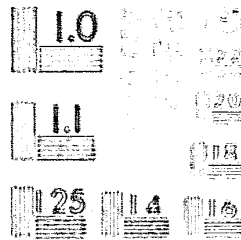
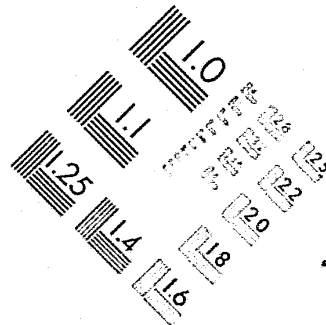
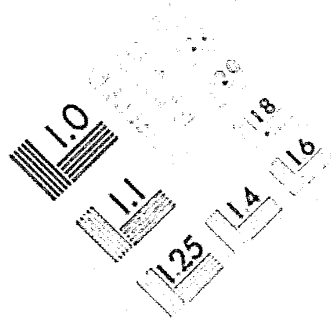
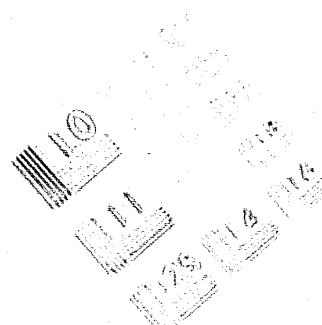
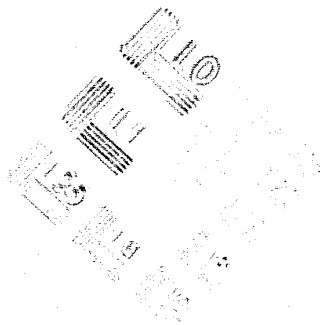


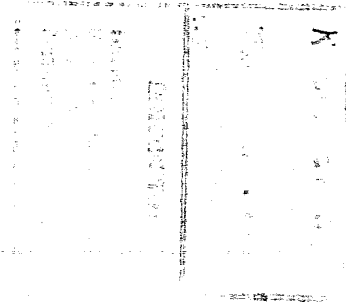
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HEADQUARTERS
26TH AIR DIVISION (DEFENSE)
ROSLIN AIR FORCE STATION
ROSLIN, NEW YORK

HISTORICAL SUMMARY
OF
RESEARCH ACTIVITIES
1 Jan 1955 - 30 Jun 1955

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

HISTORICAL REPORT
OF
MEDICAL ACTIVITIES
1 Jan 1955 - 30 Jun 1955

RECEIVED 10 JUN 1955
HEADQUARTERS
26TH AIR DIVISION

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I
INTRODUCTION

Scope: This report concerns the medical activities of the 26th Air Division (Defense), including the Surgeon's Office; USAF Dispensary, Roslyn Air Force Station, Roslyn, N. Y.; Mobile Dental Service; and the medical activities of AC&W Squadrons assigned to this division. It does not include medical activities of air bases and groups assigned to this division.

Mission: The mission of this command includes conduct of the air defense of the United States within a specified geographic sector of the Eastern Air Defense Force area; supporting the operations of sister commands such as Strategic Air Command, Tactical Air Command, and Military Air Transport Service, by participation in collateral combat missions as directed; and in general administering and equipping, training and preparing for combat, own units and combat crews of the United States Air Force as may be designated. The mission of the medical service is to provide the medical support necessary to maintain the highest possible degree of combat readiness and effectiveness of this command.

General Remarks: In reviewing the overall health of the command for this report period, the Disease Reference has continued to compare very favorably with similar commands in the same climatic zone. At the beginning of the period the overall status of the command was excellent and has remained so throughout the period. The number of hospitalizations and the number of days lost due to illness have remained low throughout the period.

Mental hygiene of military personnel also appears to have been on the same high level as the previous period. Off base motor vehicle accidents and flying accidents continue to happen, but have been steadily less than the previous period and continues to indicate the good results being effected by the command in its training methods.

Command Relationship: Medical staffs and facilities of this command enjoy excellent relationships with the command and other staff elements. Minor deficiencies of the medical service which have hampered its effectiveness in this reporting period are in the general areas of personnel shortage and inadequacy of plant facilities.

II PLANS AND HOSPITALIZATION

1. Medical Organization: Division Medical Service is currently organized to include small squadron aid stations at each of the ACM sites, and at the headquarters station. The headquarters station dispensary is authorized one medical officer and three airmen. One stationary dental clinic at the headquarters station, and two mobile clinics provide dental service. The Division Surgeon's office, located at the headquarters station, is authorized one medical officer (aviation medicine), one medical service corps officer, three administrative airmen, one veterinary technician, and a civilian stenographer. Professional medical care at isolated ACM sites is provided by civil service physicians employed on a part time basis. In evaluating the current organization in terms of the efficiency of the major medical agencies with an eye toward the future, the major weaknesses appearing

sites. Complaints are periodically received that some physicians do not provide the expected intimate professional guidance in comparison to a resident medical officer. Dependent care is extremely limited and frequently non-existent for families of men adjacent to the squadron sites. However, some progress has been made insofar that some local physicians have set aside a short period of time each week for dependent consultations. The population of these sites, both military and dependents, varies from 300 to 500 individuals and would be better served if resident medical officers were available for duty at the sites. In many cases the civil service physician assigned is the only physician in the neighborhood, and his commitment in time and interest to civilians in the area precludes a more active part in the medico-social life of these isolated military communities.

2. Medical Administration: The principle problem in this particular field has been a shortage of medical administrative personnel for the current period. Requiring and authorized three persons in the administrative field, this headquarters is currently two short. This shortage has hampered the operating efficiency of the headquarters station dispensary. The task of supply procurement, reports preparation, disposition of records, and other administrative functions has been assumed by the medical service company officer and the one administrative technician assigned, in addition to their division duties. It is believed that the assignment of an administrative NCO will alleviate this situation.

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3. Manpower: During most of the report period, medical manpower for the units under discussion was reduced below effective levels. Some morale problems developed as a result of the increased workload, but for the most part the major significant result was the lowering of re-enlistment rate as tours of service were completed. During the past six (6) months, four medical technicians and two medical administrative supervisors were separated from the service. These six airmen were of the 5 and 7 level. Replacements as of 30 June 1955 were as follows: One 90250 reenlisted at an AC&W Squadron, two 90270's overseas returnees, one 90230 overseas returnee. No administrative persons assigned. The one reenlistee was separated at another command and immediately reenlisted. Eight directed duty assignees are training for the medical and administrative vacancies, with very poor results. This has left the division with quantity but no quality. These people are poorly motivated for careers in the medical service as their interests and training lie in other unrelated fields. The training of these persons is further hampered by the limited facilities of the Division Station. To better train these airmen it is believed that an infirmary should be the lowest treatment facility of their assignment. In regard to development of adequate tables of distribution for these units, it is felt that the current authorization of two independent technicians for each squadron is not adequate on a long range basis. An additional technician should be provided so that during periods of leave, sickness, and mandatory attendance at schools, the function of the squadron medical section is not impaired.

4. Funds: The medical service funds allocated to this command were adequate for the activities. In regard to the funds allocated the Division Surgeon's office, the amounts proved adequate for the period due to the fact that they were originally budgeted for normal TDY activities of division dental and medical officers. However, during this period personnel shortages developed which precluded some of these activities, and resulted in less use of funds than was originally programmed.

5. Hospital Construction: At the Headquarters Station, medical facilities continued to be badly overcrowded, particularly in the dental section. A program for rehabilitation of the present building, together with a project for enlargement of the present building by an additional 1500 sq ft, was approved. At the close of the period the contract for the extension was let.

Medical facilities at the AC&W Squadron sites continue on a temporary basis. At each site a suite in the BOQ is being utilized for sick call. Mobile dental trailers are utilizing temporary hook-ups with water, electricity, and sewage, in the vicinity of the motor pools. Recommendations have been made for planning and construction of more permanent facilities for both medical and dental activities at these AC&W sites. However, due to the present uncertainty as to the future utilization of some of the buildings at each site, there has been no definite plan by the wing planning boards to include any permanent medical facilities at these sites for the next fiscal year.

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6. Medical Materiel: No unique problems have developed in connection with medical materiel and equipment. The latest models of mobile dental trailers have been improved in design and durability, with fewer breakdowns than previous models. However, during the current period the air conditioning systems required repairs along with the usual maintenance of the dental operative and X-ray equipment. During the winter months when periods of extreme weather were experienced at certain AC&W sites, the trailers were diverted to areas having more clement weather so that the heating and air conditioning systems would not have to operate continuously for long periods.

7. Air Evacuation and Transportation of Sick and Wounded: Medical facilities included in this report have had no experience in air evacuation of sick and wounded. The widely scattered AC&W sites are not readily accessible by air; and ground transportation has been utilized entirely for evacuation of patients to nearby hospitals. At the present time the AC&W sites are utilizing the army type M-43 field ambulance; which, although developed for cross country evacuation, has proven somewhat less than adequate for use by AC&W sites. The cross country feature utilizing four wheel drive has not been needed, since all the roads used for evacuation are paved and usually well plowed during winter. The ambulance itself is top heavy, skids easily on hard surface roads, and requires a fairly high rate of maintenance. Spare parts for this type of vehicle are still very difficult to procure. The metropolitan type of ambulance would probably provide more satisfactory ground evacuation. Although the metropolitan is smaller and will not carry as many patients, its maintenance will be far simpler,

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as the Air Force already has a number of these vehicles and the spare parts would be easily interchangeable. In addition, seriously injured or critically ill patients can be moved more safely in the metropolitan ambulances as compared to the rough riding field type. This is important because of the long distances between some AC&W sites and the nearest hospital.

III
MEDICAL STAFFING AND EDUCATION

1. Ratio Medical Personnel: The authorized ratio of medical personnel to total command strength is approximately adequate, although during the report period the actual number of assigned qualified personnel has frequently dropped below this authorization. In several instances there has been a rather acute shortage of trained personnel to carry on the work of the squadron aid stations and Surgeon's office.
2. Replacements: Delays in replacements have been a problem in respect to medical technicians. In general, technician replacements have shown increasing improvement in the quality of training received.
3. Career Fields: The currently prescribed career fields for medical service personnel have been highly satisfactory within the experience of this command. The retainability of non-regular professional personnel has been very low for the period reported on. It appears that doctors and dentists are still unwilling to serve more than a short time away from their civilian practice. This feeling on the part of a non-regular professional people is quite understandable, considering their professional training and habits; since the current concept of a successful civilian practitioner appears to be the laying down of social roots

in a given community, and the exercise of wide independence and individual judgment in the conduct of his chosen profession.

4. Training and Education: In evaluating training and education provided for medical service personnel, only general observations can be made at this time. Suffice it to say that the training is still far from ideal, but does show a slow, if spotty, improvement. More needs to be done on careful selection of personnel without regard to the military exigencies which so often force hasty selection at times which are inopportune for careful consideration. Not infrequently, the personnel pool available for selection has not contained the best qualified people to fill a given quota, so that the best available has not always been the most suitable for school training.

IV
PROFESSIONAL SERVICES

1. Physical Standards: No special problems have been encountered in this professional area. The physical standards currently prescribed have been more than adequate for any of the positions in this command relative to the mission involved.

2. Aviation Medicine: Activities in the air crew effectiveness program of this command are limited almost entirely to the air bases, with general overall monitoring by staff surgeons. During the period of this report some general improvement has been noted in the more effective monitoring of noise hazards. Maintenance personnel have been better followed in this regard by the use of periodic audiograms, and in some cases reassignment for flight line personnel has been accomplished. Two major problems in this area continue to plague commanders. One is

the shortage of unit squadron Flight Surgeons, with the resultant lack of intimate details of information which have always been so valuable in the promotion of flying safety. Base medical squadrons necessarily cannot give their whole attention to the flying crews but must divide this time with administrative personnel and dependents, with the result that all three categories of personnel feel a little disappointed in not having a doctor exclusively theirs. This is only one of the minor irritations voiced by air crew and maintenance personnel. Another problem of concern to commanders has been the overall shortage of protective flying clothing and equipment. However, much progress has been made on the alleviation of this problem during the latter part of this report period.

3. Medical Specialties: No program for specialties programs has been considered for the units under discussion. The professional care involved in these facilities has required general medical training only.

4. Preventive Medicine:

a. Environmental Sanitation: In general, environmental sanitation has been quite satisfactory, with recent improvements in food service facilities. By the addition of permanent garbage stands, more food storage space and greater refrigerator capacity, the AC&W Squadrons are now able to operate in a more satisfactory manner. Sewage disposal systems, particularly the filter beds originally installed as a permanent feature at AC&W Squadron sites, continue to become defective, requiring extensive repairs. At the present time three of the AC&W sites have projects for rehabilitation of their filter bed systems even though these systems have been in use for slightly over three years.

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b. Personal Hygiene: The physical condition of the troops has been satisfactory, with an above average standard of personal hygiene. Laundry and bathing facilities are more than adequate in AC&W units, although occasional difficulties in maintenance of mechanical washers and driers has been experienced.

c. Communicable Diseases: The communicable disease rate continues at a satisfactorily low level and is largely confined to the upper respiratory forms. Troop housing in the AC&W Squadrons is of the latest dormitory type and has not been overcrowded, except under certain temporary local conditions. The fact that AC&W Squadrons are fairly well isolated from the surrounding communities, and that the dormitories are partitioned, appear to be of definite aid in breaking the customary chain of contact.

5. Outpatient Care: Outpatient care is conducted at small aid stations by medical technicians under the general supervision of a part time Civil Service physician who resides in the locality. The standard treatment provided for most of common ailments has been quite satisfactory, but the plant facilities have been quite limited at most of the squadrons.

6. Dependent Care: Dependent care has been usually satisfactory for the headquarters personnel, due to the proximity of a large medical facility (Mitchel AFB Hospital). However, the care offered the AC&W Squadrons and Ground Observer detachments has depended entirely upon the military installations which are in the geographic vicinity. In the AC&W Squadrons, most of the part time Civil Service physicians have set aside a short period during the week for dependent consultation, but in general, dependent care, as far as the troops are concerned, is far less than what they desire.

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DENTAL SERVICE

1. Mission: The mission of the Division Dental Service is to render complete dental service to the personnel of the Division Headquarters, AC&W Squadrons, and Detachments of the 4670th Ground Observer Corps. Its facilities include a one chair dental clinic in the dispensary at Roslyn Air Force Station, and two Mobile Dental Operating Clinics, Trailer mounted.

2. Organization: The dental service organization includes an operating team for the dental clinic and two mobile dental operating teams, each with one or two dental officers assigned. The personnel authorization is controlled by the division Non T/O, and the current manning appears to be adequate except for motor vehicle operators for the trailer units. Current manpower restrictions have limited the mobile teams in this respect, requiring the teams to procure maintenance and drivers from whatever local source is available. One heavy equipment operator has been attached to the Dental Section from the Headquarters Squadron Section during the present report period for the purpose of moving the trailers, and has been successful in keeping the mobile trailers on schedule in their movement to and from the various AC&W sites. The mobile teams operate on a rotating schedule to AC&W Squadrons, allotting approximately 30 days to each squadron. During periods when the mobile units are away from these sites, emergency dental care is performed by support bases or by local civilian dentists, who are reimbursed by public voucher. Dental care for military personnel at

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the GOC Filter Centers is available through military installations in their area, or in some cases by civilian dentists. Estimates for dental work by civilian dentists are approved by this headquarters prior to the work being started by the civilian dentist. Reimbursement is made by public voucher.

3. Personnel: Regarding the assignment of dental personnel with mobile dental units, the constant moving around creates an appreciable family problem for the married personnel, and demands a very high state of discipline on the part of the personnel to maintain a high standard of effectiveness. For this reason it would seem proper to limit individuals assigned this duty to a tour of 18 months or less. Dental personnel, upon assignment to the mobile team, are advised to locate their families as centrally as possible in the geographic area where they will be operating. The training of the technicians has appeared to be satisfactory and reflects a continued improvement with advancement of time. The dental officers, because of their assignment, have been extremely limited in their opportunities for professional conferences and meetings. In this respect it is felt that a larger fund for attendance at professional meetings should be planned, and that current restrictions be liberalized.

4. Research: No formal research has been undertaken for the report period.

5. Equipment and Supplies: For the most part, equipment provided through medical supply channels has been completely adequate. The use of tungsten carbide burrs has aided materially in increasing the production of dental work in the limited time available at isolated AC&W

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sites. Difficulties have been experienced in getting refills of laboratory gases such as acetylene and butane, due to the great distance these trailers operate from support bases. These supplies however, have been fairly easily procured by local purchase. The Mobile Dental Clinics have needed an appreciable amount of maintenance and repair, particularly to their electrical and mechanical components, during the past year. Because these are non-standard items except for the dental units themselves, parts, replacements, and repairs have become an increasing problem. Budget appropriations have been increased to handle the cost of repair and replacement through commercial sources. A few AC&W sites have no permanent provision made for locating a trailer close to electrical, water, and sewage facilities. Temporary hook-ups have been utilized adjacent to mess halls and motor pools for the necessary utilities; however it is felt that a uniform external modification adjacent to the medical facility building, if possible, should be planned with provision for a level hard stand and quick disconnecting attachments for sewage and electrical facilities.

VI
VETERINARY SERVICE

Veterinary service is supplied entirely by support bases for isolated units of this command, with service on a consulting basis. One Veterinary Technician is assigned to the Surgeon's office to assist in supervising approved food sources and sanitary practices for these isolated units. The technician is also utilized on occasion as a member of the Division Inspector General's team when no other qualified veterinary specialist is available.

VII
SUMMARY AND CONCLUSIONS

In summary, the effectiveness of the medical service program indicates a slow but steady improvement in medical service to the isolated units assigned this command. Some improvements in manpower authorization and rotation can be made. Dispensary plant facilities, particularly for isolated sites, should be improved. Dependency care will remain an unsatisfactorily solved problem in the smaller units until more professional medical skill is made available.

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HISTORY
 OF THE
 JOINT 26TH AIR DEF. DIV.
 AND THE
 26TH AIR DIVISION (DEFENSE)

JULY-DECEMBER 1955

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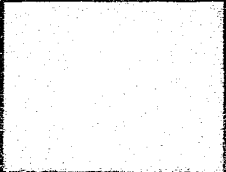
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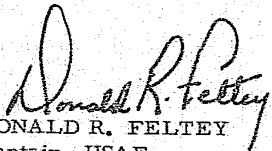
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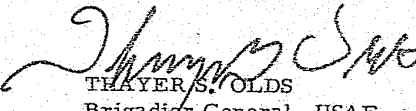


HISTORY
OF THE
JOINT 26TH AIR DEFENSE DIVISION
AND THE
26TH AIR DIVISION (DEFENSE)

Prepared by 2nd Lt. Richard K. Trowbridge
and S/Sgt Arthur W. Schatz, Historical Section,
26th Air Division, 10 May 1956

EASTERN AIR DEFENSE FORCE
CONTINENTAL AIR DEFENSE COMMAND
UNITED STATES AIR FORCE


DONALD R. FELTEY
Captain, USAF
Information Services Officer


THAYER S. OLDS
Brigadier General, USAF
Commander

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INTRODUCTION

In this volume we have attempted to present a full and accurate account of the activities of the 26th Air Division (Defense) for the period 1 July to 31 December 1955.

In reading these pages we would remind the viewer that the activities of this Air Division were essentially a reflection of a much larger air defense picture drawn by Eastern Air Defense Force and Continental Air Defense Command. The aim of all activity was, of course, effective air defense of America; and the keynote was "Technology."

This idea was emphasized in the following excerpt from an Intelligence briefing conducted at this headquarters in September 1955.

For the first time in our history, the United States is faced with an enemy who has shown capability for carrying a war to the North American continent. Much has been spoken and written about Soviet Russia's vast arsenal and it is generally agreed that at least as far as quantity of war material is concerned, the Soviets far outstrip not only the United States but the entire free world.

*How about Britain
in 1775 & 1812?*

However, in these days of modern warfare mere advantage in numbers is no longer the decisive factor in determining victory or defeat. Developments in science and technology, and their consequent application to modern weapons systems have proved that a small force equipped with weapons embodying the most advanced concepts, can defeat a much larger force which is not as well equipped. Thus, as far as the air defense of the continental United States is concerned, no attempt has been made to match the Soviet Air Force plane for plane. Such a plan would be mere folly. Rather, our air defense system is based on the concept of utilizing the most modern equipment

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in sufficient numbers to counter an attack of any size directed against the United States.

In this history we have outlined the activities of the 26th Air Division in striving towards this goal. However, it would be foolhardy to attempt to draw any conclusions as to the effectiveness of these endeavors over such a short period as six months - this is only a small part of the air defense story. The full narrative is yet to come. Time will be the true judge of our worth, and the ultimate test is the test of the air battle.

It is our hope that this volume may someday be of value to a writer who will say with certainty, "This is the way it was!"

We wish to offer our sincere thanks to personnel of the Division staff sections and to the Historical Officers of the 4709th and 4710th Air Defense Wings without whose patience and kind cooperation this history would not have been possible.

A. W. SCHATZ
S/Sgt, USAF
1 May 1956

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CHAPTER I

FACING THE ISSUE

The problem facing the 26th Air Division (Defense) during this period, as had been the case since the Division was formed, was the aerial defense of a segment of the U. S. eastern seaboard stretching from the Virginia-North Carolina border, northwest to central Pennsylvania, then northeast to upper Connecticut. Within this area are situated 26 critical target areas (seventy throughout the U. S.) containing some 25 million people. ¹

A close map study of the Division area shows that the majority of these 26 areas are located in a crescent which extends from Bridgeport, Connecticut on the north, southwest through New York City; Trenton, New Jersey; the Philadelphia area; Baltimore, Maryland; the capitol city of Washington; around to Norfolk, Virginia. For the Division planners, this "Defense Crescent" was considered a "sacred trust" and the very heart of the sector. ²

To the Division Commander, the evolution of an efficient tactical doctrine related to the defense of this specific area was of prime concern. With the growth of air defense concepts, there had been a "campaign" by CONAD and EADF to standardize all phases of air defense activity. With general tactics and techniques this was possible; but because of the geography peculiar to each Division, the formulation of an appropriate tactical doctrine was of necessity

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placed in the hands of the defending commander. In August 1955 a forward step in the development of such a doctrine was taken with the publication of a document entitled Appreciation of the Tactical Problem That Faces the 26th A.Div (D). As the Division Vice Commander, Colonel Charles G. Chandler, Jr., pointed out in the introduction, it was not considered to be the final word on the subject of tactical doctrine but was published more with the idea of evoking suggestions and improvements from all Division echelons.³

The basic premise in presenting the tactical problem was the assumption that Soviet Russia was capable of launching an air attack on the United States; and presumably, target complexes within the 26th Air Division area would be among the objectives. Air Defense planners had long been cognizant of this and decided on seven major routes which an attacking force would most likely use. As a result they were led to the conclusion that attack from the east was the most promising to the Soviets because of the minimum detection capability by defensive forces.⁴

This assumption coupled with the problem of poor force deployment necessitated by the proximity of targets and bases to the coast line, and the consideration that little or no assistance could be expected from adjacent air divisions, made the 26th Air Division particularly sensitive to any indication of attack from the east.⁵

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In operation, the Division sector continued to be divided into subsectors of responsibility. Primarily, this enabled the Aircraft Control and Warning (AC&W) Squadrons to carry out the day-to-day peace time identification function in the Atlantic Air Defense Identification Zone (ADIZ), and to "simplify procedures for flight following and other administrative operations."⁶

However, in the August tactical revision, it was pointed out that identification was essentially an intelligence function, but because it was conducted day-in and day-out, operating personnel had a tendency to consider it tactical with their overall responsibility for active air defense operation restricted to their designated sub-sector boundaries. It was necessary to eliminate this type of restrictive thinking which made the sub-sectors impenetrable walls between isolated cells of air defense, and denied the concentration of fire power wherever it may be needed within the operating radius of the interceptor aircraft.

Following this warning, the tactical concept of air defense promulgated by the Division in August reaffirmed the method of employment for defensive aircraft against an attacking enemy.⁷

In employing our attack forces, each ADDC must endeavor to intercept hostile forces at the earliest possible time with an adequate number of fighters, at the greatest possible distance from our vital defense crescent.

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This concept of employment must apply to the offensive employment of our fighters regardless of the direction from which the hostile aircraft are approaching. No sub-sector areas of responsibility apply. Each ADDC is responsible for operating 360 degrees at the maximum possible distance from its fighter bases taking into consideration the radius of action limitations of the fighters. If all ADDCs operate on this same principle, it should result in a hostile force being hit by almost continuous waves of fighter aircraft. This is the ideal situation and the one towards which we must always work. If one ADDC is so much as a little late in scrambling, the result will be too great a concentration of fighter aircraft on the attacking force at the same time. This mitigates against efficient close control operations and can only result in a self-induced saturation in which no one will be able to maintain control. If an inadequate number of fighters is used by an ADDC, or the size of the raid is underestimated, it will leave a disproportionately heavy load for the next ADDC. Keep in mind that in air defense, a reserve of fighters kept on the ground is a luxury we cannot afford. Commit what you need when you need them without regard for future needs.

As a yardstick for planning purposes, each ADDC would endeavor to conduct intercept operations of high altitude, high speed tracks at a distance of 125 nautical miles from the scramble base. If successful, these tactics would have the secondary effect of protecting the hinterland targets which enemy bombers might try to attack. However, the success or failure of any plan hinged primarily on the efficiency of equipment and procedures and the professionalism of personnel.

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CHAPTERNOTES

CHAPTER I

1. Critical Target Areas - 26th ADiv, 31 Oct 55. (Document 1).
This document gives a complete list of the target areas in the Division area and the percentage of total population in each.
2. Appreciation of the Tactical Problem that Faces the 26th ADiv (D), Aug 55. (Document 2).
3. Ibid.
4. ORI Briefing, Possible Attack Routes, 21 Oct 55. (Document 3).
5. App of Tac Prob that Faces the 26th ADiv (D), Aug 55. (Document 2).
6. Ibid.
7. Ibid.
8. Ibid.

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CHAPTER II

SURVEILLIANCE

The AC&W System

The heart of the 26th Air Division (Defense) aerial surveillance system during the last six months of 1955 comprised eight heavy radar sites, seven of which were actually operational. The one "sore spot" in the entire system was M-121 at Bedford, Va., manned by the 649th AC&W Squadron.¹ Since occupancy in early December 1954 this site had been a constant source of difficulty for the Division directorate of Communications and Electronics. The problem appeared to be in the siting of the radar and the atmospheric peculiar to the area.²

The Bedford Squadron was equipped with the MPS-11 search radar with the AN/FPS-8 as backup. Originally, calibration was believed to be the solution to poor equipment operation and that with quick action the site could be in operation by August 1955.³ However, due to its heavy schedule of commitments the 4713th Radar Calibration Flight from Griffiss Air Force Base, New York was unable to begin evaluation of the prime search radar unit until August 26th.⁴ As a result of the evaluation EADF directed acceptance of the MPS-11 in mid-September.

The 26th Air Division felt that though the set worked, it was

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inadequate for the position.⁵ The site offered no radar coverage beyond 120 miles or a solid tracking capacity within that distance, and the height finder which had not been calibrated was inefficient.⁶

By November the Division was thoroughly convinced that the MPS-11 was totally inadequate for the position even when functioning properly. The blip scan ratio was determined to be only 29 per cent, (75 per cent was acceptable) rendering it virtually impossible to maintain continuity of aircraft tracking. Earlier in the period the 4713th Radar Calibration Flight and General Electric engineers had completed a study and concluded that the equipment was functioning properly - clearly the problem was in siting and atmospheric. As a result of these conclusions and findings, ADC recommended a further study of weather factors and re-fractometer testing.⁷

By December, the Division had completed several comprehensive inspections at Bedford and given the problem careful consideration, concluding that the site, utilizing available equipment could not be operational for at least four to six months. If the radars were to be replaced the operational date was 18 to 20 months away. As a result a recommendation was made to EADF that certain categories of personnel at Bedford be re-assigned to fill critical vacancies existing at other AC&W Squadrons within the Division.⁸

Search radar equipment employed by the seven operating AC&W

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squadrons was the AN/FPS-3 or AN/CPS-6B. However, in view of the rapid developments in the field of jet aeronautics these sets were rapidly becoming obsolete. Though they proved variably effective in detection at the distance required to conduct airborne intercepts (125 miles from the scramble bases), and their height capability was generally limited to approximately 40,000 to 45,000 feet. This coverage was further decreased by anomalous propagation⁹ which trapped RF energy, decreasing altitude coverage and increasing the low angle range. It was readily seen that such performance would be inadequate against jet aircraft flying upwards of 50,000 feet.¹⁰

This problem was to be greatly alleviated during the next three fiscal years following 1956 by the installation of much more powerful and accurate search radar units. AN/GPS-27 modification kits were to modify the FPS-3 to provide coverage from 5000 to 65,000 feet.¹¹ Since the CPS-6B was incompatible with the programmed SAGE system, it was to be replaced by the General Electric AN-FPS-7 which would overlap from 65,000 to well over 100,000 feet.¹²

Installation of the first GPS-27 to convert the FPS-3 to the FPS-20 was set to begin in the Spring of 1956, with the operational date set for May. Other conversions were planned to follow swiftly - Montauk in June and Claysburg in July. The replacement of the CPS-6B with

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the FPS-7 was programmed to come later; Highlands was scheduled for operation by June 1957, while conversion at Cape Charles was to be completed by November of that year. These installations coupled with the proposed gap filler program would give the Division complete radar surveillance from 500 feet along the coast to upwards of 100,000 feet by the end of 1957.

However, all this improvement was still in the planning stage as 1955 came to a close. In the interim maximum effort was expended to insure peak performance of search radars with emphasis being placed on quality control and proper use of antenna tilt.

As the period began, the Division Directorate of C&E was concerned about the difficult and intricate manner in which search radar was "quality controlled." Under the system then in vogue one man had to be employed almost full time to calculate the effectiveness of deviation of the radar set in use. For this reason, C&E found, in some cases, a tendency to disregard quality control.

To correct this situation, the Electronics Division of C&E under Major (later Lieutenant Colonel) Frank C. Tenny, attempted to develop a more simplified method. The result was an AN/FPS-3 Quality Control Computer - "child" play to operate in comparison with the former system. Only three elements of data were required to compute the quality operation percentage: type of aircraft, altitude, and range of pickup. By merely turning a series of

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overlapping discs the operator could quickly give the percentage of efficiency for the radar unit. An individual computer had to be constructed for each AC&W Squadron because of the peculiar geography of each; however, the cost was negligible and construction simple. The device was submitted to EADF (and later ADC) for further approval and possible incorporation into command operation. 15

The condition of height finder efficiency in the Division was slightly brighter than that of the search radar during the latter half of 1955 due to the initial operation of the new AN/FPS-6, which had been installed at Montauk Air Force Station by July. Prior to acceptance of this finder, extensive tests had been made of the FPS-6 by the Air Proving Ground Command at Eglin Air Force Base, Florida. These tests showed that it was highly effective against most targets - 200 nautical miles against high reflective targets (B-47 or B-29 type) and 150 nautical miles against low reflective targets (F-86D). It was accurate at 40,000 feet within 2,000 feet, but above 50,000 feet measurements could not be made because an expansion of the presentation caused the top portion of the blip to extend beyond the upper limits of the RHI scope. In the end, ARDC concluded that, although the FPS-6 was far superior to any height finder tested,

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it was operationally unsuited because of its inaccuracy above 50,000 feet, the short life of the QK-338 magnetron (approximately 90 hours), and the formal training of maintenance personnel required.¹⁶

However, the unit was installed and an improvement program under actual operating conditions initiated to effect its absorption into the Division radar system. By early September the Division was convinced that the FPS-6 was the best height finder it had ever put into operation. Some of the problems brought to light at Eglin were also experienced at Montauk, but improvement measures were swiftly put in motion. The life of the QK-338 magnetron was increased to an average of 250 hours with no apparent range reduction, by reducing the power output to approximately one-half the rated maximum. As for the limitations of the RHI scope, the Division was of the opinion that the accuracy depended largely on the experience and skill of the operator.¹⁷ In addition, the OA-270 scope, which had a height presentation of 75,000 feet, was acquired to eliminate inaccuracies over 50,000 feet.¹⁸ On 30 August the Division directed each AC&W Squadron to submit a report on the height finder effectiveness.

Since no specific formula for quality control on the FPS-6 height finder had been promulgated, the 773rd AC&W Squadron

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relied on "A Proposed Height Finder Quality Control" published in the September 1955 C&E Digest. Nevertheless, the FPS-6 had a radar range of approximately 190 nautical miles, which was greater than that of the FPS-3 search radar. For this reason it was impractical to take quality control data on the height finder; for without the search capability supplied by the FPS-3 it was impossible to pick up a marginal track for the quality control check.

However, a certain amount of information was forthcoming from tests conducted during the period 6-23 September. It was found that there was no obvious indication that altitude errors predominated in a particular azimuth or at short or long range, high or low altitude. The average error from recorded data was 1090 feet - a figure that "indicated the capability of the radar correctly." As a final result the squadron concluded "that the performance of the AN/FPS-6 at this station is satisfactory to accomplish the mission of the squadron."¹⁹

Unfortunately, the FPS-6 was operational only at Montauk Air Force Station and though others were in the process of construction, none would be operational until at least the end of the first quarter of the 1956 calendar year.²⁰

But what of the height finder effectiveness at other AC&W Squadrons throughout the Division? These squadrons were

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equipped with either the AN/FPS-5, AN/FPS-4 or the AN/CPS-4, all of which had a "limited operational capability adversely effecting the Division intercept capability." Generally, these sets were limited in range to approximately 60 to 100 miles on B-29 type aircraft and considerably less on jet types. At this short range, the important height data had to be estimated at the time of scramble and intercept if the Division was to accomplish its stated goal of engaging enemy aircraft at a minimum of 125 nautical miles from the AC&W Squadrons.²¹

The report on height finder operation required by the Division in its 30 August message to all AC&W Squadrons showed that tests in the field substantiated the premise that the equipment was inadequate to accomplish the Division mission. The 772nd AC&W Squadron at Claysburgh, utilizing the FPS-4, reported a range of 90 miles up to 50,000 feet with a deviation of plus or minus 1000 feet.²² The 647th and 771st Squadrons, checking the CPS-4, reported its performance range at an average of 90 nautical miles with a maximum of 104. The survey further showed that the finder was more effective distance wise as the target progressed above 20,000 feet, but the deviations increased to between 4,000 and 8,000 feet - hardly accurate enough for effective use in GCI operations.²³ As for the FPS-5, as reported by the 770th AC&W

Squadron at Palermo, it had an effective range of 80 miles at 30,000 feet. However, at that time (early September), the squadron could supply no reliable plus or minus deviation figure, although the manufacturer rated it at plus or minus 500 feet when in fully calibrated operation.²⁴

Though the radar network employed by the AC&W Squadrons of the Division left much to be desired, relief was in sight, and with the passage of time would come the new equipment to solve many of the problems which existed during 1955. In the meanwhile, the Division would rely on peak performance from both the equipment on hand and the operating personnel.

On the other hand, there still existed a glaring discrepancy in the Division radar coverage. The operating and programmed network was inherently incapable of providing surveillance below 5,000 feet thus presenting low flying aircraft the opportunity for an undetected penetration of the defense system. This situation had long been under consideration by USAF and ADC and by early January 1955 USAF had notified ADC of approval for a three phase gap filler installation program consisting of 423 sites throughout ADC to be operational by fiscal year 1959.²⁵

Basically, these gap filler sites would consist of the AN/FPS-14 search radar placed atop a 70 foot tower. They would be unmanned, and operate on a continuous basis reporting data to the parent

radar station via SDV (slowed down video) transmission.

Maintenance of the gap fillers was to be performed by a team of contract technicians, on a scheduled or as needed basis. In July, EADF was of the opinion that one such maintenance team could handle five gap filler radars. The procurement of parts was to be left to the parent AC&W squadron and maintenance personnel for the FSA-10 Vidicon Combiner to be installed in the ADDC
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would be furnished from sources within the Division.

Under the terms of the program, the Division was to provide siting information to EADF and after construction assume complete responsibility for operation of the equipment. More particularly, this operation and necessary support would devolve on the parent AC&W Squadron after acceptance by an ADC inspection team. During the construction phase, the Division was to "Stand-by" and not interfere with the project until beneficial occupancy of
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each gap filler site.

Given the green light, the Division Directorate of C&E went to work in siting the gap fillers and by early July, sixteen siting reports had been submitted to ADC with 12 assigned beneficial occupancy dates. After a complete map study, however, it was found that an addition of two sites to the 20 originally estimated would be necessary due to the rugged terrain in the

southwest.²⁸ Twenty-one (21) gap fillers were sited by August 22 with 17 submitted to ADC and 16 approved. With the completion of these sitings, Captain Charles W. Geary, Gap Filler Project Officer concluded that "coverage obtained from these sites will completely cover the 26th Air Division area with the exception of a few minor gaps that are not of sufficient size to warrant the siting of a gap filler."²⁹ In addition to the siting activities which were completed by September, actual construction had begun on gap filler site P-56A at Temperanceville, Va., and contracts were ready to be let on P-56B, Bethany Beach, Del.; P-9A, Gibbsboro, N. J.; P-9B, Duttonville, N. J.; and P-45A at Manorville, N. Y.³⁰ By the end of September all the Division could do, as far as gap fillers were concerned, was wait. Action was not long in coming.

Under the original siting criteria, placing of gap fillers would have given the entire Division area radar coverage of all air space above 500 feet; however, on December 12, ADC published a new criteria for siting. Under the provisions of this directive, the program was split into three priorities. In the first increment gap fillers "would be sited along the continental land limits to provide coverage above 500 feet to a depth of not less than 20 miles." The second increment was to be sited behind the first, and would provide such complete coverage

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above 2,000 feet that no target would be out of radar range for more than four minutes or a distance of 25 nautical miles. (Computed on target speed of 375 kts). Likewise, the third increment, sited behind the second would provide coverage above 2,000 feet.³¹

As a result of this siting revision fewer gap fillers would be needed in the second and third increments. ADC issued instructions for ten gap fillers to be deleted, nine retained and two held in abeyance pending final decision.³² With this change the Division area was still well covered by previous sitings with the exception of two minor gaps in the radar net - one in western New York and one in central Pennsylvania. (The sites held in abeyance would cover these "holes", if installed. By the end of the year, ADC had been informed of the Division status regarding the gap filler program and the 26th was awaiting further instructions.³³

The identification and interception mission of the 26th Air Division within the AC&W system was dependent upon each component of the system and primarily on the Intercept Controller and the plan position indicators (PPI) scopes.

There had traditionally been a shortage of these latter units; indeed, as far back as 1953 it was realized that the number of PPI scopes available at AC&W Squadrons of the 26th

was far from adequate "to effectively control the assigned
interceptor aircraft."³⁴ Early in 1955, EADF and ADC took the
necessary action to replace the obsolete OA-99 scopes with the
improved AN/UPA - 35 and also to bring the number available up
to the required efficiency level.³⁵ By July a few of the UPA-35
scopes were beginning to sift down to the squadrons, but for the
most part they were received without spare parts - a problem
the squadrons could cope with as long as their on-hand stocks
held out. However, this situation began to ease by late November
as Manassas Air Force Station and Palermo Air Force Station
were furnished with spare parts.³⁶

To more closely monitor the needs of the units in relation
to PPI scopes, the Division Headquarters on October 3 directed
each to submit requirements for PPI scopes based on "present
and known future requirements."³⁷ As a result, the Division
found that it had 75 scopes installed and a programmed need for
22 additional units to meet all know commitments to be placed on
the units. Of this latter number, one was to be an AN/UPA-35
while the remaining 21 were the programmed AN/GPA-23 and
AN/GPA-37 Director Control Groups.³⁸ In the lag time between
programming and receiving, the AC&W Squadrons continued to
develop and practice remote control procedures to be used during
saturated conditions. Also, there was an attempt to maintain

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acceptable control capacity by using ascent and marshalling control positions because of the critical range of the interceptor aircraft, however, the improvement was minimal.³⁹

As newer equipment became more plentiful to the AC&W Squadrons many of the ailments that afflicted the Division in the late 1955 would be alleviated. Until then, the units were functioning below the required standards - a condition that was not alone attributable to equipment deficiency. In early August, the Division Commander, Brigadier General James W. McCauley wrote of the condition of AC&W Squadrons in sharp terms:⁴⁰

The Operational capabilities of the AC&W Squadrons of this command are considered to be below those standards prescribed for the performance of the Air Defense Mission. I attribute this deficiency primarily to the state of training of personnel rather than the numbers of personnel assigned.

These comments reflected the state of aircraft controller ability and experience within the Division. This deficiency was a problem of long standing, and unlike the problems posed by outmoded equipment, could not be alleviated by producing a "better model". Experienced seasoned controllers were at a premium. By and large controller duty is not the most desirable in the Air Force. Stations are in remote locations. The work week is long and unstable due to shift work. Too often little credit for a job

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well done sifts down to the controller. In addition, many controllers were ROTC officers who had no intention of being "career men." This "short term" duty complicated an already difficult situation, for as the commander of the 646th AC&W Squadron pointed out, it takes a minimum of six months and in most cases a year of training to qualify a director and by that time many are very near their separation date.⁴¹

In attacking this problem, one of the first moves by the Division was to assign all officers with controller specialities to controller duties, stabilizing the Division controller force.⁴² As another possible solution, the Division toyed with the idea of organizing a controller school at Highlands Air Force Station on September 1 to "raise the standard of proficiency to that minimum required for the performance of the air defense mission." Under this program trainee directors would be graduated from the school every four weeks.⁴³

Although on the surface this program would lessen the need for qualified directors, it was in effect a doubled-edged sword. The project was abandoned because of the serious effect, even a temporary withdrawal of instructor and student personnel from the direction centers would have on the Air Defense Mission. The only recourse to the training problem - so it seemed to Division headquarters - was to improve and expand the aircraft controllers course, thereby insuring receipt of more qualified personnel

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from ATC. This would relieve the AC&W Squadrons from the bulk of the training load which they were unable to carry out effectively, and it would give the Division greater operational utilization of each new controller.⁴⁴

Several stop-gap measures were undertaken by both EADF and the 26th Air Division during the last six months of 1955. EADF was exerting every effort to get controllers from outside sources (overseas returnees and ATC school graduates). At Division level an effort was made to utilize the controllers more effectively by reducing their additional duties and providing the necessary support personnel to the squadrons from career fields in which overages existed.⁴⁵ Further, in October a realignment of controllers was effected "to provide for a more equitable distribution of personnel."⁴⁶ Based on the amount of traffic handled, the 646th and 648th AC&W Squadrons were considered the best manned, while the 770th and 771st Squadrons were in dire need of relief. Consequently, four 1644s and four 1641s,⁴⁷ who required little additional training to become fully qualified were transferred from the former to the latter units. This shift was only a "stop-gap" at best, however, for while the capability of the 770th and 771st was increased, that of the 646th and 648th was proportionately decreased.⁴⁸

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Throughout the period squadron commanders continued to request relief and to cite projected losses and inefficiency as lessening their capacity to operate effectively. There was actually little more the Division could do as this reply to a complaint by the 773rd AC&W Squadron⁴⁹ dated 30 December 1955 indicates.

The critical shortages of director and communications personnel exist command-wide, and no other units of this Division have qualified officers who could economically be spared for reassignment. It is felt that all echelons are acutely aware of these shortages, and that higher headquarters are exhausting every resource to secure additional qualified personnel in these fields.

The situation had grown progressively worse during 1955 and by November the shortage of qualified intercept controllers (AFSC 1644) was termed "critical." Number-wise the squadron manning was adequate with 107 controllers assigned and 101 authorized throughout the Division; the difficulty was in the number combat ready - a meager 48. Thus, the Division was manned at 106 per cent of authorized, while the percentage of qualified controllers was only 44.9 per cent. To Division planners this latter figure represented "a gradual deterioration of our core of capable, effective directors."⁵⁰

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For effective programming by EADF it was essential that they find the minimum number of controllers required to bring the units up to full air defense capability. At the direction of EADF Director of Military Personnel, the 26th Air Division conducted such a survey in early December. As a result the AC&W Squadrons indicated they would like to have a total of 128 1644 controllers, but the minimum number required was 93 - almost double the number of qualified controllers on hand.⁵¹

Whatever action might be forthcoming, the outlook in December was bleak. The 773rd AC&W Squadron at Montauk, for example, would be reduced to seven controllers (13 were authorized) by January, with each officer carrying four or more additional duties.⁵² The 4710th Air Defense Wing conducted a survey of controller manning forecasts which showed a programmed assigned figure of 31 by the end of March 1956, decreasing to 25 by June.⁵³ They were authorized 56.

The efficient operation of the AC&W System during this time depended almost entirely on the human element - the maintenance and operational capability. Overall, the record of unscheduled maintenance was low, showing radar equipment operational (with the exception of scheduled maintenance) from 98.3 percent to 98.8 percent of the time.⁵⁴ The only month in which there was exception to this was August when hurricane

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"Connie" swept the Atlantic coast. In that month, the 771st AC&W Squadron, Cape Charles Air Force Station, Virginia, recorded 66 hours of unscheduled maintenance, 44 hours of which were directly attributable to damage by "Connie".⁵⁵

In April 1955, ADC published Manual 66-6, concerning scheduled radar maintenance, for the guidance of all air defense echelons. In scheduling maintenance time, EADF further computed inspection and maintenance tables on the basis of three hour daily, six hours weekly and nine hours monthly for preventive maintenance. In addition, two hours of the six hour period was to be set aside as a maintenance training period. In this latter proposal, the 26th concurred,⁵⁶ but expressed discontent over the time limit. The Division Director of C&E recommended that in setting time limits for scheduled radar maintenance, consideration should be given to the size of the AC&W Squadron, the magnitude and complexity of the equipment and the mission and personnel status. It was the Director's opinion that the maintenance schedule did not allow sufficient time at all units. He recommended that at the AN/FPS-6B sites, four hour maintenance periods on the first and third weeks of the month with eight hour maintenance on alternate weeks would be more appropriate. The AN/FPS-3 sites should be permitted three hours on the first and

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third weeks with a six hour scheduled maintenance period on the alternate weeks. "This change to present scheduling," explained the C&E Director, "would assist in compensating for personnel shortages and magnitude of work to be accomplished during each preventive maintenance period."⁵⁷

In addition to this day-to-day preventive maintenance, four AC&W squadrons were due for scheduled on-site overhaul and maintenance shortly after the first of the year,⁵⁸ - Palermo Air Force Station and Manassas in January and February; Bedford Air Force Station and Montauk Air Force Station in April.⁵⁹

In this phase of Division operation the personnel problem was again evident with sites fully manned numbers-wise, but at low skill levels.

The maintenance officer field was especially critical. At the 773rd AC&W Squadron, for example, one officer was performing the duties of C&E staff officer, communications officer and radar maintenance officer.⁶⁰ By November the seven level skills for radar repairmen were 21 per cent manned and those for Ground communications repairmen were 41 per cent manned throughout the Division.⁶¹

In spite of these shortages the units were performing in an "exemplary manner, as witnessed by the low percentage of unscheduled maintenance, but just how long this could continue without more skilled technicians was unforeseen. In the annual general inspection of the 772nd AC&W Squadron for fiscal year 1956, the

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Inspection team commented that though the "ground radar section was less than 25 per cent effectively manned, had no C&E officer, and was short one contract technician," the squadron was performing in an "outstanding manner, but continued high standard is doubtful unless more people are assigned."⁶²

This personnel shortage in the radar maintenance and allied fields, was detrimental to the performance of each AC&W Squadron, but they continued as best they could with the resources at hand. The Division assisted so far as possible with advice and on-site assistance. Mainly, this consisted of a program to get greater efficiency from the personnel assigned. In October the Division sent a message to the 4709th Air Defense Wing outlining a procedure which, they hoped would be of considerable value. Though it was aimed specifically at solving the problem of the 648th AC&W Squadron, it applied throughout the Division:⁶³

- (1) Relieve the assigned radar maintenance officers temporarily of additional duties.
- (2) Review the current utilization of contractor personnel to insure full utilization, plus integration with radar maintenance force.
- (3) Increase supervision over the radar maintenance technicians to insure that maintenance is being performed to acceptable standards.
- (4) Evaluate local maintenance practices and procedures to insure maximum utilization of authorized scheduled maintenance periods.
- (5) Analyze maintenance records for the purpose of concentrating effort on sub-assemblies or

components causing majority of current breakdowns and request unscheduled maintenance time.

While the maintenance capability of each ADDC was to depend on a vigorous OJT program and the utmost use of all personnel resources, what of the operational capability of each unit? It was hoped that the answer to this problem would be found in the Air Defense Command System Training Program (STP), developed by the RAND Corporation. Since the day-to-day operation of each ADDC was basically one of identification, the Division had to rely primarily on the various command exercises for efficient overall system evaluation. STP was designed to supply each Division with a constant source of training problems synthetically produced. Fundamentally, it was seen as "a source of synthetic exercises designed to train AC&W station crews and divisional operational personnel as a team to develop flexibility and adaptability in meeting air defense situations." These exercises could be run⁶⁴ regardless of weather and without the need for operational aircraft.⁶⁵

The 26th Air Division became directly involved in STP early in 1955 when two officers and twelve airmen were sent TDY to the RAND Plant at Santa Monica, California. From the beginning they expressed enthusiasm about STP. In late June, Captain R. A. Meier, then attending the school, wrote:⁶⁶

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To do STP justice would fill a book. Suffice it to say that once the equipment is installed throughout the 26th AD(D), the training program will get a real shot in the arm. All elements of the AC&W operations get tested - but thoroughly. The ID section gets a real workout, surveillance section must keep hopping, and the directors have plenty to keep them busy. It's really a coordinated beauty. And the ADDC will get a good share of things to do, also, as the unknowns appear throughout the sector. The marvelous part of the whole thing is that errors or misinterpretations in track analysis can be talked out later because each section can be shown exactly what was presented, what they missed (where and how), and all rechecked by comparison with the master maps that show all traffic that was in the air at any one time. And all information is cross-referenced. It's quite a show.

Originally, the 26th had anticipated STP quotas of one officer and four airmen in both December and January and one officer and seven airmen in March 1956.⁶⁷ Only the latter of these levies was filled with the other two being cancelled. In addition, seven officers and 14 airmen from the AC&W Squadrons were assigned to the RAND Corporation in the latter part of February for the STP briefing prior to actual installation of the equipment. This was a two week indoctrination period, during the final three days of which, three operations officers from the Division headquarters were also briefed on the program.⁶⁸

Installation preparations began to take shape in late August with the arrival of Dr. Donald S. Werner and Dr. Michael Eckstein - representatives of the RAND Corporation, who were to act as

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advisors to the Division on the conduct of the program. They also collected data to be used in compiling individual problems for the Division and gave a general orientation to personnel at the AC&W Squadrons, and Division headquarters.

In February 1956, RCA technical representatives, working under the direction of the Ogden Air Material Area were scheduled to arrive at the AC&W squadrons to install the AN/GPS T-2 Problem Producer and to train unit maintenance personnel in its operation and upkeep. Ogden AMA was scheduled to send a team to our AC&W Squadrons to modify and repair the fighter simulators (AN/UPS T-4) already installed.⁶⁹

Target date for initiation of the training program was March 19, to be completed and operational by April 27, 1956.⁷⁰

Progress in electric counter-counter measures (ECCM) in the 26th Air Division was slow during 1955 as it had been in preceding years. Since electronic advancements are being made almost daily, greater effort must be made to neutralize its effect through ECCM. However, limited ECCM training and lack of information on latest technological developments seriously hampered the ability of the Division to successfully develop the necessary measures.

By November, Division planners were painfully aware that airborne equipment under development was rapidly rendering anti-clutter and MTI circuits of ground radar virtually useless against

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jamming. The prime instrument for developing the necessary countering forces had been the 4713 Radar Calibration Flight from Griffiss AFB, New York, which was to provide ECCM training for the four EADF divisions. However, the flight was limited to a few B-25 and B-29 aircraft and had heavy commitments for special studies and radar calibration. The 26th had repeatedly pointed out this deficiency, but by the end of 1955 no significant improvement had been noted.⁷¹

In addition to recommending that the Calibration Flight be provided with more aircraft and more modern ECCM equipment, the Division felt that an exchange of information between SAC and ADC would be highly beneficial in making each more aware of the latest counter measure developments.⁷²

Experience showed that the effect of jamming, was most felt on the S-Band radars (CPS-6B) while the L-Band radars (FPS-3) did not experience total interference and were able to cope with most jamming efforts.⁷³ Counter ECM measures for fighter interceptor aircraft also came under consideration. The fighter squadrons were conducting this training by lecture and practice in the F-86D simulator, but airborne requirements could not be fully met because of poor coordination between the AC&W and Fighter Interceptor Squadrons. Consequently, only 40 per cent of the pilots at some squadrons were

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able to complete the required 24 ECM intercepts per year.⁷⁴

Because of the erratic training provided by the 4713th and lack of local facilities to conduct the ECCM program, the Division found the most beneficial training resulted from lectures and SAC exercises. A detailed program with explanatory manuals and scheduled visits to all units twice yearly was thus inaugurated. To secure a means of providing actual intercept training for Fighter-Interceptor Squadrons, the Division sent to EADF a proposal to determine the feasibility of installing the A-6 chaff dispenser on the T-33 to provide the realistic training necessary. At the end of the year no firm program had been established.⁷⁵

For all practical purposes, an older method of detection passed out of existence in the Division on July 27th - passive detection. This was a system for locating and identifying the source of radar emissions through direction finder equipment and an analysis of the radar signals. It had proved effective in World War II and Korea, assisting the ground radar with supplementary data and operating effectively under jamming, severe weather conditions, low flying aircraft, ground clutter or high traffic density. Passive detection also had the ability to point out the characteristics of radar (radar finger-printing) used by an enemy for navigation, bombing, gun aiming and missile guidance.

In July passive detection operations ceased and the Division

was directed to turn in all such equipment. This action was brought about by equipment deficiencies. However, Colonel George H. Sutherlin, then Director of C&E, expected a return⁷⁶ of Passive Detection:

I anticipate the Passive Detection operations will be resumed within the unforeseeable future at a time when more efficient equipment becomes available.

The 770th AC&W Squadron had strong objections to the discontinuance of this device. In late August the squadron "urgently requested" retention of the equipment, pointing out that it had great value for early warning purposes. "In many cases," said the Commander, "especially in adverse weather, passive detection plots have enabled tactical action impossible with search radar alone."⁷⁷

In reply, the Division stated that keeping one passive detection site would not enhance early warning capabilities, since the equipment at Roslyn AFS and the 773rd AC&W was being returned, accurate azimuth and position information would not be obtainable from a single position taken at the 770th. EADF was in accord with this and pointed out that no new passive defense system was being planned to supplant equipment presently being phased out.⁷⁸

This reply did not entirely satisfy the 770th which felt

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that the results of the Operational Readiness Inspection in early November "requires one final appeal to retain Passive Detection equipment at their squadron." The squadron showed that of three waves of "Faker aircraft" penetrating the Division, the initial early warning was provided by passive detection equipment. In addition, they said experience showed this equipment to be easily maintained, simply operated and extremely accurate.⁷⁹ However, by the end of the period the Division passive detection equipment was back in Air Force supply channels.

In the AC&W system during the latter half of 1955, the day-to-day housekeeping duties received some serious consideration. A major project was the initiation of the standard direction center, which had long been a pet project of ADC. The project was delayed in fiscal year 1956 for lack of funds, personnel qualified to interpret blueprints, order the required materials and supervise construction.⁸⁰ However, some strides were made as Palermo AFS was designated as the model site of the Division and construction was begun in October with all work accomplished by site personnel. It was completed by December 20 with the resultant decrease in control center noise and improvement in operational efficiency.⁸¹

In addition to this increased efficiency, the standardized control center better facilitated the movement of personnel, shortened their orientation time at a new site, and made it possible to

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transfer equipment from one site to another with a minimum loss of time. By the close of the year, planning was well under way for the standardized center at Montauk and Highlands Air Force Stations.⁸²

In fiscal year 1956 only 17 major construction items had been approved for the 26th Air Division. Among those deleted were the sewage disposal projects at Benton AFS and Claysburg AFS. The situation was so critical at these sites that they were in danger of being closed for unsanitary conditions.⁸³ Water problems existed at Montauk AFS where there was a broken well casing and at Bedford AFS where a well ran dry and water had to be carried a considerable distance. Montauk also expressed need for new day room and dining hall as well as other necessary construction.⁸⁴

A new security program for division fighter interceptor squadrons and AC&W Squadrons was instituted during this period - the use of sentry dogs. In September it was decided that the 771st AC&W Squadron at Cape Charles was to be the pilot site and plans were made to build dog runs and send handlers to Fort Carson, Colorado, for training.⁸⁵ On November 23, the first of these sentry dogs was on duty and more were planned with each AC&W Squadron to have three and each fighter squadron six.⁸⁶

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SEAWARD EXTENSION

The seaward extension of the Division surveillance mission was based solely on five Navy picket vessels on station to supply an early warning potential. The Texas Towers were as yet inoperative and at any rate, would not fall under 26th jurisdiction until March 1, 1956. AEW&C wings were still in the formative stage and possessed no Air Defense Capability.

The major difficulty encountered in operation between the picket vessels, shore based radar stations and jet interceptors was one of communications. In early August the 5th Fighter Interceptor Squadron reported that communications difficulties with the picket vessels caused 90 per cent of the scheduled training to be ineffective. At times the vessel could transmit but not receive; on other occasions communications were good until the interceptor neared the ship or turned to a particular heading. In general, the squadron reported that "at present, poor communications with the picket vessels makes them completely incapable of controlling us on any channel. ⁸⁷ On August 11 the Deputy for Operations wrote, "The main deterrent to effective training has been poor communications. It becomes difficult to keep up aircrew interest when so many scheduled missions must be aborted. ⁸⁸

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He also felt that a thorough review and investigation of UHF radio operation might reveal some of the trouble.⁸⁹

The Naval Liason Officer at the 26th Air Division replied that though UHF communications between picket vessels and fighter interceptors were not 100 per cent efficient, they were satisfactory, and that the situation might be alleviated somewhat when the YAGR vessels had their radar and UHF radio gear calibrated in early October. He further stated that "the number of training intercepts accomplished has been entirely satisfactory even though in some cases poor communications, or communication failures have been experienced. The interceptor aircraft also have their communication difficulties."⁹⁰

Acting on the basis of past reports, the 26th informed EADF in September that nearly all frequencies assigned to picket vessel operations were unsatisfactory. But, since there was not at that time specific information on the deficiencies action by EADF to obtain replacement frequencies was precluded.⁹¹

This proposed change of ship-to-air and ship-to-shore radio frequencies received further impetus in mid-September with the visit of General Haskel E. Neal, Director of CONAD C&E, to the 773rd AC&W Squadron at Montauk. As a result of this visit, it was decided that EADF and CONAD would request clear channel

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frequencies for the picket vessel net, expedite installation of fixed HF radio equipment (which had been previously programmed for all sites), and hurry the installation of properly engineered antennas at the Division AC&W sites.⁹²

To further substantiate this proposed replacement of frequencies and to test the net efficiency, a system survey was put in operation on December 1. The test was to run through the month of December and into early January 1956. During this time new and helpful SOPs were published by several squadrons, notably the 773rd AC&W which jumped its percentage of contact time from 50 percent in December to nearly 100 percent by the end of the survey. The 771st AC&W Squadron reported "weak but readable; for the 647th connection was best at night, but considerable interference from teletype circuits was noted. The 646th reported that between December 1 and 10, a total of 978 calls were made to the picket vessel with contact being established only 524 times. On 26 occasions the 646th was able to read the vessel but could not contact it, and in seven attempts the vessel could read the site but there was not complete communication.⁹³ At the 770th AC&W Squadron readings were not much improved.

Their summary was:

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ACW NOT READING PV PV NOT READING ACW

1-15 Dec	35 hours	39 hours
15-31 Dec	34 hours	44 hours
1-10 Jan	40 hours	75 1/2 hours

The squadron also noted that most "outages" occurred between 2300 hours and 1200 hours (zebra time), due, in part, to excessive atmospheric and channel interference by adjacent stations working close to, or on PV-ACW frequencies. A review of the antenna locations indicated that maximum utilization of the equipment was obtained.⁹⁴

Following the completion of the survey, the 26th concluded that the frequencies were intrinsically unsuitable because the distance between the shore stations and the ships was too great to rely on ground wave communications. Recommendations were that shore stations be specially selected for telling nets with the necessary increase in equipment and operating personnel. The Division concurred with the Navy recommendation that a block of frequencies be assigned in a suitable frequency range more adaptable to geographic location.⁹⁵

A second component of the seaward extension was the 551st AEW&C Wing at Otis AFB, Massachusetts. Though this wing was not operational during the latter half of 1955, it was involved in some activities of the 26th. After March 1, 1956, when the Division would shift its responsibility northward to encompass

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Otis Air Force Base, this wing would be operationally controlled
by the 26th AD.⁹⁶

During the latter half of 1955, this AEW&C Wing conducted training operations with several 26th AC&W Squadrons. October was the first month in which the Division scheduled fighters to work with the AEW wing. This training was coordinated and conducted with the 646th AC&W Squadron, on the gunnery range off Atlantic City, N. J., and was essentially designed to provide the AE&W aircraft practice in air-to-air tracking and control of fighters in cooperation with an AC&W squadron. Much improvement in equipment would be necessary however before the AE&W units could become fully operational.⁹⁷

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THE GROUND OBSERVER

Completing the full scale of surveillance capability for the 26th Air Division was the Ground Observer Corps, which continued to operate under the supervision of the 4760th Ground Observer Squadron. By the terms of its organization, the 4760th was "responsible for the observing, reporting, and collation of the movement of specified aircraft within its geographic area of responsibility, all of which would help augment the Air Defense Command radar network."⁹⁸

The squadron was composed of nine filter center detachments (only eight of which were operational) and 1,641 observation posts, which required 59,000 civilian volunteers for maximum effectiveness.⁹⁹

By the end of December it was operating eight filter centers throughout the area with 1463 observation posts organized and 57,000 civilian volunteers.¹⁰⁰

Backbone of GOC training was the continuance of the "Skytrain Exercises" - with number V in July, VI in August, VII in October and IX in December. The September exercise was postponed for an EADF reappraisal of the program and the exercise in November was cancelled due to the Division Operation Readiness Inspection.

Exercise V was held on July 9, but poor flying weather in most of the Division area greatly hampered the reporting of mission

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STATUS OF GROUND OBSERVER CORPS ORGANIZATION AND OPERATION
AS OF 31 DECEMBER 1955

(Source: Status of Ground Observer Corps Organization and Operation, RCS: ADG-V13, 31 Dec 55)

DET#	LOCATION	CIV VOL		OBS POSTS		CIV VOL		STATUS OBS POSTS		
		FILMER	CNTR	REQD	ORGND	OBS	POSTS	24HR	ACT	TOTL
1	New Haven, Conn	346		134	121	7099		13	87	100
2	White Plains, NY	460		147	144	10519		32	83	115
3	Trenton, NJ	255		110	103	4214		28	57	85
4	Harrisburg, Pa	480		276	220	7999		30	153	183
5	Pittsburgh, Pa	679		337	320	13116		54	203	257
6	Baltimore, Md	276		209	197	6313		68	124	192
7	Richmond, Va	257		158	158	1605		73	58	131
8	Roanoke, Va	175		264	200	6948		0	175	175
9	Charleston, W.Va	Detachment not operational.								

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aircraft. The observation posts were well manned and in the estimation of the 26th this was "an indication that the volunteers were receptive to the training". However, there were some continuing problems.¹⁰¹ Basically, the use of MATS aircraft for the exercises was deemed unsatisfactory because they appeared to the observer to be too much like a civilian plane. The Division suggested, therefore, that only aircraft with distinctive configuration be used, such as the B-29; C-119 or RC-121. In addition, pilot reports from strike aircraft were erratic; some reported their position only once in two hours, while others varied from 30 minutes to an hour. Confusion also resulted in the track identification at the filter centers because when the pilots did make position reports they neglected to include the route designated.¹⁰²

After the completion of Exercise VI on August 7, EADF ordered delay of the September exercise until October 2 for a "review of the GOC and low altitude training systems."¹⁰³ Reports began pouring into Division headquarters with comments from detachment commanders on how to better effect training under the "Skytrain" plan. For the most part this opinion could be boiled down to the points that "Skytrain" was the best medium for testing GOC effectiveness, but greater coordination was needed between the strike aircraft, filter center evaluation teams, and the filter centers.¹⁰⁴

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The result was that EADF directed each filter center commander to submit two B-29 and one B-25 route for "Skytrain" that would best cover his area and effect the greatest training for the greatest number of posts. This in lieu of the force wide exercises based on some 30 separate routes. Under this new plan, the flight routes would be based on the need of each division sector.¹⁰⁵

On October 2, "Skytrain" was back on the track with number VII. Exercise VIII was cancelled in November¹⁰⁶ and IX was held on 4 December with X slated for early January 1956.

In an effort to extend this "civil observation" out to sea, an offshore siting test was implemented in October. This program involved reporting by commercial shipping of all aircraft and submarine sitings through the Ground Observer Corps to the direction centers for information and correlation. Although the program was continued through December, only three sitings were reported. One was correlated with a civilian airline flight from Bermuda to New York City, one could not be correlated and the third was delayed in transmission through the marine operator.¹⁰⁷

With the close of the 1955 GOC training exercises, the first indication of what 1956 would hold came to light on

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December 7 in a letter from General C. R. Huebner (ret.), Civil Defense Director for New York State, to General E. E. Partridge CINCONAD. "In our exercises for the coming year," said General Heubner, "the emphasis will be on evacuation and radio active fallout. ¹⁰⁸ He was concerned about the problem of radio active fallout and the safeguarding of the observation posts within the fallout pattern. General Heubner pointed out that the present system of filter center backup was far from adequate; using as an example the fact that back-up for the filter center in the target city of Syracuse, New York was the filter center in the target city of Pittsburgh. The solution as he saw it was to move these filter centers beyond the target areas and locate them underground in a self-sufficient type of construction that would provide safety from radio active fallout and enable them to function properly. ¹⁰⁹

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COMES SAGE

Activity in the programmed SAGE system within the 26th Air Division began during this period, mostly in the form of recommendations, although some actual "ground breaking" took place for supporting elements to the system itself. In early August, the Division was informed that the New Jersey and New York Bell Telephone Companies would provide wire circuits in support of the McGuire SAGE Subsector.¹¹⁰ New York Bell Company proposed the erection of a micro-wave tower and a 30x60 foot building at Montauk for the new circuit route to satisfy "diversification requirements" basic SAGE needs. The New Jersey Company would make similar preparations at Highlands Air Force Station and Palermo Air Force Station with the exception of the tower.¹¹¹

By September 12th the 770th AC & W Squadron at Palermo Air Force Station submitted a site plan for the Bell Telephone terminal building with a programmed \$4,500 to furnish support items.¹¹² However, neither Palermo Air Force Station nor highlands Air Force Station had space available for the carrier and terminal equipment. Consequently, EADF proposed the construction of block buildings and directed the site commanders to submit formal requests for the outleasing of the real property required by the telephone companies.¹¹³

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By early November, the telephone companies were anxious to begin construction. They were to construct the building to house the toll terminal wire equipment and install the entrance cables to the proposed building and cables to other locations at the sites. In order to finish this project by the target date, the New Jersey Company felt they must begin construction no later than 1 December.¹¹⁴ The only stumbling blocks were AFR 87-3 and 3A concerning the granting of rights of entry, and the availability of property. In a December message marked "urgent and immediate",¹¹⁵ EADF waived the provisions of the regulation; and as December ended the telephone companies crews appeared on the sites and began the first phase of construction which would ultimately lead to the full incorporation of SAGE into the 26th Air Division.

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CHAPTERNOTES

CHAPTER II

1. The seven operational radar sites were: 646th ACWRON, Highlands, NJ; 648th ACWRON, Benton, Pa; 773rd ACWRON, Montauk, NY; 647th ACWRON, Manassas, Va; 770th ACWRON, Palermo, NJ; 771st ACWRON, Cape Charles, Va; 772nd ACWRON, Claysburg, Pa.
2. ORI Brochure, 7 - 16 Nov 55. (Document 4).
3. Consolidated Combat Readiness Report, July 55, Pg. 188.
4. Con C/R Readiness Rept, Aug 55, Pg. 17.
5. Staff Meeting Minutes, 20 Sep 55.
6. Con C/R Readiness Rept, Sep 55, Pg. 19.
7. ORI Brochure, 7 - 16 Nov 55. (Document 4).
8. Msg 26ADCDR 0357, 26th AD to EADF, 18 Dec 55.
9. On clear, cool fall nights, strong temperature inversions occur a short distance above the top of the radar antenna. This discontinuity in the atmosphere forms a "reef" which is impervious to radar energy striking it at a low angle. As a result the waves which normally would detect aircraft at high altitudes, some distance from the station are trapped below the "reef" and follow the curvature of the earth at a low altitude. This greatly increases the range of the radar set at altitudes below the "reef"; however, it leaves large volumes of space around the station at high altitudes completely unprotected. (See Appendix A).
10. ORI Brochure, 7 - 16 Nov 55. (Document 5).
11. Ibid.
12. Ibid. For a brief on the operation of the FPS-7 and FPS-20 see Appendix B.
13. Radar Improvement Program, EADF.

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14. ORI Brochure, 7 - 16 Nov 55. (Document 5).
 15. Interview with Lt. Col. Frank C. Tenny, Chief of Electronics Division, 29 Mar 55. For a more complete description of the Quality Control Computer see Appendix C.
 16. Incl 1, Ltr ADC to EADF, "AN/FPS-6 Height Finder," 19 Aug 55.
 17. 1st Ind, Ltr 26th AD to EADF, "AN/FPS-6 Height Finder," 9 Sep 55.
 18. Ltr, ADC to EADF, "AN/FPS-6 Height Finder," 19 Aug 55. An improved version of the OA-270, the OA-929, was to replace the 270 as soon as sufficient quantities were available.
 19. Ltr, 773rd ACWRON to 26th AD, "Height Finder Effectiveness," 28 Sep 55. (Document 6).
 20. In addition to the FPS-6 installed at Montauk, a tower was under construction for a second. By mid-December the tower footings were complete at Palermo AFS and the tower was on the site ready for erection. Operation was hoped for by late March 1956. Also, the tower installation at Highlands AFS was complete by the end of the period. ORI Brochure, 7 - 16 Nov 55. (Document 7) and report of Staff Visit to 770th ACWRON, 4 Jan 56.
 21. ORI Brochure, 7 - 16 Nov 55. (Document 7).
 22. Ltr, 772nd ACWRON to 26th AD, "Height Finder Effectiveness." 7 Sep 55.
 23. Ltr, 647th ACWRON to 26th AD and Ltr, 771st ACWRON to 26th AD, "Height Finder Effectiveness," 8 Sep 55.
 24. Ltr, 770th ACWRON to 26th AD, "Height Finder Effectiveness," 6 Sep 55.
 25. CONAD and ADC History, Jan - June 55, Pg. 18.
 26. Ltr, EADF to 26th AD, "Operation and Maintenance of the Gap Filler Radar Program," 15 Jul 55. (Document 8).
 27. Ibid.

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28. DF, Capt. Charles W. Geary, Project Officer, to D/C&E, "Low Altitude Gap Filler Project," 6 July 55.
29. DF, Capt. Charles W. Geary to D/C&E, "Low Altitude Gap Filler Project Status," 8 Sep 55. (Document 9).
30. Ibid. For a complete list of Gap Filler Radar sitings in September see Appendix D.
31. Ltr, "ADC Revision to the siting Directives for the Low Altitude Gap Filler Radar Program," 12 Dec 55.
32. Msg 26ADOCF-D 334, 26th AD to All ACWRONs, 20 Jan 56. For a list of these sites and their locations see Appendix D and Appendix E.
33. Interview with Major Jack Barr, Assistant Chief Electronics Division, 24 Feb 55. It might be well to point out that though the sitings were made and submitted to ADC no actual ground breaking was begun in the period; however, the contractors had drawn plans for the programmed sites.
34. ORI Brochure, 7 - 16 Nov 55. (Document 10).
35. History of JEADF AND EADF, Jan - Jun 55, Pg. 36.
36. Staff Meeting Minutes, 22 Nov 55.
37. Ltr, 26th AD to All ACWRONs, "Requirement for PPI Scopes," 3 Oct 55.
38. DF, Ch. Elect Div to ACW Officer, "PPI Requirements," 14 Nov 55.
39. ORI Brochure, 7 - 16 Nov 55. (Document 10).
40. Ltr, 26th AD to EADF, "Survey of ADDCs," 10 Aug 55.
41. Ltr, 646th ACW to 4709th ADW, "Commander's Commentary," 2 Dec 55.
42. Staff Meeting Minutes, 11 Oct 55.
43. Ltr, 26th AD to EADF, "Survey of ADDCs," 10 Aug 55.
44. Msg 26ADDVC 0432, 26th AD to EADF, 18 Nov 55. See Appendix F.

45. Msg EAPMP-O 1602, EADF to All Divisions, 9 Dec 55.
46. ORI Brochure, 7 - 16 Nov 55. (Document 11).
47. 1644 AFSC is a fully qualified director, while the 1641 is at the career field entry level.
48. D/P Review of September Combat Readiness Report, 27 Oct 55. (Document 12).
49. 2nd Ind, Ltr, 773rd ACWRON to 4709th ADW, "Commander's Commentary," 30 Dec 55. See Appendix G.
50. ORI Brochure, 7 - 16 Nov 55. (Document 11).
51. Ltr, 26th AD to EADF, "Manning Requirements of AC&W Squadrons in AFSC 1644," 6 Dec 55. (Document 13).
52. Staff Meeting Minutes, 2 Dec 55.
53. Msg WDP 12-10569, 4710th to EADF, 23 Dec 55.
54. DF, Ch Elct Div to D/C&E, "Unscheduled Maintenance," 1 Nov 55.
55. Ltr, 26th AD to 4709th and 4710th ADWs, "Unscheduled Maintenance," 17 Oct 55. 8.3 hours of unscheduled maintenance was about average for an FPS-3 site.
56. Ltr, EADF to All Divisions, "Implementation of Ground Radar Maintenance Schedule as specified in ADCM 66-6," 6 Aug 55.
57. DF, D/C&E to D/M, "Comments on ADCM 66-6," 12 Aug 55.
58. On-site depot overhaul was designed to return radar and communications equipment to factory specifications. Depot overhaul was scheduled every 18 months, with radome repair and repainting every two years.
59. Staff Meeting Minutes, 17 Nov 55.
60. Ltr, 773rd to 4709th ADW, "Commander's Commentary," 6 Dec 55. See Appendix G.
61. ORI Brochure, 7 - 16 Nov 55.

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62. Report of Annual General Inspection F/Y 56 of 772 ACW, 2 Nov 55.
63. Msg 26ADDVC 4746, 26th AD to 4709th ADW, 18 Oct 55. (Document 14).
64. C&E Digest, Jan 56, Pg. 1. This article gives a complete summary of the operation of STP in terms the layman can understand as well as outlining the more technical aspects.
65. In implementation of STP in a Division, each ADDC receives a Problem Reproducer (RCA's AN/GPS T-2) and packaged problems. The latter includes 70mm film problems and various aids such as maps, flight plan scripts and recording sheets. The Problem Reproducer is somewhat analogous to a movie projector, receiving the film which flashes the air picture on the scopes and another film which duplicates, on the scopes, the station's normal and permanent echo. Through the use of a separate radar simulator (AN/UPS T-4, otherwise known as the 15-J-1-C) the directors are provided fighters for interception and identification of "unknowns" or the destruction of the "invaders." For a further insight into the research program of The RAND Corporation and STP see Business Week, March 3, 1956, and Fortune, March 1951.
66. Ltr, Capt. R. A. Meier to Col. F. H. LeFebre, 26 Jun 55. (Document 15).
67. DF, DPIT to D/O, "Rand Training Program," 1 Jul 55. (Document 16). This document contains a list of personnel who attended the first class and also the projected requirements at that time.
68. Interview with Lt. P. E. Elbe, Directorate of Personnel, 23 Apr 56.
69. Interview with Dr. D. S. Werner, 27 Mar and 18 Apr 56.
70. Staff Meeting Minutes, 22 Dec 55.
71. ORI Brochure, 7 - 16 Nov 55. (Document 17).
72. Ibid.

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73. Msg 26ADOCE-E 0464, 26th AD to EADF, 6 Dec 55.
74. Ltr, D/C&E to Comdr 26th AD, "Report of Staff Visit - 330th and 331st FIS, Stewart AFB, NY," 29 Nov 55.
75. Interview with Lt. Louis Port, Div ECM Officer, 5 Mar 55.
76. DF, D/C&E to D/O, "Passive Detection Operations," 27 Jul 55.
77. Ltr, 770th to 4710th ADW, "Passive Detection Equipment Disposal Instructions," 29 Aug 55.
78. 2nd and 3rd Ind, Ltr as above, 26th AD to EADF, "Passive Detection Equipment Disposal Instructions," 2 Sep 55, and EADF to 26th AD, 16 Sep 55.
79. Ltr, 770th ACWRON to 4710th, "Pass Det Equip Disposal Instr," 23 Nov 55.
80. Msg ACFPER 1145, 770th ACWRON to 82nd Ftr Gp, 8 Sep 55.
81. Annual General Inspection F/Y 56 of 770th ACW, 20 Dec 55.
82. Interview with Lt. Col. F. C. Temy, Ch Elct Div, 2 Apr 55.
83. Staff Meeting Minutes, 16 Aug 55.
84. Staff Meeting Minutes, 2 Dec 55.
85. Staff Meeting Minutes, 13 Sep 55.
86. Interview with Major Vivien E. Trader, IG Office, 22 Mar 56.
87. Ltr, 5th FIS to 26th AD, "Report of PV Missions," 2 Aug 55.
88. DF, D/O to D/C&E, "PV Communications," 11 Aug 55.
89. Ibid.
90. DF, Navy Deputy to D/O, 7 Sep 55.
91. Msg 26ADOCE-C 0347, 26th AD to EADF, 8 Sep 55.
92. DF, D/C&E to VC, "Report of Visit to Montauk AFS with Gen. Neal," 19 Sep 55.

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93. Msg ACB 0036, 646th ACWRON to 26th AD, 11 Jan 56.
94. Msg ACFC&E 0039, 770th ACWRON to 26th AD, 12 Jan 56.
95. Msg 26ADOCE-C 0015, 26th AD to EADF, 15 Jan 56.
96. Staff Meeting Minutes, 16 Aug 55.
97. Staff Meeting Minutes, 28 Oct 55.
98. Organizational Portrayal, Dec 55. (Document 18).
99. Ibid.
100. See Status of GOC Organization and Operation as of 31 Dec 55.
101. Ltr, 26th AD to EADF, "Skytrain V," 27 Jul 55.
102. Ltr, 26th to EADF, "Skytrain IV", 21 Jun 55.
103. DF, 4760th GOS to All Detachments, "Skytrain Exercises," 25 Aug 55.
104. Ltr, Det #5 to 4670th GOS, "Comments Pertinent to Skytrain Exercises," 15 Sep 55.
105. EADF to 26th AD, "Exercise Skytrain Routes," 27 Sep 55.
106. DF, 4670th GOS to All Detachments, "Skytrain Exercises," 26 Oct 55.
107. Historical Report D&T, 1 Jul to 31 Dec 55.
108. Ltr, C. R. Heubner to Gen. E. E. Partridge, Dec 7, 55. (Document 19).
109. Ibid.
110. The McGuire Subsector was to include McGuire AFB, Montauk AFS, Palermo AFS, and Texas Towers 3 and 4. Subsector 2 was spotted at Stewart AFB and included North Truro AFS, Sarasota Springs AFS and Texas Towers 1 and 2. The XD-1 Experimental Sage System included Montauk AFS, N. Truro AFS, Brunswick AFS, Highlands AFS, Schuylerville AFS and Texas Tower 2 as well as fighter squadrons at Otis and Suffolk AFBs.

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111. Ltr, EADF to All Divisions, "Implementation of the SAGE System in EADF Area of Responsibility," 9 Aug 55, Pg. 5.
112. Ltr, 770th ACWRON to 4710th ADW, "Site Plan for Sage Terminal Building," 12 Sep 55.
113. Msg EAMIS-P-18 39948, EADF to 26th AD, 22 Sep 55; Msg EAMIS-P-18 39949, 22 Sep 55.
114. Ltr, New Jersey Telephone Co. to Comdr 646th ACWRON, 3 Nov 55.
115. Msg EAMIS-P-19 50244, EADF to 26th AD, 7 Dec 55.

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CHAPTER III

THE WEAPON

The Interceptor Force

The fighter-interceptor force of the 26th Air Division (Defense) was fully equipped with the F-86D and F-94C all weather interceptor during the reporting period although in July several squadrons were still in the process of converting to the "60" series F-86D.¹ Of the Division's dozen fighter interceptor squadrons, seven were equipped with the F-86D while the remaining five flew the F-94C. Each squadron was authorized 25 combat aircraft, but the number available varied considerably throughout the period. For the most part a sufficient number to carry out the Division mission was on hand.² Several maintenance projects effected the number of aircraft available in the fighter force, but by December these programs were nearly completed and the force strength became more stabilized.

Having a sufficient number of aircraft at each squadron did not, of course, insure that the units were fully ready to carry out the defense mission. Combat ready rates varied from day-to-day, with the overall aircraft in-commission rate about 66 percent. Contributing factors to the deficiency were many and varied. Especially prominent was the shortage of fire control systems components and technicians; the supply problem played a subtracting part as did crew manning and efficiency.

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FIS TACTICAL AIRCRAFT STATUS JULY - DEC 1955

(Source: 26th Air Div (Def) Consolidated Combat Readiness Reports July thru December 1955)

UNIT	TYPE	JULY		AUGUST		SEPTEMBER		OCTOBER		NOVEMBER		DECEMBER	
		O/H	C/R	O/H	C/R	O/H	C/R	O/H	C/R	O/H	C/R	O/H	C/R
2	F-86D	24	14	26	15	26	17	26	12	26	14	26	11
5	F-86D	26	22	23	14	22	12	22	11	22	12	21	13
46	F-94C	19	15	20	14	21	16	24	16	25	21	28	21
48	F-94C	21	16	22	18	18	15	21	17	22	18	23	19
95	F-86D	25	18	23	16	24	16	26	14	26	17	26	16
96	F-94C	24	20	22	17	24	18	25	18	27	22	28	24
97	F-94C			19	16	20	16	20	15	22	17	23	18
75	F-86D	26	17										
330	F-86D	17	14	26	16	24	11	26	11	26	13	25	13
331	F-86D	23	17	23	15	25	15	26	15	27	18	27	11
332	F-94C	23	20	21	15	22	18	27	21	27	18	27	16
539	F-86D	21	17	26	20	24	17	26	13	26	18	24	17

NOTE: Throughout the period each unit was authorized 25 fighter-interceptor aircraft.

In the above chart all the figures given are averages for the month.

O/H denotes "On Hand".
C/R denotes "Combat Ready."

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A yardstick of fighter interceptor squadron activities was the number of successful scramble sorties to identify unknowns penetrating the Division area. Percentage-wise the best month of the period was August, in which 75 percent of the scrambles ordered were successful; September was the worst with only 62 percent effective; July was 70 percent; October 66 percent; November 64 percent; December 63 percent.³ A considerable number of these "missed" interceptions were a result of fading tracks prior to intercept as the target passed out of the Division area. However, there were other and more serious factors involved, including mechanical failure of both airborne and ground equipment, ECM, and error on the part of the aircrews.⁴

Combat readiness steadily declined during the last four months of 1955. In October the F-94C squadrons varied from 67 percent ready for the 46th Fighter Interceptor Squadron to 81 percent for the 48th Fighter Interceptor Squadron, for a combat ready aircraft average of 73.3 percent. F-86D units varied from 42 percent to 78 percent for an average of 54.1 percent. The "78" was considered exceptionally good for an F-86D Squadron. The low rates were attributed to an acute shortage of qualified supervisors and technicians in nearly all aircraft maintenance career fields.⁵

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One of the major problems in aircraft maintenance was the personnel shortage in the fire control systems career field, coupled with a lack of E-4, E-5, and E-6 fire control systems. A need also existed for suitable ground power units for flight line and hanger maintenance and testing.⁶ Far more serious than this, however, was the need for skilled technicians in the career field. Although on November 1, the field was 96 percent manned, the supervisor "7" level and the technician "5" level were only about 13 percent manned. It was not unusual to find one supervisor assigned to a unit in which eight or nine were authorized or only five technicians assigned of the twenty-six authorized. This was a prime concern of the Division, and in the opinion of the Command Data Analysis Committee, "The inability to maintain aircraft operationally ready is primarily due to lack of the minimum number of personnel to do the job."⁷

In addition to particular fields dubbed "critical," the fighter squadrons were generally undermanned in all categories of support personnel. Some squadrons were manned at only 59 percent while others reached as high as 90 percent authorization, with considerable fluctuation occurring throughout the period.⁸

The need for supervisory personnel in aircraft maintenance fields was also felt at the officer level. It was in fact considered

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to be "our most serious limiting factor."⁹ The Division had long been painfully aware of this problem, and emphasized repeatedly the importance of increasing the maintenance capabilities of its fighter units. In April the Division Commander directed, as an interim measure, that the best qualified officer in the Operations Section of each fighter squadron (in the grade of major or senior captain) be assigned against the maintenance officer vacancy to supervise the entire materiel function.¹⁰ However, many of these officers held the limited resource specialty as fighter interceptor pilots - another field of shortage. In late September EADF took steps to try to alleviate the situation by directing that all-weather fighter pilots with primary duties other than flying be reassigned to a "cockpit position" where possible. In effect, this plan would ease the officer shortage in the long run, because EADF would be able to requisition officers for non-rated specialties, which would not be possible if the positions were filled.¹¹ While this action was not a solution to the immediate and pressing problem, it was a long step in the right direction.¹²

Generally, the combat readiness rate in F-86D squadrons was lower than in units equipped with F-94C's due in part to the fact that the "dogs" were still new to some units and were undergoing changes and modifications.¹³ As an average some 66 percent of

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the F-94C and 64.5 percent of the F-86D aircraft were in-commission throughout the period. Of the time out-of-commission throughout the period, scheduled maintenance accounted for approximately 20 percent, unscheduled maintenance 8 percent, and AOCF 6.8 percent.¹⁴

The AOCF rate had been under study throughout ADC for some time before the last half of 1955, and the command felt the root of the problem was a failure of the base supply function. Early in 1955 a CONAD plan was set forth to lower the out-of-commission rate to 10 percent (4% AOCF and 6% ANFE) by the end of July 1955.¹⁵

The 26th Air Division failed to reach this goal as the AOCF rate persisted at approximately 6 percent throughout the period. However, the rate was lowered in both the 4709th and 4710th Air Defense Wings generally, with the possible exception of two squadrons in each - the 5th and 331st FIS in the 4709th, and the 46th and 95th FIS in the 4710th.¹⁶ In some cases small items would become the "lost nail." For example, the 4710th reported that in six days during the month of October, three items (holly fuel control, alternators, and a hydraulic pump) affected 22 aircraft for a total of 314 aircraft days out of commission. Moreover, a survey conducted of 761 items in all supply classes received from depots showed that the elapsed pipeline time average was 7.14 days to receive an AOCF item after the requirement was made known to the depot.

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This was in contrast to a three or four day expected time delay.¹⁷

So the crux of the problem obviously lay in supply channels and this was again underlined in early November by EADF Commander Major General M. R. Nelson, when he informed all division commanders that EADF had failed to meet the 10 percent AOCF/ANFE level set by ADC. He stated that items available from supply stocks continually appeared on the AOCF/ANFE reports indicating inadequate local supply procedures. From this followed the logical conclusion: "Spares on hand on D-Day will be the only assets immediately available to support the air battle which may well be decisive."¹⁸

In late September EADF directed that the 4709th conduct a survey of peace time supply stock levels to determine how many days an air defense war could be conducted without outside supply. EADF recommended that the survey site be Stewart AFB and that battle losses not be considered. The supplies on hand in base supply as of the survey date were to be the supplies assumed available on "D-Day." The number of sorties was based on EADF war plans in which 25 mission aircraft per squadron were to be supported throughout the air defense war.¹⁹ By October 7 the results were forthcoming. In Category I, II, and III items the Wing could last seven days. Enough aircraft engines were on hand for 30 days with a zero day backlog for critical items.

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As a result, the wing recommended a reserve supply of 23 days at ADC bases in all supply categories.²⁰

In the maintenance function during the last half of 1955 several efforts were brought to a culmination. The last of the F-86D's had been returned from "Operation Pull-out" by 30 September,²¹ and Phase II of operation "Hop Up" was nearing completion which was expected to add appreciably to the combat readiness of the Division. In July, 22 F-94C jets were at McClellan AFB, Sacramento for "Hop Up" with 42 already returned and five still to go.

By December only 12 remained in Sacramento with 68 aircraft completed.²² However, all was not well with the returning aircraft and their poor condition was a subject of concern to both ADC and EADF. Some of the first aircraft to return to duty from "Hop Up" came equipped with "rags in the intake screens, wrenches in the Plenum Chamber, loose afterburners, and fuel line and hydraulic leaks." To help Sacramento Air Materiel Area (SMAMA) correct these deficiencies, all serious items involving flight safety were to be reported directly to EADF by telephone, who relayed the information to ADC headquarters.²³ The situation continued to be a problem as a large portion of the F-94C's returning to duty had damaged engines caused by foreign objects and debris left in the fuselage.²⁴

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This latter problem was by no means confined to aircraft returning from the West Coast. Damage from foreign objects had been with the Air Force since the adoption of jet type aircraft and the 26th had its share of difficulty. In a survey from January 1 to July 31 reports showed that 65 engines, of a total of 270, were removed and repaired due to damage from foreign objects. The average aircraft flying hours before damage from foreign objects was 707 hours as against 170 hours for removal for all causes.²⁵ This was directly attributable to an insufficient quantity of proper sweeping equipment and qualified operators; but more important needs were repairs to runways and taxiways and an expansion of parking spaces at many of the Division bases.

Extensive runway work was already in progress throughout the Division by early July. This consisted of not only repairs and rebuilding of runways, but in some cases, runway extension. During the first half of 1955 ADC published a dictum that primary runways to support fighter interceptor operations must be a minimum of 9,000 feet. Most primary runways in the command failed to meet this criteria and would require extension or the eventual relocation of fighters.²⁶ For the 26th Air Division this meant extensions of 2,000 feet for most bases with the most pressing requirement at New Castle County Airport (NCCA) Delaware.

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In fact, several recommendations had been made that the Division vacate this base because of the dilapidated condition of facilities and inherent space limitations.²⁷ But this station was not the only problem. Construction was completed or in progress at New Castle, Stewart, Dover, and McGuire by the beginning of 1956.

