigned to a position on the Wing staff and to be given responsibilities such as analyzing failure reports and evaluating maintenance and quality control performance for the Wing. Although we agreed that such an individual could be utilized in many worthwhile ways, we still felt that justification for the type of talent desired had not been established, and that there were several considerations which made provision of the individual undesirable.

Our present views on the subject are partly based on the cumulative experience and engineering practices developed within the Bell System. The Bell Telephone Laboratories normally has responsibility for development of all new telephone equipments used within the Bell System. Fundamental objectives during development are reliability, safety, and simplicity where possible, as well as the provision of all information necessary to guarantee that normal technical personnel of the operating telephone companies can operate and maintain the equipment themselves. Laboratory and field testing is used to remove technical and operating weaknesses and inadequacies from the completed design. The first few production installations, though not a responsibility of the Laboratories, are closely followed by the Laboratories to discover any unforeseen troubles such as those due to improper operating methods, manufacturing and installation techniques, equipment loading, short life of certain equipment parts, operating company maintenance procedures, etc. When justified, modification of design is initiated by the Laboratories to overcome any of the inadequacies which are brought to light during this early period of installation and operating experience. Later on, if a trouble occurs which cannot be resolved by the operating telephone company maintenance and engineering personnel,

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assistance is requested and furnished from the Laboratories. Dependent upon the problem, technical assistance may be furnished by telephone, by letter or by dispatching personnel from the Laboratories to directly investigate and analyse the trouble and determine its cause. The solution of such a trouble may lead to design changes applicable to all existing and all new production installations. By provision of the above technical support, when and in the amount appropriate to the situation, technician level maintenance personnel of the operating telephone companies will be able to continuously operate and maintain highly complex telephone systems.

Although similarities between a complex telephone system and the SAGE System can be used in arriving at a solution to the problem under discussion, it is also possible to arrive at a similar solution by starting from the premise that a SAGE System Engineer is required at each site. Assuming this premise, the problem can first be analyzed from the standpoint of providing suitable personnel.

Considering technical qualifications needed to handle completely the type of troubles envisioned by Lincoln Laboratory, a highly trained and very competent electronics engineer would be required. Special training in computer operation, programming and maintenance would be necessary, as well as knowledge or additional training in operation, testing and maintenance of all types of ground radar, AN/FST-1 and -2 equipment, data transmission circuits, telephone and teletype transmission circuits, ground/air data links, radio transmitters and receivers, pertinent switching and testing equipment, etc. To fully qualify, the engineer, additionally, should have worked in the particular Air Defense Sector long enough to become familiar with the specific equipment array and to know the various operating peculiarities of the equipments at the Direction Center and subordinate sites. Matching the required qualifications with the manpower pool available, it does not seem possible that military or civil service positions could be used to attract the type of engineers desired. It also is unlikely that suitable military or civil service personnel could be acquired in time through any special training program, in view of the nationwide shortage of engineering talent. Further, even if a satisfactory type of man could be obtained and trained, it is highly improbable that he could be held in the job due to the strong demand by commercial concerns for engineers of this caliber and the ability of such concerns to offer far more attractive salaries and other incentives.

The obvious alternative, then, is to contract for the service in a manner similar to that of contracting for the Tech-Rep service currently supplied at the P and M sites. In the SAGE

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system the Air Force is already contracting with IBM for the maintenance of the AN/FSQ-7's and 8's, with Burroughs for the maintenance of the AN/FST-2's, and is arranging for leased communication service from the telephone companies. To provide, by another contract, a special expert to assure that there is no degradation of maintenance in these areas could result in encroachment upon the responsibilities of the contractors, a duplication of engineering effort, and an uneconomical use of funds and technical manpower. Arguments of seemingly little significance are those which allude to the necessity of having an impartial expert monitoring the performance of contractors and other agencies providing direct operating-maintenance services, or arguments which allude to the need for an individual who will be permanently located at one site for many years. We believe this because: (1) we feel the managerial functions involved can be handled by presently planned Air Force personnel, with possibly a remotely located engineering support if found necessary for evaluating operating performance; and (2) no means of assuring permanence of the individual could be provided were he Air Force of contract supplied, nor does such permanence appear ultimately desirable since, in effect, it would mean the setting up of an "indispensable man" principle.

Analyzing the premise a little further, it would seem that technical weaknesses and inadequacies which are due to shortcomings or oversights in design are a research and development responsibility; in general, they should be found and cleared prior to and during installation and testing. Should such subtle troubles occur later, it is highly questionable that a single individual will be able to pin-point the cause, or be able to clear the trouble in a short period of time. Rather, it seems more logical that an engineering task group from a research and development agency should be assigned the problem so that it is resolved expeditiously and, also, so that a study is made of any aspects that might reflect on the design of all the subsectors. Air Force agencies responsible for research and development, including contract agencies such as Lincoln Laboratory, will have a continuing interest in improvement of the capability of the system; this should surely include interest in overcoming original design shortcomings as well as developing new and better methods of utilizing the engineered capabilities. Additionally, it is reasonable to expect contract and leased service agencies to furnish technical support for their own field service personnel.

The above leads logically to an analysis of the responsibilities of personnel engaged in equipment operation and maintenance at the Direction Centers and Combat Centers. With regard to the AN/FSQ-7 or 8, all maintenance responsibility is clearly

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responsibility of the IBM Chief Supervisor at the local installation; this includes establishing and carrying out maintenance schedules and routines, preventing degradation of components, and analyzing, isolating and clearing troubles which occur within the equipments. This is true, for it is the job of this engineer to maintain his equipments in such a manner that they at all times provide services adequate to meet the specifications of the contract. Should routine trouble - analysis methods prove ineffective in a particular situation, it is to be expected that this engineer will personally work on the problem; if he finds the solution is beyond his capability, he will undoubtedly contact appropriate engineering personnel of IBM for technical assistance. The Wire Chief representing the operating telephone company has similar maintenance responsibility for leased communication services as specified by contract; he will call for technical assistance from his supporting organization when needed. Sufficient coordination of the efforts of the various maintenance groups should be provided by Air Force personnel currently planned for the sites. The arrangement appears satisfactory for resolving, locally, most trouble conditions as they arise.

There remains one aspect of the problem, however, which has not been mentioned. It is the possibility that a condition which reduces system capability could exist without any personnel of the local team being aware of the condition or recognizing it as a trouble. In that considerable testing capability is being provided in the AN/FSQ-7 and 8, it may be possible to develop procedures which can assure that occurrence of such a situation is kept to a minimum. If found necessary, a centralized technical group might be assigned the responsibility for making periodic inspection visits to the various Direction and Combat Centers to guard against such subtle troubles, and, additionally, to act as a supplementary monitor of services provided under contractual and leased service agreements. It is believed that such periodic inspection by a centralized group would be more conducive to developing a cooperative spirit between contractual, leased service and Air Force personnel at a site than would full time assignment of a technical expert; there would also be less likelihood, in this approach, that standardization would be compromised due to unauthorized modifications being made at the sites.

Accordingly, we have concluded that establishing an expert SAGE System Engineer at every Direction Center does not appear feasible or warranted. Personnel from Air Defense Command Headquarters and the 4620th Air Defense Wing have indicated that

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They also share this conclusion. Lincoln Laboratory, however, indicated in a cover letter for Memorandum 6M-3975, dated November 4, 1955, entitled, "Functions and Responsibilities of the C&E Duty Officer in the SAGE System", that they are still considering making a proposal that the requirement be established. Since procurement and training are long-lead-time items, crash action would be necessary to provide any personnel for the first few Direction Centers by their operational dates. For that reason we recommend that the Project Office schedule a meeting now for considering all the views concerning provision of SAGE System Engineers so that expeditious action is taken as to whether an additional personnel requirement will be established.

R. J. McCune

R. J. McCUNE

6424-RJM-MR

Copies to
Messrs. G. W. Halligan
L. A. Dorff
T. N. Pook
D. M. Gallagher

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HEADQUARTERS
[redacted] AIR DEFENSE SYSTEM DEVELOPMENTAL SAGE]

[redacted]

TELEPHONE: [redacted]

TO: [redacted]

SUBJECT: Operational Support ADS

REFERENCE: Letter to [redacted] dtd 11 July 1956 re AN/FSQ-7's and AN/FSQ-8's

31 July 1956

This headquarters concurs in recommendations contained in paragraph 2 of your letter subject as stated above dated 31 July [redacted] and [redacted] disagrees.

J. K. CALDWELL
Colonel, USAF
Director

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MASSACHUSETTS INSTITUTE OF TECHNOLOGY
LINCOLN LABORATORY

11 July 1956

TO: [illegible] Jacek

FROM: L. D. Crane

SUBJECT: Error in 19-inch CRT Matrix for AN/FSQ-7's and AN/FSQ-8's

Over five-hundred characters have been made with a matrix which differs from that specified in S-29, Display Specifications. The difference appears in the character at position X=3 and Y=5; a "dot" or "point" has been placed in this position instead of an "O".

The effect of this error is as follows:

All operational specifications do not specify the use of the position in which the error is there is no problem at present.

Some (AOG) operational specifications specify that the "O" be used to select displays. This problem can be solved by either eliminating the use of "O" for this function or placing tubes now being made with the correct character in the few positions using this character.

Some (AOZ) are not affected.

It is the recommendation of the DCF that in order to save time and money the error be used. However, the places in AN/FSQ-7's which require the "O" should have correct tubes. These two consoles are: (a) simulation [illegible] and (b) monitor and recorder station. Although the XD-1 (SAGE) machine does not use this at present, the two consoles mentioned for AN/FSQ-7's should also [illegible] the XD-1.

The matrix for all future tubes (even those to be used as replacements) will conform to the specifications in S-29.

We would appreciate your comments and rejection or approval of this [illegible].

L. D. Crane

Brief [illegible]

Recommend approval of the above
Capt
4620th AD Wing
RJ Stinson
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HEADQUARTERS
4620TH AIR DEFENSE WING (EXPERIMENTAL SAGE)

MASSACHUSETTS INSTITUTE OF TECHNOLOGY
LINCOLN LABORATORY

BOX 73, LEXINGTON 73, MASSACHUSETTS TELEPHONE: VOLUNTEER 2-5511

AIMS 8 August 1956

SUBJECT: Designation of SAGE Sectors

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

1. A requirement exists for a method of designating SAGE Sectors for the purpose of numbering summary radio generated at the Combat Centers.

a. Certain limitations exist in arriving at a solution. These are a result of computer design and switches available. Because of these limitations, only four symbols can be used in any numbering system and the last symbol must be a number from 0 to 9. The other three symbols must be a combination of letters of the alphabet or certain numbers. The choices available are depicted in the following standard layout of the console switch modules used for intercepting track numbers:

TRACK NUMBER

Y	P	Y	
X	N	X	
W	M	W	
V	L	V	
U	K	U	
T	J	T	
S	H	S	9
R	G	R	8
L	F	L	7
K	E	K	6
J	D	J	5
H	C	H	4
G	B	G	3
F	A	F	2
E	9	E	1
D	8	D	0

b. This layout provides for four possibilities, 1) letter number number number, 2) letter letter number number, 3) letter letter letter number, 4) letter number letter number. Of these, the first combination has already been used to designate tracks and radio originating at a direction center and the second combination to designate interceptor tracks.

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Subj: Designation of BADS Sectors

6 August 1956

2. Regardless of the system used, either a letter or a number must be used to identify a particular sector. Inasmuch as letters are already used to identify subsectors it seems logical that numbers should be used to identify sectors in order to avoid possible confusion. If this is true, and if we eliminate the first and second possibilities above because they have been used, then it follows that the sector identifier will have to be shown as the fourth digit because it is the only column left in which eight numbers are available. This leaves the other three columns available for sequencing of track numbers.

3. Considering the remaining combinations in paragraph 1 above, it would be convenient to cycle through a combination of three letters as a reference number for a summary raid as indicated in choice three. If the fourth choice is used in the following form it is considered to be acceptable: Let the computer cycle it sequences through the combination of fifteen letters in the first column and six (1-6) numbers in the second column to provide a discrete reference number for a summary raid; let the third column remain a constant letter such as 'X'; and let the fourth column be the designator of the sector originating the raid. Then we end up with a summary raid designator that might read 'A5 X 3' meaning Summary Raid 'A5' from Combat Center Number 3.

4. For these reasons it is suggested that the following designation of BADS sectors be adopted:

Syracuse - 1
Truax - 2
McChord - 3
Hamilton - 4
Minot - 5
Ft. Knox - 6
Phoenix - 8
Grandview - 9

5. Your comments and approval will be appreciated as soon as possible in order that programming for the Combat Center can proceed within the present time schedules.

FOR THE COMMANDER:

A. M. TALIAFERRO
Captain, USAF
Adjutant

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HEADQUARTERS
4620TH AIR DEFENSE WING (EXPERIMENTAL SAGE)

MASSACHUSETTS INSTITUTE OF TECHNOLOGY
LINCOLN LABORATORY

BOX 73, LEXINGTON 73, MASSACHUSETTS TELEPHONE: VOLUNTEER 5-6000

ADWP 30 October 1956

SUBJECT: Request for Human Engineering Study

TO: Mr. Frederick C. Taylor
Division 3, Group 36
Bldg. B-1
Lincoln Laboratory

1. This organization is engaged in a project to generate Military Specifications for a message compositor device for SAGE manual inputs. To this end, it is requested that a study be conducted by your group in order to provide assurance in the human engineering field for guidance in the design specifications.

2. Mr. J. N. P. Smith has been informally contacted by Major C. L. Stockton, relative to problems encountered in design of such a device. Certain design parameters pertinent to this study are summarized below:

a. Maximum message length, 72 characters. Average length, 42.

b. A fixed format is used at each station; finite length; discrete symbology.

c. Operation does not require specialization. (Machine-at-the-office type).

d. Alphanumeric symbology is used. Non-information characters, such as punctuation, spacing, etc., are omitted. (Start-and-stop technique is used).

e. A storage of inserted data shall, after composition, insure proper transmission speed automatically. Teletype rate and coding is specified.

f. The compositor will be compact in design. (one-half cubic foot)

3. Required from your study are solutions to the following questions:

a. Can a mnemonic device, such as the printed message format, advantageously aid the operator while composing a variable data message of 72 (average 42) random characters? Can such a message be composed "in the blind" similar to the technique used in preparing teletype tape or using the old Flexowriter, or dictating into a recorder without playback? Can the operator learn to "trust" the machine.....himself?

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[redacted] Report for Human Engineering Study 30 October 1956
[redacted] Dr. Frederick O. Frick

b. Can an operator, although specialized in his specific field (cartography, weapons, target tracking, etc.) assimilate the minor skills required to operate this unfamiliar communications device? How simple/complicated should it be? Has the "hunt-and-peck" system certain merit of accuracy over, say, the touch-typing system?

c. Can an operator live with a "distilled-information" machine having only alphanumeric symbols, no spaces, no punctuation? Can the information content of currently prescribed symbology and abbreviation be enhanced without inroads of ambiguity or redundancy? How far can we go in this direction with the person assumed to have other things on his mind?

d. Short-time storage of the signalling replica of the data is necessary for transmission reasons. Is a visual feedback display necessary also? If so, should it be the entire message text, a single character-at-a-time, or a compromise between these extremes? If such a feedback loop is used, should it be generated simultaneous to composition or as a readback function? Should such a display remain in toto for the message, or a portion only? What value is placed upon the feedback display as a function of accuracy when composing, for example, from live data (gauges, counts, etc.) or written log sheet? Is verification before transmission the optimum insurance? Can review serve as well? To what degree is filing (history) required between compositions?

4. The above questions will probably generate others during their evolution. Major C. L. Stockton, Ext. 7219 is Project Officer for this matter. He will maintain liaison during the study.

ROBERT J STEVENSON
Lt. Col. USAF
Dir/Operations

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Weapons
Sect

DISPOSITION FORM

SECURITY CLASSIFICATION (if any)

FILE NO.

SUBJECT: WEAPONS STUDY

TO: D/S

FROM: Lt.Col. Conley

DATE: 18 Dec 1956

COMMENT NO. 1

1. Enclosed is a weapons study and how the weapons can be controlled by the idiot program.

2. It is recommended that this study be continued to add specifics such as armament load and the exact parameters that should be used for each weapon and other problems brought out in the study.

David M. Conley
Lt Col USAF

Check my list

[redacted]

ADW 1901

DD FORM 96 REPLACES THIS FORM 96, 1 OCT 48, WHICH MAY BE USED

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c. Intercept Director - Beam Formation

The present computer program will vector an interceptor in the most direct route to the intercept point or offset point depending on the tactics selected by the intercept director. The use of the in-trail formation requires the interceptors to be on a leading parallel to the proper line of position for the attack well in advance of final turn. There is no method presently planned to accomplish this procedure by the computer.

d. Intercept Director - IND Separation

The intercept director in the manual Air Defense system can in some cases vector interceptors through control areas by using Raw Video Data to maintain visual separation of the interceptor from other air traffic. This is in conformance with an agreement between CONAD and CAA (CONAD/CAA Agreement for Fighter Interceptor Operations, dated 21 March 1956). When the IND cannot assume separation criteria, an ARTC clearance must be obtained to continue the interceptor from the clearance limits of the SAGE through completion of the intercept and return to a terminal fix if a control area is affected. From a look at the McGuire subsector it appears that, from an operational view, the entire land area can be considered an Air Traffic Control Area. The water area is approximately 20% covered by Air Traffic Control Areas. In the SAGE System for Air Defense, with the present computer program, the intercept director has the capability of seeing selected track data and Mark X data only. With this condition existing all tracks must be presented to the IND in order for him to assume proper separation criteria within control areas. When all tracks are presented it would appear that the presentation will be too cluttered to be useful in many situations. In view of the above an ARTC clearance must be obtained for all intercepts conducted under IFR conditions that occur within control areas since there is no program whereby all tracks that fall within required separation standards will be presented in usable form to the IND.

e. Computer Vectoring of Interceptors and How They Can be Used.

The computer uses a 15 sec system inertia time after computing the final turn for the interceptor to actually begin the final turn. No further computations are

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[redacted]

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[redacted]

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[redacted] satisfactory intercept with a considerably degraded kill probab[redacted] rocket path due to the angle off. However, it is believed that the extreme [redacted] infrequently if at all.

[redacted] have now evaluated [redacted] a 90° beam attack with interceptor and tar[redacted] speeds of 1.8 and 0.8 respectively. This is a typical case and one which [redacted] to a maximum error. It was found that the angular difference of 12 miles [redacted] between a straight lead collision course (practically same if rocket armament [redacted]) and Falcon collision course fired at five miles was approximately 9°. [redacted] versus Mk armament, this means that from lock-on a 4° correction will be [redacted] to the right or left depending on type armament to be fired on the particular [redacted]. Although this error initially is not serious, it is believed to be undesirable [redacted] it is known and can be taken care of by a "minor" programming change. As the [redacted] this error is always present, and, when added to other errors which cannot be [redacted], can make the difference between successful and missed intercepts in some [redacted].

[redacted] major serious difficulty with the vector calculation in the initial program [redacted] the radius of turn differential between subsonic and supersonic speeds when [redacted] angle of bank is standardized at 30°. For example, the radius of turn at Mach [redacted] approximately 6.[redacted] miles and for Mach 1.8 is 20.6 miles.

The F-104 using 180° final turn and 1.8 Mach would have an offset point 13.7 miles [redacted] the line of flight of the target, and would require the interceptor to travel [redacted] during the turn. With internal fuel only and acceleration prior to offset point, the [redacted] interceptor would be seriously limited in range. Therefore, it is apparent that either [redacted] angle of bank must be increased to approximately 60°, the interceptor must accelerate [redacted] the turn, or acceleration must be accomplished after the turn. The first alternative [redacted] be beyond the capability of the pilot and the automatic flight control system, the [redacted] will require a change in the initial program. The third can be accomplished with [redacted] initial program. The F-104 is restricted to an angle of attack from approximately [redacted] either side of the tail of the target. This appears to dictate the use of a 5 mile,

[redacted]

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[redacted]

pursuit attack course. The S-mile parameter would have to be

the neighborhood of 10 (ten) miles, the exact parameter to be d

consideration of the problem. If the interceptor happens to be

from the target when engagement is made, then a direct lead pursuit

accomplished. The INU would select the proper tactic on the basis

and interceptor to target speed ratio. When using the final turn tactic the

interceptor would fly at high sub-sonic cruise until after roll-out, then accelerate to

supersonic speeds. The speed actually reached by the interceptor and the distance

provided to intercept would depend on target speed. It should be pointed out that due to

the drag at turn at high speeds the use of this tactic may result in less target range

than that of acceleration to speeds near Mach 2.0 prior to final turn.

The F-89J has a combat speed that is low enough, even though supersonic, that it

can be handled in the initial program without change.

The F-89 can also be handled provided armament characteristics are programmed.

Two minor changes are indicated in the switch insertions available to the INU.

The first is the addition of command speeds available. This may be done by the deletion

of a speed or speeds presently available with substitution in the supersonic range.

The next solution to the problem would be the addition of a Mach 1 switch on a separate

switch which, in combination with the other two speed switches, will give a complete

coverage from 0.8 to Mach 2. This should be satisfactory for the next five years. The second

change is in the attack angle insertion switches. For Falcon missiles an attack angle

of 65-70° is desirable for maximum kill probability. It seems likely that the 135°

and/or 157° attack angles can be made available for this substitution.

If it is decided that armament characteristics will be included in the vectoring

program, this 65-70° angle of attack could be reserved for Falcon attack and selection of

this angle could automatically tell the computer to go into the program for that type

armament.

The results of the errors considered in this study resulted in an optimistic conclu-

sion as to the capability of the vectoring program. This conclusion may not be justified

since certain intangible errors were not considered due to the lack of reliable informa-

[redacted]

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[redacted]

[redacted] needs are interlaying [illegible] personnel with the computer, radar alignment, tracking accuracy, and the overall error distribution of the errors acting.

C. NIKE

The present program for NIKE has been considered but the specifications written to pass tracks to the AACC only. The present philosophy of assigning direct to battery will require a new set of specifications and a new program.

D. BOMARC

The program for BOMARC has not been considered since the operational use of this weapon is scheduled for the time period after a new weapons integration program should be accomplished.

IV. CONCLUSIONS:

1. That the initial program for interception with no modifications can be used for air defense.

2. With minor program modification a high degree of successful intercepts may be obtained.

3. The IFF agreement presently in use is not adequate.

4. The WAD in the present program is not adequate.

5. The present program is not adequate for the intrail formation.

6. The determination of the actual number of intercepts one INE can make control must be a result of actual tests rather than being based on assumptions.

7. That from the factors considered in this study a significant increase in defense capability should exist with the advent of the SAGE system.

V. RECOMMENDATIONS

1. That further programming be accomplished as soon as possible for the [illegible].

2. That the IFF problem be referred to AIC for resolution and/or other agreements with CAA.

-7-

[redacted]

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[redacted]

4. That a specific study be accomplished for the F-108 integration [illegible] the general principals of this study.

4. That new speed switches and a read out program for these switches be accomplished for the interceptor program.

5. That armament characteristics be programmed for the various aircraft missiles.

6. That further study be made as to the feasibility of computing for intercept purposes during the final turn.

[redacted]

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MEMO OF UNDERSTANDING

I. PROBLEM

1. Determine the working relationship, responsibilities and functions of SDC with ADSID and ADC in the field of computer programming for the interim period which precedes the establishment of a technical support contractor to ADSID.

II. FACTS BEARING ON THE PROBLEM

2. Scope: The working relationship, responsibilities and functions must be consistent with:

a. The terms of the existing AF/SDC contract, number AF33(600)-26134.

b. SAGE schedules.

c. Air Force Regulation 20-13 (ADSID).

d. Air Defense Command Regulation 24-13 as amended (4620th).

e. ADSID-MIT working agreements involving Air Defense Systems Management.

3. Criteria:

a. Make appropriate use of SDC capability.

b. ADC provides operational requirements.

c. ADSID insures proper time-phasing and technical system compatibility.

d. SDC, on behalf of ADC, will provide information and make recommendations to ADSID concerning:

(1) Field computer program scheduling.

(2) Estimates of air defense values relating to computer programs.

(3) Methods for the operational integration of weapons, tactics, techniques and concepts. (SDC studies).

e. ADSID is responsible for mission system design.

f. ADC is responsible for providing requirements, plans, tactics, techniques, SOPs and air defense regulations to SDC and ADSID.

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III. DISCUSSION

4. In accordance with AFR 20-13, ADSID (air defense mission system manager) has the responsibility to provide the necessary managerial guidance for command action, required to insure an effective, properly time-phased, and technically compatible integrated air defense mission system. For ADSID to carry out this specific task, assistance is required from a technically qualified civilian contractor. At present, and for the immediate future, there does not exist an organization under contract to ADSID nor one available for full time assistance. The Lincoln Laboratory (present air defense systems designer) has informally agreed to assist ADSID until such a contractor has been obtained. This interim Lincoln Laboratory-ADSID agreement provides for Lincoln assistance to ADSID in the following areas:

a. Systems general design and compatibility requirements.

b. Development testing - this activity will utilize the ESS at the Lincoln Laboratory.

c. Establishing broad computer program design criteria.

d. Technical support for the ESS function.

e. System studies and recommendations.

5. Under its contract with ADC, the System Development Corporation has the responsibility for providing computer programs required in the conduct of air defense. Specifically SDC must:

a. Formulate air defense system evaluation studies concerning new operational proposals or procedures. These proposals or procedures may be generated by any organization, civilian or military, engaged in air defense mission system activities.

b. Formulate plans for the integration of new weapons or equipment into the air defense system from the computer program aspect. This activity primarily concerns itself with program revision.

c. Revise field computer programs to improve air defense or program efficiency.

d. Adapt computer programs.

e. Produce computer programs and the required support documents for field use.

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f. Install and maintain computer programs in the field.

g. Provide the necessary computer programs and support personnel to fulfill the SAGE System Training Program requirements, and support the manual system training program as required.

h. Provide for the collection, reduction and analysis of data on the performance of the air defense mission system from the computer program aspect.

i. Provide information on computer program capabilities and limitations to ADSID and Lincoln Laboratory as required for system design engineering.

6. SDC recommendations are officially made to ADC. After approval by ADC they will be presented to and represented at ADSID by the ADC and the SDC personnel physically located at ADSID. These recommendations go to the ADSID for study as ADC recommendations. The 4620th will provide continuous on-the-spot guidance to SDC, obtain from ADC adaptation data to be utilized by SDC, coordinate SDC documents for publication, including operational and math specifications, SAGE positional handbooks, computer program model studies, etc., in accordance with Contract AF33(600)-26134.

IV AGREEMENTS:

7. It is agreed that in carrying out its responsibilities to ADC:

a. SDC will provide personnel to ADSID weapon integration and computer program design study groups as required.

b. SDC will conduct other studies which primarily are concerned with the computer program, but which do not have significant equipment ramifications.

c. SDC will be represented at all testing activities that may have an impact upon field computer programs, and provide ADSID and ADC with system evaluation information.

d. SDC will provide operational field computer programs to testing and development agencies at ESS, MADS, and XD-2 as required.

e. SDC will establish an office at Hq ADSID.

f. SDC will be responsible for producing final computer program operational specifications. These specifications will be based on the mission system design criteria evolved by ADSID and furnished to ADC as guidance.

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g. SDC responsibilities will be in accordance with the current AF/SDC contract and not necessarily restricted to those responsibilities and functions listed in Paragraph 5 above.

8. The "Relationship SDC-ADSID-ADC" as described in TAB "A", showing the major relationships and flow of information between SDC-ADSID-ADC is agreed upon by the agencies concerned.

/S/M. O. Kappler
M. O. KAPPLER
President
System Development Corp.

DATE_____

/S/Kenneth P. Bergquist
KENNETH P. BERGQUIST
Major General, USAF
Commander
Air Defense Systems
Integration Division

DATE_____

/S/Roy H. Lynn
ROY H. LYNN
Lieutenant General, USAF
Vice Commander
Air Defense Command

DATE_____

1 Incl
TAB "A"
Relationship between
SDC-ADSID-ADC

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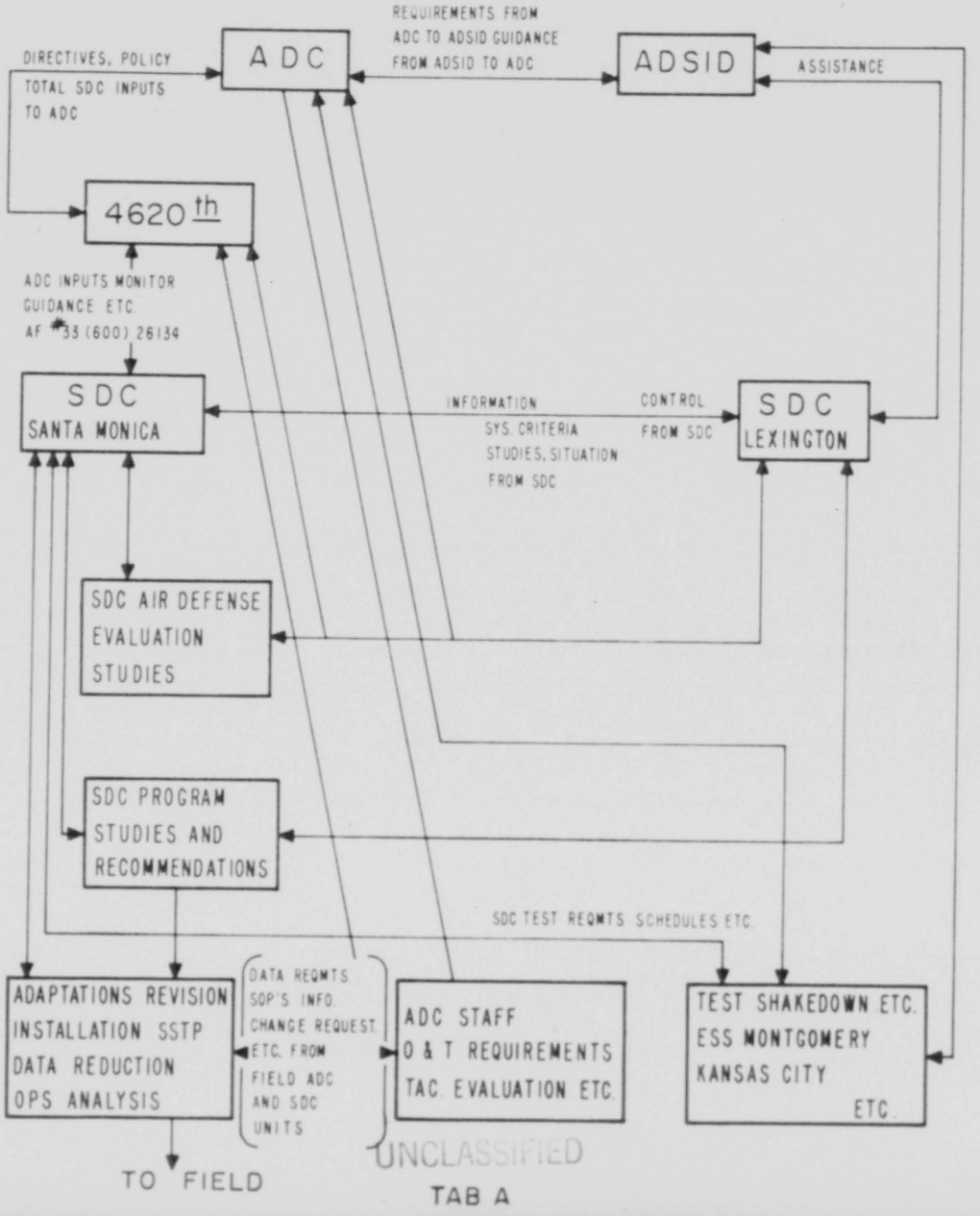
RELATIONSHIP BETWEEN SDC – ADSID – ADC



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TAB A

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APPENDIX III

ILLUSTRATIONS

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APPENDIX III

ILLUSTRATIONS

1. CHARTS

Organizational Chart

Personnel Roster

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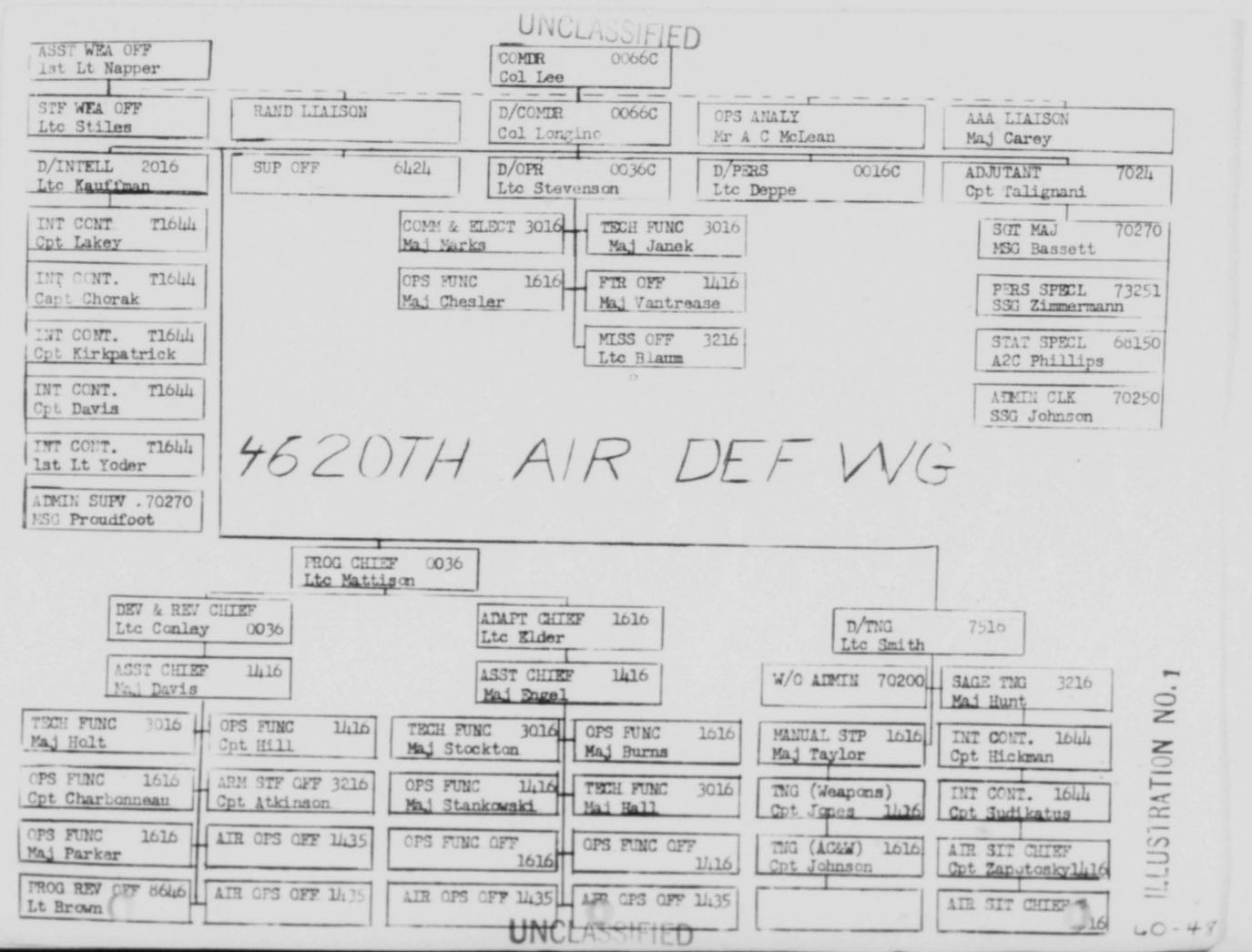

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HEADQUARTERS
4620TH AIR DEFENSE WING (EXPERIMENTAL SAGE)
Lincoln Laboratory
P. O. Box 73
Lexington 73, Massachusetts

Organization Phone

VOlunteer 2-3370
Extension 5411

PERSONNEL ROSTER

As of 7 December 1956

CONTENTS

Assigned Officers.....Section I
Assigned Personnel at RAND.....Section II
Assigned Airmen.....Section III
Attached Personnel.....Section IV
Assigned Civilians.....Section V
Programmed Personnel.....Section VI

SYMBOLS

M	Married
S	Single
Unk	Unknown
//	Intentional Omission
AERO RATINGS:	
CP	Command Pilot
SP	Senior Pilot
P	Pilot
PNP	Pilot - Not on Flying Status
NR	Non-Rated

PERSONNEL LISTED HEREIN ARE RESPONSIBLE TO REPORT ANY ERRORS OR DATA CHANGES TO THE WING ADJUTANT WHEN THEY OCCUR

ILLUSTRATION NO. 2

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ASSIGNED OFFICERS

Name	APSN	Marital Status	PAFSC DAFSC	Duty Asgmt/Title	Aero Rate	DOR	Dt Last PCS	Dy Phone	Home Phone	Home Address
COLONELS										
LEE Joseph D	1263A	M	0036E 0066C	Commander	CP	16 Aug 43	3 Jun 55	5411	CL 9-8798	Morningside Lane R.F.D. #1 Concord, Mass.
LONGINO Houston W Jr	3452A	M	0066B 0066C	Deputy Commander	CP	19 Jan 51	12 Aug 55	5411	EM 9-3129	541 Main Street West Concord, Mass.
LIEUTENANT COLONELS										
BLAUM Joseph	A01548355	M	3216 3216	Missile Officer	NR	15 Apr 53	1 Aug 56	5443	CO 3-7196	51 Seminole Road West Acton, Mass.
CONLEY David M	7543A	M	1416 1616	Development & Revision Chief	SP	1 Jun 52	25 Jul 56	7219	TWinoaks 7-8644	Greenwood Road R.R.#2 So.Sudbury, Mass.
DEPPE Ralph W	6505A	M	0016C 0016C	Dir/Personnel	NR	1 Aug 51	15 Sep 55	5411	WI 6-2556M	15 Meadowcroft Rd. Winchester, Mass.
ELDER John L	A0660123	M	1121C 1416	Adapt Chief	P	5 Nov 49	6 Nov 56	7219	WE 5-1457J	45 Linden Street Apt #3 Wellesley, Mass.
KAUFFMAN George R	2985A	M	2016 2016	Dir/Intelligence	NR	19 Oct 50	1 Dec 55	5411	EM 9-5406	55 Lexington Rd. Concord, Mass.
MATTISON Robart M	5877A	M	3016 0036	Programming Chief	NR	1 Dec 51	19 Jul 56	7219	VO 2-3473	4 Essex Street Lexington, Mass.
STEVENSON Robert J	7209A	M	1616 0036C	Dir/Operations	SP	1 Jun 52	15 Apr 55	5411	VO 2-5770	541 Bedford Street Lexington, Mass.
MAJORS										
BURNS Alexander D	A0571159	M	1616 1616	Ops Functions Officer	NR	13 May 54	19 Nov 55	7219	CO 3-7319	Tuttle Drive So. Acton, Mass.
CHESLER Sidney M	A0560779	M	1616 1616	Ops Functions Officer	NR	15 Feb 51	15 Apr 55	5443	EM 9-9708	10 Coburn Hill Rd. Concord, Mass.

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SECTION I, Assigned Officers (Continued)

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Name	AFSN	Marital Status	PAFSC DAFSC	Duty Asgmt/Title	Aero Rate	DOR	Dt Last PCS	Dy Phone	Home Phone	Home Address
DAVIS James T	AO830419	M	1124B 1416	Asst Chief (Dev & Rev)	P	2 Feb 55	15 Jul 56	7219	BU 7-7847	Rt. 3A, Colonial Meadows RFD Burlington, Mass.
ENGEL Gardner W	AO796677	M	1416 1416	Asst Chief (Adapt)	SP	14 Feb 51	18 Aug 56	7219	VO 2-8748	385 Lowell Street Lexington, Mass.
FARMER Herman M	12055A	M	3016 3016	Tech Func Officer	NR	15 Feb 51	23 Dec 55	5444	EM 9-5885	72 Central Street West Concord, Mass.
HALL Elmer B	AO758691	M	3016 3016	Tech Func Officer	P	1 Sep 51	22 Mar 56	7219	TR 2-6241	30 Foster Drive Framingham, Mass.
HOLT Garland E	20607A	M	3016 3016	Tech Func Officer	SP	1 Apr 53	13 Sep 56	7219	BU 9-9537	Bedford Street Burlington, Mass.
HOROWITZ Harold	AO758175	M	7535 1616	Ops Func Officer	P	28 Jan 55	10 Nov 56	7219	WO 2-5102J	10 Washington Ave. Woburn, Mass
JANEK Lewis F	12872A	M	3016 3016	Asst Dir/Operations	NR	1 Sep 51	15 Apr 55	5411	VO 2-1038	210 Grove Street Lexington, Mass.
MARKS Donald V	AO455524	M	3016 3016	Comm/Elect Staff Off	NR	1 Sep 51	1 Jun 55	5444	CR 4-6989	5 Jonathan Lane Bedford, Mass.
PARKER Charles F	AO886136	M	1616 1616	Ops Func Officer	SP	15 Dec 51	13 Jul 56	7219	Hilltop 3-2804	Horse Pond Road Sudbury, Mass.
PEEL Stuart W	AO690970	M	3016 3016	Student at IBM Course (SM30372-3 Kingston NY)	P	27 Dec 53	1 May 56			
SMITH Loring B	AO431311	M	1616 1616	Ops Func Officer	P	13 May 54	8 Jul 56	7219	CR 4-6768	12 Roberts Drive Bedford, Mass.
STANKOWSKI John F Jr	11680A	M	1416 1416	Ops Func Officer	SP	1 Jun 52	25 Jul 56	7219	VO 2-1515	7 Smith Avenue E. Lexington, Mass.
STOCKTON Oakley L	AO866804	M	3016 3016	Tech Func Officer	NR	15 Sep 51	2 Jan 56	7219	EM 9-2928	School Street Carlisle, Mass.
VANTREASE Hubert C	13422A	M	1416 1416	Fighter Officer	SP	7 Mar 52	30 Jun 55	5443	GL 2-5793	163 Mill Road Chelmsford, Mass.

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SECTION L, Assigned Officers (Continued)

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Name	AFSN	Marital Status	PAFSC DAFSC	Duty Asgmt/Title	Aero Rate	DOR	Dt Last PCS	Dy Phone	Home Phone	Home Address
CAPTAINS										
ABBOTT Jack L	AO557876	M	1435 1435	Delay--enroute	P	16 Jan 51	3 Nov 56			
ATKINSON Anderson W	17339A	M	1124B 3211	Arm. Staff Officer	SP	1 Sep 51	2 Jul 56	7219	VO 2-8841	41 Williams Road Lexington, Mass.
CHARBONNEAU Arthur P	AO815282	M	1644 1611	Ops Func Officer	PNF	10 Jan 55	14 Jun 56	7219	COlonial 3-7361	Taylor Road Acton, Mass.
CHORAK Jacob N	AO738093	S	1644 1644T	Intercept Cont.	SP	1 Jun 52	12 Mar 56	7112	TW 3-0693	339 Warren Street Waltham, Mass.
DAVIS Robert J	AO751814	M	1644 1644T	Intercept Cont.	P	1 Apr 53	12 Mar 56	7113	EM 9-2068	Dee Road Concord, Mass
HILL Ralph S Jr	AO827207	M	3044 1411	Tech Functions Officer	SP	19 Dec 50	5 Dec 55	7219	GL 3-1380	57 Laplume Ave. Lowell, Mass.
KIRKPATRICK Robert F	AO583328	M	1644 1644T	Intercept Cont.	NR	8 Mar 51	15 Feb 56	7113	VO 2-3726	9 Locke Lane Lexington, Mass.
LAKEY James R	AO767286	M	1644 1644T	Intercept Cont.	SP	19 Dec 50	1 Mar 56	7112	WA 4-6314	38 Carey Avenue Watertown, Mass.
TALIGNANI Armand M	AO935033	M	7224 7024	Adjutant	PNF	1 Apr 53	18 Jul 55	5411	MI 8-1761	12 Frazer Road Arlington, Mass.
FIRST LIEUTENANT										
YODER Tommy J	AO3012318	M	1644 1644T	Intercept Cont.	NR	24 Mar 55	14 Mar 56	7112	MO 3-4015	16 Jeffrey Road Billerica, Mass.
SECOND LIEUTENANT										
BROWN Larry A	AO3049964	S	8641 8641	Program Revision Off	NR	9 Jul 56	9 Jul 56	172	CR 4-9881	Rm. 228 L.G.Hanscom BOQ

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SECTION II

ASSIGNED PERSONNEL AT RAND

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ADC SYSTEM TRAINING PROGRAM TASK GROUP with Permanent Duty Station: RAND Corporation, 1700 Main Street, Santa Monica, California

Name	AFSN	Marital Status	PAFSC DAFSC	Duty Asgmt/Title	Aero Rate	DOR	Dt Last PCS	Dy Phone	Home Phone	Home Address
LIEUTENANT COLONEL										
SMITH Leland P	5422A	M	7516 7516	Director of Training	NR	20 Feb 51	10 Sep 56	EX 3-0156 x-145	NONE	Moonlite Motel 2817 Wilshire Blvd. Santa Monica, Calif.
MAJORS										
HUNT Theodore Jr	A0756952	M	3216 3216	Armament Staff Officer	SP	15 Dec 51	1 Oct 56			
TAYLOR Irving C	12068A	M	1616 1616	Systems Training Program Officer	NR	1 Sep 51	25 Mar 56	EX 3-0156		
CAPTAINS										
HICKMAN Ancil E	A0812424	M	1644 1644	Systems Training Program Officer	P	14 Jan 52	17 Aug 56			
JOHNSON Robert L	A02080339	M	1644 1611	Training (AC&W)	P	1 Sep 51	28 Mar 55	GR 8-8293	GA 3-0089	319 E 65th Street Long Beach, Calif.
JONES John T	A0821500	M	1644 1411	Training (W)	P	1 Apr 53	28 Feb 55	EX 3-0156	DI 2-5563	7302 Nestle Avenue Reseda, Calif.
SUDIKATUS George H	A0775638	M	1644 1644	Comp Prog & Sys Off	P	18 Nov 55	6 Aug 56	EX 3-0156		
ZAPOTOSKY Emerson G	A02045060	M	1644 1611	Air Situation Officer	SP	15 Feb 51	28 Feb 55	EX 3-0156	DI 4-8002	6301 Aura Avenue Reseda, Calif.

SECTION III

ASSIGNED AIRMEN

MASTER SERGEANTS										
BASSETT Robert L	AF19173885	M	70270 70270	Wing Sgt Major		1 Dec 55	10 Oct 55	5411	NONE	27 Ellington Road Tewksbury, Mass.
PROUDFOOT Dorsey A	AF6573998	M	73170 27370	AC&W Supervisor		1 Aug 53	2 Nov 56	313	MI 3-2571	[illegible] Fordham Street Arlington, Mass.

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SECTION III, Assigned Airmen (Continued)

Name	AFSN	Marital Status	PAFSC DAFSC	Duty Asgmt/Title	Aero Rate	DOR	Dt Last PCS	Dy Phone	Home Phone	Home Address
STAFF SERGEANTS										
JOHNSON Roy M	AF13362119	S	70250 70250	Admin. Clerk		1 Aug 54	14 May 56	5411	VO 2-8678	1722 Mass. Ave. Apt. #1 Lexington, Mass.
ZIMMERMANN Alfred	AF11280027	M	73251 73251	Personnel Specl		1 Jun 56	12 Oct 55	5411	SP 4-0517	151 Dayton Street Danvers, Mass.
AIRMAN 2ND CLASS										
PHILLIPS Carl A	AF13532681	M	68130 68130	Stat. Specl		1 Apr 56	2 Jan 56	5443	BU 7-7821	Woods Corner, Middlesex Turnpike, C/O Mrs. Tom Roebuck, Burlington, Mass.

SECTION IV

ATTACHED PERSONNEL

LIEUTENANT COLONEL										
STILES Lowell A	9058A	M	2516 2516	Staff Weather Officer	NR	14 Jun 54	20 Sep 55	5411 or 57-368	VO 2-3172	27 Fairlawn Lane Lexington, Mass.
FIRST LIEUTENANT										
NAPPER David S	AO2254970	M	2524 2524	Asst Weather Officer	NR	26 Dec 54	1 Jun 56	5411 or 57-368	CR 4-6484	54 Roberts Drive Bedford, Mass.
MAJOR										
CAREY James P Jr	01046387	M	1181 1181	Army Liaison Officer from ARAACOM	NR	27 Dec 50	18 Jun 56	5411	TR 6-1491	39 Sunset Road Cambridge, Mass.

SECTION V

ASSIGNED CIVILIANS

McLEAN Arnold C (GS-14)	//	M	//	Operations Analyst	//	//	//	5411	OL 3-3892	6 Clifton Road Natick, Mass.

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Maxwell AFB, Alabama

K-WG-4620-HY
JUL-SEP 1958

History
of the

4620th AIR DEFENSE WING
(EX-SAGE)

FOR THE PERIOD [1 JULY] —

30 SEPTEMBER 58

AIR DEFENSE COMMAND

Classification canceled ~~changed~~ to Unclas
by authority of Ltr, Commander, 4620 AD Wg
by Lucy G. Smithen date 30 Dec 60

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Archive #1

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[redacted] RCS: AU-D5

KWG 4620-TH
Jul-Sep 58
Maxwell AFB, Alabama

HISTORICAL RECORD

of the

4620th Air Defense Wing (Experimental SAGE)

for the period ending

30 September 1958

Classification canceled ~~changed~~ to Unclas
by authority of Ltr, Commander, 4620 ADWg
by Lt Col C.J. Smithers date 30 Dec 60

4082-47

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ADC FORM MAY 58 102

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Section I. REQUIRED DATA

1. UNIT AND LOCATION
4620th Air Defense Wing (Ex-SAGE)
2500 Colorado Ave, Santa Monica, Calif.

2. NAME AND GRADE OF COMMANDER
Colonel Robert J Stevenson, 7209A

3. CHAIN OF COMMAND (Superior Echelons)

Headquarters, Air Defense Command

4. SUBORDINATE UNITS (Down to and including squadrons)

None

5. MISSION (Give authority and brief statement of primary mission)

See Mission Regulation, ADC Regulation 24-13, Attachment Number 4

6. PERSONNEL

As of
30 Sept 58

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	*23	7	None	30
ATTACHED	None	None	None	None

*Includes 1 W/O

7. EQUIPMENT (Give official nomenclature and quantity of mission-type equipment)

None

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Section II. [redacted] COMMENTARY

The narrative portion of the history will be divided into 4 categories: Administration; Operations; Computer Programming; and Technical Functions.

ADMINISTRATION

The organization was redesignated on 1 July 1958 with the term "Headquarters" being deleted from the unit designation. Concurrent with this action, command control over the 4620th Air Defense Group (SAGE Programming and Training), which is located at Richards-Gebaur Air Force Base, Missouri, was relinquished to Headquarters, Air Defense Command. This action was directed by General Orders Number 36, Headquarters Air Defense Command, dated 17 June 1958. (See attachment 6)

The move of the organization from Lincoln Laboratory, Lexington, Massachusetts, to the System Development Corporation, 2500 Colorado Avenue, Santa Monica, California, was officially accomplished on 8 August 1958 with the closing of the old office at Lincoln Laboratory on 7 August 1958. The move, which constituted an official permanent change of station, was directed by Headquarters, Air Defense Command Movement Order No. 1, dated 17 June 1958. (See attachment 7)

Phasing of personnel from Lincoln Laboratory to various ADC bases and to the new Santa Monica location, was carried out with minimum interruption to required operations.

Internal reorganization of the Wing was effected on 1 July 1958, based on a prior study by Colonel Stevenson and subsequently approved by Commander, Air Defense Command. A copy of the revised organization, functions, and mission of the unit is inclosed in attachment 5.

Key personnel of the Wing during the period covered by this report were:

Commander	- Colonel Robert J Stevenson, 7209A
Deputy Commander	- Lt Colonel George R Kauffman, 2985A
Director Operations	- Major Elmer B Hall, A0758691, 1-20 Jul 58
	- Lt Col Richard Spielan, 7466A, 21 Jul-30 Sep 58
Director Computer Programming	- Major Herman M Farmer, 12055A
Director Technical Functions	- Major Robert L Lister, A0857646, 1-21 Jul 58
	- Major Elmer B Hall, A0758691, 21 Jul-30 Sep 58

The maintenance of personnel records of airmen and officers of the organization is accomplished by the 4600th Support Squadron at Headquarters, Air Defense Command, a continuation of the previously existing arrangement while the unit was at Lincoln Laboratory.

A formal request was made to Commander, Oxnard Air Force Base, California, on 21 July 1958 for certain support for the unit under AFR 11-4, i.e., finance service, medical care, commissary privileges, etc. The requirements of the unit are not large, since most of our immediate requirements -- printing, duplication, transportation, mail facilities, communications, office supplies

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and equipment, etc., are provided by SDC. Included in the services performed for the Wing by Oxnard is the maintenance and servicing of the organization aircraft as per the attached agreement. (See attachments 8 and 9)

Necessary secretarial and clerical support is provided to the organization by the System Development Corporation, based on interpretation of the Contract AF33(600)-37684 by Commander, Air Defense Command, in letter dated 10 February 1958. (See attachment 10)

OPERATIONS

Major Elmer B Hall served as Director of Operations until 20 July 1958 at which time Lt Colonel Richard Spielan assumed this duty. Significant events were:

Manual System Training Operations were devoted to a continuance of the on-going System Training Program and preparations for new courses of instruction and indoctrination and study in the Simulation Laboratory. Preparations were made for the conduct of three simultaneous programs in the Simulation Laboratory to start on 8 September and 22 September 1958; these programs were successfully inaugurated on these dates and will continue through February 1959. They are the AN/GPA-37 course; the ECM Project and the Canadian Project.

The function of monitoring SDC efforts in the Manual System Training Program matters was transferred to the 4620th on 1 July 1958. Prior to that time this function was performed by representatives of Hq Air Defense Command, Directorate of Tactics and Systems Training. Air Defense Command policy guidance with respect to responsibilities of the 4620th in this area are shown in letter from ADC. (See attachment 11)

SAGE System Training: The 4620th Combat Center SSTP proposal, which has been at Headquarters, Air Defense Command since May 1958, was formally approved on 9 September 1958. Prior to this approval, SDC was concerned that no specific method of back-up or Limited Warning Operations had been specified for Division-Wide SSTP Exercises. Work was started early in August and resulted in a LWO Staff Study specifying a method that could be implemented economically. This study was forwarded to Headquarters, Air Defense Command on 13 September 1958.

Preliminary agreements were concluded in early September for participation of Weather Personnel in SAGE STP. On 5 September 1958, these agreements were documented and forwarded to ADC for concurrence and approval.

Schedules for installation of SAGE STP are being met and no major implementation problems are anticipated in the foreseeable future.

The SAGE Positional Handbook writing and revision responsibility was contracted to the System Development Corporation on 15 July 1958. This responsibility includes:

(If additional space is required, continue on blank sheets, size 8x10½, appropriately numbered, and attached securely hereto)

TYPED NAME AND GRADE OF COMMANDER	SIGNATURE
ROBERT J STEVENSON Colonel, USAF	Robert J Stevenson

[redacted]

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a. SDC will provide reproducible (camera-ready) copy compatible with the format of the basic ADC Handbook being revised.

b. Any new program installed at a site will have appropriate Handbooks available at the time the program is turned over for checkout (normally 90 days prior to the program operation date).

c. SDC will provide reproducible copy to ADC 30 days prior to program checkout release date.

Model 3 revisions to the Handbooks were turned over to the 4620th by SDC on 30 September 1958 for all Handbooks that have been published by ADC. SDC agreed to have revisions on the balance completed two weeks following receipt of basic Handbooks from ADC.

SDC accepted the responsibility for writing the SAGE System Description. Considerable effort was expended in provision of technical operational guidance to SDC writers in their documentation of the Model 3 oriented SAGE description and the Handbooks cited above.

The publication of Interim Mode II capability specifications and plans for long range Mode II capability in SAGE Sectors were of prime importance during this period. An emergency expansion capability, to allow SAGE Sectors to assume responsibility for a disabled sector, was included in SAGE Computer Program Model 3.

The Lincoln Laboratory proposed specifications for the 1960 computer program were turned over to SDC and a preliminary report was made to SDC as to their feasibility and probable implementation date. Major points of interest in these specifications are BOMARC B and improved weapons assignment rates.

Technical discussions were held with SDC on possible development of an auto-identification function. It was noted that present methods used in SAGE are the same as are used in the Manual System, the only difference being that record and bookkeeping is accomplished by the computer in SAGE. It was agreed that an auto-identification function should and could be developed. SDC will present a proposal on this subject in the near future.

SDC was advised with respect to flexibility and receptivity of the Air Defense Command concerning enlargement or modifying current Air Defense Identification Zones (ADIZ). They were advised that if changes were required for computer purposes that it could be reasonably expected that ADC would effect such changes.

The Weapons Direction Officer was actively engaged in liaison activity between WSEG, ADC and SDC in support of the SDC portion of the WSEG-ECM degradation studies, and this effort is expected to continue into March 1959.

External Operations: Guidance was given contractor agencies in provision of requirements where necessary and the gathering of essential data for the BOMARC A programming project and preliminary arrangements for writing of specifications for the BOMARC B programming project were effected.

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Section II. Commentary (Continued)

A working group headed by ADSID has been established to study and recommend a solution to non-operational requirements of Montgomery and Miami Air Defense Sectors. Major Hansen is the 4620th representative with this group.

The possibility of giving the Commander, NORAD, requested low altitude coverage using the BOMARC B is being studied. Major Hansen attended a conference in the Pentagon in connection with this subject on 18 September 1958.

COMPUTER PROGRAMMING

The Director of Computer Programming throughout this period was Major Herman M Farmer, 12055A. Significant events were:

The contents for Models 3 and 5 were firmed up. A study of the scheduling of known program improvements through early 1961 was made by the 4620th and SDC. On 28 and 29 August 1958 the results of this and other studies were presented to Commander, ADC and his staff. Proposed contents for Models 6 and 8 were also presented for approval of ADC.

Following a study of scheduling problems, a recommendation was made to drop Model 2 in all sectors except Washington. Headquarters, ADC concurred in this recommendation.

A method of processing computer program changes was established at SDC with the help of 4620th. The first meeting of the SAGE Computer Program Change Committee was held on 19 August 1958. With establishment of this committee, a method of gaining prompt consideration of all change proposals for implementation into existing models was finally realized. Representatives from the 4620th provide ADC operational input and guidance to this committee.

In July a requirement to provide a capability to control additional AADCPs above the current capacity of the Model 1 Program was assigned a high priority by ADC. Meetings between 4620th ADWng personnel and the SDC Project Management Office resulted in confirming a schedule to retrofit this improvement in Model 3 on 1 July 1959. At present this project is on schedule.

In September computer program personnel interacted with operations personnel in firming up ATABE specifications. A meeting at Lincoln Laboratory resulted in the approval of changes to operational specifications for anti-aircraft in the 1960 SAGE System. The approved changes will be accomplished by Lincoln Laboratory Group 64 and the SDC/AA Integration Project.

On 25 September 1958 SDC was informed that ADC had re-confirmed a requirement for a proto-type ATABE program to be installed in ESS (XD-1) by 1 July 1959. Delivery of an operational ATABE program, desired by 1 July 1959, but with an acceptable delivery date of September 1960 was also confirmed.

Two Air Defense Sectors went operational with Model 1 - New York and Boston. There were some last minute changes in external adaptation parameters but the data furnished for the major portion of the program appeared basically correct.

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With the impact of a Mode II requirement, it became necessary to collect external data on an entirely different basis than that used for Model 1. As a result, several concurrence meetings were held with representatives from the 4620th with ADC, EADF, CADF, WADF, Lincoln Laboratory and Western Electric. A Mode II concept of operation has been established for five (5) SAGE Divisions. There are some problems to be reconciled in the 25th and 26th Divisions.

A documentation project has been initiated which will detail the contents and schedules for Model 3 and all subsequent models.

TECHNICAL FUNCTIONS

Major Robert L Lister served as Director of Technical Functions until 21 July 1958 at which time this duty was assumed by Major Elmer B Hall. Significant events were:

ADSID's Phase-Over Plan from Frequency Division to Time Division Data Link was concurred in by ADC 28 July 1958. The 4620th is involved in lending support to the time phasing and concepts contained in the plan to insure orderly implementation of the plan.

In July, initial studies began on operation and implementation of the Solid State Computer. On 8-12 September 1958 a conference on this subject was held at ADSID. Major Hall represented the 4620th at this conference. During this conference Colonel Ogan of ADC presented a letter from the Vice Commander, ADC, which provided necessary guidance to the study group. Representatives from 4620th will continue to provide assistance in implementing the Solid State Computer.

On 10 September 1958 work was begun to determine SDC's Computer Time requirements (on the Santa Monica machine) for the remainder of fiscal year 1959. It is proposed that IBM provide maintenance in support of a 7-day work week schedule. As of 30 September 1958, SDC was continuing their study of computer time requirements.

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LIST OF ATTACHED DOCUMENTS

Attachment No.	Subject/Title
1	Photograph - New Homes of 4620th in Santa Monica, California
2	Photograph - Commander, Colonel Robert J Stevenson, 7209A
3	Photograph - Key Staff Personnel
4	ADC Reg 24-13
5	Organization, Functions, Mission, Chart Book of Unit
6	General Orders Number 36 Hq ADC
7	Movement Order Number 1, Hq ADC
8	Ltr 4620th AD Wg, 21 Jul 58, Subj: Req for Support under AFR 11-4, w/1st Ind Oxnard AFB, 31 Jul 58
9	Memo of Agreement, 8 Jul 58
10	Ltr Hq ADC, Subj: Secretarial and Clerical Support, 10 Feb 58
11	Ltr Hq ADC, Subj: Policy Guidance in Manual and SAGE STP, 19 Aug 58

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GLOSSARY OF ABBREVIATIONS

SDC	System Development Corporation
SAGE	Semi-automatic Ground Environment System
DCA	Direction Center Active
ADS	Air Defense Sector
ADSID	Air Defense Systems Integration Division
AADCP	Army Air Defense Command Post
ATABE	Automatic Target to Battery Engagement
AA	Antiaircraft
ESS	Experimental SAGE Sub-Sector
ECM	Electronic Countermeasures
LWO	Limited Warning Operations
STP	System Training Program
WSEG	Weapons System Evaluation Group
SOER	Systems Office Evaluation Request

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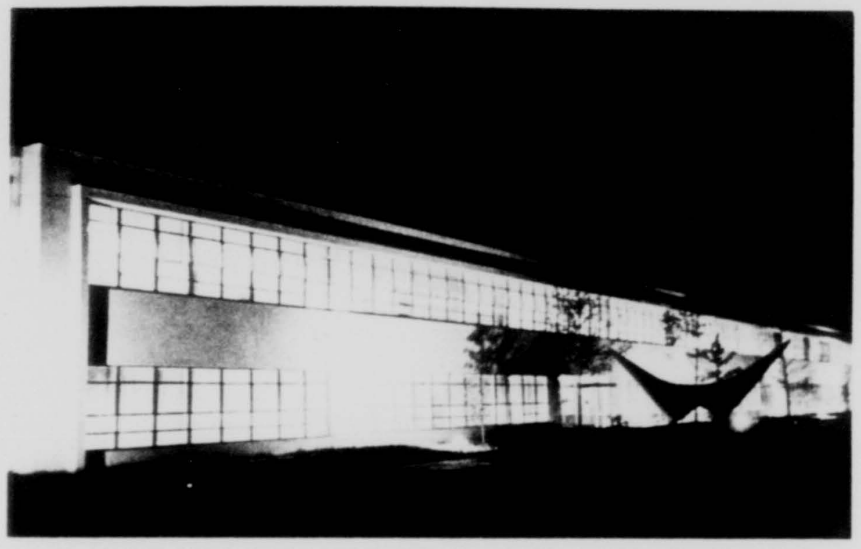
HOME OF THE
4620TH AIR DEFENSE WING



2500 COLORADO AVENUE
SANTA MONICA, CALIFORNIA

ATTACHMENT 1

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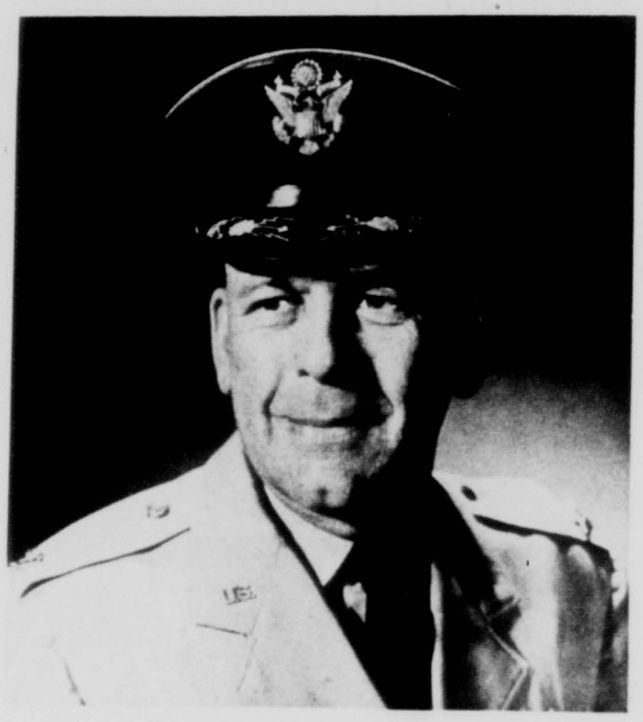

Colonel Robert J. Stevenson
Commander
4620th Air Defense Wing (Experimental SAGE)

ATTACHMENT 2

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STAFF ORGANIZATION
4620TH AIR DEFENSE WING

Deputy Commander
Lt. Col. G. R. Kauffman

Director
Computer Programming
Major H. M. Farmer

Director
Operations
Major E. B. Hall

Director
Technical Functions
Major R. L. Lister

ATTACHMENT 3

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ADC REGULATION 24-13

HEADQUARTERS AIR DEFENSE COMMAND
Ent AFB, Colorado Springs, Colorado

ORGANIZATION - AIR DIVISIONS (DEF), AIR BASES AND UNITS

Organization and Mission of the 4620th Air Defense Wing (SAGE Experimental)

1. Purpose. This Regulation outlines the mission, organization, and functions and responsibilities of the 4620th Air Defense Wing (SAGE Experimental).

2. Mission. The 4620th Air Defense Wing (SAGE Experimental) will:

a. As its primary mission, insure that SAGE Computer Programs, SAGE System Training Programs and Manual System Training Programs are based upon the approved plans and operational concepts of Headquarters Air Defense Command.

b. Act as the field agency for Headquarters Air Defense Command to provide operational guidance to agencies concerned with the implementation, installation, test, and utilization of operational SAGE computer programs in accordance with approved concepts and plans of this headquarters.

c. Assist as directed in the training of personnel for the SAGE System.

3. Organization. To carry out its mission, the 4620th Air Defense Wing (SAGE Experimental) is provided a headquarters and such units as may be allocated by the Commander, Air Defense Command.

4. Functions and Responsibilities. The Commander, 4620th Air Defense Wing (SAGE Experimental), will exercise command over all assigned units. He will be responsible to the Commander, Air Defense Command, for the following:

a. Command, organize, administer, train and equip all personnel assigned to the activity as directed by the Commander, Air Defense Command.

b. Develop, modify, or confirm operational procedures for use in SAGE operational sectors and divisions in accordance with approved ADC plans and operational concepts.

c. Recommend personnel requirements and operating positions devised during program development and revision for inclusions in the operational sectors to include detailed job descriptions and operating procedures.

d. Supervise the revision of all operational computer programs based upon Air Defense Command's operating experience and incorporate new tactics and techniques as developed and approved by Headquarters Air Defense Command. This will include revision of computer programs for:

(1) Data reduction.
(2) Data analysis and system diagnostic practices.

ATTACHMENT 4

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e. Insure the provision of adapted computer programs (operational, data reduction, data analysis, and system diagnostic practices) for each SAGE site.

f. Provide technical computer programming assistance to each air defense sector (SAGE) and air defense division (SAGE) during adaptation and installation of computer program changes.

g. Establish coordination with the Office of the Air Defense Command Representative for SAGE in cases where activities are carried out in cooperation with the Air Defense Engineering Service (ADES) Project Office.

h. Provide Air Defense Command operational guidance pertaining to SAGE system operation to System Development Corporation including system training programs both Manual and SAGE.

i. Insure that SSTP requirements established by Air Defense Command are compatible with the SAGE computer program.

j. Provide supervision of the services rendered contractually by the System Development Corporation.

k. Provide operational guidance to appropriate agencies conducting sub-system and system tests for SAGE sectors and division in accordance with Air Defense Command plans and operational concepts.

l. Keep Air Defense Command Headquarters fully informed of developments in assigned fields of interest and maintain close contact so as to receive policy and operational guidance.

m. Establish coordination with the Office of the Air Defense Command Representative for the Air Defense Systems Integration Division in cases where activities are carried out in cooperation with the Air Defense Systems Integration Division.

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ORGANIZATION & FUNCTIONS

Of The

4620th AIR DEFENSE WING

ATTACHMENT 5

4620th AIR DEFENSE WING
2500 COLORADO AVENUE · SANTA MONICA, CALIFORNIA

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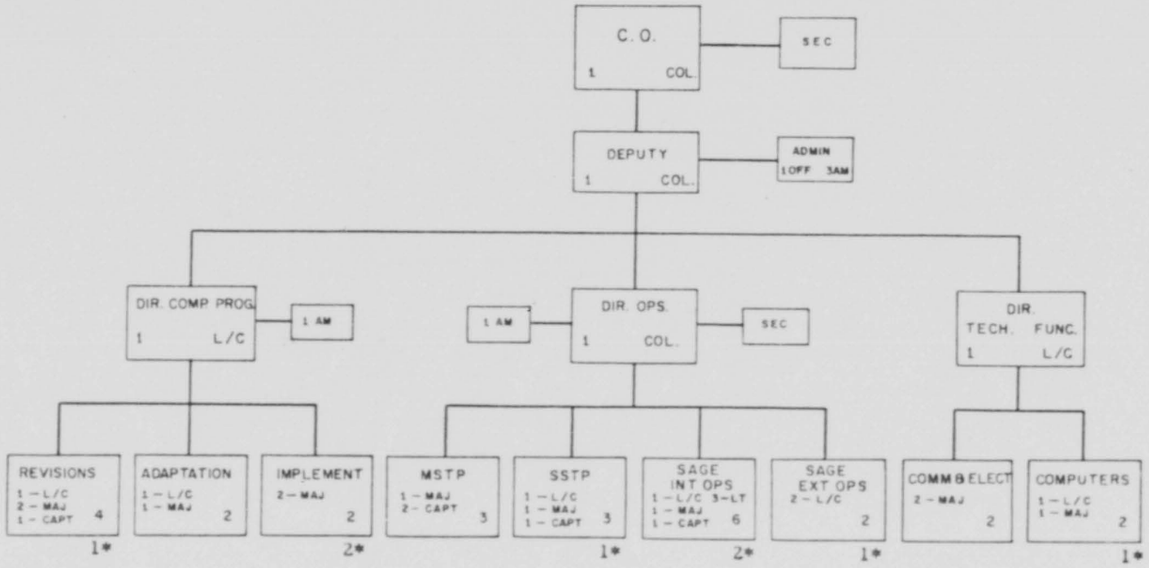
ORGANIZATION 4620TH AIR DEFENSE WING



PRESENT AUTH.	47 Off 5 A/M 52	3 Col, 10 L/C, 23 Maj, 5 Capt, 5 Lt, 1 W/O, 1 M/Sgt, 1 T/Sgt, 2 S/Sgt, 1 A/1C.	15 Officer Spaces Remaining for SAGE Trng as Per Gen. Grant's Request
RECOMMENDED To Perform Required Functions	32 Off 5 A/M 37	3 Col, 9 L/C, 11 Maj, 5 Capt, 3 Lt, 1 W/O, 1 M/Sgt, 1 T/Sgt, 2 S/Sgt, 1 A/1C	Recommend Deletion of 5 Maj, and 2 Lt. Slots. Leaving 8* Positions Open for ADC Trng in Critical SAGE Areas as Shown Below Blocks

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RECOMMENDED AUTHORIZATIONS

OFFICE	TITLE	GRADE	AFSC	TOTAL	RATED
COMMANDER:					
	Commander	Col	0066C	1	Yes
	Deputy	Col	0026C	1	No
				2	
DIR TECH FUNCTIONS:					
	Director	Lt Col	3016	1	No
	C & E Staff Off	Lt Col	3016	1	No
	C & E Staff Off	Major	3016	3	No
				5	
DIRECTOR COMPUTER PROGRAMMING:					
	Director	Lt Col	8616	1	No
	Aeft Control Staff O	Lt Col	1616	2	Yes
	Aeft Control Staff O	Major	1616	2	Yes
	Aeft Control Staff O	Major	1616	2	No
	Intercept Controller	Capt	1611	1	No
	Com Prog/Sys Design O	Major	8616	1	No
				9	
DIRECTOR OPERATIONS:					
	Director	Col	0036C	1	Yes
	Operations Staff O	Lt Col	1116	1	Yes
	Aeft Control Staff O	Lt Col	1616	2	Yes
	Aeft Control Staff O	Major	1616	3	Yes
	Intercept Controller	Capt	1611	3	Yes
	Intercept Controller	Capt	1611	1	No
	Intercept Controller	Lt	1611	3	No
	Gd Msle Opr Staff O	Lt Col	1816	1	No
				15	
ADMINISTRATIVE SERVICES:					
	Administrative O	W/O	70200	1	No
	Administrative Clk	A 1/C	70250	1	No
	Administrative Clk	S Sgt	70250	2	No
	Administrative Sup	T Sgt	70270	1	No
	Administrative Sup	M Sgt	70270	1	No
				6	
RECAPITULATION:					
	Officers			31	15
	Warrant Officers			1	
	Airmen			5	
	TOTAL:			37	

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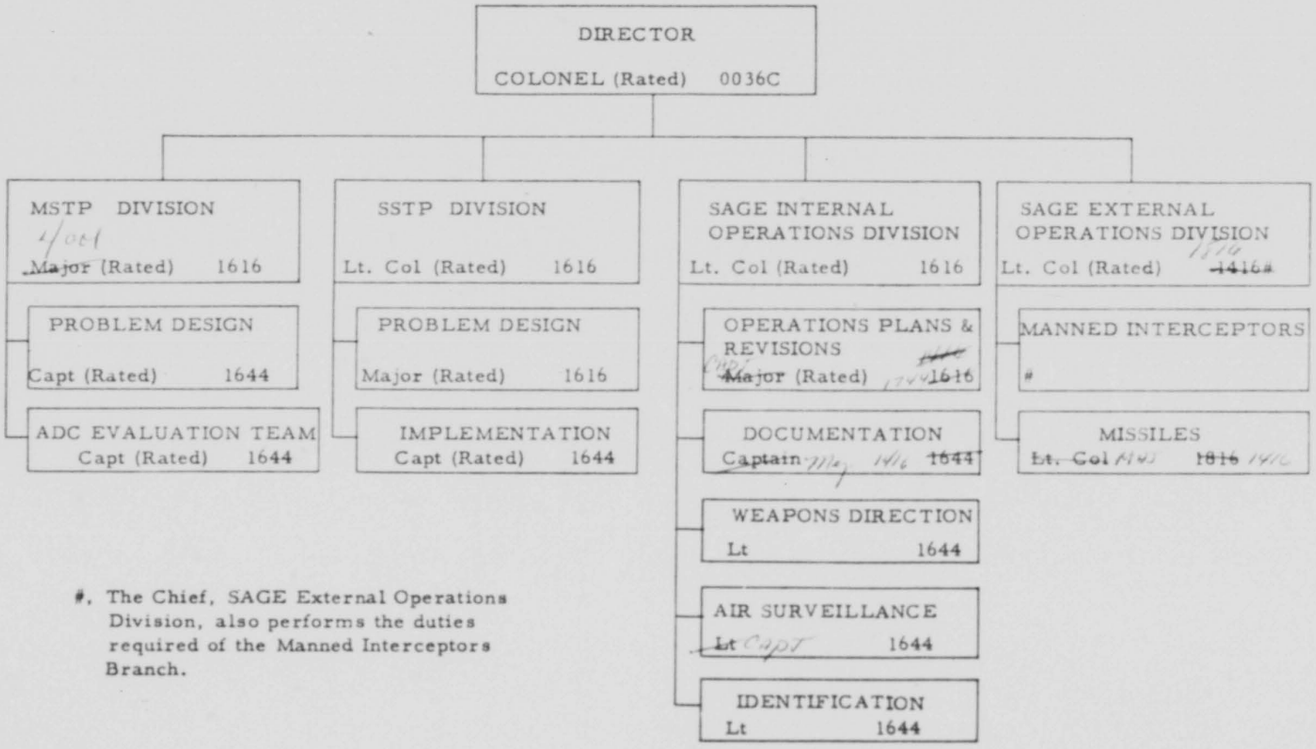
Proposed

DIRECTORATE OF OPERATIONS



#. The Chief, SAGE External Operations Division, also performs the duties required of the Manned Interceptors Branch.

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DIRECTORATE OF OPERATIONS

Director of Operations: Is responsible to the Commander, 4620th Air Defense Wing for the following:

a. Directs and monitors operational programs, to include air environment, ground environment, system training, intelligence, and tactical planning.

b. Advises the Commander on all matters pertaining to the development and implementation of the SAGE system.

c. Supervises and administer the revision of all operational programs as they affect plans and concepts of Air Defense Command.

d. Provide the Director of Computer Programming with details of approved system revisions generated by operational requirements and insure their timely inclusion in SAGE computer programming.

e. Coordinate all operational matters developed internally or received from SAGE field units with the System Development Corporation and insure that appropriate action is taken to include such matters in the SAGE program.

f. Provide guidance to contractual agencies concerned with research, development, or production of equipment to insure operational compatibility with the SAGE System.

g. Provide the System Development Corporation operational guidance in the production of system training problems, both manual and SAGE, and function as the approving authority for authenticity of progressive training as required by Air Defense Command.

h. Insure that all operational modifications and revisions are documented and included in publications pertinent to SAGE operations.

i. Accomplish such other duties as may be directed by the Commander.

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DIRECTORATE OF OPERATIONS

Chief, MSTP Division: Is responsible to the Director of Operations for the following:

a. Monitor all SDC activities in matters pertaining to the Manual System Training Program and provide necessary operational guidance.

b. Monitor the curriculum and act as advisor to the staff of the improved Manual System Re-Indoctrination Simulation Laboratory.

c. Monitor preparation and revision of training manuals, training data analysis and evaluation procedures in the manual system.

d. Coordination with other divisions within the Directorate of Operations to assure timely flow of information affecting their areas of interest.

e. Transmit classified documents and STP materials to Canadian units as a "designated position" and prepare monthly reports to ADC on materials involved.

f. Keep the Director of Operations informed on all MSTP developments and perform other duties as directed.

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DIRECTORATE OF OPERATIONS

Chief, Problem Design Branch: Is responsible to the Chief, MSTP Division for the following:

a. Monitor problem development, design, tactics and techniques to assure operational adequacy.

b. Provide assistance to SDC for resolving technical problems which occur during STP program development and production.

c. Actively participate in committees for STP development and improvement as required.

d. Prepare briefing material on MSTP for presentation or dissemination as required.

e. Continued study of MSTP procedures to assure compatibility with existing air defense tactics and techniques.

f. Keep the Chief, MSTP Division informed of all MSTP developments and perform other duties as directed.

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DIRECTORATE OF OPERATIONS

Chief, ADC Evaluation Team: Is responsible to the Chief, MSTP Division for the following:

a. Accompany the ADC TAC EVAL/ORI Team on inspections as team members or observers as directed and prepare reports as necessary.

b. Conduct staff visits to Defense Forces, Air Divisions, and ACW units to determine the status of STP and make necessary recommendations based on observations.

c. Recommend selection criteria and monitor the scheduling of Defense Force, Division and Station personnel who will receive direct experience with training techniques in the Simulation Laboratory.

d. Advise and assist SDC Human Factors Department in formulation of new and/or improved training procedures.

e. Keep the Chief, MSTP Division informed of all field developments and perform other duties as directed.

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DIRECTORATE OF OPERATIONS

Chief, SSTP Division: Is responsible to the Director of Operations for the following:

a. Monitor all SDC activities in matters pertaining to the SAGE System Training Program and provide necessary operational guidance.

b. Preparation of plans for implementation of the SAGE System Training Program for the Air Defense Command.

c. Aid in the development, modification, or recommendation of necessary SSTP operational improvements.

d. Coordination with other divisions with the Director of Operations to assure timely flow of information affecting their areas of interest and SSTP.

e. Keep the Director of Operations informed on all SSTP developments and perform other duties as may be directed.

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DIRECTORATE OF OPERATIONS

Chief, Problem Design Branch: Is responsible to the Chief, SSTP Division for the following:

a. Monitor the development, design, and production of SSTP problems to assure operational adequacy, and provide assistance to SDC in areas where required.

b. Provide assistance to SDC for resolving technical problems which occur during SSTP program development and production.

c. Establish liaison with each section to insure effective means of information flow.

d. Continued study of SSTP procedures to assure compatibility with existing air defense tactics and techniques.

e. Keep the Chief, SSTP Division informed of SSTP developments, with emphasis on developments affecting Programming, Weapons, and/or Technical Functions area of interest.

f. Prepare briefing material on SSTP for presentation or dissemination as required, and perform other duties as may be directed.

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DIRECTORATE OF OPERATIONS

Chief, Implementation Branch: Is responsible to the Chief, SSTP Division for the following:

a. Provide guidance to SDC as pertains to implementation of SSTP.

b. Monitor the progress of design and production of the SSTP installation package for each sector, and provide assistance to SDC when required.

c. Establish liaison with each sector to provide guidance and assistance to the operational staff in implementing an effective training program and establishing proper working relationship with SDC training specialists.

d. Aid in the development, modification, or recommendation of necessary SSTP operational improvements based on actual observations in the field.

e. Prepare sector charts of SSTP schedules and monthly progress for Director of Operations, Chief, SSTP Division, and Commander, 4620th AD Wing.

f. Coordination with the Manual STP Division in matters pertaining to phasing from Manual STP to SAGE STP.

g. Perform other duties as directed.

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DIRECTORATE OF OPERATIONS

Chief, SAGE Internal Operations Division: Is responsible to the Director of Operations for the following:

a. Liaison with all divisions for timely dissemination of future plans and concepts of air defense.

b. Supervise evaluation of operational program revisions as they affect air defense plans and concepts.

c. Provide the Director of Computer Programming with detailed operational requirements for integration of approved program revisions and for the programming of plans and concepts of Air Defense as proposed by Air Defense Command.

d. Insure that adequate and timely documentation is accomplished on all matters pertaining to the operational aspect of the SAGE system of air defense.

e. Provide guidance to all agencies requiring detailed knowledge of air defense procedures.

f. Keep the Director of Operations informed on all Ground Environment developments and perform other duties as may be directed.

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DIRECTORATE OF OPERATIONS

Chief, Operations Plans and Revisions Branch: Is responsible to the Chief, SAGE Internal Operations Division for the following:

a. Develop operations plans, policies and procedures for present and future SAGE system operations.

b. Supervise and coordinate on matters pertaining to changes in the SAGE system.

c. Establish liaison with other staff sections to keep them informed of present and future planning as it affects their operation, and aid in analysis of magnitude of proposed changes in tactics, weapons or equipment.

d. Evaluates all proposed changes, recommends disposition, and assists in establishing program change implementation priorities based on air defense needs.

e. Evaluates operational requirements and insures that all resultant changes are properly documented and promptly distributed to all SAGE sectors and divisions in accordance with ADC directives.

f. Carries on close coordination with SCP on all matters pertaining to program changes or corrections.

g. Design and prepare plans for all normal and emergency modes of operation within the capabilities of SAGE.

h. Monitor proposed new equipments and weapons to determine effect on present and future plans.

i. Establish close coordination with SDC personnel in order to keep informed on new developments and to lend assistance in the programming effort where needed.

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j. Coordinates with other sections on future plans and requirements of all SAGE sectors and divisions.

k. Keep the Director of Operations informed on present and future plans and requirements of SAGE sectors and divisions, proposed changes to the SAGE program, and any other activities of interest.

l. Other duties as may be directed.

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DIRECTORATE OF OPERATIONS

Chief, Documentation Branch: Is responsible to the Chief, SAGE Internal Operations Division for the following:

a. Monitor the System Development Corporations technical writing task group on the SAGE Positional Handbook modification effort to insure that late program changes, improved techniques, equipment changes, etc, are incorporated.

b. Provide assistance to the technical writers in specialized areas as necessary.

c. Supervise distribution of document revisions to insure synchronous arrival with program models at SAGE Sectors and Divisions.

d. Review SAGE manuals, specifications, and descriptive documents to insure compatibility with current programs, tactics, equipment, and operational procedures and effect reissue action when deemed necessary.

e. Close coordination with the Operations Plans and Revisions Branch to insure timely flow of information to accomplish necessary document revisions.

f. Keep the Chief, SAGE Internal Operations Division informed on all documentation developments.

g. Perform other duties as may be directed.

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DIRECTORATE OF OPERATIONS

Chief, Weapons Direction Branch: Is responsible to the Chief, SAGE Internal Operations Division for the following:

a. Provide detailed data and knowledge on the SAGE system control capability of all weapons and weapons systems, and aid in formulating tactics and methods of control within the concept of computer generated commands and calculations.

b. Aid in determining emergency methods of control of weapons, and evaluate crew and Weapons Direction team efficiency on the basis of display and control capability, and recommend necessary revisions.

c. Have exact knowledge of computer control capability and capacity for each model of the computer program.

d. Aid in preparation of specifications for intercept calculations in more advanced computer programs.

e. Coordinate computer control techniques with documentation and training sections to insure that personnel are trained properly and that operating personnel are informed on precisely the capabilities and limitations of all models.

f. Aid in evaluating proposed tactical employment of new weapons and weapons systems.

g. Provide operational experience in designing control techniques for future computer programs.

h. PROVIDE ACTIVE PARTICIPATION AND POSITIVE ADC INPUTS TO ANY SPECIAL PROJECT UNDERTAKEN BY SDC PERTAINING TO WEAPONS DIRECTION.

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DIRECTORATE OF OPERATIONS

Chief, Air Surveillance Branch: Is responsible to the Chief, SAGE Internal Operations Division for the following:

a. Provide detailed data and knowledge on the SAGE System of data collection, processing and display, and all related sub-systems and functions, and aid in formulating revisions and improvements where possible.

b. Aid in establishing emergency modes of operation to cover possible sub-system breakdowns and evaluate system efficiency on the basis of display and data processing techniques and requirements.

c. Provide exact knowledge of computer tracking capacities and degradations due to ECM and other reasons.

d. Aid in preparation of specifications for track initiation, processing, etc., for more advanced computer programs.

e. Coordinates computer tracking techniques with documentation and training branches to insure that personnel are trained properly and that operating personnel are informed precisely of the capabilities, and limitations of all models of the computer programs.

f. Provide operational experience in designing tracking techniques for future computer programs.

g. PROVIDE ACTIVE PARTICIPATION AND POSITIVE ADC INPUTS TO ANY SPECIAL PROJECT UNDERTAKEN BY SDC PERTAINING TO AIR SURVEILLANCE FUNCTIONS.

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DIRECTORATE OF OPERATIONS

Chief, Identification Branch: Is responsible to the Chief, SAGE Internal Operations Division for the following:

a. Maintain detailed knowledge of all directives, regulations and other documents concerned with or affecting identification of air traffic.

b. Provide knowledgeable inputs to SAGE system design and computer display program design, to insure that the identification function is adequate and complete as to ready availability of all necessary displays generated by computer programs.

c. Provide operational experience and aid in preparation of specifications for future techniques of identification performed entirely by the computer system.

d. Coordinate identification display and functional techniques with documentation and training branches to insure personnel are trained properly and that operating personnel are informed on precisely the capabilities and limitations of all models of the computer programs.

e. PROVIDE ACTIVE PARTICIPATION AND POSITIVE ADC INPUTS TO ANY SPECIAL PROJECT UNDERTAKEN BY SDC PERTAINING TO IDENTIFICATION FUNCTIONS.

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DIRECTORATE OF OPERATIONS

Chief, SAGE External Operations Division: Is responsible to the Director of Operations for the following:

a. Provides detailed performance data and operational employment data on all current and future weapons systems as needed by System Development Corporation for computer program use.

b. Provide contact point for weapons manufacturers, to enable weapons designers to consider computer control capabilities.

c. Acts as observer when so directed during weapons testing phases to gather current data for timely computer program and tactical control purposes

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DIRECTORATE OF OPERATIONS

Chief, Manned Interceptor Branch: Is responsible to the Chief, SAGE External Operations Division, for the following:

a. Provide military contact point between interceptor and interceptor sub-systems manufacturers, military logistical and testing agencies, and computer program writing agencies.

b. Insure details of interceptor and armament performance data are made available to computer program writing agencies on a timely basis in order that the SAGE computer program in operation at a given sector is capable of controlling a specific interceptor when such interceptor becomes operational.

c. Provide knowledgeable inputs to determinations of employment tactics and any revisions thereto.

d. Provide interceptor planning and integration information to System Development Corporation for future computer program writing scheduling.

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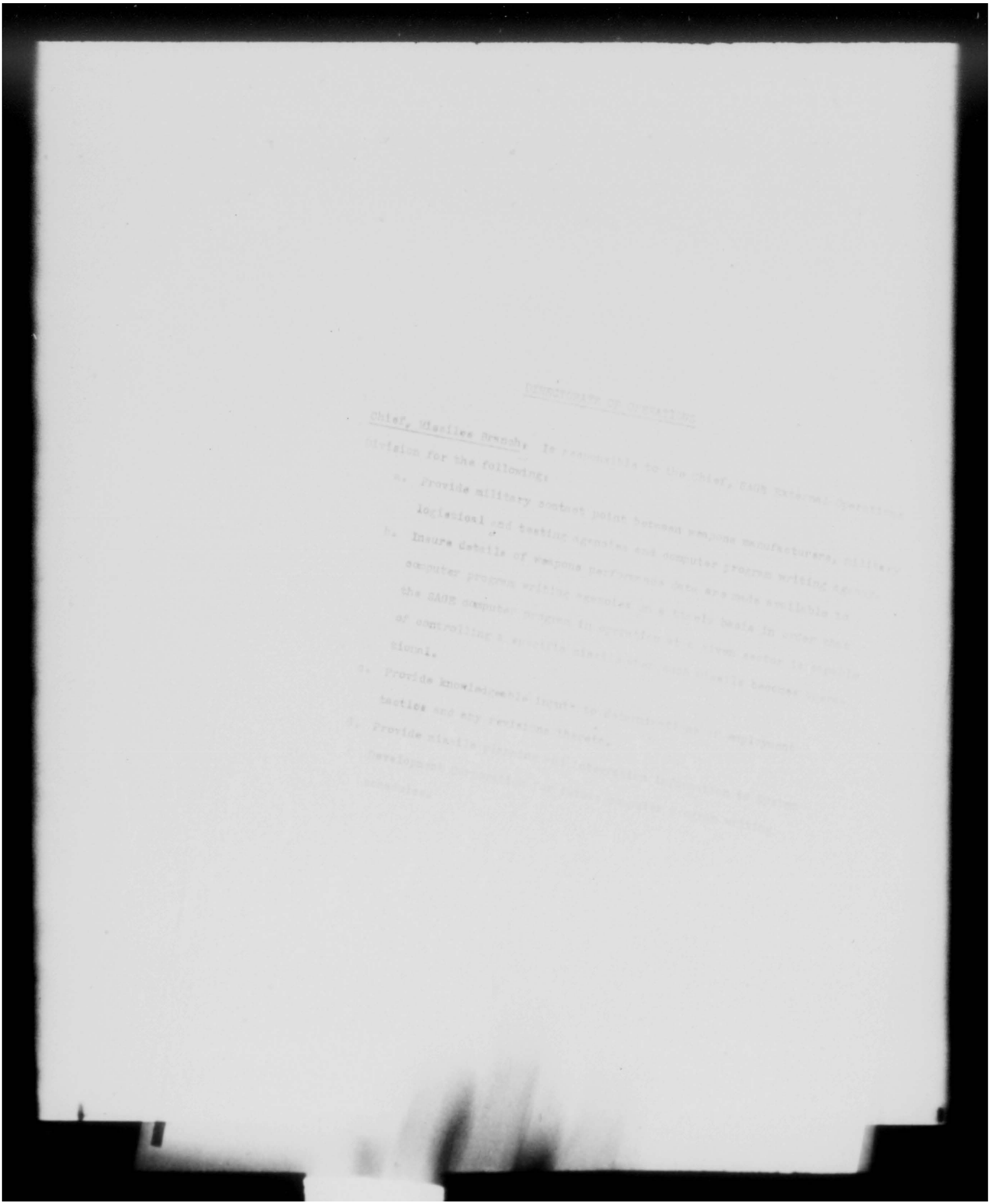

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DIRECTORATE OF OPERATIONS

Chief, Missiles Branch: Is responsible to the Chief, SAGE External Operations Division for the following:

a. Provide military contact point between weapons manufacturers, military logistical and testing agencies and computer program writing agency.

b. Insure details of weapons performance data are made available to computer program writing agencies on a timely basis in order that the SAGE computer program in operation at a given sector is capable of controlling a specific missile when such missile becomes operational.

c. Provide knowledgeable inputs to determinations of employment tactics and any revisions thereto.

d. Provide missile planning and integration information to System Development Corporation for future computer program writing schedules.