The situation at New Castle was unique however and encompassed both runways, and the closely allied program of runway barriers installation. It was impossible to extend two of New Castle's runways the 1,000 feet necessary to meet requirements because they would then run beyond the base boundaries and over primary state roads. Two hundred feet from the north end of runway 19 was a 30 foot drop,²⁸ while the overrun on the other end was considered satisfactory and could be extended. The extensions were not considered desirable by EADF because of the excessive costs of construction which would entail a complete fill and cut the base in half separating the operational and housing areas by four miles. Delaware Highway 41 would have to be relocated, private housing would be adjacent to the runway, and the existing warehouses and POL facilities would be dislocated.²⁹

Attacking this problem, EADF requested a revision to previous plans for New Castle and requested that contract bids be let in December. The alteration to the original plan was that the 300 foot

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overrun on the north end of runway 19 be deleted, while the south end extension be given the "go-ahead."³⁰

Meanwhile construction of a new north-south runway was progressing satisfactorily at Dover AFB, Delaware and by early November it was completely paved and ready, except for marking and lights. By mid-November it was finished and in full operation.³¹

During November one-third of one of the main runways at McGuire AFB was under repair. Upon completion of this construction it was planned to relocate the alert hangers in more advantageous positions and put up a permanent runway barrier.³²

Another runway construction in the Division was at Stewart AFB where the construction of an alert apron and extension of the taxiways was scheduled for completion by November.³³ The 26th had strongly recommended in September that the Stewart hangers be relocated from original plans because their location created too great a taxi distance to the scramble runway. However, EADF and ADC turned thumbs-down on the project.³⁴

A project closely allied to runway construction and alert hanger relocation was that of runway barrier installation. ADC had directed that 1,000 foot overruns with barriers be installed at all bases. As has been noted, this created problems in some areas where sufficient overruns were not available, but the Division felt that barriers should be erected in any event if it would

possibly save aircraft. On this point, the Division Commander, General Thayer S. Olds, was adamant. "I want those barriers up, with or without the 1,000 foot overrun," he told his staff in mid-December.³⁵

In implementing the barrier program ADC had arranged for AMC to provide the necessary barriers for all ADC activities, and the wings were directed to insure prompt installation. This included obtaining necessary permission to install them at bases on which ADC was a tenant.³⁶

The program was well under way in the waning months of the year and by the end of October the last needed item was received at New Castle while the McGuire barrier would be installed immediately following the runway construction. An interim barrier installation was planned for McGuire on the temporary scambel runway until the primary runway construction was finished.³⁷ Andrews had no barrier at that time, but the 26th had sent a supply tracer to expedite arrival.³⁸ In this instance, MATS had funded \$37,000 for barriers with the installation date set for the third quarter of FY56.³⁹

At New Castle, of course, the required criteria for barrier installation did not exist because of lack of the 1,000 foot overrun. There was heavy landing traffic to the north and at the end of the runway was the 30 foot drop off. Initially the NCCA commission

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objected to any barriers, but finally agreed to the need for one at the north. Because of a proposed new runway, the 82nd Fighter Group considered it better to forego other barriers.⁴⁰ However, Division felt that deferring the project was unwise in the interests of flying safety.⁴¹ Division also requested a waiver of the established barrier installation criteria to allow for their installation at bases not having the overrun requirement.⁴² Permission on an individual basis only was forthcoming as the period ended.⁴³

Though the fighter-interceptor picture showed considerable improvement during the last half of 1955 and plans and operations were underway to guarantee adequate flying facilities, the Division experienced a critical shortage of tactical pilots (AFSC 1124B and 1124C). The squadrons had borne heavy losses of pilots due to many separations within a short period, and an inadequate number of replacements. Aggravating the situation was the withdrawal of pilots for temporary duty.⁴⁴

In September the 4709th Air Defense Wing had an authorization of 222 Aircrews (37 per squadron) but was assigned an average of 155 with only 126 actually present for duty. In the 4710th Wing, the average percentage was slightly better showing 185 crews authorized, 141 assigned, and 118 present for duty.⁴⁵ During the November Operational Readiness Inspection the number of pilots actually present for duty was approximately 60% of those

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assigned. Throughout the period it was not unusual for over 20% of the assigned pilots to be absent from their duty stations on TDY.⁴⁶

Various steps to alleviate the situation at local levels were attempted but results were "stop-gap" at best. An effort to cross-train day fighter pilots to all-weather aircraft met with little success because of flying safety considerations. Certain jet qualified officers assigned to staff duties at Wing and Group levels were given refresher courses and assigned to fighter units. In addition, selected conventional pilots with high potential were sent to formal all-weather jet schools. However, it was Division opinion that "none of these measure can solve the existing shortage of pilots, and no other source of additional personnel is available to the Division!"⁴⁷

The Division expected the downward trend in the crew-aircraft ratio to continue during the 1956 calendar year.⁴⁸ The radar observer career field was forecast to have only 50% manning during the first half of calendar year 1956, in spite of an EADF directive to reassign all observers to aircrew positions unless they possessed other limited resource specialties.⁴⁹

ADC had long felt that all fighter interceptor squadrons should be commanded by officers in the grade of lieutenant colonel serving on a stabilized tour of three years. This plan began to develop on August 30 when a three year "freeze" was placed on fighter interceptor squadron commanders to become effective on the officer's

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assignment date. The only stipulation was that, if necessary, these officers might be withdrawn to fill overseas quotas, since ADC was the major source of replacement for the overseas fighter interceptor squadrons.⁵⁰ By early August the Division had more lieutenant colonels in command of fighter squadrons than ever before.⁵¹ In October EADF informed the 26th that five more lieutenant colonels would be assigned for squadron duty beginning that month and all fighter squadrons were expected to have lieutenant colonels to command by the summer of 1956. The newcomers would be assigned to the 96th, 330th, 331st, and 2nd squadrons, three reporting in October 55, one in April 56, and the last by June 56.⁵²

The 26th was somewhat elated over the culmination of these projects which should considerably enhance the capability of the Division. Said General Olds, "These assignments, coupled with the three year stabilized tour for our fighter interceptor squadron commanders, should greatly increase our overall capability and improve the professional status of the command."⁵³

Even with this improvement, the efficiency of each particular squadron hinged as much on combat readiness as on numbers present for duty. In the drive for increased combat capability the Division was continually harrassed by overseas levies on its most qualified crews. The 4710th Air Defense Wing recommended a

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plan whereby command-wide minimums for aircrew manning would be held at 75% with the gains and losses over a six-month period considered. It was the opinion of the wing that the fighter interceptor squadrons as well as the AC&W squadrons would have less difficulty in maintaining acceptable combat readiness if this plan were invoked. 54

The problem of "operationally ready" crews was a constant concern and by November 129 of 295 aircrews assigned (43.7%) were operationally ready. This apparently low rate was due, in part to a requirement that a pilot must have completed a course in rocketry training to be counted as operationally ready. Until late in the period rocketry qualification was possible only at an ADC rocketry training school at Yuma AFB, Arizona or Moody AFB, Georgia. And even when the at-home firing was initiated, it was hampered by the lack of assessment devices, tow target availability and suitable ranges. The Division was trying to set up an at-home firing program as quickly as possible. Programmed aircrew manning showed a steady decline for the first few months of 56, and the number of operationally ready pilots could be expected to decrease proportionately unless an effective program was implemented. 55

In addition to these considerations, another factor added weight to the efficiency of an at-home program. This advantage was pointed out by Colonel Eugene Strickland, Commander of the 4709th Air Defense Wing towards the end of June. Colonel Strickland felt that

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the combat effectiveness of a fighter interceptor squadron was "substantially reduced" during the two weeks before and the four weeks following deployment to the rocketry gunnery school, and that an excessive amount of equipment had to be ferried to the school in support of the squadrons. Though he felt the school training was beneficial, Colonel Strickland expressed the opinion that individual crews could accomplish as much or more, at home, if they were relieved of all other flying commitments and given a "stand down" for the four weeks that would otherwise be spent at gunnery school. After training at Yuma or Moody the squadrons had to catch up on the technical order compliances and reschedule inspections. In some units of the 4709th Wing it was not until 60 days following their TDY that normal operations were resumed.⁵⁶

Actual at-home firing programs were in preparation during the early months of 1955. The 96th Fighter Interceptor Squadron at New Castle had actually begun conducting this training since March and the 95th at Andrews AFB had a T-33 equipped for tow duty by mid-June with firing scheduled to begin by July 1. The 48th FIS at Langley had procured tow reels during the early part of the year, and the 525th Air Defense Group was constructing reels for the 46th squadron at Dover AFB. The inadequacy of air-to-air gunnery ranges and an insufficient supply of practice rockets proved, however, to be deterrents of a major order.⁵⁷

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Other difficulties were also noted. The at-home rocketry program of the 5th Fighter Interceptor Squadron (then at McGuire) was slow getting started due mainly to procurement of equipment for the T-33 towed banner, incorrect installation of equipment, and poor technique during target pickup.⁵⁸

However, the rocket firing program at home gathered momentum during the last half of 1955 and in several squadrons an "excellent program" had been established by October.⁵⁹ There still existed a need for suitable ranges, and a device for assessing hits. Until such time as this latter requirement could be met, rocket-firing at home could not qualify a crew operationally ready. The tow reel program received a "shot in the arm" in October when more tow reels became available. During that month EADF got 11 reels from AMC, two of which went to the 4709th Air Defense Wing. An additional 31 reels were scheduled for EADF with deliveries to begin in January 56. Five of these were programmed for the 4709th. Headquarters EADF had further established a requirement for three reels per squadron, 10 radar reflective targets per squadron per month and sufficient tow line to sustain the program.⁶⁰

The efforts of the Division in this direction showed concrete results. In July, the Division held a rocketry gunnery meet at New Castle County Airport in which the 4710th Air Defense Wing

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team, flying the F-94C, bested the 4709th Air Defense Wing F-86D team and then went on to win the EADF meet at Yuma held later in August. Not content with this, the team won the world-wide USAF air-to-air rocketry gunnery meet held at Yuma AFB in early October, defeating Air Training Command by 11,600 to 10,600.⁶¹ Rocketry was expected to improve still further during the first half of 1956 as the 26th had five periods at Yuma plus two at Moody (Jan-Feb & May-June).⁶²

Combat capability of a fighter-interceptor squadron depends on several factors. Regardless of how good the aircraft is, the crew must be proficient to fly it well enough to perform the assigned mission of identification, interception and destruction. Destruction, if necessary, depended on the availability of combat rockets. Therefore, the quantity of combat rockets on hand within the various squadrons was of considerable importance. The big consideration in this area was the storage facilities available for these rockets. This had been a vital consideration for over a year and by the middle of October satisfactory strides toward a solution had been made. Throughout the Division there were storage facilities for some 54,808 combat rockets⁶³ against a storage requirement for 57,000. Though this was not a wide deviation overall, the storage capacity at at least two bases was critical. The 46th FIS at

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Dover AFB had facilities for only 2,317 against a need for 7,500. The most critical spot was at Stewart AFB where the 330th and 331st Squadrons could store only 934 of a required 8,000. Storage facilities were to have been completed by August, but because of improper installation of air vents they were unacceptable. The new date set for acceptance was December 1, and the Division advised the rocket depot to schedule shipment of the total number of authorized rockets for arrival at Stewart by that date.

Success of any interception of unidentified tracks depended heavily upon the ability of fighter interceptor aircraft to get off the ground in the shortest possible time. Generally, the division was dissatisfied with the ADC requirement for a five minute scramble. Early in the period the 26th requested a seven minute scramble when a downwind condition would not permit the use of the primary scramble runway. This request was reservedly disapproved and the condition of tail winds and use of run-ways was to be left to the discretion of the squadron commander. As a result, there was consideration of resorting to a "cockpit alert", but this was not followed through because of pilot fatigue.

For the Operational Readiness Inspection the five minute scramble time criteria for the F-86D was believed to be especially unrealistic. To further test this requirement, the 4709th Air Defense Wing made a study of the problem in mid-September and

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found the best they could do was 5:20 minutes. In this test the most able pilots were used and ADC directions in starting, and pre-take-off checks were adhered to. ⁶⁸

In this area of its operation, the Division inherently had a limited ability to scramble and recover fighters under IFR (Instrument flight rules) minimum weather conditions. The locations of fighter units in the 26th was invariably in areas of high civil and military air traffic, limiting the maximum effort operations. Interwoven over the Division area was a complex network of airways which in peace time, made it impossible for fighters to be turned to an initial attack vector immediately after take-off. To try to work this situation out as expeditiously as possible, the Division had negotiated an agreement with the CAA for specific scramble and recovery procedures (SARP) which would offer the best solution under existing conditions.

The limitation on the scrambling of fighters was not as serious a problem as their recovery, which at times meant a loss of from two to 15 minutes of available airborne time. Inability to guarantee space separation to penetrating fighters by the GCI equipment in use further complicated the problem. This necessitated the use of the sometimes complex CAA approved jet penetrations. Recovery was further impeded by the inability of GCA equipment and operating personnel to handle fighters rapidly enough.

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Recovery capability varied from one aircraft every three minutes to one every 10 minutes. The ADC standard was one fighter every 30 seconds.

Throughout the last half of 1955, the Division was trying to improve its GCI-GCA capability as much as possible; however so long as the present equipment and CAA limitations existed, the Division would be unable to meet the ADC standards.⁶⁹

Though this situation reduced effectiveness during normal peace-time operations, it would be greatly alleviated under war-time conditions since civil air traffic would be sharply reduced. There would be little or no separation problem, thereby reducing the scramble and recovery procedures to a simple GCI-GCA operation, "the accomplishment of which required a minimum of training."⁷⁰

To clearly prescribe a more effective GCI-GCA scramble and recovery program than currently in effect, the Division directed on September 6 that each ADDC area design a program for utilization of GCI-GCA only. This plan required that each AC&W Squadron and fighter interceptor squadron outline procedures for a primary and alternate SARP, a secondary and alternate SARP, and an emergency SARP.⁷¹

By the turn of the year considerable progress had been made in the installation of more and better navigational aids for the various

bases and AC&W Squadrons.

In June, headquarters USAF programmed and implemented a Tactical Air Control and Navigation (TACAN) program within the continental U. S. These facilities were programmed for operation by the third quarter of FY 56 and were to be installed at New Castle County Airport, Stewart AFB, Suffolk County AFB, Andrews AFB, Dover AFB and Langley AFB within the 26th Air Division area.⁷²

In addition, there were to be installed more radar beacons, TVOR, and ILAS facilities.

The radar beacons were scheduled for installation at all AC&W sites within the area as well as the flying bases,⁷³ and by the end of October these facilities had been installed at Andrews AFB and Suffolk AFB. The use and importance of these facilities was stressed by the Deputy for C&E, Lt. Colonel Herman C. Wood:⁷⁴

The navigational assistance which can be derived from the above facilities should not be underestimated. These facilities may also be used as an aid to remote control of aircraft under saturated conditions.

Installation of terminal, visual, omni range (TVOR) equipment was programmed for New Castle, Stewart and Suffolk. By the middle of October supply action on the TVOR was complete at Suffolk; however, there was an indication on October 7 that a change would be forthcoming in the operational concept of TVOR that could result in on-base siting. Hence, siting was suspended until further

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information was available.⁷⁵

This information was not long in coming and on November 25, EADF sent a message to all units instituting a "crash program" for "immediate action to site and install TVOR on base without delay." Interim installations would be acceptable. ADC made the decision to site this facility on base at the intersection of runways if possible and not further than 400 feet from the center line of any runway or 200 feet from the center line of taxi-ways. AACS was to site and install the equipment,⁷⁶ with ADC furnishing the supporting construction.

Since much of the allied construction had been completed the program was quickly adapted, and TVOR installations were completed at Suffolk AFB on December 22, Stewart AFB, December 28th and New Castle on December 27.⁷⁷

Meanwhile, the Instrument Landing Approach Systems (ILAS) program was progressing more slowly, with approval at Suffolk granted in October. The completion date was not established and the best estimates were set at from four to six months. When completed it was hoped that the recovery system would be greatly improved.⁷⁸

Not directly associated with the fighter interceptor operation but closely related were two important actions during the last half of 1955. The first was the de-activation of the 29th Crash

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Rescue Boat Flight at Suffolk County AFB effective 8 September.⁷⁹

The effectiveness of this flight at Suffolk had long been questioned. The facilities were considered inadequate and the cost too high for the value derived.⁸⁰ The 4710th Air Defense Wing felt that the Crash Boat Flight would be of considerable worth at New Castle County Airport; however, Division did not concur because of the proximity of Coast Guard Stations and heavy shipping traffic in that area.⁸¹

To supply the Division with Cargo Support, a program of assigning C-119 aircraft for movement of material and personnel was initiated. In time of emergency these, and all other cargo type aircraft, would support domestic transportation crisis, movement of troops and equipment to support the EAD^T mission, and participate in submarine warfare.⁸²

The arrival of C119's created a major headache for the Division for these aircraft were introduced into the organization without any augmentation of maintenance, activity or increase in aircrew personnel. In October 1954, it was learned that C-119's would be assigned as support aircraft on the basis of one per fighter squadron. After a study of economical and feasible methods, the Division decided to pool the aircraft at Suffolk County AFB and New Castle County Airport.

By the end of October six aircraft had been delivered - two to New Castle and four to Suffolk. When received all were due for

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major overhaul and factory modification at the Fairchild Corporation, which required two to four weeks. None of the receiving organizations had either maintenance personnel or pilots experienced in the aircraft, and by November there were only three qualified first pilots at Suffolk and four at New Castle. These pilots had full time duties other than flying and were not readily available. Although EADF directed transition training at each base, very little could be accomplished because the aircraft were committed to support EADF directed airlifts during all in-commission periods.

As a result, the utilization of the aircraft was extremely low, averaging about 15 hours per aircraft per month. It was expected that conditions would improve after the maintenance overhaul was completed and that the aircraft would be available except for routine maintenance and scheduled inspections.

Additional maintenance personnel and pilots were requested as soon as it was learned that the aircraft would be assigned, but by the end of 1955, no experienced personnel had been received. This caused the in-commission rate to remain at a low level and time out for inspections to be excessive.⁸³

There was little the Division could do to solve this problem. This was the consensus of an ADC inspection team which visited the Division in late August. "Higher headquarters support is required to resolve the substantial personnel, material and operational

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problems associated with this program. The assignment of the C-119 aircraft to the Division prior to providing maintenance personnel, pilots and other required support has resulted in a very low utilization rate, and decreased effective operation of the aircraft to date."⁸⁴

Division augmentation forces with a destruction capability included fighter units of the Air National Guard, Air Force Reserve and Navy and Marine Corps, as well as Army AAA and NIKE batteries.

Additional augmentation to the forces of the air division for M-day utilization was also programmed during this period. ADC Operations Plan 5-55, dated July 1, indicated M-Day assignment to the Air Defense Command for Air National Guard Wings. Prior to this time, only the fighter squadrons had M-Day assignments. This resulted in the addition of five Wings to the Division organizational structure. Also in ADC Operations Plan 8-55, dated November 1, Air Force Reserve⁸⁵ fighter bomber squadrons were given M-Day assignments to ADC.

By the end of December the Division had M-Day assignments for sixteen Air National Guard Fighter Units, operational control over the 405th FBW (TAC) at Langley AFB, Va; and fighters of the 3550th CCTW (ATC) from Moody AFB, Georgia. In addition to these forces,⁸⁶ various Navy and Marine Corps units would be involved.

Army units engaged in the defense of the 26th Air Division section continued to be situated around the target complexes of New York City,

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Philadelphia, Baltimore, Washington and Norfolk. Included in this force were 64 NIKE batteries, of which fourteen (14) were undergoing conversion training and receiving equipment in October and November.⁸⁷

In support of these Army units, the Division scheduled monthly CPX's over the gun defended sectors. Usually ten flights were flown over each area to provide sufficient tracking and target acquisition training.

These then were the weapons employed during the reporting period in the 26th Air Division (Defense). Just how effective they were will be the subject of the next chapter.

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AAA STATUS NOVEMBER 1955

(Source: Operational Readiness Inspection Brochure, 26th ADiv (D),
7 - 16 November 1955)

UNIT	LOCATION	NIKE		GURE	
		ASGD	OFNL	ASGD	OFNL
52nd AAA Brg	New York City	16	15	24	24
24th AAA Gp	Philadelphia	16	11	8	8
17th AAA Gp	Baltimore	10	4	4	4
19th AAA Gp	Washington	14	12	12	12
3d AAA Gp	Norfolk	8	8	4	4
TOTAL		64	50	52	52

NOTE: NIKE batteries not operational are units undergoing conversions
training and still receiving equipment.

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CHAPTERNOTES

CHAPTER III

1. 26th ADiR (D) Consolidated Combat Readiness Report, July 55.
2. See chart on next page.
3. See Appendix H
4. Ibid.
5. Combat Readiness Staff Commentary, 14 Dec 55.
6. EADF Command Book, 30 Sep 55, Pg. 4.02
7. Combat Readiness Staff Commentary, 14 Dec 55.
8. FIS Effective Manning (Other than Aircrews). See Appendix I
9. Msg 26ADDVC 0432, 26th AD to EADF, 18 Nov 55. See Appendix F.
10. Ibid.
11. Ltr, EADF to 4709th ADW, "Utilization of Interceptor Pilots (AFSC's 1121 - 24 B&C), " 26 Sep 55. (Document 20).
12. DF, DP to D/O, O/T, COC; D/M, IG, Flt Safety, "Utilization of Fighter Interceptor Pilots (AFSC's 1121 - 24 B&C), " 2 Nov 55. (Document 24).
13. Staff Meeting Minutes, 22 Nov 55.
14. DF, D/M to VC, "ORI Combat Readiness Rate, " 17 Nov 55.
15. CONAD and ADC History, Jan to Jun 55, Pg. .65.
16. Progress Analysis 4710th ADW, Dec 55, Pg. 4.01 (Appendix J) and Incl 2, Ltr 4709th ADW to 26th AD, "Operational Readiness Inspection, " 28 Sep 55. (Document 27).
17. Progress Analysis 4710th ADW, Oct 55, Pg. 4.00. Appendix J.

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18. Ltr, Gen. M. R. Nelson to All Div, "Aircraft Not Operationally Ready for Lack of Spares," 2 Nov 55.
19. Msg EAML P 1241, EADF to 4709th ADW, 29 Sep 55.
20. Msg WMSPC 3083, 4709th ADW to EADF, 7 Oct 55.
21. Staff Meeting Minutes, 13 Sep 55.
22. Progress Analysis 4710th ADW, July 55, et seq. Appendix J.
23. Ltr, EADF to All Div, "Phase II, Project Hop Up," 2 Apr 55.
24. "Survey to Damage to Jet Engines from Foreign Objects," 22 Aug 55. Also see Appendix K for a condition report on one F-94C returning to the 96th FIS in November.
25. Ibid.
26. CONAD and ADC History, Jan to Jun 55, Pg. 76.
27. Staff Meeting Minutes, 2 Aug 55.
28. Msg GPINS 3901, 82nd Ftr Gp to 26th AD, 19 Dec 55.
29. Msg EAMIS P-513112, EADF to ADC, 13 Oct 55.
30. Ltr, EADF to Div Engineer, No. Atl. Div, C of E, USA, "Evaluations of Pavement Surface, Base-Course, and Sub-Base of Runway 1-19 NCCA," 10 Nov 55.
31. Staff Meeting Minutes, 4 Nov 55.
32. Msg WMAI 11066, 4709th ADW to EADF, 16 Nov 55.
33. Ltr, Hq, USAF Installations Representative to ADC, "Establishment and Completion Date," 10 May 55.
34. Staff Meeting Minutes, 13 Sep 55.
35. Staff Meeting Minutes, 13 Dec 55.

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36. Msg WMAI 1106, 4709th ADW to EADF, 16 Nov 55. The barriers were required with the 1,000 foot overrun because of heavier type fighters programmed, e. g. F-100, F-102 and F-84F. The F-86D and F-94C aircraft needed only 800 feet of overrun. Standard installation required 450 feet of chain on each side of the runway.
37. Msg EAMAC-ACM 32741, EADF to All Wings, 29 Sep 55.
38. Staff Meeting Minutes, 31 Oct 55.
39. Msg WDM 11-9711. 4710th ADW to 26th AD, 22 Nov 55.
40. Ltr, 82nd Ftr Gp to 26th AD, "Revised AF Form, 734 for runway Barriers," 13 Dec 55.
41. 1st Ind, 26th AD to EADF, Ltr as above, 16 Dec 55.
42. Msg 26ADMIS 5915, 26th AD to 82nd Ftr Gp, 22 Dec 55.
43. Msg 26ADMIS 5982, 26th AD to ADWs, 29 Dec 55.
44. 26th AD ORI Brochure, 7 - 16 Nov 55. (Document 23.)
45. Ibid.
46. Msg 26ADDVC 0432, 26th AD to EADF, 18 Nov 55. Appendix F.
47. 26th AD ORI Brochure, 7 - 16 Nov 55. (Document 23).
48. Staff Meeting Minutes, 20 Sep 55.
49. Staff Meeting Minutes, 9 Dec 55.
50. Ltr, ADC to EADF, "Functional Category B FIS Commanders," 19 Sep 55.
51. Staff Meeting Minutes, 2 Aug 55.
52. Ltr, EADF to All Div, "FIS Commanders," 28 Oct 55.
53. 1st Ind, 26th AD to 4709th ADW, Ltr as above, 8 Nov 55.
54. Ltr, 4710th ADW to 26th AD, "Minimum Crew Manning," 16 Sep 55.

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55. Ltr to Comdr, 26th AD, "Combat Readiness Commentary," 20 Jan 56. (Document 24).
56. Ltr, 4709th ADW to 26th AD, "Rocket Firing Program (4709th ADW)," circa 30 Jun 55.
57. Ltr, 4710th ADW to 26th AD, "Weapons Training," 30 Jun 55.
58. Tab X, Ltr, 4709th to 36th AD, "Rocket Training Program, 4709th ADW," circa 30 June 55. A glider type pickup of the looped end of the tow line suspended between 20' stanchions was the technique for pickup. The T-33 was equipped with a 12' tail hook suspended from the Jato rack. The target was 6'x30' nylon marquisette radar reflective type, towed by a 2,000' 1/8" armored line plus 1200' 5/16" nylon line. Firing against the T-33 towed target began in the Division approximately 1 May 55. Prior to that time the tow aircraft was a B-26.
59. Report of Annual General Inspection F/Y 56 of the 539th FIS, 7 Oct 55.
60. Ltr, EADF to 26th AD, "Commander's Commentary," (RCS: ADC-V20).
61. 4710th Progress Analysis, Aug and Sep 55. Appendix J.
62. Staff Meeting Minutes, 22 Nov 55.
63. The rocket requirement per squadron was 4,000 for the F-86D Squadron and 7,500 for an F-94C Squadron. Memo D/M, "Rocket Storage Capabilities as of 27 Oct 55."
64. Ibid.
65. DF, D/M to VC, "ORI Information," 16 Nov 55. (Document 25). As an interim measure the 329th Fighter Group at Stewart AFB was directed to take the necessary action to remove practice rockets from existing storage space for the immediate requisition of live rockets.
66. Staff Meeting Minutes, 20 Sep 55.
67. Ibid.

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68. DF, IG to VC, "Summary of ORI for Commander's Conference," 26 Sep 55.
69. ORI Brochure, 7 - 16 Nov 55. (Document 26).
70. 1st Ind, Hq, ADC, "Report of Special Inspection of Hq, 26th AD (D), Roslyn AFS, NY," 1 Sep 55.
71. Msg 26ADCDR 4169, 26th AD to All Units, 6 Sep 55. (Document 27).
72. Ltr, Hq, USAF, "The Ground Tacan Program in the Continental U. S.," 17 Jun 55.
73. Staff Meeting Minutes, 31 Oct 55.
74. DF, D/C&E to D/O, "Radar Beacons," 31 Oct 55.
75. Ltr, 52nd Ftr Gp to EADF, "Supplementary Navigational Aids Report," 19 Oct 55. Originally siting was planned for off-base at the installations involved.
76. Msg EAOCE-CR 48778, EADF to All Units, 25 Nov 55.
77. Staff Meeting Minutes, 16 Dec 55.
78. Staff Meeting Minutes, 28 Oct 55.
79. G. O. 31, Hq, EADF, 26 Aug 55.
80. For a complete summary of circumstances surrounding the move see Appendix L.
81. Interview with Lt Col. Homer Cox, Material Office, 14 Mar 56.
82. Hq, 26th AD (D) Operations Plan 6-55, "Cargo Support," 2 Aug 55.
83. ORI Brochure, 7 - 16 Nov 55. (Document 28.))
84. Report of Special Inspection of Hq 26th AD (D), 22-26 Aug 55.
85. Historical Report PO&R, 1 Jul to 31 Dec 55. Actually the three F-80 squadrons affecting the 26th would not come under Divisional control until after the boundry shift on 1 Mar 56.

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86. "Operational Control and Mobilization Assignment for Reserves
And Air National Guard," 7 Dec 55. Appendix M. This docu-
ment gives a complete list of units, their locations and type of
aircraft possessed.

87. ORI Brochure, 7 - 16 Nov 55.

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CHAPTER IV

THE FULFILLMENT

In the last six months of 1955 several command post and Air Defense exercises tested the Division's ability to carry out its assigned defense mission. Two of the major command post exercises were "Firecracker" in July and "Woodchuck" in October. These exercises had, as their primary objective, training and intra-staff coordination, and implementation of plans, orders and agreements basic to the mission. Battle staff duties and procedures were examined "to determine the adequacy of plans, procedures and agreements."¹

As a result of "Exercise Firecracker", it became apparent that although major staff sections had reviewed the various plans, it was unrealistic to expect them to remain familiar with every provision of each. This engendered a requirement for the Directorate of Plans, Organization and Requirements (P)&R) to devise a way of simplifying these procedures. The answer was publication of the "Oplan Digest," which included briefs of all operation plans basic to the mission of the air division. The four sections of the digest were:²

CONAD, ADC, J/EADF, 26TH JADD plans.

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As for the air defense exercises, the continuance of the "Think Fast" series aided in the Division evaluation. Number "18" was scheduled for the period 11 to 15 October against B-47 type aircraft. It was considered especially valuable because it gave the Division units an opportunity to determine their strengths and weaknesses prior to the USAF Operational Readiness Inspection (ORI) slated for November.³

The ORI was conducted in November by an inspection team from The Office of Deputy Inspector General, USAF, "to determine the capability of this Division and all echelons therein to effectively accomplish its mission." The "faker" aircraft were to be provided by the SAC 301st Bomb Wing, which would be undergoing an inspection at the same time.⁴

Although the ORI was not held until November, the Division was pointing towards it several months before. In late August, the Division noted that in past ADC-SAC exercises a percentage of SAC strikes over-extended the limits of facility capabilities and precluded a realistic evaluation. As a consequence, the Division urged EADF to send a representative to the ADC-SAC planning conference to insure the SAC strikes would be held within the limits of "our known capabilities."⁵

The Inspection was completed on November 10, and the "Division was found capable of performing its primary mission prescribed in

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EADFR 23-3, as amended, dated 26 July 1954." ⁶ Prior to the inspection, the Division commander had estimated operational readiness at 66 per cent, but the team found the overall effectiveness to be approximately 74 per cent.

In the actual operation, 36 B-47 strike aircraft penetrated the Division area, against which 75 scrambles were launched resulting in 208 sorties against the striking aircraft. There were 113 successful airborne missions accomplished (M.A.) ⁷. Thirty-one strike aircraft received two or more MAs, but five strike aircraft reached the target areas prior to intercept and simulated destruction. In addition to the air-to-air action, there were 18 anti-aircraft artillery MA's. ⁸

The inspection team noted that scramble tactics employed by the Direction Centers saturated the strike area with fighters in "excess of that necessary to effect necessary MA's." ⁹ This contingency was one of the Division problems and every effort was being made to alleviate the situation. The Division explained: ¹⁰

The limited coverage of our EW radar to the east requires that vigorous scramble action be initiated as soon as possible after strike aircraft are detected. Only by this means can we insure sufficient interceptions prior to the time strike aircraft could release bombs against New York, Philadelphia, Baltimore, Washington, and Norfolk. At that time scramble action must be taken by the Direction Centers, it is impossible to

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determine accurately the number of aircraft in each strike track. The division's concept of operation is to scramble sufficient fighters to insure a preponderance of force against strike aircraft. Improved coordination between Direction Centers will, to a degree, eliminate saturation of a strike area with fighters and should result in a series of sequential attacks against each strike force. The development of this close coordination is the Division's objective.

At the end of the inspection Colonel Meredith L. Shade, head of the IG team, sent a message to General Olds commending him on the performance of the Division:

The USAF inspection team was pleased to report that the 26th Air Division was found capable of performing their assigned mission during the OR test completed this date. The exceptional teamwork and attention to duty displayed by all members of your command during the inspection period was especially commented upon by my inspectors ...

During the first week in December "ADX Crackerjack" was called as a winter exercise. Prior to the actual time of alert, the Division Operations Officer talked with each squadron commander and instructed them to conduct a special briefing of all pilots on recovery procedures, full weather minimums, fuel reserves, etc. SAC aircraft would use bad weather to cover their penetrations during "Crackerjack", and the Division fighter-interceptor squadrons were instructed to fly anytime the weather was above absolute USAF minimums.

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During the exercise 72 of 114 faker aircraft were detected and of the 175 fighters airborne, 96 MAs were reported.¹³ The fighter squadrons were all "sharp", though there was some difficulty in arousing the initial enthusiasm in the AC&W squadrons. The Navy picket vessels offered valuable early warning, but because they moved too far out to sea, leaving a dead space between them and shore based stations, the actual intercept operations were hindered. The Montauk-Suffolk teams did especially well with 12 scrambles and 12 intercepts made on the second "faker" wave. In all, the Division was satisfied with the results of the exercise,¹⁴ but the Air National Guard Squadrons felt that it was too short for them¹⁵ to realize their tactical potential.

A more important effect of "Crackerjack" was the charting of a concept for the employment of the Division augmentation forces - Navy, Navy Reserve, Air National Guard and Air Force Reserve aircraft. The Division maintained a balance between effective close-control capability of the AC&W Squadrons and the available fighter-interceptor force. As long as the regularly assigned ADC fighter interceptor squadrons did not suffer battle losses, the Division close-control system could not adequately handle more fighters than were regularly assigned on a full time basis. Consequently, techniques other than close-control had to be devised for the employment of augmentation forces.

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SUMMARY CRACKERJACK

23	Task Forces	1st Wave
<u>4</u>	Task Forces	2nd Wave
27	Total	

95	Total Fakers	1st Wave
<u>19</u>	Total Fakers	2nd Wave
114		

56	Total Fakers Detected	1st Wave
<u>16</u>	Total Fakers Detected	2nd Wave
72*		

* In seven instances the fakers were in formation when detected. Individual a/c were not detected but all were counted in the detection.

94	Fighters Airborne	1st Wave
<u>81</u>	Fighter Airborne	2nd Wave
175	Total	

59	Fighters making Tally Ho	1st Wave
<u>50</u>	Fighters making Tally Ho	2nd Wave
109	Total	

53	Fighters M/A	1st Wave
<u>43</u>	Fighters M/A	2nd Wave
96	Total	

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The augmentation forces would be used as back-up aircraft. The major AC&W contact would be with the Division mission aircraft, with the exception of the Navy fighters which had their own facilities for close control. The Navy forces were to receive the scramble order, however, from the 26th Air Division AC&W Squadrons at Palermo, New Jersey and Cape Charles, Virginia.

Under the plan, the Navy Reserve Forces and the Air National Guard were to be employed utilizing remote control techniques from combat air patrol routes which the Division would designate. If all units complied specifically with the requirements, self-induced saturation of the intercept area would be avoided and strike aircraft could be hit by successive waves of fighters. Whereas the regularly assigned, close-controlled fighters were to strike the "enemy" at 125 miles from the scramble bases, the augmentation forces would attempt their intercepts at 75 nautical miles from the scramble bases.

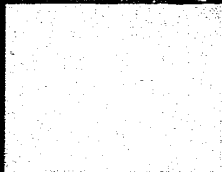
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With the "Exercise Crackerjack", the series ended for 1955 - a series which had produced many changes and knowledge on various division deficiencies that would not otherwise have come to light, in addition to keeping personnel keyed to the sharp edge of professionalism.

There were still several areas where accurate performance capability was relatively unknown; the ability to cope with high-speed bombers at altitudes above 45,000 feet and below 5,000 feet was unknown

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because of the small amount of experience in encountering such attacks. In this area serious deficiency was indicated.¹⁷

The human element also entered into the efficiency pictures. This was a problem of crew attrition due to fatigue in long exercises and frequent attacks. Experience had shown that 36 to 48 hours was the full limit of human capacity. In this light, the limited number of trained and operationally ready crews assumed a greater stature.¹⁸ Personal equipment deficiencies further aggravated this situation. One of these was the MKIV exposure suit which was bulky and uncomfortable and difficult to put on. A pilot could not stand to wear it for more than two hours, and unless it was worn, the five minute alert could not be accomplished. As the period ended the Division was investigating the possibility of acquiring anew and lighter suit that was reportedly under development at the Wright Patterson Air Development Center in Ohio. However, very little progress in this direction was made during the last half of 1955.¹⁹

Several other developments effecting the actual combat operation of the Division were worked out during the period - contingencies that primarily were external influences.

As the reporting period began, the Division was faced with a problem that would greatly hinder combat operations. This was a SAC operation dubbed "Red Coat" which, during hostilities, would bring numerous SAC aircraft into the Division air space and fighter

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bases. Following a discussion between the Division CAA liaison Officer and the Director of PO&R, regarding the effect of this SAC battle plan upon the plan for SCATER (Security Control of Air Traffic and Electromagnetic Radiations), it was recommended to the Vice Commander that the SAC operation should not be approved without further study. The vice commander had already been exposed to this situation earlier in the year and registered his comments to EADF. Subsequently, the whole problem was turned over to PO&R.

After thorough consideration of the problem, and in the interest of preserving SAC potential as well as the 26th Air Division's recommendations were made to EADF on August 15 to hold a conference with representatives from SAC, CAA and other Air Divisions involved, so that a basis could be formed upon which to establish command policy. On December 14, 15, and 16, the proposed conference was held at EADF Headquarters. The 26th pointed out that under the present SAC plan, not only would the air defense identification functions be impaired and base facilities over-taxed, but it would also be detrimental to SAC for the latter reason. As a result of this conference, all the Division objectives were realized and each participating agency felt a satisfactory result had been achieved and SAC set about revising its "Red Coat" plan.

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These then were the exercises and refinements introduced into the Division operation during the last half of 1955, featuring many improvements in operation and considerable progress toward an ever-improving air defense system.

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1. Operations Order 47-55, EADF, 20 Sep 55.
2. Historical Report, PO&R, 1 Jul to 31 Dec 55.
3. DF, IG to VC, "Summary of ORI for Commander's Conference," 26 Sep 55.
4. Ltr, 26th AD to 4709th and 4710th ADWs, "Operational Readiness Inspection," 29 Aug 55.
5. Ltr, 26th AD to EADF, "Readiness Inspection, USAF," 27 Aug 55. This requirement was necessary since this was to be a one Division inspection and normally the 26th would be dependent on adjacent Divisions for supplementary support.
6. Msg AFCDI 0418, USAF IG Team to C/S, USAF, 26th AD, EADF and ADC, 10 Nov 55.
7. An M. A. constituted a radar lock-on with follow through to break-off. Two M. A. s constituted a simulated destruction.
8. See chapternote 6.
9. Ibid.
10. Msg 26ADDVC 0432, 26th AD to EADF. Appendix F.
11. Msg 26ADDDO 5197, USAF Insp Team to Comdr, 26th AD, 10 Nov 55.
12. Staff Meeting Minutes, 2 Dec 55.
13. Summary Crackerjack. See next page.
14. Staff Meeting Minutes, 8 Dec 55.
15. Staff Meeting Minutes, 9 Dec 55.
16. Msg 26ADOOT 5537, 26th to All Units, 30 Nov 55. (Document 27).
17. EADF Command Data Book, 31 Dec 55, Pg. 4.01.

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18. Staff meeting Minutes, 9 Dec 55.
19. Staff Meeting Minutes, 4 Nov; 21 Nov; 29 Nov 55.
20. Ltr, 26th AD to EADF, "SAC Operations Plan 10-55," 20 Jun 55.
21. Ltr, 26th AD to EADF, "SAC Dispersal Plans," 15 Aug 55.
22. Interview with Maj F. W. Mueller, Asst. Dir, PO&R, 16 Apr 56.

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CHAPTER V
ORGANIZATION

A project begun by ADC early in 1955 reached fruition in mid-July with the publication of ADC General Order 35. This was, in effect, a paper reorganization of command units under "Project Arrow," which was to "rescue for our organizations a tradition and history to which they are entitled." Under the plan the units were retitled to conform with their World War I and II designations. Insofar as possible, squadrons were placed under their original groups but no personnel or equipment was moved.

The 519th Air Defense Group at Suffolk County AFB and the 525th Air Defense Group at Newcastle were inactivated and the 4700 Air Defense Group at Stewart AFB was discontinued and reverted to control of the Department of the Air Force. Replacing them were the 52nd Fighter Group (Air Defense) at Suffolk, the 82nd Fighter Group at Newcastle, and the 329th Fighter Group at Stewart AFB.

In addition to this change in Group designations, various fighter squadrons were effected. The 2nd and 5th squadrons formerly at McGuire AFB were assigned to the 52nd Fighter Group at Suffolk. The 331st Squadron was activated under the 329th Fighter Group at Stewart AFB, and the 332nd was shifted from Newcastle to McGuire AFB.

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Completing the fighter squadron complement at McGuire was the 539th FIS which had been a part of the now defunct 4700th Air Defense Group. To complete the reorganization, the 75th Fighter Squadron passed to control of its World War II headquarters - the 23rd Fighter Group at Presque Isle, Maine. In its place the Division gained the 97th Fighter Interceptor Squadron which was assigned to the 82d Fighter Group at Newcastle.²

Following closely on the heels of this "paper reorganization," the Division began to prepare for a move that would be the "real thing." Early in the period EADF began preparing to incorporate three additional divisions and widen its area of responsibility. Under the terms of this shift the 26th Air Division boundaries were to be moved northward on March 1, 1956. The southern extremity of the Division would then be the Delaware - Maryland border, extending northwest to central Pennsylvania, northeast to northern New York, thence east through central Vermont and New Hampshire.³ Though the Division area would be slightly reduced, it would grow in strength unit-wise. Notable changes would be the loss of the Norfolk and Washington areas and the addition of the Boston sector. Four major target areas would be lost while five additional would be the Division's responsibility.⁴

From August to March many plans were laid and preparations made. Of the three new Divisions (the 37th, 58th and 85th programmed for activation September 8 and operational March 1), the 26th was

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given responsibility for assisting in the activation of the 85th Air Division (Defense) with headquarters at Andrews AFB, Washington, D. C.⁵

Accordingly, on August 19, the 26th published Operations Plan 8-55 which designated specific responsibilities and a time sequence for various staff sections to accomplish actions pertinent to their function.⁶ Specifically, the responsibilities of the Division would consist of furnishing cadre personnel for the 85th Division headquarters, supplying personnel to assist in preparing UALs, preparing and submitting requisitions based on approved UALs, assist headquarters EADF in consummating joint tenancy agreements, and coordinating with EADF and the 85th to insure an orderly transfer of air defense responsibilities and command jurisdiction of involved units.⁷

The perennial problem of an alternate command post (ALCOP) to assure continuity of air defense operation received attention.⁸ Twice before this period the Division had prepared studies on the most practicable location of an alternate command post. With the programmed boundary changes concurrent with the relocation of Division units, the best location was determined to be the 648th AC&W Squadron at Benton, Pa., and on August 18 Operations Plan 7-55 was published with this objective. This plan was further refined in October with the publication of Operations Plan 7-55R which incorporated a revision to cover the critical period between need for im-

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plementation of the plan and actual implementation. Designated were specific procedures and responsibilities which precluded and possible loss of continuity.⁹

Personnel and the lack of it was a major problem within the Division throughout the period; however, it was not so much in numbers as it was in skill and experience. On October 31, for example, the Division was authorized 8114 personnel, both officers and airmen, and were assigned 8048. In experience, on the other hand, the Division was poorly manned. At the officer level only 45 per cent of the lieutenant colonels authorized were on hand, and 68 per cent of the majors. In the enlisted ranks, the "5" and "7" levels were manned at 56 per cent and 75 per cent respectively. The big boost in overall totals came from the warrant officer ranks (278%) and that of lieutenant (117%). In the lower ranking unskilled airmen grades, 314 percent of the airmen third class were assigned and 152 per cent of the airmen second class.

Paradoxically, while personnel officers of the Division were battling serious shortages in some fields they were faced with an overmanning problem. In many career fields among the enlisted grades there were instances of 300 and 400 per cent overmanning with many men untrainable for higher skill levels either because they had less than six months remaining in service or they were in the lowest

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26TH AIR DIVISION (DEFENSE)
ASSIGNED vs AUTHORIZED BY GRADE
As of 31 October 1955

(Source): 26th ADiv (D) Operational Readiness Inspection Brochure)

<u>RANK</u>	<u>AUTH</u>	<u>ASGD</u>	<u>PERCENT</u>
General	1	1	100%
Colonel	17	11	65%
Lt Colonel	54	23	43%
Major	138	94	68%
Captain	277	192	69%
Lietenant	658	772	117%
Warrant Officer	9	25	278%
M/Sgt	458	407	90%
T/Sgt	843	631	75%
S/Sgt	1946	1094	56%
A/1C	2038	1771	87%
A/2C	1459	2210	152%
A/3C	321	694	314%
A/B	0	123	123%
TOTAL	8114	8048	99%

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mental level group. It was a matter of leveling off the entire
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complement of the Division.

A change in command came about in the 26th Air Division during the latter half of 1955 when, on October 26, Brigadier General Thayer S. Olds replaced Brigadier General James R. McCauley, who had become EADF vice commander.¹¹ General Olds came to the 26th Air Division and the Air Defense Command from Turner AFB, Albany, Ga., where he commanded the 40th Air Division of SAC.

General McCauley had a high regard for his old command and later wrote to his former vice commander, Col. Charles G.
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Chandler, Jr:

In looking back as I departed from the main gate of the Headquarters of the 26th Air Division, it was with the feeling that at that moment I had relinquished command of the most outstanding of any organization with which I had served during my entire military career.

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1. Ltr, Maj Gen F. H. Smith to Maj Gen M. R. Nelson, 2 Aug 55.
2. G. O. 35, Hq, ADC, 18 Jul 55.
3. G. O. 67, Hq, ADC, 27 Dec 55.
4. Critical Target Areas - 26th ADiv (D), 31 Oct 55. (Document 1).
5. EADF Activation Plan, 101-55.
6. Historical Report, PO&R, 1 Jul to 31 Dec 55.
7. Hq, 26th ADiv OPLAN 8-55, 25 Aug 55, Pg. 2.
8. Historical Report, PO&R, 1 Jul to 31 Dec 55.
9. Ibid.
10. Ltr, 82nd Ftr Gp to ADC, "Overmanning of Fighter Groups RCS: ADC-P537," 28 Nov 55. See Appendix N for an example of what at least one group was faced with.
11. G. O. 8, Hq, 26th ADiv (D), 26 Oct 55.
12. Ltr, McCauley to Chandler, 6 Oct 55.

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SUPPORTING DOCUMENTS

TO

HISTORY

OF THE

JOINT 26TH AIR DEFENSE DIVISION

AND THE

26TH AIR DIVISION (DEFENSE)

1 JULY 31 DECEMBER 1955

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Critical Target Areas - 26ADiv

31 October 1955

At present there are a total of approximately sixty-eight (68) million people living within the seventy (70) critical target areas in the United States as determined by RGLA. Of this total, twenty five (25) million live within the nineteen (19) critical target complexes within 26th Air Division. The following is a list of these nineteen critical target areas by city name, the population of each area and the percentage of population as compared with the total number residing in critical target areas throughout the nation.

<u>RHODE ISLAND</u>	<u>POPULATION</u>	<u>PERCENT*</u>
1. Providence	737,203	1.08%
<u>CONNECTICUT</u>		
1. Bridgeport	258,137	.38%
2. Hartford	358,081	.52
3. New Haven	264,622	.39
4. New Britain-Bristol	146,983	.21
5. Waterbury	154,656	.22
<u>PENNSYLVANIA</u>		
1. Allentown-Bethlehem-Easton	437,824	.64
2. Lancaster	234,717	.34
3. Philadelphia	3,671,048	5.41
4. Reading	255,740	.37
5. Wilkes-Barre-Hazleton	392,241	.57
6. York	202,737	.29
<u>NEW JERSEY</u>		
1. Trenton	229,781	.33
<u>DELAWARE</u>		
1. Wilmington	268,387	.39
<u>NEW YORK</u>		
1. New York City - N.E. N.J.	12,911,994	19.05
2. Binghamton	558,928	.82
<u>MARYLAND</u>		
1. Baltimore	1,337,373	1.97
<u>VIRGINIA</u>		
1. Norfolk, Portsmouth, New Port News	589,427	.87
WASHINGTON, D. C.	1,464,689	2.16
TOTAL	24,473,968	36.3%

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Critical Target Areas - 26ADiv, 31 Oct 55 (Cont'd)

As of 1 March 1956, the 26th Air Division boundaries will be changed. This shift will cause the loss of the following four critical target areas from the 26 ADiv:

	<u>Population</u>	<u>Percent*</u>
1. York, Pa	202,737	.29
2. Baltimore, Md	1,337,373	1.97
3. Norfolk-Portsmouth-Newport News	598,427	.87
4. Washington, D. C.	<u>1,464,089</u>	<u>2.16</u>
TOTAL	3,593,626	5.29

Due to this boundary change, five (5) critical target areas will come within the 26th ADiv area of responsibility.

1. Boston, Mass	2,369,986	3.49
2. Fall River-New Bedford, Mass	274,767	.40
3. Springfield, Holyoke, Mass	407,255	.60
4. Worcester, Mass	514,490	.75
5. Albany-Schenectady-Troy	<u>276,336</u>	<u>.40</u>
TOTAL	3,842,626	5.68

* Percent is based on the total population of the seventy (70) critical target areas in the United States (67,750,982)

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APPRECIATION OF THE TACTICAL PROBLEM
THAT FACES
THE 26TH AIR DIVISION (DEFENSE)

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- I. A TARGET STUDY OF THE 26TH AIR DIVISION
SECTOR OF RESPONSIBILITY
- II. THE 26TH AIR DIVISION'S IDENTIFICATION
RESPONSIBILITY
- III. THE 26TH AIR DIVISION AS A SEGMENT OF THE
PERIMETER AIR DEFENSE OF THE UNITED
STATES
- IV. THE 26TH AIR DIVISION'S RESPONSIBILITY FOR
AIR DEFENSE WITHIN ITS ASSIGNED SECTOR

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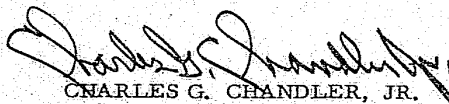
0145



-4

INTRODUCTION

With the growth of the Air Defense Command, there has developed an increasing realization that absolute standardization of all phases of air defense activity must be attained if the command as a whole is to be able to successfully accomplish its mission. The Air Defense Command has published documents which standardize the Aircraft Control and Warning Squadron Tactics and Techniques, the Intercept Tactics for Air Defense, and Surveillance Procedures. Eastern Air Defense Force will shortly publish a Concept of Operations for use within its area of responsibility. In effect, standardization documents for all but one element of air defense responsibility have been or are in the process of being published by headquarters higher in the chain of command than the Air Division. The one missing document required to enable us in the 26th Air Division to successfully carry out our responsibility is an appreciation of the tactical problem that faces us in conducting the active air defense of our sector of responsibility. The following sections of this paper represent a first attempt to develop such a tactical appreciation. It is not to be considered an inviolate doctrine nor inflexible criteria for operations. It is to be hoped that as it is read, studied and applied by the various units of this command, that recommendations for its improvement will be forthcoming.


CHARLES G. CHANDLER, JR.
Colonel, USAF
Commander

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I. A TARGET STUDY OF THE 26TH AIR DIVISION SECTOR OF RESPONSIBILITY

Prior to the conduct of any military operation, it is first necessary for a commander to develop an estimate of the situation. First he must clearly understand his assigned mission, which in our case is to conduct the active air defense in a given sector of responsibility. Then he must consider all of the various courses of action available to the enemy and the enemy's probable objectives, as well as the friendly forces which he has at his disposal to oppose the enemy.

For many air divisions in other parts of the country the development of an estimate of the situation and the selection of the best course of action is a relatively simple process for they have few critical target areas to defend. In the 26th Air Division however, we are faced with the most complex air defense problem of any air division in the Air Defense Command. Within our sector there are 26 of the 70 top priority targets in the United States which it is considered the Soviets would try to destroy. In these 26 target areas are some of our most vital industries, our most important seaports, our National Capital, and a high percentage of the trained labor force upon which this country must depend for its staying power in any war.

Close study of the 26th Air Division's area of responsibility reveals that the majority of the 26 critical target areas are located in a crescent which extends on the north from Bridgeport, Connecticut, southwest through New York, Trenton, the Philadelphia area, Baltimore, Washington, and around to Norfolk, Virginia in the southeast. Defense of targets located in this crescent must always be considered our most sacred trust and, in the conduct of the active air defense our objectives must be to never let hostile aircraft penetrate to within striking distance of this area.

In considering Russian capabilities for attacking the United States, we must determine the most probable routes they will fly in attempting to destroy the targets located within our critical defense crescent. Study of intelligence appraisal and other documents dealing with Soviet capabilities and probable routes of advance leads one to the conclusion that they will probably attempt to penetrate our sector by over-flying Canada and the North Eastern United States. That they might strike us from

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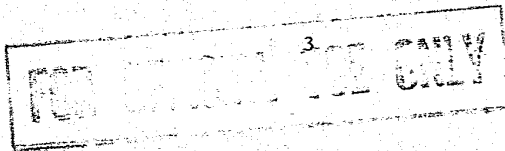
II. THE 26TH AIR DIVISION'S IDENTIFICATION RESPONSIBILITY

The 26th Air Division's sector of responsibility has been divided into sub-sectors of responsibility. Primarily this is to enable designated AC&W squadrons to carry out the day to day peace time identification responsibility of the Division in the Atlantic Air Defense Identification Zone, and to simplify procedures for flight following and other administrative operations.

Insofar as the identification mission in the Atlantic Air Defense Identification Zone is concerned, it is considered that this should be classified as an intelligence function rather than a tactical mission where the primary purpose is to destroy hostile aircraft. Even if a suspected aircraft was intercepted on one of these identification missions, it is improbable that this action alone would result in a declaration of hostilities. Only after the information on this probable hostile had been forwarded to Air Defense Command and was evaluated in light of other intelligence information available would there be a possibility of an increased state of readiness. This identification process is vital, however, in carrying out our part of it, we must always keep in mind that it is not a primary mission in the true sense of the word. It is not a mission we carry out because it is vital to us within our sector, and it does not represent the tactical employment of our forces in the active air defense of our vital crescent. At times there is a tendency, because this identification function is conducted day in and day out, for operating personnel to consider it tactical and to consider their overall responsibility for the conduct of active air defense operations restricted to their designated sub-sector boundaries.

Restrictive thinking of this type must be eliminated for it is contrary to all principles for the correct employment of air power. It eliminates flexibility of operations and denies the ability to concentrate air defense fire power wherever it is needed within the operating radius of the interceptor aircraft.

It is essential that while we carry out our day to day identification responsibility and the other administrative and training type responsibilities associated with the sub-sector boundaries, we do not distort our perspective to the point where we consider sub-sector boundaries as impenetrable walls between isolated cells of air defense.



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IV. THE 26TH AIR DIVISION'S RESPONSIBILITY FOR AIR DEFENSE WITHIN ITS ASSIGNED SECTOR

Our greatest single air defense responsibility is to defend from air attack the critical targets within our sector. They are our first concern and we must never lose sight of this grave responsibility. Performing this mission requires the closest possible coordination and team work throughout the division. Each ADDC, fighter squadron, Group, Wing, and the ADCC must feel an intimate personal responsibility and keen desire to work with and for the other members of the team.

As no one can operate efficiently without information, it is first particularly important that all members of the team are kept current on the tactical situation throughout the division's area of responsibility. This applies not only to the fast and efficient passing of information concerning the hostile attack, but information as to the number of fighters each ADDC has committed to an attack, the passing of weather information, the passing of information to the anti-aircraft units, and the passing of information concerning destruction of the hostile force. Once we develop the capability to efficiently pass this information, we will be in a position to intelligently employ our attack forces in the required numbers and required manner to accomplish our objective.

In employing our attack forces, each ADDC must endeavor to intercept hostile forces at the earliest possible time with an adequate number of fighters, at the greatest possible distance from our vital defense crescent. This concept of employment must apply to the offensive employment of our fighters regardless of the direction from which the hostile aircraft are approaching. No sub-sector areas of responsibility apply. Each ADDC is responsible for operating 360 degrees at the maximum possible distance from its fighter bases taking into consideration the radius of action limitations of the fighters. If all ADDC's operate on this same principle, it should result in a hostile force being hit by almost continuous waves of fighter aircraft. This is the ideal situation and the one towards which

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we must always work. If one ADDC is so much as a little late in scrambling, the result will be too great a concentration of fighter aircraft on the attacking force at the same time. This mitigates against efficient close control operations and can only result in a self-induced saturation in which no one will be able to maintain control. If an inadequate number of fighters is used by an ADDC, or the size of the raid is underestimated, it will leave a disproportionately heavy load for the next ADDC. Keep in mind that in air defense, a reserve of fighters kept on the ground is a luxury we cannot afford. Commit what you need when you need them without regard for future needs.

As a yard stick for planning purposes, it is considered that each ADDC should endeavor to conduct its intercepts of high altitude, high speed tracks at a distance of 125 nautical miles from its scramble base. Considering the geographical disposition of our forces, if each ADDC achieves this objective it becomes possible to hit any hostile attacking force with succeeding waves of fighters under control of different ADDC's regardless of the approach direction of the tracks. If this objective can be attained, there is no reason why we cannot be highly successful in destroying all hostile aircraft which attempt to penetrate our sector.

C O P Y

(This is a condensed version of the ENEMY THREAT - the information is from the COMINT Intelligence Estimate)

O R I B R I E F I N G

P O S S I B L E A T T A C K R O U T E S

21 October 1955

IN PLANNING FOR THE AIR DEFENSE OF THE UNITED STATES, A NUMBER OF INTERDEPENDENT FACTORS HAVE TO BE TAKEN INTO CONSIDERATION BEFORE A REASONABLE DEFENSIVE SYSTEM CAN BE ORGANIZED.

IN THIS AREA, CERTAIN BASIC ASSUMPTIONS MUST BE MADE; THAT THE UNITED STATES WILL BE THE TARGET OF AN ATTACK AND THAT THE ATTACK, IF LAUNCHED, WILL BE FROM, AND BY SOVIET RUSSIA. WE CAN ALSO ASSUME THAT THE RUSSIANS HAVE CAPABILITIES AND THE KNOWLEDGE OF OUR VITAL TARGET AREAS, OF OUR DEFENSIVE BASES, AND THE CAPABILITIES OF OUR DEFENSIVE FORCES. AS A COROLLARY, OUR DEFENSIVE PLANNERS HAVE KNOWLEDGE PERTAINING TO SOVIET AIRCRAFT NUMBERS, CAPABILITIES AND STAGING AREAS AVAILABLE TO THEM. IN ADDITION TO THESE KNOWN FACTS THERE REMAIN CERTAIN INTANGIBLES WHICH MUST BE TAKEN INTO CONSIDERATION BEFORE THE PICTURE IS COMPLETED. THESE INCLUDE EFFECT OF WEATHER, TYPES OF ATTACKS TO BE LAUNCHED, WHETHER THE FEAR OF DETECTION BY OUR FORCES IS A PERMANENT FACTOR, CONSIDERATION FOR HUMAN LIFE AND OTHERS.

OUR AIR DEFENSE PLANNERS HAVE ANALYZED ALL THE FACTORS, AND HAVE DECIDED UPON SEVEN MAJOR LOGICAL ROUTES OF ATTACK UPON THE UNITED STATES. THESE ROUTES ARE BY NO MEANS AUTHORITATIVE, FOR THE PATTERNS OF ATTACK LIE, OF COURSE, WITH THE SOVIETS. THEIR DECISIONS WOULD CONTROL NOT ONLY THE ATTACK ROUTES TO BE USED, BUT ALSO WHETHER TO USE SINGLE OR SUSTAINED ATTACKS, SIMULTANEOUS ATTACKS ON MANY POINTS OR CONCENTRATIONS OF FORCE UPON A SMALL NUMBER OF TARGETS, AND MANY OTHER CONSIDERATIONS.

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THE CHART SHOWS THE FOUR MOST LOGICAL SOVIET STAGING AREAS FOR AN ATTACK AGAINST THE NORTH AMERICAN CONTINENT. THESE STAGING AREAS HAVE BEEN CHOSEN ON THE BASIS OF THEIR LOCATION RELATIVE TO NORTH AMERICA, AND THE PRESENCE OF AIR FACILITIES CAPABLE OF HANDLING LONG-RANGE BOMBERS.

LEAVING FROM THE STAGING AREAS ARE SEVEN ROUTES WHICH MIGHT BE FOLLOWED BY SOVIET AIRCRAFT TO MAJOR DOMESTIC TARGET COMPLEXES. WE WILL CONFINE OUR EXAMINATION TO THOSE ROUTES WHICH LEAD TO THE AREA OF RESPONSIBILITY OF THE 26TH AIR DIVISION. THE ROUTES LEAVING FROM THE KOLA PENINSULA, LEAD EITHER DIRECTLY TO THE DIVISION AREA, OR HAVE THE ALTERNATIVE OF BY-PASSING IT FOR OTHER TARGETS.

ROUTES D, E, AND E-1 VARY IN DISTANCE FROM 3,700 TO 4,300 N.M., YET ALL ARE WITHIN THE OPERATIONAL CAPABILITIES OF SOVIET LONG RANGE AIRCRAFT, EITHER ON ONE-WAY MISSIONS, ROUND-TRIP MISSIONS, OR MISSIONS INVOLVING IN-FLIGHT REFUELING. EACH OF THE THREE ROUTES PRESENTS DIFFERENT PROBLEMS FOR THE SOVIETS. FOR EXAMPLE, ROUTE D PASSES ACROSS GREENLAND AND THEN SOUTH THROUGH EASTERN CANADA AND THE NORTHEASTERN UNITED STATES, AREAS IN WHICH ARE LOCATED PORTIONS OF OUR MAJOR RADAR NETWORKS, AND CONCENTRATIONS OF FIGHTER BASES. OBVIOUSLY, THIS ROUTE OFFERS TO US THE GREATEST CHANCE OF DETECTING AND ENGAGING HOSTILE BOMBERS BEFORE THEY REACH THEIR TARGETS. THE SOVIETS COULD CONCEIVABLY FLY AT LOW ENOUGH LEVELS TO ESCAPE RADAR DETECTION, BUT THIS PROCEDURE WOULD BE HIGHLY IMPRACTICAL BECAUSE OF THE GREAT INCREASE IN FUEL CONSUMPTION.

ROUTES E AND E-1 WOULD APPEAR TO BE MORE PROMISING TO THE SOVIETS FOR A PENETRATION OF THIS AREA BECAUSE OF THE MINIMUM AMOUNT OF DETECTION CAPABILITY ON THE PART OF DEFENSIVE FORCES, UNTIL A POINT WOULD BE REACHED WHEN "CLOSE IN" DETECTION UNITS, PRESENTLY CONSISTING OF PICKET VESSELS AND COASTAL

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C O P Y

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CCI STATIONS, ARE OVER-FLOWN. HOWEVER, THE SOVIETS MAY FEEL THAT "LAST MINUTE" DETECTIONS IS A WORTHWHILE RISK OF THE MAJOR PORTION OF THE FLIGHTS COULD BE ACCOMPLISHED WITH MINIMUM FEAR OF DETECTION.

IN THIS DISCUSSION, IT IS IMPORTANT THAT ROUTES A, A-1, B AND C ARE NOT DISREGARDED. IT IS QUITE POSSIBLE THAT SOVIET AIRCRAFT WOULD ATTACK FROM THE 26TH AIR DIVISION FROM STAGING AREAS IN THE CENTRAL ARTIC REGION OR FROM WESTERN SIBERIA. THEIR AIRCRAFT ARE CAPABLE OF PERFORMING THIS TASK, AND IT WOULD BE UNWISE NOT TO CONSIDER THIS POSSIBILITY.

IN CONCLUSION, IT CAN BE SEEN THAT THESE ROUTES HAVE BEEN DECIDED UPON BY OUR PLANNERS AS THE MOST FEASIBLE FOR THE SOVIETS TO USE, AND THAT THEY TAKE INTO CONSIDERATION THE MOST BASIC FACTORS OF LONG-RANGE BOMBING STRATEGY. IT IS OUR JOB TO COMBAT ANY ATTACKS UPON OUR AREA, AND USING THESE PREDICTED ROUTES SERVES AS A BASIS FOR HAVING AN ORGANIZED AIR DEFENSE SYSTEM.

0153

G O P Y

SECRET

111

(Source: 26th ADiv (D) Operational Readiness Inspection Brochure, 7 - 16 November 1955)

STATEMENT OF PROBLEM

Poor performance of Search radar equipment at Bedford, Va. AFS precludes its use operationally in the AG&W system.

BACKGROUND

The AN/MPS-11 radar set is operationally unacceptable. The blip scan ratio has been determined to be only 29%, and to be operationally acceptable, it must be at least 75%. It is virtually impossible to maintain continuity in tracking of aircraft due to the low blip scan ratio and the appearance of random targets. The 4713th Radar Evaluation Flight and General Electric Engineers have conducted a study and have concluded that the equipment is functioning properly. The problem appears to be in the siting of the radar and in the atmospheric conditions in that area. ADC, upon receipt of the 4713th Radar Calibration Flight Special report, has indicated that they are going to direct a study of weather factors and a test by the 4713th Radar Calibration Flight with a refractometer.

RECOMMENDATION

That these studies be expedited in order that aggressive corrective action can be taken to phase this site into the system for the purpose intended.

0154

C O P YSECRET

112

(Source: 26th ADiv (D) Operational Readiness Inspection Brochure, 7 - 16
November 1955

STATEMENT OF PROBLEM

The present equipment of the primary AC&W units with limited high altitude radar coverage adversely affects our operational capability.

BACKGROUND

Present AN/FPS-3 and AN/GPS-6B Search Radar Sets are generally limited in coverage to approximately 40-45 thousand feet. This coverage is further affected by anomalous propagation which actually traps the RF energy decreasing altitude coverage and increased low angle range. AN/GPS-27 modification kits are programmed for the AN/FPS-3 sites while AN/FPS-7 sets are programmed to replace the present AN/GPS-6B systems. The GPS-27 will provide coverage to 65,000 feet and the FPS-7 will overlap to an altitude of 100,000 feet. These systems are programmed during Fiscal Year 56, 57 and 58. In the interim, maximum effort is being expended to insure peak performance of search radars with emphasis being placed on Quality Control and proper use of Antenna Tilt.

RECOMMENDATION

That programmed equipment be procured and installed by AMC as expeditiously as possible.

0155

C O P Y

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773RD AIRCRAFT CONTROL AND WARNING SQUADRON
MONTAUK AIR FORCE STATION
MONTAUK, L. I., NEW YORK

28 September 1955

SUBJECT: Height Finder Effectiveness

TO: Commander
26th Air Division (Defense)
Roslyn Air Force Station
Roslyn, New York

1. In accordance with 26AD Letter 26ADOCE-E dated 30 August 1955, the following report of Height Finder Effectiveness is submitted.
2. Reference is made to "Proposed Height Finder Quality Control," page 30 of Communications and Electronics Digest, September 1955. An attempt was made at this station to utilize this method of Quality Control for the AN/FPS-6. The following is a summary of results:
 - a. The AN/FPS-6 at this Station operates at 400 PRF, which limits the maximum range to 202 miles. The RHI indicator further limits the range of the radar to approximately 190 miles. Within this range limitation, the AN/FPS-6 has been found to have a much greater radar range than the AN/FPS-3 search radar.
 - b. For this reason it is not practical to take quality control data on the AN/FPS-6, since the search capability of the height finder is very limited without extensive modification. Without search capability, it would not be possible to pick up a marginal track for a quality control check since the track would not be carried on the basic search radar.
 - c. The attached copies of 773D Form 89 show that in almost every instance, the blip scan data gives a result which is practically useless for checking performances. Table 1 for AN/FPS-6 of the C&E Digest page 32, Sept. 55, was used for these computations.
3. In order to obtain useful performance information, data was taken by all Operations crews during the period 6-23 Sept 55.
4. During this period, it was found that within the inherent range limitation of the AN/FPS-6, radar ranges are greater than for the AN/FPS-3.
5. From data taken, there is no obvious indication that altitude errors are predominate in a particular azimuth. Also, there is no definite trend in data to indicate errors at short or long range, high or

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C O P Y

773D AC&W SQ., Subj: Height Finder Effectiveness, Cont'd.
(Page #2)

low altitude. The average elevation error from recorded data is 1090 feet. This figure appears to indicate the capability of the radar correctly.

6. The earth curvature correction feature of the RHI indicators is constructed so as to introduce a constant amount of correction for earth curvature and refraction. This can be correct at only one altitude and is therefore an inherent error of the equipment. The alignment procedure used at this Station is accurate for targets flying at about 25,000 feet.

7. A good feature of the AN/FPS-6 is that a Minimum Discernable Signal figure and power measurement may be taken without interrupting operation of the equipment. This makes it possible to check performance of the equipment at any time. In order to take a receiving system noise figure, it is necessary to take the set out of radiate. For this reason, the noise figure is not used as much as the MDS in checking performance at this station.

8. As a result of this test, it is concluded that the performance of the AN/FPS-6 at this Station is satisfactory to accomplish the missions of the Squadron.

9. An information copy of this correspondence without inclosures is being forwarded to Commander 4709th ADW.

10. This correspondence is classified Secret in accordance with paragraph 23, AFR 205-1, dated 15 December 1954.

FOR THE COMMANDER:

2 Incls
1. 773D Form 89
21 Copies
2. Height Data
3 Copies

s/t WILLIAM C. DECKER
Capt., USAF
Adjutant

COPY SECRET

125

(Source: 26ADiv (D) Operational Readiness Inspection Brochure, 7-16 November 1955)

STATEMENT OF PROBLEM

Limited operational capability of present height finder equipment (AN/FPS-4, AN/FPS-5 and AN/CPS-4) adversely effects our intercept capability.

BACKGROUND

Present height finding equipment is limited in range to approximately 60 - 100 miles on B-29 aircraft and considerably less on Jet type aircraft. Height data has to be estimated during the initial time when "scrambles" must be ordered and intercept effected if we are to accomplish our mission. All Direction Centers are programmed for 2 each AN/FPS-6 Height Finders. One is installed at Montauk and installation has started for a second. Tower installation is nearly completed at Highlands and footing has been completed at Palermo. In the interim, emphasis is being placed upon maximum maintenance and operation of old equipment in an effort to attain maximum efficiency.

RECOMMENDATION

That programmed FPS-6 equipment be procured and installed by AMC as expeditiously as possible.

0158

C O P Y~~SECRET~~

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EAOPR

15 Jul 1955

SUBJECT: (Unclassified) Operation and Maintenance of the Gap-Filler Radar Program

TO: Commander
26th Air Division (Defense)
Roslyn Air Force Station
Roslyn, New York

1. The present and programmed radar network is inherently incapable of providing surveillance below 5000 feet. To preclude undetected penetration of our defense system by air attack at low altitudes, small automatic radar will be deployed within the coverage of prime radars to supply needed data. Headquarters USAF has approved a program which consists of approximately 421 unattended radars which will be implemented in a three phase build-up. The gap-filler radars will consist of FPS-14 and FSA-8 equipment and will be unattended stations operating on a continuous basis and reporting data to the present radar station via SDV (slowed down video) transmission.

2. Your headquarters must actively supervise and/or assume certain responsibilities pertaining to the construction, operation and support of gap-filler radars. Planning must be accomplished to insure timely integration into the air defense system. To assist you in accomplishing the required tasks in an orderly fashion the following will apply:

a. Your headquarters will be responsible for the gap-filler radar sites programmed to be located within your area. Program information regarding location and beneficial occupancy dates are included in the ADC Program document and the monthly ADC ADW Status Report.

b. The operation, maintenance and support of gap-filler sites will be the responsibility of the parent ACW squadron commander after acceptance inspection by Headquarters Air Defense Command. The squadron commander will be responsible for the structure(s) and will sign form 290 as the Base Commander. The support base AIO will sign as Post Engineer. The ACW squadron commander will be responsible for taking action to maintain buildings and grounds. Authorization for additional equipment installed at gap-filler sites and that necessary to maintain the sites will be requested by submission of USL Change Request, Form 601.

Incl 2

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C O P Y

Hq EADF, EAOPR, Subject: (Unclassified) Operation and Maintenance of the Gap-Filler Radar Program (Cont'd)

c. During the construction phase, personnel of your headquarters and subordinate units will have no official responsibility at these sites unless directed by this headquarters. They will not issue instructions to the contractor nor interfere with the project. However, visits for the purpose of monitoring construction with resultant comments and recommendations to this headquarters by representatives of your command are encouraged. Installation officers of R&U support bases should be encouraged to visit sites during construction. All visiting personnel should acquaint themselves with the provisions of ADC Regulation 88-1, 7 February 1955.

d. Personnel augmentation in the amount of fourteen (14) airmen spaces per parent ACW squadron is being requested from ADC for the operation and maintenance of FSA-8 equipment (SDV). These personnel will be furnished from sources within the parent wing or division, as appropriate. This authorization does not provide for radar maintenance at the gap-filler site. Information on the assignment of technical representatives was furnished your headquarters by letter this headquarters EAMEL, subject: Technical Representatives Requirements at ACW Stations for Fiscal Year 1956, dated 7 June 1955.

e. Maintenance of equipment at the gap-filler site will be performed primarily by contract personnel on a scheduled or as needed basis working as a maintenance team. It is estimated that one maintenance team can provide maintenance for five (5) gap-filler radars. Procurement of spare parts and test equipment will be the responsibility of the parent ACW squadron. Table XVI will be furnished if and when available to this headquarters.

f. Security of gap-filler sites will be provided by chain-link fencing.

3. Complete details and instructions on the various phases of operation and maintenance of gap-filler radars are not available at this headquarters at the present time. Many of the details are being handled by Headquarters Air Defense Command. As more information and firm instructions become available they will be furnished your headquarters. Foreseeable problems and requests for additional information on the gap-filler radar program should be presented to this headquarters.

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

BY ORDER OF THE COMMANDER:

BEN D. MOORHEAD
 Captain, USAF
 Asst Adjutant

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0160

SECRET		SECURITY CLASSIFICATION (If any) SECRET
DISPOSITION FORM		
FILE NO. 26AD003-E	SUBJECT Low Altitude Gap Filler Project Status	
TO Dir. Comm-Elct	FROM Gap Filler Project Officer	DATE 6 Sept 55 COMMENT NO. 1
<p>1. To date 21 Gap Fillers have been sited within the 26th Air Division area, of these 17 completed reports have been forwarded to ADC and approval has been given to 16. The remaining reports will be completed and forwarded as soon as possible.</p> <p>2. Coverage obtained from these sites will completely cover the 26th Air Division area with the exception of a few minor gaps that are not of sufficient size to warrant the siting of a gap filler. It is anticipated that approval on all reports will be received in the very near future, however, siting equipment will be retained until all sites have been approved in the event a resiting should be required.</p> <p>3. Contractor has started construction on one of these gap filler sites (P-56-A) and contracts are ready to be let on P-56-B, P-9-A, P-9-B, and P-45-A.</p> <p>4. Latest information as to gap filler equipment is as follows:</p> <p>a. Gap Filler site will include:</p> <ol style="list-style-type: none"> (1) AN/FPS-14 Radar. (2) AN/419 - 70 foot tower. (3) AN/FST-1 Coordinate data transmitter. (Unit will convert raw video from FPS-14 to information low enough in frequency to be passed over common telephone facility, usually referred to as SDV). (4) Diesel electric back-up power unit. (First 50 units will be furnished by Caterpillar Co. and will include all necessary automatic switches and power sensing equipment necessary to provide very rapid switch over in case of power failure. 26AD sites are planned for one per site). <p>b. Gap Filler Equipment at P-Site.</p> <ol style="list-style-type: none"> (1) AN/FSA-10. Vidicon Combiner. (Unit receives SDV information from gap filler radar, correlates it with P-station radar sweep and azimuth and mixes into PPI scan. Basic unit can handle two gap fillers and can be modified by additional units to handle up to six fillers). 		

DD FORM 96
1 FEB 50

REPLACE NMC FORM 96, 1 OCT. 48, WHICH MAY BE USED

16-54101-3 * U. S. GOVERNMENT PRINTING OFFICE: 1945 O-322141

0161

SECRET

SUBJECT: Low Altitude Gap Filler Project Status

- (2) AN/FWS-1 Control Supervisory. (Control end for FWS-1 at gap filler, separate unit required for each gap filler tied in to F-Station).
- (3) AN/FSW-1 Control supervisory. (Unit provides remote control and status indication of gap filler equipment. Will allow 50 separate controls or indications at P-site).

5. A complete gap filler mock-up is being set up in Baltimore by

Bendix and Westinghouse Corps. and should be completed sometime in November this year. Might be a good idea to have a representative from this office make a thorough tour of this mock-up when completed.

3 Encls:

1. List of Gap fillers (1 cy)
2. Ltr to WAG, subj: Gap Filler Project (1 cy)
3. Ltr EAOPR - Subj: Oper Maint of Gap Filler Program (1 cy)

s/t Charles W. Geary
Captain USAF
Gap Filler Radar Project Officer

2

0162

C O P Y

(Source: 20th ADiv (D) Operational Readiness Inspection Brochure, 7-16
November 1955)

STATEMENT OF PROBLEM

The limited number of PPI scopes at our AC&W sites adversely affects our ability to close control large numbers of assigned Interceptor Aircraft.

BACKGROUND

During 1953 it was realized that the number of PPI scopes at our AC&W Squadrons were not adequate to effectively control the assigned Interceptor Aircraft. The necessary programming action was taken and the AN/UPA-35, Universal PPI scopes, are now being received at our AC&W units. These scopes are being received in all cases without spare parts. This results in no greater capability than experienced during 1953. In the meantime we are developing and practicing remote control procedures to be used during saturated conditions. We are also attempting to maintain an acceptable control capacity by using ascent and marshalling control positions; however, because the critical range of the Interceptors, little improvement has been noted.

RECOMMENDATIONS

That AMC expedite the procurement and shipment of spare parts for the AN/UPA 35. That high priority be given to the procurement and installation of the programmed AN/GPA-23 and AN/GPA-37 Director Control Groups.

0163

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101

(Source: 26th ADiv (D) Operational Readiness Inspection Brochure, 7 - 16 November 1955)

STATEMENT OF PROBLEM

This Division is experiencing a critical shortage of qualified, experienced intercept controllers (AFSC 1644) in its Aircraft Control and Warning Squadrons, a condition which has grown steadily worse during 1955, with little or no relief in sight.

BACKGROUND

Although most AC&W units of the command are at or near their authorized strength of aircraft controllers, with the experience level of controllers has been declining rapidly, with resultant adverse effect upon overall air defense capabilities. The following is a resume of controller manning versus qualifications as of 31 October 1955:

<u>UNIT</u>	<u>NR AUTH</u>	<u>NR ASGD</u>	<u>NR COMBAT READY</u>
646th ACWRON	19	25	12
648th ACWRON	13	19	11
773rd ACWRON	13	16	7
647th ACWRON	10	12	7
770th ACWRON	19	11	4
649th ACWRON	7	5	0
771st ACWRON	13	11	5
772nd ACWRON	7	8	2
TOTAL	101	107	48

Although the Division will lose 36 controllers during the next three months with no projected gains as of this date, it is anticipated that sufficient inputs of overseas returnees and school graduates will provide a maintenance of strength at approximately the current level. However, the proportionately low combat-ready figures shown above indicate a gradual deterioration of our core of capable, effective directors. Our AC&W units have conducted an OJT program designed to qualify new entry-level controllers assigned, with limited results. The type of training which can be provided within the unit is insufficient to qualify these officers to the degree required. During October 1955, this headquarters directed a realignment of controllers among our AC&W units to provide for a more equitable distribution of skilled personnel; however, no more positive remedial action can be taken at division level.

RECOMMENDATION

That the scope of training provided intercept controller students be increased to provide for a greater degree of qualification prior to the initial assignment of graduates, in order to relieve AC&W units from the bulk of the training load which they are not able to carry out effectively and to shorten the length of time required for new controllers to become fully combat ready.

0164

C O P Y

-32

26ADDDF

27 October 1955

D/P Review of September Combat Readiness
Report

A. Fighter-Interceptor Squadrons.

1. 330th FIS. Under present austere manning conditions it is unlikely that the requirement for an excess of pilots assigned above the number authorized can be met in the foreseeable future. Thus, the organizational training program must be relied upon to gradually raise the effective manning level.

2. GENERAL. The major personnel factors affecting readiness are shortages of pilots, aircraft and electronics maintenance, and communications personnel. Projected manning figures through the spring of 1956 indicate a slightly improved pilot picture. In addition, a number of pilots with separation dates in the third quarter FY 1956 may be retained due to approval of indefinite active duty statements. Headquarters EADF has been made aware of the continuing shortages of maintenance and communications personnel, which is a command-wide problem. Therefore, additional emphasis must be placed upon a practical and vigorous OJT program, particularly in those units indicating low experience level rather than actual airman shortages (e.g. the 46th FIS).

B. AC & W Squadrons.

1. 646th AC&W Squadron. Reference paragraph b of Commentary, concerning a serious director shortage.

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C O P Y

A long projection plus consideration of all possible detrimental factors only has resulted in the most pessimistic estimate. In spite of the withdrawals listed, the present controller manning remains on a par with other units.

2. 773d AC&W Squadron. Losses of key officer personnel within the last 60 days has reduced the effectiveness of this unit. Consequently, the manning situation of the 773d has been presented to Headquarters EADF as a special subject for complete review. The results of this review have not as yet been received, however, it is anticipated that positive action will be taken immediately to fill key positions.

3. GENERAL. The final result of the realignment of controller personnel directed by this headquarters is not reflected in this report. Eight (8) officers were affected; four (4) fully qualified 1644s and four (4) 1641s who were considered to require little additional training to become fully qualified. These controllers have been withdrawn from the 646th and 648th AC&W Squadrons, the two (2) units best manned to support the levy. (The 646th provided two (2) 1644s and three (3) 1641s; the 648th two (2) 1644s and one (1) 1641). These officers were reassigned to the units with the lowest manning as against volume of traffic. The 770th and 771st each received two (2) fully qualified controllers and two (2) requiring little training. All personnel should be in place

0 1 6 6

C O P Y

as of this date. This realignment can be expected to increase the effective manning of the 770th and 771st, and bring about the corresponding reduction in capability at the 648th and particularly the 646th AC&W Squadrons.

T. M. BRENNAN
Captain, USAF
Dir Mil Pers

0167

C O P Y

SECRET

105

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

26ADPMP

6 Dec 1955

SUBJECT: Manning requirements of AC&W Squadrons in AFSC 1644

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

1. At the verbal request of the Director, Military Personnel, your headquarters, the commanders of all AC&W Squadrons assigned to this Division were queried, through their respective Air Defense Wing, as to their estimate of the number of assigned aircraft directors (AFSC 1644) desired for efficient operations (regardless of current authorizations), and the absolute minimum number of directors required for the accomplishment of the squadron mission. These figures, reported by each Wing, are as follows:

<u>ORGN</u>	<u>NO. AUTH</u>	<u>NO. DESIRED</u>	<u>MINIMUM NO. REQUIRED</u>
<u>4709th AD Wg</u>			
646th AC&W Sq	19	26	18
648th AC&W Sq	13	17	13
773rd AC&W Sq	13	20	12
<u>4710th AD Wg</u>			
647th AC&W Sq	10	14	9
649th AC&W Sq	7	9	6
770th AC&W Sq	19	19	15
771st AC&W Sq	13	13	11
772nd AC&W Sq	7	10	9

For your information, Air Defense Wing representatives stressed the fact that these figures refer to numbers of directors assigned and actually present for duty.

SECRET

0168

COPY

26ADPHF, Subj: Manning Requirements of AC&W Squadrons in AFSC 1644

2. Request this headquarters be kept apprised of actions taken or contemplated to augment controller strength, and/or to increase manning authorizations for AFSC 1644 in assigned AC&W squadrons.

FOR THE COMMANDER:

Info cy to:
Comdr, 4709th ADW
Comdr, 4710th ADW

C. LAPPAS
Major, USAF
Adjutant

C O P Y

FM HQ 26TH AIR DIV DEP HOSLYN AFS NY
 TO COMDR 4709TH ADW MCQUIRE AFB NJ
 BT

/UNCLASSIFIED/26ADDVC 4746. SUBJ: MANNING IN THE RADAR MAINT CAREER
 FLD. THIS MSG IN TWO PARTS. PART I. REF URMSG 10169 WCDR, 14 OCT 55,
 THE MANNING IN THE RADAR MAINT CAREER FLD THROUGHOUT THIS DIV IS
 CRITICALLY SHORT. UR UNITS ARE CONS TO BE MANNED ON A COMPARABLE LEVEL
 WITH ALL OTHER ACW SQS. A DETAILED BREAKDOWN OF THE RADAR MAINT CAREER
 FLD FOR THE ENTIRE DIV IS BEING SEM UNDER SEP COVER TO UR HQS. RELIEF
 MIGHT POSSIBLY BE FORTHCOMING; HOWEVER, THE PERSONNEL WILL NOT POSSESS
 THE "D" SUFFIX WHICH IS REQUIRED IN THE 648TH ACW SQ. CROSS TRAINING
 W/S REQ. SUBJ TO WAIVER OF PROJ GUIDANCE. AS AN INTERIM, IT IS RECOM
 THAT THE 648TH BD ADVISED TC:

PAGE TWO RJEFPNY 140

(1) RELIEVE THE ASGD RADAR MAINT OFFS TEMPORARILY FROM ADD DUTIES.
 (2) REVIEW THE CURRENT UTILIZATION OF THE CONTRACTOR PERSONNEL TO
 INSURE FULL UTIL, PLUS INTEGRATION WITH THE RADAR MAINT FORCE.
 (3) INCREASE THE SUPERVISION OVER THE RADAR MAINT TECH TO INSURE
 THAT MAINT IS BEING PERF TO ACCEPT STATUS. (4) EVALUATE LOCAL MAINT
 PRACTICES AND PROCDDURES TO INSURE MAX UTIL OF AUTH SKED MAINT PDS.
 (5) ANALYZE MAINT REC FOR THE PURPOSE OF CONCENTRATING EFFORT ON
 SUB-ASSEMBLIES OR COMPONENTS CAUSING MAJORITY OF CURRENT BREAKDOWNS
 AND REQ UNSKED MAINT TIME. REF SECRET LTR SUBJECT (ENCL) UNSKED MAINT
 DTD 17 OCT 55. PART II. DUR WK OF 24 OCT 55, MAJ FRANK F. TENNEY,
 CH OF GROUND RADAR, THIS HQ, AND TWO (2) GEN ELEC ENGINEERS WILL
 VISIT THE 648TH ACW SQ FOR APPROX TWO (2) DAYS FOR THE PURPOSE OF
 ASSISTING IN THEIR MAINT PROB. SUGGEST THAT M/SGT WILLIAM A CARTER,
 DM, UR HQ, VISIT THE 648TH ACW SQ AT THE EPD TO ASSIST IN ANY WAY HE
 CAN WITH SOLVING THEIR PROBS.

BT
 18/2225Z OCT RJEFPNY

0170

COPY

26 June 55

Colonel LeFebvre:

Just a few lines to let you know I actually arrived here at Rand Corporation. The program itself is quite complex one and everyone here is learning something new every day. It is indeed a System Training Program and has to be seen to be appreciated. You can tell that a great deal of effort went - and is still going - into this program. The principal bugs are in the equipment and are being ironed out as fast as possible.

To do STP justice would fill a book. Suffice it to say that once the equipment is installed throughout the 26th AD (D), the training program will get a real shot in the arm. All elements of AC&W operations get tested - but thoroughly. The ID section gets a real workout, surveillance section must keep hopping, and the directors have plenty to keep them busy. It's really a coordinated beauty. And the ADcc will get a good share of things to do, also, as the unknowns appear throughout the sector. The marvelous part of the whole thing is that errors or misinterpretations in track analysis can be talked out later because each section can be shown exactly what was presented, what they missed (where and how), and all rechecked by comparison with the master maps that show all traffic that was in the air at any one time. And all information is cross-referenced. Its quite a show.

The one thing I want to make sure of, though, is that future quotas be filled by personnel from the AC&W Squadrons. Just before I left, Lt. Elbe of D/P mentioned a future quota of some 3 officers and 14 airmen that he was expecting. Try and get squadron personnel who have a good chance of staying around for awhile; they'll be a tremendous help after the STP is installed. And be sure Elbe gets some squadron men from the ID section - they are the most essential to the program.

(The remainder of the letter was of a more personal nature and had no connection with the Rand Program)

(This letter was signed by
Capt R.A. Meier)

0171

COPY

26ADPIT

Rand Systems Training Program

D.O.

DPIT

1 Jul 55

1. The following information will bring you up-to-date on the status of personnel we have sent TDY to the RAND Indoctrination Laboratory, Los Angeles, Calif. It is desired that, upon their return, these persons be retained at this headquarters as long as possible in view of the programmed installation date of Rand equipment.

2. The following persons attended this year:

Capt Dorgan, J.W.
 Capt Meier, R.A.
 M/Sgt Bartridge, A.J.
 T/Sgt Stead, J.A.
 S/Sgt Gerard, L.E.
 A/1C Mark, J.R.
 A/2C Weingarden, J.V.
 A/2C DeGregorio, J.S.
 A/2C Crews, E.O.
 A/2C Sweet, R.G.
 A/2C Dixon, B.N.
 A/2C Jackson, H.L.
 A/2C Sherman, J.J.
 A/3C Lopez, E.

3. This office has been notified that additional personnel will be required to maintain the lab during the latter part of 1955 and early 1956. The only information I have to date is submitted below for your planning purposes.

Late December 1955: 1 Officer* and 4 Airmen
 Late January 1956: 1 Officer and 4 Airmen
 March 1956: 1 Officer and 7 Airmen

4. As soon as additional information is available it will be furnished your office.

*These officers will probably be in the grade of lieutenant, which may mean that personnel from AC&W Sqdn will have to be utilized and then reassigned to this headquarters.

PETER E. ELBE
 2d Lt, USAF
 Dir, Ind Tng

0172

C O P Y S E C R E T

(Source: 26th ADiv (D) Operational Readiness Inspection Brochure, 7-16 November 1955)

STATEMENT OF PROBLEM

Limited ECM training and lack of information on latest ECM technological developments seriously affects our ability to successfully develop Electronics Counter-Counter-Measures.

BACKGROUND

Latest ECM activity clearly indicates that airborne equipment under development renders anti-clutter and MTI circuits of ground radar virtually useless against jamming. The 4713th Radar Calibration Flight, Griffiss AFB, NY is required to provide ECM training for the 4 Air Divisions in EADF. This flight has a limited number of B-25 and B-29 type aircraft and have very heavy commitments on Special Studies and calibration, as well as ECM. This headquarters pointed out this deficiency and has repeatedly recommended that more realistic ECM training be made available. To date there has not been any significant increase in the amount of training or in the quality of training.