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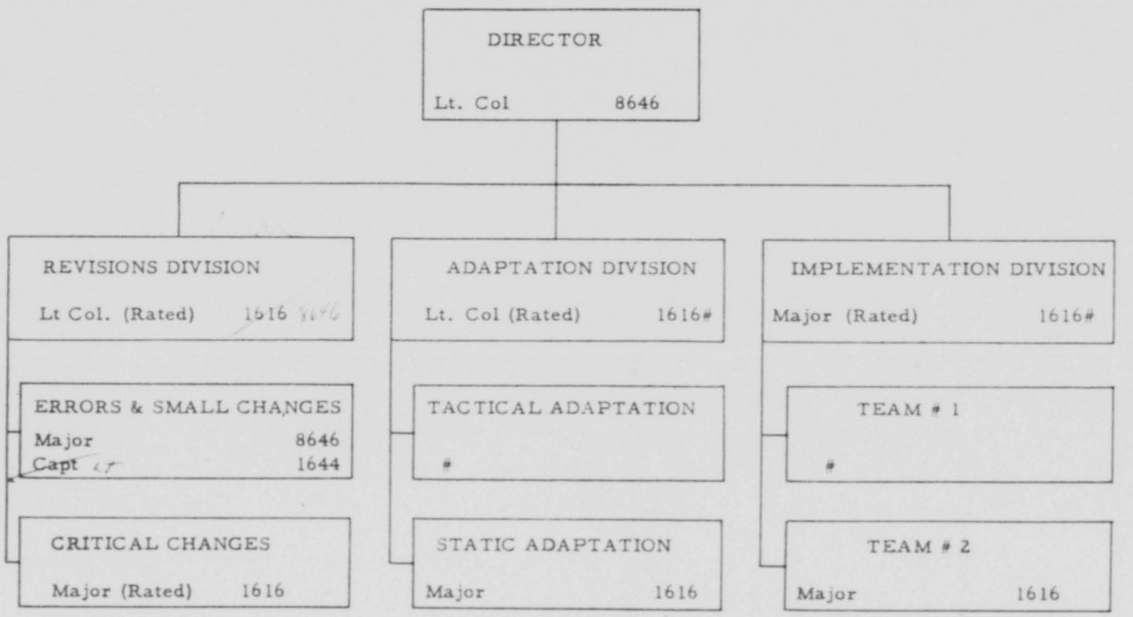
DIRECTORATE OF COMPUTER PROGRAMMING



The Chief, Adaptation Division, also performs the duties required of the Tactical Adaptation Branch.

The Chief, Implementation Division, also performs the duties required of Team #1.

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DIRECTORATE OF COMPUTER PROGRAMS

Director of Computer Programs: Is responsible to the Commander, 4620th Air Defense Wing for the following:

a. Providing requirements and guidance in establishing, maintaining and revising DCA, CCA and Stand-by Programs as well as Duplex Switching Programs, Utility System, Compiler Programs and other component programs necessary in the SAGE System.

b. Analyzing programs and program requirements to insure they are compatible with the present and future operational requirements.

c. Establishing the necessary records, charts and documentation of programs, revisions, contemplated changes, etc.

d. Providing requirements, guidance and assistance in scheduling the contents of models and model changes for proper time phasing.

e. Monitoring and keeping constantly informed of the contents of all programs to insure they are current and operationally usable.

f. Revision, Adaptation and Implementation Divisions and monitors their activities.

g. Providing advice to the Commander and other agencies of program capability, problems, plans, deficiencies, and costs.

h. Providing OJT of personnel assigned to the various sections for replacement or reassignment purposes.

i. Making necessary trips and participating in meetings with civilian and military agencies to establish requirements for programs and presents and supports the Wing and Air Defense Command position at these meetings.

j. Supervising all activities in SAGE Computer Programs Directorate.

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k. Keeping the Commander informed of Directorate activities.

l. Other duties as directed.

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DIRECTORATE OF COMPUTER PROGRAMS

Chief, Revisions Division: Is responsible to the Director of Computer Programming for the following:

a. Providing requirements, guidance and assistance in scheduling integration of new features into the computer program, and error corrections, small changes and critical changes into existing models of the computer program.

b. Reviewing error analysis reports and based on operational guidance, helps determine whether a program deficiency is a small change or a critical change.

c. Scheduling, based on information from Director of Operations, Director of Technical Functions, etc., operational improvements in future models consistent with System Development Corporation's capabilities.

d. Scheduling error corrections and changes in response to requests of others.

e. Establishing the necessary records, charts and documentation of activities.

f. Making necessary trips and participating in meetings with civilian and military agencies to establish requirements for revisions and presents and supports the Wing and Air Defense Command position at these meetings.

g. Supervising all activities of the Revisions Division.

h. Keeping the Director of Computer Programs aware of Revisions Division activities.

i. Other duties as directed.

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j. Keeping the Chief, Revision Division informed of activities.

k. Other duties as directed.

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DIRECTORATE OF COMPUTER PROGRAMS

Chief, Error and Small Change Branch: Is responsible to the Chief, Revisions Division for the following:

a. Having errors and small changes corrected in existing models of the program consistent with the operational requirements and System Development Corporation's capability to perform.

b. Advising Wing personnel of known errors, progress toward correction and establishes procedures for follow-up reports until error is corrected.

c. Representing Chief, Revisions Division at Disposition Committee meetings and presents and supports the Wing position at these meetings.

d. Collecting and analyzing error reports and small changes from appropriate agencies and making necessary internal distribution in the Wing.

e. Recommending procedures for reducing errors in future models.

f. Keeping constantly informed of System Development Corporation's abilities, model development or progress of retrofit items.

g. Establishing the necessary records, charts and documentation of activities.

h. Making necessary trips and participating in meetings with civilian and military agencies commensurate with duties involved.

i. Keeping the Chief, Revisions Division informed of activities.

j. Other duties as directed.

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DIRECTORATE OF COMPUTER PROGRAMS

Chief, Critical Error Branch: Is responsible to Chief, Revision Division for the following:

a. Having critical errors corrected in existing models of the program consistent to operational requirements and System Development Corporation's capability to perform.

b. Providing requirements, guidance and assistance in scheduling integration of major operational changes in model design and is the principal military point of coordination and liaison concerning future programming, model design and operational requirements.

c. Collecting and analyzing critical errors from appropriate agencies and makes necessary internal distribution in the Wing.

d. Advising Wing personnel of known critical errors, progress toward correction and establishes procedures for follow-up reports until error is corrected.

e. Representing Chief, Revision Division, at Disposition Committee meetings and presents and supports the Wing position at these meetings.

f. Recommends procedures for reducing errors in future models.

g. Keeping constantly informed of System Development Corporation's abilities, model design and development and progress of rotrofit items.

h. Establishing the necessary records, charts and documentation of activities.

i. Making necessary trips and participating in meetings with civilian and military agencies commensurate with duties involved.

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DIRECTORATE OF COMPUTER PROGRAMS

Chief, Adaptation Division: Is responsible to the Director of Computer Programs for the following:

a. Providing requirements, guidance and assistance to the System Development Corporation pertaining to system operation as required in adapting computer programs.

b. Establishing and supervising the routine flow of information from military sources, into the System Development Corporation's Data Library.

c. Participates in meetings with civilian and military agencies to establish requirements for adaptation data and presents and supports the Wing and Air Defense Command position at these meetings.

d. Keeping constantly informed of program changes, model design, retrofits, etc., and obtains the necessary information and data to provide operational capabilities commensurate with Air Defense.

e. Assisting System Development Corporation in adaptation of the SAGE Master Program to each sector and Division by contributing operational and technical advice to the Adaptation Section.

f. Attending meetings with appropriate agencies to determine if alterations to the SAGE Master Program are required by the adaptation process.

g. Keeping constantly informed of SDC Adaptation Section capabilities and progress in adaptation, changes, retrofits, operational requirements, etc.

h. Making necessary trips and participating in meetings with civilian and military agencies to establish requirements for revisions and

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presents and supports the Wing and Air Defense Command position at these meetings.

i. Supervising all activities of the Adaptation Division.

j. Keeping the Director of Computer Programs aware of Adaptation activities.

k. Other duties as directed.

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DIRECTORATE OF COMPUTER PROGRAMS

Chief, Tactical Adaptation Branch: Is responsible to the Chief, Adaptation Division for the following:

a. Providing requirements, guidance and assistance to the System Development Corporation pertaining to Tactical adaptation data, i.e., employment of interceptors, armaments, weapons, etc., to meet operational requirements of Air Defense Command.

b. Providing information of the mission of each SAGE sector, Division, Defense Force, and responsibilities and committments of ADC and NORAD, to System Development Corporation for adaptation purposes.

c. Keeping constantly informed of the tactics and techniques and characteristics of interceptors, armament, weapons, etc., and providing SDC with best available data to be used in calculations in computer programs.

d. Being aware of operational, deployment, and augmentation plans of appropriate military agencies to insure the computer program in use is compatible with assigned tasks.

e. Processing requests from all agencies for Tactical air defense data.

f. Making necessary trips and participating in meetings with civilian and military agencies to determine if alterations to the SAGE Master Program are required due to changes in the Tactical environment.

g. Keeping the Chief, Adaptation Division informed of activities.

h. Other duties as directed.

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DIRECTORATE OF COMPUTER PROGRAMS

Chief, Static Adaptation Branch: Is responsible to the Chief, Adaptation Division for the following:

a. Providing requirements, guidance and assistance to the System Development Corporation pertaining to Static environment,ie., radar types, locations, texas towers, radio frequencies, geography, etc, to meet the operational requirements of Air Defense Command.

b. Processing requests from all agencies for Static air defense data.

c. Insuring continuing flow of current Static data from military and civilian sources into the data library maintained by SDC.

d. Participating in meetings with civilian and military agencies to determine requirements for data including format, classification, distribution and suspense.

e. Maintaining knowledge of computer program development and revision schedules and anticipating requirements for data whereever possible.

f. Maintaining appropriate records of changes, initial requests, distribution and use of SAGE adaptation data.

g. Making necessary trips and participating in meetings with civilian and military agencies to determine if alterations to the SAGE Master Program are required due to changes in the Static environment.

h. Keeping the Chief, Adaptation Division informed of activities and performing other duties as directed.

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DIRECTORATE OF COMPUTER PROGRAMS

Chief, Implementation Division: Is responsible to the Director of Computer Programs for the following:

a. Providing guidance and assistance to "on-site" military personnel concerning all major program modifications.

b. Providing team personnel to accompany each model to its appropriate SAGE installation and conduct such training, briefing, etc., as is necessary.

c. Establishing the necessary means of documentation prior to final production and implementation of models so that appropriate "on-site" action can be taken to accomodate the change of programs when they become operational.

d. Team personnel to remain with amodel for a reasonable period after installation at a SAGE site to determine the effectiveness of the model as to operational capabilities or deficiencies.

e. Establishing the necessary reporting procedures from the teams in the field so that military and civilian agencies will be kept current on model behavior under operational conditions and take appropriate action wherever necessary.

f. Making necessary trips and participating in meetings with civilian and military agencies commensurate with duties involved.

g. Keeping the Director of Computer Programs informed of activities and perform other duties as directed.

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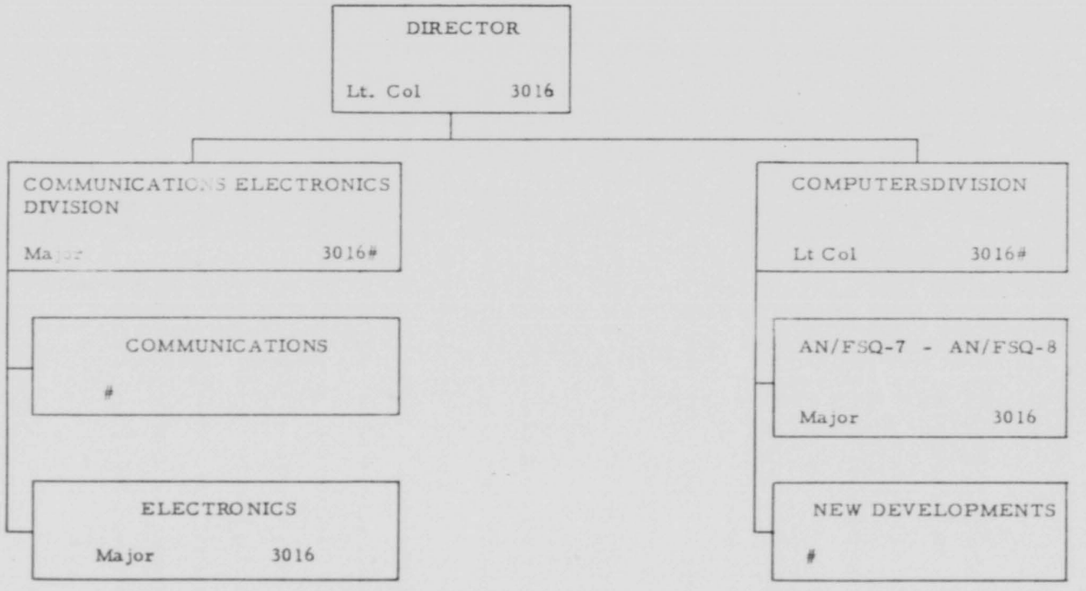
DIRECTORATE OF TECHNICAL FUNCTIONS



- The Chief, Communications-Electronics Division also performs the duties required of the Communications Branch.

The Chief, Computers Division also performs the duties required of the [illegible]v Developments Branch.

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DIRECTORATE OF TECHNICAL FUNCTIONS.

Director of Technical Functions: Is responsible to the Commander, 4620th Air Defense Wing for the following:

a. All technical matters pertaining to the AN/FSQ-7 and 8 SAGE computers and associated equipment including the external communications and electronics equipment, both airborne ground.

b. An intimate knowledge of ADC plans and schedules for improvements to SAGE equipments.

c. Liaison with appropriate ADSID personnel.

d. Insuring complimentary equipments, components, and system compatibility.

e. Formulating new techniques for computer operation and represents ADC in advising and assisting contractors to meet ADC requirements in new computer design.

f. Coordinating with contractors on modifications to existing computers and input-output equipment.

g. Advising operational personnel as to the advisability of newly proposed operational techniques and plans, and makes certain that equipment is compatible.

h. Participating in, and conducting studies designed to improve system performance.

i. Insuring that SAGE documentation pertaining to computers, communications equipment, and electronics equipment is accurate and current.

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j. Maintaining a training program designed to train newly assigned personnel to fill any position within his directorate and lend assistance of a technical nature to the Director of Operations where needed in the training of operations personnel.

k. Maintaining a technical library as required.

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DIRECTORATE OF TECHNICAL FUNCTIONS

Chief, Communications and Electronics Division: Is responsible to the Director of Technical Functions for the following:

a. Insuring that communications and electronics equipments are compatible to the SAGE system.

b. Having a keen knowledge of SAGE computers both present and new development, and communications and electronics equipment both airborne and ground.

c. Having a knowledge of the logic of present and planned computer programs.

d. Remaining current on operational or equipment changes affecting C&E equipment.

e. Monitor contractual negotiations and know their status.

f. Maintaining cable charts on approved and planned DC & CC internal communications.

g. For scheduling new communications requirements to meet lead time requirements and operational dates.

h. Maintaining records necessary for the administration of his section and for documenting SAGE C&E publications.

i. Providing a training program when necessary to train new personnel to fill any position in his Division.

j. Advising as to feasibility of operational proposals as to equipment capabilities.

k. Make frequent field trips to SAGE Sectors and contractor agencies.

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DIRECTORATE OF TECHNICAL FUNCTIONS

Chief, Communications Branch: Is responsible to the Chief of the C&E Division for the following:

a. Intimate knowledge internal DC and CC communications.

b. Intimate knowledge of ground and airborne communications equipment.

c. Compatibility of communications components of the SAGE system.

d. Maintaining cable charts of present and proposed DC, CC internal communications systems.

e. Lead time requirements on communications and equipment to meet ADC needs.

f. Maintaining required records.

g. Advising operations personnel of equipment capabilities and feasibility of operational proposals.

h. Frequent field trips to remain abreast of equipment reliability and new developments.

i. Providing data where necessary to programming and contractor personnel.

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DIRECTORATE OF TECHNICAL FUNCTIONS

Chief, Electronics Branch: Is responsible to the Chief of the C&E Division for the following:

a. Intimate knowledge of both airborne and ground electronic equipment.

b. Intimate knowledge of SAGE requirements for electronic equipment.

c. Knowledge of ECM and ECCM.

d. Providing data where necessary to programming and contractor personnel.

e. Advising operations personnel on equipment capabilities and feasibility of operational proposals.

f. Maintaining records on equipment reliability, modifications and new developments.

g. Frequent field trips to remain abreast of present operational requirements for electronic gear and new developments.

h. Necessary liaison to insure contractual modifications or new equipment design is compatible with the system and is suitable to meet ADC needs.

i. Providing inputs where necessary for SAGE documentation.

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DIRECTORATE OF TECHNICAL FUNCTIONS

Chief, Computer Division: Is responsible to the Director of Technical Functions for the following:

a. Giving advice as to the feasibility of operational proposals as to equipment capabilities.

b. Knowledge of computers both present and under development.

c. Remaining current of methods of operations and maintain records of equipment reliability.

d. Conducting studies to determine any system restrictions or weak points.

e. Sign off on computer modifications and redesign proposals.

f. Coordinating PC-1 operations or utilization to the limit of the 4620th ADW's responsibilities.

g. Provide inputs as required for new developments to produce suitable gear to meet ADC requirements, and be familiar with development work of contractors.

h. Maintaining a training program for training newly assigned personnel to fill any position in his division.

i. Providing assistance when required in the training of operations personnel.

j. For making necessary trips to remain abreast of SAGE developments.

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DIRECTORATE OF TECHNICAL FUNCTIONS

Chief, AN/FSQ-7, 8 Branch: Is responsible to the Chief of the Computer Division for the following:

a. All technical matters pertaining to the AN/FSQ-7, 8 SAGE computer and associated equipment.

b. His duties require a detailed knowledge of SAGE computer elements and computer programming.

c. Cognizance of associated systems furnishing data to SAGE computers.

d. Assist and provide inputs where required in the formulation of new techniques for digital computer operations.

e. Coordination with contractors and laboratory personnel on modifications to the SAGE computer.

f. Familiarization with new computer developments.

g. Advising operations personnel as to computer capability and acceptability of new operational proposals.

h. Conducting studies to obtain more effective use of equipment and improvements to the system.

i. For maintaining records on computer reliability.

j. Providing necessary information for SAGE documentation concerning computers or affecting operations.

k. Taking trips where necessary to remain abreast of present and proposed SAGE computers.

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DIRECTORATE OF TECHNICAL FUNCTIONS

Chief, New Developments Branch: Is responsible to the Chief of the Computer Division for the following:

a. Knowledge of SAGE computers, present and in the development stage.

b. Knowledge of computer programming logic and current SAGE computer programs.

c. Intimate knowledge of associated systems furnishing data to SAGE.

d. Working in close liaison with ground environment equipment manufacturers, contractors and ADSID.

e. Awareness of operational requirements and operational program planning and resulting need for equipment improvements.

f. Sufficient knowledge of current state of the art to fit these plans into perspective and make improvements in each when possible.

g. Providing considered ADC input to these agencies and keeps programmers and operations directorate informed of equipment improvements.

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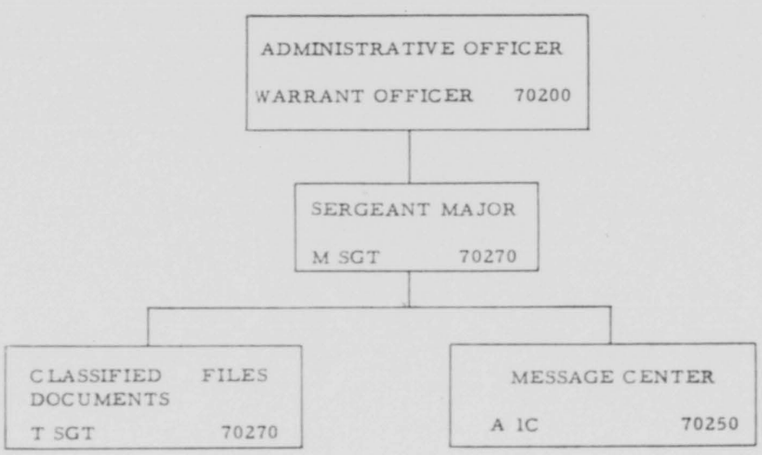
ADMINISTRATIVE SERVICES



DIRECTOR OPERATIONS

ADMINISTRATIVE CLERK
S SGT 70250

DIRECTOR COMPUTER PROGRAMMING

ADMINISTRATIVE CLERK
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ADMINISTRATIVE SERVICES

Administrative Officer: Is responsible to the Commander, 4620th Air Defense Wing for the following:

a. Organizing the functions of the office of administrative services to obtain maximum utilization of space, material and personnel.

b. Develop, establish and supervise procedures for operating the Wing central correspondence files, technical library, suspense system, message center, and publications reference library.

c. Coordinate administrative plans and operations with interested Wing staff agencies.

d. Drafts and authenticates publications, correspondence, orders and reports.

e. Acting as Top Secret and Registered Document Control Officer.

f. Acting as Wing Security Officer.

g. Supervision of maintenance and disposition of current records.

h. Maintains necessary administrative records and controlls over funds allotted the Wing for operational purposes.

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ADMINISTRATIVE SERVICES

Airman Requirements: A total of 5 airmen are required to adequately perform the required military administrative services functions within the Wing. The recommended grades, AFSC, and offices to which they will be assigned for duty are as follows:

Administrative Office

1 M SGT - AFSC 70270 - Wing Sergeant Major
1 T SGT - AFSC 70270 - Document/Library Clerk
1 A 1C - AFSC 70250 - Message Center Clerk

Directorate of Computer Programming

1 S SGT - AFSC 70250 - Administrative Clerk

Directorate of Operations

1 S SGT - AFSC 70250 - Administrative Clerk

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HEADQUARTERS
AIR DEFENSE COMMAND
UNITED STATES AIR FORCE
ENT AIR FORCE BASE
COLORADO SPRINGS, COLORADO

GENERAL ORDERS)
NUMBER 36)

17 June 1958

REDESIGNATION OF HEADQUARTERS, 4620TH AIR DEFENSE WING (EXPERIMENTAL-SAGE). I
REDESIGNATION AND REASSIGNMENT OF HEADQUARTERS, 4620TH AIR DEFENSE GROUP, (SAGE-PROGRAMMING AND TRAINING) II
AMENDMENT OF GENERAL ORDERS. III

I. REDESIGNATION OF HEADQUARTERS, 4620TH AIR DEFENSE WING (EXPERIMENTAL-SAGE)--1. Headquarters, 4620th Air Defense Wing (Experimental-SAGE), is redesignated 4620th Air Defense Wing (Experimental-SAGE), effective 1 July 1958.

2. Authority: Air Force Regulation 20-27.

II. REDESIGNATION AND REASSIGNMENT OF HEADQUARTERS, 4620TH AIR DEFENSE GROUP, (SAGE-PROGRAMMING AND TRAINING)--1. Headquarters, 4620th Air Defense Group, (SAGE-Programming and Training), is redesignated 4620th Air Defense Group (SAGE-Programming and Training), and reassigned from 4620th Air Defense Wing (Experimental-SAGE) to Air Defense Command, effective 1 July 1958.

2. Authority: Air Force Regulation 20-27.

III. AMENDMENT OF GENERAL ORDERS--1. Paragraph 1, Section I, General Orders Number 12, this headquarters, 17 March 1958, pertaining to Designation and Organization of 4601st Support Group (DEW), is amended to include: "Concurrently with organization, this unit is attached to the 329th Fighter Group (Air Defense) for administrative and logistic support".

OFFICIAL:

J H ATKINSON
Lieutenant General, USAF
Commander

HEADQUARTERS AIR DEFENSE COMMAND OFFICIAL

MYRON I SEAMONS
Captain, USAF
Asst Adjutant

DISTRIBUTION:
A - Plus
5 - ADLMO-F
5 - 4601st Support Group
5 - 4620th Air Defense Wing
5 - 4620th Air Defense Group
5 - 329th Fighter Gr

ATTACHMENT 6

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HEADQUARTERS
AIR DEFENSE COMMAND
UNITED STATES AIR FORCE
ENT AIR FORCE BASE
COLORADO SPRINGS, COLORADO

17 June 1958

SUBJECT: Movement Order 1, 4620th Air Defense Wing (SAGE-Experimental)

TO: Commander
4620th Air Defense Wing (SAGE-Experimental)
Lincoln Laboratories
Lexington 73, Massachusetts

1. It is desired that you take necessary action to move the 4620th Air Defense Wing (SAGE-Experimental) from and to station indicated at earliest practicable date after 6 Aug 58.

FROM	TO
Lexington, Massachusetts	2500 Colorado Avenue Santa Monica, California (TL40)

2. This move constitutes a permanent change of station with no change in command assignment.

3. Unit will move at an approximate strength of 32 Officers and 5 airmen.

4. Unit will move less equipment.

5. Movement will be made in accordance with applicable provisions of AFR 75-20 and AFM 75-1 and 75-2.

6. Reporting of date of departure and arrival will be made by means of the Air Force Organizational Status Change Report (RCS: AF-01) in accordance with ADC Supplement #1 to AFR 20-49. This report will include the new permanent mailing address. Specific reference is directed to paragraph 18, AFR 75-20.

7. Unit will be furnished logistical support in accordance with AFR 11-4.

8, Cite permanent change of station open allotment account classification 5793500-161 P531-02-03-07 S99-999 for all permanent change of station costs from home station in accordance with provisions of AFM 172-1, except transportation costs of organizational records and impedimenta. The transportation cost of these items, during FY 59 only, will be chargeable to account number 5793400 079-4041 P458 665000-0314.05.

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9. Military aircraft may be used for this movement.

10. Authority: Message, DAF, AFOOP-OP-U3, 48152, 4 Jun 58.

OFFICIAL:

J H ATKINSON
Lieutenant General, USAF
Commander

HEADQUARTERS AIR DEFENSE COMMAND OFFICIAL

BYRON I SEAMONS
Captain, USAF
Asst Adjutant

DISTRIBUTION:
5 - ADLMO-F
15 - Comdr 4620th Air Def Wg
1 - ADHCS
1 - ADHIS
1 - ADHSE
1 - ADPDP
1 - ADODO
1 - ADMDM
1 - ADCCO
1 - ADAIE
2 - ADCST-P, ATTN: Dir Stat Svc
5 - Base Finance, ATTN: Tvl Section

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4620TH AIR DEFENSE WING (EXPERIMENTAL SAGE)
United States Air Force
2500 Colorado Ave, Santa Monica, Calif.

WGAD 21 July 1958

SUBJECT: Request for Support under AFR 11-4

TO: Commander
414th Fighter Group (AD)
Oxnard AFBase, California

1. Reference is made to the attached Movement Order Number One, Hq ADC dtd 17 June 1958, which provides for move of this organization from Lincoln Laboratory, Lexington, Massachusetts, to 2500 Colorado Avenue, Santa Monica, California, on or about 6 August 1958.

2. In accordance with Air Force Regulation 11-4, request the organization be provided the following services by Oxnard Air Force Base:

a. Air Force Exchange Services.

b. Budget Matters - Previous arrangements have been made as of 1 July 1958 by Hq ADC for the Comptroller, Oxnard AFB to control the issuance of O and M funds allotted the 4620th AD Wing by Hq ADC.

c. Commissary Services.

d. Equipment Issue - The issue of Flying Equipment only for rated personnel.

e. Finance Services.

f. Flight Control and Maintenance of Assigned Aircraft - Reference is made to Memorandum of Agreement forwarded your headquarters by letter, 8 July 1958, Subj: Transfer of C-47A 43-16002, to Oxnard AFBase. Subject aircraft will transfer to Oxnard from L G Hanscom AFB, Mass, on or about 1 August 1958.

g. The attachment of rated personnel of the organization to Oxnard AF Base for maintenance of flying proficiency.

h. Medical and Dental Services as required.

i. Mortuary Operations as required.

j. Legal Services - Legal counsel for personnel only.

S/ Robert J Stevenson
T/ ROBERT J STEVENSON
Colonel, USAF
Commander

1 Incl
As stated

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HEADQUARTERS
414TH FIGHTER GROUP (Air Defense) ADC
United States Air Force
Oxnard Air Force Base
Oxnard, California

414MSO 31 July 1958

SUBJECT: Request for Support Under AFR 11-4

TO: Commander
4620th Air Def Wing (Experimental SAGE)
2500 Colorado Avenue
Santa Monica, California

Reference your letter of 21 July 1958, Subject as above. Your request for support is presently being coordinated with the various affected base units. It is anticipated that we will be able to support your needs as requested. Further correspondence regarding this subject will be forwarded by 11 August 1958.

FOR THE COMMANDER:

S/ D. E. Pickard
T/ D. E. PICKARD
Major, USAF
Adjutant

Copies furnished:
27th Air Div (Def)

A TRUE COPY

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MEMORANDUM OF AGREEMENT

8 Jul 1958

Subsequent to the physical transfer of C-47A, 43-16002 from Hanscom Field, Bedford, Massachusetts, to Oxnard AFB, California, the following method of operation is agreed upon and hereby made a matter of record.

(1) Aircraft C-47A, 43-16002 is assigned to the 4600th Airbase Wing, Peterson Field, Colorado Springs, Colorado and on permanent detached service to the 4620th Air Defense Wing (Ex-SAGE), Santa Monica, California.

(2) Said aircraft will be reported by the 414th CAMRON, Oxnard AFB, under the provisions of AFR 65-110 as "possessed" in order to insure logistic support. All maintenance, logistical and technical support will be provided by Oxnard AFB facilities.

(3) Operational control and flight scheduling will be exercised by the 4620th Air Defense Wing (Ex-SAGE), Santa Monica, California. Utilization of aircraft to satisfy Oxnard flying requirements is intended, however, is subject to approval of Commander, 4620th Air Defense Wing (Ex-SAGE).

(4) The airman assigned as flight engineer will be assigned to the 4614th Airbase Squadron, 4600th Airbase Wing, Ent Air Force Base, Colorado Springs, Colorado. He will, however, be in residence at the 414th CAMRON, Oxnard AFB, California and come under direct cognizance of the Commander thereof. It is intended that this airman will function as aircraft flight engineer on all flights scheduled by the 4620th Air Defense Wing, however, if airman is not available for duty, the 414th CAMRON will provide a suitable replacement.

S/ Dyson W Cox
T/ DYSON W COX
Colonel, USAF
Commander
414th Fighter Group (AD)
Oxnard AFB, California

S/ Robert J Stevenson
T/ ROBERT J STEVENSON
Colonel, USAF
Commander
4620th Air Defense Wing (Ex-SAGE)
Santa Monica, California

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

ADORQ 10 Feb 58

SUBJECT: Secretarial and Clerical Support

TO: System Development Corporation
2500 Colorado Avenue
Santa Monica, California

1. Reference Air Force Contract AF33(600)-26134, which provides for the System Development Corporation to furnish continuing development and initial and continuing implementation of the Manual and SAGE System Training Program; and certain technical assistance in the adaptation and revision of computer programs for the SAGE System.

2. The aforementioned contract is interpreted by this Headquarters to provide Air Defense Command agencies, stationed at Santa Monica and working in connection with said contract, the necessary secretarial and clerical assistance required to carry out their assigned mission.

FOR THE COMMANDER:

S/ Sam W Agee, Brig Gen
T/ HAROLD W. GRANT
for Major General, USAF
Deputy for Operations

cc: Comdr
4620th ADWng
(Ex SAGE)
Santa Monica, Calif.

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

ADOTS-C 19 Aug 1958

SUBJECT: Policy Guidance in Manual and SAGE System Training Program

TO: Commander
4620th Air Defense Wing (SAGE Experimental)
2500 Colorado Avenue
Santa Monica, California

1. To clarify the training responsibilities of your headquarters and the Air Defense Command Directorate of Tactics and Systems Training (ADOTS), the following policy guidance is furnished.

a. The overall administration and supervision of the Manual and SAGE System Training Programs (STP and SSTP) will be the responsibility of ADOTS.

b. The supervision and coordination of STP and SSTP with the System Development Corporation (SDC) is the responsibility of the 4620th Air Defense Wing.

c. Requests for SDC services and command specifications for STP and SSTP problem design will be directed to the 4620th Air Defense Wing for action with SDC.

d. To insure continuity in the STP and SSTP effort, request that at least one officer from the 4620th Air Defense Wing accompany ADOTS on all Operational Readiness Inspections.

FOR THE COMMANDER:

S/ R. W. Puryear
T/ R. W. PURYEAR
Major General, USAF
Deputy for Operations

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SECRET

RETURN TO:
Director
Research Studies Institute
Attn: Archives Branch
Maxwell AFB, Alabama

K-WG-4620-HI 559-312
Oct - Dec. 1958

History of the

4620th AIR DEFENSE WING (EX SAGE)

FOR THE PERIOD

31 DECEMBER 58

Declassified by
Ltr 4620 AD Wing (Ex SAGE)
10 Jan 1961

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SECRET RCS: AU-D5

HISTORICAL RECORD

of the

4620th Air Defense Wing (Experimental SAGE)

for the period ending

_____

4612-57

ADC FORM MAY 58 102

SECRET

P.C. 9810

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Section I. REQUIRED DATA

1. UNIT AND LOCATION
4620th Air Defense Wing (Ex-SAGE)
2500 Colorado Ave, Santa Monica, Calif.

2. NAME AND GRADE OF COMMANDER
Colonel Robert J Stevenson, 7209A

3. CHAIN OF COMMAND *(Superior Echelons)*

Headquarters, Air Defense Command

4. SUBORDINATE UNITS *(Down to and including squadrons)*

None

5. MISSION *(Give authority and brief statement of primary mission)*

As outlined in ADC Regulation 24-13 - Insure that SAGE Computer Programs and SAGE and Manual System Training Programs are based on the approved plans and operational concepts of Hq ADC. Act as field agency for Hq ADC to provide operational guidance to agencies concerned with the implementation, installation, test, and utilization of operational SAGE Computer Programs in accordance with approved concepts of Hq ADC and assist as directed in the training of personnel for the SAGE System.

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	28*	6	0	34
ATTACHED	0	0	0	0

*Includes 2 Chief Warrant Officers

7. EQUIPMENT *(Give official nomenclature and quantity of mission-type equipment)*

None

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Section II. COMMENTARY

ADMINISTRATION:

Key personnel of the unit remain as reported during preceding quarter. One major change in the organizational structure was effected on 1 December. The two previously separate divisions within the Directorate of Operations, Manual System Training Programs and SAGE System Training Programs were merged into one - System Training Division. The new Division was organized into two branches, Manual and SAGE. No changes in manning authorizations resulted from this organization. L/Col Edward Simon assumed duty as chief of the newly organized Division.

On 30 October a request was submitted to Hq ADC to permit the Wing to overman in amount of 12 officers. Request was based on an increase in work-load resulting from additional programming effort to be required as result of newly programmed solid state computers, and the additional programming effort in BOMARC A and B and Army Air Defense Command weapons in SAGE. Our request was not favorably considered by ADC due to limited officer resources in the 30 and 17 Career fields, AFSCs we had requested. We were advised however, that we could depend on being continually manned at our full authorized strength.

Major policy statements emanating from Commander ADC during this period were:

a. A letter of 18 December which defined the responsibilities of the 4620th AD Wing, the Contractor (SDC) and Hq ADC, in carrying out the Air Defense Projects Contract (AF33(600)37684). A copy of this policy letter is inclosed as attachment number 1. A copy of our internal method of operations with respect to the Contractor is inclosed as attachment number 2.

b. The confusion which previously existed with regard to responsibilities of the 4620th/SDC and the Miter/ADSID teams, was resolved on 24 November in a statement of policy issued by Commander ADC, based on the recommendation of the Wing Commander. See attachment number 3. As a result of the ADC letter changes in the work statement to the SDC contract became necessary. We were directed to rewrite the work statement for submission to ADC for approval and work on the revision is proceeding.

SDC and the Wing were becoming increasingly concerned at the number of requests for SDC services on special projects, etc, submitted direct to the contractor by ADC field units. Based on our recommendation, Commander ADC issued a policy letter to subordinate ADC commands which requires that any special projects or levies on SDC's services must be submitted to ADC for prior staff action and approval. See attachment number 4.

Subordinate ADC units were in some cases violating the provisions of ADC Regulation 11-2, in that they were not securing proper approval for staff visits to SDC; nor were visitors in many cases reporting in at 4620th upon arrival in Santa Monica. ADC issued special instructions to all units on 26 November by message ADOOP-E, to the effect that ADC Regulation 11-2 would be followed by all units.

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Three items of importance to SDC in carrying out their contractual responsibilities were documented and forwarded to ADC for command action. They were:

a. SDC space requirements at SAGE Installations.

b. The control of changes to SAGE Air Defense Computer Programs.

c. SDC Computer Time requirements at Operational SAGE Sites.

The 4620th fully concurred in the contractor's position on all items and recommended implementing action on all. See attachment number 5.

Two officers of the Wing received the Commendation Ribbon at a ceremony on 3 October 1958, with presentation made by Colonel Stevenson. Awards went to:

a. Major James T Davis, A0830419, for his exceptionally meritorious service in the SAGE Positional Handbook writing effort while the Wing was at Lincoln Laboratory. See attachment number 6 for photograph.

b. CWO Thomas R Hutcherson, 954595E, for meritorious service while serving as an ACW Inspector in the Office of the Inspector General, Central Air Defense Force. See attachment number 7 for photograph.

COMPUTER PROGRAMMING:

Air Defense Command approved in principle all items which were presented to the ADC Staff on the August briefing agenda.

ADC directed a continuation of the study of Models 6, 7 and 8 in an effort to improve these models where circumstances dictated or permitted improvement. Although studies are only partially complete, it appears that the programming task will exceed previous estimates. One of the complications is that Models 6 and 7 will fill the computer and in some areas it may well exceed computer capability. Considerable effort will have to be devoted to the use of common tables as a method of keeping the models within computer capacity.

Preliminary work was started on the presentation to be made at Air Defense Command in the early part of 1959. Problem areas will be defined in this briefing and guidance requested to determine future program requirements that will be placed on the System Development Corporation.

Members of the SAGE Program Change Committee aided in scheduling forty (40) SPCs for retrofit and inclusion in production models. Under active consideration during this period, were an additional sixty-six (66) proposed SAGE Program Changes. A new version (Version V) for the Combat Center was outlined and contents agreed upon. A Site Availability Schedule was also established for delivery of Version V to the Combat Center. In November 1958,

(If additional space is required, continue on blank sheets, size 8x10½, appropriately numbered, and attached securely hereto)

TYPED NAME AND GRADE OF COMMANDER	SIGNATURE
ROBERT J STEVENSON, Colonel	Robert J Stevenson

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a trip was made to NYADS to check on progress of Model 3 checkout. A check on the FIX program was also made for purposes of determining desirability of recommending inclusion on future models.

The Adaptation Section continued to supply the System Development Corporation with the necessary data for all sectors in the 30th SAGE Division with the exception of the Sault Ste Marie Air Defense Sector.

A trip was made to Headquarters, Eastern Air Defense Force, and covered the concurrence of data to be used in Mode II operations in those SAGE sectors under the operational control of Eastern Air Defense Force. In addition to Wing representation, ADC, EADF and 26th SAGE Air Division and Sector personnel participated.

Trips were also made to Air Defense Command. One trip covered the fighter characteristics to be used in the Model 3 Program. The other trips were concurrence meetings on data to be used in all Sectors under a Mode II concept.

Personnel made a field trip to the New York Air Defense Sector to brief the staff on the contents of Model 3 scheduled for operation early in 1959.

Additional field trips are being planned to observe Model behavior at New York and ESS.

OPERATIONS:

Preliminary agreements were concluded at ADC in October for the production of a "Model Change Training Guide" by SDC. This document would be used by all agencies concerned with maintaining modernized SAGE operator courses. The first document for program Model 3 will be distributed on or about 5 January 1959.

To date, schedules for installation of SSTP are valid. Production of the first Division-Wide SSTP for 26th Air Division is in process, expected release is early in 1959. Reduction in MSTP problem production is planned as SAGE sectors phase in. The Training Division continued to provide assistance and guidance to SDC on training matters.

Organization of formulation projects and assignment of responsibilities for the operational specifications was accomplished as directed by the Director of Operations.

Continued participation in staff meetings and conferences within the Wing and the System Development Corporation to establish policy and guidance on all matters requiring operational decisions.

A Tracking Formulation Project was established within SDC in November to review the data processing techniques now in use, and to recommend improve-

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Section II. Commentary (Continued)

ments that could be made within the 1960-61 time period. Initially, the SIF tracking problem has received the major effort by personnel involved. Major Rice, ADC, delivered the CONAD Supplement 1 to ACP-160, SIF, to the 4620th Air Defense Wing, to be used as a guide to establish computer programming requirements as SIF operational dates arrive.

The Automatic Identification Sub-Project was revived. The purpose of this project is to develop an automatic identification program that could be implemented under present ADC Identification regulations. Considerable work had been accomplished by 15 December 1958, at which time it was presented to the SDC Project Management Office. An experimental Program is expected to be completed in approximately two months, at which time, tests of the program should begin.

Activity included submission and processing of a number of SPCs for Models 1, 2 and 3 in the weapons area and technical accuracy review of a number of SDC documents. The final draft for the Model 7 weapons assignment specification was completed as were the specifications for the increased AADCP capacity, Model 3, retrofit program. Preliminary specifications for the ATABE program for Model 7 were also realized. Work was begun on the initial formulation of the 1960 intercept direction program. The WSEG/SDC "WEX-VAL" ECM simulation study, for which the Weapons Direction Officer performs ADC liaison, was begun after several delays due to equipment difficulty.

The Directorate is the receiving agency of the 4620th Air Defense Wing for all operational change requests submitted by sources throughout the SAGE System, in accordance with ADCR 55-29. During this period, 54 new change requests were received bringing the total received to date to 120. Of these, 40 have been scheduled or retrofitted into existing or future program models. The rate of change requests from SAGE units is increasing as new units approach their operational dates. Each change request is acknowledged with appropriate comments as to status or expected installation date.

The Model 1 handbooks were completed during this period as were all retrofits to Model 2. Corrections and omissions were delivered to ADC as they became apparent. SAGE Program Changes as they affected the handbooks were forwarded to ADC for publication. The Combat Center handbooks, Version IV, were completed and forwarded to ADC on schedule.

The SAGE System Description, Model 3, ADCM 55-28, was completed and published by ADC per contractual agreement. The Combat Center SAGE System Description, Version IV, ADCM 55-29, was completed on schedule but not yet published by ADC.

BOMARC B integration, MOADS Testing, and pattern patrol were the most important phases of the missiles effort. These three phases are continuing to change so no definite results are available. The BOMARC A specifications were brought to a final state. Nike-Hawk integration studies were initiated.

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Section II. Commentary (Continued)

Trips were made to insure that operating DCs are properly using the programs. Since they were not, efforts are being made to insure maximum coordination and exchange of information between agencies. F-108 conferences were attended, to write updated operational plans.

TECHNICAL FUNCTIONS:

On 5 December 1958, we proposed to Air Defense Command, a method for expediting Label Changes on Situation Display Consoles.

We included as an addition to the SAGE Building and Equipment List, Off-Line Tape-to-Printer Equipment.

The "large memory" retrofit (65K Memory), was installed on the Santa Monica PC1 Computer during November and December.

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HEADQUARTERS
AIR DEFENSE COMMAND
UNITED STATES AIR FORCE
ENT AIR FORCE BASE
COLORADO SPRINGS, COLORADO

TELE: MELROSE 2-5511
EXT. 6047

IN REPLY REFER TO
OFFICE SYMBOL:
ADOOP-ES

18 December 1958

SUBJECT: Contract AF 33(600)-37684

TO: Commander
4620th Air Defense Wing
2500 Colorado Avenue
Santa Monica, California

The inclosed policy letter delineating ADC/SDC/4620th ADW responsibilities regarding subject contract and information copy of letter, same subject, to System Development Corporation, supersedes the policy letters dated 17 October 1958. The changes incorporated in the revised versions are a result of the recommendations of Mr. Kappler in coordination with your headquarters which were submitted to this headquarters 17 November 1958.

FOR THE COMMANDER:

1 Incl
ADC ltr to 4620th
ADW, same subj,
w/1 Incl

Jarred V. Crabb
JARRED V. CRABB
Major General, USAF
Chief of Staff

TRAIN and RETAIN

ATTACHMENT 1

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HEADQUARTERS
AIR DEFENSE COMMAND
UNITED STATES AIR FORCE
ENT AIR FORCE BASE
COLORADO SPRINGS, COLORADO

TELE: MELROSE 2-5511
EXT: 6047

IN REPLY REFER TO
OFFICE SYMBOL:
ADOOP-ES

18 December 1958

SUBJECT: Contract AF 33(600)-37684

TO: Commander
4620th Air Defense Wing
2500 Colorado Avenue
Santa Monica, California

1. In accordance with Part I, paragraph d, and Part II of Contract AF 33(600)-37684, the Commander, 4620th Air Defense Wing, is designated as the ADC resident representative at the System Development Corporation. Responsibilities in this capacity include the monitoring of applicable portions of subject contract and the determination of f.o.b. point, type and method of shipment, inspection and acceptance of the work called for therein. The following paragraphs and the attached copy of our letter to SDC on this same subject are designed to provide sufficient ADC guidance and policy to enable effective discharge of these responsibilities.

2. This headquarters is responsible for all aspects of Contract AF 33(600)-37684 which pertain to the products furnished thereunder in order to determine the adequacy of subject contract and proper fulfillment thereof. The Commander, 4620th Air Defense Wing, acting as ADC Liaison Agency with SDC is responsible for the implementation by SDC of Contract AF 33(600)-37684. The specific areas of concern are STP, SSTP, Computer Programming and studies and/or special projects initiated within the resources provided for by this contract. In order to accomplish the above, the following will apply:

a. All ADC requirements, policy and guidance in regard to STP, SSTP and Computer Programs will be furnished to the 4620th Air Defense Wing for dissemination to the SDC. All ADC requests for special studies and/or projects under the contract will be forwarded to the 4620th Air Defense Wing. The impacts of such special studies and/or projects on current work will be determined by the 4620th Air Defense Wing and SDC. ADC will be advised of these impacts and any 4620th/SDC suggestions so that a decision can be made.

b. ADC will determine the priorities for tasks to be performed in accordance with this contract and furnish this information to the Commander, 4620th Air Defense Wing, for dissemination to the SDC. The Commander, 4620th Air

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Defense Wing, will represent ADC in taking the following actions to enable SDC to perform the work in the contract:

(1) Concur in the development and improvement of the several programs in accordance with ADC policy (STP, SSTP, SAGE Computer Programs).

(2) Provide support in acquiring necessary information and equipment.

(3) Concur in actions necessary to implement the programs and meet schedules.

He will insure that ADC is sufficiently well advised that Command Directives, necessary to implementation, may be effectively issued. The detailed procedures for accomplishing this will be established by the Commander, Air Defense Command.

c. The Commander, 4620th Air Defense Wing, in coordination with appropriate ADC personnel, will:

(1) Provide ADC with the means of reviewing the expenditure of SDC efforts towards satisfying stated ADC requirements and progress towards fulfillment of Contract AF 33(600)-37684.

(2) Formalize procedures for providing ADC with current information concerning SDC's plans and schedules, adjustments to plans and schedules resulting from changes in ADC requirements and priorities.

(3) Review SDC's ability to accept additional projects under the contract.

(4) Periodically brief this headquarters on the status of studies or projects being developed by the SDC.

3. Within the various areas of contractual coverage, i.e., STP, SSTP, Computer Programming and special projects and studies, there are specific channels for obtaining and transmitting information from and to this headquarters. The following ADC staff agencies will be your primary contact for obtaining necessary ADC requirements, guidance and policy and, in turn, your headquarters will furnish to these same ADC staff agencies such information deemed necessary by you or requested by this headquarters.

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ADOOP-ES, Hq ADC, Ent AFB, Colo, subj: Contract AF 33(600)-37684

a. Directorate of Operations (ADOOP). Computer Programming requirements subsequent to the model freeze, to include programming changes, dissemination of adaptation data, corrections and changes thereto in accordance with ADC Regulation 55-29, guidance on current SAGE operations and SDC field operations, are the responsibility of this Directorate.

b. Directorate of Tactics and Systems Training (ADOTS). The command specifications, overall administration, supervision, and requirements for SDC services for STP and SSTP are the responsibility of this Directorate.

c. Directorate of Systems Integration (ADLSI). All computer programming requirements prior to the model freeze are the responsibility of this Directorate. In addition, ADLSI will be the responsible staff agency for all studies and special projects.

4. This letter supersedes ADC letter, ADLSI-D, 17 October 1958, same subject.

FOR THE COMMANDER:

Jarred V. Crabb

JARRED V. CRABB
Major General, USAF
Chief of Staff

1 Incl
Cy, ADC ltr
to SDC

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HEADQUARTERS
AIR DEFENSE COMMAND
UNITED STATES AIR FORCE
ENT AIR FORCE BASE
COLORADO SPRINGS, COLORADO

TELE. MELPOMENE 8047
EXT.

IN REPLY REFER TO
ADOOP-EP

Dear Mr. Kappler:

In accordance with Part I, paragraph d, and Part II of Contract AF 33(600)-37684, the Commander, 4620th Air Defense Wing, is designated as the SDC resident representative at your organization and will monitor applicable portions of subject contract and will determine f.o.b. point, type and method of shipment, inspection, and acceptance of the work called for therein. Through the 4620th Air Defense Wing personnel you will receive the established ADC requirements, policy and guidance necessary to fulfill the terms of your contract. Attached is a copy of the letter from this headquarters that prescribes those functions to be discharged by the Commander, 4620th Air Defense Wing, while performing in this capacity.

Within the area of STP, SSTP, and Computer Programming, there must be a continued exchange of information for the Commander of the 4620th Air Defense Wing to effectively monitor this contract. The detailed procedures for effecting this exchange will be jointly established by the Commander, 4620th Air Defense Wing, and appropriate SDC personnel. The Commander, 4620th Air Defense Wing, is further responsible for advising SDC of those actions required of SDC to enable SDC to perform the work called for in the contract.

A procedure will be devised whereby SDC services for which we have contracted can be applied to specific air defense problems. The Commander, 4620th Air Defense Wing, will advise SDC of SDC requirements and priorities. All SDC requests for special studies and/or projects within the Contract will be forwarded to Commander, 4620th Air Defense Wing. The impacts of such special studies and/or projects on current work will be determined by Commander, 4620th Air Defense Wing, and SDC. SDC will be advised of these impacts and any 4620th ADW/SDC suggestions, so that a decision can be made. The Commander, 4620th Air Defense Wing, is authorized to take the following actions for SDC:

a. Concur in the development and improvement of the several programs in accordance with SDC policy (SSTP Manual STP, SAGE Computer Programs).

copy for Comdr 4620th ADW

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b. Provide support in acquiring necessary information and equipment.

c. Concur in actions necessary to implement the programs and meet schedules.

He will insure that ADC is sufficiently well advised that Command Directives, necessary for implementation, may be effectively issued. The detailed procedures for accomplishing this will be established by the Commander, Air Defense Command.

The above actions should in no way reduce the effectiveness of SDC nor should they present any problems to your organization. Compliance with the procedures set forth in this letter, as well as the intent of the letter, is designed to provide a more formal method of advising you of our requirements and priorities through the Commander, 4620th Air Defense Wing, and, in turn, for you to advise us through the same channels of your anticipated work loads and any recommendations you might have for undertaking additional projects.

This letter supersedes letter from this headquarters, ADLSI-D, 17 October 1958.

Sincerely,

JARRED V. CRABB
Major General, USAF
Chief of Staff

1 Incl
Cy, ADC ltr to
4620th ADW, subj:
Contract AF 33
(600)-37684

Mr. M. O. Kappler
System Development Corporation
2500 Colorado Avenue
Santa Monica, California

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4620TH AIR DEFENSE WING (EXPERIMENTAL SAGE)
United States Air Force
2500 Colorado Avenue, Santa Monica, California

1 October 58

SUBJECT: 4620th Air Defense Wing and System Development Corporation Personnel Working Relationships

TO: All Personnel
4620th Air Defense Wing (Ex-SAGE)

INFO: System Development Corporation
2500 Colorado Avenue
Santa Monica, California

1. The Commander, 4620th Air Defense Wing, is responsible to Commander, Air Defense Command, for the Air Defense functions listed below; he exercises this responsibility through the actions of personnel assigned to the Wing (Reference ADC Regulation 24-13).

a. Insures that SAGE Computer Programs, SAGE System Training Programs and Manual System Training Programs are based upon the approved plans and operational concepts of Headquarters, Air Defense Command.

b. Acts as the field agency for Commander, Air Defense Command, to provide operational guidance to agencies concerned with the implementation, installation, test, and utilization of operational SAGE computer programs in accordance with approved concepts and plans.

c. Develops, modifies or confirms operational procedures for use in SAGE operational sectors and divisions in accordance with approved ADC plans and operational concepts.

d. Recommends personnel requirements and operating positions devised during program development and revision for inclusions in the operational sectors to include detailed job descriptions and operating procedures.

e. Supervises the revision of all operational computer programs based upon Air Defense Command's operating experience and incorporate new tactics and techniques as developed and approved by Headquarters, Air Defense Command. This will include revision of computer programs for:

(1) Data reduction.

(2) Data analysis and system diagnostic practices.

f. Insures the provision of adapted computer programs (operational, data reduction, data analysis, and system diagnostic practices) for each SAGE site.

g. Provides technical computer programming assistance to each air defense sector (SAGE) and air defense division (SAGE) during adaptation and installation of computer program changes.

ATTACHMENT 2

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h. Establishes coordination with the Office of the Air Defense Command Representative for SAGE in cases where activities are carried out in cooperation with the Air Defense Engineering Service (ADES) Project Office.

i. Provides Air Defense Command operational guidance pertaining to SAGE system operation to System Development Corporation including system training programs both Manual and SAGE.

j. Insures that SSTP requirements established by Air Defense Command are compatible with the SAGE computer program.

k. Provides supervision of the services rendered contractually by the System Development Corporation.

l. Provides operational guidance to appropriate agencies conducting sub-system and system tests for SAGE sectors and division in accordance with Air Defense Command plans and operational concepts.

m. Establish coordination with the Office of the Air Defense Command Representative for the Air Defense Systems Integration Division in cases where activities are carried out in cooperation with the Air Defense Systems Integration Division.

2. To effect a more cohesive working relationship and insure that the mission of the 4620th Air Defense Wing is fulfilled, and that System Development Corporation obtains the Air Force ADC support specified by contractual coverage, the procedures outlined below are considered essential.

a. PART I - DIRECTOR OF OPERATIONS - Lt. Col. Richard Spielan
Primary points of contact within SDC are:

(1) Formulation Groups

(2) Study Groups

(3) Human Factors

(4) SAGE Computer Program Management Office (SCPMO)

(5) System Training Program Management Office (STPMO)

When SDC personnel in the units listed above require 4620th Wing assistance or guidance, they should request such assistance from Lt. Col. Richard Spielan. Colonel Spielan will assign personnel from his Operations Directorate as he deems necessary. After the initial working relationship has been established, continued concurrence of the Director is not considered necessary.

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b. Establishes coordination with the Office of the Air Defense Command Representative for SAGE in cases where activities are carried out in cooperation with the Air Defense Engineering Service (ADES) Project Office.

i. Provides Air Defense Command operational guidance pertaining to SAGE system operation to System Development Corporation including system training programs both Manual and SAGE.

j. Insures that SSTP requirements established by Air Defense Command are compatible with the SAGE computer program.

k. Provides supervision of the services rendered contractually by the System Development Corporation.

l. Provides operational guidance to appropriate agencies conducting sub-system and system tests for SAGE sectors and division in accordance with Air Defense Command plans and operational concepts.

m. Establish coordination with the Office of the Air Defense Command Representative for the Air Defense Systems Integration Division in cases where activities are carried out in cooperation with the Air Defense Systems Integration Division.

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4620TH AIR DEFENSE WING (EXPERIMENTAL SAGE)
United States Air Force
2500 Colorado Avenue, Santa Monica, California

1 October 58

SUBJECT: 4620th Air Defense Wing and System Development Corporation Personnel Working Relationships

TO: All Personnel
4620th Air Defense Wing (Ex-SAGE)

INFO: System Development Corporation
2500 Colorado Avenue
Santa Monica, California

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a. Insures that SAGE Computer Programs, SAGE System Training Programs and Manual System Training Programs are based upon the approved plans and operational concepts of Headquarters, Air Defense Command.

b. Acts as the field agency for Commander, Air Defense Command, to provide operational guidance to agencies concerned with the implementation, installation, test, and utilization of operational SAGE computer programs in accordance with approved concepts and plans.

c. Develops, modifies or confirms operational procedures for use in SAGE operational sectors and divisions in accordance with approved ADC plans and operational concepts.

d. Recommends personnel requirements and operating positions devised during program development and revision for inclusions in the operational sectors to include detailed job descriptions and operating procedures.

e. Supervises the revision of all operational computer programs based upon Air Defense Command's operating experience and incorporate new tactics and techniques as developed and approved by Headquarters, Air Defense Command. This will include revision of computer programs for:

(1) Data reduction.

(2) Data analysis and system diagnostic practices.

f. Insures the provision of adapted computer programs (operational, data reduction, data analysis, and system diagnostic practices) for each SAGE site.

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Ltr, 4620th ADWng, Subj: 4620th Air Defense Wing and System Development Corporation Personnel Working Relationships dated 1 October 1958

b. PART II - DIRECTOR OF COMPUTER PROGRAMMING - Major Herman Farmer
Primary points of contact within SDC are:

(1) SAGE Computer Program Management Office (SCPMO)

(2) Programming Department

(3) System Training Program Management Office

When SDC personnel in the units listed above require 4620th Air Defense Wing assistance or guidance, they should request such assistance from Major Herman Farmer. Major Farmer will assign personnel from his Computer Programming Directorate as he deems necessary. After the initial working relationship has been established, continued concurrence of the Director is not considered necessary.

c. PART III - DIRECTORATE OF TECHNICAL FUNCTIONS - Major E. B. Hall
Primary points of contact within SDC are:

(1) Engineering

(2) Production Department

When any SDC personnel in the units listed above require 4620th Air Defense Wing assistance or guidance, they should request such assistance from Major E. B. Hall. Major Hall will assign personnel from his directorate as he deems necessary. After the initial working relationship has been established, continued concurrence of the Director is not considered necessary.

3. Personnel of the 4620th Air Defense Wing and their primary fields of interest are:

COMMAND SECTION

Col. Robert J. Stevenson	Wing Commander
Lt. Col. George R. Kauffman	Deputy Wing Commander
CWO George Gortney	Administrative Assistant

OPERATIONS DIRECTORATE

Lt. Col. Richard Spielan	Director of Operations
Major Albert K. Hansen	Chief, External Ops Div.
Major Sidney M. Chesler	Chief, Internal Ops Div.
Major H. H. Whitlock	Chief, MSTP Div.
Lt. Col. Edward R. Simon	Chief, SSTP Div.

TECHNICAL FUNCTIONS DIRECTORATE

Major E. B. Hall	Director Technical Functions
Major Robert L. Lister	Chief, Computer Div.
Captain Charles F. Sterling	Acting Chief, C&E Div.

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Ltr, 4620th ADWng, Subj: 4620th Air Defense Wing and System Development Corporation Personnel Working Relationships dated 1 October 1958

COMPUTER PROGRAMMING DIRECTORATE

Major Herman M. Farmer	Director Computer Programming
Major James R. Lakey	Chief, Revision Div.
Major A. D. Burns	Chief, Adaptation Div.
Captain Ralph S. Hill	Chief, Implementation Div.

4. The Command Structure of the 4620th Air Defense Wing is:

Commander ADC

Commander 4620th Wing

Deputy Commander 4620th Wing

Director of Operations	Director of Computer Programming	Director of Technical Functions
Divisions	Divisions	Divisions
MSTP	Revisions	Computers
SSTP	Adaptation	Comm & Electronics
Internal Ops	Implementation	
External Ops		
Total of 15 officers	Total of 9 officers	Total of 5 officers

5. Any conflict between the procedures outlined in this letter and previously established procedures will be resolved by the interested individuals and the Wing Deputy Commander.

FOR THE COMMANDER:

GEORGE R. KAUFFMAN
Lt Colonel, USAF
Deputy Commander

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Ltr, 4620th ADWng, Subj: 4620th Air Defense Wing and System Development Corporation Personnel Working Relationships dated 1 October 1958

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Divisions	Divisions	Divisions
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Internal Ops	Implementation	
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Total of 15 officers	Total of 9 officers	Total of 5 officers

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FOR THE COMMANDER:

GEORGE R. KAUFFMAN
Lt Colonel, USAF
Deputy Commander

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4620TH AIR DEFENSE WING (EXPERIMENTAL SAGE)
UNITED STATES AIR FORCE
2500 COLORADO AVENUE, SANTA MONICA, CALIFORNIA

WGDC 7 Nov 58

SUBJECT: Statement of ADSID/MITRE-4620th/SDC Responsibilities

TO: Commander
Air Defense Command
ATIN: ADOOP
Ent AFBase, Colorado

1. In accordance with Major General Puryear's direction of 22 October 1958, I am submitting the inclosed document which outlines the ADSID/MITRE Team and the 4620th/SDC Team responsibilities. This document represents the coordinated effort of the interested ADC Staff, the ADSID Staff and the Management Staff of the System Development Corporation.

2. It is recommended that this document be published as an attachment to an ADC policy letter and disseminated to appropriate agencies.

1 Incl:
Statement of ADSID/
MITRE-4620th/SDC
Responsibilities

ROBERT J STEVENSON
Colonel, USAF
Commander

ATTACHMENT 3

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1. a. The present confusion that exists concerning the efforts of the Air Defense Systems Integration Division (ADSID) and those of the System Development Corporation (SDC) can be traced historically to the proposed division of responsibility between Lincoln Laboratory and the then System Development Division of RAND, now SDC. Lincoln, as the original system designer, postulated that its responsibilities in SAGE would end after the operational dates of the first SAGE module (the New York Air Defense Sector, the Boston Air Defense Sector and the Syracuse Combat Center), and that most of the system's continuation job would be performed by SDC under contract to the Air Defense Command. However, the creation of ADSID and the acceptance of certain computer programming responsibilities by that organization, coupled with the move of the 4620th Wing to Santa Monica, now make it necessary to redefine these responsibilities.

b. For the ADSID to properly carry out the function and mission dictated in the USAF Regulation, contractual support by a competent technical organization had to be supplied. Several organizations were considered for this contract, among them being SDC and the Lincoln Laboratory. After much thought and effort, it was decided to establish a new corporation (MITRE) to be the technical contractor for ADSID in the Air Defense Mission System Management.

c. There has never been a real clear-cut delineation of responsibilities between the ADSID/MITRE team and the SDC/4620th team.

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In fact, the written mission and work statements of the organizations involved are in many instances in direct conflict.

2. A direct quote from the ADC-approved System Development Corporation work statement clearly points up the prime area of conflict when measured against the ADSID mission: "SDC shall incorporate new tactics and techniques as they become available and conduct for the Air Defense Command necessary investigations to determine compatibility of old and new tactics, techniques, equipment and weapons."

3. Paragraph 9, USAF Regulation 20-13, dated 31 March 1958, outlines the ADSID responsibilities and reads as follows:

a. "Assemble and maintain a current master plan and schedule for development and implementation of approved additions and improvements to the Air Defense Mission System.

b. Assemble and maintain a current set of individual system performance specifications.

c. Conduct analysis and initiate necessary actions or corrective measures to insure compatibility and effectiveness of components, systems and supporting activities.

d. Monitor progress of actions and insure coordination with respect to development, implementation plans, schedules, and funding.

e. Be prepared to recommend any program adjustments that may be necessary to provide a capabilities schedule based on current resources factors for any given year.

f. Assist ADC in the formulation and evaluation of requirements."

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Close examination of these quotes reveals a great grey area and one that clearly needs defining if ADC's product from ADSID and SDC is to result in the best possible Air Defense Mission System operation and improvement. The problem centers on the responsibility for preparation of specifications and the definition of which specifications are ADSID's responsibility and which are SDC's responsibility.

4. It is clearly understood that the ADSID will be the system manager for the integrated Air Defense Mission System and that the System Development Corporation will supply air defense computer programs to ADC. As the system manager and designer, ADSID is the Air Force agency which studies military requirements, employment plans, development and research data in order to recommend optimum Air Defense Mission System design. The system designer should prepare broad plans for integration of new weapons, equipments, or other features into the existing mission system.

ADC has directed 4620th/SDC to prepare operational and mathematical specifications for revised computer programs.

5. To insure complete understanding by all interested agencies, it is recommended that the following definition be accepted as standard:

a. Equipment Specifications are those which deal with hardware to be designed for the Air Defense Mission System.

b. Integration Specifications prescribe the manner by which new equipment and associated computer programs will be fitted into the Air Defense Mission System. As such, they will be published

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to provide guidance to all concerned with the development and introduction of any new system or major modification into the Air Defense Mission System. Integration Specifications will be based upon officially published General Operational Requirements and Operational Employment Plans, and other authoritative documents. They do not specify the internal design of individual components, but do specify matching parameters between components. They provide a basis for scheduling Air Defense Mission System improvements.

c. Operational Specifications are the detailed specifications that spell out air defense operational and data processing procedures that must be incorporated into the active air defense computer program. Those specifications may be the outgrowth of Integration Specifications, or the result of new air defense procedures evolved by field SAGE Commanders, by Headquarters Air Defense Command, or as a result of Systems Development Corporation evaluation of the operational SAGE System. ADSID has the responsibility to review and concur in Operational Specifications to insure compatibility with the other Integration and Equipment Specifications. The operational content of active air defense computer programs is the responsibility of Headquarters Air Defense Command and the 26th Air Defense Zone.

d. Mathematical Specifications spell out in mathematical language the details of the operational requirements so that the computer programmer is provided with the necessary information to formulate the computer program for the air defense functions to be performed by the computer.

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6. In order to reduce the grey area previously described and to clarify for ADC the respective roles of ADSID/MITRE-4620th SDC in the field of computer programming, the following responsibilities of ADSID/MITRE are outlined, followed by 4620th/SDC responsibilities:

a. ADSID:

(1) ADSID is responsible for the Air Defense Mission System design in accordance with the provisions of AFR 20-13. ADSID prepares Integration Specifications which state features of the Air Defense Mission System in sufficient detail so that the implementing organizations can carry out the change or the new design whenever a major revision to the Air Defense Mission System is required.

(2) To maximize the effectiveness of the system, the system designer must specify the equipment, the technical compatibility of each element of the system, including computer programs and the compatibility of component schedules.

b. 4620th/SDC:

(1) SDC, as the contractor for ADC in computer program development, production and installation, is responsible for development of operational and mathematical specifications. These are detailed documents that spell out air defense operational procedures, tactics and techniques; computer program design, programming methods and technical program structure. In essence, operational and mathematical specifications are the directed ADC standing operating procedures translated into a set of instructions that inform the SAGE computer what to do in solving the air defense problems.

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(2) For SDC to adequately discharge its obligations, it must begin development of related data processing procedures concurrently with the development of new equipment, or other component parts which change the Air Defense Mission System.

7. Inherent in the mission accomplishment by ADSID/MITRE-4620th/SDC is the requirement for close association and transfer of information. For instance, early in ADSID's studying of the system implementation of new weapons or equipment and during preparation of integration specifications, SDC must be involved since the information gained early will result in development of a better and more timely set of operational and mathematical specifications. Conversely, as the 4620th/SDC carry out the development of Operational and Mathematical Specifications and it becomes apparent that equipments must be modified or procured to satisfy operational requirements, it will be mandatory to call on the ADSID/MITRE team to insure the compatibility of equipment, schedules, monies and the impact on the total system.

8. Acceptance of the definitions herein, which are intended to clarify conflicting roles, will require modification of the existing SDC work statement in order to remove any operational Air Defense Mission System engineering implications. SDC will continue to perform system management type activity for the SAGE System Training Program (SSTP) as spelled out in the SDC work statement of Contract AF 33(600)-37634.

9. Acceptance of the definitions embodied in this paper will assist materially in reducing the mission conflicts outlined, and will provide

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the necessary framework for future 4620th/SDC-ADSID/MITRE working relationships in the field of computer programs.

10. It is recommended that the Commander, Air Defense Command, approve the contents of Paragraphs 5 and 6 as the Command understanding of what products ADSID/MITRE-4620th/SDC are to produce for the Air Defense Mission System. If approval is granted, the 4620th will assist SDC in re-writing the SDC work statement.

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HEADQUARTERS
AIR DEFENSE COMMAND
UNITED STATES AIR FORCE
ENT AIR FORCE BASE
COLORADO SPRINGS, COLORADO

TELE MELROSE 2-5511
EXT 6047

IN REPLY REFER TO
OFFICE SYMBOL
ADOOP-ES

10 Oct 1958

SUBJECT: Statement of ADSID/Mitre-4620th/SDC Responsibilities

TO: Commander
4620th Air Defense Wing
2500 Colorado Avenue
Santa Monica, California

1. Refer to your letter WGDC, 7 November 1958, subject same as above. A letter defining relative responsibilities has been signed and is currently in distribution.

2. Concur with paragraph 10, Inclosure 1 of your letter. You are to proceed with the rewrite to SDC's work statement and deliver same to ADC for approval.

FOR THE COMMANDER:

ROBERT W. BURNS
Colonel, USAF
Director of Operations

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HEADQUARTERS
AIR DEFENSE COMMAND
UNITED STATES AIR FORCE
ENT AIR FORCE BASE
COLORADO SPRINGS, COLORADO

IN REPLY REFER TO ADOOP-ES

24 November 1958

SUBJECT: Statement of ADSID-Mitre and 4620th-SDC Responsibilities

TO: See Distribution

1. References:

a. Air Force Regulation 20-13.

b. System Development Corporation work statement of Contract AF33(600)-37684.

2. The purpose of this letter is to clarify the relative responsibilities and relationships of Air Defense Systems Integration Division/Mitre Corporation and 4620th Air Defense Wing/System Development Corporation.

3. Definitions:

a. Equipment Specifications are those which deal with hardware to be designed for the air defense system.

b. Integration Specifications prescribe the manner by which new equipment and associated computer programs will be fitted into the air defense system. They will provide guidance to all concerned with the development and introduction of any new sub-system or major modification into the air defense system. The basis for these specifications will be General Operational Requirements, Operational Employment Plans, or other authoritative documents. Matching parameters between components will be specified without regard for component design. They provide a basis for scheduling improvement installations.

c. Operational Specifications are details of operational procedures and data processing procedures to be incorporated into the active computer program. These specifications may be derived from integration specifications recommended by any echelon of command of the Air Defense Command, or SDC recommendations resulting from operational evaluation. Operational specifications must enjoy approval in accordance with ADCR 55-29 prior to a program change.

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d. Mathematical Specifications are mathematical details provided the computer programmer for formulating operational requirement functions into a computer program.

4. ADSID-Mitre:

a. Lincoln Laboratory, the original SAGE system designer, postulated that its responsibilities would end after the operations date of the first module (New York DC, Boston DC, and Syracuse CC). When ADSID was created, a technical contractor was required to support the responsibilities assigned by AFR 20-13; this contractor is Mitre Corporation.

b. ADSID is the system manager and designer for the integrated air defense system. As such, ADSID is the Air Force agency which considers military requirements, employment plans, and development and research data for recommending optimum air defense system design.

c. ADSID prepares broad plans for integration of new weapons, equipment, and other features into the air defense weapons system.

d. ADSID prepares major revision integration specifications for implementing organizations effecting such change. Equipment, computer programs, and technical and component schedules compatibility is included in these specifications. Operational specifications review and concurrence is the responsibility of ADSID to assure compatibility with integration and equipment specifications.

5. 4620th-SDC:

a. SDC is under contract to USAF to deliver to ADC computer programs incorporating the latest operational concepts under Contract AF33(600)-37684. Other related tasks are awarded within the capabilities of SDC and limitations of ADC funding. Commander, 4620th Air Defense Wing, is administrator of the USAF-SDC contract.

b. SDC is responsible for development of operational and mathematical specifications. These are documents specifying operational procedures, tactics, techniques, computer program design, programming methods and technical

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program structure. Operational and mathematical specifications are ADC operating procedures translated into instructions for the SAGE computer in solution of the air defense problem.

c. It is essential that SDC begin development of related data processing procedures concurrently with the development of new equipment or component parts which change the air defense mission system

6. To properly discharge their relative missions, close coordination and expeditious exchange of information is necessary between ADSID and 4620th ADW

FOR THE COMMANDER:

ROY H LYNN
Lieutenant General, USAF
Vice Commander

DISTRIBUTION:
EADF - 5
CADF - 5
WADF - 5
4620th - 5
ADSID - 5
SAGE PO - 5
73d ADiv - 3
Hq ADC
ADLSI - 3
ADOOP - 3
ADOCE - 3
ADMEL - 3

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HEADQUARTERS
AIR DEFENSE COMMAND
UNITED STATES AIR FORCE
ENT AIR FORCE BASE
COLORADO SPRINGS, COLORADO

TEL: MELROSE 2-5511
EXT 6047

13 OCT 1958

IN REPLY REFER TO ADOOP-E

SUBJECT: Policy Guidance - Requests for Services of SDC Personnel for Special Studies and Research

TO: Commander
4620th Air Defense Wing
2500 Colorado Avenue
Santa Monica, California

1. All previous ADC policies and guidance pertaining to ADC Subordinate Commands requesting the services of the System Development Corporation to conduct research projects and make special field indoctrination visits are rescinded.

2. In the interest of economy and to insure proper and adequate supervision of SDC contractual services, it is ADC policy that all such requests for SDC services be forwarded to this command through appropriate military channels for review and approval.

3. This policy will not limit the improvements to operational, training and other applicable procedures recommended by SDC on site personnel. The implementation of recommended improvements remains as the responsibility of the ADC Site Commander.

FOR THE COMMANDER:

for R. W. PURYEAR
Major General, USAF
Deputy for Operations

ATTACHMENT 4

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4620TH AIR DEFENSE WING (EXPERIMENTAL SAGE)
UNITED STATES AIR FORCE
2500 COLORADO AVENUE, SANTA MONICA, CALIFORNIA

WGDC

SUBJECT: MEMORANDUMS FOR RECORD

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

Attached are three inclosures which spell out in detail: 1) SDC's space requirements at SAGE installations, 2) Control of changes to SAGE Air Defense Computer Programs, 3) SDC's computer time requirements at operational SAGE installations. Drafts of these memos were submitted to Colonel Crisp as informal documents in November; they are now submitted as official documents fully concurred in by SDC and the 4620th Air Defense Wing (Ex-SAGE).

FOR THE COMMANDER:

GEORGE R KAUFFMAN
Lt Col, USAF
Deputy Commander

3 Incls
1 - MR(SDC Space Requirements at SAGE Installations)
2 - MR(Control of Changes to SAGE AD Computer Programs)
3 - MR(SDC Computer Time Requirements at Operational SAGE Installations)

ATTACHMENT 5

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MEMORANDUM FOR RECORD:

SUBJECT: System Development Corporation Space Requirements at SAGE Installations

PROBLEM:

1. To provide SDC with an equitable allocation of space in SAGE buildings, commensurate with SDC's contractual responsibilities, with the value to the Air Force of SDC's participation in the SAGE program, and with the status of SDC's professional personnel.

DISCUSSION:

2. SAGE building space is, with the exception of contractual agreements, allocated in two phases:

a. Installation phase - allocated by Western Electric, Systems Coordination.

b. Operational phase - recommended and planned by the ADES Project Office working with Western Electric, Engineering, and controlled by the individual SAGE Division and Wing Commanders.

3. SDC has few problems with its installation phase space except for pressures from the Air Force through Western Electric or directly to vacate needed space earlier than its schedule requires.

a. The release of areas as indicated on the current steady state allocations is not satisfactory.

b. SDC's space proposal is predicted on retaining occupancy of installation phase space from the time SDC personnel arrive on site until the operational phase.

4. SDC's most pressing space problem concerns the operational phase.

5. Operational experience at New York and Boston Air Defense Sectors shows clearly that private offices for supervisors, administrators, and other key personnel at sector and division levels are a requisite. Additional space is required for:

a. Training Specialists, Programmers, and clerical personnel.

b. Short-term personnel and trainees.

c. A conference room. (SDC will share it with other agencies when available.)

d. Services, documentation, supplies, and storage.

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6. SDC has predicated its requirements on a minimal basis of 100 square feet for private offices, 70 square feet for professional personnel, and 50 square feet for clerical workers. Added to these minimal requirements for personnel is space for service areas, storage, and a conference room.

7. The charts, Appendices 1 and 2, indicate SDC's required space in both DC and DC-CC sites for both installation and operational phases.

8. Negotiations with Western Electric were conducted by SDC in New York (220 Church Street, ADES-Engineering Office) during the week of 27 October 1958 for post-operational space. The result of these negotiations is a proposal to ADC, through Joint Project Office for real space commensurate with the minimal SDC requirements for post-operational space. (See paragraph 7 above.) This proposal, now being prepared by Western Electric-ADES-Engineering for transmission to ADC, through ADES-Joint Project Office, New York, will show that this space is available. Western Electric-ADES has agreed to provide "order of magnitude" building change costs for all locations except Syracuse. Western Electric-ADES will coordinate the weather station move to Room 412 in the initial design buildings and the proposed changes by IBM in the redesign DC-CC buildings with SDC's space requirements.

9. SDC's space requirements are predicated on present job requirements, and any additional job requirements by Air Force will call for a re-evaluation of SDC's space requirements or allocation to SDC of additional space based upon the formula (see paragraph 6 above).

a. SDC's space requirements at KCADS should be handled separately in view of the large number of SDC personnel assigned there on a permanent basis. However, allocation of SAGE DC-CC/CC building space at KCADS is requested on a basis equivalent to that at other sites. This may also apply to the Montgomery ADS because of the Bomarc activity.

CONCLUSIONS AND RECOMMENDATIONS:

10. To maintain continuity of SDC's effort, SDC requires its post-operational space be allocated as part of its installation phase space.

11. The installation phase space allocated to SDC should be occupied by SDC from the time of its arrival on-site until operational phase. There should be no interruption of SDC occupancy because of retrofit, relocations, etc. SDC's space cannot be phased for release prior to the operational phase.

12. Current "steady-state" space allocations to SDC in the installation phase must remain in possession of SDC on into the operational phase without interruption, until this proposal for its new allocation is approved by ADC and its implementation directed at sectors and divisions.

13. An Air Defense Command policy letter outlining SDC's space requirements is required.

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14. The policy letter should supplement previous correspondence from the Deputy of Operations concerning SDC's role in the SAGE system.

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APPENDIX 1

SDC Space Requirements
at SAGE Installations

	SQ. FT.	ISOLATED DC INSTALLATION PHASE NO.	ISOLATED DC INSTALLATION PHASE AREA	ISOLATED DC OPERATIONAL PHASE NO.	ISOLATED DC OPERATIONAL PHASE AREA	COMBINED DC-CC INSTALLATION DC NO.	COMBINED DC-CC INSTALLATION DC AREA	COMBINED DC-CC INSTALLATION CC NO.	COMBINED DC-CC INSTALLATION CC AREA	COMBINED DC-CC OPERATIONAL DC NO.	COMBINED DC-CC OPERATIONAL DC AREA	COMBINED DC-CC OPERATIONAL CC NO.	COMBINED DC-CC OPERATIONAL CC AREA
Supervisory	100	3	300	2	200	2	200	5	500	2	200	6	600
Professional	70	30	2060	16	1120	38	2660	29	2030	16	1120	14	980
Clerical	50	13	650	4	200	13	650	9	450	10	500	7	350
Documentation													
Filing, Storage, etc.			500		250		300		500		500		300
Conference Room			170		170		170		170		170		170
		54	3880	22	1940	53	4180	43	3650	28	2490	27	2400

NOTE: Above personnel figures do not reflect two additional Programmers at first four DC's and Syracuse DC. These personnel have been included in space assignments at first five sites.

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APPENDIX 2

POST-OPERATIONAL PHASE SPACE ASSIGNMENTS
AT GAIC INSTALLATIONS

NEW YORK DC BOSTON DC		WASHINGTON DC		(ORIGINAL DESIGN ISOLATED DC's AFTER WASHINGTON		SYRACUSE DC & CC		TRUAX & MC CHORD DC & CC		KIMBERLY-CLARK ISOLATED DC (PORTLAND)		REDESIGNED DC & CC (MINOT)	
ROOM	SQ.FT.	ROOM	SQ.FT.	ROOM	SQ.FT.	ROOM	SQ.FT.	ROOM	SQ.FT.	ROOM	SQ.FT.	ROOM	SQ.FT.
						DC BUILDING		DC BUILDING				DC BUILDING	
301 & 303	602	301 & 303	602	301 & 303	602	321 & A	600	301 & A	606	134	480	104	720
320	221	320	221	320	221	352	260	302	264	324	208	322	260
403	307	403	307	403	307	354	460	354	460	320	670	324	670
412 &	290	412 Y&Z	700	412 Y&Z	700	403	307	403	307	320 A	120	324 A	120
415	102	415	102			412 &	290	412 Y&Z	700	341	637	343	360
34570	315					34570	313						
34570	125					34570	125						
	2100		2100		2000		2455		2537		2201		2104
						CC BUILDING		CC BUILDING				CC BUILDING	
						134	900	110	1230			191	700
						206	290	134	900			195	123
						222	300	206	290			200 F	256
						230 SA	250	230 SA	250			203	1500
						340	1090						
							2430		2330				2979

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MEMORANDUM FOR RECORD:

SUBJECT: Control of Changes to SAGE Air Defense Computer Programs

PROBLEM:

1. To insure that improvements to SAGE Computer programs be made with reference to the complete air defense system requires that control of all master programs and changes thereto be maintained by the System Development Corporation in Santa Monica under ADC guidance.

DISCUSSION:

2. To maximize present SAGE capability, to insure that long-range developments can be integrated into the system in a timely manner, and to maximize future air defense capability, requires that ADC consider an extremely large number of variables within the complex of weapons, equipment, and computer program components in making system decisions. A careful balance must be struck between those factors which contribute to short-range capability and those which contribute to the longer range. This balancing, and the long list of features which must be incorporated into the future system requires a careful ordering of priorities and SDC staff allocation.

3. The implementation of the above philosophy as regards computer program development and installation has required that two procedures be instituted:

a. All requests for program development be made through SDC where procedures to obtain ADC concurrence have been set up.

b. That no changes be made to the program, once installed at the sector for which it was created, without reference to SDC Santa Monica through appropriate channels.

4. Two variances are permitted to these requirements:

a. Certain parts of the program within the so-called adaptation area are amenable to local change and, in fact, such changes will be required by operational necessity.

b. Emergency situations may require that a temporary change to the program be made on site.

5. Examples of situations wherein the above two variances would be permitted are the following:

a. If a Return-to-Base beacon, normally used in the program, must be out of service and another check point temporarily established, SDC programmers on site will make the necessary program changes to accommodate this operational change.

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b. Shortly after NYADS went operational, a simulated aircraft track was introduced through the TBS room; the track correlated with live data and was scrambled on as a hostile. The Sector Commander declared this situation "critical," and the SDC on-site team immediately began work to remedy the situation. The 4620th AD Wing, following receipt of the priority message from NYADS required by ADCR 55-29, instructed SDC to give maximum support to this effort. The SDC home activity likewise began to consider solutions for the problem, and to consult with the New York team. When a program change to correct this situation was developed, it was reviewed in Santa Monica and a permanent revision to the master program dispatched to all sites using the same model as NYADS.

6. If program models were not under control by the Santa Monica home activity, a uniform correction to the programs at every sector could never be furnished. In the example of paragraph 5 b, it could be expected that Boston would have, when operational, discovered (and had to fix on a high priority basis) the same difficulty as did New York. More significant is the fact, however, that the SDC home activity, being now aware of this situation, will insure that it is corrected in every future program model.

7. Other detailed considerations emphasize this requirement that control of model content remain solely in Santa Monica.

a. In the case of two adjacent sectors which communicate with each other, any change introduced locally at one of these sectors may very well inhibit the ability of both sectors to automatically cross or forward-tell information.

b. If different program models are installed in adjacent sectors (New York presently has Model 1, Washington Model 2) the problem becomes even more acute since the basic program structure must be carefully arranged to effect this communication. Model 6, for example, will have an increased track capacity feature and must also be installed in any sector having Time Division Data Link equipments before these can be made operational. The programming to make this model compatible with the requirement for communicating with a less advanced model is extremely complex; any imbalance in this relationship caused by local changes would absolutely prohibit the smooth functioning of the models, the Sectors affected, and the Division.

c. In some models, control of weapons will be different from others. Therefore, vectoring instructions given in one sector must be understood in another sector which takes over control of a weapon. Again, the basic program structures must not be altered locally, or these systems will yield a degraded air defense complex.

8. In summary, any suggested change to the program must be coordinated in Santa Monica in order that basic program models installed at sites may be kept identical. If the models depart from the standard recognized in Santa Monica, it would not be possible for SDC to install desired changes to old models, to up-date new models on a scheduled

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basis, to supply support to the on-site teams in crisis situations, or to guarantee that communications between sectorr can be maintained.

CONCLUSIONS AND RECOMMENDATIONS:

9. SAGE Commanders are required to request changes to the computer program at operational sectors in accordance with ADOP 55-29.

10. Local consultations will be given by the SDC on-site Programming Leader on the effect of a program change.

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MEMORANDUM FOR RECORD:

SUBJECT: System Development Corporation Computer Time Requirements at Operational SAGE Installations

PROBLEM:

1. To provide the System Development Corporation with an equitable allocation of SAGE computer time for division and sector computer program maintenance, revision and new program model installation.

DISCUSSION:

2. Clarification is required of the basis for SDC computer time requirements on SAGE computers. SDC must receive an allocation of SAGE computer hours for computer program maintenance, revision, and new program model installation.

Program models will grow in size and complexity as improved air defense features are added to the system, and the SDC on-site programming team must keep pace with all of these developments.

a. SDC production and installation schedules show, for example, the following breakdown of time requirements for each model:

Task	Model 2	Model 3	Model 4
New assembly tests on new model	135	135	135
Check octal correctors for new model			
a) generated in Santa Monica	180	120	60
b) generated locally	240	125	120
Check changes to old model	90	90	90
Sub-total	645	470	405
Tape generation and duplication	42	[illegible]	35
Total	690	505	440

These totals indicate that, for its normal 13 week installation period, SDC requires 53 hours per week of computer time to install Model 2 at a sector, 39 hours per week for Model 3 and 34 hours per week for

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Model 5. With the use of delayed output equipment, specifically tape-to-printer off-line equipment, which is not present at any sector now operational, but which has been requested through ADC, SDC expects to reduce their time requirements to 20 hours per week, of which 16 hours can be on a simplex machine and 2 hours per week are duplex time (4 hours total, 2 hours each side of machine and requiring use of console in the DCC).

b. Without an adequate allocation of computer time, SDC can guarantee no schedules now in existence for model installation and maintenance. Recently, the installation of Model 2 was dropped at SEADS, and one of the contributing factors in the ADC decision to do this was lack of computer time. It will not be possible to do the same with any model past Model 2 because the more advanced models will all have features which must be available in the programs in order to make weapons, weapons systems, and equipments operational. Thus, Model 5 is required to give Sectors Bomarc A capability; Model 6 to make Time Division Data Link equipments operable; Model 7 to incorporate ATADS; Model 8, Bomarc B. Clearly, to require that SDC meet the schedules which have been established, ADC must likewise assure SDC of the necessary time for checkout and maintenance.

c. Certain agreements, in strict accordance with all of the above, have been reached among and between ADC, SDC, IBM, WS-ADSAC Retrofit Test, and others for computer time requirement during the immediate future when certain sectors will receive the so called "Package 3" (or Big Memory) retrofit. Just before the installation of the Package 3 retrofit at Boston and New York, SDC has agreed to reduce its requirements for weekly computer time to respectively 8 and 10 hours a week in special consideration of the demands on the sector for computer time for other purposes. This may mean a delay in making certain retrofit changes to the Model 5 program. These requirements, for the guidance of Sector Commanders, are shown in Appendix 1. These computer time requirements are provided as specific examples to illustrate the existing situation.

d. At some SAGE installations, an extended checkout period will be available and, assuming the availability of tape-to-printer equipment, fewer computer hours in certain weeks will be needed than is premised in the schedule in paragraph 4 a. SDC will of course relinquish time in excess of actual need where possible. But at those installations where the reverse is true, SAGE commanders must appreciate the criticality of this issue to air defense, including the pervasive effect which forced slippage in SDC schedules caused by lack of computer time, would have on the entire sector and division development of improved air defense capability. Such unavoidable slippage has harmful effects on large memory and other equipment installation and utilization schedules, weapons incorporation and utilization schedules of several kinds, and on any test or operational training schedules.

e. When both machines are required for program checkout, or retrofit or test activity on one machine and program checkout is being

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conducted on the other machine, either manual system backup or Mode II SAGE backup may be scheduled.

CONCLUSION AND RECOMMENDATIONS:

3. A review of SDC's needs for SAGE installation computer time for program maintenance, revision, and new model installation shows that an allocation of time is required, as follows:

a. For those operational sectors having the so called delayed output, or off-line, tape-to-printer equipment, an allocation of 20 hours of computer time per week, of which 4 hours will be duplex, or 2 hours on both machines simultaneously. During such checkout periods, either manual backup for the sector may be scheduled, if available, or Mode II SAGE backup may be used.

b. For those operational sectors not having tape-to-printer equipment, an allocation of a maximum of 40 hours per week will be required. The same conditions apply to backup.

4. It is recommended that SAGE Commanders inform Division, Force, and ADC Headquarters of periods in which either Manual or Mode II backup is scheduled, of those periods when any part of the SDC requirements, as stated above, can not be met, and the reasons for this.

5. It is further recommended that SAGE Commanders be directed to give fullest support to the local SDC personnel during critical computer time periods at the installations affected.

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APPENDIX 1

SDC Requirements for Post-Operational Date
Computer Time for
Program Installation, Maintenance, and Revision

Air Defense Sector	Period - 1/5,-60	Requirement (Duplex Hours per Week)
New York	1 April - 30 June	40 (if off-line equipment available, reduce to 20)
Boston	1 March - 18 April 7 June - 31 Sept.	0 30 (if off-line equipment available, reduce to 20)
Syracuse	1 May - 11 June 1 Aug. - 1 Dec.	10 30 (if off-line equipment available, reduce to 20)
Bangor	1 June - 11 Aug. 29 Sept. - 31 Dec.	20 40 (if off-line equipment available, reduce to 20)
Washington	Through 7 Oct. 1 Nov. - 31 Jan.	20 40 (if off-line equipment available, reduce to 20)

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ATTACHMENT 7

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K-WG-4620-HI
Jan. 1959 -
Dec 1959

RETURN TO:
Director
Research Studies Institute
Attn: Archives Branch
Maxwell AFB, Alabama

History of the

4620th Air Def Wing (Ex SAGE)
2500 Colorado Avenue
Santa Monica, California

FOR THE PERIOD

JAN 1 1959 - MAR 31 1959

AIR DEFENSE COMMAND

4-4250-1

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RCS: AU-D5

HISTORICAL RECORD

of the

4620th Air Defense Wing (Ex-SAGE)

for the period ending

31 December 1959

ADC FORM MAY 58 102

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Section I. REQUIRED DATA

1. UNIT AND LOCATION

4620th Air Defense Wing (Ex-SAGE)
2500 Colorado Ave, Santa Monica, Calif

2. NAME AND GRADE OF COMMANDER

Colonel Samuel C Galbreath

3. CHAIN OF COMMAND (Superior Echelons)

Headquarters, Air Defense Command
Headquarters, United States Air Force

4. SUBORDINATE UNITS (Down to and including squadrons)

None

5. MISSION (Give authority and brief statement of primary mission)

As outlined in ADC Regulation 24-13 -Insure that SAGE Computer Programs and SAGE, Manual System Training Programs are based on the approved plans and operational concepts of Hq ADC. Act as field agency for Hq ADC to provide operational guidance to agencies concerned with the implementation, installation, test and utilization of operational SAGE Computer Programs in accordance with approved concepts of Hq ADC and assist as directed in the training of personnel for the SAGE system.

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	35*	9	0	45
ATTACHED	1	0	0	1

*Includes one warrant officer

7. EQUIPMENT (Give official nomenclature and quantity of mission-type equipment)

None

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Section II. COMMENTARY

ADMINISTRATION:

Colonel Samuel C Galbreath was awarded the Legion of Merit per DAF General Orders Number 53, 24 September 1959. (See Attachment 1).

Lt Colonel Leonard S Marshall received Hq Eastern Air Defense General Orders Number 66, 5 August 1959 awarding him the Air Force Commendation Medal. (See Attachment 2). Presentation of the Citation was made by Col Galbreath on the 25 Nov 59 at an Officer's Call.

A reorganization of the Staff Structure of this unit established the Directorate of Training. Lt Colonel Edward R Simon was assigned as Director of Training. (See Attachment 3).

Orders were received reassigning the following officers who will depart this unit during January 1960:

Lt Col George R Kauffman (See Attachment 4)
Lt Col Richard Spielan (See Attachment 5)

Captain Ralph S Hill, Jr departed this unit on PCS, 21 October 1959.

Notification was received during December that 1st Lt Gerald V Kelley, AFSN A03008360 had been selected for promotion to Captain, effective 1 January 1960.

DIRECTORATE OF OPERATIONS:

1. Pertinent activities of the directorate were as follows:

a. Environmental Employment Division - WGDO-E

Chief: Lt Colonel Lee J Guilbeau

(1) General

The title of the Division was changed from Internal Operations Division to Environmental Employment Division, to more accurately reflect the functional area of interest. This change included the transfer of the Weapons Direction Branch function and personnel (Lt Kelley) to the Weapons Employment Division.

(2) Air Surveillance Branch

Activities of the Branch involved the continued effort on the technical review of Model 6 documentation which was completed during this quarter. The Air Surveillance portion of Model 8 operational specifications were given initial concurrence and preparations for final concurrence were progressing on schedule. The Branch, in coordination with the Combat Center Branch, participated in conferences concerning SCC I operational specifications and agreement was reached in all areas of Air Surveillance between participating agencies, ADSID-MITRE-4620th-SDC. A-87 tracking logic (tracking improvement) was initially tested at Boston ADS. Decision was made that the field unit continue testing variations of the program logic and recommend one of the variations for implementation into all field units.

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(3) Identification Branch

Lt David B Smith was named Chief, Identification Branch on October to fill the vacancy created by the reassignment of Captain Robert H Hale to the Directorate of Training. Work was completed on the new standard terminology for track classification, redesign of flight plan card format, and ADC/FAA coincident boundaries. The Branch participated in meetings and conferences concerning Combat Center flight plan processing and SCC I operational specifications, in coordination with the Combat Center Branch. The following items are noted for their impact upon branch activities during the next quarter:

(a) A final draft of the NORAD/FAA agreement on flight plan processing and format was prepared by the NORAD Ad Hoc Committee. This will provide opportunity for vast improvements in these functions in future years provided the agreement is signed-off by affected agencies.

(b) SCC I operational specifications in draft form are ready for concurrence early in January. Although the SCC I Identification Function adheres to the Model 8 base, agreements have been made to consider various improvements for the initial version of this program during the first half of 1960.

(c) Correspondence has been exchanged between NORAD-ADC-4620th-SDC regarding additional funds for SAC Strike Route Books (SRIB) produced by SDC at ADC's request during FY1959. ADC has been advised that additional funds will likely be required for FY 1960. Negotiations were incomplete at the end of this quarter.

(4) Combat Center Branch

The Branch participated in a series of meetings and conferences primarily concerned with Combat Center flight plan processing and formulation of Super Combat Center operational specifications. Considerable progress was made in both areas. Plans were established to hold a concurrence meeting in Santa Monica on the final draft of the SCC I operational specifications early in the next quarter (January 1960).

(5) SAGE Revisions and Documentation Branch.

Activity of the Branch included the completion and shipment to ADC of ten sets of revisions to SAGE Positional Handbooks for Model 5. Work was completed on Model 6 operational specifications which were distributed to the field in November. Coordination and processing of documents for technical review and concurrence totaled 72 documents including 19 Model 6 handbooks, 11 Technical Memorandums published under ADC auspices, and 42 Field Notes constituting preliminary ops specs for Models 8, 9, and SCC I. Reproducible copy for a complete revision to ADCM 50-15, Manual System Training program was submitted to ADC for printing and distribution. Negotiations were completed with SDC who agreed to make direct distribution of Positional Handbooks starting with Model 6. Only the over-run stock will be shipped to ADC. Three handbooks were published and distributed in December, the remaining 21 volumes will be completed early in the next quarter. Direct distribution of handbook revisions is contemplated provided SDC accepts this responsibility. Completion of negotiations is expected in early February 1960.

In the area of program changes, 11 new items were received from the field and processed into the SPC channels. At the close of the reporting period, the SAGE

(If additional space is required, continue on blank sheets, size 8x10½, appropriately numbered, and attached securely hereto)

TYPED NAME AND GRADE OF COMMANDER	SIGNATURE
SAMUEL C GALBREATH, Colonel	Samuel C Galbreath

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SECTION II COMMENTARY (Continued):

Program Change Committee has published 212 Design Change Proposals. The total concurred in was 129, one placed in deferred status and 47 withdrawn, leaving 35 in active status. Of the 35 active items, 13 were integrated into Model 8 programs and remain active for retrofit consideration to earlier models. Of the 129 concurred in, 17 will first appear in Model 8. The remaining 112 apply to earlier models.

The Branch was active in extensive preparation of course outline, printed handout material, and visual aids for joint Wing/SDC participation in the Phase II, Battle Staff Course at 4606th Air Defense Group, Richards-Gebaur AFB, Mo. Wing and SDC personnel presented two days of course instruction pertaining to computer programming and related aspects on 11-13 November, and repeated a one day version on 15 December, with Branch personnel actively participating.

b. Weapons Employment Division - WGDO-W

Chief: Lt Colonel Leonard S Marshall

(1) General

The title of the Division was changed from External Operations Division to Weapons Employment Division, to more accurately reflect the functional area of operations and interest. The functions and personnel (Lt Kelley) of the Weapons Direction Branch, Environmental Employment Division were absorbed by this division.

(2) Manned Interceptor Branch

Major Davis and Lt Kelley were at ADSID in October participating in writing SCC program guidance documents. They provided input in the Army Air Defense, Manned Interceptor, Air Defense Artillery, Telling, MORT, and Weapons Assignment areas. Major Hansen participated in an ADC chaired meeting at McDonnell Aircraft Corporation, St Louis, to lay ground rules on which to base tactics and range for the F-101B. The results of this meeting have been incorporated into Model 8 Manned Interceptor Tactical adaptation. During November all personnel participated in the SCC I meeting held here. Content of SCC I and operational specifications were items of discussion. Major Hansen participated in a Tactics Adaptation meeting for Model 8 Interceptors at ADC. The results were tactical adaptation for Model 8 which have now been received and turned over to SDC. This meeting was productive in that the weapons system contractors, the user, and the program writing people all participated. An ADC request was received for a costing on integration of Phase II Odap (debriefing display program) into the Model 6 CCO. Costing was forwarded to ADC on 18 December 1959. No reply as to a confirmed requirement had been received at the close of the period.

(3) Missile Branch

In November, a meeting was held at the BOMARC/WSPO, Wright-Patterson AFB, called by ADC, and attended by the WSPO, ADSID/MITRE, ADC, 4620th/SDC. An agreement was reached on a method of solving the BOMARC "B" Seeker Interference problem. The revised operational specifications for processing seeker frequencies and the delivery of missiles and frequencies as directed by the WSPO, are now in harmony. In December, NORAD/ADC met here on integration of Martin BIRDE equipment with Model 6. Agreement was reached that BIRDE equipment and Model 8 would be compatible, and that a minimum capability for control of BIRDE could be guaranteed for Model 8. Additional capability will be provided through SPC action. Boeing Airplane Company contract film "The Armored Sky" was reviewed for SAGE operational procedures and correct SAGE symbology. Report on agreements reached was forwarded to NORAD/ADC. Current manned interceptor and BOMARC program information was fur-

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SECTION II COMMENTARY (Continued):

nished to ADC for revision of ADCM 55-5.

DIRECTORATE OF COMPUTER PROGRAMMING:

1. Pertinent activities of the directorate are as follows:

During the fourth quarter of calendar year 1959, the Directorate of Computer Programming lost one officer, Captain Ralph S Hill. Major James Lakey was also informed of pending re-assignment.

Several field trips were made to Headquarters, Air Defense Command and various sectors to attend meetings covering adaptation, scheduling and model contents.

a. Adaptation Division - WGCP-A

During this calendar quarter the Adaptation Chief participated in an adaptation concurrence meeting for the data to be included in Model 5 for the 30th Air Division SAGE and its respective sectors.

The collection of adaptation data for Models 6 and 8 continued throughout this time period. The data in most cases has been furnished System Development Corporation for these two models.

In December, Chief, Adaptation Section participated in Option IV Concurrence Conference at Headquarters, Air Defense Command to review the time phasing of ADC/FAA Sector Boundaries. Final phasing in of ADC/FAA Sector Boundaries and Option IV (Mode II) Boundaries was postponed pending several inquiries that were sent to the field for reply back.

b. Implementation Division - WGCP-I

With the transfer of Captain Hill, the Implementation Division was made part of the Adaptation Division. Considerable effort was expended on Model 6 implementation. A Plan of Model Implementation was being finalized for presentation to Headquarters, Air Defense Command.

c. Program Planning Officer - WGCP-D

Model 9 Planning Effort: A general Model 9-10 meeting was held on 20-23 October in Santa Monica with representation from ADC, NORAD, ADSID, 26th AD, MITRE, 4620th ADW and SDC. The known future programming requirements were discussed and a new list of probable candidates was established.

ADCs letter of 10 November to the 4620th directed that the Wing and ADSID submit a recommendation for the contents and schedule for the production of 4-7 computer program models subsequent to Model 8. The letter contained a list of probable features for the model as well as a list of items to be deleted from Model 8.

Based on the ADC letter referenced above, a letter to SDC on the contents of Model 9 was prepared. It was determined that one model instead of two should be planned at this time. A letter was sent to ADC on 19 December containing Wing recommendations for the contents and schedule for the model.

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SECTION II COMMENTARY (Continued):

Tracking Improvements: In November 1959, effort toward a quick reaction improvement to SAGE tracking was undertaken. Two separate proposals were available for rapid installation: 1) the A-87 as recommended by MITRE and 2) the so-called Kansas City proposal.

It was decided to operate each of the proposals as well as a combination of the two proposals in a SAGE operational environment. Boston Air Defense Sector was selected as the site for these tests. Testing was begun on 19 December 1959. A final report of the results and a recommendation for permanent installation of one on the proposals is expected momentarily. For details on the tracking improvements, see WGCP-D files.

Interception Improvements: During the third quarter of 1959, effort was started toward design and testing of a new and improved modification of the SAGE interception program for models 5 and 6. Initial testing was done in Seattle and Kansas City.

During the fourth quarter of 1959, design and testing of the new interception program was completed. The new program, now known as WIN 53, was approved by ADC and was installed in the operational sectors.

Briefly, the new interception program was designed to give more precise positioning of the interceptor in the final phase of the attack. Six design changes and some fifteen error corrections were included in the new package. Early informal reports from the field indicate promising results, particularly in the final-turn pursuit interception.

d. Program Improvement Division - WGCP-P

1-8 October 1959, Captain Porter spent the week at Stewart (Boston Air Defense Sector) during the initial turn-over of Model 5.1 SAGE Computer Program. The Model was turned over to the Sector without incident except for minor problems such as lack of some unique to Sector labels and some program problem areas in the AADCP capability which were corrected on the spot. As of 31 December 1959, the unique to sector labels were still not available. During the period 15 October - 15 November 1959, six (6) additional SAGE Program changes were processed and approved for retrofit to Model 5.1.

A FDDL Test Message was programmed for Model 5.0 and a Test Message for Model 5.1 was designed to be compatible with the F-106 and released to Kansas City on23 December 1959 for testing in a live environment prior to release to active SAGE Sectors. It is expected that this program will be installed and operating by 15 January 1960.

A program to provide for a situation display console in the Manual Data Inputs Room was designed, tested and turned over to the New York Air Defense Sector by 1 December 1959. During the period 11-16 October 1959, Major Lister attended a meeting at Lexington, Mass. Purpose of the meeting was for the rewriting of the NORAD COC OEP. It was during this meeting that the 4620th ADW provided the input for the computer requirement and the computer program requirements for the NORAD COC OEP.

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SECTION II COMMENTARY (Continued):

Model 6.0 was turned over to the Montgomery Air Defense Sector on 15 December 1959. On this date, thirty (30) SAGE Program Changes were agreed upon by 4620th ADW/SDC as retrofits to Model 6.0 to make Model 6.1 which is scheduled for turn-over to the AF for operation on 15 July 1960. The initial design of Model 8 was frozen on 15 November 1959 in order to prepare the model for release to SDC Program Production Group. Subsequent to this date a request for including a capability for processing multiplexed Gap-Filler Data was received and will be included in the initial design of the model when it is released to PPG on 1 February 1960. During the period considerable work has been done to up-date the Model 8 Documentation.

DIRECTORATE OF TRAINING:

1. 4620th Air Defense Wing General Order Number 9, dated 1 October 1959 provided for the establishment of a Wing Directorate of Training (See Attachment 3). This same General Order further provided for two divisions within the directorate to be known as the Training Development Division and the Training Production and Field Utilization Division. Lt Col Edward R Simon was designated the Director of Training. This is the first quarterly report of Unit History for the Directorate of Training covering the period 1 October - 31 December 1959.

2. Pertinent activities of the directorate were as follows:

a. Training Development Division - WGTR-D

Chief: Major H H Whitlock

(1) During the period of this report, the Division participated in the Super Combat Center Concurrence Meeting, and functioned as Committee Chairman for the portion of the meeting relating to simulation and recording specifications.

(2) During the first week in December, the Division hosted an Air Defense Command chaired conference to arrive at a plan for training Military Training Unit personnel. The conference was divided into four committees dealing with the following four areas: TBS, OJT, Model Re-training and SSTP. A proposed training plan prepared as a result of the work of the individual committees was forwarded to Headquarters, Air Defense Command for staffing.

b. Training Production and Field Utilization Division - WGTR-P

Chief: Captain Robert H Hale

(1) Captain Robert H Hale was transferred from the Directorate of Operations to the Training Directorate on 27 October 1959. The Division participated in the 25th Air Division Operational Readiness Inspection from 1-13 November, and also participated in the 4606th Air Defense Group conducted Battle Staff briefing on 16 December.

(2) On 24 December, the Division received a message (ADOTT-C 006927) from Headquarters, Air Defense Command, outlining requirements for training for fiscal year 1961. Acting on the information provided in that message, System Development Corporation was advised that Manual STP production will, except for

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SECTION II COMMENTARY (Continued):

the 64th Air Division and the AEW and Control Wings be discontinued on 30 June 1960. SDC was further instructed to withdraw field representative support of manual training areas by that same date. System Development Corporation was also advised, as a result of that message, that development of Interim SSTP would not be required by the Air Defense Command.

(3) As of 31 December 1959, production of the NORAD exercise "Desk Top III" was continuing on schedule.

DIRECTORATE OF PLANS AND DEVELOPMENT:

1. October 1959 - During October, members of the Plans & Development Directorate attended a conference at ADSID during which the OEP for the NORAD COC (425L) was re-written and subsequently published. Other meetings at ADSID resulted in the preliminary SCC I program guidance documents being staffed and published. We also participated, at ADC, in the re-write of the AIRI OEP in October. A final draft copy of this document was received in December. Then, here in Santa Monica, we engaged in a follow-up conference for the SCC I guidance documents. These were published in a final form. Also, the contents of possible tube program Model 9 and 10 were discussed at a local conference. Finally, there was a conference that staffed the initial operational specifications for SCCI. These operational specifications have since been published and were staffed throughout the period.

2. November 1959 - Members of this directorate attended a meeting at ADSID, when it became known that the BOD, for the XD1A solid state machine, was going to slip its original schedule. This resulted in a "still active" project for P&D. Two other OEP's were organized and published as a result of P&D participation in a conference, this one being held at BMD. The OEP's cover the SAMOS and MIDAS satellite systems. Conferences, here at Santa Monica, attended by members of P&D, were held to work on the operational specifications for SCCI and also to staff the FAA/USAF identification problems.

3. December 1959 - Again, it was necessary to attend a conference, at the SAGE Project Office, concerning the slippage of the XD1A BOD. Further staffing of this problem will be required in 1960. Local conferences, attended by P&D, were held on the SAGE Training Program Study, the BIRDE equipment (Army AA) and the Boeing Aircraft BOMARC film, "Armored Sky". The conference on BIRDE initiated an on-going P&D project. Also during December, the director of P&D gave a series of briefings at KCADS for the Battle Staff Course.

4. Projects that were staffed and continue to be active, are:

a. NIKE-ZEUS

b. Research Activities of SDC

c. CCM after Model 8

d. Job description of USAF Computer Programming Officer

e. The equipment and layout of the solid state PC-2 Santa Monica machine.

f. Improved tracking for SAGE (Long Range)

g. Pattern Patrol for BOMARC B

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SECTION II COMMENTARY (Continued):

DIRECTORATE OF TECHNICAL FUNCTIONS:

1. During late October - early November, Lt Col McBee completed a coordination, orientation and training trip to the Boston Air Defense Sector, the IBM Kingston, New York plant, the ADSID/MITRE agency and Detachment 5 of the 26th Air Division.

2. Major Hakkila departed 28 October 1959 to attend the IBM conducted computer maintenance course at the Kingston, New York plant. His class is the first under the concept of "Operation Bluesuit". He will return here for duty about 28 March 1960.

3. Major Aderhold attended the Battle Staff course conducted at the KCADS by the 4606th Air Defense Group during the first two weeks of November along with the Seattle Air Defense Sector Battle Staff.

4. During this period considerable interest was evidenced in the ten (10) additional tape drive and one (1) tape adapter listed in the June 1959 Super Combat Center Operational Employment Plan, and in the Santa Monica AN/FSQ-7A Minimum Equipment List forwarded to Air Defense Command previously. This interest culminated in the preparation of a letter dated 13 November 1959, to Headquarters Air Defense Command, recommending that further consideration be given to obtaining this equipment.

5. The directorate initiated action to prepare a study for Air Defense Command of the Computer Operation function at SAGE combat and direction centers. Letters soliciting assistance from other concerned organizations (IBM, SDC, ADSID/MITRE, 26 ADIVision, New York Air Defense Sector) were dispatched on 15 December 1959. Wires to these agencies setting up a meeting to consolidate ideas were dispatched 29 December 1959. Responsibility for this study was transferred to ADSID/MITRE on 6 January 1960 by Air Defense Command in order to consolidate the computer operator study with a computer maintenance study being made by ADSID/MITRE.

6. The study of SDC's pre-operational requirements for operations and logistics switchboard service at SAGE direction centers was completed, and recommendations were forwarded to Air Defense Command by letter dated 21 December 1959.

7. Equipment for handling classified messages was installed in the SDC "Communications-Center" during this period. This issuance of tapes for use between this facility and Norton AFB was held up because Air Materiel Command's Command custodian objected, saying that Norton personnel were setting up a "depot type" activity. Instructions have been received from Air Defense Command to set up a "Tape" account through Air Defense Command channels, and this matter is being pursued. Expected date for completion is about 1 February 1960.

8. During this period Model 6 configured variable display equipment was installed at the Kansas City Air Defense Sector. This was a result of earlier combined 4606th-4620th-SDC efforts.

9. Model 8 variable display equipment specifications were forwarded to IBM where conditional concurrence was given. Letters were dated 30 November and 1 December 1959 respectively.

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SECTION II COMMENTARY (Continued):

10. Direction center Model 5 unique to sector label requirements were forwarded to IBM on 31 December 1959.

11. Work continued on getting the SID console moved into the manual data room for the manual data supervisor. The SAGE Program Change (SPC 503) was published 30 December 1959. IBM has advised that they are ready to implement this SAGE Program Change immediately in at least one sector of the 26th Air Division.

12. In order to provide additional computer time for SDC work, arrangements were made to have the computer available on a six-day week. The first regular six-day week provided by IBM at the Santa Monica AN/FSQ-7 was the week commencing 5 October 1959.

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Section II. COMMENTARY

ADMINISTRATION:

Colonel Samuel C Galbreath, 4677A, assumed Command of the Wing on 1 July 1959. (see attachment 1). Colonel Robert H Damico, 9733A, reported to the Wing on 28 August 1959 from Headquarters Eastern Air Defense Force, Stewart Air Force Base, and assumed the duties of Deputy Commander. (see attachment 2). Lieutenant Colonel George R Kauffman, 2985A, assumed duties as Wing Executive Officer. (see attachment 2).

A Manpower authorization change was received from Headquarters Air Defense Command, 10 September 1959 increasing the airmen authorization from 4 to 9 spaces.

In addition to the new Commander and Deputy Commander, five new officers and one airman were assigned to the Wing during this period.

Lieutenant Colonel Leonard S Marshall, 8951A, reported from Eastern Air Defense Force on 29 July 1959 and has been assigned duty with the Directorate of Operations.

Major Jones F Webb, 20732A, reported from the 920th Air Control and Warning Squadron, APO 677, New York, New York on 14 August 1959 and has been assigned duty with the Directorate of Operations.

Major James K Golden, 38803A, reported from the 26th Air Division, Hancock Field, Syracuse, New York, on 27 July 1959 and has been assigned duty with the Directorate of Computer Programming.

Major Maynard E Stoglill, 32741A, reported from the 734th Air Control and Warning, APO 118, New York, New York on 11 September 1959 and has been assigned duty with the Directorate of Computer Programming.

Lieutenant Colonel Bacchus B Byrd, Jr, 6949A, reported from the 56th Fighter Group, O'Hare International Airport, Park Ridge, Illinois, on 13 September 1959 and has been assigned duty with the Directorate of Operations.

Staff Sergeant Russell D Hamlett, AF13318244, reported from the 408th Fighter Group, Klamath Falls, Oregon, on 1 July 1959 and has been assigned duty with Directorate of Plans and Development.

Alert notifications were received of anticipated transfers of the following officers:

Lt Colonel George R Kauffman, 2985A
Major James R Lakey, AO767286

Captain Ralph S Hill, Jr, AO827207, received orders from Hq ADC reassigning him to Detachment 1, Montgomery Air Defense Sector, Gunter Air Force Base, Alabama (ADC) with permanent duty station at Eglin Air Force Base (Miami) Florida. He will leave the Wing during October.

The Wing was allocated fifteen units of leased family housing effective 1 July 1959, of which allocation one unit was withdrawn. All fourteen units have been leased. Thirteen units are occupied and the last unit will be occupied 15 October 1959.

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DIRECTORATE OF OPERATIONS:

1. Pertinent activities of the directorate were as follows:

a. Internal Operations Division - WGDO-I

Chief: Lt Col Lee J Guilbeau

(1) Air Surveillance Branch

Activities of the Branch involved finalization of the air surveillance portion of the Operational Specifications for Model 6 DCO and CCO programs. Work was continued on revisions to future model height programs, with a view to major improvements. The Branch also participated in a conference held in September at ADSID to consolidate planning information pertinent to the Super Combat Center configuration. Work was continued on all areas of responsibility for the Model 8 program.

(2) Identification Branch

Captain Robert H Hake was named Chief Identification Branch on 1 July 1959 to fill the vacancy created by the resignation of CWO T Hutcherson. Work continued on the new standard terminology for track classification, redesign of flight plan card format, and ADC/FAA coincident boundaries. The Branch participated in the ACTER tests at BOADS from 16-18 July to determine ACTER compatibility with the AN/FST-2 and the SAGE system.

(3) Weapons Direction Branch

Activity of the Branch included acceptance of Model 8 MORT and ODAP requirements and the start of specification for these features. The Model 8 DCO specifications for Weapons assignment were amended to include compatibility with the CCP Weapons assignment and allocation functions. Further detailed specification of the CCP Weapons functions for Version 8 were accomplished. Considerable activity in SPC sub-committee was accomplished. Technical review of Model 6 operational specifications for BOMARC and Manned Interceptor Weapons assignment, ATABE, Transfer Functions, ATO, MORT , and ODAP was accomplished. That portion of the WSEG/WEXVAL study contracted to System Development Corporation was completed and was well received by the WSEG. The Hawk feasibility study was completed and dispatched to ADC for guidance on its distribution. Routine tasks of document review for Handbooks, pertinent changes and other documents were also carried on in the period as well as the processing of SPC's in the weapons area.

(4) SAGE Revisions and Documentation Branch

Captain George H Sudikatus was designated Chief of the Branch on 10 July 1959, transferring from the System Training Division to fill this vacancy. Activity of the Branch included shipment to ADC of 43 sets of revisions to SAGE Positional Handbooks, 20 for Model 3 and 23 for Model 5. The distribution schedule survey was completed on 9 July, results of which should effect an approximate thirty per cent reduction in numbers of copies produced for active users. Control of compiling distribution lists was effected for all SDC produced ADC documents. Work continued on the production and review of Model 6 operational specifications. In

(If additional space is required, continue on blank sheets, size 8x10½, appropriately numbered, and attached securely hereto)

TYPED NAME AND GRADE OF COMMANDER	SIGNATURE
SAMUEL C GALBREATH, Colonel	Samuel C Galbreath

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RCS: AU-D5

HISTORICAL RECORD

of the

4620th Air Defense Wing (Ex-SAGE)

for the period ending

30 September 1959

ADC FORM MAY 58 102

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Section I. REQUIRED

1. UNIT AND LOCATION
4620th Air Defense Wing (Ex-SAGE)
2500 Colorado Ave, Santa Monica, Calif

2. NAME AND GRADE OF COMMANDER
Colonel Samuel C Galbreath

3. CHAIN OF COMMAND (Superior Echelons)

Headquarters, Air Defense Command
Headquarters, United States Air Force

4. SUBORDINATE UNITS (Down to and including squadrons)

None

5. MISSION (Give authority and brief statement of primary mission)

As outlined in ADC Regulation 24-13 - Insure that SAGE Computer Programs and SAGE Manual System Training Programs are based on the approved plans and operational concepts of Hq ADC. Act as field agency for Hq ADC to provide operational guidance to agencies concerned with the implementation, installation, test and utilization of operational SAGE Computer Programs in accordance with approved concepts of Hq ADC and assist as directed in the training of personnel for the SAGE system.

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	35*	9	0	45
ATTACHED	1	0	0	0

*Includes one warrant officer

7. EQUIPMENT (Give official nomenclature and quantity of mission-type equipment)

None

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SECTION II COMMENTARY (continued):

the area of program changes, 34 new items were received from the field and processed into the system. To date, the SAGE Program Change Committee has published 201 Design Change Proposals. The total concurred in is 103 with 14 deferred and 25 withdrawn, leaving 59 in active status. Of the 59, 9 were integrated into Model 6 and 8 programs and remain under consideration for retrofit to earlier models. Of the 103 concurred in, 32 will first appear in Model 6 and 13 will first appear in Model 8. The remaining 58 apply to earlier models.

b. External Operations Division - WGDO-E

Chief: Lt Col Leonard S Marshall

(1) General

Personnel-wise the Division has undergone considerable change. Major Vantrease and Captain Flaherty were losses. L/Col Leonard S Marshall was named Chief of the Division, vice Major A K Hansen. L/Col Bacchus B Byrd was designated Chief of the Manned Interceptor Branch. Major Davis continued in the Manned Interceptor Branch and Major Hansen remained in the Missile Branch as Chief. Col Marshall is attending the Computer Programming School which is scheduled for completion 9 October 1959. The new Wing Commander was briefed on tactics in the current models by the Manned Interceptor and Missile Branches.

(2) Missile Branch

The decision of the Nuclear Weapon System Safety Group (NWSSG) that the current model of the computer program should be changed to prevent inadvertent launching of a missile resulted in the implementation of SPC 155. By the combined effort of all agencies working on this SPC, operational dates were met in all sectors concerned with missiles. Further details and information was obtained for implementing ECP 42 to allow the Bomarcs to meet the ADC specifications of range.

(3) Manned Interceptor Branch

The Manned Interceptor Branch continued working with Computer Programming personnel to delineate manned interceptor program errors or changes required. Major effort was expended on improvement to the Weapons Interception program. Changes were tested at Seattle Air Defense Sector and Kansas City Air Defense Sector. These will now be incorporated in DCS programs.

DIRECTORATE OF COMPUTER PROGRAMMING:

1. Pertinent activities of the directorate are as follows:

During the third quarter of calendar year 1959, the Directorate of Computer Programming acquired two additional officers. Major James K Golden was assigned as an eventual replacement for Major Lakey, Program Plans Officer, and Major Maynard E Stogdill was assigned as an eventual replacement for Major Burns, Chief of the Adaptaion Division.

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SECTION II COMMENTARY (Continued):

Numerous trips were made to Headquarters, Air Defense Command, and various sectors to attend meetings covering adaptation, scheduling and model content.

a. Adaptation Division - WGCP-A

Chief: Maj A D Burns

During the early part of July, a representative from the Directorate participated in the monthly computer program scheduling committee meeting at Headquarters, Air Defense Command. The meeting covered Models 3, 5, 6, and 8 (DCA) and Version III, V, VI and VIII(CCA).

During September, Chief, Adaptation Division, participated in the ADC/FAA Coincidental Boundaries Concurrence Meeting at Headquarters, Air Defense Command. The final phasing of the boundaries was scheduled. After final agreement on phasing, the meeting was concluded the following week at WE-ADES where the external adaptation data for Mode I and Mode II Operation was designed. This will be submitted to the field for final comment before publication.

b. Implementation Division - WGCP-I

Chief: Capt R S Hill, Jr

During this period, an analysis was made of the Model 5 Demonstration conducted at Kansas City Air Defense Sector. It has been determined that the Model demonstration procedures must undergo considerable modification prior to the next demonstration in order to more adequately serve the purpose for which the demonstration is intended. Preliminary planning has been started with a request to the field asking for recommendations to be included in the Model 6 Implementation.

c. Program Planning Officer -WGCP-D

Major J R Lakey

A meeting chaired by Col Hunt of NORAD was held in Santa Monica the latter part of July for purposes of initial formulation of the proposed contents of Models 9-10. An ADC letter requesting a description of some thirty proposed new SAGE functions was generated as a result of this meeting. These descriptions were due in Headquarters, Air Defense Command, by 31 August 1959; ADSID/MITRE was the responsible agency for most of the system descriptions. The descriptions arrived late at ADC and did not arrive at Santa Monica until late September.

Costing on the items described was initially due in NORAD on 30 September 1959. Due to the late receipt of the information from ADSID/MITRE, SDC's costing did not meet the established suspense date. This information will be sent direct to NORAD by 8 October 1959 and our review and indorsement of this same SDC costing information should be in NORAD by mid-October. A decision by early November is desired on the contents of Model 9.

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SECTION II COMMENTARY (Continued):

On 14-18 September 1959, a trip was made to Seattle Air Defense Sector to test in a simulated environment those recent error corrections and design changes made to the interception program. On 28-30 September 1959, these changes were tested in a live environment at Kansas City Air Defense Sector.

c. Program Improvement Division - WGCP-P

Chief; Major R L Lister

Model 5.0 was turned over to the New York Air Defense Sector on 1 July 1959. The turnover was satisfactory and New York Air Defense Sector began using the model for active air defense on the same day. The model contained a BOMARC "A" capability and all the changes and corrections recommended by the Montgomery Sector Change Committee were in the model.

Major Lister and SDC representatives visited the Montgomery Air Defense Sector on 1 September 1959 to resolve model scheduling problems. In a meeting with the Commander, Montgomery Air Defense Sector, it was agreed to improve the turnover date of Model 6 in order that the sector could become operational earlier with this model. This was discussed again at Headquarters, Air Defense Command, on 3 September 1959 with the Computer Programming Schedule Committee and approved.

On 15 September 1959, Major Lister attended a second meeting at Montgomery Air Defense Sector for the purpose of re-writing the Montgomery Sector Change Committee Charter.

Major Repko attended a meeting 21-22 September 1959 conducted for the purpose of obtaining an agreement on the proposed CCA and DCA Model 8 ODA program operational specifications and also to discuss detailed recording requirements in Model 8.

DIRECTORATE OF TECHNICAL FUNCTIONS:

1. Pertinent activities of the directorate are as follows:

Major Hakkila accompanied the Wing Commander on a field trip to several of the active SAGE sectors during the week of 14 September 1959. Purpose of the trip was to gather first hand information on problems sector Commanders are having with the Computer Programs, handbooks and system training. A helpful by-product was information gathered concerning turnover and loss of qualified personnel and lack of pipe-line and qualified replacement personnel.

Reorganization of the divisions within the directorate was studied extensively, and resulted in renaming the G&E division the Computer Associated Equipment Division. New job descriptions and functional responsibilities were accomplished for both the Computers division and the Associated Equipment division.

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SECTION II COMMENTARY (Continued):

a. Computer Division - WGTF-C

Chief: Major R F Hakkila

Specifications for Variable Display Equipment changes for Model 8 were forwarded to IBM. IBM published T-Note (T-76) which has been reviewed by SDC. Some necessary revisions have been made and forwarded to IBM agencies.

During August 1959 it became apparent that SDC would require additional computer time at Santa Monica to meet Model 8 program production schedules. At that time 200 hours (5 days) per week were being made available to them. They requested an additional 40 hours (1 day) per week for the remainder of the fiscal year to enable them to meet production schedules.

This directorate negotiated successfully with ADC, ROAMA and IBM the computer maintenance support required to make this additional computer time available to SDC. The first complete 6 day week will be the week 5 thru 10 Oct 59. However, sixteen (16) additional hours per week on an overtime basis was made available on each of the four Saturdays preceding the week 5 thru 10 October 1959.

DIRECTORATE OF PLANS AND DEVELOPMENT:

1. Pertinent activities of the directorate are as follows:

Major Elmer B Hall, Director

The WGPD Directorate participated in the Model 9, 10 and SCCI conferences conducted at SDC on 28-31 July. Outcome of this meeting was agreement on Integration Specifications, dates for completion, and model content.

a. Ground Environment Division (WGPD-GE)

Chief: Captain Robert J Davis

SDC was requested to perform a study for SSTP in the SCC. They have progressed rapidly and are continuing the study effort. Responsibility for monitoring further work on this was transferred to the System Training Directorate.

A Senior Officers' Training Course recommendation was finalized by WGPD and approved by ADC. The course will be conducted as a part of the Battle Staff Course at Richards-Gebaur Air Force Base beginning 11 November 1959. Responsibility for lesson plans, lectures, personnel, etc., has been transferred to WGDO.

A further clarification of the option concept of the SCC was necessary, and WGPD furnished representation to this conference, held at ADSID on 17-25 August. This was a working group effort and the results were published as a major modification to the OEP.

Representation was provided to the ADC briefing on 1-3 September. Major outcome was the agreement of Colonel Longino, Richards-Gebaur Air Force Base, to insert the Senior Officers Training Course as part of the 2 week

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SECTION II COMMENTARY (Continued):

Battle Staff Course conducted by the 4606th Group.

b. Communications-Electronics Division (WGPD-CE)

Chief: Captain Charles F Sterling

As an adjunct to the SCCOEP meeting held at Kingston in June, the WGPD recommended a proposal for utilization of the Albuquerque DC. This proposal was approved by ADC.

The Winds Aloft Conference, held at SDC on 18-19 August, resulted in a recommended method of using computerized winds aloft data in the SCC era. In addition, considerable data was discussed regarding the future 433L weather system.

During the period 20-25 September, the WGPD was actively involved in meetings considering the proposed new IBM display system for the Super Combat Center. These conferences were held at ADSID and resulted in recommending reduction of number of consoles, reconfigured floor plans, combining air defense functions and positions, and deletion of the 60' X 60' Command Post. ADC/NORAD will be briefed on these recommendations during 1-2 October.

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4620TH AIR DEFENSE WING (EX SAGE)
United States Air Force
2500 Colorado Avenue, Santa Monica, California

1 July 1959

GENERAL ORDERS)
NUMBER 7)

ASSUMPTION OF COMMAND. Under the provisions of Air Force Regulation 35-54, as amended, the undersigned hereby assumes command of the 4620th Air Defense Wing (Experimental SAGE), effective this date, vice LIEUTENANT COLONEL GEORGE R. KAUFFMAN, 2985A.

SAMUEL C GALBREATH
Colonel, USAF
Commander

DISTRIBUTION:
5-ADDAS-AO
1-File
5-SDC

Attachment 1

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4620TH AIR DEFENSE WING (EX-SAGE)
United States Air Force
2500 Colorado Ave, Santa Monica, California

GENERAL ORDERS)
NUMBER 8)

1 September 1959

1. STAFF ASSIGNMENT---Colonel ROBERT H DAMICO, 9733A, this organization, is assigned as Deputy Commander, effective this date, vice Lieutenant Colonel GEORGE R KAUFFMAN, 2985A.

2. STAFF ASSIGNMENT---Lieutenant Colonel GEORGE R KAUFFMAN, 2985A, this organization, is assigned as Executive Officer, effective this date.

Samuel C Galbreath

SAMUEL C GALBREATH
Colonel, USAF
Commander

Attachment 2

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Section II. COMMENTARY

ADMINISTRATION:

Notification was received during the period covered by this report that Colonel Robert J Stevenson, Wing Commander, was being re-assigned to the RCAF Station, St Hubert, Quebec, Canada, for duty as USAF Liaison Officer to Commander, Northern NORAD Region. Colonel Stevenson departed Santa Monica, California, 24 June 1959. Colonel Samuel C Galbreath, 4677A, has been assigned to the Wing from Hq ADC for duty as Wing Commander. Lt Colonel George R Kauffman, Deputy Commander, assumed command of the Wing 24 June 1959 pending the arrival of Colonel Galbreath.

Notification was received that one colonel, one lieutenant colonel and four majors are scheduled to be assigned to the Wing after 1 July 1959. In addition, ADC has requested the Defense Forces to nominate a lieutenant colonel for assignment to the Wing as Manned Interceptor Staff Officer.

CWO W2 Thomas R Hutcherson, 954595E, resigned from service effective 12 June 1959. Mr Hutcherson was separated from the service at Oxnard AFB, California 12 June 1959. He is returning to civilian life to accept employment with a civilian contracting agency of the FAA.

Two airmen were assigned to the Wing during this period. TSgt Philip A Weatherford, AF19363318, reported from the 325th Fighter Group (Air Defense) (ADC), McChord AFB, Washington. He has been assigned duty within the Administrative Section. SSgt Frederick T Roach, AF11233372, reported from the 337th Fighter Group (Air Defense) (ADC), Portland International Airport, Oregon. He has also been assigned duty within the Administrative Section. TSgt Alvin W McLain, AF19309413, NCOIC, Library and Files, has been scheduled for re-assignment to Ent AFB, Colorado, during the month of July 1959.

Major Sidney M Chesler returned to duty 27 May 1959 after having been hospitalized for approximately seven weeks. Lt Colonel Shannon C McBee, Director of Technical Functions, was hospitalized from 4 May 1959 until 7 June 1959.

A new directorate, Plans and Development, was activated 1 June 1959 with Major E B Hall, AO758691, Director. Information concerning the new directorate will be found under the heading Directorate of Plans and Development, this report.

Two officers of the Wing were awarded decorations at a ceremony held 12 June 1959. Lt Colonel Herman M Farmer, 12055A, Director of Computer Programming (Atch 1 & 3) and Major Hubert C Vantrease, Manned Interceptor Staff Officer, Directorate of Operations (Atch 2 & 4) were awarded the Legion of Merit for services performed as staff officers of the Wing in planning and programming for SAGE. Major John L Repko, AO564118, was presented with a letter of commendation for services performed while assigned to the Far East (Atch 5). Pictures of the presentation by Colonel Stevenson are attached (Atch 6). The Wing was allocated fifteen units of leased family housing effective 1 July 1959. Leasing is being accomplished through the Los Angeles District Engineer, US Army.

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The offices of the Wing were moved during April. The new offices provide additional space for Wing personnel.

A unit fund was established during April with an initial allocation of $268.00 from ADC. A council has been appointed. The Wing Administrative Officer will serve as Fund Custodian and Council Recorder (non-voting).

The Wing Administrative Officer was assigned an additional duty as Commercial Transportation Officer for the purpose of issuing transportation requests for temporary duty travel of Wing personnel. This eliminated a twenty-mile drive to the Ballistic Missile Division each time a transportation request was needed.

DIRECTORATE OF OPERATIONS:

1. Pertinent activities of the directorate are as follows:

a. Systems Training Division - WGDO-T

Chief: LtCol Edward R Simon

Events in the Training Division included termination of the AN/GPA-37 orientation course conducted by SDC. The course was terminated in April, however, the laboratory continued to operate through May to afford completion of the WEX-VAL study. The laboratory was then dismantled and the equipment prepared for shipment pending formal shipping instructions from Hq ADC. A meeting was held 6 April with representatives from ADC and the 26th Air Division for re-write of ADCR 50-3 (SAGE STP). The result was presented to SDC on 7 April for their comments and concurrence. The final draft was forwarded to ADC on 10 April and was published 9 June. ADCR 50-1 (Manual STP) was re-written in June and is currently in coordination status prior to submittal to ADC. "Model Change Training Guide" for Model 5 was published and distributed in April. Early comments from the field indicated a marked improvement over the Model 3 publication. Questionnaires were sent to all users of the document requesting their comments, however, returns have not been completed to date. The first tactical evaluation of SAGE units was conducted at NYADS and WAADS during May with two members of the Wing participating. The mission was a marked success.

b. External Operations Division - WGDO-E

Chief: Maj A K Hansen Jr

Division activity was devoted to the writing of specifications for Model 8; these include features other than the BOMARC B package specifications which had previously been completed. On 8 June, ADC, ADSID/Mitre, 4620th/SDC met at Santa Monica to determine the final configuration of Model 8. The Division has had active participation in all meetings affecting the content of the BOMARC and manned interceptor specifications for current models of the program. It was

(If additional space is required, continue on blank sheets, size 8x10½, appropriately numbered, and attached securely hereto)

TYPED NAME AND GRADE OF COMMANDER: George R Kauffman, Lt Colonel

SIGNATURE: George R Kauffman

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RCS: AU-D5

HISTORICAL RECORD

of the

4620th Air Defense Wing (Ex-SAGE)

for the period ending

30 June 1959

ADC FORM MAY 58 102

P.C. 5510

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Section I. REQUIRED DATA

1. UNIT AND LOCATION

4620th Air Defense Wing (Ex-SAGE)
2500 Colorado Ave, Santa Monica, Calif

2. NAME AND GRADE OF COMMANDER

Lt Colonel George R Kauffman, 2985A

3. CHAIN OF COMMAND (Superior Echelons)

Headquarters, Air Defense Command
Headquarters, United States Air Force

4. SUBORDINATE UNITS (Down to and including squadrons)

None

5. MISSION (Give authority and brief statement of primary mission)

As outlined in ADC Regulation 24-13 - Insure that SAGE Computer Programs and SAGE Manual System Training Programs are based on the approved plans and operational concepts of Hq ADC. Act as field agency for Hq ADC to provide operational guidance to agencies concerned with the implementation, installation, test and utilization of operational SAGE Computer programs in accordance with approved concepts of Hq ADC and assist as directed in the training of personnel for the SAGE system.

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	31*	9	0	40
ATTACHED	0	0	0	0

*Includes one warrant officer

7. EQUIPMENT (Give official nomenclature and quantity of mission-type equipment)

None

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concurred in that the manned interceptor specifications would contain the following additional features: voice D/D, automatic profile selection, automatic tactic selection and fuel prediction and monitoring. The Division participated in a conference held at ADC to draft an ADC document on Employment of Mixed Weapons in the SAGE System. On 23-24 June, a Model 5 briefing and demonstration was held at Kansas City. From observation, the program followed and accomplished the design features of the operational specifications. Errors observed have been documented.

c. Internal Operations Division - WGDO-I

Chief: LtCol Lee J Guilbeau

(1) Air Surveillance Branch

Activities of the Branch involved finalization of the air surveillance portion of the Operational Specifications for Model 5 DCA program and Version V CCA program, including SIF beacon tracking requirements generated by the introduction of BOMARC A. Work was begun on an extensive revision to the height programs for future models of the DCA. The Branch also participated in the Model 5 demonstration at Richards-Gebaur AFB. No new discrepancies or errors of other than a very minor nature were detected during the demonstration, however, the program was not stressed to capacity due to limited facilities in the Kansas City Sector. Work was continued on provision for a complete SIF tracking capability in the Model 8 computer program.

(2) Identification Branch

The Chief of the Identification Branch, CWO T R Hutcherson, was separated from service in June. Activity prior to his departure included continued work on a compatible flight plan format for communication between FAA computers and AN/FSQ-7 equipment. Agreements were reached on re-orientation of SAGE boundaries to permit coincidence of ADC and FAA requirements. A re-vamping of track classifications, as pertain to special mission and exercise aircraft, was completed. The proposed re-classification criteria was approved by Hq NORAD during the period. Work was begun on integration of MK XII SIF as a method of identification. SPC's were generated to permit integration of the revised classification criteria into the SAGE computer program.

(3) Weapons Direction Branch

Activity of the Branch included acceptance of an official requirement for integration of SABRE (SAGE Automatic Battery Routing Equipment) into the anti-aircraft programs and the completion of specifications

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for that feature in the Model 8 program. Combat Center weapons assignment and dynamic allocation functions were also specified for Version VIII CCA. The specifications above and the DC weapons assignment specifications for Model 8 were concurred in by all agencies concerned. A series of SPC's were initiated for the SAGE/Missile Master program based on the result of the NORAD test group's report on the Washington Sector/Ft Meade evaluation. Model 5 specifications for weapons assignment, anti-aircraft, air tactics, ODAP and MORT were concurred in. Phase III (37th Air Division field exercise and ECCM fix evaluation) of that portion of the WSEG WEX-VAL exercises contracted to SDC was completed. The data gained from all phases of the experiment are being reduced and compiled into a report which is expected to be published in July. The Hawk feasibility study was postponed to permit timely integration of SABRE. The revised completion date is set for 1 August 1959. Routine tasks of document technical accuracy review for handbooks and pertinent revisions were also accomplished, as well as the processing of several SPC's in the weapons intercept direction ODA and MORT areas.

(4) Documentation Branch

Activity of the Branch included the initial shipment of SAGE Positional Handbooks published by SDC. The shipment, containing documents peculiar to Models 3 and 5, was made on 17 April 1959. Other manuals shipped later during this reporting period included handbooks for operation of the Version IV and Version V CCA programs. On 13 May, letters were sent to all addressees receiving SAGE Positional Handbooks asking them to complete an attached survey with reference to our proposed distribution schedule. The result of this survey should reduce the number of copies produced and distributed thirty percent. A file was established to reflect the status of SAGE Positional Handbooks and revisions. This file will reflect the status in five phases from the original proposal through the shipping date to ADC.

(5) Plans and Revisions Branch

The Branch received eight new program change requests from the field. Of these, four were processed to the SAGE Program Change Committee; the remaining four are under study within the Wing. To date, the SAGE Program Change Committee has published 167 SPC's. The total concurred in is 68 with 12 deferred and 14 withdrawn; leaving 58 in an active status. Of the 58, 15 were integrated into the Model 6 program with consideration for retrofit to earlier models.

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Section II Commentary (continued)

DIRECTORATE OF COMPUTER PROGRAMMING:

1. Pertinent activities of the directorate are as follows:

During the second quarter of calendar year 1959, the Directorate of Computer Programming re-organized. The Directorate reflects the following organization: Director of Computer Programming; Program Planning Officer; Adaptation Division; Implementation Division; Program Improvement Division, further divided into Model Management, Model Management Officers and Program Revisions, Administrative Clerk. Lt Smith transferred to Directorate of Plans and Development.

Several field trips were made to Hq ADC and various sectors to attend meetings covering adaptation, scheduling and model contents. Most of the Directorate visited Kansas City ADS at one time or another during this reporting period to participate in Model 5 demonstration activities.

a. Adaptation Division - WGCP-A

Chief: Maj A D Burns

During 20-24 April, a trip was made to McGuire AFB to resolve and concur in the adaptation data that would be used in the New York ADS Model 5. A complete review was made of the adaptation data furnished by Hq ADC, analyzed item by item, changes made where applicable, and complete concurrence of NYADS Model 5 adaptation data was arrived at by all representatives.

During 8-12 June, a trip was made to observe the behavior of Model 5 at Kansas City ADS prior to the scheduled demonstration.

On 29-30 June, a trip was made to Ent AFB to participate in the monthly computer program scheduling committee meeting chaired by Hq ADC. The meeting covered Models 3, 5, 6 and 8 (DCA) and Versions III, V, VI, and VIII (CCA).

b. Implementation Division - WGCP-I

Chief: Capt R S Hill Jr

During this reporting period, the Division was involved in design, detailed planning and implementation of Model 5 demonstration to be conducted at Kansas City ADS 24 June.

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On 4 May, the Chief of the Division went to Kansas City ADS to present the preliminary Operations Order for Model 5 demonstration to the 4606th Air Defense Group. The plan was finalized and submitted to Hq ADC where it received approval for implementation and was published as ADC OPS PLAN 22-59, 20 May 1959.

During 15-25 June, Captain Hill was at Kansas City ADS to observe Model 5 behavior, lend assistance to SDC "on-site" personnel, and prepare the final details for Model 5 demonstration. The demonstration was conducted 24 June and accomplished the purpose for which it was designed.

On 26 June, Captain Hill departed for New York ADS to observe the quality of Model 5 delivered at NYADS as of the 1 July turn-over date.

c. Program Planning Officer - WGCP-D

Major J R Lakey

On 4 May, Major Lakey visited Kansas City ADS to observe the status of Model 5 installation and check-out. Minor errors existed in Model 5, but for the most part it appeared to be in good order compared to the previous Model 3.

On 1-5 June, a second trip was made to Kansas City ADS to check further on the progress of Model 5, discuss a proposed move of SDC Program Production Group to Kansas City and to assist in the preparation for the Model 5 demonstration.

On 22 June, Major Lakey returned to Kansas City ADS to participate in the Model 5 demonstration.

On 26 June, Major Lakey, in conjunction with other Wing personnel, departed for McGuire AFB to observe the quality of Model 5 delivered at NYADS.

d. Program Improvement Division - WGCP-P

Chief: Major R L Lister

During the period, the Program Improvement Division was established to expand the revision function previously performed by the Plans and Revision Division. In addition to administering and

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scheduling computer program retrofits and revisions, the Division has managerial responsibility for computer program models through the design and production phases.

Majors H Slider and J Repko completed the SDC eight-week course of computer programming and have been assigned as managers of Models 6 and 8 respectively.

Two briefings, complete with 35MM color slides and narrative, were designed and produced during this time period. They will be used to indoctrinate newly assigned personnel in digital computer programs and computer programming.

DIRECTORATE OF TECHNICAL FUNCTIONS:

1. Pertinent activities of the directorate are as follows:

a. Communications and Electronics Division - WGTF-CE

Chief: Major W H Aderhold

A briefing on SAGE (particularly West Coast SAGE) was held for members of the USN Shore Planning Electronic Group of San Diego, California. This group was interested particularly in not duplicating any SAGE functions on this coast and possible mutual exchanges of data.

The Directorate participated in Hq ADC SAGE Scheduling Committee meetings in May and June of this quarter.

b. Computers Division - WGTF-C

Chief: Major R F Hakkila

Representation and assistance was given to ADC in the preparation of a draft of a manual entitled, "SAGE Procedures for Processing Changes, Corrections, and Adaptation Data." This was accomplished at Hq ADC from 16-18 June.

Major R F Hakkila attended the SAGE Battle Staff Course conducted by the 4606th Air Defense Group at Richards-Gebaur AFB, Missouri, 20 April through 1 May.

Annex "C" Equipment Configuration to Operations Orders 1-59 was prepared.

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Section II Commentary (continued)

DIRECTORATE OF PLANS AND DEVELOPMENT:

1. This Directorate was formed 1 June 1959. The structure is as follows:

Major E B Hall, Director (WGPD)
Captain R J Davis, Chief, Ground Environment Division (WGPD-GE)
Captain W A Flaherty, Chief, Weapons Division (WGPD-W)
Captain C F Sterling, Chief, Communications-Electronics Division (WGPD-CE)
1st Lt D B Smith, Chief, Computer Programming Division (WGPD-P)

2. Personnel assigned to this Directorate were at Kingston, NY, during the week of 15 June. The purpose of TDY was to re-write the Operational Employment Plan for the Solid State Computer. All officers functioned on one or more sub-committees and the plan was completed 19 June.

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CITATION TO ACCOMPANY THE AWARD OF

THE LEGION OF MERIT

TO

HERMAN M. FARMER

Major Herman M. Farmer distinguished himself by exceptionally meritorious conduct in the performance of outstanding service to the United States from 20 November 1956 to 20 June 1958 as the 4620th Air Defense Wing (Experimental SAGE) System Technical Coordinator. Through his creative foresight, initiative and leadership ability, Major Farmer completed the unusually significant and urgent requirement for developing and monitoring the production of the initial SAGE System Computer Program for the Air Defense Command. In addition, Major Farmer scheduled and monitored the production of Computer Program Models one, two and three for active air defense operations. The foresight displayed by Major Farmer in solving the problem of combining active air defense and digital computer operations contributed immeasurably to the Air Defense Command commencing SAGE operations as scheduled and reflect great credit upon himself and the United States Air Force.

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CITATION TO ACCOMPANY THE AWARD OF

THE LEGION OF MERIT

TO

HUBERT C. VANTRESSE

Major Hubert C. Vantresse distinguished himself by exceptionally meritorious conduct in the performance of outstanding service to the United States from 1 July 1955 to 1 September 1958 as Chief, Manned Interceptor Division, 4620th Air Defense Wing. During this period, Major Vantresse demonstrated outstanding foresight, initiative and knowledge in conceiving and monitoring the installation of manned interceptor tactics, utilized in the current operational SAGE Direction Center, and Combat Center Computer Programs. The initiative, personal endeavor and outstanding ability displayed by Major Vantresse reflect great credit upon himself and the United States Air Force.

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Photograph by the
System Development Corporation
2500 Colorado Ave.
EXbrook 3-9411
Santa Monica, California

(Left to Right: Lt Col Herman M Farmer
Col Robert J Stevenson

PRESENTATION OF THE

LEGION OF MERIT

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Photograph by th-
System Development Cor_ ation
2500 Colorado Ave.
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Santa Monica, California

(Left to Right: Maj Hubert C Vantrease
Col Robert J Stevenson)

PRESENTATION OF THE

LEGION OF MERIT

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Photograph by the
System Development Corporation
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Santa Monica, California

(Left to Right: Major John L Repko
Colonel Robert J Stevenson)

PRESENTATION OF LETTER

OF COMMENDATION

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System Development Corporation
2500 Colorado Av
EXbrook 3-9411
Santa Monica, California

(Left to Right: Lt Col Herman M Farmer
Maj Hubert C Vantrease
Col Robert J Stevenson

PRESENTATION OF THE

LEGION OF MERIT

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HISTORICAL RECORD

of the

4620th Air Defense Wing (Ex-SAGE)

for the period ending

Jan - Mar 59

~~30 April 1959~~

ADC FORM MAY 58 102

P.C. 8810

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Section I. REQUIRED DATA

1. UNIT AND LOCATION
4620th Air Defense Wing (Ex-SAGE)
2500 Colorado Ave., Santa Monica, Calif.

2. NAME AND GRADE OF COMMANDER
Colonel Robert J Stevenson, 7209A

3. CHAIN OF COMMAND (*Superior Echelons*)

Headquarters, Air Defense Command
Headquarters, United States Air Force

4. SUBORDINATE UNITS (*Down to and including squadrons*)

None.

5. MISSION (*Give authority and brief statement of primary mission*)

As outlined in ADC Regulation 24-13 - Insure that SAGE Computer Programs and SAGE Manual System Training Programs are based on the approved plans and operational concepts of Hq ADC. Act as field agency for Hq ADC to provide operational guidance to agencies concerned with the implementation, installation, test, and utilization of operational SAGE Computer Programs in accordance with approved concepts of Hq ADC and assist as directed in the training of personnel for the SAGE sytem.

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	32*	6	0	38
ATTACHED	0	0	0	0

7. EQUIPMENT (*Give official nomenclature and quantity of mission-type equipment*)

None.

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Section II. COMMENTARY

ADMINISTRATION:

Lt Col Shannon C McBee, 5587A, was assigned to the Wing from Germany and reported for duty on January 8, 1959. He was assigned duty as Director, Technical Functions. Major Hall, the former Director of Technical Functions, was assigned a new duty as Special Assistant to the Deputy Commander for Plans and Development.

CWO W2 George D Gortney was reassigned to WADF, Hamilton AFB, California. His successor, CWO W3 Charles J Smithers, assumed duties as Wing Administrative Officer on 9 February 1959.

Two officers of the Wing were recommended for the award of the Legion of Merit, ie, Major Herman M Farmer and Major Hubert C Ventrease. Major Farmer was notified during the early part of the quarter that he had been selected for promotion to lieutenant colonel. He assumed the rank on 17 February 1959.

Notification was received during the first quarter that we would be assigned Major Jones F Webb, 20732A, AFSC 1716, during the summer months. He will be assigned to the Directorate of Operations. Notification was also received that a master sergeant, AFSC 70270, would be assigned during April 1959. The sergeant will be assigned to the Directorate of Operations for duty in SAGE documentation.

An officer of the Wing, Major Sidney M Chesler, was hospitalized during the period at the VA facility, Wadsworth General Hospital, West Los Angeles, with a diagnosis of acute myocardial infartion. Indications are that he will be released from the hospital during April and will return to duty during June of 1959.

Office space requirements for the Wing were reviewed and it is expected that the 4620th Wing will move to new quarters (within the present building) during the month of April. The additional space has been made available as a result of the completion and occupancy of new office facilities by the System Development Corporation.

DIRECTORATE OF OPERATIONS:

1. Pertinent activities of this directorate are as follows:

a. Systems Training Division - WGDO-T

Chief: Lt Colonel Eward R Simon

(1) A decision was made by ADC during the reporting period to terminate the SDC-conducted course on the AN/GPA-37. As a result of this termination, three scheduled classes affecting a total of 34 officers and 102 airmen were canceled.

(2) "Model Change Training Guide" for Model 3 was distributed in January. Two field trips were conducted, the first to provide immediate knowledge of results at New York ADS to the Boston sector, and the second to evaluate the results of training as outlined in the training guide. Action was taken with SDC to review present training plans with a view toward their improvement and/or requiring SDC on-site assistance to train instructor personnel. Model 5 training guide drafts were reviewed late in March with publication scheduled for early April.

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(3) Preliminary arrangements were made between SDC and the 82nd FIS, Travis AFB, with this organization acting as intermediary, to produce for ADC a training film on ECCM for fighter interceptor pilots. ADC has given this office the responsibility for monitoring production efforts.

(4) Preliminary arrangements were made with ADC and 26th AD for a meeting in April to re-write ADCR 50-3 to include the functions of a Military Training Unit. Pending this revision, ADC amended 50-3 by teletype based upon our recommendations.

b. External Operations Division - WGDO-E

Chief: Maj A K Hansen

(1) The BOMARC B specifications were reviewed twice with ADSID and concurrence was reached with regard to content. Coding specifications will be produced shortly by SDC. Final operational specifications write-off by 4620th has not occurred.

(2) BOMARC A work was mainly that of implementing small changes that ADC requested.

(3) ADC is starting to produce a mixed weapons employment plan. Work is still in the early stages. The 4620th is sitting in on these development meetings.

(4) Model 8 is in good shape in our work area except that ALRI, Pattern Patrol and CCWA Operational Specifications are not yet written in final form.

(5) Several field trips were made to sectors using Model 3. There are numerous problems arising when sectors go operational in air defense - some were corrected and others involve program retrofit.

c. Internal Operations Division - WGDO-I

Chief: Lt Colonel Lee J Guilbeau

(1) Air Surveillance Section

(a) Back-tell, as a function of Mode II emergency capability, has been specified for Model 6 DCA and Version V CCA programs and will be retrofitted to Model 5 DCA by SAGE Program Change Commitee action.

(b) MARK X SIF Mode II individual decode capability has been specified for Model 8 DCA program.

(c) Airborne Long-Range Input (ALRI) has been specified for the Model 8 DCA program. The ALRI system employs an airborne digital-data processor and air/ground digital data circuits, providing data to the Q-7 computer in a readily usable format and with much less time delay.

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TYPED NAME AND GRADE OF COMMANDER	SIGNATURE
Robert J Stevenson, Colonel	Robert J Stevenson

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Section II. Commentary (Continued)

(2) Identification Section

(a) During the period a decision was made on future development of the automatic identification program. This decision was that, due to higher priority developments, the automatic identification proposal could not be included before Model 9 (1962 time period) work was completed on the proposal for the dissemination of SAC EWP strike route data. This project was sent to ADC for approval. Considerable work was accomplished on a compatible flight plan format between the FAA computer and the FSQ-7. It is hoped that final agreement can be reached on this format early in the next reporting period.

(3) Weapons Direction Section

(a) Activity included work on Model 6 specifications for the ODA and Master Operational Recording programs. Formulation on these activities was completed during the period and formal documentation work begun. Lincoln Laboratory concurrence was realized on the ATABE and 1960 weapons assignment specifications. Necessary coordination for the integration of "SABRE" AADCP control into Model 8 was begun on the basis of an ADC requirement stated in the 24 March Model 8 conference. Functions of the original Model 7 weapons assignment program were split for integration in Models 6 and 8. The laboratory research portion of the SDC/WSEG contract (WEX-VAL) was completed and coordination was effected for support of the field study contemplated for May 1959 in the 37th AD. Normal processing of weapons area SPC's and handbook materials was accomplished for Models 1, 2, 3 and 5.

(4) Plans and Revisions Section

(a) During the reporting period the section received 16 program change requests from the field. Of these, 10 have been processed to the SAGE Program Change Committee, 2 have been returned with recommendation for disapproval, and the balance is under investigation. The SAGE Program Change Committee has published 147 SPC's, of which 26 were presented during this period. A total of 55 have been either retrofitted or scheduled.

(b) Information from ADC indicates that a new ADCR 55-29 will be published in the near future which will attempt to streamline the procedures for processing changes and will permit on-site personnel to make certain corrections to the computer program without SPCC action.

(5) Documentation Section

(a) During this period, negotiations were made between ADC and the SDC to publish the SAGE Positional Handbooks for Model 5 and Version V and all revisions thereto. In addition, all revisions to previous models and versions will be published by SDC. This project is on schedule and progressing satisfactorily.

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Section II. Commentary (Continued)

(b) Operational Specifications for Model 5 are being received and processed by the Wing and will be published during the month of April.

(c) Model Operation Plans for Models 6 and 8 are in circulation throughout the Wing and SDC. It is anticipated that publications of these specifications will be well in advance of the handbook publication and the respective computer program.

DIRECTORATE OF COMPUTER PROGRAMMING:

During the first quarter of calendar year 1959, several conferences were attended by Wing Staff members at Headquarters, Air Defense Command, in an effort to determine compatible working relations with System Development Corporation. Difficulties had been encountered by the Wing in obtaining cooperation from the contractor on items that the Wing Staff felt, whether written, moral or implied, were within the terms of the contract. Programming changes requested were often met with reaction of prohibitive cost, slippage of models, or some other item of duress.

Another item of concern was SDC's desire to diversify by participation in other projects versus what effect diversion of these efforts would have on SDC's contractual obligations to Air Defense Command.

Wing Staff, SDC Management and ADC Staff personnel redefined positions that should alleviate some of the conditions that were beginning to exist.

It was also concluded during this quarter that Model 7 would be dissolved as a model and the features of Model 7 would become integral parts of Models 6 and 8 respectively.

During the first quarter of calendar year 1959, the Director of Computer Programming assumed the rank of Lt Colonel. The Directorate acquired the following personnel, increasing the total to nine (9) officers and one (1) Airman:

Major Robert L Lister
Major Harry Slider
Major John L Repko
(One vacancy still exists)

Adaptation Section

The Adaptation Section continued to supply the System Development Corporation with necessary adaptation data. Raw data for Spokane and Portland Air Defense Sectors was supplied during this period.

Action was initiated to have ADC grant authority for Sector Commanders to make "on-site" changes to certain items of adaptation data.

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Section II. Commentary (Continued)

A trip was made to Headquarters, Air Defense Command, for the purpose of arriving at a mutual format for messages in the FAA-SAGE computers era.

In conjunction with Directorate of Operations, the BOMARC Ops and Math Specs (Draft) were reviewed.

Implementation Section

A Staff Study was made and presented to ADC for consideration for the utilization of the Kansas City activity. Further study is being conducted in this area. A trip to Kansas City ADS was made by Lt Smith to observe Model 5 status.

Field Trips were also made to ESS, Boston ADS and New York ADS to observe model behavior. Reports of discrepancies and shortcomings in Model 3 were investigated and action taken to correct these discrepancies.

Revision Section

During this reporting period, personnel of the Revision Section continued their efforts as members of the SAGE Program Change Committee and aided in scheduling SPC's for retrofit and inclusion in production models.

During February, Major Lakey made a trip to Headquarters, Air Defense Command, to discuss future utilization of the Montgomery Air Defense Sector.

During March, a field trip was made to the Boston Air Defense Sector, along with other Wing personnel, to determine the discrepancies existing in Model 3. These discrepancies were corrected wherever possible and those that could not be resolved were referred to SDC, Santa Monica, for solution.

More specific details of trips are contained in the following Wing trip reports:

Subject	Date	Author
Trip Report - ESS 19-23 Jan 59	12 Feb 59	Capt R Hill
Trip Report - ADC 12 Feb 59	24 Feb 59	Maj J R Lakey
Trip Report - ADC 17-19 Feb 59	27 Feb 59	Lt Col H M Farmer
Trip Report - KCADS 9-13 Mar 59	23 Mar 59	Lt D B Smith

DIRECTORATE OF TECHNICAL FUNCTIONS:

1. The following activities of the Directorate of Technical Functions are submitted for consideration and possible inclusion in the Unit History:

a. The study of equipment changes in the SAGE era was continued. A draft proposal was prepared and hand-carried to ADSID, SAGE Project Office,

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Section II. Commentary (Continued)

and ADC on 24, 25, 26 and 27 January 1959 respectively, for approval in principle. This proposal, originated by the Technical Functions Directorate, was accepted with some minor modifications. Subsequently, ADC hosted an equipment retrofit meeting at ADC on 4 February 1959 for establishing procedures and/or directives. We were requested to finalize our proposal for a future meeting. This meeting is now scheduled at SPO for 2 April 1959.

b. The original 4620th proposal for initiating label changes, (5 December 1958), was disapproved by Rome Air Materiel Area due to contractual difficulties. An alternate system was proposed by Rome and accepted by ADC. The Rome procedure is not as streamlined nor sophistaicated as the 4620th would desire, however, it shows improvement over present methods.

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K-WG-4620-HI
Jan. 1960 –
Dec 1960

QUARTERLY HISTORIES, 4620TH AIR DEFENSE WING

1960

5-14 33-3

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RCS: AU-D5

HISTORICAL RECORD

of the

4620th Air Defense Wing (SAGE)

for the period ending

31 December 1960

AIR DEFENSE COMMAND

ADC FORM MAY 55 102

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Section I. REQUIRED DATA

1. UNIT AND LOCATION
4620th Air Defense Wing (SAGE)
2500 Colorado Ave, Santa Monica, Calif

2. NAME AND GRADE OF COMMANDER
Colonel Samuel C Galbreath

3. CHAIN OF COMMAND *(Superior Echelons)*
Headquarters, Air Defense Command
Headquarters, United States Air Force

4. SUBORDINATE UNITS *(Down to and including squadrons)*
None

5. MISSION *(Give authority and brief statement of primary mission)*
Authority: Air Defense Command Regulation 24-13, 16 Nov 1960. Act as field agency for Headquarters Air Defense Command to provide operational guidance to System Development Corporation concerning the design, implementation, installation, test, and utilization of operational SAGE Computer Programs in accordance with approved concepts and plans of Air Defense Command Headquarters. Insure that SAGE Computer Programs and Systems Training Programs produced by the System Development Corporati are based upon approved plans and concepts of Air Defense Command Headquarters. Assist, as directed, in the training of personnel for the SAGE system.

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	35*	9	0	45
ATTACHED	0	0	0	0

*Includes one Warrant Officer

7. EQUIPMENT *(Give official nomenclature and quantity of mission-type equipment)*
None

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Section II. COMMENTARY

GENERAL

Retirement and promotion were the personnel highlights of the Wing during this period.

Lt Colonel Herman M Farmer, Director of Computer Programming, applied for voluntary retirement effective 28 February 1961. Lt Colonel Leonard S Marshall, Chief of the Divisions and Documentation Division, Directorate of Operations, applied and was approved for voluntary retirement effective 31 January 1961.

Lt Colonel Karl E Soukikian assumed the silver leaf grade 1 November 1960. The leaves were pinned on by Colonel Edward C Gleed, the Deputy Commander (See Attachment 1). Captains Charles R Porter and Earl F Phillips, Directorate of Computer Programming, were notified of their selection for major. The promotions will become effective during 1961. Captain Phillips joined the Wing from the 734th AC&W Squadron. He reported 3 November 1960 and is the Air Surveillance Officer, Environmental Programming Division.

Captain Gerald V Kelley was notified of his selection for appointment in the Regular Air Force with the 7 year group of selectees. A former airman who was commissioned via OCS, Kelley was one of the few selectees who did not have college training.

Three officers entered the programmer course conducted by the System Development Corporation. Major Maynard E Stogdill and Captain Earl F Phillips, Directorate of Computer Programming, and Major Vern L Larson, Directorate of Plans and Development, will complete the course during February 1961.

The Wing personnel demonstrated their generosity by contributing $259.00 to the annual community chest drive. This was more than two hundred percent of the anticipated donations.

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January 1961 is inspection month. An Air Defense Command Inspection Team headed by Colonel Samuel Grashio will visit the Wing during the first part of the month.

Attachment 2 is a personnel roster for the Wing during this period.

S T A F F V I S I T S

The Wing's mission requires continuing staff visits to Air Defense Command Headquarters, to the headquarters of the various elements of the air defense ground environment system, and to the offices of other organizations, military and civilian contractors, associated with the SAGE program. These visits are made for the purpose of coordinating the efforts of the 4620th ADW/System Development Corporation with the Air Defense Command Headquarters staff and the military offices and civilian contractors associated with SAGE, and to provide briefings and guidance to the field elements of the air defense ground environment system. It is expected that within budget and manpower limitations, increased emphasis will be placed on staff visits in the future. Listed below are the more important staff visits made during this period. A summary of the purpose for the visit is indicated. Specific dates and personnel making the visits are not indicated unless considered essential for historical purposes.

1. AIR DEFENSE COMMAND

During December the Commander and members of the staff participated in a briefing of the Air Defense Command Headquarters staff at Colorado Springs. The briefing included present and future activities of the Wing.

Directorate of Operations personnel presented: a new operational plan for Safe Passage SAC EWO aircraft; assisted in the preparation of an Operational Employment Plan for interim NORAD COC; and participated in the re-writing of the IM-99B Operational Employment Plan.

(If additional space is required, continue on blank sheets, size 8x10½, appropriately numbered, and attached securely hereto)

TYPED NAME AND GRADE OF COMMANDER	SIGNATURE
SAMUEL C GALBREATH, Colonel, USAF	Samuel C Galbreath

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Directorate of Plans and Development personnel: made a presentation of the VITAL project; assisted in the rewriting of the 425L Operational Employment Plan; and, assisted in the preparation of the Operational Employment Plan for the proposed augmented NORAD COC.

Directorate of Computer Programming personnel discussed the possibilities of establishing a punch card system of data collection.

2. AIR DEFENSE GROUND ENVIRONMENT ELEMENTS

Staff visits were made to the Phoenix, Bangor, Boston, Los Angeles, Washington, Grand Forks, Great Falls, and San Francisco Air Defense Sectors, to the 30th Air Division and its sectors, and to the 26th Air Division. These visits were made for the purpose of briefing field personnel concerning 4620th ADW/System Development Corporation responsibilities and functions, model turnover briefings, and problem formulation briefings. Personnel of the Systems Training Directorate participated at the 25th and 30th Air Divisions in a survey being conducted by the System Development Corporation to determine problems which might exist in the SAGE system at this time that would or could have an adverse effect on the operational capability of the air defense ground environment system. Survey findings are to be published for the exclusive review, recommendations, and necessary action of the Air Defense Command Headquarters.

Personnel of the Systems Training Directorate participated in the 30th Air Division Operational Readiness Inspection.

3. 4666TH ADG, RICHARDS-GEBAUR AIR FORCE BASE, MISSOURI

Staff visits were made to observe Model 8.1, ie, live tests, frame time and program tests; to give a Model 8.1 briefing, and to make preliminary arrangements for the CC/DC compatibility test.

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4. ASSOCIATED MILITARY AND CIVILIAN CONTRACTOR OFFICES

The Director, Technical Functions, visited Command Control Defense Division ARDC, Hanscom Field, Mass., and IBM, Kingston, N.Y., to discuss time phasing and interim CCM capability to coincide with Bomarc B. IBM at Kingston presented a briefing on ALDRI (Automatic Low Data Rate Input).

The Directorate of Computer Programming was represented at WECO, New York, for the adaptation conference and phasing group meeting held during November.

Personnel of the Directorate of Plans & Development visited Point Magu NAS, California, for familiarization with ICONORAMA.

5. LOCAL CONFERENCES AND MEETINGS

A series of meetings were convened with representatives from Air Defense Command, 4620th ADW, 73rd Air Division, and System Development Corporation. The result was the formulation of aireraft characteristics/armament tactical adaptation for Model 8.1, the completion of specifications for the T-1 interceptor tactics program, and the scheduling of tests in the Kansas City Sector for the program. The meeting included delineation of areas and agencies responsible for the test. Extensive work has been accomplished on new fighter interceptor tactics for Model 8.1 and 9.

The first Boeing (Boston) and System Development Corporation technical exchange meeting of a recently established data exchange agreement was held in Santa Monica 9-10 November. The objective was to expedite SAGE/BOMARC integration. A study of BOMARC B Model 9 phaseover problems due to non-vertical installation of Model 9 was completed and sent to Air Defense Command Headquarters. It is expected that this study will be used by the ADC Headquarters staff as a basis of providing guidance to the Wing in this problem.

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Personnel of the Directorate of Systems Training participated in the formulation meeting for problem 728 for the 25th and 30th Air Divisions.

The Air Defense Command Computer Program Scheduling Committee met at Santa Monica with Wing and System Development Corporation personnel to formulate schedules for Model 9 for all Air Defense Command sectors.

P R O J E C T S

CURRENT

1. Project "Pare-down" for Model 10. This project is to reduce programming content of Model 10 to provide more space without reducing operational capability. (Operations)

2. Preliminary review of Model 9 documentation. (Operations)

3. BIRDIE testing requirements (programming support for the ESS/Hartford-Bridgeport AN/GSG-5 test) arranged. Coordination towards intitiation started. (Operations)

4. Project RUN. A joint 4620th ADW/System Development Corporation study of the entire SAGE data reduction area was completed. As a result, a proposal for a new DATA Reduction Program (short title RUN) was presented to Air Defense Command Headquarters and approved as a requirement for the Model 9 Program. Work was begun towards the final design of RUN. (Operations)

5. The overall documentation improvement program was continued. (Operations)

6. Model 9 documentation started. (Operations) Updating and review. (Computer Programming)

7. Project VITAL. Tactics simulation and verification was reviewed and decision made to continue work through this fiscal year. (Plans & Development)

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8. Proposed usage of Kansas City - review of possible new functions for the Kansas City Computer. System Development Corporation was asked to furnish their comments and requirements for change of function. (Plans and Development) Documentation project to study the integration of the various types of computer program specifications. (Plans and Development)

9. Remote Combat Center. A concept to provide the 28th and 29th Air Divisions with some automatic display features. (Plans and Development)

10. SAGE Vulnerability and Communications Vulverability Studies. 4620th ADW/ System Development Corporation. (Plans and Development)

11. Operational design for Model 10. (Plans and Development) This phase is expected to be completed during August 1961.

12. 32nd Air Division Phasing Plan. (Plans and Development)

13. Air Defense Command Computer Program and System Training operational requirements for FY 1962 budget preparation were documented and provided System Development Corporation. (Deputy Comdr. and Staff)

14. Checkout of Model 8.1 and phaseover plan. (Computer Programming) San Francisco, Great Falls, Grand Forks, and Los Angeles Air Defense Sectors, and Kansas City and 30th Air Division briefed.

15. Variable Display Equipment for Model 9. IBM was advised of these requirements as specified in System Development Corporation documents FN-4092 and FN-4092, S.1. (Technical Functions)

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16. Plans for relocating ACTER sites in the SAGE environment. Planning continued with Air Defense Command and System Development Corporation personnel. (Systems Training)

17. NORAD exercise "Desk Top IV" production continued on schedule. (Systems Training)

COMPLETED

1. New look at the need for Model 9. Study completed. (Plans and Development)

2. Model 8.1 was turned over the the Los Angeles Air Defense Sector. (Computer Programming)

3. Final review of Model 8.1 operational specifications and handbooks. (Wing staff)

4. Distribution quantity survey for Model 8 documentation. (Operations)

5. Model 8 training guide reviewed, published, and distributed. (Systems Training)

6. Air Defense Command allocation of: AN/GPS-T2B trainiher, AN/GPS-T4 trainer, and OA 1767/GPS-T2A (ECM attachment (ACTER), to the System Development Corporation early in 1961. (Technical Functions)

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M I S C E L L A N E O U S

1. SAGE Program change requests: Thirty-seven new SAGE program change requests were received and processing initiated. Twenty changes were in process. Of the total of fifty-seven, nineteen were approved and scheduled for implementation. Ten were handled without program changes. Twenty-eight were in process at the end of the period. (Operations)

2. Review and sign-off of Air Defense Command/System Development Corporation documents for external distribution.

   a. 47 Field Notes

   b. 3 Technical Memorandums
      (8 Volumes - Model 8 Documentation)

   c. 26 ADCM 55-series
      (Model 8 handbooks)

   d. 3 ADCM 55-series - Handbook revisions (Operations)

3. Installation problems for Minot Air. Seven hours designed. (System Training)

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Col Edward C Gleed, Deputy Commander pinning L/Colonels leaves on L/Col Karl E Soukikian, 1 November 1960.

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4620TH AIR DEFENSE WING (SAGE)
United States Air Force
2500 Colorado Avenue
Santa Monica, California

EXbrook 3-9411

PERSONNEL ROSTER AS OF: 1 December 1960

A new issue of the Personnel Roster will be published periodically as necessitated by data changes.

Listed personnel will report errors or data changes to the Administrative Services Officer.

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SYMBOLS

CP.....Command Pilot
SP.....Senior Pilot
P.....Pilot
PNF.....Pilot not on flying status
N.....Navigator
SN.....Senior Navigator
SO.....Senior Observer
AONF.....Aircraft Observer not on flying status
NR.....Not rated
MN.....Master Navigator

AFSC.....Air Force Specialty Code
(D).....Duty AFSC
(P).....Primary AFSC

FSSD.....Foreign Service Selection Date

TAFCSD.....Total active federal commissioned service date

PLSD.....Promotion list service date

SDC.....Indicates secretarial personnel furnished by System Development Corporation

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STRENGTH SUMMARY

OFFICER PERSONNEL

	COLONEL		LT COLONEL		MAJOR		CAPTAIN		W/O		TOTAL	
	Atzd	Asgd	Atzd	Asgd	Atzd	Asgd	Atzd	Asgd	Atzd	Asgd	Atzd	Asgd
COMMAND	2	2	-	-	-	-	-	-	-	-	2	2
ADMINISTRATIVE SERVICES	-	-	-	-	-	-	1	-	-	1	1	1
PLANS & DEVELOPMENT	-	-	1	1	3	1	-	2	-	-	4	4
SYSTEM TRAINING	-	-	1	1	1	1	1	1	-	-	3	3
OPERATIONS	1	1	2	4	7	4	2	4	-	-	12	13
COMPUTER PROGRAMMING	-	-	4	1	3	6	1	2	-	-	8	9
TECHNICAL FUNCTIONS	-	-	1	1	1	2	1	0	-	-	3	3
TOTALS	3	3	9	8	15	14	6	9	0	1	33	35

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STRENGTH SUMMARY

AIRMEN PERSONNEL

	SMSGT		MSGT		TSGT		SSGT		A1C		TOTAL	
	Atzd	Asgd	Atzd	Asgd	Atzd	Asgd	Atzd	Asgd	Atzd	Asgd	Atzd	Asgd
COMMAND	-	-	-	-	-	-	-	-	-	-	-	-
ADMINISTRATIVE SERVICES	1	-	-	1	1	1	1	1	-	-	3	3
PLANS & DEVELOPMENT	-	-	-	-	-	-	1	1	-	-	1	1
SYSTEM TRAINING	-	-	-	-	-	-	-	1	1	-	1	1
OPERATIONS	-	-	1	1	-	-	1	1	-	-	2	2
COMPUTER PROGRAMMING	-	-	-	-	-	-	1	1	-	-	1	1
TECHNICAL FUNCTIONS	-	-	-	-	-	-	-	-	1	1	1	1
TOTALS	1	-	1	2	1	1	4	5	2	1	9	9

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AUTHORIZED Grade-AFSC-Duty Title	ASSIGNED Name-Grade-AFSN-Primary AFSC-Duty AFSC	TAFCSD or PLSD	Date of Rank	Permanent Grade and Date of Rank	Acro Rating	Rated Service Dat-	Date Assigned WING	FSSD	Date of Birth
			COMMAND						
Air Commander Colonel 0066	Samuel C Galbreath Colonel 4677A Commander 0036(P) 0066(D)	7Dec 39	9Apr54	Colonel 22Jul59	CP	7Feb41	Jul59	Jun56	30Sep17
Air Commander Colonel 0066	Edward C Gleed Colonel 7345A Deputy Commander 0066(P) 0066(D)	5Nov39	31Mar59	LtColonel 5Nov57	CP	13Dec42	Apr60	Jun56	5Nov16
Secretary	Marilyn Lee Denes - SDC								

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				ADMINISTRATIVE SERVICES					
Admin Officer Captain 7024	Charles J Smithers CWO W3 951178E Admin Services Officer 7024(P) 7024(D)	-	29Apr57	CWO (W-3) 4May57	NR	-	Feb59	Aug54	19Aug17
Admin Sup't SMSgt 70490	William H Emery MSgt AF18001038 Admin Supervisor 70270(P) 70270(D)	-	15Nov43	-	NR	-	Apr59	Jun57	12Nov11
Admin Clerk SSgt 70250	Hubert L Kapus SSgt AF17265463 Classified Documents 70270(P) 70250(D)	-	1Feb53	-	NR	-	Apr60	May58	11Sep31
Secretary	Mildred Wood - SDC Mail, Publications, Distribution & Files								
Admin Sup'v TSgt 70270	Philip A Weatherford TSgt AF19363318 Personnel and Services 70270(P) 70270(D)	-	1Apr55	-	NR	-	May59	Sep54	13Jan30
Assistant	Evelyn Ellman - SDC								

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			DIRECTORATE OF PLANS AND DEVELOPMENT						
Planning & Programming Officer Lt Colonel 0076	Lee J Guilbeau Lt Col A0425830 Director 1716(P) 0071(D)	14Dec43	21Mar55	Colonel 15Jun57	CP	27Sep41	Jan59	Dec58	1Jul19
Admin Clerk SSgt 70250	Russell D Hamlett SSgt AF13318244 Administrative Clerk 70270(P) 70250(D)	-	1Dec52	-	NR	-	Jul59	Oct57	20Mar30
C&E Staff Officer Major 3016	Charles F Sterling Captain A02230900 Chief, Equipment Plans Division 3034(P) 3011(D)	14Sep51	20Apr56	Captain 17Aug56	NR	-	Jul58	Jul58	10Oct26
Weapons Director Staff Officer Major 1716	Vern L Larson Major 52292A Chief, Operational Plans Division 1716(P) 1716(D)	28Aug46	28Feb56	Major 28Aug60	SP	12Mar44	Jul60	Jun60	2May19
Weapons Director Staff Officer Major 1716	William A Flaherty Captain 44720A Chief, Computer Program Plans Division 1534(P) 1711(D)	21Mar52	12Feb58	Captain 28Mar59	SN	16Feb52	Nov58	Apr54	25Nov28

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	DIRECTORATE OF SYSTEM TRAINING								
Operations Staff Officer Lt Colonel 1416	Edward R Simon Lt Colonel 6782A Director 1416(P) 1416(D)	11Jan39	11Jan57	LtColonel 11Jan57	CP	28May43	Sept58	May57	11Jan16
Admin Clerk A1C 70250	Ellsworth J Lucas Jr SSgt AF13426832 Administrative Clerk 70250(P) 70250(D)	-	1Dec59	-	-	-	Sep60	Mar58	30Aug34
Weapons Director Staff Officer Major 1716	Hubert H Whitlock Major A0730692 Chief, Training Development Division 1716(P) 1716(D)	29Sep42	15Feb51	LtColonel 1Jul55	CP	29Sep42	Jul58	Jun56	9Aug15
Weapons Controller Captain 1744	Robert H Hale Captain A0571906 Chief, Training Prod & Fld Util Div 1744B(P) 1744B(D)	4Mar49	4Aug51	Major 1Jul55	NR	-	Oct58	Oct55	5Aug20

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	DIRECTORATE OF OPERATIONS								
Director Colonel 0036	Robert H Damico Colonel 9733A Director 0066(P) 0036(D)	27Jan42	7Apr59	Lt Colonel 1Jul59	CP	14Jan43	Sep59	Oct55	3Apr20
Admin Clerk SSgt 70250	Marvin A Schurke SSgt AF17309632 Administrative Clerk 70250(P) 70250(D)	-	1Aug53	-	NR	-	Aug58	Mar56	10Dec31
Secretary	Gloria Fiske - SDC								
Environmental Employment Division									
Weapons Director Staff Officer Lt Colonel 1716	Henry J Mazur Lt Colonel 9825A Chief, Environmental Employment Division 0076(D) 1716(D)	6Feb42	15Apr53	Lt Colonel 1Jul59	PNF	-	Sep60	Jul58	9Nov19
Weapons Director Staff Officer Major 1716	Jones F Webb Major 20732A Chief, Air Surveillance Branch 1716(P) 1716(D)	12Jun44	1Apr53	Major 12Jun58	SP	17Jan44	Aug59	Jun59	6Jul19
Weapons Director Staff Officer Major 1716	Harry N Johnson Major A0798812 Air Surveillance Officer 1716 (P) 1716 (D)	27Feb43	10Jan55	Major 11Feb55	MN	17Feb43	Jan60	Dec59	13Apr15

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			DIRECTORATE OF OPERATIONS (Cont'd)						
Environmental Employment Division (Cont'd)									
Weapons Controller Captain 1744	Sidney C Marlborough, Jr Captain A0740239 Air Surveillance Officer 1744B(P) 1744B(D)	27May47	1Apr53	Major 1Jul60	CP	10Mar43	Sep57	Apr55	17Sep20
Weapons Director Staff Officer Major 1716	George L Salem Captain 44047A Chief, Identification Branch 1711(P) 1711(D)	18Jul51	15Apr54	Captain 18Jul58	SN	20May44	Mar60	May57	9Jul24
Revisions and Documentation Division									
	Leonard S Marshall Lt Colonel 8951A Chief, Revisions and Documentation Division 0076(P) 1716(D)	29May41	15Apr53	Major 6Dec51	CP	13Dec42	Jul59	Jan58	21Aug16
Weapons Director Staff Officer Major 1716	Karl E Soukikian LtCol A0542062 Assistant Chief 1416(P) 1716(D)	11Mar45	1Nov60	Lt Colonel 1Jul55	SO	24Apr43	Sep60	Apr56	8Apr16
Weapons Controller Captain 1744	George H Sudikatus Captain 43057A Revision & Documentation Officer 1744B(P) 1744B(D)	19Aug50	18Nov55	Captain 19Aug57	PNF	15Apr44	Aug56	Jul56	25Jun22
Admin Sup'v MSgt 70270	Kenneth H Carroll MSgt AF44171006 Admin Supervisor 70270 (P) 70270(D)	-	1Apr53	-	NR	-	Jul60	Jul58	70ct27
Secretary	Darlene Goodman - SD								

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	DIRECTORATE OF OPERATIONS (Cont'd)								
Operations Staff Officer Lt Colonel 1416	Bacchus B Byrd, Jr Lt Colonel 6949A Chief, Weapons Employment Division 7016(P) 1416(D)	1Mar40	20Mar59	Lt Colonel 1Jul59	CP	3Jul42	Sep59	Jul55	1Apr16
Guided Missile Ops Staff Officer Major 1816	John J Simon Major 13535A Chief, Missiles Branch 1435(Z) 1811(D)	24Sep42	1Jun52	Major 14May57	CP	12Mar44	Aug60	Jul56	14Apr20
Operations Staff Officer Major 1416	James T Davis Major A0830419 Chief, Manned Interceptor Branch 1416(P) 1416(D)	60ct48	2Feb55	Major 13Apr55	SP	15Apr44	Aug56	Jul56	27Feb24
Weapons Director Staff Officer Major 1716	Gerald V Kelley Captain A03008360 Chief, Air Defense Artillery Branch 1744B(P) 1711(D)	18Jun54	24Dec59	Captain 11Mar60	NR	-	Aug57	Aug51	31Jan28

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	DIRECTORATE OF COMPUTER PROGRAMMING								
R&D Officer-Special Lt Colonel 8696	Herman M Farmer Lt Col 12055A Director 8696(P) 8696(D)	10Sep41	16Feb59	Major 10Sep56	NR	-	Jan56	May53	10Sep21
C&E Staff Officer Lt Colonel 3016	Robert L Lister Major A0857646 Chief, Program Planning Officer 3016(P) 3016(D)	3Mar46	15Apr54	Major 21Apr55	NR	-	Aug57	Aug54	11Jun23
Admin Clerk SSgt 70250	Donald L McCloy SSgt AF12286803 Administrative Clerk 70250(P) 70250(D)	-	1Nov54	-	NR	-	Sep58	Mar57	30Jan31
Secretary	Degi Miklas - SDC								
Environmental Programming Division									
Weapons Director Staff Officer Lt Colonel 1716	James K Golden Major 38803A Chief, Environmental Programming Division 1716(P) 1716(D)	3Mar 48	13May54	Captain 2Mar55	AONF	7Jan52	Jul59	Jan55	23Dec20
	Earl F Phillips Captain, A0801900 Air Surveillance Officer 1744A(P) 1711(D)	30Jun48	1Apr53	Captain 18Sep53	CP	29Apr43	Nov60	Oct60	20Dec18
Weapons Director Staff Officer Major 1716	Alexander D Burns Major A0571159 Chief, Adaptation Branch 1716(P) 1716(D)	18Aug47	13May54	Major 31May55	NR	-	Nov55	Apr54	27Nov16

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AUTHORIZED Grade-AFSC-Duty Title	ASSIGNED Name-Grade-AFSN-Primary AFSC-Duty AFSC	TAFCSD or PLSD	Date of Rank	Permanent Grade and Date of Rank	Acro Rating	Rated Service Date	Date Assigned WING	FSSD	Date of Birth
		DIRECTORATE OF COMPUTER PROGRAMMING (Cont'd)							
Weapons Director Staff Officer Major 1716	Harry Slider Major A02053806 Chief, Surveillance Branch 3044B(P) 1711(D)	2Apr48	25Jan55	Major 8Mar55	NR	-	Jan59	Aug54	21Feb17
Weapons Programming Division									
Weapons Director Staff Officer Lt Colonel 1716	John L Repko Major A0564118 Chief, Weapons Programming Division 3044B(P) 1711(D)	16Sep42	13May54	Major 7Jun54	NR	-	Feb59	Jan59	31May19
Operations Staff Off Major 1416	Maynard E Stogdill Major 32741A Chief, Interceptor Branch 1716(P) 1411(D)	23May44	2Apr58	Major 23May58	CP	23May44	Oct59	Sep59	11Feb23
Weapons Controller Captain 1744	Charles R Porter Captain A0521096 Chief, Air Defense Artillery Branch 1744B(P) 1744B(D)	17Sep47	11Mar51	Major 1Jul55	NR	-	Sep57	Mar56	18Jun17

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AUTHORIZED Grade-AFSC-Duty Title	ASSIGNED Name-Grade-AFSN-Primary AFSC-Duty AFSC	TAFCSD or PLSD	Date of Rank	Permanent Grade and Date of Rank	Acro Rating	Rated Service Date	Date Assigned WING	FSSD	Date of Birth
			DIRECTORATE OF TECHNICAL FUNCTIONS						
C&E Staff Officer Lt Colonel 3016	Shannon C McBee Lt Colonel 5587A Director 3016(P) 3016(D)	27May44	10Dec53	Lt Colonel 10Dec53	NR	-	Jan59	Dec58	15Jan13
Admin Clerk AlC 70250	Robert J Fenlason AlC AF17492755 Administrative Clerk 70250(P) 70250(D)	-	1Mar60	-	NR	-	Aug60	-	10Mar39
Communications-Electronics Staff Officer Major 3016	Raymond F Hakkila Major A0779441 Chief, Computer Division 3016(P) 3016(D)	28Mar46	28Dec56	Major 30Jan57	CP	23May44	Oct58	Feb58	24Oct21
Communications Officer Captain 3034	William H Aderhold Major A0675156 Chief, Associated Equipment Division 3016(P) 3034(D)	20Mar43	20Feb58	Major 1Jul55	CP	20Mar43	Oct58	Mar58	15Jan19

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Section II. COMMENTARY

ADMINISTRATION:

During this period three officers left the Wing.

Major Elmer B Hall, A0758691, former Director of Plans and Development, departed 11 July 1960 for the 1170th USAF Foreign Mission Squadron (MAAG), APO 63, San Francisco, California.

Captain Robert J Davis, 38125A, former Assistant Chief Operational Plans Division, Directorate of Plans and Development, departed 2 August 1960 for the 916th AC&W Squadron, Beausejour Air Station, Manitoba, Canada.

Major Albert K Hansen, Jr., A0398764, former Chief Missiles Branch, Weapons Employment Division, Director of Operations, was retired 30 September 1960. Attachment 1 is a copy of the General Order announcing Major Hansen's retirement.

Four Officers were assigned to the Wing and assumed duties on the dates indicated.

Lt Colonel Henry J Mazur, 9825A, from Hq Bangor Air Defense Sector, was assigned duty as Chief, Environmental Employment Division, Directorate of Operations on 6 September 1960.

Major John J Simon, 13535A, from Hq 33rd Air Division, was assigned duty as Assistant Chief, Missiles Branch, Weapons Employment Division, Directorate of Operations, on 19 August 1960.

Major Vern L Larson, 52292A, from 1170th Foreign Mission Squadron (AF Section, MAAG, Taipei, Taiwan), APO63, San Francisco, California, was assigned duty as Chief, Operational Plans Division, Directorate of Plans and Development, on 27 June 1960.

Major Karl E Soukikian, A0542062, from ADC Command and Systems Control Office, was assigned duty as Assistant Chief Revisions and Documentation Division, Directorate of Operations on 15 September 1960.

Lt Colonel Lee J Guilbeau, A0425830, former Chief of Environmental Employment Division, Directorate of Operations, was appointed Director of Plans and Development Directorate, effective 1 July 1960.

Colonel Edward C Gleed, 7345A, Wing Deputy Commander, received promotion to permanent Colonel, United States Air Force.

The Wing participated in the Air Force Aid Society Drive on 3 August 1960, and $60.00 in contributions were received.

Notification was received during this period that Major Elmer B Hall, former Director of Plans and Development, had received the Air Force Commendation Medal for exceptionally meritorious conduct in the performance of outstanding service to the United States from February 1946 to January 1960.

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DIRECTORATE OF OPERATIONS:

During this reporting period Col Robert H Damico, Director, Directorate of Operations, visited the 73rd Air Division, Tyndall AFB, Fla, for a conference and briefing on manned interceptor tactics as employed by the Interceptor Weapons School at that facility.