RECOMMENDATION

That the Radar Calibration flight be provided with additional aircraft and more modern ECM equipment. Also strongly recommend an exchange of information between SAC and ADC so that each will be aware of latest ECM developments and Counter Measures.

0173

C O P Y

1

AIR DEFENSE COMMAND
4760th Ground Observer Squadron
Roslyn Air Force Station
Roslyn, New York
December 1955

PART 1 - IDENTIFICATION

1. MISSION: The 4760th Ground Observer Squadron is responsible for the observing, reporting, collation of the movement of specified aircraft within its geographic area of responsibility and to augment the Air Defense Command radar network.

2. CAPABILITIES:

a. COMMAND(0100) Exercise command jurisdiction over one hundred eighty five (185) military personnel; maintain operational control over nine (9) Filter Center Detachments, with nine (9) horizontal and/or vertical plotting boards and associated training equipment; seventy one (71) military vehicles; one thousand six hundred forty one (1641) Observation Posts utilizing land-line communications; and fifty nine thousand (59000) civilian volunteers. Maintain liaison with Civil Defense officials at all echelons of operation in eight (8) states.

b. SUPPLY(0400) Maintain normal unit supply functions for Squadron and nine (9) detachments.

c. GROUND OBSERVER TRAINING(61001) Supervise training program for civilian volunteers in filter centers and observation posts.

3. RECAPITULATION:

TOTAL OFFICERS:	Generals	0	Majors	3
	Colonels	0	Captains	16
	Lt. Colonels	1	2nd Lts.	0
			1st Lts.	23
TOTAL AIRMEN:	M/Sgts.	32	A/1c	8
	T/Sgts.	46	A/2c	0
	S/Sgts.	51	A/3c	1

MARVIN W. PARRISH
Captain, USAF
Adjutant

0-174

C O P Y

12

13 December 1955

Colonel Thomas C. Hollick
Director Civil Air Defense
Eastern Air Defense Force
Stewart Air Force Base
Newburgh, New York

Dear Colonel Hollick:

I finally had an opportunity on 12 December to ask Gen. Huebner the meaning behind his statement where he "Recommended that some of your regular Skitrain exercises should simulate nuclear weapons hits on filter centers."

In answer to the question, he indicated to me a copy of the letter he just signed to Gen. Partridge. A copy of which is inclosed.

Did not get a chance to that the General for helping to push our common problems, but perhaps his sincerity and intense belief that we in the service should be better prepared for an emergency will help us to realize an early resolution to some of these problems.

R. T. WENDELL, JR.
Major, USAF
GOC Coordinator
State of New York

Incl

0175

C O P Y

December 7, 1955

Gen. Earle E. Partridge
Commander-in-Chief
Continental Air Defense Command
Ent Air Force Base
Colorado Springs, Colorado

Dear General Partridge:

As you may know, one of our most effective methods of testing the development of local civil defense organizations in New York has been through the medium of State-directed training exercises. We have just completed our 1955 series of exercises which were designed to evaluate the command ability of support areas.

In our exercises for the coming year the emphasis will be on evacuation and on radioactive fallout.

These exercises will sharply point up questions involving the Ground Observer Corps that have been of quite some concern to us and regarding which we would appreciate recommendations from the Air Defense Command.

We are fully aware of the tremendous role that observation posts would play post attack or during an air battle. Evacuation of a target complex will raise the problem of the status of a post located within the evacuation area. Should our planning provide for the establishment of alternate posts? Radioactive fallout raises the problem of safeguarding observers at posts within the fallout pattern. We assume that the Air Defense Command has been equally concerned regarding this problem and wonder if you can recommend a type of construction that will protect the observer.

Of the four Air Defense Filter Centers in this State, three are located in target cities and one only about twenty five miles from New York City. All are dependent on local power companies and none is provided with auxiliary lighting. The present "back-up" system of Filter Centers is far from adequate. To cite but one example--the back-up for the Filter Center in the target city of Syracuse is the Filter Center in the target city of Pittsburgh.

It is my opinion that these Air Defense Filter Centers should immediately be moved beyond target complexes and located underground in a self sufficient type of construction that would provide safety from radioactive fallout and which could continue to function.

I strongly feel that the Air Defense Command should institute a study whose objectives would be a ground observer corps that could function under condition cited above. Otherwise, it seems to me, a great number of good people are wasting their time.

0176

C O P Y

Please accept my congratulations on your new command and my best wishes for a successful and happy tour of duty. I hope that you will find the time to visit my headquarters when you happen to be in this part of the Country.

With all good wishes for a Holiday Season,

Sincerely,

CRH:d1

C. R. HUEBNER
Director

0 1 7 7

C O P Y

EAPDF

26 September 1955

SUBJECT: Utilization of Fighter-Interceptor Pilots (AFSC's
1121-24 B & C)

TO: Commander
4709th Air Defense Wing
McGuire Air Force Base
Trenton, New Jersey

1. The pilot manning throughout this command is below the desired level to perform our Air Defense mission. Information available indicated that before an appreciable improvement will be seen, this manning level will be further reduced as a result of continued losses through overseas withdrawals, separations, and the requirement to man newly activated fighter-interceptor squadrons. While we may expect some assistance from Air Training Command schools and oversea returnees during the next few months, these sources will not provide a sufficient number of pilots to meet our needs. The majority of our forthcoming gains will be relatively inexperienced crews who will require considerable training. Our experienced personnel must be depended upon to provide this training; consequently, we must insure equitable distribution of our skilled and experienced crews throughout the command.

2.. To accomplish maximum utilization, every possible step must be taken at each echelon of command to insure that all qualified fighter-interceptor pilots are being utilized and reported as such. In this connection, reference is made to EADFR 36-3, 25 August 1955; and letter, this headquarters, EAPMP, Subject: Utilization of Officers, 21 May 1955. Our first step toward improving our pilot manning is to review utilization of all pilots possessing all-weather experience with a view toward reassigning those who are now performing duty outside their pilot specialty to pilot duties. This will serve two purposes: (a) increase our pilot inventory, and (b) allow us to requisition support-type officers for non-tactical positions now being occupied by fighter pilots. To accomplish the above, immediate action must be taken to:

a. assign all company-grade officers now in fighter-interceptor squadrons who possess the AFSC 1124-

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C O P Y

Hq EADF EAPDP-Subj: Util of FI Pilots (AFSC's 11221-24
B & C)

21B or C to principal duty as fighter-interceptor pilots. The only exception will be those officers with a directed duty assignment in another specialty and captains assigned duty as squadrons operations officers, executive and flight test maintenance officers.

b. Assign all company-grade pilots, regardless of organization of assignment, possessing the AFSC 1124-21B or C to principal duty in one of the following AFSC's: 1411, 1435, 1444, 4334, or 1124-21B or C. The only exceptions will be in the case of officers possessing directed duty assignments in other specialties. In effecting assignments of these officers to duty in AFSC's 1411 and 1435 outside the fighter-interceptor squadron, the duties of the officer must require his skills in the rated specialty, or be confined to those operational duties directed associated with fighter operations, such as operations and training duties at group, wing and division level.

3. There are no restrictions on assigning officers mentioned in paragraph 2, above, to additional duties outside their rated specialties. It is realized that there is an urgent need for a considerable number of officers to perform non-rated type duties, particularly in our fighter-interceptor squadrons. However, when a pilot is assigned to these non-rated specialties in a principal duty capacity, we are unable to requisition an officer to fill that non-rated position. Records available here indicate you have approximately six officers whose reassignment to primary duty pilot positions appears to be feasible. These officers are listed on the enclosure to this letter. Request you advise your planned actions in these instances.

4. You are urged to give your personal attention to our present and future pilot situation and to insure continued effective utilization of these personnel.

1 Encl
List of Officers
a/s

0179

C O P Y

7

26ADDDP

Utilization of Fighter-Intercep-
tor Pilots (AFSC's 1121-24 B&C)

2 Nov 55

D/O
O/T
COC
D/L
IG
Flight Safety

1. The enclosed letters outline a firm statement of policy which isto be followed by this command in the utilization of fighter interceptor pilots of our F-86D and F-94C Fighter Interceptor units. The policy outlined herein provides a greater latitude of assignment than we have heretofore enjoyed. It should be noted that the only position in which we are not permitted to utilize fighter interceptor pilots is the aircraft maintenance officer in our fighter interceptor squadrons. It is my understanding the permission for such utilization is again being requested by Headquarters, Eastern Air Defense Force. I will advise on this matter as soon as additional information is received.

2. Request return of this correspondence after your review.

2 Encls
a/s

MARTIN J. REILLY JR.
Major USAF
Deputy for Personnel/360

0180

C O P Y

SECRET

(Incl #2, Ltr Hq. 4709th ADW, Subj: Operational Readiness Inspection, 28 September 1955)

S U P P L Y

The AOCF rate for fighter-interceptor squadrons this command is considered good. Except for the 5th and 331st Fighter Interceptor Squadrons, the trend of AOCF has been a decline and is considered well below this command's average.

The following is fighter-interceptor squadrons' percentage of AOCF for a period of six (6) months (March through August):

	<u>Mar</u>	<u>Apr</u>	<u>May</u>	<u>Jun</u>	<u>Jul</u>	<u>Aug</u>
332nd	12.9	11.4	17.5	7.6	4.8	1.8
539th	9.8	5.7	6.9	2.1	1.7	4.1
2nd	6.0	4.1	4.5	7.4	6.4	5.4
5th	9.3	5.4	5.6	4.8	4.9	11.9
330th	12.7	5.8	7.0	9.5	7.9	4.4
331st	15.5	5.1	12.9	18.6	10.6	7.4

Following is a list of items that frequently appear on AOCF status reports:

Thermocouple	-	05-D	-	6119-9888647G4
Indicator	-	05-D	-	6119-8D557HAA
Valve	-	03-D	-	4325-124D566
Valve	-	03-I	-	4815-WE405-1 1/2 D
Regulator	-	03-D	-	4302-26022A1
Filter	-	11-B	-	5200-266485
Filter	-	11-B	-	5200-266289-4

Availability of Uniform Policy: Availability of uniform policy necessary for performance of assigned mission deemed sufficiently adequate throughout.

Filing of Maintenance & Supply Regulations: Except for possible errors in posting as defined in applicable directive filing of maintenance and supply regulation is considered acceptable.

Custody Receipt Files & AF Form 1120: Custody receipt files are in existence and adequately maintained throughout. However, maintenance of AF Forms 1120 reflects minor deficiencies in the area required postings and mathematical errors. Aforementioned condition applicable to major portion of units assigned.

Use & Control of Priority Requisitions: Procedures governing the use of priority requisitions is sufficiently applies to a degree required; however, added emphasis is required regarding control specifically as concerns assignment of priority numbers.

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C O P Y S E C R E T

S U P P L Y (Cont'd)

Control & Processing Procedures of Repairable Items: Control and processing of repairable items considered acceptable. Recent completion of special subject letter indicated satisfactory compliance within desired Air Force Standards.

UAL System of Accounting: UAL system of accounting except at ACW squadrons is considered acceptable. Present weakness at ACW squadrons is brought about by the lack of sufficient qualified personnel to perform the task at hand. Action currently being taken to alleviate referenced situation by assigning additional personnel in the 5 level career field.

Condition and/or Lack of Individual Personal Survival Equipment: Quantity and quality refinement as regards referenced equipment was recently brought about by command requirement in compliance with Headquarters, Air Defense Command RCS: E-535. Present lack of MARK IV exposure suits within four fighter-interceptor squadrons is caused by units' failure to set up the requirement for procurement. In addition, shortages of type K-2B flying suits was recently resolved by Headquarters, USAF approval of increased authorizations and individual units' action to requisition increased quantities.

2

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COPY SECRET

(Source) 26th ADiv (D) Operational Readiness Inspection Brochure, 7 - 16
November 1955)

STATEMENT OF PROBLEM

The Division is experiencing a critical shortage of tactical pilots (AFSC 1124B and 1124C) in its assigned fighter-interceptor Squadrons.

BACKGROUND

Our fighter squadrons have borne heavy losses of pilots due to separation occurring at one time, because of the assignment to the command of groups of new pilots having approximately the same established dates of separation. An insufficient number of replacement pilots have been made available through normal pipeline resources to balance these losses. The withdrawal of pilots for temporary duty away from their units which is not connected with the primary ADC mission, and other requirements, have further reduced the force in being available to the fighter squadron commander. The following is a resume of the manning status of pilots by unit, as of 30 September 1955.

4709th ADW				4710th ADW			
UNIT	AUTH	AVGE ASGD	AVGE PFD*	UNIT	AUTH	AVGE ASGD	AVGE PFD*
2d	37	26	20	46th	37	30	24
5th	37	27	26	48th	37	25	18
330th	37	25	20	95th	37	26	23
331st	37	22	19	96th	37	35	33
332d	37	29	21	97th	37	25	20
539th	37	26	30				
TOTAL	222	155	126		185	141	118

The totals of pilots actually present for duty* as shown above are considered to be below an acceptable level for efficient operations. Requisitions have been submitted for all current and projected vacancies however, the pipeline is yielding only a small number of new pilots. Attempts to cross-train day fighter pilots to all-weather aircraft have had little success, because of flying safety considerations. Certain jet qualified officers assigned to staff duties at Wing and Group headquarters have been given refresher training and reassigned to fighter units. In addition, selected conventional pilots with high potential have been sent to formal all-weather jet courses for return to this command upon completion of training. None of these measures can solve the existing shortage of pilots, and no other source of additional personnel is available to the Division.

RECOMMENDATION

That additional allocations of pilot graduates of flying training be made available from Air Training Command; and that, if necessary, the training program for the Advanced Flying Schools be expanded to provide the required additional graduates.

0183

C O P Y

SECRET

101

26ADDIG

20 Jan 1956

SUBJECT: (Unclassified) Combat Readiness Staff Commentary

TO: Commander
 26th Air Division (Defense)
 Roslyn Air Force Station
 Roslyn, New York

1. The Command Data Analysis Committee convened at 1330, 28 December 1955 to review and evaluate the Operational Readiness of the Command as of 30 November 1955. The following members were present:

Colonel Richard E. Decker	Inspector General	Chairman
Colonel Robert F. Burris	Deputy/Materiel	Member
Lt. Colonel William J. O'Donnell	Deputy/Operations	Member
Captain Thomas M. Brennan	Deputy/Personnel	Member
Lt. Colonel Orange W. Hall	Deputy/Comptroller	Recorder

2. The Committee is concerned with the low percentage of pilots considered operationally ready. Of the total of 295 aircrews assigned, only 129 or 43.7% are operationally ready. This low rate of qualification is of course due to the requirement that a pilot must have completed a course of rocketry training in order to be counted as operationally ready. Until very recently rocketry qualification was possible only at an ADG rocketry school. At-home rocketry training missions can now be counted toward qualification, but only when a means is available for accessing hits on a target. Present at-home rocketry training capability is very limited due to the lack of an assessment device, also of appropriate tow capability and suitable ranges. The Deputy for Operations is presently requiring a report from all fighter squadrons on their rocketry program to include the facilities available, additional facilities needed, and the progress that can be expected toward an effective at-home rocketry training program. The summarized report will be circulated to the members of the Committee for their information and any necessary action. Both the at-home firing program and TDY rocketry schools are being adversely affected by the shortage of maintenance and operation funds. If the obstacles to an effective at-home program could be removed it is believed that a considerable savings in TDY funds would result. A further thought for concern is that a significant number of operationally ready pilots will be separating from the service during the next three months. Therefore, the number of operationally ready pilots can be expected to decrease rather than to increase unless an effective at-home firing program can be implemented. It is suggested that greater emphasis be placed by higher headquarters on the development of assessment devices, tow equipment and the attainment of off-shore firing ranges, if a satisfactory percentage of crews operationally ready is to be achieved.

(The above was extracted from the minutes of the monthly Command Data Analysis Committee meeting, dated 20 January 1956.)

0184

SCPY

26ADDDM
VC

ORI Information
DM

16 Nov 55

1. The 4709th Air Defense Wing reported the following aborts during the ORI:

a. The 539th had a total of two (2) aborts, one (1) of which was caused by a high tail pipe temperature, and the other due to the aircraft landing lights being out.

b. The 332d had 0 abortive missions.

c. The 2d had one (1) hot start, which aborted.

d. The 390th had a total of two (2) aborts, one of which was caused by a fire and the pilot ejected, and the other was caused by the aircraft radar system being out of commission.

e. The 331st had five (5) aborts, caused by (1) one aircraft communication system out, two (2) radar systems out, and one (1) aircraft fuel pressure gage out, and one (1) aircraft UHF out.

f. The total for the 4709th Air Defense Wing was ten (10) abortive missions.

2. The 4710th Air Defense Wing had the following abortive missions:

a. The 46th had three (3) aborts consisting of two (2) aircraft radar out and one (1) oxygen system out.

b. The 48th had three aborts consisting of one (1) engine vibrating excessively and two (2) aircraft radar systems out.

c. The 95th had four (4) aborts, consisting of one (1) directional Gyro out, one (1) fuel control out, one (1) ignition failure, and one (1) afterburner blow-out.

d. The 96th had three (3) aborts, consisting of one (1) power failure, one (1) radar failure, and one (1) oxygen system out.

e. The 97th had two (2) aborts, consisting of one (1) fuel control failure and one (1) oil leak.

f. The total for the 4710th Air Defense Wing was fifteen (15) abortive missions.

3. The total aborts for the Division was twenty-five (25).

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C C P Y

26ADDDM, Subject: ORI Information

4. Stewart Air Force Base's lack of sufficient combat type rockets was due to inadequate storage facilities. This resulted from the new igloo not being accepted from the contractor, due to ventilation being installed improperly. Air Defense Command refused permission to use this igloo with the ventilation system in its present condition. The new date for acceptance is now 1 December 1955, and is firm. The rocket depot has been advised of this and are scheduled to ship total requirements to arrive at Stewart Air Force Base 1 December 1955.

ROBERT F. BURRIS
Colonel, USAF
Deputy for Materiel

2

0186

C O P Y

(Source: 26th ADiv (D) Operational Readiness Inspection Brochure, 7 - 16 November 1955)

STATEMENT OF PROBLEM

Limitations on our ability to scramble and recover fighters under IFR minimum weather conditions.

BACKGROUND

The location of fighters in the 26th Air Division, an area of high density civil and other military air traffic, constitutes a limiting factor in this Division's ability to conduct maximum effort operations. Interwoven over the Division's area is a complex network of airways which makes it impossible in peace time for fighters to be turned to an initial attack vector immediately after take-off. The Division has negotiated an agreement with Civil Aeronautics Administration for specific scramble and recovery procedures. These represent about the best that can be expected at the present. The limitation imposed on the scramble procedures is not as serious as are the fighter recovery limitations; it means a loss of from 2 to 15 of available fighter airborne time. The fighter recovery problem is complicated by our inability at present to guarantee with our GCI equipment space separation for all fighters penetrating. Thus, use of relatively complex CAA approved jet penetrations is required. Recovery is further complicated by the inability of present GCA equipment and operating personnel to handle fighters rapidly enough. At the present time our recovery capability varies from one aircraft every 3 minutes to one every 10 minutes. The ADC standard for fighter recovery is one fighter every 30 seconds. We are trying to improve our GCI-GCA capability as much as possible; however, so long as present equipment and CAA limitations exist, we will not be able to meet the ADC standards.

RECOMMENDATIONS

That improved GCI equipment, the latest GCA and ILAS equipment be expedited to meet ADC requirements.

That the Air Force, operating through the Regional Air Space Subcommittee structure keep in mind the complex problem facing air defense operations in this area and resist to the maximum, recommendations to further restrict the operation of interceptor aircraft in support of the Air Defense Command's mission.

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CCDR 26TH ADIV(D) ROSELIN AFS NY

06/1700Z SEP 55 UNCL

ROUTINE

CCDR 4709TH ADW TRENTON NJ
 CCDR 4710TH ADW NCGA WILM DEL

CCDR 52nd FG SCARF W. HAMPTON LI
 CCDR 42nd FG NCGA WILM DEL
 CCDR 329th FG STEWART AFB NEWBURGH NY
 CCDR 2d FIS SCARF W. HAMPTON, LI
 CCDR 5th FIS SCARF W. HAMPTON LI
 CCDR 46th FIS BOWEN AFB DEL
 CCDR 40th FIS LANGFIRE AFB, HANPTON, VA
 CCDR 95th FIS HODGERS AFB WASH, DC
 CCDR 96th FIS NCGA WILM DEL
 CCDR 97th FIS NCGA WILM DEL
 CCDR 330th FIS STEWART AFB NEWBURGH, NY
 CCDR 331st FIS STEWART AFB NEWBURGH NY
 CCDR 332nd FIS MCCUIRE AFB TRENTON NJ
 CCDR 539th FIS MCCUIRE AFB TRENTON NJ
 CCDR 646 ACW HIGHLANDS NY
 CCDR 647th ACW BRASSAS VA
 CCDR 648th ACW BENTON PA
 CCDR 649th ACW BEDFORD VA
 CCDR 770th ACW PALBRIC NJ
 CCDR 771st ACW CAPE CHARLES AFS VA
 CCDR 772nd ACW CLAYSBURG AFS PA
 CCDR 773d ACW MONTAUK AFS LI

/Unclassified/ 26EDCOR 4169 Subj: GCI-GCA SCRAMBLE AND RECOVERY PROGRAM (SARP)

1. IN ORDER TO PROVIDE A MORE EFFECTIVE GCI-GCA SCRAMBLE AND RECOVERY PROGRAM THAT THE PRESENT JOINT GAA-26TH AD SARP NOW EMPLOYED, IT IS DIRECTED THAT IMMEDIATE ACTION BE TAKEN BY YOUR HEADQUARTERS TO DESIGN A PROGRAM WITHIN EACH ADDC AREA WHICH WILL CERTAIN THEREIN THE UTILIZATION OF GCI-GCA FACILITIES ONLY.
2. REQUIREMENTS FOR EACH AC&N AND FI SQUADRONS:
 - a. PRIMARY SARP - THE UTILIZATION OF THE ASSOCIATED GCI STATION AND FIS BASE (HOME BASE)
 - b. ALTERNATE SARP - THE UTILIZATION OF AN ADJACENT GCI STATION AND FIS (HOME BASE).
 - c. SECONDARY, ALTERNATE SARP - THE UTILIZATION OF BOTH ADJACENT GCI STATIONS AND ADJACENT FIS BASES.
 - d. EMERGENCY SARP - IN THE EVENT OF FAILURE OF EITHER GCI, GCA, OR BOTH, OR FOR ANY REASONS OF EMERGENCY NOT INCLUDED IN PRESCRIBED SARP, THE UTILIZATION OF ANY BASE, MILITARY OR CIVILIAN, WITH SUITABLE RUNWAYS EMPLOYING ANY APPROPRIATE GCI STATION WITHIN COMMUNICATION AND/OR CONTROL RANGE WILL BE EFFECTED.

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3. EACH SARF WILL INCLUDE A MARSHALLING AREA OR "FIX" WITHIN A QUADRANT OR QUADRANTS FOR EACH BASE AT WHICH POINT TRANSITION MAY BE EFFECTED BETWEEN GCI AND GCA EITHER FOR DEPARTURE OR RECOVERY. THE ALTITUDE OF SUBJECT MARSHALLING AREA OR "FIX" (QUADRANT) MUST SATISFY BOTH THE GCI AND GCA ALTITUDE AND RANGE CAPABILITY IN ORDER TO GUARANTEE CONTINUOUS CONTROL DURING PERIODS OF TRANSITION AND AT THE SAME TIME PROVIDE ADEQUATE AIRCRAFT SEPARATION WHEN CROSSING AIRWAYS AND/OR IN CONGESTED AREAS.
 4. AN AREA SELECTED ON AN AIRWAY OR IN A CONTROLLED AREA NOT COVERED BY A BLOCK ALTITUDE MUST HAVE A AACS AGREEMENT FOR THE ASSUMPTION OF CONTROL RESPONSIBILITY BY GCA FACILITIES, IN CONSIDERATION OF THE FACT THAT TRAFFIC IN THOSE AREAS WOULD NORMALLY BE CONTROLLED BY AN AIR ROUTE TRAFFIC CONTROL CENTER.
 5. SARF WILL INCLUDE PLAN AND SKETCH VIEWS WITH APPROPRIATE HEADINGS, ALTITUDES AND QUADRANT SEPARATION AREAS, ETC., CLEARLY INDICATED.
 6. UPON RECEIPT AND REVIEW AT THIS HEADQUARTERS, THE PROGRAM AS OUTLINED ABOVE WILL BE PUBLISHED IN DIRECTIVE FORM EITHER AS A PRIMARY OR ALTERNATE SARF, DEPENDENT UPON ITS SUITABILITY AS TO CONFORMANCE WITH GCA REQUIREMENTS.
 7. SUSPENSION DATE - 30 SEPTEMBER 1955. END.

0189

C O P Y

(Source: 26th ADiv (D) Operational Readiness Inspection Brochure, 7-16 November 1955)

STATEMENT OF PROBLEM:

The introduction of the C-119 aircraft into this division without a material augmentation in maintenance and aircrew personnel has created a very unsatisfactory operating condition and a major accident potential.

BACKGROUND

In October 1954, it was learned that C-119's would be assigned as support aircraft on the basis of one per fighter squadron. A study was conducted to determine the most feasible and economical method of utilizing these aircraft. It was decided to pool the aircraft at two bases as a flight within the materiel squadron. It is planned to base five aircraft at New Castle Airport and six at Suffolk County Air Force Base.

Six aircraft have been delivered to date - two to New Castle and four to Suffolk. All of these aircraft were overdue IRAN when received and since have been lost for periods up to three months for IRAN. All aircraft were also overdue factory modification at Fairchild - two to four weeks for completion.

Upon receipt of these aircraft, none of the organizations had experienced maintenance personnel and no pilots current in the aircraft. Six pilots - two from New Castle - four from Suffolk - attended C-199 transition training at Randolph AFB. At present there are three qualified first pilots at Suffolk and four at New Castle. All of these pilots have full time duties other than flying and are not readily available. EADF has directed that transition training be conducted at each base but very little has been accomplished because the aircraft are committed for EABF directed airlift during all in-commission periods.

To date the utilization of these aircraft has been very low. Approximately fifteen hours per aircraft per month. This should improve materially now that the assigned aircraft have completed IRAN and should generally be available except for routine maintenance and scheduled inspections.

Additional maintenance personnel and pilots were requested when it was learned that these aircraft would be assigned but no experienced personnel have been received. This has caused the in-commission rate to remain low and time out for inspections to be excessive. Maintenance as it is now performed is not considered satisfactory.

RECOMMENDATIONS

Obtain additional authorizations to augment existing organizational and field maintenance units; also for additional pilots with primary duties as C-119 pilots.

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C O P Y

NYA78
 OO RJPCU RJEPJR RJEPNE RJEPNL RJEPQW
 DE RJEPNY 62
 O 302000Z ZFD
 FM COMDR 26TH ADIV DEF ROSLYN AFS NY
 TO RJPCU/COMDR 142ND FIS NCGA WILM DEL
 RJPCU/121ST FIS ANDREWS AFB MD
 RJPCU/COMDR 104TH FIS HARBOR FLD BALTIMORE MD
 RJEPJR/COMDR 4709TH ADW TRENTON NJ
 RJEPJR/COMDR 52ND FG WESTHAMPTON BEACH LI
 RJEPJR/COMDR 2D FIS WESTHAMPTON BEACH LI
 RJEPJR/COMDR 5TH FIS WESTHAMPTON BEACH LI
 RJEPJR/COMDR 332ND FIS TRENTON NJ
 RJEPJR/COMDR 539TH FIS TRENTON NJ
 RJEPJR/COMDR 646TH ACW SQ HIGHLANDS NY
 RJEPJR/COMDR 648TH ACW SQ BENTON PA
 RJEPJR/COMDR 773RD ACW SQ MONTAUK NY
 RJEPNE/COMDR 329TH FG NEWBURGH NY
 RJEPNE/COMDR 330TH FIS NEWBURGH NY
 RJEPNE/COMDR 331ST FIS NEWBURGH NY
 RJEPNL/COMDR 4710TH ADW WILM DEL
 RJEPNL/COMDR 82ND FG WILM DEL
 RJEPNL/COMDR 46TH FIS DOVER DEL
 RJEPNL/COMDR 48TH FIS LANGLEY AFB HAMPTON VA
 RJEPNL/COMDR 95TH FIS ANDREWS AFB WASH DC
 RJEPNL/COMDR 96TH FIS WILM DEL
 RJEPNL/COMDR 97TH FIS WILM DEL
 RJEPNL/COMDR 647TH ACW SQ MANASSAS VA
 RJEPNL/COMDR 770TH ACW SQ PALERMO NJ
 RJEPNL/COMDR 771ST ACW SQ FT CUSTIS VA.
 RJEPNL/COMDR 772ND ACW SQ CLAYSBURG PA
 RJEPQW/COMDR 118TH FIS BRADLEY FLD CONN
 RJEPQW/COMDR 137TH FIS WESTCHESTER COUNTY APRT NY
 RJEPQW/COMDR 141ST MCGUIRE AFB NJ
 INFO RJEPNE/COMDR EADF STEWART AFB NY
 RJEPQW/COMDR 1ST AIR FORCE MITCHELL AFB NY

BT
 /UNCLASSIFIED/26AD00T 5537. "EXERCISE CRACKER JACK", FOR
 OFFICIAL USE ONLY, REF AFR 190-16. SUBJ: CONCEPT FOR THE
 EMPLOYMENT OF AVAL FTR FORCES. I. GENERAL. THE PRESENT OR-
 GANIZATION, DEPLOYMENT, MANNING, AND TNG OF THE REGULAR AF
 ELEMENT OF THE JOINT 26TH ADIV HAS CREATED A BALANCE BET-
 WEEN THE EFFECTIVE CLOSE-CONTROL CAPABILITY OF THE AC&W SQS
 AND THE AVAILABILITY OF AI EQUIPPED FTR INTERCEPTORS. IN BRIEF,
 SO LONG AS THE REGULARLY ASGD ADC FTR SQS DO NOT SUFFER
 OPERATIONAL LOSSES, THE CLOSE-CONTROL SYSTEM CANNOT EFFECT-
 IVELY HANDLE MORE FIGHTERS THAN ARE REGULARLY ASGD TO THIS
 MISSION ON A FULL TIME BASES.

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C O P Y

PAGE TWO RJEPNY 62

THIS REQUIRES THAT TECHNIQUES OTHER THAN CLOSE-CONTROL BY AF AG&W SQS BE UTILIZED IN THE EMPLOYMENT OF THE LARGE AUGMENTATION FORCES MADE AVAILABLE TO THE JOINT 26TH ADIV DURING EXERCISE CRACKER JACK. INASMUCH AS THE OVERALL OBJECTIVE OF EXERCISE CRACKER JACK IS EVALUATION OF THE AIR DIVISION'S CAPABILITY TO PROVIDE AIR DEFENSE OF ITS AEGD SECTOR RATHER THAN ATTAINMENT OF MAXIMUM TNG VALUE FROM THE EXERCISE, REGULARLY ASGD UNITS WILL BE USED AS THE FIRST LINE ATTACK FOR AND AUGMENTATION FORCES WILL BE EMPLOYED AS A BACKUP TO THIS CLOSE-CONTROL STRIKING FORCE. II. FORCE EMPLOYMENT. CONCEPT FOR THE EMPLOYMENT OF THE VARIOUS ELEMENTS OF THE AUGMENTATION FORCES OF THE JOINT 26TH ADIV IN EXERCISE CRACKER JACK WILL BE AS FOLLOWS: A. U.S. NAVY ELEMENTS. WITHIN THE U.S. NAVY AUGMENTATION FORCES THERE EXISTS A CAPABILITY FOR THE CLOSE-CONTROL OF FTRS UTILIZING NAVAL RADAR INSTALLATIONS AT ATLANTIC CITY AND AT NORFOLK, VA. THESE TWO RADARS WILL BE USED PRIMARILY TO CLOSE-CONTROL U. S. NAVY FTR UNITS DEPLOYED AT ATLANTIC CITY AND IN THE NORFOLK, VA. AREA. IN GENERAL IT IS DESIRED THAT THE AI EQUIPPED NAVY FTRS BE UTILIZED DURING THE HOURS OF DARKNESS OR WHEN WEATHER PRECLUDES THE EFFICIENT OPERATION OF DAY-FTRS. CONVERSELY, NON-AI NAVY FTRS SHOULD BE EMPLOYED DURING DAYLIGHT HRS OR WHEN VISUAL ATTACK OF FAKER FORCES CAN BE MADE. SCRAMBLE AUTHORITY FOR THE EMPLOYMENT OF

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U. S. NAVY FORCES WILL BE AS FOLLOWS:

(1) THE U. S. AF AG&W SQ AT PALERMO, CODE NAME "HUBERT" WILL ASSUME SCRAMBLE RESPONSIBILITY FOR NAVAL AIR UNITS DEPLOYED AT ATLANTIC CITY.

(2) THE U. S. AF AG&W SQ AT CAPE CHARLES, VA., CODE NAME "JITNEY" WILL ASSUME SCRAMBLE RESPONSIBILITY FOR NAVAL AIR UNITS DEPLOYED IN THE NORFOLK, VA AREA.

IN THE EVENT THAT SUFFICIENT WARNING OF IMPENDING ATTACK FROM THE EAST IS RECEIVED THE ESTABLISHMENT OF OFFSHORE COMBAT AIR PATROLS BY THE AI EQUIPPED NAVY FTRS WILL BE DIRECTED BY HQ 26TH JOINT ADIV DEF. SIZE OF CAP, ALTITUDES, ROUTES, AND TIMES TO BE FLOWN WILL BE SPECIFIED IF AND WHEN THE TAC SITUATION REQUIRES THIS ACTION. SHOULD THESE AI FTRS BE EMPLOYED IN THIS FASHION, THEY WILL BE EXPECTED TO PERFORM A DUAL MISSION. FIRST, THE EFFECTIVE INTERCEPTION AND SIMULATED DESTRUCTION OF THE ATTACKING FAKER FORCE; AND SECOND, TO ACT AS TRAILER ACFT FOR THE PURPOSE OF ASSISTING THE RADAR STATIONS IN MAINTAINING TRACK CONTINUITY OF THE FAKER FORCE WHEN THEY ARE EMPLOYING HEAVY ECM. THIS SECOND MISSION, PROPERLY PERFORMED, CAN INSURE THE DIVISION'S ABILITY TO COUNTERACT THE JAMMING ACTIVITY OF THE FAKER FORCE. THEN U. S. NAVY FTR FORCES AT NAS, QUONSET, R.I. BECOME AVAL FOR PARTICIPATION, SEPERATE

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C O P Y

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INSTRUCTIONS WITH REFERENCE TO THEIR EMPLOYMENT WILL BE DISPATCHED FROM THIS HQ.

B. U. S. NAVY RESERVE AIR UNITS. IN GENERAL, U. S. NAVY RESERVE AIR UNITS WILL NOT BE EMPLOYED UTILIZING CLOSE-CONTROL INTERCEPT TECHNIQUES. THEY WILL BE EMPLOYED UTILIZING REMOTE CONTROL TECHNIQUES OPERATING OFF OF EITHER COMBAT AIR PATROL OR FROM GROUND ALERT IF SUFFICIENT WARNING OF IMPENDING ATTACK MAKES THIS POSSIBLE. ONCE THE AVAILABILITY OF THESE FIGHTERS HAS BEEN ASCERTAINED, COMBAT AIR PATROL REQUIREMENTS WILL BE SPECIFIED. SCRAMBLE AUTHORITY FOR U.S. NAVY RESERVE AIR UNITS WILL BE WITH THE USAF AC&W SQ WITH WHICH THEY ARE PRESENTLY AFFILIATED.

C. AIR NATIONAL GUARD. - ANG AUGMENTATION FORCES WILL BE EMPLOYED UTILIZING REMOTE CONTROL TECHNIQUES OFF OF COMBAT AIR PATROL ROUTES WHICH WILL BE DESIGNATED. IN CONSIDERATION OF THE OPERATIONAL CHARACTERISTICS OF THE ACFT BEING EMPLOYED BY THE FAKER FORCE, IT IS NOT CONTEMPLATED USING ANY F-51 ACFT IN EXERCISE CRACKER JACK. ONCE THE AVAILABLE ANG FTRS HAS BEEN ASCERTAINED, IT MAY BE NECESSARY TO REVISE CERTAIN OF THE COMBAT AIR PATROL ROUTES ESTABLISHED AS WELL AS THE HRS THAT THEY WILL BE FLOWN. IN ANY EVENT, IT DOES NOT SEEM POSSIBLE THAT NATIONAL GUARD FTRS WILL BE EMPLOYED UTILIZING CLOSE-CONTROL INTERCEPT TECHNIQUES.

III. TACTICAL DOCTRINE. THE 26TH JOINT AIR DIVISION'S DOCTRINE FOR THE EMPLOYMENT OF FTR FORCES IS TO ESTABLISH THE HIGHEST FTR-TO-BOMBER RATIO POSSIBLE PRIOR TO THE TIME FAKER ACFT CAN REACH THEORETICAL BOMB RELEASE LINES.

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THIS CONCEPT IS ESSENTIAL IF THE DIVISION IS TO ACHIEVE ITS OBJECTIVE. THE DIVISION DOES NOT OPERATE ON THE CONCEPT OF MAINTAINING A RESERVE FORCE TO PROVIDE FOR SUBSEQUENT ATTACKS. THE SUCCESSFUL IMPLEMENTATION OF THIS CONCEPT REQUIRES THE CLOSEST POSSIBLE TEAM WORK ON THE PART OF ALL ELEMENTS OF THE AIR DIVISION'S TASK FORCE. ADHERENCE TO STRICT RADIO DISCIPLINE IS VITAL IF SELF-INDUCED SATURATION OF COMMUNICATION FACILITIES IS TO BE AVOIDED. ALL FTRS MUST COMPLY WITH GROUND CONTROL INSTRUCTIONS TO THE LETTER IF THE DIV IS TO AVOID CLUTTERING UP ITS RADAR CONTROL SCOPES WITH RANDOM PLOTS CREATED BY ITS LARGE STRIKING FORCE. IN EMPLOYING REMOTE CONTROL INTERCEPT TECHNIQUES, RADAR DIRECTION CENTERS MUST BE SURE THAT THEY DO NOT VECTOR LARGE NUMBERS OF FTRS INTO THE SAME INTERCEPT AREA IN WHICH OTHER DIRECTION CENTERS ARE ATTEMPTING TO EFFECT CLOSE-CONTROL INTERCEPTS. AS A YARD STICK FOR INTERCEPT PLANNING PURPOSES, IT IS CONSIDERED THAT EACH ADDC SHOULD ENDEAVOR TO CONDUCT ITS CLOSE-CONTROL INTERCEPTS OF HIGH ALTITUDE, HIGH SPEED TRACKS AT A DISTANCE OF 125 NAUTICAL MILES FROM ITS SCRAMBLE BASE. INTERCEPTS WITH AUGMENTATION FORCE SHOULD BE CONDUCTED 75 MILES FROM CAP POSITIONS AND/OR RESPECTIVE SCRAMBLE BASES. CONSIDERING THE GEOGRAPHICAL DISPOSITION OF OUR FORCES, IF EACH ADDC ACHIEVES THIS OBJECTIVE

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C O P Y

IT BECOMES POSSIBLE TO HIT ANY FAKER ATTACKING FORCE WITH
SUCCEEDING WAVES OF FTRS UNDER CONTROL OF DIFFERENT ADDC'S
REGARDLESS OF THE APPROACH DIRECTION OF THE TRACKS. IF THIS
OBJECTIVE CAN BE ATTAINED, THERE IS NO REASON WHY THIS AIR
DIVISION CANNOT BE HIGHLY SUCCESSFUL IN INTERCEPTING ALL
FAKER ACFT WHICH ATTEMPT TO PENETRATE THIS SECTOR. END.

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RECEIVED
26TH AIR DIVISION
JUL 11 1955
K-DIV 26-111

APPENDICES
TO
HISTORY
OF THE
JOINT 26TH AIR DEF. DIV.
AND THE
26TH AIR DIVISION (DEFENSE)
JULY-DECEMBER 1955

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APPENDICES
TO
HISTORY
OF THE
JOINT 26TH AIR DEF. DIV.
AND THE
26TH AIR DIVISION (DEFENSE)
JULY - DECEMBER 1955

0201

CONTENTSAPPENDIXSUBJECT

A	ANOMOLOUS PROPAGATION
B	BRIEF ON PROGRAMMED RADAR
C	QUALITY CONTROL COMPUTER
D	LOW ALTITUDE GAP FILLER RADARS LOW ALTITUDE GAP FILLER PROJECT
E	GAP FILLER SITES
F	ORI, 26TH ADIV (D), MSG 0432 ORI, 26TH ADIV(D) , MSG 0418
G	COMMANDER'S COMMENTARY RCS: ADC-V20
H	SCRAMBLE SORTIES, JULY THRU DECEMBER
I	FIS EFFECTIVE MANNING
J	4710TH ADW PROGRESS ANALYSIS
K	CONDITION REPORT OF F-94C AIRCRAFT
L	EXTRACT OF STUDY ON 29TH CRASH RES- CUE FLIGHT
M	CONTROL AND ASSIGNMENT FOR RESERVES AND AIR NATIONAL GUARD
N	OVERMANNING OF FIGHTER GROUPS

0202

A

0203

SECRET
C O P Y

(Source: 26th ADiv (D) Operational Readiness Inspection Brochure, 7-16 November 1955)

STATEMENT OF PROBLEM:

A serious limitation on the search radar of this Division is anomalous propagation (Temperature Inversion) which adversely affects our high altitude Radar Coverage.

BACKGROUND

On clear cool fall nights, strong temperature inversions occur a short distance above the top of the Radar Antenna. This discontinuity in the atmosphere forms a "reef" which is imperious to radar energy striking it at a low angle. As a result the waves which normally would detect aircraft at high altitude, some distance from the station are trapped below the reef and follow the curvature of the earth at a low altitude. This greatly increases the range of the radar set at altitudes below the "Reef", however, it leaves large volumes of space around the station at high altitude completely unprotected. The limited scope of past tests indicates that study of anomalous propagation is not an exact science. At best it has only been found possible to predict the probability of anomalous propagation. When a condition of anomalous propagation exists, such corrective action as changing the tilt of the antenna results in very little improvement in radar coverage.

RECOMMENDATION

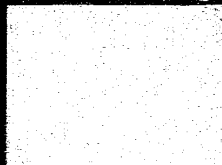
That WADC Radiation Laboratory conduct a more complete study of anomalous propagation on the East Coast of the United States with a view towards determining the most effective means of improving radar coverage during periods of extreme anomalous propagation.

SECRET

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B

0205



SECRET

8 November 1955

SUBJECT: Brief on Programmed Radar

(1) AN/FPS-7

(2) AN/FPS-20

AN/FPS-3 modified by AN/GPA-27 and redesignated AN/FPS--20)

REFERENCES: ADC Radar Improvement Program
C&E Digest - December 1954 and March 1955EIDF Letter dated 9 August 1955, Subject: Implementation
of SAGE System in EADFBACKGROUND

New radars to support the SAGE System are programmed for this division. These are designed to provide radar coverage against B-47 type aircraft up to altitudes of 100,000 feet.

This coverage will consist of three layers. FPS-14 Gap Filler Radars will cover from 500 to 5000 feet. The FPS-20 will provide coverage from 5,000 to 65,000 and the FPS-7 from 65,000 to 100,000 and perhaps beyond.

Since the AN/GPS-6B is not compatible for operation with SAGE, it will be eventually phased out of the defense system. The AN/FPS-7 will replace it. These radars will be sited to overlap each other by 50 miles with a minimum of one FPS-7 within each SAGE subsector. Highlands will receive the first set in mid-1957.

Installation of the first GPA-27 to convert the FPS--3 to the FPS-20 will begin at Palermo in the Spring of 1956.

AN/FPS-7 (XW-1)

The AN/FPS-7 (XW-1) is undergoing experimental development at General Electric. Therefore, the characteristics discussed below may change before delivery to the USAF. The height finder feature is presently unacceptable. The klystron now employed, is an improvement on the magnetron.

The FPS-7 (XW-1) is composed of two modulators, one transmitter, seven receivers, a computer and both RHI and PPI scopes.

Rotating at 3 or 6 RPM, the non-tilting antenna extends a beam 20° vertically and 1.5° horizontally.

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The antenna tilt can only be changed manually when the antenna is not rotating.

Each of the beams is 2.8° making the seven beam composite about 20° . The modulators, operating in parallel, have a pulse width of seven microseconds at a PRF of 244 pps.

Theklystron, an experimental improvement, is a 10-megawatt power amplifier with three cavities, capable of operation from 1215 to 1365 MC. Remote tuning is performed by push rods and a movable plunger. Cooling is accomplished by water flowing at 15-20 gallons per minute.

The energy reaches the radiating horns by way of a high power rotating joint at the base of the antenna. There is a power distribution system wherein the three top horns receive $3/4$ of the total power. In contrast the two lowest horns divide one-sixteenth ($1/16$) of the total power.

A flexible system of target identification is provided by dividing the search field into three range periods of adjustable length. Normal operation, MII operation, or "off" may be selected in each range period by operation of the 21 switches. The seven receivers are gated on at the start of the sweep and each is gated off at its maximum range.

When the FPS-7 replaces the CPS-6E, no rotating members will extend below the top deck of the tower. Space on the second floor of the tower will be utilized to house the RF and allied components. Externally, the tower will remain unchanged.

Operationally, changes will be negligible and personnel will require little retraining.

AN/FPS-20 (AN/FPS-3 Modified by AN/GPA-27)

Modification of the AN/FPS-3 converts the radar from a medium to a high-power search set.

To this end, the Bendix Radio Division manufactures two modification kits. The AN/GPA-27 modifies the FPS-3 and the AN/GPA-4 converts the FPS-7. These modification kits differ only in that the GPA-4 uses a magnetron instead of a klystron for transmitting power.

Some overall improvements are:

1. Maintenance:

Use of a rotating joint in the Antenna pedestal allows the removal of transmitter equipment from the antenna rotating structure to the radar shelter. The transmitter control circuits are simplified; there is no longer the requirement for control at both the antenna and control shelter. This provides easier access for maintenance personnel.

SECRET

2. Coverage:

The four-horn feed of the FPS-3 is replaced by a line feed. High altitude coverage is increased. Improvement in noise figure and transmitter power output have increased range.

The new one beam system receives more ground clutter than the two-beam system at elevation angles of six to twelve degrees. However, an improved MTI system compensates for this.

3. Interference:

A video enhancement circuit eliminates interference from other radars having a different repetition rate. Interference from radars with the same repetition rate is not a problem, since it is displayed on the PPI scope as a single narrow ring of constant range.

A Bendix Radio brochure compares the AN/FPS-3 and AN/FPS-20:

	FPS-3 (5J26)	FPS-20 (L 3035)
Tx Tube Type	Magnetron	Klystron
Ant. Beams	2	1
Ant. Feed	4 Horn	Line
Ant. Gain db	36.3	35
Freq.	1220-1365	1250-1350
Tx Peak power out mw	.42	2.
Tx average KW	.5	4.
Pulse Length	3/6	6
PRF, cycles	400/200	360
Noise db	12	8
Kine Power Less neight finder and Camp load KVA	41	120

Range estimates based on 75% blip scan ratio:

	<u>F--60</u>		<u>B-29</u>	
	<u>RANGE N. M.</u>	<u>ALT</u>	<u>RANGE N. M.</u>	<u>ALT</u>
FPS-3	120	33K	208	65K
FPS--20	193	72K	330	144K

In converting the FPS-3 to the FPS-20, the following equipment now in the field would be retained:

1. Tower (temp. or arctic)
2. Antenna Reflector
3. Pedestal
4. Lower and Upper beam supports
5. All PPI's
6. Plotting board
7. Power units

The operations and power buildings would be retained but installations having a temperate tower would require a new building for the radar shelter. This would be located within ten feet of the tower base.

3

0208



0209



C O P Y

26ADOCE-E

SUBJECT: (Unclassified) AN/FPS-3 Quality Control Computer

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

1. Submitted herewith for evaluation are two (2) sample AN/FPS-3 Quality Control Computers. These computers were developed at this Headquarters in an effort to provide the AC&W units with a simple, self-contained Quality Control Computer which would reduce the human error. In addition, an effort was made to produce a functional design which would add prestige to the Quality Control Program but at the same time be simple enough for any airman to operate. These computers can be drawn for any type Search Radar using any angle of tilt and may be adjusted for any station elevation. To adapt the computer to another type of Search Radar or change the angle of tilt, only the aircraft curves need be re-drawn. The samples were drawn for the AN/FPS-3 Search Radar using an angle of tilt of 1.80 electrical for a station whose antenna is 100 feet above sea level. The cost of reproducing the simple computers is estimated to be about \$1.50. The console model is back-lighted by a 40 watt G. E. "Lumline" bulb. This model would cost about \$7.00 to reproduce. It will be found that about 95% of the Quality Control problems at a site can be solved on this computer. In those rare instances where the angle of tilt is changed or a strange aircraft for which no curve is provided, is encountered, it will become necessary to use the "Lobe Computer."

2. Operation of the computer is very simple. Only three elements of data are needed to compute a Quality Control percentage. They are the type of aircraft, altitude and range of pickup. To operate the computer, the inner disc is rotated until the correct altitude line intersects the curved line for the type of aircraft under consideration. If the intersection occurs on a dotted portion of the curve, it means a "screening angle penetration" and a true Quality Control Reading is impossible. Assuming the intersection occurred on the solid portion of the curve a "Lobe Penetration" will occur. Simply read the correct Quality Control Percentage on the inner scale opposite the Aircraft Range, at Pickup, on the outer scale. It will of course be noted that the arrow at 100% always points to the ideal range for pickup. For sea-shore stations, screening angle is seldom a problem and may usually be neglected.

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C O P Y

26ADOCE-E Subject: (Unclassified) AN/FPS-3 Quality Control Computer

For those stations where screening angle is a problem, the screening angle number, which is the small number beside the aircraft curve, may be used. First determine the screening angle for the azimuth under consideration then note whether the intersections of the altitude with the aircraft line is right or left of the screening angle number. If it is to the left a "screening angle penetration" will occur and a true Quality Control figure is impossible. If it is to the right of the intersection, a "lobe penetration" will be made. For example to determine the Quality Control figure on a B-29 aircraft flying at 20,000 feet and picked up at 150 miles from the station on an azimuth of 2650 with a screening angle of -20 we would read a "lobe penetration" with a Quality Control figure of 80%.

3. The sample computer was reproduced by photography using common photographic paper which tends to stretch in the direction of the grain when processed. For that reason it will be noted that errors of up to one (1) percent will occur on certain parts of this computer. The use of a translucent cellulose based photographic material for reproduction would eliminate this error. By mounting this translucent material over a "Lumline" tube a very soft back-lighting effect is produced and the intensity of this light could be controlled with a rheostat. It should also be noted that additional scales may be incorporated on this computer which will enable the operator to take direct "Effectiveness Index" readings. Once control limits at a station have been established these may be placed on the computer by means of a green "Zip-A-Tone." The control limits on the samples run between 85% and 95%.

4. It should be pointed out that the computer as it now stands is a fairly useful device. However, if it were to be mass produced, there are a number of small refinements that could be incorporated which would further enhance its usefulness.

5. This correspondence is classified Confidential in accordance with paragraph 24a(8), AFR 205-1, dated 15 December 1953.

FOR THE COMMANDER:

2 Incls:
1. AN/FPS-3 Quality
Control Computer
2. AN/FPS-3 Quality
Control Console

C. Lappas
Major, USAF
Adjutant

D

0212



C O P Y

SECRET

26 Air Division (Defense)
Low Altitude Gap Filler Radars

	<u>B. O. Date</u>	<u>O. Date</u>
(1) P-9-A Gibbsboro, N. J.	Dec. 55	Feb. 56
(2) P-9-B Duttonville, N. J.	Dec. 55	Feb. 56
(3) P-30-A Middleburg, Pa.	May 56	July 56
(4) P-30-B Topton, Pa.	Mar 56	May 56
(5) P-30-D Montrose, Pa.	Dec 56	Feb 56
(6) P-30-E Ulysses, Pa.	Dec 56	Feb 56
(7) P-45-A Manorville, N. Y.	Nov 55	Dec 55
(8) P-45-B Chilmark, Mass	Dec 55	Feb 56
(9) P-45-C Middletown, Conn	Jan 56	Feb 56 (sited by 35AD)
(10) P-50-A New Preston, Conn	Nov 55	Mar 56
(11) P-55-A Chestertown, Md	Mar 56	May 56
(12) P-55-B Hermanville, Md	Mar 56	May 56
(13) P-55-C Hallsboro, Va	Mar 56	May 56
(14) P-55-D Hanover, Pa	Mar 56	May 56
(15) P-55-E Front Royal, Va	Understudy at ADC	Understudy at ADC
(16) P-56-A Temperanceville, Va	Dec 55	Mar 56
(17) P-56-B Bethany Beach, Del	Nov 55	Mar 56
(18) P-56-C Elizabeth City, N. C.	Mar 56	May 56 (sited by 35AD)
(19) P-63-A Fort Loudon, Pa.	Mar 56	Jun 56
(20) P-63-B Phillipsburg, Pa.	Oct 56	Dec 56
(21) P-63-C Petersburg, W. Va.) To be forwarded as) soon as possible	
(22) P-63-D Thomas, West Va.		
(23) P-62-C Pittsburgh, Pa.		
(24) M-121-A Hot Springs, Va.		

Incl 1

0213

SECRET

COPY

26 ADOCM-S

22 August 1955

SUBJECT: (Uncl) Low Altitude Gap Filler Project

TO: Commander
4709th Air Defense Wing
McGuire Air Force Base
Trenton, New Jersey

Commander
4710th Air Defense Wing
New Castle County Airport
Wilmington, Delaware

1. The following information is furnished to keep you informed of the status of the low altitude Gap-Filler Project within this Division, and represents the progress and changes made in that project since previous report was submitted in letter, 26ADOCM-S, dated 18 March 1955.

2. A few changes in designation of sites listed in previous correspondence have been made by Headquarters Air Defense Command and are as follows:

- a. P-30A High Point, N. J., changed to P-9B Duttonville, N.J.
- b. P-50A Above All Mountain, Conn., changed to P-50A, New Preston, Conn.
- e. P-55A Fairlee, Maryland, changed to P-55A, Chestertown, Maryland.

(1) Changes in parent radar stations will also indicate a change in responsibility for support and maintenance of Gap-Filler radar.

3. All site surveys cited in previous correspondence, referenced in paragraph 1, have been approved by Headquarters Air Defense Command and given tentative beneficial and operational dates as follows:

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C O P Y

Hqs 26th AD (R), 26ADOCM-S, Subj: (Uncl) Low Altitude Gap Filler
Project (Cont'd)

	BOD	OD
a. P-9A Gibbsboro, N. J.	Dec 55	Feb 56
b. P-9B Duttonville, N. J.	Dec 55	Feb 56
c. P-30B Topton, Pa.	Mar 56	Apr 56
d. P-50A New Preston, Conn.	Nov 55	Mar 56
e. P-55A Chestertown, Md.	Feb 56	Apr 56
f. P-55B Hermanville, Md.	Feb 56	Apr 56
g. P-55C Hallsboro, Va.	Feb 56	Apr 56

4. Since submission of previous letter on this subject, additional site survey reports have been completed, and sent to Air Defense Command for approval. Air Defense Command has approved a number of these reports and assigned them beneficial occupancy and operational dates. Approval of all site reports submitted is expected in the near future. Resume of these sites is as follows:

	BOD	OD
a. P-30C Shade Mountain, Pa.	Unknown	Unknown
b. P-30D Montrose, Pa.	Unknown	Unknown
c. P-30E Ulysses, Pa.	Unknown	Unknown
d. P-55D Hanover, Pa.	Feb 56	Apr 56
e. P-63A Fort Loudon, Pa.	Feb 56	Apr 56
f. P-63B Phillipsburg, Pa.	May 56	Jun 56
g. P-55E Front Royal, Va.	Unknown	Unknown

5. Current information indicates responsibility for maintenance and support of these sites will be the responsibility of the parent radar station to which Gap-Filler is subordinate.

6. The 26th Air Division (Defense) Gap Filler siting team has at this time completed the field surveys on all Gap Filler sites necessary for this Division's area. Siting reports are being completed and will be forwarded to Air Defense Command for approval in the very near future. You will be further advised of site locations and operational dates as this information becomes available.

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COPY

Hqs 26th AD (D), 26ADOCM, Subj: (Uncl) Low Altitude Gap Filler
Project (Cont'd)

7. Further information concerning maintenance and operation of
Gap Filler Radar Sites has been received from higher headquarters and
a copy of letter containing this information is attached as an en-
closure to this letter for your information and guidance.

8. This letter is classified Secret in accordance with paragraph
23c, AFR 205-1, dated 15 December 1953.

BY ORDER OF THE COMMANDER:

1 Encl:

Cy Ltr Operations &
Maint of Gap Filler Radar
Program (Secret)

R. J. McGowan
Captain, USAF
Asst Adjutant

F

0217

SECRET

PREVIOUSLY APPROVED GAP-FILLER SITES
TO BE
RETAINED

3 January 1956

<u>SITE</u>	<u>LOCATION</u>
P-9A*	Gibbsboro, N. J.
P-10A	Westboro, Mass.
P-10B	Fort Dearborn, N. H.
P-13A	Sedgwick, Me.
P-14B	Blue Mt Lake, N. Y.
P-20A	Burnside, Mich
P-21A	Brockport, N. Y.
P-34A	Petoskey, Mich
P-45A*	Manorville, N. Y.
P-45B*	Chilmark, Mass.
P-49A	Suttons Corner, N. Y.
P-49B	Oswegatchei, N. Y.
P-50A*	New Preston, Conn.
P-50E	New Salem, Mass.
P-55B*	Hermanville, Md.
P-55D*	Hanover, Pa.
P-55F	Thomas, W. Va.
P-55 56A*	Temperanceville, Va.
P-56B*	Bethany Beach, Del.
P-56C*	Elizabeth City, N. C.
P-65A	Topsfield, Me.
P-67A	Midland, Mich.
P-67C	Saugatuck, Mich.
P-80A	Eagle Lake, Me.
P-80B	Bridgewater, Me.
M-111A	Jeffersonville, Ga.
M-111B	Barnesville, Ga.
M-111C	Piedmont, Ala.
M-112A	Parris Island MS, S. C.
M-112C	Alma, Ga.
M-113A	Burgess, S. C.
M-113B	Georgetown, S. C.
M-114A	Bunnell, Fla.
M-114B	Elythe, Ga.
M-115A	Mrytle Beach, S. C.
M-115B	Ft. Bragg MR, N. C.
M-116B	Engelhard, N. C.
M-116C	Hollyridge, N. C.
M-129A	Wintergarden, Fla.
M-129B	Inverness, Fla.
SM-145A	Bradyville, Tenn.
TM-196B	Gulfport, Miss.
TM-198A	Carrabelle, Fla.
TM-198B	Eglin AFB, Fla.
TM-200A	Perry, Fla.

0218

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PREVIOUSLY APPROVED GAP-FILLER SITES
TO BE
DELETED

3 January 1956

<u>SITE</u>	<u>LOCATION</u>
P-11A#	Bristol, Vermont
P-20B	Fenton, Mich.
P-21C	Prattsburg, N. Y.
P-30A*	Middleburg, Pa.
P-30D*	Montrose, Pa.
P-34B	Grayling, Mich.
P-34C	Manistee, Mich.
P-45C*	Middletown, Conn.
P-50B	Saugerties, N. Y.
P-50C	Cherry Valley, N. Y.
P-50D	Stoddard, N. H.
P-53A	Monticello, Ind.
P-55A	Chestertown, Ind.
P-55E*	Front Royal, Virginia
P-62C	Monroeville, Pa.
P-63A*	Ft Loudon, Pa.
P-63B*	Phillipsburg, Pa.
P-67B	Hesperia, Mich.
P-67D	Somerset, Mich.
P-73A	Upland, Ind.
P-73B	Paulding, Ohio
P-73D	Chillcothe, Ohio.
P-73E	Oxford, Ohio
M-103B#	Weld, Me.
M-103C#	Ossipee, N. H.
M-111D	Homer, Ga.
M-112B	Portal, Ga.
M-121A*	Hot Springs, Va.
P-30B*	Topton, Pa.
P-55C*	Hallsboro, Va.

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PREVIOUSLY APPROVED GAP-FILLER SITES
TO BE
HELD IN ABEYANCE

3 January 1956

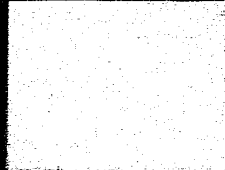
<u>SITE</u>	<u>LOCATION</u>
P-9B*	Duttonville, N. J.
P-20C	Flat Rock, Mich.
P-20D	Clyde, Ohio
P-30C	East Meredith, N. Y.
P-53B	Mooresville, Ind.
P-67E	Goshen, Ind.
P-73C	Nashville, Ohio
SM-159A	Norwood, Ga.
TM-200B	Lake City, Fla.

* - Indicates sites within the 26th Air Div (Def) Area.
- Indicates survey submitted to USAF for approval.

0220



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C O P Y

CCMDR 26TH ADIV (D) ROSLYN AFS NY
 CCMDR EADF STEWART AFB NEWBURGH NY

18/1254Z Nov 55 SECRET
 PRIORITY
 X

/Secret/26ADDVC 0432. Subj: ORI, 26th ADiv. Ref msg from USAF
 Inspection Team, AFCDI 0418. Fol comments and action taken correspond
 numerically to formal teletype rept.

Part II (A) Noted.

(B) Noted.

(C) Noted.

Part III (A) Noted.

(B) Noted.

(C) Noted.

(D) Noted.

(E) Noted.

(F) Noted.

(G) This abort rate is attributed primarily to the critical shortage of qualified supervisors (off and experienced NCO's) required for the sound mgt of fire control, communications, and acft maint functions. There are also critical shrtgs of 5 and 7 level technicians which further aggravate this problem.

(H) Noted. Another significant factor is that the avg number of tac plts actually present for dy during the period of the ORI was approx 60%. It has been normal for over 20% of asgd plts to be absent from their dy stations TDY on various projects or other commitments at any given time.

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Comdr 26th ADiv (D) Roslyn AFS, NY

18/1254Z Nov 55 SECRET

Priority

(I) Noted. One of the remaining sqdns is now at Yuma and the other two sqdns, which recently converted to F-86D acft, w/b scheduled asap after 1 Jan 56.

(J) Noted.

(K) Noted.

(L) Noted.

(M) Noted.

(N) Noted.

(O) 20% of the acft non-combat ready were as a result of unscheduled maint. This is considered excessive and in an indication of inadequate quality control of maint activities. Every effort w/b made to improve maint supervision of quality control. Pers problems related to this subj are covered in answers to Part III, para g, and Part IV, paragraphs e and f.

(P) The limited coverage of our EW radar to the east requires that vigorous scramble action be initiated asap after strike acft are detected. Only by this means can we insure sufficient interceptions prior to the time strike acft could release bombs against NY, Phila, Balt, Wash, and Norfolk. At the time scramble action must be taken by the Direction Centers, it is impossible to determine accurately the number of acft in each strike track. The Div's concept of operation is to scramble sufficient ftrs to insure a preponderance of force against strike acft. Improved coordination between Direction Centers will, to a degree, eliminate saturation of a strike area with ftrs and should result in a

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Comdr 26th ADiv (D) Roslyn AFS NY

18/1254Z Nov 55 SECRET

Priority

series of sequential attacks against each strike force. The development of this close coordination is the Div's objective.

(Q) Noted.

(R) Programmed eqp plus recommended program changes will eliminate this situation. However, a firm date is not avail.

(S) Noted. Picket vessel radars provided no assistance in the initial EW detection of striking forces during this exercise. This is normal against high altitude, high speed tracks and is considered a limiting factor. Against lower alt tracks the picket vessels do provide vital additional EW info.

(T) Noted.

(U) Noted.

(V) Noted.

Part IV (A) Noted. Every effort has been and will continue to be made by this Div to qualify additional directors by OJT. Consideration was given to the establishment of a Director school, but this solution was discarded because of the serious effect the temp withdrawal of instructor and student pers from direction positions would have on each unit's ability to carry out its day to day msn. The solution to this problem appears to be more adequately to train new Controller pers prior to assigning them to AC&W sqdns.

(B) Noted. Suitable eqp is programmed for installation at all AC&W sites during calendar year 56.

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Comdr 26th ADiv (D) Roslyn AFS NY 18/1254Z Nov 55 SECRET

Priority

(C) Noted. The program calls for the installation of suitable backup search radar at coastal AG&W sqdns by 1 July 56.

(D) Noted. Lack of acceptable storage space for combat type rockets has, to date, precluded requisitioning of these rockets. An igloo for the storage of live rockets was to have been completed in August, however, to date Contractor deficiencies have precluded the acceptance of this installation. Date as to when the igloo will become acceptable is uncertain. As an interim measure, the 329th FG at Stewart AFB is being directed to take action nec for the removal of practice rockets from existing storage space and to immediately requisition live rockets.

(E) Noted. The OJT program at the 330th FIS will be reviewed and steps taken to increase the quality of training and expeditious upgrading of pers from the 3 to the 5 level. It is noted that the critical shrtg of 5 and 7 level fire control pers is limiting factor throughout this Div. Emphasis on the OJT program is considered to be the only practical solution to this problem in that 5 and 7 level fire control pers are rarely received from outside sources.

(F) Concur. The critical shrtg of qualified supervisors throughout the Div is considered to be our most serious limiting factor. The assignment of additional qualified maint officers in the grades authorized is essential, in order to provide greater managerial control. The Div has long been aware of this problem, and has emphasized the importance of increasing the maint capabilities of its ftr units. In April 1955 the Div Comdr directed that, as an interim

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Comdr 26th ADiv (D) Roslyn AFS NY 18/1245Z Nov 55 SECRET

Priority

measure, the best qualified off in the Operations section of each ftr sqdn (in the grade of Maj or senior Capt) be asgd against the maint officer vacancy to supervise the entire materiel function. As for airmen, statistics on effective manning of units are normally based on percentages of skill level asgd. This evaluation is misleading in that it does not disclose the existing shrtg of airmen on the first three grades who have managerial as well as technical responsibilities. The current shrtg of qualified, experienced officer and NCO supervisors has an adverse effect both upon the quality of maint and the effectiveness of unit OJT programs. End.

CHARLES G CHANDLER, JR
Colonel, USAF/rd1
26ADDVC

SECRET

C. LAPPAS, Maj, USAF
ADJUTANT

0226

C O P Y

FM: USAF INSP TM 26TH AD Roslyn AFS, N.Y.

TO: Chief of Staff, USAF, Washington, D. C.
Comdr, ADC Ent AFB, Colo.
Comdr, EADF, Stewart AFB, N. Y.
Comdr, 26th Air Division, Roslyn AFS, New York

INFO: OTIG, USAF, Norton AFB, Calif.

DTG: 102305Z Nov 55
SECRET - ROUTINE

/SECRET/AFCDI 0418. Chief of Staff USAF for TIG and DCS/O Attn: AF00P/OC.

Message in 5 parts. Part I. This message constitutes formal report of Readiness Inspection of 26 Air Division (Defense), Roslyn AFS, New York, completed 10 November 1955 by Director of Readiness and Material Inspection.

Team Chief, Col. Meredith H. Shade. Part II. General Evaluation:

(A) Division was found capable of performing its primary mission prescribed in EADFR 23-3 as amended, dated 26 July 1954.

(B) It was estimated by the Division Commander that his Operational Readiness percentage was 66% or an index code of 7 in accordance with AFR 55-6, 10 March 1953, as amended. During the 3-day ORI the Inspection Team found the overall effectiveness of the Division to be approximately 74% and agreed with the index code of 7. Part III. Operational Test:

(A) During the 3-day period of tactical test, 36 B-47 strike aircraft penetrated the Division area of responsibility.

(B) The Division launched 74 scrambles, resulting in 208 sorties against the striking force.

(C) There were 113 airborne successful missions accomplished (M. A.) MA constituted an AI Radar lock-on with follow-through to a break-off point in accordance with individual crew proficiency criteria ((ADC criteria October 1955 stipulated 2 MA's to constitute a simulated destruction)).

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- (D) 31 strike aircraft received 2 or more intercepts resulting in MA's during the test.
- (E) 5 strike aircraft reached target areas prior to intercept and simulated destruction.
- (F) There were 18 anti aircraft artillery (AAA) MA's. (ARAAGOM stipulated 2 missions per strike aircraft to constitute an MA.
- (G) During the tactical test there were 17 aborts caused by power plant, fire control systems and communication equipment failures.
- (H) The Division was 75% manned with respect to F-86D and F-94C pilot authorizations.
- (I) Eight of the Division's 11 FIS had completed rocketry qualification at a Weapons training Center.
- (J) Aircraft re-service times were within the established criteria of 15 minutes and provided for smooth organized ground operations.
- (K) Minimum aircraft scramble times were met and were conducted in an efficient orderly manner.
- (L) Aircraft crews exhibited a high degree of familiarity and compliance with operating procedures. Unit operations and training SOPS were adequate.
- (M) Aircrew briefings and critiques were well conducted and adequately covered all phases of the mission.
- (N) Units and individuals demonstrated to a high degree their ability to operate under the direction of a Fighter Dir.
- (O) The aircraft in-commission rates to start and end the tactical test were 66.6% and 66.1% respectively.

C O P Y

(P) Scramble tactics employed by the Direction Centers saturated the strike area with fighters in excess of that necessary to effect necessary MAs.

(Q) Control Center Operations, personnel qualifications and discipline were excellent.

(R) Control and Direction Centers internal communications reached saturation levels during peak periods of the tactical test.

(S) Ground radar performance was satisfactory. Initial detection of strike forces was in excess of 200 nautical miles.

(T) The one FPS-6, Height Finder, was effective at maximum range (185 miles at PRF 400). Accurate altitudes and discrimination of number of strike aircraft were effected at that range.

(U) Supply functions were found capable of effectively supporting the Division in accomplishment of the primary mission.

(V) Defense plans implemented during the Operational Test were found to be practical and effective.

Part IV. Major findings:

(LIMITATIONS) (A) Although the Division is manned at 106% of authorized personnel in the aircraft direction field, only 44.9% are qualified.

(B) With the exception of the FPS-6 Radar at 773 AG&W Sq, the height finding equipment of the 26 Air Division (Defense) did not meet operational requirements.

(C) Back-up Search equipment was not available, however, this equipment was programmed. In view of SAGE program schedule for implementation in FY 57 additional emphasis was required on the priority installation of programmed equipment.

C O P Y

(D) Limited stock of combat type rockets at Stewart AFB would not support the rearming of intercepts after 1 effective sortie per aircraft assigned.

(E) There was a critical shortage of skilled fire control maintenance personnel in the 330 Fighter Interceptor Squadron. This shortage was primarily responsible for the low in-commission rate (51.8%) of airborne radar at the beginning of the Operational Test.

(F) Aircraft maintenance capabilities were limited: Due primarily to shortages of qualified personnel within the maintenance and supervisory AFSC's. It was found units manned with the highest percentage of authorized personnel did not necessarily have the highest main capability. Other units with considerably less percentage were able to maintain higher maintenance standards and provide more effective maintenance support.

Part V. Instructions: Parts 2, 3 and 4 will be processed in accordance with paragraph 6A (2), AFR 123-6 with the least practicable delay.

s/t MEREDITH H. SHADE
COLONEL, USAF
INSPECTOR GENERAL

G

0231



C O P Y

773D AIRCRAFT CONTROL AND WARNING SQUADRON
Montauk Air Force Station
Montauk, Long Island, New York

6 December 1955

SUBJECT: Commander Commentary RCS: ADC-V20

TO: Commander
4709th Air Defense Wing
McGuire Air Force Base
Trenton, New Jersey

1. In compliance with Section III, ADCR 55-63, the following comments are made relative to operational readiness of this squadron:

a. Shortage of C&E personnel. This squadron is authorized four (4) officers in this field; 1 - C&E staff officer, 3016; 1 - Comm Officer, 3024; 1 - Ground Elect Officer, 3044 and 1 - ECM Officer, 3024. One officer, Capt L. West, 3034, is performing the duties and is assigned the responsibilities of the C&E Staff Officer, Comm Officer, and Radar Maintenance. ECM training for this squadron is below standards due to lack of qualified personnel. Although Captain West is extremely well qualified, the burden of these C&E responsibilities is beyond the capabilities of one officer.

b. Anticipated Shortage of Aircraft Directors. Although as of 30 November 15 directors were assigned and authorized, the withdrawal and separation of combat ready 1644s and projected losses will seriously impair the squadron mission capabilities. In October 1955, this squadron lost four officers, two (2) radar maintenance officers and two (2) aircraft directors. In November 1955 two (2) officers, one (1) aircraft director, 1641, and one (1) personnel officer (secondary AFS 1641) were separated. So far in December, Captain Schmidt, Operations Officer, 1644 has departed for Pagwa, Canada, and one (1) director, 1641, has departed for separation processing and one (1) director, 1644, will depart on 8 December for separation processing. Two (2) aircraft directors, 1644, will depart for separation processing in January 1956. One (1) director, 1641, has been alerted this date for assignment to classified project RED WING. As of 10 December 1955, five (5) 1644s and five (5) 1641s will be assigned.

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c. The projected expansion of this station, shortage of administrative and surplus officers to carry the administrative load, the AFR 60-2 flying requirements, additional duties and recent influx of ADC exercises requiring increased state of readiness has placed increased work load on all directors.

C. A. KURPIEWSKI
Major, USAF
Commander

* * *

775d AG&W Sq, Subj: Commander Commentary RGS: ADC-V20

26ADFMP (6 Dec 55) 2nd Ind 30 Dec 1955

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

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

1. Forwarded for full consideration by your headquarters when additional allocations and/or withdrawals are made.

2. This headquarters does not contemplate any corrective action at this time with specific regard to the problems cited in basic letter. The critical shortages of director and communications personnel exist command-wide, and no other units of this Division have qualified officers who could economically be spared for reassignment. It is felt that all echelons are acutely aware of these shortages, and that higher headquarters are exhausting every resource to secure additional qualified personnel in these fields.

FOR THE COMMANDER:

R. J. MCGOWAN
Captain, USAF
Asst Adjutant

H

0 2 3 4

CONSOLIDATED MONTHLY COMBAT READINESS REPORT (Cont'd)
RCS: AEC-V8

SECRET
(When filled in)

C O P Y

Fighter-Interceptor Squadrons (Cont'd)

AS OF: 31 July 1955 13

UNIT	Tracks Successfully Intercepted							Commander's Estimate	Commander's
	No Tracks Successfully Intercepted	No Tracks Attempted	No Unsucc Later Due to Weather (No Idn)	No Unsucc Later Due to Ground Clutter or Fades	No Unsucc Later due to Airb Mech Failure	No Unsucc Later due to Tail Chases & other reasons	% No Tracks Successful / No Tracks attempted		
2nd	11	18	0	3	0	4	61%	61%	See attached Remarks
5th	9	15	0	2	0	2	69%	70%	See attached Remarks
55th	3	3	0	0	0	0	100%	51%	See attached Remarks
	2	5	0	0	0	3	40%		
330th	4	9	0	0	0	5	44%	61%	See attached Remarks
331st	1	6	0	5	0	0	17%	54%	See attached Remarks
	6	6	0	0	0	0	100%		
549th	N/A	N/A	N/A	N/A	N/A	N/A	N/A	50%	See attached Remarks
46th	19	23	0	0	1	3	83%	70%	See attached Remarks
48th	8	13	0	5	0	0	62%	75%	See attached Remarks
95th	N/A	N/A	N/A	N/A	N/A	N/A	N/A	75%	See attached Remarks
96th	11	11	0	0	0	0	100%	80%	See attached Remarks
332nd	17	19	0	1	0	1	98%	66%	See attached Remarks

20. H Adv Local Form #100, dtd 5 Oct 54 (PAB000)

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CONSOLIDATED MONTHLY COMBAT READINESS REPORT (Cont'd)
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 (When filled in)

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Fighter Interceptor Squadrons (Cont'd)

AS OF: # 31 August 1955 13

UNIT	Planes Successfully Intercepted							% No. Trucks Full/No Trucks attempted	Commander's Eff. Rate	Remarks
	No. Trucks Successfully Intercepted	No. Trucks Attempted	No. Trucks Shot (No Idet.)	No. Trucks Inter- cepted Without Identifying Radar	No. Trucks Inter- cepted by Visual Meth- ods	No. Trucks Inter- cepted by Other Reasons	% No. Trucks Full/No Trucks attempted			
2nd	2	3	0	0	0	1	67%	50%	See attached remarks	
5th	2	3	0	0	1	0	67%	56%	See attached remarks	
330th	0	1	0	0	0	1	0%	60%	See attached remarks	
331st	N/A	N/A	N/A	N/A	N/A	N/A	N/A	50%	See attached remarks	
332nd	12	13	0	1	0	0	92%	65%	See attached remarks	
539th	5	8	1	2	0	0	63%	70%	See attached remarks	
96th	3	3	0	0	0	0	100%	70%	See attached remarks	
97th	2	2	0	0	0	0	100%	66%	See attached remarks	
46th	23	23	0	0	0	0	100%	70%	See attached remarks	
48th	N/A	N/A	N/A	N/A	N/A	N/A	N/A	75%	See attached remarks	
95th	1	1	0	0	0	0	100%	74%	See attached remarks	

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CONSOLIDATED MONTHLY COMBAT READINESS REPORT (Cont'd)
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C O P Y

Fighter-Interceptor Squadrons (Cont'd)

AS OF: 30 September 1955 13

UNIT	Traces Successfully Intercepted							% No Tracks Successful/No Tracks attempted	Commander's Estimate	Remarks
	No Tracks Successfully Intercepted	No Tracks Attempted	No Tracks Intercepted Due to Weather (No 100%)	No Tracks Intercepted Due to Breakdown of Station or Search	No Tracks Intercepted due to A/C Missed Failure	No Tracks Intercepted due to Fail. Systems & Other Reasons	% No Tracks Successful/No Tracks attempted			
2nd	2	3	0	1	0	0	67%	46%	See Attached Remarks	
5th	3	3	0	0	0	0	100%	47%	See Attached Remarks	
330th	N/A	N/A	N/A	N/A	N/A	N/A	N/A	60%	See Attached Remarks	
331st	N/A	N/A	N/A	N/A	N/A	N/A	N/A	55%	See Attached Remarks	
332nd	4	4	0	0	0	0	100%	65%	See attached Remarks	
539th	5	5	0	0	0	0	100%	65%	See Attached Remarks	
96th	N/A	N/A	N/A	N/A	N/A	N/A	N/A	75%	See Attached Remarks	
97th	1	2	0	1	0	0	50%	46%	See Attached Remarks	
46th	15	18	0	0	0	1	83%	70%	See Attached Remarks	
48th	7	7	0	0	0	0	100%	75%	See Attached Remarks	
95th	0	2	0	0	0	0	0%	75%	See Attached Remarks	

26TH ADiv Local Form #100, dti 5 Oct 54 (7540060)

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(Taken from Consolidated Monthly Operational Readiness Report, 26th AD)

Fighter Interceptor Squadrons
As Of 31 October 1955

Scramble and/or CAP Vector Sorties

	Number Ordered	Missed	Late Scrambles	Personnel Error	Aborted and Airborne Equipment Failure	ECM	ACFT Performance Limitations	Ground Equipment Failure	Failed Prior to Intercept	Darkness & or Weather	Recalled (IFI)	Successful
2nd FIS	31	0	3	4	0	0	0	0	0	2	2	20
5th FIS	0	0	0	0	0	0	0	0	0	0	0	0
330 FIS	15	0	0	3	0	0	3	5	0	0	0	4
331 FIS	18	0	2	2	0	0	2	0	0	0	2	10
332 FIS	23	0	0	0	3	0	0	0	0	0	1	19
539 FIS	14	1	0	0	0	0	0	0	0	0	1	12
96th FIS	25	0	3	3	0	0	0	0	2	0	2	15
97 FIS	25	0	0	0	0	0	0	0	5	0	2	18
46 FIS	27	0	3	1	1	0	0	0	0	0	7	14
48 FIS	28	0	0	0	0	0	0	4	0	0	0	24
95 FIS	2	0	0	1	0	0	0	0	0	0	0	1
											17	37

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(Taken from Consolidated Monthly Operational Readiness Report, 26th AD)

Fighter Interceptor Squadrons
As Of 30 November 1955

Scramble and/or CAP Vector Sorties

	Number Ordered	Missed	Late Scrambles	Personnel Error	Aborted and or Airborne Equipment Failure	ECM	ACFT Performance Limitations	Ground Equipment Failure	Faded Prior to Intercept	Darkness & or Weather	Recalled (IPT)	Successful
2nd FIS	24	0	3	2	0	0	1	4	0	0	2	12
5th FIS	2	0	0	0	0	0	0	0	0	0	0	2
330 FIS	30	0	6	2	0	0	0	0	12	0	0	10
331 FIS	24	0	0	4	0	0	0	0	10	0	0	10
332 FIS	59	0	6	2	0	0	0	0	5	0	7	39
539 FIS	11	0	0	0	0	0	0	0	2	0	4	5
96 FIS	23	0	2	3	0	0	7	3	0	0	0	8
97 FIS	38	0	0	4	0	0	0	0	1	2	2	29
46 FIS	29	0	0	2	0	2	0	0	0	0	2	23
48 FIS	34	0	0	3	0	3	0	0	3	0	2	23
95 FIS	0	0	0	0	0	0	0	0	0	0	0	0

0 2 3 9

(Taken from Consolidated Monthly Operational Readiness Report, 26th AD)

Fighter Interceptor Squadrons
As Of 31 December 1955

Scramble and/or CAP Vector Sorties

	Number Ordered	Late Scrambles	Personnel Error	Aborted and or Airborne Equipment Failure	ECM	Acft Performance Limitations	Ground Equipment Failure	Faded Prior to Intercept	Darkness & or Weather	Recalled (IPI)	Successful
2nd FIS	19	0	0	6	0	0	0	3	0	0	10
5th FIS	10	0	0	0	0	0	0	0	0	2	8
330 FIS	15	0	0	1	9	6	2	0	0	0	3
331 FIS	15	0	0	0	3	0	0	0	3	0	9
332 FIS	48	0	3	0	0	0	0	2	0	4	39
539 FIS	8	0	0	1	0	0	0	0	0	2	5
96 FIS	(0)										(0)
97 FIS	57	0	0	3	0	3	0	3	0	10	38
46 FIS	44	0	8	2	0	0	0	0	2	2	30
48 FIS	26	0	0	0	0	0	0	16	0	0	10
95 FIS	23	0	5	1	0	0	0	0	0	3	14

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FIGHTER - INTERCEPTOR SQUADRONS
EFFECTIVE MANNING (Other than Aircrews)

(Source: 26th AD (D) Consolidated Operational Readiness Report, July through December)

AS OF 31 JULY 1955

<u>UNIT</u>	<u>LOCATION</u>	<u>AUTH</u>	<u>ASGD</u>	<u>PER CENT ASGD/AUTH</u>
2	McGuire	293	216	74%
5	McGuire	281	213	76%
46	Dover	297	229	77%
48	Langley	285	222	78%
75	Suffolk	289	217	75%
95	Andrews	289	222	76%
96 3	Newcastle	294	198	67%
330	Stewart	289	165	57%
331	Suffolk	287	224	78%
332	Newcastle	293	187	64%
539	Stewart	283	166	59%

AS OF 31 AUGUST 1955

2	Suffolk	289	213	74%
5	Suffolk	287	226	79%
46	Dover	294	226	77%
48	Langley	285	229	80%
95	Andrews	289	207	72%
96	Newcastle	282	175	62%
97	Newcastle	293	198	68%
330	Stewart	289	164	57%
331	Stewart	283	190	67%
332	McGuire	293	242	83%
539	McGuire	281	248	88%

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FIS EFFECTIVE MANNING (other than aircrews) (Cont'd).

AS OF 30 SEPTEMBER 1955

<u>UNIT</u>	<u>LOCATION</u>	<u>AUTH</u>	<u>ASGD</u>	<u>PERCENT ASGD/AUTH</u>
2	Suffolk	289	218	75%
5	Suffolk	287	220	77%
46	Dover	294	233	79%
48	Langley	285	258	91%
95	Andrews	289	204	71%
96	Newcastle	290	184	63%
97	Newcastle	291	203	70%
330	Stewart	252	164	65%
331	Stewart	283	200	71%
332	McGuire	293	261	89%
539	McGuire	281	254	90%

AS OF 31 OCTOBER 1955

2	Suffolk	289	130	45%
5	Suffolk	287	204	71%
46	Dover	294	201	68%
48	Langley	285	208	73%
96	Newcastle	290	180	62%
97	Newcastle	293	200	68%
95	Andrews	289	218	75%
330	Stewart	285	235	82%
331	Stewart	283	243	86%
332	McGuire	293	175	60%
539	McGuire	320	288	90%

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FIS EFFECTIVE MANNING (other than aircrews) Cont'd)

AS OF 30 NOVEMBER 1955

<u>UNIT</u>	<u>LOCATION</u>	<u>AUTH</u>	<u>ASGD</u>	<u>PERCENT AUTH/ASGD</u>
2	Suffolk	289	144	50%
5	Suffolk	283	190	67%
46	Dover	294	202	69%
48	Langley	285	194	68%
95	Andrews	289	198	69%
96	Newcastle	286	250	87%
97	Newcastle	293	199	69%
330	Stewart	289	269	89%
331	Stewart	283	266	94%
332	McGuire	293	165	56%
539	McGuire	320	251	79%

AS OF 31 DECEMBER 1955

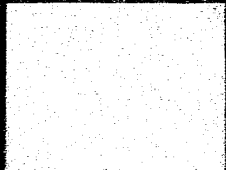
2	Suffolk	289	164	57%
5	Suffolk	283	156	55%
46	Dover	294	196	67%
48	Langley	285	192	67%
95	Andrews	289	179	62%
96	Newcastle	290	162	56%
97	Newcastle	293	198	68%
330	Stewart	289	256	89%
331	Stewart	283	275	97%
332	McGuire	293	175	60%
539	McGuire	283	256	90%

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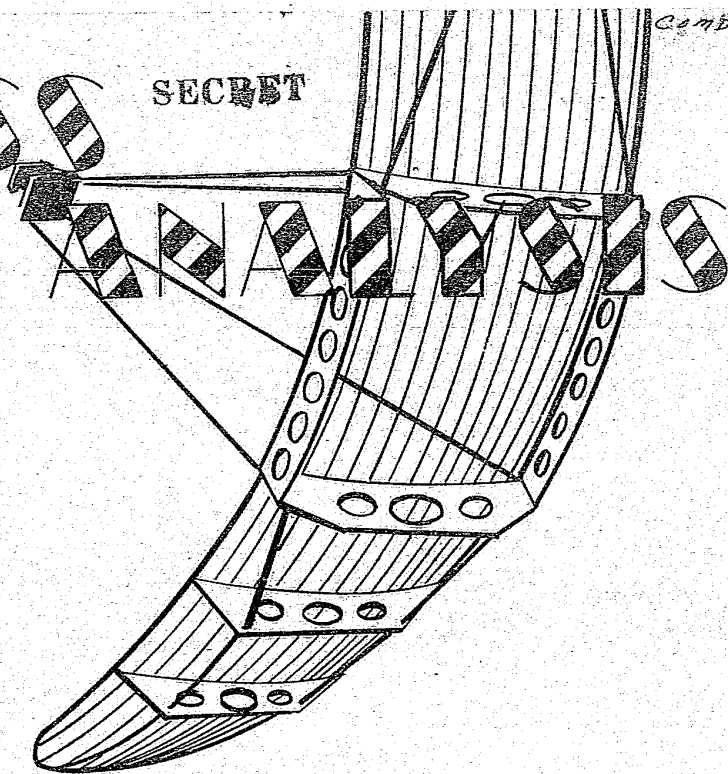
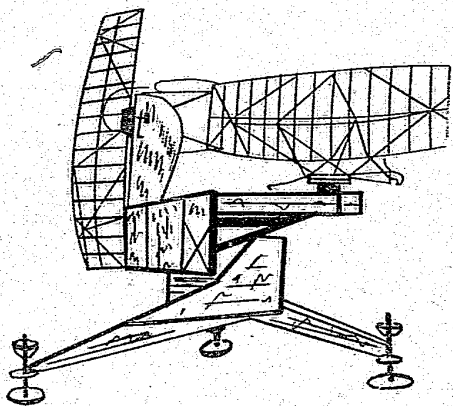


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4710TH AIR DEFENSE WING

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THIS PUBLICATION CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE LAWS, TITLE 18 U.S.C., SECTIONS 793 AND 794. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW.



Prepared by: Management Analysis
Section, Office of
the Comptroller, in
conjunction with the
Wing Staff

0246

The Statistical Information contained in this Progress Analysis Book should be used by all commanders and their staffs for analysis, and as an additional tool for current and future planning to improve management efficiency.

The summaries were prepared by the Management Analysis Section of the Wing Comptroller's Office with the coordination of the Staff Sections having primary interest at this Headquarters.

4710TH AIR DEFENSE WING
MISSION AND RESPONSIBILITIES

1. MISSION:

- a. To support the 26th Air Division (Defense) in its conduct of air defense, in its assigned area of responsibility.
- b. To organize, administer, equip, train, and prepare for combat, in accordance with directives, policies, and schedules issued by this or higher headquarters, such units and combat crews of the USAF as may be assigned or attached for these purposes.
- c. To support the operations of the Strategic Air Command, Tactical Air Command, and Military Air Transport Service, as directed by Headquarters, 26th Air Division (Defense).
- d. To participate in collateral mission of anti-submarine warfare, as directed by Headquarters, 26th Air Division (Defense).
- e. To supervise and insure that the support responsibilities of the defense groups toward "special activities" are accomplished (reference Air Force Regulation 11-4).

2. RESPONSIBILITY: The Commander of the 4710th Air Defense Wing is directly responsible to the Commander, 26th Air Division (Defense) for the effective performance of the following specific functions:

- a. Exercising command jurisdiction of all units, activities and installations assigned or attached.
- b. Training assigned and attached units, crews and individuals to the proficiency prescribed by applicable training standards.
- c. Maintaining all units in the higher degree of efficiency in performance of their respective missions.
- d. Supervising the operation of such Air Force installations that are assigned to the Defense Wing.
- e. Submission of recommendations concerning requirements for equipment, personnel, unit training, proficiency standards and desired capabilities of units employed in air defense operations.
- f. Preparing plans for the effective utilization of reserve forces, which may be order to active service under the command of the 4710th Air Defense Wing.

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g. Maintaining current status of operational information and submission of operational reports as directed.

h. Conducting air defense system training and testing to include air defense exercises, maneuvers, and combined operations in accordance with approved plans, and as directed by this headquarters.

i. Participating in disaster relief and domestic emergencies consistent with the requirements of the primary mission and as directed by Headquarters, 26th Air Division (Defense).

j. Providing all assigned units with specific mission directives.

k. Performing other functions as directed by the Commander, 26th Air Division (Defense).