1. Pertinent activities of the directorate were as follows:

a. Environmental Employment Division (Chief: L/Col H J Mazur)

(1) L/Col Mazur assumed position as Chief of the Environmental Employment Division 12 September 1960, vice L/Col L J Guilbeau. Major J F Webb served as Acting Chief in the period between the re-assignment of L/Col Guilbeau as Director of Plans & Development and the arrival of L/Col Mazur.

(2) Major H N Johnson participated in the briefing of General Burns at ADC, 21 July on the Model 9 Content.

(3) WGOOP-E participated in the Model 9 Concurrence Meeting, 26-29 July. Major Webb was the Project Officer.

(4) Model 8 Operational Specifications and Handbooks reviewed and finalized.

(5) Model 9 Operational Specifications reviewed and areas of non-concurrence cleared.

(6) A study on Category Switch Selection began 15 August.

(7) A special project was set up to develop a program package involving Universal Siting and Differential Altitude proposals. Capt Marlborough is Project Officer.

(8) A new plan for Safe Passage of SAC EWO aircraft was developed and proposed during the quarter.

b. Weapons Employment Division: (Chief: L/Col Bacchus B Byrd, Jr).

(1) During this reporting period Major A K Hansen retired from active duty and was replaced by Major J J Simon.

(2) A major effort was expended during the quarter to accomplish the deletion of the Combat Center Weapons Pool, Automatic Commitment Option features, and Commitment Ratio features from the Model 8 program. L/Col Byrd journeyed to ADC 15-17 August to assist in presentation of the reconfigured Model 8 Weapons Assignment package.

(3) Work was continued on the Manned Interceptor Tactics package involving a series of meetings between ADC Tac Eval, 73rd Air Division, 4620th ADW and SDC. The experimental vehicle was slated for test in the Washington Air Defense Sector in early October. If favorably received, the Tactics package is to be retrofit to Models 8 and 9.

(If additional space is required, continue on blank sheets, size 8x10½, appropriately numbered, and attached securely hereto)

TYPED NAME AND GRADE OF ORDERER
SAMUEL C. GALBREATH
for Colonel, USAF
Commander

SIGNATURE
Samuel C. Galbreath

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RCS: AU-D5

HISTORICAL RECORD

of the

4620th Air Defense Wing (SAGE)

for the period ending

30 September 1960

AIR DEFENSE COMMAND

ADC FORM MAY 58 102

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Section I. REQUIRED DATA

1. UNIT AND LOCATION
4620th Air Defense Wing (SAGE)
2500 Colorado Ave, Santa Monica, Calif

2. NAME AND GRADE OF COMMANDER
Colonel Samuel C Galbreath

3. CHAIN OF COMMAND (Superior Echelons)

Headquarters, Air Defense Command
Headquarters, United States Air Force

4. SUBORDINATE UNITS (Down to and including squadrons)

None

5. MISSION (Give authority and brief statement of primary mission)

As outlined in ADC Regulation 24-13 - Insure that SAGE Computer Programs and SAGE Manual System Training Programs are based on the approved plans and operational concepts of Hq ADC. Act as field agency for Hq ADC to provide operational guidance to agencies concerned with the implementation, installation, test and utilization of operational SAGE Computer Programs in accordance with approved concepts of Hq ADC and assist as directed in the training of personnel for the SAGE System.

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	34*	9	0	43
ATTACHED	0	0	0	0

*Includes one Warrant Officer

7. EQUIPMENT (Give official nomenclature and quantity of mission-type equipment)

None

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SECTION II COMMENTARY (Continued):

(4) During the period 15 through 22 July Capt G V Kelley visited Headquarters 26th Air Division, Syracuse Air Defense Sector, Boston Air Defense Sector and New York Air Defense Sector to observe the 26th Air Division ORI and to coordinate data reduction matters.

(5) The requirements for the STRIP Data Reduction package were laid on for Models 6 and 8.

(6) Work was begun on a joint 4620th/SDC project to examine problems in data reduction and to develop a redesigned program and methods to accomplish SAGE data reduction.

(7) Sections 4 and 7 of the Bomarc "B" OEP were updated at the request of ADC.

(8) Major J J Simon attended the Phase II Battle Staff Course at Kansas City beginning 26 September 1960 and ending in the next quarter.

(9) Considerable effort by the entire division was expended in technical review of Models 8 and 9 documentation.

c. Revisions and Documentation Division: (Chief: L/Col L S Marshall)

(1) Personnel changes as follows:

(a) MSgt William H Emery elevated to position of Wing Administrative Supervisor (First Sergeant) effective 1 July 1960.

(b) MSgt Kenneth H Carroll assigned duties of WGOOP-R Administrative Supervisor 1 July 1960, vice MSgt Emery.

(2) Capt Sudikatus participated in the following Wing briefing efforts:

(a) 15 July at Santa Monica - IG Team from Norton AFB.

(b) 28 July at McChord AFB - 25th AD SAGE Operational Problems Committee (SOPC).

(3) Project efforts during the reporting period are as follows:

(a) Completed revisions to SAGE Battle Staff Course handout material and visual aids. WGOOP-R will continue to support the 4606th ADG requirements for these items.

(b) Model 8 Handbook and Operational Specification review completed 30 September. Documents will be prepared as camera-ready copy during next quarter.

(c) Distribution quantity survey questionnaire for Model 8 documents submitted to all field units on 30 September.

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SECTION II COMMENTARY (Continued):

(d) Initiated action to survey field units on quality aspects of documents. Questionnaire to be prepared and submitted during the next quarter.

(e) Completed SOP for internal Wing functions and responsibilities in processing SPCR's. Published as Wing Reg 55-1, 26 July 1960.

(f) Reviewed final draft of ADCM 55-32, submitted comments and corrections to ADC 25 August. Expected publication date now 15 October 1960.

(g) Initiated procedures for control of document revisions due to SPC's.

(4) The division received and initiated processing of twenty-five new SAGE Program Change Requests. Twenty-five program changes were in process, for a total of fifty. Twenty items were approved and scheduled for implementation, ten items were disposed of, not requiring program changes, leaving twenty items remaining in process.

(5) The division processed for review and sign-off the following ADC/SDC documents requiring external military distribution:

(a) 87 Field Notes.

(b) 10 Technical Memorandums.

(c) 9 ADCM 55- Handbook revisions.

DIRECTORATE OF COMPUTER PROGRAMMING:

1. Pertinent activities of the directorate were as follows:

During the third quarter of calendar year 1960, the Directorate of Computer Programming devoted most of its time in aiding in preparation of Model 8.1 for release to the field. Preliminary review of operational specifications and positional handbooks was accomplished in August 1960. In September a team effort resulted in a formal review and concurrence of Model 8 operational specifications and handbooks. LtCol Farmer on week of 12 September travelled to MOADS for purpose of becoming more familiar with MOADS facilities and to check on: 1) Activities planned for MOADS, 2) Future MOADS requirements for computer programmer support and 3) The degree of satisfaction with the present MOADS programmer support. There was no change in personnel during this period.

Personnel strength remains at eight (8) officers and one (1) airman.

a. Program Planning Officer - WGCCP-P

During the reporting period final work was completed on the phaseover plan from Model 6.1 to Model 8.1. By end-of reporting period,

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SECTION II COMMENTARY (Continued):

plan had been forwarded to ADC and concurrence received. In September work was started on a plan for phaseover from Model 8.1 to 9.

b. Weapons Programming Division - WGCCP-W

Personnel of this Division participated in the Model 9 documentation concurrence conference held in Santa Monica 26-29 July 1960. The prime areas of interest for this Division was weapons assignment, allocation and direction.

During the period 22 August to 23 September 1960, Major Repko participated as a member of the committee reviewing and rewriting the Model 8.1 operational specifications and handbooks (weapons direction, assignment and allocation).

At the end of the reporting period, this Division was studying the incompatibility problems that might exist during phaseover of Model 6.1 to Model 8.1. A letter outlining the problems and proposed solutions was being prepared for final review and forwarding to ADC.

Other meetings attended by Division personnel at SDC Santa Monica were:

(1) On 1-2 August, a tactics conference was held at Santa Monica to discuss the tactics package and its incorporation in Model 6.1. It was agreed that an experimental version would be prepared and tested at WAADS on 1 October 1960.

(2) The third AN/GSG-5, 6 test committee meeting held at SDC Santa Monica on 20-23 September 1960.

(3) Model 9 combined CC/DC program conference 13 to 16 September 1960. Participation in processing of SAGE program changes continued to require considerable time of Division personnel. A project to obtain costing and SPC status reports from SDC was nearing final approval. The following staff visits were made to observe model operation:

(a) Captain Porter visited Bangor ADS, 14-19 July 1960 to observe and participate in 26th AD ORI.

(b) Major Stogdill visited Tyndall AFB on 6-7 July to attend conference on new tactics package.

c. Environmental Programming Division - WGCCP-E

Officers of the Division completed review of Model 8.1 operational specifications and handbooks during reporting period.

Investigation of program operating time for Model 6.1 started in last reporting period is continuing and has been expanded to include Model 8.1

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SECTION II COMMENTARY (Continued):

During this reporting period the following staff visits were accomplished:

(1) On 13-19 July 1960, Major Burns visited 26th AD to observe Model 6.1 performance at Syracuse CC/DC during 26th AD ORI.

(2) On 24-26 August 1960, Major Golden visited Hq 25th AD and Seattle ADS. Purpose of visit was to determine the cause of the reclassification of all Fakers to Friendlies in SEADS during the 25th AD Tactical Evaluation on 13 August 1960.

(3) On 16-19 August 1960, Major Burns attended Model 8.1 adaptation concurrence conference at 25th AD, McChord AFB, and 28th AD, Hamilton AFB.

(4) On 6-9 September, Major Burns attended Model 8.1 adaptation concurrence conference at 29th AD, Malstrom AFB, Great Falls, Montana.

2. During the week of 26 September, Major Golden attended an orientation and briefing at the Aeronautical Charting and Information Center as a representative of ADC and returned via Kansas City to review the progress made on Model 8.1 testing.

DIRECTORATE OF PLANS AND DEVELOPMENT:

1. July 1960 - Continuing work on the Plan "X" figuration for the Air Defense system culminated in a large conference at New York City. This conference produced a rough draft OEP of Plan "X" for the 416L system. Normal staff action with the SDC Development Department took place during this month. Through these actions, we maintained knowledge and status of their projects.

Directorate members participated in the Model 9 Ops Specs concurrence meeting held here at SDC during July.

WGLPD provided a staff member for the Commander's staff visit to the 25th Air Division.

2. August 1960 - The final staff work on the Plan "X" OEP took place at Headquarters ADC, when the rough draft, mentioned in 1, above was cleaned up and the OEP was produced in final form.

Work on the remote Combat Center was started with a staff visit to Headquarters ADC during which the ground rules or framework for the R.C.C. were produced.

Members of WGLPD attended a conference at L.G. Hanscom Field (CCDC) at which a proposal for the RCC using IBM consoles with non-co-located Q-7 computers was evolved.

Repeated meetings with the magerial staff of the SDC Development Department kept the directorate abreast of their latest activities.

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SECTION II COMMENTARY (Continued):

3. September 1960 - Members of WGLPD participated in the conference, here at Santa Monica, which generated the MOP for the 35th NORAD Region. Also WGLPD was project office for the visit of B/Gen McCollom, CCDSO.

A large staff effort was expended with the Development Department in their projects of WARM, WALP, MISER and GUISE. Briefings on these projects were set up for the rest of the 4620th and for Headquarters ADC.

4. Personnel - Lt Col Guilbeau replaced Major E B Hall as Director of WGLPD. Major Larson replaced Captain Davis as WGLPD-O.

DIRECTORATE OF TECHNICAL FUNCTIONS:

1. During this quarter all equipment adaptation documents (SDC Field Notes with ADC cover letter) for Model 6.1 requiring updating were revised and brought up to date. This updating was required due to cancellation of gap-filler radar sites, BIRDIE and MM operational date changes and other technical reasons. Practically all equipment adaptation FN's were affected.

2. SPCC activity (and equipment only changes) stepped up considerably during this quarter. Apparently the procedures outline in ADC Manual 55-32 and in local SOP began to take effect during this period. On equipment only type changes a better understanding and better working relations exists between ADC Hqs, CCDSO, AMC-ESC and the Wing.

3. Airman First Class Robert J Fenlason was assigned to the 4620th, Directorate of Technical Functions, on 5 August 1960. Airman Fenlason was transferred (PCS) from the 789th AC&W Squadron (ADC), at Omaha, Nebraska. Airman Fenlason replaced A/1C Robert Nichols who was discharged on 5 August 1960.

4. On 3 August 1960, Major Hakkila visited the KCADS to discuss and try to resolve unique-to-site and temporary label problems. KCADS, operating under a Mythological Operation Environment (MOE) rather than the real environment, had never had unique-to-site labels specified for it. The conclusion reached, and agreed upon as a result of these discussions, was that KCADS would use temporary unique-to-site labels until about the Model 9 time period. At about the Model 9 time period KCADS will get a new MOE, and they will then specify unique-to-site label requirements to the 4620th ADW. The 4620th will then order these labels for the KCADS.

5. During the period 8-19 August 1960, Lt Col McBee visited WAADS, MOADS and Hurlburt Field. Primary purpose of this visit was to observe the Air Force (Blue Suit) Maintenance in an operational situation, observe FDDL and TDDL in an operational environment, coordinate in general on SAGE Computer and associated equipment matters and in particular on console temporary labeling procedures. Comments and recommendations concerning this visit were submitted to the Wing Commander in two (2) separate trip reports dated 25 August 1960.

6. On 16 August 1960, the Directorate of Technical Functions processed unique-to-site label requirements under a new concept, designed to reduce

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SECTION II COMMENTARY (Continued):

the lead-time on label procurement by approximately fifty-percent. It was requested that IBM take Engineering Change Memorandum action to procure blank labels from their sub-contractor, and hold these blanks at Kingston, New York, available for etching as soon as concurrence on label lettering is obtained. This action affects 8.1 unique-to-site labels. During this same period draft notes on the unique-to-site requirements for Model 8.1 were sent to WE/ADES and IBM for concurrence and/or comment.

7. During August 1960 the Computer Operator Study was received from ADC Hqs again. It was returned to ADC on 25 August 1960 with the recommendation that CCDSO (MITRE) was in a better position to perform this study than the 4620th ADW.

8. During September 1960, this directorate assisted in the review of Model 8.1 operational specifications and positional handbooks.

9. The second of the two (2) SDC procured high speed (SC-5000) Stromberg-Carlson printers became operational during the week 12-16 September 1960. IBM rented equipment which was replaced by these printers, was released on schedule as planned.

10. A check with Major Valentine of AFEMD revealed that the ADC (ADSO) request for a leased telephone circuit between AFEMD and ADC hqs had received a low priority. No definite target date for securing this circuit could be obtained. Major Valentine estimated that it would be secured in about a month (1 Nov 1960). This subject will be followed during the coming quarter.

11. Lt Col McBee presented a plan to the Command Section for consideration which would permit Wing personnel to receive "blue room" console re-orientation and instruction. SDC is now re-writing their SAGE operations and equipment course so that it will more nearly fit the needs of 4620th personnel and at the same time fill their own requirements. This course, which will be presented three hours daily for a period of two weeks, will offer training in console operation and symbology. It includes about 8 to 10 hours at the consoles in the blue room.

DIRECTORATE OF SYSTEM TRAINING:

1. Directorate efforts for the third quarter of calender year 1960 centered around Desk Top IV formulation, a rewrite of Model 8 Documentation and the new TBS configuration brought about by improved initial SSTP.

2. Pertinent activities of the directorate were as follows:

a. Training Development Division - WGSTR-D

(1) On 6 July the division hosted a 4620th Air Defense Wing - 4606th Air Defense Group conference on improved initial SSTP and TBS reconfiguration.

(2) Additional division activities were:

(a) Represented the Wing at the NORAD CPX conference held 9 August.

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SECTION II COMMENTARY (Continued):

(b) Met 15 August with representatives from Montgomery Air Defense Sector and the System Development Corporation to outline Category III testing requirements.

(c) Met with representatives of Burroughs Corporation for a briefing on AIRI on 29 August.

(d) Visited the project office at 220 Church St, New York on 1 September to discuss IBM's responsibilities in meeting TBS reconfiguration deadlines.

b. Training Production and Field Utilization Division - WGSTR-P

(1) During the period 13-20 July the division participated in the 26th Air Division Operational Readiness INspection.

(2) Considerable effort was devoted during the reporting period to a review and re-write of the Model 8 (simulation) documentation. Other activities were:

(a) Visited Los Angeles Sector 28 July to pre-brief the Commander and staff on Sector formulation responsibilities.

(b) Participated in the Montgomery Sector formulation meeting 15-17 August.

(c) Participated in the Los Angeles Sector formulation meeting 23-26 August.

(d) Participated in the 552nd AEW&C formulation meeting 15-16 September.

(e) Visited the Minot Air Defense Sector 29 September to pre-brief the Commander and staff on Sector formulation responsibilities.

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4620TH AIR DEFENSE WING (SAGE)
United States Air Force
2500 Colorado Avenue, Santa Monica, California

GENERAL ORDERS)
NUMBER 7)

1 September 1960

1. Announcement is made of the retirement of Major (Lieutenant Colonel) Albert K Hansen, Jr., A0398764, Chief, Missiles Branch, Weapons Employment Division, Directorate of Operations, 4620th Air Defense Wing (SAGE), 2500 Colorado Avenue, Santa Monica, California, effective 30 September 1960, after more than 21 years of active Federal military service.

2. Major Hansen was born in Sherman, South Dakota, 27 December 1917. He enlisted as a Private in the United States Army 3 May 1937, with Company M, 3rd Infantry, Ft. Snelling, Minnesota, and entered Flying Cadet Class 40F, February 1940, at Van DeGraaff Field, Tuscaloosa, Alabama. He graduated at Kelly Field, Texas, in October 1940 and was awarded a commission as 2nd Lieutenant and rated pilot. He served as an officer until November 1946 at which time he was separated from the service in grade of Major. He immediately reenlisted in the USAF in grade of Master Sergeant, and served in that grade until 1953 at which time he was recalled to active duty as Major USAF. Major Hansen served in Panama, England, and Korea. He was rated Command Pilot, October 1955, and has been awarded the American Defense Service Medal, European-African-Middle East Campaign Medal, with five battle stars for Normandy, Northern France, Central Europe, Rhineland Campaign, and Ardennes Campaign, American Campaign Medal, World War II Victory Medal, Korean Service Medal, with two battle stars for the United Nations Counteroffensive and Chinese Communist Forces Spring Offensive, United Nations Service Medal and National Defense Service Medal.

SAMUEL C GALBREATH
Colonel, USAF
Commander

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Section II. COMMENTARY

ADMINISTRATION:

Colonel Edward C Gleed, 7345A, assumed duties as Deputy Commander 1 April 1960. Colonel Robert H Damico, 9733A, the former Deputy Commander, assumed duties as Director of Operations, 1 April 1960.

Two officers were alerted for reassignment:

Major Elmer B Hall, A0758691, assigned to Taiwan
Captain Robert J Davis, 38125A, assigned to Beausejour, Canada

Both officers scheduled to depart the Wing during July 1960.

Major Vern L Larson, 52292A, was assigned to the Wing from Taiwan. He will assume duties as Chief, Operational Plans Division, Directorate of Plans and Development.

The Wing personnel participated 100% in Project Falcon Stadium.

The proposed Wing reorganization was given approval by Air Defense Command during June. It is expected that it will become effective during the 2nd Quarter of FY'61. The reorganization provides for a Command Section, five Directorates, and an Office of Administrative Services, with an authorized strength of 33 officers and 9 airmen. The functional responsibilities of the Wing have been updated and realigned.

DIRECTORATE OF OPERATIONS:

Col Damico assumed the position of Director of Operations on 1 April 1960, replacing Lt Col L S Marshall. During this reporting period, Col Damico performed the following TDY trips: 26 March - 15 April to Kingston, NY and Richards-Gebaur AFB, Mo., to attend Battle Staff Course; week of 9 May to ADC, Great Falls ADS, Seattle ADS and Hamilton AFB to discuss status of C-47 aircraft assigned to the Wing and for a staff orientation visit; week of 5 June to McChord AFB and Spokane ADS, Wash., for staff orientation visit.

1. Pertinent activities of the directorate were as follows:

a. Environmental Employment Division (Chief: L/Col L J Guilbeau)

(1) Work continued on SCC I Operational Specifications until 1 May 1960, at which time this concept was dropped from consideration.

(2) The division participated in the review of Model 8 Ops Specs.

(3) Proposed Ops Specs for Model 9 DC were reviewed and revised in accordance with current NORAD/ADC operational philosophy. L/Col Guilbeau chaired this project with division officers supervising working committees covering environmental areas. The review work entailed close scrutiny of documentation in preparation for the Model 9 Concurrence Conference.

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(4) Personnel-wise these developments took place:

(a) 1/Lt D A Smith requested and was granted release from active duty effective 6 May 1960. Captain G L Salem took over as Chief, Identification Branch.

(b) L/Col L J Guilbeau was elevated to the position of Director, Directorate of Plans and Development on 30 June 1960.

(c) Maj J F Webb moved up to Chief, WGDO-E, with Major Johnson replacing him as Chief, Air Surveillance Branch in the division.

(5) Capt Salem completed SDC's eight week course in Operational Design.

(6) The new track numbering system as formulated by Capt Marlborough was approved.

(7) Capt Salem began work on a study to find an alternate means of adequately handling SAC EWO routes. The current procedure of making up Strike Route Information Books (SRIB's) is proving useless in that the informati is getting to using units in a usable form too late to be of value. Delay times encountered in receipt of information from SAC, production time at SDC, dissemination time to field units and reproduction time at using units add up to a total delay that make the SRIB's next to useless. A more expeditious means of strike route dissemination is needed.

(8) Lt Col Guilbeau attended a conference at ADC on 4 April at which time future developments of the Air Defense System were discussed. Maj Johnson and Capt Salem made staff visits to the 26th Air Division and the Boston, Syracuse and New York Air Defense Sectors.

b. Weapons Employment Division - WGDO-W

Chief, Lt Col Bacchus B Byrd, Jr

(1) There were no personnel changes during this period. Replacement, Major Simon, was forecast for Maj Hansen who will retire 30 September 1960.

(2) Officers of the division reviewed Model 9 documents as preparation for the oncoming concurrence meeting. Documents pertaining to Weapons Assignment, Weapons Direction and Guidance, Recording and Army Air Defense were reviewed.

(3) The division participated in the re-write of ADCM 55-32, the manual outlining procedures for processing program changes.

(4) Lt Col Byrd completed the SAGE Battle Staff Course at Kansas City.

(5) TDY's as follows were accomplished:

(a) Lt Col Byrd attended the Model 6 Interceptor Program

(If additional space is required, continue on blank sheets, size 8x10½, appropriately numbered, and attached securely hereto)

TYPED NAME AND GRADE OF COMMANDER	SIGNATURE
SAMUEL C GALBREATH, Colonel	

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HISTORICAL RECORD

of the

4620th Air Defense Wing (SAGE)

for the period ending

30 June 1960

AIR DEFENSE COMMAND

ADC FORM MAY 58 102

Attch 6

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Section I. REQUIRED DATA

1. UNIT AND LOCATION
4620th Air Defense Wing (SAGE)
2500 Colorado Ave, Santa Monica, Calif

2. NAME AND GRADE OF COMMANDER
Colonel Samuel C Galbreath

3. CHAIN OF COMMAND (Superior Echelons)

Headquarters, Air Defense Command
Headquarters, United States Air Force

4. SUBORDINATE UNITS (Down to and including squadrons)

None

5. MISSION (Give authority and brief statement of primary mission)

As outlined in ADC Regulation 24-13 - Insure that SAGE Computer Programs and SAGE and Manual System Training Programs are based on the approved plans and operational concepts on Hq ADC. Act as field agency for Hq ADC to provide operational guidance to agencies concerned with the implementation, installation, test and utilization of operational SAGE Computer Programs in accordance with approved concepts of Hq ADC and assist as directed in the training of personnel for the SAGE System.

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	33*	8	0	41
ATTACHED	0	0	0	0

*Includes one Warrant Officer

7. EQUIPMENT (Give official nomenclature and quantity of mission-type equipment)

None

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SECTION II COMMENTARY (Continued):

demonstration at Kansas City.

(b) Maj Hansen attended the IM-99 Weapon Phasing Group meeting at Hill AFB.

(c) Maj Davis went to Kansas City to observe the experimental test package for development of Manned Interceptor tactics and to the Seattle and Spokane sectors to observe tactics.

(d) Capt Kelley attended a meeting of the Standing Committee for BIRDE at ADC/USARADCOM at which time a frame of reference for BIRDE integration and testing was developed.

c. Revisions and Documentation Division - WGDO-R

Chief: Lt Col Lee S Marshall

(1) Lt Col L S Marshall assumed the duties of Chief of the division on 1 April 1960, vice Capt G H Sudikatus who was designated Assistant Chief. No other personnel changes.

(2) Capt Sudikatus participated in the 4620th/SDC SAGE Battle Staff presentation at Kansas City on 12 April, the last scheduled presentation for FY 1960. 4606th assumes this responsibility for the next class scheduled September 1960. WGDO-R has project to revise course handout and visual aids, to furnish same to 4606th by 1 August.

(3) The division processed for review and sign-off the following ADC/SDC documents requiring external military distribution:

(a) 71 Field Notes.

(b) 17 Technical Memorandums - TM(ADC) includes Model 6.1 operational specifications and MCTG.

(c) 15 ADCM 55 - Positional Handbooks and Revisions.

The above included completion of Model 6 Documentation revision project, to update the basic material to reflect Model 6.1 content.

(4) In the area of SAGE Program Changes, the division received and initiated processing of 25 new SPCR's approved by Headquarters ADC SAGE Program Review Committee. In addition to these, 28 program changes were in process, for a total of 53 in the mill during the reporting period. 28 items were approved and scheduled for implementation by the SAGE Program Change Committee (SPCC).

(5) Captains Lyons and Barkus, 4606th ADG, here on staff visit week of 9 May, for purpose of gathering background material in preparation for their assumption of 4620th/SDC portion of SAGE Battle Staff Course presentation. WGDO-R turned over all available visual aids at this time.

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SECTION II COMMENTARY (Continued):

(6) Several management procedures for SPC's and Documentation were implemented to include:

(a) Revising (streamlining) procedures.

(b) Preparing written SOP's of these procedures.

(c) Implementing use of form letters, control charts, etc. In documentation alone, this effort resulted in an estimated savings to ADC/SDC of over $100,000 for FY 1960. It is estimated that FY 1961 savings will be increased appreciably.

(7) The division participated in an ADC conference held in Santa Monica on 23 June for purpose of revising procedures contained in ADCM 55-32. ADC will submit revised draft for final review early in next quarter.

DIRECTORATE OF COMPUTER PROGRAMMING:

1. Pertinent activities of the directorate were as follows:

During the second quarter of calendar year 1960, the Directorate of Computer Programming devoted most of its time and effort on getting Model 6.1 peaked-up for operational readiness. The re-write of positional handbooks was completed, work continued on Model 8 and a re-evaluation is being made of Model 9 to meet the operational requirements that can be realized based on present funding.

There was no change in personnel during this time period and the Directorate reflected a manning strength of eight (8) officers and one (1) airman.

a. Program Planning Officer - WGCP-P

Work was completed on computer programming input for SDC FY 1961 budget. On 7-8 June, Major Lister travelled to Ent AFB to brief ADC and NORAD personnel on the proposal for Direction Center/Combat Center compatibility testing. During the latter part of the second quarter of calendar year 1960, a meeting was convened at Santa Monica with ADC Model Scheduling Committee and a schedule of equipment availability and program turnover dates were established for Model 6.1 and subsequent models. In addition to this, a schedule for equipment phaseover was established with WE/ADES and the problems of templates for the phaseover from Model 6.1 to Model 8.1.

b. Weapons Programming Division - WGCP-W

Personnel of this Division contributed to the review of model documentation which included finalizing the remaining Model 6 documentation, preliminary review of Model 8 Operational Specifications and review of the proposed Model 9 Operational Specifications.

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SECTION II COMMENTARY (Continued):

During this period, several trips were made to various locations to observe model operation. Major Repko visited Kansas City MOE to investigate reported problems in Model 8.0 which was released to that location on 1 May 60.

Major Stogdill also visited Kansas City during the testing of the Double Offset Tactics; one of three programs he is assisting Tactical Evaluation Section, ADC, in developing.

Captain Porter visited BOADS, Fort Heath, and MITRE, to determine the problems that could arise in the transition of a Manual AADCP to an Automatic AADCP. A return trip was made to BOADS and the 26th AD (SAGE) for the purpose of observing Model 6.1 implementation with special emphasis on the Air Defense Artillery portion.

Considerable activity was experienced by all Division personnel in SAGE Program Changes and their incorporation into computer programs.

c. Environmental Programming Division - WGCP-E

During this time period a review was made of ADCM 55-32, specifications for Model 9 Height, re-searching program operating time in Model 6.1 Height; completed study on live inputs/outputs for Santa Monica; processed routine correspondence, and attended necessary meetings.

Field trips were made to BOADS to attend Adaptation Data Concurrence Conference for Model 8; WECO NY to discuss equipment adaptation and phase over Model 6.1 to 8.1; and Kansas City MOE to observe testing of Model 8 and observe SAFE Data Test.

DIRECTORATE OF PLANS AND DEVELOPMENT:

1. April 1960 - During April, considerable staffing was expended upon the FY 1961 SDC budget. This effort was concentrated in the Development Department's portion of the SDC budget. The review of Model 8 (ADA portion) documentation was completed. Also in April, ADC plans for the future were jelled into three choices: X, Y and 5A. TDY to Ent AFB was necessary along with routine staffing with SDC so that the computer programming would proceed with ADC plans. Directorate personnel accompanied the Wing Commander on an indoctrination trip to WAADS, MOADS and Eglin #9.

2. May 1960 - During May, the Directorate participated in the annual ADC ECCM conference at Ent. Routine staffing with SDC concerning the Model 9 Operational Specifications was carried out. Further work on Plans X, Y and 5A was pursued towards the goal of selecting one configuration of future air defense. Finally, Plan X was selected and variations of X had to be staffed. The 35 Air Division Q-7 program required considerable work. Normal staff work with the Development Department of SDC was carried out.

3. June 1960 - During June of 1960, the Directorate participated in a BMEWS progress briefing held at Ent AFB. Also, the Directorate set up a meeting at which Col Ogan (ADC - ASO at BMD) discussed the Midas. The Plan X work continued

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SECTION II COMMENTARY (Continued):

as environmental features were chosen and the variation C of Plan X was selected. This variation concerned the Q-7 computer at North Bay. Work then started on the proposed CC/DC program. A staff visit to Grand Forks ADS to check Model 6 was accomplished. Additional routine staffing concerning Model 9 Operational Specifications also took place.

4. As the period came to a close, there were personnel changes in the Directorate. Lt Col L J Guilbeau replaced Maj Hall as Director and Maj V L Larson was assigned as Capt Davis' replacement.

DIRECTORATE OF TECHNICAL FUNCTIONS:

1. Major Hakkila returned to duty on the 6th day of April 1960 following completion of the 18-week Computer Maintenance Officer Course which was conducted at IBM Kingston, New York. This is the "Headstart" portion of project "Blue Suit" (AF Assumption of Computer Maintenance).

2. Official notification was received on 28 April 1960 terminating the requirement of the work statement calling for preparation of building #4 for the installation of the Q-32 and associated equipment. AMC processed this notification to SDC thru the AMC Resident Contract Officer at 2500 Colorado Avenue.

3. On 20 May 1960, ADC directed the 4620th to initiate ECM action through label change channels for the procurement of console templates necessary for operating the Model 6.1 computer program in Model 8.1 configured equipment time period. WGTF processed the template requirement on 24 May 1960 in accordance with ADCM 55-32.

4. Equipment Adaptation documents (ADC approved FN's) for Model 6.1 were completed on 31 May for all DC's and the three (3) cc's. These are the documents which specify the unique-to-sector labels, site identity codes and simplex data distribution terminal connections.

5. During the month of June 1960, the IBM 709 computer and associated data processing equipment was moved from building #1, 2500 Colorado Ave., to building #5, Olympic Blvd.

6. SDC completed acceptance tests on the first of two (2) Stromberg-Carlson (SC 5000) high-speed printers on 10 June 1960. As a direct result of this acceptance, one (1) of the two (2) commercially rented IBM high-speed printers was released, and release of the other is expected momentarily.

7. On the 14th of June 1960, Major Hakkila visited IBM Kingston, NY to discuss permanent labels, temporary labels and Model 6.1 templates. On the 15th of June 1960, he visited AMC-ESC to discuss ECM and ECP procedures.

8. Lt Col McBee completed the Operations Design Branch Course on 24 June 60. This System Development Corporation course was 8 weeks in length with 4 hours per day of classroom time.

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SECTION II COMMENTARY (Continued):

9. During this quarter the Wing started receiving agenda and minutes of the Management Review Committee Meetings at L G Hanscom Field. It is felt that due to personal contact and an increased interest on the part of all concerned, better coordination is being effected between the various agencies involved in SAGE.

DIRECTORATE OF SYSTEM TRAINING:

1. Highlights: DESKTOP III AIDS production completed and mailed to all participating units. All members of directorate observed the exercise at various levels of command.

2. Pertinent activities of the directorate were as follows:

a. Training Development Division - WGTR-D

(1) Lt Col Simon attended Kansas City training conference at Headquarters ATC on 5 April 1960.

(2) SRIB conference held on 14 June 1960.

(3) Lt Col Simon attended AIRI conference at Wright-Patterson AFB on 20 June 1960.

b. Training Production and Field Utilization Division - WGTR-P

(1) Albuquerque manual indoctrination on 6 April 1960.

(2) WGTR-P participated in 29th Air Division ORI during period of 25 April to 4 May 1960.

(3) WGTR-P participated in Battle Staff Briefing for Kansas City Sector on 12 April 1960.

(4) 552nd indoctrination on 18 April 1960.

(5) Reno ADS formulation meeting on 14 June 1960.

(6) Kansas City ADS (manual) indoctrination for airmen (STP-NCO's) on 21 June 1960.

(7) Great Falls ADS formulation on 28 June 1960.

3. FY 1960 production has been completed for all specified units. Last packages will be mailed during final two weeks of July 1960.

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HISTORICAL RECORD

of the

4620th Air Defense Wing (SAGE)

for the period ending

31 March 1959

AIR DEFENSE COMMAND

ADC FORM MAY 58 102

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Section I. REQUIRED DATA

1. UNIT AND LOCATION
4620th Air Defense Wing (SAGE)
2500 Colorado Ave, Santa Monica, Calif

2. NAME AND GRADE OF COMMANDER
SAMUEL C GALBREATH, Colonel

3. CHAIN OF COMMAND (*Superior Echelons*)

Headquarters, Air Defense Command
Headquarters, United States Air Force

4. SUBORDINATE UNITS (*Down to and including squadrons*)

None

5. MISSION (*Give authority and brief statement of primary mission*)

As outlined in ADC Regulation 24-13 - Insure that SAGE Computer Programs and SAGE Manual System Training Programs are based on the approved plans and operational concepts of Hq ADC. Act as field agency for Hq ADC to provide operational guidance to agencies concerned with the implementation, installation, test and utilization of operational SAGE Computer Programs in accordance with approved concepts of Hq ADC and assist as directed in the training of personnel for the SAGE system.

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	34*	7	0	41
ATTACHED	1	0	0	1

*Includes one Warrant Officer

7. EQUIPMENT (*Give official nomenclature and quantity of mission-type equipment*)

None

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Section II. COMMENTARY

ADMINISTRATION:

Colonel Edward C Gleed, 7345A, was assigned to the Wing during February 1960. He will assume duties as Deputy Commander effective 1 April 1960. Concurrently, Colonel Robert H Damico, 9733A, the former Deputy Commander, will assume duties as Director of Operations and Lt Colonel Leonard S Marshall, 8951A, will assume duties as Chief, Revisions and Documentation Division, Directorate of Operations, both assignments effective 1 April 1960.

Four officers were reassigned from the Wing:

Lt Colonel George R Kauffman, 2985A, assigned to Korea
Lt Colonel Richard Spielan, 7466A, assigned to Cannon AFB, New Mexico
Major Sidney M Chesler, A0560779, assigned to Newfoundland
Major James R Lakey, A0767286, assigned to Labrador

Two officers were assigned to the Wing during this period. Both officers have been assigned duties as Air Surveillance Officers within the Directorate of Operations. Major Harry N Johnson, A0798812, was assigned to the Wing from foreign service. Captain George L Salem, 44047A, was assigned to the Wing from Mather Air Force Base, California.

SMSgt Clemens W Apitz, AF6825206, the Wing Sergeant Major, retired 31 March 1960 after more than 25 years of service. (See Attachment 1). SMSgt Apitz was awarded the Air Force Commendation Medal for services performed during the period 12 February 1959 through 31 December 1959. (See Attachment 2).

Major James K Golden, 38803A, presently assigned to the Wing as Chief of the Environmental Programming Division, Directorate of Computer Programming, was awarded the Air Force Commendation Medal by Headquarters 26th Air Division for services performed during the period 20 February 1956 through 1 July 1959. (See Attachment 3).

Captain Gerald V Kelley, A03008360, was promoted to the rank of Captain effective 1 January 1960.

Staff Structure reorganization of the Wing accomplished during this period is indicated in the attached orders. (Attachments 4 and 5).

Major Elmer B Hall, A0758691, Director of Plans and Development, was hospitalized at Letterman General Hospital during the period 25 January 1960 through 17 March 1960.

The Wing participated in the annual Community Chest Campaign. It was congratulated by Major General O. J. Ritland, Chairman for Military Organizations in the Los Angeles area, for achieving 152% of quota.

DIRECTORATE OF OPERATIONS:

1. Pertinent activities of the directorate were as follows:

a. Environmental Employment Division - WGDO-E

Chief: Lt Col Lee J Guilbeau

(1) All members of the division participated in the SCC I Operational Specifications concurrence meeting 12-15 January 1960.

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(2) The Revisions and Documentation Branch of the Environmental Employment Division became a separate division on 15 February 1960.

(3) Major S Chesler was reassigned to 64th Air Division on 1 March 1960.

(4) Major H N Johnson was assigned to the Division on 14 March 1960; he was assigned within the division to the Air Surveillance Branch. Captain G L Salem was assigned to the division 10 March 1960 and was subsequently assigned to the Identification Branch.

(5) The Division devoted a great deal of effort to the Model 6 and 8 documentation review activity.

b. Weapons Employment Division - WGDO-W

Chief: Lt Col Bacchus B Byrd, Jr

(1) There were no personnel changes during this period. Major Hansen and Captain Kelley were forecasted as tentative losses.

(2) In January all personnel of the Weapons Branch participated in a pre-conference meeting with SDC on SCC I. The entire week 11-15 January was taken up with the SCC I conference here at SDC. We also had a conference on MORT here with representation of the Wing/SDC/BTL participating. BTL was mainly interested in finding out how to identify just what program/compools that they were using so that their test results would be valid.

(3) For BOMARC, ADC required major program changes that have been accomplished by retrofitting to the current operational models. These are changing the BOMARC A Salvo Rate and providing a manual back-up to the status reporting system and launch.

(4) Major Davis and Captain Kelley spent a week at Kansas City ADS participating in a Model 6 demonstration. Major Hansen participated in a week long meeting at ADSID on BOADS/Ft Heath test problems. This area was mainly concerned with the testing of AA functions and fell out as mainly a scheduling problem of equipments against test schedules.

(5) In the Manned Interceptor field the problem of Dual Configuration of Fighter Aircraft is still unresolved. There have been meetings with ADC/SDC and of flow of correspondence on this subject.

(6) In the AA field, Model 5 ODAP problems in the 26AD were resolved for the "Sioux Arrow" exercise. Work was started on a new method of centroid calculations for multiple ADA complexes. An expansion of table CORØ for SIF tests was accomplished.

(7) The major effort during this period was document review for Models 6 and 8. This required a detailed and painstaking going-over of all documents. Errata sheets were prepared and when double-checked were signed off by representatives of the Wing and SDC as being correct. These then were used to update the pertinent

(If additional space is required, continue on blank sheets, size 8x10½, appropriately numbered, and attached securely hereto)

TYPED NAME AND GRADE OF COMMANDER
SAMUEL C GALBREATH, Colonel

SIGNATURE
Samuel C Galbreath Col USAF

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SECTION II COMMENTARY (Continued):

document. A Wing representative was on each committee in every field affected by the program.

(8) During this period Lt Col Byrd and Major Davis attended jet instrument school at Oxnard AFB. Major Hansen, Major Davis and Captain Kelley had leaves. Lt Col Byrd accompanied Col Galbreath on a visit to the Boston Air Defense Sector in January.

c. Revisions and Documentation Division - WGDO-R

Chief: Capt G H Sudikatus

(1) Captain Sudikatus and Captain Porter (WGCP-P) spent three days, 26-28 January at ADC (ADOOP-ES) assisting in the organization of SAGE Program Review Committee reference materials and briefing ADC personnel on background history, past methods of processing change requests, and discussing new procedures to be initiated at ADC under ADCM 55-32.

(2) Revisions and Documentation Branch attained division status on 15 February 1960, reporting directly to the Director of Operations.

(3) The division participated in the SAGE Battle Staff presentation at KCADS on 8 March 1960.

(4) Production was halted on Model 6 Positional Handbooks pending complete review and revision/republishing where necessary. A total of eighteen handbooks had been published, fifteen of which were distributed, three withheld pending completion of review. Revised handbooks will be published 1 April and distributed by 15 April. Revisions will reflect contents of Model 6.1.

(5) In the area of program changes, during the reporting period 36 new items entered the processing channels, bringing the grand total to 248 to date. A total of 37 items were approved and scheduled.

DIRECTORATE OF COMPUTER PROGRAMMING:

1. Pertinent activities of the directorate were as follows:

During the first quarter of calendar year 1960, the Directorate of Computer Programming was reorganized to consist of Director, Program Planning Officer, Environmental Programming Division, and Weapons Programming Division. This was done to maintain continuity of program functions from model to model, provide for development of personnel with detailed technical background, and allow for flexibility of peak work-load.

The Directorate lost Major James Lakey in this time period on permanent transfer. No new personnel were acquired; reflecting a manning strength of eight (8) officers and one (1) airman.

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SECTION II COMMENTARY (Continued):

Considerable time and effort was expended by all personnel of the Directorate on a rewrite of Models 6-8 documentation.

a. Program Planning Officer - WGCP-P

This position in the Directorate was unaffected by the reorganization, and functions remained the same. The Program Planning Officer represented the Wing at the SAGE Computer Program Model Scheduling Committee Meeting at ADC in January. It was agreed that Model 6.1 would be scheduled to go operational in all operational sectors on the same date. Model 8 was re-scheduled to allow the 26th and 30th AD (SAGE) to become operational on a coincident date with ADC/FAA configured boundaries.

Field trips were made to ADC and Kansas City during this time period. In addition, computer programming input was provided for SDC FY 1961 budget to accomplish ADC's operational requirements.

b. Weapons Programming Division - WGCP-W

The Directorate reorganization eliminated the Program Improvement and the Model Manager concept, and created the Weapons Programming Division. This Division consists of Chief, Weapons Programming Division; Chief, Interceptor Branch; and Chief, Air Defense Artillery Branch.

During this period, assistance was rendered SDC in establishing a Design Change processing plan. Personnel represented the Wing at ADC and assisted in the organization of SAGE Program Review Committee, reference materials, files, and other documentation.

On February 1, 1960, Model 8 was released by Program Design Branch to Program Production Branch as scheduled, and Package II of Model 8 (preproduction) was released to SDC at MOADS and Lexington Development Group.

c. Environmental Programming Division - WGCP-E

The Directorate reorganization established this Division with the following structure: Chief, Environmental Programming Division; Chief, Adaptation Branch; Chief, Surveillance Branch.

During this time period, personnel of this Division made the following trips: Montgomery ADS to observe Model 6; Kansas City to rewrite Model 6 Height Specs; Kansas City to observe live testing of Model 6.1 and observe height area corrections; Kansas City to discuss model implementation plans; ADC on adaptation meeting; McChord ADS on Model 6 Adaptation Concurrence Meeting; Orlando AFB to enlist aid of Air Photographic and Charting Service for radar site orientation; and Duluth ADS Adaptation Concurrence Conference on Models 6 and 8 for 30th Air Division (SAGE).

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SECTION II COMMENTARY (Continued):

DIRECTORATE OF SYSTEM TRAINING:

1. During the first quarter of calendar year 1960, Directorate efforts were largely devoted to furnishing Air Defense Command training requirements to the System Development Corporation for use in the preparation of the corporate fiscal year '61 budget. The guidelines furnished the corporation detailed such items as production of training materials, on-site support and training and simulation development. This project culminated in a Wing-SDC budget presentation at Headquarters, ADC on 9 March 1960.

2. Pertinent activities of the directorate were as follows:

a. Training Development Division - WGTR-D

(1) During the period 13-23 January, the Division participated in the 28th Air Division Operational Readiness Inspection. On 19 January the Division hosted an ADC/SDC chaired SAGE ECM training conference. Attendees at this conference included sector and division ECM and MTU officers and SDC field representatives.

(2) Additional Division activities were:

(a) Represented the Wing at a SAGE equipment conference at Kansas City during the week of 1 March 1960.

(b) Participated in the improved initial SSTP briefing at Headquarters ADC on 10 March 1960.

(c) Participated in the Battle Staff briefings at the 4606th Air Defense Group on 9 February and 22 March 1960.

(d) Hosted an ADC "Training Devices" conference at SDC on 30 March 1960.

b. Training Production and Field Utilization Division - WGTR-P

(1) During the week of 6 January, the Division participated in a conference attended by SDC manual field representatives. The purpose of the conference was to plan an orderly phase-out of the Manual System Training Program in line with FY '61 training requirements.

(2) A large portion of the division workload during this reporting period was devoted to a review and re-write of the Model 6 (Simulation) documentation. Other activities were:

(a) Attended the 4606th Air Defense Group briefing for MTU officers regarding Model change training.

(b) Participated in a Personnel-training conference at ADSID on 8-9 February 1960.

(c) Submitted to Air Defense Command, for inclusion in the SAGE Logistics Handbook, a draft outlining the responsibilities of SDC on-site personnel.

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SECTION II COMMENTARY (Continued):

(d) Participated in the 25th Air Division (SAGE) formulation meeting for design of problem 101.

(e) Participated in the KCADS (Manual) STP officers indoctrination on 29-30 March 1960.

3. As of 31 March 1960, production of the NORAD exercise "Desk Top III" was continuing on schedule.

DIRECTORATE OF PLANS AND DEVELOPMENT:

1. During the first two weeks of January, WGPD was concerned with the ALRI OEP document and SCC I operational specifications. Various meetings and conferences were conducted to alter and/or augment the OEP for ALRI. WGPD chaired several SCC operational specifications meetings and participated in concurrence meetings.

2. Captain Sterling was TDY 25-29 January at Orlando AFB, Florida to assist in writing the BIRDE OEP. The result of this TDY was a completed OEP document.

3. Captain Flaherty spent the major portion of February chairing the Model 6 re-write effort for ADA. A series of documents were corrected and re-written. SDC Development Department briefings were established on a bi-monthly basis to further enhance coordination and direct activities.

4. Captain Flaherty continued the Model 6 re-write effort throughout March. The result of his efforts culminated in completely re-written documentation pertaining to Model 6. He followed the Model 6 effort with a similar study of Model 8.

5. The SDC Development Department presented two briefings of activities during the month of March and WGPD continued to assist in their project priority scheme, requesting deletion, addition, or alteration of plans.

6. Major Hall returned from Letterman General Hospital on 18 March and departed 20 March to brief the Battle Staff Course at Kansas City on 21 March, returning on 22 March 1960.

DIRECTORATE OF TECHNICAL FUNCTIONS:

1. During early January the SAGE Program Change Committee completed work on movement of a situation display console into the Manual Inputs Room and published SPC 503 covering changes involved. On 7 January, WGTF requested IBM to initiate ECP action for this move for the first twelve (12) (initial design) SAGE Direction Centers. On 1 Feb 1960, ADC clarified their position with respect to MITRE document TM-250-2 (recommendation & floor plans for the Manual Inputs Room) and directed go-ahead with this installation at all DC's. WGTF requested IBM to proceed with ECP action for the remaining (re-design) SAGE DC's on 4 Feb 1960.

2. Also during early January the Wing was approached by SDC concerning their procurement of the Stromberg-Carlson high speed electronics printer. Basically, SDC requested that the Wing write a letter to the resident AF Auditor supporting their action. This letter which substantiated the fact that a requirement for

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SECTION II COMMENTARY (Continued):

fast and efficient printout exists, was prepared for the Commander's signature by WGTF on 18 January 1960. This high speed printer has since been installed in the Q-7 building and acceptance tests have commenced. Informal observation of the operation of this printer indicates that a number of technical difficulties have been encountered which are slowing down the acceptance tests. No conclusive test reports have been received as of this date.

3. On 7 January 1960, ADC directed that responsibility for performing the Computer Operator study be shifted from the Wing to ADSID/MITRE. Studies and reports accumulated on this subject by WGTF were dispatched to ADSID/MITRE.

4. Early during this quarter the Wing received ADCM 55-32 (Procedures for Processing Changes, Corrections and Adaptation Data in SAGE Computer Programs). This culminated efforts on the part of WGTF and other Wing directorates to get such a manual published. Since receipt of this manual several label changes, program changes, and minor equipment changes have been made in accordance with instructions contained therein.

5. Requested information on ACTER/GPS-T2 tests was provided to MOADS and the Joint Test Staff at APGC on 4 February 1960. These organizations were interested in using this training equipment in a frequency diversity radar environment in MOADS. Information forwarded indicated only a limited applicability in such an environment.

6. Activity continued in trying to get approval for the additional tape drives and adapter for the Santa Monica overhead AN/FSQ-32V (XD-2 A&B) which SDC and the Wing felt were required. Numerous telephone calls, messages and letters were exchanged on this subject during this quarter. In principal, such approval was finally obtained, however, uncertainties regarding future SAGE equipment plans prevented final contractual negotiations.

7. During early February, WGTF and the Wing became involved with off-line EAM equipment required for the new ESS Computer (XD-1) at Kingston, NY. Specifically, WGTF outlined equipment required and costing information to ADC Headquarters, and requested ADC guidance on this subject. Such guidance was received and resulted in SDC's placing an order, subject to cancellation, for the equipment required (SDC's order was subsequently cancelled).

8. On 10 February 1960, the new procedure of using an ADC Forward and Cover sheet for SDC Equipment Adaptation Field Notes was adopted. These field notes specify the Unique-to-Sector console label requirements, simplex data distribution terminal arrangements, site identities, etc. The procedure of having WE-ADES and IBM review and comment on a draft of these notes prior to final publication and distribution was also adopted. Final notes will also be signed off by WE-ADES, IBM, and SDC, and approved by the Wing. The procedures above should eliminate much of the prior confusion in the field among on-site SDC, IBM and telephone company personnel, and should provide the sector commander with an authoritative document to do business with.

9. On 16 February 1960, WGTF provided WGDO with costing and lead time information concerning IND console modification associated with the Flight Advisory Service Tests (FAST project).

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SECTION II COMMENTARY (Continued):

10. The Wing cryptographic account was established and became active 22 February 1960. The first out-going classified message was transmitted 26 February 1960, and the first annual command inspection of the account was conducted 8 March 1960. To date utilization of this facility has been less than anticipated, however, handling of classified messages has been expedited and simplified.

11. On 4 March 1960, members of WGTF & WGTR attended an ADC conducted meeting at KCADS for the purpose of determining equipment required in the TBS room in the absence of interim and long range SSTP. Decisions reached by ADC, based on this meeting, were disseminated by message ADOTT-C Ø11223, dated 9 March 1960.

12. During 15-17 March 1960 an adaptation phasing conference was held here at Santa Monica. Major Aderhold, WGTF, was chairman of this conference. Attendees were from NORAD, ADC, SPO/WE, IBM, MITRE, SDC and the Wing. Model 8 requirements for external circuitry computer input-output channels, and related subjects were discussed and decided upon. An ADC letter approving the results of this conference has been received.

13. Major Hakkila graduated from the IBM Computer Maintenance Course at Kingston, NY on 16 March 1960.

14. WGTF continued work during this quarter on getting the Santa Monica facility deleted entirely from the ADC published "in-service" maintenance program. This work was culminated on 23 March 1960 when ADC officially announced that this facility had been deleted from the program, "Blue Suit Maintenance."

15. During the latter part of this quarter it was learned informally that the Super Combat Center program might be discarded. Numerous queries were received from SDC on various phases of their activities, i.e., building modifications to house the solid state overhead machine here. Since no official guidance could be given at the time, SDC continued work which conformed to the SCC Concept. Final instructions as to future plans for SAGE are expected momentarily.

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4620TH AIR DEFENSE WING (SAGE)
United States Air Force
2500 Colorado Avenue, Santa Monica, California

GENERAL ORDERS)
NUMBER 4)

18 March 1960

1. Announcement is made of the retirement of Senior Master Sergeant Clemens W Apitz, AF6825206, Sergeant Major, 4620th Air Defense Wing (SAGE), 2500 Colorado Avenue, Santa Monica, California, effective 31 March 1960, after more than twenty-five years of active Federal military service.

2. Senior Master Sergeant Apitz was born in Forst (Lausitz), Prussia, Germany, 1 September 1909. He came to the United States in October 1928 and became a citizen in 1936. He enlisted in the United States Army in November 1933 and served with Company C, 17th Infantry Regiment, Fort Crook, Nebraska, until 1936. He re-enlisted in the Army Air Corps, 11 January 1938 and has served continuously with the Air Force from that date to retirement. During World War II, Senior Master Sergeant Apitz served with the 52nd Fighter Group, 15th Air Force, in the European-Asiatic-Middle Eastern Theater of Operations as Sergeant Major. During this period, the 52nd was twice awarded Battle Honors for operations against the enemy. As a result of his service, he was awarded the European-Asiatic-Middle Eastern Theater Medal with two silver stars and one bronze star for participation in the Air Offensive Europe, Algeria French Morocco Campaign, Tunisian Campaign, Sicilian Campaign, Naples Foggia Campaign, Rome-Arno Campaign, Southern France Campaign, Air Combat Balkans, Rhineland Campaign, Northern France Campaign and North Appennines Campaign. Additionally, Senior Master Sergeant Apitz has been awarded the Air Force Commendation Medal, the Good Conduct Medal with silver loop, the American Defense Medal, the American Theater Medal, the World War II Victory Medal, the National Defense Service Medal, the Korean Service Medal, and the United Nations Service Medal.

SAMUEL C GALBREATH
Colonel USAF
Commander

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HEADQUARTERS
AIR DEFENSE COMMAND
UNITED STATES AIR FORCE
ENT AIR FORCE BASE
COLORADO SPRINGS, COLORADO

GENERAL ORDERS)
NUMBER 49)

16 March 1960

AIR FORCE COMMENDATION MEDAL--1. By direction of the Secretary of the Air Force, the Air Force Commendation Medal is awarded the following named officers and airmen for meritorious service during the period indicated:

COLONEL DOUGLASS W EISEMAN, AO294765
18 August 1958 to 24 February 1960
CAPTAIN JAMES W MEACHAM, AO2251655
12 October 1957 to 2 February 1960
CHIEF WARRANT OFFICER ULMA W SHEPHERD, JR, 953587E
25 June 1958 to 30 November 1959
SENIOR MASTER SERGEANT CLEMENS W APITZ, AF6825206
12 February 1959 to 31 December 1959
TECHNICAL SERGEANT WILLIAM P EDENFIELD, AF14074364
16 November 1958 to 1 February 1960

2. By direction of the Secretary of the Air Force, the Air Force Commendation Medal is awarded the following named airman for meritorious achievement during the period indicated:

MASTER SERGEANT LAWRENCE PETERSEN, AF11024641
16 March 1959 to 30 June 1959

FOR THE COMMANDER:

HEADQUARTERS AIR DEFENSE COMMAND OFFICIAL

G B GREENE, JR
Brigadier General, USAF
Chief of Staff

GLENN H DONALDSON
Major, USAF
Assistant Command Director
of Administrative Services

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GO 38, 26th Air Div (SAGE)(ADC), is the last of the series for 1959

Headquarters
26TH AIR DIVISION (SAGE) (ADC)
United States Air Force
Hancock Field
Syracuse 25, New York

GENERAL ORDERS)
NUMBER 1)

7 January 1960

1. AIR FORCE COMMENDATION MEDAL. By direction of the Secretary of the Air Force, the Air Force Commendation Medal is awarded to the following named officers and airman for meritorious service during the periods indicated:

MAJOR JAMES K GOLDEN, 38803A
20 February 1958 to 1 July 1959

CAPTAIN FOREST L LITTLE, A02232214
15 April 1957 to 12 October 1959

FIRST LIEUTENANT BERNARD M KERIN, 47460A
15 November 1957 to 7 August 1959

SENIOR MASTER SERGEANT JOHN BONILLA, AF30115756
19 December 1957 to 7 September 1959

2. AIR FORCE COMMENDATION MEDAL (FIRST OAK LEAF CLUSTER). By direction of the Secretary of the Air Force, the Air Force Commendation Medal (First Oak Leaf Cluster) is awarded to SENIOR MASTER SERGEANT ELMO R MEPHEW, AF36894372 for meritorious service during the period 1 August 1958 to 15 December 1959.

3. AIR FORCE COMMENDATION MEDAL. By direction of the Secretary of the Air Force, the Air Force Commendation Medal is awarded to CAPTAIN JACK THOMAS, A0579450 for meritorious achievement during the period 15 October 1958 to 1 September 1959.

FOR THE COMMANDER:

Arthur R. Peffley

ARTHUR R. PEFFLEY
Major, USAF
Dir of Admin Services

DISTRIBUTION:
"S"
2 cys Indiv
1 cy Custodian Unit Personnel Records
5 cys Dir of Mil Personnel, Hq USAF
Attn: Personnel Services Division
2 cys ADC, Attn: ADPPS-P
1 cy File

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THE LAST GENERAL ORDER ISSUED IN 1959, THIS UNIT, WAS 60/9.

4620TH AIR DEFENSE WING (EXPERIMENTAL SAGE)
UNITED STATES AIR FORCE
2600 COLORADO AVENUE, SANTA MONICA, CALIFORNIA

GENERAL ORDERS)
NUMBER 1)

1 February 1960

1. REORGANIZATION OF STAFF STRUCTURE FOR DIRECTORATE OF COMPUTER PROGRAMMING, 4620TH AIR DEFENSE WING (EX-SAGE).--Announcement is made of the reorganization of the Staff Structure of the Directorate of Computer Programming, effective this date.

Directorate of Computer Programming
Program Planning Officer
Environmental Programming Division
Adaptation Branch
Surveillance Branch
Weapons Programming Division
Interceptor Branch
Air Defense Artillery Branch

SAMUEL C GALBREATH
Colonel USAF
Commander

Distribution
1- File
1- Historian
1- CP

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4620TH AIR DEFENSE WING (EXPERIMENTAL SAGE)
UNITED STATES AIR FORCE
2500 COLORADO AVENUE, SANTA MONICA, CALIFORNIA

GENERAL ORDERS)
NUMBER 3)

13 February 1960

1. REORGANIZATION OF STAFF STRUCTURE FOR DIRECTORATE OF PLANS AND DEVELOPMENT, 4620TH AIR DEFENSE WING (EX-SAGE).--Announcement is made of the reorganization of the Staff Structure of the Directorate of Plans and Development, effective this date.

Directorate of Plans and Development
- Equipment Plans Division
- Operational Plans Division
- Computer Plans Division

2. REORGANIZATION OF STAFF STRUCTURE FOR DIRECTORATE OF OPERATIONS, 4620TH AIR DEFENSE WING (EX-SAGE).--Announcement is made of the reorganization of the Staff Structure of the Directorate of Operations, effective this date.

Directorate of Operations
- Environmental Employment Division
  - Air Surveillance Branch
  - Identification Branch
- Weapons Employment Division
  - Air Defense Artillery Branch
  - Manned Interceptor Branch
  - Missiles Branch
- Revisions and Documentation Division

3. REORGANIZATION OF STAFF STRUCTURE FOR DIRECTORATE OF TECHNICAL FUNCTIONS, 4620TH AIR DEFENSE WING (EX-SAGE).--Announcement is made of the reorganization of the Staff Structure of the Directorate of Technical Functions, effective this date.

Directorate of Technical Functions
- Computer Division
- Associated Equipment Division

SAMUEL C GALBREATH
Colonel USAF
Commander

Distribution
1 - File
1 - ea directorate
1 - Branch Chief

ATCH 5

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K-WG-4E53-B1
July 1960 -
Dec 1960.

16834 ATR TECHNICAL WING - 1960

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RCS: AU-D5

HISTORICAL RECORD

of the

4621st Air Defense Wing

for the period ending

31 Dec 1960

AIR DEFENSE COMMAND

C Form 102

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Section I. REQUIRED DATA

1. UNIT AND LOCATION
4683rd Air Defense Wing, Thule AB, Greenland

2. NAME AND GRADE OF COMMANDER
HARRY B. AILLEN, Colonel, USAF

3. CHAIN OF COMMAND (Superior Echelons)

Air Defense Command, 64th Air Division

4. SUBORDINATE UNITS (Down to and including squadrons)

The units assigned to the Headquarters, 4683rd Air Defense Wing: 4683rd Air Base Group, 4683rd Air Base Squadron, 4683rd Civil Engineering Squadron, 4683rd Transportation Squadron, 4683rd USAF Hospital, 4683rd Consolidated Aircraft Maintenance Squadron, 4683rd Supply Squadron, 332nd Fighter Interceptor Squadron and 931st Aircraft Control and Warning Squadron. Units attached are: 1628th Support Squadron (MATS), 1983rd Airways and Air Communication Service Squadron (MATS), Det 17, 8th Weather Squadron, Det 6, 6th Air Postal Squadron, and Det 1, 64th Air Division(BMEWS).

5. MISSION (Give authority and brief statement of primary mission)

The Commander, 4683rd Air Defense Wing, was to train a force capable of performing the base functions and services required to support ADC emergency plans and tactical training operations. In addition, he was to provide facilities, services, air base, routes and support for dependent units and unit staging through or deploying from his assigned area. He was to maintain and operate Thule Air Base, Greenland and provide for the local surface defense of the base.

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	164	2539	0	2703
ATTACHED	51	440	0	491

7. EQUIPMENT (Give official nomenclature and quantity of mission-type equipment)

Not applicable

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Section II. COMMENTARY

During this period the 4683d Air Defense Wing changed commanders. Colonel Harry B. Allen was assigned to the Wing on October 29, 1960 to fill the duties vacated by Colonel Chester L. Sluder. The wing was still undergoing the transition period from SAC to ADC, overall operation had smoothed out and the Wing mission was accomplished, without serious problems.

STAFF JUDGE ADVOCATE - Staff Judge Advocate activities during the quarter included one Special Court-Martial on 11 October 1960, and three Summary Court-Martials on 120ctober, 17 November, and 18 November 1960. On 27 October and 8 November 1960 Article 15 cases were tried involving reductions. There were three claims made against the Air Force during the quarter. Two investigation boards were included during this quarter. One board was conducted to investigate a loss of funds at the Base Exchange and the other was a fire board.

Problems: No qualified court-reporter was assigned during this period. One staff change, caused some delay in formal procedures. Major Paul M. Norris was reassigned and Captain Russell W. Layton was due in January to assume duties as Staff Judge Advocate.

INFORMATION OFFICE - Base Information Office has this Mission: To keep military and civilian personnel informed, motivated and provide entertainment. This is provided by three services: The Base Newspaper, two radio stations and one television station. A brief description of each follows:

Newspaper - The Thule Times is an official, Class III, Photo-multilith newspaper, published weekly. Three thousand copies are distributed each Friday. A total of 880 hours are expanded monthly in publishing this paper. A total of five enlisted personnel are employed full time in this activity. This publication was voted the best category III Newspaper in ADC for 1960.

Radio Stations - Station KOLD operates on 1425 KCS, 24 hours daily, seven days a week. A 1000 watt station, KOLD is an official AFRTS outlet. Six full time enlisted personnel operate this station. Two volunteer part-time workers augment the KOLD staff. This station was rated "outstanding" by AFRTS inspectors who visited here in September. Station KBIC operates four hours nightly, devoted to classical and semi-classical music. Four volunteer workers operate this facility. Additionally, KBIC is utilized to broadcast special events. These include, sports events, political highlights, and other activities which permit KOLD to continue its regular programming.

Television Station - KOLD-TV Telecasting daily on channel 8, is an official AFRTS outlet. This station averages 265 hours programming per month and is on the air seven days a week. Weekdays the station operates six hours each night. On weekends, programming starts at 1500 hours with a special all-night TV in effect each Saturday night. Use of KOLD-TV for information and education was accelerated during this reporting period. Three Wing Commander's Call programs have been conducted on television with increasing effectiveness each time. This medium enables the the Wing Commander to reach his entire audience with one presentation, as opposed to conducting several programs in the base theatre. This programming is particularly valuable in the extreme cold weather prevalent here. A total of six persons operate this station including a civilian technical representative under contract to Philco of Canada.

Supervision and Administration - Includes overall supervision of Newspapers, radio and television, and all administration, personnel, supplies, records and reports. Supervised all commanders' call programs and prepares Wing historical report. A total of three personnel are authorized for this function.

Problems - Two recurring problems remained in existance. Personnel and supply. Personnel-wise, a manning low in November reflected a shortage of eight personnel,

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including the Information Officer. The entire staff of KOLD Radio departed in a move which saw their DEROS (Date Estimated Return from Overseas) adjusted unexpectedly. Despite this, neither radio station missed a program as other information personnel and volunteer workers filled the breech.
A similar, but less acute, situation developed in Television, with the same results. Personnel Directorate has taken positive action to preclude recurrance of this situation. Principally, this corrective action revolves around adjusted DEROS dates which permit a gradual in-put and out-flow of personnel. This enables activities to retain an even level of trained personnel in all phases of information.

Supply continued to be a main source of concern. This is in the intricate area of Radio-Television operation. Our supply pipeline is long; equipment is scarce; and due to severe weather bench stock are hard to forecast. Improvement has been made during this reporting period. A maintenance man was recruited from within the organization and assigned to full time duty at KOLD-KBIC Radio. To make his services available around-the-clock, a workshop was relocated from the Radio building to the adjacent transmitter building and living quarters installed in the Radio station. Bench stock at both television and radio were given new and increased authority in maintaining the supply need. Cooperation received from the supply depot in Sacramento, California continues to be outstanding regardless of the many emergency requisitions this activity placed on them. It is safe to say that without their understanding support and prompt action, both radio and television activities would not be able to subtain their perfect record of never losing a broadcasting day.

DIRECTOR OF SAFETY - During this quarter, the Wing had eight disabling injuries, three government vehicle accidents and two property damage cases. The total cost of all ground accidents during the quarter was $13,765.00. Military injury rates for each month were: October 6.88, November 2.50 and December 1.19. By the way of comparison, the rates for the same, three month period last year were: 1.36 for October, 1.02 in November and none in December. Government vehicle accident rates for each month were: October 0.55, November 1.13 and 0.54 in December, as compared to last years - October 2.21, November 0.87 and 0.52 during December. For this three month period the Wing flying safety accident and incident rate was zero.

Safety stressed: During this period, the wing commander placed special emphasis on the ground safety program. On December 27, 1960 a letter signed by the Wing Commander was sent to all Unit Commanders, stressing the importance of safety precaution.

CHAPLAIN - Four Chaplains assigned to the Wing conducted 121 Sunday Services during the quarter. Average attendance at these services was 78. Fifty-eight services were General Protestant and sixty-three were Catholic. Total military and civilian strength averates 4,965.

During the quarter Catholic services were scheduled on a regular basis, for Army personnel at the Sites. Both Protestant and Catholic services were scheduled for Army personnel at Camp Tuto.

A visit was made by Air Force Chaplains to weather stations "Alert" and "Eureka" Services were conducted at Cape Athol and Camp Century during the quarter.

Individuals visiting the Wing Chaplain during the quarter were: Chaplain, Colonel John J. Wood, ADC, Chaplain Lt Col John W. New, 64th Air Division Francis Cardinal Spellman, Archbishop of New York, and Army Chaplain Colonel Brown, Chief of Army Chaplains of Canada.

MATERIEL DIRECTORATE - During this period effort was continued toward supporting the 332nd Fighter Interceptor Squadron. The Maintenance Section devoted much of

(If additional space is required, continue on blank sheets, size 8x10½, appropriately numbered, and attached securely hereto)

TYPED NAME AND GRADE OF COMMANDER
JACK E. McKEE, Colonel, USAF

SIGNATURE
Jack E. McKee

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its time establishing firm procedures in all functions and in preparation for operational readiness test scheduled for January 1961. Bench stock and pre-issue procedures were improved. The overall maintenance section was set up to provide maximum effort under severest weather conditions.

Vehicles - The Base Vehicle Reporting Office, during this quarter, placed 69 vehicles on the list to be dropped or sold from the Thule inventory. A total of 44 new vehicles were requested as a result of inventory. It is anticipated that 31 will arrive after water transportation to Thule is opened up.

Unit Supply - The reorganization of 4683d Air Defense Wing resulted in activation of four unit supply accounts. The 4683d Food Service Squadron, Operations, Air Police Squadron, and Headquarters Unit Supply accounts were made into one Unit account. This was completed during this period. Tentative UAL's and necessary change requests were submitted through the 64th Air Division to ADC for approval. During the month of November semi-annual inspections of unit supply accounts were completed, and all were rated satisfactory.

Flying equipment and Clothing - During this period, artic gear, thermal boots, and thermal underwear were procurred for use by the 322nd FIS pilots. This was accomplished by a concentrated effort of all concerned. A heavy workload was caused by directives to transfer all artic clothing from UAL accountability to AF Form 538. By the close of this reporting period this transfer was 75% completed.

Problems: During this quarter a fund obligation for the summer, reflected that supply funds in excess of one million dollars would be needed to secure supplies and equipment. In addition, funds for this quarter was smaller than needed. Efforts were made to secure additional funds. At the end of this quarter, numerous supply and equipment requirements developed and additional funds were requested to meet this need.

OPERATIONS DIRECTORATE - At the beginning of this period, most transitions had been made from SAC to ADC. This change made it necessary to reorganize the structure of the 4683d Air Defense Wing. During this period, the 4683d Air Police, 4683d Food Service, and 4683d Operation Squadron were placed under the 4683d Air Base Squadron. At this time the 4683d Installations Squadron was redesignated as the 4683d Civil Engineering Squadron and the 332nd Fighter Interceptor Squadron was assigned to the Wing.

Statistics - Two C-47's were assigned to the Wing during this period for combat readiness training. A total of 326 hours were flown by 40 pilots and six navigators. Two SH-21's were assigned and 53 flying hours were accomplished in this type aircraft. Two emergency air evacuations of critically ill eskimos were made by H-21 helicopters accompanied by C47 aircraft. Eskimos were flown from the island of Savigsivik to the Base Hospital.

Plans were drawn for converting the present Control room to an ADC Combat Operations Center.

Ten F102's and 2 TF102's assigned to the 332nd were flown for a total of 710 hours. The average flying hours per primary aircrews increased to 17:05 in November and 13:50 in December to meet the desired ADC standards. Intercept success rate increased from 70% in Oct to 73% in November and 75% in December. Two pilots were upgraded to expert and one was upgraded to skilled. All primary aircrews are combat ready.

In recognition of the increased efficiency and proficiency of the Air and Ground Crews the squadron was upgraded from C3 to C1.

New furniture was installed in the pilots ready room in the Alert Barn. Many self-help painting and repair projects were completed during this period.

The 931st AC&W completed an extensive clean up, paint up and rejuvination of their buildings and facilities. Director proficiency and team success rates

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increased rapidly to ADC standards.

During this reporting period extensive training was conducted and the quality and quantity of intercepts increased greatly. A total of 777 intercepts were attempted and 569 were successfully completed with a director success rate of 98%. By the end of the reporting period all controllers were combat ready and had been upgraded to fully qualified status.

Alerts - During this period, Disaster Control Plan 100-61 was completed. There were three "Defense Capability Under Fallout" exercised and two Broken Arrow Drills. Two television programs were conducted by the Wing Commander on the importance of these exercises.

Waivers of flying requirements were received for all pilots over a total of 29 supported by the C47's assigned to the Air Base Group in December.

Problems - The problem of meeting the AFR 60-2 minimums for the 40 pilots assigned to fly in the Air Base Group C-47 was alleviated but not solved by the waivers. The 29 pilots continuing to fly the C47's accomplished minimums only during the 1st half of the fiscal year 1961 and will have to accomplish the larger portion of their annual AFR 60-2 requirements in the second half of the fiscal year 1961.

The two T-33 assigned to the 332nd were plagued by AOCP's and were not available for use as targets during much of the reporting period due to installation of chaff dispencers and T.O.C's. availability of target ships for intercept training and chaff training is limited further by our geographical isolation. Flying hour generation remains difficult due to our long supply line, severe environment and small number of aircraft assigned.

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TYPED NAME AND GRADE OF COMMANDER	SIGNATURE
JACK E. McKEE, Colonel, USAF	Jack E. McKee

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HISTORICAL RECORD

of the

4688d AIR DEFENSE WING

for the period ending

30 SEPTEMBER 1960

ADC FORM MAY 58 102

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Section I. REQUIRED DATA

1. UNIT AND LOCATION

4683d Air Defense Wing, Thule AB, Greenland

2. NAME AND GRADE OF COMMANDER

Chester L. Sluder, Colonel, USAF

3. CHAIN OF COMMAND *(Superior Echelons)*

Air Defense Command, 64th Air Division

4. SUBORDINATE UNITS *(Down to and including squadrons)*

The units assigned to the Headquarters, 4683d Air Defense Wing: 4683d Air Police Squadron, 4683d Food Service Squadron, 4683d Installations Squadron, 4683d Operations Squadron, 4683d Transportation Squadron, 4683d Hospital, 4683d Consolidated Aircraf Maintenance Squadron and 4683d Supply Squadron.

5. MISSION *(Give authority and brief statement of primary mission)*

The Commander, 4683d Air Defense Wing, was to train a force capable of performing the base functions and services required to support ADC emergency plans and tactical training operations. In addition, he was to provide facilities, services, air base, routes and support for dependent units and units staging through or deploying from his assigned area. He was to maintain and operate Thule Air Base, Greenla and provide for the local surface defense of the base.

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	140	1959	0	2099
ATTACHED	157	1622	54	1834

7. EQUIPMENT *(Give official nomenclature and quantity of mission-type equipment)*

Not applicable

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Section II. COMMENTARY

On 1 July 1960, the 4083d Air Base Wing was redesignated the 4683d Air Defense Wing and was reassigned from the Strategic Air Command to the Air Defense Command.[1] All units, personnel and equipment formerly assigned to the 4083d ABW were transferred in place to the 4683d ADW. Personnel made surplus by this change were made available to the control of the Commander, 64th Air Division. Surplus equipment reverted to stocks to fill future wing requirements.[2]

During the transition period from SAC to ADC and throughout the quarter, the wing operated under the command of Colonel Chester L. Sluder. In addition to directing normal wing operations, the commander attended to hampering situations that arose concerning manning and air rescue capabilities.[3]

STAFF JUDGE ADVOCATE - Staff Judge Advocate activities during the quarter included two special courts martial on 19 July and seven special courts martial on 8, 14, 19 and 23 July and 23 August. On 20 September, 5 and 22 August, Article 15 cases were tried involving reductions. During July and August, a UCMJ-Article 32 investigation was carried out to determine whether or not a case warranted trial by General Court Martial. Only one claim was made against the Air Force during the quarter, and one fire investigation board was convened on 27 August.

Problem areas: no qualified court reporter was assigned, necessitating borrowing one from Goose AB. In order to make room for the incoming 322nd Fighter Interceptor Squadron, the SJA was moved into cramped quarters that afforded no private offices for legal counseling. Two staff changes occurred as 1/Lt Elvir A. Fay returned to the ZI and 1/Lt William A. Sansing was assigned to the office.

INFORMATION SERVICES - Under the 4683d Air Defense Wing, the base Information Office supervised the following activities: Armed Forces Radio and Television Service for Thule, and the base newspaper, the Thule Times. AFRTS outlets for Thule were: KOLD TV, KOLD and KBIC Radio.

The radio stations broadcast a total of 28 hours a day and the television station broadcasts approximately six hours a day except Saturday and Sunday. On Saturdays, KOLD-TV telecasts 18 hours(including all night TV Saturday night) and on Sunday, nine hours.

Problems: The information Office is authorized 19 people, including the information officer. It is the duty of the information officer to divide his personnel among radio, TV, the newspaper and administration as he sees fit. As of the end of this reporting period, the information office was five people short of its authorization. There was no radio maintenance man at the radio stations for the past four months. Operations were kept up only through the use of volunteer announcers and volunteer maintenance men. These maintenance men were RCA technical representatives.

The Thule Times is an official class III newspaper published each Friday by a photo-offset process. It is produced and published entirely locally.

DIRECTOR OF SAFETY - During the quarter, the wing had six disabling on-duty injuries, and eight government vehicle accidents, costing $6,037.00. Accident rates for each month were: July - 2.66, August - 2.79 and September 2.76. By way of comparison, the rates for the same three-month period of last year were 1.12, 3.22 and 2.32. For the three-month period, the wing had no property damage cases.

New programs: An NCO was sent TDY to Stewart AFB to learn new procedures and methods in driver training in order to rejuvinate the base Driver Training School. The school was set up for enlisted personnel currently holding government drivers licenses who cannot show proof that they have taken the course. In order to prepare an effective curriculum for the school, a written test was given to all licensed drivers to determine their weaknesses.

During September, an incentive award program was outlined and submitted for approval(it was funded). The program was based on a demerit system with three prizes for the top squadrons. Prize money was to be used to benefit all squadron members.

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Two new safety regulations were written during August and September - one designed to provide more effective reporting of accidents and incidents, and the other to produce a more effective squadron safety program. The latter includes a monthly lecture to squadron personnel by squadron safety personnel and weekly briefings by section leaders. Inspections became a monthly requirement, with written reports to be submitted to the Safety Director's office.

PERSONNEL DIRECTORATE - During the period from 1 July to 30 September the OJT Branch experienced two serious problems. First, the training burden was extremely heavy. This was evident by the fact that over one-fourth of the 2300 airmen assigned were in an OJT status. This, coupled with the extra heavy workload peculiar to arctic operations, dictated that the majority of training had to be conducted by classroom work rather than the desired coach-pupil method.

Second, the quality of airmen gained in a training status was very low. During this period, approximately seventy of the one-hundred eighteen people gained were in an excessive training status or in other words, exceeded the maximum time allowable to be in training governed by applicable directives. The additional administrative workload that was created has taxed or reduced the normal mission-directed manhour productivity which indirectly has reduced the effectiveness of our total mission accomplishments.

Manning - The difference in the assigned present for duty figures shown for the wing during the quarter represents personnel who have departed this station for Conus assignments but are pending EDCSA to the gaining unit. Officer manning continues at or near 100 percent throughout the period of this report.

AFSC Problems - Malassignments - (a) In the base laundry, more than forty people with AFSC 646X0 were being used in the laundry AFSC 644X0 because sufficient airmen with the proper AFSCs were not available. (b) The reduction of UMD authorizations for airmen in the reciprocating engine maintenance area as of 1 July 1960 has left this station with a high average of these personnel. Some are being used in the jet engine area to relieve the temporary shortage in that area. Thirty-one have been placed on 60 day temporary duty with the Civil Engineering Squadron to help relieve the accute shortage of people in that unit. (c) The Civil Engineering Squadron is authorized 753 airmen and has 507 present for duty as of the end of this reporting period. This unit was projected to be at or near 100 percent manning during the month of February 1961. (d) In the Supply career area, there are two sections where the manning is at a critical point. They are 645X0, Inventory Management, with 55 authorized and 22 assigned, and 647X0 with 120 authorized and 70 assigned. Relief was in sight with the October and November inputs. However, these areas were not expected to be satisfactorily manned until January 1961. (e) In the personnel section, manning was low with 34 airmen in AFSC 732X0 authorized and only 23 present for duty. This area was expected to reach 100 percent manning during January 1961.

Skill levels of new personnel - many personnel with three-level AFSCs are arriving at this station, causing undue time and effort to be expended in their training. There have also been several instances where helper-level airmen qualified for separation under the marginal airman provisions of AFR 39-14. The necessity for more highly skilled personnel to be assigned was very noticeable; however, a substantial number of airman inputs for November 1960 will be personnel who have just completed technical training courses.

Lead time to get personnel in place - It takes four months from the time of requisition to get an airman in place. This does not pose any problem and is a very satisfactory arrangement.

CHAPLAIN - Four staff chaplains delivered 106 sermons during the quarter. Average attendance at these services was 82.8. Fifty-three of these sermons were general protestant and fifty-three were Catholic. The total military and dependent

(If additional space is required, continue on blank sheet. Type name, grade, and signature on each sheet.)

TYPED NAME AND GRADE OF COMMANDER	SIGNATURE
PHILIP BROOKS, Colonel, USAF	Philip Brooks

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strength served by the staff chaplains was 4219. Both the U. S. Army tenant unit and Greenland Contractors, a civilian construction firm, have their own Protestant chaplains. However, Catholic men attached to these organizations used the services of the staff chaplains. This explains the large number of Catholics reported under "Military and Dependent Strength" in the attached report. During the coming quarter, the responsibility for Protestant contractor personnel will also be assumed by the Air Force Protestant chaplains.

Three special preaching missions were held during the quarter, totalling 26 services. Attendance for these services was 2126.

Two staff changes occurred during the quarter as Chaplain(Capt) James R. Sullivan and Chaplain (1/Lt) William J. O'Donnell returned to the ZI and were replaced on the staff by Chaplain(Capt) George R. Connelly and Chaplain(Capt) John J. Campbell.

MATERIEL DIRECTORATE - During this period most effort was directed toward supporting the 332nd Fighter Interceptor Squadron which had been in the process of moving to Thule AB during August and September 1960. The base maintenance activities were reorganized in accordance with the Chief of Maintenance concept. By the end of the quarter, the maintenance setup for fighter squadron support was considered complete and reasonably effective considering the short time allowed for becoming operational. The big task ahead was the training of personnel and refinement of the existing setup. Base Flight and Transient Support was handled as required with no significant events to report.

As a result of the change-over from SAC to ADC, supply and support activities suffered serious personnel shortages. These shortages were caused by insufficient input of personnel into Thule during the transition. This critical situation had been anticipated by the Director of Materiel, and arrangements were made through higher headquarters to secure temporary duty personnel to assist assigned wing personnel. One hundred and thirty-nine TDY personnel were used during this period. These TDY personnel were scheduled to return to the ZI on the 15th of October 1960 at which time Base Supply and POL will return to being 40 to 50 percent manned. This situation will then continue until personnel input catches up with the gap caused by the change in Command.

During the quarter most of the effort of the base vehicle reporting office was directed toward bringing vehicle records up to date. The change in command from SAC to ADC created a great workload because records had to be brought in line with ADC policy. Thirty-eight vehicles were requisitioned during July for delivery during the 1961 SUMEC season. Arrangements were made to receive EOD Engineer excess vehicles which are scheduled to become available when Corps of Engineer contracts terminate during the coming months. Sixteen of the EOD excess vehicles were obtained during July and August. These were eight D-8 Caterpillar tractors, four pick-up trucks, two graders, one weasel and one forklift. These vehicles were received on a non-reimbursable basis, and they were needed to meet immediate requirements. Their condition varied from good to rather poor. The ones which are most used will have to be disposed of in the near future.

The most significant activity for Marketing and Redistribution during this period was the removal of approximately 400 vehicles of various types from the NK yard by Schrott Company of Germany. This was property accrued and reported as 1959 and 1960 generation.

During the period of this report, twenty flights of MATS C-124 aircraft were made to resupply and retrograde cargo for Station Nord and Station Alert. Station Nord received 295,021 pounds of cargo and Alert received 156,284 pounds. The amount of retrograde from Nord was 158,537 pounds. No retrograde for Alert was required.

During this period, there were five normal rotations of personnel in the Material Directorate, including the Director of Materiel and Staff Supply Officer. Although the work load increased considerably, it was felt that the continutity of quality materiel staff supervision was not affected. Manning was considered adequate. An effective OJT Program is in effect.

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LIST OF SUPPORTING DOCUMENTS

1. GO 95, Hq ADC to Hq USAF, et.al., 8 June 1960.
2. GO 119, Hq ADC to Hq USAF, et.al., 2 December 1959.
3. 64AD Regulation 20-4, "Mission - 4683d ADW," 1 July 1960.
4. 64AD Regulation 20-4A, "Mission - 4683d ADW," 9 August 1960.
5. TWX, Comdr 64AD to 4083AEW, 64CCRM4, 28 June 1960.
6. Ltr, Col. Sluder to Gen. Smith, "Manning Situation," 12 Aug 60.
7. Ltr, Col. Sluder to Gen. Smith, "Lack of Air Rescue Capability," 28 September 1960.
8. Report, 1-AF-W5, 4683ADW to Hq, USAF, 30 Sept 1960.

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HEADQUARTERS
AIR DEFENSE COMMAND
UNITED STATES AIR FORCE
ENT AIR FORCE BASE
COLORADO SPRINGS, COLORADO

GENERAL ORDERS)
NUMBER 95)

8 June 1960

REASSIGNMENT AND DISCONTINUANCE OF UNITS.....I
AMENDMENT OF GENERAL ORDERS.....II

I. REASSIGNMENT AND DISCONTINUANCE OF UNITS--1. Effective 1 July 1960, the following units are reassigned from the Strategic Air Command to the Air Defense Command and concurrently discontinued. Effective Date of Change of Strength Accountability is 1 July 1960.

Headquarters 4083d Air Base Wing
- 4083d Consolidated Aircraft Maintenance Squadron
- 4083d Air Police Squadron
- 4083d Food Service Squadron
- 4083d Installations Squadron
- 4083d Operations Squadron
- 4083d Supply Squadron
- 4083d Transportation Squadron
- 4083d United States Air Force Hospital

Headquarters 4084th air Base Group
- 4084th Installations Squadron
- 4084th Supply Squadron
- 4084th Transportation Squadron
- 4084th United States Air Force Dispensary

2. Personnel rendered surplus by this action will be absorbed in other units under control of Commander, 64th Air Division (Defense).

3. Equipment rendered surplus by this action will revert to stocks to fill present or future requirements.

4. Records will be disposed of in accordance with instructions contained in Paragraph 040406, Air Force Manual 181-5.

5. Authority: Department of the Air Force Letter, AFOMO 422m, 8 June 1960, Subject: Reassignment of Headquarters 4083d Air Base Wing and Certain Other Units.

II. AMENDMENT OF GENERAL ORDERS--1. So much of Section I, paragraph 1, Air Defense Command General Orders Number 29, 16 February 1960, as pertains to the discontinuance and Effective Date of Change of Strength Accountability

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of the 337th and 538th Fighter Interceptor Squadrons, is amended to read: "1 July 1960."

2. Authority: Department of the Air Force Letter, AFOMO 421m, 8 June 1960, Subject: Amendment of Department of the Air Force Letter, AFOMO 328m.

FOR THE COMMANDER:

HEADQUARTERS AIR DEFENSE COMMAND OFFICIAL

G B GREENE, JR
Brigadier General, USAF
Chief of Staff

GLENN H DONALDSON
Major, USAF
Assistant Command Director
of Administrative Services

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2 - ARRC, 3800 York St, Denver, Colo
10 - SAC
10 - 8th Air Div
15 - 64th Air Div (Def)
10 - 45th Air Div
40 - 4083d AB Wg
30 - 4084th AB Gp
25 - 26th Air Div (SAGE)
25 - 25th Air Div (SAGE)(25CMO)
3 - ADLPG
2 - ADMSS-E
2 - ADMSS-CP
3 - ADMSS-QW
2 - ADAMA
1 - ADOAC-CS
1 - ADPMP-A
4 - ADCSA
35 - ADLMO-F-3

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HEADQUARTERS
AIR DEFENSE COMMAND
UNITED STATES AIR FORCE
ENT AIR FORCE BASE
COLORADO SPRINGS, COLORADO

GENERAL ORDERS)
NUMBER 119)

2 December 1959

DESIGNATION AND ORGANIZATION OF UNITS--1. The following listed units are designated and will be organized on 1 July 1960, under an appropriate Unit Manning Document with Non-Organization Table Authorizations. Effective Date of Change of Strength Accountability is 1 July 1960.

UNIT	ESTABLISHMENT OF ASSIGNMENT	LOCATION
Headquarters, 4683d Air Defense Wing	64th Air Division (Defense)	Thule Air Base, Greenland
4683d Air Police Squadron	4683d Air Defense Wing	Thule Air Base, Greenland
4683d Food Service Squadron	4683d Air Defense Wing	Thule Air Base, Greenland
4683d Installations Squadron	4683d Air Defense Wing	Thule Air Base, Greenland
4683d Operations Squadron	4683d Air Defense Wing	Thule Air Base, Greenland
4683d Transportation Squadron	4683d Air Defense Wing	Thule Air Base, Greenland
4683d Hospital	4683d Air Defense Wing	Thule Air Base, Greenland
4683d Consolidated Aircraft Maintenance Squadron	4683d Air Defense Wing	Thule Air Base, Greenland
4683d Supply Squadron	4683d Air Defense Wing	Thule Air Base, Greenland
Headquarters, 4684th Air Base Group	64th Air Division (Defense)	Sondrestrom Air Base, Greenland
4684th Installations Squadron	4684th Air Base Group	Sondrestrom Air Base, Greenland

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4684th Supply Squadron	4684th Air Base Group	Sondrestrom Air Base, Greenland
4684th Transportation	4684th Air Base Group	Sondrestrom Air Base, Greenland
4684th United States Air Force Dispensary	4684th Air Base Group	Sondrestrom Air Base, Greenland

2. The authorized strength of these units will be that shown on the latest Air Defense Command Manpower Program.

3. Equipment will be authorized by Unit Authorization List to be published by the Equipment Review and Authorization Activity, Headquarters Air Defense Command.

4. Authority: Air Force Regulation 20-27.

HEADQUARTERS AIR DEFENSE COMMAND OFFICIAL

G B GREENE, JR
Brigadier General, USAF
Chief of Staff

EDMUND B GOLEMBA
Captain, USAF
Assistant Director of
Administrative Services

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5 - 4683d Air Def Wg 5 - 4683d AP Sq 5 - 4683d Food Svc Sq 5 - 4683d Instl Sq 5 - 4683d Ops Sq 5 - 4683d Trans Sq 5 - 4683d Hosp 5 - 4683d CAMRON 5 - 4683d Supply Sq
5 - 4684th AB Gp 5 - 4684th Instl Sq 5 - 4684th Supply Sq
5 - 4684th Trans Sq 5 - 4684th USAF Disp

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64AD REGULATION
NUMBER 20-4

HEADQUARTERS 64TH AIR DIV (DEF)
STEWART AIR FORCE BASE, NEW YORK
1 July 1960

Organization - General

MISSION - 4683RD AIR DEFENSE WING

PURPOSE. To state the mission of the 4683rd Air Defense Wing.

1. General. The Commander, 4683rd Air Defense Wing will be responsible for exercising command jurisdiction over and administering such units and installations as may be assigned.

2. Mission. As directed by this headquarters and in accordance with policies established by Headquarters ADC, the Commander, 4683rd Air Defense Wing will:

a. Train a force capable of performing those base functions and services which are required to support ADC emergency plans and tactical training operations.

b. Provide air base and route support for units staging through or deploying from his assigned area.

c. Provide facilities and services in accordance with Air Force Regulations 11-4, 172-3 and 172-5 and established interservice and intra-USAF agreements to Army, Navy, Coast Guard, Canadian and civilian personnal and units stationed or operating in his area.

d. Support the Ballistic Missile Early Warning System in accordance with established interservice and intra-USAF agreements.

e. Support Danish Government agencies in accordance with established United States-Danish agreements and directives of this and higher headquarters.

f. Maintain and operate Thule Air Base, Greenland.

g. Provide for local surface defense of Thule Air Base.

h. Exercise control of forces committed by special activities units to the base defense plan. (Special activities units will be considered task organizations for base defense plans.)

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i. Participate in disaster relief and other domestic emergencies as directed by this headquarters.

j. Perform such other duties as may be directed by higher headquarters.

FOR THE COMMANDER:

PAUL G. SHAPPELL
1stLt, USAF
Director of Administrative Services

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CHANGE

64ADR 20-4A

64AD REGULATION
NO. 20-4A

HEADQUARTERS 64TH AIR DIV (DEF)
Stewart Air Force Base, New York
9 August 1960

Organization - General

MISSION - 4683RD AIR DEFENSE WING

64ADR 20-4, 1 July 1960, is changed as follows:

2k. Provide, equip, administer, and train combat-ready forces for the Thule CONAD Commander.

FOR THE COMMANDER:

C. M. DAILEY
Major, USAF
Director of Administrative
Services

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BSA53"OLA6Ø8ØA516ZCKNA899
RR RJERSD
DE RJEZKN 39
R 2818ØØZ
FM 64 ADIV DEF STEWART AFB NY
TO 4Ø83RD ABW THULE GREENLAND
BT
UNCLAS 64CCRN4. THE FOLLOWING MESSAGE WAS DIS-
PATCHED BY MAIL FROM 64 AD ON 22 JUNE HOWEVER TO INSURE RECEIPT
BY 1 JULY IT IS IS BEING TRANSMITTED BY ELECTRICAL MEANS.
QUOTE: AS OF THIS DATE, 1 JULY 1960, THE 4/83RDNAIR DEFENSE WING
TAKES ITS PLACE OFFICIALLY AS A UNIT OF THE 64TH AIR DIVISION, AIR
DEFENSE COMMAND, U.S. AIR FORCE.
PARA 2. ON THIS OCCASION I WANT TO WELCOM YOU INTO THE 64TH AI-
DIVISION AND ASSURE EACH OF YOUR THAT WE ARE PROUD AND HAPPY TO
RECEIVE YOU. THE STRATEGIC AIR COMMAND, WHOSE RESPONSIBILITES
ARE WIDELY KNOWN AND RESPECTED, HAS DONE AN EXCELLENT JOB OF COM-

PAGE TWO RJEZKN 39
MANDING THIS ORGANIZATION. WE ARE HONORED, THEREFORE, TO ASSUME
SAC'F RESPONSIBILITIES.
PARA 3. THE 64TH IS A DISTINGUISHED AIR DIVISION WHICH HAS LONG
MAINTAINED AN OUTSTANDING REPUTATION FOR HIGH OPERATION EFFICIENCY,
AND THIS IN THE PRESENCE OF UNUSUALLY DIFFICULT WEATHER, DISTANCES
AND LOGISTICAL PROBLEMS. WE ARE CONFIDENT THAT, IN THE PERFORMANCE
OF YOUR DUTIES HERE, YOU WILL CONTINUE TO DO YOUR UTMOST TO PRESERVE
OUR HIGHT STANDARDS FOR THE FURTHERANCE OF THE AIR DEFENSE COMMAND
MISSION.
PARA 4. YOUR WILL FIND LITTLE, IF ANY IMMEDIATE CHANGE IN THE
SPECIFIC MISSION OF THE 4683RD AIR DEFENSE WING. FOR YOUR THIS
PERIOD OF TRANSITION WILL BE LARGELY A MATTER OF "BUSINESS AS USUAL."
FORTHCOMING CHANGES IN ROUTING, IF ANY, WILL BE MINOR.
PARA 5. IN ADDITION TO EXTENDING THIS WELCOME TO YOU, I WISH TO
EXTEND MY PERSONAL BEST WISHES AND A GUARANTEE THAT THE 64TH AIR
DCVISION WILL DO EVERYTHING POSSIDLE TO MAKE YOUR PRESENT TOUR OF
DUTY A STIMULATION AND REWARDING EXPERIENCE. SIGNED PHILIP A.
SYKES, COLONEL USAF, COMMANDER UNQUOTE.
BT
28/1833Z JUN RJEZKN

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HEADQUARTERS
4683D AIR DEFENSE WING (ADC)
United States Air Force
APO 25, New York, New York

12 August 1960

Major General Dale O. Smith
Commander
64th Air Division
Stewart Air Force Base,
New York

Dear General Smith:

The manning situation here at Thule has been the cause of increasing concern to me. During the period March through June, preceding transfer of the base to ADC on 1 July, I have seen our available manpower dwindle alarmingly through failure of appropriate authority to effect the necessary inputs. As of 31 July we had approximately 78 percent of our authorized strength present for duty, having recovered from an all-time low of 65 percent in the month of May 1960. Morning report figures are always somewhat higher inasmuch as many personnel depart here with EDCSAs which extend as much as 30 or 40 days beyond actual departure date. For this reason manning Thule on a par with CONUS basis, on the basis of morning report strength, is entirely unrealistic.

Far worse than the 78 percent on-board strength, we are at 50 percent and below in certain areas which are most critical to us at this particular time. Unfortunately, our lowest manning areas are the most needed ones, with the heavy burden of the shipping season and seasonal system rehabilitation projects which must be accomplished. We are desperately in need of personnel in our Supply and POL areas above all else, and cannot hope to accomplish the job properly in our present situation. Belatedly, in response to our urgent pleas for assistance, certain emergency actions are now being taken, in the form of TDY assistance to relieve the urgency of the situation. While this action may relieve the emergency which faces us, it is only a temporary fix to the manning problem.

I am enclosing a folder of all our personnel actions starting with last January and our March inputs. I realize this is too much detail for you to be concerned with; however, I believe that TABs A1, A2, and A3 may be of interest to you. These give a general picture of the total number of personnel requested and recieved while under SAC, our personnel actions since we have been under ADC, and a listing of our critical areas. The remainder of the study will be of interest to your personnel people for detailed study.

I have studiously avoided the expedient of extension of personnel beyond normal DEROS. Such action would gain us some small relief in numbers, or restrict further reduction thereof, but I am satisfied that an overall dividend would not be realized. To the contrary, it is certain to have a deleterious effect upon morale, which would more than offset the gain. I view DEROS extension as an expedient, at the expense of personnel presently assigned to Thule, which should not be resorted to in lieu of adequate manning action by higher headquarters. Thule has long been classified as a remote area with a designated one-year tour, in recognition of the difficulty and undesirability of the assignment. As a quite natural consequence the personnel here have come to consider this twelve month tour as a

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contract.

Your personnel people , Lieutenant Colonel Wilson, Major Venezia and Captain Gates, have been most helpful and understanding of our problems. Continued assistance is requested in correcting our manning deficiencies as a matter of urgency.

/s/t/CHESTER L. SLUDER
Colonel, USAF
Commander

"A CERTIFIED TRUE COPY"

James D. McCarthy, 1st Lt, USAF
Information Officer

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HEADQUARTERS
4683D AIR DEFENSE WING (ADC)
United States Air Force
APO 25 New York, New York

28 September 1960

Major General Dale O. Smith
Commander, 64th Air Division
Stewart Air Force Base,
New York

Dear General Smith,

The lack of an Air Rescue capability at Thule has long been a matter of concern to me. I am all the more conscious of this deficiency now that the fighters are here and operating.

At the moment I have two SH-21 helicopters with a rescue radius of action of approximately 100 nautical miles. I also have two C-47s which are poorly equipped for flight beyond our local flying area, but which could be used in an emergency for the purpose of conducting a limited search at relatively short distances. The rescue capability represented by these resources is entirely inadequate for the job to be done and barely worthy of mention for that purpose. I am sufficiently concerned over the inadequacy of our rescue capability to feel entirely justified in restricting the operating radius of our interceptors to distances within which we have a minimal capability to search and effect pick-up. Although I am aware that such a restriction definitely limits aircrew training, I consider this radius to be 100 nautical miles at the outside.

In addition to the rescue mission, we need the capability to perform emergency evacuation missions and limited re-supply missions to and from the outlying weather stations and communities which we are committed to support through existing agreements and moral obligation. All too frequently an urgent requirement arises for the emergency evacuation of personnel from outlying posts and, without exaggeration, it is sometimes a matter of life and death. Charged as we are with the responsibility for the support of these sites I consider it somewhat of andobligation that we be able to respond to these emergencies with assurance rather than on the beg-borrow or steal, and time delay, basis that exists today. There are many examples; however, some of our more recent experiences have been:

a. 8 March 1960 - Two Danish patients treated by Thule Flight Surgeon who flew to BGRD on transient C-54. A patient is there now awaiting treatment or evacuation.

b. 11 May 1960 - AFRD C-130 dispatched from Thule to Eureka to evacuate victim fo light plane crash at that station.

c. 15 August 1960 - Two USWB personnel stationed at Eureka were treated by Thule Flight Surgeon who flew there in base C-47.

d. 9 September 1960 - Eskimo infant, ill with pneumonia, evacuated from Resolute to Thule VIA Yukon Airlines. Child could not be saved.

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e. 9 September 1960 - Eskimo child, victim of accidental gunshot wound, evacuated from Resolute to Thule by C-130 obtained from Sondrestrom.

f. 21 September 1960 - Airman of 4685d Civil Engineering Squadron on TDY at Alert as heavy equipment operator, evacuated to Thule by RCAF aircraft which diverted here at our request. Airman had fracture of foot.

g. 26 September 1960 - Eskimo woman evacuated from Resolute to Thule VIA RCAF aircraft with childbirth complications.

Until 1 July the weather stations at Alert, Eureka and NORD were supported on a continuing basis by bi-weekly or tri-weekly flights utilizing SAC C-54 Aircraft. By existing agreements the USAF is still committed to this support; however, these flights are not being accomplished. This service would be another by-product which would be realized by the aircraft which we sorely need for rescue and evacuation.

Previously, I formally established a requirement for three (3) C-130 aircraft, contemplating that Air Force 60-2 requirements wouldbe a by-product of these aircraft. Upon reflection, I doubt the practicability of the use of C-130s for 60-2 training and feel that the two C-47s should be retained for that purpose. However, I am of the opinion now that two C-130s and two trained aircrews, complete with paramedics, would give us the required capability for rescue, evacuation and routine site re-supply. These aircraft should be ski-equipped in order to provide maximum utility.

I trust that you join me in the realization that we need immediate assistance in this area without which there may be tragic results.

Sincerely,

/s/t/CHARLES L. [illegible]
Colonel, USAF
Commander

"A CERTIFIED TRUE COPY"

James D. McCarthy, 1st Lt, USAF
Information Officer

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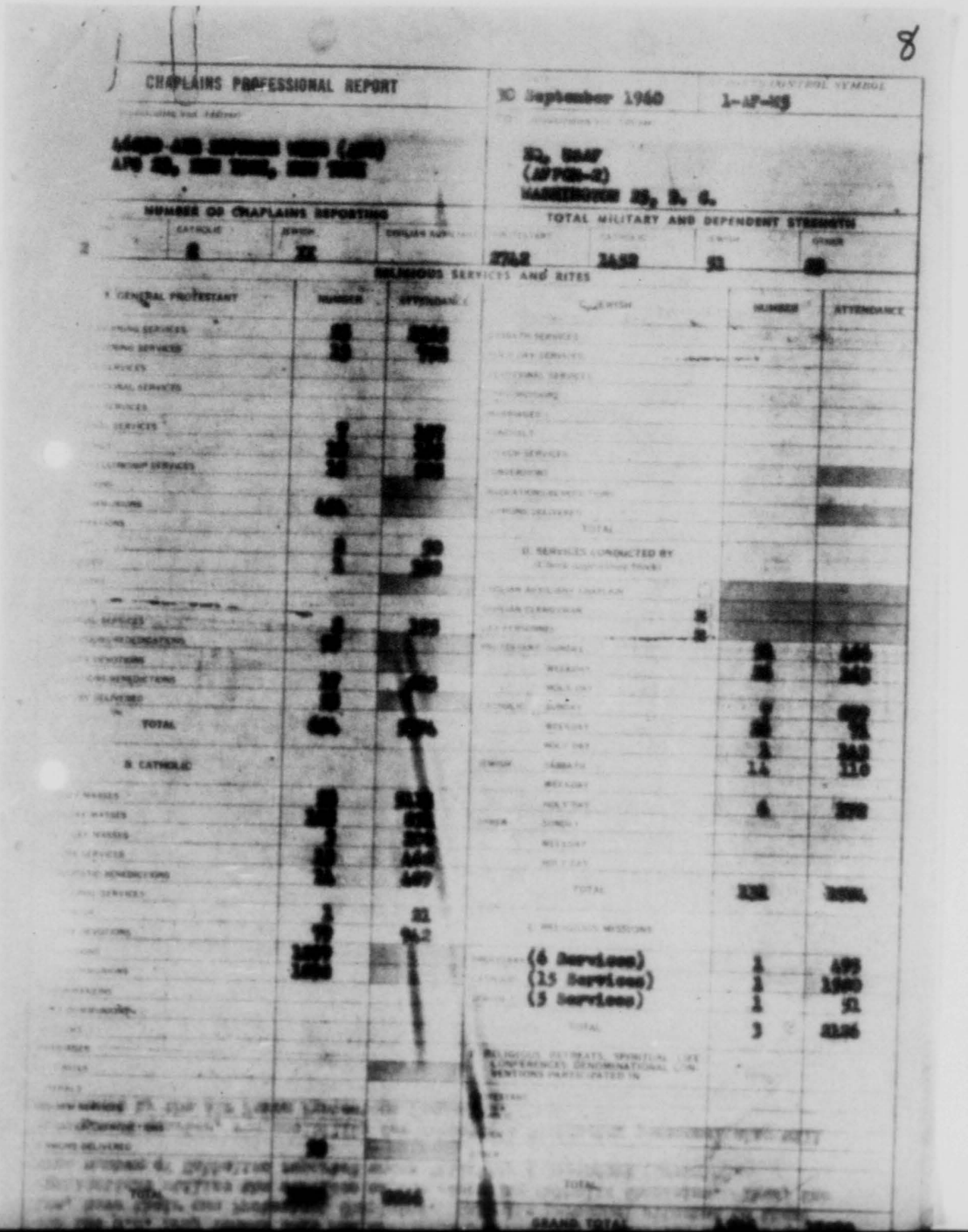

CHAPLAINS PROFESSIONAL REPORT

30 September 1960

NUMBER OF CHAPLAINS REPORTING

TOTAL MILITARY AND DEPENDENT STRENGTH

RELIGIOUS SERVICES AND RITES

1. GENERAL PROTESTANT

TOTAL

2. CATHOLIC

(6 Services)
(15 Services)
(3 Services)

GRAND TOTAL

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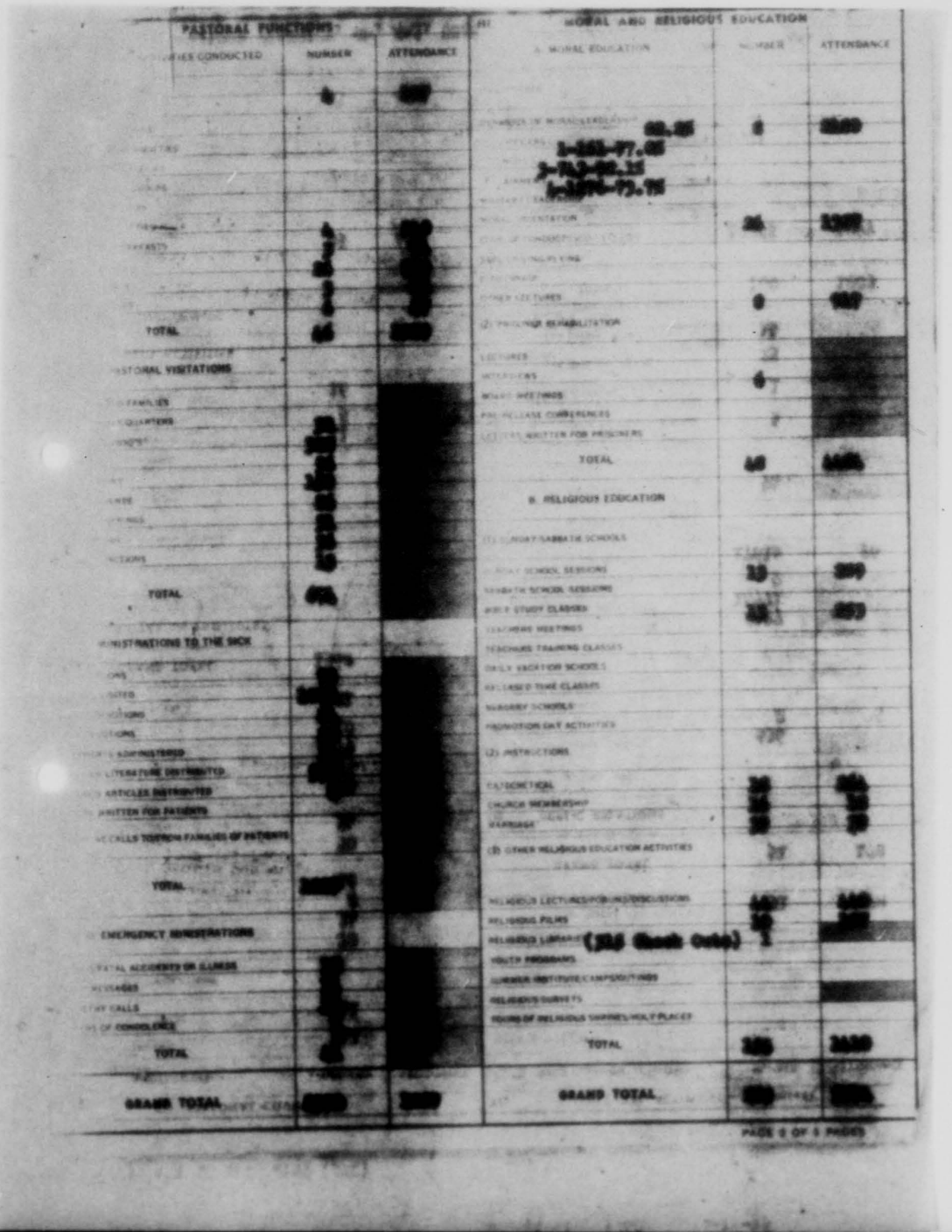

PASTORAL FUNCTIONS

	NUMBER	ATTENDANCE
TOTAL		
PASTORAL VISITATIONS		
TOTAL		
ADMINISTRATIONS TO THE SICK		
TOTAL		
EMERGENCY MINISTRATIONS		
TOTAL		
GRAND TOTAL		

MORAL AND RELIGIOUS EDUCATION

	NUMBER	ATTENDANCE
A. MORAL EDUCATION		
TOTAL		
B. RELIGIOUS EDUCATION		
TOTAL		
GRAND TOTAL		

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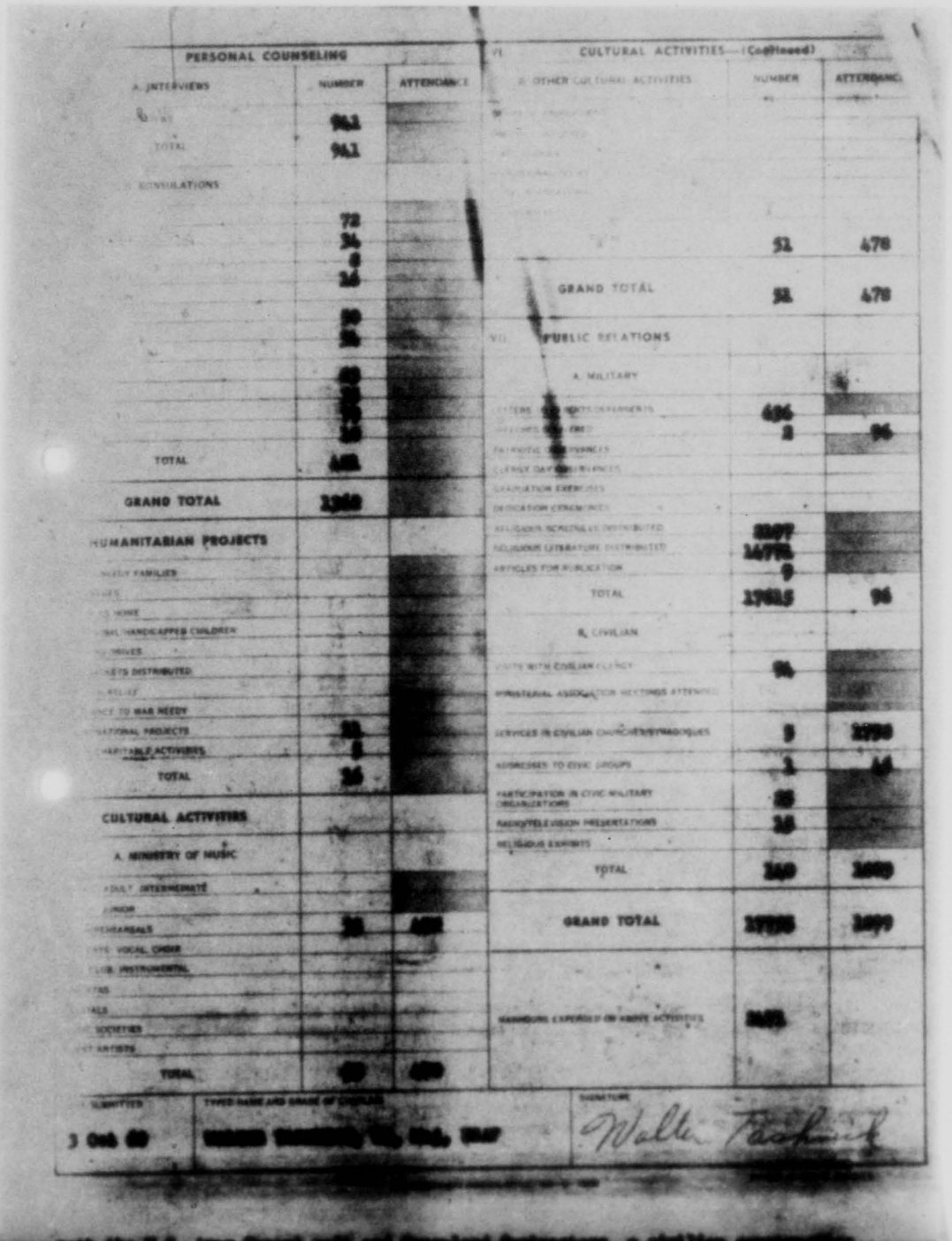

PERSONAL COUNSELING

A. INTERVIEWS	NUMBER	ATTENDANCE
	943	
TOTAL	943	
B. INVITATIONS		
	72	
	34	
	0	
	16	
	20	
	34	
	48	
	28	
	18	
	18	
TOTAL	488	
GRAND TOTAL	1260	

HUMANITARIAN PROJECTS

NEEDY FAMILIES		
VISITS		
TO HOME		
HANDICAPPED CHILDREN		
GIFTS		
GIFTS DISTRIBUTED		
RELIEF		
AID TO WAR NEEDY		
NATIONAL PROJECTS	32	
CHARITABLE ACTIVITIES	4	
TOTAL	36	

CULTURAL ACTIVITIES

A. MINISTRY OF MUSIC		
CHOIR INTERMEDIATE		
JUNIOR		
REHEARSALS	36	488
TYPE VOCAL CHOIR		
TYPE INSTRUMENTAL		
CLUBS		
BALLS		
SOCIETIES		
CONCERTS		
TOTAL	72	488

VI. CULTURAL ACTIVITIES — (Continued)

B. OTHER CULTURAL ACTIVITIES	NUMBER	ATTENDANCE
	52	478
GRAND TOTAL	52	478

VII. PUBLIC RELATIONS

A. MILITARY		
LETTERS TO POST COMMANDERS	486	
VISITS PAID	8	96
PATRIOTIC OBSERVANCES		
FAMILY DAY OBSERVANCES		
GRADUATION EXERCISES		
DEDICATION CEREMONIES		
RELIGIOUS SCRIPTURES DISTRIBUTED	8007	
RELIGIOUS LITERATURE DISTRIBUTED	14715	
ARTICLES FOR PUBLICATION	9	
TOTAL	17615	96
B. CIVILIAN		
VISITS WITH CIVILIAN CLERGY	96	
MINISTERIAL ASSOCIATION MEETINGS ATTENDED		
SERVICES IN CIVILIAN CHURCHES/SYNAGOGUES	3	2750
ADDRESSES TO CIVIC GROUPS	1	44
PARTICIPATION IN CIVIC-MILITARY ORGANIZATIONS	28	
RADIO/TELEVISION PRESENTATIONS	28	
RELIGIOUS EXHIBITS		
TOTAL	360	3000
GRAND TOTAL	17975	3099
HOURS DEVOTED ON ABOVE ACTIVITIES	2425	

SUBMITTED: 3 Oct 69

TYPED NAME AND GRADE OF CHAPLAIN: [redacted] CH, 0th INF

SIGNATURE: Walter Pachuta

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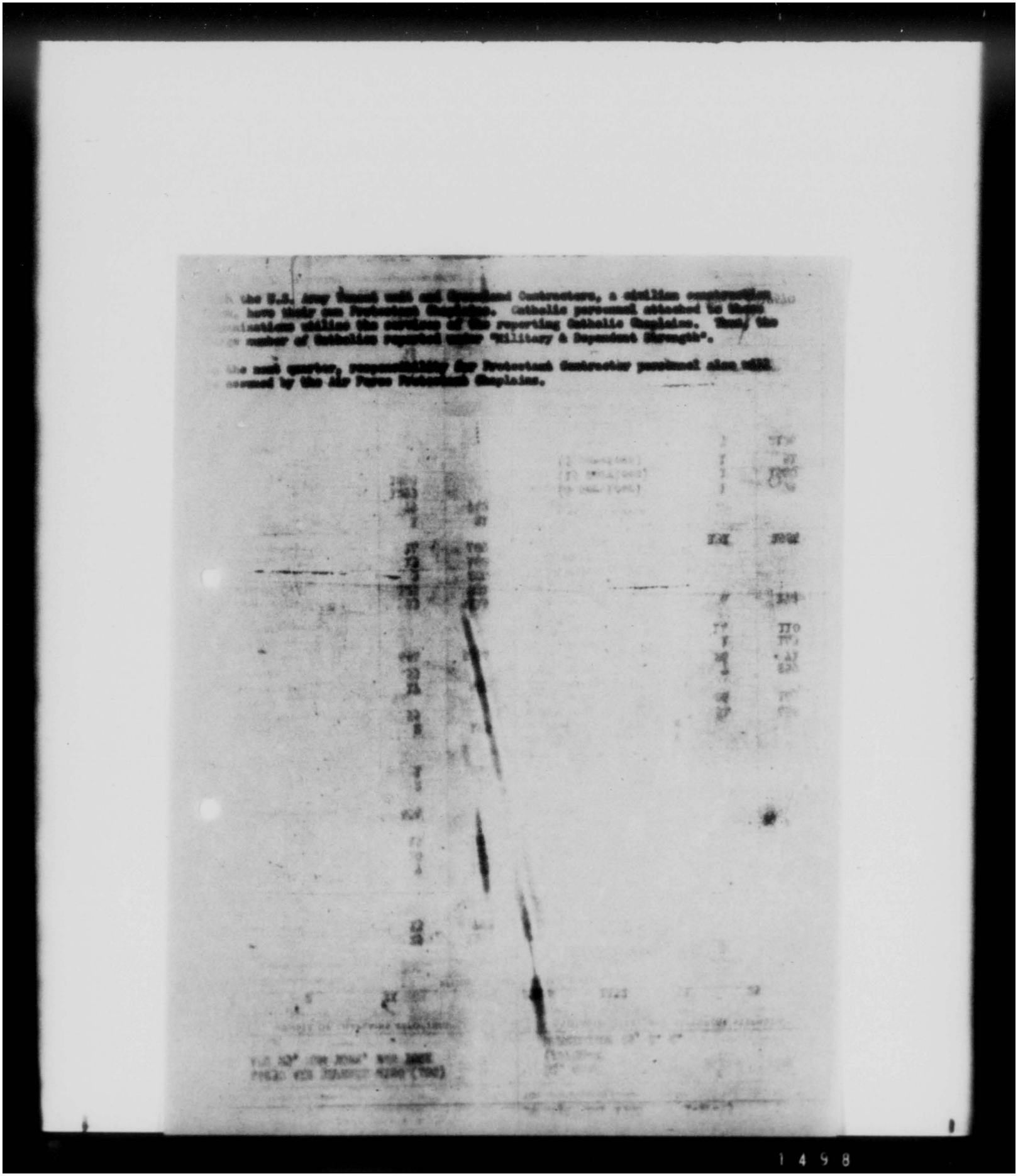

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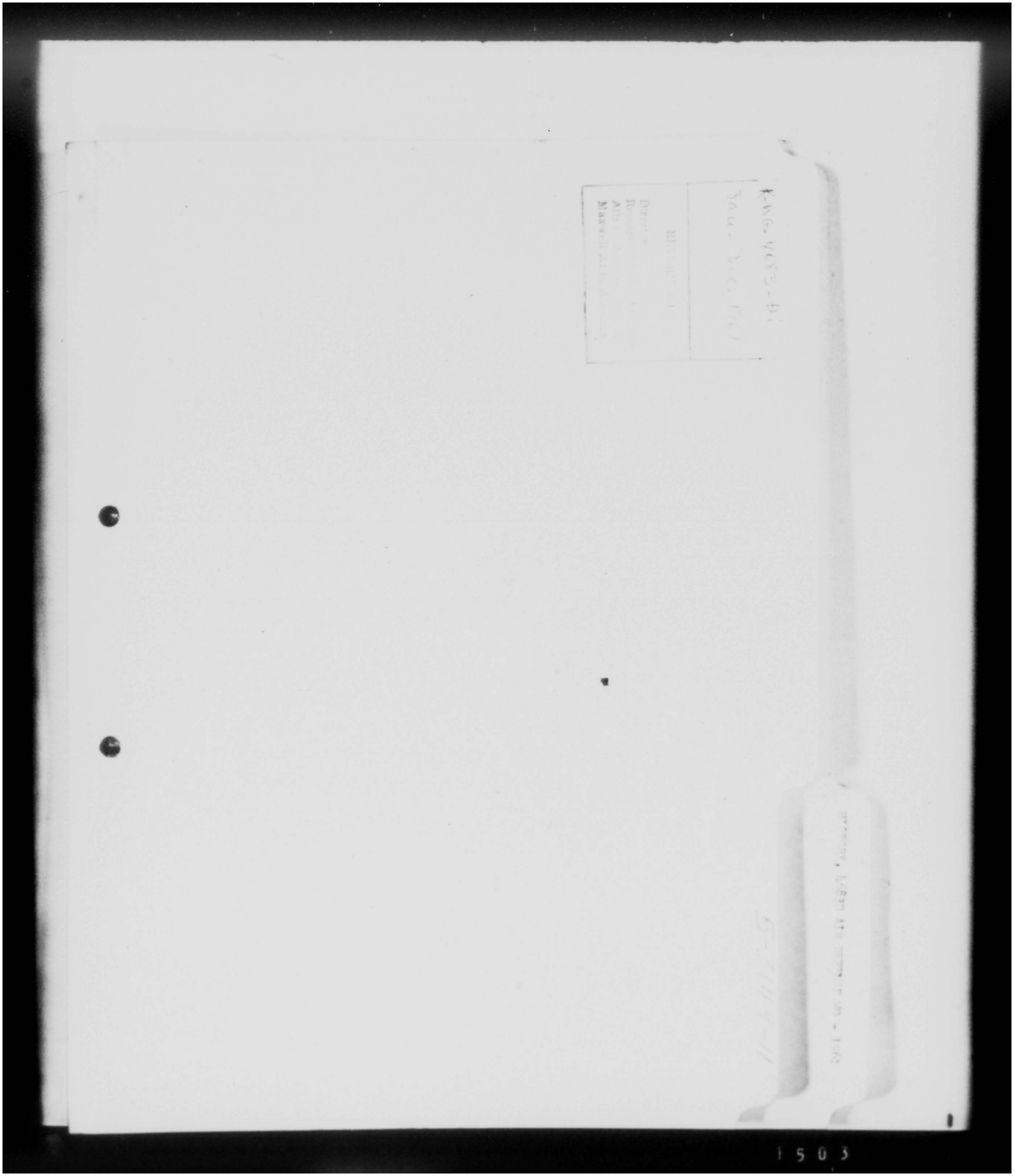

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HISTORICAL RECORD

of the

4683D AIR DEFENSE WING (ADC)

for the period ending

31 March 1961

AIR DEFENSE COMMAND

ADC FORM MAY 55 102

F.C. 5810

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Section I. REQUIRED DATA

1. UNIT AND LOCATION
4683d Air Defense Wing
Thule AB, Greenland

2. NAME AND GRADE OF COMMANDER
Harry B. Allen, Colonel, USAF

3. CHAIN OF COMMAND *(Superior Echelons)*

Air Defense Command, 64th Air Division

4. SUBORDINATE UNITS *(Down to and including squadrons)*

The units assigned to the Headquarters, 4683d Air Defense Wing are: 4683d Air Base Group, 4683d Air Base Squadron, 4683d Civil Engineering Squadron, 4683d Transportation Squadron, 4683d USAF Hospital, 4683d Consolidated Aircraft Maintenance Squadron, 4683d Supply Squadron, 931st Aircraft Control and Warning Squadron and 332nd Fighter Interceptor Squadron.

Units attached are: 1628th Support Squadron (MATS), 1983d Airways and Air Communications Squadron (MATS), Det 17, 8th Weather Squadron, Det 9, 7th Air Postal Squadron and Det 1, 64th Air Division (BMEWS).

5. MISSION *(Give authority and brief statement of primary mission)*

The Commander, 4683d Air Defense Wing, was to train a force capable of performing the base functions and services required to support ADC emergency plans and tactical training operations. In addition, he was to provide facilities, services, air base, routes and support for dependent units and units staging through or deploying from his assigned area. He was to maintain and operate Thule Air Base, Greenland and provide for the local surface defense of the base.

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	154	2374	0	2528
ATTACHED	42	381	0	423

7. EQUIPMENT *(Give official nomenclature and quantity of mission-type equipment)*

N/A

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Section II. COMMENTARY

During this reporting period the 4683d Air Defense Wing operated smoothly and the Wing mission was accomplished without serious problems.

DIRECTOR OF OPERATIONS - In January 1961, Colonel George W. Milholland arrived at Thule and assumed the position of Director of Operations. Lieutenant Colonel Harry E. Fisk also arrived in January and became Deputy Director of Operations replacing Captain Dafford W. Myers who was appointed Operations Staff Officer.

A request for UMD change was submitted to Wing Personnel in March. It was determined that manning for the Director of Operations was inadequate to fulfill the functions and responsibility of this office. Under the present UMD, there are no personnel authorized to perform the Operations Administrative functions. It was requested that the 27370A and 27350A positions presently authorized for the Wing Command Post be converted to two (2) 70250 positions. It was also requested that the present UMD be amended to authorize one (1) 27170 MSgt.

In February a request was submitted to the 64th Air Division requesting two (2) L-20 Ski equipped aircraft in order to extend our rescue capability to at least a 250 mile radius. This request was approved and the two L-20's arrived in February and became operational in March.

Fig VII Modification for the F-102's assigned to the 4683d Air Defense Wing began in March and is scheduled for completion in three months.

The flying requirements were waived for 10 pilots in January, 10 in February and 8 in March. With the arrival of the two L-20's with a support capacity of 5 pilots per aircraft, it is anticipated that there will be no further requirements for waivering of flying time.

Project 7268 "Arctic Terrain" began in January. A runway, 10,000' X 200' was constructed on North Star Bay and a series of landings and take offs were conducted on the ice runway during the month of March.

The following type aircraft made successful landings and take offs:

C-47, F-102, C-130, KC-135, B-47, and B-52

The 3rd Quarter adjusted flying hour allocation was as follows:

C-47 - 367 Hours
H-21 - 100 Hours
L-20 - 50 Hours

Total time flown during the 3rd Quarter was as follows:

C-47 - 371:35
H-21 - 102:10
L-20 - 38:25

An inspection was conducted in March by the 64th Air Division Inspection Team. The following deficiencies were noted:

1. The 4683d ADW Manual 55-1 was found to be an unauthorized publication.
2. Base flying regulations required by ADCR 55-8 were published in the 4683d

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Air Defense Wing Manual 55-1.

3. The Wing Flying Safety Officer was not current in primary mission aircraft.

4. A Combat Control Center was maintained in Wing Headquarters and manned by two (2) BOMARC trained personnel, AFSC 274X0 and one (1) 274X0 not BOMARC trained.

Corrective action was taken as follows:

1. The 4683d Air Defense Wing Manual 55-1 was rescinded.

2. Action was taken to publish Base Flying Regulations as required by ADCR 55-8, estimated completion date, 28 April 1961.

3. With the limited amount of flying time available to keep all personnel required by regulation to be current or combat ready, a request for waiver of paragraphs 4b(3) and (4) ADCR 62-2 was submitted to 64th Air Division Headquarters.

4. The functions performed by this section are not those of a Combat Control Center but of a Base Command Post. These functions were transferred to the Base Commander and will operate under his jurisdiction. A message was sent to the 64th Air Division advising of the rotation dates of the BOMARC trained airmen and recommended that every effort be made to reassign them to their former duty as Missile Control Operators.

The agreement for Fighter Interceptor Operations was accomplished on 13 Marc' 1961, and was found to be satisfactory by the Inspection Team.

A tactical evaluation of the 332nd FIS and 931st ACWRON was conducted bythe 64th Air Division in January. As a result the 332nd FIS was upgraded from a C-3 rating to a C-1 rating.

DIRECTOR OF MATERIEL - During this Quarter, the 4683d Air Defense Wing F/TF-102 aircraft flew a total of 835:20 hours for an average of 76.5% operational ready rate. There was one operational readiness inspection conducted during 5 to 9 January 1961. The results of this inspection revealed that combat readiness was being maintained at the desired level of effectiveness. This Wing was upgraded from a C-3 combat rating to a C-1.

Maintenance: The maintenance activity was given an inspection during the 64th Air Division IG team visit in March 1961. The maintenance sections were found to be in good operating order, and only minor discrepancies were noted.

Two L-20A type aircraft were received during the month of February. These were reassembled and placed in operation. The TCTO program for Configuration VII requirements began 8 March 1961. Delayed arrival of personnel for this project has caused slippage of the schedule. Also one TO kit contained improperly manufactured parts which caused further delay. The Land Air contractor is having difficulty meet-

TYPED NAME AND GRADE OF COMMANDER	SIGNATURE
HARRY B. ALLEN, Colonel, USAF Commander	Harry B. Allen

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ing his schedule, and this has been reported to the 64th Air Division. Maintenance data collection cards are now being prepared on key punch machines. The jet test cell has been placed in full operation thus increasing the base self-sufficiency. During this quarter, there was one aircraft incident in which the left speed brake failed to operate on one of the F-102's. Cause was determined to be malfunction of the speed brake relief valve. Proper agencies were notified.

Pre-issue and bench stock levels have been brought in line with consumption rates, and this has provided more stable supply support for maintenance. The NORS rate is being held within limits to realize a D-1 and D-2 rating. Working conditions for maintenance personnel were bad during this quarter because of the extreme arctic cold. Personnel were unable to work outside for extended periods which caused delay in turn-around of aircraft.

Maintenance Personnel: The DEROS distribution for maintenance personnel is out of balance, and there will be an unusual number of personnel rotating during July and August. Attempts have been made to correct this, however, plans are underway to make the best of this bad arrangement. A vigorous training program has been established for personnel who arrive at Thule without previous F-102 experience. Hours spent on their training are a loss to the maintenance program, but such a loss of time is considered essential. Morale has been excellent and this can be attributed to establishment of a realistic flying schedule. Accordingly, a realistic work schedule has been established.

Sunec 1961: At the end of the second quarter of the fiscal year, funds for supplies and equipment had been exhausted to such a degree that this Wing would have been unable to fund a substantial amount of SUNEC requirements. However, the third quarter revision to the Thule budget provided approximately $750,000 for SUNEC and normal supply requirements for the remainder of the fiscal year. The $750,000 has been committed to valid requirements needed in support of Thule.

Redistribution and Marketing: On the 9th and 10th of March, the Wing Commander and Director of Materiel attended a conference in Copenhagen, Denmark with representatives of the Royal Greenland Trade Department, 64th Air Division and firms interested in Thule disposable property and scrap. Because there are no private enterprise agencies at Thule to provide support, plans were made to provide buyers, a certain amount of help in removal of property and scrap from Thule. This support will be provided on a reimbursable basis. Plans were completed for removal of property which was sold last year, and to place on sale property generated during the current year.

Wing Vehicle Reporting Office: Fifty seven vehicles are scheduled for delivery at Thule during the 1961 summer shipping season. These are replacements, and the vehicles returning from major repair and overhaul. However, records show that 103 vehicles require replacement this season. Therefore plans are underway

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to maintain a number of badly worn vehicles for another year. The category which will present the most difficult problem will be station wagons used in the Base Taxi Fleet. This Wing has been advised that no station wagons will be available for distribution during 1961. Most of the station wagons at Thule have exceeded authorized expenditure limits. Evaluation of authorizations as required by project "Money Tree" has resulted in reducing Thule vehicle authorizations by 16 vehicles. Eleven vehicles were processed to redistribution and marketing during this quarter and seven are awaiting receipt of disposition instructions.

Unit Supply: A UAL has been published for the 4683d Air Base Squadron and is being purified by submission of AF Forms 601A. Action is currently being taken to obtain a UAL for the 4683d Air Base Group.

All unit supply accounts were inspected furing the recent 64th Air Division Annual General Inspection and were found to be satisfactory.

The quarterly in-use report was accomplished by all unit supply activities on 30 March 1961.

OFFICE OF SAFETY: The 4683d Air Defense Wing aircraft and missile accident rates for the quarter were zero.

During this period the Wing experienced three government vehicle accidents, six disabling injuries and two property damage cases. The military injury rate for the quarter was 2.39 and the motor vehicle accident rate was 0.54. The total cost of all accidents was $12,813.00. These figures reflect a marked improvement over the same quarter of 1960. During January, February and March of 1960 the military injury rate was 2.64, the vehicle accident rate was 0.90 and the total cost of accidents was $23,657.00. This decrease in the ground accident rate is attributed to an improved and intensified ground safety program that was initiated in the intervening time period. The ground safety program is enthusiastically supported by the commander and is administered through the individual unit commanders in order to give it authority and to insure that it reaches the entire population of the base.

INFORMATION OFFICE: The information Office has this mission: To keep military and civilian personnel informed and motivated. It also provides entertainment through radio and television mediums. In all, three services are provided; The Base Newspaper "The Thule Times", two radio stations KOLD and KBIC, and Television Station KOLD-TV.

During this quarter Captain Anthony R. Solimine was transferred from Base Operations to the Information Officer slot replacing Major Wallace C. Forsythe who moved back to the Wing Protocol Officer position. During the month of March the 64th Air Division IG team held an annual inspection at this base. The Information Office was rated as being satisfactory in all respects. Two (2) EM rotated, leaving this function with 17 personnel assigned as compared to 19 authorized on the Unit Manning Document. Other functions with an average of personnel were screened for personnel capable of performing radio and television duties. One (1) EM with previous TV experience was found and immediately sent to the television station. Five (5) replacements are scheduled for assignment to this office in April and May.

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Newspaper: The Thule Times, an official Class III photo-multilith eight page newspaper is published every Friday with 3,000 copies circulated to key pick up areas on the base. A weekly two-page schedule "Entertainment This Week" is attached as an insert to the Thule Times to facilitate copy preparation, meet production requirements and simplify delivery. Both are produced by a laborious and time consuming photolithographic process done entirely by the editorial staff, with one exception, the actual press run. A total of five (5) EM are employed 880 hours monthly, full time. The Thule Times won First Place for category III newspapers in the 1960 ADC Newspaper Awards Program.

Radio: Station KOLD operates on 1425 KCS, 24 hours daily, seven days a week. A 1000 watt station, KOLD is an official AFRTS outlet. Six full-time enlisted personnel operate this station. Volunteer, part-time workers augment the KOLD staff.

Station KBIC operates four hours nightly, devoted to classical and semi-classical music. This facility was operated with CBF funds during this period. In addition, KBIC is utilized to broadcast special events. These include sports events, political highlights and other activities which permit KOLD to continue its regular programming schedule.

Television: Station KOLD-TV, telecasting daily on Channel 8, is an official AFRTS outlet. This station averages 265 hours of programming per month and is on the air seven days a week. Weekdays, the station operates six hours nightly. On weekends, programming starts at 1500 hours with a special all-night program each Saturday night.

Information and Education programming was accelerated during this period. Among the special programs was an hour-long panel program featuring Lieutenant General Robert M. Lee, Commander, Air Defense Command, Major General Dale O. Smith, Commander, 64th Air Division and Colonel Harry B. Allen, Commander, 4683d Air Defense Wing who served as moderator. The theme of the program was "The Mission of Thule Air Base and the 64th Air Division".

The Wing Commander addressed the 4683d officer and airmen personnel on a 30-minute program explaining and initiating Thule's "DECUF" operations. Colonel Howard W. Jensen, Base Commander, appeared on a 15-minute program featuring "National Library Week". Lt Colonel Chester R. F. Poole, Commander, 4683d USAF Hospital, assisted by hospital personnel, presented a 30-minute First Aid demonstration. The Base Veterinarian and Special Services Officer presented

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short programs. A Western string band "The Thule Wranglers" composed of local airmen have made weekly appearances over KOLD-TV during this quarter.

New Bell and Howell Projectors were installed during this quarter with the loss of only one weekday telecasting.

Due to an increased requirement for live I&E and entertainment programs, additional space has been requested to provide adequate studio facilities for live telecasts. The possibility of using vacant buildings on North Mountain for relocation was ruled out since the present location of the station and transmitter on South Mountain has been proven by the installing engineers to be the only site which would give satisfactory transmission to Thule-proper and the outlying sites. Another overruling factor was that the power supply at North Mountain was fed from a source which would not provide an adequate supply of power for television transmission. Funds have been approved locally for renovation of the existing building with a request for additional funds for construction of a 24' X 24' studio.

A piano was donated to KOLD-TV by the Officers Open Mess and professional entertainers touring Thule Air Base offer their free-time for live entertainment telecasts.

STAFF JUDGE ADVOCATE - Captain Russell W. Layton was assigned as Staff Judge Advocate in January 1961. There have been no General or Special Court-Martials at Thule Air Base during this period. Nine Summary Courts were conducted and legal services were afforded in each of these cases. A definite increase in legal assistance cases has been noticed during the latter part of this quarter. A plan is currently in the process for relocating the Staff Judge Advocate Office in more spacious and convenient quarters. This plan has been approved and as soon as weather and contractor availability permits, construction and rehabilitation of the old Post Office Building #376, which was damaged by fire during the Spring of 1960 will begin.

During this period, Captain Layton set up a new system which extends legal services to Army, Navy and Air Force units at Thule Air Base as well as Camp Century, Camp Tuto, and "P" Mountain. This system results in an immense savings of time involved in travel to and from the remote sites. The success of this system is reflected by the number of cases handled by this office in December 1960 which totaled 62 and in February 1961 which totaled 118.

CHAPLAIN - Chaplains, Major Walter Tashnick and Raymond E. Tinsley served as Wing Chaplains during this reporting period.

Four Chaplains assigned to the 4683d Air Defense Wing conducted 262 religious services during the quarter. Attendance at these services totaled 12,311. Services,

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both Catholic and Protestant were provided for personnel at Camp Tuto and "P" Mountain.

During this quarter, Chaplain, Major Walter Tashnick rotated to the ZI for assignment to the 327th Fighter Group, Truax Field, Wisconsin. Chaplain, Major Raymond E. Tinsley arrived and was assigned Wing Chaplain.

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HISTORICAL RECORD

of the

4683D AIR DEFENSE WING (ADC)

for the period ending

30 JUNE 1961

AIR DEFENSE COMMAND

S-3147-11

ADC FORM MAY 58 102

Attch 24

P.C. 8810

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Section I. REQUIRED DATA

1. UNIT AND LOCATION
4683d Air Defense Wing (ADC)
Thule Air Base, Greenland

2. NAME AND GRADE OF COMMANDER
Harry B. Allen
Colonel, USAF

3. CHAIN OF COMMAND *(Superior Echelons)*
64th Air Division, Stewart Air Force Base, New York

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

4. SUBORDINATE UNITS *(Down to and including squadrons)*

During this period a headquarters squadron was added to the organizational structure of the 4683d Air Defense Wing (ADC).

The units assigned to the 4683d Air Defense Wing are: 4683d Air Base Group; 4683d Air Base Squadron; 4683d Headquarters Squadron; 4683d Civil Engineering Squadron; 4683d Transportation Squadron; 4683d USAF Hospital; 4683d Consolidated Aircraft Maintenance Squadron; 4683d Supply Squadron; 931st Aircraft Control and Warning Squadron; and the 332nd Fighter Interceptor Squadron.

Units attached are: 1628th Support Squadron (MATS); 1983d Airways and Air Communications Squadron (MATS); Det 17, 8th Weather Squadron; Det 9, 7th Air Postal Squadron; and Det 1, 64th Air Division (BMEWS).

5. MISSION *(Give authority and brief statement of primary mission)*

Commander, 4683d Air Defense Wing (ADC), was to train a force capable of performing the base functions and service required to support ADC emergency plans and tactical training operations. In addition, he was to provide facilities, services, air base, routes and support for dependent units and units staging through or deploying from his assigned area. He was to maintain and operate Thule Air Base, Greenland and provide for local surface defense of the base.

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	178	2643	1	2822
ATTACHED	43	443	1	487

7. EQUIPMENT *(Give official nomenclature and quantity of mission-type equipment)*

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Section II. COMMENTARY

During this period a headquarters squadron was the only organization change made. This was done to ease the load of work on Air Base Squadron. No serious problems were encountered in the 4683d Air Defense Wing (ADC) and the mission was accomplished without difficulty. Colonel Harry B. Allen was assigned as Wing Commander.

DIRECTOR OF OPERATIONS: During this period "Big Echo" was established. This would allow B-57 aircraft to be used periodically as a target force to provide interceptor ECM training for the 332d Fighter Interceptor Squadron.

In May it was decided to repair the emergency landing strip located near BMEWS. This work consisted of grading and marking location near the BMEWS site with flags and paint. Project was completed by the end of May.

By the end of this reporting period the deficiencies noted in the 64th Air Division Annual Inspection Report were corrected and records on the matter closed.

UMD request, which was submitted last reporting period, was approved by Headquarters ADC. This request converted two 27340 positions to 70240 slots. Authorization for a 27170 Master Sergeant was disapproved. This change will bring UMD strength for the Operations Directorate to one (1) Colonel 00036, one (1) Major 01416, one (1) Major 01716, one (1) Technical Sergeant 70270, and one (1) Staff Sergeant 70250.

During the month of June, FIG VII modification for the F-102's was completed.

During this period a C-47, SN 43-49019, was ferried to McChord AFB, Washington to be replaced by one SC-47, now under modification at Otis AFB, Massachusetts. Estimated time of completion had not been determined at the close of this quarter.

Four "Big Eye" Air Defense Exercises were conducted during this quarter by the 332d Fighter Interceptor Squadron and the 931st Aircraft Control and Warning Squadron. These were directed by Wing Operations.

Adjusted flying hours for this quarter totaled 370 for C-47; 150 in H-21 and 284 n L-20 as compared to total time flown of 364:40 in C-47; 90:45 in H-21 and 269 in L-20

DIRECTOR OF MATERIEL: Maintenance capabilities during this quarter reflected an operational readiness rate of 78 per cent. This quarter marked an increase of ½ per cent in operational readiness over last reporting period. Ground power maintenance was transferred from Building 1411 to Hangar 4 this period. This move consolidated ground power bench stock with organizational maintenance bench stock.

In June the Quality Control Section began a 180 day activity inspection to evaluate improvements in capabilities.

A total of 5546 hours were expended in proficiency training in which 1557 maintenance personnel took part. In addition, a 40 hour F-102 aircraft familiarization course was conducted.

One major problem experienced during this quarter was the breakdown of the IBM calculating machine, which had to be returned to the U. S. for repair.

Base Supply processed 7297 line items totaling $1,032,191 and reduced the stock record cards from 41,713 to 35,390. Bench stocks and pre-issue stocks were revised during this period. This reduced the line item quantity from 4861 to 3073. In the

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latter part of this quarter an inventory of base supply assets was begun and reflected 96.5 per cent accuracy. Bulk stock inventory was accomplished to provide adequate space for cargo on incoming ships.

Spring resupply of Arctic Weather Stations Nord and Alert by airlift took place between 14-24 April 1961. This program called for a 24 hour operation with an aircraft scheduled to arrive and depart its destination every 3 hours. During this 10 day airlift, of which 3 days were bad weather days, a total of 889.7 tons of POL products and general cargo was transported. Military Air Transport Service was assigned the mission, utilizing five C-124 aircraft. A total of 58 missions and 391.3 flying hours were logged in the actual 7 operational days. An overall saving of $8,094 was resulted over similar operations in the past. Tonage breakdown reflected 688.4 tons to Nord and 201.3 tons to Alert.

Canadian "Box Top Operation" POL resupply of Canadian Army at Alert took place between 22-30 April 1961. In conjunction with this, Royal Canadian Air Force agreed to airlift cargo to Alert and Eureka. Thule's support of this operation called for housing and messing facilities for 19 officers and 124 airmen and army personnel, loading and transporting equipment, office space with related equipment, communication, aircraft support including hangar space, aviation gas/oil and aircraft servicing. During this period a total of 1059.9 tons were transported. The RCAF was assigned the mission using two C-130 type aircraft. A total of 68 missions and 220 flying hour was accomplished.

A base survey team of 9 USAF personnel visited Station Nord to inspect USAF vehicles, equipment, POL stock and runway lighting. Overall results of the inspection was very satisfactory.

On 24 May, four USAF personnel were placed on TDY for approximately 100 days to assist in maintenance of runways at both Alert and Eureka.

During this quarter a total of 14 vehicles were processed to redistribution and marketing. The total number of firm vehicle inputs for this summer shipping season was 58 as compared to 12 last year.

This input of vehicles brought the total shortage of vehicles to 53. Presently, 72 vehicles have exceeded maximum expenditure limits, but were still being utilized until replacement vehicles arrived.

CHAPLAIN: Four Chaplains were assigned to the Wing during this period. A total of 325 religious services with total attendance amounting to 13,808. Services, both Catholic and Protestant, were provided for personnel assigned to the 931st Aircraft Control and Warning site. No outstanding problems were encountered.

INFORMATION OFFICE: During this reporting period the Information Section experienced a shortage of personnel. Since the section was divided into three branches - Thule Times; Radio and Television, personnel had to be taken from one to fill critical vacancies in another.

It was during this quarter, a full time officer (non-information) was assigned. Projection for July called for assignment of a First Lieutenant (7224).

By the end of June most personnel problems had been solved leaving only one outstanding. This fringed on the fact that only six out of 19 assigned were lower four gradens.

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TYPED NAME AND GRADE OF COMMANDER	SIGNATURE
HARRY B. ALLEN Colonel, USAF	Harry B Allen

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Few major problems existed during this time. Biggest was resulted from faulty television equipment. Many programmed hours were lost due to equipment being "worn out." To alleviate this problem, effort was begun through channels to procure a new transmitter and television equipment. By the end of June it had been approved by SAFOI to acquire needed equipment. Budget programming was done at Thule and equipment was to be purchased by\Sacramento Signal Depot, who handles AFRTS supply functions. It was ostimated that a new TV set-up would be in operation by August 1961.

This quarter marked the begining of "Tourist" season at Thule. A seperate Protocol Office was set up to handle all incoming VIP's. Prior to this, the Protocol Officer had been housed in the same office as Information.

STAFF JUDGE ADVOCATE--During the three month period, April, May and June, the legal office rendered assistance to an average of 169 individuals monthly. In addition, off-base trips were made to assist in legal matters at the 931st AC&W Squadron, Camp Tuto and the four Nike Batteries in the surrounding areas. This rogram allowed many individuals to obtain legal help without making a trip to the base proper.

During the month of April, there was one summary Court-Martial. For May a total of two special and five summary Courts-Martial. In June three special courts were conducted.

At this time the legal office completed board of investigation or reported shortage at the base exchange and an investigation was begun on an automobile accident involving employees at the base exchange.

By the end of this reporting period action had begun to acquire additional building space. Present facilities do not afford room to hold Court-Martial Sessions.

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SECRET

RCS: AU-D5

HISTORICAL RECORD

of the

4683D AIR DEFENSE WING, (ADC)

for the period ending

31 DECEMBER 1962

AIR DEFENSE COMMAND

032

SECRET

ADC FORM MAY 58 102

562-0201

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SECRET

Section I. REQUIRED DATA

1. UNIT AND LOCATION

4683d Air Defense Wing, Thule Ab, Grnld

2. NAME AND GRADE OF COMMANDER

Frank A. Hill, Colonel, USAF

3. CHAIN OF COMMAND (Superior Echelons)

64th Air Division
Air Defense Command

4. SUBORDINATE UNITS (Down to and including squadrons)

Units Assigned Were:
4683d Air Base Group
4683d Headquarters Squadron
4683d Civil Engineering Squadron
4683d Transportation Squadron
4683d Consolidated Aircraft Maintenance Squadron
4683d Supply Squadron
4683d USAF Hospital
332d Fighter Interceptor Squadron
931st Aircraft Control & Warning Squadron

Units Attached Were:
Resident Auditor
7 Air Postal Sq, Det 9
1628 SUPP SQ (MATS)
1983 COMM SQ (AFCS)
54 Air Rescue Sq, Det 1 (MATS)
2804 OSI Detachment
Thule Operating Location Sec AFCRL
Det 3, 64 Air Div (Operating Location)
12 WEA SQ, Det 48 (MATS)
BMEWS Eastern Fld Office (AFLC)

5. MISSION (Give authority and brief statement of primary mission)

64th Air Division Regulation 24-4, dated 19 June 1961, directed the Commander to exercise command over all personnel assigned or attached. Additionally, he was to train such forces as were required to support emergency plans and tactical training operations; provide air base and route support for units staging through or deploying from the assigned area; provide facilities and services in accordance with AFR 11-4, 172-3, 400-27, and other agreements and directives to military, government and civilian personnel staging or operating in the area; maintain and operate Thule Air Base; provide for local surface defense of Thule Air Base; exercise operational control of forces committed to the base defense plan, and participate in disaster relief.

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	171	2533	1	2705
ATTACHED	47	454	1	502

7. EQUIPMENT (Give official nomenclature and quantity of mission-type equipment)

14 F/TF 102's
One ANS FPS-20 Radar

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Section II. COMMENTARY

COMMAND: Colonel Frank A. Hill assumed the duties of Commander, 4683d Air Defense Wing, vice Colonel Harry B. Allen, on 17 August 1961.

DIRECTOR OF OPERATIONS: On 1 October custody of all rescue helicopters and Air Rescue Service equipment was turned over to Detachment 3, 54th Air Rescue Service (MATS).

A result of our request of September 1961, and of the ARS Conference at Orlando Air Force Base, Fla., for immediate conversion of H-21 helicopters to H-43B helicopters, was the programming of two H-43B helicopters for delivery in February 1962.

On 3 October 64th Air Division was asked to obtain a waiver for Thule GCA-ILS approach minimums. High terrain in approach areas limits approach ceiling to 1100 feet MSL. Without the waiver, the present minimum is 551 feet MSL.

TACAN 37 (Crescent Lake) became operational on 9 October. On base TACAN equipment (old Channel 37) was de-activated and shipped out. TACAN 47 was modified to increase power output.

After a study by Maj. Burrell K. Townsend, assistant director of operations, a request was made to 64th Air Division for authority to salvage the P-2 Trainer. The study revealed that the P-2 trainer was not economical commensurate with the training capability at Thule.

On 1 November all F/TF-102's were restricted from flight until a one time inspection on the aileron bell crank housing assemblies could be completed. This action was taken due to an in-flight emergency in which a F-102 had stiff controls.

During November the operations staff began preparation of a consolidated alternate communications plan for Thule. Members for the Thule Air Traffic Control Board were appointed.

Colonel Houton, Hq USAF (AFCOP), called during December requesting additional data to support installation of requested configuration "A" lighting. The required information was sent to Hq USAF to help support the request for emergency funding.

As of 31 December no manpower technician had arrived to fill a position vacant since August 1961.

Eighty training sorties were cancelled during the quarter due to weather.

Total time flown during the quarter was as follows:
T/F-102 - 772
C-47 - 285:10
L-20 - 250

DIRECTOR OF MATERIEL:

Chief of Maintenance: A heavy changeover of personnel in September reduced the maintenance capability by a very large margin. Three-level airman, were shipped in to replace many of the outgoing five-levels. Often these replacements were fresh out of technical school and had no practical experience. The resulting OJT requirements sapped much of our experienced supervision, thereby further depleting our ability to sustain a satisfactory maintenance posture. By November, however, OJT started to pay off. We also began to receive more five-level airmen.

The F-102A flying hours increased from 242 hours in October to 276 hours in November despite the onset of bitter weather. Unfortunately the increase in maintenance effectiveness was largely offset by a very high rise in the NORS rate. In December alone our NORS rate (16.5%) was 100% higher than the average for the entire year. That month saw the flying hours go down to 255 hours.

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Weather also took its toll. Bringing the fighters out of a warm hangar into sub-zero cold generated many pneumatic and hydraulic problems. Also temperatures at altitude dropped as low as -93 degrees F., a condition that may have incurred the rash of flight control problems that we experienced. The latter problem was being investigated.

Directorate of Materiel (UAL Section): The Base ERAA Board processed fifty-three (53 change requests. These were needed to re-align the UAL's after 15 October 1961 Annual UAL Report.

Base Vehicle Reporting Office: During the reporting period AF Forms 589 was submitted for 28 vehicles to be processed to Redistribution and Marketing. A total amount of $106,047.00 in Air Force dollar savings.

Information was received from higher headquarters that Thule Air Base would receive 120 vehicles during the Summer SUNEC 1962 season. The Wing had 478 vehicles in use, with a total of 104 in code C. twenty (20) vehicles awaiting receipt of disposition instructions.

Site Resupply: During the period of this report the Site Resupply section sent one C-118 and two C-124 aircraft to NORD, ALERT and EUREKA to transport 30,366 lbs of cargo, 1,739 lbs of mail, and 20 passengers. On the return flights from these sites, 3,170 lbs of cargo, 906 lbs of mail, and 15 passengers were transported. Total cost of these flights was $9,835.80. During the same period, the Site Resupply section made twelve helicopter trips to Cape Atholl for normal resupply. These twelve flights transported 10,612 lbs of cargo, 437 lbs of mail and 7 passengers. On the return flights, Cape Atholl returned 1,195 lbs of cargo, 80 lbs of mail and 11 passengers.

Base Supply: The excess program for this reporting period amounted to 623 line items shipped, with a monetary value of $169,158.00. The line items in Base Supply increased from 26,719 at the beginning of the period of 35,341. Bench and pre-issue stocks were revised. Line items decreased from 3,093 to 2,220 for bench stock and increased from 274 to 289 for pre-issue stock.

Percentage of Inventory taken: Hi-Valu - 100%. Category II - 100%. Category III - 100%. Inventory Accuracy - 96%.

The pre-conversion and conversion of Base Supply account #2573 to the ADC Base Mechanization Program was well underway with a target date of 1 April 1962. This conversion was on schedule.

The annual Industrial Production Equipment Inventory was completed and submitted to WRAMA 22 November 1961.

Consolidated Organizational Supply: Directions were received 25 September 1961 from 64th Air Division and Air Defense Command directing all Unit Supplies be consolidated by 30 October 1961.

Six Unit Supplies and eight UAL's were consolidated in the month of October and were operating as a Consolidated Organizational Supply on 1 November 1961.

The following Organizations were consolidated: 4683d CAMRON; 4683d Supply Squadron; 4683d Transportation Squadron; 4683d Air Base Squadron; 4683d Civil Engineering Squadron; 4683d Air Defense Wing (ADC); 4683d Air Base Group, and 332d Fighter Interceptor Squadron.

Three officers and twenty-five airmen were transferred from the six unit supplies to Consolidated Organizational Supply. However, personnel were still assigned to each Organization administratively, but were under the operational control of Consolidated Organizational Supply.

Directives received on 1 December 1961 directed that a Base Tool Issue Center be made part of Consolidated Organizational Supply. This was to include

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TYPED NAME AND GRADE OF COMMANDER	SIGNATURE
FRANK A. HILL, Colonel, USAF	Frank A. Hill

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the maintenance and inventory of seven hundred and sixty tool kits. This project was about 50 percent complete.

OFFICE OF THE STAFF JUDGE ADVOCATE: The Office of the Staff Judge Advocate had the responsibility of administering military justice, quasi legal activities and rendering legal assistance. While the Office of the Staff Judge Advocate's primary responsibility to Air Force personnel, legal and military advisory service was rendered to members of all armed services and other personnel serving with the Air Force at Thule Air Base.

In the month of October 94 individuals were given legal assistance in their personal affairs. In November 104 persons were so served as well as 111 in December. In view of the difficulty in reaching Thule Air Base proper from the several remote sites at which substantial numbers of persons were stationed, legal assistance officers continued to make visitations to such sites. However, due to numerous boards being conducted during this period, visits were not made on a weekly basis.

During this period two Special Courts-Martial were tried in October, one Special and one Summary Courts-Martial were tried in November and two Summary Courts-Martial were tried in December.

In October the investigation involving the death of Ole Schou and the automobile accident pertaining to the Base Exchange were completed and forwarded to 64th Air Division. The investigation pertaining to the loss of cash and other assets belonging to the Thule Air Base Airmen's Open Mess was completed and forwarded to 64th Air Division in December.

Under the provisions of AFR 147-21 a board of officers was appointed in November to investigate the shortage of funds and property of the Thule Air Base Exchange and was still pending.

STAFF CHAPLAIN: Objective: to provide as complete religious coverage as possible to assigned personnel in the Thule Area.

Problems: 7th Artillery had chaplain coverage for their units only one of the three months in this reporting period. PR&DC had chaplain coverage one Sunday during the 14 Sundays of the reporting period. Cape Athol (USCG) had no chaplain coverage of its own at any time. This required the base chaplain to provide six additional services each Sunday.

Program: weekly religious services were provided for Thule Air Base, Camp Tuto (PR&DC), 7th Artillery (four Nike Batteries) and 931st ACW ('P' Mt.). Special services were provided for the units at Thanksgiving and Christmas time as well as for Cape Athol and Camp Century (PR&DC). A special Christmas Service on Christmas Eve was conducted in English, Danish, and Greenlandic at Dundas Village (adjacent civilian settlement). Non-religious observances in the form of appropriate parties were offered to all base personnel on Halloween night, and to Dundas Village children and base personnel during the Christmas Season.

Personnel: The Chaplain Section was authorized four Chaplains and four were present for duty. Five chaplain services personnel were authorized and four were present for duty. No NCOIC was assigned during this period. One TSgt, one SSgt, two A1C's, one A2C were authorized. Four A2C's were assigned.

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Results of inspections: Chaplain, Colonel, John J. Wood, ADC Staff Chaplain, evaluated the program, and chaplain funds and reported all to be satisfactory.

Morale: estimated morale, normal or better than normal for existing situation and location.

MORALE: During the second quarter of calendar year 1961 the Director of Operations requested a traffic study from base communications to determine whether or not an additional morale circuit was necessary. The study was submitted to Operations on 31 October.

The study revealed that during the period 1 June 1961 to 31 August 1961, 14,237 calls were completed via the two existing commercial morale circuits. These circuits are routed through Cornerbrook, Newfoundland.

It was found that 62% of the calls were completed within one hour or less from the time each call was initially booked. At the other extreme just 5% of the total calls experienced a delay of over four hours. Delays of up to four hours were experienced in the evening between 1800 and 0100 hours and on Sundays between 0800 and 2200 hours. Approximately 50% of all calls placed during a 24 hour weekday period were placed in a seven hour period between the hours of 1800 - 0600.

Extended delays were rarely experienced over the two commercial circuits between 0600 and 1700 hours. The normal time lapse between booking and connection ranged from zero to 15 minutes.

In view of the fact that the delays experienced were not intolerable and as the Cornerbrook commercial switchboard was to be incorporated into the direct distance dialing system (with an expected speed-up of service of 75%) it was not considered necessary to secure an additional morale circuit.

A further consideration taken into account was the fact that additional privileges for placing personal calls were available through official switchboard circuits to Andrews AFB and Stewart AFB. Approximately 40 personal calls were booked on each of those circuits during an average weekday night between 1800 and 0600 hours.

INFORMATION OFFICE: The information function offered three services each considered to be of major importance as morale factors.

Thule Times: The Thule Times, an official Class III newspaper was published each Friday. A photo-multilith process, 12 page publication, the Times had a circulation of 2,500 copies. On 13 December a letter was originated within the Information section and sent forward through channels requesting an increased run of 4,000 copies be allowed. It was felt that, due to the isolated area in which Thule AB is located, a waiver to the one copy to three persons ratio as prescribed by Air Force Regulation 190-7, para 9,a,(1), dated 11 April 1961, was desirable.

Television: The Armed Forces Radio and Television Service outlet was operated four evenings weekly on a limited program basis. Installation and testing of the equipment which was to form the renovated television studio continued, although, at the end of the quarter a final completion date was still not set.

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Radio: The 1000 watt AFRTS Radio outlet (KOLD) was operated 21 hours daily, seven days a week on 1425 kilocycles. Station KBIC, an unofficial outlet operated by volunteer help, was on the air three nights per week, four hours nightly. KBIC programs, devoted to classical and semi-classical musical selections and special events, were considered a desirable supplement to the regular KOLD programming.

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ANNEX I

TO

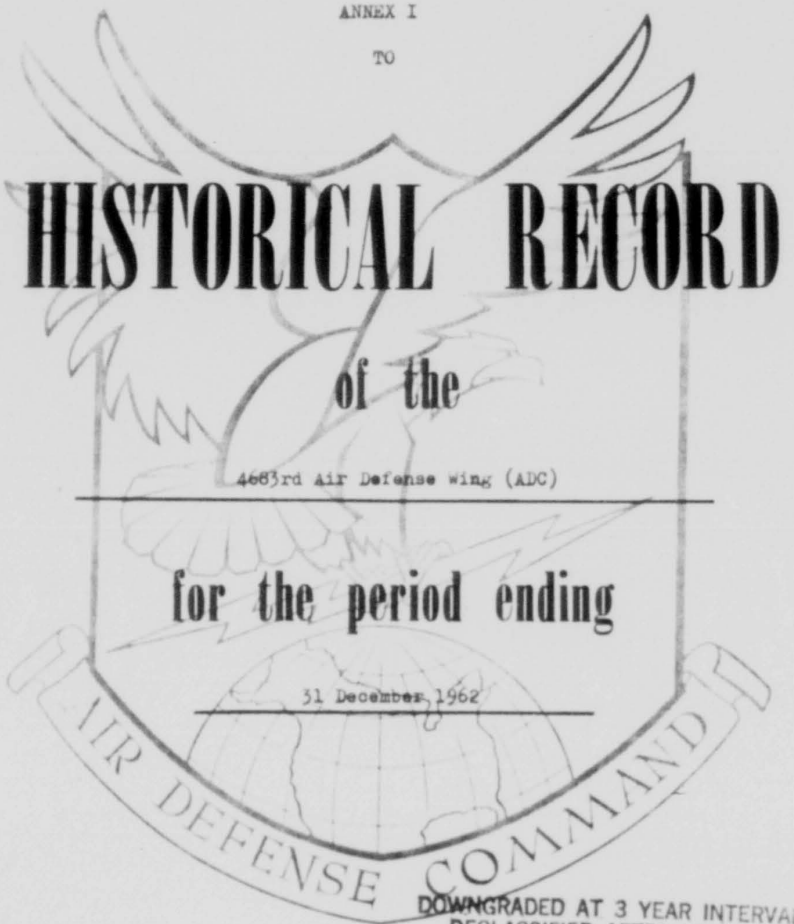
HISTORICAL RECORD

of the

4683rd Air Defense Wing (ADC)

for the period ending

31 December 1962



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Section I. REQUIRED DATA

1. UNIT AND LOCATION	2. NAME AND GRADE OF COMMANDER
4683rd Air Defense Wing, Thule AB, Greenland	DAVID B. TUDOR, Colonel, USAF

3. CHAIN OF COMMAND *(Superior Echelons)*

64th Air Division
Air Defense Command

4. SUBORDINATE UNITS *(Down to and including squadrons)*

5. MISSION *(Give authority and brief statement of primary mission)*

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED				
ATTACHED				

7. EQUIPMENT *(Give official nomenclature and quantity of mission-type equipment)*

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Section II. COMMENTARY

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CUBAN CRISIS: On 24 October 62 this Command was placed on Defense Readiness Condition 3 and the interceptor alert status was increased to Cocoa in connection with the Cuban Crisis. In compliance with the higher defense readiness condition no further ordinary leaves were granted and all non-essential temporary duty was terminated. Local flying training was postponed to include all 4683d Air Defense Wing and Thule Conad Control Center exercises. Compilation of data for Prime continued as much as possible but Prime Pressure Points for tactical activity were not disseminated from higher headquarters. Commanders were encouraged in their monthly Prime statement to comment on how the increased DEFCON affected their Prime statement. /S/

The interceptor alert status of Cocoa required four additional F-102 interceptors to be placed on 15 minute alert. With this increase the wing was maintaining two F-102s on five minute alert and six F-102s on 15 minute alert. /S/

This was four more aircraft on alert than there were available alert stalls. our interceptors on 15 minute alert had to maintain this alert status in a non-alert type hangar. In the event these four aircraft were scrambled they would have to be towed outside the hangar before the power units could be plugged in and the aircraft engine started. This coupled with the restriction on the Joy Air Compressors storage tanks severely handicapped this wing's ability to adequately support the 15 minute alert requirement. /S/

Had the defense readiness condition, in the opinion of higher headquarters, required this Wing withdraw part of the F-102 force at Thule Air Base to Sondestrom, the ability to airlift sufficient ground equipment and maintenance personnel to support the requirement would have been a serious problem. With only two SC-47's available for airlift it was doubtful this requirement, had it been necessary, could have been fulfilled. To adequately support an operation of this nature an increased airlift capability, immediately available, at Thule AB would be a necessity for the wing. /S/

All F-102s were combat loaded in support of the higher defense readiness condition. To meet the higher interceptor alert status, pilots of the 332nd Fighter Interceptor Squadron were standing alert an average of 110 hours per week. /S/

On 3 November the interceptor alert status was changed to Bravo. This decreased the number of interceptors on 15 minute alert to four and allowed flying training to resume but still not to the extent prior to the increase in the defense readiness condition. Local Blue Nose and North Star exercises were resumed and higher headquarters approved two exercises each month. Data for Prime was to continue to be collected but pressure points were still to be held in abeyance. With the approval to conduct local training exercises, a North Star exercise was conducted on 8 November. Thirty-three F-102 sorties were flown in support of this exercise. On 15 November a Blue Nose exercise was conducted and 33 F-102 sorties were flown in support of this exercise. Approval from higher headquarters was requested to conduct a third exercise on 29 November to be a North Star exercise. /S/

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TYPED NAME AND GRADE OF COMMANDER	SIGNATURE
DAVID B. TUDOR, Colonel, USAF	David B. Tudor

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HISTORICAL RECORD

of the

4683rd Air Defense Wing (ADC)

for the period ending

31 December 1962

AIR DEFENSE COMMAND

FORM 102

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Section I. REQUIRED DATA

1. UNIT AND LOCATION: 4683rd Air Defense Wing, Thule AB, Greenland

2. NAME AND GRADE OF COMMANDER: DAVID B. TUDOR, Colonel, USAF

3. CHAIN OF COMMAND (Superior Echelons)

64th Air Division
Air Defense Command

4. SUBORDINATE UNITS (Down to and including squadrons)

Units Assigned were:	Units Attached Were:
Hq 4683d Air Defense Wing	Resident Auditor
Hq 4683d Air Base Group	7th Air Postal Squadron, Detachment 9
4683d Air Police Squadron	1628 Support Squadron (MATS)
4683d CAMRON	1983d Communications Squadron (AFCS)
4683d Civil Engineering Squadron	54th Air Rescue Squadron, Detachment 1 (MATS)
931st AC&W Squadron	2804th OSI Detachment
332d Fighter Interceptor Squadron	Detachment 1, 71st Surveillance Wing
4683d Supply Squadron	12th Weather Squadron, Detachment 48 (MATS)
4683d Transportation Squadron	6594th Aerospace Test Wing
4683d Air Base Squadron	
4683d USAF Hospital	

5. MISSION (Give authority and brief statement of primary mission)

64th Air Division Regulation 24-4, dated 19 June 1961, directed the Commander to exercise command over all personnel assigned or attached. Additionally, he was to train such forces as were required to support emergency plans and tactical training operations, provide air base and route support for units staging through or deploying from the assigned area; provide facilities and services in accordance with AFR 11-4, 172-3, 400-27, and other agreements and directives to military, government and civilian personnel staging or operating in the area; maintain and operate Thule Air Base; provi for local surface defense of Thule Air Base; exercise operational control of forces committed to the base defense plan, and participate in disaster relief.

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	163	2144	174	2481
ATTACHED	47	489	73	609

7. EQUIPMENT (Give official nomenclature and quantity of mission-type equipment)

13 F/TF-102A
2 U-6A
1 SC-47A

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Section II. COMMENTARY

COMMAND: Colonel David B. Tudor was the commander of the 4683rd Air Defense Wing during the reporting period.

DIRECTOR OF OPERATIONS: This Wing supported two projects during the quarter. One was the classified Headquarters USAF directed Project Poor John, involving WB-50 and WB-57 aircraft and the second was a Canadian project, Blind Twinkler, involving two Canadian CF-100 aircraft.

Installation of the approach lighting project was completed but final acceptance had not been made.

During December, the Director of Operations visited Headquarters 64th Air Division and ADC on temporary duty to coordinate instrument approach changes, GCA/ILS minimum, GCA/ILS waiver and new circling minimums.

ADCM 55-39, a new manual pertaining to operation and equipment of ADC command posts, was received. Purpose of the manual was to standardize operation of all ADC command posts. As of the end of the quarter, the Plans Officer was at Headquarters 4th Air Division for the purpose of discussing this unit's supplement to the manual.

This headquarters again submitted justification to the 64th Air Division for assignment of a C-54 support aircraft at this base to replace the present SC-47 aircraft assigned. A replacement was requested because of the severe operational limitation imposed by the SC-47.

With arrival of an airman first class, AFSC 70250, 21 December, this directorate had three enlisted personnel assigned, a staff sergeant, one airman first class and one airman third class. This was against authorization for one technical sergeant, one staff sergeant and one airman first class. With projected loss of the assigned staff sergeant in February, the directorate would again be short one enlisted member and the remaining two far below the authorized grade levels.

Manpower authorization for the 4683d Air Police Squadron was increased 78 airman spaces to provide adequate security for Thule AB. This brought manning strength to three officers and 131 airmen.

Aircraft Accidents: An F-102 aircraft assigned to the 332d Fighter Interceptor Squadron was lost during a local flight 14 December and the subsequent search for the aircraft and pilot resulted in the loss of two additional aircraft, a SC-47 and H-43B helicopter. The series of accidents resulted in the death of two officers and one airman.

The SC-47 was assigned to the 4683d Air Defense Wing and the helicopter to Detachment 1, 54th Air Rescue Squadron, Thule AB.

The F-102, piloted by Maj. Robert H. Daum, was reported lost from the radar scope of the 951st AC&W Squadron at 1138 hours local time, 14 December. The 54th Air Rescue Squadron helicopter was immediately dispatched to search for the missing aircraft. Its crew was composed of Capt. William J. Murphy, pilot and Capt. Richard C. Pfanenhauer, copilot. Also on board were SSgt. Robert H. Cain, 4683d Civil Engineering Squadron, a fireman, and and A2C John L. Killian, 4683d USAF Hospital, an air rescue medical technician.

Less than an hour after its takeoff, Thule operations received word that the helicopter was down on the Arctic ice cap, less than two miles from where Major Daum

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was last heard from, approximately 25 miles southeast of the base. When the helicopter pilot realized his aircraft was in trouble he radioed this information to the SC-47 which was flying "top cover" for the helicopter during its search for the downed interceptor. The crippled helicopter's position was pin-pointed by Detachment 1, 71st Surveillance Wing (BMEWS) which relayed the information to the Thule operations center.

Although severely hampered by 24-hour darkness, sub-zero Arctic temperatures and poor visibility caused by blowing snow, periodic fog, and snow showers prevailing over the ice cap, U.S. Army, Air Force and Eskimo ground search parties were immediately organized under the command of Lt. Col. George E. Renault, Commander of the U.S. Army Polar Research and Development Center, Camp Tuto. Equipped with Army snow tractors and dog sleds driven by Eskimos from nearby Manson Island, the ground search party established a forward command post about 25 miles from Thule on the ice cap.

The next morning, 15 December, the five-man helicopter crew was located at 0915 hours local time by the Camp Tuto snow tractors and Eskimo search teams. Members of the crew were returned to Thule. They were cold and hungry but were not injured.

At 1020 hours word was received by Base Operations that the SC-47 had crashed approximately 17 miles south of the base. On board were Capt. Charles S. O'Brien, 931st AC&W Squadron, pilot; Maj. Orrin A. Merrill, 4683d Air Defense Wing, copilot; SSgt Alfred E. Pippin, 4683d Air Base Squadron, radio operator; A1C Emmitt G. Gotcher, 4683d Consolidated Aircraft Maintenance Squadron, crew chief; and A1C Willie H. Fenwrick, 54th Air Rescue Squadron, flight engineer.

The 931st AC&W radar opperators had a fix on the downed SC-47 and were able to direct a 54th Air Rescue Squadron helicopter to the scene of the crash.

There were three survivors, Major Merrill, Airman Gotcher and Airman Fenwrick, only oneof whom was slightly injured. They were returned to the base by the rescue helicopter. Captain O'Brien and Sergeant Pippin were killed in the crash.

Members of the helicopter crew were Capt. Raymond L. Foster, 54th Air Rescue Squadron, pilot; Capt. Whitney C. Scully, U.S. Army Polar Research and Development Center, copilot; Capt. Robert J. Goldberger, 4683d USAF Hospital, chief of hospital services; SSgt. Reed O. Painter, also of the hospital, air rescue medical technician and A1C Robert L. Barnett, 54th Air Rescue Squadron, crew chief.

The search for Major Daum and his F-102 by U.S. Army and Eskimo ground search parties continued. Other aircraft were called in to assist in the search, including seven RB-66 "Destroyer" photo reconnaissance of the 16th Tactical Reconnaissance Squadron (TAC), from Shaw AFB, South Carolina; five C-130 "Hercules" from Sewart AFB, Tenn.; two C-130s from 7th Troop Carrier Squadron, Dyess AFB, Texas; and a special photo-reconnaissance C-131 from AFSC. Para-rescue personnel from the Air Rescue Service (MATS) also aided

The search for the missing F-102 was officially anded on 7 January.

Cuban Crisis: On 24 October this command was placed on an increased defense condition and an increased interceptor alert status in connection with the Cuban crisis. Specific actions were taken concerning personnel and equipment required by the increased defense and alert posture. These actions are summarized in Annex I (Secret) to this historical report.

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TYPED NAME AND GRADE OF COMMANDER	SIGNATURE
DAVID B. TUDOR, Colonel, USAF	David B. Tudor

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Total time flown during the quarter was:

F-102	851:15 hours
TF-102	172:30
C-47	267:20
U-6A	217:35

DIRECTOR OF MATERIEL:

Chief of Maintenance: The Operational Readiness rate for the quarter was 78.9 percent. This was a decrease of 4.8 percent from the previous quarter but was still above the required minimum. The flying time for the quarter also decreased 89 hours, resulting from a loss of 75 sorties in December because of inclement weather.

Supply support was good also except for December when the Not Operationally Ready for Supply (NORS) rate went up to 9.7 percent because of adverse weather conditions. Airlift of items from the ZI was delayed because of the bad weather conditions at Thule.

Manning in upper skill levels improved slightly during the quarter but continued to be a problem. The situation was brought to the attention of higher headquarters. The loss of one 32271F and one 45171C created a problem in the maintenance control section. These positions were being filled by 5 level personnel with no previous experience in maintenance control.

There were no problems involving equipment performance or maintenance encountered during the quarter.

BEMO: Conversion from the Consolidated Supply to the Base Equipment Management Office (BEMO) concept, which began in July, was completed 12 October, three days ahead of the ADC deadline. Three tenant units, the 951st AC&W Squadron, 1985d Communications Squadron and U.S. Army Transportation Terminal Unit, were converted after 1 October which completed the overall project. During the last two weeks of the conversion period, 40 personnel worked 2,200 hours over time to finish the huge project before the deadline.

During the entire conversion, there were more than 19,000 cards processed for the CEMO deck, with only 17 initial errors, giving an error factor of .01 percent.

A visit by a 64th Air Division inspection team was made during the week ending 19 October. An outstanding rating was received on the overall operation and management procedures of the BEMO.

Other actions taken in conjunction with the conversion to BEMO included transfer of all quarters type furniture to the Base Housing Officer for sub-accounting to individual organizations. This was completed 16 November.

A liaison man from the BEMO Warehouse Branch was located in the Shipping and Receiving Section of Base Supply to sign for property and deliver it directly to the receiving organization. This eliminated physical movement of property through the BEMO, thus expediting its delivery to the user.

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During the quarter, the number of personnel assigned to the BEMO was increased from 41 to 46. An inner-BEMO on the job training program was started 26 October with four staff sergeant being prepared for upgrading to a 7 skill level and one airman third class to a 5 level. Division chiefs, the BEMO NCOIC and other higher skilled personnel were conducting special OJT classes two nights a week. Emphasis was being placed on the BEMO operation and procedures in conjunction with other required training.

Fiscal Year 64 SUNEC requirements, totaling $542,223, were prepared and requisitioned through base supply. This consisted of airman/officer dormitory furniture ($287,600), office machines ($64,523), miscellaneous items including dinning hall equipment, floor polishers, washers, dryers and refrigerators (114,000), and LCG mattresses and dormitory furniture other than GSA ($55,000). The Base Equipment Management Officer went to the Washington, D.C. and New York General Supply Office (GSA) during December to purchase the equipment which was scheduled to arrive at Thule AB during the FY 64 SUNEC season.

Base Supply: A program was underway to reduce the amount of excess property on the base. This was aimed toward removing property no longer of any value locally, for example, spare parts for types of aircraft which no longer were assigned here. It was the goal of the Property Accounting section to reduce the current card count from 33,000 balance cards to approximately 15,000 cards.

As of the end of the quarter, inventory of the Base Procurement Service Store was valued at $1,404,749.55. During the period, the store received $519,615.20 in new supplies and sales amounted to $127,279.

Site Resupply: A total of 16 sorties were flown to stations Nord, Alert, Eureka and Cape Atholl in resupply activities during the quarter. Quantities of cargo and passengers airlifted to and from the sites were as follows:

To Nord, 12,272 pounds of cargo, 2,574 pounds of mail and 15 passengers. From Nord, 1,060 pounds of cargo and 760 pounds of mail and 10 passengers.

To Alert, 2,580 pounds of cargo, eight pounds of mail and one passenger. Only two pounds of mail and one passenger were returned from the site.

To Eureka, 2,520 pounds of cargo, 1,047 pounds of mail and one passenger. Five pounds of mail and one passenger were returned from Eureka.

To Cape Atholl, 12,695 pounds of cargo, 585 pounds of mail and six passengers. Returned from Atholl were 774 pounds of cargo, 577 pounds of mail and 10 passengers.

C-118 and H-43 aircraft were used on these airlifts which involved two each C-118 and C-124 flights and 12 helicopter flights. The C-118 and C-124 aircraft were provided by MATS (EASTAF) from Dover AFB, Delaware, and the H-43 by Detachment 1, 54th Air Rescue Squadron (MATS), Thule AB.

STAFF CHAPLAIN: The assigned chaplains conducted 485 services during the quarter with 15,524 in attendance. Services were also conducted for Catholic and Protestant personnel at the 931st ACaW Squadron site and at Camp Tuto. Special Christmas and New Year services were conducted for Catholic and Protestant personnel.

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The Reverend James T. Cleland, Th.D., Dean of the Chapel and Professor of Preaching at Duke University, was the guest preacher for Protestant services 23, 24 and 25 December. Other visitors during the quarter were, on 11 and 12 December, Chaplain (Brig. Gen.) Edwin R. Chess, deputy Chief of Air Force Chaplains; Col. Paul C. McCandless and Chaplain (Maj) John T. Denehy, also from the Office of Chief of Air Force Chaplains; Chaplain (Lt. Col.) John T. Albert, Assistant Air Defense Command Chaplain; Dr. Carl M. Boyd, Director of Chaplaincy Services, Disciples of Christ; The Reverend Francis Statkus of the Military Ordinariate of the Roman Catholic Church, and the Reverend Samuel Van Culin of the Protestant Episcopal Church.

OFFICE OF THE STAFF JUDGE ADVOCATE: During the quarter, the Office of the Staff Judge Advocate was primarily concerned with advising commanders on all matters of military jurisprudence and in giving legal assistance to approximately 300 U.S. Air Force and U.S. Army personnel.

Threre was minimum of military justice actions, with only two summary courts-martial. One involved a charge under Article 121 of the Uniform Code of Military Justice, larceny, and the second a charge under Article 86, absence without leave (AWOL). Two airmen were given general discharges for violation of the provisions of AFR 35-66.

A claims report on the Darmer-Watterson USAF case was furnished USAFE under NATO Status of Forces Agreement and USAF claims provisions. Recommendations of the claims officer were adopted in total by Headquarters 64th Air Division.

A new base legal office neared completion and it was expected the legal staff would move into its new location early in January. Thule would be provided a base courtrom for the first time.

OFFICE OF INFORMATION: The Information function offered three services each considered to be of vital importance as morale factors to the personnel at Thule Air Base.

Thule Times: The Thule Times is an official Class III newspaper published each Friday. During the reporting period, notification was received that the Thule Times had won first place in the Air Defense Base Newspaper Contes for 1962 in the Class III Official category. This marked the third consecutive year that the Thule Times had won first place in this category.

Radio: The 1000 watt Armed Forces radio outlet broadcasting on 1425 kilocycles, was put on a 24 hour, seven day a week basis. Station KBIC, an unofficial alternate radio outlet is now on the air seven days a week, four hours each night. It is to be noted that the radio station operated around-the-clock on a highly professional basis, with only three qualified radio personnel assigned. Out of a total of 168 weekly hours that the 1000 watt station was on the air, 98 of these were locally programmed and originated.

Television: The AFKTS television station was on the air seven days a week, averaging 55 program hours. A number of 15-minute locally originated newscasts, presenting world and local news, were telecast live. Serveral Phase III weather conditions during the period resulted in operation of the station at other than

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normal hours. The television station was required to go on the air when a Phase III was in effect at Thule AB, not only to entertain personnel, but to provide a third means of communication for the Commander to keep base personnel informed on weather developments. The other two means for instant internal communication were the Command Post public address system and the AFRTS radio station. Both the radio and television stations were vital communications facilities during critical phase weather conditions.

General Information: The hometown release program as well as the civilian news media feature story release program were both increased and expanded. The Information Office played a vital role, public information wise, when three Thule based aircraft crashed within a two day period. Accurate, timely and periodic news releases were phoned to the 64th Air Division information office telling of search efforts in being, and results. Assistance was given to a number of staff agencies, such as the Chaplains office, Ground Safety, Fire Prevention, Fund Drives, and others, in an attempt to promote or explain these various functions to Thule personnel.

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HISTORICAL RECORD

of the

4683D AIR DEFENSE WING, (ADC)

for the period ending

31 MARCH 1963

AIR DEFENSE COMMAND

5358-20

ADC FORM MAY 58 102

att 13

F.C. 8810

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Section I. REQUIRED DATA

1. UNIT AND LOCATION
4683d Air Defense Wing
Thule Air Base, Greenland

2. NAME AND GRADE OF COMMANDER
FRANK A. HILL, Colonel, USAF

3. CHAIN OF COMMAND (Superior Echelons)

64th Air Division
Air Defense Command

4. SUBORDINATE UNITS (Down to and including squadrons)

Units Assigned Were:	Units Attached Were:
Hq 4683d Air Defense Wing	Resident Auditor
Hq 4683d Air Base Group	7th Air Postal Squadron, Detachment 9
4683d Air Police Squadron	1628th Support Squadron (MATS)
4683d CAMRON	1983d Communications Squadron (AFCS)
4683d Civil Engineering Squadron	54 Air Rescue Squadron, Detachment 1 (MATS)
4683d USAF Hospital	2804 OSI Detachment
931st AC&W Squadron	Thule Operating Location Sec AFCRL
332d Fighter Interceptor Squadron	Detachment 1, 71st Surveillance Wing
4683d Supply Squadron	12 Weather Squadron, Detachment 48 (MATS)
4683d Transportation Squadron	6594 Aerospace Test Wing
4683 Air Base Squadron	

5. MISSION (Give authority and brief statement of primary mission)

64th Air Division Regulation 24-4, dated 19 June 1961, directed the Commander to exercise command over all personnel assigned or attached. Additionally, he was to train such forces as were required to support emergency plans and tactical training operations; provide air base and route support for units staging through or deploying from the assigned area; provide facilities and services in accordance with AFR 11-4, 172-3, 400-27, and other agreements and directives to military, government and civilian personnel staging or operating in the area; maintain and operate Thule Air Base; provide for local surface defense of Thule Air Base; exercise operational control of forces committed to the base defense plan, and participate in disaster relief.

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	166	2362	143	2671
ATTACHED	50	500	56	606

7. EQUIPMENT (Give official nomenclature and quantity of mission-type equipment)

14 F/TF 102's
One ANS FPS-20 Radar
2 SC-47
2 L-20

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Section II. COMMENTARY

COMMAND: Colonel Frank A. Hill was the commander of the 4683D Air Defense Wing during the reporting period.

DIRECTOR OF OPERATIONS: On 27 January, 1962, Lt. Colonel Albert A Keels assumed duties as Director of Operations for the 4683D Air Defense Wing.

In the early part of January a message was sent to ADC with information to Hq. USAF and 64th Air Division regarding the urgent need for an adequate Approach Lighting System at Thule. Col. Houton(Hq. USAF) called requesting additional justification on the Approach Light System. On 16 January, the ice runway at Cape Atholl was completed for"day"VFR landings. The most experienced pilots flew these missions and nine landings were made on January 14.

During January, the 4683D Operations Plan 2-62 "North Star", the Wing Tac. Eval. was formulated. This plan insures the provisions of combat ready Air Forces forces and Air Defense Operations under the control of the Commander, Thule CONAD Control Center. It provides for the conduct of frequent tactical evaluation exercises within the Thule Defense Area, with all assigned and attached units participating. The first " North Star" exercise was conducted in conjunction with the Thule CONAD Control Center's exercise "Blue Nose" on 11 January. Two more "North Star" exercises were conducted on 19 and 25 January.

A Base Flight Scheduling Committee was appointed on 5 February. Wing Regulation 60-1, Functional Check Flights, was published on 15 February. During this month, 64th Air Division Operations Plan 24-61, Exercise "Hot Flash" was received. This plan required the preparation of scenarios and problems for the participation of the base during the exercise. "Hot Flash" is expected to be initiated by the 64th Air Division in May of 1962. The purpose of the exercise is primarily to train personnel to accomplish actions in event of battle damage to the base by a nearby nuclear blast with its resultant fallout. "Hot Flash is strictly a training exercise, and although it will be umpired by 64th, it will not be considered as a tactical evaluation or an operational readiness inspection.