SOURCE: 26th Air Div Reg 25-5

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MATERIAL

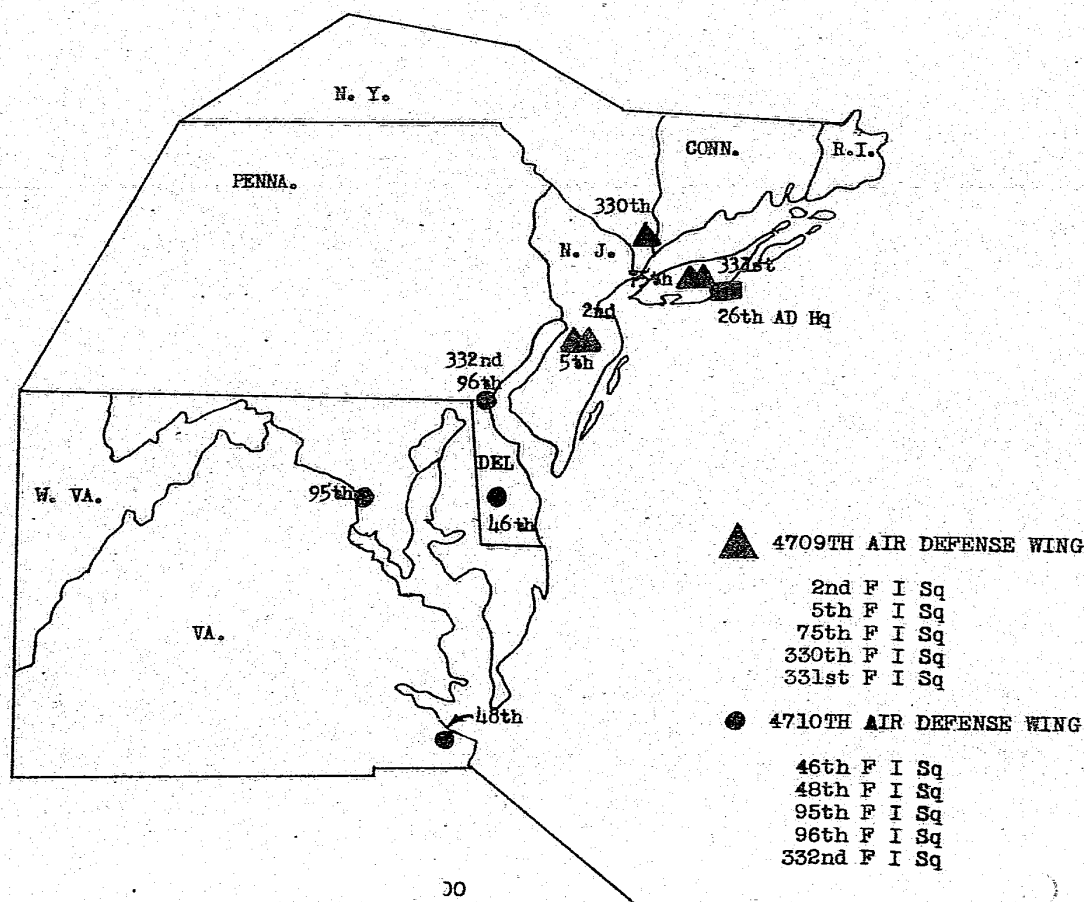
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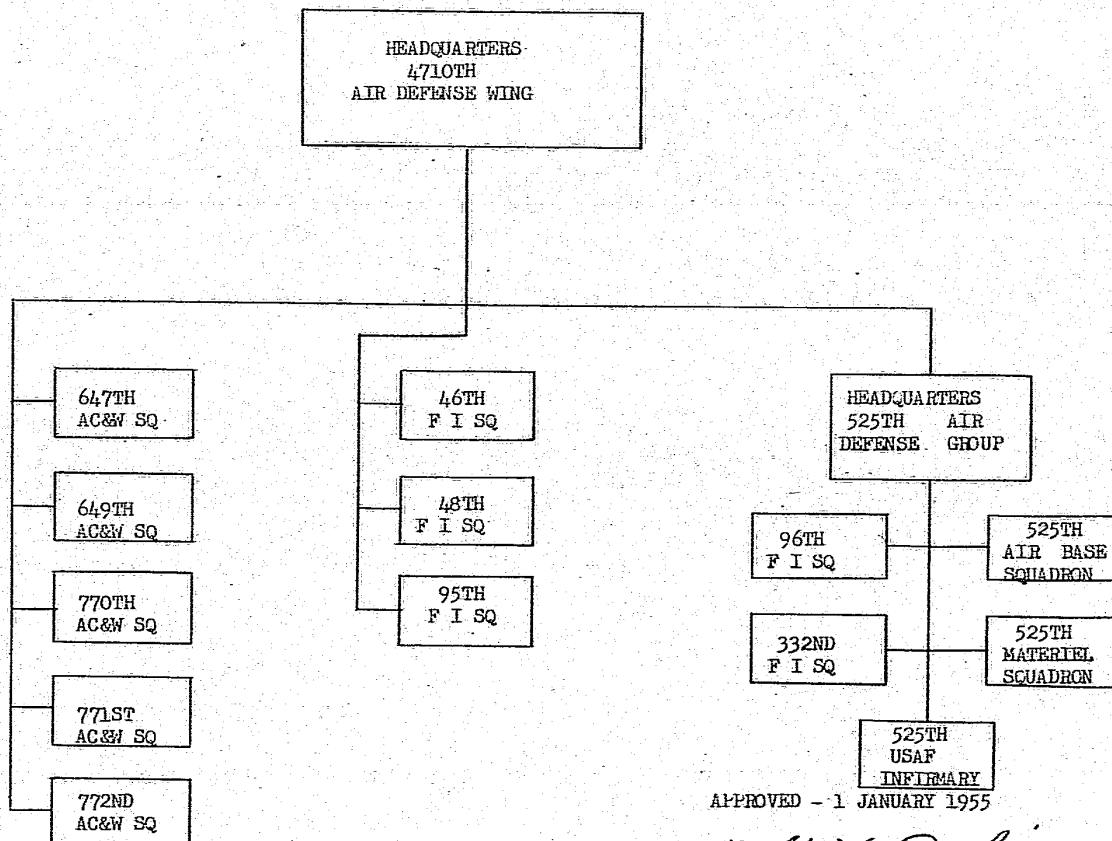
26TH AIR DIVISION
 AREA OF RESPONSIBILITY
 DEPLOYMENT OF FIGHTER INTERCEPTOR SQUADRONS



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Organizational Chart
4710th Air Defense Wing

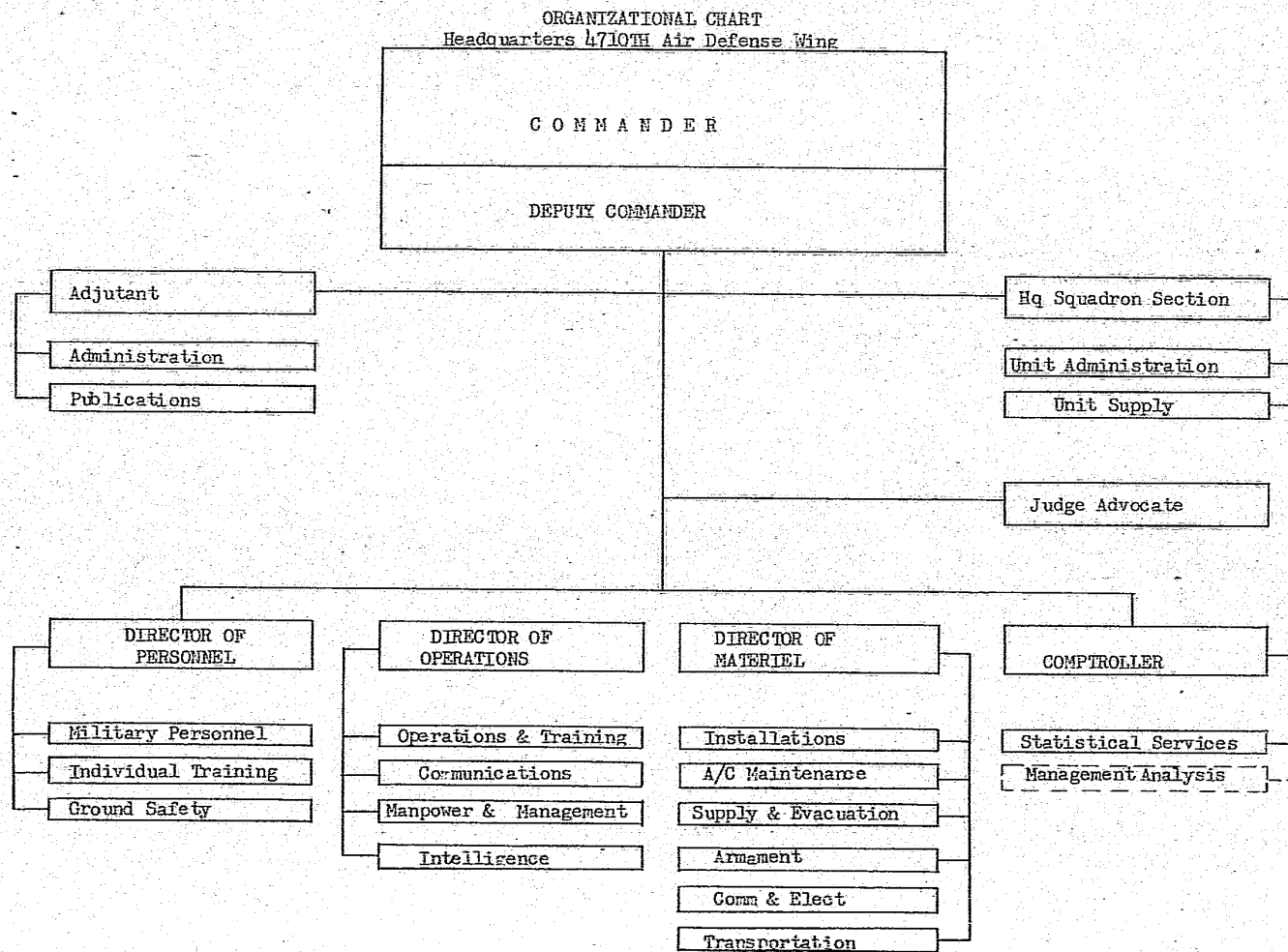


APPROVED - 1 JANUARY 1955

Milton H. Jenkins
MILTON H. JENKINS
Colonel USAF
COMMANDER

1.01

0252



1.02

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ROSTER OF KEY PERSONNEL
AS OF 31 JUL 1955

<u>TITLE</u>	<u>NAME</u>	<u>RANK</u>	<u>PHONE</u>
Commanding Officer	Milton H. Ashkins	Colonel	6
Deputy Commander *	Roy B. Caviness	Colonel	1 & 2
Deputy of Operations	Charles A. Watt	Colonel	226
Deputy for Personnel	Charles B. Taylor	Lt. Col.	21 & 256
Deputy for Materiel	Walter A. Lasek	Capt.	269
Comptroller	Curtis J. Timm	2d. Lt.	19 & 126
Judge Advocate	Charles A. Coullahan	Major	26 & 51
Adjutant			

UNIT COMMANDERS

<u>TITLE</u>	<u>NAME</u>	<u>RANK</u>	<u>PHONE</u>
525th Air Defense Group	Benjamin H. King	Colonel	4
525th Air Base Squadron	Francis C. Garmody	Major	243
525th Materiel Squadron	Thomas L. Tempest	Lt. Col.	245
525th USAF Infirmary	Clement Brown	1st Lt.	217
96th Fighter Interceptor Squadron	John F. Andrecht	Major	115
332d Fighter Interceptor Squadron	David Rennie	Major	183
46th Fighter Interceptor Squadron	Earl G. Depner	Lt. Col.	254 Dover
48th Fighter Interceptor Squadron	Phillip N. Loring	Lt. Col.	8173 Langley
95th Fighter Interceptor Squadron	Floyd B. Whitlow, Jr.	Lt. Col.	6214 Andrews
647th Aircraft Control & Warning Squadron	Van S. Walker	Major	Triangle, Va. 18k
649th Aircraft Control & Warning Squadron	Howard C. Sharkey	Major	Buchanan 2426
770th Aircraft Control & Warning Squadron	Elmer B. Hall	Major	Ocean City 1100
771st Aircraft Control & Warning Squadron	Gilbert R. Ralston, Jr.	Major	Cape Charles 760
772nd Aircraft Control & Warning Squadron	John F. Dee, Jr	Major	Claysburg 140

* Position currently being filled by Colonel Watt, the WDP, as an additional duty.

NOTES

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OPERATION & TRAINING

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OBJECTIVE: To provide the necessary tactical aircraft and training combat crews in order to carry out assigned Air Defense Mission.

DISCUSSION: Jet aircraft utilization during July was as follows:

Total jet aircraft flying time for July was 3,697 hours, a decrease of 982 hours.

UE Aircraft - average hours flown per UE aircraft possessed (117) was 31.6 hours.

The ADC allocation of flying time for the F-94C and F-86D A/C was not met - short 276 flying hours. T3A exceeded allocation by 26 hours.

F-94C Aircraft flew 2609 hours, a decrease of 620 hours. Average per F-94C possessed (92) was 28.3 hours. The ADC Allocations of Flying hours for the F-94C is 29 hrs, 20 min. per A/C.

F-86D Aircraft flew 464 hours, a decrease of 216 hours. Average per F-86D possessed (25) was 18.6 hours. The ADC Allocation of Flying hours for the F-86D is 26 hours per A/C.

T-33A Aircraft flew 624 hours, a decrease of 146 hours. Average per T-33A possessed (13) was 48.0 hours. The ADC Allocation of Flying hours for the T-33A A/C is 46.0 hours.

Wing jet pilot experience level: Of the 181 pilots assigned to FIS reported, 76 pilots are in Category "A", 72 pilots in Category "B", 17 pilots in Category "C" and 16 pilots in Category "D".

There was one aircraft accident during the month of July. The Wing aircraft accident rate is 24.9%.

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AIRCRAFT CONTROL & WARNING SQUADRONS SECRET

OBJECTIVE: To provide the necessary tactical training of GCI Directors and Crews in order to effectively perform the broad mission of obtaining and evaluating information on all aircraft flying into the defended area and controlling the defense effort against those identified as hostile.

DISCUSSION: Number of assigned directors increased by two (2) for a total of fifty-eight (58).

QUALIFIED: Twenty-seven (27) of the fifty-eight (58) assigned directors are fully qualified.

IN TRAINING: Twenty-six (26) directors are in training status.

PARTICIPATING: Forty-four (44) of the directors participated in the training program.

Actual Control:

Lead Collision Course:	1076, a decrease of 641.
Day Intercepts:	527, an increase of 48.
Ascents & recoveries:	413, a decrease of 61.

Synthetic Control:

Lead Collision Course:	1186, an increase of 420.
Day Intercepts:	593, an increase of 126.
Ascents & recoveries:	294, a decrease of 59.

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FIGHTER SQUADRON PERFORMANCE
31 Jul 1955

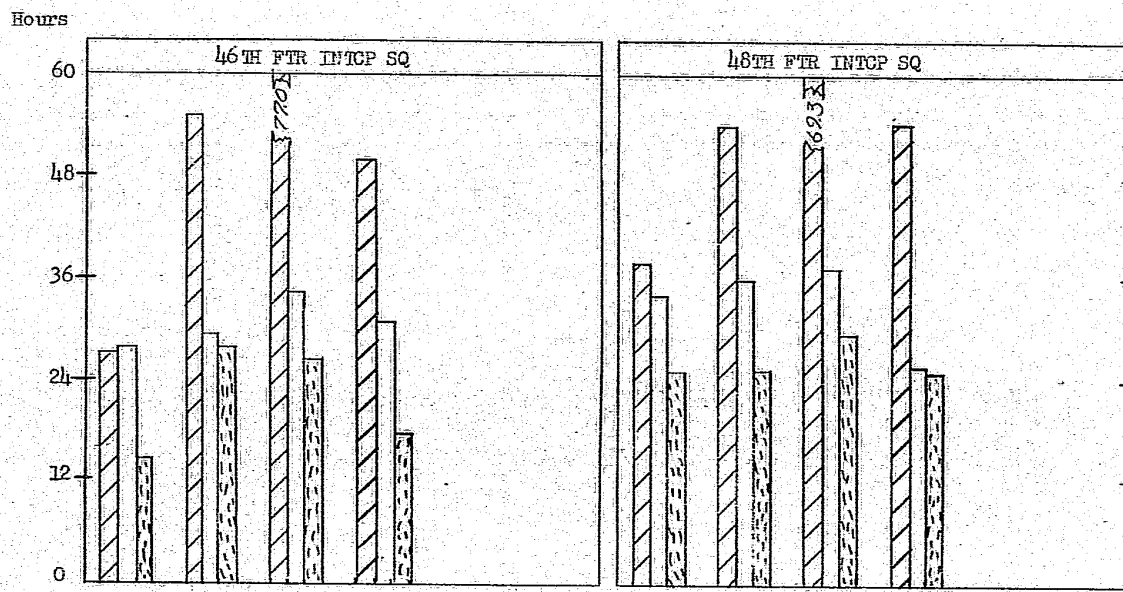
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ITEM	5TH	46TH FIS	48TH FIS	95TH FIS	96TH FIS	332D FIS	WING AVG
EFFECTIVE MANNING	100%	77	78	77	67	64	72.6%
AVG CREWS ASSIGNED	37	39	36	20	40	36	34 Total 171
AVG PILOTS ASSIGNED	100% 37	105 39	97 36	54 20	108 40	97 36	92 171
AVG RCS ASGD	100% 37	124 46	135 50	NA NA	127 47	116 43	126% 186
PILOT UTILIZATION (ON HAND)	20 hrs	18.9	25.0	18.9	23.5	21.2	21.5 hrs
AVG UE ACFT POSSESSED	25 25	19	23	25	25	25	Avg 23 Tot 117
AVG UE ACFT COMBAT READY	100% #	79 15	70 16	72 18	80 20	80 20	76 Tot 89
AVG T-33 ACFT POSSESSED	3	1	3	5	2	2	Avg 3 Tot 13
JET ACFT UTILIZATION F-94C (POSS AIRCRAFT) F-86D	29:20	32.1	25.9		30.3	24.9	28.3 hrs
T-33A	26:00			18.6			18.6 hrs
	46:00	50.0	54.7	40.6	69.5	34.0	49.8 hrs
ACFT MAINTENANCE - (UE)	75%	74.2	85.0	64.5	79.0	78.7	76.2%
ACFT MAINTENANCE - (T-33)	75%	77.8	82.4	72.4	92.2	77.8	80.5%

SOURCE: RCS: OPS REPORTS
WDM REPORTS2376
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47100th AIR DEFENSE WING
JET AIRCRAFT UTILIZATION



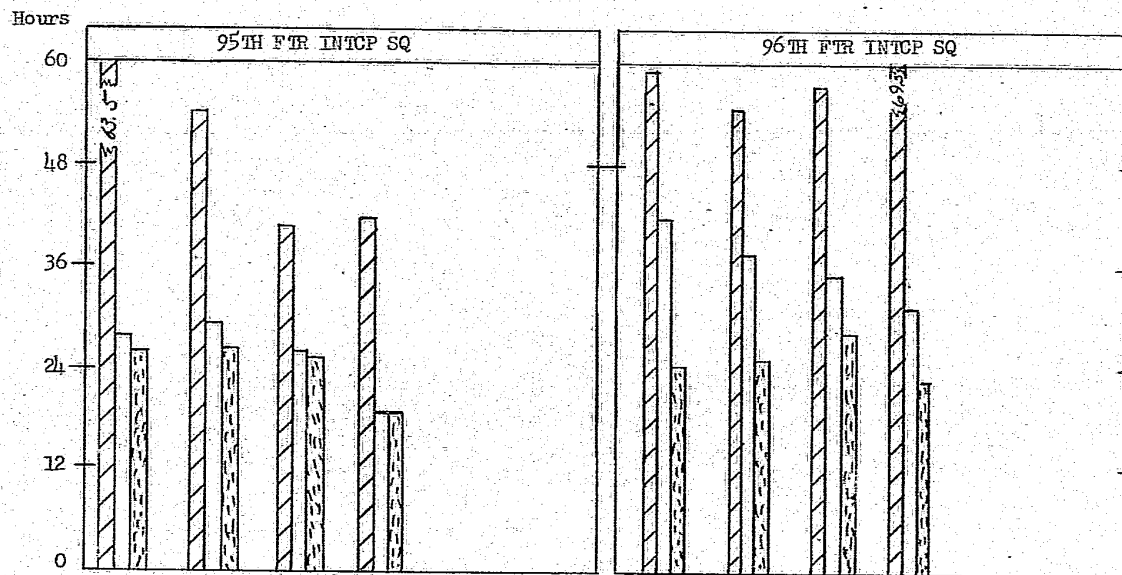
	APR	MAY	JUN	JUL	AUG	SEP	APR	MAY	JUN	JUL	AUG	SEP
Hrs Flown Per T-33	27.0	54.0	77.0	50.0			38.3	53.3	69.3	54.7		
Hrs Flown Per UE	28.4	29.7	34.4	32.1			34.0	36.7	38.5	25.9		
Jet Hrs Per Plt OH	16.5	28.2	27.7	18.9			25.2	26.1	30.7	25.0		
Total T-33 Acft Hrs	27	162	114	50			115	160	208	164		
Total UE Acft Hrs	565	713	757	609			715	734	808	596		
Total Jet Pilots Hrs	611	988	970	699			864	938	1075	775		

SOURCE: 1-IF-A1
ADC-V18
26AD-F2

2.03

0259

4710TH AIR DEFENSE WING
JET AIRCRAFT UTILIZATION



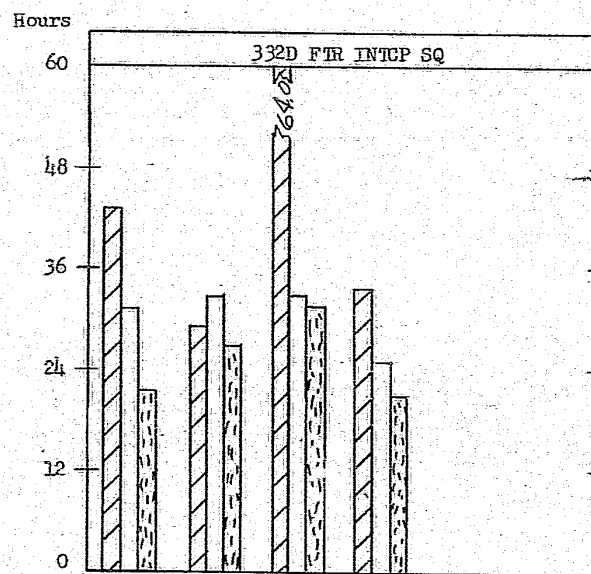
	APR	MAY	JUN	JUL	AUG	SEP	APR	MAY	JUN	JUL	AUG	SEP
Hrs Flown Per T-33	63.5	52.0	40.0	40.6			59.0	54.5	56.7	69.5		
Hrs Flown Per UE	26.4	28.4	26.2	18.6			41.5	37.9	34.9	30.3		
Jet Hrs per Plt OH	24.6	25.3	26.1	18.9			24.9	25.6	28.6	23.5		
Total T-33 Acft Hrs	127	104	234	203			118	109	337	139		
Total UE Acft Hrs	712	738	680	463			828	833	836	757		
Total Jet Pilot Hrs	961	937	914	679			1023	1049	1173	964		

SOURCE: 1-AP-A1
ADC-V18
26AD-P2

2.04

0260

4710TH AIR DEFENSE WING
JET AIRCRAFT UTILIZATION



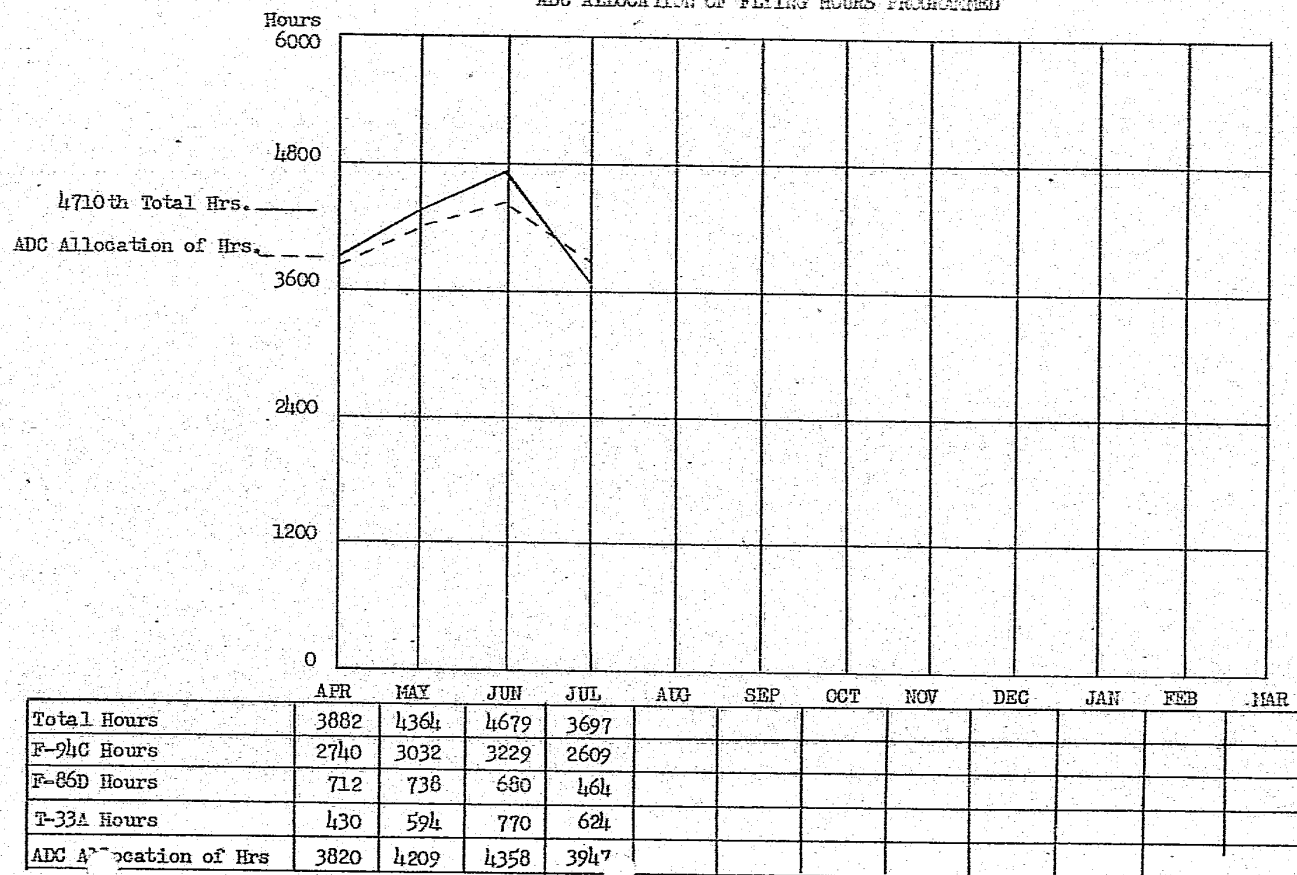
	APR	MAY	JUN	JUL	AUG	SEP
Hrs Flown Per T-33	43.0	29.5	64.0	34.0		
Hrs Flown Per UE	31.4	32.7	33.1	24.9		
Jet Hrs Per Plt OH	21.8	26.1	32.4	21.2		
Total T-33 Acft Hrs	43	59	241	68		
Total UE Acft Hrs	628	752	827	647		
Total Jet Pilot Hrs	698	861	1068	762		

SOURCE: 1-AF-A1
ADG-V18
26AD-F2

2.05

0261

4710th AIR DEFENSE WING
JET AIRCRAFT FLYING TIME
VS
ADC ALLOCATION OF FLYING HOURS PROGRAMMED

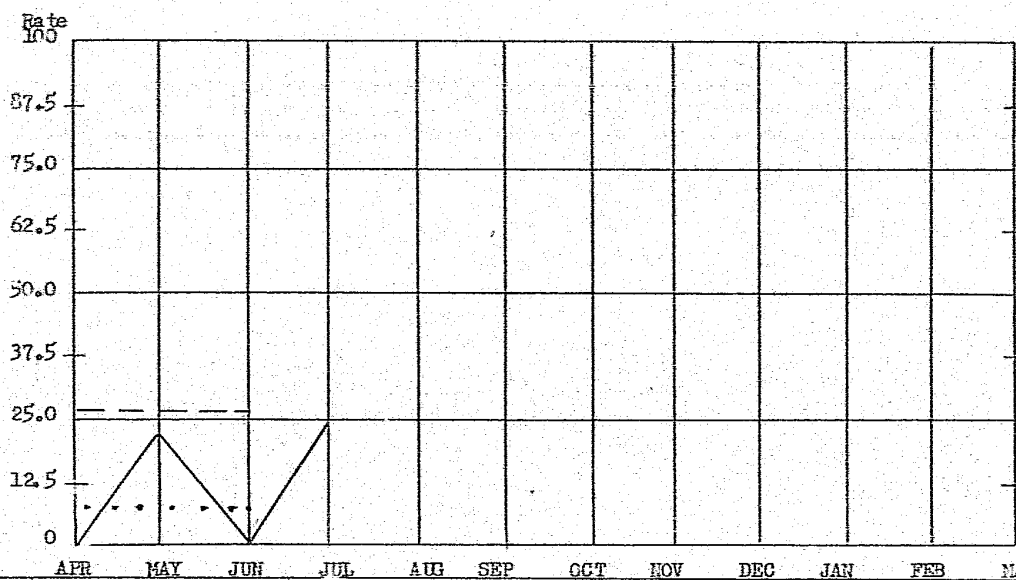


2.06

SOURCE: 1-4F-41
ADC Flying Hour Program

0 2 6 2

4710TH AIR DEFENSE WING
 AIRCRAFT ACCIDENT RATE PER 100,000 HOURS FLOWN
 BY MONTH 1955



	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR
Accidents	0	1	0	1								
Hrs Flown	4120	4669	4939	4016								
Wing Rate	0.0	21.4	0.0	24.9								
Wing Qtr Rate			7.3									
EADF Qtr Rate			27.0									
ADC Qtr Rate												

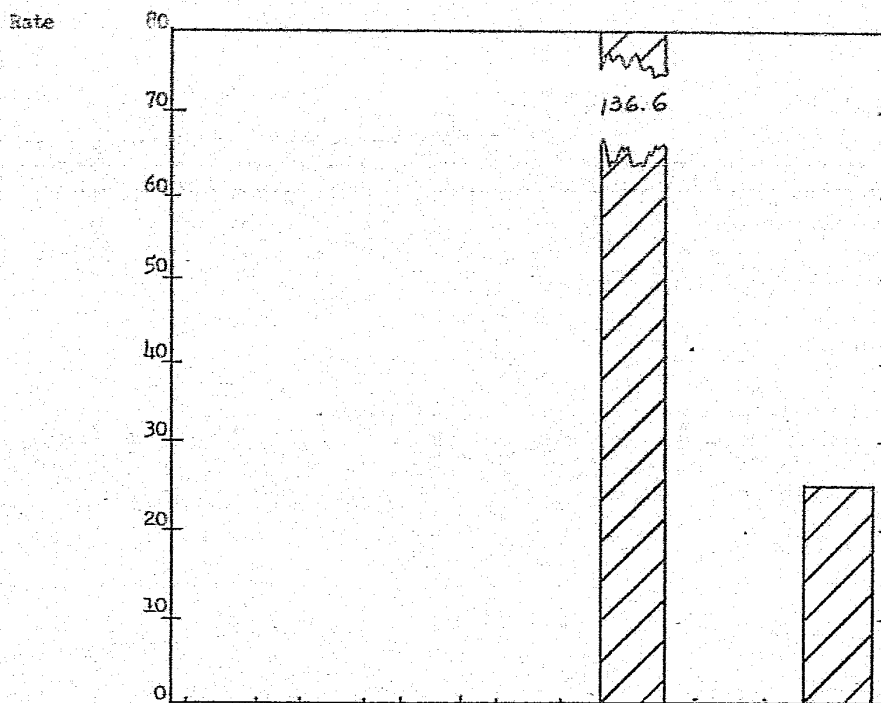
$\frac{\text{No. of Accts} \times 100,000}{\text{Hrs Flown}} = \text{Rate Per 100,000 Hrs}$

SOURCE: 1-AF-A1, Flying
 Safety Record
 EADF Cond Data Bk.

2.07

0263

4710th AIR DEFENSE WING
 CUMULATIVE AIRCRAFT ACCIDENT RATE
 1 Jul 55 thru 31 Jul 55



Accidents to Date	0	0	0	0	1	0	1
Hrs Flown to Date	761	806	727	896	732	94	4016
Cumulative Accident Rate	0.0	0.0	0.0	0.0	136.6	0.0	24.9

	46th FIS	48th FIS	95th FIS	96th FIS	332d FIS	525th AW CP	4710th ADW TOTAL
--	----------	----------	----------	----------	----------	-------------	------------------

NO OF ACDS X 100,000
 HRS FLOWN

Rate per .,000 Hrs
 2.08

SOURCE: WDO

0264

PILOT CATEGORIES

CATEGORY	UNRESTRICTED	RESTRICTED ALERT *	FLIGHT CGMDR	FLIGHT** LEADER	MOBILE CONTROL	INST PILOT	UNRESTRICTED CROSS COUNTRY	RESTRICTED*** CROSS COUNTRY
"A" Tot time 1000 Jet time 150 UE time 100 Actual Wx	YES	N/A	YES	YES	YES	YES	YES	N/A
"B" Tot time 750 Jet time 150 UE time 100 Actual Wx	YES	N/A	NO	YES	YES	NO	NO	YES
"C" Tot time 500 Jet time 150 UE time 100 Actual Wx 5	NO	YES*	NO	YES**	YES	NO	NO	YES
"D" All Other Plts	NO	NO	NO	NO	NO	NO	NO	YES

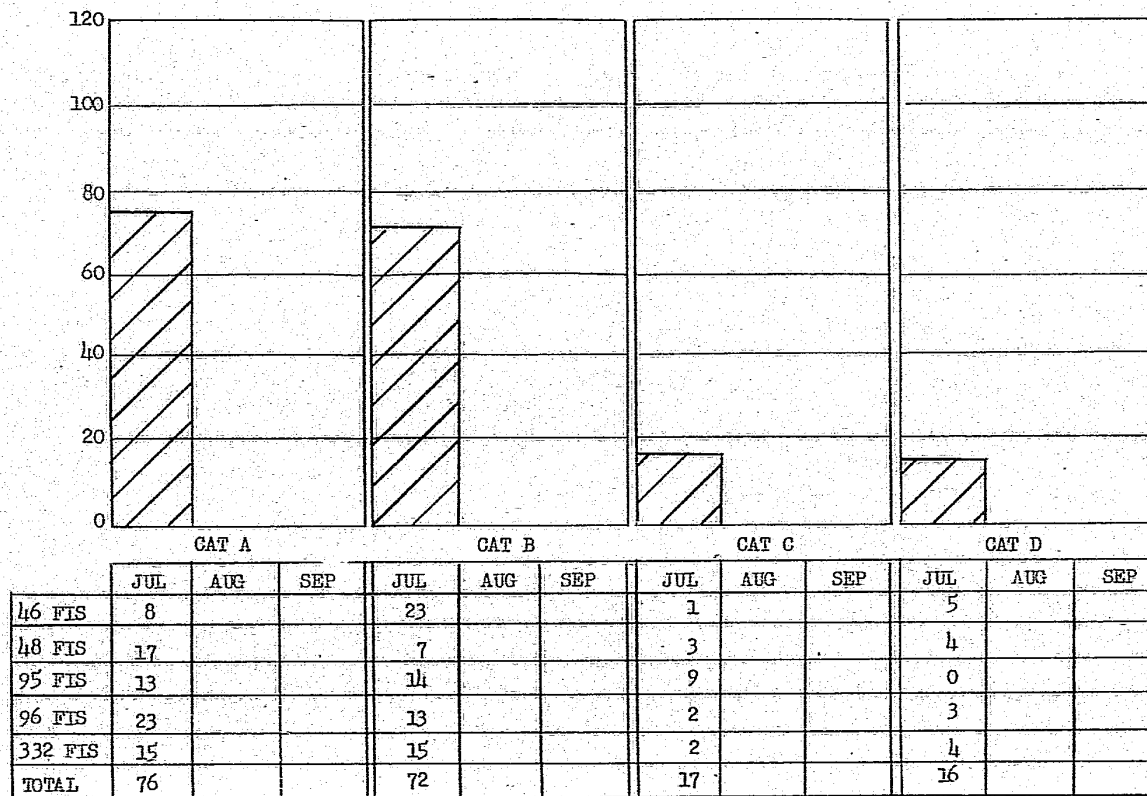
*When base weather is reporting a ceiling of 2,000 feet and visibility of three (3) miles or better and forecast to remain.

**For local and Active Air Defense Missions only.

***Cross-country restrictions are contained in paragraph 5, 26ADR 60-1, 10 Dec 54.

SOURCE: 26ADR 60-1

4710TH AIR DEFENSE WING
JET PILOT EXPERIENCE LEVEL



NOTE: See page 2.09 for pilot category qualifications.
Figures represent pilots assigned as of the end of the month.

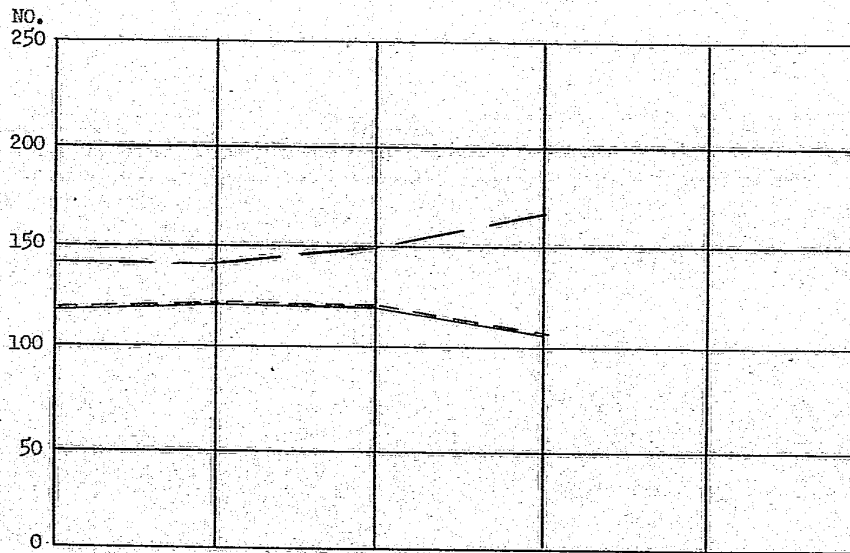
SOURCE: 26AD-P2

2.10

0266

SECRET

4710TH AIR DEFENSE WING
 AVERAGE NUMBER OF ASSIGNED PILOTS, ROS AND CREWS COMBAT READY



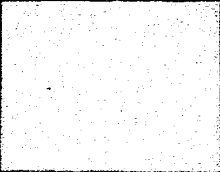
	APR			MAY			JUN			JUL			AUG			SEP		
	PLT	RO	CCR	PLT	RO	CCR	PLT	RO	CCR	PLT	RO	CCR	PLT	RO	CCR	PLT	RO	CCR
46th FI Sq	31	37	31	27	33	27	27	32	27	26	34	26						
48th FI Sq	18	36	18	21	39	21	19	40	19	18	41	18						
95th FI Sq	23	NA	23	24	NA	24	26	NA	26	9	NA	9						
96th FI Sq	23	36	23	27	38	27	28	43	28	28	42	28						
332d FI Sq	26	34	26	25	34	25	25	35	25	23	33	23						
TOTAL WING	121	143	121	124	144	124	125	150	125	104	170	104						

PILOTS ---
 ROS --- 26AD55-S 2376
 CREWS ---

SOURCE: 4710ADW-F3

2.11 SECRET

0267



46TH FIGHTER INTERCEPTOR SQUADRON
JET PILOT FLYING TIME (HRS)

NAME	RANK	JUL	AUG	SEP	OCT	NAME	RANK	JUL	AUG	SEP	OCT
O'Donnell	Lt. Col	PCS				Humphrey	1st Lt	TDY			
Depner	Lt. Col	4				Herrington	1st Lt	19			
Kerchner	Major	0				Kimball	1st Lt	22			
McElroy	Major	13				La Fevre	1st Lt	12			
Rhodes	Major	6				Long	1st Lt	15			
Peacock	Capt	25				Lynn	1st Lt	28			
Reynolds	Capt	43				Massey	1st Lt	25			
Sahut	Capt	PCS				Peckham	1st Lt	19			
Smith	Capt	22				Pringle	1st Lt	14			
Arent	1st Lt	32				Redditt	1st Lt	27			
Barb	1st Lt	17				Samples	1st Lt	17			
Caron	1st Lt	26				Schwab	1st Lt	12			
Carson	1st Lt	21				Shaw	1st Lt	20			
Cobb	1st Lt	18				Tuthill	1st Lt	18			
Coburn	1st Lt	14				Webster	1st Lt	29			
Combies	1st Lt	15				Walen	1st Lt	23			
Chavis	1st Lt	10				Wood	1st Lt	18			
Eckley	1st Lt	12				Edwards	2nd Lt	11			
Griffith	1st Lt	21				Kimberlin	2nd Lt	13			
Hickman	1st Lt	20									

SOURCE: RCS: 26AD-P2

2.12

0268

48TH FIGHTER INTERCEPTOR SQUADRON
JET PILOT FLYING TIME (HRS)

NAME	RANK	JUL	AUG	SEP	OCT	NAME	RANK	JUL	AUG	SEP	OCT
Loring	Lt Col	22				Ekeren	1st Lt	PCS			
Felts	Major	29				Gorse	1st Lt	32			
Etheridge	Capt	23				Haug	1st Lt	8			
Hoag	Capt	31				Hogan	1st Lt	24			
Mulholland	Capt	PCS				Jankauskas	1st Lt	9			
Openshaw	Capt	22				Leavitt	1st Lt	25			
Paladino	Capt	23				Lee	1st Lt	21			
Perfili	Capt	TDY				Mateychak	1st Lt	31			
Jenkins	Capt	28				Maxwell	1st Lt	28			
Martin	Capt	24				McKenzie	1st Lt	8			
Murph	Capt	28				Rife	1st Lt	33			
Stowers	Capt	3				Stover	1st Lt	13			
Walls	Capt	TDY				Stuck	1st Lt	35			
Andersen	1st Lt	30				Wood	1st Lt	27			
Bland	1st Lt	45				Noneaker	2d Lt	Grd			
Cooper	1st Lt	Grd				Snider	1st Lt	25			
Dougherty	1st Lt	22				Snyder	2d Lt	PAFSC	Changed		
						Wharton	2d Lt	18			
						Weaver	2d Lt	30			

SOURCE: 26AD-P2

95TH FIGHTER INTERCEPTOR SQUADRON
JET PILOT FLYING TIME (HRS)

NAME	RANK	JUL	AUG	SEP	OCT	NAME	RANK	JUL	AUG	SEP	OCT
Fletcher	Lt Col	0				Istre	1st Lt	24			
Whitlow	Lt Col	28				Levy	1st Lt	30			
Radcliff	Major	11				Ledbetter	1st Lt	41			
Batey	Capt	TDY				McDermott	1st Lt	21			
Frederick	Capt	21				McNulty	1st Lt	TDY			
Gemmill	Capt	12				Mizell	1st Lt	35			
Goodrich	Capt	34				Page	1st Lt	6			
Modisette	Capt	25				Pierce	1st Lt	23			
Smith	Capt	17				Richardson	1st Lt	26			
						Roberts	1st Lt	18			
Albright	1st Lt	21				Thompson	1st Lt	22			
Coughenour	1st Lt	17				Tulk	1st Lt	16			
Davis, J	1st Lt	21				Wollmers	1st Lt	TDY			
Davis, R	1st Lt	4									
DeArmond	1st Lt	23				Stromberg	2d Lt	6			
Douthett	1st Lt	10									
Duncan	1st Lt	26									
Farabee	1st Lt	24									
Fay	Capt	28									
Gunnels	1st Lt	22									
Hahn	1st Lt	23									
Hess	1st Lt	19									
Hodder	1st Lt	19									

2.14

SOURCE: 26AD-P2

0270

96TH FIGHTER INTERCEPTOR SQUADRON
JET PILOT FLYING TIME (HRS)

NAME	RANK	JUL	AUG	SEP	OCT	NAME	RANK	JUL	AUG	SEP	OCT
Ambrecht	Major	19				Leadley, D	1st Lt	21			
Broschart	Capt	7				Leadley, H	1st Lt	19			
Consta	Capt	TDY				Loken	1st Lt	17			
Davis	Capt	4				Murphrey	1st Lt	24			
Hancock	Capt	15				McKenzie	1st Lt	24			
Johnson	Capt	15				McLachlan	1st Lt	45			
Maher	Capt	19				Murphrey	1st Lt				
Pauley	Capt	16				Rickow	1st Lt	37			
Phillips	Capt	24				Romine	1st Lt	4			
Ashley	1st Lt	19				Shamhart	1st Lt	42			
Aub	1st Lt	25				Simon	1st Lt	20			
Caldwell	1st Lt	10				Steig	1st Lt	31			
Carroll, C	1st Lt	33				Taylor	1st Lt	30			
Carroll, D	1st Lt	15				Thor	1st Lt	18			
Hanson	1st Lt	22				Traybar	1st Lt	26			
Hickerbottom	1st Lt	25				Walters	1st Lt	47			
Hopkins	1st Lt	29				Wessinger	1st Lt	21			
Isrealson	1st Lt	23				White	1st Lt	9			
Johnson	1st Lt	20				Widman	1st Lt	20			
Kennedy	1st Lt	4				Wetzel	1st Lt	23			
LaPlant	1st Lt	13				Tinglestad	2d Lt	19			
						Yoder	2d Lt	23			
						Ashkins	Col	24			
						Caviness	Col	9			
						Williamson	Maj	7			
						Castleberry	Capt	32			

SOURCE: 26AD-P2

2.15

0271

332D FIGHTER INTERCEPTOR SQUADRON
JET PILOT FLYING TIME (HRS)

NAME	RANK	JUL	AUG	SEP	OCT	NAME	RANK	JUL	AUG	SEP	OCT
Bermie	Major	24				Ingram	1st Lt	31			
Sandborn	Major	50				Jessup	1st Lt	10			
Welch	Major	17				Keating	1st Lt	29			
Burger	Capt	28				Kelly	1st Lt	23			
Tyra	Capt	20				Leeper	1st Lt	24			
Voy	Capt	7				Lewis	1st Lt	20			
Blackman	1st Lt	82				McEachern	1st Lt	20			
Barker	1st Lt	32				Miller	1st Lt	14			
Barry	1st Lt	14				Osborne	1st Lt	23			
Berghorn	1st Lt	36				Palmer	1st Lt	27			
Berry	1st Lt	25				Penny	1st Lt	37			
Breedon	1st Lt	23				Ramsey	1st Lt	5			
Burlini	1st Lt	21				Saville	1st Lt	9			
Carden	1st Lt	20				Thompson	1st Lt	40			
Christofori	1st Lt	13				Wargo	1st Lt	4			
Culbertson	1st Lt	27				Willsie	1st Lt	DNIF			
Elhai	1st Lt	26				Stanley	1st Lt	22			
Franck	1st Lt	3				King	ATTACHED Col	42			
Hart	1st Lt	35				Stuyvesant	Maj	4			
						Hartzel	Capt	3			

SOURCE: 26AD-P2

2.16 .

0272

4710TH AIR DEFENSE WING

DIRECTOR ASSIGNMENT
31 JULY 1955

AC&W UNITS	AUTH	ASGD DIR	QUAL DIR	DIR IN TNG	ASGD DIR AVAIL	ASGD DIR PART'ING	
647th	10	14	5	8	10	9	0 25 50 75 100
649th	7	5	1	0*	5	0*	
770th	19	16	10	6	16	16	
771st	13	13	6	7	10	9	
772d	7	10	5	5	10	10	
Wg Total	56	58	27	26	51	44	

*No Tng Program required at present; not included in Wg Total Computation

SOURCE: RCS: 4710ADW-T6

$$\% \text{ Director Participation} = \frac{\text{Asgd Dir Part'ing}}{\# \text{ Asgd Directors}}$$

0273

DIRECTOR TRAINING PROGRAM - YR 1955

ADCR 50-12

647TH AC&W Squadron (JUL 1955)

CONTROL REQUIREMENTS

SYNTHETIC TRAINING	AFSC	NR	AFSC	NR	TOTALS		PER CENT				
	1644	3	1641	6	REQD	ACC	0	25	50	75	100
	REQD	ACC	REQD	ACC	REQD	ACC					
NR LCC INTCPs	30	64	180	266	210	330					159
NR DAY INTCPs	30	30	60	95	90	125					139
NR ASCENTS & RECOVERIES	30	12	60	111	90	123					137
ACTUAL TRAINING	AFSC	NR	AFSC	NR	TOTALS						
	1644	3	1641	6	REQD	ACC					
	REQD	ACC	REQD	ACC	REQD	ACC					
NR LCC INTCPs	15	39	90	130	105	169					161
NR DAY INTCPs	15	4	30	15	45	19					
NR ASCENTS & RECOVERIES	15	13	30	47	45	60					133

REQD - Required
 ACC - Accomplished
 NR - Number
 LCC - Lead Collision Course

SOURCE: RCS: 4710-DW-T6

0274

DIRECTOR TRAINING PROGRAM - YR 1955
 ADCR 50-12
 770TH AC&W SQUADRON (JUL 1955)
 CONTROL REQUIREMENTS

SYNTHETIC TRAINING	AFSC 1644		NR 10		AFSC 1641		NR 6		TOTALS		PERCENTAGE				
	REQD	ACC	REQD	ACC	REQD	ACC	0	25	50	75	100				
NR LCC INTCPs	100	104	180	137	280	141									
NR DAY INTCPs	100	99	60	129	160	228									
NR ASCENTS & RECOVERIES	100	42	60	43	160	85									
ACTUAL TRAINING	AFSC 1644		NR 10		AFSC 1641		NR 6		TOTALS						
	REQD	ACC	REQD	ACC	REQD	ACC	0	25	50	75	100				
NR LCC INTCPs	50	225	90	330	140	585									
NR DAY INTCPs	50	129	30	264	80	393									
NR ASCENTS & RECOVERIES	50	95	30	22	80	307									

REQD - Required
 ACC - Accomplished
 NR - Number
 LCC - Lead Collision Course
 INTCPs - Intercepts

SOURCE: RCS: 4710-DW-76

DIRECTOR TRAINING PROGRAM - YR 1955
 ADCR 50-12
 771ST AC&W SQUADRON (JUL 1955)
 CONTROL REQUIREMENTS

SYNTHETIC TRAINING	AFSC	NR	AFSC	NR	TOTALS		0	25	50	75	100
	1644	4	1641	5	REQD	ACC					
	REQD	ACC	REQD	ACC	REQD	ACC					
NR LCC INTCPs	40	60	150	69	190	129					
NR DAY INTCPs	40	28	50	47	90	75					
NR ASCENTS & RECOVERIES	40	27	50	44	90	71					
ACTUAL TRAINING	AFSC	NR	AFSC	NR	TOTALS						
	1644	4	1641	5	REQD	ACC					
	REQD	ACC	REQD	ACC	REQD	ACC					
NR LCC INTCPs	20	135	75	120	95	137					144
NR DAY INTCPs	20	42	25	39	45	46					102
NR ASCENTS & RECOVERIES	20	15	25	49	45	46					102

REQD - Required
 ACC - Accomplished
 NR - Number
 INTCPs - Intercepts
 LCC - Lead Collision Course

SOURCE: RCS: 4710-DW-76

DIRECTOR TRAINING PROGRAM - FY 1955
 ADGR 50-12
 772D AG&W SQUADRON (JUL 1955)
 CONTROL REQUIREMENTS

SYNTHETIC TRAINING	AFSC	NR	AFSC	NR	TOTALS		0	25	50	75	100
	1644	5	1641	5	REQD	ACC					
	REQD	ACC	REQD	ACC	REQD	ACC					
NR ICC INTGPS	50	200	150	386	200	586					293
NR DAY INTGPS	50	65	50	100	100	165					165
NR ASCENTS & RECOVERIES	50	12	50	3	100	15					
ACTUAL TRAINING	AFSC	NR	AFSC	NR	TOTALS						
	1644	5	1641	5	REQD	ACC					
	REQD	ACC	REQD	ACC	REQD	ACC					
NR ICC INTGPS	25	85	75	100	100	185					185
NR DAY INTGPS	25	21	25	48	50	69					138
NR ASCENTS & RECOVERIES	25	0	25	0	50	0					

REQD - Required
 ACC - Accomplished
 NR - Number
 INTGPS - Intercepts
 ICC - Lead Collision Course

SOURCE: RGS: 4710-DW-T6

PERSONNEL

OBJECTIVE: To provide qualified personnel to fill required positions within the units of the 4710th Air Defense Wing and to maintain the welfare and morale of the personnel assigned to the command.

DISCUSSION: During the month of July the following changes occurred in the personnel strength of this command.

<u>Military Strength</u>	<u>Authorization</u>	<u>Assigned</u>	<u>July/Gains or Losses</u>	<u>Percent Manned</u>
Officer Strength	547	573	- 3	105%
Airmen Strength	3056	2988	- 35	97.7%
Aggregate	3605	3561	- 36	98.7%

During the month of July, the airmen authorized strength was reduced by 40. No change in officer authorized strength.

AWOLS: AWOLS increased by three (3) during July for a total of thirteen (13). The AWOL trend has been on the increase four (4) consecutive months.

REENLISTMENTS: Thirty-one (31) airmen reenlisted of the One-hundred thirty-five (135) eligible to reenlist for a 22.9% rate.

MILITARY INJURIES: Military injuries increased by one (1) for a total of four (4). (2 On duty - 2 Off-duty). The man-days lost as a result of military injuries totalled 26 vs 180 during June. Military first-aid cases were reduced by twelve (12) for a total of forty (40).

MOTOR VEHICLE ACCIDENTS: Three (3) government motor vehicles were involved in accidents during July. (1 on-base unit - 2 off-base units).

3.00

0278

4710TH AIR DEFENSE WING
 MILITARY AUTHORIZED VERSUS MILITARY ASSIGNED BY UNITS
 AS OF 31 JUL 1955

GRADE	46 FIS		48 FIS		95 FIS		647 AC&W		649 AC&W		770 AC&W		771 AC&W		772 AC&W	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD
Col																
Lt Col	1	1	1	1	1	2										
Major	3	3	3	2	3	1	3	1	2	1	3	1	3	1	2	1
Capt	15	6	15	9	10	8	5	1	4	3	8	4	6	3	4	1
Lts	67	78	67	76	35	29	8	17	6	6	15	22	10	16	6	11
WO		1				2		3								2
TOTAL	86	89	86	88	49	42	16	22	12	10	26	27	19	20	12	15
M/Sgt	19	19	19	21	20	13	5	4	5	2	5	1	5		5	2
T/Sgt	48	16	48	16	49	21	12	9	12	6	13	5	12	11	12	9
S/Sgt	94	25	94	22	92	33	34	18	34	15	51	17	47	21	39	21
A/1C	85	53	85	64	71	73	47	44	47	18	73	47	66	48	57	47
A/2C	36	104	36	86	45	86	40	73	40	27	71	90	66	62	48	68
A/3C		19		21		39	2	36	2	45	2	51	2	28	2	51
A/B		7		5		4		1		3		6		7		4
TOTAL	282	245	282	235	277	269	140	185	140	116	215	217	198	177	163	202
	368	332	368	323	323	311	156	207	152	126	241	244	217	197	145	217

3.01

SOURCE: Morning Reports

0279

4710TH AIR DEFENSE WING
MILITARY AUTHORIZED VERSUS MILITARY ASSIGNED BY UNITS
31 JUL 55

GRADE	HQ 4710		525 ADG		525 ABS		525 MAT		525 INF		96 FIS		332 FIS		TOTAL	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD
Col	4	3	1	1											5	4
Lt Col	3	1	2	1	1		1	1	1		1		1		13	7
Major	11	8	5	5	1	1	2	1	2	1	3	1	3	3	49	31
Capt	6	7	6	4	2	3	4	4	4	1	15	8	15	7	119	69
Lts		6	5	15	1	4	5	9		3	67	86	67	74	359	452
WO	1			2	1										2	10
TOTAL	25	25	19	28	6	8	12	15	7	5	86	95	86	84	547	573
N/Sgt	17	10	11	11	6	9	22	23	1		19	10	19	16	178	141
T/Sgt	8	11	11	12	9	19	29	46	2	2	48	23	48	18	361	224
S/Sgt	20	14	14	20	32	42	94	81	11	5	94	24	94	25	844	383
A/1C	15	8	22	15	62	50	137	97	7	6	85	71	85	65	944	706
A/2C	15	6	6	17	56	32	102	137	9	4	36	85	36	101	642	978
A/3C	3	4	5	20	24	53	44	74	3	8		17		17	89	483
A/B				2		8		18				3		5		13
TOTAL	78	53	69	97	189	213	428	476	33	25	282	233	282	247	3058	2988
AGG	103	78	88	125	195	221	440	491	40	30	368	328	364	331	3605	3561

3.02

SOURCE: Morning Reports

0280

4710TH AIR DEFENSE WING
OFFICER AND AIRMEN STRENGTH SUMMARY
AUTHORIZED VERSUS ASSIGNED
AS OF 31 July 1955

GRADE	AUTH	JUL	AUG	SEP	PER CENT MAINTAINED
		ASGD	ASGD	ASGD	
Colonel	5	4			80%
Lt Colonel	13	7			54%
Major	49	31			63%
Captain	119	69			58%
Lieutenants	359	452			126%
WO'S	2	10			500%
TOTAL OFF.	547	573			105%
M/Sgt	178	141			79%
T/Sgt	361	224			62%
S/Sgt	844	383			45%
A/1G	944	706			75%
A/2G	642	978			152%
A/3G	89	483			543%
A/B		73			
TOTAL AMN	3058	2921			95%

SOURCE: AF-PI

3.03

0281

4710TH AIR DEFENSE WING
GROUND SAFETY ACCIDENT TABLE
JUL 1955

ORGANIZATION	Military Injuries			Civilian Injuries			Military First Aid	Civilian First Aid	Vehicle Accident		Property Damage	Fatality		Accident Cost
	NR	MDL	R	NR	NDL	R			NR	R		NR	R	
HQ 4710TH ADW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HQ 525TH AD GP-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
525TH AB SQ	-	-	-	-	-	-	1	-	-	-	-	-	-	7.00
525TH MAT SQ	-	-	-	-	-	-	6	-	1	2.8	2030.60	-	-	2072.60
525TH USAF INF	-	-	-	-	-	-	-	-	-	-	-	-	-	-
332D FIS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
96TH FIS	1	7	9.8	-	-	-	1	-	-	-	-	1	9.8	31,717.00
95TH FIS	-	-	-	-	-	-	6	-	-	-	-	-	-	42.00
48TH FIS	-	-	-	-	-	-	1	-	-	-	-	-	-	7.00
46TH FIS	1	2	23.6	-	-	-	-	-	-	-	-	-	-	60.00
647TH AC&W SQ	1	2	15.5	-	-	-	2	-	-	-	-	-	-	74.00
649TH AC&W SQ	1	15	28.0	-	-	-	17	-	2	11.3	1875.00	-	-	2,444.60
770TH AC&W SQ	-	-	-	-	-	-	1	-	-	-	-	-	-	7.00
771ST AC&W SQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-
772ND AC&W SQ	-	-	-	-	-	-	5	-	-	-	-	-	-	35.00
TOTAL 4710 ADW (JUL)	4	26	4.5	-	-	-	40	-	3	2.8	3905.60	1	.9	36,465.60
TOTAL (JUL)	3	180	2.76	-	-	-	52	-	4	3.08	855.50	-	-	6,623.50

MDL - Man Days Lost
R - Rate
NR - Number

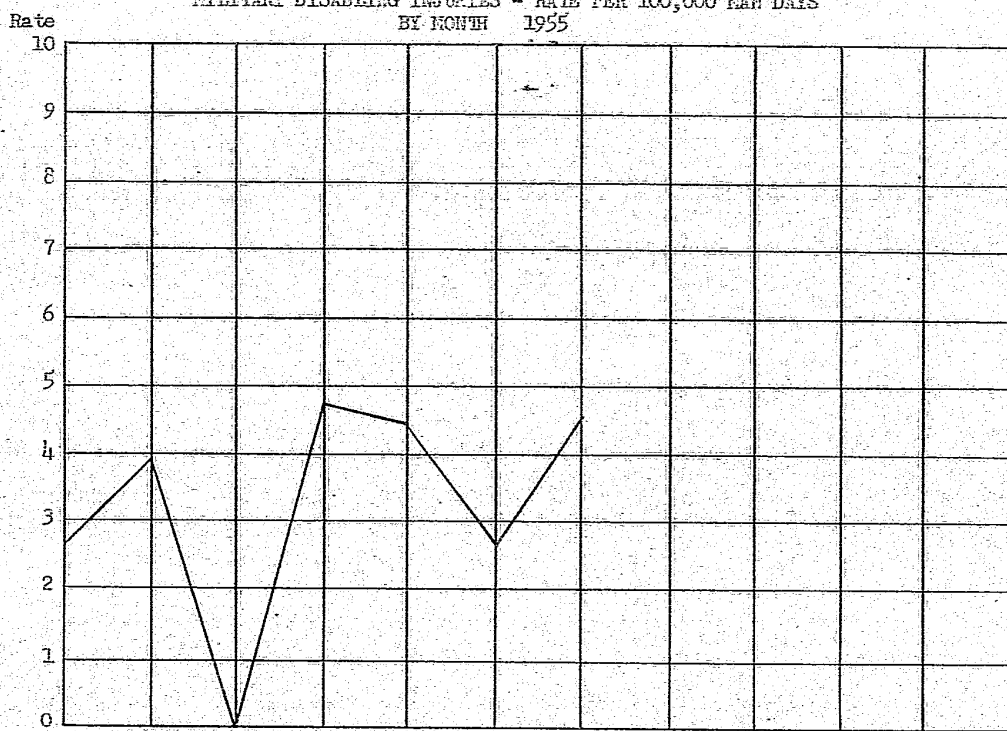
SOURCE: RCS: 1-AF-X

3-04

0282

4710TH AIR DEFENSE WING

MILITARY DISABLING INJURIES - RATE PER 100,000 MAN DAYS
BY MONTH 1955



Wing Rate	2.6	3.9	0	4.78	4.5	2.76	4.5					
Injuries	3	4	0	5	5	3	4					
On Duty	2	2	0	2	1	1	2					
Off Duty	1	2	0	3	4	2	2					
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC

NO. OF INJURIES X 100,000
HANDAYS OF EXPOSURE = INJURY RATE

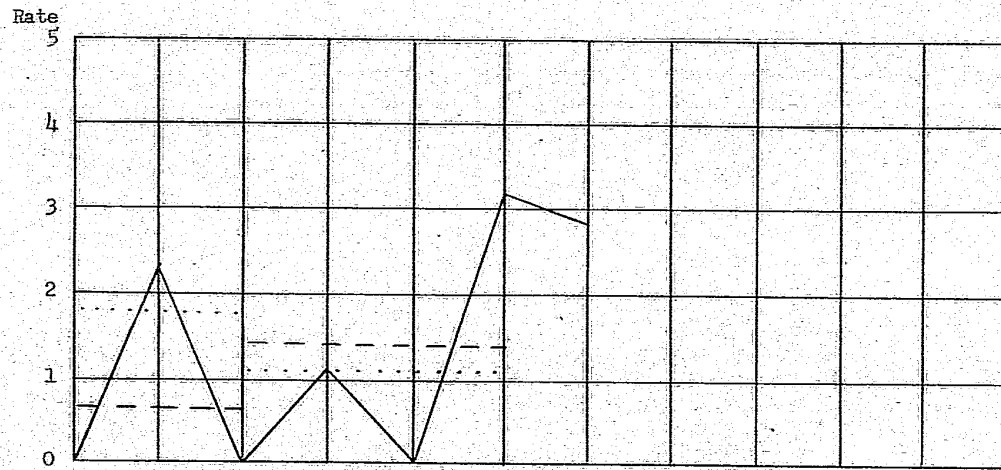
3.05

SOURCE: 1-AF-X11

0283

4710TH AIR DEFENSE WING

MOTOR VEHICLE ACCIDENTS - RATE PER 100,000 MILES
BY MONTH .1955



No. of Acdts	0	2	0	1	0	5	3						
Wing Rate	0.0	2.2	0.0	1.1	0.0	3.1	2.8						
Wing Qtr Rate			.7			1.4							
EADF Qtr Rate			1.8			1.1							
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	

NO. OF ACCIDENTS X 100,000
MILES TRAVELED

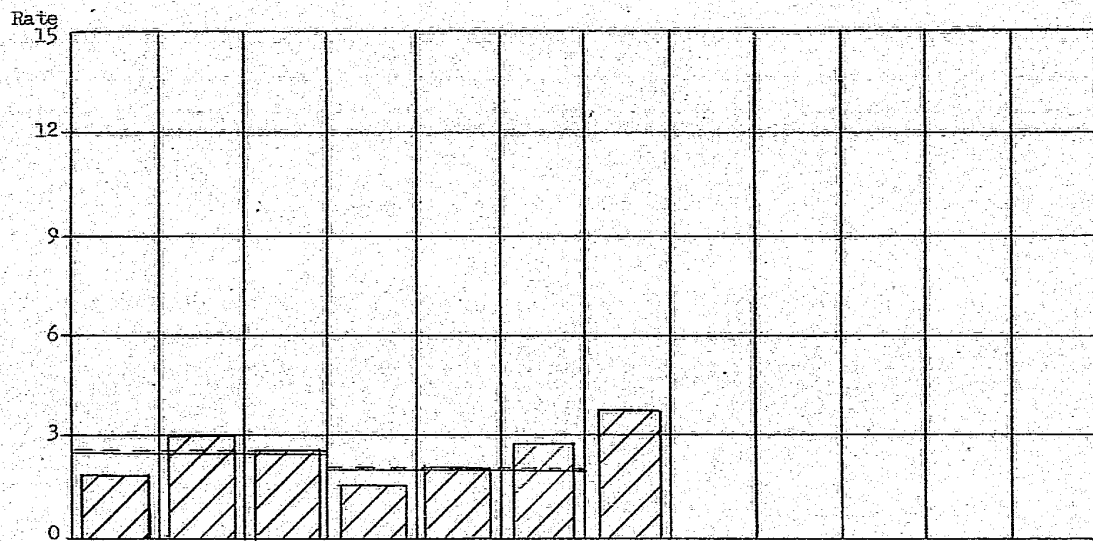
= ACCIDENT RATE

SOURCE: 1-AF-X11

3.06

0284

4710TH AIR DEFENSE WING
 AWOL'S PER 1,000 TROOPS
 BY MONTH 1955



No. of AWOL'S		7	11	10	5	8	10	13						
Wing Rate	///	1.9	3.0	2.7	1.4	2.2	2.8	3.7						
Wing Qtr Rate				2.5			2.1							
EADF Qtr Rate	---			2.6			2.1							
		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	

SOURCE: 1-AF-F1

3.97

0285

4710TH AIR DEFENSE WING
 CUMULATIVE TOTAL AWOIS
 BY SQUADRON FY 1955

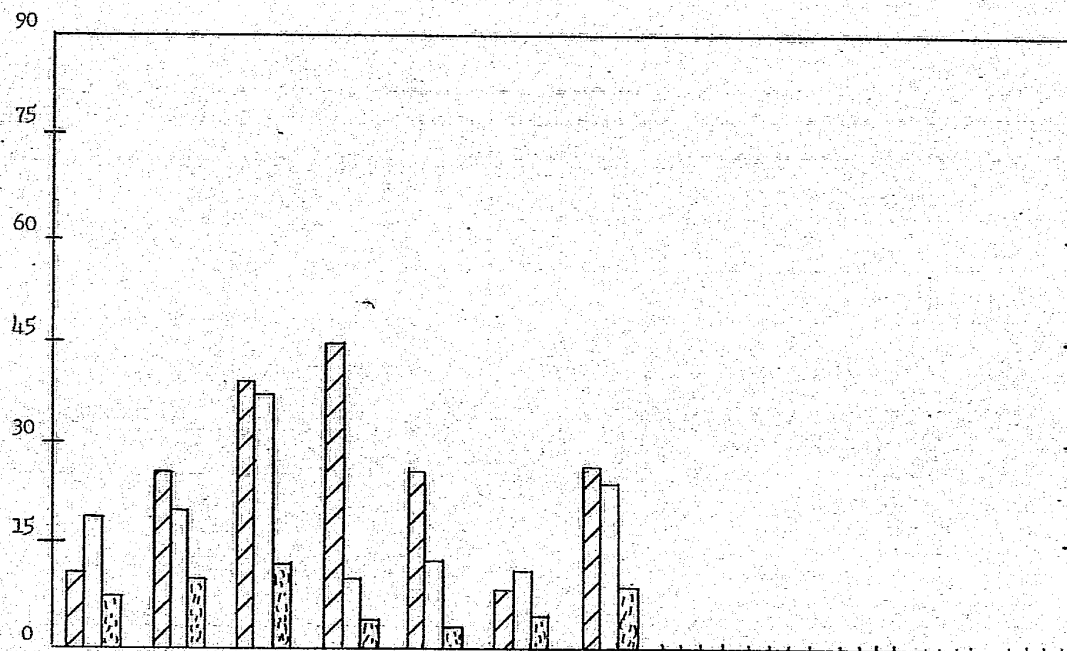
Unit	TOTAL FY 55	CUM FY 56	Jul														
			NR	RATE	0	2	4	6	8	10	12	14	16				
HQ 4710TH ADW	0	1	1	12.8	[REDACTED]												
525TH AIR DEF GP	4	0	0	0.0													
525TH MAT SQ	22	3	3	6.1	[REDACTED]												
525TH AIR BASE SQ	8	1	1	4.5	[REDACTED]												
525TH USAF INF	3	0	0	0.0													
46TH FIS	7	1	1	3.0	[REDACTED]												
48TH FIS	6	0	0	0.0													
95TH FIS	4	2	2	6.4	[REDACTED]												
96TH FIS	4	0	0	0.0													
332D FIS	8	2	2	6.0	[REDACTED]												
647TH AC&W	5	0	0	0.0													
649TH AC&W	2	0	0	0.0													
770TH AC&W	11	0	0	0.0													
771ST AC&W	19	1	1	5.1	[REDACTED]												
772ND AC&W	17	2	2	9.2	[REDACTED]												
TOTAL 4710TH ADW	120	13		3.7	[REDACTED]												

3.08

SOURCE: Morning Reports

0286

4710TH AIR DEFENSE WING
OFFICER PERSONNEL TURNOVER
BY MONTH 1955



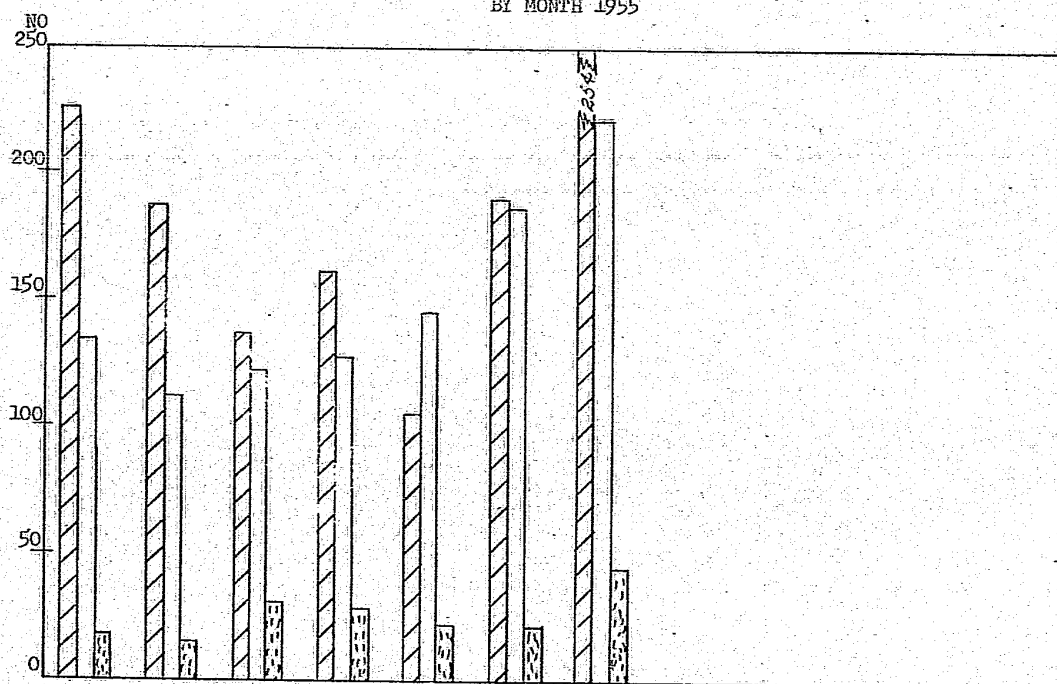
Lost	11	27	36	45	25	8	26					
Gained	18	19	34	10	13	11	22					
Internal Trfs	6	9	11	4	3	5	8					
TOTAL	35	55	81	59	41	24	56					
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC

SOURCE: RGS: AF-PI

3.09

0287

4710TH AIR DEFENSE WING
 AIRMAN PERSONNEL TURNOVER
 BY MONTH 1955



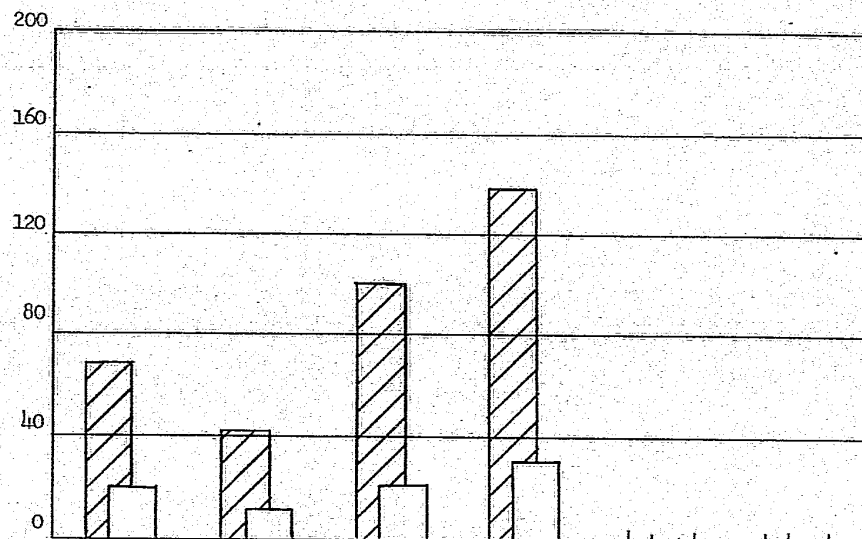
Lost	237	184	135	157	106	182	254					
Gained	132	113	123	124	147	180	221					
Internal Trfs	16	14	31	28	20	19	61					
TOTAL	385	311	289	309	273	381	536					
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC

3.10

SOURCE: AF-P1

0 2 8 g

4710TH AIR DEFENSE WING
REENLISTMENT AND SEPARATION



Eligible for Reenlistment	70	41	99	135		
REENLISTMENTS	20	13	22	31		
PER CENT	28.6	31.7	22.2	22.9		
	APR	MAY	JUN	JUL	AUG	SEP

SOURCE: Morning Reports

3.11

0289

MATERIEL

SECRET

OBJECTIVE: To assist 4710th Air Defense Wing Organizations with all supply and maintenance problems.

The Wing UE aircraft in-commission rate during July was improved by 2.2% for a 76.2% rate. (ADC desired standard - 75%).

The average number of UE aircraft possessed was 117. 48th FTS maintained the best in-commission status with an 85% rate.

The ACGP rate is fairly low at 5.5%, however, the rate has been increasing slightly each month for four (4) consecutive months. (Page 4.01)

The Wing average armament system IN-COMMISSION rate was improved by 2% for an 84% rate. (Out for maintenance 12%; Out for parts 4%).

The non-tactical aircraft in-commission rate was 66%.

Base Supply was 39% effective. (Based on line items requested plus backlogged vs issued.)

OPERATION HOP-UP: OPERATION HOP-UP deals with the factory modification of F-94C aircraft. This operation is divided into two phases. Phase I dealing with the modification of aircraft with serial numbers from 50-956 through 51-5566 is now complete. Phase II is the modification of aircraft with serial numbers 51-5567 through 51-13603.

	BREAKDOWN OF PHASE II			
	46th	48th	96th	332d
A/C Assigned S/N	11	23	17	15
A/C at HOP-UP	6	6	4	6
A/C Returned from HOP-UP	8	12	13	9
A/C to go to HOP-UP	0	5	0	0

4.00

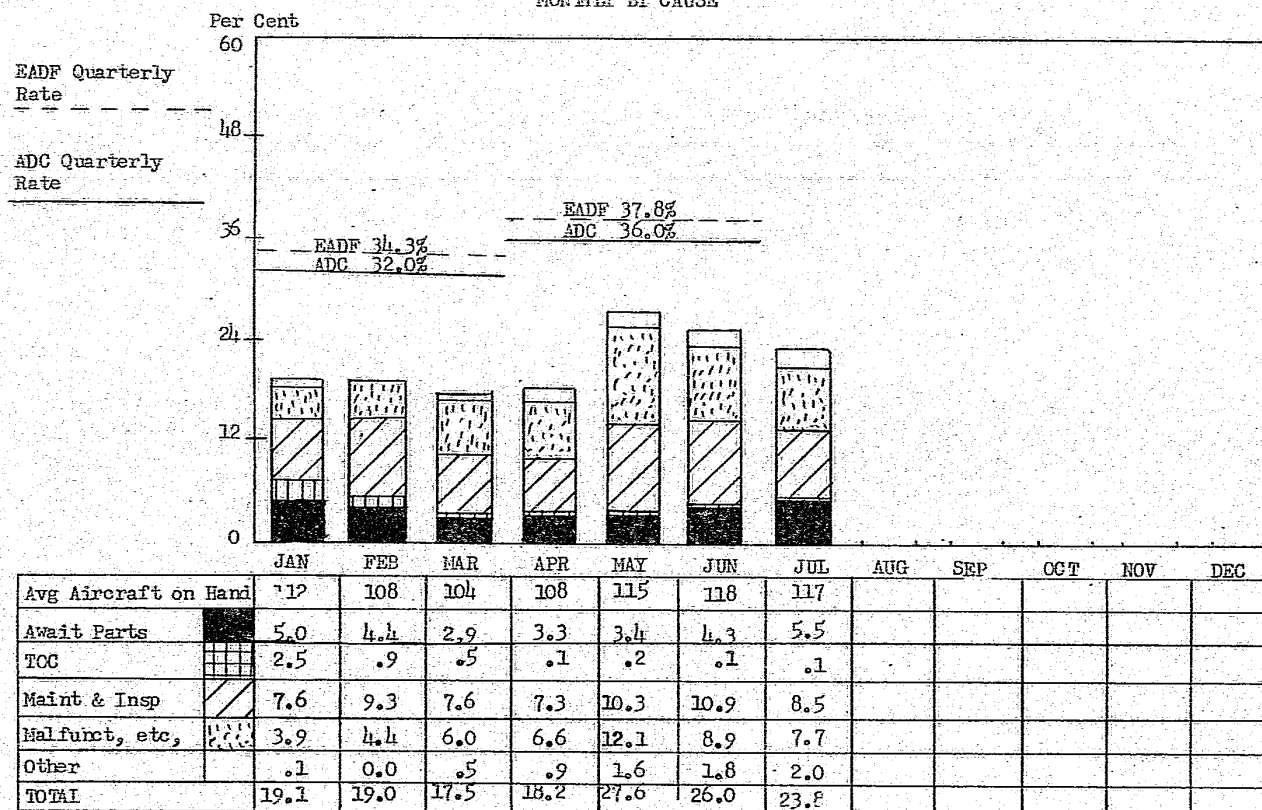
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26AD55-S

2376

0290

4710TH AIR DEFENSE WING
 PERCENT OF AIRCRAFT OUT-OF-COMMISSION
 TACTICAL AIRCRAFT
 MONTHLY BY CAUSE



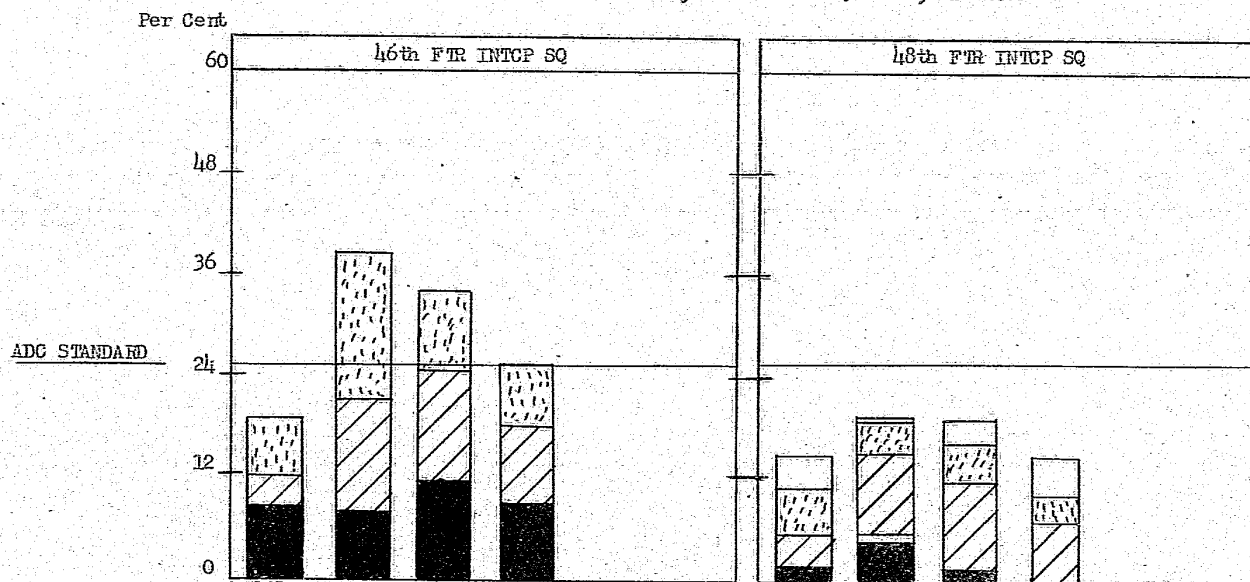
$\frac{\text{HOURS OUT-OF-COMMISSION} \times 100}{\text{TOTAL HOURS ON HAND}} = \% \text{ OF HOURS OUT-OF-COMMISSION}$

SOURCE: RGS: 1-AF-A1

4.01

0291

4710TH AIR DEFENSE WING
 PERCENT OF AIRCRAFT OUT-OF-COMMISSION
 TACTICAL AIRCRAFT, MONTHLY BY SQUADRON, BY CAUSE



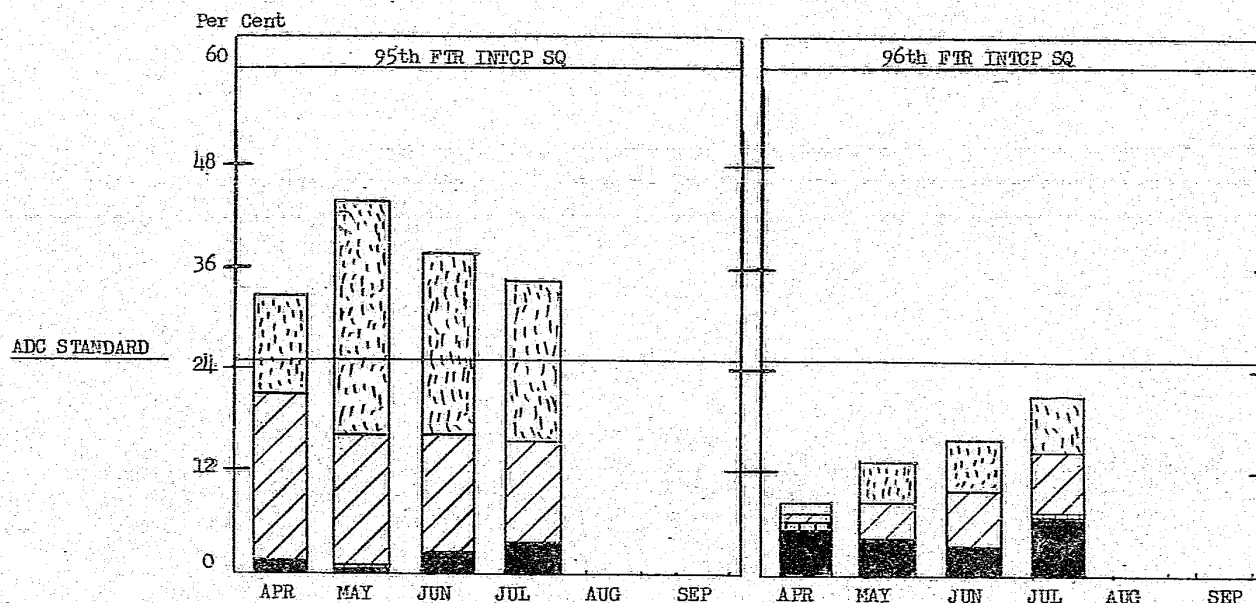
	APR	MAY	JUN	JUL	AUG	SEP	APR	MAY	JUN	JUL	AUG	SEP
Avg Acft On Hand	20	24	22	19			21	20	21	23		
Await Parts	8.6	8.1	11.6	9.5			1.8	4.5	1.4	0.0		
TOC	0.0	0.0	0.0	0.0			0.0	1.0	0.0	0.0		
Maint & Insp	3.7	13.6	13.0	9.8			3.9	9.5	10.2	7.8		
Mal funct, etc,	7.6	17.0	9.8	6.5			5.8	4.0	4.6	2.9		
Other	0.0	0.0	0.0	0.0			3.6	.1	2.0	4.3		
TOTAL	19.9	38.7	34.4	25.8			15.1	19.1	18.2	15.0		

$\frac{\text{HOURS OUT-OF-COMMISSION} \times 100}{\text{TOTAL HOURS ON HAND}} = \% \text{ OF HOURS OUT-OF-COMMISSION}$
 4.02

SOURCE: RCS: 1-AF-A1

0292

4710TH AIR DEFENSE WING
 PERCENT OF AIRCRAFT OUT-OF-COMMISSION
 TACTICAL AIRCRAFT, MONTHLY BY SQUADRON, BY CAUSE



	APR	MAY	JUN	JUL	AUG	SEP	APR	MAY	JUN	JUL	AUG	SEP
Avg Acft On Hand	27	26	26	25			20	22	21	25		
Await Parts	1.5	.4	2.6	3.6			5.5	4.5	3.9	6.9		
TOC	0.0	.3	0.0	0.0			.7	0.0	0.0	.1		
Maint & Insp	19.7	15.8	14.3	11.6			1.1	4.4	6.3	7.2		
Malfunct, Etc.	11.9	27.6	22.0	20.3			0.0	4.6	5.8	6.8		
Other	0.0	0.0	0.0	0.0			1.3	0.0	0.0	0.0		
TOTAL	33.1	44.1	38.9	35.5			8.6	13.5	16.0	21.0		

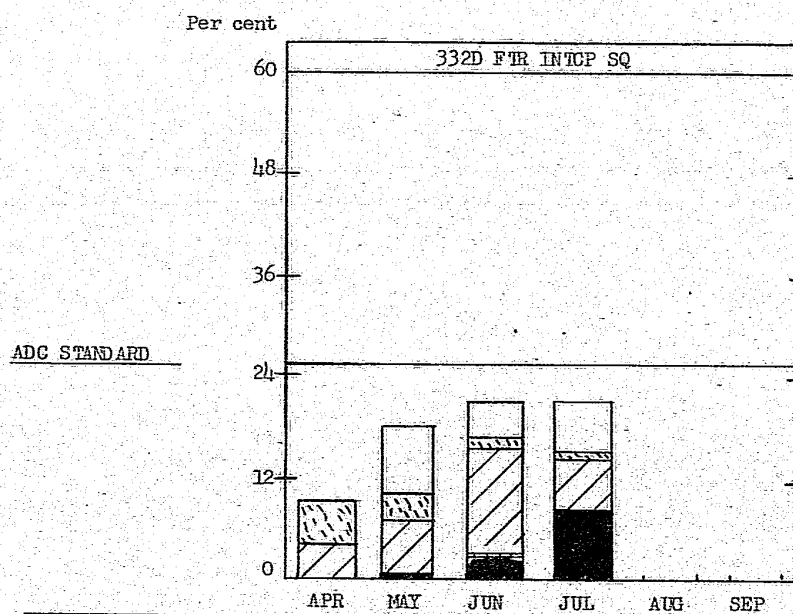
$\frac{\text{HOURS OUT-OF-COMMISSION} \times 100}{\text{HOURS ON HAND}} = \% \text{ OF HOURS OUT-OF-COMMISSION}$

4.03

SOURCE: RCS: 1-AF-A1

0293

4710TH AIR DEFENSE WING
 PER CENT OF AIRCRAFT OUT-OF-COMMISSION
 TACTICAL AIRCRAFT MONTHLY BY SQUADRON, BY CAUSE



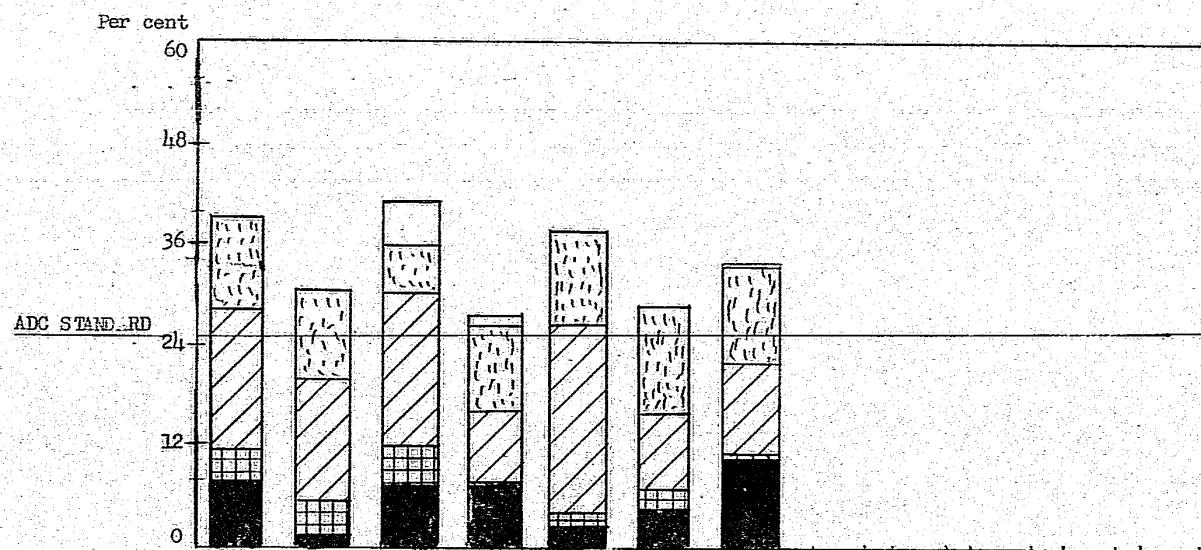
	APR	MAY	JUN	JUL	AUG	SEP
Avg Acft On Hand	20	23	25	25		
Await Parts	0.0	.1	2.5	8.1		
TOC	0.0	0.0	.5	0.0		
Maint & Insp	4.0	6.7	10.4	6.5		
Malfunct, etc.	5.9	3.2	1.3	1.0		
Other	0.0	8.1	6.5	5.7		
TOTAL	9.9	18.1	21.2	21.3		

$\frac{\text{HOURS OUT-OF-COMMISSION} \times 100}{\text{TOTAL HOURS ON HAND}} = \% \text{ HOURS OUT-OF-COMMISSION}$ SOURCE: RCS: 1-AF-11

4.4

0294

4710TH AIR DEFENSE WING
PER CENT OF AIRCRAFT OUT-OF-COMMISSION
NON-TACTICAL AIRCRAFT
MONTHLY BY CAUSE



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Avg Acft On Hand	25	25	23	18	20	20	21					
Await Parts	7.9	1.8	7.8	8.1	2.9	4.9	10.3					
TOC	3.8	4.5	4.5	0.0	1.5	2.4	.2					
Maint & Insp	16.9	15.8	18.2	8.5	21.7	9.3	11.8					
Malfunc, etc.	10.5	8.1	5.6	10.5	11.1	12.3	11.6					
Other	0.0	0.0	5.7	.8	0.0	0.0	.1					
TOTAL	39.1	30.2	41.8	27.9	37.2	28.9	34.0					

$\frac{\text{HOURS OUT-OF-COMMISSION} \times 100}{\text{TOTAL HOURS ON HAND}} = \text{HOURS OUT-OF-COMMISSION}$

SOURCE: RCS: 1-AF-11

4.05

0295

4710TH AIR DEFENSE WING
 ARMAMENT SYSTEM
 OUT-OF-COMMISSION RATE **SECRET**



	JUL	AUG	SEP	JUL	AUG	SEP	JUL	AUG	SEP	JUL	AUG	SEP	JUL	AUG	SEP	JUL	AUG	SEP
Maint %	12			14			9			5			15			12		
Parts %	1			5			13			2			1			4		
	46th FIS			48th FIS			95th FIS			96th FIS			332d FIS			Wg Average		

SOURCE: WDMAR

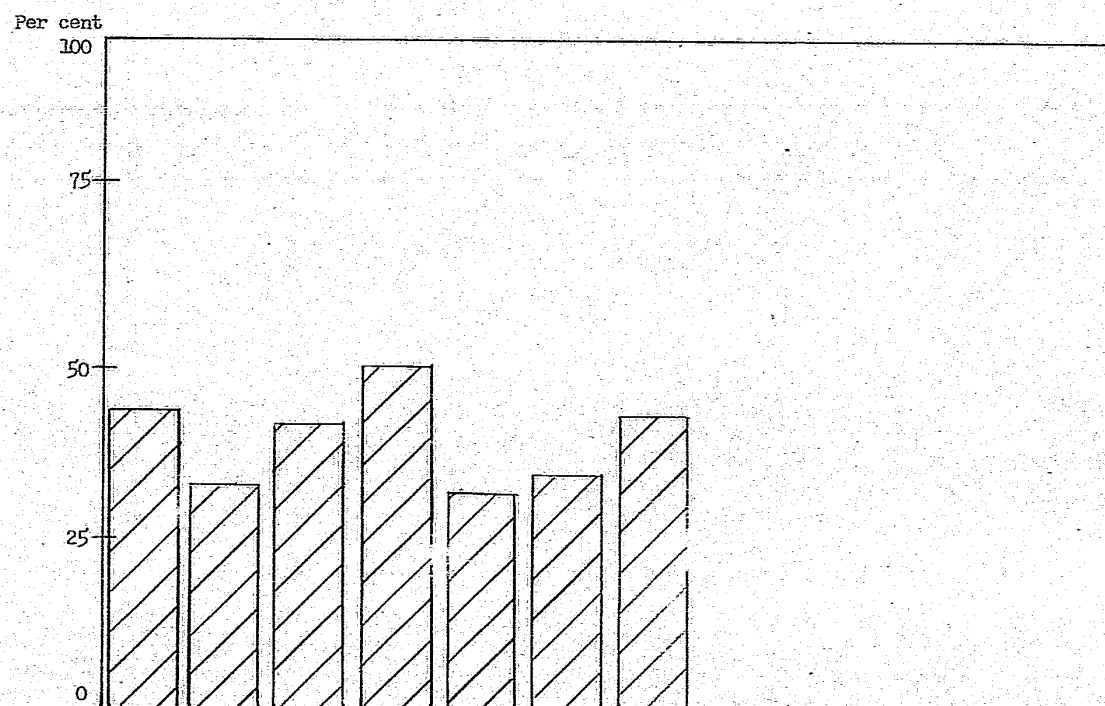
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2010-08-03 2370

0296

~~SECRET~~ 4710TH AIR DEFENSE WING
BASE SUPPLY EFFECTIVENESS
BY MONTH 1955



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Total Line Items Requested plus Requested Line Items back-logged	4523	3672	5062	3321	3867	3273	3143					
Total Line Items Issued	1993	1184	2072	1604	1485	1188	1214					

~~SECRET~~

4.07

SOURCE: RCS: ADG-V8

0297

COMPTROLLERCOST AND FUNDING PROGRAM

OBJECTIVE: To provide sufficient funds to enable units of the 4710th Air Defense Wing to carry out their assigned mission and to maintain a system of check and balances to insure effective utilization of such funds.