Two H-43B helicopters which will replace the present H-19s will be available for airlift to this base between 1 and 10 April 1962. Two North Star exercises were conducted in conjunction with "Blue Nose" on 9 and 19 February. Lt. Colonel Keels was appointed chairman of the Base Air Traffic Control Board on 15 March.

During March, mission directives for the 332nd Fighter Interceptor Squadron and the 931st Aircraft Control and Warning Squadron were prepared and sent for coordination with appropriate units. These directives will be published during the next quarter. Exercise "North Star" was conducted on 9 and 24 March.

Status of the Approach Lighting Runway Project as of 31 March 1962: Message was received informing us that the lighting was all packed and ready to be shipped from Gentile AFS, Ohio, as soon as the approval of the Congressional appropriations Committee is given. Tentatively, the contract is scheduled to be awarded by 1 April 1962, and work to be completed during November 1962. Estimated cost is $ 1,400,000.

Eighty- four training sorties were cancelled during this quarter due to weather.

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Total time flown during the quarter was as follows:

F-102	939:25
C-47	324:10
L-20	329:00

DIRECTOR OF MATERIEL:

Chief of Maintenance: The aircraft operational readiness rate was 78.7%, an increase of 17.6% over the last quarter. Aircraft scheduling procedures required by AFM 66-1 and ADC suppliments thereto have been fully implemented resulting in a smoother maintenance operation. During the quarter 1649 manhours were expended on an extensive TOC program.

Overall supply support during the quarter was excellent. The NORS rate this quarter was 5.1% in contrast to 13.2% for the previous quarter.

Conversion from the manual manhour reporting to the mechanized system was completed at the end of the quarter. Daily actual labor utilization reports (MDC) were made available for the first time in February by using FCAM equiptment at BMEWS. 1 March, the installation of Statistical Services IBM machines made these reports available from base facilities.

Base self-sufficiency continues to improve as a result of a pneumatics tester designed and constructed by the pneudraulics shop. In March , a new hydraulic test stand arrived which will enable maintenance personnel to test and repair hydraulic components on the F-102, SC-47A and L-20 aircraft.

In February and March the two SC-47As assigned were grounded on three occasions by Hq. ADC. The purpose was to determine wing structural integrity. The restriction was lifted when TO 1C-47-522, TO 1C-47-522A and TO 1C-1-612 were complied with.

Because of the age and operating time on Joy air compressors a high number of failures have been experienced. This problem has been alleviated by new units and new compressors.

UAL Section: During the first quarter, 70 UAL changes were processed by the ERAA activity. A school for all unit supply personnel was conducted by 64th Air Division ERAA personnel on UAL's and UAL change requests. March 4, 1962 was the cut-off date assigned by 64th Air Division for UAL change requests. Third quarter money tree program was prepared and submitted to higher headquarters.

R&M Activity: On 7 March 1962 declarations for the 1962 sale of surplus property and scrap metal were forwarded to 64th Air Division for presentation to the Royal Greenland Trade Department. These declarations listed surplus property with an acquisition cost of $925,494 and 529 tons of scrap metal.

Base Vehicle Reporting Office: During this quarter tentative vehicle allocations for the 1962 shipping season have been received. Thule AB is scheduled to receive a total of 149 vehicles. Status changes were forwarded to the 2709th

(If additional space is required, continue on blank sheets, size 8x10½, appropriately numbered, and attached securely hereto)

TYPED NAME AND GRADE OF COMMANDER	SIGNATURE
FRANK A. HILL , COLONEL, USAF	Frank A Hill

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Vehicle Control Group for 95 vehicles. Ten vehicles were processed to the local M&M activity. Two 5,000 gallon water trailers and towing tractors were received which will greatly improve the water hauling mission to P Mountain.

Site Re-supply: During the reporting period Site Resupply arranged for two C-118 and two C-124 airlifts to Nord, Alert and Eureka and 21,940 pounds of cargo, 1,742 pounds of mail and 22 passengers were transported. Total cost of these flights was $10,781.40. During this same period, 15 helicopter trips and 19 L-20 trips transported 17,154 pounds of cargo, 944 pounds of mail and 19 passengers to Cape Atholl. On the return flights, 1,458 pounds of cargo, 275 pounds of mail and 15 passengers were airlifted. During the period of 15-24 March, Site Resupply monitored the Spring Resupply to station Alert which was conducted by the RCAF. On this airlift there was a total of 1,806,252 pounds of cargo airlifted to Alert in 58 sorties, flying a total of 203 hours and 30 minutes.

Base Supply: Necessary changes have been made to relocate a portion of the Stock Records Section within the same area as Central Receiving Section, helping to improve coordination between the two sections and cutting manhours by 10%.

Department D has initiated a project to group all parts pertaining to a particular type of vehicle. This will improve service and reduce time involved for warehouse man in locating and issuing property.

Property Accounting Branch completed mechanization on 23 March and began operation under the new system on 1 April. The transfer from manual to mechanization consisted of screening old 105F series cards for procurement source, management codes, SOC codes, price, and annotation the information onto lists to prepare new AF Forms 156 Balance Cards. Property Accounting completed preparation of AF Form 155 Information Cards, with substitute and interchange stock numbers and other information pertinent to the cards.

A transceiver was installed permitting Base Supply to go direct to the Depot in the States with requisitions in card format, saving considerable manhours. Supply status on our requisitions is obtained in a matter of hours instead of days or weeks.

CONSOLIDATED ORGANIZATIONAL SUPPLY:

During January, 1962, Consolidated Organizational Supply incorporated into its operation a new linen exchange process. Prior to this change, each barracks chief obtained a vehicle and brought the soiled linen to the supply building for exchange. This system was wasteful of manhours and vehicles. The new system utilizes one truck and two airmen to deliver the linen to each of the 65 barracks serviced. Taking the linen exchange out of the supply building provided additional space for the Organizational Clothing Issue Section. As a result, this section was able to expand its hours of operation to remain open an additional five hours daily.

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An inventory team has been organized and a complete count of all property has been started. The inventory will be conducted on a continuous cycle basis. New Custody Receipts are being accomplished as each account is inventoried. The initial inventory cycle is programmed for completion in September, 1962, to co-incide with the 30 September UAL in use report.

A review of the UAL's and AF Forms 1120 was completed in March. UAL authorizations were checked for completeness, and the accounting records were examined to insure accuracy. An additional UAL is in the process of being established for a newly activated organization, the 4683d Air Police Squadron. On March 4, the submission of non-emergency AF Forms 601A changes to the UAL's was suspended pending the arrival of the 64th Air Division ESAA Board in June.

On 27 January, the two officers assigned to Consolidated Organizational Supply were transferred to the 4683d Air Base Group. On 3 February, assigned Consolidated Organizational Supply NCO's and Airmen were also transferred into that organization. Excluded were seven airmen authorizations of the 4683d Civil Engineering Squadron because of a mix-up in that unit's UMD. With the transfer of personnel, morale improved and a solidarity of intent was immediately noticeable. For the first time since its inception, supply personnel, with the exception of those assigned to Civil Engineering Squadron, had one commander, first sergeant, etc. Captain Barker was transferred to the D.M. office. Two NCO's were assigned who have DEROS in 1963. This will provide a nucleus for continuity of operation.

A clean up campaign was conducted by Consolidated Organizational Supply personnel. The consolidated supply building was completely painted; work areas were reorganized to improve efficiency; the tool issue center and supply storage buildings were re-warehoused; and all sections were thoroughly cleaned.

Preliminary work was completed in preparation for the mechanization of base supply. All back orders were cancelled by base supply. These were reviewed by the using activities, and property that is still required will be resubmitted under the mechanized system. Personnel have been given preparatory training in mechanized procedures.

The Consolidated Organizational Supply Officer went on a TDY trip to New York City and Washington, D.C. to purchase BOQ and BAQ furniture. Items were purchased that are badly needed to provide basic comforts in the living quarters. This equipment should arrive during the forthcoming SUNSC season.

M29 Jackets were called back into Consolidated Organizational Supply for reissue to the base air policemen.

OFFICE OF THE STAFF JUDGE ADVOCATE:

During the month of January the base Legal Office handled 167 legal assistance cases. During the month of February the Legal Office handled 142 legal assistance cases. During the month of March 1962 the number of legal assistance cases was 164 bringing the total for the quarter to 473.

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Three Summary Courts-Martials were held during January and two in March. One Special Court-Martial was held in February and one in March.

An airman here has been accused of involuntary manslaughter in the death of a Danish National. This act occured on Thule Air Base on 10 Febrary 1962. This case has occasioned questions regarding jurisdiction. It has been cited under the NATO agreement there is concurrent jurisdiction but Denmark has the primary right to assert it. Pursuant to our jurisdiction an Article 32 Investigation was started on 28 Feburary 1962 and completed and forwarded to 64th Air Division on 7 March 1962. This investigation recommended a General Court-Martial.

A Danish detective, Mr. Preben Dartner, arrived in March to investigate for the Danes. Mr. Dartner returned to Denmark on 28 March 1962. During the period in which he was here the Legal Office afforded all cooperation possible to him. A copy of his report has been forwarded to the Office of the JAG, Headquarters, USAF, through the SJA, 64th Air Division. No decision by Denmark to retain or release jurisdiction can be expected until the Danish authorities have had an opportunity to consider Mr. Dartner's report. It is estimated some word will be received from them on or about 1 May 1962.

STAFF CHAPLAIN:

The assigned Chaplains conducted 212 services during the quarter with 9,818 in attendance. Services were also conducted for both Catholic and Protestand personnel assigned to the 931st AC&W Squadron and DEADC at Camp Tuto.

Plans were made and are now being coordinated for the Catholic and Protestant Religious Missions and the Jewish Torah Convocation to be held in July 1962. The Chief of Air Force Chaplains will provide the missioners.

There will be an Episcopal Clergyman visiting Thule Air Base during the month of April 1962. The Chief of Air Force Chaplains makes the arrangements for this visit with the coordination of the Base.

Chaplain, Major, Eugene F. Williams conducted two Memorial Services during the quarter in memory of Danish personnel.

Chaplain, Major, Eugene F. Williams arrived during the reporting period to serve as Wing Chaplain. TSgt Guy D. Lankford arrived during the quarter and was assigned as NCOIC.

OFFICE OF INFORMATION:

The Information function offered three services, each considered to be of major importance as morale factors.

Thule Times: The Thule Times, an official Class III newspaper was published each Friday. A photo-multilith process, 12-page publication, the Times had a circulation of 2,500 copies prior to this quarter. Approval was obtained from Hq ADC to boost circulation of the times to 3,500 copies weekly. The Times won

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first place as an official Class III newspaper at AFC and went on to win third place in the Air Force-wide newspaper contest.

Television: The Armed Forces Television Service outlet was operated four evenings weekly on a limited program basis. Installation and testing of the equipment which was to form the renovated television studio proceeded. It is anticipated the new facility will be on the air operating seven days a week by the end of April.

Radio: The 1000 watt Armed Forces Radio outlet was operated 21 hours daily, seven days a week on 1425 kilocycles. Station KBIC, an unofficial outlet operated by volunteer help, was on the air three nights a week, four hours nightly. KBIC programs, devoted to classical and semi-classical musical selections and special events, were considered a desirable supplement to the regular AFRS programming.

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RETURN TO
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Jan-March 1963

ANNEX
to

HISTORICAL RECORD

of the

4683d Air Defense Wing (ADC)

for the period ending

31 March 1963

AIR DEFENSE COMMAND

FORM MAY 55 102

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ADVERSE WEATHER CONDITIONS

Thule Air Base, Greenland

28 December 1962 - 31 March 1963

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ADVERSE WEATHER CONDITION
Thule Air Base, Greenland
28 December 1962 - 31 March 1963

Severe weather of the long arctic winters is an inherent problem at Thule AB, Greenland, located on the edge of the polar ice cap approximately 700 miles above the Arctic Circle. However, the 1962-63 winter season generally was considered to be the severest in the history of the base. Repeated phase conditions during the period 28 December 1962 through 31 March 1963, interrupted normal operation of the base and created problems to an extent unprecedented at this arctic installation. Winds gusting to 81 miles perhour drifted snow in banks against buildings and up to 40 feet high in the flight line hangar area. There were 20 Phase III conditons.

"Phase" Defined [1]

For the purpose of explanation, the official definition of a "phase" as applied to this military installation is "a period of time during which weather conditions impose a threat to life or property." The degree of severity of the threat is indicated by the various phase conditons, ranging from a Phase Alert to Phase III, determined by wind intensity, visibility and chill factor. Progressive precautionary action is taken as phase conditons advance, with the first steps taken to implement a plan for protection of life and property upon announcement of a Phase Alert. Under a Phase I condition all personnel, except those performing essential functions, are restricted to the base proper or units where they are located and pedestrians must travel in pairs or larger groups.

Activities are further restricted under a Phase II condition with only personnel involved in critical duties being permitted to continue work. Other personnel return immediately to their quarters. Dining halls remain open but all community facilities, i.e , base exchange,

1. 4683d ADWR 55-11, Tab 1.

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theater, hobby shops, etc., are closed. Only emergency and rescue vehicles are allowed off base. Essential pedestrian is permitted in pairs or larger groups. Under Phase III, activities are restricted to necessary emergency or rescue efforts.

General

From 28 December to 5 February generally was a period of extremely concentrated severe weather. Phase conditions, ranging from Phase Alert to Phase III, existed on 26 days of this 39-day period. Winds gusting over 50 MPH were not uncommon.[2] Each phase period brought new and heavier drifts of snow blown in from the ice cap. The brief respites from the Phase II and III conditons, allowed insufficient time to accomplish effective snow removal from the entire base. Snow removal equipment was directed primarily toward clearing the airfield and the access roads to outlying sites. Hence, the accumulation of snow on many base roads during this period badly hampered transportation and made movement around the base difficult. The situation was further complicated by the 24 hour darkness that existed during this period.

Flying operations also were drastically curtailed by this severe weather period. Only a total of 11 flying days were recorded allowing 113 F-102 sorties during January. Of four Blue Nose and North Star exercises scheduled, two were cancelled entirely and two were terminated early because of weather.[3]

The severity of the weather eased during most of February and the first few days of March. Normal weather conditions existed from 6 February to 6 March. However, Phase II and III conditions occurred during

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2 Weather Summary, Tab 2

3 Report, Dep Comdr for Opns, Tab 3

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four days in March, creating similar problems, though not so enduring, as were faced during the January period. These were experienced on 6, 14, 15 and 30 March, with the latter extending to 31 March before normal conditions again were recorded. Winds on occasion regained their severe intensity with peak gusts of 78 miles per hour being registered on 14 and 30 March. Phase situations still persisted through 8 April but not so intense, except for a nearly 11-hour Phase II condition on 6 April.[4]

With alleviation of the consistent severe weather during most of February and March, the F-102 tactical aircraft flying schedules were met.[5]

An interesting note was the range of temperatures.

During the period of the severest winds, 28 December through 5 February, daily maximum temperatures mostly were well above zero, reaching 36 degrees on 13 January. Much colder tempeatures occurred during March when daily maximum readings generally were well below zero and a low minimum temperature of 34 degrees below zero was reached on 27 March.[6]

Snow Removal[7]

An overwhelming problem created by the phase conditions was the removal of snow, a task which fell directly on the shoulders of the Civil Engineer Roads and Grounds Section. Some of the difficulties faced by this section were insurmountable. Lack of adequate snow removal equipment, coupled with delays in obtaining parts to repair breakdowns made it impossible for the Civil Engineer to clean up existing snow before

4. Weather Summary, Tab 2.

5. Report, Dep Comdr for Opns, Tab 3.

6. Weather Summary, Tab 2.

7. Report, Cmdr 4683d Civil Eng Sq, Tab 4. Report,U.S. Army Eng Dist Eastern Ocean, Off of Area Engs , Tab 5.

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another phase blew in fresh drifts.

Snow removal equipment frequently was caught on off-base roads by a phase and could not be returned to shelter because of the suddenness of the storm or equipment break down. V-plows were frozen on the Pingarssuit ("P") Mountain Road to the 931st Aircraft Control and Warning site for several weeks awaiting wrecker service and opening of the road. The snow drifted to depths of 10 to 20 feet on the "P" Mountain Road.

Snow drifts up to 40 feet deep in the flight line hangar area were unmanageably high and proved to be too much for the Roads and Grounds snow removal equipment. Huge windrows accumulated on the airfield and reopening the runway following each phase in itself was a major problem. Consequently there were delays in arrival of support aircraft which in turn held up supply support for vehicle maintenance. This contributed materially to the failure of Roads and Grounds to accomplish its snow removal mission.

On several occasions it was necessary for the base to turn to the local civilian contractor firm, which was in place and working on the base, for emergency snow removal assistance. This had the twofold effect of interrupting the contractor in his programmed work and adding to contractual costs. A major complication in this action was securing funds to pay for the contractor's services which were negotiated for through the U.S. Army Engineer District, Eastern Ocean.

During 13 to 15 January, the contractor was engaged to assist in emergency opening of the "P" Mountain Road to resupply the AC&W site, about 18 miles from the base. This depleted an $8,395 balance remaining from $10,000 the base had transferred to the Area Engineer for miscellaneous contractual services. Again, during 18 and 19 January, the base requested

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the Area Engineer to assist the Civil Engineer in removing snow from the airfield. However, no funds were available to contract this work. Direct loan of equipment to the Civil Engineer also was ruled out for maintenance reasons because the base did not have the spare parts or mechanics to properly maintain the equipment. Hence, this request was denied and no assistance was given the base.

The need for emergency assistance to reopen the "P" Mountain Road and for snow removal work on the airfield again prompted the base to request through the Area Engineer immediate aid from the contractor on 31 January. The situation at the AC&W site had become critical and plans to evacuate the site were being readied. Though no funds were on hand, $10,000 was made available by the end of the day and the contractor began work immediately. Several days later the base sought a course of action to engage assistance of the contractor to keep the "P" Mountain Road open for remainder of the winter and also to help in removal of snow from the airfield taxiways and from in frontof the hangars. The Area Engineer proceeded to negotiate a contract "subject to the availability of funds" and on 6 February $109,650 was made available. The contractor was issued a notice to proceed with the emergency work which was completed 27 February. The final cost of this project was $89,897. The total cost of contracted snow removal operations to the base was $108,292.

Additionally, one grader loaned to the base through the Area Engineer 12 January had not been returned by the end of this reporting period due to inability of the base maintenance shop to make repairs. A second one was taken back in a declined condition and repaired by the contractor at no cost to the government.

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Relative to snow removal operations, the base Civil Engineer recommended new and heavy construction equipment be made available in an adequate amount to preclude reoccurrence of this winter's problems. During this season, Thule AB had only a minimum amount of snow removal equipment, leaving no margin for equipment breakdown and other down time. The Area Engineer pointed out that the principal difficulty encountered was lack of sufficient funds "in hand" to secure an immediate contract when emergency contractor assistance was needed. He recommended that action be taken to make sufficient funds available to handle such emergencies.

COMMUNICATIONS [8]

Extreme difficulty was encountered in maintaining operation of Thule AB's various communications facilities throughout the period of intense adverse weather. Their diverse locations compounded the difficult problem oftransportation. During 28 December to 4 January, half-track vehicles were used to transport 1983d Communications Squadron personnel to the remotely located TACAN, VOR, ILS and glidescope sites. During the first part of January, maintenance of communications equipment at the Ballistic Missile Early Warning System (BMEWS) site, 13 miles from the base, could not be accomplished because of the transportation problem. This problem was overcome by prepositioning Communications maintenance personnel at these locations. On 20 January, this plan was extended to include placement of personnel at the vaious navigational aids and flight facilities during phase conditions. However, spreading out maintenance personnel decreased the communications squadron's capability for maintaining and operating other facilities.

8. Report, Dir of Com and Electronics, Tab 6.

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Another problem was encountered by communications personnel when a telephone cable containing high priority circuits was cut on 7 January by a snow removal vehicle operating on the "P" Mountain-Camp Tuto Road. Strong winds and drifting snow made restoration of the cable extremely difficult.

The Director of Communications and Electronics, 4683d Air Defense Wing recommended that sanitation and sleeping facilities be provided at the various communications sites if they were to be manned by maintenance personnel during phase conditions in future winter seasons. He also was concerned about the low priority given for snow removal on the access road to the GCA unit which must become operational immediately following a severe storm. He pointed out that the unit was inaccessible for extended periods following a phase.

Supply [9]

The base supply activity suffered mostly from delayed reports and messages and interruption of transceiver action and transmission of requisitions during the severe weather periods. Issue of property was delayed and a tremendous backlog accumulated in the administrative and records sections.

The Base Supply Officer recommended that necessary personnel be retained within Base Supply and other applicable activities during phase conditions to insure operation of equipment and transmission of priority messages. This would require sleeping accommodations and rations. He further suggested installation of a pony circuit between base supply and the communications branch to insure prompt processing of priority messages during adverse weather. He explained that a circuit already was installed in Base

9. Report, Base Supply Officer, Tab 7.

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Supply which could be modified to serve this purpose.

Fuels Section [10]

The Base Fuels Section did not encounter any extremely serious problems during the severe weather periods but there were indications of more critical difficulties that could develop under such conditions. The Aircraft Fuels Section building is located in a slightly elevated area and is more rapidly affected by phases than other parts of the base. Because the access road can become impassable in relatively short time, all fuel servicing equipment and personnel, except two fire guards, were evacuated immediately upon notification of a Phase Alert. The equipment was transferred to a hangar. Since it took two or three days on numerous occasions for the access road to be cleared following a phase condition fuel servicing equipment had to be parked on the ramp if aircraft flew during this period. Because of the severe cold, engines of the equipment had to be kept running 24 hours a day.

Also, hydrant meter pits were filled with snow which had to be dug out after each phase. Invariably, sensing lines in the pits were damaged by the snow removal operation which created a maintenance problem.

On one occassion electrical Power Station #2 froze up on 14 March and was out of operation until 8 April. While this did not hamper fuel operations, if there had been a pump malfunction at the South Mountain tank area the method of resupply to hydrants and truck fillstands would have been inoperative.

It was recommended by the Fuels Section that because the fire guards stationed in the Aircraft Refueling building after it is evacuated are

10. Report, Base Fuels Section, Tab 8.

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unable to leave the building until the access road is cleared which may be up to three days, that more concern be given to their welfare. The section also pointed out that 24-hour operation of the servicing equipment engines was in conflict with the local applicable regulation. It was recommended the regulation be reviewed for the purpose of providing for this contingency, and further that a higher priority be given to snow removal on the access road to the Aircraft Refueling building.

Air Police [11]

The severe weather conditions worked a hardship on the Air Police Squadron primarily because of the difficulty in making regular guard reliefs. Due to the road being closed by snow to J-Site, location of BMEWS, it was impossible to change guards there on several occassions. Also deep snow drifts on the base prevented relief of guards at the cable terminal building, power ship, communications center, alert hangar and also on the sabotage alert team. In some instances guards were on duty for over 24 hours, both on base and at BMEWS. The longest period was 72 hours at BMEWS.

To cope with this situation, additional personnel were sent to BMEWS when severe weather conditions were expected and when a phase started the outside post and tower guard post were discontinued. The personnel on hand were split into two shifts and security was provided for the most essential posts, still providing for relief until a completely new shift could be transported to the site. Sentries at the power ship and the cable terminal building were permitted to take shelter aboard the ship and inside the cable building. Communications Center personnel relieved the sentry on duty at that post and two members of the sabotage alert team

11. Report, Comdr 4683d Air Police Sq, Tab 9.

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were permitted to sleep while one member remained awake. During February a tracked vehicle was assigned to the Air Police unit which was used to relieve sentries posted on base and as a back up rescue vehicle.

Weather Station [12]

The workload on Base Weather Station personnel increases proportionally with the increase in severity of the weather situation. That was especially true during the adverse weather period of this report. The forecasting section, for example, had to make analyses and short period forecasts in addition to the normal forecast requirements. As the situation worsened, the weather data became more important. At the same time, too, intensified severity of the weather worked to further compound the forecaster's position by interferring with communications systems. Very often communications media became poor and at times broke down completely. Teletype and facsimile reception was usually affected by the bad weather, producing garbled or missing data. Reports from off base sites also became increasingly important during the severe weather, but again poor communications slowed data exchanges or reports became unavailable because of communications or because the sites were unable to make observations.

Also during phase conditions the local upper air observing section was unable to launch upper air balloons and instruments because of high winds, thus eliminating this important segment of weather data.

The representative observation site (ROS), housed in a converted phase shack presenteda particular problem for the Base Weather Station during

12. Report, Comdr Det 48, 12th Wea Sq, 4th Wea Wg, Tab 10.

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phase conditions. The site, manned by one weather observer,is isolated from the weather station with only telephone contact. High winds snuffed out the oil space heater in the building leaving the observer dependent on electric heaters and facing the possibility of power failure and no heat. This, coupled with lack of latrine facilities, the constant possibility of a break in the telephone line resulting in complete isolation of the observer, and the extreme difficulty of evacuating a man during a Phase III condition, made it advisable to remove the man from the site when a Phase III was anticipated. However, it was not always possible to evacuate him during a Phase II and resulted in an observer being marooned up to 24 hours. Because of the vital importance of ROS observations, efforts were made to man the site as long as possible. The observer was provided additional arctic gear and rations in the event he faced a survival situation.

On several occassions following phase conditions, the telephone line to the ROS was broken during snow removal operations. This meant the observer had to be moved into the weather station where observations were limited until the break was repaired. It sometimes took days to locate the break in the deep snow. Weather maintenance personnel overcame this problem by rigging a field phone between the ROS and the weather station using the wind recorder equipment wiring. This served as an emergency communications link.

Other Activities [13]

Delays in deliveries of food during the severe weather periods resulted in some spoilage and deterioration of fresh and frozen foods

13. Report, 4683d USAF Hospital, Tab 11. Report, Comptroller, 4683d Cmb Supp Gp, Tab 11.

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held up for two or three days at McGuire AFB. Similarly, delays in delivery of fresh milk caused some deterioration and loss of milk. Fresh produce sometimes froze in trucks during transit to dining halls on the base.

The base dental clinic was particularly affected throughout the period because of lost appointments. The clinic had to reappoint 403 patients with a resulting loss of 1,095 manhours.

Despite the disruptions in administrative procedures caused by the adverse weather all reports were dispatched from the base on time. Comptroller personnel continued work during phase conditions and worked extra hours as necessary during good weather to process reports. Tracked vehicles were used to return these personnel to their quarters upon completion of reports. Maximum use was made of telephone, Datafax and electrical messages to meet report deadlines.

MATS [14]

Airlift support to Thule AB during 28 December to 31 Mar was frequently curtailed or interrupted because of weather conditions. Aircraft schedules and schedule reliability were literally non-existent during January. C-135 jet transport aircraft were used mostly during this overall period.

Maximum tailwind and crosswind components for landing and takeoff frequently were experienced. Close flight following was necessary for safety and timely decisions to make diversions to alternate stations. During the period 15 aircraft were diverted, mainly because of unpredicted high winds, excessive cross-wind components, turbulence and re-

14. Report, Cmdr 1628th Supp Sq (MATS), Tab 12.

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duced visibility. Frequent weather re-evaluations and changed forecasts made flight scheduling extremely difficult. Aircraft were backed up at Sondrestrom AB, Greenland, and Goose Bay, Labrador, and were held for extended periods at originating stations pending return of operational weather conditions at Thule. When operational weather at Thule returned, a two-hour separation was established to prevent saturation of the station. This created peak work load conditions for the various MATS sections, i.e., maintenance, air freight, passenger service and operations. It was necessary to establish a 12 hours on and 12 hours off work schedule for personnel in these sections to handle the work loads.

In several instances it was necessary to place maximum effort on processing aircraft to prevent them getting caught on the ground in a phase condition. In two instances, however, this did happen, involving a C-135 aircraft and a C-124. Hangar space was available for the C-135 and it was moved inside in ample time to avoid any problem. Hangar space was available for the C-124 but icy taxi surfaces and high winds prevented movement of the aircraft with any margin of safety. The C-124 was ground run for 12 hours and departed,after a change of spark plugs,undamaged.

BMEWS [15]

The period 28 December to 31 March was undoubtedly the most difficult phase period, from the standpoint of frequency of phases, the Ballistic Missile Early Warning System (BMEWS) site encountered in its brief history, according to the site manager. Particularly the

15. Report, RCA, BMEWS Thule Site, Tab 13.

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period up to 6 February had a detrimental and demoralizing effect on most BMEWS employees. Procedures that had proved adequate in coping with the winter weather in previous years proved inadequate this season. As a result BMEWS phase conditions procedures were revamped.

Located at J-Site, 13 miles from the base, BMEWS experienced 37 periods of Phase Alert and 25 actual phase conditions during the 94 days of this report period. Winds of 100 mph or greater were encountered during two phases. The site spent 23.9 percent of the time in a phase condition. Most intense were the 41 days from 28 December through 6 February when the site faced phase conditions 36 percent of the time.

While there was some effect on operations of the BMEWS, the most significant factor was inability to relieve operational crews because of the adverse weather conditions. While there are provisions for feeding and sleeping personnel at the site during emergencies all BMEWS personnel normally are quartered on Thule AB. Four caravans of busses transport four separate shifts, about 580 personnel, daily to and from the site.

Operating crew relief was cancelled 35 times and delayed 12 times during this report period because of weather conditions. On five occassions, the crew on duty was not relieved for a full day, and in one instance, the operating crew remained on duty 68 hours. This, or course, had a fatiquing effect on the operating personnel and a consequent loss in alertness. Further, many equipment maintenance, plant maintenance, engineering, housekeeping and administrative tasks were not completed or were seriously delayed.

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On two occasions, 15 January and 3 February, caravans were delayed in transit an abnormally long time. On the first occasion the caravan's progress was impeded by rapidly deteriorating visibility. Then the four gasoline drive vehicles in the caravan and two diesel engine busses failed. A road grader had to halt because of poor visibility. The caravan was delayed eight hours and 33 minutes in transit.

On the second occasion, a rapidly developing phase halted a caravan shortly after it departed the base for J-Site. Again, three gasoline engine vehicles and one diesel bus delayed the caravan which halted at a phase shelter. It remained there for nine and one half hours until a trackmaster lead the caravan back to the base.

After this second incident, steps were taken to exclude gasoline driven vehicles from any caravan traveling in a phase condition.

Including the vehicles noted above, there were a total of 42 vehicles stranded on the J-Site road during phase weather. These had a serious effect on snow control, with the worst drifts forming around stalled vehicles which remained on the road up to seven days. Inability to properly feather drifts after a phase, causing a rapid build up of snow in subsequent winds, also was a major problem.

Observing that properly placed reflectors are an invaluable aid in negotiating the J-Site road in adverse weather conditions, the site manager made the following recommendations concerning their installation:

They be installed at least 50 feet apart on straight-aways and 25 feet on curves.

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They be installed at two levels at each location - one three feet above the ground and a second six feet above the ground to assure that at least one is visible when drifts build up.

They be two different colors to distinguish between the right and left hand side of the road.

They never be placed in drums on the side of the road. This would help avoid drift build up.

They should be kept clean and properly oriented.

BMEWS personnel also encountered problems in using phase shelters because of snow blowing through cracks in the doors and unreliable heating. The site manager recommended shelters be given a thorough overhaul during the summer season, be frequently checked during the phase season, and consideration be given to reorienting them to avoid build up of drifts around doors.

Advance warning of adverse weather is a valuable help in taking proper precautions before a phase strikes. There were several occasions, however, when severe wind warnings were not received at the BMEWS site until after a phase had set in. A program was initiated requiring the site space surveillance officer to obtain a complete briefing at the Base Weather Station before going on shift. This proved very helpful. However, there was no sure way to determine possible poor visibility at certain locations on the J-Site road.

Concerning operations problems at the BMEWS during this period, correction of two notable systems problems was delayed because of phase

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conditions. On 28 December, during a Phase III, a failure was encountered on the 69 KV power line feeding the J-Site. Restoration of service was prompt, but a necessary power line inspection could not be completed for 53 days because of the adverse weather and inadequate equipment. A climbing inspection was completed 18 February and a Thiokol Trackmaster, suitable equipment for power line inspection, was received on 11 April.

On 15 March during a Phase III, a fault was encountered causing complete failure of one of the critical technical sub-systems. Because of the subtlety of the fault and inability to send technical assistance from the base, this important element of BMEWS remained inoperational for 11 and one half hours.

AC&W ("P" MOUNTAIN) [16]

The weather conditions experienced by the 931st Aircraft Control and Warning Squadron, located on top of Pingarssuit Mountain 18 miles from the base, were believed to be the worst in the 12-year history of the site. Strong arctic winds, gusting over 115 mph, combined with continual sub-zero temperatures, resulted in an extremely bitter winter. However, the critical problem faced by this mountain-top site was the frequent and extended blocking of the supply road from the base by drifting snow. During 1 January to 31 March the "P" Mountain road was closed 34 days. On one occasion plans were readied to evacuate the site when the road was closed 15 consecutive days, from 23 January to 7 February. Fuel and water reserves dropped to a perilously low level. The site was dependent upon delivery of both fuel and water from the base by tank trucks.

16. Report, 931st AC&W Sq, Tab 14.

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During this two-week period water became the chief concern. The supply dropped to 31,000 gallons, including a 25,000-gallon fire fighting reserve. Strict rationing procedures were put into effect to conserve the meager supply. All showers, washing machines, dining hall dish washing machines and flusing mechanisms in the latrines were shut off. Consumption of stored water was reduced to 1.6 gallons per person per day. This necessitated such expedients as using paper plates,disposable eating utensils in the dining hall and flusing latrines with buckets. One important factor in the situation was a home made snow melting machine. This machine, combined with the water conservation effort, was credited for avoiding evacuation of the site. The device had been put together in the site's power room over a period of time by several inventive persons using salvaged pipe and several 55 gallon drums. Refinements had been added from time to time. But during this critical period of possible evacuation, the machine produced approximately 100,000 gallons of water which was used in boilers and for flushing latrines.

The output of the snow melting machine later was incorporated into a plan to maintain a minimum 67 and one half day water reserve.

Fuel supply was somewhat less critical then water during the two-week period that resupply was cut off. This was because of a lower use rate and a greater storage capacity for fuel in comparison to water. Nevertheless, the fuel reserve dropped to a seven-day supply in conrast to a 60-day storage capacity.

This winter's experience emphasized the importance of maintaining the "P" Mountain Road and reopening it for resupply vehicles as quickly as possible following arctic storms.

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It was realized this must be a cooperative effort with snow removal crews working simultaneously from both ends of the road. In view of this, the 931st AC&W unit requested personnel be authorized for a squadron snow removal crew and recommended that snow removal equipment be provided the squadron as follows: Two D-9 bulldozers (angle blade), One Northwest Swiss blower, one V-plow and one grader. The squadron's present equipment is old beyond economical rehabilitation, according to the squadron commander.

The adverse weather caused the AC&W unit no operational problems but did result in an extreme reduction in the number of intercepts conducted by intercept directors compared to the like period of 1962. The total number of intercepts for January, February and March of this year was 913, against 1,158 for the same period the previous year. A minimum o 83 intercepts per month was required to keep the squadron's nine directors combat ready. This was well exceeded each of the three months, including January when flying activity was drastically curtailed by the weather.

7TH ARTILLERY GROUP [17]

The four Nike-Hercules batteries of the 55th Artillery (U.S. Army), located on the mountains surrounding Thule AB, faced three common problems during the severe phase weather of this winter. These were snow removal on access roads from the base, supply of water and removal of waste, and equipment damage due to high winds.

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17. Reports, Btry A, 4th Msl Bn, 55th Arty, Tab 15; Btry B, 4th Msl Bn, 55th Arty, Tab 16; Btry C, 4th Msl Bn, 55th Arty, Tab 17; Btry D, 4th Msl Bn, 55th Arty, Tab 18; 51 Ord Co., Tab 19.

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Snow Removal

Following the phase conditions there normally was delay in base assistance in clearing access roads to the batteries because of higher priority snow removal commitments, i.e., the runway and airfield taxiways and ramp. Hence, the batteries largely were dependent upon their own equipment, primarily D-4 bulldozers, and personnel to make initial efforts toward opening the roads. The D-4s, generally, were too light for the heavy drifts and the effort was a slow process.

Recommendations were made by the various battery commanders to alleviate this problem. These included raising the priority for clearing the mountain roads to the batteries; move Air Force D-8 caterpillars to the far end of each mountain road when a Phase Alert is announced so they would be ready to clear roads by working back to the base; procuring heavier snow removal equipment for the batteries so they could dig themselves out more effectively until the base could finish the job; dispatching the type of plow recommended by the battery commanders when they report roads closed; pile snow on the down wind side of the roads when clearing them to help prevent further drifts from accumulating; and make full utilization of snow removal equipment operating in a given area for a specific purpose.

Water and Waste

Resupply of water and wasteremoval services provided the batteries by the base were interrupted during phase situations as a direct result of the access roads being closed. This resulted in severe rationing of water and on occasions necessitated use of disposable eating utensils, and sometimes using field rations in place of hot meals.

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Waste and garbage facilities were overtaxed because of the delays in waste trucks reaching the sites. At B Battery, for example, trash and garbage accumulated to the ceiling of the trash room of the dining halls. Recommendations to solve this problem included installation of larger water and waste facilities; use of Dumpsters; and provision for more expeditious road clearance to permit service vehicles to operate as soon as possible after a phase condition.

Equipment Damage

The batteries experienced several instances of equipment damage during the period of this report as a result of the high winds. In early January, the missile tracking radar clamshell of A Battery was inoperative and the radar was unprotected during most of the month. The radome cover was damaged by high winds and flying debris. On 3 February, during a Phase II, the blower motor which keeps the acquisition radar protective bubble inflated failed. The bubble collapsed and the wind whipped it against the radar causing extensive damage to the latter and associated equipment.

At C Battery, cable pulley assemblies of the tracking radar clamshells were severely damaged during a raising operation due to a sharp increase in wind velocity to 65 knots from 10 to 15 knots at start of the erection. On several occasions this battery encountered deflation of the acquisition radome when inflating blower motors stopped due to loss of base power. On 29 March the battery's control area lost base power and failure of a frequency converter about 24 hours later ultimately resulted in loss of the inflatable radome.

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Because of an inadequate radome for the acquisition radar antenna at D Battery, the unit lost approximately $60,000 worth of equipment and was inoperational for a week when the radome collapsed and destroyed the antenna on 5 February during high winds gusting over 100 knots. This Battery's tracking radar antenna clamshells also were ripped and torn by high winds. The Battery's guard tower was damaged by high winds. On one occasion, small rocks hurled by the winds broke windows in the tower and in another instance winds in excess of 90 knots loosened the guy cables and caused one to break.

Emergency Movement of Personnel

On two occasions, 5 February and 14 March, C Battery personnel were unable to be evacuated to the base hospital because roads were closed by phase conditions. In the first instance, a weasel was dispatched but had to return to the hospital within a mile of the battery because of poor visibility. In the second instance, a man with a broken elbow could not be evacuated because no tracked vehicles were available. Further, in both cases the battery's aidman could not be summoned from another area.

Leave Problems [18]

The Headquarters Battery noted the loss of manpower to the organization and cost of leave time to individuals during the period 28 December to 16 March when 30 personnel of the unit returned to the United States on ordinary leave. After returning to McGuire AFB, N.J. to await space available travel via MATS back to Thule, these people lost 261 additional days ordinary leave. The unit pointed out that since MATS scheduled

18. Report, Hq Btry, 7th Arty Gp., Tab 20

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additional flights to accommodate the greater movement of troops during the holiday season, the problem was not always availability of aircraft but often cancellation of flights due to adverse weather.

It was recommended that personnel be educated as to the disadvantages of taking leave during the adverse weather period, December through March.

The unit also suggested that much work of a maintenance, clerical, and administrative nature could be accomplished during a Phase II if it were planned for rather than return personnel to their barracks for long periods where an adverse morale problem can develop without assigned requirements.

CAMP TUTO [19]

Camp Tuto, the Greenland base of operations for the U.S. Army Polar Research and Development Center is located about 14 miles southeast of Thule AB on the edge of the ice cap. Because of its proximity to the ice cap, Camp Tuto generally has more snow, lower visibility, higher winds and colder temperatures than the base. As a result it encountered particular problems during the period of adverse weather.

From 28 December to 31 January an almost continous phase condition existed at Camp Tuto. For all intents and purposes it was inaccessible to the base by wheeled vehicles. With roads nearly always closed, air frieght, diesel fuel, and fresh rations became extremely limited. The solution to the problem proved to be use of oversnow vehicles for re-supply of essential items and rapid movement of air freight and diesel fuel

19. Report, Hq, U.S. Army Polar Research and Development Center, Tab 21.

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when the roads were open.

The first week in February was the most difficult experienced by personnel at Camp Tuto. The roads between the camp and the base had been closed since the last week in January. The fuel supply was becoming more critical by the hour. A heavy swing of three low ground pressure tractors, pulling sleds with a total capacity of 23,750 gallons, and Polecat as a reconnaissance vehicle, were dispatched on an emergency mission to procure fuel. The swing departed Camp Tuto 0430 hours 6 February and arrived at Thule four and one half hours later. After being topped off with fuel it departed the base at 1800 hours 6 February for the return trip. It arrived at Tuto 0600 hours 7 February. Shortly therafter the weather cleared and only normal difficulties were encountered in keeping the roads open between Tuto and the base.

With severe weather persisting into March, maximum winds velocities occurred. However, the gap between phases was sufficient to permit adequate recovery and no unusual difficulties were encountered.

It was determined that the best defense against snow build up was a continuous road patrol with graders and flattening snow banks wherever possible. The scouring action of the wind then tends to sweep the roadway clean. But snow should be moved to the down wind side of the road wherever possible.

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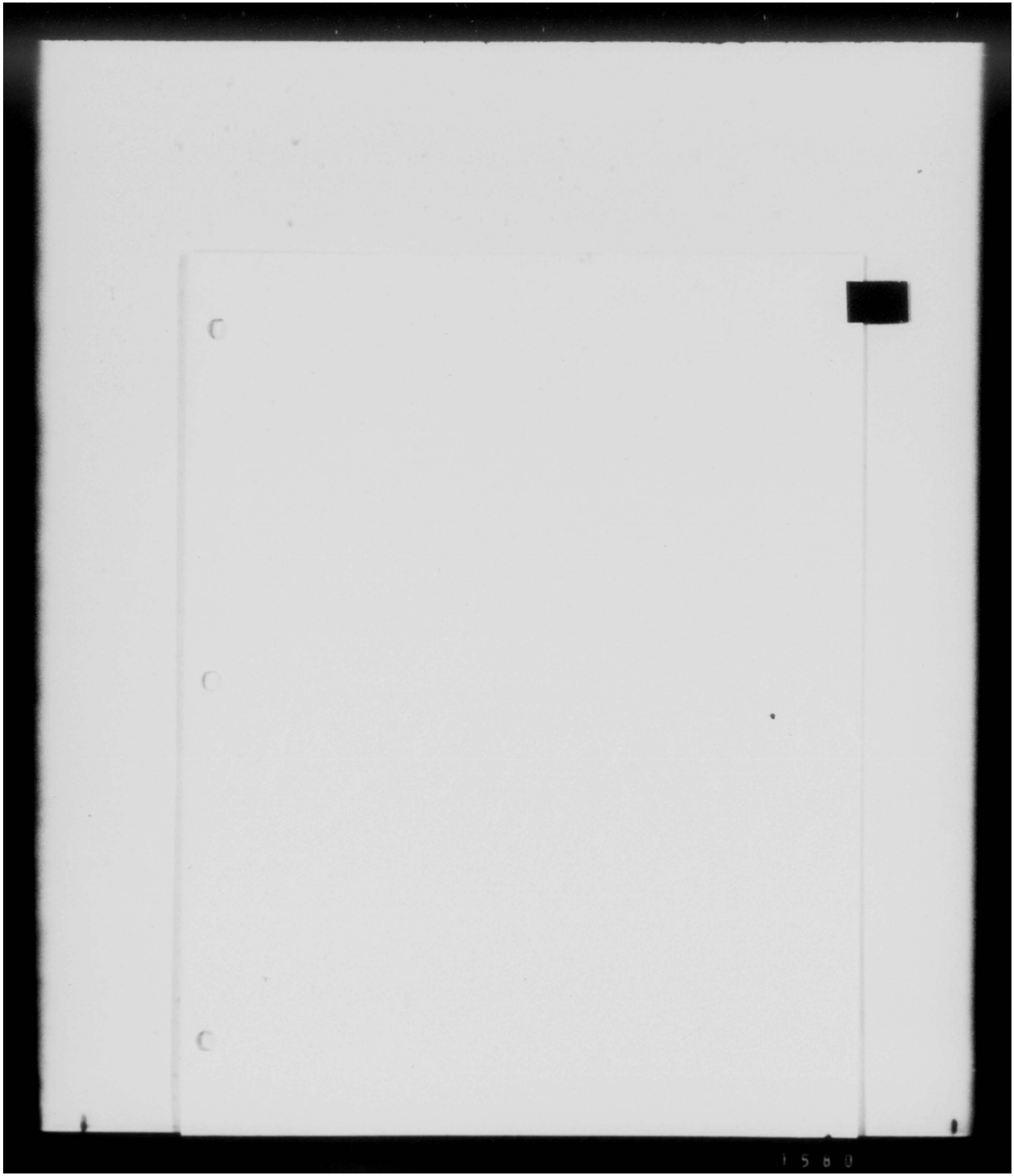

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4683D ADW REGULATION
NO. 55-11

HEADQUARTERS, 4683D AIR DEFENSE WING
Thule Air Base, Greenland
1 March 1962

Operations

PHASE CONDITIONS AND NOTIFICATION PROCEDURES

PURPOSE: This regulation outlines procedures to be followed and establishes responsibilities when severe weather which may endanger life or property is forecasted or occurs. It is applicable to all units and activities supported by Thule Air Base.

1. General:

a. Safeguarding equipment by securing rather than by evacuation is the normal policy since base construction is designed to withstand severe winds.

b. When a phase condition is declared, the Phase Alert System will be placed into effect.

2. Definitions:

a. A "Phase" is a period of time during which weather conditions impose a threat to life or property. The degree of severity of the threat determines the number of the phase condition as defined below. Phase conditions will be determined and announced by the Base Commander, the Command Representative, or a senior staff officer acting for the Base Commander.

b. Phase Alert: The Phase Alert is the first stage in the implementation of a plan for the protection of life and property and will be announced when a current weather forecast indicates the probability of impending severe weather.

c. Phase I: This condition will be announced whenever any two or more of the following weather conditions exist:

(1) Continuous wind speeds are 20 to 30 knots.

This regulation supersedes 4683D ADWR 55-11, 1 February 1961, as amended
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(2) Surface visibility is 1/2 to 3/4 miles.

(3) Wind Chill Index is V.

d. Phase II: This condition will be announced whenever any two or more of the following weather conditions exist:

(1) Continuous wind speeds are 30 to 50 knots.

(2) Surface visibility is 1/4 to 1/2 mile.

(3) Wind Chill Index is V.

e. Phase III: This condition will be announced whenever any two or more of the following weather conditions exist:

(1) Continuous wind speeds are 50 knots or greater.

(2) Surface visibility is 1/4 mile or less.

(3) Wind Chill Index is IV or greater.

3. Responsibilities:

a. Thule Proper:

(1) Base Commander: During normal duty hours determine the phase condition and advise the Command Post to implement the Phase Alert System and Phases, as appropriate.

(2) Command Representative: Act for the Base Commander during other than normal duty hours and on weekends and holidays. In the event the Base Commander or Command Representative is not immediately available, a senior staff officer such as Director of Operations or Director of Materiel, will be contacted for a decision on phase implementation and alerting.

(3) Base Weather Officer: Insure that the on-duty weather forecaster keeps Base Operations and the Command Post advised of current and forecasted weather conditions whenever a possible phase or high wind condition is expected. This will include but not be limited to the time of expected high wind, forecast wind direction and velocity, temperature, forecast of associated bad weather and forecast duration of the severe weather.

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(4) Command Posts

(a) Inform the Base Commander or Command Representative (as applicable) of existing weather conditions.

(b) Implement the Phase Alert System in accordance with paragraph 6b of this regulation when directed by the Base Commander or Command Representative.

(c) Record phase conditions existing at all off-base sites.

(d) Record in the Command Post Log all weather information issued to the Base Commander or the Command Representative.

(5) Unit and section Commanders:

(a) Brief all incoming personnel on phase conditions and the provisions of this regulation and 4683D ADWR 55-10 concerning emergency shelters.

(b) Account for all personnel assigned to their units as soon as possible after announcement of a Phase III condition.

(c) Insure that all buildings under their jurisdiction are secured and that utility mechanical rooms, latrines, and electrical equipment are functioning properly. Whenever possible, insure that equipment in need of repair is attended to prior to a Phase II condition.

(d) In each barracks occupied by personnel select and assign a fireguard for duty during Phase II and III conditions.

(e) Determine essential operations to be continued during Phase II conditions and establish SOP's as necessary for the operation thereof.

(f) Prominently display in each building under their supervision, Attachments I and II of this directive.

(g) Establish procedures as necessary to insure complete dissemination of phase condition announcements throughout their organizations.

(6) Director of Security and Law Enforcement:

(a) When a Phase I, II or III condition is announced, radio-controlled vehicles will be dispatched to establish four off-base traffic control points. They will be established at:

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1. The intersection of Cresent Lake Road and "P" Mountain Road.

2. The Dundas Village Road near Hangar Number Seven.

3. The intersection of Ortman Drive, Pass Road and Donner Road.

4. Air Base end of the Ice Road (when open).

(b) The Air Police will permit off-base vehicle traffic to proceed past the control points only if the following conditions are met:

1. Vehicles are engaged in official business as defined in paragraph 2a, 4683D ADWR 125-3.

2. Off-base travel is conducted in accordance with the Buddy System (at least two vehicles traveling together). Army vehicles may travel at the discretion of the Senior Army Unit Commander.

3. Each vehicle traveling off base has a vehicle survival kit (vehicle survival kits will be in all off-base vehicles from October through May, regardless of weather conditions).

4. Each person in the vehicle has sufficient arctic equipment with him to insure his being able to survive should they become lost or stranded.

5. Driver's license has been stamped indicating the driver has completed the Arctic Survival Training. Army drivers will complete Arctic Training as established by the Senior Army Unit Commander.

6. The leader (senior member) of the group has contacted his commander or supervisor who has determined the necessity for continuing the off-base travel (the Air Police radio can be used for this purpose if no other communication is available).

(c) During Phase II conditions only rescue or emergency vehicles will be allowed to proceed off base with the exception of BMEWS bus convoys which may be authorized to travel during Phase II under close control and surveillance and when there is reasonable assurance that conditions will not worsen. In addition travel during a Phase II will be allowed only if the conditions outlined in preceeding paragraph 3a(6)(b) are met.

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(7) Base Operations:

(a) Direct all air and ground rescue operations and keep the Base Commander or Command Representative informed.

(b) Suspend local flying in time to secure all aircraft.

(c) Inspect the flight line to insure that all aircraft, vehicles and service equipment are properly secured.

(d) Issue NOTAMS pertinent to field conditions.

(e) Issue instructions through Thule Center to advise all inbound aircraft or local weather conditions.

(f) Coordinate with Maintenance Control on available hangar space.

(g) Advise pilots of transient aircraft of local conditions and determine whether aircraft should be evacuated or secured.

(8) Civil Engineer:

(a) Alert the Fire Department and such other Civil Engineering Maintenance and Operating Sections as necessary. Operation of Civil Engineering vehicles and personnel during a phase condition will be determined by the Base Civil Engineer, based on urgency of the request for such service.

(9) Information Office:

(a) Disseminate phase condition announcements (for each new phase condition) on Thule Armed Forces Radio and Television Service. As new phase conditions arises, they will be broadcast every five minutes on radio for the first hour and every fifteen minutes thereafter. They will be announced every fifteen minutes on TV, the first hour and every thirty minutes thereafter.

(10) Maintenance Control:

(a) Coordinate with Base Operations on available hangar space.

(b) Develop plans and operating instructions for the expeditious movement and security of aircraft, hangars and equipment.

(11) Ground Rescue (Survival School):

(a) Keep a constant inventory of specialized vehicles that

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can be used for ground rescue operations. The inventory will include vehicles located at Thule Air Base, Cape Athol, "P" Mountain, Camp Tuto, BMEWS and the 7th Artillery Group.

(b) Ground rescue team members will become familiar with the condition of the vehicles and their capabilities.

(c) Conduct an artic indoctrination course for drivers of vehicles that travel off base. The course will be conducted from October through May. The course will include, but not be limited to, (1) proper use of aretic clothing and equipment; (2) 4683D ADWRs 55-11 and 55-10; and (3) survival during a phase. Upon completion of the arctic indoctrination course, the individual's vehicle operator's license will be stamped "ARCTIC COURSE COMPLETED", by the Survival School personnel.

(12) Commander - Transportation Squadron:

(a) Schedule all vehicle drivers, who will normally drive off base, to the arctic indoctrination course.

(b) Maintain records in the motor pool of all personnel who have completed the arctic indoctrination course. These records will be kept until the individual has transferred from Thule Air Base.

b. Off-Base Organizations:

(1) Responsibility of determination of phase, road conditions off base and notification of the Command Post (Ext 5121) and Air Police (Ext 3200 will be as follows:

(a) "J" Site (BMEWS): Commander Det #1, 71st Surveillance Wing (BMEWS) or Site Space Surveillance Officer (Ext 9-209).

(b) "P" Mountain: Commander, 931st AC&W Squadron, or his representative.

(c) South and North Mountain: The senior officer on duty at the 7th Artillery Group.

NOTE: Notification of termination of a phase condition or reduction to a lesser phase, will be identical to that used to announce the beginning of a phase condition.

(2) The Base Weather Station will be notified whenever winds reach 30 knots and a severe weather warning has not been issued.

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4. Alert Conditions and Precautionary Measures:

a. Phase Alert:

(1) All personnel will be alerted for a possible Phase I, II or III condition.

(2) Water will not be used for bathing or laundry in those buildings not on the water line until non-alert condition is resumed. Buildings not on the water line can be identified by the pumper-type commodes.

(3) Building custodians, barracks chiefs and section heads will insure that emergency rations are available in their respective buildings.

b. Phase I:

(1) All personnel will be alerted for the possible announcement of a Phase II condition.

(2) All personnel, except those engaged in the performance of essential functions, are restricted to the base proper or units where they are located.

(3) All pedestrian traffic will be in accordance with the buddy system, that is, not less than two pedestrians walking together.

(4) The motor pool will put all available vehicles into operation to provide bus and taxi service for personnel.

c. Phase II:

(1) Only personnel involved in critical duties as determined by the Unit Commanders or Chiefs of Staff Sections, will continue to work during a Phase II condition. All other personnel will return immediately to their quarters either by available vehicle or as pedestrians in accordance with the buddy system. Other pedestrian traffic will be permitted only for necessary travel between place of duty, quarters or dining halls and must be authorized in each instance by the duty supervisor or barracks chief.

(2) Dining Halls will continue normal operation.

(3) Community facilities including clubs, theater, gymnasium, chapel, hobby shops, and the base exchange, will be closed. However, in the event of rapid transition from Phase I to III personnel will allowed to remain until orderly evacuation can be made to their quarters.

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(4) Building custodians will inspect their respective mechanical rooms and insure they are operating properly, and that no fire hazards exist.

d. Phase III:

(1) Only emergency or rescue vehicles will be authorized to operate.

(2) Dining Halls will be closed.

(3) Personnel Accounting During Phase III:

(a) Personnel remaining on duty or unable to return to their barracks or BOQ will immediately notify their barracks chief of their location.

(b) Not later than 15 minutes after the announcement of a Phase III condition, the barracks chief in each barracks or BOQ will take roll call. All absentees will be reported to the appropriate Unit Orderly Room by telephone.

(c) The First Sergeant or the Charge of Quarters, on duty in the Orderly Room, will prepare and maintain a unit roster to account for all unit personnel as they are called in.

(d) Within 30 minutes after the announcement of a Phase III condition, the First Sergeant or C.Q. of all units will report personnel absentees to the Command Post. If rescue action is needed the Command Post will contact the Air Police Section (Ext 3200). The Air Police will direct land rescue operations, using survival school personnel.

NOTE: All restrictions applicable to lesser states of phase conditions will be equally applicable to higher states of phase conditions.

5. Outdoor Discipline:

a. Personnel required and authorized to work out of doors when phase conditions are forecast will wear complete arctic clothing.

6. Notification Procedures:

a. When winds are forecast to exceed 20 knots on base and/or 35 knots off base:

(1) The Base Weather Officer will inform the following:

(a) Command Post.

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(b) Base Operations (AO or Dispatcher).

b. The Command Post will effect on-base notification as follows for Phase Alerts Phase I, II and III:

(1) Base Commander (duty hours). } to receive Phase de-

(2) Command Representative (non-duty hours) } termination information.

(3) Air Police.

(4) Thule Armed Forces Radio and Television Service.

(5) Civil Enginnering Squadron.

(6) Transportation Squadron.

(7) 931st AC&W Squadron.

(8) 7th Artillery Group.

(9) BMEWS Site Space Surveillance Officer.

(10) Explosive Ordnance Disposal.

(11) Greenland Contractors.

c. Upon being advised of a phase condition at one of the off-base sites, the Command Post will advise the following agencies:

(1) Wing Commander (duty hours only).

(2) Base Commander (duty hours only).

(3) Command Representative (non-duty hours).

(4) Air Police.

(5) Transportation Squadron.

(6) Base Weather Office.

(7) Civil Engineering Squadron.

(8) Thule Armed Forces Radio and Television Service.

d. The Base Operations Officer will furnish information received from the Base Weather Officer to:

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4683D AIWR 55-11

(1) 332 FIS Combat Alert Center.

(2) Thule Center.

(3) Control Tower.

(4) MATS-TCC.

(5) Work Load Control.

(6) Det 1, 54 ARS.

FOR THE COMMANDER

LEON M. MESROPIAN
Major, USAF
Administrative Officer

3 Atchs
1. Phase Conditions
2. Wind/Chill Index
3. Vehicle Survival Kits

1 2 5 0

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SEVERE WEATHER WARNING

PHASE CONDITIONS

PHASE	CONDITIONS	WHAT YOU DO
ALERT	SEVERE WEATHER IS FORECAST AND PROBABLE	TAKE ALL NECESSARY PREPARATORY ACTION; TIE DOWN LOOSE EQUIPMENT, CHECK EMERGENCY RATIONS, PASS THE WORD TO ALL PERSONNEL.
I	WIND: 20-30 KTS VIS: 1/2 to 3/4 MI CHILL INDEX: V	ALERTED FOR POSSIBLE PHASE II OR III. ONLY ESSENTIAL VEHICLE TRAFFIC PERMITTED OFF BASE. PEDESTRIAN TRAFFIC IAW BUDDY SYSTEM.
II	WIND: 30-50 KTS VIS: 1/4 to 1/2 MI CHILL INDEX: V	NO PEDESTRIAN TRAFFIC WITHOUT SPECIFIC APPROVAL OF SUPERVISOR. ALL PEDESTRIAN TRAFFIC IAW BUDDY SYSTEM. ONLY EMERGENCY AND RESCUE VEHICLES PERMITTED OFF-BASE. DINING HALLS CONTINUE OPERATION. COMMUNITY FACILITIES IE BX, THEATER, CHAPEL, GYM, AND CLUBS CLOSE. CRITICAL FUNCTIONS CONTINUE LIMITED OPERATION AS APPROVED BY BASE COMMANDER.
III	WIND: 50 KTS OR MORE VIS: 1/4 MI OR LESS CHILL INDEX: IV OR MORE	DINING HALLS CLOSE. REQUIRED EMERGENCY OR RESCUE EFFORT ONLY.

Attachment #

1653D ADMIN 55-11

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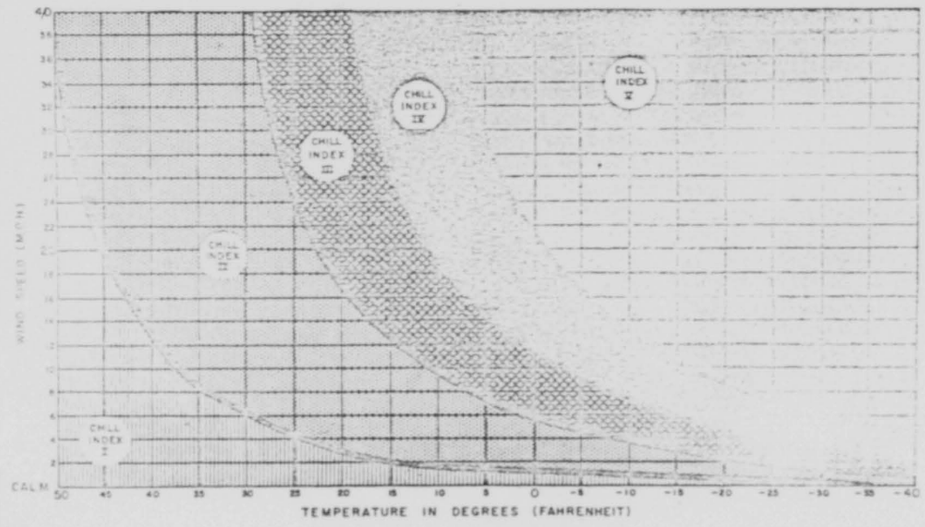
TEMPERATURE / WIND CHILL INDEX



I COMFORTABLE

II

III

IV

V

12

Attachment #2

12

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SURVIVAL KITS FOR ALL ESSENTIAL OFF-BASE VEHICLES:

a. Duffle bag or other suitable container.

b. Sleeping bag, one per person.

c. Five candles.

d. Matches.

e. Rope (100 feet, 3/16 inch).

f. Shovel.

g. Snow goggles, one pair per person.

h. Two (2) inch wide masking tape, one roll.

i. Window scraper.

j. Four flares, M-13, two 20 minute railroad fusees.

k. IF type rations, one box per person.

Attachment #3

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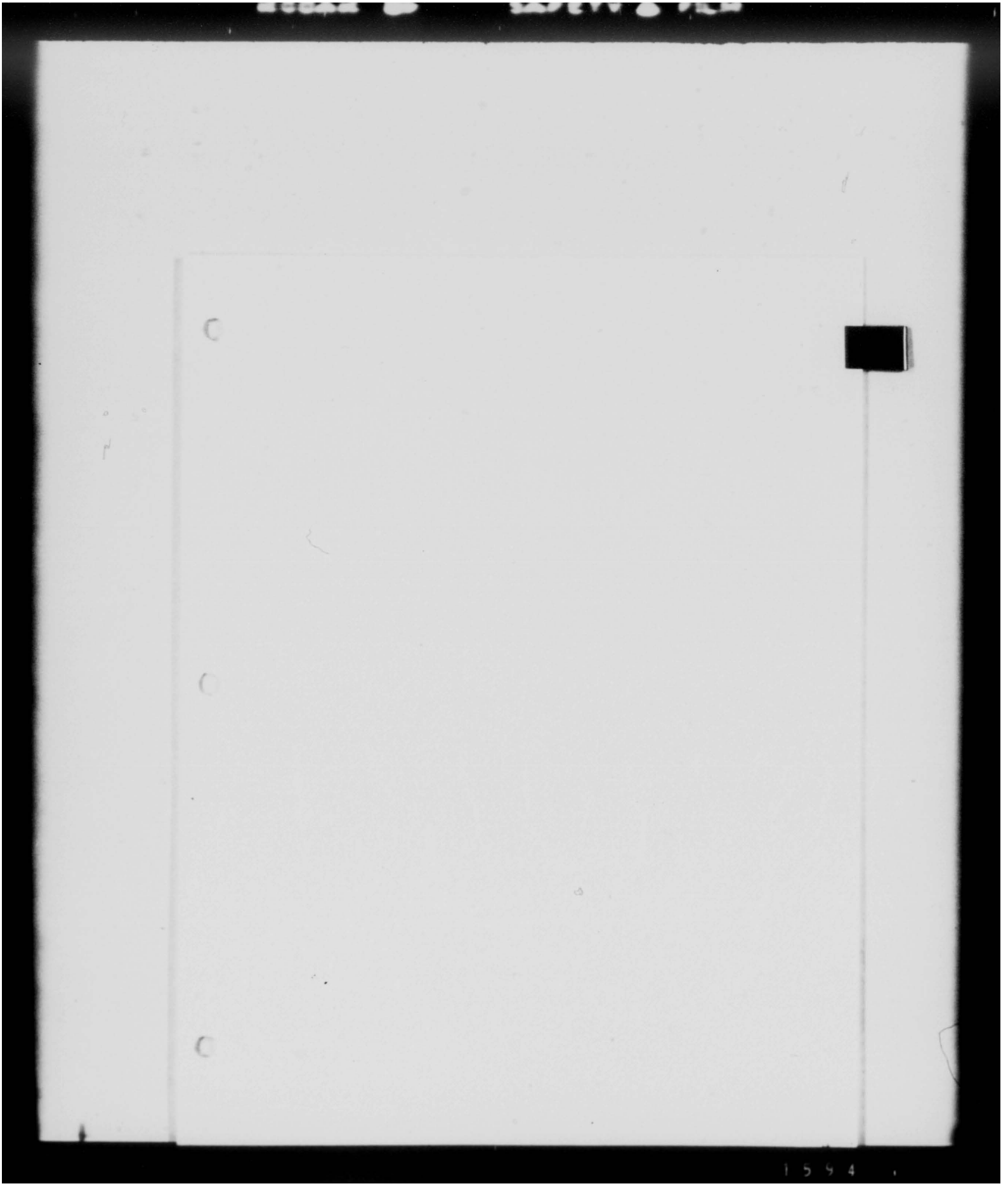

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PHASE CONDITIONS - 28 DECEMBER 1962 - 31 MARCH 1963

(All times are Atlantic Standard Time)

Dec.	28	0000	Normal conditions
		2200	Phase II
		2207	" III
	29	0125	" II
		0645	" III
		1425	" II
		1450	" III
	30	0630	" II
		0817	" I
		1325	" Alert
Jan.	1	0025	" Alert
		0140	" I
		0208	" III
		0336	Normal conditions
		0630	Phase Alert
		0825	" II
		1142	" I
		1335	Normal conditions
	3	1022	Phase Alert
		1850	" II
		1905	" III
		2100	" II
	4	0130	" III
		0618	" II
		1055	Normal conditions
	5	0212	Phase I
		0226	" II
		0530	" I
		1525	Normal conditions
	9	0840	Phase Alert
		1030	" I
		1040	" II
		1425	" III
	10	0015	" II
		0634	" I
		0835	Normal conditions
	12	0515	Phase Alert
		0800	Phase I
		1550	" II
	13	0721	Normal conditions
		1210	Phase Alert
		1226	" II
		1407	" I
		1910	" II
		2015	" III
	14	1044	Phase II
	15	0600	" I
		1404	" II
	16	0035	" III
		0815	" II
		0955	" I
		2206	Normal conditions
	24	0300	Phase Alert
		0550	" II
		0558	" III
		1335	" II
		1640	" I
		1900	" Alert
	25	0600	Normal conditions
		1448	Phase Alert
		1635	" I
	26	0010	" Alert
		0200	Normal conditions
	27	0456	Phase Alert
		0547	" I
		0603	" II
		0722	" I
		1006	" II
		1045	" I
		1420	" Alert
		1550	Normal conditions
		2250	Phase Alert
	28	0300	" I
		0438	" II
		0717	" I
		1100	Normal conditions
		1502	Phase Alert
		1512	" I
		2140	" Alert
		2221	" I
	29	0056	" II
		0310	" I
		0830	Normal conditions
	30	0715	Phase Alert
		0815	" I
		1000	" II
		1605	" III
		1940	" I
	31	0630	Normal conditions

ATCH 5

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Feb.	1	1138	Phase Alert
		1314	" I
		1320	" II
		1341	" III
		2000	" II
		2037	" I
		2319	Normal conditions
	3	0240	Phase Alert
		0555	" I
		0655	" Alert
		0823	" I
		0905	" II
		0926	" III
		1012	" II
		1228	" I
		1745	" II
		1750	" III
	4	0030	" II
		0645	" III
		1155	" II
		1415	" III
		1745	" II
		1940	" III
	5	0920	" II
		1330	Phase Alert
		1650	" I
		2300	Normal conditions
Mar.	6	0640	Phase Alert
		0758	" I
		0934	" II
		1230	" III
		1515	" II
		1700	" I
		2043	Normal conditions
	14	0401	Phase Alert
		0940	" I
		1000	" II
		1153	" III
	15	0030	" II
		1245	" I
		1852	Normal conditions
	30	0257	Phase I
		0308	" II
		0350	" III
		0740	" I
		0855	" Alert
		1020	Normal conditions
		1030	Phase I
		1047	" II
		1625	" I
		1730	" II
		1815	Phase I
		2045	" Alert
	31	1855	" I
		2157	Normal conditions
Apr.	1	1150	Phase I
	2	0602	Normal conditions
	3	1404	Phase Alert
	3	2216	Normal
	6	0240	Phase I
	6	0247	Phase II
	6	1340	Phase I
	6	1825	Phase Alert
	6	1918	Normal conditions
	8	0112	Phase Alert
	8	0700	Normal

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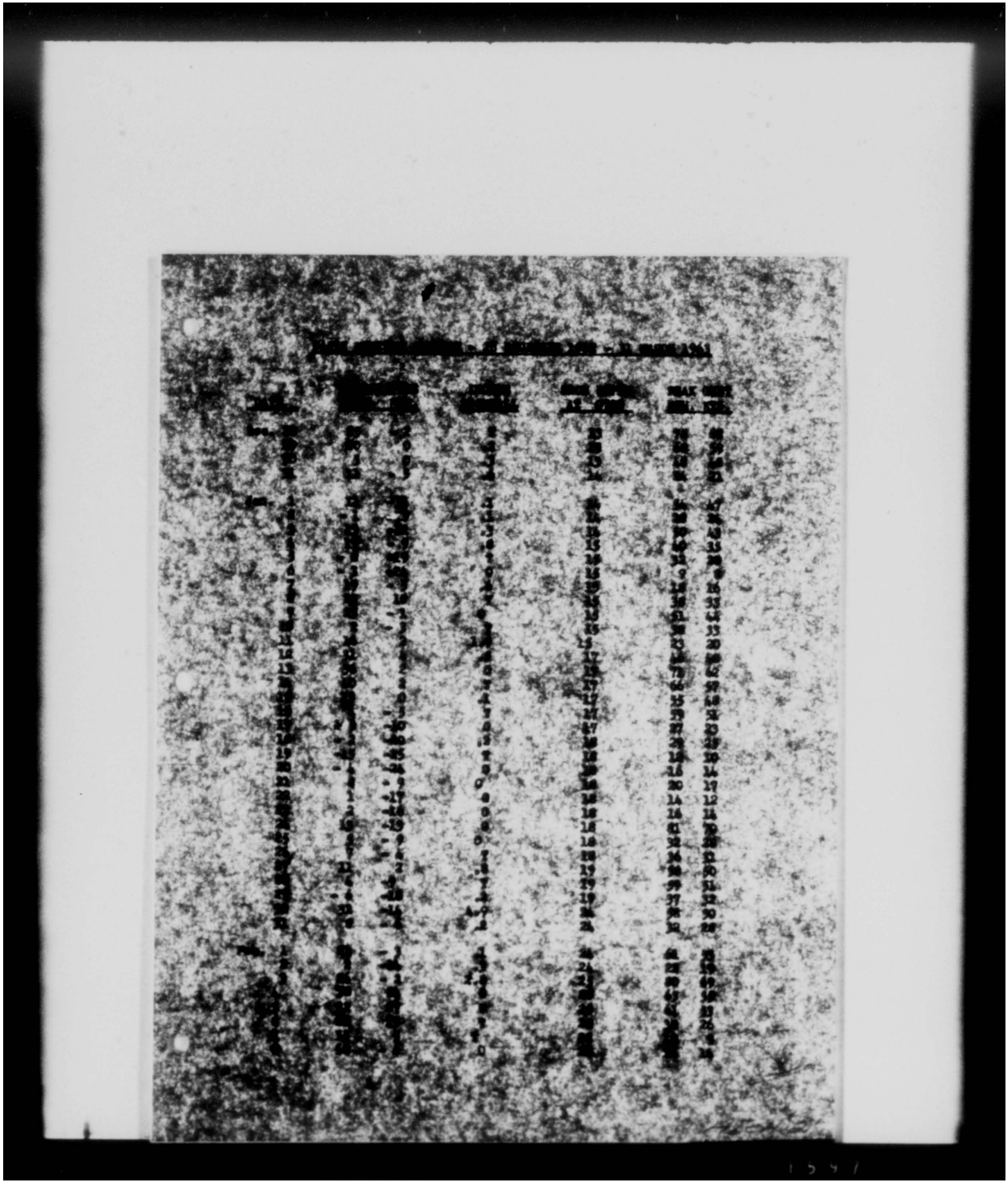

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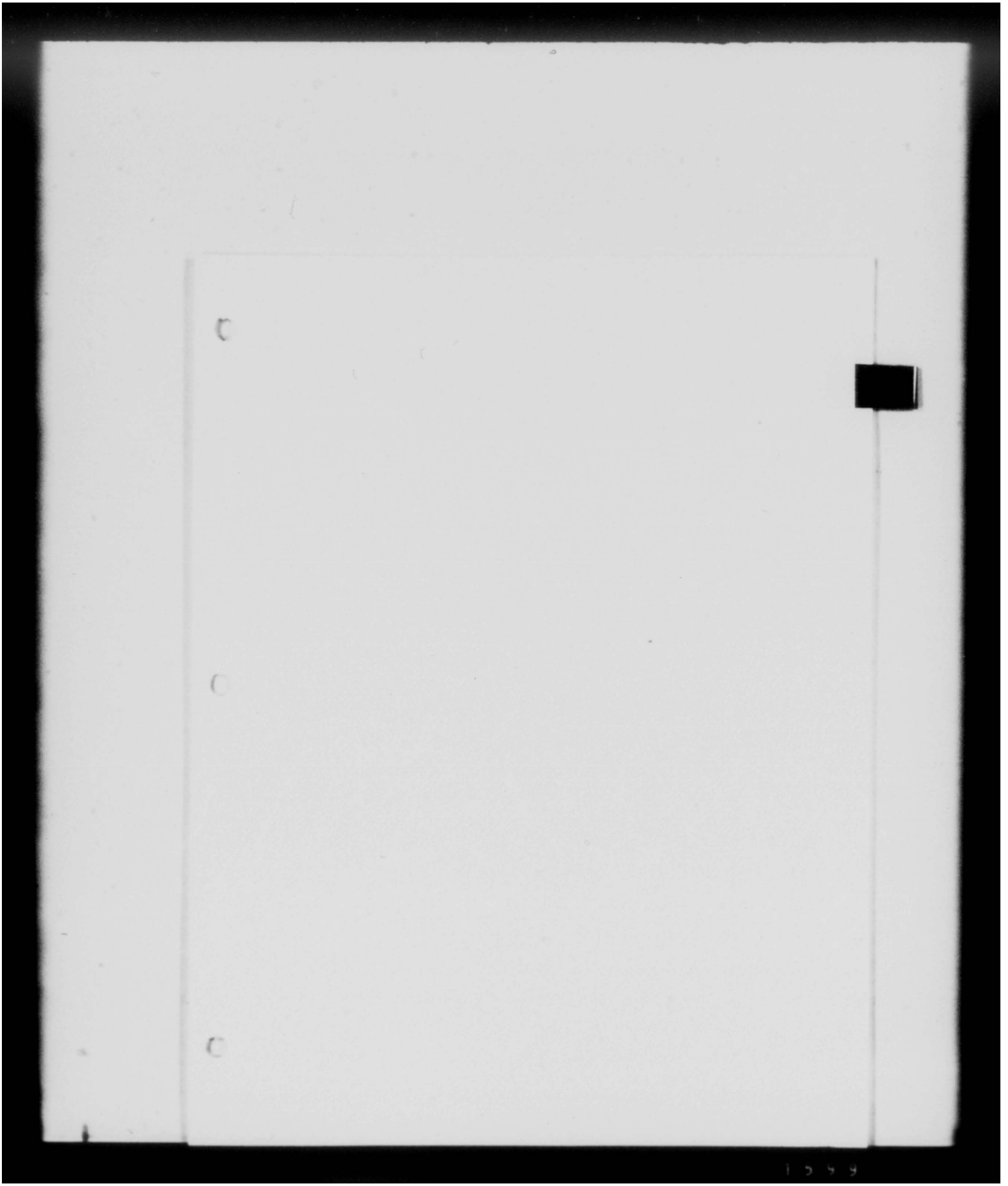

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HEADQUARTERS
4626TH AIR DEFENSE WING (ADC)
United States Air Force
APO 33, New York, New York

3 Apr 1963

SUBJECT: Historical Data for period ending 31 Mar 1963

TO: [redacted]

In accordance with your letter, subject, Fiscal Report, Historical Data for period ending 31 March 1963, the following information is submitted. The correspondence in this report is the same as that recommended in ADC AFR Supplement 1 to AFR 210-3.

1. [redacted]

2. Deputy Commander for Operations

3. 1Lt Col Rho Vickrey

Major James G. Anthony

Major Orvin G. Harvill

Major Oliver S. Bonjean

Captain [redacted] E. Bauer Jr

4. N/A

5. Commentary

The month of January 63 was considered to be one of the most hectic months ever to be experienced at Glasgow Air Base. During the month of January plans establishing new controls, [illegible] control systems training and flying training was at [illegible] extremes. A total of eleven flights were assigned which [illegible] assigned to be flown for the entire month. Four Man Crew and Flight Crew Rest was established, two new simulated scrambles and two [illegible] were established, two were simulated scrambles and one had to be terminated early due to weather. Considerable effort was expended in coordinating out of area support requirements to ensure that [illegible] [illegible] were kept open as much as possible to maximize [illegible] [illegible] of these facilities. A new pilot check crew was being readied to [illegible] proficiency flight up [illegible] because of the severe snow storms which [illegible] and our inability to keep the [illegible] open. [illegible]

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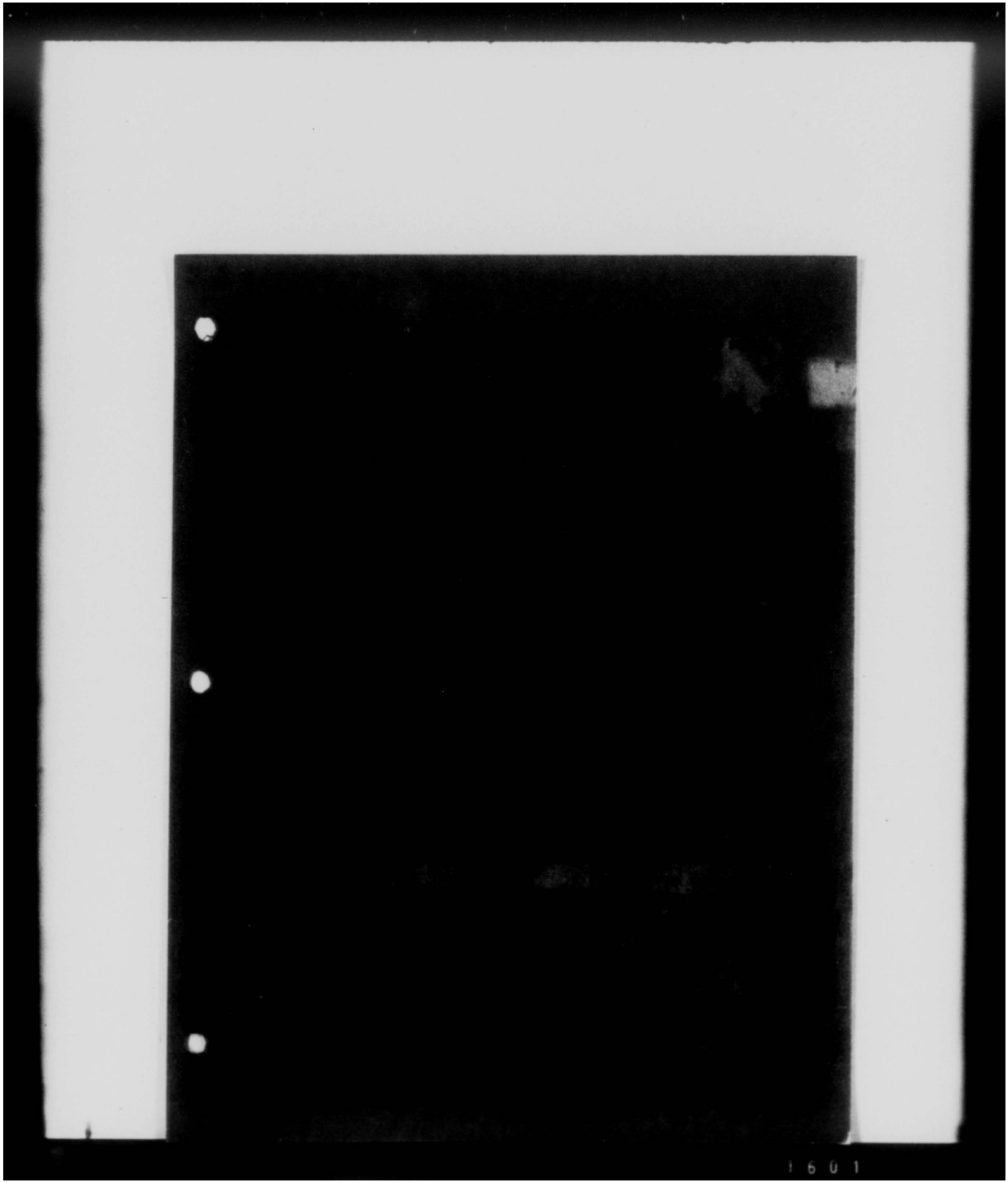

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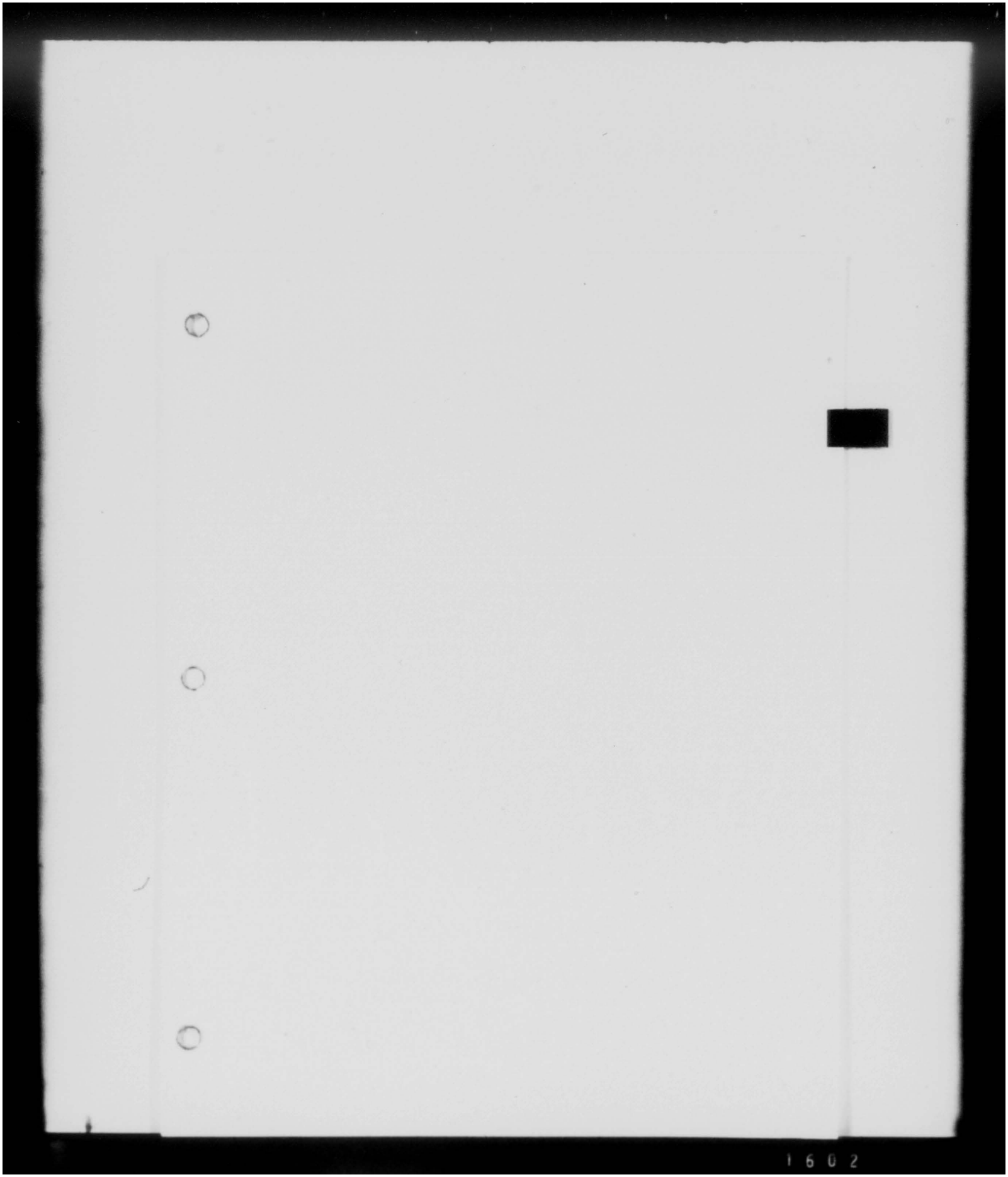

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TGIDC/Lt Col O'Keefe/6115

Special Adverse Weather Report

10 APR 1963

TGICO

1. The adverse weather from the period 28 December 1962 through 31 March 1963 caused many problems in the Roads & Grounds area. The equipment was frequently caught on the off-base roads by a phase and could not be returned to shelter because the storms came suddenly or the equipment broke down. V-plows were frozen on the "P" Mountain road for several weeks awaiting a wrecker and the road being opened.

2. The adverse weather caused havoc with snow removal operations due to the inability of Roads & Grounds to clean up the existing snow prior to a new phase. This led to huge windrows on the flight line and roads which required bulldozers to feather-out. The snow on the "P" Mountain road attained the depth of 10-20 feet in areas. Also, the snow piles by the flight line hangars were unmanageably high (40') and proved to be too much for the equipment on-hand in Roads & Grounds.

3. The adverse weather during this period and the unavailability of adequate snow removal equipment resulted in letting a contract to Drake, Merritt, & Roe Contractors to open the "P" Mountain Road and to assist in moving snow from the flight line. The cost to the government for these services was approximately $110,000.

4. Supply support for vehicle maintenance was held up because the airfield was frequently not open for traffic. The backlog of aircraft scheduled into Thule with parts and supplies often reached 11-15 and caused much delay in vehicle maintenance. This contributed greatly to the failure of Roads & Grounds to support its mission and, hence, the need for expensive contractor assistance.

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5. It is strongly recommended by the Civil Engineering Squadron that new snow removal and heavy construction equipment be made available in sufficient quantities to preclude reoccurrence of this winter's problems. Thule Air Base has minimum amount of snow removal equipment on hand and no margin is left for breakdowns and other downtime that all too frequently exists.

TRUMAN O'KEEFE
Lt Col., USAF
Commander

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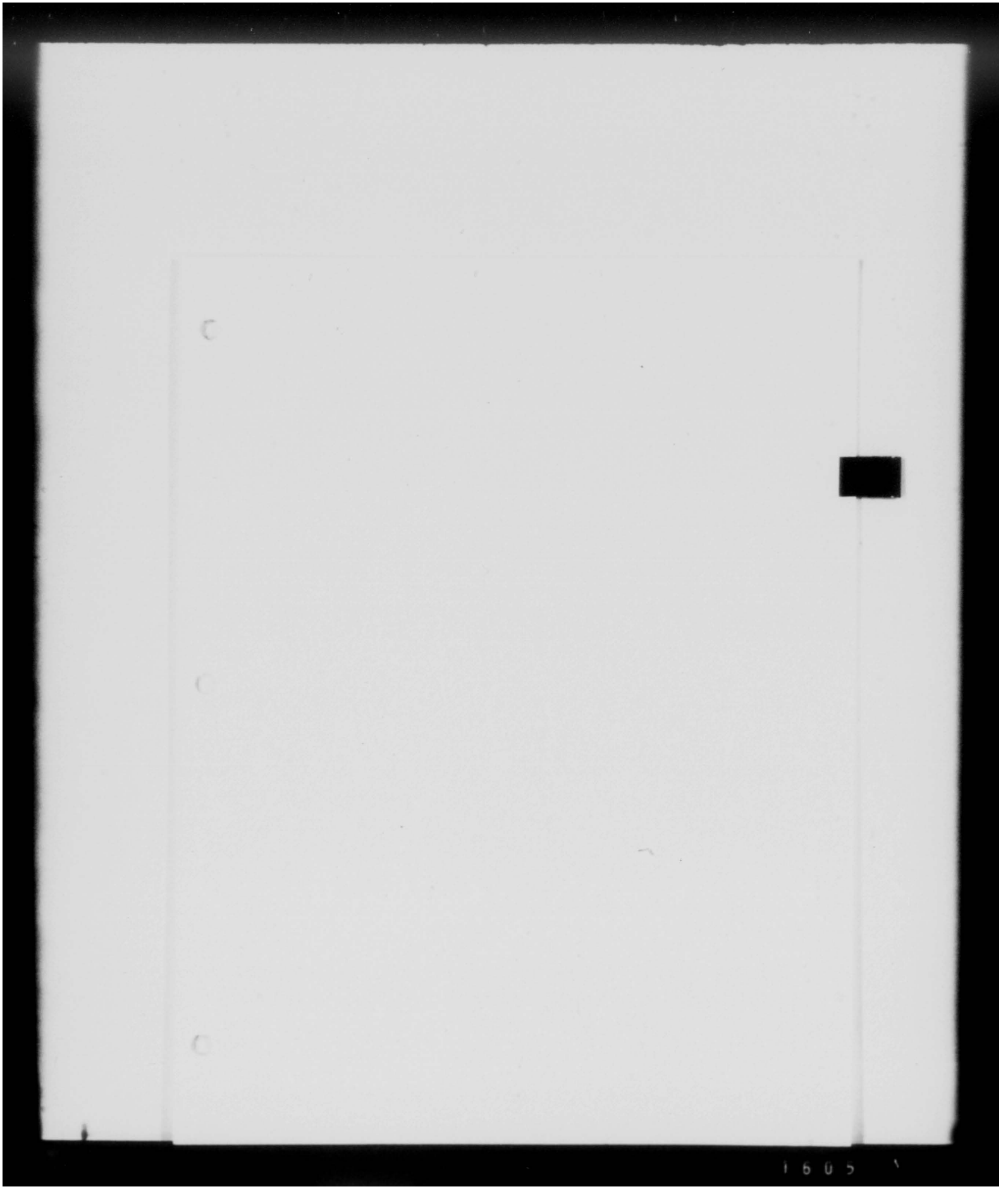

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SPECIAL ADVERSE WEATHER REPORT

GENERAL. During the period 28 December 1962 through 31 March 1963, adverse weather conditions affected operations of the Area Engineer principally in that the Contractor was unable to proceed with his programmed work and in that the Contractor was called upon to perform snow removal work outside of the scope of his original Contract. The only actual problem area which will be considered in this report, along with recommendations for solutions to similar future problems, is the inter-service method of handling emergency snow removal operations in order to assist the Base in returning to normal operations as expeditiously as possible.

During the period concerned, the Area Engineer was called upon on several occasions to open the road to P Mountain so that resupply to the AC&W site could be effected. Opening of the P Mountain road was considered serious enough to call conferences between the Area Engineer and Wing Commander on three separate occasions - 13 January 1963, 31 January 1963, and 3 February 1963. On only one of these occasions were there sufficient funds readily available to the Area Engineer to proceed with the Contractor in negotiating a Contract in accordance with existing regulations. Prior to 13 January 1963, the Base had transferred to the Area Engineer - funds in the amount of $10,000.00 on a MIPR 168-63 designated for Project 171-3 "Miscellaneous Contractual Services." On the 13th a balance of $8,395.00 was available from these funds for BCE use in securing needed service. Upon determination that emergency work was required, and upon the authority of a written request from the Base Civil Engineer, the Area Engineer immediately negotiated a Contract (Purchase Order) with the Contractor using these "Miscellaneous Contractual Services" funds.

After the "Miscellaneous Contractual Services" funds were depleted by the 13-15 January 1963 emergency road opening, there were no longer any similar funds available to the Area Engineer or Base Civil Engineer to proceed in a like manner in case of any other emergency work.

During the period 18, 19 January 1963, the Area Engineer was again requested to assist the Base Civil Engineer in removing snow from the airfield. Since no funds were available to perform this work by Contract, and direct loan of equipment (without operators) to BCE was ruled out due to maintenance capability of the Base (in that the Base did not have the spare parts or mechanics to maintain the equipment properly), this request was denied and no assistance was rendered to the Base.

On 31 January 1963, BCE again requested assistance in snow removal work on the airfield and on the P Mt road. Since this work was immediately needed for the very existence of the AC&W site - as evacuation plans were being readied, the Contractor began to mobilize his forces for the emergency work based on a contract by the Area Engineer negotiated "subject to the availability of funds." In other words, all persons concerned proceeded at

Incl 1.

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full speed to perform the work required on the basis that the Base would have funds available to issue a Notice to Proceed prior to the actual commencement of work. As it turned out, the MIPR 214-63 for $10,000.00 was received in the Area late 31 January 1963. Upon receipt of these funds the Contractor was given official authority to proceed with the work.

On 3 February 1963 an emergency meeting was again held at Wing Hqs for the purpose of determining a course of action to keep the P Mt road open for the remainder of the winter and also to assist in removal of snow from the taxiways and in front of the hangars. No funds were available for the work, but a course of action was determined. Again the Area Engineer proceeded to negotiate a contract with the Contractor "subject to the availability of funds." Upon receipt of MIPR 215-63 in the amount of $109,650.00 on 6 February 1963 the Contractor was issued a Notice to Proceed with the emergency work. Since the Contractor at this time had already demobilized from his 1962 Contract operations, it was necessary for him to remobilize from the States in order to perform this work. He was mobilized and on the site by approximately 12 February 1963. This work was completed on 27 February 1963 and the Contractor immediately demobilized back to the States. The final cost of this work was $89,897.00.