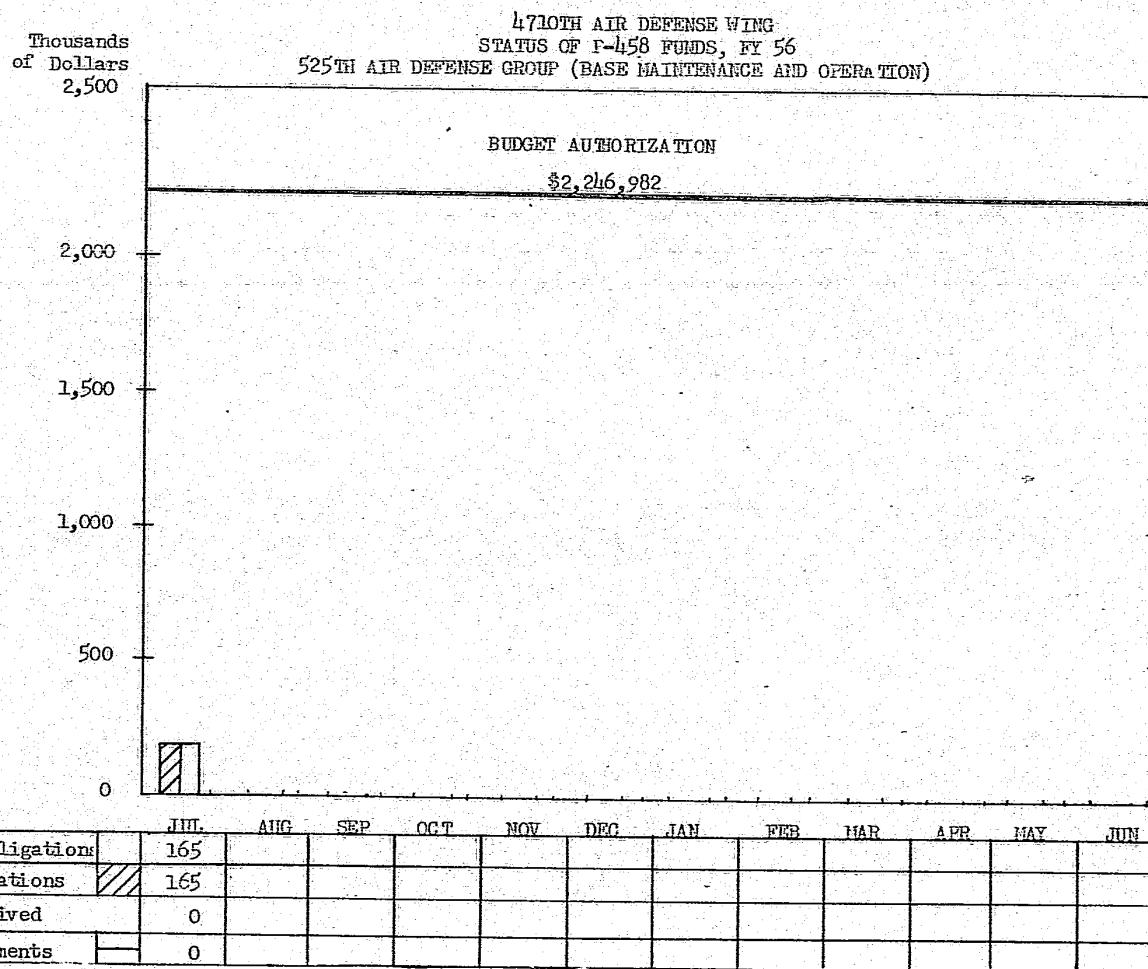
DISCUSSION: The P-458 budget authorization for fiscal year '56 is \$2,246,982. The July obligations totalled \$165,000. The P478 budget authorization for FY '56 is \$51,482. The July obligations totalled \$3,000.

STATISTICAL SERVICES: EADF late reports notices to this headquarters indicated that eighteen (18) reports were late during the month of July. This is an increase of eight (8) late reports over the previous month. Report delinquencies based on the receipt of information copies and feeder reports at this headquarters totalled forty (40). Five (5) units submitted reports without a delinquency during July.

EADF Reports Notices to 4710th Air Defense Wing during July were as follows:

<u>Delinquent Reports</u>	<u>One Time Reports</u>	<u>New Reports</u>	<u>Discontinued Reports</u>	<u>Changes to Reports</u>
18	23	13	9	40

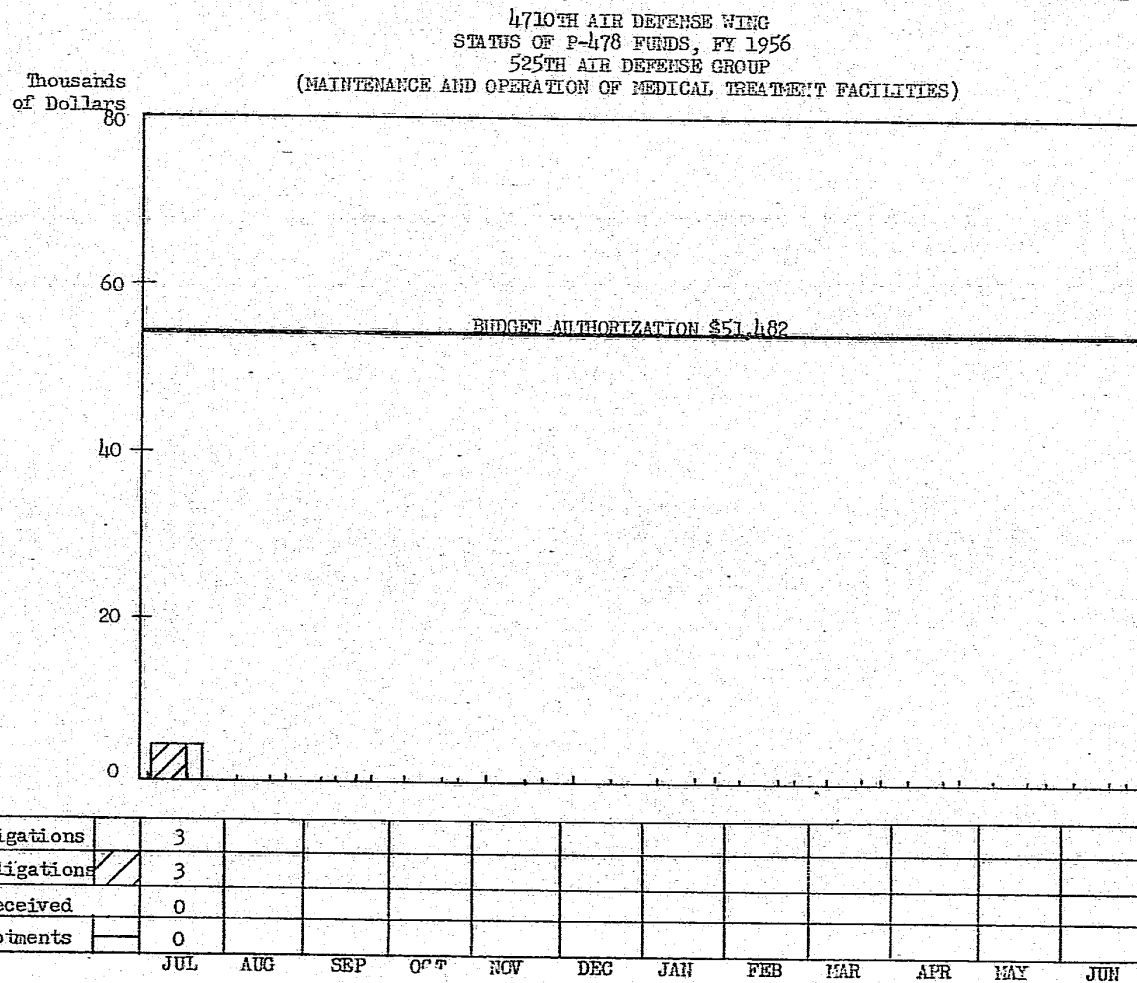
5.00



SOURCE: AF-C3.

5.01

0299



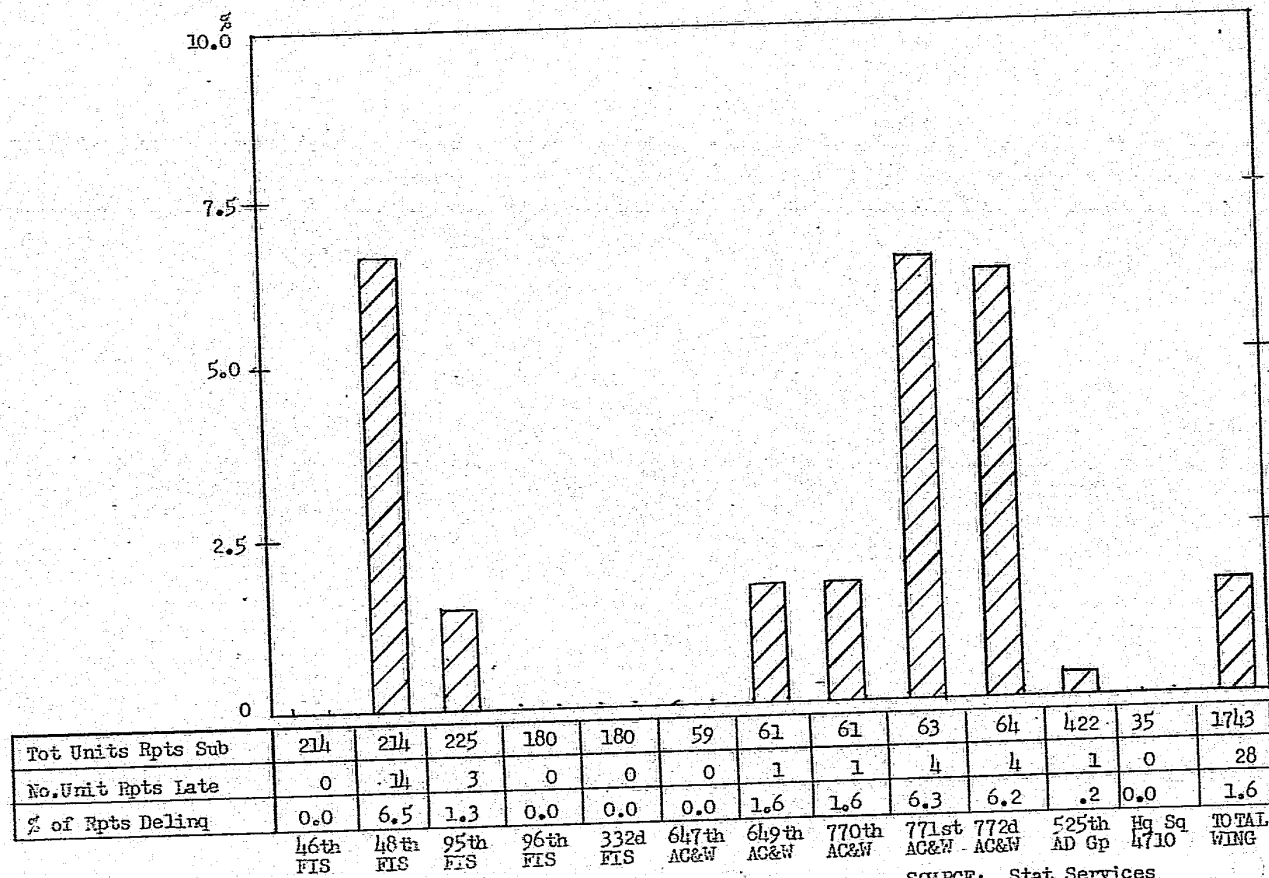
No. Obligations	3											
Cum. Obligations	3											
Funds Received	0											
Cum. Allotments	0											
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN

5.02

SOURCE: AF-C31

0300

4710TH AIR DEFENSE WING
 PERCENT OF REPORTS DELINQUENT
 JUL 1955



SOURCE: Stat Services

5.03

0301

REPORTS CONSIDERED LATE BY 4710TH ADW, STAT SERVICES OFFICE - JUL 55

REPORTS CONTROL SYMBOL	46TH FIS	48TH FIS	95TH FIS	96TH FIS	332D FIS	647TH AC&W	649TH AC&W	770TH AC&W	771ST AC&W	772D AC&W	525TH AD GP	WG HQ	TOT WG
1-AF-A1		5	3										8
AF-E7		1											1
AF-H16 (OT)											1		1
AF-P32		1											1
AF-P49		1											1
AF-P77		1											1
2-AF-X11		1						1					2
AF-XDD-C6										1			1
ADC-E18							1						1
ADC-S3		1							1				2
ADC-S16									1				1
ADC-T7										1			1
ADC-U8										1			1
CONAD-1		1											1
EADF-U3		1											1
EADF-U9(OT)									1				1
NAV-S&A 67-10										1			1
26AD-OIS-1		1							1				2
SUB-TOTAL	0	14	3	0	0	0	1	1	4	4	1		28

5.04

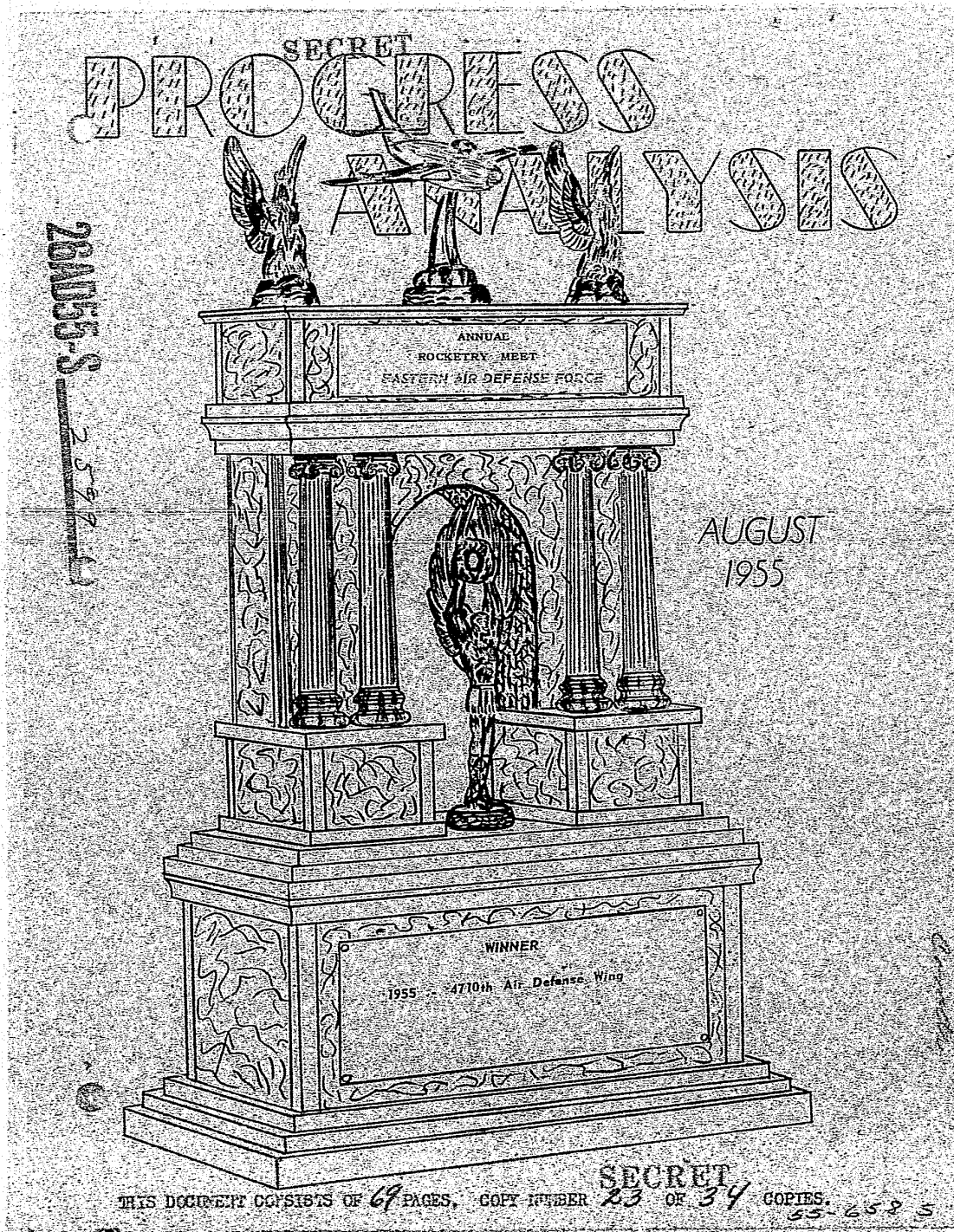
SOURCE: Stat Services

0302

D I S T R I B U T I O N

Commander, Hq 4710th Air Def Wg	1
WDO, Hq 4710th Air Def Wg	1
WDM, Hq 4710th Air Def Wg	1
Historian, Hq 4710th Air Def Wg	1
WCT, Hq 4710th Air Def Wg	1
WDOFM, Hq 4710th Air Def Wg	1
Commander, 46th Fighter Interceptor Squadron	1
Commander, 48th Fighter Interceptor Squadron	1
Commander, 95th Fighter Interceptor Squadron	1
Commander, 96th Fighter Interceptor Squadron	1
Commander, 332d Fighter Interceptor Squadron	1
Commander, 647th Aircraft Control & Warning Squadron	1
Commander, 649th Aircraft Control & Warning Squadron	1
Commander, 770th Aircraft Control & Warning Squadron	1
Commander, 771st Aircraft Control & Warning Squadron	1
Commander, 772d Aircraft Control & Warning Squadron	1
Commander, 525th Air Defense Group	5
Commander, Air Defense Command	1
Commander, 26th Air Division (Defense)	2
Historian, 26th Air Division (Defense)	4
Commander, 4709th Air Defense Wg.	1
WSJA, Hq 4710th Air Def Wg (pgs on AWOLs only)	1
Grd Safety, Hq 4710th Air Def Wg (pgs on Grd Safety only)	2
WDP, Hq 4710th Air Def Wg (pgs on Personnel only)	2
Comdr, Hq EADF, Attn: Mgmt Analysis	1

0303



0304

THIS PUBLICATION CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE LAWS, TITLE 18 U.S.C., SECTIONS 793 AND 794. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW.



Prepared by: Management Analysis
Section, Office of
the Comptroller, in
conjunction with the
Wing Staff.

The Statistical Information contained in this Progress Analysis Book should be used by all commanders and their staffs for analysis, and as an additional tool for current and future planning to improve management efficiency.

The summaries were prepared by the Management Analysis Section of the Wing Comptroller's Office with the coordination of the Staff Sections having primary interest at this Headquarters.

0306

4710TH AIR DEFENSE WING
MISSION AND RESPONSIBILITIES

1. MISSION:
 - a. To support the 26th Air Division (Defense) in its conduct of air defense, in its assigned area of responsibility.
 - b. To organize, administer, equip, train, and prepare for combat, in accordance with directives, policies, and schedules issued by this or higher headquarters, such units and combat crews of the USAF as may be assigned or attached for these purposes.
 - c. To support the operations of the Strategic Air Command, Tactical Air Command, and Military Air Transport Service, as directed by Headquarters, 26th Air Division (Defense).
 - d. To participate in collateral mission of anti-submarine warfare, as directed by Headquarters, 26th Air Division (Defense).
 - e. To supervise and insure that the support responsibilities of the defense groups toward "special activities" are accomplished (reference Air Force Regulation 11-4).
2. RESPONSIBILITY: The Commander of the 4710th Air Defense Wing is directly responsible to the Commander, 26th Air Division (Defense) for the effective performance of the following specific functions:
 - a. Exercising command jurisdiction of all units, activities and installations assigned or attached.
 - b. Training assigned and attached units, crews and individuals to the proficiency prescribed by applicable training standards.
 - c. Maintaining all units in the higher degree of efficiency in performance of their respective missions.
 - d. Supervising the operation of such Air Force installations that are assigned to the Defense Wing.
 - e. Submission of recommendations concerning requirements for equipment, personnel, unit training, proficiency standards and desired capabilities of units employed in air defense operations.
 - f. Preparing plans for the effective utilization of reserve forces, which may be order to active service under the command of the 4710th Air Defense Wing.

0307

g. Maintaining current status of operational information and submission of operational reports as directed.

h. Conducting air defense system training and testing to include air defense exercises, maneuvers, and combined operations in accordance with approved plans, and as directed by this headquarters.

i. Participating in disaster relief and domestic emergencies consistent with the requirements of the primary mission and as directed by Headquarters, 26th Air Division (Defense).

j. Providing all assigned units with specific mission directives.

k. Performing other functions as directed by the Commander, 26th Air Division (Defense).

SOURCE: 26th Air Div Reg 25-5

030g

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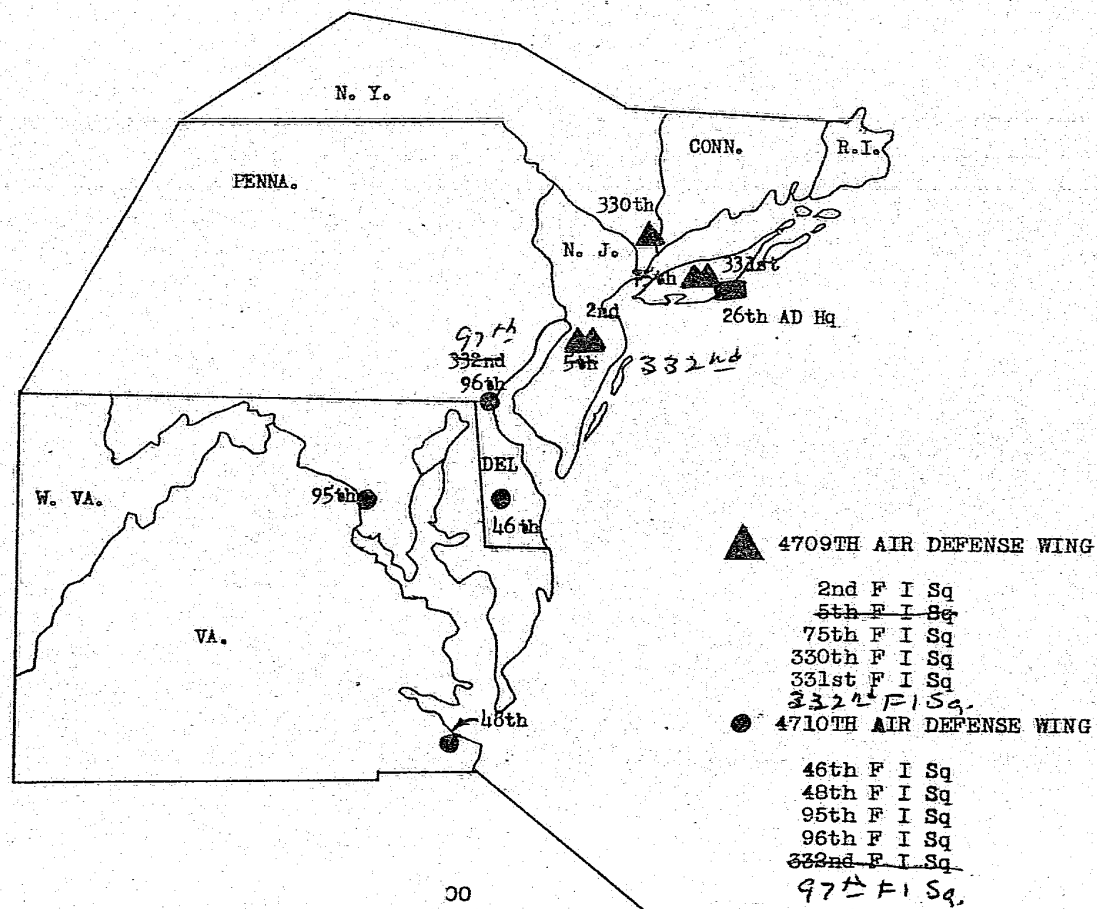
MATERIAL

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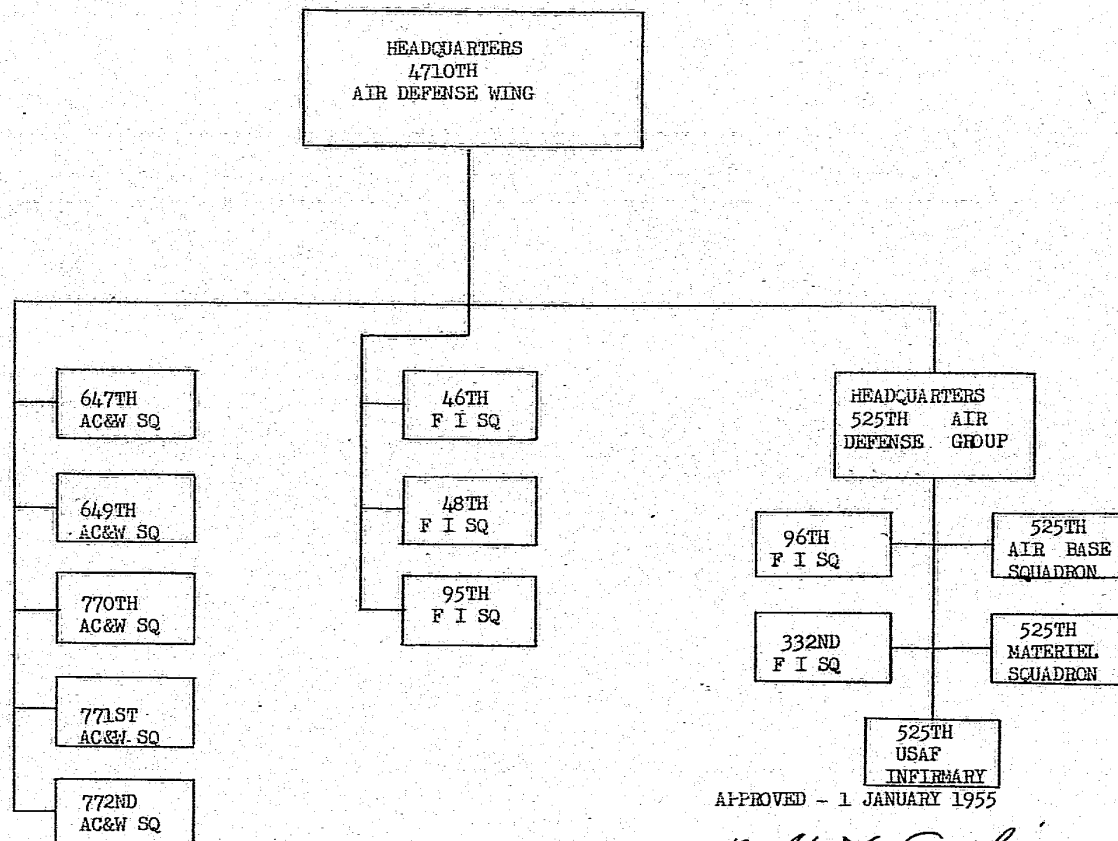
26TH AIR DIVISION
 AREA OF RESPONSIBILITY
 DEPLOYMENT OF FIGHTER INTERCEPTOR SQUADRONS



- ▲ 4709TH AIR DEFENSE WING
 - 2nd F I Sq
 - ~~5th F I Sq~~
 - 75th F I Sq
 - 330th F I Sq
 - 331st F I Sq
 - ~~332nd F I Sq~~
- 4710TH AIR DEFENSE WING
 - 46th F I Sq
 - 48th F I Sq
 - 95th F I Sq
 - 96th F I Sq
 - ~~332nd F I Sq~~
 - 97th F I Sq

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Organizational Chart
4710th Air Defense Wing

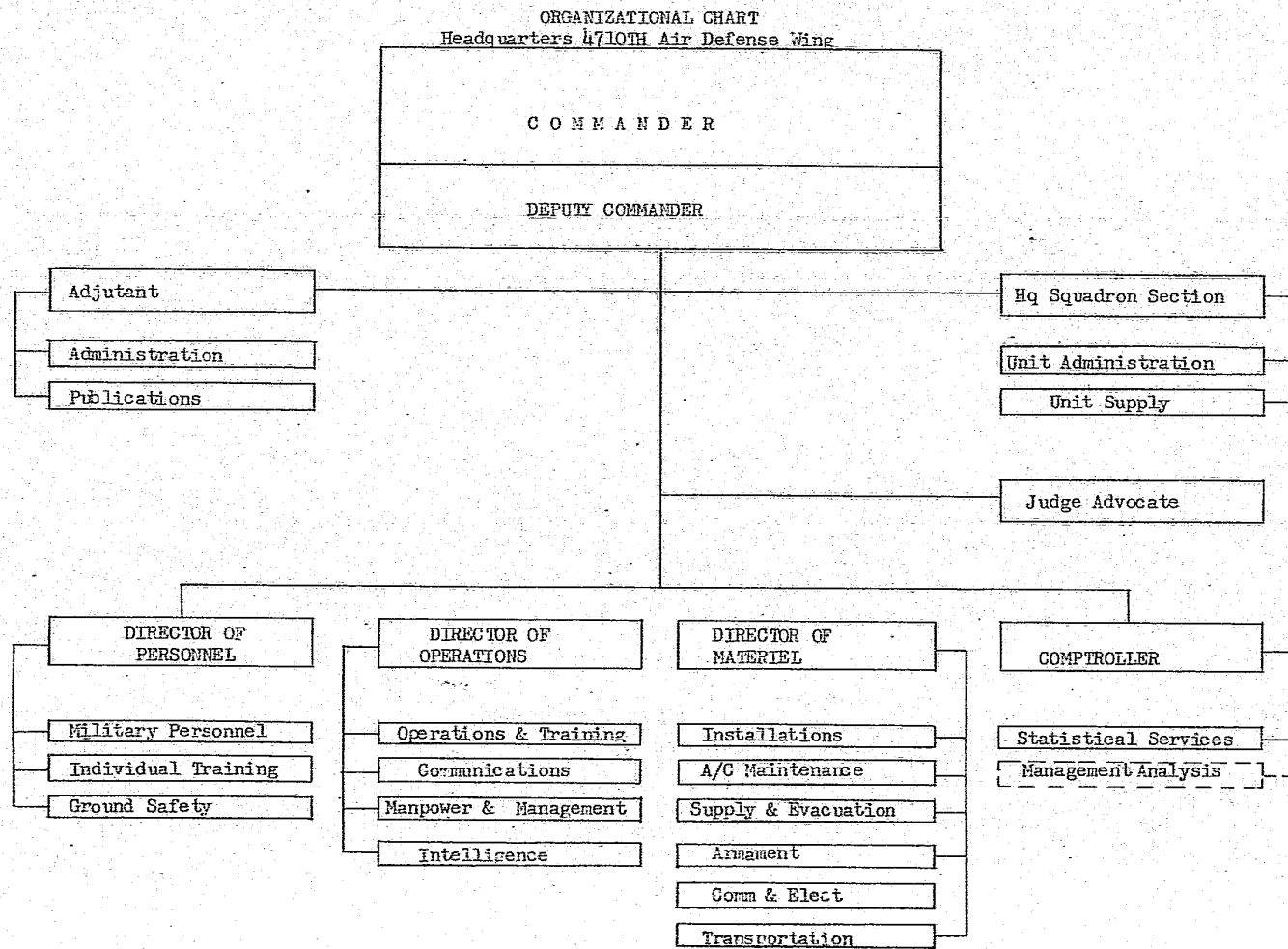


APPROVED - 1 JANUARY 1955

Milton H. Adams
MILTON H. ADAMS
Colonel USAF
COMMANDER

1.01

0311



1.02

0312

ROSTER OF KEY PERSONNEL

AS OF 31 AUG 1955

<u>TITLE</u>	<u>NAME</u>	<u>RANK</u>	<u>PHONE</u>
Commanding Officer	Milton H. Ashkins	Colonel	6
Deputy Commander			26
Deputy of Operations	Roy B. Caviness	Colonel	1 & 2
Deputy for Personnel			226
Deputy for Material	Charles E. Taylor	Lt. Col.	21 & 256
Comptroller	Walter A. Iasek	Capt.	269
Judge Advocate	Paul A. Gross	1st Lt.	19 & 126
Adjutant	Thor P. Baumgardner	Capt.	26 & 51

<u>TITLE</u>	<u>UNIT COMMANDERS</u>	<u>RANK</u>	<u>PHONE</u>
82d Air Defense Group	Clay D. Albright, Jr.	Colonel	4
82d Air Base Squadron	Francis C. Carmody	Major	243
82d Material Squadron	Sterling S. Maddox	Lt. Col.	245
82d USAF Infirmary	Clement Brown	1st Lt.	217
96th Fighter Interceptor Squadron	John F. Ambrecht	Major	115
97th Fighter Interceptor Squadron	Ernest P. Stayvesant	Major	183
46th Fighter Interceptor Squadron	Earl G. Depner	Lt. Col.	254 Dover
48th Fighter Interceptor Squadron	Phillip N. Loring	Lt. Col.	3173 Langley
95th Fighter Interceptor Squadron	Edward C. Fletcher	Lt. Col.	6214 Andrews
647th Aircraft Control & Warning Squadron	Van S. Walker	Major	Triangle, Va. 18k
649th Aircraft Control & Warning Squadron	Howard C. Sharkey	Major	Lynchburg 2-2361
770th Aircraft Control & Warning Squadron	Elmer B. Hall	Major	ocean City 1100
771st Aircraft Control & Warning Squadron	Gilbert R. Ralston, Jr.	Major	Cape Charles 760
772nd Aircraft Control & Warning Squadron	John F. Dee, Jr.	Major	Clay'sburg 140

NOTES

0314

SECRET

OPERATION P. TRAINING

OBJECTIVE: To provide the necessary tactical aircraft and training combat crews in order to carry out assigned Air Defense Mission.

DISCUSSION: Jet aircraft utilization during Aug was as follows:

Total jet aircraft flying time for August was 4,089 hours, an increase of 392 hours.

UE Aircraft - average hours flown per UE aircraft possessed (111) was 30.2 hours.

The ADC allocation of flying time for the F-94C and F-86D Aircraft was met. T-33A exceeded allocation by 92 hours.

F-94C Aircraft flew 2640 hours, an increase of 31 hours. Average per F-94C possessed (88) was 30.2 hours. The ADC Allocations of Flying hours for the F-94C is 29 hrs, 20 min. per acft.

F-86D Aircraft flew 713 hours, an increase of 249 hours. Average per F-86D possessed (23) was 31.0 hours. The ADC allocation of Flying hours for the F-86D is 26 hours per Aircraft.

T-33A Aircraft flew 736 hours, an increase of 112 hours. Average per T-33A possessed (14) was 52.6 hours. The ADC Allocation of Flying hours for the T-33A Aircraft is 46.0 hours.

Wing jet pilot experience level: Of the 177 pilots assigned to FIS reported, 74 pilots are in Category "A", 71 pilots in Category "B", 16 pilots in Category "C" and 16 pilots in Category "D".

The data contained herein under the 82nd Ftr Group and 97th Ftr Intcp Sq is carried over from the 525th Air Defense Group and 332nd Ftr Intcp Sq respectively, changes were effective 18 Aug 55. per GO 35 Hq ADC, 18 Jul 55.

2.00

26AD55-S 2599

SECRET

0315

Rocketry Proficiency
4710th Air Defense Wing

CONGRATULATIONS are in order to the 4710th Air Defense Wing and all supporting units for the splendid spirit and high degree of proficiency recently displayed in winning both the Division and Eastern Air Defense Rocketry Meets.

After besting the 4709th Air Defense Wing in the meet here at NCCA by 1000 points to win the 26th Air Division Honors, the team then proceeded to Yuma, Arizona where they easily swept the field to take the Eastern Air Defense Force Trophy. Following is a breakdown of the points scored.

<u>Division Meet:</u>	4709 - 6,000	<u>Individual Scores of 26th Air Division Team at EADF Meet in Yuma, Ariz:</u>	
	4710 - 7,000	1/Lt George W. Peckham (P)	- 4000
		1/Lt James A. Bryan (RO)	
<u>Eastern Meet:</u>		Col. Milton H. Ashkins (P)	- 3800
26th Air Division -	12,800	1/Lt Joel Kaufman (RO)	
35th Air Division -	7,000	1/Lt James F. Garden (P)	- 3000
30th Air Division -	5,000	2/Lt Raymond W. Kruckner (RO)	
32nd Air Division -	3,800	Col. Benjamin H. King (P)	- 2000
		1/Lt Robert Goad (RO)	
		<u>Total Score</u>	<u>12,800</u> out of possible 24,000

Air Force-wide Meet at Yuma, Ariz., 3-9 October 1955
Participating are teams from:

1. EADF
2. CADF
3. WADF
4. Air Training Command
5. U. S. Air Forces in Europe
6. Far East Air Forces
7. Northeast Air Command
8. Alaskan Air Command

2.00A

0 3 1 6

AIRCRAFT CONTROL & WARNING SQUADRONS

OBJECTIVE: To provide the necessary tactical training of GCI Directors and Crews in order to effectively perform the broad mission of obtaining and evaluating information on all aircraft flying into the defended area and controlling the defense effort against those identified as hostile.

DISCUSSION: Number of assigned directors decreased by seven (7) for a total of fifty-one (51).

QUALIFIED: Twenty-eight (28) of the fifty-one (51) assigned directors are fully qualified.

IN TRAINING: Seventeen (17) directors are in training status.

PARTICIPATING: Forty-one (41) of the directors participated in the training program.

Actual Control:

Lead Collision Course:	1861, an increase of 775.
Day Intercepts:	334, a decrease of 193.
Ascents & recoveries:	364, a decrease of 49.

Synthetic Control:

Lead Collision Course:	1481, an increase of 295.
Day Intercepts:	468, a decrease of 125.
Ascents & recoveries:	401, an increase of 107.

2.01

0317

FIGHTER SQUADRON PERFORMANCE
31 AUG 1953

ITEM	STD	46TH FIS	48TH FIS	95TH FIS	96TH FIS	97TH FIS	WING AVG
EFFECTIVE MANNING	100%	77	80	72	62	68	71.8%
AVG CREWS ASSIGNED	37	33	27	27	37	30	31 Total 154
AVG PILOTS ASSIGNED	100% 37	89 33	73 27	73 27	100 37	81 30	83% 154
AVG ROS ASGD	100% 37	105 39	116 43	NA NA	111 41	111 41	111% 164
PILOT UTILIZATION (ON HAND)	20 hrs	24.6	27.3	25.4	23.7	22.7	24.7 hrs
AVG UE ACFT POSSESSED	25 25	20	26	23	22	20	Avg 22 Tot 111
AVG UE ACFT COMBAT READY	100% #	70 14	69 18	70 16	77 17	80 16	73% 81
AVG T-33 ACFT POSSESSED	3	2	3	4	2	3	Avg 3 Tot 14
JET ACFT UTILIZATION F-94C (POSS AIRCRAFT) F-86D T-33A	29:20 26:00 46:00	31.6 61.5	27.0 42.0	31.0 43.2	31.0 83.0	31.3 49.3	30.2 hrs 31.0 hrs 52.6 hrs
ACFT MAINTENANCE - (UE)	75%	70.5	86.7	53.4	76.3	79.5	73.3%
ACFT MAINTENANCE - (T-33)	75%	60.4	96.9	66.9	72.5	92.2	77.8%

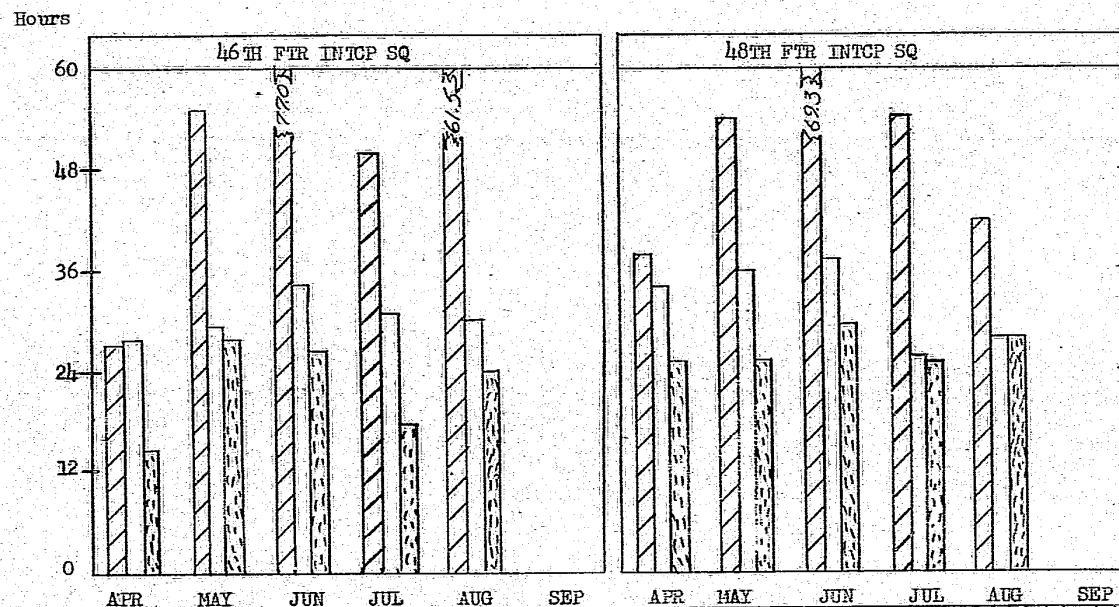
20AD55-S 2599

2.02
SECRET

SOURCE: RCS: OPF REPORTS
WDM REPORTS

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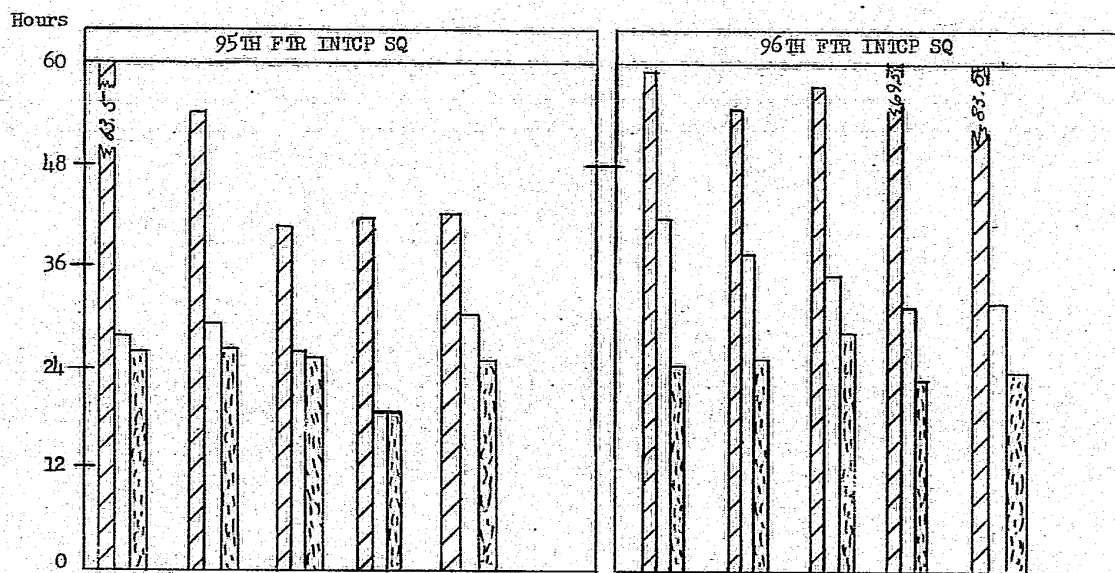
4710th AIR DEFENSE WING.
JET AIRCRAFT UTILIZATION



	APR	MAY	JUN	JUL	AUG	SEP	APR	MAY	JUN	JUL	AUG	SEP
Hrs Flown Per T-33	27.0	54.0	77.0	50.0	61.5		36.3	53.3	69.3	54.7	42.0	
Hrs Flown Per UE	28.4	29.7	34.4	32.1	31.6		34.0	36.7	38.5	25.9	27.0	
Jet Hrs Per Flt OH	16.5	28.2	27.7	18.9	24.6		26.2	26.1	30.7	25.0	27.3	
Total T-33 Acft Hrs	27	162	144	50	123		115	160	208	164	126	
Total UE Acft Hrs	565	713	757	609	631		715	734	808	596	702	
Total Jet Pilots Hrs	611	988	970	699	861		864	938	1075	775	846	

SOURCE: AF-A1
C-V18
26AD-P2

4710TH AIR DEFENSE WING
JET AIRCRAFT UTILIZATION



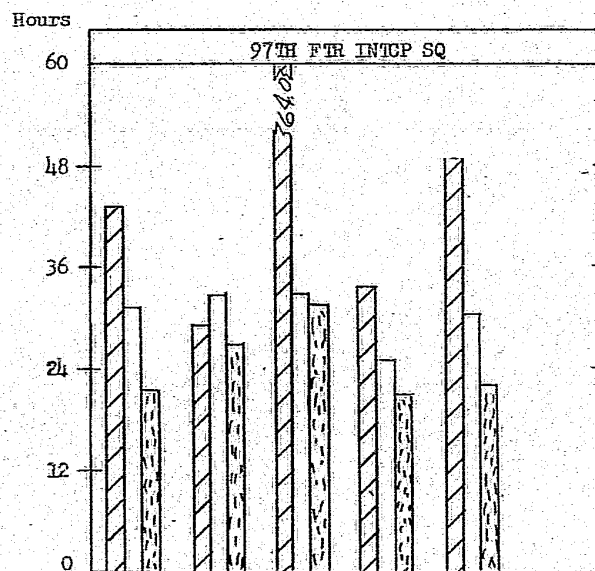
	APR	MAY	JUN	JUL	AUG	SEP	APR	MAY	JUN	JUL	AUG	SEP
Hrs Flown Per T-33	63.5	52.0	40.0	40.6	43.2		59.0	54.5	56.7	69.5	83.0	
Hrs Flown Per UE	26.4	28.4	26.2	18.6	31.0		41.5	37.9	34.9	30.3	31.0	
Jet Hrs per Plt OR	24.6	25.3	26.1	18.9	25.4		24.9	25.6	28.6	23.5	23.7	
Total T-33 Acft Hrs	127	104	234	203	173		118	109	337	139	166	
Total UE Acft Hrs	712	738	680	463	713		828	833	836	757	682	
Total Jet Pilot Hrs	961	937	914	679	888		1023	1049	1173	964	971	

SOURCE: 1-AF-
ADC-V18
26AD-P2

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0320

4710TH AIR DEFENSE WING
JET AIRCRAFT UTILIZATION



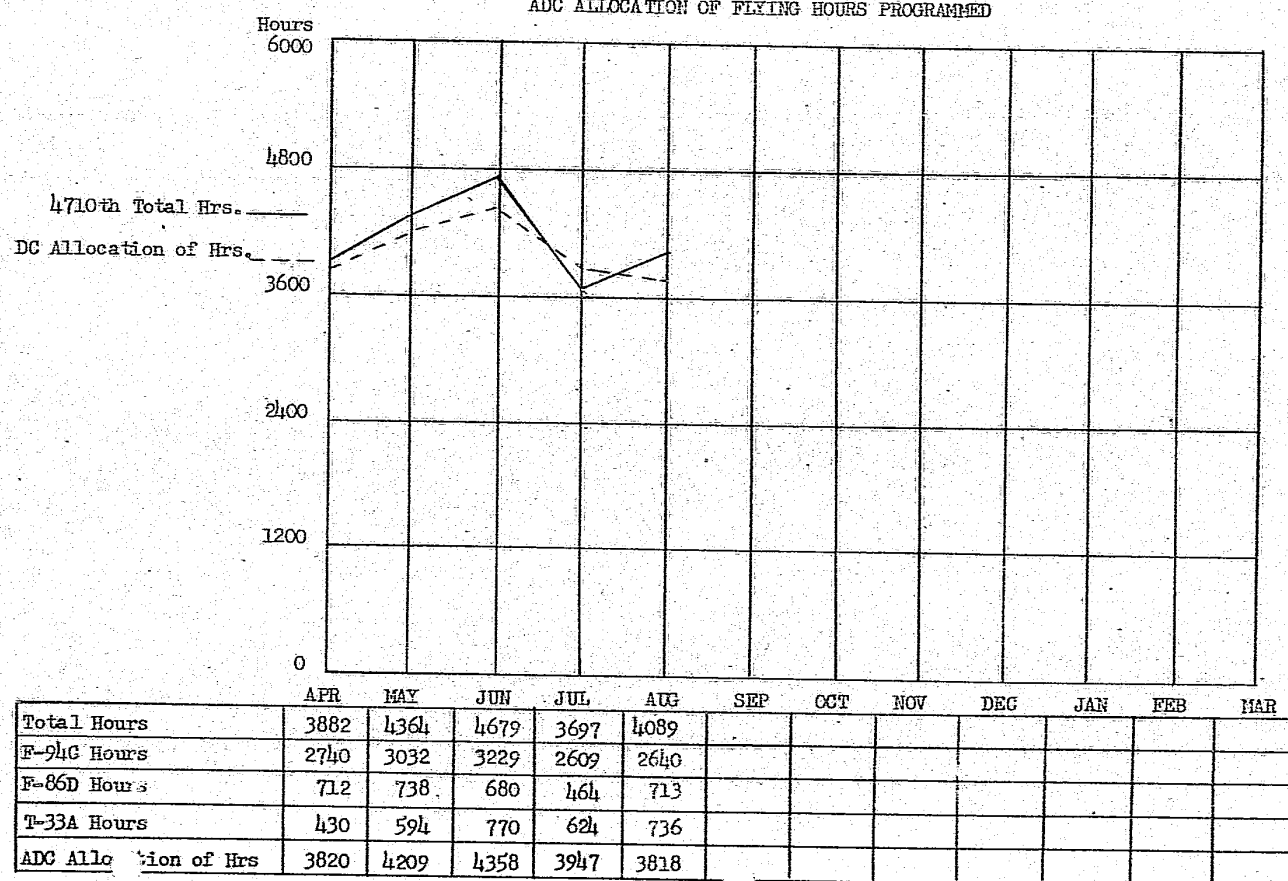
	APR	MAY	JUN	JUL	AUG	SEP
Hrs Flown Per T-33	43.0	29.5	64.0	34.0	49.3	
Hrs Flown Per UE	31.4	32.7	33.1	24.9	31.3	
Jet Hrs Per Plt OH	21.8	26.1	32.4	21.2	22.7	
Total T-33 Acft Hrs	43	59	241	68	148	
Total UE Acft Hrs	628	752	827	647	625	
Total Jet Pilot Hrs	698	861	1068	762	796	

SOURCE- 1-AF-A1
ADC-V18
26AD-F2

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0321

4710TH AIR DEFENSE WING
JET AIRCRAFT FLYING TIME
VS
ADC ALLOCATION OF FLYING HOURS PROGRAMMED

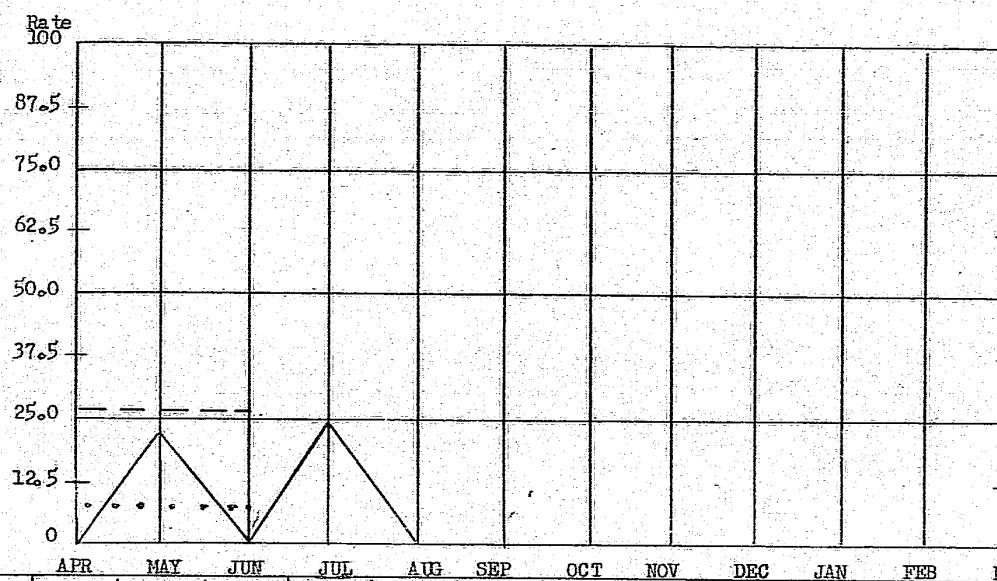


2.06

SOURCE: 1-AF-A1
ADC Flying Hour Program

0322

4710TH AIR DEFENSE WING
 AIRCRAFT ACCIDENT RATE PER 100,000 HOURS FLOWN
 BY MONTH 1955



	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR
Accidents	0	1	0	1	0							
Hrs Flown	4120	4669	4939	4016	4263							
Wing Rate	0.0	21.4	0.0	24.9	0.0							
Wing Qtr Rate	..		7.3									
EADF Qtr Rate	--		27.0									
ADG Qtr Rate	--		25.0									

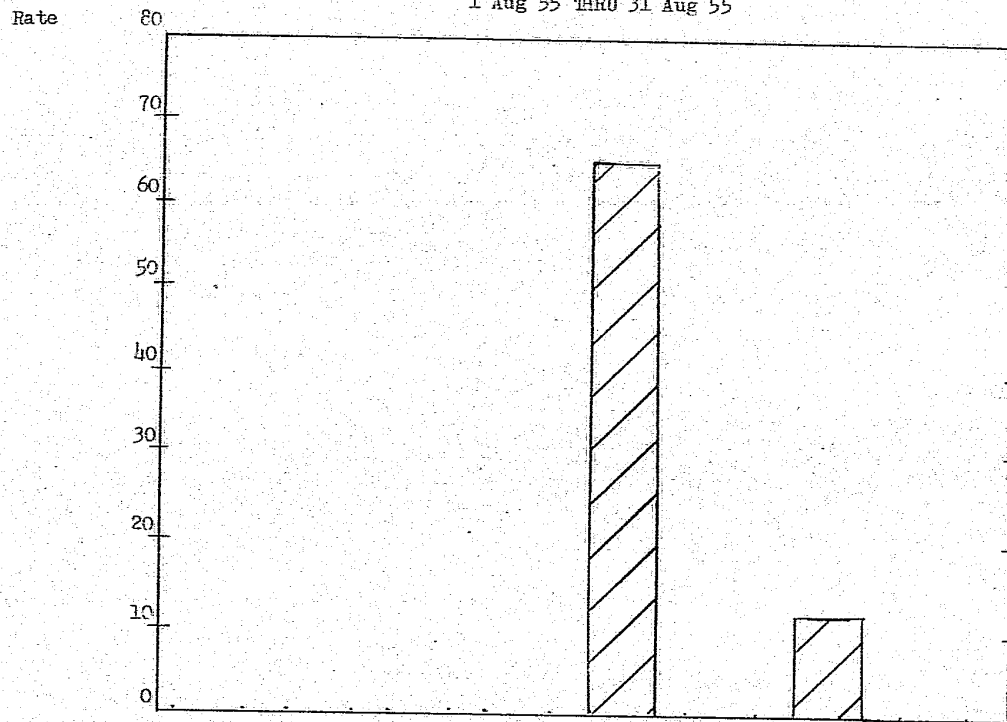
$\frac{\text{No. of Accts} \times 100,000}{\text{Hrs Flown}} = \text{Rate Per } 100,000 \text{ Hrs}$

SOURCE: 1-AF-41, Flying
 Safe Records,
 EADF Comd Data Bk.

2.07

0 3 2 3

4710TH AIR DEFENSE WING
 CUMULATIVE AIRCRAFT ACCIDENT RATE
 1 Aug 55 THRU 31 Aug 55



Accidents to Date	0	0	0	0	1	0	1
Hrs Flown to Date	1552	1660	1616	1744	1544	163	8279
Cumulative Accident Rate	0.0	0.0	0.0	0.0	64.8	0.0	12.1

	46th FIS	48th FIS	95th FIS	96th FIS	97th FIS	525th AD GP	4710th ADW TOTAL
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Rate per 100,000 Hrs

2.08

SOURCE: WDO

0324

PILOT CATEGORIES

CATEGORY	UNRESTRICTED	RESTRICTED ALERT *	FLIGHT CCADR	FLIGHT** LEADER	MOBILE CONTROL	INST PILOT	UNRESTRICTED CROSS COUNTRY	RESTRICTED*** CROSS COUNTRY
"A" Tot time 1000 Jet time 150 UE time 100 Actual Wx	YES	N/A	YES	YES	YES	YES	YES	N/A
"B" Tot time 750 Jet time 150 UE time 100 Actual Wx	YES	N/A	NO	YES	YES	NO	NO	YES
"C" Tot time 500 Jet time 150 UE time 100 Actual Wx 5	NO	YES*	NO	YES**	YES	NO	NO	YES
"D" All Other Plts	NO	NO	NO	NO	NO	NO	NO	YES

*When base weather is reporting a ceiling of 2,000 feet and visibility of three (3) miles or better and forecast to remain

**For local and Active Air Defense Missions only.

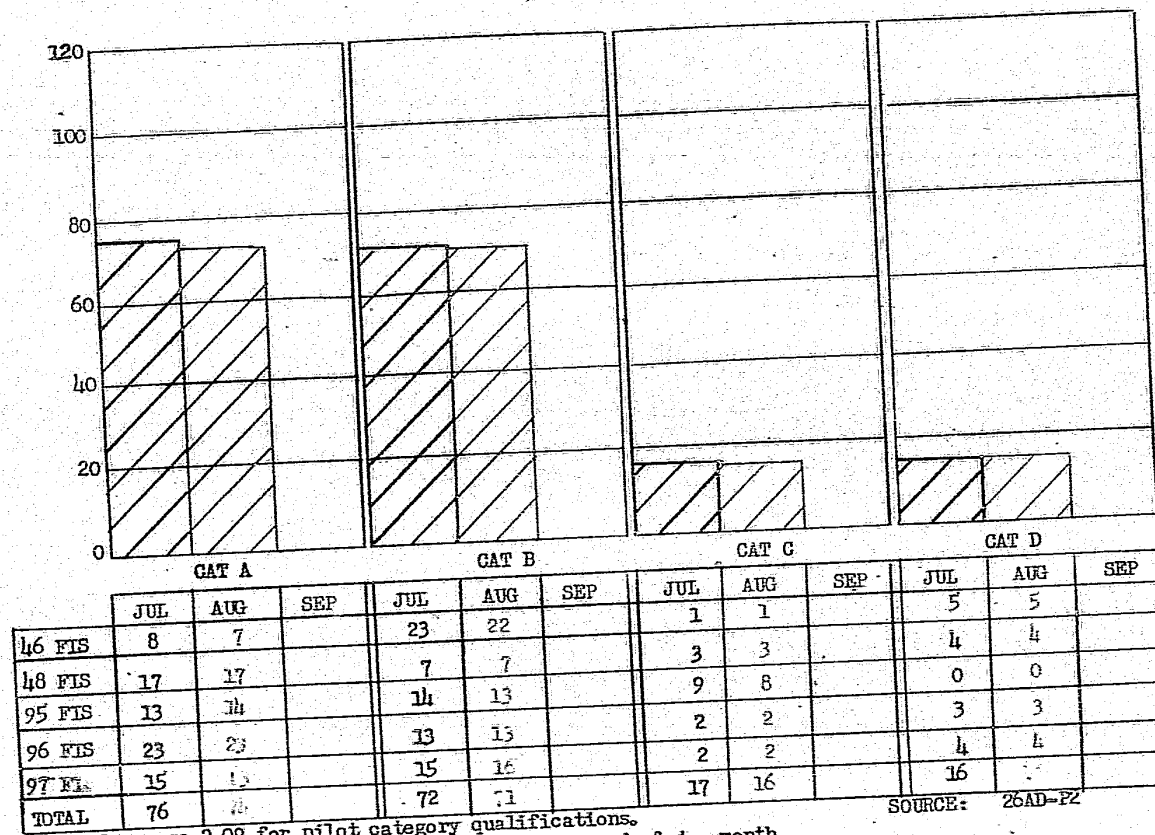
***Cross-country restrictions are contained in paragraph 5, 26ADR 60-1, 10 Dec 54.

SOURCE: 26ADR 60-1

2.09

0325

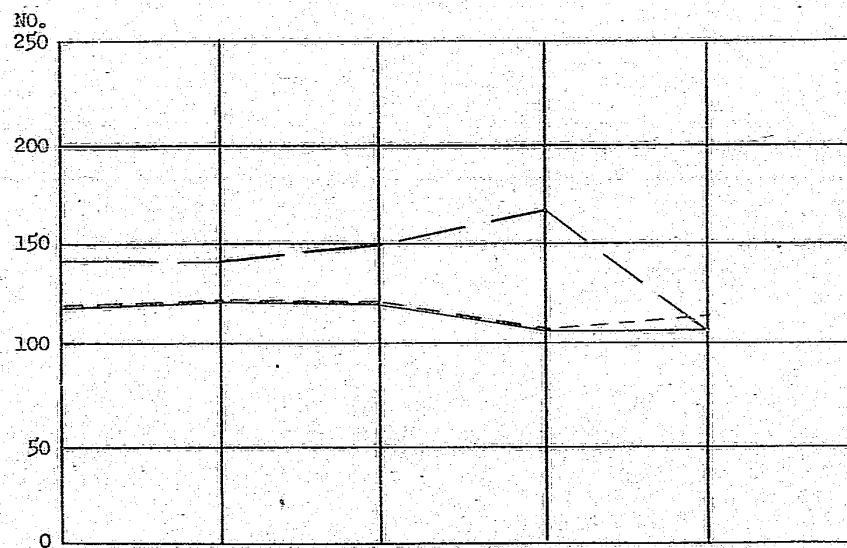
4710TH AIR DEFENSE WING
JET PILOT EXPERIENCE LEVEL



NOTE: See page 2.09 for pilot category qualifications.
Figures represent pilots assigned as of the end of + month.

2.10

0326

SECRET4710th AIR DEFENSE WING
AVERAGE NUMBER OF ASSIGNED PILOTS, ROS AND CREWS COMBAT READY

	APR			MAY			JUN			JUL			AUG			SEP		
	PLT	RO	CCR	PLT	RO	CCR	PLT	RO	CCR	PLT	RO	CCR	PLT	RO	CCR	PLT	RO	CCR
46th FI Sq	31	37	31	27	33	27	27	32	27	26	34	26	22	32	22			
48th FI Sq	18	36	18	21	39	21	19	40	19	18	41	18	20	15	15			
95th FI Sq	23	NA	23	24	NA	24	26	NA	26	9	NA	9	21	NA	21			
96th FI Sq	23	36	23	27	38	27	28	43	28	28	42	28	29	35	29			
97th FI Sq	26	34	26	25	34	25	25	35	25	23	33	23	22	27	22			
TOTAL WING	121	143	121	124	144	124	125	150	125	104	170	104	114	109	109			

 PILOTS ----
 RO'S ---
 CREWS ---
26AD55-S**2591****SECRET**

2.11

SOURCE: 4710ADW-F3

0327

46TH FIGHTER INTERCEPTOR SQUADRON
JET PILOT FLYING TIME (HRS)

NAME	RANK	JUL	AUG	SEP	OCT	NAME	RANK	JUL	AUG	SEP	OCT
O'Donnell	Lt. Col	PCS				Humphrey	1st Lt	TDY	0		
Depner	Lt. Col	4	21			Herrington	1st Lt	19	8		
Kerchner	Major	0	6			Kimball	1st Lt	22	26		
McElroy	Major	13	4			La Fevre	1st Lt	12	38		
Rhodes	Major	6	PCS			Long	1st Lt	15	28		
Peacock	Capt	25	36			Lynn	1st Lt	28	24		
Reynolds	Capt	43	39			Massey	1st Lt	25	24		
Salm	Capt	PCS				Peckham	1st Lt	19	25		
Smith	Capt	22	40			Pringle	1st Lt	14	28		
Arent	1st Lt	32	15			Redditt	1st Lt	27	24		
Barb	1st Lt	17	25			Samples	1st Lt	17	24		
Caron	1st Lt	26	26			Schwab	1st Lt	12	28		
Carson	1st Lt	21	7			Shaw	1st Lt	20	31		
Cobb	1st Lt	18	27			Tuthill	1st Lt	18	14		
Coburn	1st Lt	14	24			Webster	1st Lt	29	14		
Combes	1st Lt	15	21			Walen	1st Lt	23	9		
Chavis	1st Lt	10	41			Wood	1st Lt	18	25		
Eckley	1st Lt	12	18			Edwards	2nd Lt	11	14		
Griffith	1st Lt	21	31			Kimberlin	2nd Lt	13	25		
Hickman	1st Lt	20	DISCH								

SOURCE: RCS: 26AD-P2

2.12

0323

48TH FIGHTER INTERCEPTOR SQUADRON
JET PILOT FLYING TIME (HRS)

NAME	RANK	JUL	AUG	SEP	OCT	NAME	RANK	JUL	AUG	SEP	OCT
Loring	Lt Col	22	33			Ekeren	1st Lt	PCS			
Felts	Major	29	24			Gorse	1st Lt	32	29		
Etheridge	Capt	23	34			Haug	1st Lt	8	27		
Hoag	Capt	31	14			Hogan	1st Lt	24	17		
Mulholland	Capt	PCS				Jankauskas	1st Lt	9	23		
Openshaw	Capt	22	18			Leavitt	1st Lt	25	27		
Paladino	Capt	23	24			Lee	1st Lt	21	29		
Perfili	Capt	TDY	30			Mateychak	1st Lt	31	26		
Jenkins	Capt	28	24			Maxwell	1st Lt	28	23		
Martin	Capt	24	PCS			McKenzie	1st Lt	8	18		
Murph	Capt	28	30			Rife	1st Lt	33	23		
Stowers	Capt	3	0			Stover	1st Lt	13	31		
Walls	Capt	TDY	28			Stuck	1st Lt	35	33		
Andersen	1st Lt	30	30			Wood	1st Lt	27	32		
Bland	1st Lt	45	28			Noneaker	2d Lt	Grd	Grd		
Cooper	1st Lt	Grd	26			Snider	1st Lt	25	23		
Dougherty	1st Lt	22	4	PCS		Snyder	2d Lt	PAFSC	Changed		
						Wharton	2d Lt	18	4	PCS	
						Weaver	2d Lt	30	30		

SOURCE: 26AD-P2

95TH FIGHTER INTERCEPTOR SQUADRON
JET PILOT FLYING TIME (HRS)

NAME	RANK	JUL	AUG	SEP	OCT	NAME	RANK	JUL	AUG	SEP	OCT
Fletcher	Lt Col	0	0			Istre	1st Lt	24	37		
Whitlow	Lt Col	28	21			Levy	1st Lt	30	40		
Radcliff	Major	11	10			Iedbetter	1st Lt	41	26		
Batey	Capt	TDY	23			McDermott	1st Lt	21	31		
Frederick	Capt	21	FGS			McNulty	1st Lt	TDY	11		
Gemmill	Capt	12	17			Mizell	1st Lt	35	30		
Goodrich	Capt	34	39			Page	1st Lt	6	0		
Modisette	Capt	25	21			Pierce	1st Lt	23	29		
Smith	Capt	17	18			Richardson	1st Lt	26	26		
						Roberts	1st Lt	18	27		
Albright	1st Lt	21	29			Thompson	1st Lt	22	25		
Coughenour	1st Lt	17	17			Tulk	1st Lt	16	41		
Davis, J	1st Lt	21	17			Wollmers	1st Lt	TDY	TDY		
Davis, R	1st Lt	4	13								
DeArmond	1st Lt	23	35			Stromberg	2d Lt	6	4		
Douthe tt	1st Lt	10	5								
Duncan	1st Lt	26	25								
Farabee	1st Lt	24	36								
Fay	Capt	26	20								
Gunnels	1st Lt	22	38								
Hahn	1st Lt	23	36								
Hess	1st Lt	19	35								
Hodder	1st Lt	19	42								

SOURCE: 26AD-P2

2.14

0330

96TH FIGHTER INTERCEPTOR SQUADRON
JET PILOT FLYING TIME (HRS)

NAME	RANK	JUL	AUG	SEP	OCT	NAME	RANK	JUL	AUG	SEP	OCT
Ambrecht	Major	19	21			Leadley, D	1st Lt	21	22		
Broschart	Capt	7	20			Leadley, H	1st Lt	19	22		
Consta	Capt	TDY	PCS			Loken	1st Lt	17	24		
Davis	Capt	4	12			Murphrey	1st Lt	24	30		
Hancock	Capt	15	12			McKenzie	1st Lt	24	23		
Johnson	Capt	15	8			McIachlan	1st Lt	45	19		
Maher	Capt	19	25			Rickow	1st Lt	37	45		
Pauley	Capt	16	27			Romine	1st Lt	4	21		
Phillips	Capt	24	36			Shamhart	1st Lt	42	20		
Ashley	1st Lt	19	20			Simon	1st Lt	20	20		
Aub	1st Lt	25	23			Steig	1st Lt	31	22		
Galdwell	1st Lt	10	24			Taylor	1st Lt	30	34		
Carroll, C	1st Lt	33	37			Thor	1st Lt	18	9		
Carroll, D	1st Lt	15	21			Traybar	1st Lt	26	23		
Hanson	1st Lt	22	21			Walters	1st Lt	47	21		
Hickerbottom	1st Lt	25	20			Wessinger	1st Lt	21	12		
Hopkins	1st Lt	29	22			White	1st Lt	9	20		
Isrealson	1st Lt	23	23			Widman	1st Lt	20	27		
Johnson	1st Lt	20	27			Wetzel	1st Lt	23	14		
Kennedy	1st Lt	4	9			Tinglestad	2d Lt	19	12		
LaPlant	1st Lt	13	38			Yoder	2d Lt	23	27		
							ATTACHED				
						Ashkins	Col	24	25		
						Caviness	Col	9	9		
						Williamson	Maj	7	9		
						Castleberry	Capt	32	29		

SOURCE: 26AD-P2

97TH FIGHTER INTERCEPTOR SQUADRON
JET PILOT FLYING TIME (HRS)

NAME	RANK	JUL	AUG	SEP	OCT	NAME	RANK	JUL	AUG	SEP	OCT
Remie	Major	24	PCS			Ingram	1st Lt	31	30		
Stuyvesant	Major	-	6			Jessup	1st Lt	10	24		
Sandborn	Major	50	35			Keating	1st Lt	29	11		
Welch	Major	17	26			Kelly	1st Lt	23	23	PCS	
Burger	Capt	28	33			Leeper	1st Lt	24	8		
Tyra	Capt	20	14			Lewis	1st Lt	20	20		
Voy	Capt	7	30			McEachern	1st Lt	20	7		
Blackman	1st Lt	82	52			Miller	1st Lt	14	30		
Barker	1st Lt	32	16			Osborne	1st Lt	23	15		
Barry	1st Lt	14	18			Palmer	1st Lt	27	BISCH		
Berghorn	1st Lt	36	35			Penny	1st Lt	37	39		
Berry	1st Lt	25	26			Ramsey	1st Lt	5	30		
Breedon	1st Lt	23	25			Saville	1st Lt	9	16		
Burlini	1st Lt	21	20			Thompson	1st Lt	40	9		
Carden	1st Lt	20	15			Wargo	1st Lt	4	45		
Christofori	1st Lt	13	32			Willisie	1st Lt	DNIF	DNIF		
Culbertson	1st Lt	27	20			Stanley	1st Lt	22	34		
Elhai	1st Lt	26	31			King	ATTACHED				
Franck	1st Lt	3	20			Remie	Col	42	20		
Hart	1st Lt	35	48			Stuyvesant	Maj	4	15		
						Hartzel	Capt	3	0		

SOURCE: 26AD-P2

4710TH AIR DEFENSE WING

DIRECTOR ASSIGNMENT
31 AUG 1955

AC&W UNITS	AUTH	ASGD DIR	QUAL DIR	DIR IN TNG	ASGD DIR AVAIL	ASGD DIR PART'ING					
							0	25	50	75	100
647th	10	13	13	0	12	12					
649th	7	5	1	0*	4	0*					
770th	19	11	6	5	11	11					
771st	13	13	6	5	11	11					
772d	7	9	2	7	7	7					
Wg Total	56	51	28	17	45	41					

*No Tng Program required at present; not included in Wg Total Computation

SOURCE: RCS: 4710ADW-16

Director Participation = $\frac{\text{Asgd Dir Part'ing}}{\text{\# Asgd Directors}}$

2.17

0333

DIRECTOR TRAINING PROGRAM - YR 1955
 ADCR 50-12
 647TH AC&W Squadron (Aug 1955)
 CONTROL REQUIREMENTS

SYNTHETIC TRAINING	AFSC	NR	AFSC	NR	TOTALS		PER CENT				
	1644	6	1641	4	REQD	ACC	0	25	50	75	100
	REQD	ACC	REQD	ACC	REQD	ACC					
NR ICC INTCPs	60	367	120	355	180	722					401
NR DAY INTCPs	60	72	40	68	100	140					140
NR ASCENTS & RECOVERIES	60	106	40	85	100	191					191
ACTUAL TRAINING	AFSC	NR	AFSC	NR	TOTALS						
	1644	6	1641	4	REQD	ACC					
	REQD	ACC	REQD	ACC	REQD	ACC					
NR ICC INTCPs	30	326	60	410	105	736					701
NR DAY INTCPs	30	18	20	25	50	43					
NR ASCENTS & RECOVERIES	30	93	20	125	50	218					436

REQD - Required
 ACC - Accomplished
 NR - Number
 ICC - Head Collision Course
 INTCPs - Intercepts

SOURCE: RCS: 4710-DW-16

DIRECTOR TRAINING PROGRAM - YR 1955
 ADCR 50-12
 770TH AC&W SQUADRON (AUG 1955)
 CONTROL REQUIREMENTS

SYNTHETIC TRAINING	AFSC	NR	AFSC	NR	TOTALS		PERCENTAGE				
	1644	8	1641	6	REQD	ACC	0	25	50	75	100
	REQD	ACC	REQD	ACC	REQD	ACC					
NR ICC INTCPs	80	129	180	155	260	284	109				
NR DAY INTCPs	80	92	60	84	140	176	126				
NR ASCENTS & RECOVERIES	80	26	60	30	140	56					
ACTUAL TRAINING	AFSC	NR	AFSC	NR	TOTALS						
	1644	8	1641	6	REQD	ACC					
	REQD	ACC	REQD	ACC	REQD	ACC					
NR ICC INTCPs	40	274	90	459	130	733	564				
NR DAY INTCPs	40	86	30	133	70	219	313				
NR ASCENTS & RECOVERIES	40	38	30	94	70	132	189				

REQD - Required
 ACC - Accomplished
 NR - Number
 ICC - Lead Collision Course
 INTCPs - Intercepts

SOURCE: RCS: 4710-DW-T5

2.19

0335

DIRECTOR TRAINING PROGRAM - YR 1955
 ADCR 50-12
 771ST AC&W SQUADRON (ANG 1955)
 CONTROL REQUIREMENTS

SYNTHETIC TRAINING	AFSC	NR	AFSC	NR	TOTALS		0	25	50	75	100
	1644	3	1641	6	REQD	ACC					
	REQD	ACC	REQD	ACC	REQD	ACC					
NR LCC INTGPS	30	107	180	239	210	346					165
NR DAY INTGPS	30	54	60	60	90	114					127
NR ASCENTS & RECOVERIES	30	61	60	91	90	152					169
ACTUAL TRAINING	AFSC	NR	AFSC	NR	TOTALS						
	1644	3	1541	6	REQD	ACC					
	REQD	ACC	REQD	ACC	REQD	ACC					
NR LCC INTGPS	15	6	96	32	111	38					
NR DAY INTGPS	15	8	30	6	45	14					
NR ASCENTS & RECOVERIES	15	4	30	10	45	14					

REQD - Required
 ACC - Accomplished
 NR - Number
 INTGPS - Intercepts
 LCC - Lead Collision Course

SOURCE: RCS: 4710-DW-16

DIRECTOR TRAINING PROGRAM - FY 1955
 ADCR 50-12
 772D AC&W SQUADRON (AUG 1955)
 CONTROL REQUIREMENTS

SYNTHETIC TRAINING	AFSC	NR	AFSC	NR	TOTALS		0	25	50	75	100
	1644	7	1641	2	REQD	ACC					
	REQD	ACC	REQD	ACC	REQD	ACC					
NR LCC INTCPs	70	93	60	36	130	129					
NR DAY INTCPs	70	26	20	12	90	38					
NR ASCENTS & RECOVERIES	70	2	20	0	90	2					
ACTUAL TRAINING	AFSC	NR	AFSC	NR	TOTALS						
	1644	7	1641	2	REQD	ACC					
	REQD	ACC	REQD	ACC	REQD	ACC					
NR LCC INTCPs	35	284	30	60	65	344					529
NR DAY INTCPs	35	40	10	18	45	58					129
NR ASCENTS & RECOVERIES	35	0	10	0	45	0					

REQD - Required
 ACC - Accomplished
 NR - Number
 INTCPs - Intercepts
 LCC - Lead Collision Course

SOURCE: RCS: 1710-DW-16

0337

PERSONNEL

OBJECTIVE: To provide qualified personnel to fill required positions within the units of the 4710th Air Defense Wing and to maintain the Welfare and morale of the personnel assigned to the command.

DISCUSSION: During the month of August the following changes occurred in the personnel strength of this command.

<u>Military Strength</u>	<u>Authorization</u>	<u>Assigned</u>	<u>Aug/Gains or Losses</u>	<u>Percent Manned</u>
Officer Strength	547	560	- 13	102%
Airmen Strength	3058	3042	+ 54	99%
Aggregate	3605	3602	+ 41	100%

During the month of August, the officer and airmen authorized strength remained the same.

AWOLS: AWOLS increased by two (2) during August for a total of fifteen (15). The AWOL trend has been on the increase for five (5) consecutive months.

REENLISTMENTS: Twenty-seven (27) airmen reenlisted of the eighty-eight (88) eligible to reenlist for a 30.7% rate. This is a 7.8% increase over the July rate.

MILITARY INJURIES: Military injuries decreased by three (3) for a total of one (1). The man-days lost as a result of this injury totalled 10. Military first-aid cases were reduced by eleven (11) for a total of twenty-nine (29).

MOTOR VEHICLE ACCIDENTS: One (1) government motor vehicle was involved in an accident during August.

The data contained herein under the 82nd Fighter Group and the 97th Fighter Intcp Squadron is carried over from the 525th Air Defense Group and 332nd FIS designations respectively. (Auth ADC General Order 35 par.1 dated 18 July 55. Effective 18 August 55.)

3.00

0338

4710TH AIR DEFENSE WING
MILITARY AUTHORIZED VERSUS MILITARY ASSIGNED BY UNITS
31 AUG 55

GRADE	46 FIS		48 FIS		95 FIS		647 AC&W		649 AC&W		770 AC&W		771 AC&W		772 AC&W	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD
Col																
Lt Col	1	1	1	1	1	2										
Major	3	3	3	2	3	1	3	1	2	1	3	1	3	1	2	1
Capt	15	5	15	8	10	7	5	1	4	3	8	3	6	3	4	
Lts	67	78	67	73	35	32	8	16	6	6	15	19	10	16	6	12
WO		1				2		3								2
TOTAL	86	88	86	84	49	44	16	21	12	10	26	23	19	20	12	15
M/Sgt	19	18	19	21	20	12	5	3	5	3	5	2	5		5	2
T/Sgt	48	19	48	15	49	21	12	9	12	7	13	7	12	11	12	9
S/Sgt	94	25	94	20	92	37	34	21	34	20	51	17	47	20	39	27
A/1C	85	60	85	70	71	74	47	49	47	30	73	53	66	55	57	56
A/2C	36	112	36	93	45	88	40	83	40	41	71	95	66	64	48	62
A/3C		15		21		36	2	25	2	33	2	47	2	16	2	42
A/B		7		3		3		1		5		5		7		3
TOTAL	82	256	282	243	277	271	140	191	140	139	215	226	198	173	163	201
AGG	368	314	368	327	326	315	156	212	152	140	241	249	217	193	175	216

3.01

SOURCE: Morning Reports

0339

4710TH AIR DEFENSE WING
MILITARY AUTHORIZED VERSUS MILITARY ASSIGNED BY UNITS
31 AUG 55

GRADE	HQ 4710		82D FTR GP		82L AB SQ		82D MAT		82D INF		96 FIS		97 FIS		TOTAL	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD
Col	4	2	1	1											5	3
Lt Col	3	1	2	1	1		1	2	1		1		1		13	8
Major	11	7	5	5	1	1	2	1	2		3	1	3	3	49	29
Capt	6	10	6	2	2	3	4	4	4	1	15	8	15	5	119	63
Lts		9	5	17	1	3	5	9		6	67	81	67	71	359	448
WO	1			1	1										2	9
TOTAL	25	29	19	27	6	7	12	16	7	7	86	90	86	79	547	560
M/Sgt	17	11	11	11	6	9	22	24	1		19	10	19	15	178	141
T/Sgt	8	13	11	13	9	19	29	49	2	2	48	24	48	17	361	235
S/Sgt	20	12	14	18	32	43	94	81	11	5	94	25	94	25	844	396
A/1C	15	7	22	15	62	45	137	105	7	5	85	79	85	80	944	783
A/2C	15	7	6	24	56	34	102	134	0	6	36	86	36	98	642	1027
A/3C	3	4	5	12	24	51	44	58	3	6		12		13	89	391
A/B				2		4		23				3		3		69
TOTAL	78	54	69	95	189	205	428	474	33	24	282	238	282	251	3058	3042
AGG	103	83	88	122	195	212	440	490	40	31	368	329	368	330	3605	3502

3.02

SOURCE: Morning Reports

0340

4710TH AIR DEFENSE WING
OFFICER AND AIRMEN STRENGTH SUMMARY
AUTHORIZED VERSUS ASSIGNED
AS OF 31 Aug 1955

GRADE	AUTH	JUL	AUG	SEP	PER CENT MANNED						
		ASGD	ASGD	ASGD	0	25	50	75	100	125	150
Colonel	5	4	3								
Lt Colonel	13	7	8								
Major	49	31	29								
Captain	119	69	63								
Lieutenants	359	452	448								
WO'S	2	10	9								
TOTAL OFF.	547	573	560								
M/Sgt	178	141	141								
T/Sgt	361	224	235								
S/Sgt	844	383	396								
A/1C	944	706	783								
A/2C	642	978	1027								
A/3C	89	483	391								
A/B		73	69								
TOTAL AMN	3058	2988	3042								

SOURCE: AF-PI

3.03

0341

4710TH AIR DEFENSE WING
GROUND SAFETY ACCIDENT TABLE
AUG 1955

ORGANIZATION	Military Injuries			Civilian Injuries			Military First Aid	Civilian First Aid	Vehicle Accident		Property Damage	Fatality		Accident Cost
	NR	MDL	R	NR	MDL	R			NR	R		NR	R	
HQ 4710TH ADW	-	-	-	-	-	-	1	-	-	-	-	-	-	7.00
HQ 82D FTR GF	-	-	-	-	-	-	-	-	-	-	-	-	-	-
82D AB SQ	-	-	-	-	-	-	3	-	-	-	-	-	-	21.00
82D MAT SQ	-	-	-	-	-	-	4	1	1	2.8	195.67	-	-	230.67
82D USAF INF	-	-	-	-	-	-	-	-	-	-	-	-	-	-
97TH FIS	-	-	-	-	-	-	2	-	-	-	-	-	-	14.00
96TH FIS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
95TH FIS	-	-	-	-	-	-	2	-	-	-	-	-	-	14.00
48TH FIS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
46TH FIS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
647TH AC&W SQ	1	10	15.1	-	-	-	3	-	-	-	-	-	-	321.00
649TH AC&W SQ	-	-	-	-	-	-	10	-	-	-	-	-	-	70.00
770TH AC&W SQ	-	-	-	-	-	-	1	-	-	-	-	-	-	7.00
771ST AC&W SQ	-	-	-	-	-	-	2	-	-	-	-	-	-	14.00
772ND AC&W SQ	-	-	-	-	-	-	1	-	-	-	-	-	-	7.00
TOTAL 4710 ADW (AUG)	1	10	.89	-	-	-	29	1	1	1.05	195.67	-	-	705.67
TOTAL (JUL)	4	26	4.5	-	-	-	40	-	3	2.8	305.67	1	.0	36,465.60

MDL - Man Days Lost
R - Rate
NR - Number

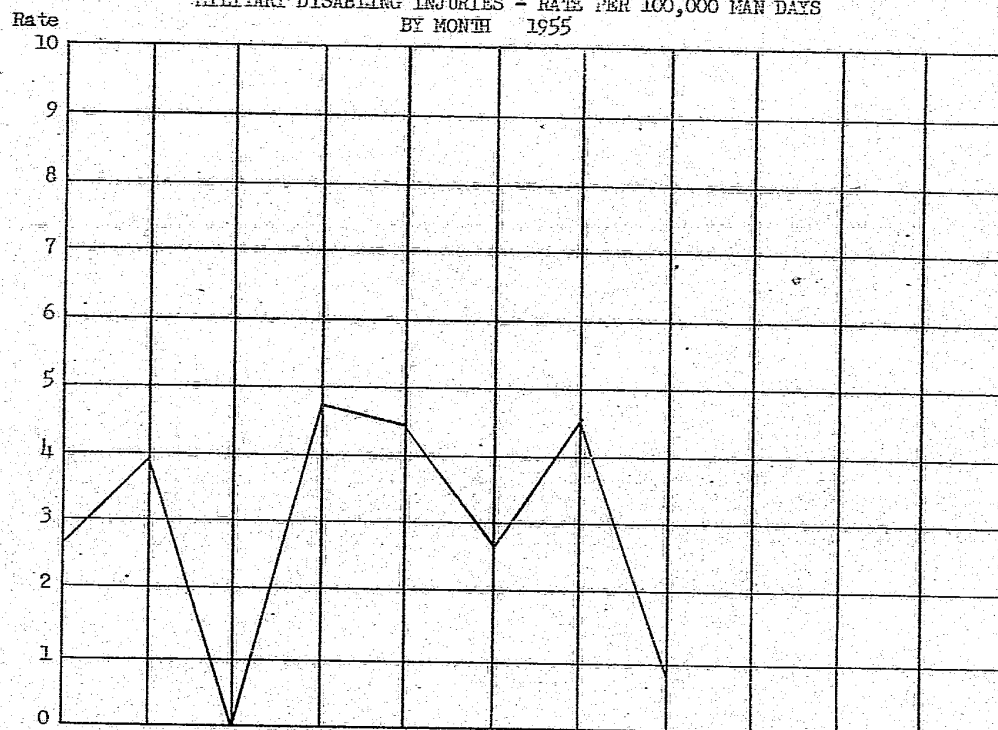
SOURCE: RGS: 1-AF

3.04

0342

4710TH AIR DEFENSE WING

MILITARY DISABLING INJURIES - RATE PER 100,000 MAN DAYS
BY MONTH 1955



Wing Rate	2.6	3.9	0	4.78	4.5	2.76	4.5	.89				
Injuries	3	4	0	5	5	3	4	1				
On Duty	2	2	0	2	1	1	2	0				
Off Duty	1	2	0	3	4	2	2	1				
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC

NO. OF INJURIES X 100,000 = INJURY RATE
MANDAYS OF EXPOSURE

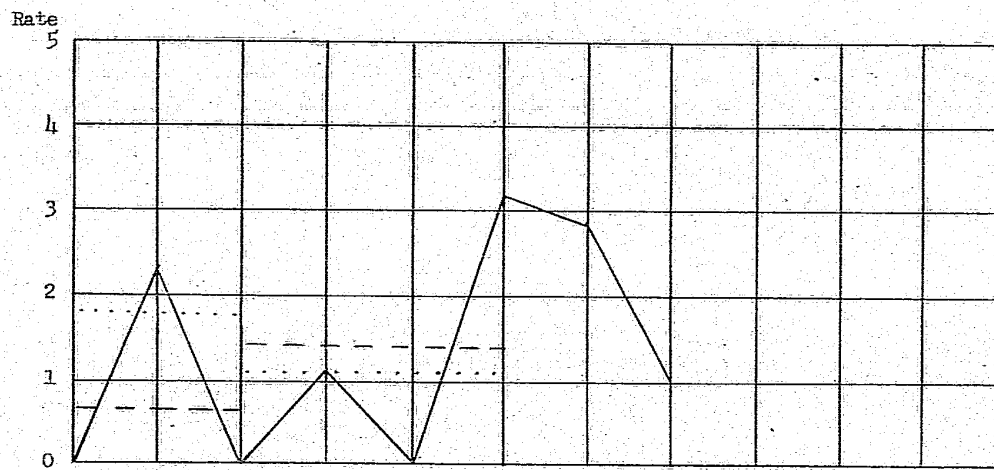
3.05

SOURCE: 1-AF-X11

0343

4710TH AIR DEFENSE WING

MOTOR VEHICLE ACCIDENTS - RATE PER 100,000 MILES
BY MONTH 1955



No. of Accts	0	2	0	1	0	5	3	1				
Wing Rate	0.0	2.2	0.0	1.1	0.0	3.1	2.8	1.05				
Wing Qtr Rate			.7			1.4						
EADF Qtr Rate			1.8			1.1						
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC

NO. OF ACCIDENTS X 100,000
MILES TRAVELED

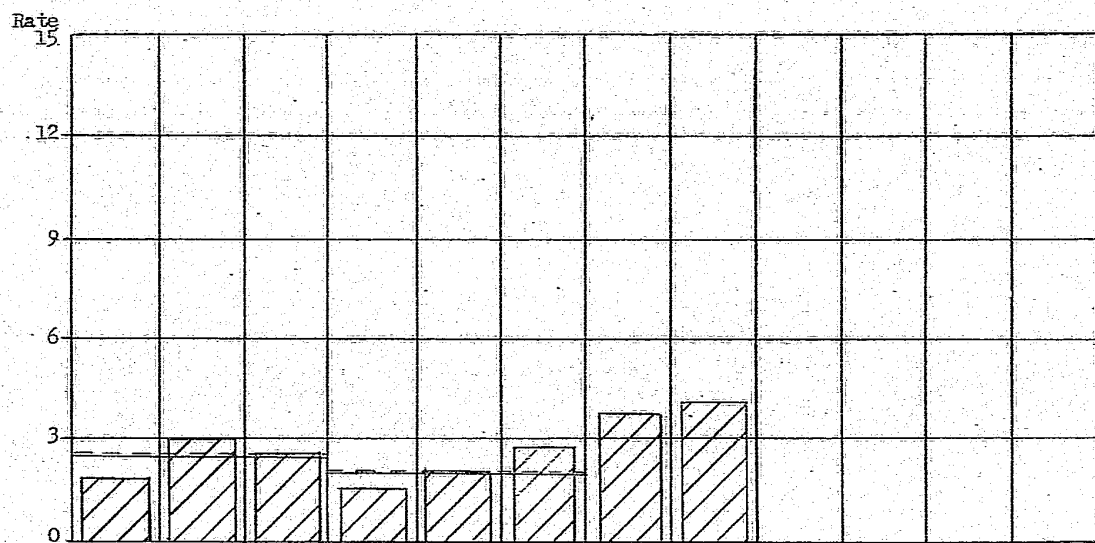
= ACCIDENT RATE

SOURCE: 1-AF-X11

3.06

0344

4710TH AIR DEFENSE WING
 AWOL'S PER 1,000 TROOPS
 BY MONTH 1955



No. of AWOL'S	7	11	10	5	8	10	13	15				
Wing Rate	1.9	3.0	2.7	1.4	2.2	2.8	3.7	4.2				
Wing Qtr Rate			2.5			2.1						
EADF Qtr Rate			2.6			2.1						
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC

SOURCE: 1-AF-F1

3.07

0345

4710TH AIR DEFENSE WING
 CUMULATIVE TOTAL ANOLS
 BY SQUADRON FY 1955

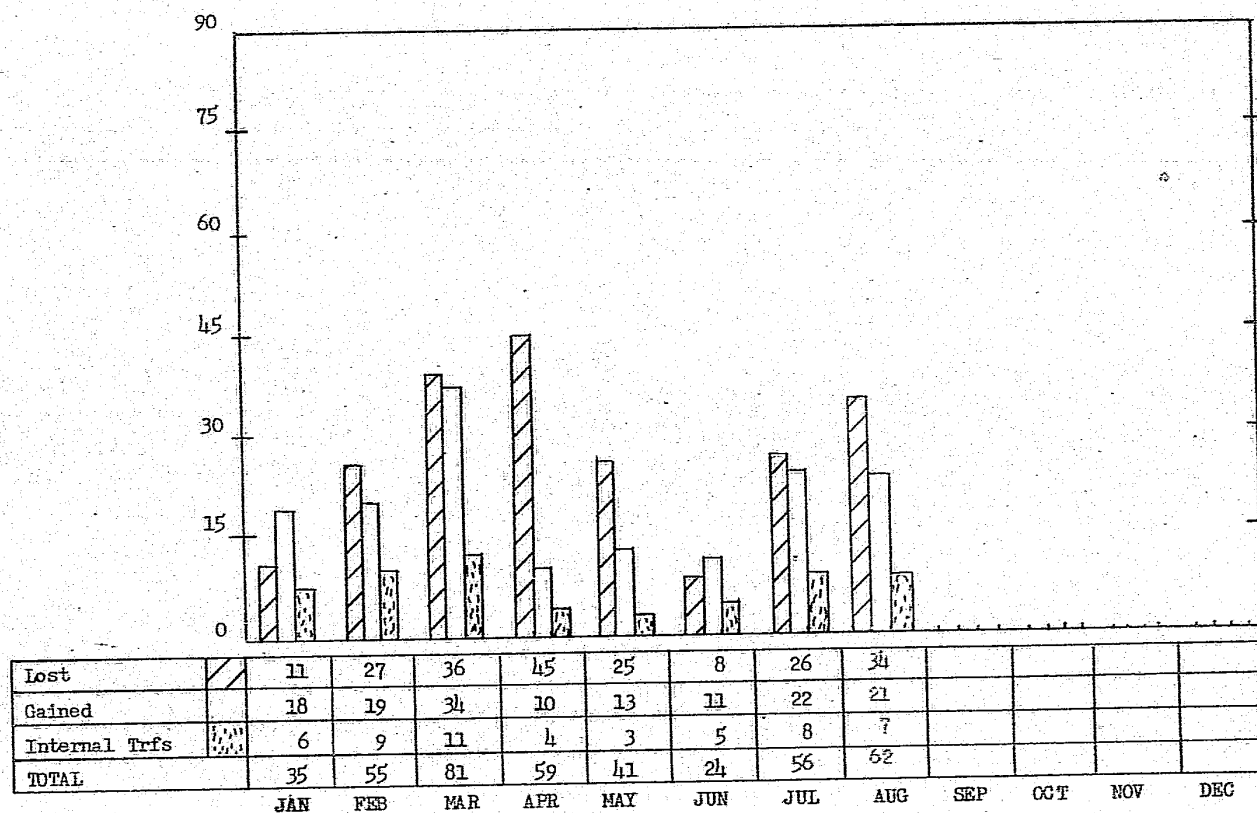
Unit	TOTAL FY 55	CURY FY 56	Aug														
			NR	RATE	0	2	4	6	8	10	12	14	16				
HQ 4710TH ADW	0	1	0	0.0													
82D FTR GP	4	0	0	0.0													
82D MAT SQ	22	7	4	8.2	[REDACTED]												
82D AIR PASE SQ	8	2	1	4.7	[REDACTED]												
82D USAF INF	3	0	0	0.0													
46TH FIS	7	1	0	0.0													
48TH FIS	6	1	1	3.1	[REDACTED]												
95TH FIS	4	2	0	0.0													
96TH FIS	4	0	0	0.0													
97TH FIS	8	2	0	0.0													
647TH AC&W	5	1	1	4.7	[REDACTED]												
649TH AC&W	2	0	0	0.0													
770TH AC&W	11	0	0	0.0													
771ST AC&W	19	5	4	20.7	[REDACTED] 20.7												
772ND AC&W	17	6	4	18.5	[REDACTED] 18.5												
TOTAL 4710TH ADW	120	28	15	4.2	[REDACTED]												

3.08

SOURCE: Morning Reports

0346

4710TH AIR DEFENSE WING
OFFICER PERSONNEL TURNOVER
BY MONTH 1955

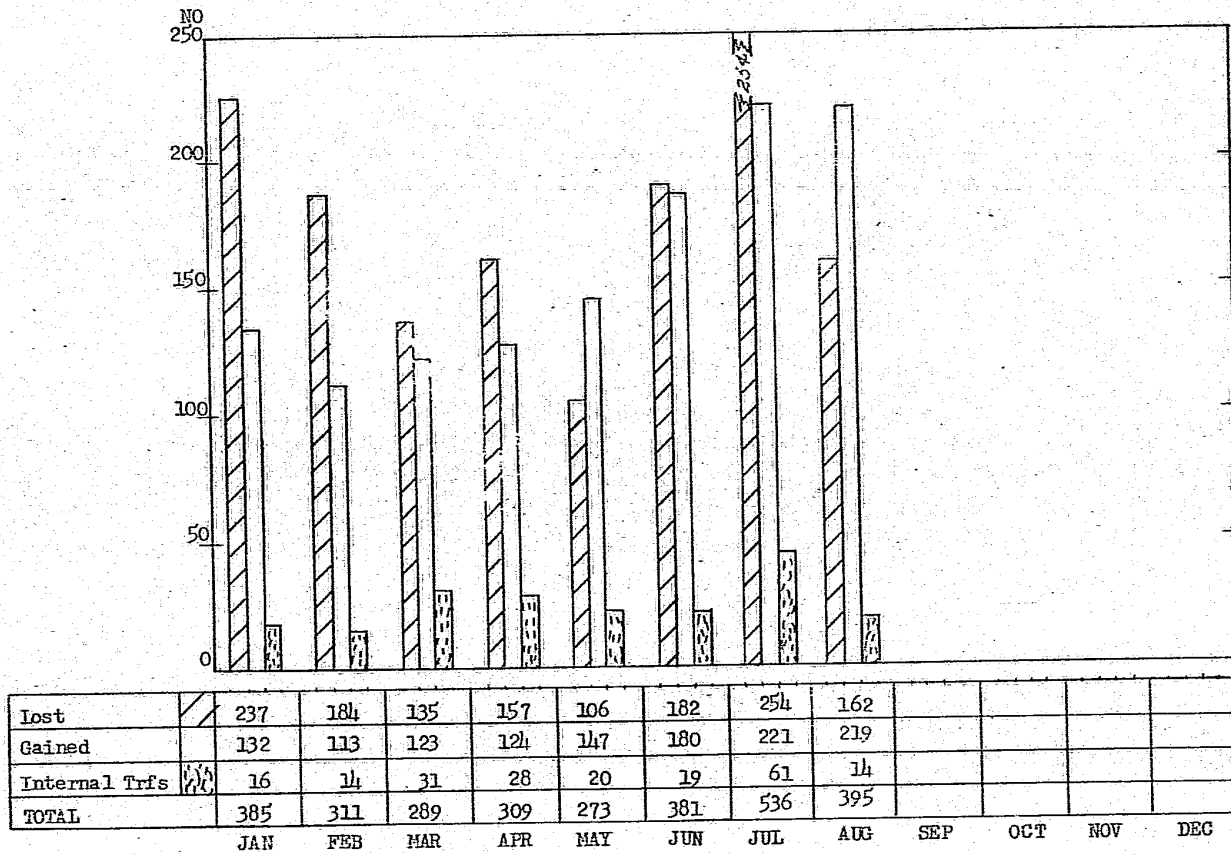


SOURCE: RCS: AF-P1

3.09

0347

4710TH AIR DEFENSE WING
 AIRMAN PERSONNEL TURNOVER
 BY MONTH 1955

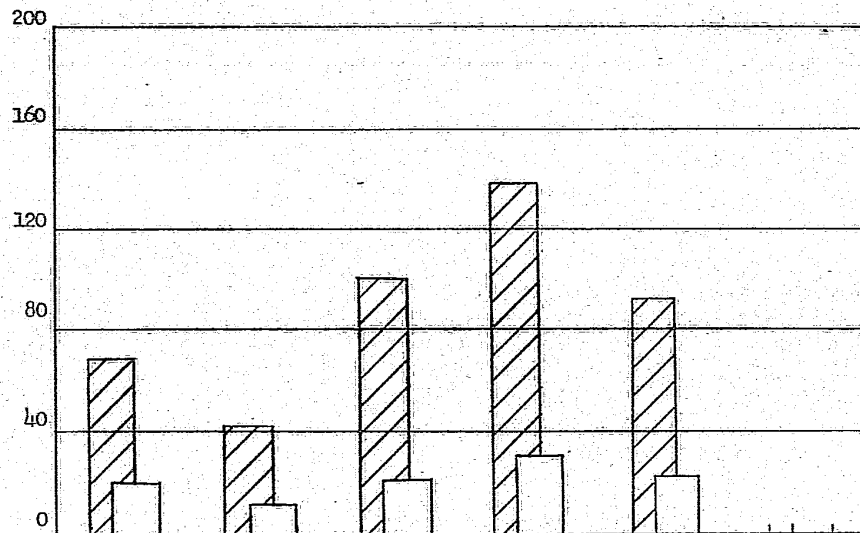


SOURCE: AF-P1

3.10

0348

4710TH AIR DEFENSE WING
REENLISTMENT AND SEPARATION



Eligible for Reenl.	70	41	99	135	88	
REENLISTMENTS	20	13	22	31	27	
PER CENT	28.6	31.7	22.2	22.9	30.7	
	APR	MAY	JUN	JUL	AUG	SEP

SOURCE: Morning Reports

3.1.

0349

MATERIAL

OBJECTIVE: To assist 4710th Air Defense Wing Organizations with all supply and maintenance problems.

The Wing UE aircraft in-commission rate during August dropped 2.7% for a 73.5% rate.

The average number of UE aircraft possessed was 111. 48th FIS maintained the best in-commission status with an 86.7% rate.

The AOCF rate is 7.0%, the rate has been increasing slightly each month for five (5) consecutive months. (Page 4.01)

The non-tactical aircraft in-commission rate was 69.6%. This is an increase of 10% over last month.

The Wing average armament system IN-COMMISSION rate decreased by 2% for an 82% rate. (out for maintenance 12%; Out for parts 6%).

Base Supply was 49% effective. This is an increase of 10% over last month. (Based on line items requested plus backlogged vs issued.)

OPERATION HOP-UP: OPERATION HOP-UP deals with the factory modification of F-94C aircraft. This operation is divided into two phases. Phase I dealing with the modification of aircraft with serial numbers from 50-956 through 51-5566 is now complete. Phase II is the modification of aircraft with serial numbers 51-5567 through 51-13603.

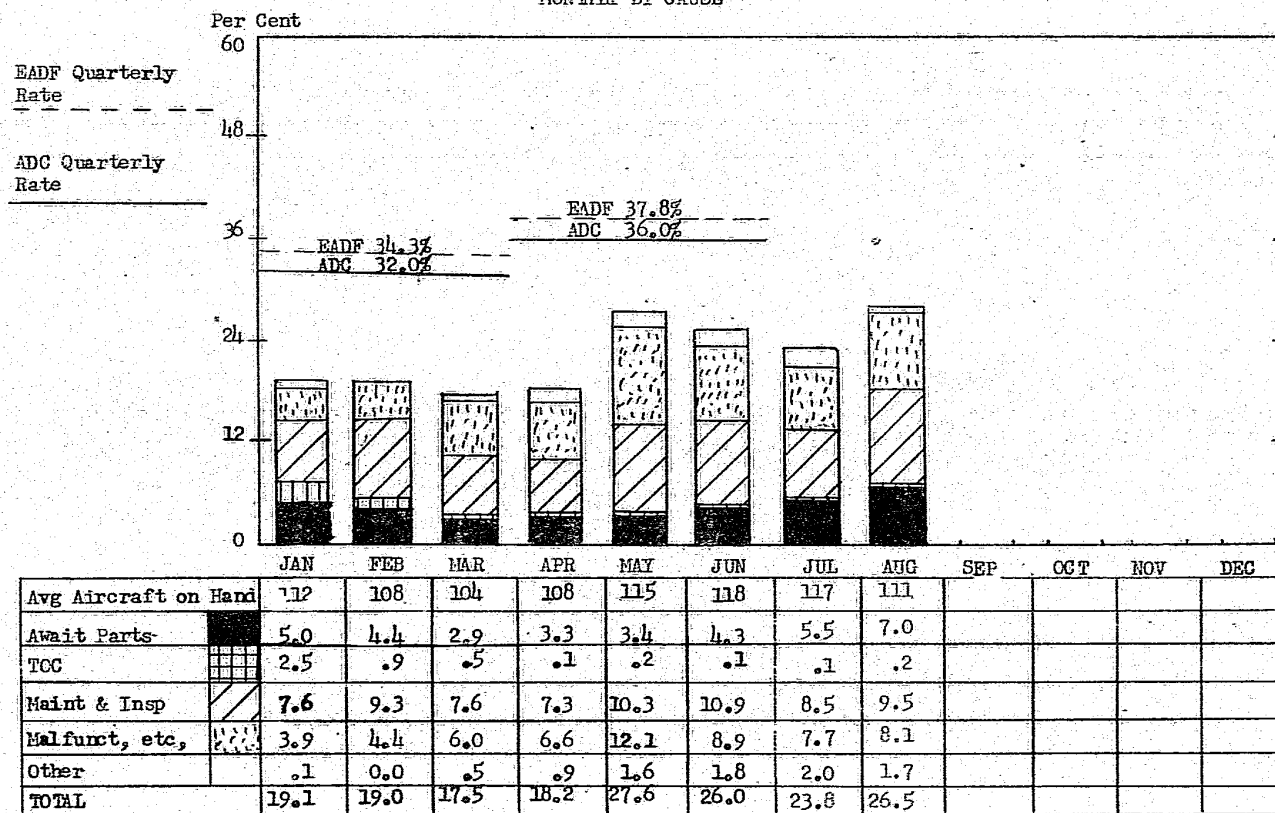
	BREAKDOWN OF PHASE II			
	46th	48th	96th	332d
A/C Assigned S/N	14	27	17	15
A/C at HOP-UP	4	10	4	6
A/C Returned from HOP-UP	10	17	13	9
A/C to go to HOP-UP	0	0	0	0

The data contained herein under the 82nd Ftr Group and 97th Ftr Intcp Sq is carried over from the 525th Air Defense Group and 332nd Ftr Intcp Sq respectively, changes were effective 1st Aug 55, per GO 35 Hq ADC, 18 Jul 55.

4.00

0350

4710TH AIR DEFENSE WING
 PERCENT OF AIRCRAFT OUT-OF-COMMISSION
 TACTICAL AIRCRAFT
 MONTHLY BY CAUSE



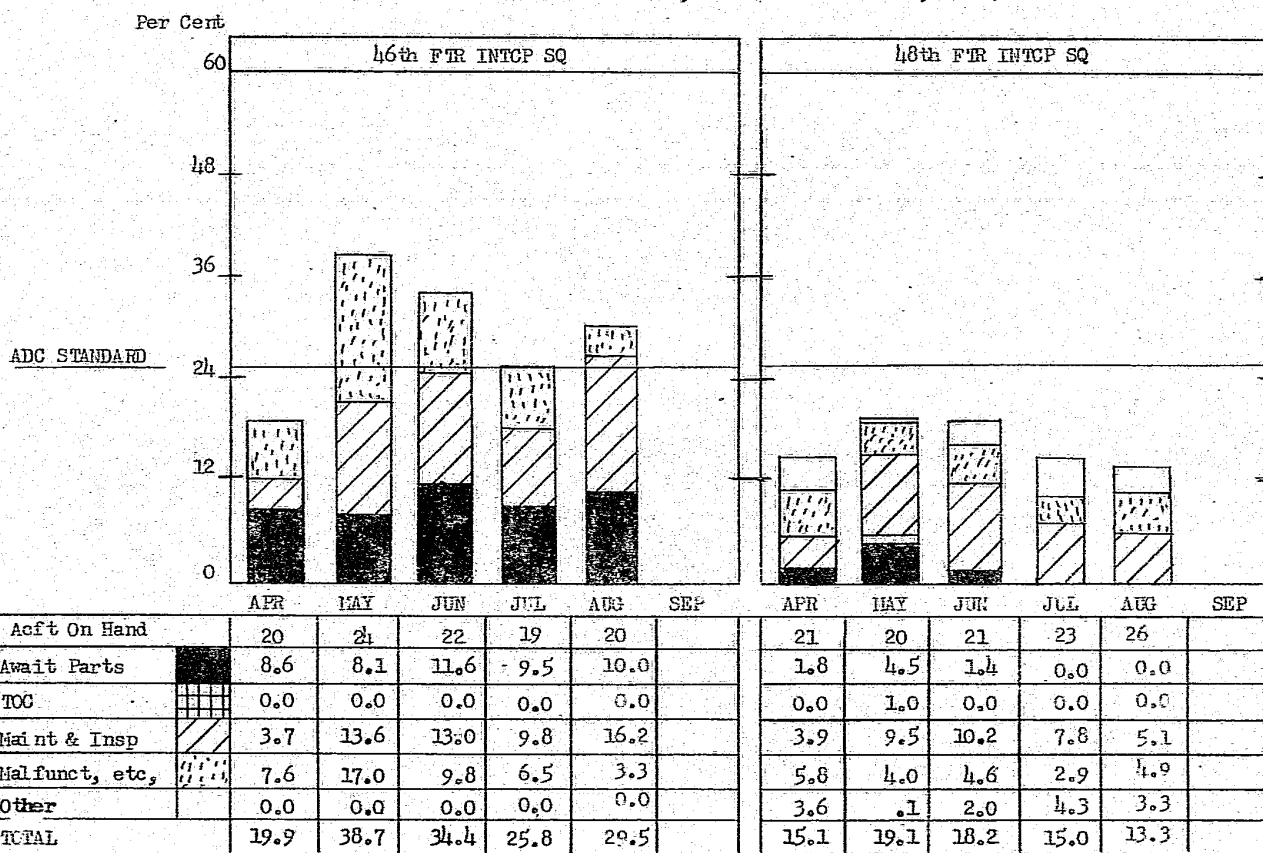
$\frac{\text{HOURS OUT-OF-COMMISSION} \times 100}{\text{TOTAL HOURS ON HAND}} = \% \text{ of HRS OUT-OF-COMMISSION}$

SOURCE: RCS: 1-AF-A1

4.01

0351

4710TH AIR DEFENSE WING
 PERCENT OF AIRCRAFT OUT-OF-COMMISSION
 TACTICAL AIRCRAFT, MONTHLY BY SQUADRON, BY CAUSE

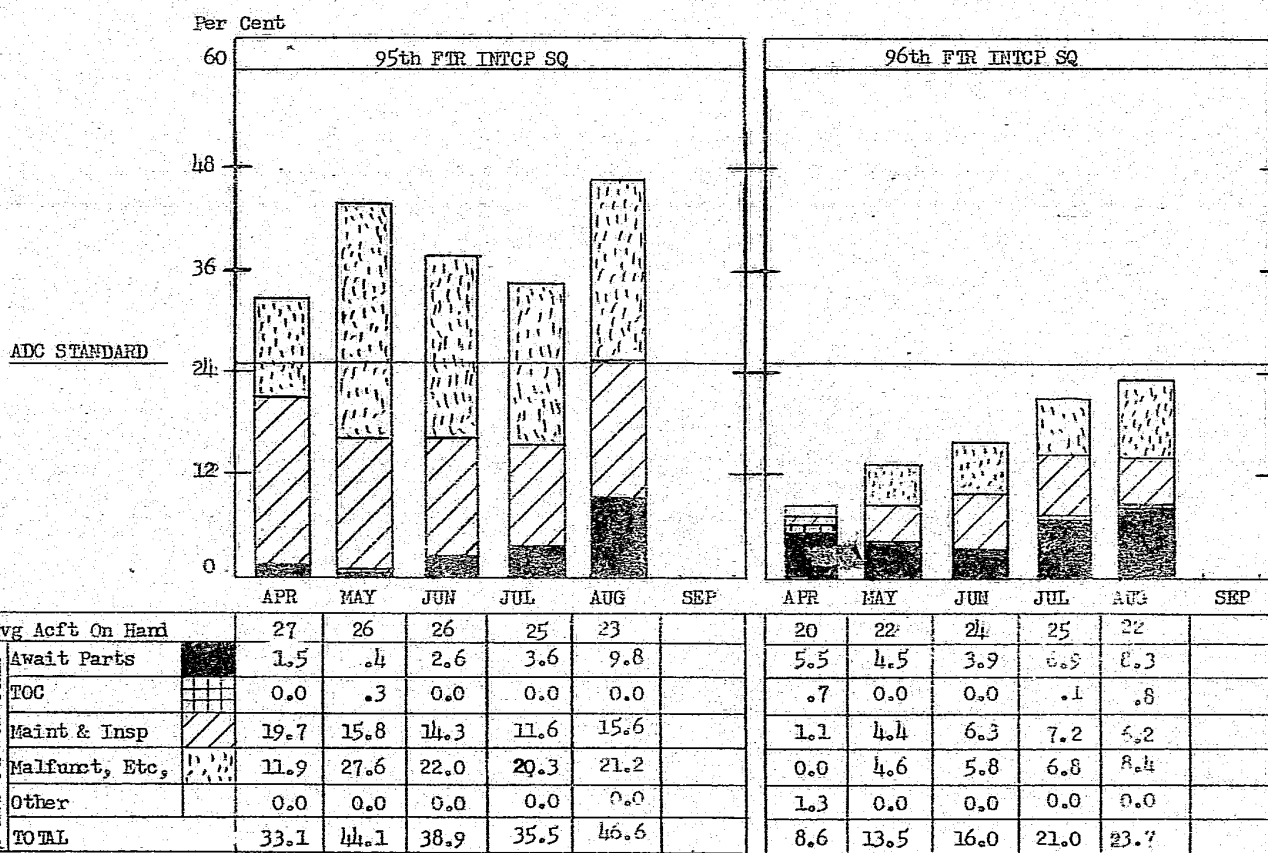


$\frac{\text{HOURS OUT-OF-COMMISSION} \times 100}{\text{TOTAL HOURS ON HAND}} = \% \text{ OF HOI OUT-OF-COMMISSION}$
 4.02

SOURCE: RCS: 1-AF-11

0352

4710TH AIR DEFENSE WING
 PERCENT OF AIRCRAFT OUT-OF-COMMISSION
 TACTICAL AIRCRAFT, MONTHLY BY SQUADRON, BY CAUSE



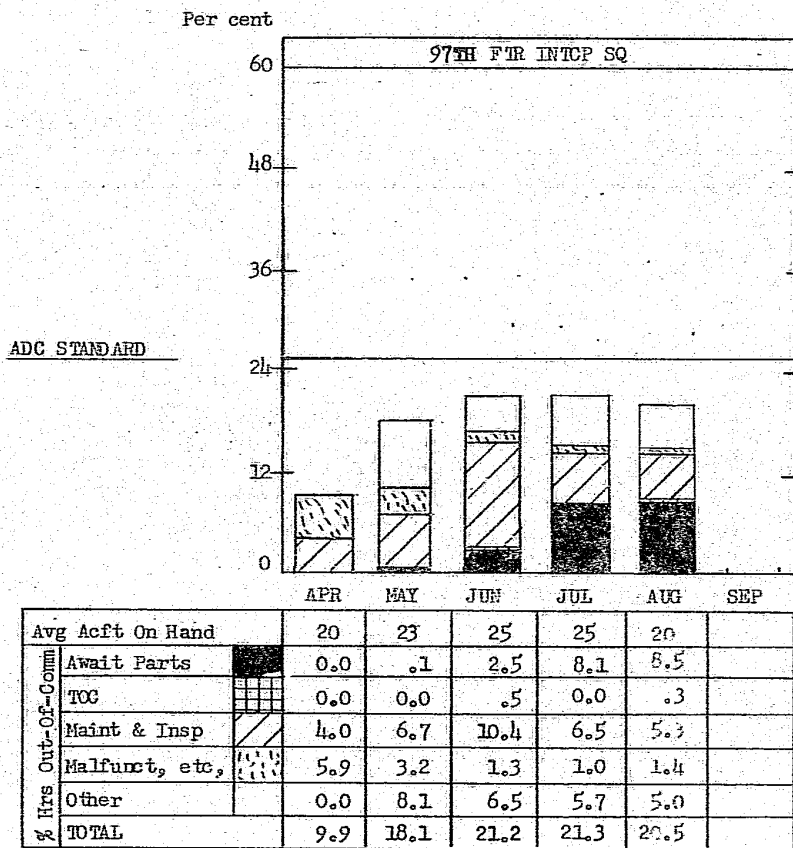
$\frac{\text{HOURS OUT-OF-COMMISSION} \times 100}{\text{TOTAL HOURS ON HAND}} = \%$ OF HOURS OUT-OF-COMMISSION

4.03

SOURCE: RCS: 1-AF-A1

0353

4710TH AIR DEFENSE WING
 PER CENT OF AIRCRAFT OUT-OF-COMMISSION
 TACTICAL AIRCRAFT MONTHLY BY SQUADRON, BY CAUSE



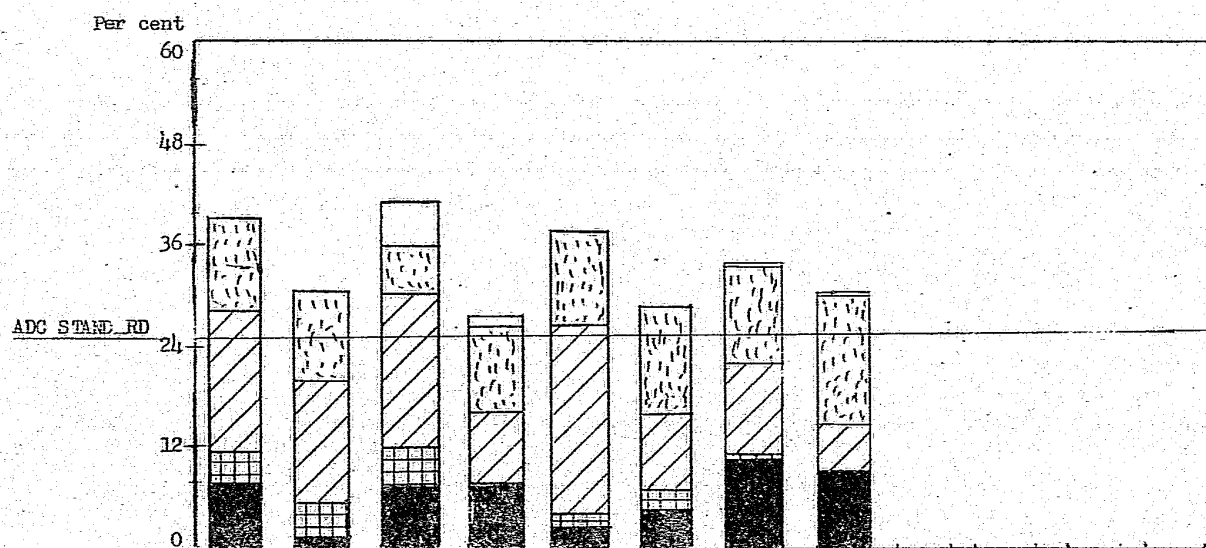
$\frac{\text{HOURS OUT-OF-COMMISSION} \times 100}{\text{TOTAL HOURS ON HAND}} = \text{PER CENT HOURS OUT-OF-COMMISSION}$

4.04

SOURCE: RCS: 1-AF-A1

0354

4710TH AIR DEFENSE WING
 PER CENT OF AIRCRAFT OUT-OF-COMMISSION
 NON-TACTICAL AIRCRAFT
 MONTHLY BY CAUSE



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Avg Acft On Hand	25	25	23	18	20	20	21	22				
Await Parts	7.9	1.8	7.8	8.1	2.9	4.9	10.3	9.8				
TOC	3.8	4.5	4.5	0.0	1.5	2.4	.2	0.0				
Maint & Insp	16.9	15.8	18.2	8.5	21.7	9.3	11.8	5.7				
Malfunc, etc.	10.5	8.1	5.6	10.5	11.1	12.3	11.6	11.4				
Other	0.0	0.0	5.7	.8	0.0	0.0	.1	.5				
TOTAL	39.1	30.2	41.8	27.9	37.2	28.9	34.0	30.4				

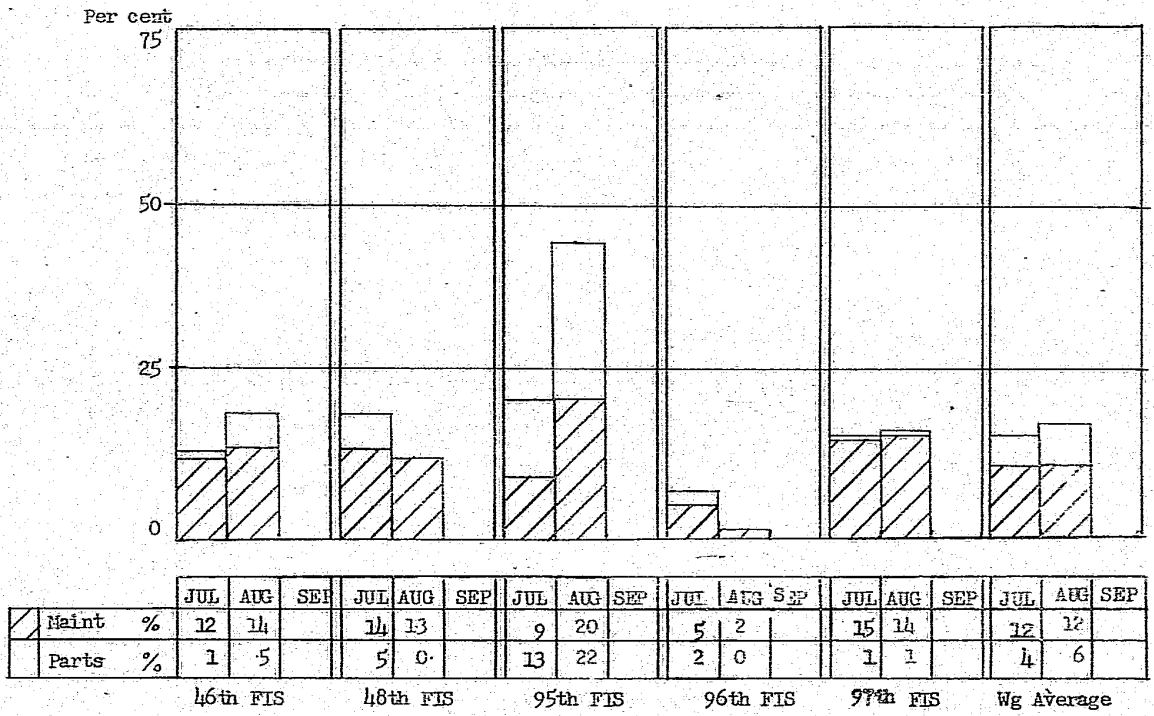
$\frac{\text{HOURS OUT-OF-COMMISSION} \times 100}{\text{AVERAGE HOURS ON HAND}} = \text{PER CENT OUT-OF-COMMISSION}$

SOURCE: RCS: 1-AF-A1

4.05

0355

SECRET
 4710TH AIR DEFENSE WING
 ARMAMENT SYSTEM
 OUT-OF-COMMISSION RATE



SOURCE: WDMAR

26AD55-S 2599

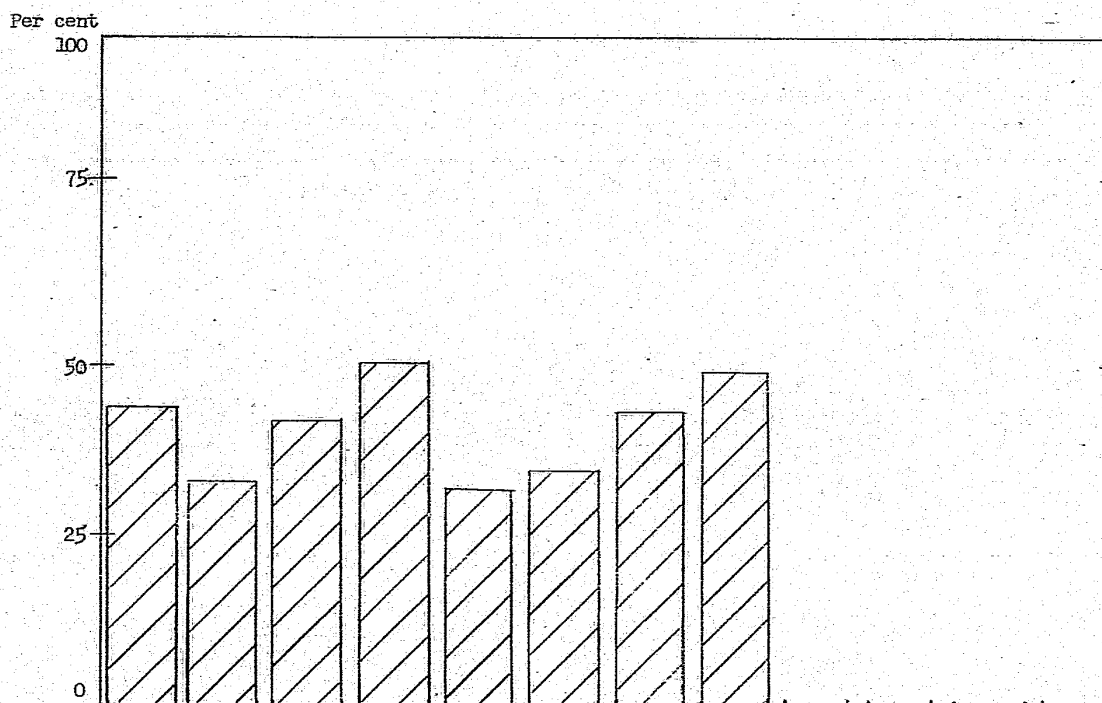
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SECRET

0356

SECRET
4710th AIR DEFENSE WING

BASE SUPPLY EFFECTIVENESS
BY MONTH 1955



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Total Line Items Requested plus Requested Line Items back-logged	4523	3672	5062	3321	3867	3273	3143	3276				
Total Line Items Issued	1993	1184	2072	1604	1485	1188	1214	1418				

SOURCE: RCS: ADC-V8

SECRET

0357

COMPTROLLERCOST AND FUNDING PROGRAM

OBJECTIVE: To provide sufficient funds to enable units of the 4710th Air Defense Wing to carry out their assigned mission and to maintain a system of check and balances to insure effective utilization of such funds.

DISCUSSION: The P-458 budget authorization for fiscal year '56 is \$2,246,982. The August obligations totalled \$198,690. The P-478 budget authorization for FY '56 is \$51,482. The August obligations totalled \$3,710.

Due to the large expenditure of funds early in this fiscal year of '56 to send our Rocketry Team to the various Meets, all staff offices should be guided by prudence before requesting any additional expenditures.

STATISTICAL SERVICES: EADF late reports notices to this headquarters indicated that seven (7) reports were late during the month of August. This is a decrease of eleven (11) late reports over the previous month. Report delinquencies based on the receipt of information copies and feeder reports at this headquarters totalled twenty-four (24). Four (4) units submitted reports without a delinquency during August.

EADF Reports Notices to 4710th Air Defense Wing during August were as follows:

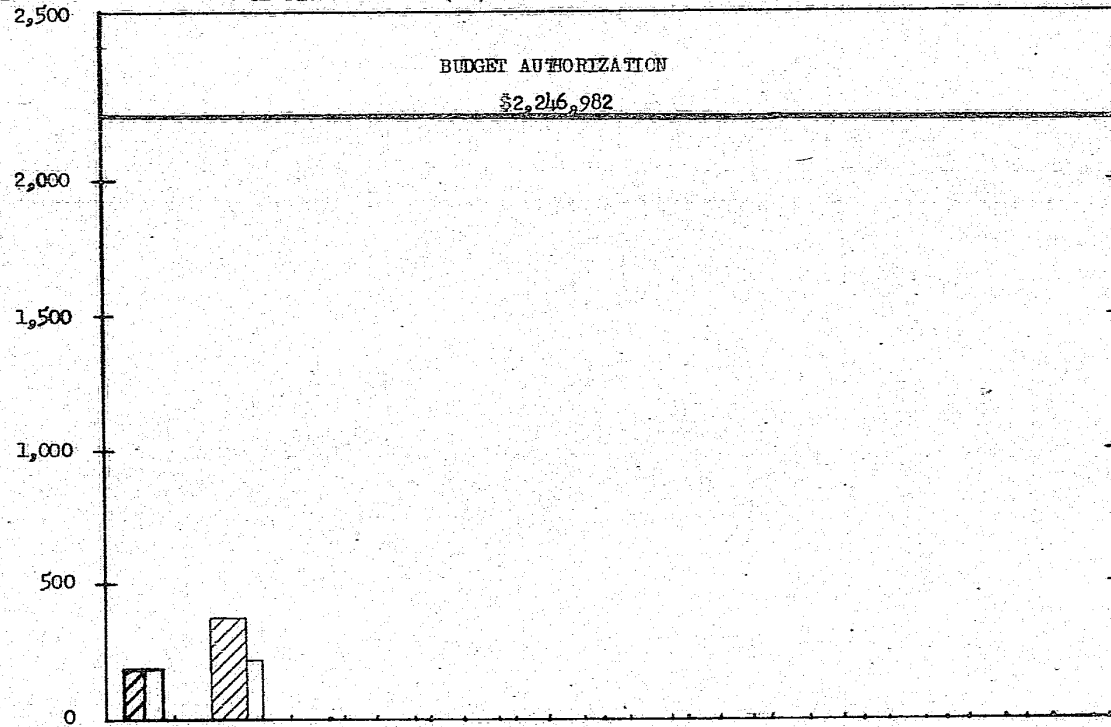
<u>Delinquent Reports</u>	<u>One Time Reports</u>	<u>New Reports</u>	<u>Discontinued Reports</u>	<u>Changes to Reports</u>
7	15	13	10	61

5.00

0358

Thousands
of Dollars
2,500

4710TH AIR DEFENSE WING
STATUS OF F-458 FUNDS, FY 56
82ND FIGHTER GROUP (AD) (BASE MAINTENANCE AND OPERATION)



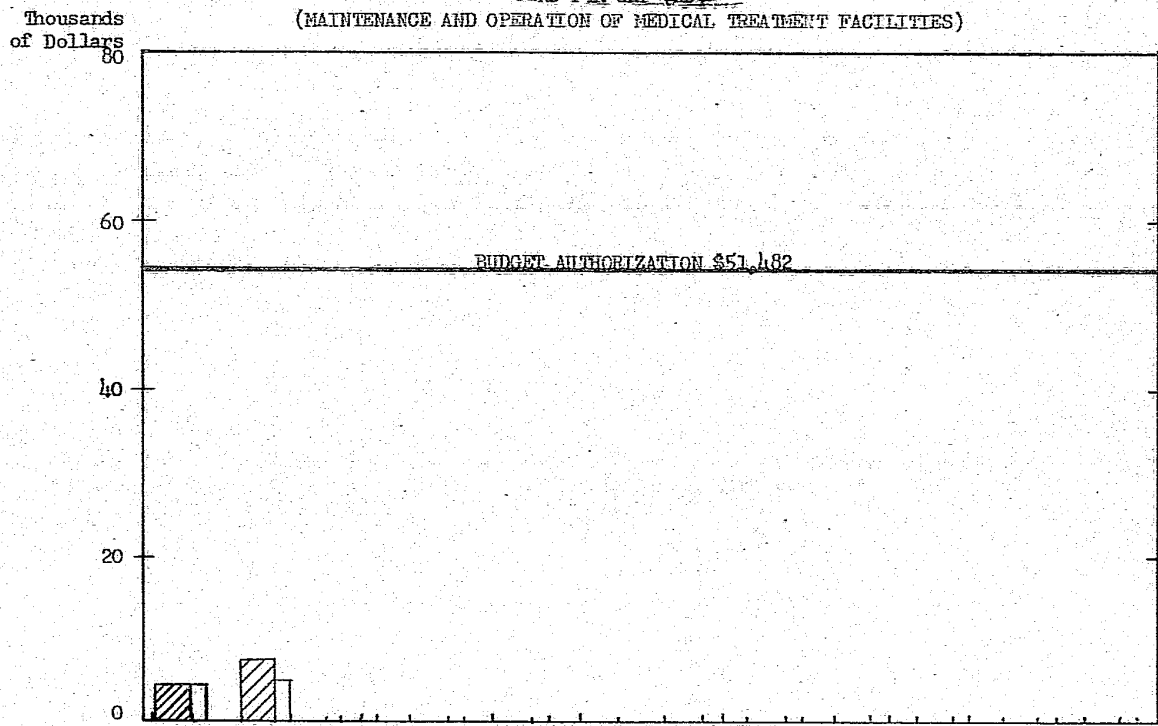
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
Monthly Obligations	165	198										
Cum. Obligations	165	363										
Funds Received	0	0										
Cum. Allocations	0	0										

SOURCE: AF-C3

5.01

0359

4710TH AIR DEFENSE WING
 STATUS OF P-178 FUNDS, FY 1956
 82ND FTR GRP (AD)
 (MAINTENANCE AND OPERATION OF MEDICAL TREATMENT FACILITIES)



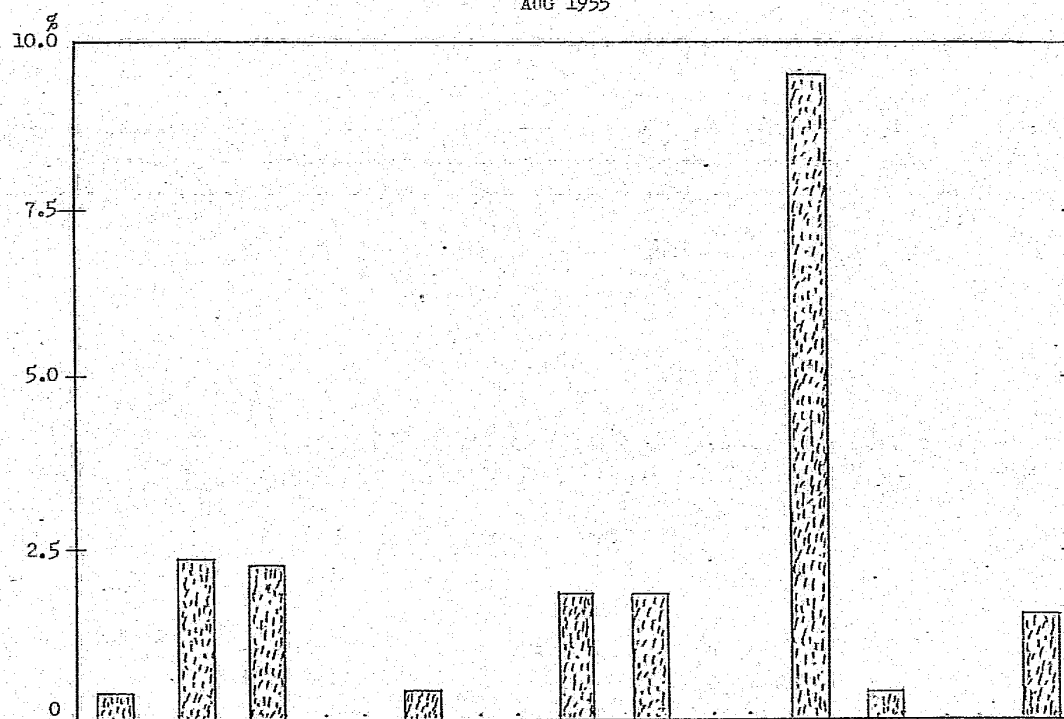
Mo. Obligations	3	4											
Cum. Obligations	3	7											
Funds Received	0	0											
Cum. Allotments	0	0											
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	

SOURCE: AF-G31

5-02

0360

4710TH AIR DEFENSE WING
 PERCENT OF REPORTS DELINQUENT
 AUG 1955



Tot Units Rpts Sub	211	210	217	189	189	50	51	51	51	53	397	33	1707
No. Unit Rpts Late	1	5	5	0	1	0	1	1	0	5	2	0	24
% of Rpts Delinq	.4	2.4	2.3	0.0	.5	0.0	1.9	1.9	0.0	9.4	.5	0.0	1.4

46th FIS 48th FIS 95th FIS 96th FIS 97th FIS 647th AC&W 649th AC&W 770th AC&W 771st AC&W 772d AC&W 32d FT. HRU Hq Sq 4710 WING TOTAL WING

5.03

SOURCE: Stat Services

0361

REPORTS CONSIDERED LATE BY 4710HADW, STAT SERVICES OFFICE - AUG 55

REPORTS CONTROL SYMBOL	46TH FIS	48TH FIS	95TH FIS	96TH FIS	97TH FIS	647TH AC&W	649TH AC&W	770TH AC&W	771ST AC&W	772D AC&W	82D FTR GRM	WG HQ	TOP WG
1-AF-A1		2	2								1		5
2-AF-A1			1										1
2-AF-E2							1		1				2
AF-K1									1				1
AF-K5										1			1
1-AF-P7		1											1
2-AF-P7		1											1
AF-X10-C6										1			1
2-AF-X11			1										1
AF-XCS-C6										1			1
AF-V14		1											1
ADC-E18									1				1
ADC-S22					1								1
ADC-T502											1		1
ADC-S29			1										1
EADF-U3	1												1
NAV-S&A 67-10										1			1
EADF-U7										1			1
4710 ADW-V1									1				1
UB-TOTAL	1	5	5	0	1	0	1	0	4	5	2		24

5.04

0362

D I S T R I B U T I O N

Commander, Hq 4710th Air Def Wg	1
WDO, Hq 4710th Air Def Wg.	1
WDM, Hq 4710th Air Def Wg	1
Historian, Hq 4710th Air Def Wg	1
WCT, Hq 4710th Air Def Wg.	1
WDOPM, Hq 4710th Air Def Wg	1
Commander, 46th Fighter Interceptor Squadron	1
Commander, 48th Fighter Interceptor Squadron	1
Commander, 95th Fighter Interceptor Squadron	1
Commander, 96th Fighter Interceptor Squadron	1
Commander, 332d Fighter Interceptor Squadron	1
Commander, 647th Aircraft Control & Warning Squadron	1
Commander, 649th Aircraft Control & Warning Squadron	1
Commander, 770th Aircraft Control & Warning Squadron	1
Commander, 771st Aircraft Control & Warning Squadron	1
Commander, 772d Aircraft Control & Warning Squadron	1
Commander, 525th Air Defense Group	5
Commander, Air Defense Command	1
Commander, 26th Air Division (Defense)	2
Historian, 26th Air Division (Defense)	4
Commander, 4709th Air Defense Wg.	1
WSJA, Hq 4710th Air Def Wg (pgs on AWOLs only)	1
Grd Safety, Hq 4710th Air Def Wg (pgs on Grd Safety only)	2
WDP, Hq 4710th Air Def Wg (pgs on Personnel only)	2
Comdr, Hq EADF, Attn: Mgmt Analysis	1

0363

H157

4710TH AIR ~~SECRET~~ DEFENSE WING

PROGRESS ANALYSIS

WORLD WIDE

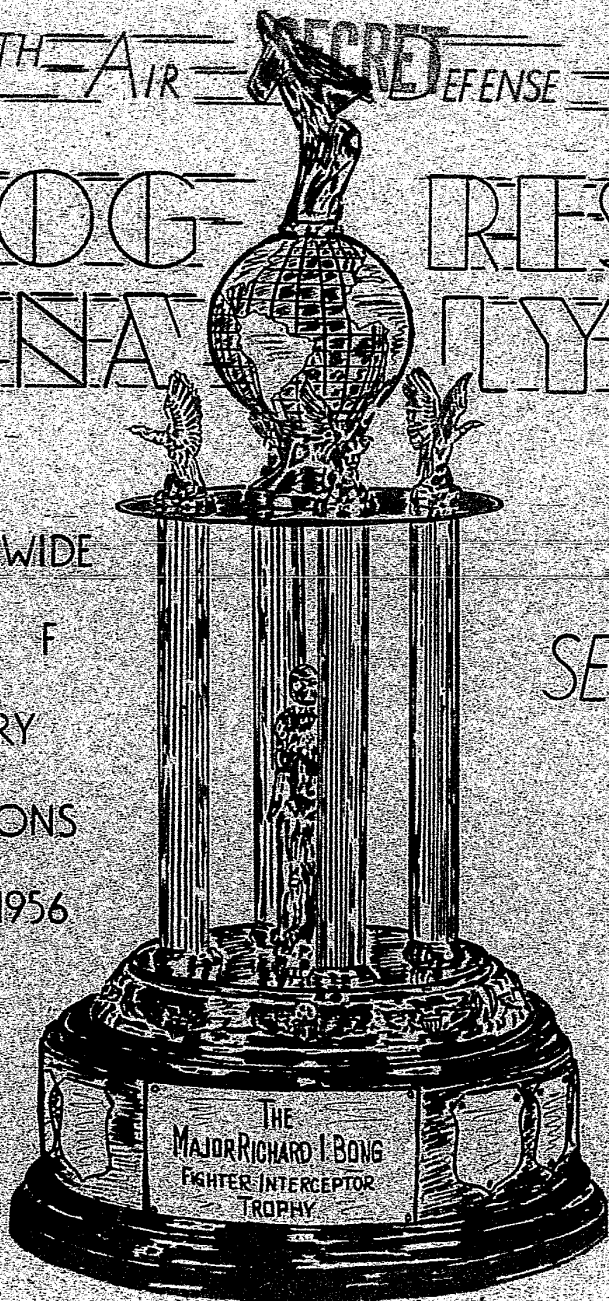
U S A F

ROCKETRY

CHAMPIONS

1955 — 1956

SEPT 55



THE
MAJOR RICHARD I. BONG
FIGHTER INTERCEPTOR
TROPHY

26AD55-3

THIS DOCUMENT CONSISTS OF 1 PAGE

NUMBER 2 OF 3 COPIES

~~SECRET~~
0364

58-785 S

THIS PUBLICATION CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE LAWS, TITLE 18 U.S.C., SECTIONS 793 AND 794. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW.



Prepared by: Management Analysis
Section, Office of
the Comptroller, in
conjunction with the
Wing Staff

0365

The Statistical Information contained in this Progress Analysis Book should be used by all commanders and their staffs for analysis, and as an additional tool for current and future planning to improve management efficiency.

The summaries were prepared by the Management Analysis Section of the Wing Comptroller's Office with the coordination of the Staff Sections having primary interest at this Headquarters.

0 3 6 6

4710TH AIR DEFENSE WING
MISSION AND RESPONSIBILITIES

1. MISSION:
 - a. To support the 26th Air Division (Defense) in its conduct of air defense, in its assigned area of responsibility.
 - b. To organize, administer, equip, train, and prepare for combat, in accordance with directives, policies, and schedules issued by this or higher headquarters, such units and combat crews of the USAF as may be assigned or attached for these purposes.
 - c. To support the operations of the Strategic Air Command, Tactical Air Command, and Military Air Transport Service, as directed by Headquarters, 26th Air Division (Defense).
 - d. To participate in collateral mission of anti-submarine warfare, as directed by Headquarters, 26th Air Division (Defense).
 - e. To supervise and insure that the support responsibilities of the defense groups toward "special activities" are accomplished (reference Air Force Regulation 11-4).
2. RESPONSIBILITY: The Commander of the 4710th Air Defense Wing is directly responsible to the Commander, 26th Air Division (Defense) for the effective performance of the following specific functions:
 - a. Exercising command jurisdiction of all units, activities and installations assigned or attached.
 - b. Training assigned and attached units, crews and individuals to the proficiency prescribed by applicable training standards.
 - c. Maintaining all units in the higher degree of efficiency in performance of their respective missions.
 - d. Supervising the operation of such Air Force installations that are assigned to the Defense Wing.
 - e. Submission of recommendations concerning requirements for equipment, personnel, unit training, proficiency standards and desired capabilities of units employed in air defense operations.
 - f. Preparing plans for the effective utilization of reserve forces, which may be order to active service under the command of the 4710th Air Defense Wing.

g. Maintaining current status of operational information and submission of operational reports as directed.

h. Conducting air defense system training and testing to include air defense exercises, maneuvers, and combined operations in accordance with approved plans, and as directed by this headquarters.

i. Participating in disaster relief and domestic emergencies consistent with the requirements of the primary mission and as directed by Headquarters, 26th Air Division (Defense).

j. Providing all assigned units with specific mission directives.

k. Performing other functions as directed by the Commander, 26th Air Division (Defense).

SOURCE: 26th Air Div Reg 25-5

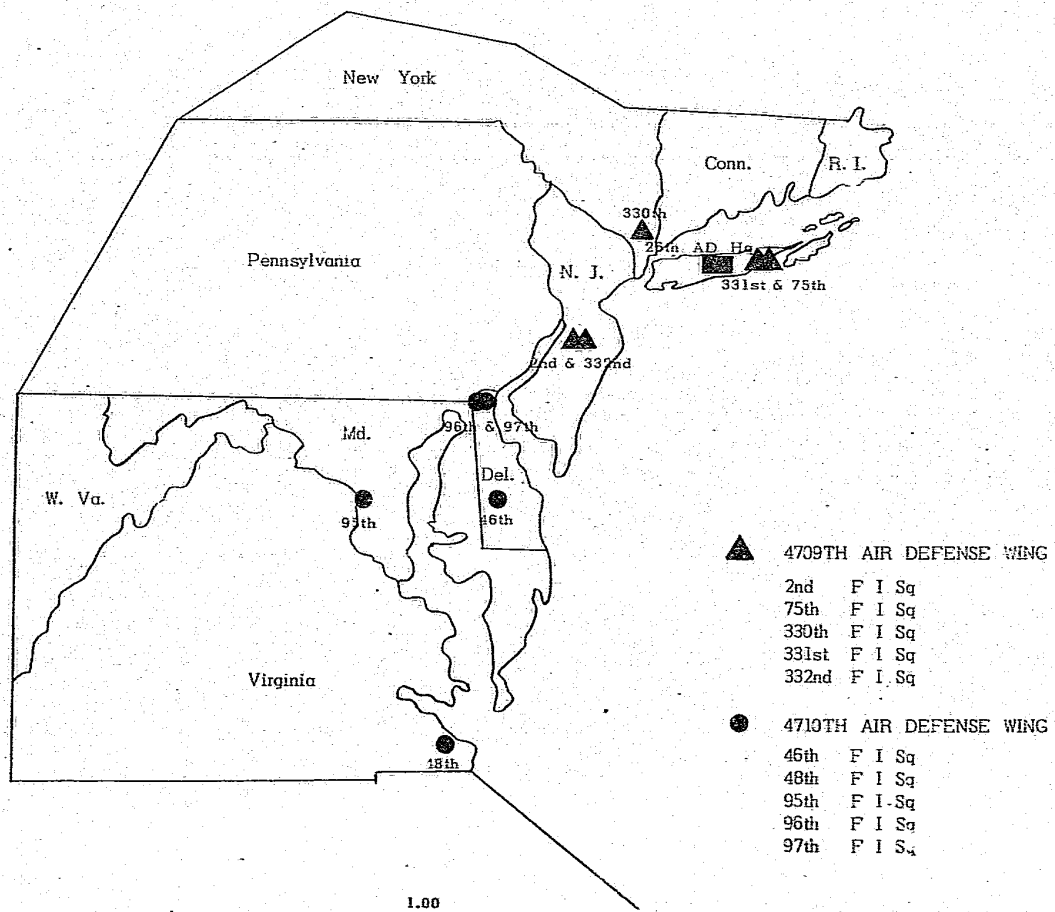
0368

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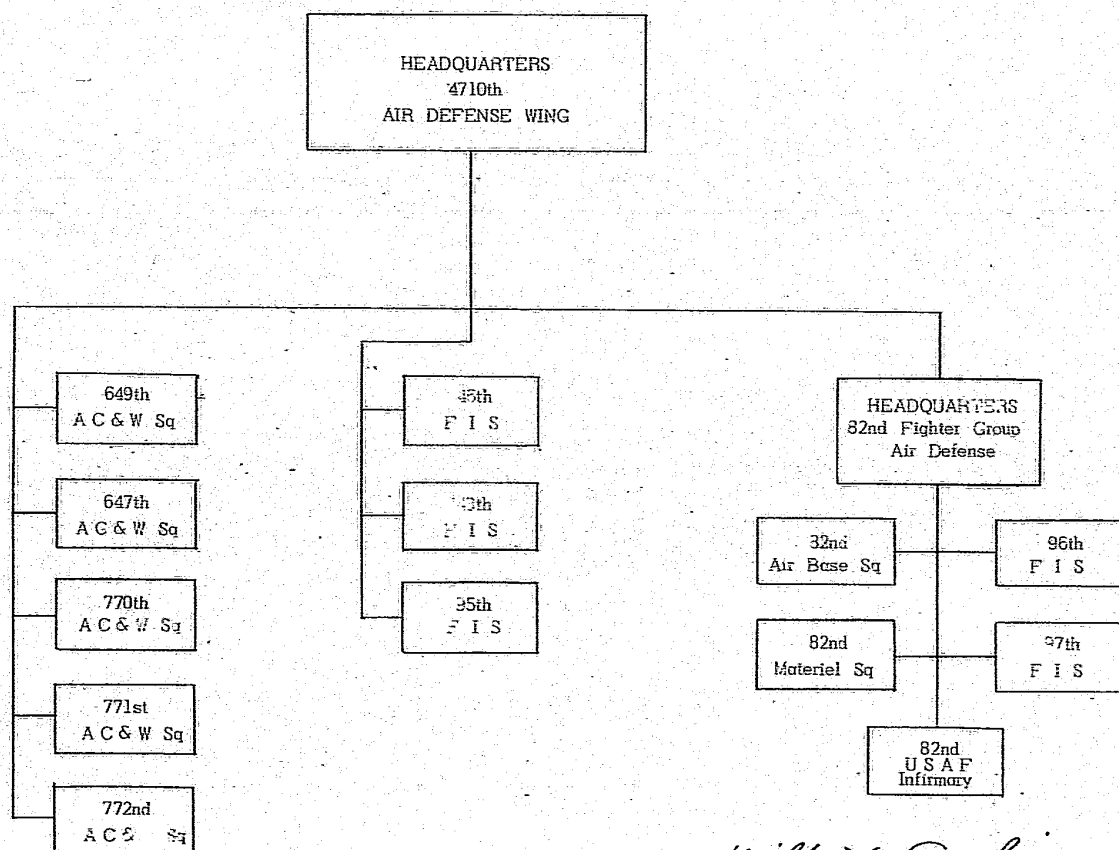
0369

26TH AIR DIVISION
 AREA OF RESPONSIBILITY
 DEPLOYMENT OF FIGHTER INTERCEPTOR SQUADRONS



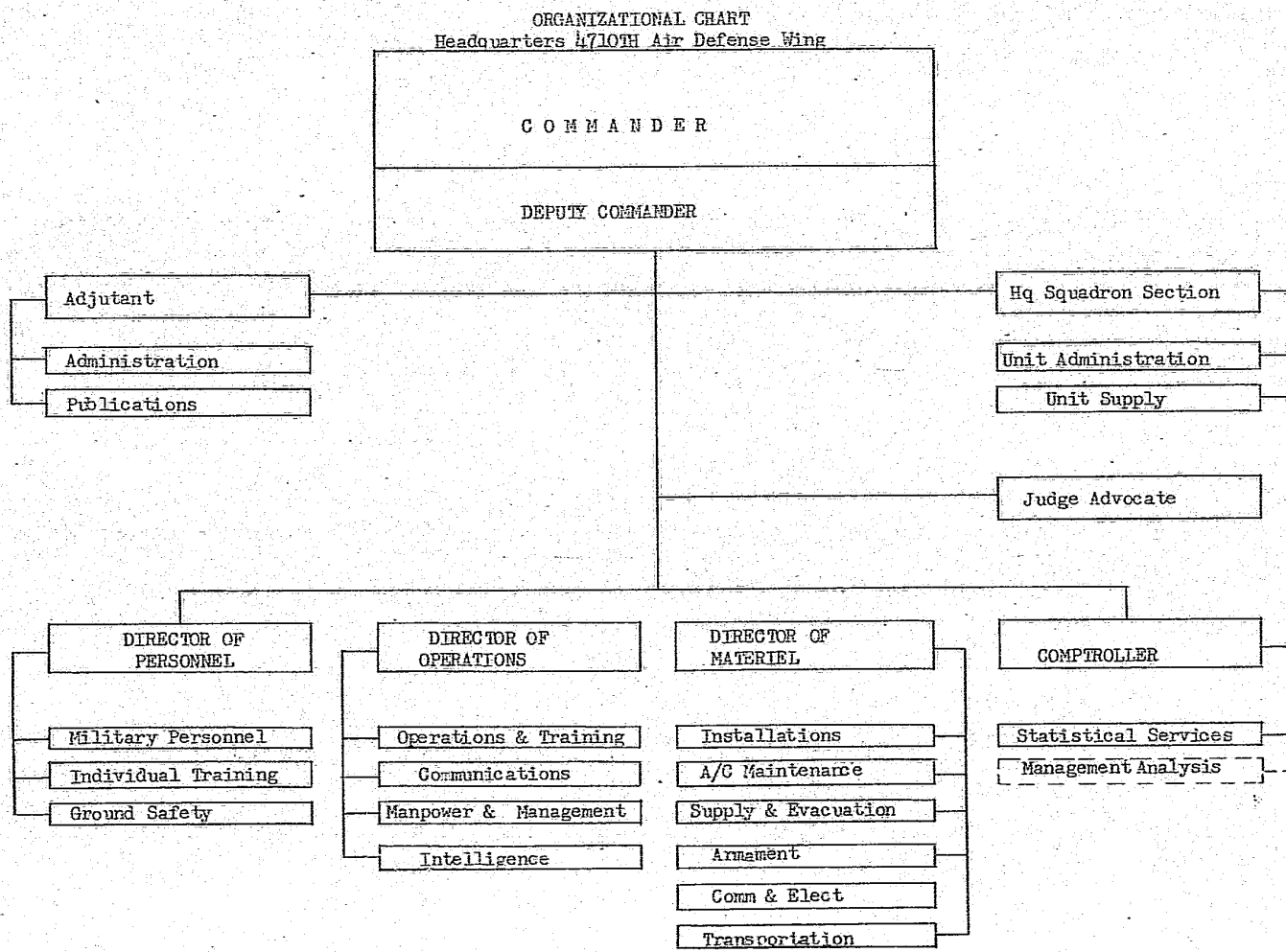
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ORGANIZATIONAL CHART
4710th Air Defense Wing



Milton H. Askins
MILTON H. ASKINS
Colonel USAF
COMMANDER

0371



1.02

0372

ROSTER OF KEY PERSONNEL

AS OF 30 SEP 1955

<u>TITLE</u>	<u>NAME</u>	<u>RANK</u>	<u>PHONE</u>
Commanding Officer	Milton H. Ashkins	Colonel	6
*Deputy Commander			26
*Deputy of Operations			1 & 2
*Deputy for Personnel			226
Deputy for Material	Charles B. Taylor	Lt. Col.	21 & 256
Comptroller	Walter A. Lasek	Capt.	269
Judge Advocate	Paul A. Gross	1st. Lt	19 & 126
Adjutant	Thor P. Baumgardner	Capt.	26 & 51
<u>TITLE</u>	<u>UNIT COMMANDERS</u>		
82d Air Defense Group	Clay D. Albright, Jr.	Colonel	4
82d Air Base Squadron	Francis G. Carmody	Major	243
82d Material Squadron	Sterling S. Maddox	Lt. Col.	245
82d USAF Infirmary	Clement Brown	1st Lt.	217
96th Fighter Interceptor Squadron	John F. Ambrecht	Major	115
97th Fighter Interceptor Squadron	Ernest P. Stuyvesant	Major	183
46th Fighter Interceptor Squadron	Earl G. Depner	Lt. Col.	254 Dover
48th Fighter Interceptor Squadron	Phillip N. Loring	Lt. Col.	8173 Langley
95th Fighter Interceptor Squadron	Edward C. Fletcher	Lt. Col.	6214 Andrews
647th Aircraft Control & Warning Squadron	Van S. Walker	Major	Triangle, Va. 18k
649th Aircraft Control & Warning Squadron	Howard C. Sharkey	Major	Lynchburg 2-2361
770th Aircraft Control & Warning Squadron	Elmer B. Hall	Major	Ocean City 1100
771st Aircraft Control & Warning Squadron	Gilbert R. Ralston, Jr.	Major	Cape Charles 760
772nd Aircraft Control & Warning Squadron	John F. Dee, Jr.	Major	Clayburg 140

* These positions are being carried vacant on the roster of Key Personnel.

1.03

0373

NOTES

0374

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OPERATION & TRAINING

OBJECTIVE: To provide the necessary tactical aircraft and training combat crews in order to carry out assigned Air Defense Mission.

DISCUSSION: Jet aircraft utilization during September was as follows:

Total jet aircraft flying time for September was 3767 hours, a decrease of 322 hours.

WE Aircraft - average hours flown per WE aircraft possessed (111) was 28.4 hours.

The ADC allocation of flying time for the F-94C and F-86D Aircraft was met. T-33A flying time was 78 hours short of the ADC Allocation.

F-94C Aircraft flew 2646 hours, an increase of 6 hours. Average per F-94C possessed (78) was 30.0 hours. The ADC Allocation of Flying hours for the F-94C is 29 hours, 20 minutes per aircraft.

F-86D Aircraft flew 693 hours, a decrease of 20 hours. Average per F-86D possessed (26) was 25.7 hours. The ADC allocation of Flying hours for the F-86D is 26 hours per Aircraft.

T-33A Aircraft flew 428 hours, a decrease of 300 hours. Average per T-33A possessed (11) was 38.9 hours. The ADC Allocation of Flying hours for the T-33A is 46.0 hours per Aircraft.

Wing jet pilot experience level: Of the 162 pilots assigned to FIS reported, 70 pilots are in Category "A", 72 pilots in Category "B", 10 pilots in Category "C" and 10 pilots in Category "D".

SECRET

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0375

AIRCRAFT CONTROL & WARNING SQUADRONS

OBJECTIVE: To provide the necessary tactical training of GCI Directors and Crews in order to effectively perform the broad mission of obtaining and evaluating information on all aircraft flying into the defended area and controlling the defense effort against those identified as hostile.

DISCUSSION: Number of assigned directors decreased by four (4) for a total of forty-seven (47).

QUALIFIED: Thirty (30) of the forty-seven (47) assigned directors are fully qualified.

IN TRAINING: Thirteen (13) directors are in training status.

PARTICIPATING: Thirty-eight (38) of the directors participated in the training program.

Actual Control:

Lead Collision Course:	1530,	a decrease of 331.
Day Intercepts:	416,	an increase of 82.
Ascents & recoveries:	373,	an increase of 9.

Synthetic Control:

Lead Collision Course:	823,	a decrease of 658.
Day Intercepts:	516,	an increase of 118.
Ascents & recoveries:	333,	a decrease of 68.

2.01

0376

ROCKETRY PROFICIENCY

4710th Air Defense Wing

During the period 3-9 October 1955 the Air Force witnessed at Yuma, Arizona, the culmination of the sustained efforts of the 4710th Air Defense Wing Rocketry Team and all supporting units - THE WINNING OF THE WORLD WIDE UNITED STATES AIR FORCE ROCKETRY MEET.

The splendid spirit and high degree of proficiency that were prevalent from the start of the competition were responsible for carrying the team all the way to the top. Following is a breakdown of team points scored in the Rocketry meets and individual scores attained in the United States Air Force World Wide Meet.

26TH AIR DIVISION MEET 4710 - 7,000
4709 - 6,000

EASTERN AIR DEFENSE FORCE MEET

26th Air Division 12,800
35th Air Division 7,000
30th Air Division 5,000
32nd Air Division 3,800

WORLD WIDE UNITED STATES AIR FORCE MEET

EADF - 11,600
ATRAC - 10,600
NEAC - 9,000
FEAF - 7,800
CADF - 7,600
WADF - 6,600
USAFE - 5,800
AAC - 4,800

Individual Scores of the World Wide United States Air Force Rocketry Champions:

Pilot	R/O	Score
Col King	Lt . Goad	4,600
Capt Castleberry	Lt . DeFrancisco	4,000
Col Ashkins	Lt . Kaufman	2,000
Lt Corden	Lt . Kruckner	1,000

Individual High Scores

Col King (EADF) 4,600	1st place tie	Capt Castleberry (EADF) 4,000	2nd place tie
Lt Dennis (ATRAC) 4,400		Maj Lambert (NEAC) 4,000	

2.01A

0377

FIGHT CREW SCHEDULE PERFORMANCE

30 Sep 54

ITEM	STD	46TH FIS	48TH FIS	95TH FIS	96TH FIS	97TH FIS	WING AVG
EFFECTIVE MANNING	100%	79	91	71	63	70	74.8%
AVG CREWS ASSIGNED	37	30	25	26	35	25	28 Total 141
AVG PILOTS ASSIGNED	100% 37	81 30	68 25	70 26	97 36	68 25	77% 142
AVG ROS ASGD	100% 37	97 36	103 38	NA NA	95 35	105 39	100% 148
PILOT UTILIZATION (ON HAND)	20 hrs	25.4	26.3	25.3	20.1	22.2	23.9 hrs
AVG UE ACFT POSSESSED	25 25	23	21	26	23	21	Avg 23 Tot 114
AVG UE ACFT COMBAT READY	100% #	70 16	71 15	62 16	78 18	76 16	71% 71
AVG T-33 ACFT POSSESSED	3	2	3	2	2	2	Avg 2 Tot 11
JET ACFT UTILIZATION F-94C	29:20	28.4	30.8		30.6	30.5	30.1 hrs
(ROSS AIRCRAFT) F-86D	26:00			26.7			26.7 hrs
T-33A	16:00	55.5	34.8	37.5	53.0	16.0	39.4 hrs
ACFT MAINTENANCE -(UE)	75%	65.9	79.9	58.4	75.1	75.3	70.9%
ACFT MAINTENANCE -(T-33)	75%	59.5	70.3	59.4	58.1	60.7	66.0%

260430-S

2809

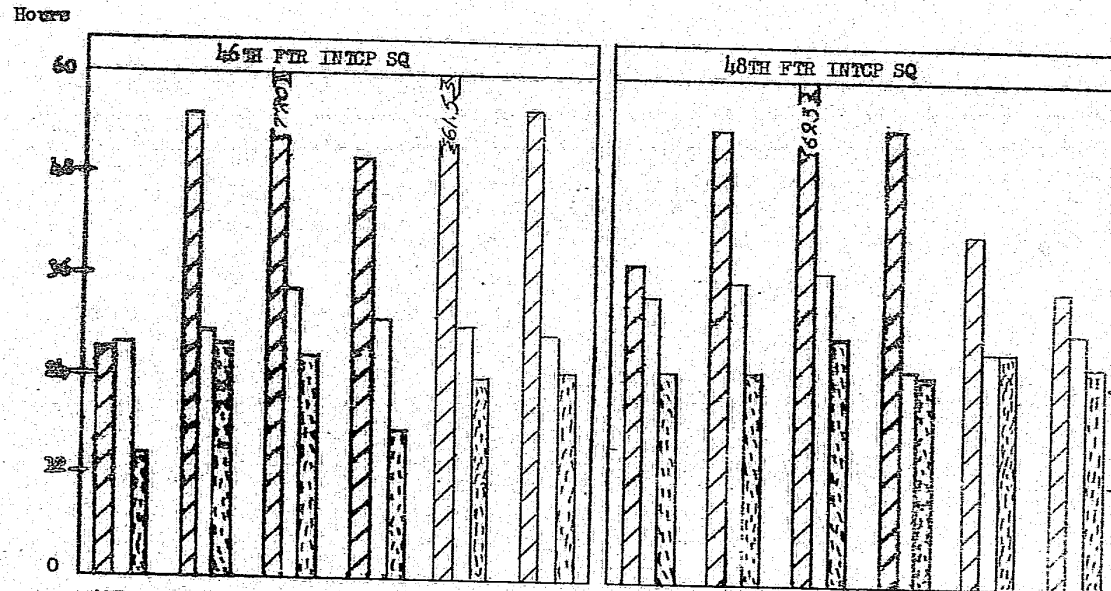
2.02

SOURCE: FOR: US REPORTS
DATE: REPORTS

0378

4710th AIR DEFENSE WING.

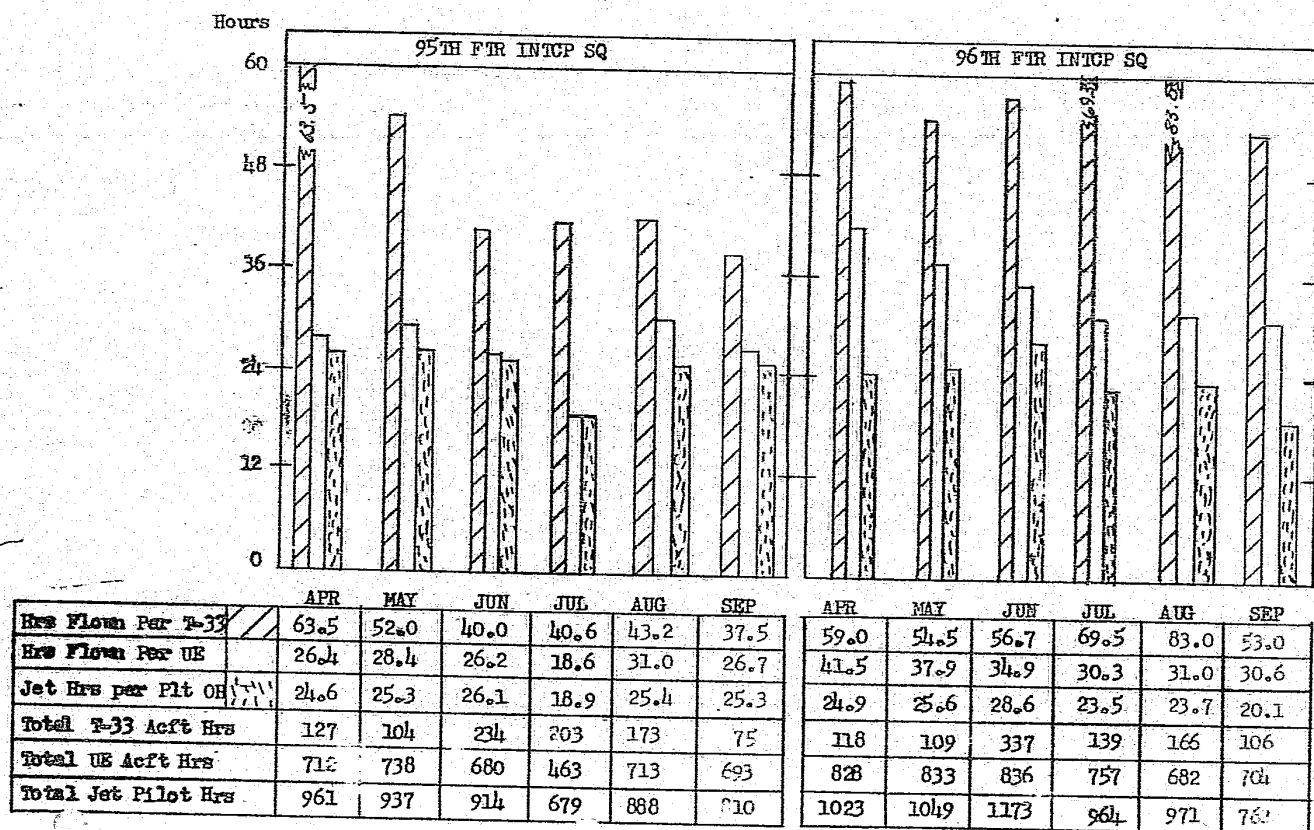
JET AIRCRAFT UTILIZATION



	APR	MAY	JUN	JUL	AUG	SEP	APR	MAY	JUN	JUL	AUG	SEP
Hrs Flown Per F-33	27.0	54.0	77.0	50.0	61.5	55.5	38.3	53.3	69.3	51.7	42.0	31.0
Hrs Flown Per UE	28.4	29.7	34.4	32.1	31.6	28.4	34.0	36.7	38.5	25.9	27.0	25.0
Est Hrs Per Flt Off	16.5	28.2	27.7	18.9	24.6	25.4	26.2	26.1	30.7	25.0	27.3	25.3
Total F-33 Acft Hrs	27	162	254	50	123	111	115	160	208	164	126	114
Total UE Acft Hrs	565	713	157	609	631	654	715	734	808	596	702	617
Total Jet Pilots Hrs	611	888	970	699	861	842	864	938	1075	775	846	775

SOURCE: 1-AR-
ADC-V-3
26AD-P2

4710TH AIR DEFENSE WING
JET AIRCRAFT UTILIZATION

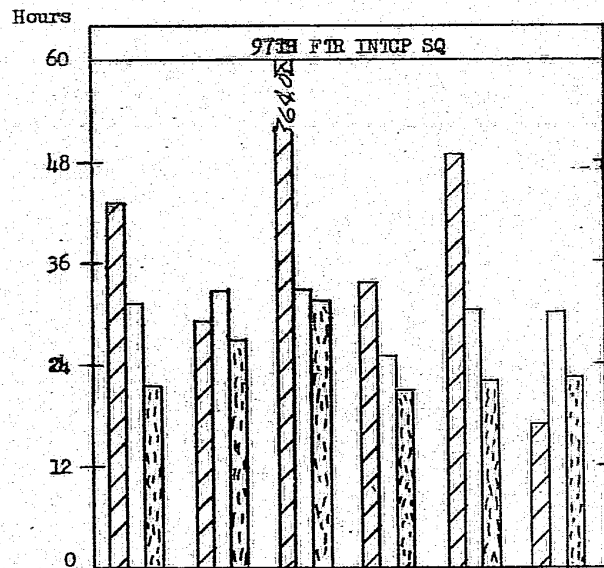


SOURCE: 1-AF-A1
ADC-V18
26AD-P2

2.01

0380

4710TH AIR DEFENSE WING
JET AIRCRAFT UTILIZATION



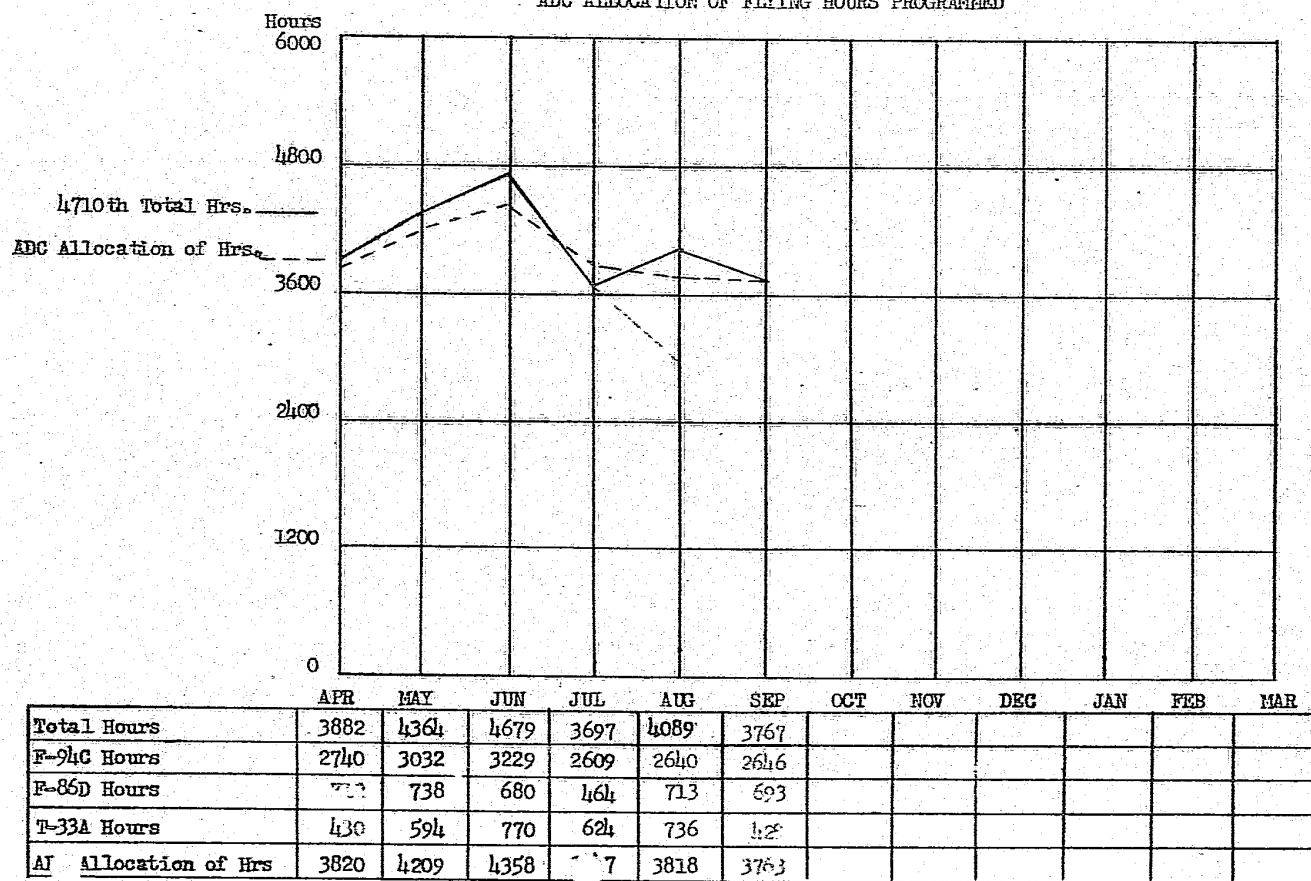
	APR	MAY	JUN	JUL	AUG	SEP
Hrs Flown Per T-33	43.0	29.5	61.0	34.0	49.3	16.0
Hrs Flown Per UE	31.4	32.7	33.1	24.9	31.3	30.5
Jet Hrs Per Plt OH	21.8	26.1	32.4	21.2	22.7	22.2
Total T-33 Acft Hrs	4	59	211	68	148	32
Total UE Acft Hrs	628	752	827	647	625	641
Total Jet Pilot Hrs	698	861	1068	762	796	656

SOURCE: 1-AF-A1
ADC-V18
26AD-F2

2.05

0381

4710TH AIR DEFENSE WING
JET AIRCRAFT FLYING TIME
VS
ADC ALLOCATION OF FLYING HOURS PROGRAMMED

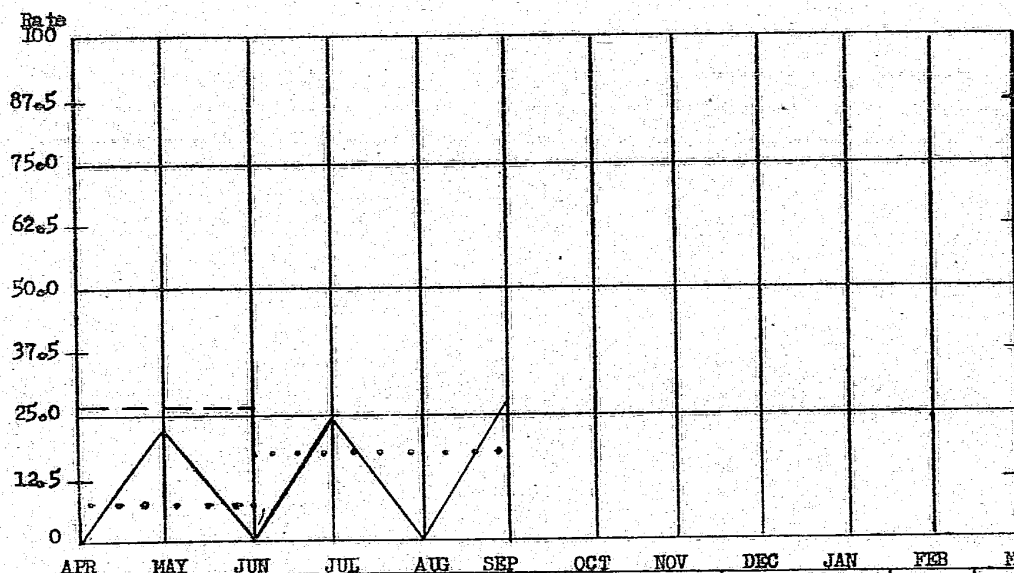


2.06

SOURCE: I-AP-A1
ADC Flying Hour Program

0 5 8 2

4710TH AIR DEFENSE WING
 AIRCRAFT ACCIDENT RATE PER 100,000 HOURS FLOWN
 BY MONTH 1955



	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR
Accidents	0	1	0	1	0	1						
Hrs Flown	4120	4669	4939	4016	4263	3878						
Wing Rate	0.0	21.4	0.0	21.9	0.0	25.8						
Wing Qtr Rate			7.3			16.5						
EADF Qtr Rate			27.0									
ADC Qtr Rate			25.0									

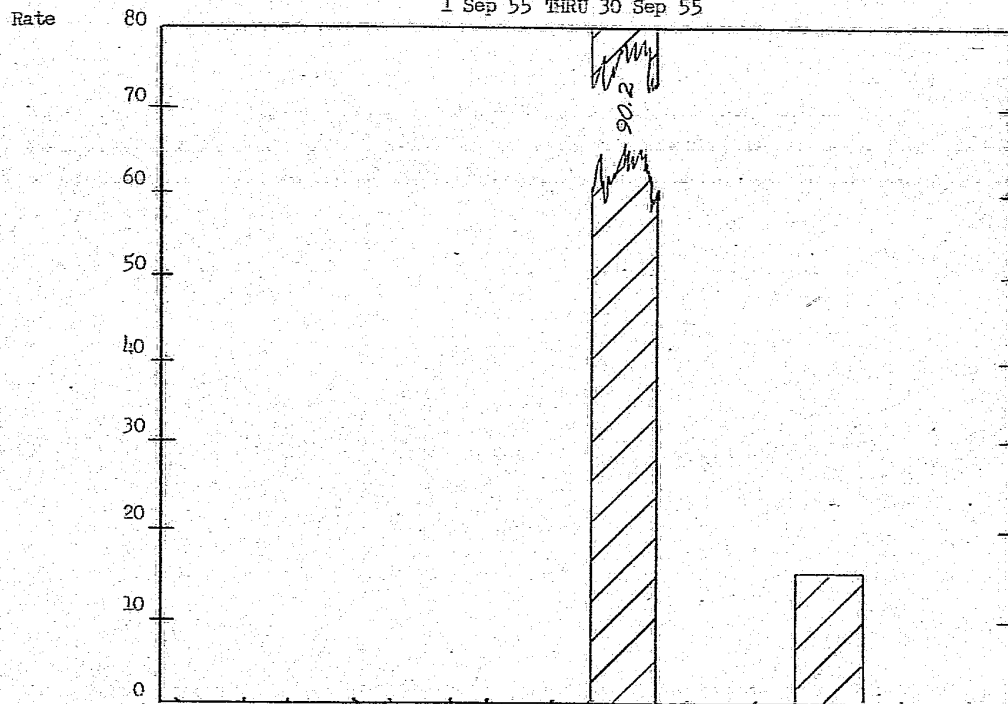
$\frac{\text{No. of Accts} \times 100,000}{\text{Hrs Flown}} = \text{Rate Per 100,000 Hrs}$

SOURCE: 1-AF-A1, Flying Safety Record
 EADF Comd Data File

2.07

0383

4710TH AIR DEFENSE WING
 CUMULATIVE AIRCRAFT ACCIDENT RATE
 1 Sep 55 THRU 30 Sep 55



Accidents to Date	0	0	0	0	2	0	2
Hrs Flown to Date	2338	2429	2384	2554	2217	244	12157
Cumulative Accident Rate	0.0	0.0	0.0	0.0	20.2	0.0	16.5

46th FIS 48th FIS 95th FIS 96th FIS 97th FIS 4710th ADW TOTAL

NO OF ACDS X 10³,000
 HRS FLOWN Rate per 100,000 Hrs

2.08

SOURCE: WDO

0384

PILOT CATEGORIES

CATEGORY	UNRESTRICTED	RESTRICTED ALERT *	FLIGHT CCADR	FLIGHT** LEADER	MOBILE CONTROL	INST PILOT	UNRESTRICTED CROSS COUNTRY	RESTRICTED*** CROSS COUNTRY
"A" Tot time 1000 Jet time 150 UE time 100 Actual Wx	YES	N/A	YES	YES	YES	YES	YES	N/A
"B" Tot time 750 Jet time 150 UE time 100 Actual Wx	YES	N/A	NO	YES	YES	NO	NO	YES
"C" Tot time 500 Jet time 150 UE time 100 Actual Wx 5	NO	YES*	NO	YES**	YES	NO	NO	YES
"D" All Other Flts	NO	NO	NO	NO	NO	NO	NO	YES

*When base weather is reporting a ceiling of 2,000 feet and visibility of three (3) miles or better and forecast to remain

**For local and Active Air Defense Missions only.

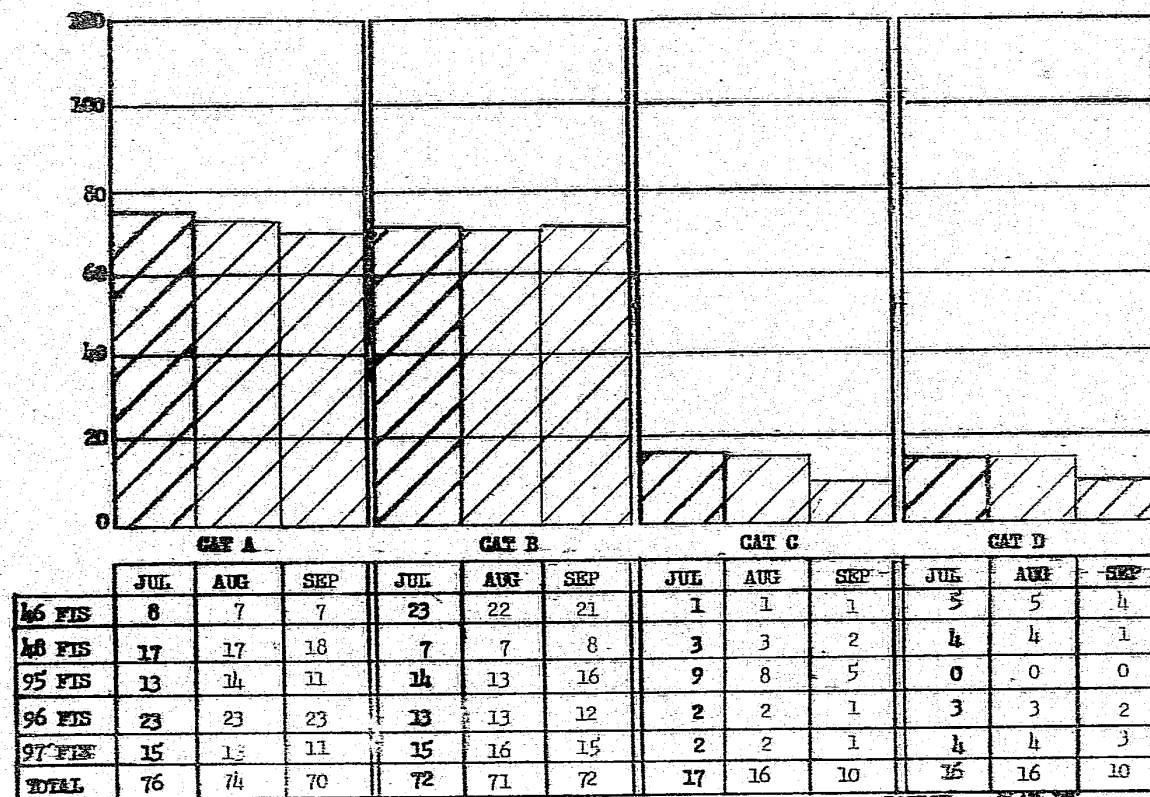
***Cross-country restrictions are contained in paragraph 5, 26ADR 60-1, 10 Dec 54.