PROBLEMS. The principal area of difficulty encountered by the Area Engineer during the period in question was that of having sufficient funds in hand to accomplish emergency work. In only one instance - the snow removal operations of 13-15 January 1963 - was the Area able to proceed normally to contract services with the available Contractor. In all other cases, the work either had to wait for receipt of funds or preparatory work had to be performed "subject to the availability of funds," in which case both the Area and the Contractor were performing work at the risk of non-payment - a risk which neither should be required to assume.

As of 5 May 1963, one grader originally loaned Base on 12 January 1963 had still not been returned due to inability of Base Maintenance to accomplish repairs necessary to make it operational. One other grader was taken back in a deadlined condition and repaired by the CE contractor without cost to the Government. Inability of Base to maintain items of heavy equipment is considered to be a major problem related to snow removal operations and other emergency work. This situation also makes it difficult for this office to provide support to these operations in the form of direct equipment loans.

RECOMMENDATIONS. In order to avoid delays to required emergency work or requiring individuals to assume financial and legal risks, the Base should have substantial funds either on hand in a form similar to a MIPR for "Miscellaneous Contractual Services" in a sufficient amount to handle emergencies, or a system should be set up whereby funds not necessarily retained for one specific purpose, such as snow removal or miscellaneous contractual services, can be obligated as expeditiously as possible to the satisfaction of all concerned. Mere verbal approval of funds is not legally sufficient for the Area Engineer to negotiate a contract. These funds can be retained either at the Area, such as was the case with the $10,000.00 "Miscellaneous Contractual Services" MIPR, or other location where the written authority for transfer of funds can be initiated. Only in this manner can the Area Engineer properly support similar emergency operations in the future.

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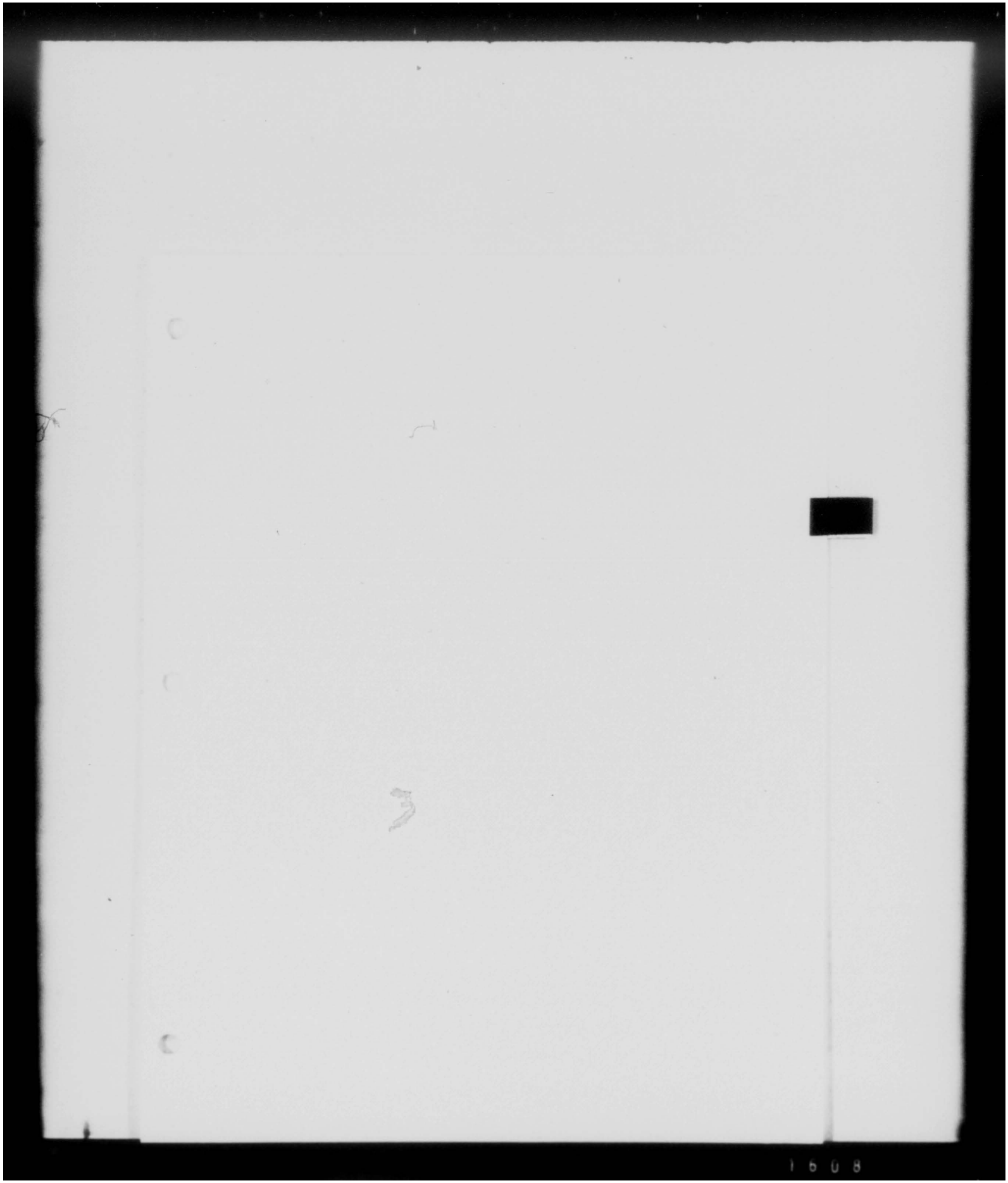

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TWCCE 11 Apr 63

Special Adverse Weather Report

4683 AD Wg (TGCIO)

This organization experienced many problems during the adverse weather conditions from 28 December 1962 to 31 March 1963. Due to the diverse location of our communications equipment, the extreme cold, snow and high winds made continuous operation unbelievably difficult. During the period 28 December 1962 to 4 January 1963, "half-track" vehicles were used to transport personnel to the remotely located, TACAN, VOR, ILS and Glidescope facilities. On 7 January 1963, the telephone cable was cut by one of the snow removal vehicles operating on the Camp Tuto - "P" Mountain Road. Strong winds and drifting snow made restoration of this cable, containing high priority circuits, extremely difficult. During this same period, maintenance of equipment located at BMEWS and "P" Mountain could not be accomplished. As a result, personnel were pre-positioned at these two locations. On 20 January 1963, this pre-positioning plan was extended to include the placement of maintenance personnel at various navigational aids and flight facilities units during phase conditions. This required additional personnel since one airman was required to act as a Safety Observer because of the hazards involved in personnel working in high voltage areas. Our capability for maintaining and operating our other facilities was considerably decreased because of this manpower shortage. Personnel were thereby required to work additional hours, thus increasing the personal safety hazards. It is recommended, therefore, that if this policy is to be continued during future winter seasons, a procedure to furnish sanitation and sleeping facilities at these remote sites be established. Of prime concern also, is the low priority given by the

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Civil Engineering Section for snow removal on our GCA unit access road. This unit is practically inaccessible for extended periods of time following phase conditions because of drifted snow. We recommend that a higher priority be given this project since the GCA facility becomes operational immediately following a severe storm.

BOBBIE L. WINN
Major, USAF
Director of Communications
and Electronics

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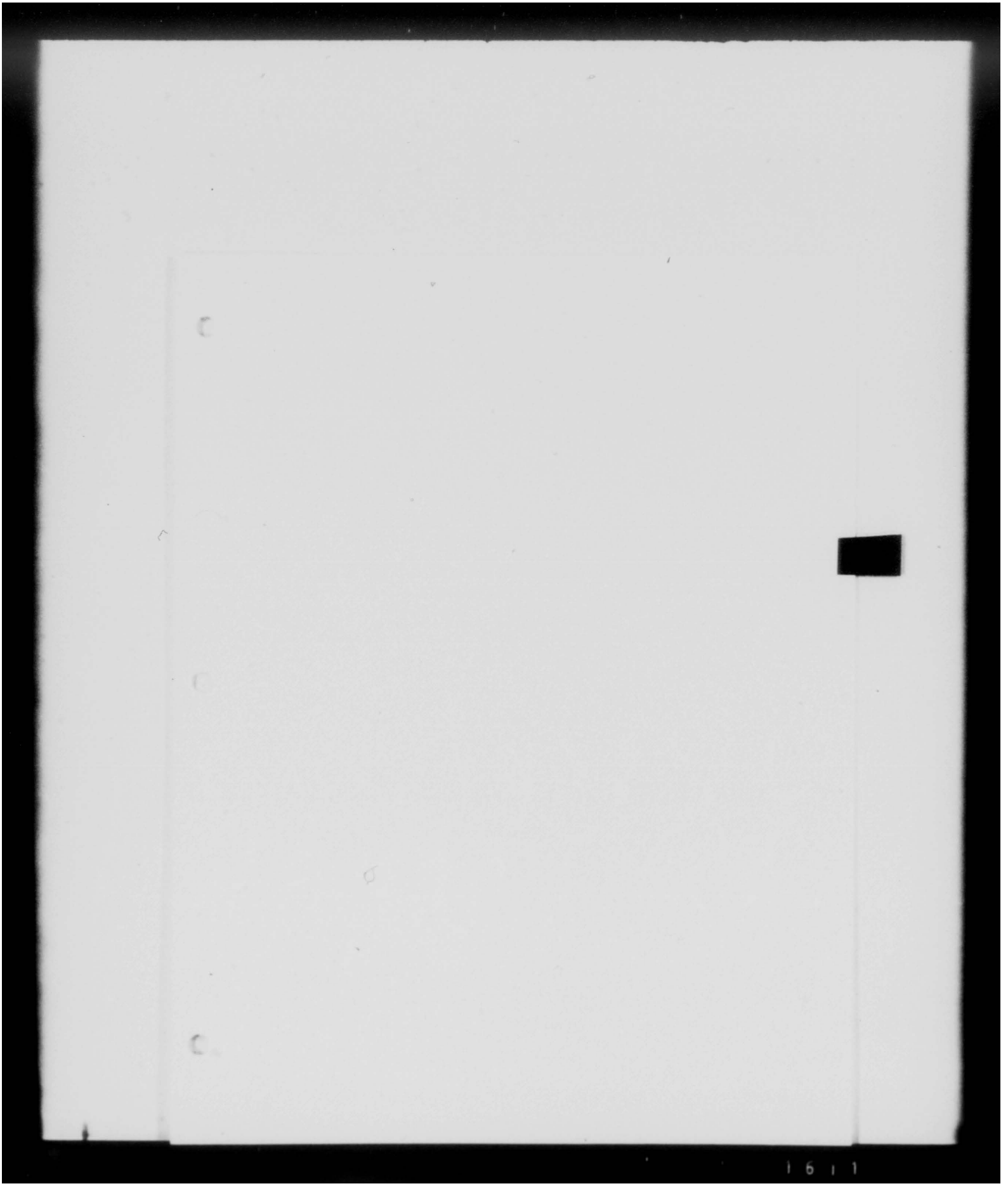

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TWMBS

Special Adverse Weather Report

TGCIO

The following are problems encountered during the periods of 28 Dec 1962 thru 31 March 1963 by Base Supply due to adverse weather conditions:

a. Reports delayed, messages delayed, transceiver action and transmission of requisitions were interupted.

(1) Solution: Suggest or recommend necessary personnel be retained within base supply and other applicable activities to insure operation of equipment and transmission of priority messages and requisitions during inclement weather conditions. Also insure that rations and sleeping accomadations are available for these specific personnel. Further suggest a Pony Circuit Teletype System be installed within the base supply and communications branch to insure prompt processing of priority messages during inclement weather periods. The actual cost of installation should not be a determining factor in this matter as the overall use of this equipment would be of great assistance to both activities and would tend to eliminate the present system which is very much inadequate. Also a circuit is now installed within base supply that will or can be modified to a pony circuit by re-installing the machine previously removed.

b. Issue of property was delayed, a tremendous back-log was accumulated in the Administrative and Records activities.

(1) Solution: Adverse weather conditions prevented the movement of personnel and vehicles due to hazardous conditions, therefore no solution is mentioned. Administrative and Records back-log can be controlled by personnel as stated in solution number 1.

JOHN H. RAMSAUR
Major, USAF
Base Supply Officer

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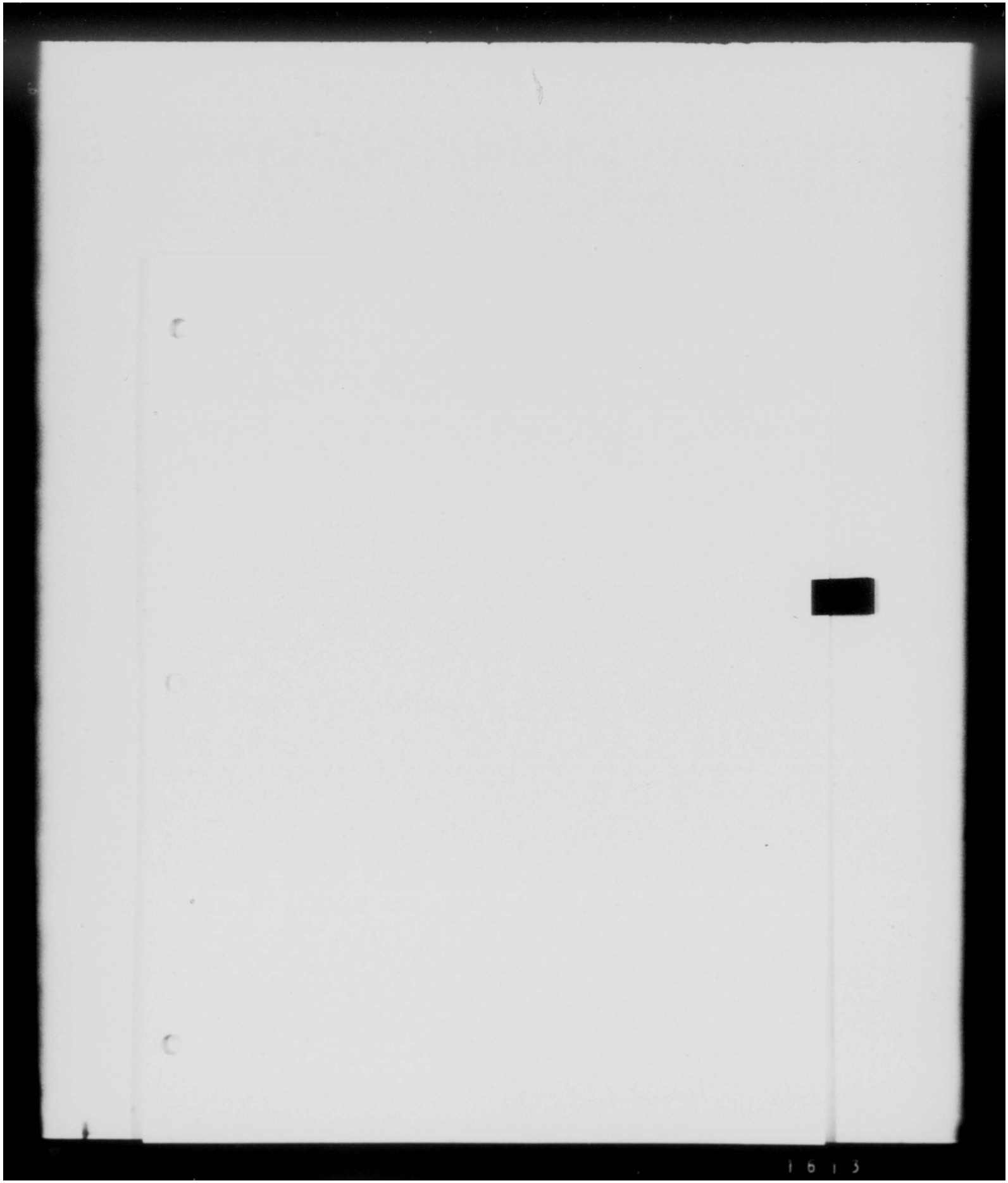

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TWMPL/SMSGT RUBLE/7150 17 April 1963

Problems Encountered Due to Adverse Weather Conditions

TGCIO

1. The following is a list of problems encountered by the Base Fuels Section due to the adverse weather conditions.

2. Bulk Storage Tank Farm:

a. The Base Fuels Tank Farm had only one incident occur, which was attributed to adverse weather. The electrical Power Station # 2, Bldg. 1327 froze up during a phase condition on 14 March 1963 and was out of operation until 8 April 1963. This in itself did not hamper the operation, although with a possibility of a pump malfunction at the South Mountain tank area, our method of resupply to hydrants and truck fillstands would be inoperative.

3. LOX Plant:

a. The Base Fuels LOX Plant, due to the nature of its operations was not affected by any of the winter conditions.

4. Diesel Section:

a. The main problem the Diesel Section encounters is right after a Phase. Large drifts of snow accumulates around the buildings making it difficult to service them with fuel.

b. There is a problem getting chains for the new Oshkosh tractors. These tractors are used on and off base servicing and the majority of the on base servicing.

5. Aircraft Refueling Section:

a. The Aircraft Refueling Section is located in Bldg. # 2405 (Ant Hill). Due to this area being more elevated, Phase conditions are considerably different than those encountered directly on base. Because of the relative short period of time it takes for the road to become impassable, this area is immediately evacuated of all fuel servicing equipment upon notification of a Phase alert. If and when a Phase alert advances into Phase # 1, this equipment is transfered to Hangar # 2 until Phase conditions are down graded. During the period while this equipment is in Hangar # 2 a fire truck and refueling personnel standby in the Hangar.

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b. There is only one road to the Ant Hill, and this road becomes blocked. On numerous occassions it has taken from two to three days for the road to be reopened. During this time if the aircraft fly, the fuel servicing equipment is parked on the ramp in the area of Base Operations. Due to the severe cold, the engines of this equipment is kept running 24 hrs. a day to maintain operational capabilities. Although this is not in accordance with paragraph 2e, of 4685d ADWR # 77-3 dtd, 21 Aug 1962, it would be impossible to maintain operational capabilities under such conditions and in accordance with this regulation. Recommend this regulation be reviewed, and action be taken to compensate for this type of operation. Also recommend consideration be given to a higher snow removal priority on the access road to Bldg.# 2405.

c. During all phase conditions, the Aircraft Refueling personnel are evacuated with the exception of two fire guards who remain in Bldg. # 2405. Since the access road is snowed in these men are sometimes two or three days getting to the Mess Hall. Request those personnel on standby in this area be permitted to utilize rations or a suitable substitute be introduced for their welfare.

d. During Phase conditions the Hydrant meter pits are filled with snow, these are dug out after each phase. This in itself constitutes a maintenance problem in that, invariably the sensing lines in the pit are damaged from the snow removal. Recommend a suitable cover be installed over each meter pit to keep out excess snow.

JOE P. BELLIN
1st Lt USAF
Asst Fuels Officer

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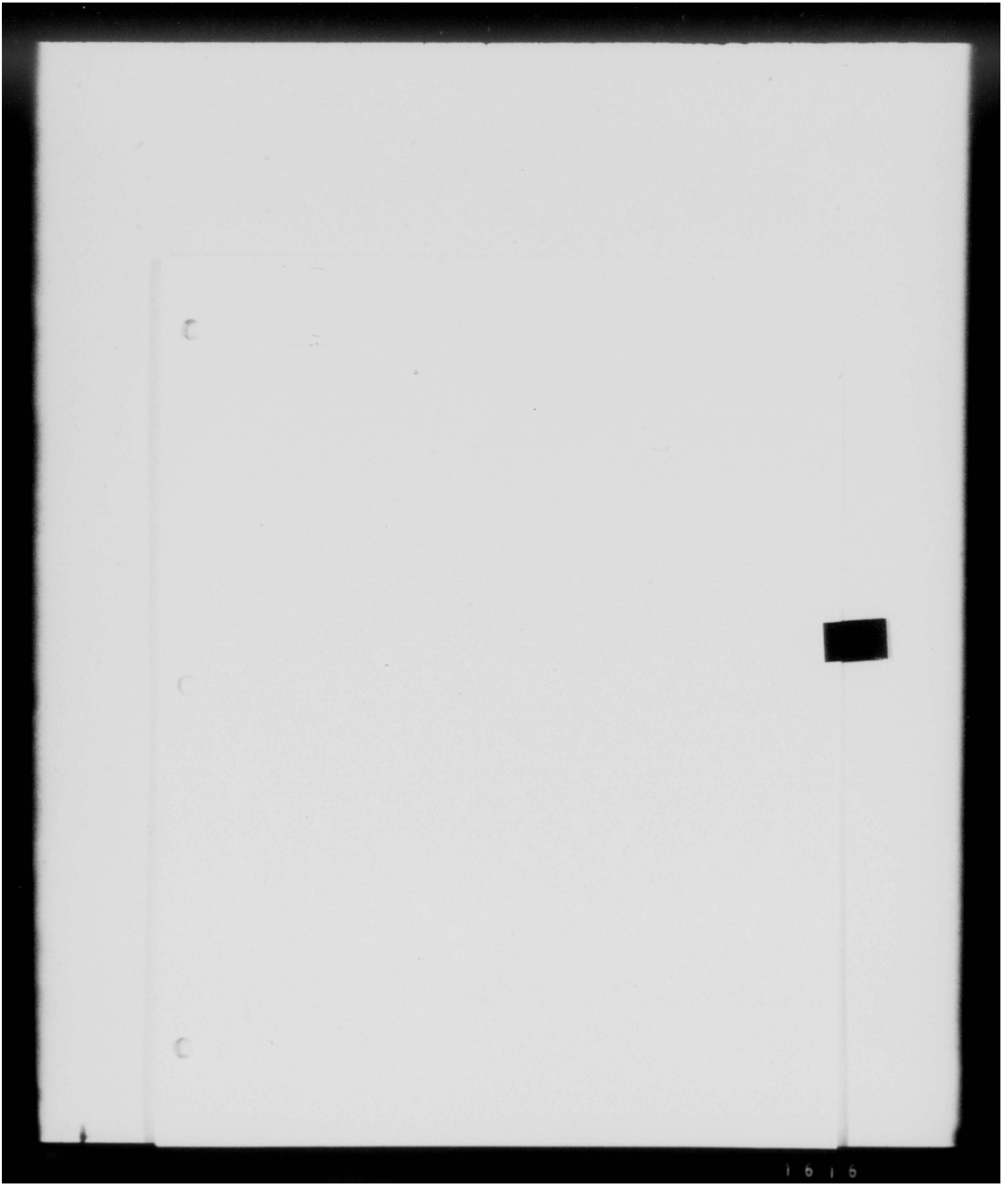

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L683D AIR POLICE SQUADRON
L683D COMBAT SUPPORT GROUP (ADC)
UNITED STATES AIR FORCE
APO 23, NEW YORK, NEW YORK

REPLY TO
ATTN OF: TGDSL

SUBJECT: Special Adverse Weather Report

TO: TGCIO

1. The adverse weather conditions from 28 December through 31 March 1963 caused this unit to experience difficulties in making the regular guard reliefs. It was impossible due to the road being closed to change guards at BMEWS on several occasions. The deep snow drifts on base made it impossible to relieve the guards at the cable terminal building, power ship, communication center, alert hangar and the Sabotage Alert Team. On several occasions, the guards were on duty for over twenty four hours on base and BMEWS. The longest period was 72 hours without relief at BMEWS. The wheel vehicles were ineffective due to the great accumulations of snow.

2. To cope with this situation, additional personnel were sent to BMEWS during expected severe weather conditions. When the weather phase started, the outside post and tower were eliminated. The total number of personnel at BMEWS were divided into two shifts, thus providing security for the most essential posts and allowing relief. This system was in effect until the weather allowed a new shift to be sent to BMEWS. On base, the sentries at the power ship and cable terminal access point were allowed to go inside the ship and cable terminal building when the weather phase started. Two sentries were posted at the alert hangar, one was allowed to relieve the other. The personnel at the communications center relieved the sentry. Two members of the Sabotage Alert Team were allowed to sleep. One Member was awake at all times. The using activity provided the sentries food and a place to rest. A track vehicle was assigned this unit during the month of February. Four NCO's and one officer were licensed to operate this vehicle. The vehicle was used to relieve sentries on base and back up for the Base Rescue Section.

GEORGE F. CALLAHAN
Major, USAF
Commander

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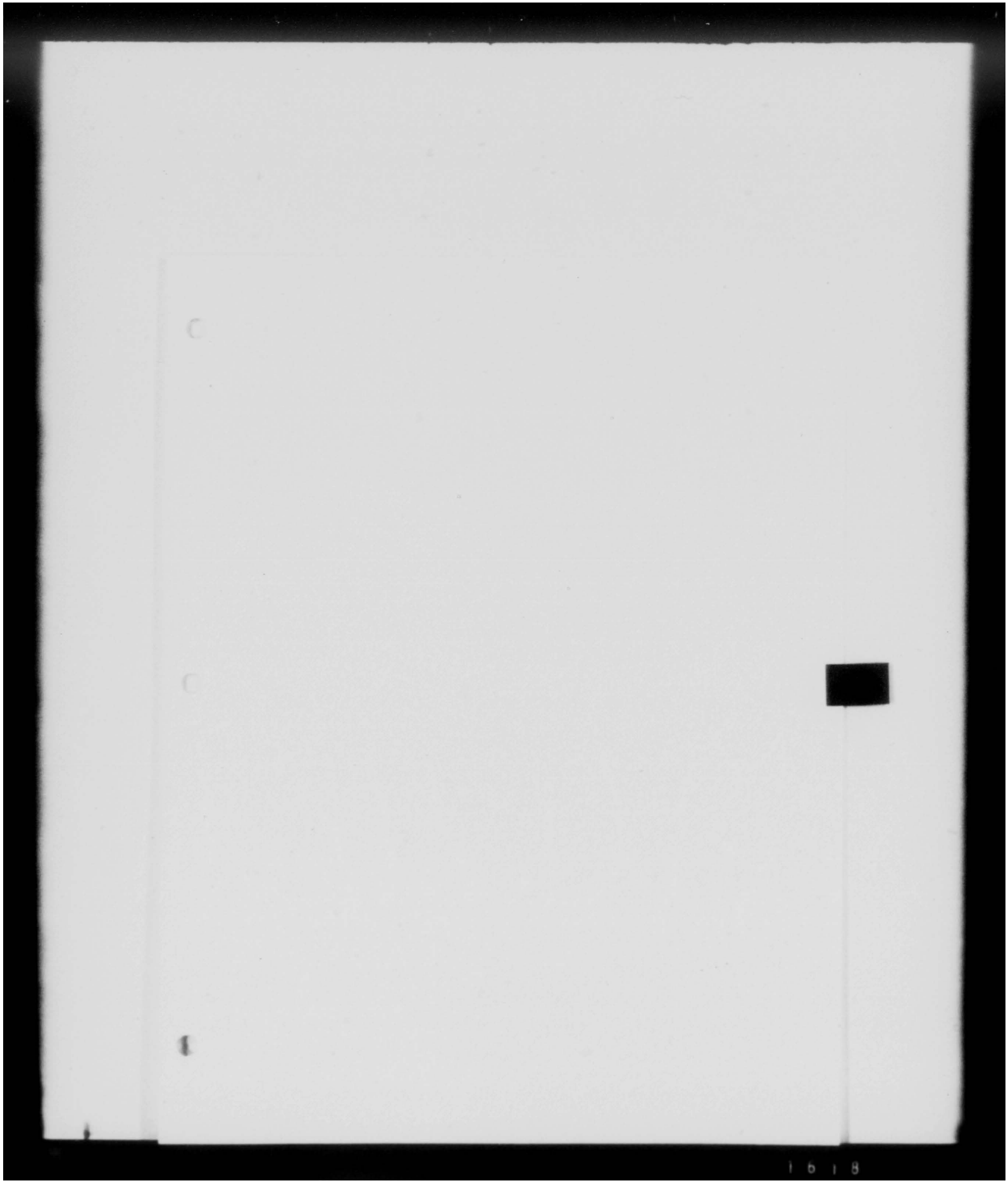

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Adverse Weather Report: 28 Dec 63 - 31 Mar 63

1. Phase conditions and related factors bring hardships and extra work to weather personnel in maintaining around-the-clock weather service. A brief picture of the problems encountered and their solutions, which often involve our observing, forecasting, and upper air sections follows:

a. Observing Section - Representative Observation Site (ROS): An observer is on duty in the ROS 24 hours daily, every day of the year, except as outlined herein. The ROS building, T-22 is a sub standard, converted phase shack.

(1) The shack is heated by either an oil space heater and/or electric heaters. During high winds the oil heater usually will extinguish itself from the chimney down-draft. A cap attachment was added to the chimney early in the winter, to mininse this effect, but has not proven completely successful in high winds. Normally the electric heaters are satisfactory, except very high winds will sometimes cool the building down to an uncomfortable temperature. The possibility of adding more electric heaters has been explored and rejected. The building's wiring system will not carry the additional electrical load. Fortunately, no power failure has caused a total heat loss in this building. We are still considering alternate methods of preventing the wind from blowing down the chimney.

(2) Telephone is the only means of contact with the ROS. Normally this is adequate, except on several occasions snow removal equipment has severed the phone cables. This is a direct result of snow removal after phase conditions. Broken telephone lines have been a common occurrence. This means that the man who takes and records the weather observations knows what the Thule weather is, but he cannot disseminate the observations. The only alternative is to evacuate the observer into the weather station during periods of complete communication failure. From there he can take necessarily limited observations, but which at least can be disseminated. Telephone maintenance has repaired the broken lines on each occasion, sometimes requiring days to find the break, buried deeply under snow. Our weather maintenance people have been able to hook up a field phone between the weather station and the ROS, using the wiring in our wind recorder equipment. This system proved satisfactory during periods when the regular base phone cables remained severed.

(3) In periods of normal weather the foregoing problems are troublsome enough, but a more inconvenient aspect results during phase conditions. The ROS building was more securely anchored in late 1962. However, it is not known how strong a blow could upset it. In a phase III it is impossible to effect a shift change within our own capability. The expected cold of this building in a phase II, the loneliness of the man who would be marooned therein, the lack of latrine facilities, the possibility of a power failure and the chance of a communications outage all point to the advisability of evacuating the observer before a phase III develops. Such is attempted upon the recommendation of the forecaster when we reasonably anticipate a phase III may develop. That is a solution, but often insurmountable problems prevent taking any action. It is not justifiable to deprive using agencies of the best weather observations we can provide, by evacuating the observer in a phase I. In a phase II it is often impossible to evacuate him. Almost all vehicular traffic has ceased and he could thereby only be evacuated on foot. When this is possible, it is done, but usually it is impossible for the following reasons. Two persons would have to walk out to the ROS building to escort the one observer back to the base weather station. Often there are only two people

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in the weather station and they could not leave the station unmanned. If two extra persons were available to walk out, it would be dangerous at best. The ROS building is located remote from any other buildings or shelters, should the pedestrians be caught in a phase III while enroute. If they did get to the ROS and get caught in a phase III, there would then be three persons marooned in the ROS building with rations enough for only one person. Thereby their hardships would be multiplied by three, in this and in other ways already outlined. Our only solution is to do what is possible, when it is possible, with what we have.

(4) When the ROS cannot be evacuated, one problem rising is the loneliness of the marooned observer. A man has been trapped for as long as 24 hours in this building. He not only performs his normal routine duties, but he has to work at a greatly accelerated pace during a phase condition. An observer's workload is always directly proportional to the severity of the weather. An occasional phone call to the observer to inquire of his welfare may somewhat boost his morale, but not his physical well being. Such calls are limited so as not to interfere with his increased work load. His vigilance can in no way be lessened nor can he be allowed any period of rest without loss of necessary weather observations. The ROS was equipped this winter for the first time, with some emergency equipment. This includes a small axe, flashlight, candles, matches, sleeping bag, and some additional arctic clothing, should the observer be faced with an eminent survival situation. In addition an adequate amount of IF-10 rations are stored in the building.

(5) During a phase III the possibility of evacuating the observer, or effecting a shift change is wholly dependent upon what cooperation the 4683rd Command Post will supply, in the form of a rescue vehicle. When rescue is requested by weather personnel, frequently it is not forthcoming, owning to priortiy rescue operations elsewhere. A satisfactory solution to this is beyond our control.

b. Observing Section - Weather Station: The observer in the weather station fares somewhat better.

(1) His added workload of disseminating more frequent observations in bad weather is time consuming and cuts into time he normally would spend on other duties.

(2) The automatic telephone answering tape recorder, on which weather is recorded for the use of the base population, will break down during a phase III. The almost constant influx of calls to this device causes mechanical failure. The already overworked observer has not the time to fix it while faced with higher priority duties and increased work.

(3) The foregoing introduces a new problem: That of receiving telephone calls inquiring what the present weather is. For the most part, such inquiries are of insufficient importance to answer. Almost all base agencies with a genuine need to know the weather picture get it via telautograph. With few exceptions we regard most phone requests during a phase III as unnecessary. The observer simply does not have time to perform his priority duties. Therefore he cannot waste time

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on telephone conversations with unthinking people who call to satisfy their curiosity on some point. The observer is briefed to evaluate all such requests, to use good judgment, and to refer any queries of dubious necessity to the radio or 5161. To improve this condition, a more modern, and we expect, a more dependable recorder has been ordered.

c. The Upper Air Section: Problems exist here too, in an uncomfortable building: T-776.

(1) It has been difficult at times to have the road and grounds cleared of snow after high winds. Road access is necessary for the removal of latrine waste products, and for the delivery of water, fuel, and supplies, especially helium.

(2) Periods of high wind make the launching of an upper air balloon and instrument impossible. Wind in the area of 25 knots is about at the point where a balloon just cannot ascend without dragging and demolishing it's instrument on the ground. The only solution is to wait for the wind to abate.

d. Forecasting Section: By virtue of our mission, this section is directly concerned with weather conditions and it's changes. Therefore adverse weather normally increases the workload. The following items limit the forecasting section's capabilities during such conditions.

(1) One main problem of prolonged phase conditions is that the duty forecaster must continue all his normal analyses and forecasting duties, plus additional duties. These include briefings to base key personnel, additional phone calls, (Many of which could be answered by the automatic telephone answering recorder, would it not fail), and additional analyses and researching to stay abreast of the rapidly changing situations.

(2) The forecasting problem is intensified by constant surveillance of off base weather, and making short period forecasts. Many times communications media become very poor. At times they break down completely. Teletype and facsimile reception is usually affected, producing garbled data or complete reports and charts missing.

(3) The off base sites reports become more significant with the approach of severe weather. Poor communications slows data exchanges, and at times weather data will be missing. This may be caused by complete lack of communications, or the inability of the sites to make weather observations.

(4). During phase conditions our upper air observing section is unable to release an upper air balloon and instrument, as outlined in para 1c (2). This deprives us of upper air temperatures, humidities and winds for periods of up to 36 hours. Without this data, forecasting is more difficult.

(5) With the greatly increased workload, the intensified forecasting situation, and the accompanying responsibility, the duty forecaster will sooner become fatigued, and find it difficult to maintain the alertness necessary to

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cope with these conditions. While he can maintain alertness for up to twelve hours during phase conditions, he has sometimes had to continue for periods of up to 30 hours. Under such conditions he cannot perform his best work; yet it is under such conditons that his best judgment must be used.

(6) To all the problems related to the forecasting section, there is no obvious solution except to try to relieve a forecaster within 12 hours of coming on duty. During a phase III any shift changes are coordinated through the 4683rd Wing Command Post. Over this we have no control. In a phase II a shift change via vehicle is sometimes possible, and is done when possible. A shift change on foot, using the buddy system, is seldom possible, due to the few forecasters available and their separate living quarters.

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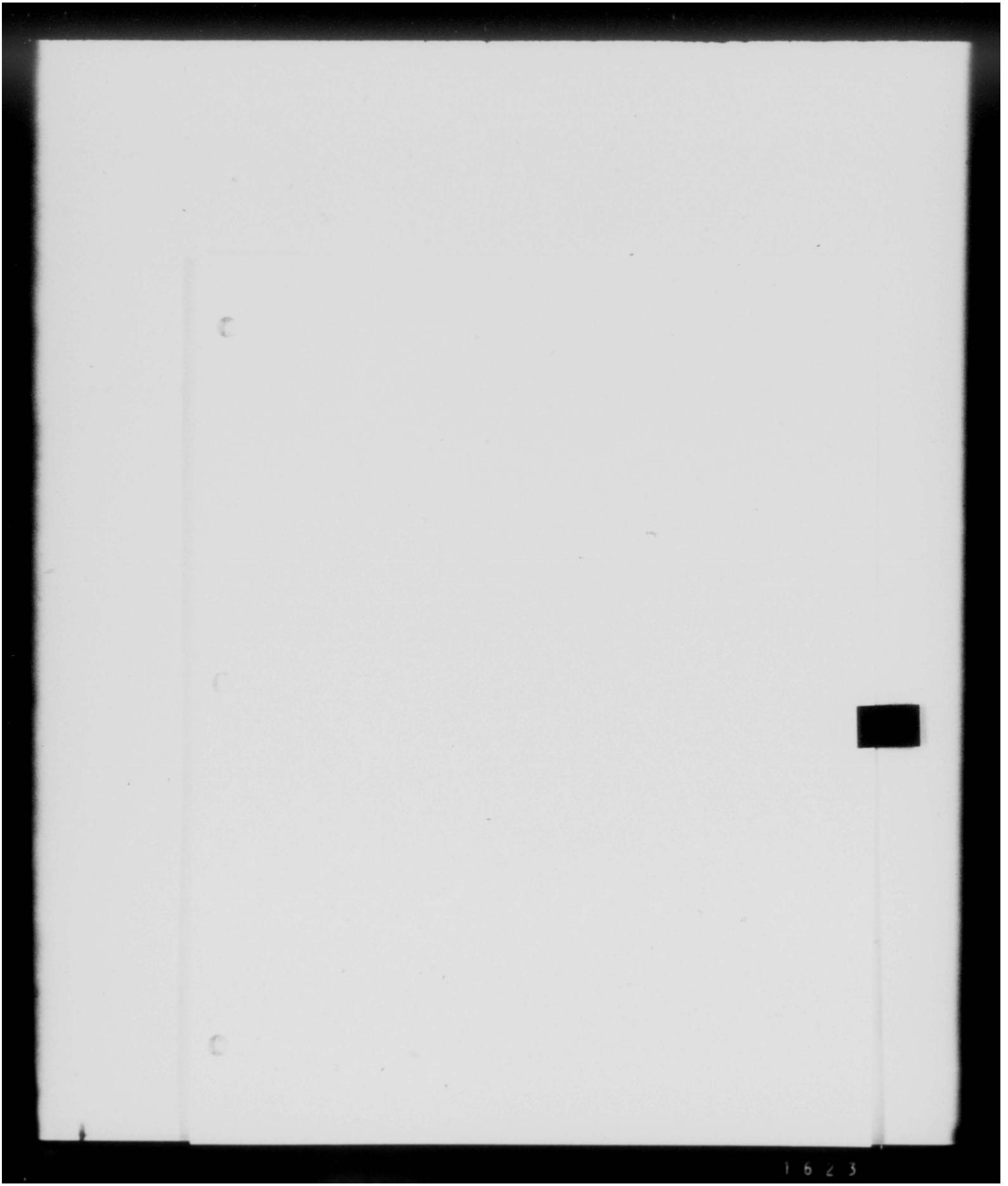

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11 APR 1963

TWSAS

Special Adverse Weather Report

TGCIO

Reference your letter subject same as above, the following report is submitted for this organization.

a. Fresh and frozen food being delayed at McGuire for two or three days caused some deterioration, thawing and freezing of perishable produce.

b. Delay in delivering fresh milk causing deterioration and loss of some milk.

c. Fresh produce freezing in trucks during transit to dining halls.

d. Due to the appointment system in the dental clinic, this office had to reappoint 403 patients with a result of 1095 man-hours lost.

ROBERT J. PRESTON
Major, USAF, MSC
Dir, Med Admin Svcs

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TGAAC

APR 5 1963

Special Adverse Weather Report

TGCIO

1. Adverse weather during the period 28 December 1962 through 31 March 1963 effected only our preparation of month end reports to higher headquarters. This problem was overcome by continuing to work during the phase conditions when necessary and working during good weather regardless of the hour of the day.

2. Maximum use was made of telephone, datafax and TWX's to meet report deadlines. Despite the bad weather, all reports were on time.

3. After completion of the reports, proper tracked vehicles were obtained, to return the personnel involved, to their quarters.

4. It is believed that this is the solution that should be followed in the future during phase conditions.

S.B. THOMPSON
Lt Col., USAF
Comptroller

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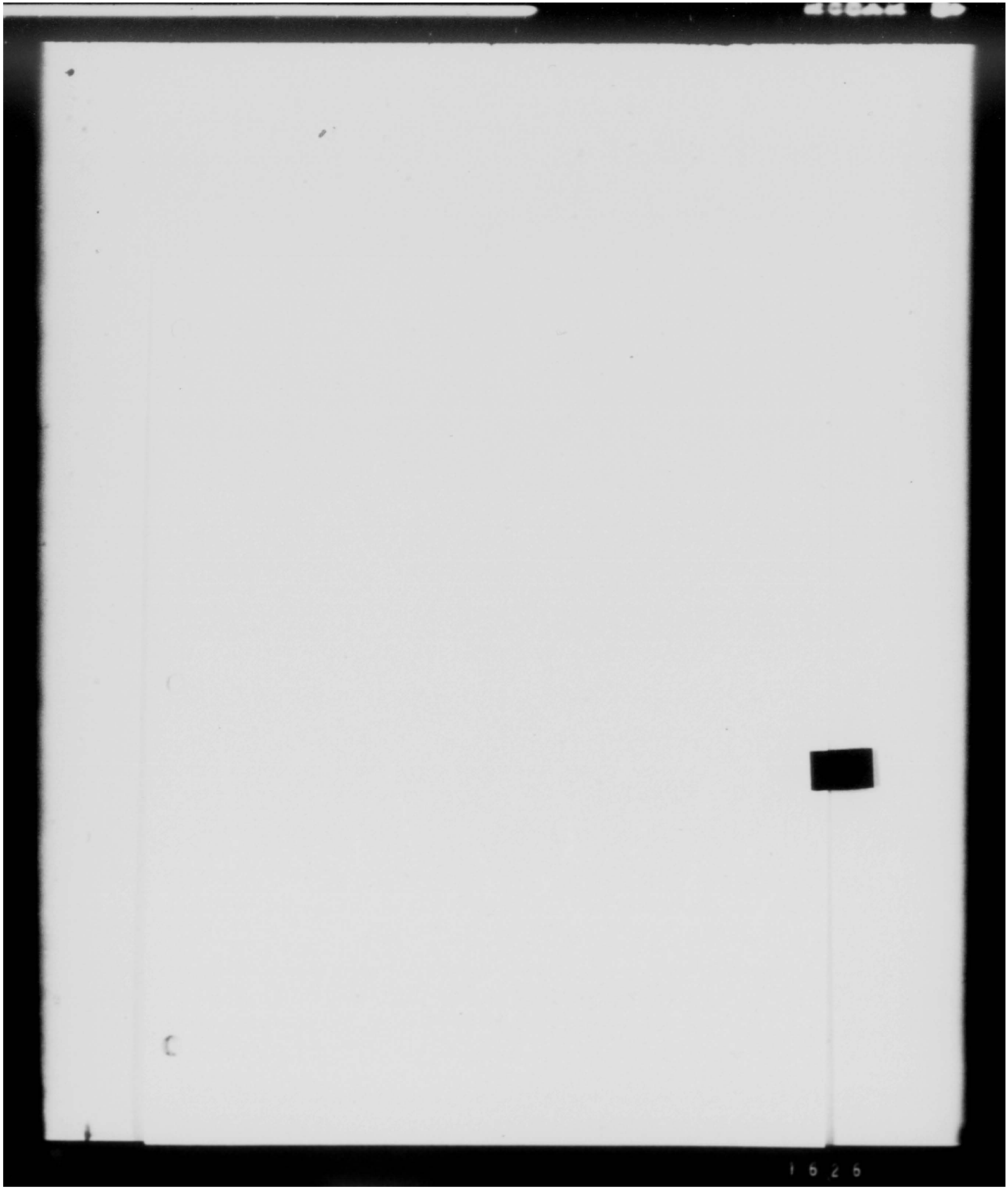

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1628th Support Squadron
Eastern Transport Air Force (MATS)
UNITED STATES AIR FORCE
APO 23, New York, New York

REPLY TO
ATTN OF: C

14 MAY 1963

SUBJECT: Special Adverse Weather Report

TO: 4683d ABWg

1. During the period 28 December 1962 thru 31 March 1963 MATS operations were frequently curtailed or interrupted due to phase conditions. It should be noted that primary airlift support during this period consisted of C135 jet transport aircraft. Maximum tailwind/crosswind components for take off and landing were frequently experienced. Close flight following was essential for safety and timely decisions as regards diversions to suitable alternates. This was accomplished via telephone patch facilities using Goose Bay, Frobisher, Sondrestrom and Thule airways. It was necessary to divert fifteen (15) aircraft during this period largely as a result of unpredicted high winds, excessive crosswind components, turbulence and reduced visibility. Frequent weather re-evaluation and forecast weather changes made it extremely difficult to plan departures for originating and enroute stations which would accomodate arrival at Thule during operational periods.

2. Aircraft schedules and schedule reliability were literally non-existent in January. Aircraft were backed up at Sondrestrom, Goose Bay and being held for extended periods at the originating stations pending operational weather conditions at Thule. When weather conditions were compatible for operations a two hour separation was established to prevent station saturation. This created peak work load conditions for all sections, ie Maintenance, Air Freight, Passenger Service and Operations. It was necessary to establish a 12 hrs on/12 hrs off work schedule for all personnel in these sections to cope with these work loads. Snow removal in the hangar areas (#7&8) and on the refueling pits (#4&5) was somewhat of an inconvenience at times, however, no delays were experienced due to the lack of snow removal. When the refueling pits were not available mobile refueling units were utilized until snow removal could clear the refueling pits. By and large this was a successful operation but it does demand close coordination between all agencies concerned to aviod delays. Some delay was experienced getting access roads open to the hangars which would allow essential ground power units and heaters to move from the hangar to the flight line. This problem was coordinated with snow removal from time to time. In several instances it was necessary to place maximum effort on processing aircraft to avoid getting caught on the ground in phase conditions. In two instances it was not possible to get aircraft airborne before the phase occurred. One of these

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aircraft was a C-135 and the other a C-124. Hangar space was available for the C-135 and it was placed inside in ample time to avoid any problem. Hangar space was available for the C-124 but icy taxi surfaces and high winds would not allow movement of the aircraft with any margin of safety. In this instance the aircrew was utilized to ground run the engines with the aircraft headed into the wind for a period of 12 hrs. It was necessary to change the spark plugs on all four engines as a result due to lead fouling, however, the aircraft was saved from any wind damage and departed 12 hrs late.

3. Care and attention to hangar door tracks - removal of snow prior to operating the doors and the use of anti-freeze in the door tracks to prevent freezing precluded problems in this area. Attention to extended periods leaving the hangar doors open when moving aircraft in and out of the hangars saved damage and maintenance on the heating systems. Ramp lighting was augmented with portable light carts during this period. Vehicles were placed in the hangar for safety. No cases of frostbite were experienced and morale was excellent throughout the unit.

JOHN R. BEAN
Lt Col, USAF
Commander

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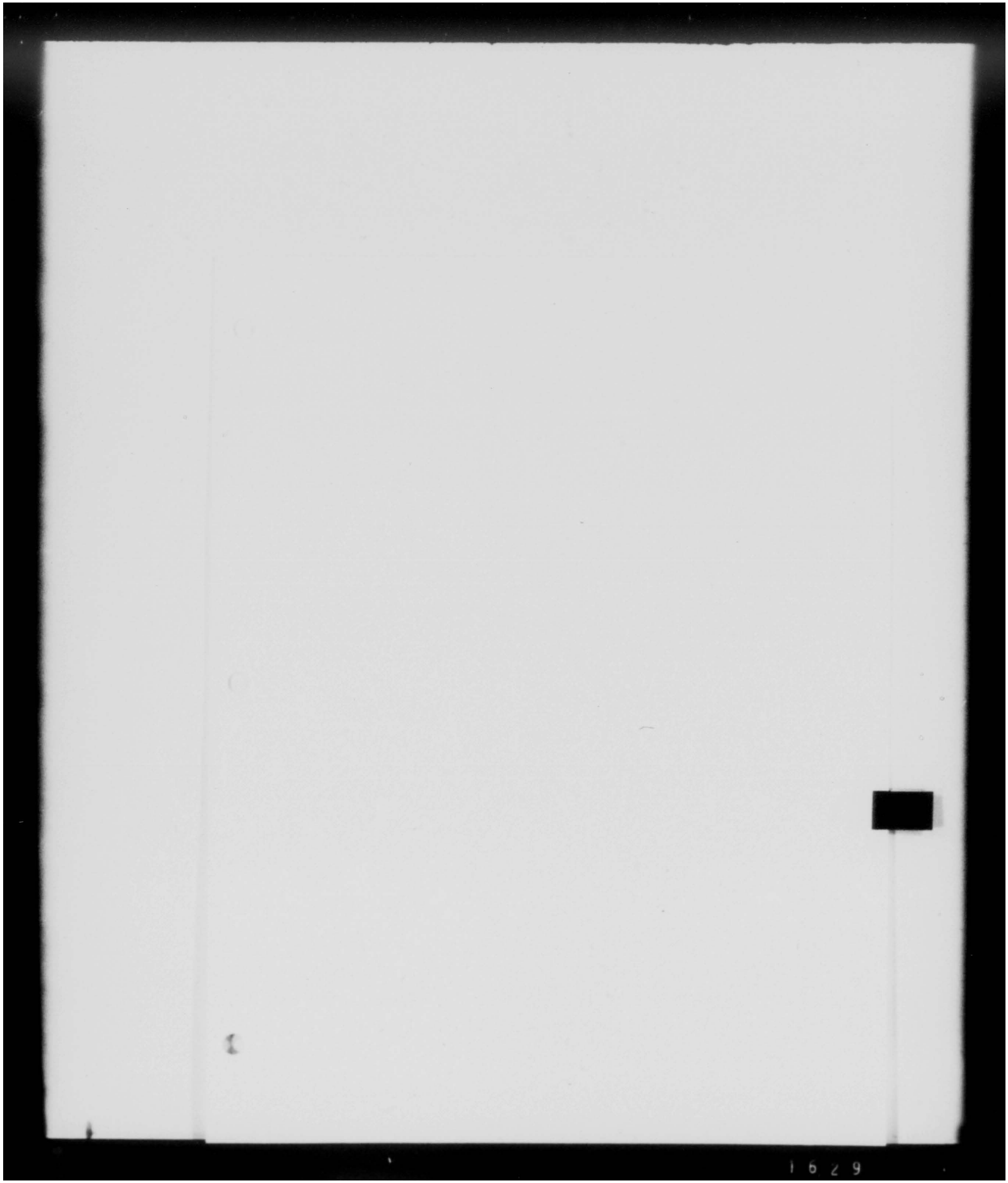

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RADIO CORPORATION OF AMERICA
BMEWS THULE SITE

17 April 1963

To: Lt. Col. W. E. Royer, Commander
Det. 1, 71st Surveillance Wing (BMEWS)
Thule, Greenland

Subj: Special Adverse Weather Report

Ref: (1) Ltr, TGCIO, Hq. 4683D Air Defense Wing (ADC) to Commander, Det. 1, 71st Surveillance Wing, same subject, dated 8 February 1963.

During the 94 day period from 28 December 1962 through 31 March 1963, BMEWS Site I (J-Site of the Thule Complex) encountered 37 periods of phase alert and 25 periods of actual phase conditions (attachments 1 and 2). Winds of 100 m.ph. or greater were encountered during two of these phases.

BMEWS Site I spent an excess of 540 hours (23.9% of the total time) in phase conditions.

Phase I conditions were encountered for 135½ hours, Phase II for 142¼ hours and Phase III for 262½ hours.

The period 28 December 1962 through 6 February 1963, was effected most seriously by phases. During that 41 day period, Site I encountered phase conditions for over 351 hours or 36% of the time.

EFFECT ON OPERATIONS

Correction of two notable systems problems was delayed because of phase conditions. On 28 December 1962, during Phase III conditions, a failure was encountered on the 69 KV power line feeding the J-Site. Restoration of service was prompt, however, a necessary power line inspection could not be completed for 53 days because of adverse weather conditions and inadequate equipment. The climbing inspection was completed on 18 February 1963 and a suitable piece of equipment for power line inspection (Thiokol Trackmaster) was received on 12 April 1963.

On 15 March 1963, during Phase III conditions, a fault was encountered causing complete failure of one of our critical technical sub-systems. Because of the subtlety of the fault and our inability to send technical assistance from Base, this important element of BMEWS remained inoperational for 11½ hours.

Of most significance to the BMEWS mission was our inability to relieve operational crews because of adverse weather conditions (attachment 3). Operating crew relief was cancelled 35 times and was delayed on 12 other occasions. On five occasions the crew on duty was not relieved for a full day. On one occasion the operating crew remained on duty for 68 hours.

In 90 days the operating crews which were stranded on Site during phases worked in excess of 15,000 extra hours because of no relief.

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There are provisions for feeding and sleeping of personnel at the J-Site during such emergencies. However, during such extended periods of duty, alertness of the crews is noticed to deteriorate.

No satisfactory solution to this problem has been found.

EFFECTS ON MAINTENANCE AND OTHER TASKS

During the 90 days from 1 January 1963 through 31 March 1963 the BMEWS Day Shift, which is comprised of maintenance engineers, technicians and mechanics, plus the administrative staff, was not able to report to their place of work for the equivalent of 12 full days because of phases (see attachment 4). Coupling this with the number of occasions the rotating crews were unable to report to Site, productive time lost to BMEWS because of phases amounted on an excess of 42,000 hours in 90 days. Needless to say many equipment maintenance, plant maintenance, engineering, housekeeping and administrative tasks were not completed or were seriously delayed.

No satisfactory solution to this problem has been found.

EFFECT ON TRANSPORTATION

Since all BMEWS personnel are quartered on Thule Air Base it is necessary to form four caravans of buses daily to transport four separate shifts (approximately 580 personnel) to and from the J-Site.

During the period reviewed, there were 54 occasions when a caravan was completely cancelled and 16 other occasions when the departure of the caravan was delayed. Because of the heavy movement of personnel that is required for the continued operation and maintenance of BMEWS Site I, it is necessary to move the caravans in Phase II conditions. The major limiting factor effecting the movement of caravans, therefore, is visibility on the road from Thule Air Base to the J-Site, a distance of 12 miles.

On two occasions two separate caravans were delayed in transit for abnormally long periods of time because of very restricted visibility on the road. The first one, occurring 15 January 1963; the second on 3 February 1963.

Prior to the 15 January 1963 incident, a BMEWS standard operating procedure required that a road patrol be run prior to the departure of a caravan when the J-Site or Thule Air Base were in a phase condition. A road patrol is comprised of one vehicle disptached from Thule Air Base and a second vehicle dispatched from J-Site. The vehicles proceed until they meet at Shelter 6, reporting on visibility and other road conditions, including drifting. Previously, after meeting, they would return to their respective starting points. The vehicle that returned to Thule Air Base then acts as caravan escort.

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On 15 January 1963, this same procedure was effected. However, by the time the caravan returned to the approximate location of Shelter 3, visibility had seriously deteriorated from the time of the road patrol and the caravan's progress was impeded. Adding to the problems on this occasion was the failure of all of the gasoline engine driven vehicles (4), two diesel engine driven buses because of mechanical failure, and one road grader because of poor visibility. This caravan was delayed 8 hours 33 minutes in transit. Had it not been for the failure of numerous vehicles mentioned above, it is estimated by the convoy's leader, that the caravan could have reached J-Site in a little over one hour's time.

It had been noticed on this and previous occasions that visibility on the J-Site road was normally most restricted during phase conditions between Shelters 6 and 7. As a result of this incident the road patrol procedure was modified requiring the vehicle that came down on road patrol from the J-Site to remain at Shelter 6 while the road patrol dispatched from Thule Air Base returned to Base from Shelter 6. This was done to assure us continued visibility reports from the Shelter 6 area (the middle of "phase alley"). On several occasions this new procedure prevented a caravan from being delayed enroute because of poor visibility.

However, even with this procedure in effect, on 3 February 1963 a severe phase condition rapidly developed after a caravan had departed Thule Air Base for J-Site. The caravan was approximately at Shelter 3 when visibility deteriorated and retarded its progress. Again, failure of three gasoline engine driven vehicles and mechanical failure of one diesel bus delayed the caravan. After consuming 3/4 of an hour to progress from Shelter 4 to Shelter 6 the caravan was ordered to halt at that location and subsequently remained there for 9½ hours. A trackmaster requested from Thule Air Base was used to lead the caravan back to Base.

As a result of this second incident involving many failures of gasoline engine driven vehicles, steps were taken to exclude this type vehicle from any caravan travelling in a phase condition.

Including the vehicles mentioned in the two incidents above, there were a total of 42 vehicles stranded during phase weather on the J-Site Road. Thirty-four of these were EMES vehicles and eight from Thule Air Base. Of the 34 EMES vehicles that were stranded, 8 were stuck in drifts, 12 were gasoline engine driven vehicles stalled because of icing of carbureators, 8 were abandoned because of poor visibility and 6 because of miscellaneous mechanical failure.

Stranded vehicles had a very serious effect on snow control. The majority of serious drifting areas along the J-Site Road developed around stalled vehicles. Where vehicles were not removed promptly the drifts became very large adding to the problems of negotiating the J-Site Road in adverse weather conditions. Removal of stranded vehicles left much to be desired. Some of the vehicles remained on the road for as much as 4 days and on one occasion one heavy vehicle remained abandoned for a full week.

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Inability to promptly feather drifts after phase conditions was a major problem throughout the period. Failure to feather drifts promptly cause a rapid build-up of drifts across the right-of-way in subsequent heavy winds. No ready solution to this problem has been found.

Snow removal to the YFP-10 Power Ship, Thule Air Base, was also a problem throughout the winter. The stretch of road from the Danish Post Office out to the dock adjacent to the YFP-10 is subjected to quick build-up of heavy drifts. Prompt removal of snow in that area is a continuing must to assure an open lane for fire vehicles and to provide for shift change purposes.

Properly emplaced reflectors are an invaluable aid in negotiating the J-Site Road in adverse weather conditions. Continuing effort must be expended to assure that the minimum reflector requirement is satisfied at all times. Several recommended improvements in reflector installation are as follows:

1. A minimum distance of 50' between reflectors on straight-aways and 25' between reflectors on curves should be adhered to.

2. Reflectors should be installed at two levels at each location. One 3' above ground level, and the second 6' above ground level. The higher elevation of the second reflector is to provide assurance that there are reflectors visible when drifts build-up.

3. Reflectors should be two different colors to differentiate left from right. Incidents have occurred frequently in conditions of poor visibility. Drivers have driven off the road because they thought the reflectors were on the opposite side of the road from the side it was actually on.

4. Reflectors should never be placed in drums on the side of the road to avoid drift build-up.

5. Reflectors should be kept clean and properly orientated.

SHELTER PROBLEMS ENCOUNTERED

During the period considered a total of 44 BMEWS personnel utilized emergency shelters on nine different occasions of severe phase conditions. Frequent trouble was experienced from snow blowing through cracks in doors, and banking up blocking the door from the inside. On several occasions inspection revealed that the door of one of these shelters could not have been opened by a man in distress because of this problem.

Heating was somewhat unreliable. Approximately one-half of the stoves had to be re-lighted after each phase on our inspections. One shelter burned down - cause not known.

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The BMEWS shelter inspection program was stepped up as a result of the numerous problems that were seen with shelters. It is recommended that the shelters be given a thorough overhaul each summer season and be frequently checked during phase seasons. It is also recommended that consideration be given to reorientation of the shelters to avoid drift build-up around the doors and snow penetration through the doors.

PROBLEMS ENCOUNTERED WITH CONTROL AND COORDINATION DURING PHASE III ON BASE

Problems were encountered by BMEWS throughout the period in properly accounting for personnel during Phase III conditions on Thule Air Base. This is plainly caused by the large number of personnel housed in each one of the multi-level dormitories and limited communications in these dormitories. Action has been taken to attempt to link all of the BMEWS dormitories with an intercom system.

PERSONNEL INJURIES SUSTAINED

BMEWS Site I was fortunate from this standpoint. No serious injuries were incurred. On one occasion an employee was treated for possible frostbite of the ear. This injury was a result of operating a piece of heavy equipment in poor visibility. The limited visibility required the operator to keep his head out of an open window for an extended period of time to assure safe progress.

On four other occasions resulting from vehicles being stranded on the J-Site Road (including the two caravans) a total of 22 employees were treated for long exposure to cold but without frostbite injury. In all cases the discomfort was caused by the employee being improperly clothed. BMEWS instructions regarding the wearing of arctic clothing were re-emphasized as a result of these incidents and the problem brought under control.

WEATHER FORECASTING PROBLEMS ENCOUNTERED

Advance warning of adverse weather conditions is necessary to assure proper precautions are taken to minimize damage, injury and other ill effects on the BMEWS mission.

Because of limited capability to aid in weather forecasting, there were several occasions when severe wind warnings were received after a phase condition set in at J-Site or on the J-Site Road. To assure maximum intelligence was conveyed to BMEWS regarding impending weather, the Commander, Det. 1, 71st Surveillance Wing (BMEWS) inaugurated a program whereby the Site Space Surveillance Officer is required to obtain a complete weather briefing from Base Weather prior to going on his shift. These men, being skilled weather interpretors, have proven to be an invaluable aid in assisting with smooth and orderly movement of personnel since this program was put into effect.

There is still no sure way of determining potentially poor visibility conditions on the J-Site Road between Shelters 4 and 8 when the Base and J-Site are only in Phase Alert or Phase I condition. To assist in this matter, action has been taken to investigate the feasibility of installing an anemometer in the Shelter 6 or 7 area, remoted to J-Site or Thule Air Base.

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CONCLUSION:

The period reported on has undoubtedly been the most difficult phase period, from the standpoint of frequency of phases, that BMEWS has encountered in its brief history. The period from 28 December 1962 through 6 February 1963 had a detrimental and demoralizing effect on most BMEWS employees.

Procedures that had proven adequate in previous years' experience, have been identified as inadequate under the circumstances encountered this year. As a result, a complete revision and revamping of BMEWS procedures governing coordination and control in phase conditions was necessary.

J. W. Falkenstein
Manager,
BMEWS Site I

JWF:e

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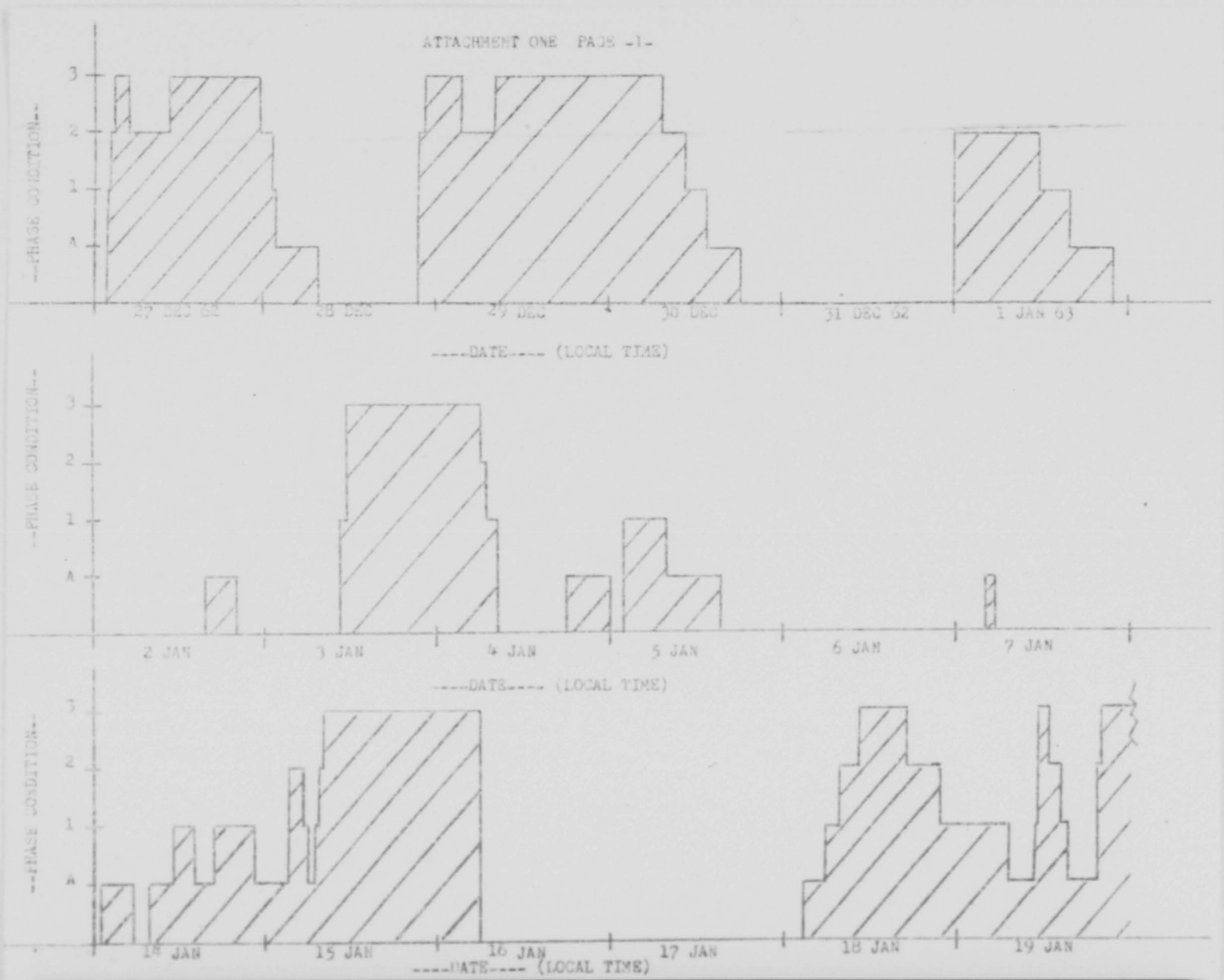

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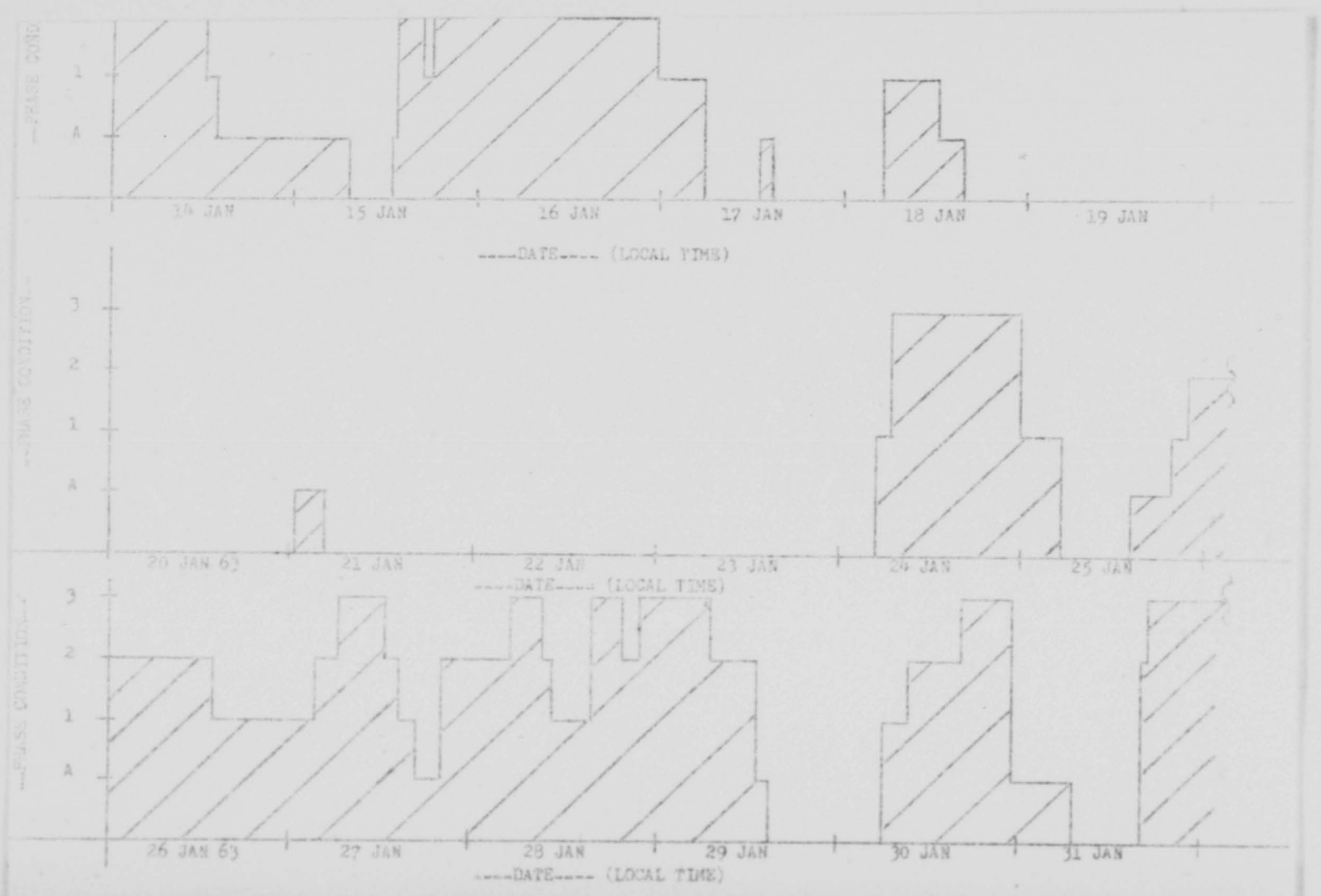

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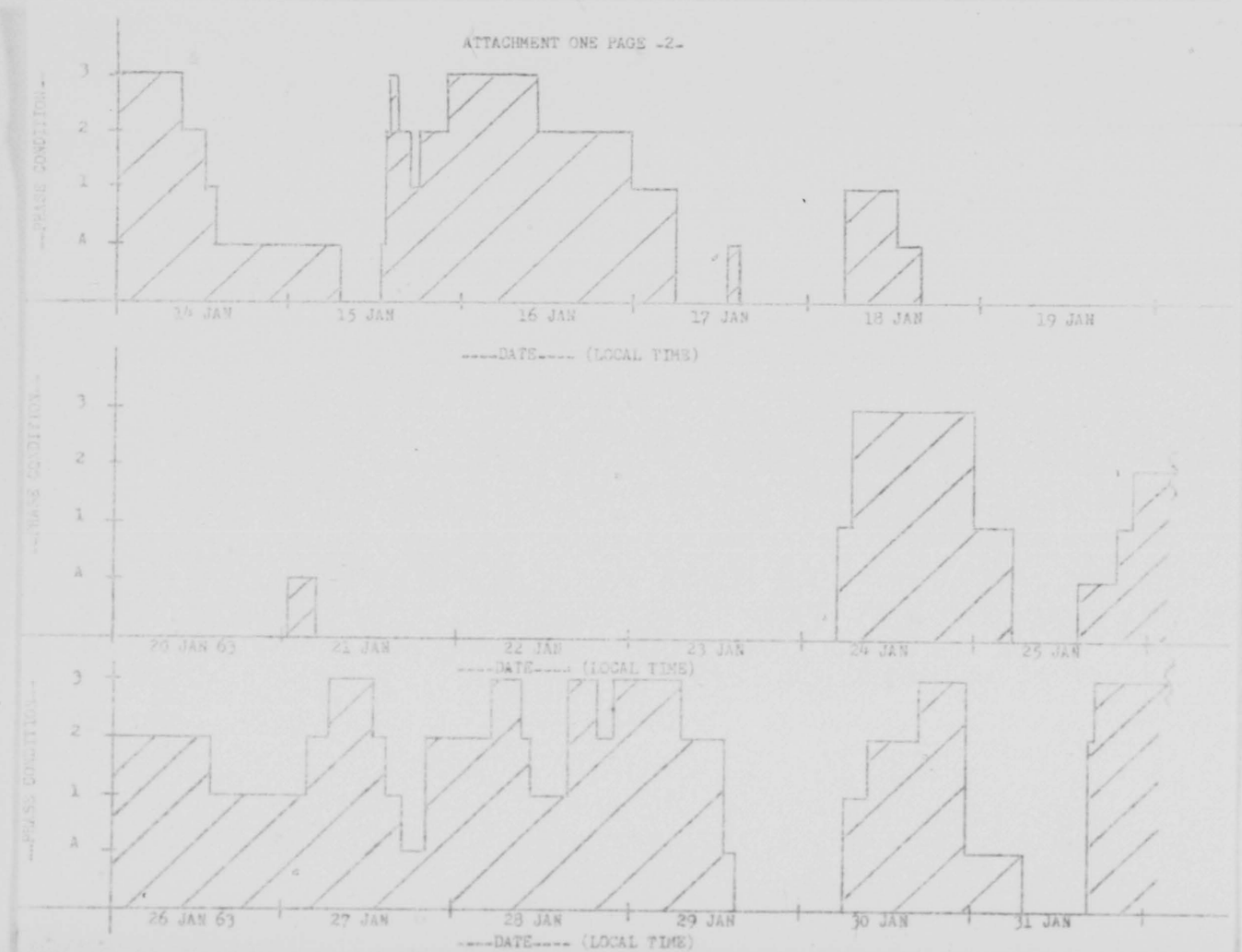

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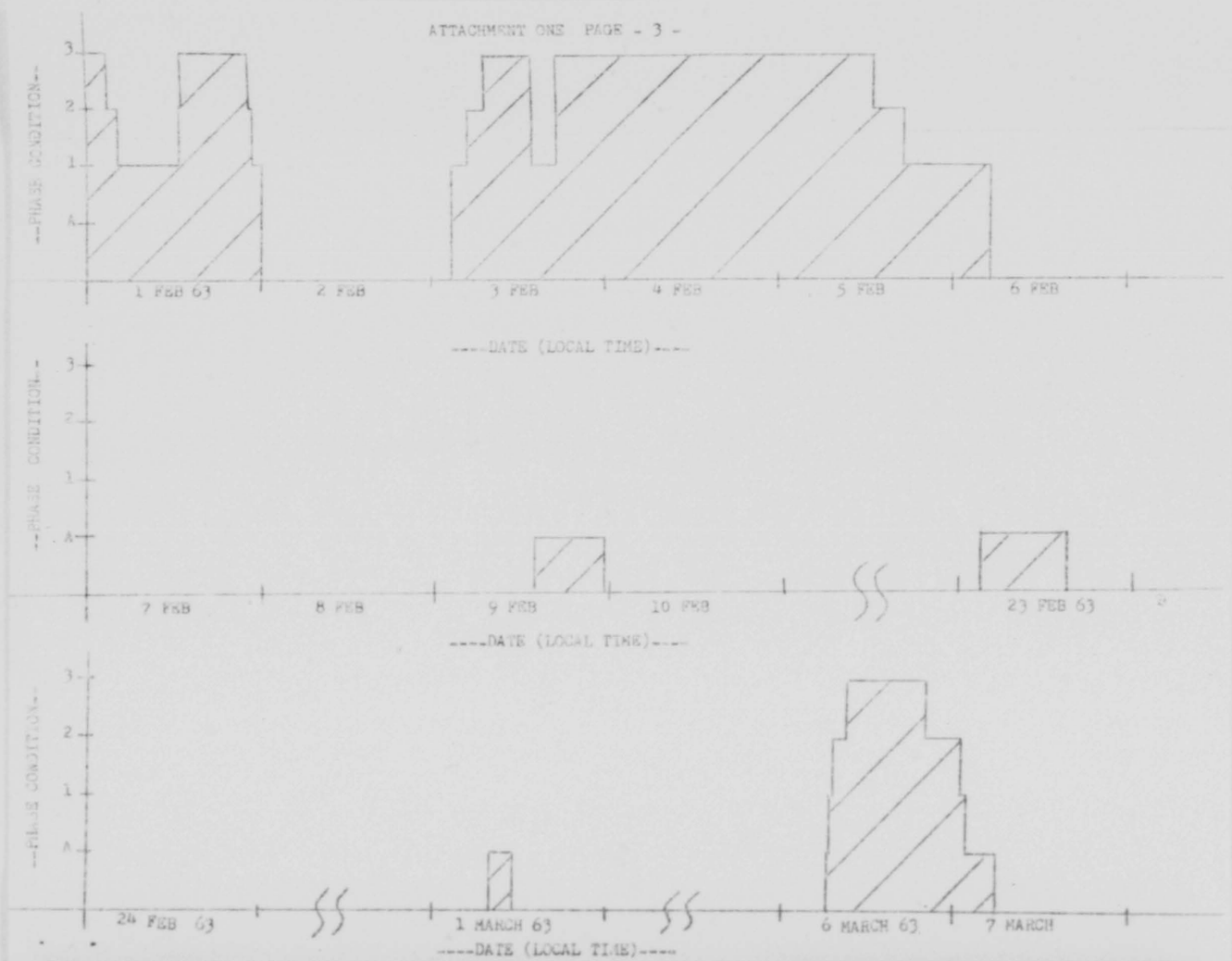

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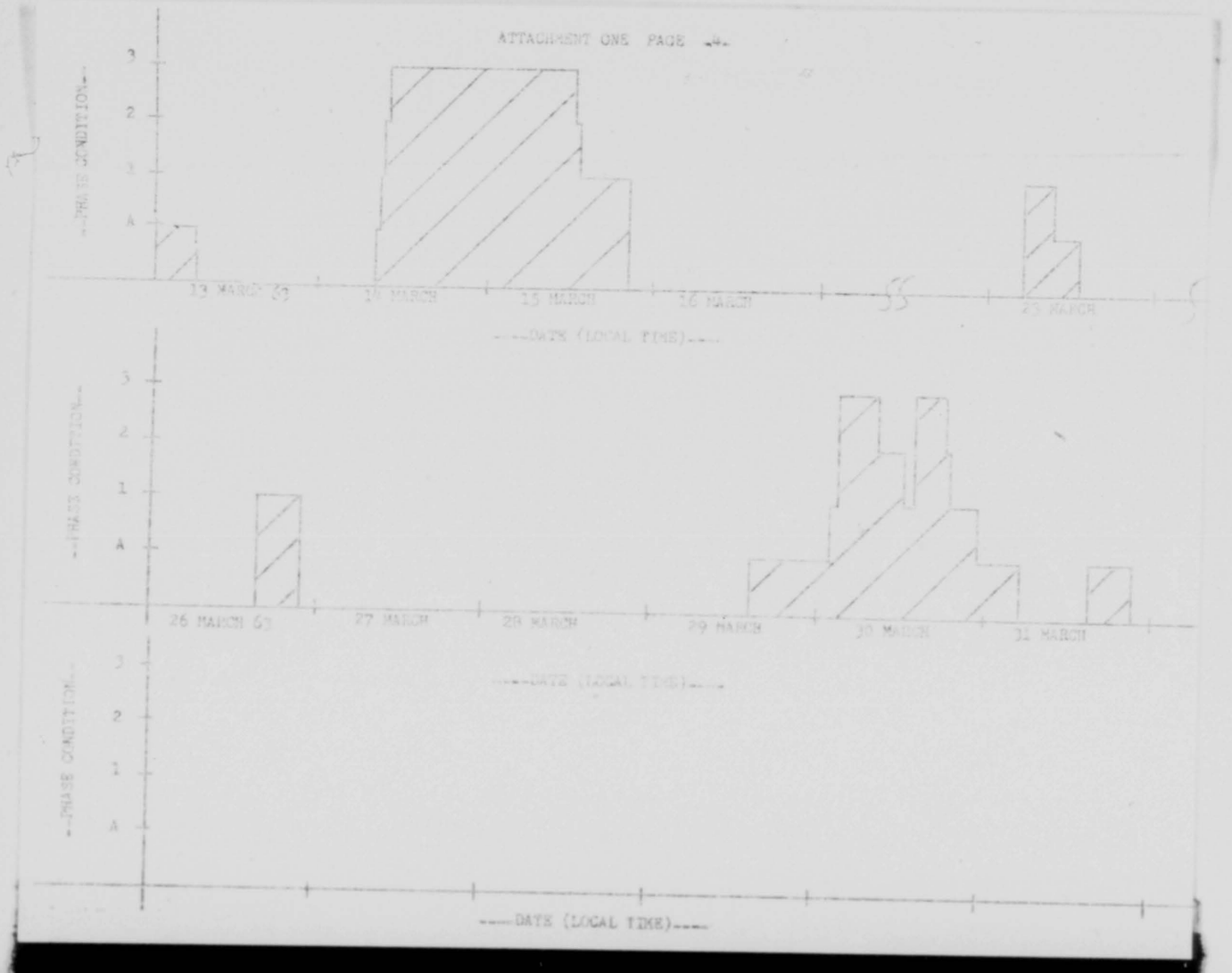

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PHASE CHRONOLOGY

PHASE PERIOD	PHASE CONDITION	FROM	TO	ELAPSED TIME
	Alert	0158L/27 Dec 62	0205L/27 Dec 62	
1	I	0205L/27 Dec 62	0420L/27 Dec 62	23 hrs. 35 min.
	II	0220L/27 Dec 62	0304L/27 Dec 62	
	III	0304L/27 Dec 62	0520L/27 Dec 62	
	II	0520L/27 Dec 62	1100L/27 Dec 62	
	III	1100L/27 Dec 62	2323L/27 Dec 62	
	II	2323L/27 Dec 62	0123L/28 Dec 62	
	I	0123L/28 Dec 62	0140L/28 Dec 62	
	Alert	0140L/28 Dec 62	0744L/28 Dec 62	
2	II	2136L/28 Dec 62	2202L/28 Dec 62	39 hrs. 59 min.
	III	2202L/28 Dec 62	0320L/29 Dec 62	
	II	0320L/29 Dec 62	0800L/29 Dec 62	
	III	0800L/29 Dec 62	0725L/30 Dec 62	
	II	0725L/30 Dec 62	1042L/30 Dec 62	
	I	1042L/30 Dec 62	1335L/30 Dec 62	
	Alert	1335L/30 Dec 62	1823L/30 Dec 62	
3	II	0009L/1 Jan 63	1158L/1 Jan 63	15 hrs. 55 min.
	I	1158L/1 Jan 63	1604L/1 Jan 63	
	Alert	1604L/1 Jan 63	2200L/1 Jan 63	
	Alert	1552L/2 Jan 63	2030/2 Jan 63	
4	I	1035L/3 Jan 63	1145L/3 Jan 63	21 hrs. 40 min.
	III	1145L/3 Jan 63	0618L/4 Jan 63	
	II	0618L/4 Jan 63	0630L/4 Jan 63	
	I	0630L/4 Jan 63	0815L/4 Jan 63	
	Alert	1800L/4 Jan 63	2355L/4 Jan 63	
5	I	0154L/5 Jan 63	0802L/5 Jan 63	
	Alert	0802L/5 Jan 63	1537L/5 Jan 63	
	Alert	0409L/7 Jan 63	0454L/7 Jan 63	
	Alert	0136L/8 Jan 63	0602L/8 Jan 63	

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PHASE PERIOD	PHASE CONDITION	FROM	TO	ELAPSED TIME
6	I	1122L/8 Jan 63	1415L/8 Jan 63	2 hrs. 33 min.
	Alert	1415L/8 Jan 63	1702L/8 Jan 63	
7	I	1702L/8 Jan 63	2250L/8 Jan 63	3 hrs. 48 min.
	Alert	2250L/8 Jan 63	0436L/9 Jan 63	
8	II	0436L/9 Jan 63	0528L/9 Jan 63	2 hrs. 33 min.
	I	0528L/9 Jan 63	0609L/9 Jan 63	
	Alert	0609L/9 Jan 63	0711L/9 Jan 63	
9	I	0711L/9 Jan 63	0754L/9 Jan 63	23 hrs. 04 min.
	II	0754L/9 Jan 63	0802L/9 Jan 63	
	III	0802L/9 Jan 63	0815L/10 Jan 63	
	Alert	0304L/12 Jan 63	0612L/12 Jan 63	
10	I	0612L/12 Jan 63	0805L/12 Jan 63	23 hrs. 18 min.
	II	0805L/12 Jan 63	1030L/12 Jan 63	
	III	1030L/12 Jan 63	1715L/12 Jan 63	
	II	1715L/12 Jan 63	2153L/12 Jan 63	
	I	2153L/12 Jan 63	0730L/13 Jan 63	
	Alert	0730L/13 Jan 63	1100L/13 Jan 63	
11	I	1100L/13 Jan 63	1135L/13 Jan 63	4 hrs. 33 min.
	III	1133L/13 Jan 63	1300L/13 Jan 63	
	II	1300L/13 Jan 63	1445L/13 Jan 63	
	I	1445L/13 Jan 63	1533L/13 Jan 63	
	Alert	1533L/13 Jan 63	1951L/13 Jan 63	
12	II	1951L/13 Jan 63	2027L/13 Jan 63	18 hrs. 09 min.
	III	2027L/13 Jan 63	0914L/14 Jan 63	
	II	0914L/14 Jan 63	1217L/14 Jan 63	
	I	1217L/14 Jan 63	1400L/14 Jan 63	
	Alert	1400L/14 Jan 63	0714L/15 Jan 63	
	Alert	1318L/15 Jan 63	1328L/15 Jan 63	
13	II	1328L/15 Jan 63	1403L/15 Jan 63	35 hrs. 54 min.
	III	1403L/15 Jan 63	1512L/15 Jan 63	
	II	1512L/15 Jan 63	1705L/15 Jan 63	
	I	1705L/15 Jan 63	1747L/15 Jan 63	
	II	1747L/15 Jan 63	2222L/15 Jan 63	
	III	2222L/15 Jan 63	1015L/16 Jan 63	
	II	1015L/16 Jan 63	2315L/16 Jan 63	
	I	2315L/16 Jan 63	0120L/17 Jan 63	

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PHASE PERIOD	PHASE DESIGNATION	FROM	TO	PLANNED TIME
	Alert	1300L/17 Jan 63	1434L/17 Jan 63	
14	I	0525L/18 Jan 63	1208L/18 Jan 63	6 hrs. 43 min.
	Alert	1208L/18 Jan 63	1510L/18 Jan 63	
	Alert	0100L/21 Jan 63	0505L/21 Jan 63	
15	I	0450L/24 Jan 63	0558L/24 Jan 63	24 hrs. 30 min.
	III	0558L/24 Jan 63	2357L/24 Jan 63	
	I	2357L/24 Jan 63	0520L/25 Jan 63	
	Alert	1455L/25 Jan 63	1930L/25 Jan 63	
16	I	1930L/25 Jan 63	2200L/25 Jan 63	44 hrs. 40 min.
	II	2200L/25 Jan 63	1400L/26 Jan 63	
	I	1400L/26 Jan 63	0430L/27 Jan 63	
	II	0430L/27 Jan 63	0615L/27 Jan 63	
	III	0615L/27 Jan 63	1235L/27 Jan 63	
	II	1235L/27 Jan 63	1405L/27 Jan 63	
	I	1405L/27 Jan 63	1610L/27 Jan 63	
	Alert	1610L/27 Jan 63	1940L/27 Jan 63	
17	II	1940L/27 Jan 63	0500L/28 Jan 63	41 hrs. 35 min.
	III	0500L/28 Jan 63	0848L/28 Jan 63	
	II	0848L/28 Jan 63	1015L/28 Jan 63	
	I	1015L/28 Jan 63	1500L/28 Jan 63	
	II	1500L/28 Jan 63	1533L/28 Jan 63	
	III	1533L/28 Jan 63	1925L/28 Jan 63	
	II	1925L/28 Jan 63	2157L/28 Jan 63	
	III	2157L/28 Jan 63	0625L/29 Jan 63	
	II	0625L/29 Jan 63	1415L/29 Jan 63	
	Alert	1415L/29 Jan 63	1505L/29 Jan 63	
18	I	0535L/30 Jan 63	0850L/30 Jan 63	16 hrs. 50 min.
	II	0850L/30 Jan 63	1555L/30 Jan 63	
	III	1555L/30 Jan 63	2225L/30 Jan 63	
	Alert	2225L/30 Jan 63	0650L/31 Jan 63	
	Alert	1510L/31 Jan 63	1600L/31 Jan 63	
19	II	1600L/31 Jan 63	1608L/31 Jan 63	32 hrs. 35 min.
	III	1608L/31 Jan 63	0255L/1 Feb 63	
	II	0255L/1 Feb 63	0418L/1 Feb 63	
	I	0418L/1 Feb 63	1320L/1 Feb 63	
	II	1320L/1 Feb 63	1344L/1 Feb 63	
	III	1344L/1 Feb 63	2257L/1 Feb 63	
	II	2257L/1 Feb 63	2320L/1 Feb 63	
	I	2320L/1 Feb 63	0035L/2 Feb 63	

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PHASE PERIOD	PHASE CONDITION	FROM	TO	ELAPSED TIME
20	I	0400L/3 Feb 63	0450L/3 Feb 63	73 hrs. 39 mins.
	II	0450L/3 Feb 63	0740L/3 Feb 63	
	III	0740L/3 Feb 63	1405L/3 Feb 63	
	I	1405L/3 Feb 63	1725L/3 Feb 63	
	III	1725L/3 Feb 63	1425L/5 Feb 63	
	II	1425L/5 Feb 63	1715L/5 Feb 63	
	I	1715L/5 Feb 63	0530L/6 Feb 63	
	Alert	1355L/9 Feb 63	2324L/9 Feb 63	
	Alert	0435L/23 Feb 63	1514L/23 Feb 63	
	Alert	0757L/1 Mar 63	1119L/1 Mar 63	
	Alert	0640L/6 Mar 63	0700L/6 Mar 63	
21	I	0700L/6 Mar 63	0708L/6 Mar 63	18 hrs. 44 min.
	II	0708L/6 Mar 63	0905L/6 Mar 63	
	III	0905L/6 Mar 63	2010L/6 Mar 63	
	II	2010L/6 Mar 63	0110L/7 Mar 63	
	I	0110L/7 Mar 63	0144L/ 7 Mar 63	
	Alert	0144L/7 Mar 63	0610L/7 Mar 63	
	Alert	2157L/12 Mar 63	0635L/13 Mar 63	
	Alert	0830L/14 Mar 63	0850L/14 Mar 63	
22	I	0850L/14 Mar 63	0920L/14 Mar 63	35 hrs. 25 min.
	II	0920L/14 Mar 63	0955L/14 Mar 63	
	III	0955L/14 Mar 63	1245L/15 Mar 63	
	II	1245L/15 Mar 63	1330L/15 Mar 63	
	I	1330L/15 Mar 63	2025L/15 Mar 63	
23	I	0534L/23 Mar 63	0930L/23 Mar 63	3 hrs. 56 min.
	Alert	0930L/23 Mar 63	1345L/23 Mar 63	
24	I	1520L/26 Mar 63	2135L/26 Mar 63	5 hrs. 15 min.
	Alert	1430L/29 Mar 63	0215L/30 Mar 63	
25	I	0215L/30 Mar 63	0250L/30 Mar 63	20 hrs. 45 min.
	III	0250L/30 Mar 63	0715L/30 Mar 63	
	II	0915L/30 Mar 63	1235L/30 Mar 63	
	I	1235L/30 Mar 63	1355L/30 Mar 63	
	III	1355L/30 Mar 63	1830L/30 Mar 63	
	II	1830L/30 Mar 63	1845L/30 Mar 63	
	I	1845L/30 Mar 63	2300L/30 Mar 63	

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PHASE PERIOD	PHASE CONDITION	FROM	TO	ELAPSED TIME
	Alert	2300L/30 Mar 63	0515L/31 Mar 63	
	Alert	1515L/31 Mar 63	2145L/31 Mar 63	

SUMMARY

MONTH	NO. OF DAYS	PHASE I	PHASE II	PHASE III	TOTAL
Dec.	4	3.25	26.47	43.40	73.52
Jan.	31	75.54	94.44	125.36	296.14
Feb.	28	27.51	8.50	44.23	81.04
Mar.	31	28.28	11.52	48.35	89.15
TOTAL	94	134.38	142.13	262.34	540.25

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DELAYS OF OPERATING CREW CHANGES

DATE	SCHEDULED TIME OF RELIEF	ACTUAL TIME OF RELIEF	NO. HOURS DELAY OF RELIEF	REMARKS
1/1/63	0800/1	1235/1	4 1/2	
1/3/63	1600/3	0800/4	16	
1/9/63	0800/9	0800/10	24	
1/12/63	1600/12	2053/12	4 3/4	
1/14/63	2400/13	1340/14	13 3/4	
	1600/14	2030/14	4 1/2	
1/15/63	1600/15	0600/16	14	Note 1
1/16/63	0800/16	cancelled		Note 2
	1600/16	cancelled		
1/17/63	2400/16	0150/17	2	Note 3
1/24/63	0800/24	0800/25	16	Note 4
1/26/63	0800/26	1845/26	10 3/4	
1/27/63	0800/27	1600/27	8	Note 5
1/28/63	2400/27	1030/28	10 1/2	
	1600/28	1600/29	24	
1/30/63	0800/30	0800/31	24	
1/31/63	1600/31	0400/1	12	
2/1/63	1600/1	0045/2	8 3/4	
2/3/63	0800/3	1930/5	59 1/2	Note 6
				Note 7
				Note 8
2/9/63	1600/9	1645/9	3/4	
3/6/63	0800/6	0800/7	24	
3/14/63	1600/14	1600/15	24	
3/30/63	0800/30	1100/30	3	Note 9
	1630/30	2400/30	8	Note 10

NOTES:

1. B Crew stranded on road for 7 hrs. 50 mins. enroute to Site to relieve crew on duty. Because of exhaustion from trip, B. Crew was given bed rest and relieved crew on duty at 0600/16.