SOURCE: 26ADR 60-1

2.09

0385

14710TH AIR DEFENSE WING
JET PILOT EXPERIENCE LEVEL



NOTE: See page 2.09 for pilot category qualifications.

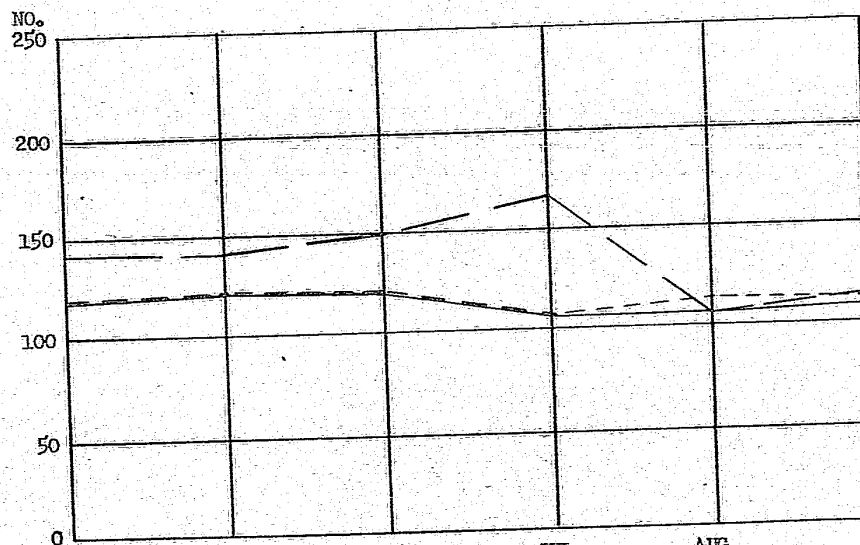
SOURCE: 26AD-22

Figures represent pilots assigned as of the end of the month.

2-10
0386

SECRET

4710TH AIR DEFENSE WING
AVERAGE NUMBER OF ASSIGNED PILOTS, ROS AND CREWS COMBAT READY



	APR			MAY			JUN			JUL			AUG			SEP		
	PLT	RO	CCR	PLT	RO	CCR	PLT	RO	CCR	PLT	RO	CCR	PLT	RO	CCR	PLT	RO	CCR
46th FI Sq	31	37	31	27	33	27	27	32	27	26	34	26	22	32	22	22	27	22
48th FI Sq	18	36	18	21	39	21	19	40	19	18	41	18	20	15	15	18	30	18
95th FI Sq	23	NA	23	24	NA	24	26	NA	26	9	NA	9	21	NA	21	23	NA	23
96th FI Sq	23	36	23	27	38	27	28	43	28	28	42	28	29	35	29	31	29	29
97th FI Sq	26	34	26	25	31	25	25	35	25	23	33	23	22	27	22	18	30	18
TOTAL WING	121	143	1	124	144	124	125	150	125	104	170	104	114	109	109	112	116	110

SOURCE: 4710ADW-F3

PILOTS ----
RO ----
CREWS ----

26ADW-S 2809
2.11

0387

46TH FIGHTER INTERCEPTOR SQUADRON
JET PILOT FLYING TIME (HRS)

NAME	RANK	JUL	AUG	SEP	OCT	NAME	RANK	JUL	AUG	SEP	OCT
O'Donnell	Lt. Col	PCS				Humphrey	1st Lt	TDY	0	DNIF	
Depner	Lt. Col	4	21	30		Herrington	1st Lt	19	8	17	
Kerchner	Major	0	6	5		Kimball	1st Lt	22	26	34	
McElroy	Major	13	4	20		La Fevre	1st Lt	12	38	38	
Rhodes	Major	6	PCS			Long	1st Lt	15	28	TDY	PCS
Adden	Capt	-	-	6		Lynn	1st Lt	28	24	26	
Peacock	Capt	25	36	42		Massey	1st Lt	25	24	38	
Reynolds	Capt	43	39	57		Peckham	1st Lt	19	25	23	
Sahut	Capt	PCS				Pringle	1st Lt	14	28	18	
Smith	Capt	222	40	31		Redditt	1st Lt	27	24	22	
Arent	1st Lt	32	15	19		Samples	1st Lt	17	24	31	
Barbee	1st Lt	17	25	16		Schwab	1st Lt	12	28	21	
Caron	1st Lt	26	26	19		Shaw	1st Lt	20	31	10	
Carson	1st Lt	21	7	PCS		Tuthill	1st Lt	18	14	21	
Cobb	1st Lt	18	27	39		Webster	1st Lt	29	19	27	
Coburn	1st Lt	14	24	32		Walen	1st Lt	23	9	26	
Combies	1st Lt	15	21	20		Wood	1st Lt	18	25	29	
Chavis	1st Lt	10	41	28		Edwards	2nd Lt	11	14	24	
Eckley	1st Lt	12	18	15		Kimberlin	2nd Lt	13	25	TDY	PCS
Griffith	1st Lt	21	31	21							
Hickman	1st Lt	20	DISCH								

SOURCE: RCS: 26AD-P2

2.12

0388

48TH FIGHTER INTERCEPTOR SQUADRON
JET PILOT FLYING TIME (HRS)

NAME	RANK	JUL	AUG	SEP	OCT	NAME	RANK	JUL	AUG	SEP	OCT
Loring	Lt Col	22	33	26		Ekeren	1st Lt	PCS			
Felts	Major	29	24	16		Gorse	1st Lt	32	29	27	
Etheridge	Capt	23	34	27		Haug	1st Lt	8	27	27	
Hoag	Capt	31	14	15		Hogan	1st Lt	24	17	11	
Hulholland	Capt	PCS				Jankauskas	1st Lt	9	23	32	
Openshaw	Capt	22	18	15		Leavitt	1st Lt	25	27	16	
Paladino	Capt	23	24	27		Lee	1st Lt	21	29	40	
Perfili	Capt	TDY	30	25		Mateychak	1st Lt	31	26	37	
Jenkins	Capt	28	24	TDY		Maxwell	1st Lt	28	23	35	
Martin	Capt	24	PCS			McKenzie	1st Lt	8	18	32	
Murph	Capt	28	30	15		Rife	1st Lt	33	23	33	
Stowers	Capt	3	0	5		Stover	1st Lt	13	31	45	
Walls	Capt	TDY	28	29		Stuck	1st Lt	35	33	13	
Andersen	1st Lt	30	30	28		Wood	1st Lt	27	32	20	
Bland	1st Lt	45	28	17		Noneaker	2d Lt	Grd	Grd	Grd	
Cooper	1st Lt	Grd	26	6 Grd		Snider	1st Lt	25	23	30	
Dougherty	1st Lt	22	1	PCS		Snyder	2d Lt	PAFSC	Changed		
						Wharton	2d Lt	18	4	PCS	
						Weaver	2d Lt	30	30	34	

SOURCE: 26AD-P2

95TH FIGHTER INTERCEPTOR SQUADRON
JET PILOT FLYING TIME (HRS)

NAME	RANK	JUL	AUG	SEP	OCT	NAME	RANK	JUL	AUG	SEP	OCT
Fletcher	Lt Col	0	9	15		Istre	1st Lt	24	37	33	
Whitlow	Lt Col	28	21	FGS		Levy	1st Lt	30	40	35	
Radcliff	Major	11	10	16		Ledbetter	1st Lt	41	26	26	
Batey	Capt	TDY	23	30		McDermott	1st Lt	21	31	25	
Frederick	Capt	21	FGS			McNulty	1st Lt	TDY	11	30	
Gemmill	Capt	12	17	26		Mizell	1st Lt	35	30	28	
Goodrich	Capt	34	39	31		Page	1st Lt	6	0	Disch	
Modisette	Capt	25	21	12		Pierce	1st Lt	23	29	26	
Smith	Capt	17	18	FGS		Richardson	1st Lt	26	26	27	
Albright	1st Lt	21	29	0		Roberts	1st Lt	18	27	26	
Coughenour	1st Lt	17	17	4		Thompson	1st Lt	22	25	28	
Davis, J	1st Lt	21	17	12		Tulk	1st Lt	16	41	21	
Davis, R	1st Lt	4	13	21		Wollmers	1st Lt	TDY	TDY	TDY	
DeArmond	1st Lt	23	35	27		Stromberg	2d Lt	6	4	2	
Doutheatt	1st Lt	10	5	27							
Duncan	1st Lt	26	25	32							
Farabee	1st Lt	24	36	27							
Fay	Capt	28	20	18							
Gunnels	1st Lt	22	38	35							
Hahn	1st Lt	23	36	23							
Hess	1st Lt	19	35	14							
Hodder	1st Lt	19	42	11							

SOURCE: 26AD-P2

2.14

0390

96TH FIGHTER INTERCEPTOR SQUADRON
JET PILOT FLYING TIME (HRS)

NAME	RANK	JUL	AUG	SEP	OCT	NAME	RANK	JUL	AUG	SEP	OCT
Ambrecht	Major	19	21	15		Leadley, D	1st Lt	21	20	19	
Broschart	Capt	7	20	15		Leadley, H	1st Lt	19	22	18	
Consta	Capt	TDY	PCS			Loken	1st Lt	17	24	22	
Davis	Capt	4	12	17		Murphrey	1st Lt	24	30	28	
Hancock	Capt	15	12	10		McKenzie	1st Lt	24	25	PCS	
Johnson	Capt	15	8	21		McLachlan	1st Lt	45	19	18	
Maher	Capt	19	25	21		Rickow	1st Lt	37	45	24	
Pauley	Capt	16	27	23		Romine	1st Lt	4	31	21	
Phillips	Capt	24	36	7		Shamhart	1st Lt	42	20	22	
Ashley	1st Lt	19	20	21		Simon	1st Lt	20	20	15	
Aub	1st Lt	25	23	18		Steig	1st Lt	31	22	7	
Caldwell	1st Lt	10	24	9		Taylor	1st Lt	30	44	20	
Carroll, C	1st Lt	33	37	7		Thor	1st Lt	18	9	29	
Carroll, D	1st Lt	15	21	12		Traybar	1st Lt	26	23	20	
Hanson	1st Lt	22	21	20		Walters	1st Lt	47	21	15	
Hickenbottom	1st Lt	25	20	22		Wessinger	1st Lt	21	12	6	
Hopkins	1st Lt	29	22	PCS		White	1st Lt	9	20	28	
Isrealson	1st Lt	23	23	17		Widman	1st Lt	20	27	15	
Johnson	1st Lt	20	27	23		Wetzel	1st Lt	23	14	16	
Kennedy	1st Lt	4	9	21		Englestad	2d Lt	19	12	23	
LaPlant	1st Lt	13	38	TDY	PCS	Yoder	2d Lt	23	27	24	
							ATTACHED				
						Ashkins	Col	24	25	46	
						Caviness	Col	9	9	PCS	
						Williamson	Maj	7	9	18	
						Castleberry	Capt	32	29	32	
						Albright	Col			7	

SOURCE: 26AD-P2

2.15

0391

97TH FIGHTER INTERCEPTOR SQUADRON
JET PILOT FLYING TIME (HRS)

NAME	RANK	JUL	AUG	SEP	OCT	NAME	RANK	JUL	AUG	SEP	OCT
Remie	Major	24	PCS			Ingram	1st Lt	31	30	28	
Stuyvesant	Major	-	6	15		Jessup	1st Lt	10	24	15	
Sandborn	Major	50	35	30		Keating	1st Lt	29	11	34	
Welch	Major	17	26	10		Kelly	1st Lt	23	23	PCS	
Burger	Capt	28	33	22		Leeper	1st Lt	24	8	PCS	
Tyra	Capt	20	14	21		Lewis	1st Lt	20	30	PCS	
Voy	Capt	7	30	26		McEachern	1st Lt	20	7	5	
Blackman	1st Lt	82	52	30		Miller	1st Lt	14	20	14	
Barker	1st Lt	32	16	26		Osborne	1st Lt	23	15	25	
Barry	1st Lt	14	18	13		Palmer	1st Lt	27	DISCH		
Berghorn	1st Lt	36	35	22		Penny	1st Lt	37	39	34	
Berry	1st Lt	25	26	12		Ramsey	1st Lt	5	30	20	
Breedon	1st Lt	23	25	30		Saville	1st Lt	9	16	22	
Burlini	1st Lt	21	20	17		Thompson	1st Lt	40	9	9	
Carden	1st Lt	20	16	24		Wargo	1st Lt	4	45	34	
Christofori	1st Lt	13	32	47		Willisie	1st Lt	DNIF	DNIF	TDI	
Culbertson	1st Lt	27	20	20		Stanley	1st Lt	22	34	PCS	
Elhai	1st Lt	26	31	26		King	ATTACHED	42	20	PCS	
Franck	1st Lt	3	20	25		Remie	Col	4	15	20	
Hart	1st	35	48	9	PCS	Stuyvesant	Maj	4	-		
						Hartzel	Capt	3	0	0	
						Mulholland	Capt			6	

SOURCE: 264D-P2

4710TH AIR DEFENSE WING

DIRECTOR ASSIGNMENT

30 SEP 1955

ACRW UNITS	AUTH	ASGD DIR	QUAL DIR	DIR IN TNG	ASGD DIR AVAIL	ASGD DIR PART' ING	0	25	50	75	100
647th	10	12	12	0	11	10					
649th	7	5	1	0*	4	0*					
770th	19	11	5	6	0**	11					
771st	13	11	5	6	11	11					
772d	7	8	7	1	7	7					
Wg Total	56	47	30	13	42	38					

* No Tng Program required at present; not included in Wg Total Computation

** 2 Directors TDY to Yusa.

SOURCE: FCS: 4710ADW-6

% Director Participation = $\frac{\text{Dir Part'ing}}{\text{Total Directors}}$

2.17

0393

DIRECTOR TRAINING PROGRAM - YR 1955

4DCR 50-12
647TH AC&W Squadron (Sep 1955)
CONTROL REQUIREMENTS

SYNTHETIC TRAINING	AFSC 1644		NR 7		AFSC 1641		NR 1		TOTALS	PERCENTAGE			
	REQD	ACC	REQD	ACC	REQD	ACC	0	25		50	75	100	
NR LCC INTGPS	70	256	30	112	100	368							
NR DAY INTGPS	70	134	10	25	80	159							
NR ASCENTS & RECOVERIES	70	78	10	20	80	98							
ACTUAL TRAINING	AFSC 1644		NR 7		AFSC 1641		NR 1		TOTALS				
	REQD	ACC	REQD	ACC	REQD	ACC	0	25		50	75	100	
NR LCC INTGPS	35	450	15	116	50	566							
NR DAY INTGPS	35	96	5	8	40	104							
NR ASCENTS & RECOVERIES	35	192	5	16	40	208							

REQD - Required
ACC - Accomplished
NR - Number
LCC - Lead Collision Course
INTGPS - Intercepts

SOURCE: ROS: 4710-DW-T5

DIRECTOR TRAINING PROGRAM - YR 1955
 ADCR 50-12
 770TH AC&W SQUADRON (SEP 1955)
 CONTROL REQUIREMENTS

SYNTHETIC TRAINING	AFSC 1644		NR 5		AFSC 1641		NR 6		TOTALS		PERCENTAGE			
	REQD	ACC	REQD	ACC	REQD	ACC	0	25	50	75	100			
NR LCC INTCPs	50	55	180	305	230	360								157
NR DAY INTCPs	50	55	60	232	110	287								261
NR ASCENTS & RECOVERIES	50	45	60	163	110	208								189
ACTUAL TRAINING	AFSC 1644		NR 5		AFSC 1641		NR 6		TOTALS					
	REQD	ACC	REQD	ACC	REQD	ACC								
NR LCC INTCPs	25	99	90	505	110	604								549
NR DAY INTCPs	25	34	30	154	50	188								376
NR ASCENTS & RECOVERIES	25	8	30	59	50	67								134

REQD - Required
 ACC - Accomplished
 NR - Number
 LCC - Lead Collision Course
 INTCPs - Intercepts

SOURCE: RCS: 4710-D4-T6

DIRECTOR TRAINING PROGRAM - YR 1955
 ADCR 50-12
 771ST AC&N SQUADRON (SEP 1955)
 CONTROL REQUIREMENTS

SYNTHETIC TRAINING	AFSC	NR	AFSC	NR	TOTALS		0	25	50	75	100
	1644	9	1641	1	REQD	ACC					
	REQD	ACC	REQD	ACC	REQD	ACC					
NR LCC INTGPS	90	56	30	39	120	95					
NR DAY INTGPS	90	60	10	10	100	70					
NR ASCENTS & RECOVERIES	90	24	10	3	100	27					
ACTUAL TRAINING	AFSC	NR	AFSC	NR	TOTALS						
	1644	9	1641	1	REQD	ACC					
	REQD	ACC	REQD	ACC	REQD	ACC					
NR LCC INTGPS	55	88	15	12	70	100					143
NR DAY INTGPS	45	47	5	4	50	51					102
NR ASCENTS & RECOVERIES	45	87	5	5	50	92					184

REQD - Required
 ACC - Accomplished
 NR - Number
 INTGPS - Intercepts
 LCC - Lead Collision Course

SOURCE: ICS: 4710-DW-T5

DIRECTOR TRAINING PROGRAM - FY 1955
 ADCR 50-12
 772D AC&W SQUADRON (SEP 1955)
 CONTROL REQUIREMENTS

SYNTHETIC TRAINING	AFSC	NR	AFSC	NR	TOTALS		0	25	50	75	100
	1644	7	1641	1	REQD	ACC					
NR LCC INTCPs	70	0	30	0	100	0					
NR DAY INTCPs	70	0	10	0	80	0					
NR ASCENTS & RECOVERIES	70	0	10	0	80	0					
ACTUAL TRAINING	AFSC	NR	AFSC	NR	TOTALS						
	1644	7	1641	1	REQD	ACC					
NR LCC INTCPs	35	206	15	54	50	260					520
NR DAY INTCPs	35	57	5	16	40	73					183
NR ASCENTS & RECOVERIES	35	0	5	6	40	6					

REQD - Required
 ACC - Accomplished
 NR - Number
 INTCPs - Intercepts
 LCC - Lead Collision Course

SOURCE: RGS: 4710-D-1-15

PERSONNEL

OBJECTIVE: To provide qualified personnel to fill required positions within the units of the 4710th Air Defense Wing and to maintain the Welfare and morale of the personnel assigned to the command.

DISCUSSION: During the month of September the following changes occurred in the personnel strength of this command.

<u>Military Strength</u>	<u>Authorization</u>	<u>Assigned</u>	<u>Sept/Gains or Losses</u>	<u>Percent Manned</u>
Officer Strength	547	521	-39	95%
Airmen Strength	3056	2980	-62	98%
Aggregate	3603	3501	-101	97%

During the month of September, the officer authorized strength remained the same and airmen authorized strength decreased by two (2).

AWOLS: AWOLS decreased by five (5) during September for a total of ten (10).

REENLISTMENTS: Thirty-six (36) airmen reenlisted of the ninety (90) eligible to reenlist for a 40% rate. This is a 9.3% increase over the August rate.

MILITARY INJURIES: Accidental injuries, deaths and damages from ground accidents (including private vehicle operations) during September resulted in the loss of lives of 2 airmen and the loss of 117 man-days of defense effort. This experience represented a cost to this command and the Air Force of \$66,752.61. Further, the cost of accidents during the past sixty (60) days exceeds the amount lost during the entire year of 1954. A summary of September accidents are as follows:

- a. Four (4) AF Vehicle accidents, two on base and two off base.
- b. Two (2) Fatal accidents involved the unsafe operation of private vehicles.
- c. There were nine (9) disabling injuries, resulting in 117 man-days lost. Five (5) of these injuries were due to unsafe operation of private vehicle, one (1) injury resulted from a private vehicle accident, that was considered no fault of USAF personnel. Two (2) injuries were due to serious accidents and one (1) was due to airman accepting a ride with a stranger, resulting in a fatality.
- d. There were (26) first-aid cases.

3.00

0398

4710TH AIR DEFENSE WING
MILITARY AUTHORIZED VERSUS MILITARY ASSIGNED BY UNITS
30 SEP 55

GRADE	46 FIS		48 FIS		95 FIS		647 AC&W		649 AC&W		770 AC&W		771 AC&W		772 AC&W	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD
Col																
Lt Col	1	1	1	1	1	1										
Major	3	2	3	2	3	1	3	1	2	1	3	1	3	2	2	1
Capt	15	6	15	8	10	6	5	1	4	3	8	3	6	2	4	
Lts	67	72	67	66	35	31	8	15	6	6	15	15	10	16	6	13
WO		1				2		1								2
TOTAL	86	82	86	77	49	41	16	18	12	10	26	19	19	20	12	16
M/Sgt	19	16	19	21	20	11	4	3	5	2	5	2	5		5	2
T/Sgt	48	18	48	15	49	21	12	9	12	8	13	7	12	11	12	9
S/Sgt	94	25	94	20	92	36	34	19	34	22	51	18	47	10	39	25
A/1C	85	61	85	68	71	74	45	53	47	31	73	53	66	52	57	47
A/2C	36	112	36	83	45	86	40	84	40	46	71	93	66	66	40	62
A/3C		14		26		37	2	23	2	34	2	47	2	15	2	38
A/B		8		4		3		1		6		4		5		4
TOTAL	282	254	282	227	271	268	138	192	140	149	215	224	198	177	163	189
ACC	348	336	348	310	324	307	154	210	152	159	241	203	217	187	175	205

3.01

SOURCE: Morning Reports

0399

4710TH AIR DEFENSE WING
MILITARY AUTHORIZED VERSUS MILITARY ASSIGNED BY UNITS
30 SEP 55

GRADE	HQ 4710		82D FTR GH		82D AB SC		82D MAT		82D INF		96 FIS		97 FIS		TOTAL	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD
Col	4	1	1	2											5	3
Lt Col	3	1	2	1	1		1	1	1		1		1	1	13	7
Major	11	5	5	5	1	1	2		2		3	2	3	3	49	27
Capt	6	8	6	2	2	3	4	3	4	1	15	9	15	5	119	60
Lts		9	5	19	1	3	5	8		7	67	73	67	64	359	417
WO	1			1	1										2	7
TOTAL	25	24	19	30	6	7	12	12	7	8	86	84	86	73	547	521
N/Sgt	17	9	11	11	6	9	22	23	1		19	12	19	15	177	136
T/Sgt	8	13	11	14	9	18	29	46	2	2	48	23	48	17	361	231
S/Sgt	20	12	14	19	32	40	94	77	11	5	94	25	94	25	314	387
A/1C	15	7	22	13	62	44	137	97	7	5	85	77	85	78	943	762
A/2C	15	6	6	23	56	35	102	125	9	7	36	83	36	96	642	1607
A/3C	3	3	5	14	24	49	44	61	3	6		10		12	89	389
A/B				1		5		20				3		4		68
TOTAL		50	60	95	189	200	428	449	33	25	282	233	282	247	3056	2980
AGG	100	74	88	125	195	207	440	461	40	33	368	317	368	320	3603	3501

3.02

SOURCE: Morning Reports

0400

4710TH AIR DEFENSE WING
OFFICER AND AIRMAN STRENGTH SUMMARY
AUTHORIZED VERSUS ASSIGNED
AS OF 30 SEP-1955

GRADE	AUTH	JUL	AUG	SEP	PER CENT MARKED				
		ASGD	ASGD	ASGD	25	50	75	100	125
Colonel	5	4	3	3					
Lt Colonel	13	7	8	7					
Major	49	31	29	27					
Captain	119	69	63	60					
Lieutenants	359	452	448	417					
WO'S	2	10	9	7	500 450 350				
TOTAL OFF.	547	573	560	541					
M/Sgt	177	141	141	136					
T/Sgt	361	224	235	231					
S/Sgt	844	383	396	387					
A/1C	943	706	783	762					
A/2C	642	978	1027	1007	3152 3160 3157				
A/3C	89	483	391	389	543 459 437				
A/B		73	69	68					
TOTAL AMN	3056	2988	3047	2989					

SOURCE: AF-P1

3.03

0401

4710TH AIR DEFENSE WING

GROUND SAFETY ACCIDENT TABLE
SEP 1955

ORGANIZATION	Military Injuries			Civilian Injuries			Military First Aid	Civilian First Aid	Vehicle Accident		Property Damage	Fatality		Accident Cost
	NR	MDL	R	NR	MDL	R			NR	R		NR	R	
HQ 4710TH ADW	-	-	-	-	-	-	1	-	-	-	-	-	-	7.00
HQ 82D FTR GP	1	8	26.7	-	-	-	1	-	-	-	-	-	-	247.00
82D AB SQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-
82D MA T SQ	1	4	7.0	-	-	-	3	-	3	8.8	40.61	-	-	181.61
82D USAF INF	-	-	-	-	-	-	-	-	-	-	-	-	-	-
97TH FIS	-	-	-	-	-	-	2	-	-	-	-	1	10.2	31,514.00
96TH FIS	-	-	-	-	-	-	1	-	-	-	-	-	-	7.00
95TH FIS	-	-	-	-	-	-	4	-	-	-	-	-	-	28.00
48TH FIS	1	40	9.5	-	-	-	5	-	-	-	-	-	-	1,235.00
46TH FIS	-	-	-	-	-	-	3	-	-	-	-	-	-	21.00
647TH AC&W SQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-
649TH AC&W SQ	1	5	21.6	-	-	-	3	-	-	-	-	-	-	171.00
770TH AC&W SQ	2	34	27.1	-	-	-	1	-	-	-	-	-	-	1,027.00
771ST AC&W SQ	2	6	30.6	-	-	-	-	-	-	-	-	1	15.8	31,600.00
772ND AC&W SQ	1	20	15.8	-	-	-	2	-	1	12.9	20.00	-	-	634.00
TOTAL 4710 ADW (SEP)	9	117	8.4	-	-	-	26	-	4	4.07	\$50.61	2	1.0	\$66,752.61
TOTAL (AUG)	2	10	.80	-	-	-	29	1	1	1.05	175.1	-	-	705.67

DL - Man Days Lost
R - Rate
NR - Number

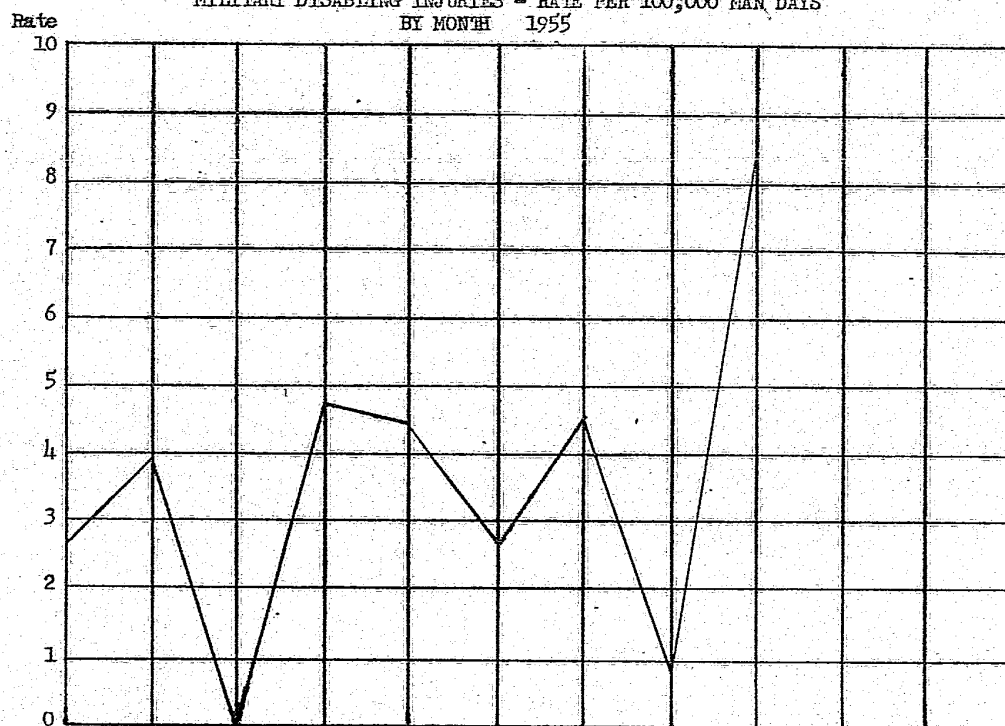
3.04

SOURCE: RCS: 1-AF-XII

0402

4710TH AIR DEFENSE WING

MILITARY DISABLING INJURIES - RATE PER 100,000 MAN DAYS
BY MONTH 1955



Wing Rate	2.6	3.9	0	4.78	4.5	2.76	4.5	.89	8.4			
Injuries	3	4	0	5	5	3	4	1	9			
On Duty	2	2	0	2	1	1	2	0	2			
Off Duty	1	2	0	3	4	2	2	1	7			
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC

NO. OF INJURIES X 100,000 = INJURY RATE
MANDAYS OF EXPOSURE

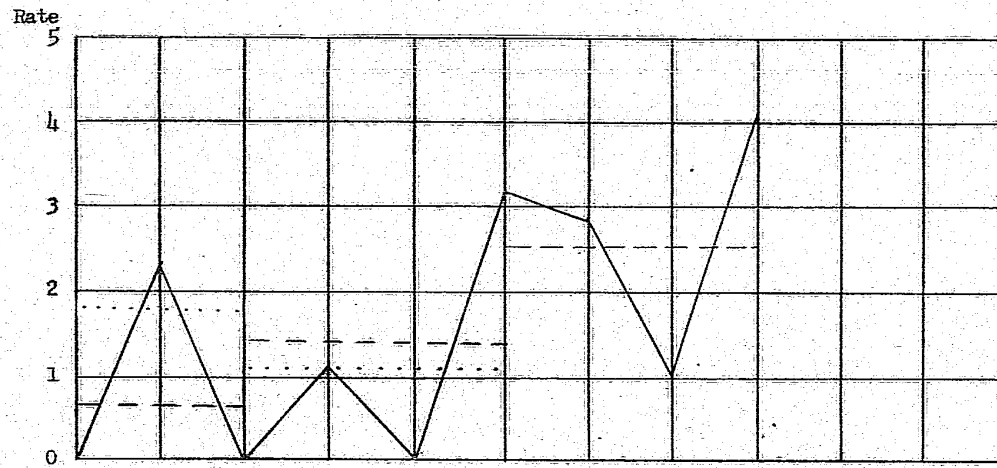
3.05

SOURCE: 1-AR-111

0403

4710TH AIR DEFENSE WING

MOTOR VEHICLE ACCIDENTS - RATE PER 100,000 MILES
BY MONTH 1955



No. of Acdts	0	2	0	1	0	5	3	1	4			
Wing Rate	0.0	2.2	0.0	1.1	0.0	3.1	2.8	1.05	4.07			
Wing Qtr Rate			.7			1.4			2.6			
EADF Qtr Rate			1.8			1.1						
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC

NO. OF ACCIDENTS X 100,000
MILES TRAVELED

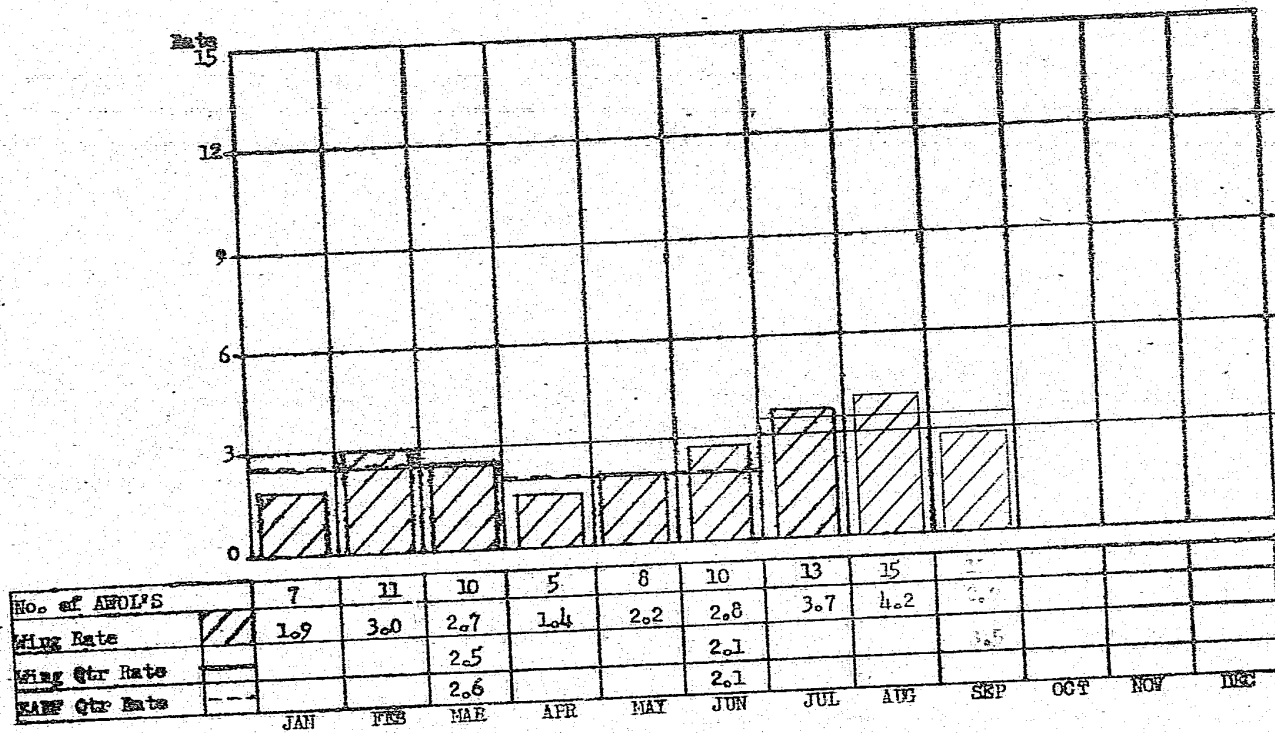
= ACCIDENT RATE

SOURCE: 1-AF-X11

3.06

0404

4710TH AIR DEFENSE WING
AWOL'S PER 1,000 TROOPS
BY MONTH 1955



No. of AWOL'S	7	11	10	5	8	10	13	15	21			
Wing Rate	1.9	3.0	2.7	1.4	2.2	2.8	3.7	4.2	5.5			
Wing Qtr Rate			2.5			2.1						
Wing Qtr Rate			2.6			2.1						
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC

SOURCE: I-AP-PI

3.07

0405

4710TH AIR DEFENSE WING
 CUMULATIVE TOTAL AWOLS
 BY SQUADRON FY 1956

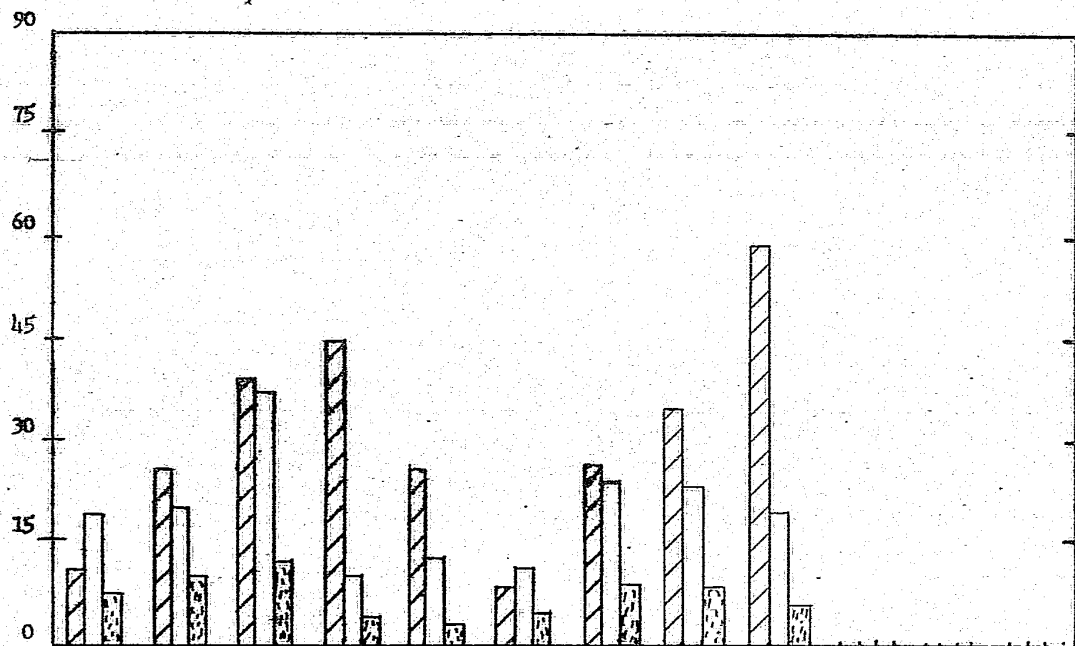
Unit	TOTAL FY 55	CUM FY 56	Sep															
			NR	RATE	0	2	4	6	8	10	12	14	16					
HQ 4710TH ADW	0	1	0	0.0														
82D FTR GP	4	0	0	0.0														
82D MAT SQ	22	11	4	8.7														
82D AIR BASE SQ	8	2	0	0.0														
82D USAF INF	3	0	0	0.0														
46TH FIS	7	1	0	0.0														
48TH FIS	6	1	0	0.0														
95TH FIS	4	3	1	3.0														
96TH FIS	4	0	0	0.0														
97TH FIS	8	2	0	0.0														
647TH AC&W	5	1	0	0.0														
649TH AC&W	2	3	3	18.9														
770TH AC&W	11	0	0	0.0														
771ST AC&W	19	6	1	5.3														
772ND AC&W	17	7	1	4.9														
TOTAL 4710TH ADW	120	38	10	2.9														

3.08

SOURCE: Morning Reports

0406

4710TH AIR DEFENSE WING
OFFICER PERSONNEL TURNOVER
BY MONTH 1955



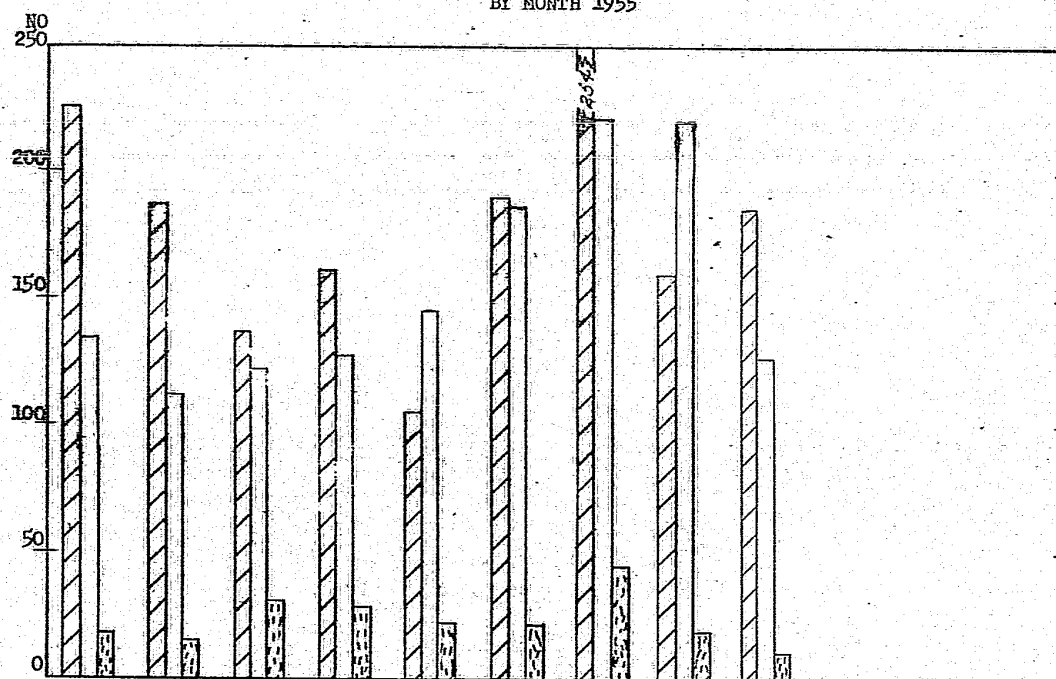
Lost	/	11	27	36	45	25	8	26	34	58			
Gained		18	19	34	10	13	11	22	21	19			
Internal Trfs	.	6	9	11	4	3	5	8	7	5			
TOTAL		35	55	81	59	41	24	56	62	82			
		JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC

SOURCE: HGS: AF-PI

3.09

0407

4710TH AIR DEFENSE WING
 AIRMAN PERSONNEL TURNOVER
 BY MONTH 1955



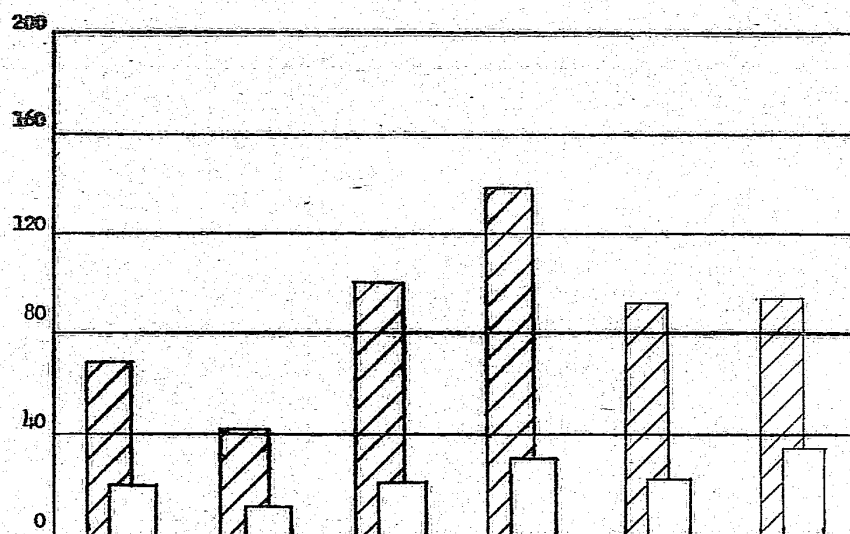
Lost	237	184	135	157	106	182	254	162	187			
Gained	132	113	123	124	147	180	221	219	124			
Internal Trfs	16	14	31	28	20	19	61	14	8			
TOTAL	385	311	289	309	273	381	536	395	319			
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC

3.10

SOURCE: AF-PI

0408

4750TH AIR DEFENSE WING
REENLISTMENT AND SEPARATION



Eligible for Reenlistment	70	41	99	135	88	90
REENLISTMENTS	20	13	22	31	27	36
PER CENT	28.6	31.7	22.2	22.9	30.7	40.0
	APR	MAY	JUN	JUL	AUG	SEP

SOURCE: Morning Reports

3.11

0409

MATERIAL

OBJECTIVE: To assist 4710th Air Defense Wing Organizations with all supply and maintenance problems.

The Wing UE aircraft in-commission rate during September dropped 3.2% for a 70.3% rate.

The average number of UE aircraft possessed was 114. 48th FIS maintained the best in-commission status with an 79.9% rate.

The AOCF rate is 8.6%, the rate has been increasing slightly each month for six (6) consecutive months. (Page 4.01)

The non-tactical aircraft in-commission rate was 40.3%. This is the lowest rate in the history of the Wing. It is due primarily to the 27.7% AOCF Rate.

The Wing average armament system IN-COMMISSION rate increased by 1% for an 83% rate. (Out for maintenance 11%; Out for parts 6%).

OPERATION HOP-UP: OPERATION HOP-UP deals with the factory modification of F-94C aircraft. This operation is divided into two phases. Phase I dealing with the modification of aircraft with serial numbers from 50-956 through 51-5566 is now complete. Phase II is the modification of aircraft with serial numbers 51-5567 through 51-13603.

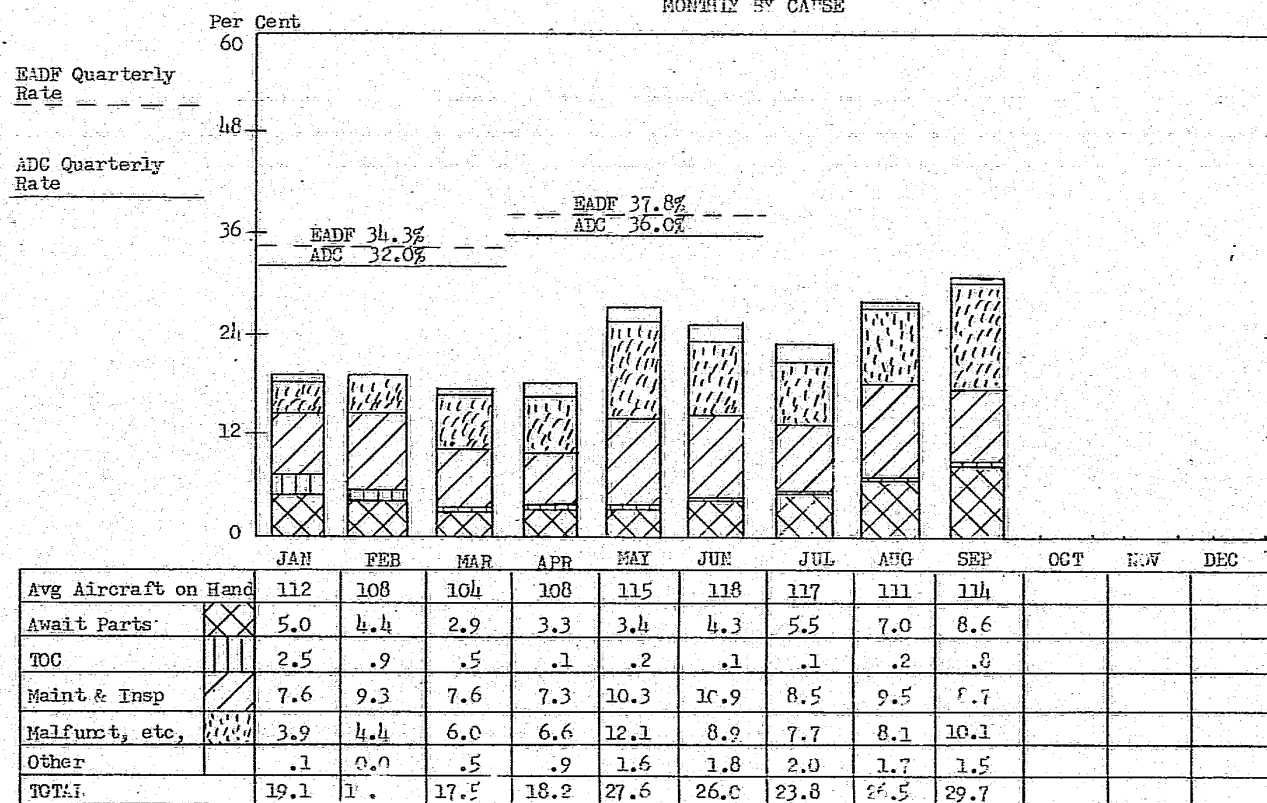
BREAKDOWN OF PHASE II

	<u>46th</u>	<u>48th</u>	<u>96th</u>	<u>97th</u>
A/C Assigned S/N	15	27	17	15
A/C at HOP-UP	2	8	4	6
A/C Returned from HOP-UP	13	19	13	9
A/C to go to HOP-UP	0	0	0	0

4.00

0410

4710TH AIR DEFENSE WING
PERCENT OF AIRCRAFT OUT-OF-COMMISSION
TACTICAL AIRCRAFT
MONTHLY BY CAUSE



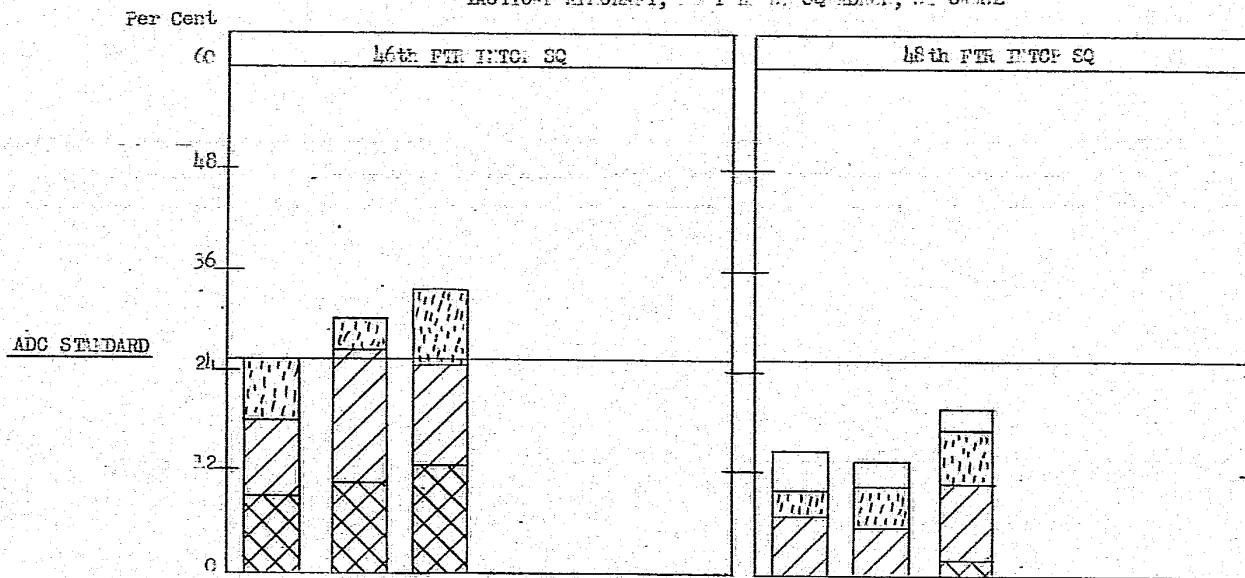
$$\frac{\text{HOURS OF T-O-C DEPRESSION} \times 100}{\text{TOTAL HOUR} \times \text{AVG}} = \text{PERCENT OF TACTICAL AIRCRAFT OUT-OF-COMMISSION}$$

SCALE: RCS: 1-14-71

4.01

0411

4710TH AIR DEFENSE WING
PER CENT OF AIRCRAFT OUT-OF-COMMISSION
TACTICAL AIRCRAFT, MONTH BY SQUADRON, BY CAUSE



Avg Acft on Hand	JUL	AUG	SEP	OCT	NOV	DEC	JUL	AUG	SEP	OCT	NOV	DEC
Wait Parts	9.5	10.0	12.2				0.0	0.0	2.5			
TOC	0.0	0.0	0.0				0.0	0.0	0.0			
Maint & Insp	9.8	16.2	12.3				7.8	5.1	6.7			
Mal funct, etc	6.5	3.3	9.6				2.9	4.9	5.6			
Other	6.0	0.0	0.0				4.3	3.3	3.3			
TOTAL	25.0	29.5	34.1				15.0	13.3	18.1			

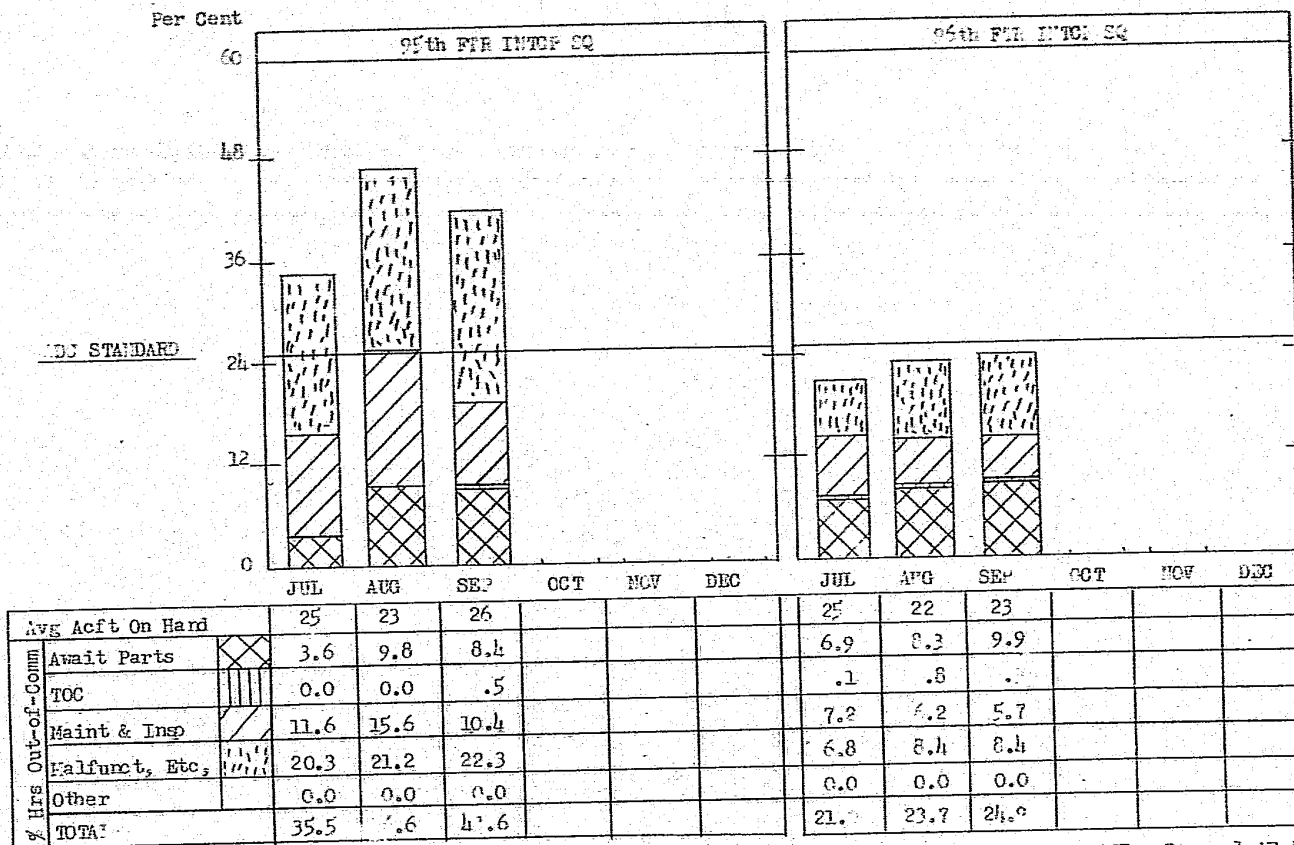
PER CENT OF AIRCRAFT OUT-OF-COMMISSION X 100 = % OF HOURS OUT-OF-COMMISSION
BASED ON AVERAGE ACFT ON HAND

FORM NO: 1-AF-11

4.02

0412

4710TH AIR DEFENSE WING
 PERCENT OF AIRCRAFT OUT-OF-COMMISSION
 TACTICAL AIRCRAFT, MONTHLY BY SQUADRON, BY CAUSE

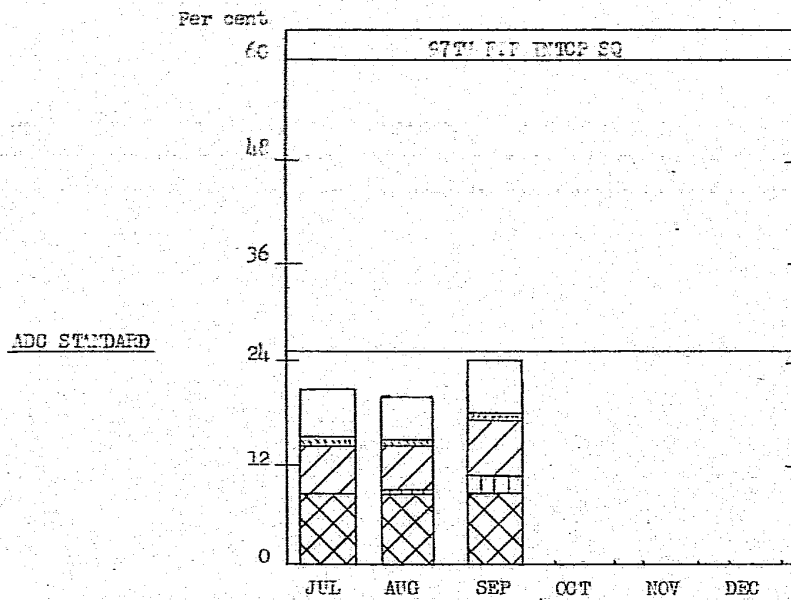


$\frac{\text{HOURS OUT-OF-COMMISSION} \times 100}{\text{TOTAL HOURS ON HAND}} = \% \text{ OF HOURS OUT-OF-COMMISSION}$

OFFICE: RSC: 1-AR-AJ

0413

47101st AIR DEFENSE WING
 PER CENT OF AIRCRAFT OUT-OF-COMMISSION
 TACTICAL AIRCRAFT MONTHLY BY SQUADRON, BY CAUSE



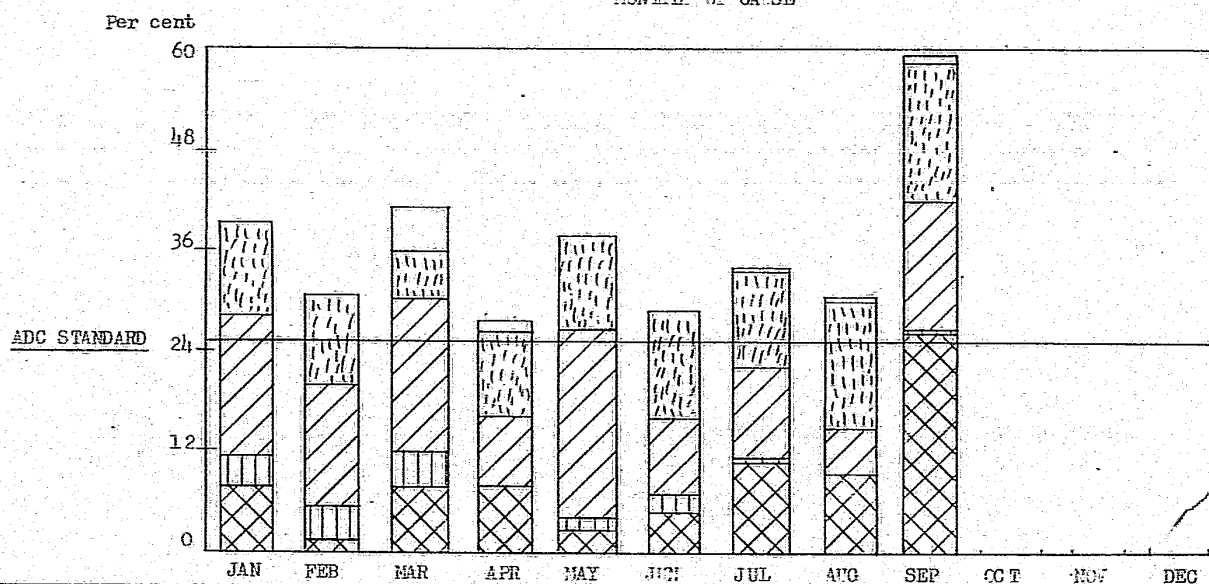
	JUL	AUG	SEP	OCT	NOV	DEC
Avg Acft On Hand	25	20	21			
Await Parts	8.1	8.5	9.4			
TCC	0.0	.3	2.3			
Maint & Insp	1.5	5.3	6.3			
Malfunc, etc.	1.0	1.4	1.9			
Other	5.1	5.0	4.8			
TOTAL	21.1	20.5	24.7			

$\frac{\text{HOURS OUT-OF-COMMISSION} \times 100}{\text{TOTAL HOURS ON HAND}} = \text{PERCENT OUT-OF-COMMISSION}$

1.04

0414

4710TH AIR DEFENSE WING
PER CENT OF AIRCRAFT OUT-OF-COMMISSION
NON-TACTICAL AIRCRAFT
MONTHLY BY CAUSE



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Avg Acft on Hand	25	25	23	18	20	20	21	22	19			
Await Parts	7.9	1.8	7.8	8.1	2.9	4.9	10.3	0.8	27.7			
TOC	3.8	4.5	4.5	0.0	1.5	2.4	0.2	0.0	0.4			
Maint & Insp	16.9	15.8	18.2	8.5	21.7	9.3	11.8	5.7	16.4			
Malfunc, etc.	10.5	8.1	5.6	10.5	11.1	12.3	11.6	14.4	11.3			
Other	0.0	0.0	5.1		0.0	0.0	0.1	0.5	0.0			
TOTAL	39.1	32.2	51.1	27.9	37.2	28.9	34.0	30.4	59.7			

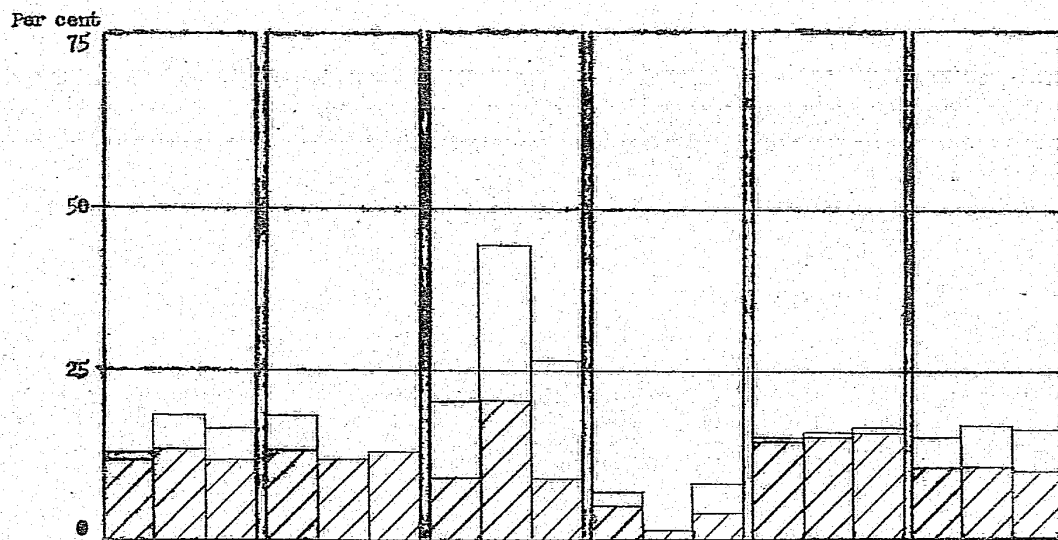
$\frac{\text{HOURS OUT-OF-COMMISSION} \times 100}{\text{TOTAL HOURS ON HAND}} = \text{PERCENT OUT-OF-COMMISSION}$

SOURCE: MCS: 1-AT-11

4.05

0415

~~SECRET~~
 4710th AIR DEFENSE WING
 ARMAMENT SYSTEM
 OUT-OF-COMMISSION RATE



	JUL	AUG	SEP	JUL	AUG	SEP	JUL	AUG	SEP	JUL	AUG	SEP	JUL	AUG	SEP	JUL	AUG	SEP
Maint %	12	14	12	14	13	14	9	20	9	5	2	4	15	14	16	12	12	11
Parts %	1	5	5	5	0	0	13	22	10	2	0	4	1	1	2	4	6	6
	46th FIS			48th FIS			95th FIS			96th FIS			97th FIS			Wg Average		

SOURCE: WDMAR

26AD55-S ~~2809~~ ~~SECRET~~

0416

COMPTROLLERCOST AND FUNDING PROGRAM

OBJECTIVE: To provide sufficient funds to enable units of the 4710th Air Defense Wing to carry out their assigned mission and to maintain a system of check and balances to insure effective utilization of such funds.

DISCUSSION: The P-458 budget authorization for fiscal year '56 is \$2,246,982. The September obligations totalled \$170,015. The P-478 budget authorization for FY '56 is \$51,482. The September obligations totalled \$3,515.

Due to the large expenditure of funds early in this fiscal year of '56 to send our Rocketry Team to the various Meets, all staff offices should be guided by prudence before requesting any additional expenditures.

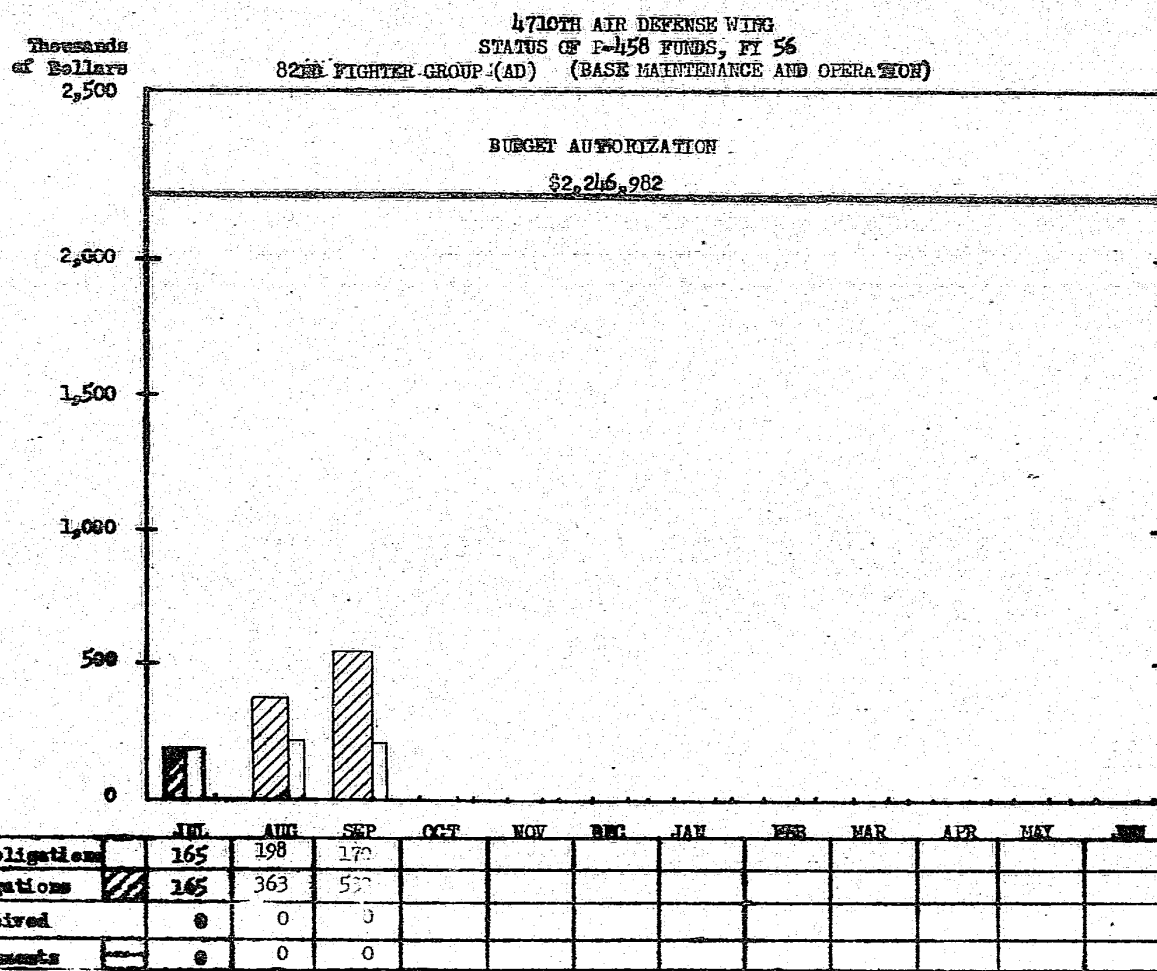
STATISTICAL SERVICES: EADF late reports notices to this headquarters indicated that six (6) reports were late during the month of September. This is a decrease of one (1) late report over the previous month. Report delinquencies based on the receipt of information copies and feeder reports at this headquarters totalled thirty-two (32). Three (3) units submitted reports without a delinquency during September.

EADF Reports Notices to 4710th Air Defense Wing during September were as follows:

<u>Delinquent Reports</u>	<u>One Time Reports</u>	<u>New Reports</u>	<u>Discontinued Reports</u>	<u>Changes to Reports</u>
6	14	3	8	38

5.00

0417



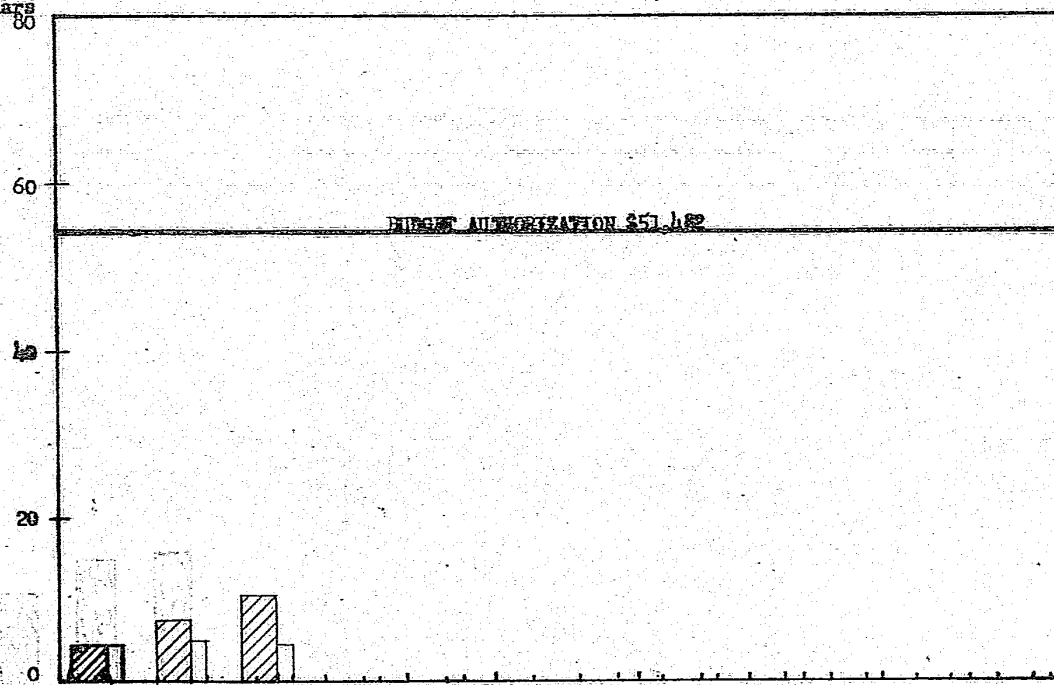
SOURCE: AF-331

5.91

0418

4710TH AIR DEFENSE WING
 STATUS OF P-478 FUNDS, FY 1956
 82ND FTR GRP (AD)
 (MAINTENANCE AND OPERATION OF MEDICAL TREATMENT FACILITIES)

Thousands
 of Dollars



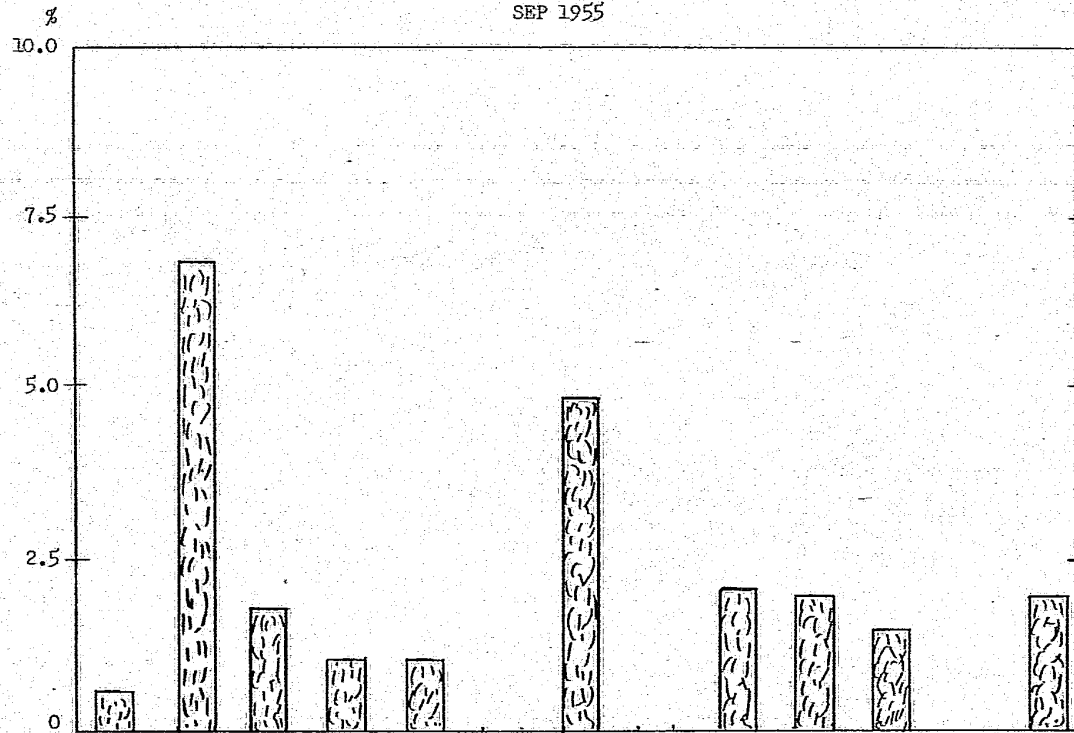
Mos. Obligations	3	4	3											
Cum. Obligations	3	7	10											
Funds Received	0	0	0											
Cum. Allotments	0	0	0											
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN		

SOURCE: AF-031

5-02

0419

4710TH AIR DEFENSE WING
PERCENT OF REPORTS DELINQUENT
SEP 1955



Tot Units	198	198	204	179	179	50	42	43	45	47	325	27	1530
Rpts Sub													
No. Unit Rpts Late	1	14	4	2	2	0	2	0	1	1	5	0	32
% of Rpts Delinq	.5	7.1	1.9	1.1	1.1	0.0	4.8	0.0	2.2	2.1	1.5	0.0	2.1
	46th FIS	47th FIS	95th FIS	96th FIS	97th FIS	647th AC&W	649th AC&W	770th AC&W	771st AC&W	772d AC&W	773d FTR GP	Hq Sq 4710 WING	TOTAL

5.03

SOURCE: Stat Services

0420

REPORTS CONSIDERED LATE BY 4710TH ADW, STAT SERVICES OFFICE - SEP 55

REPORTS CONTROL SYMBOL	46TH FIS	48TH FIS	95TH FIS	96TH FIS	97TH FIS	647TH AC&W	649TH AC&W	770TH AC&W	771ST AC&W	772D AC&W	82D FTR GP	WG HQ	TOT WG
1-AF-A1		8	2		1						1		12
AF-M1							1						1
AF-M3							1						1
AF-M7											1		1
AF-P3		1											1
ADC-A1		1	1										2
ADC-S13	1												1
ADC-S19		1											1
ADC-Y1		1											1
1-ADC-V8				1	1						1		3
ADC-W3											1		1
EADF-A1											1		1
EADF-U3			1	1									2
3-ADC-V8		1											1
AMC-U120(CT)										1			1
26 AD-OIS-1		1											1
4710-ADW-T6									1				1
SUB-TOTAL	1	14	4	2	2	0	2	0	1	1	5	0	32

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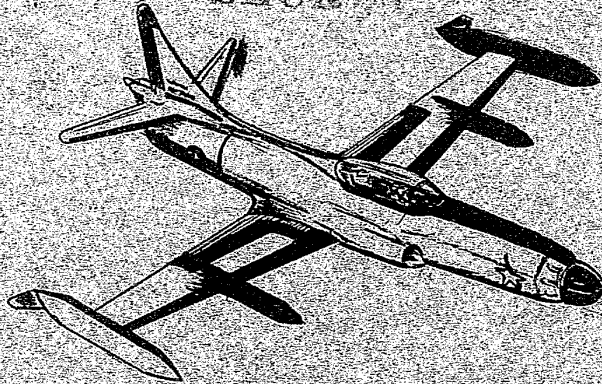
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D I S T R I B U T I O N

Commander, Hq 4710th Air Def Wg	1
WDO, Hq 4710th Air Def Wg	1
WDM, Hq 4710th Air Def Wg	1
Historian, Hq 4710th Air Def Wg	1
WGT, Hq 4710th Air Def Wg	1
WDOFM, Hq 4710th Air Def Wg	1
Commander, 46th Fighter Interceptor Squadron	1
Commander, 48th Fighter Interceptor Squadron	1
Commander, 95th Fighter Interceptor Squadron	1
Commander, 96th Fighter Interceptor Squadron	1
Commander, 332d Fighter Interceptor Squadron	1
Commander, 647th Aircraft Control & Warning Squadron	1
Commander, 649th Aircraft Control & Warning Squadron	1
Commander, 770th Aircraft Control & Warning Squadron	1
Commander, 771st Aircraft Control & Warning Squadron	1
Commander, 772d Aircraft Control & Warning Squadron	1
Commander, 525th Air Defense Group	5
Commander, Air Defense Command	1
Commander, 26th Air Division (Defense)	2
Historian, 26th Air Division (Defense)	4
Commander, 4709th Air Defense Wg.	1
WSJA, Hq 4710th Air Def Wg (pgs on AWOLs only)	1
Grd Safety, Hq 4710th Air Def Wg (pgs on Grd Safety only)	2
WDP, Hq 4710th Air Def Wg (pgs on Personnel only)	2
Comdr, Hq EADF, Attn: Mgmt Analysis	1

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PROGRESS

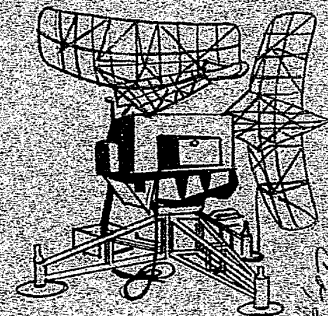
ANALYSIS

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4710TH

OCT 55

AIR DEFENSE WING

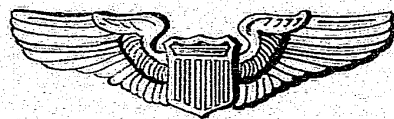


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0423

THIS PUBLICATION CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE LAWS, TITLE 18 U.S.C., SECTIONS 793 AND 794. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW.



Prepared by: Management Analysis
Section, Office of
the Comptroller, in
conjunction with the
Wing Staff

3079

0424



The Statistical Information contained in this Progress Analysis Book should be used by all commanders and their staffs for analysis, and as an additional tool for current and future planning to improve management efficiency.

The summaries were prepared by the Management Analysis Section of the Wing Comptroller's Office with the coordination of the Staff Sections having primary interest at this Headquarters.

4710TH AIR DEFENSE WING
MISSION AND RESPONSIBILITIES

1. MISSION:
 - a. To support the 26th Air Division (Defense) in its conduct of air defense, in its assigned area of responsibility.
 - b. To organize, administer, equip, train, and prepare for combat, in accordance with directives, policies, and schedules issued by this or higher headquarters, such units and combat crews of the USAF as may be assigned or attached for these purposes.
 - c. To support the operations of the Strategic Air Command, Tactical Air Command, and Military Air Transport Service, as directed by Headquarters, 26th Air Division (Defense).
 - d. To participate in collateral mission of anti-submarine warfare, as directed by Headquarters, 26th Air Division (Defense).
 - e. To supervise and insure that the support responsibilities of the defense groups toward "special activities" are accomplished (reference Air Force Regulation 11-4).
2. RESPONSIBILITY: The Commander of the 4710th Air Defense Wing is directly responsible to the Commander, 26th Air Division (Defense) for the effective performance of the following specific functions:
 - a. Exercising command jurisdiction of all units, activities and installations assigned or attached.
 - b. Training assigned and attached units, crews and individuals to the proficiency prescribed by applicable training standards.
 - c. Maintaining all units in the higher degree of efficiency in performance of their respective missions.
 - d. Supervising the operation of such Air Force installations that are assigned to the Defense Wing.
 - e. Submission of recommendations concerning requirements for equipment, personnel, unit training, proficiency standards and desired capabilities of units employed in air defense operations.
 - f. Preparing plans for the effective utilization of reserve forces, which may be order to active service under the command of the 4710th Air Defense Wing.

g. Maintaining current status of operational information and submission of operational reports as directed.

h. Conducting air defense system training and testing to include air defense exercises, maneuvers, and combined operations in accordance with approved plans, and as directed by this headquarters.

i. Participating in disaster relief and domestic emergencies consistent with the requirements of the primary mission and as directed by Headquarters, 26th Air Division (Defense).

j. Providing all assigned units with specific mission directives.

k. Performing other functions as directed by the Commander, 26th Air Division (Defense).