2. No caravans moved on 1/16/63. A & B crews were both on Site and alternated.

3. A Crew was on Site from 0800/15 to 2315/16, 39¼ hrs. B Crew was enroute to Site from 1745/15 to 0030/16, 7 3/4 hrs. and was on Site from 0030/16 to 0150/17, 25¼ hrs.
B Shift was on Site from 0945/15 to 2315/16, 37½ hrs.

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DELAYS OF OPERATING CREW CHANGES

NOTES: (continued)

4. Shift rotation could have been accomplished at midnite, however, the 2400 to 0830 shift was already on Site.

5. The relieved shift was delayed for two hours on departing from Site.

6. One operating crew was on Site continuously for 68 hours.

7. On 2/3/63 the 1530 caravan departed base at 1611 hours, stalled out because of poor visibility at Shelter 6. It returned to Base at 0446 on the 4th. Elapsed time 12½ hours.

8. Caravan departure was delayed 3 hours on 2/5/63 because of drifts on the road and buses being stranded in Hangar 2.

9. The relieved crew was delayed 2 hours on departing from Site.

10. An attempt was made to relieve the shift on duty at 1950 hours. Because of delays caused by vehicles being stuck and failing between Shelters 1 & 2, the caravan was returned to Base.

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Attachment #4

DELAY OF PERMANENT DAY SHIFT

DATE	SCHEDULED TIME OF DEPARTURE	ACTUAL TIME OF DEPARTURE	NO. HOURS DELAY OF RELIEF
1/1/63	0945/1	1405/1	4½
1/9/63	0945/9	cancelled	8
1/12/63	0945/12	cancelled	8
1/13/63	0945/13	cancelled	8
1/14/63	0945/14	cancelled	8
1/24/63	0945/24	cancelled	8
1/2 /63	0945/2	1200/2	3½
1/30/63	0945/30	cancelled	8
2/3/63	0945/3	cancelled	8
2/4/63	0945/4	cancelled	8
3/6/63	0945/6	cancelled	8
3/14/63	0945/14	cancelled	8
3/30/63	0945/30	cancelled	8

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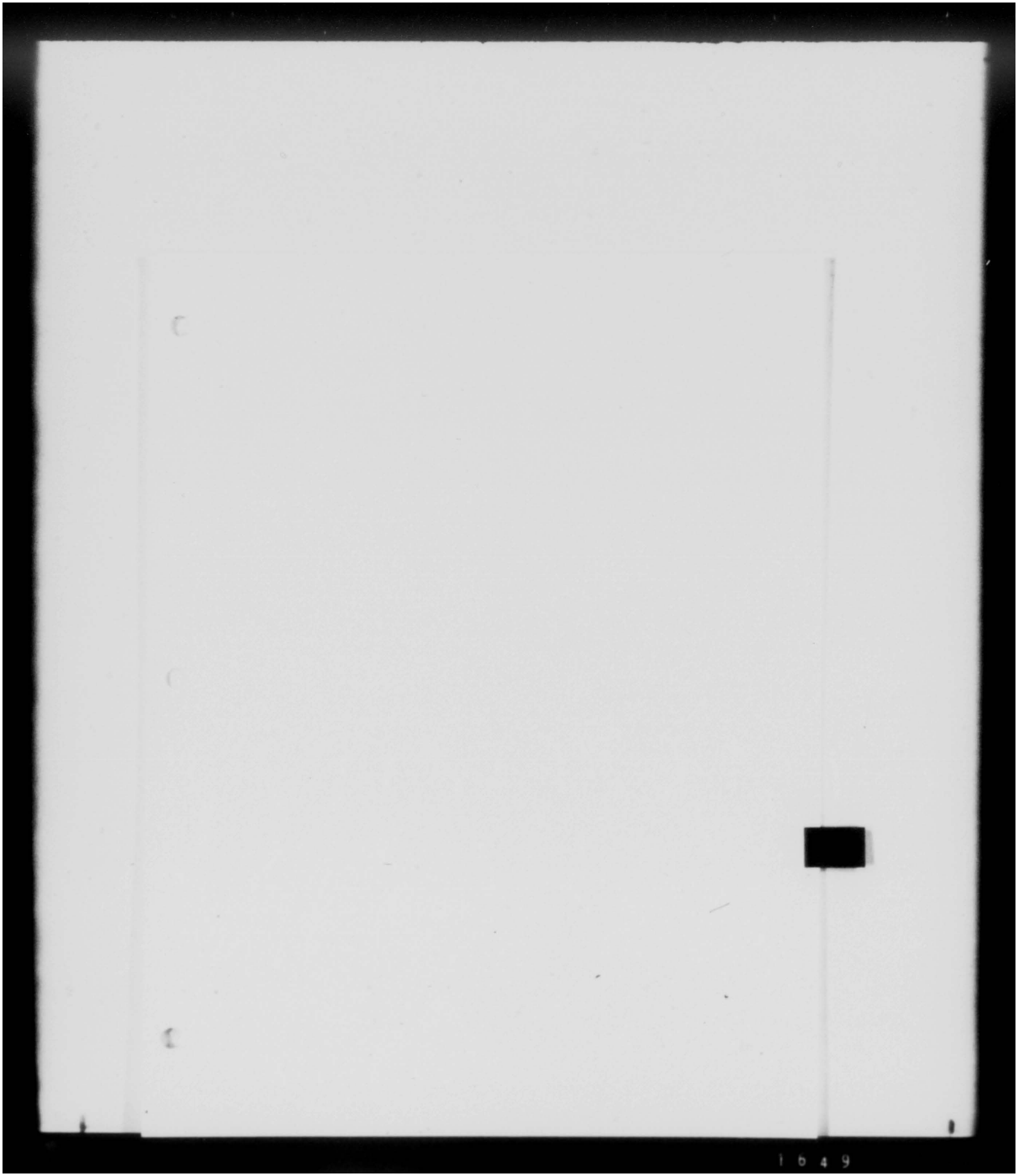

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The weather conditions experienced at the location of the 931st AC&W Squadron during the 1st quarter of calendar year 1963 were perhaps the most severe of any quarter in the twelve year history of this Pingarsauit Mountain Site. Arctic winds gusting well above 100 knots at times, combined frequently with the continual sub-zero weather to block this squadron from its support activities on the main installation 18 miles away.

Between 1 Jan 63 and 31 Mar 63 the "P" Mountain road was closed by adverse weather and snow accumulation for a total of 34 days. It was continuously blocked from 23 January to 7 February causing our fuel and water supplies to drop to a perilously low level with the latter being of a greater concern to the welfare of squadron personnel. The water supply declined to 31,00 gallons during this two week period; this figure however, includes a 25,000 gallon fire reserve. Utilization of strict water rationing procedures, i.e. turning off all showers, washing machines, dish washing machines in the dining hall and the flushing mechanism in latrines in addition to the construction of an ingenious snow-melting machine, reduced the average consumption of stored water to 1.6 gallons per day per person. The snow melting machine produced approximately 100,000 gallons of water during this period for use in boilers and latrines. Only through utilization of water conservation and the snow melting innovation was evacuation of the site prevented.

This squadron now has a written policy which is put into effect as soon as it becomes apparent that the water resupply will be curtailed. With this policy of water conservation and the snow melting machine one load of water every other day will maintain a minimum water level or a 67% day supply

Fuel supplies were somewhat less of a problem in that our storage capacity is larger and utilization rate lower in comparison to that of our water supply. Nevertheless our minimum balance declined to 14,000 gallons, a seven day supply, as compared to our fuel storage capacity of a 60 day supply.

Proper maintenance of the "P" Mountain road cannot be over emphasized since it is our only practical supply route to the main base. Maintaining this road and reopening it subsequent to a large snow accumulation requires a simultaneous effort by both our road crews and those from the base. Realizing this, we have requested that we be authorized personnel for our own snow removal crews and recommend that operational equipment of the following types be provided for this squadron: (1) two D-9 dozers/ angle blade, (2) one - Northwest/Swiss Blower (3) One V-Plow and (4) One - Grader. Present equipment is of an ancient vintage, far beyond economical rehabilitation.

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In the operations area, the weather caused an extreme reduction in the number of intercepts conducted by Intercept Directors as compared to the similar period of 1962. The comparative figures are given below for the number of intercepts per month:

	1962	1963
January	409	221
February	407	342
March	342	350
Total	1158	913

The total minimum intercepts required to keep our nine directors combat ready, by regulation, is 83 per month. No difficulty was encountered in meeting and surpassing this figure, even in January when non-flying days exceeded flying days 18 to 13.

Of the ten live exercises scheduled during this quarter, one was cancelled, four were terminated short of the desired number of sorties, and five were postponed one or two days; all of these results were directly attributable to the adverse weather. Although the effect of the weather upon the operational activities of the squadron can not be denied, none of these activities was effected to a degree of problem magnitude.

In spite of the long periods of isolation and lack of routine facilities, the morale of the squadron personnel remained at a high level. In addition the health of all personnel was maintained at a satisfactory level with only one case of diarrhea being reported in the entire quarter. The dining facility, which utilized disposable eating utensils in support of the water conservation program contributed significantly to both morale and health of all assigned and attached personnel by continuing to produce high quality food throughout the quarter.

The past quarter, in effect, has better enabled the 931st to endure future phases and the consequent isolation. With the addition of the requested snow removal equipment and operators this unit should prove even more able to cope with future arctic conditions of this nature.

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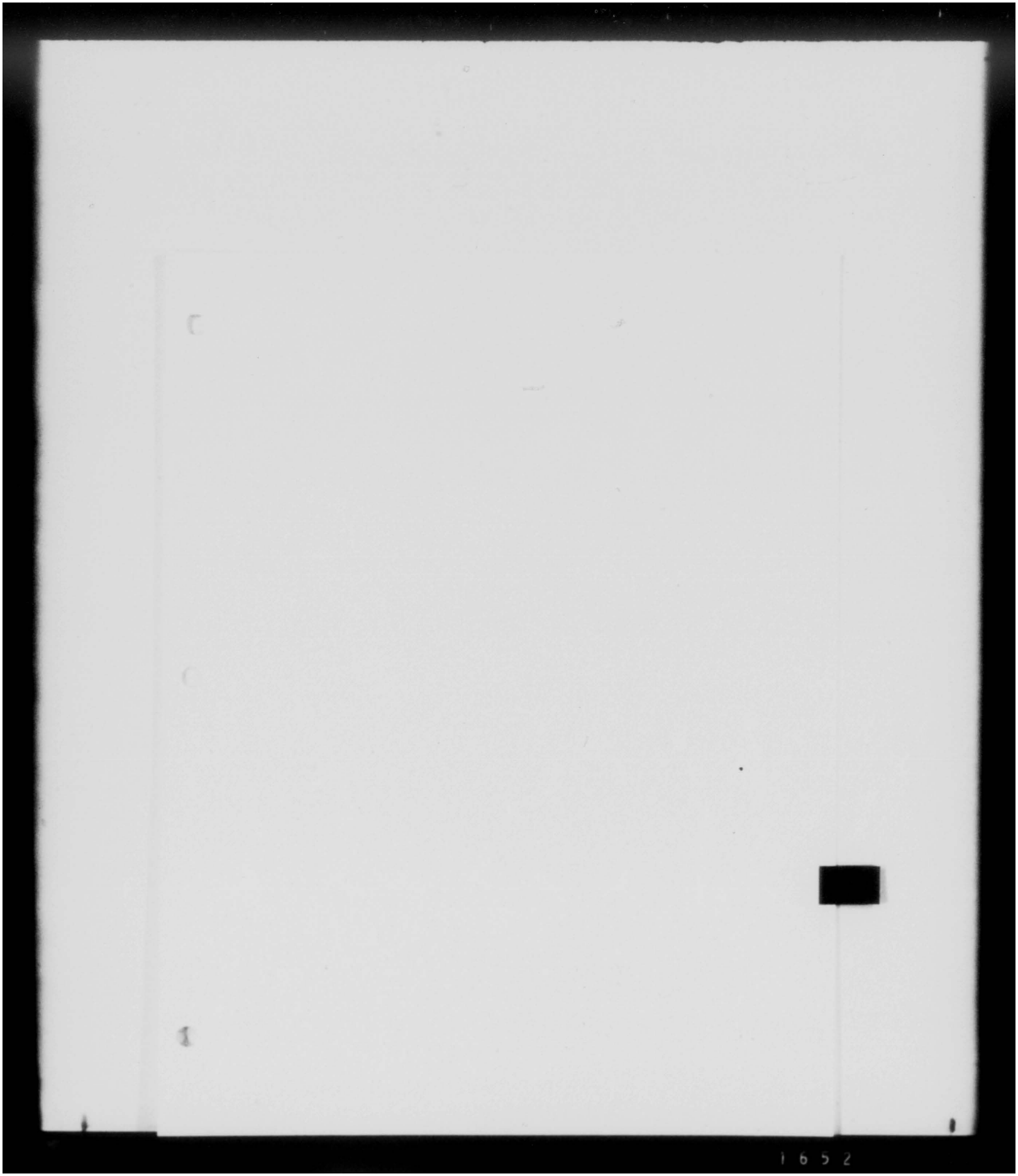

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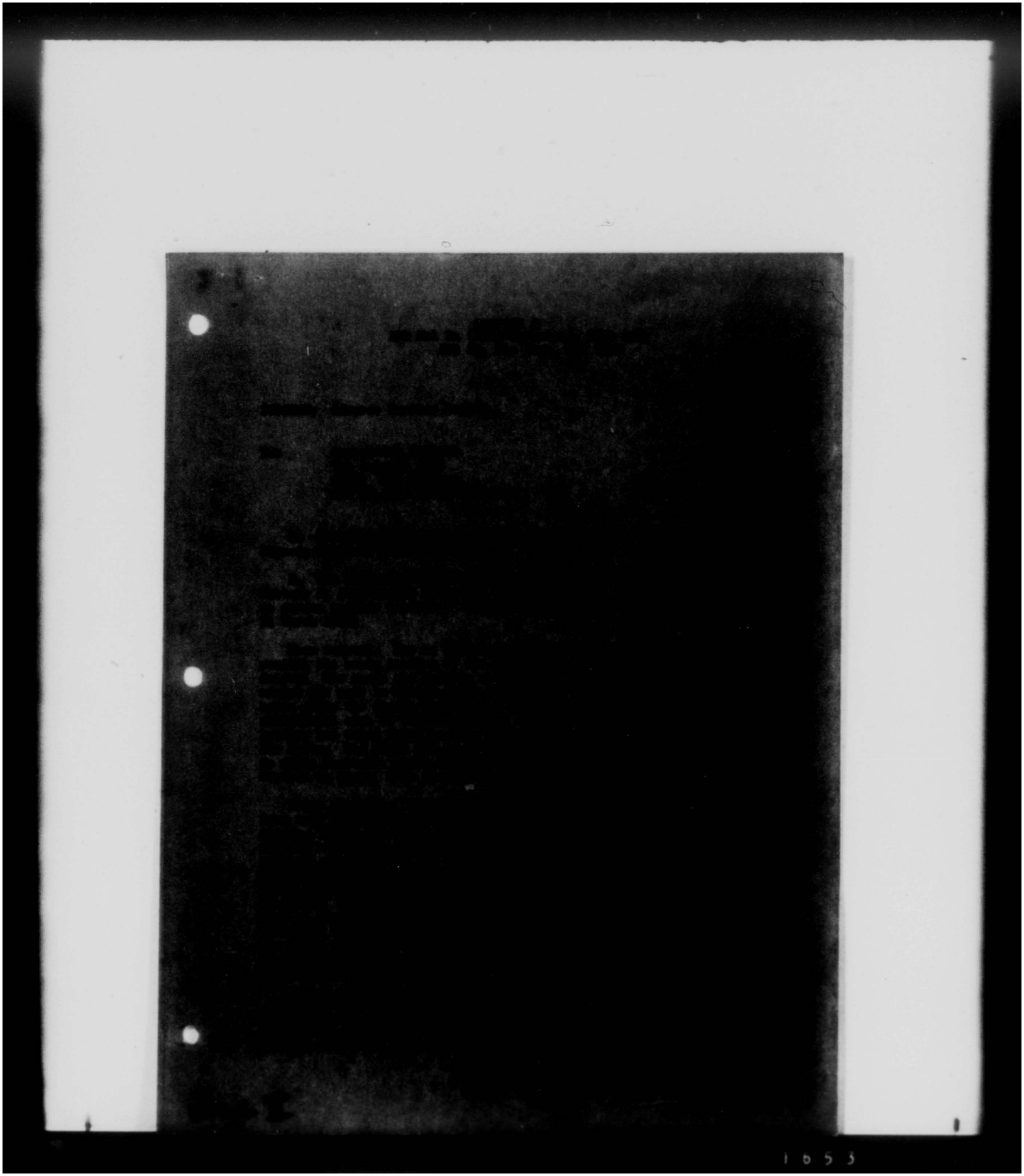

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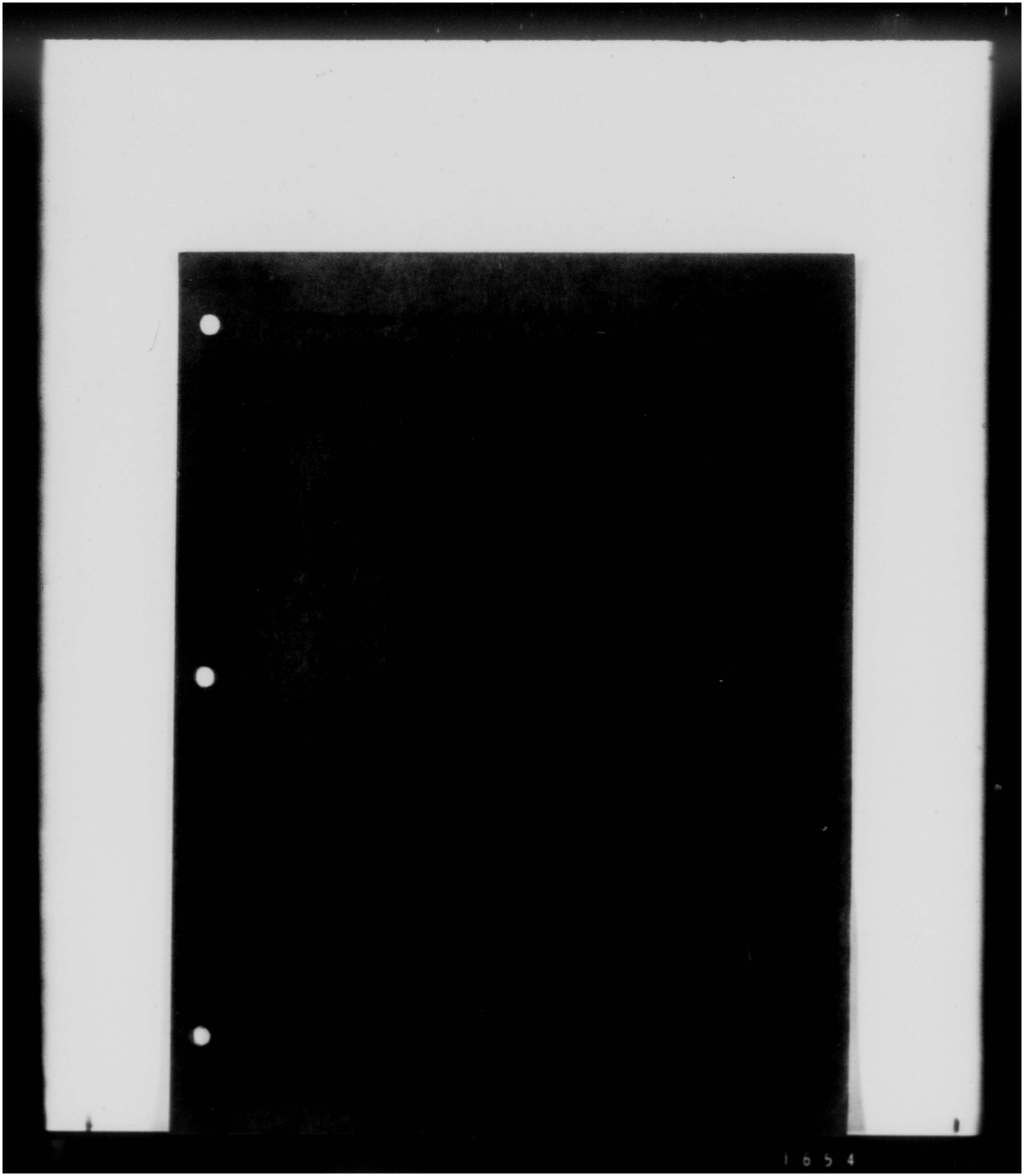

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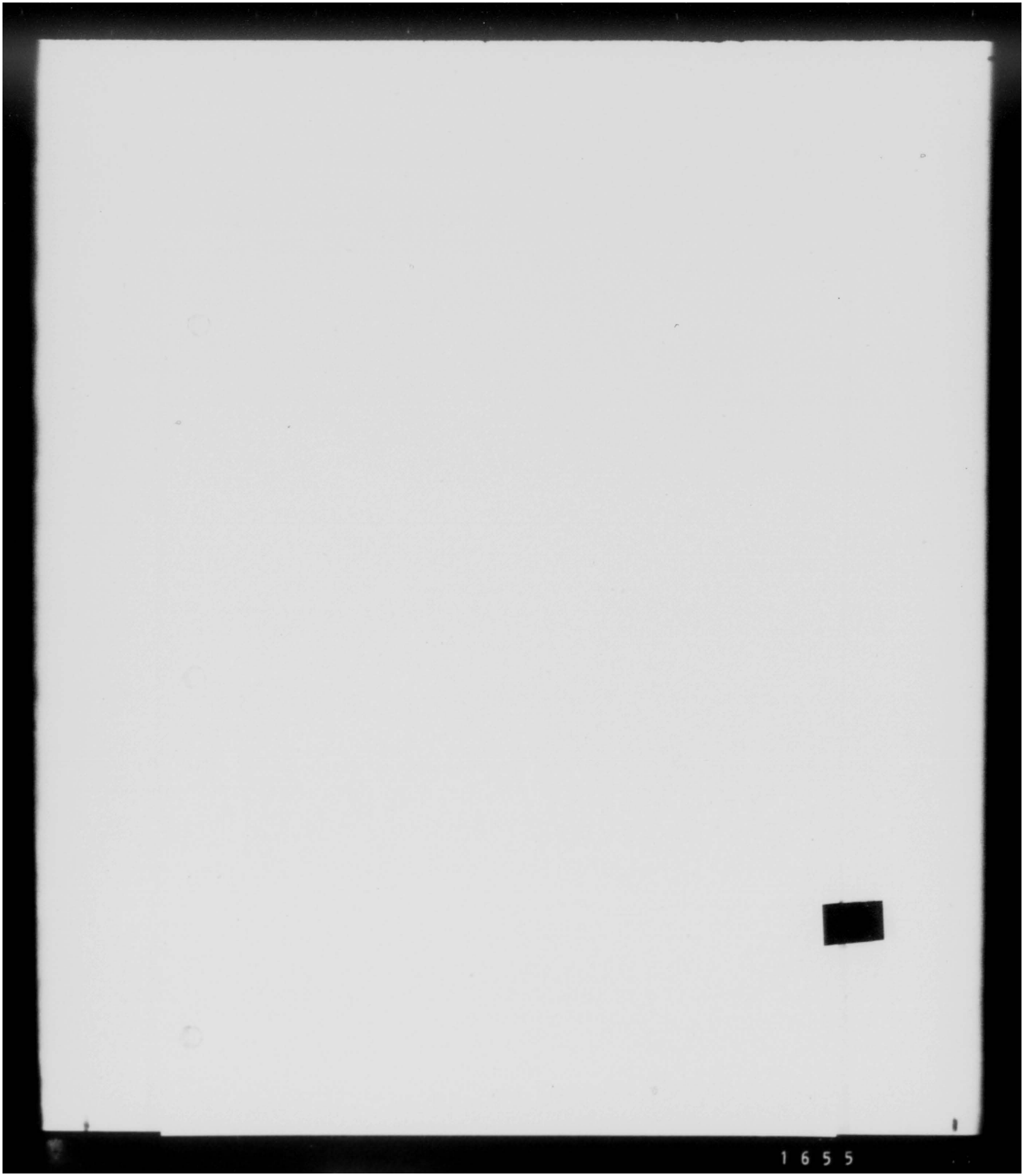

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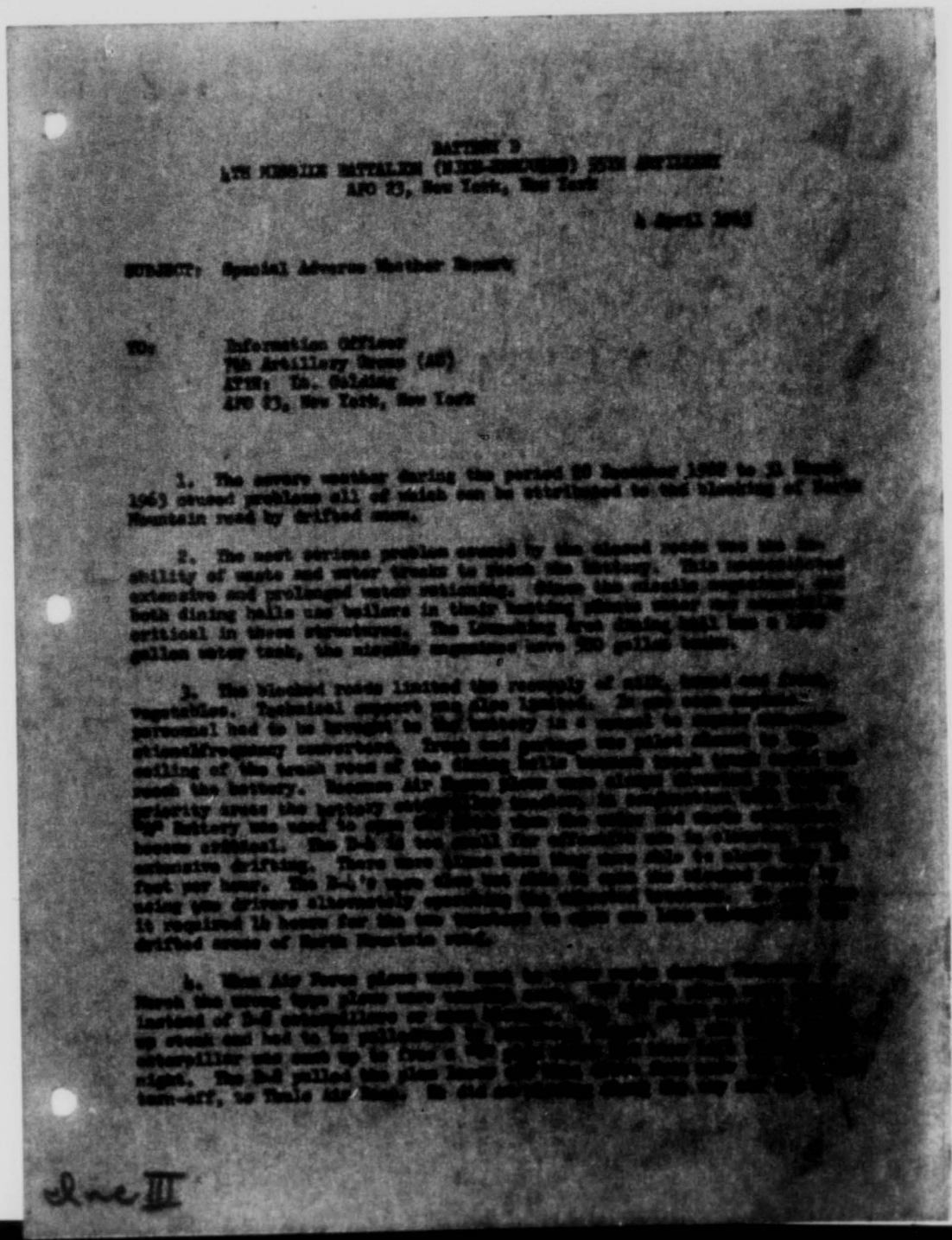

[redacted]
APO 23, New York, New York

4 April 1963

SUBJECT: Special Adverse Weather Report

TO: Information Officer
7th Artillery Group (AD)
ATTN: Lt. Golding
APO 23, New York, New York

1. The severe weather during the period 30 December 1962 to 31 March 1963 caused problems all of which can be attributed to the blocking of North Mountain road by drifted snow.

2. The most serious problem created by the closed roads was the inability of waste and water trucks to reach the battery. This necessitated extensive and prolonged water rationing. Since the electric evaporator and both dining halls use boilers in their heating plants water was especially critical in these structures. The [redacted] dining hall has a 1,000 gallon water tank, the missile evaporator have 500 gallon tanks.

3. The blocked roads limited the resupply of milk, bread and fresh vegetables. Technical support was also limited. Urgent [redacted] personnel had to be brought to the battery in a manner to repair [redacted] diesel/frequency converters. Trash and garbage was piled [redacted] of the trash road of the dining halls because trash could not reach the battery. Because Air Force Plows were diverted [redacted] priority areas the [redacted] Battery was used to open the road. [redacted] became critical. The D-8 cat could not [redacted] extensive drifting. There were times when they were able to [redacted] feet per hour. The D-4's were also not able to open the blocked [redacted] using two drivers alternately operating the equipment [redacted] it required 14 hours for the cat operator to open one [redacted] drifted areas of North Mountain road.

4. When Air Force plows were [redacted] March the Army type plows were [redacted] instead of D-8 caterpillars or [redacted] up stuck and had to be pulled [redacted] caterpillar was used up to four [redacted] night. The D-8 pulled the plow [redacted] team-off, to Thule Air Base. [redacted]

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SUBJECT: Special Adverse Weather Report, 4 April 1960

span a gale through the drift which had stopped the [illegible] plow. As the [illegible] a snow board plow was abandoned for repair at the [illegible] road. Operations such as these could be maintained by more effective snow removal. This could be accomplished by:

a. Quicker recovery of snow-bogged plows.

b. Raising priority of Route Mountain road.

c. Have Air Force D-8 caterpillars on the [illegible] road when a Phase Alert is announced. These plows, in only a few hours, could plow his way back to the base.

d. Stationing D-8 caterpillars for the exclusive [illegible] could dig themselves out until the Air Force could furnish up the road.

e. Dispatching of the type of [illegible] recommended by the Division Commanders when he calls to report the roads closed.

5. In order to reduce the adverse effect of closed roads, [illegible] and water tanks should be installed in accordance with [illegible]. In [illegible] sanitary conditions when trash trucks are unable to reach the [illegible] use of dumpsters would make it unnecessary to make garbage [illegible] of the dining halls.

6. Prompt clearing of Route Mountain road is felt to be the most acceptable solution to the above problems. If the snow from [illegible] equipment, MRD tests, or other emergency services were required, [illegible] would be a necessity.

Donald W. Reed

[illegible]

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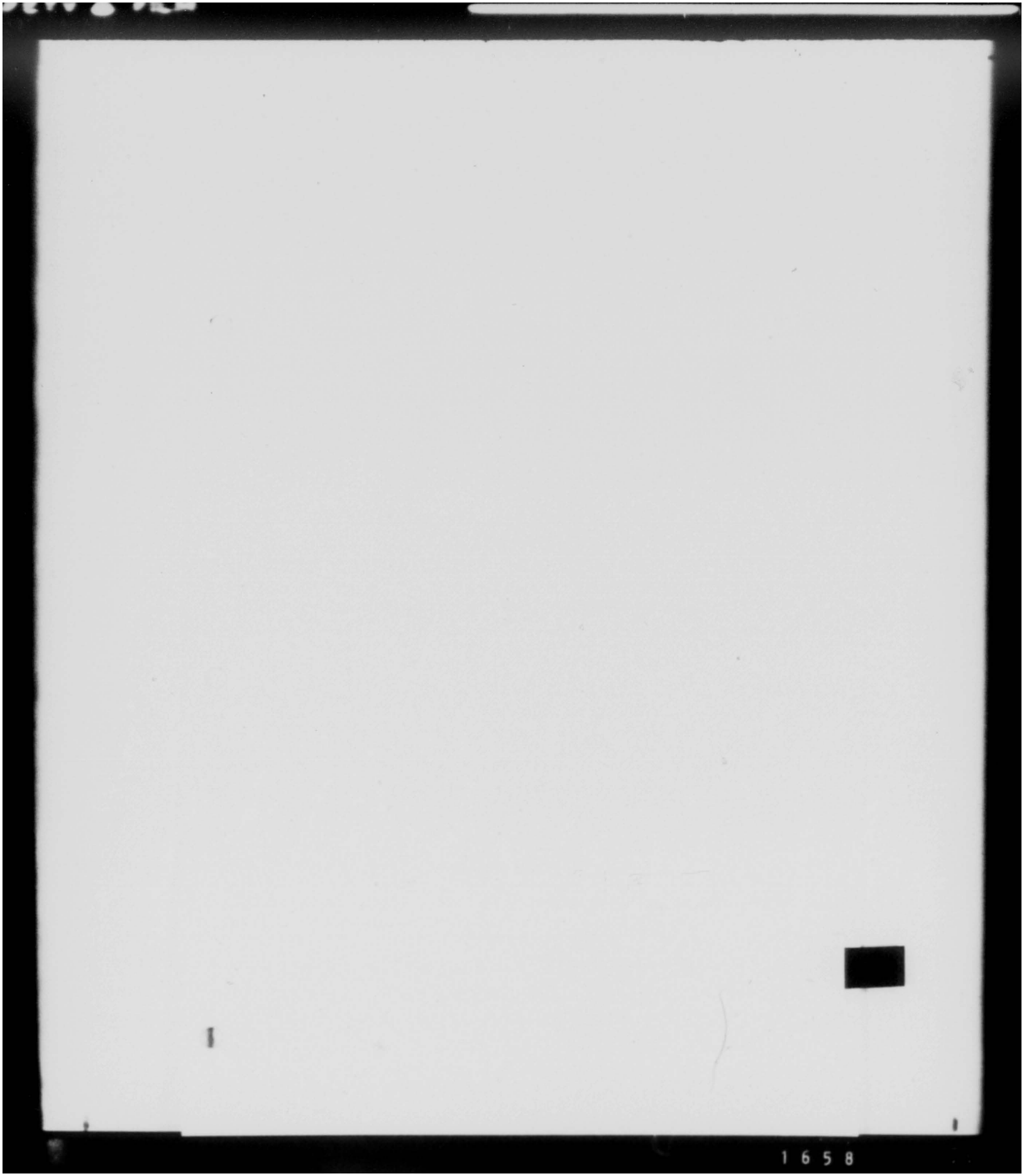

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BATTERY G
4TH MISSILE BATTALION (NIKE-HERCULES) 59TH ARTILLERY
APO 23, New York, New York

9 April 1963

ADATB-AI-G-4-55
SUBJECT: Special Adverse Weather Report

TO: Headquarters
7th Army Gp (AD)
ATTN: Lt. Golding
APO 23, New York, New York

1. In compliance with DF, your headquarters, dated 21 February 1963, the following information is submitted.

2. Problem: Damage to tracking radar elevhalls [illegible] Nov 62).
Cable pulley assemblies were severly damaged during the raising operation due to the high velocity of the winds (elevhalls should not be raised in winds that exceed 30 knots). The wind velocity at the onset of the erecting operation was 10-15 knots: however, an abrupt increase of wind speeds to approximately 65 knots exerted a push-pull effect on the elevhalls bringing undue stress and subsequent failure of the cable assemblies.

Solution: Provide adequate forecasting of phase conditions to allow ample time for the completion of outdoor functions.

3. Problem: High snow drifts at "D-Elevator" turn-off ([illegible]).
The road leading to South Mountain presents a continual problem. In most adverse phase conditions exist, the road adjacent to [illegible] is consistently blocked by extremely high snow drifts.

Solution: Snow removal should be made by filling snow to the [illegible] wind side of the road. This would make subsequent snow removal efforts less costly and less time consuming. Prompt opening of this drift annually will allow access to both areas of the battery (Control and Launch). On many occasions snow plows have passed within four hundred yards of the drift while enroute to J-Site and have not taken time to open the [illegible] drift. In such events, service vehicles could have reached the battery many hours sooner.

4. Problem: Essential base services delayed because of closed roads due to blizzard: Whenever the battery experiences a phase condition of [illegible] the roads are closed and the unit is inaccessible for external and [illegible] services needed to maintain an operational status, i.e., water and sewer [illegible], fuel delivery, garbage pick-up, rations, etc.

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Solution: Same as No. 3. In addition, it would be considered practical to provide each battery snow removal machinery with a greater capacity than that presently available. This would give each unit a more adequate means of removing such enormous amounts of snow. At present, the RD-4 Caterpillar requires an extremely long period to clear the battery area. With larger equipment, the job would require less time and this unit could assist in opening up at least a one-way path on South Mountain road to allow prompt access for the delivery of essential base services.

5. Problem: Deflation of the acquisition radome during storm conditions. On several different occasions, the unit experienced deflation of the acquisition radome due to the loss of base power. When this happens, the blower motors which inflate the radome stop and the radome begins to deflate. On one other occasion, battery generators were unable to be synchronized to the frequency of base power. This required an immediate switch-over to tactical power to inflate the radome. On 29 March 1963 the control area lost base power. Approximately 24 hours later a frequency converter failed, ultimately resulting in loss of the inflatable radome. Had base power been available the radome might have been saved.

Solution: Whenever the base power plant experiences or anticipates any problems in power supply, notify the battery so that we can have generator personnel and equipment ready to switch over to tactical power if necessary.

6. Problem: Evacuation of sick and injured personnel during storm conditions. On two occasions, 5 February 1963 and 14 March 1963, battery personnel were unable to be evacuated to the base hospital because of closed roads due to storm conditions. In the first instance, 5 February 1963, a vessel was dispatched but returned to the hospital because of poor visibility after getting within a mile of the battery. In addition, high winds literally blew the vehicle off the road. On the second occasion, no tracked vehicles were available and the injured man (fractured elbow) could not be evacuated until late the following day after the roads were cleared. In both instances, the battery medical aidman (authorized two (2)) was located in the other area and he could not provide medical assistance for the patient nor could he converse with the base hospital staff with first-hand knowledge.

Solution: Ensure that sufficient medical personnel are assigned to the battery to provide the necessary medical assistance for such contingencies as cited above.

7. Problem: Shut-down of Launching Area mess hall due to storm conditions. On two occasions the Launching Area personnel were required to consume storm rations in lieu of hot meals because of low water and high waste levels in the mess hall. The storage capacities of water and waste are half that of the Control Area and this limitation requires them to resort to storm rations much sooner.

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Solution: Make available to the Leavenhing Area mess Hall at least the same water and waste capacity (3,000 gallons) existing in Central Area mess halls.

8. Problem: Inadequate indoor parking for all vehicles. Because of inadequate indoor parking space, all tactical vehicles cannot be stored indoors. The motors often freeze and can be started only after being heated by the Herman Nelson heaters for long periods.

Solution: Provide adequate indoor parking for all vehicles assigned to the battalion.

[redacted]
Capt, Arty
Commanding

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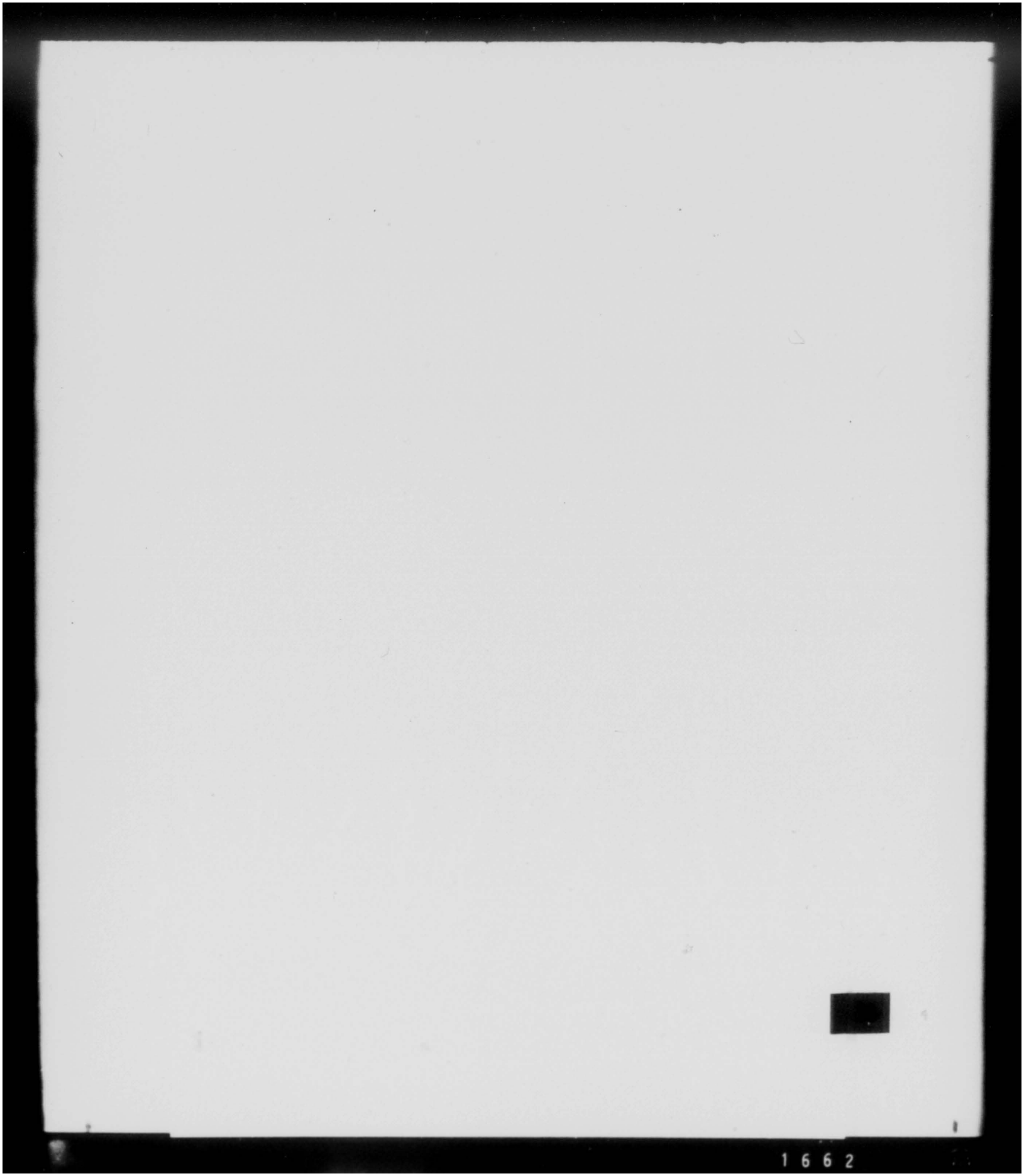

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BATTERY D
4TH MSL BN (NIKE-HERCULES) 56TH ARTY
APO 23, New York, New York

4 April 1963

SUBJECT: Special Adverse Weather Report

TO: Information Officer
7th Artillery Group (AD)
ATTN: 1Lt Gelding
APO 23, New York, New York

During the period 26 December 1962 through 11 March 1963, the two (2) areas of this unit were subjected to numerous phase conditions. The following report outlines particular problem areas and actions taken, when possible, to correct these problems, and possible solutions.

a. Both areas of this unit suffered during prolonged phase periods from a lack of water and an overflow of waste. This could possibly have been prevented if water and waste trucks could have been sent out when phase warnings were received and allowed limited operations during Phase I conditions.

b. Because of the water shortage, the mess halls were forced to use disposable utensils to conserve the remaining water. The supply of paper plates and cups was soon exhausted, forcing mess halls to cease operation until water trucks could be dispatched. Supply channels should anticipate such shortages and prepare accordingly.

c. Motor vehicles which could not be sheltered were often rendered inoperative during phases. The Launching Area was able to house one (1) vehicle in the Assembly and Test Building and two (2) in the vehicle shed, leaving two (2) vehicles outside. The IFU Area has shelter for only two (2) vehicles requiring the remaining two (2) vehicles to be left outside. This could be remedied only be construction of additional vehicle shelters in each area.

d. Due to the inadequate radome for the Acquisition Motor Assembly this unit lost approximately $60,000.00 worth of equipment and was rendered non-operational for a period of one week when the radome collapsed and destroyed the antenna on 5 February 1963, during winds gusting over 100 knots. Eagle type radomes would be one possible solution to prevent further accidents such as this.

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SUBJECT: [redacted]ial Adverse Weather Report (Cont'd) 4 April 1963

e. The Tracking Radar Antenna covers (clam shells) have become ripped and torn by the high winds on various occasions. During the winds of 5 February 1963, the braces of one of these clam shells were broken, and it has been inoperative since then. Due to the type of equipment, repair parts must be ordered from the manufacturer and part numbers are often not available, causing much delay in repair. Raising of these clam shells in winds in excess of 30 knots is the prime cause of damage. A more efficient means of protection for the Tracking Antenna would be construction of a permanent rigid type radome which would not require raising and lowering.

f. The guard tower in the Launching Area is vulnerable to small rocks being hurled by the high winds. On numerous occasions the window glass was broken and could not be replaced until the winds stopped. During these periods the temperature in the tower would drop to the point where it was uncomfortable even when wearing protective clothing. Installation of heavy plexiglass panes in the outer windows of the tower would reduce the number of windows broken and provide better insulation for the tower.

g. During the Phase of 25 January 1963, winds in excess of 30 knots loosened the guy cables of the guard tower and the swaying motion of the tower caused one cable to break. Security personnel were forced to evacuate the tower when winds attained speeds of 40 knots because of the swaying motion of the tower. The cables were repaired and tightened by unit personnel immediately upon cessation of the winds. Due to the construction of the tower and its location there has been no adequate solution found for this problem.

h. The road to the IPC Area, leading up South Mountain, was closed by the majority of the phases during the reporting period. Unit personnel soon learned where the major obstacles would occur and were able to clear the road for tactical vehicles. However, it takes the D-4 Caterpillar tractor some time to properly clear snow from the roads and make them passable for commercial type vehicles. Road clearance would be accomplished much more rapidly if a V-type snow plow could be dispatched to provide initial road clearance and allow the D-4 tractor to complete the task and widen the passage.

i. Movement of personnel for emergency reasons during phases proved to be a major problem. On 4 January 1963 the emergency repair team was dispatched to search for unit personnel stranded enroute to the pad. The 2½ ton truck assigned this unit was unable to make the trip under its own power because of road conditions and had to be towed by the D-4 tractor, and the AN/PRC-9 radio carried by the team was not adequate to maintain contact with the Battery Commander. Batteries for the AN/PRC-9radios are not readily available in supply channels, rendering these radios useless. Units should be allowed to maintain, at a minimum, two (2) batteries for each radio at all times. With replacements readily available through local supply.

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SUBJECT: Special Adverse Weather Report (Cont'd) 4 April 1963

All unit vehicles should be supplied with an antenna mount for use with this radio when needed, and a mount for the radio located within the truck. When road conditions are such that organic vehicles cannot operate properly unit rescue teams should not be dispatched; Base rescue teams equipped with snow vehicles should conduct the search for stranded personnel.

JAMES D. PARKS, JR.
1ST LT, Arty
Acting Commander

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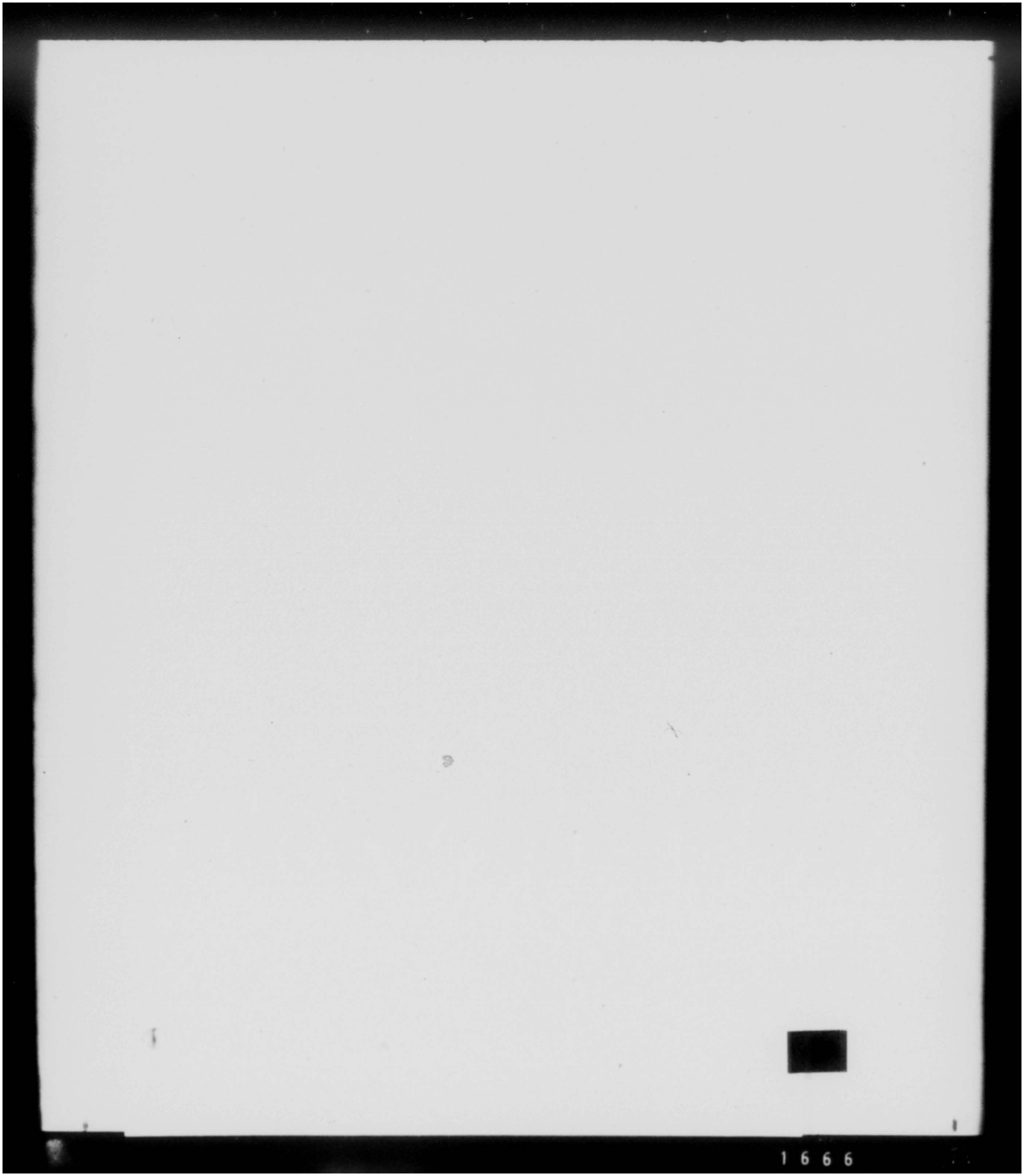

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SECURITY CLASSIFICATION (if any)

DISPOSITION FORM

FILE NO.	SUBJECT
ABATE-GO	SPECIAL ADVERSE WEATHER REPORT

TO: Information Officer, 7th Arty Gp (AD), ATTN: Lt Golding

FROM: CO, 51st Gnd Co (Comp Svc)

DATE: 29 Mar 63

COMMENT NO. 1

1. The Signal Section encountered no difficulties during the period 28 Dec 1962 to 31 Mar 1963.

2. The Engineer Section encountered problems with the Acquisition Radar Radomes during period of 28 Dec 1962 through 31 Mar 1963. Due to high winds and a loss of electrical power two radomes were lost, one at A Btry on 3 Feb 1963 and one at B Btry on 5 Feb 1963. Solution for this problem would be to install rigid type radomes.

During this period only one 45 KW Motor Generator Frequency Converter was called out of action, at the IFC Area of B Btry. SSG McHill and SP5 Holloway was transported to this area by vessel type track vehicle, by rescue personnel of the Air Force. This item of Equipment was back in action within a three (3) hour period. Other job orders submitted by the 7th Arty Gp prior to phase conditions were immediately taken care of within a few days after phase conditions had ceased.

3. The Guided Missile Section reports that two air-inflatable radomes covering the acquisition radars were lost due to power failure. The collapse of the radomes coupled with the severe winds caused damage to two (2) acquisition radars in the amount of approximately $70,000. A complete replacement of one of the acquisition radars was required.

On several occasions during this period, equipment was non-operational within the firing batteries, and repairmen or parts could not be dispatched due to weather conditions. Supplies were delayed in arrival from ORDBS due to weather conditions. A considerable amount of manhours was lost due to personnel having to remain in quarters during a Phase II or higher.

4. The Tech Supply section reports that during the Phase II & III periods their operations ceased. As a result of high winds, high dollar value items - strategic items were destroyed at the batteries. The requisitions for the replacement of the damaged items were phased to First Army and also TWX to OSAMY as soon as possible. There was an extensive follow-up program for these requisitions.

After the phase period Tech Supply received an above average number of requisitions from both 7th Group and Base Supply. This caused an increased work load in processing 1348's and ordering from ORDBS.

DD FORM 96

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ARATR-GO 26 March 1943
SUBJECT: SPECIAL ADVERSE WEATHER REPORT

When transportation was resumed with CONUS, Tank Supply received back log shipments plus the normal flow of supplies. This caused an excessive work load in the posting section and warehouse section.

FOR THE COMMANDER:

[redacted]
[redacted]
Executive Officer

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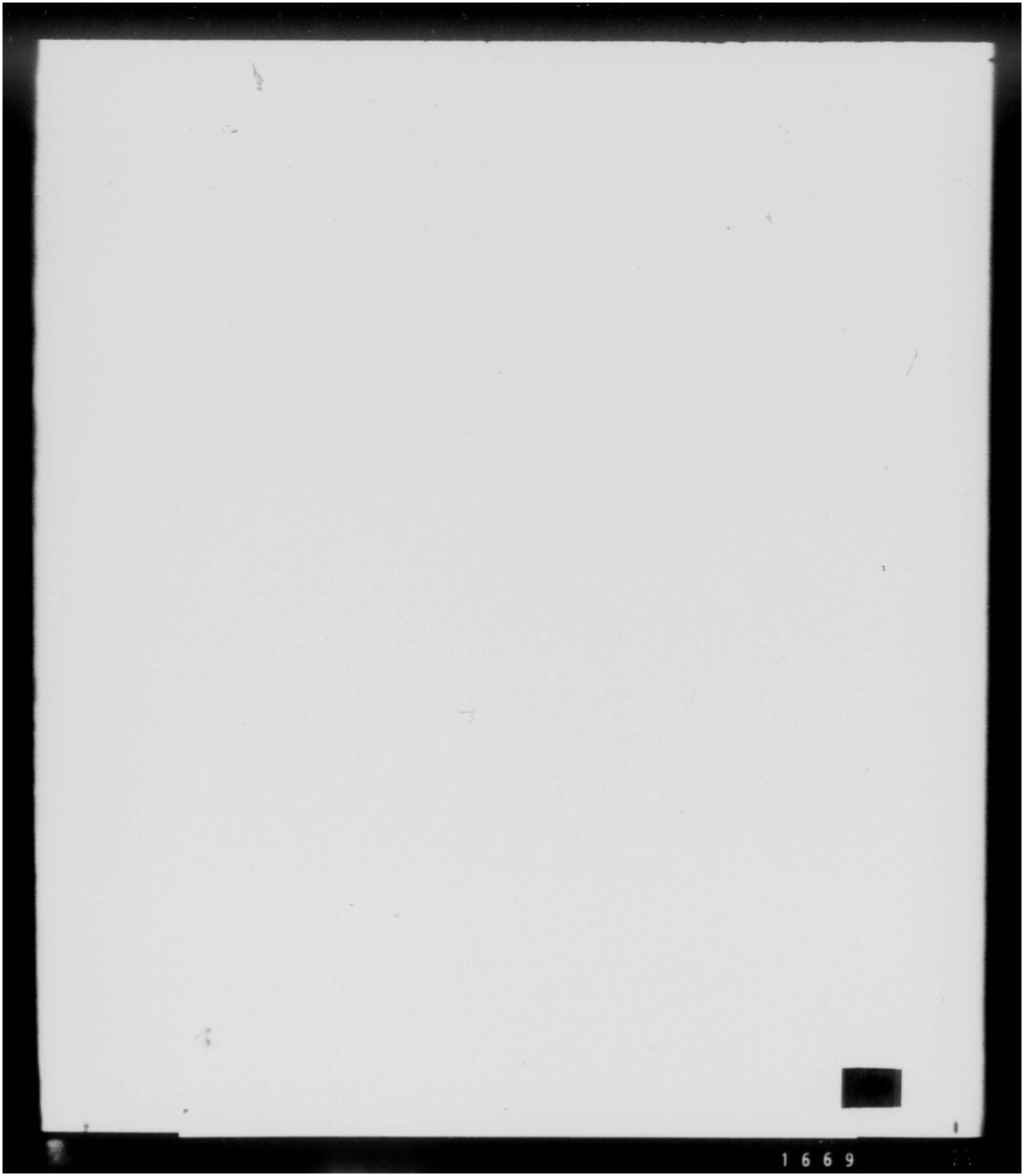

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HEADQUARTERS BATTERY
7TH ARTILLERY GROUP (AIR DEF)
APO 23, New York, New York

3 April 1963

SUBJECT: Adverse Weather Report

TO: Information Officer
7th Artillery Group (Air Defense)
APO 23, New York, New York

1. Adverse weather has created an ordinary leave problem.

a. Problem: From 28 December 1962 to 16 March 1963, thirty (30) Headquarters Battery personnel returned to CONUS on ordinary leave. After returning to McGuire AFB, these personnel lost 261 additional ordinary days leave waiting for space available flights back to Thule, Greenland. From the associated leave data, the mean was 8.7 additional ordinary days leave lost; the median was nine (9) additional ordinary days leave lost; and the mode was sixteen (16) additional ordinary days leave lost. During the adverse weather period, the fact that fifteen (15) days leave is spent with the enlisted man's family, an average of five (5) days leave is spent in traveling from Thule to the man's leave destination and back to McGuire AFB, an average of nine (9) additional ordinary days leave is spent in traveling from McGuire AFB to Thule Air Base, results in the enlisted man paying the extremely high price of two (2) days leave for each day spent with his family.

b. Discussion:

(1) Since MATS schedules additional flights to accommodate the greater movement of troops during the Holiday Season, the problem is not always the availability of aircraft but often the cancellation of scheduled flights due to adverse weather conditions at Thule Air Base.

(2) Some of the personnel who did get space available flights out of McGuire AFB were bumped at Goose Bay or Sondestrom for passengers or additional fuel taken on at these locations. Most of the people bumped were returned to McGuire and put on the bottom of the space available list. This returning of bumped passengers greatly increase the additional ordinary days leave.

c. Recommendations:

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3 April 1953

SUBJECT: Adverse Weather Report

(1) Commanders, Staff Officers, Section Supervisors must conscientiously educate their personnel eligible to take leave (personnel assigned in July, August, September and October) to the disadvantages of taking leave during the adverse weather period (December, January, February and March).

(2) Information letters normally sent to personnel to be assigned to Thule should include the fact that the command strongly discourages leave during the adverse weather months. With this information, the men coming to Thule can consider their families to the possibility that they will not take leave for Christmas or during their one (1) year tour.

2. Adverse weather has required a great [illegible] of working hours.

a. Problem: Upon the commencement of Phase II, all except minimum essential duty personnel are restricted to their barracks.

b. Discussion.

(1) Many sections can sometimes be operated at normal work-load without the need of being out in the Phase II. Although their work is not considered essential, their work is of a maintenance, cleaning, or administrative nature that does need continual attention.

(2) An adverse moral problem can be quickly developed by having thirty-three (33) enlisted men restricted for long periods to their barracks with no assigned requirements.

c. Recommendations:

(1) Two (2) days supply of plain rations for normal consumption should be stored in the working area. Although the supply in the barracks and in working areas would be greater, the number of plans rations supplied would be the same.

(2) Vehicles able to operate in deep snow should be available to return personnel to their quarters after duty hours and also during lulls in the phase.

[illegible]
Captain, [illegible]
Commanding

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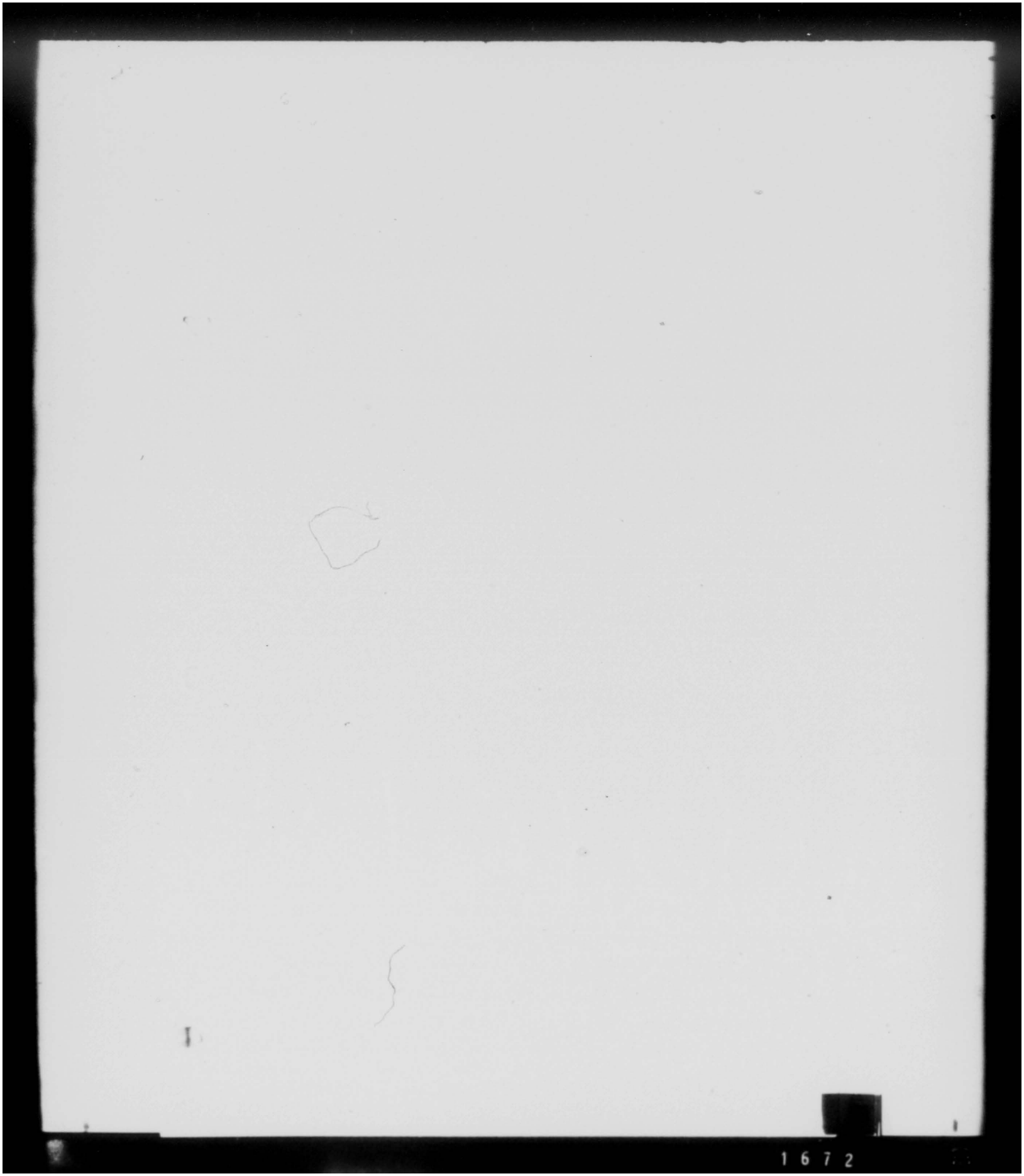

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HEADQUARTERS
U. S. ARMY POLAR RESEARCH AND DEVELOPMENT CENTER
APO 23, New York, New York

AMXPR-CT 16 April 1963

SUBJECT: Special Adverse Weather Report

TO: Commander
ATTN: TGCIO
4683d Air Defense Wing (ADC)
APO 23, New York, New York

1. The following report is submitted per your letter request of 8 February 1963, subject as above.

2. Camp Tuto, the Greenland base of operations for USA PR&DC, is located approximately 14 miles southeast of Thule Air Base at the edge of the ice cap. Because of the proximity to the ice cap, Camp Tuto generally has more snow, lower visibility, higher wind velocity, and colder temperatures than Thule.

3. During the period 28 December 1962 to 31 March 1963 Camp Tuto experienced the following problems:

a. 28 December - 31 January 1963

Almost continuous phase conditions existed during this period. Camp Tuto was, for all intents and purposes, inaccessable from Thule by wheeled vehicles. With the roads nearly always close, air freight, diesel fuel, fresh ration pickups became limited and in many cases impossible. The solution to the problems proved to be the use of oversnow vehicles for re-supply of essential items and rapid hauling of air freight and diesel fuel whenever the roads were open.

b. 1 February - 28 February 1963

The first week in February was the most difficult experienced by the personnel at Camp Tuto. The roads between Camp Tuto and Thule had been closed since the last week in January. The fuel supply, being normally dependent on wheeled vehicles for replinishment, was becoming more critical by the hour. A heavy swing consisting of 3 low ground pressure tractors, pulling sleds with a total capacity of 23,750 gallons, and a Polecat as a reconnaissance vehicle departed Camp Tuto at 0430 hours on 6 February.

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AMXPR-CT 16 April 1963
SUBJECT: Special Adverse Weather Report

It arrived in Thule at 0900 hours 6 February where it was met by p ersonnel of the 4683d Air Defense Wing. Filling operations began at once and after several shuttle trips by the Air Force fuel trucks, the heavy swing was topped off with diesel fuel. The heavy swing departed Thule at 1800 hours 6 February and arrived at Camp Tuto at 0600 hours 7 February. It was shortly thereafter that the weather cleared and only normal difficulties were experienced in keeping the roads open between Camp Tuto and Thule.

c. 1 March 1963 - 31 March 1963

Severe weather persisted during this period and maximum wind velocities occurred. The gap between phases was of sufficient duration to permit adequate recovery and only normal expected difficulties were experienced. As may be seen in the foregoing paragraphs, most problems stemmed from the inability to operate wheeled vehicles on the area road network. The best defense found against snow buildup has been a continuous road patrol with graders and flattening the snow banks whenever possible so the roadway elevation is above the adjacent areas. The scouring action of the wind will then tend to sweep the roadway clean. Also, the snow should be moved to the downwind side of the roadway wherever possible.

4. While it may be said that the period was trying, the willing assistance rendered this headquarters by personnel of Thule Air Base did much to alleviate the hardships imposed by the weather.

FOR THE COMMANDER:

CARL J. SWIFT
Captain, CE
Assistant Adjutant

cc: CO, USAPRADBC
Ft Belvoir, Va

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RCS: AU-D5

HISTORICAL RECORD

of the

4683d Air Defense Wing (ADC)

for the period ending

31 March 1963

AIR DEFENSE COMMAND

ADC FORM MAY 55 102

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Section I. REQUIRED DATA

1. UNIT AND LOCATION
4683d Air Defense Wing
Thule AB, Greenland

2. NAME AND GRADE OF COMMANDER
DAVID B. TUDOR, Colonel, USAF

3. CHAIN OF COMMAND (Superior Echelons)
64th Air Division
Air Defense Command

4. SUBORDINATE UNITS (Down to and including squadrons)

Units assigned were:
Hq 4683d Air Defense Wing
Hq 4683d Air Base Group
4683d Air Police Squadron
4683d CAMRON
4683d Civil Engineering Squadron
931st AC&W Squadron
332d Fighter Interceptor Squadron
4683d Supply Squadron
4683d Transportation Squadron
4683d Air Base Squadron
4683d USAF Hospital

Units attached were:
Resident Auditor
7th Air Postal Squadron, Detachment 9
1628 Support Squadron (MATS)
1983d Communications Squadron (AFCS)
54th Air Rescue Squadron, Detachment 1 (MATS)
2804th OSI Detachment
Detachment 1, 71st Surveillance Wing
12th Weather Squadron, Detachment 48 (MATS)
6594th Aerospace Test Wing

5. MISSION (Give authority and brief statement of primary mission)
64th Air Division Regulation 24-4, dated 19 June 1961, directed the Commander to exercise command over all personnel assigned or attached. Additionally, he was to train such forces as were required to support emergency plans and tactical training operations, provide air base and route support for units staging through or deploying from the assigned area; provide facilities and services in accordance with AFR 11-4, 172-3, 400-27, and other agreements and directives to military, government and civilian personnel staging or operating in the area; maintain and operate Thule Air Base; provide for local surface defense of Thule Air Base; exercise operational control of forces committed to the base defense plan, and participate in disaster relief.

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	169	2317	131	2617
ATTACHED	46	478	86	610

7. EQUIPMENT (Give official nomenclature and quantity of mission-type equipment)

F/TF 102A 11
HC-47A 1
U-6A 2

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Section II. COMMENTARY

COMMAND: Colonel David B. Tudor was the commander of the 4683d Air Defense Wing during the reporting period.

(NOTE: The arctic weather of this winter season was of such an extreme nature that it is dealt with separately in an annex to this history.)

DIRECTOR OF OPERATIONS: Several factors combined to curtail the Wing's flying program during the quarter. One was the severe arctic weather which was the worst recorded at Thule AB. Normal systems training and flying training were cut back drastically during January. There were only 11 days suitable for flying which limited sorties to 113 for the entire month. This represented a loss of 62.7 percent of scheduled sorties. Four Blue Nose and North Star exercises were scheduled, two of which were cancelled entirely and two terminated early because of weather. The weather was less severe during February, permitting the Wing to meet its monthly flying schedule. Four Blue Nose and North Star exercises were flown. Weather conditions worsened again during March, but despite this, the Wing was able to meet its scheduled flying requirement. Three exercises were flown, one a scheduled exercise. The other two were no-notice exercises conducted to prepare the 332d Fighter Interceptor Squadron, the 931st Aircraft Control and Warning Squadron and the 4683d Consolidated Aircraft Maintenance Squadron for the tactical evaluation of the Wing to be conducted by the 64th Air Division the second week in April.

Also effecting the Wing's flying program was the transfer, 4 March, of two F/TF-102 aircraft from the 332d Fighter Interceptor Squadron to the 337th Fighter Interceptor Squadron, Portland International Airport, Portland, Oregon. These were the first of six aircraft to depart Thule AB in accordance with reduction of F/TF-102 aircraft at this base. On 11 March the first F/TF-102 went into the Interceptor Improvement Program (IIP) for modification scheduled for completion in July. The loss of aircraft to this program plus the re-assignment of two to the continental U.S. cut back the flying program considerably.

Total time flown during the quarter was:

F/TF-102	792 hours
HC-47	143
U-6A	258

DIRECTOR OF MATERIEL:

Chief of Maintenance: The average Operational Readiness Rate for the quarter was 76 percent, a slight reduction from the 78.9 percent of the previous quarter. The decrease was primarily due to the decrease of two aircraft assigned, F-102, S/N 56-1324 and TF-102, S/N 56-2352, which were transferred to the 337th Fighter Interceptor Group as noted above. These were the first of six aircraft to be reassigned.

A major aircraft modification was started 11 March, being accomplished at this station by a contract land-air team from the Air Force Logistics Command. The Interceptor Improvement Program (IIP), Configuration No. 8, involved modification of the F-102 aircraft fire control systems to carry both aerial radar and low flying infra-red detection and tracking systems.

Manning was considered satisfactory with 100 percent assigned personnel versus authorization. The only difficulty was lack of supervisory personnel in AFSC 42172, the aircraft hydraulic section, and aircraft maintenance personnel, AFSC 43XXX.

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BEMO: Follwing conversion from the Consolidated Supply to Base Equipment Management Office (BEMO) concept which was completed the previous quarter, the BEMO function during this period operated, generally, on a routine basis. The supply of arctic clothing reached a satisfactory level upon receipt of a large quantity of clothing which was overdue. War Readiness Material (WRM) responsibilities were transferred from BEMO to the chief of supply and engine manager responsibilities were transferred to the Directorate of Materiel.

Base Supply: A new division, the Maintenance Support Division, was organized in the base supply function. It was responsible for furnishing bench stock and pre-issue support to all organizations. Supply activities included an aggressive drive to identify and ship excesses. Approximately 13,000 line items were identified as excess and were to be shipped at a progressive rate. The Packing and Crating section processed 4,181 line items, a total weight of 131, 650 pounds. This included property packed for shipment by air and during the SUNEC season.

The Base Procurement Service Sales store had an inventory amounting to $1,531,961. 94 in value as of 31 March. This activity too, was conducting a drive to identify excesses and getting them prepared for retrograde shipment during the SUNEC season.

Several members of the Base Supply activity made temporary duty trips to the continental United States to coordinate supply requisitions. This included a visit by the management and procedures officer in January to SAAMA, OCAMA and MOAMA depots to expedite critical items and effect 100 percent base reconcillation of requisitions. The Base Supply Officer in March visited the 3121 USAF LOGCONGP, Brooklyn, New York, to reconsile requisitions. Another supply representative in February hand carried SUNEC requisitions to Headquarters 64th Air Division, Stewart AFB.

Site Resupply: A total of 27 sorties were flown to stations Nord, Alert, Eureka and Cape Atholl in resupply activities during the quarter. Quantities of cargo and passengers airlifted to and from the sites were as follows:

Nord:

TO: Cargo, 51,780 pounds; mail, 870 pounds; passengers, 11.

From: Cargo, none; mail, 1,300 pounds; passengers, 10.

Alert:

TO: Cargo, 1,989; and no mail or passengers.

From: No cargo, mail or passengers.

Eureka:

TO: Cargo, 4,039 pounds; mail, 541 pounds and no passengers.

From: No cargo, mail or passengers.

Cape Atholl:

TO: Cargo, 17,651 pounds; mail, 535 pounds; passengers, 14.

From: Cargo, 540 pounds; mail, 220 pounds; passengers, 16. C-118 C-124, C-130 and B-43 aircraft were used on thes airlifts. Funds expended on this activity during the period amounted to $10,785.

(If additional space is required, continue on blank sheets, size 8 x 10½, appropriately numbered, and attached securely hereto)

TYPED NAME AND GRADE OF COMMANDER	SIGNATURE
DAVID B. TUDOR, Colonel, USAF	David B. Tudor

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Base Fuels: The Base Fuels Section received two of four expected 5,000-gallon R-10 Heil fuel servicing units during the period and two Oshkosh tractors. The new equipment permitted the Diesel Fuel Section to maintain maximum fuel levels at all surrounding sites. This was especially important during the severe weather experienced the last part of January and first part of February.

Gallons of petroleum products issued by the Base Fuels Section during the period, amounting to $1,437,407.08 in value, were as follows: JP-4, 1,151,951; 115/145, 611,621; Diesel, 8,741,269; motor gas, 451,903; 1100 oil, 5570; 7808 oil, 270, and 1010 oil, 20.

STAFF CHAPLAIN: The assigned chaplains conducted 245 services during the quarter with 8,923 total attendance. Services also were conduted for Catholic and protestant personnel at the 931st Aircraft Control and Warning Squadron site and at Camp Tuto. Protestant and Catholic chaplains visited Camp Atholl 19 January and Camp Century 19 March. Services were conducted and consultations offered for personnel at these isolated sites.

Lay volunteers conducted Jewish, Church of Christ and Latter Day Saints services at the base chapel. During the quarter a total of 38 such services were held with attendance of 249.

A Catholic Closed Retreat was conducted by the Catholic chaplain 8 through 10 March with 19 persons attending.

Other activities included inauguration of a live television-radio program presented once a week. The 15-minute program started 25 February, was being simulcast over the local AFRTS television and radio stations. Its purpose was to bring the chaplain's religious program before base personnel and provide informative discussions on religious subjects.

A Protestant Men of the Chapel organization was formed in January and held meetings each month throughout the quarter.

Plans for expanded religious facilities included renovation of a room in the base hospital to provide a prayer chapel. A work order request for the project was approved and start of actual work was awaiting materials. Sufficient Central Base Fund monies had been set aside to purchase rugs, drapes and other furnishings for it. Lack of funds was holding up a project to paint the interior of the base chapel.

Visitors to Thule AB during the quarter included Lt. Col. Albert G. Karnell, staff chaplain, 64th Air Division.

OFFICE OF THE STAFF JUDGE ADVOCATE: During the quarter the Office of the Staff Judge Advocate was primarily concerned with advising commanders on matters of military jurisprudence and giving legal assistance to approximately 400 U.S. Air Force and U.S. Army personnel. There were five courts-martial conducted, including three summary courts and one special court-martial involving a violation of Article 128 of the Uniform Code of Military Justice, assault with a deadly weapon. A second special court-martial involved a violation of Article 123, forgery. A staff sergeant received a general discharge under provisions of AFR 39-17 for alcoholism.

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The base legal office was moved into a new building during the quarter, the former post office building which was reconstructed at a cost of $340,000. The new location provided more office room plus a court room for the first time at Thule AB.

OFFICE OF INFORMATION: The Information function continued to offer three prime services of vital importance as morale factors to Thule AB personnel.

Thule Times: The Thule Times is an official Class III newspaper published each Friday. Despite severe weather conditons which interrupted most base activities, the base newspaper was published regularly each week, contributing substantially to favorable base morale.

Radio: The 1,000-watt AFRS radio outlet, broadcasting on 1425 KC, continued on a 24-hour a day, seven-day a week basis. The station proved to be an important communications medium during critical phase weather conditions by keeping base personnel informed on weather developments and also as a moral factor in entertaining personnel confined to their quarters for long periods because of the weather. Revisions of programming were made throughout the period to expand the information service to listners and still retain a well-balanced relationship between information and entertainment. A second AFRS channel, using a 250-watt transmitter and broadcasting on 1210 KC, continued to provide listners with direct shortwave broadcasts on news and sports throughout the day. Evening hours were devoted to studio programs featuring classical, light classical and long-time favorite popular music, further rounding out AFRS service to the listening audience.

Television: The AFRTS television station continued telecasting seven days a week, averaging 53 program hours. The television station, too, provided an important communications medium during the numerous phase weather conditions this quarter. The station telecast extra hours during the intense Phase III conditions and in one instance operated 39 consecutive hours during an extended phase situation. This service was of definite value moralewise during the phase weather conditions. An evening newscast covering national and local news is resumed on a regular seven-day a week basis. Efforts were made during the quarter to expand information service to television station viewers.

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HISTORY, 4683rd AD WING
Period Ending 30 Jun 1963

6-1844

K-WG-4683-HI
Apr-Jun 1963

RETURN TO:

Director
Aerospace Studies Inst
ATTN: Archives Branch
Maxwell AFB, Alabama

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RCS: AU-D5

HISTORICAL RECORD

of the

4683d Air Defense Wing (ADC)

for the period ending

30 June 1963

AIR DEFENSE COMMAND

#112 AHS1-G

ADC FORM MAY 55 102

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Section I. REQUIRED DATA

1. UNIT AND LOCATION
4683d Air Defense Wing
Thule Air Base, Greenland

2. NAME AND GRADE OF COMMANDER
DAVID B. TUDOR, Colonel, USAF

3. CHAIN OF COMMAND (Superior Echelons)

Air Defense Command, Ent Air Force Base, Colorado
64th Air Division, Stewart Air Force Base, New York
4683d Air Defense Wing, Thule Air Base, Greenland

4. SUBORDINATE UNITS (Down to and including squadrons)

332d Fighter Interceptor Squadron
931st Aircraft Control and Warning Squadron
4683d Consolidated Aircraft Maintenance Squadron
4683d Supply Squadron
4683d USAF Hospital
4683d Combat Support Group

5. MISSION (Give authority and brief statement of primary mission)

64th Air Division Regulation 24-4, dated 19 June 1961, directed the Commander to exercise command over all personnel assigned or attached. Additionally, he was to train such forces as were required to support emergency plans and tactical training operations, provide air base and route support for units staging through or deploying from the assigned area; provide facilities and services in accordance with AFR 11-4, 172-3, 400-27, and other agreements and directives to military, government and civilian personnel staging or operating in the area; maintain and operate Thule Air Base; provide for local surface defense of Thule Air Base; exercise operational control of forces committed to the base defense plan, and participate in disaster relief.

6. PERSONNEL

	OFFICERS	AIRMEN	CIVILIANS	TOTAL
ASSIGNED	165	2175		2340
ATTACHED				

7. EQUIPMENT (Give official nomenclature and quantity of mission-type equipment)

F-102A	6
TF-102A	1
HC-47A	1
U-6A	2

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Section II. COMMENTARY

COMMAND AND ORGANIZATION

Colonel David B. Tudor was commander of the 4683d Air Defense Wing throughout the period of this report.

Effective 1 April, the Wing was reorganized under a standard Wing/Base alignment in accordance with the U. S. Air Force objective to establish uniformity and standard placement of functions. The 4683d Air Base Group was redesignated the 4683d Combat Support Group by Special Order G-4, Headquarters Air Defense Command, 16 January 1963. The 4683d Supply Squadron was reassigned from the Group to the Wing by Special Order G-2, Headquarters Air Defense Command, 9 January 1963. Several functions were shifted from the Wing to the Group under guidance furnished by Headquarters Air Defense Command in its letter, subject: Standard Wing/Base Organization Assignment Clarification, 14 January 1963. The Base Operations and Training Division, Manpower and Organization Division and Staff Judge Advocate office were shifted from the Wing to the Group. A Base Services Division, Security and Law Enforcement division and Base Engineering Division were established within the Group.

DANISH PARTICIPATION IN GREENLAND DEFENSE ACTIVITIES

The first phase in an extended program to increase Danish participation in Greenland defense activities at Thule AB was implemented during the quarter under a contract with the Danish Construction Corporation (DCC) of Copenhagen. Under the contract which became effective in March, the DCC initially took over operation of certain Civil Engineering and Food Service functions. Civil Engineer activities involved were the Control Center, Maintenance and Repair, Roads and Grounds and Preventive Maintenance Branches and the Material Control Section. All Food Service activities were involved except several specialized sections such as the base hospital dining facility, 332d Fighter Interceptor alert kitchen and outlying AC & W and Army sites. This involved replacement of U. S. military personnel by DCC employees in each activity concerned.

Operation of additional base support activities were to be taken over by the DCC during Fiscal Year 1964. The programmed expansion included Base Housing, Packing and Crating and Laundry in October 1963; Commissary, Office Machine Repair, Ground POL and Vehicle Maintenance in January 1964; Vehicle Operations in April 1964; and Warehouse Functions of the Air Ground Equipment in July 1964.

By the end of this quarter, transition of the Civil Engineer and Food Service functions from the military to DCC was completed and DCC had operational control of these activities. The cost of the contract for the first four months, from March through June, was $678,000.

PERSONNEL

Overall manning of the Wing during the quarter generally was satis-

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factory. Replacement action in officer positions continued to be satisfactory with an over-lap for returnees. Airman manning generally was satisfactory, however, there were some shortages in specific specialities, AFSC 77XXX (Air Police), 47XXX (Automotive Maintenance) and 64XXX (Supply). Action was requested from higher headquarters to alleviate the shortages but only token action was expected since surplus personnel created by the Danish civilian contract program could be used to ease the condition.

The Wing was authorized 149 officers and 2,139 airmen and had 165 officers and 2,175 airmen assigned as of the end of the quarter.

OPERATIONS

Tactical Evaluation: A limited tactical evaluation of the 332nd Fighter Interceptor Squadron, 931st Aircraft Control and Warning Squadron and 4683d Consolidated Maintenance Squadron was conducted by the 64th Air Division during 9 - 11 April. The tactical evaluation team included personnel of the 26th Air Division to provide them an opportunity to become acquainted with operations and problem areas in the operational field in preparation for assuming command of the 4683d Air Defense Wing 1 July 1963. The evaluation was made by observing a "North Star" exercise. Overall rating of the evaluation was "satisfactory."

Other Activities: During the quarter, six "North Star" and three "Blue Nose" exercises were conducted. The latter were joint Army-Air Force exercises. Gusty surface winds caused postponment of one exercise.

The Royal Canadian Air Force completed a partially classified project nicknamed, "Blind Twinkle," in June. The operation was supported by various base activities and was coordinated through the Wing operations directorate. Its purpose was to collect data on infra-red radiation in the Thule area. CF-100s equipped with instruments for this purpose were used in the project. The Canadian team was composed of four RCAF officers and 20 enlisted men, plus a Canadian Armament Research and Development Establishment scientist and three DeHavilland Aircraft Company Technical representatives.

The 931st AC and W Squadron attempted 876 aircraft intercepts during the quarter of which 662 were successful. Unsuccessful intercepts were caused by the following reasons: Airborne equipment failure, 126; pilot error, 71; director error, 10; ground equipment failure, four, and electronic countermeasures, three.

A new communications system, including a 30-key switchboard, was installed in the Wing Command Post in April. This system replaced an outmoded telephonic system and insured a more efficient operation. Coordination with various base activities during alerts, phase storms and normal daily activities was accomplished more effectively and efficiently with the new system.

(If additional space is required, continue on blank sheets, size 8x10½, appropriately numbered, and attached securely hereto)

TYPED NAME AND GRADE OF COMMANDER	SIGNATURE
FRANK J. KELLER, Colonel, USAF	Frank J. Keller

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Hours of flying time per type aircraft during the quarter were: F/TF-102A, 688; HC-47A, 165, and U-6A, 248. Early summer fog caused cancellation of all scheduled local flying on three days in June.

MAIN MISSION

Four F-102A aircraft were permanently transferred from this organization to the 59th Fighter Interceptor Squadron, Goose AB, Labrador. They were the last of six aircraft scheduled to be transferred from this unit under a reduction of aircraft program. This brought the total of aircraft down to six F-102As and one TF-102A. Serial numbers of the four aircraft transferred were 56-1325, 56-1336, 56-1380, and 56-1494. The alert commitment for this period was two aircraft on five-minute alert. The balance of aircraft were used to maintain flying proficiency for 332d FIS pilots.

The Interceptor Improvement Program (IIP), Configuration No. 8, was completed 4 June. The modification, which was started 11 March and accomplished by a contract Land Air Corporation team from the Air Force Logistics Command, added infra-red capability to the F-102A fire control system. A total of 13 aircraft were modified.

Supply support was good during the quarter. A period of 50 consecutive days passed without a USE aircraft nonoperational because of supply. The HC-47A aircraft, however, became nonoperational in June awaiting parts to repair the tail wheel assembly.

Average in-commission rates for the quarter were: F/TF-102A, 72.8 percent; HC-47, 68.5 percent and U-6A, 86.4 percent.

SUPPLY

MESC: The equipment Management Office (MESC) operated throughout the quarter without encountering any major problems. However, the office did face a personnel shortage with 43 personnel assigned against an authorization of 57.

The organization was audited by the Resident Auditor during the period and the activity was closed to all requisitioning and turn-ins, except emergencies, from 20 May through 2 June for purification of the Equipment Management Balance Register (EMBR) listings. Monitoring Base Procurement Service Store credits was transferred from MESC to Base Supply. Twenty-four reports of survey for vehicle accidents were submitted.

BASE SUPPLY: Following receipt of information that the Base Supply account was scheduled to convert to an electronic data processing system (EDPS), preliminary action to prepare for the changeover was started. Two officers and a master sergeant departed Thule 4 April on temporary duty to attend an electronic data processing school at Richards-Gebaur AFB. One officer attended a two weeks school on procedures, while the other officer and sergeant attended an eight weeks school on EDP programming.

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Requests were submitted to increase the Equipment Authorization Inventory Data (EAID) for automation, training program outlines were written, IBM cards were ordered and space for the EDP room was programmed. As of the end of June indications were that the conversion would be completed by mid-December.

Other activities of Base Supply included processing the second phase of a back order reconcilliation which resulted in 170 due-out cancellations. An accelerated program resulted in 300 due-in cancellations being received and processed stock levels were adjusted on 370 line items. A stock control levels listing based on previous 360 days consumption was run and action again was underway for a complete levels review. The excess property program improved with approximately 3,000 excess line items being processed for retrograde shipment.

The Base Procurement Service Store inventory dollar value was $1,503,349 as of 30 June. The excess program in the BPSS was 90 percent complete and no problems were foreseen in processing remaining excesses for shipment during the SUMSC season.

A complete inventory of the Base Supply account was made between 22 May and 12 June.

AIR RESUPPLY: The spring resupply of the Danish weather station [illegible], an annual airlift operation at Thule, was accomplished this quarter. An around-the-clock operation, the resupply started 1 April and was completed 5 April. Six C-130E aircraft, furnished by the 1608th Air Transport Wing (MATS), Charleston AFB, were used in the operation. In addition to the aircraft, the 1608th also furnished 12 basic crews and support personnel totaling 40 officers and 90 airmen to assist the Thule MATS unit, the 1628th Support Squadron, in the airlift.

A total of 673 tons of cargo was transported by 44 missions to the station, located 659 miles north of Thule. The cargo consisted of 125,000 gallons of diesel fuel, 30,000 gallons of motor gasoline, 25,520 gallons of aviation gas, plus lube oils, commissary goods, support equipment and general cargo. The diesel fuel and mo-gas were transported in 500-gallon fabric tanks, used for the first time in this operation. Other petroleum products were transported in drums.

The resupply was completed in five days despite temporary suspension of operations 1 and 3 April because of weather conditions at Thule and [illegible] which cost a proximately 18 hours lost operational time. One aircraft returned to Thule because weather at [illegible] was below minimums and three aircraft returned because of maintenance problems.

Most of the several maintenance difficulties encountered during the operation occurred within the first 12 hours of operations. Much of the trouble was attributed to the low temperatures, ranging to 30 degrees below zero, coupled with the fact that the aircraft were new and came to the arctic from a much warmer climate.

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Other resupply operations accomplished during the quarter included the spring resupply of the U.S. Weather Bureau Station, Alert. This airlift was carried out by the Royal Canadian Air Force using one C-130 aircraft equipped with 1,000 gallon fabric tanks. It began 23 April and was completed 26 April and involved 16 sorties. Cargo movements totaled 300.1 tons and consisted of 75,000 gallons of diesel fuel, other petroleum products, commissary goods and mail.

The fiscal year fourth quarter budget for the Site Resupply Section was $195,933 and actual expenditures were $122,839. The $73,094 dollar savings resulted primarily from fewer sorties required than planned, 44 versus 60, for the NOKE resupply; no aircraft positioning cost, and no cost for the Station Alert operation.

Following is a tabulation of tonnage movements for arctic site resupply activities during the entire quarter:

	Cargo	Mail	Passengers
NOKE	689.0	1.5	58
ALERT	310.0	0.1	12
THULE	11.8	0.2	4
CAPE ATHOLL	.2	.4	19
Total	1,017.0	2.2	93

The total resupply operations involved 88 sorties and seven different types of aircraft, as follows:

Aircraft	Sorties	Aircraft	Sorties
C-130	60 (Includes 16 flown by MATS to Alert)	C-124	3
T-43	20	C-118	2
C-54	1	C-119	1
T2V	1		

AWARDS

The Wing was awarded the Air Force Outstanding Unit Award for meritorious achievement for the period 1 January to 18 July 1962. Maj. Gen. Von H. Chorpe, Deputy Chief of Staff for Material, presented the award to the Wing Commander during a visit to Thule in April. The citation accompanying the award read:

"The 4683d Air Defense Wing (SAC) distinguished itself by exceptionally meritorious achievement from 1 January 1962 to 18 July 1962.

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During this period, despite the hazardous geographical location (approximately 600 miles inside the Arctic Circle), the high personnel turnover, and extended supply channels, the 4683d Air Defense Wing (ADC) has maintained a position of leadership among similar units of the Air Defense Command. The resourcefulness, exemplary achievement and selfless devotion to duty displayed by the members of the 4683d Air Defense Wing (ADC) reflect great credit upon themselves and the United States Air Force."

The Wing also received the 64th Air Division quarterly On-the-Job Training Award for January through March 1963.

Individual awards included award of the National Aeronautics Space Administration (NASA) Medal to TSgt. Charles L. Manes, 4683d Consolidated Aircraft Maintenance Squadron for bravery exhibited in saving the life of X-15 test pilot Jack McKay at Rudd Lake, Nevada, 9 November 1962 when the aircraft turned over upon landing.

DISTINGUISHED VISITORS

The Honorable William H. Blair, U. S. Ambassador to Denmark, visited Thule AB for an orientation tour of the installation and surrounding area on 14 April. He and his party were at the base four days.

General John K. Gerhart, Commander in Chief of the North American Air Defense Command (NORAD), visited Thule AB and the Ballistic Missile Early Warning System (BMEWS) and U. S. Army 7th Artillery Nike sites during the week of 9 June.

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Frame Number	Classification Number	Date Period	Vol.	Pt.	Title	Security Classification	Remarks
4	K-WG-4600-Hi	Jan-Mar71			4600th Air Base Wing	U	
302		Apr-Jun71				U	
483		Jul-Sep71				U	
569	K-WG-4600-Hi	Oct-Dec71			4600th Air Base Wing	U	
647	K-WG-4601-Hi	Jul-Dec59			4601st Support Wing	U	
679		Jan-Dec60				U	
723		Jan-Jun61				U	
746		Jan-Mar62				U	
754	K-WG-4601-Hi	Jan-Sep63			4601st Support Wing	U	
809	K-WG-4602-Hi	Jul-Dec59			4602nd Support Wing	U	
843		Jan-Dec60				U	
870		Jan-Jun61				U	
906		Jan-Dec62				SNF	
934	K-WG-4602-Hi	Jan-Jun63			4602nd Support Wing	U	
920	K-WG-4620-Hi	Jun/55-Jun/58			4620th Air Defense Wing	U	
1221		Jul-Sep58				U	
1294		Oct-Dec58				U	
1348	K-WG-4620-Hi	Jan-Dec59			4620th Air Defense Wing	U	

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1403	K-WG-4620-Hi	Jan-Dec60			4620th Air Defense Wing	U	
1420	K-WG-4683-Hi	Jul-Dec60			4683rd Air Defense Wing	U	
1503		Jan-Dec61				U	
1529		Jan-Dec62				S	
1554		Jan-Mar63				U	
1685	K-WG-4683-Hi	Apr-Jun63			4683rd Air Defense Wing	U	
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