SOURCE: 26th Air Div Reg 25-5

0427

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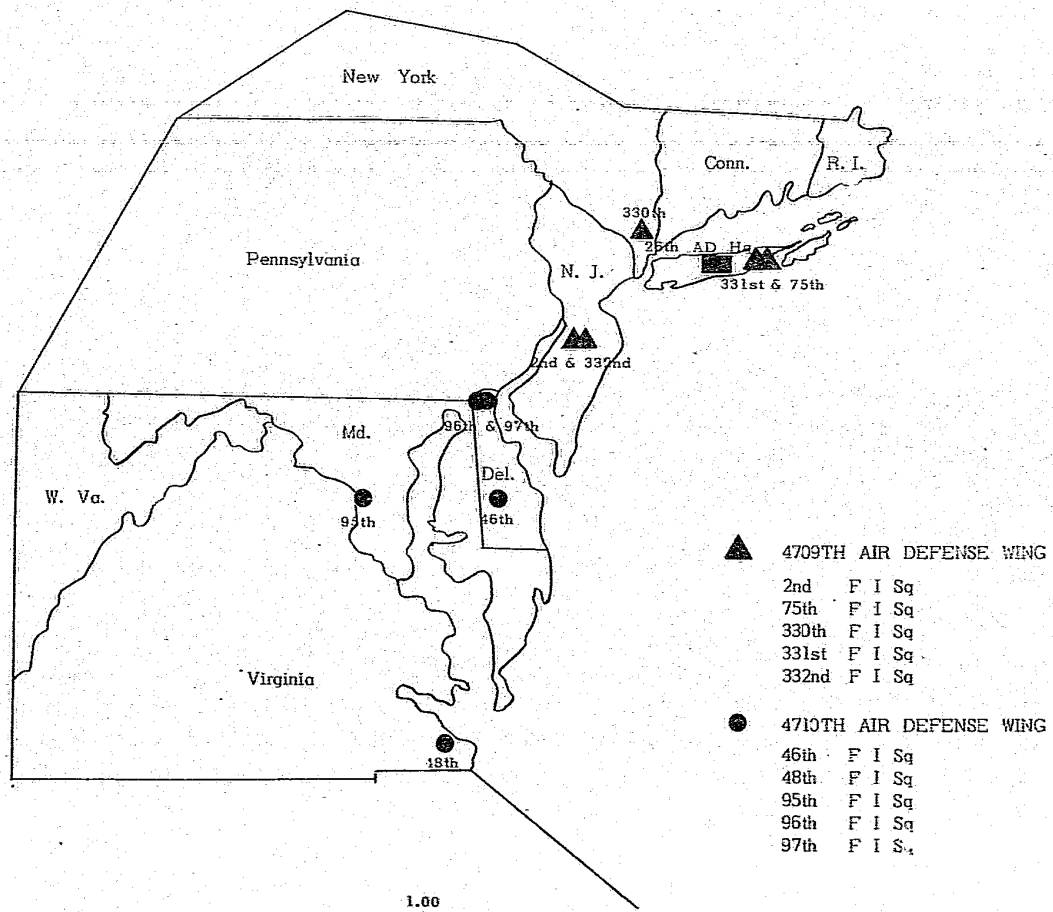
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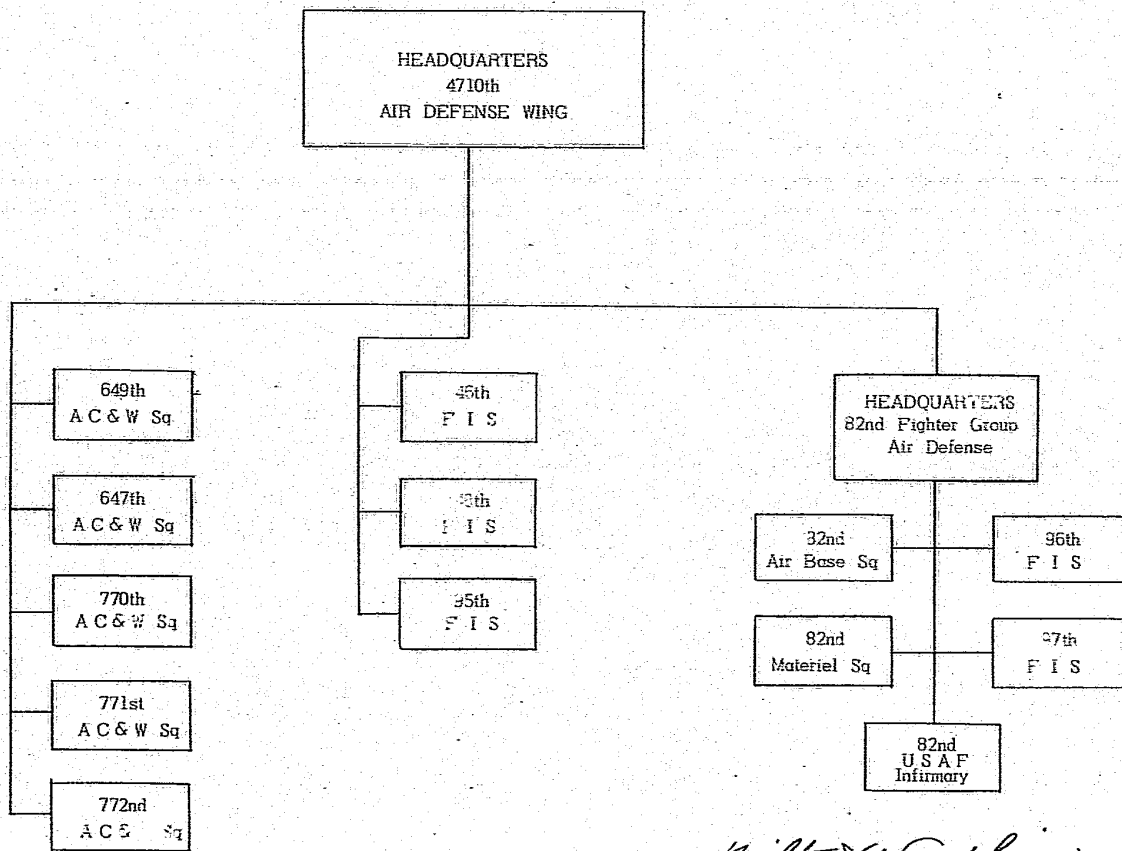
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26TH AIR DIVISION
 AREA OF RESPONSIBILITY
 DEPLOYMENT OF FIGHTER INTERCEPTOR SQUADRONS



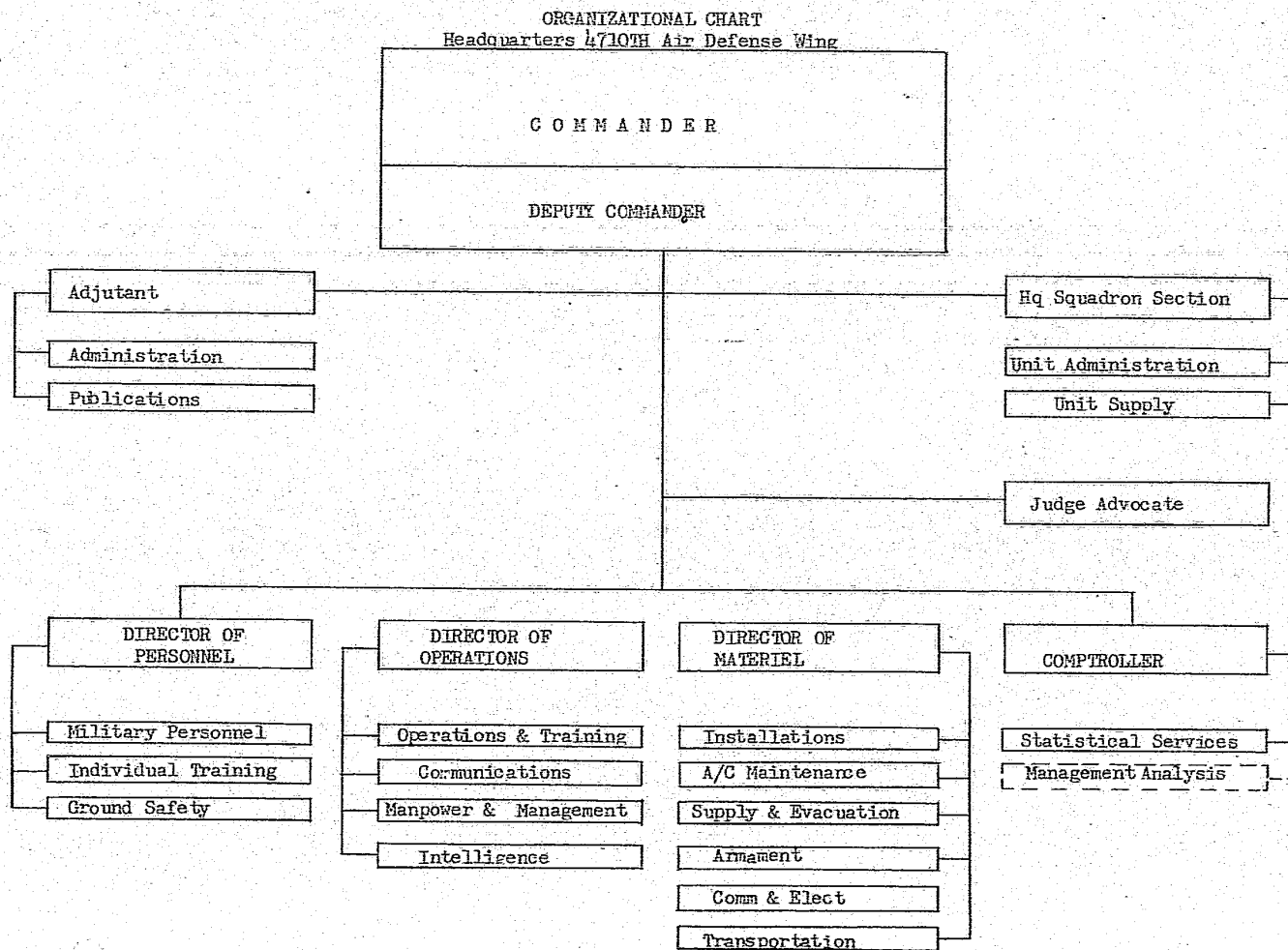
0429

ORGANIZATIONAL CHART
4710th Air Defense Wing



Milton H. Ashkins
MILTON H. ASHKINS
Colonel USAF
COMMANDER

0430



1.02

0431

ROSTER OF KEY PERSONNEL

AS OF 31 OCT 1955

<u>TITLE</u>	<u>NAME</u>	<u>RANK</u>	<u>PHONE</u>
Commanding Officer	Milton H. Ashkins	Colonel	6
*Deputy Commander			26
Deputy of Operations	David Rennie	Major	1 & 2
*Deputy for Personnel			226
Deputy for Materiel	Charles B. Taylor	Lt. Col.	21 & 256
Comptroller	Walter A. Lasek	Captain	269
Judge Advocate	Paul A. Gross	1st Lt.	19 & 126
Adjutant	Thor P. Baumgardner	Captain	26 & 51

<u>TITLE</u>	<u>UNIT COMMANDERS</u>	<u>RANK</u>	<u>PHONE</u>
82d Air Defense Group	Clay D. Albright, Jr.	Colonel	4
82d Air Base Squadron	Francis C. Carmody	Major	243
82d Material Squadron	Sterling S. Maddox	Lt. Col.	245
82d USAF Infirmary	Clement Brown	1st Lt.	217
96th Fighter Interceptor Squadron	John F. Ambrecht	Major	115
97th Fighter Interceptor Squadron	Ernest P. Stayvesant	Major	183
46th Fighter Interceptor Squadron	Earl S. Depner	Lt. Col.	254 Dover
48th Fighter Interceptor Squadron	Phillip W. Loring	Lt. Col.	8173 Langley
95th Fighter Interceptor Squadron	Edward C. Fletcher	Lt. Col.	6214 Andrews
647th Aircraft Control & Warning Squadron	Van S. Walker	Major	Triangle, Va. 18k
649th Aircraft Control & Warning Squadron	Howard C. Sharkey	Major	Lynchburg 2-2361
770th Aircraft Control & Warning Squadron	Elmer B. Hall	Major	Ocean City 1100
771st Aircraft Control & Warning Squadron	Gilbert R. Ralston, Jr.	Major	Cape Charles 760
772nd Aircraft Control & Warning Squadron	John F. Dee, Jr.	Major	Claysburg 140

* These positions are being carried vacant on the roster of Key Personnel.

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OPERATION & TRAINING

OBJECTIVE: To provide the necessary tactical aircraft and training combat crews in order to carry out assigned Air Defense Mission.

DISCUSSION: Jet aircraft utilization during October was as follows:

Total jet aircraft flying time for October was 3,785 hours, an increase of 18 hours.

UE Aircraft - Average hours flown per UE aircraft possessed (117) was 28.1 hours.

The ADC allocation of flying time for the F-94C and T-33A Aircraft was met. F-86D flying time was 2.1 hours per possessed aircraft short of the ADC Allocation.

F-94C Aircraft flew 2,607 hours, an increase of 43 hours. Average per F-94C possessed (91) was 29.8 hours. The ADC Allocations of Flying hours for the F-94C is 29 hours, 20 minutes per aircraft.

F-86D Aircraft flew 595 hours, a decrease of 98 hours. Average per F-86D possessed (26) was 22.9 hours. The ADC Allocation of Flying hours for the F-86D is 25 hours per Aircraft.

T-33A Aircraft flew 501 hours, an increase of 73 hours. Average per T-33A possessed (10) was 50.1 hours. The ADC Allocation of Flying hours for the T-33A is 46.0 hours per Aircraft.

Wing jet pilot experience level: Of the 157 pilots assigned to FIS reported, 109 are Operationally Ready, 39 are Alert Ready and 9 are in Training Status.

The Wing Accident Rate this fiscal year is 18.5. Thus far in fiscal year 56 we have flown 16,182 hours with three (3) aircraft accidents.

2.00

SECRET

0433

AIRCRAFT CONTROL & WARNING SQUADRONS

OBJECTIVE: To provide the necessary tactical training of GCI Directors and Crews in order to effectively perform the broad mission of obtaining and evaluating information on all aircraft flying into the defended area and controlling the defense effort against those identified as hostile.

DISCUSSION: Number of assigned directors increased by five (5) for a total of fifty-two (52).

QUALIFIED: Thirty-four (34) of the fifty-two (52) assigned directors are fully qualified.

IN TRAINING: Sixteen (16) directors are in training status.

PARTICIPATING: Forty-five (45) of the directors participated in the training program.

<u>Synthetic Control:</u>	<u>Required</u>	<u>Accomplished</u>
Lead Collision Course:	530	659
Day Intercepts:	330	315
Ascents & recoveries:	330	248
<u>Actual Control:</u>	<u>Required</u>	<u>Accomplished</u>
Lead Collision Course:	354	1902
Day Intercepts:	196	598
Ascents & recoveries:	210	673

772nd Aircraft Control & Warning Squadron had no synthetic trainer for the month of October.

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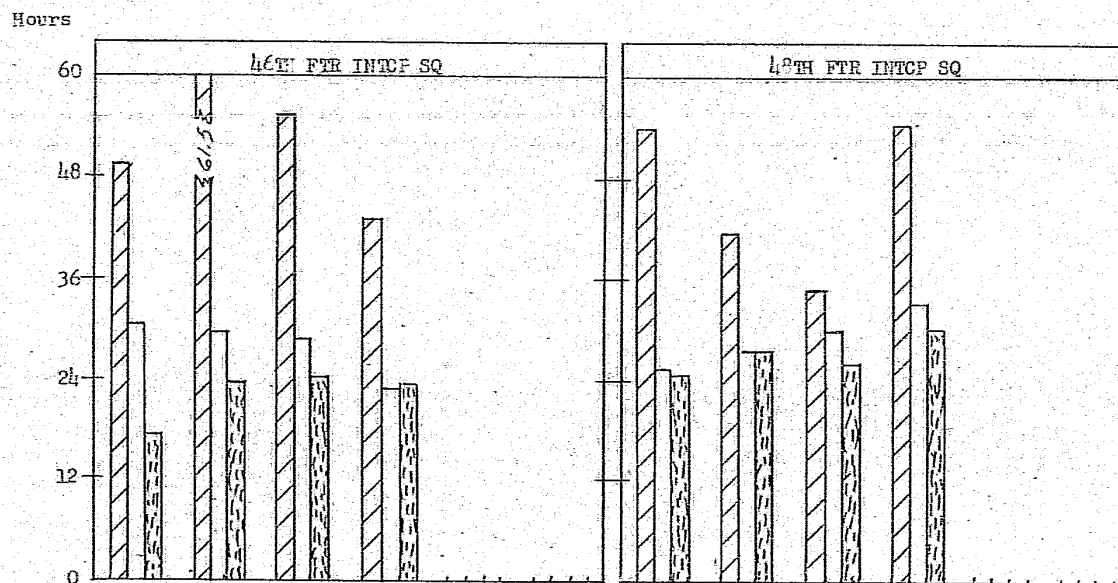
SECRETFIGHTER SQUADRON PERFORMANCE
31 Oct 55

ITEM	SID	46TH FIS	48TH FIS	95TH FIS	96TH FIS	97TH FIS	WING AVG
	OPERATIONAL READY (OTHER THAN AIR CREWS)	100%	68	73	75	62	68
AVG CREWS ASSIGNED	37	32	28	33	29	28	Avg 30 Total 150
AVG PILOTS ASSIGNED	100% 37	86 32	76 28	89 33	103 38	76 28	86% 159
AVG ROS ASGD	100% 37	92 34	100 37	NA NA	78 29	95 35	91% 135
PILOT UTILIZATION (ON HAND)	20 hrs	23.7	30.3	24.1	24.6	26.3	25.8 hrs
AVG UE ACFT POSSESSED	F-94C 25 F-86D 25	24	21		25	21	Avg 23 Total 117
AVG UE ACFT COMBAT READY	100% #	67 16	81 17	54 14	72 18	71 15	69% 80
AVG T-33 ACFT POSSESSED	3	2	2	2	2	2	Avg 2 Total 10
JET ACFT UTILIZATION F-94C (POSS AIRCRAFT) F-86D T-33A	29.3 25.0 46.0	23.2	33.7		29.4	32.9	29.8 hrs 22.9 hrs 50.1 hrs
ACFT MAINTENANCE - (F)	75%	66.0	77.7	54.8	74.7	77.3	70.1%
ACFT MAINTENANCE - (T-33)	75%	83.9	82.3	63.9	70.6	51.3	70.4%

2.02
SECRETSOURCE: FCS: FCS REPORTS
DI REPORTS 3084

0435

4710th AIR DEFENSE WING
JET AIRCRAFT UTILIZATION



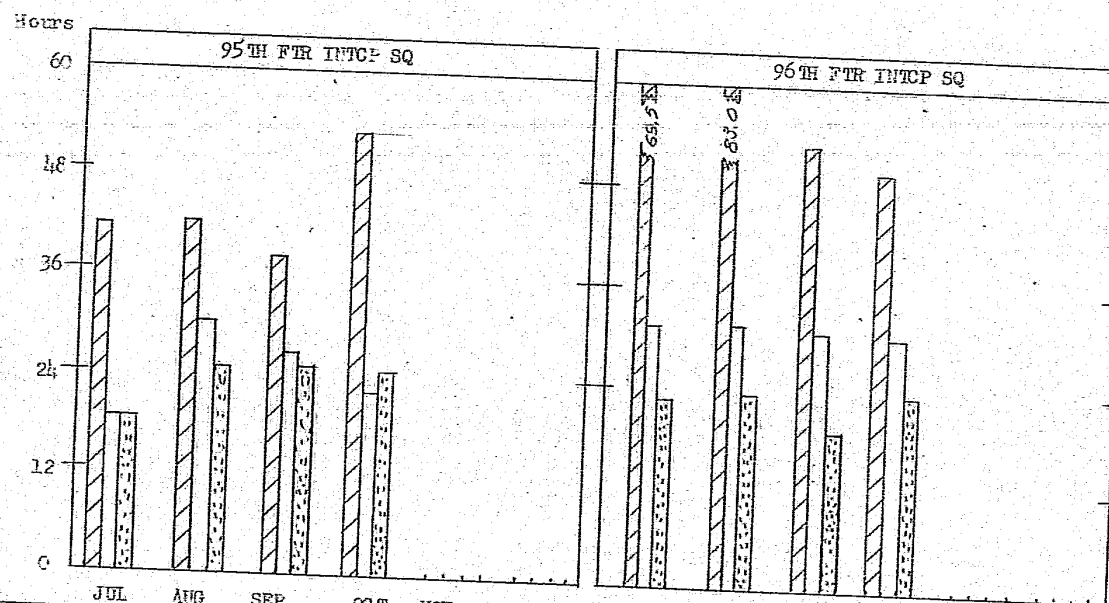
	JUL	AUG	SEP	OCT	NOV	DEC	JUL	AUG	SEP	OCT	NOV	DEC
Hrs Flown Per T-33	50.0	61.5	55.5	43.5			54.7	42.0	34.8	55.5		
Hrs Flown Per UE	32.1	31.6	28.4	23.2			25.9	27.0	30.8	33.7		
Jet Hrs per Flt OH	18.9	24.6	25.4	23.7			25.0	27.3	26.3	30.3		
Total T-33 Acft Hrs	50	123	111	87			164	126	104	111		
Total UE Acft Hrs	600	631	654	556			596	702	647	707		
Total Pilot Hrs	699	761	742	711			775	846	762	818		

SOURCE: 1 AF-7
100-711
25AD-12

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4710TH AIR DEFENSE WING
JET AIRCRAFT INTERACTION



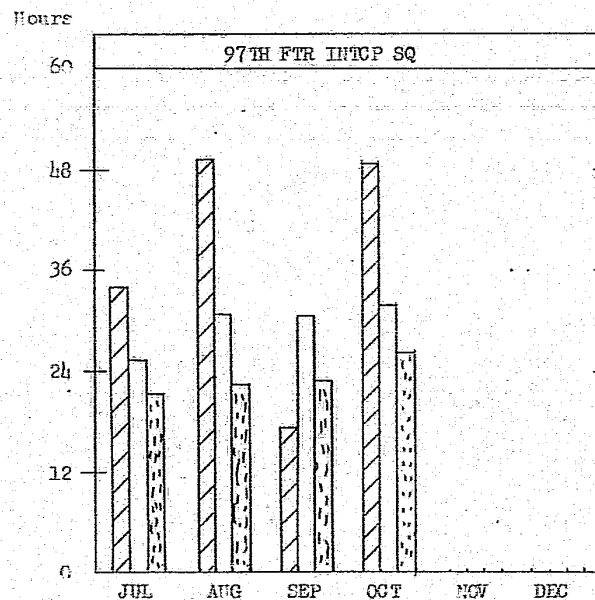
	JUL	AUG	SEP	OCT	NOV	DEC	JUL	AUG	SEP	OCT	NOV	DEC
Hrs Flown Per T-33	40.6	43.2	37.5	52.5			60.5	83.0	53.0	50.5		
Hrs Flown Per WE	18.6	31.0	26.7	22.9			30.3	31.0	30.6	29.4		
Jet Hrs per Plt CH	18.0	25.4	25.3	24.1			23.5	23.7	20.1	24.6		
Total T-33 Acft Hrs	203	173	75	105			130	166	106	101		
Total WE Acft Hrs	463	713	693	595			757	492	704	735		
Total Jet Pilot Hrs	670	889	910	796			101	871	769	910		

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000-716

0437

4710TH AIR DEFENSE WING
JET AIRCRAFT UTILIZATION



Hrs Flown Per T-33	34.0	49.3	16.0	48.5		
Hrs Flown Per WE	24.9	31.3	30.5	32.9		
Jet Hrs Per Flt CH	21.2	22.7	22.2	26.3		
Total T-33 Acft Hrs	68	148	32	97		
Total WE Acft Hrs	447	625	641	691		
Total Jet Pilot Hrs	762	796	667	788		

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26AD-P2

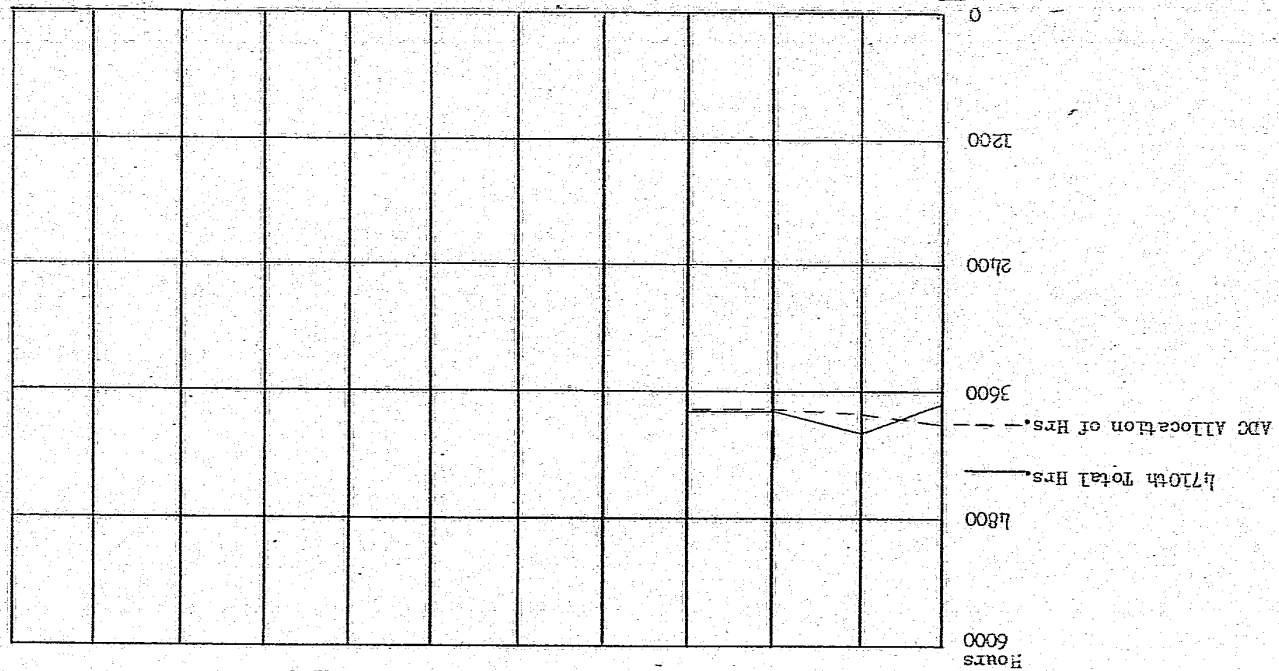
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SOURCE: L-AR-AL
ADC Flying Hour Program

Month	Total Hours	F-94C Hours	F-86D Hours	F-33A Hours	AD Allocation of Hrs.
JUL	3697	2609	464	624	3947
AUG	4089	2640	713	736	3818
SEP	3767	2689	595	428	3763
OCT	3785			501	379
NOV					
DEC					
JAN					
FEB					
MAR					
APR					
MAY					
JUN					

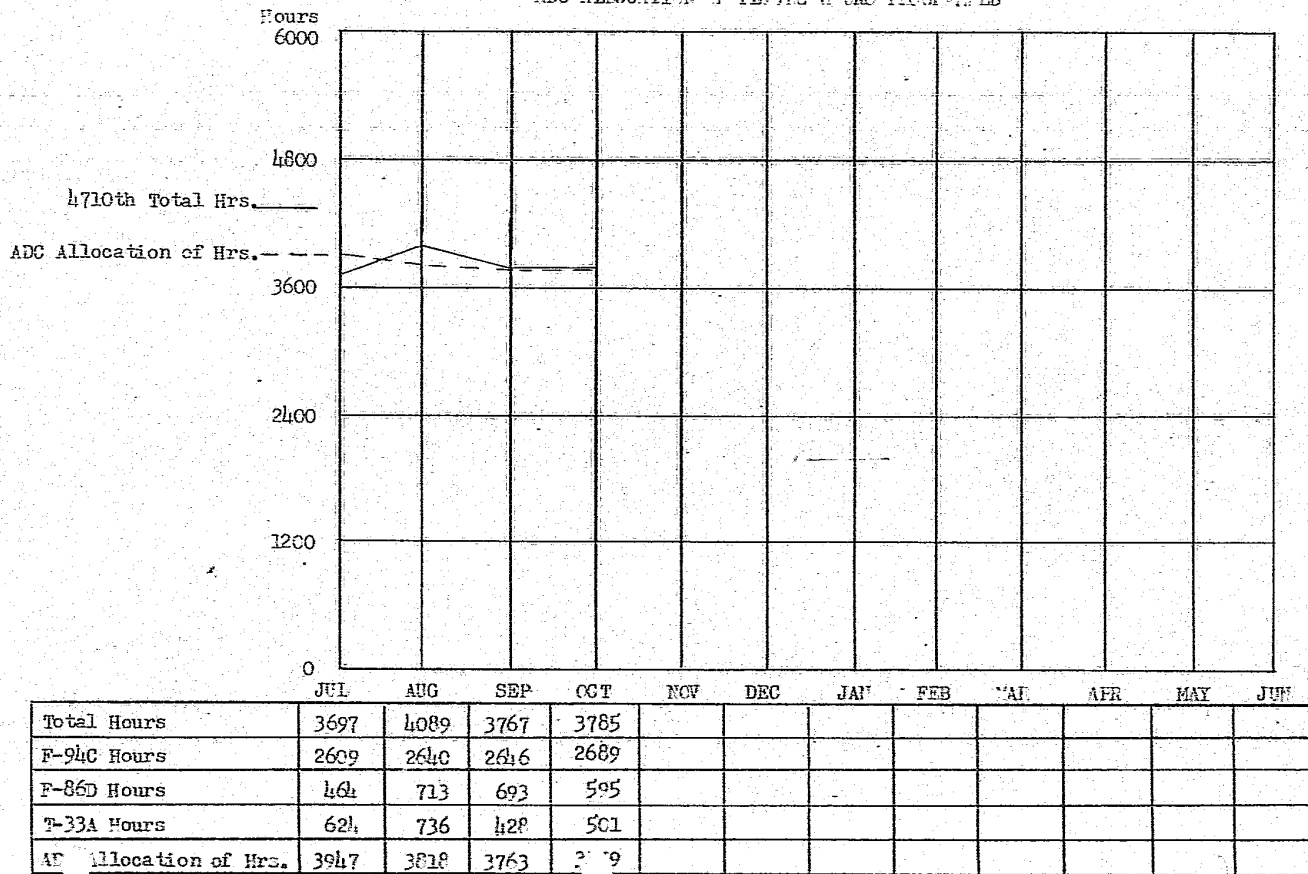


ADC ALLOCATION OF FLYING HOURS HIGHLY CORRELATED

AS
L-1011 AND DEERBE TIME
JULY AIRBORNE FLYING TIME

0439

4710TH AIR DEFENSE WING
JET AIRCRAFT FLYING TIME
VS
ADC ALLOCATION OF FLYING HOURS PROGRAMMED

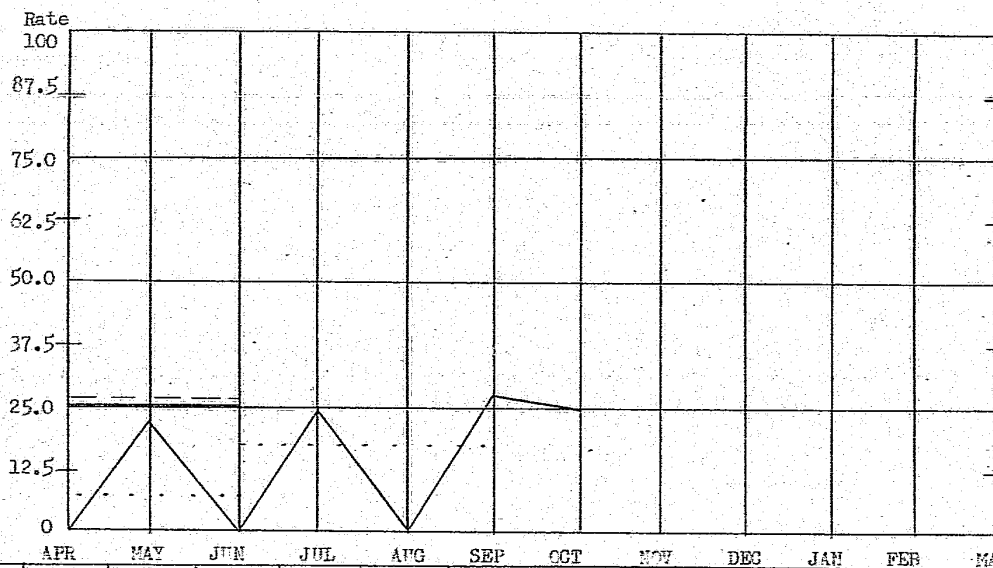


SOURCE: 1-AF-41
ADC Flying Hour Program

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0440

4710TH AIR DEFENSE WING
 AIRCRAFT ACCIDENT RATE PER 100,000 HOURS FLOWN
 BY MONTH 1955



	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR
Accidents	0	1	0	1	0	1	1				4	
Hrs Flown	4120	4660	4939	4016	4272	3878	4016					
Wing Mo. Rate	0.0	21.4	0.0	24.9	0.0	25.8	24.9					
Wing Qtr Rate			7.3			16.5						
EADF Qtr Rate			27.0									
ABC Qtr Rate			25.0									

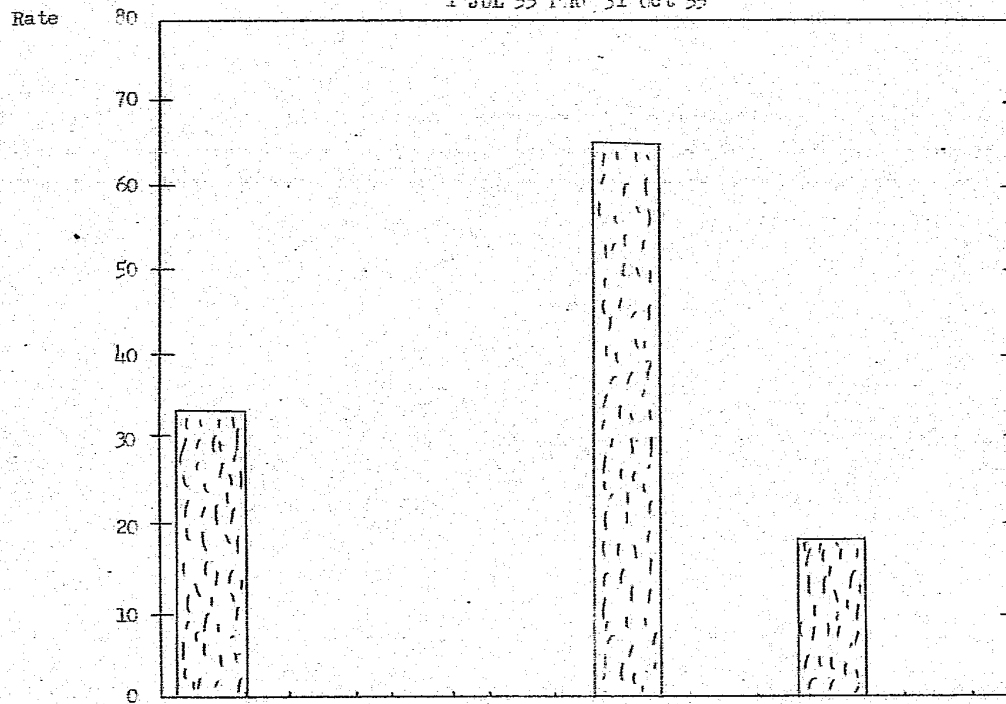
$\frac{\text{No. of Accidents} \times 100,000}{\text{Hrs Flown}} = \text{Rate per 100,000 Hrs}$

SOURCE: 1-AF-41, Flying
 Safety Records,
 EADF Ground Data.

2.07

0441

4710TH AIR DEFENSE WING
 CUMULATIVE AIRCRAFT ACCIDENT RATE
 1 JUL 55 THRU 31 Oct 55



Accidents to Date	1	0	0	0	2	0	3
Hrs Flown to Date	2091	3267	3031	3220	3032	418	16182
Cumulative Accident Rate	33.4	0.0	0.0	0.0	65.9	0.0	18.5

1st Lt. FIS 1st Lt. FIS 1st Lt. FIS 1st Lt. FIS 1st Lt. FIS 1st Lt. FIS 1st Lt. FIS
 1st Lt. FIS 1st Lt. FIS 1st Lt. FIS 1st Lt. FIS 1st Lt. FIS 1st Lt. FIS 1st Lt. FIS

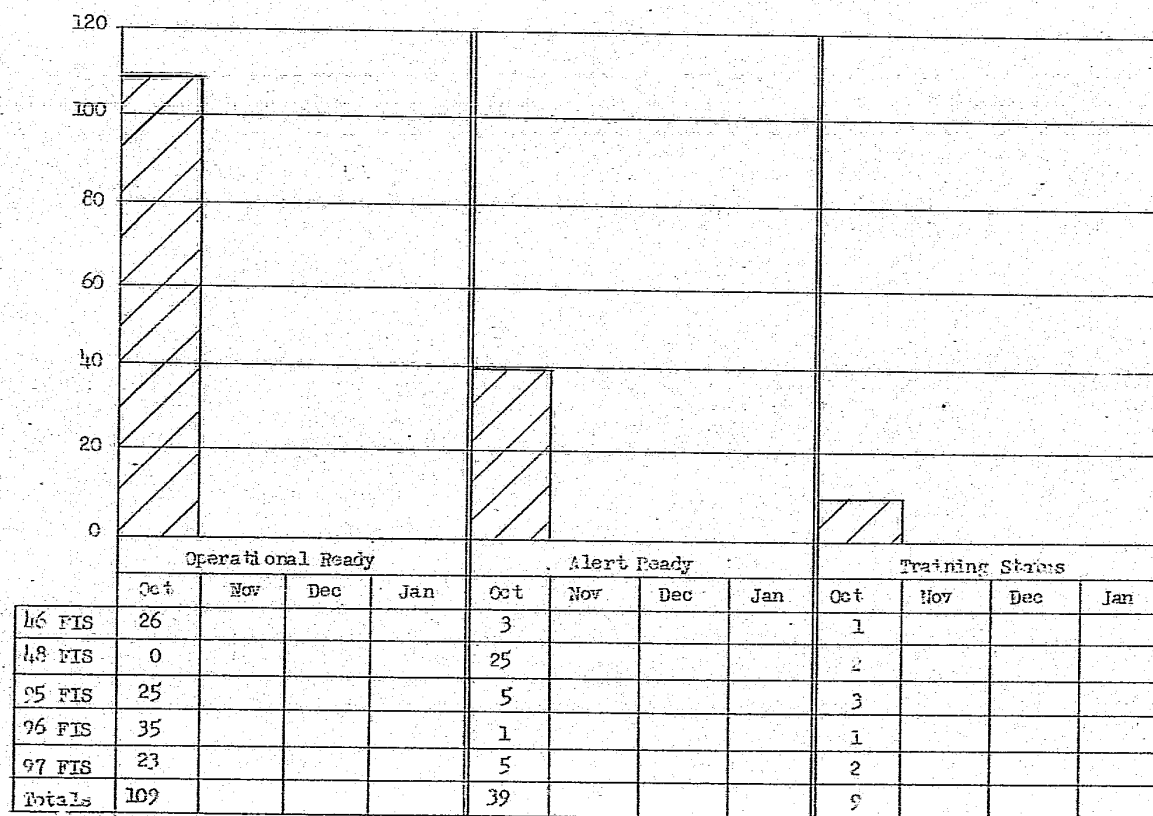
NO OF ACCID X 100,000
 HRS FLOWN Rate per 100,000 Hrs

2.00

SOURCE: WDC

0442

4710TH AIR DEFENSE WING
ASGD JET PILOT COMBAT STATUS



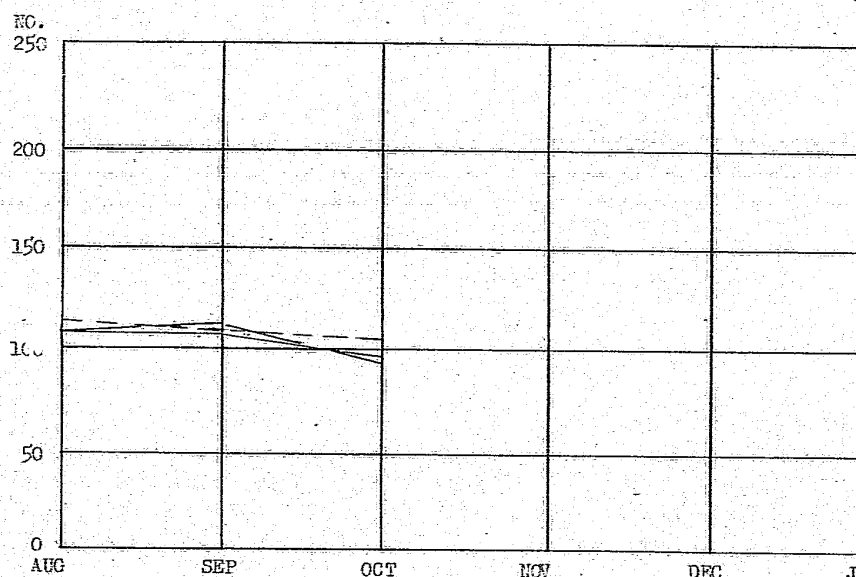
SOURCE: 24AD-P2

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4710TH AIR DEFENSE WING
AVERAGE NUMBER OF ASSIGNED PILOTS, ROS AND CREWS ON-GAT READY



	AUG			SEP			OCT			NOV			DEC			JAN		
	PLT	RO	CCR	PLT	RO	CCR	PLT	RO	CCR	PLT	RO	CCR	PLT	RO	CCR	PLT	RO	CCR
46th FI Sq	22	32	22	22	27	22	14	18	14									
48th FI Sq	20	15	15	18	30	18	19	26	19									
95th FI Sq	21	NA	21	23	NA	23	22	NA	22									
96th FI Sq	29	35	29	31	29	29	32	21	21									
97th FI Sq	22	27	22	18	30	18	20	26	20									
TOTAL WING*	114	109	109	112	116	110	107	91	96									

PILOTS ---
ROS —
CREWS —

*Totals represent average present for duty in cockpit position

SOURCE: 4710ADW-23

SECRET
2.10

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16TH FIGHTER INTERCEPTOR SQUADRON
JET PILOT FLYING TIME (HRS)

NAME	RANK	SEP	OCT	NOV	DEC	NAME	RANK	SEP	OCT	NOV	DEC
Depner	Lt. Col	30	26			Herrington	1st Lt	17	6		
Kerchner	Major	5	4			Kimball	1st Lt	34	DNIF		
McElroy	Major	20	20			La Fevre	1st Lt	38	31		
Adden	Capt	6	7			Lynn	1st Lt	26	28		
Peacock	Capt	42	24			Massey	1st Lt	38	23		
Reynolds	Capt	57	FCS			Pockham	1st Lt	23	16		
Smith	Capt	31	43			Fringle	1st Lt	18	19		
Arent	1st Lt	19	20			Redditt	1st Lt	22	28		
Barbee	1st Lt	16	36			Samples	1st Lt	31	25		
Caron	1st Lt	19	20			Schwab	1st Lt	21	22		
Gobb	1st Lt	39	38			Shaw	1st Lt	10	16		
Coburn	1st Lt	32	33			Turhill	1st Lt	21	23		
Combies	1st Lt	20	34			Webster	1st Lt	27	30		
Chavis	1st Lt	28	FCS			Walen	1st Lt	26	25		
Eckley	1st Lt	15	18			Wood	1st Lt	29	15		
Griffith	1st Lt	21	29			Edwards	2nd Lt	24	FCS		
Humphrey	1st Lt	DNIF	DDY								

SOURCE: RCS: 26AD-P2

2.11

0445

48TH FIGHTER INTERCEPTOR SQUADRON
JET PILOT FLYING TIME (HRS)

NAME	RANK	SEP	OCT	NOV	DEC	NAME	RANK	SEP	OCT	NOV	DEC
Loring	Lt Col	26	37			Hogan	1st Lt	11	PCS		
Felts	Major	16	38			Jarkauskas	1st Lt	32	32		
Etheridge	Capt	27	32			Leavitt	1st Lt	16	29		
Hoag	Capt	18	PCS			Lee	1st Lt	40	15		
Openshaw	Capt	15	PCS			Mateychak	1st Lt	37	12		
Paladino	Capt	28	41			Maxwell	1st Lt	35	28		
Perfili	Capt	25	30			McKenzie	1st Lt	32	32		
Jenkins	Capt	TDY	TDY			Rife	1st Lt	33	31		
Murph	Capt	15	22			Stover	1st Lt	45	35		
Stowers	Capt	5	13			Stuck	1st Lt	13	34		
Walls	Capt	29	31			Wood	1st Lt	29	28		
Andersen	1st Lt	28	45			Nonsaker	2d Lt	Grd			
Bland	1st Lt	17	24			Snider	1st Lt	30	37		
Cooper	1st Lt	6 Grd	Grd			Weaver	2d Lt	34	30		
Gorse	1st Lt	27	34								
Haug	1st Lt	27	26								

SOURCE: 26AD-P2

95TH FIGHTER INTERCEPTOR SQUADRON
JET PILOT FLYING TIME (HRS)

NAME	RANK	SEP	OCT	NOV	DEC	NAME	RANK	SEP	OCT	NOV	DEC
Fletcher	Lt Col	15	22			Hess	1st Lt	24	33		
Radcliff	Major	16	21			Hodder	1st Lt	36	27		
Batey	Capt	30	25			Istre	1st Lt	33	31		
Gemmill	Capt	26	21			Levy	1st Lt	35	10		
Goodrich	Capt	41	27			Ledbetter	1st Lt	26	39		
McGraw	Capt	-	25			McDermott	1st Lt	25	5		
Modisette	Capt	12	23			McNulty	1st Lt	30	8		
Albright	1st Lt	0	22			Mizell	1st Lt	28	31		
Coughenour	1st Lt	4	13			Pierce	1st Lt	26	20		
Davis, J	1st Lt	12	28			Richardson	1st Lt	27	16		
Davis, R	1st Lt	24	22			Roberts	1st Lt	26	29		
DeArmoni	1st Lt	27	33			Thompson	1st Lt	28	25		
Douthett	1st Lt	27	26			Tulk	1st Lt	21	30		
Duncan	1st Lt	32	29			Wollmers	1st Lt	TDY	TDY		
Farabee	1st Lt	27	24			Stromberg	2d Lt	2	2		
Fay	Capt	18	9								
Gunnels	1st Lt	35	28								
Hahn	1st Lt	23	20								

SOURCE: 26AD-P2

0.13

0447

96TH FIGHTER INTERCEPTOR SQUADRON
JET PILOT FLYING TIME (HRS)

NAME	RANK	SEP	OCT	NOV	DEC	NAME	RANK	SEP	OCT	NOV	DEC
Ambrecht	Major	15	21			Murphrey	1st Lt	28	30		
Broschart	Capt	15	20			McLachlan	1st Lt	18	22		
Lavis	Capt	17	25			Rickow	1st Lt	24	33		
Hancock	Capt	10	21			Romine	1st Lt	21	33		
Johnson	Capt	21	20			Shamhart	1st Lt	22	20		
Maher	Capt	21	20			Simon	1st Lt	15	27		
Pauley	Capt	23	5			Steig	1st Lt	24	30		
Phillips	Capt	7	25			Taylor	1st Lt	20	23		
Ashley	1st Lt	21	31			Thor	1st Lt	29	33		
Aub	1st Lt	18	21			Traybar	1st Lt	20	21		
Caldwell	1st Lt	9	24			Walters	1st Lt	15	12		
Carroll, C	1st Lt	7	25			Wessinger	1st Lt	20	20		
Carroll, D	1st Lt	12	19			White	1st Lt	38	21		
Hanson	1st Lt	20	24			Widman	1st Lt	18	23		
Hickenbottom	1st Lt	22	20			Wetzel	1st Lt	16	40		
Isrealson	1st Lt	17	37			Tinglestad	2d Lt	23	30		
Johnson	1st Lt	23	29			Yoder	2d Lt	24	26		
Kennedy	1st Lt	21	21								
Leadley, D	1st Lt	10	16			Ashkins	ATTACHED				
Leadley, H	1st Lt	18	24			Williamson	Col	46	30		
Loken	1st Lt	22	21			Castleberry	Maj	18	21		
						Albright	Capt	32	34		
							Col	7	?		

SOURCE: 26-12-P2

2.14

0448

97TH FIGHTER INTERCEPTOR SQUADRON
JET PILOT FLYING TIME (HRS)

NAME	RANK	SEP	OCT	NOV	DEC	NAME	RANK	SEP	OCT	NOV	DEC
Stuyvesant	Major	15	22			Ingram	1st Lt	28	24		
Sandborn	Major	30	44			Jessup	1st Lt	15	FCS		
Welch	Major	10	24			Keating	1st Lt	34	24		
Dotterer	Major	-	12			McEachern	1st Lt	5	6		
Burger	Capt	22	40			Miller	1st Lt	14	29		
Tyra	Capt	21	FCS			Osborne	1st Lt	23	20		
Voy	Capt	26	21			Penny	1st Lt	34	26		
Blackman	1st Lt	30	26			Ramsey	1st Lt	20	38		
Barker	1st Lt	26	35			Saville	1st Lt	22	16		
Barry	1st Lt	13	23			Thompson	1st Lt	9	38		
Berghorn	1st Lt	22	28			Wargo	1st Lt	34	40		
Berry	1st Lt	12	28			Willsie	1st Lt	TDY	TDY		
Breedon	1st Lt	30	20								
Burlini	1st Lt	17	25								
Carden	1st Lt	24	3								
Christofori	1st Lt	47	40				ATTACHED				
Culbertson	1st Lt	20	21			Rennie	Maj	20	16		
Elhai	1st Lt	26	13			Hartzel	Capt	0	8		
Franck	1st Lt	25	20			Mulholland	Capt	6	4		

SOURCE: 26AD-P2

2.15

0449

4710TH AIR DEFENSE WING

DIRECTOR ASSIGNMENT

31 OCT 1955

AG&W UNITS	AUTH	ASGD DIR	QUAL DIR	DIR IN TNG	ASGD DIR AVAIL	ASGD DIR PART'ING					
							0	25	50	75	100
647th	10	12	12	0	11	10					
649th	7	5	3	0*	4	0*					
770th	19	14	6	8	14	14					
771st	13	11	5	6	11	11					
772d	7	10	8	2	10	10					
Wg Total	56	52	34	16	50	45					

* No Tng Program required at present; not included in Wg Total Computation

SOURCE: RCS: 4710ADW-16

% Director Participation = $\frac{\text{Asgd Dir Part'ing}}{\text{\# Asgd Directors}}$

2.16

0450



DIRECTOR TRAINING PROGRAM - YR 1955

ADCF 50-12
647th ACW Squadron (Oct 1955)
CONTROL REQUIREMENTS

SYNTHETIC TRAINING	AFSC 1644		AFSC 1641		TOTALS		PERCENTAGE				
	REQD	ACC	REQD	ACC	REQD	ACC	0	25	50	75	100
NR LCC INTCPs	90	219	0	0	90	219	243				
NR DAY INTCPs	90	82	0	0	90	82					
NR ASCENTS & RECOVERIES	90	88	0	0	90	88					
ACTUAL TRAINING	AFSC 1644		AFSC 1641		TOTALS						
	REQD	ACC	REQD	ACC	REQD	ACC					
NR LCC INTCPs	45	625	0	0	45	625	1389				
NR DAY INTCPs	45	157	0	0	45	157	349				
NR ASCENTS & RECOVERIES	45	290	0	0	45	290	644				

REQD - Required
ACC - Accomplished
NR - Number
LCC - Lead Collision Course
INTCPs - Intercepts

SOURCE: RCS: 4710-DW-16

DIRECTOR TRAINING PROGRAM - YR 1955
 ADCF 50-12
 770TH ACW SQUADRON (OCT 1955)
 CONTROL REQUIREMENTS

SYNTHETIC TRAINING	AFSC 1614		AFSC 1611		TOTALS		PERCENTAGE				
	REQD	NR 5	REQD	NR 9	REQD	ACC	0	25	50	75	100
NR LCC INTOPS	50	87	270	128	320	215					
NR DAY INTOPS	50	85	90	130	140	215					154
NR ASCENTS & RECOVERIES	50	19	90	54	140	73					
ACTUAL TRAINING	AFSC 1614		AFSC 1611		TOTAL						
	REQD	NR 5	REQD	NR 9	REQD	ACC					
NR LCC INTOPS	25	95	135	762	160	857					536
NR DAY INTOPS	25	72	45	273	70	345					493
NR ASCENTS & RECOVERIES	25	0	45	227	70	236					337

REQD - Required
 ACC - Accomplished
 NR - Number
 LCC - Lead Collision Course
 INTOPS - Intercepts

SOURCE: RCS: 4710-DW-16

2.18

0452

DIRECTOR TRAINING PROGRAM - YR 1955
 ADC: 50-12
 771ST AC&W SQUADRON (OCT 1955)
 CONTROL REQUIREMENTS

SYNTHETIC TRAINING	AFSC	NR	AFSC	NR	TOTALS		0	25	50	75	100
	1644	9	1641	1	REQD	ACC					
	REQD	ACC	REQD	ACC	REQD	ACC					
NR ICC INTCPs	90	391	30	34	120	225	188				
NR DAY INTCPs	90	18	10	0	100	18					
NR ASCENTS & RECOVERIES	90	79	10	8	100	87					
ACTUAL TRAINING	AFSC	NR	AFSC	NR	TOTALS						
	1644		1641	1	REQD	ACC					
	REQD	ACC	REQD	ACC	REQD	ACC					
NR ICC INTCPs	55	212	15	21	70	233	333				
NR DAY INTCPs	45	46	5	0	50	46					
NR ASCENTS & RECOVERIES	45	119	5	26	50	145	290				

REQD - Required
 ACC - Accomplished
 NR - Number
 INTCPs - Intercepts
 ICC - Lead Collision Course

SOURCE: RCS: 4710-DW-T6

DIRECTOR TRAINING PROGRAM - FY 1955
 ADCR 50-12
 772D AGCW SQUADRON (OCT 1955)
 CONTROL REQUIREMENTS

SYNTHETIC TRAINING	AFSC	NR	AFSC	NR	TOTALS		0	25	50	75	100
	1644	7	1641	2	REQD	ACC					
	REQD	ACC	REQD	ACC	REQD	ACC					
NR LCC INTCPS	105	0	60	0	165	0					
NR DAY INTCPS	70	0	20	0	90	0					
NR ASCENTS & RECOVERIES	70	0	20	0	90	0					
ACTUAL TRAINING	AFSC	NR	AFSC	NR	TOTALS						
	1644	7	1641	2	REQD	ACC					
	REQD	ACC	REQD	ACC	REQD	ACC					
NR LCC INTCPS	49	144	30	43	79	187					237
NR DAY INTCPS	21	39	10	11	31	50					161
NR ASCENTS & RECOVERIES	35	2	10	0	45	2					

REQD - Required
 ACC - Accomplished
 NR - Number
 INTCPS - Intercepts
 LCC - Lead Collision Course

SOURCE: RGS: 4710-DW-T6

PERSONNEL

OBJECTIVE: To provide qualified personnel to fill required positions within the units of the 4710th Air Defense Wing and to maintain the Welfare and morale of the personnel assigned to the command.

DISCUSSION: During the month of October, the following changes occurred in the personnel strength of this command.

<u>MILITARY STRENGTH</u>	<u>AUTHORIZATION</u>	<u>ASSIGNED</u>	<u>GCT/GAINS OR LOSSES</u>	<u>PERCENT MANNED</u>
Officer Strength	547	507	-14	93%
Airmen Strength	3089	2907	-73	94%
Aggregate	3636	3414	-87	94%

During the month of October, the officer authorized strength remained the same and the airmen authorized strength increased by thirty-three (33).

AWOLS: AWOLS increased by three (3) during October, for a total of thirteen (13). The Wing Rate is 3.8%.

REENLISTMENTS: Thirty-five (35) airmen reenlisted of the one-hundred-thirteen (113) eligible to reenlist for a 32.3% rate. This is a 7.7% decrease in comparison to the September rate.

MILITARY INJURIES: There were two (2) fatalities and nine (9) disabling injuries, resulting in 514 man-days lost. The two (2) fatalities and six (6) of the disabling injuries were due to unsafe operation of private vehicles during off-duty hours. Two (2) disabling injuries occurred on-duty and one (1) occurred off-duty.

- a. There was one (1) AF vehicle accident, involving unsafe operation of a vehicle on base.
- b. There twenty-seven (27) first-aid cases.
- c. The total cost this month for accidents was \$78,609.00.

3.00

0455

4710TH AIR DEFENSE WING
MILITARY AUTHORIZED PERSONNEL MILITARY ASSIGNED BY UNITS
31 OCT 55

GRADE	46 FIS		48 FIS		95 FIS		647 ACGW		649 ACGW		770 ACGW		771 ACGW		772 ACGW	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD
Col																
Lt Col	1	1	1	1	1	1					1		1			
Major	3	2	3	2	3	2	3	1	2	1	2	1	2	2	2	1
Capt	15	5	15	7	10	7	5	1	4	3	8	5	6	2	4	1
Lts	67	70	67	64	35	30	8	15	6	6	15	16	10	14	6	12
WO		1				2		1								2
TOTAL	86	79	86	74	49	42	16	18	12	10	26	22	19	18	12	16
M/Sgt	19	15	19	20	20	12	4	3	5	2	5	2	5	2	5	2
T/Sgt	48	18	48	17	49	20	12	7	12	9	13	7	12	10	12	10
S/Sgt	94	27	94	19	92	37	42	22	34	26	51	21	47	20	39	24
A/1C	85	63	85	72	71	78	57	52	47	29	73	57	66	53	57	54
A/2C	36	109	36	76	45	89	54	89	40	49	71	96	66	58	48	66
A/3C		15		19		21	2	15	2	28	2	35	2	11	2	29
A/S		4		5		3		2		5		4		4		4
TOTAL	282	251	282	228	277	260	171	189	140	148	215	222	198	158	163	189
AGG	368	330	368	302	326	302	187	207	152	158	241	244	217	176	175	205

SOURCE: Morning Reports

3.01

0456

4710TH AIR DEFENSE WING
MILITARY AUTHORIZED VERSUS MILITARY ASSIGNED BY UNITS
31 OCT 55

GRADE	HQ 4710		82D FTR GP		82D AB SQ		82D MAT		82D INF		96 FIS		97 FIS		TOTAL	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD
Col	4	1	1	1											5	2
Lt Col	3	1	2	2	1		1	1	1		1		1		15	7
Major	11	6	8	4	1	1	2		2	1	3	1	3	4	50	29
Capt	6	8	5	3	2	3	5	2	4	1	15	9	15	4	110	61
Lts		9	4	21	1	3	3	9		7	67	66	67	59	356	401
WO	1			1	1										2	7
TOTAL	25	25	20	32	6	7	11	12	7	9	86	76	86	67	547	507
M/Sgt	17	9	11	11	6	9	22	23	1		19	11	19	15	177	136
T/Sgt	8	13	11	15	9	17	28	48	2	2	48	22	48	17	360	232
S/Sgt	20	12	13	16	32	42	89	78	11	5	94	29	94	26	846	404
A/1c	15	6	21	7	62	41	134	99	7	5	85	82	85	79	950	777
A/2c	15	5	6	26	56	34	110	116	9	9	36	74	36	85	664	980
A/3c	3	3	5	10	24	39	47	55	3	4		13		15	92	312
A/B						9		19				2		5		66
TOTAL	78	48	67	85	189	191	433	438	33	25	282	233	282	242	3089	2907
AGG	103	73	87	117	195	198	441	450	40	34	340	309	368	309	3636	3414

3.02

SOURCE: Morning Reports

0457

4710TH AIR DEFENSE WING
OFFICER AND AIRMEN STRENGTH SUMMARY
AUTHORIZED VERSUS ASSIGNED
AS OF 31 OCT 1955

GRADE	AUTH	SEP	OCT	NOV	PER CENT MANNED					
		ASGD	ASGD	ASGD	0	25	50	75	100	125
Colonel	5	3	2							
Lt Colonel	15	7	7							
Major	50	27	29							
Captain	119	60	61							
Lieutenants	356	417	401							
WO'S	2	7	7							
TOTAL OFF.	547	521	507							
M/Sgt	177	136	136							
T/Sgt	360	231	232							
S/Sgt	846	387	404							
A/1C	950	762	777							
A/2C	664	1007	980							
A/3C	92	389	312							
A/B		68	66							
TOTAL AWM	3089	2980	2907							

SOURCE: AF-21

3.03

0458

4710TH AIR DEFENSE WING
GROUND SAFETY ACCIDENT TABLE
OCT 1955

ORGANIZATION	Military Injuries			Civilian Injuries			Military First Aid	Civilian First Aid	Vehicle Accident		Property Damage	Fatality		Accident Cost
	NR	MDL	R	NR	MDL	R			NR	R		NR	R	
HQ 4710TH ADW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HQ 82D PTR GP	-	-	-	-	-	-	-	-	-	-	-	-	-	-
82D AB SQ	-	-	-	-	-	-	1	-	-	-	-	-	-	7.00
82D MAT SQ	1	60	7.0	-	-	-	2	-	-	-	-	-	-	1814.00
82D USAF INF	-	-	-	-	-	-	-	-	-	-	-	-	-	-
97TH FIS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
96TH FIS	-	-	-	-	-	-	2	-	-	-	-	-	-	14.00
95TH FIS	-	-	-	-	-	-	5	-	-	-	-	-	-	35.00
48TH FIS	-	-	-	-	-	-	1	-	-	-	-	-	-	7.00
46TH FIS	2	4	19.2	-	-	-	0	-	-	-	-	-	-	120.00
647TH AC&W SQ	6	450	10737	-	-	-	3	-	-	-	-	1	15.35	45,021.00
648TH AC&W SQ	-	-	-	-	-	-	6	-	1	9.83	-	-	-	42.00
770TH AC&W SQ	-	-	-	-	-	-	7	-	-	-	-	-	-	49.00
771ST AC&W SQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-
772ND AC&W SQ	-	-	-	-	-	-	0	-	-	-	-	1	15.65	31,500.00
TOTAL 4710 ADW (OCT)	9	514	10,211	-	-	-	27	-	1	1.0	-	2	1.9	78,609.00
TOTAL (SEP)	9	117	8.4	-	-	-	26	-	4	4.07	60.61	2	1.9	66,752.61

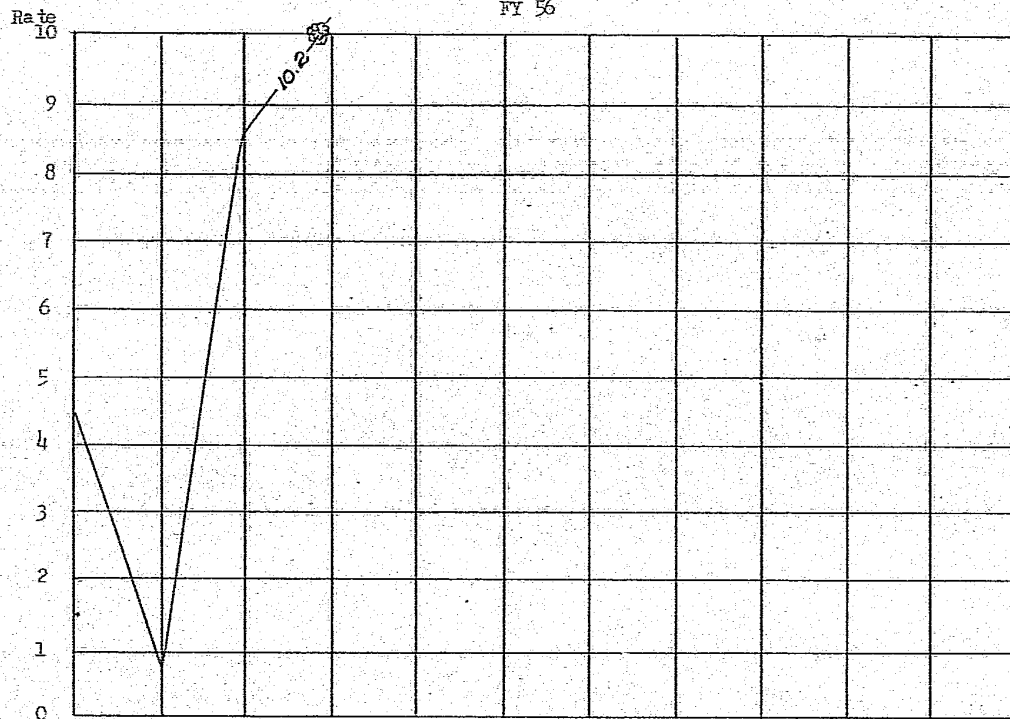
MDL - Man Days Lost
R - Rate
NR - Number

SOURCE: RCS: 1-A 11

3.04

0459

47107 AIR DEFENSE WING
MILITARY DISABLING INJURIES - RATE PER 100,000 MAN DAYS
FY 56



Wing Rate	4.5	.89	8.4	10.2								
Injuries	4	1	9	9								
On Duty	2	0	2	2								
Off Duty	2	1	7	7								
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN

NO. OF INJURIES X 100,000
MAN DAYS OF EXPOSURE = INJURY RATE

3.05

SOURCE: 1-AF-X11

0466

4710TH AIF DEFENSE WING
GROUND SAFETY ACCIDENT TABLE
OCT 1955

ORGANIZATION	Military Injuries			Civilian Injuries			Military First Aid	Civilian First Aid	Vehicle Accident		Property Damage	Fatality		Accident Cost
	NR	MDL	R	NR	MDL	R			NR	R		NR	R	
HQ 4710TH ADW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HQ 82D FTR GP	-	-	-	-	-	-	-	-	-	-	-	-	-	-
82D AB SQ	-	-	-	-	-	-	1	-	-	-	-	-	-	7.00
82D MAT SQ	1	60	7.0	-	-	-	2	-	-	-	-	-	-	1814.00
82D USAF INF	-	-	-	-	-	-	-	-	-	-	-	-	-	-
97TH FIS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
96TH FIS	-	-	-	-	-	-	2	-	-	-	-	-	-	14.00
95TH FIS	-	-	-	-	-	-	5	-	-	-	-	-	-	35.00
48TH FIS	-	-	-	-	-	-	1	-	-	-	-	-	-	7.00
46TH FIS	2	4	19.2	-	-	-	0	-	-	-	-	-	-	120.00
647TH ACW SQ	6	450	107.37	-	-	-	3	-	-	-	-	1	15.35	45021.00
649TH ACW SQ	-	-	-	-	-	-	6	-	1	9.83	-	-	-	42.00
770TH ACW SQ	-	-	-	-	-	-	7	-	-	-	-	-	-	49.00
771ST ACW SQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-
772ND ACW SQ	-	-	-	-	-	-	0	-	-	-	-	1	15.65	31500.00
TOTAL 4710 ADW (OCT)	9	514	107.21	-	-	-	27	-	1	1.0	-	2	1.9	78609.00
TOTAL (SEP)	9	117	8.4	-	-	-	26	-	4	4.07	60.61	2	1.9	66,752.61

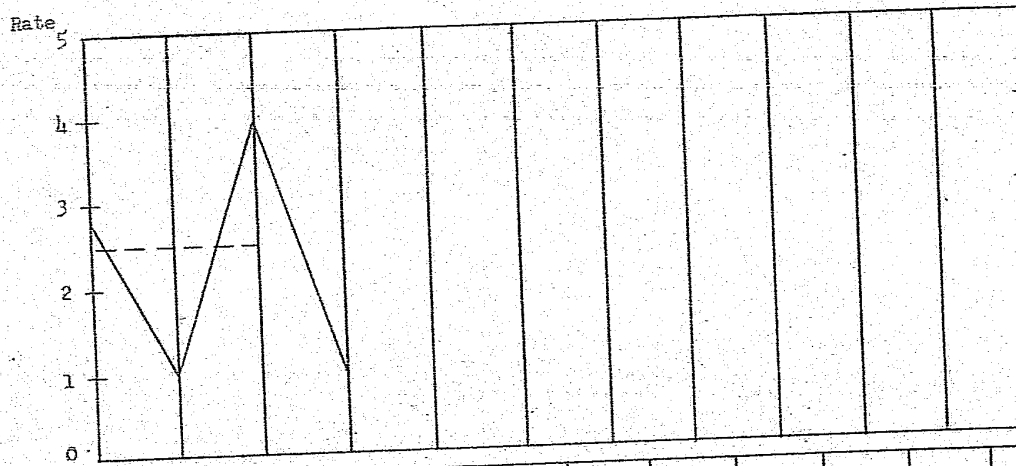
MDL - Man Days Lost
R - Rate
NR - Number

3.04

SOURCE: RGS: 1-A 11

0461

47101F AIR DEFENSE WING
MOTOR VEHICLE ACCIDENTS - RATE PER 100,000 MILES
BY MONTH 1955



No. of Accts	3	1	4	1									
Wing Rate	2.8	1.05	4.07	1.0									
Wing Qtr Rate			2.6										
BADF Qtr Rate			1.1										
	JUL	AVG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	

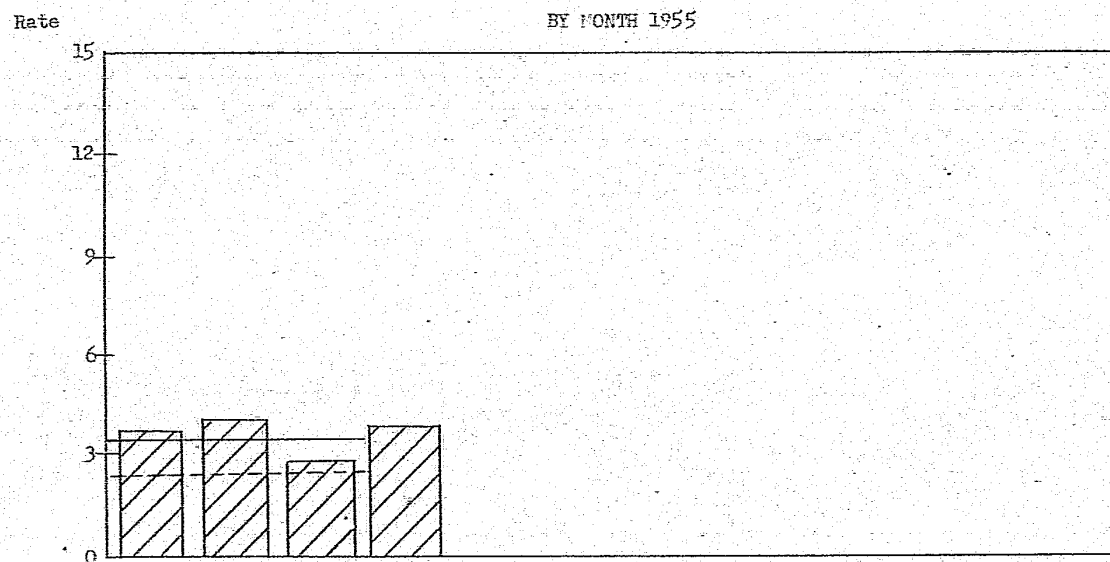
NO. OF ACCIDENTS X 100,000 = ACCIDENT RATE
MILES TRAVELED

SOURCE: 1-AF-X11

3.66

0462

4710TH AIR DEFENSE WING
AWOL'S PER 1,000 TROOPS
BY MONTH 1955



No. of AWOL'S	13	15	10	13										
Wing Rate	3.7	4.2	2.9	3.8										
Wing Qtr Rate			3.5											
EADF Qtr Rate			2.7											
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN		

SOURCE: 1-AF-P1

3.07

0463

4710TH AIR DEFENSE WING
 CUMULATIVE TOTAL AWOIS
 BY SQUADRON FY 1956

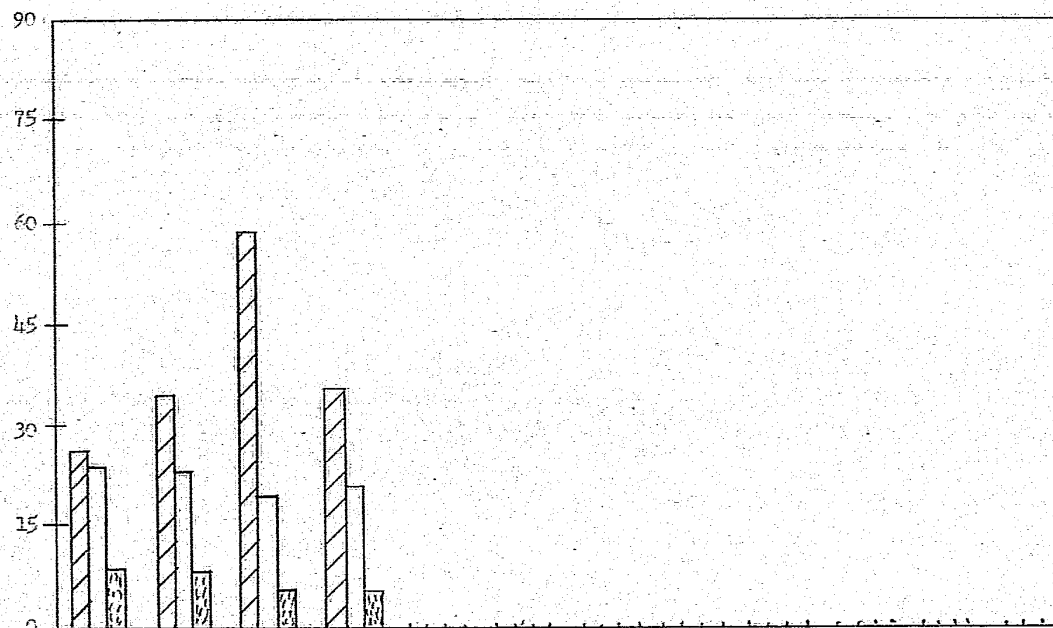
Unit	TOTAL FY 55	CUM FY 56	Oct															
			NR	RATE	0	2	4	6	8	10	12	14	16					
40 4710TH ADW	0	1	0	0.0														
82D FTR GP	4	0	0	0.0														
82D MAT SQ	22	15	4	8.9														
82D AIR BASE SQ	8	3	1	5.1														
82D USAF INF	3	0	0	0.0														
46TH FIS	7	2	1	3.0														
48TH FIS	6	1	0	0.0														
95TH FIS	4	4	1	3.3														
96TH FIS	4	0	0	0.0														
97TH FIS	8	3	1	3.2														
647TH AC&W	5	1	0	0.0														
649TH AC&W	2	3	0	0.0														
770TH AC&W	11	2	2	8.2														
771ST AC&W	19	8	2	11.4														
772ND AC&W	17	8	1	4.9														
TOTAL 4710TH ADW	120	51	1	3.8														

3.08

SOURCE: Morning Reports

0464

4710TH AIR DEFENSE WING
OFFICER PERSONNEL TURNOVER
BY MONTH 1955



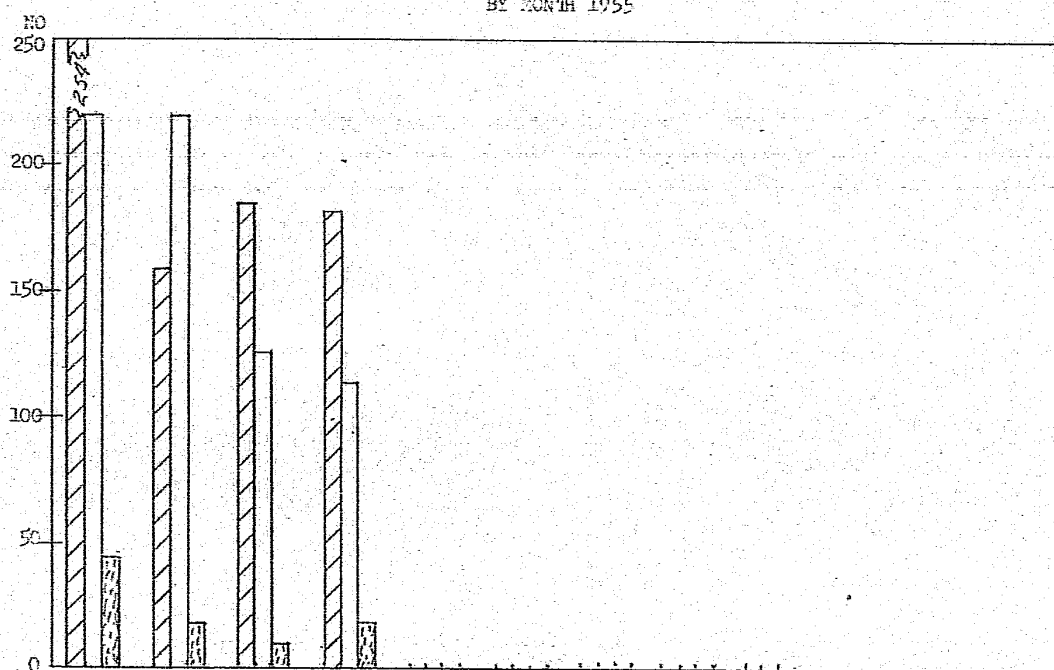
Lost	/	26	34	58	35								
Gained		22	21	19	21								
Internal Trfs	.	8	7	5	5								
TOTAL		56	62	82	61								
		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN

SOURCE: RCS: A 81

3.09

0465

4710TH AIR DEFENSE WING
 AIRMAN PERSONNEL TURNOVER
 BY MONTH 1955



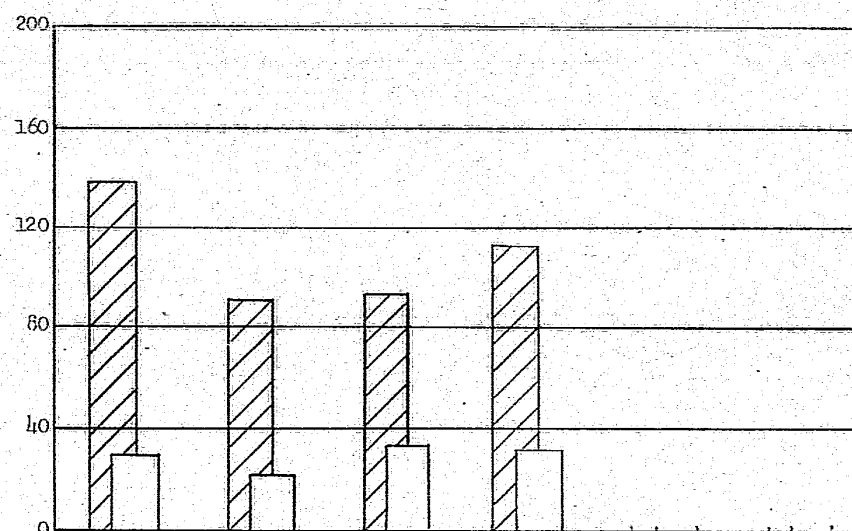
Lost	254	162	187	185								
Gained	221	219	124	112								
Internal Trfs	61	14	8	15								
TOTAL	536	395	319	312								
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN

SOURCE: AF-PI

3.10

0466

4710TH AIR DEFENSE WING
REENLISTMENT AND SEPARATION



Eligible for Reenlistment	135	88	90	113		
REENLISTMENTS	31	27	36	35		
PER CENT	22.9	30.7	40.0	32.3		
	JUL	AUG	SEP	OCT	NOV	DEC

SOURCE: Morning Reports

3.11

0467

SECRET

PILOT MANNING

31 OCTOBER 55

UNIT	A	B	C	D	AUTHORIZED		
					31 MAR 56	30 JUN 56	
46th FIS	15	1	17	1	Duty Pilots - Flt Comdr, etc.		185
48th FIS	20	2	1	3	Opns & Assistants		10
95th FIS	33	3	2	1	Commanders		5
96th FIS	22	6	11	0	TOTAL:		200
97th FIS	18	0	11	1			
TOTALS:	108	12	42	6	NOW	ADJUSTED ASSIGNED AS OF: 31 MAR 56	
						31 MAR 56	30 JUN 56
					34	17	16
					26	25	23
					39	37	34
					39	28	22
					30	19	19
					TOTALS: 168	126	114
					% MANNED: (84%)	(63%)	(57%)

LEGEND:

A - Retainable beyond 30 June 1956

B - Losses from 1 April - 30 June 1956

C - Losses through 31 March 1956

D - Indefinite Pending

Pilot Manning: Figures include all rated pilots assigned to each tactical squadron regardless of duty. Per cent manning computed by utilizing 200 authorized as shown. Projected gains and losses have been included in applicable columns.

3.12

SECRET

20A055-S 3084

0468

MATERIEL

OBJECTIVE: To assist 4710th Air Defense Wing Organizations with all supply and maintenance problems.

The Wing UE aircraft in-commission rate during October dropped 0.8% for the lowest rate this calendar year 69.5%.

The average number of UE aircraft possessed was 117. 48th FTS maintained the best in-commission status with a 77.7% rate.

The ACCP rate is 6.8%, a decrease of 1.8%. Percentage of A/C out for Tech Order Compliance (2.9) and Maintenance and Inspection (11.2) are the highest for this Calendar Year.

A survey made by WDM indicates three (3) major items are the cause for the high ACCP rate:

<u>ITEM</u>	<u>ACFT AFFECTED</u>	<u>ACFT DAYS OUT</u>
Holly Fuel Control	12	146
Alternators	4	113
Hydraulic Pump	6	55

During the past 60 days these three items alone affected 22 aircraft for a total of 314 aircraft days out of commission. In addition a survey of 761 items of all classes from depots was made on elapsed pipeline time. The survey indicated that it took an average of 7.14 days to receive an ACCP item after the requirement was made known to the depot. This is in contrast to the 3 or 4 day maximum time delay expected.

The non-tactical aircraft in-commission rate was 59.7%. The main causes for this low rate are A/C awaiting parts (15.8) and malfunctions (14.7).

The Wing Average armament system IN-COMMISSION rate decreased by 1% for an 82% rate. (Out for maintenance 15%; Out for parts 3%).

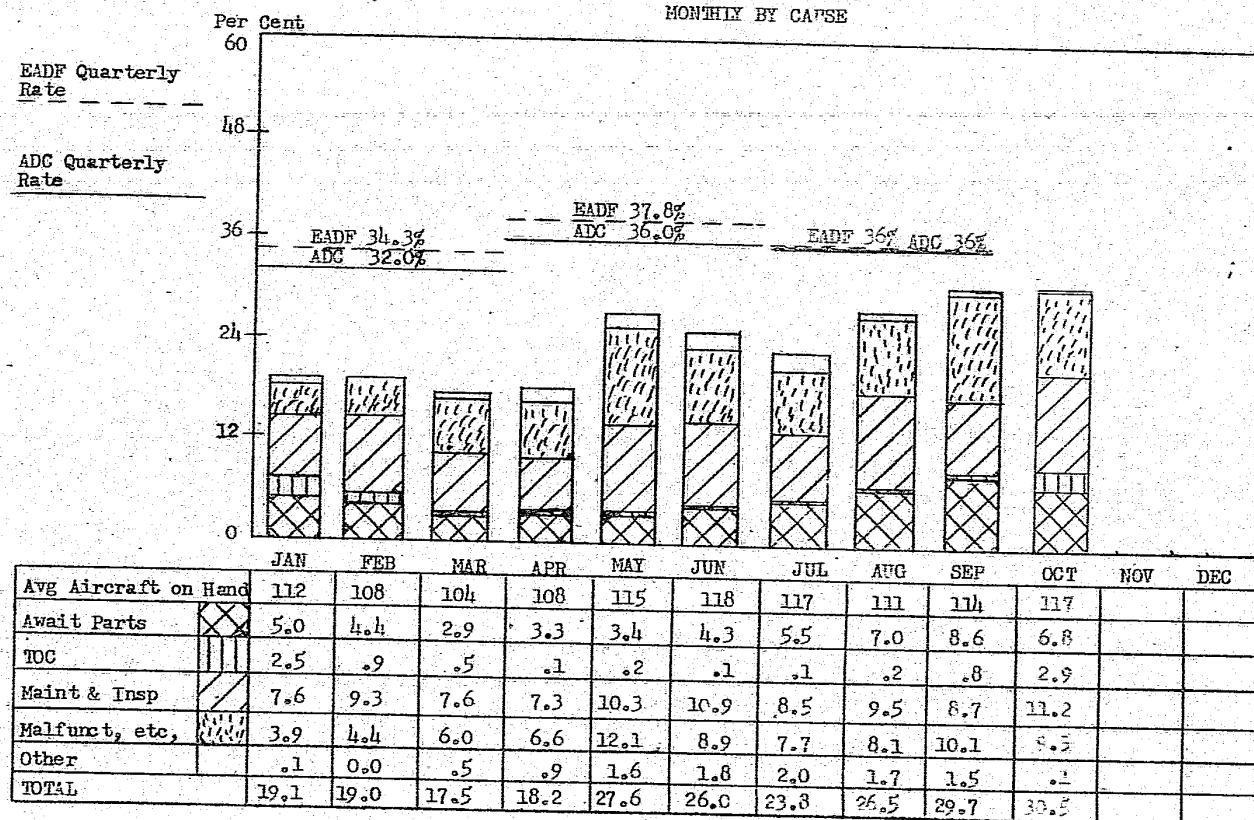
OPERATION HOP-UP: OPERATION HOP-UP deals with the factory modification of F-94C aircraft. This operation is divided into two phases. Phase I dealing with the modification of aircraft with serial numbers from 50-956 through 51-5566 is now complete. Phase II is the modification of aircraft with serial numbers 51-5567 through 51-13603.

	<u>BREAKDOWN OF PHASE II</u>			
	<u>46th</u>	<u>48th</u>	<u>96th</u>	<u>97th</u>
A/C Assigned S/P	17	0	17	35
A/C at HOP-UP	1	0	3	0
A/C Returned from HOP-UP	3	0	1	2
A/C to go to HOP-UP	0	0	0	0

4.00

0 4 6 9

4710TH AIR DEFENSE WING
 PERCENT OF AIRCRAFT OUT-OF-COMMISSION
 TACTICAL AIRCRAFT
 MONTHLY BY CAUSE



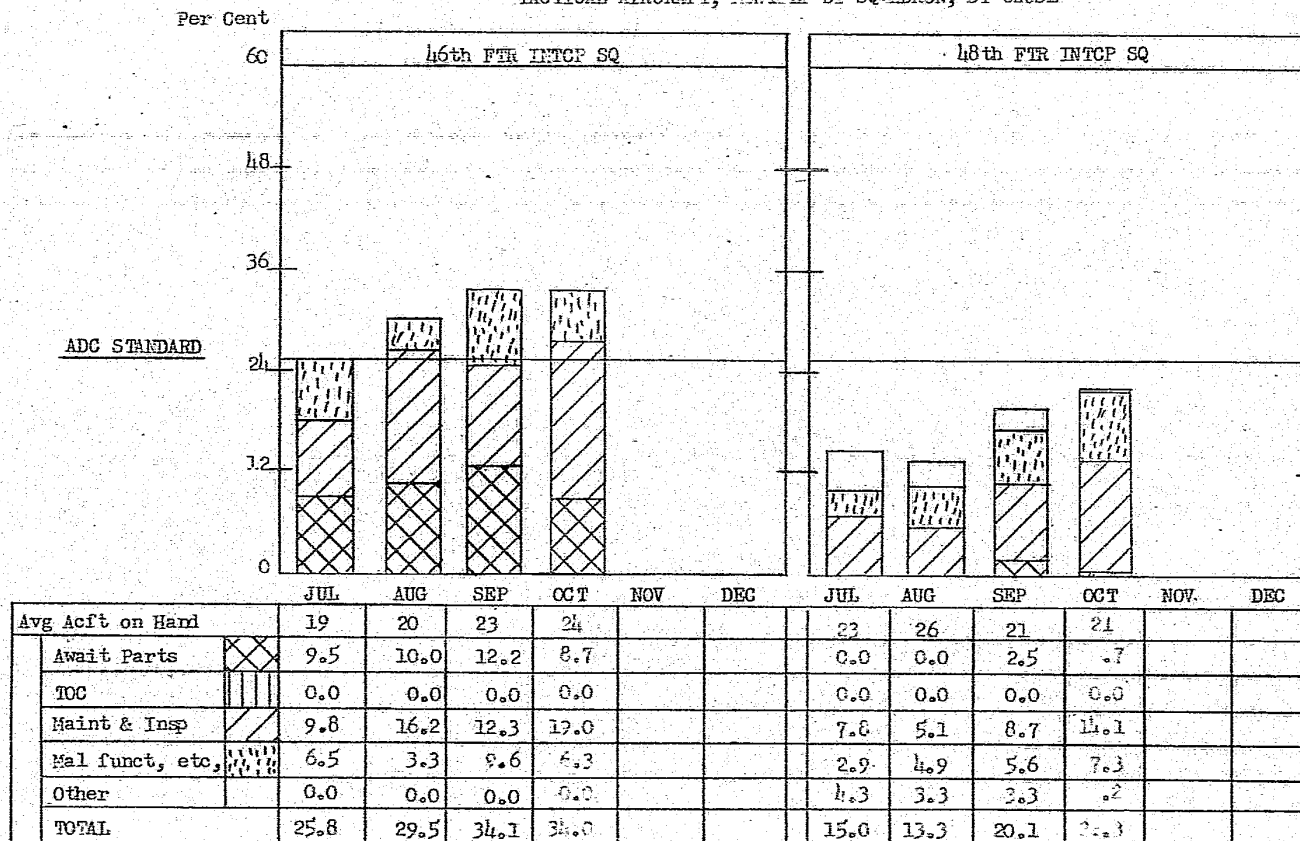
$\frac{\text{HOURS OUT-OF-COMMISSION} \times 100}{\text{TOTAL HOURS ON HAND}} = \% \text{ OF HOURS OUT-OF-COMMISSION}$

SOURCE: RCS: 1-AF-A1

4.01

0470

4710TH AIR DEFENSE WING
PER CENT OF AIRCRAFT OUT-OF-COMMISSION
TACTICAL AIRCRAFT, MONTHLY BY SQUADRON, BY CAUSE



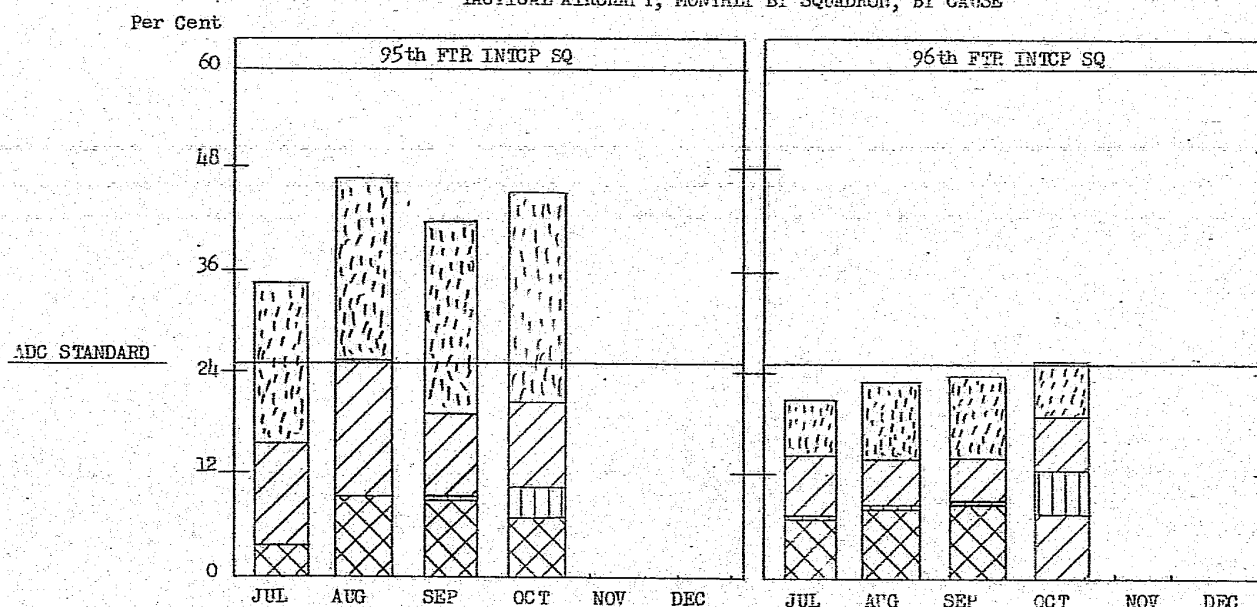
$\frac{\text{HOURS OUT-OF-COMMISSION} \times 100}{\text{AVG ACFT ON HAND}} = \%$ OF HOURS OUT-OF-COMMISSION

SOURCE: RCS: 1-AF-11

4.02

0471

4710TH AIR DEFENSE WING
 PERCENT OF AIRCRAFT OUT-OF-COMMISSION
 TACTICAL AIRCRAFT, MONTHLY BY SQUADRON, BY CAUSE



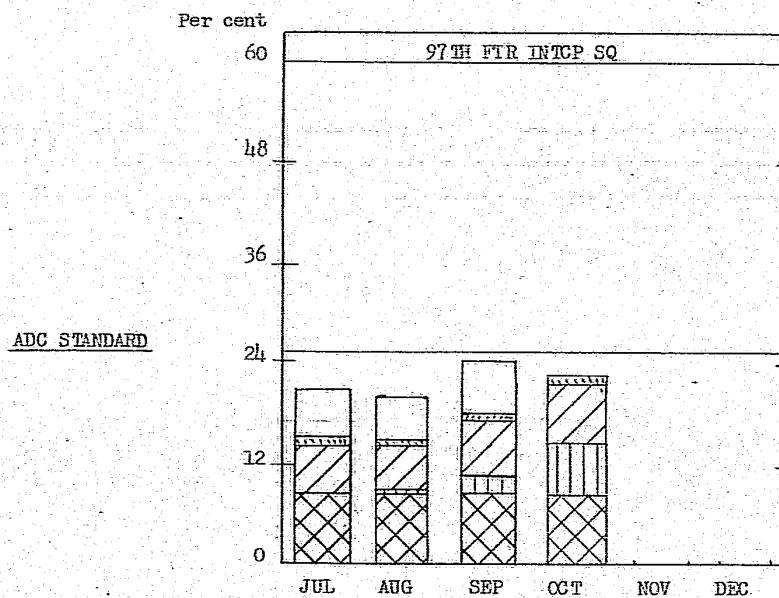
		JUL	AUG	SEP	OCT	NOV	DEC	JUL	AUG	SEP	OCT	NOV	DEC
AVG Acft On Hand		25	23	26	26			25	22	23	25		
% Hrs Out-of-Comm	Await Parts	3.6	9.8	8.4	7.2			6.9	8.3	9.9	7.0		
	TOC	0.0	0.0	.5	3.8			.1	.8	.5	4.8		
	Maint & Insp	11.6	15.6	10.4	10.0			7.2	6.2	5.7	6.4		
	Malfunc, Etc.	20.3	21.2	22.3	24.2			6.8	8.4	8.4	7.7		
	Other	0.0	0.0	0.0	0.0			0.0	0.0	0.0	0.0		
	TOTAL	35.5	46.6	41.6	45.2			21.0	23.7	24.9	25.3		

$\frac{\text{HOURS OUT-OF-COMMISSION} \times 100}{\text{TO HOURS ON HAND}} = \% \text{ OF HOURS OUT-OF-COMMISSION}$

SOURCE: RCS: 1-AF-A1

0472

4710TH AIR DEFENSE WING
 PER CENT OF AIRCRAFT OUT-OF-COMMISSION
 TACTICAL AIRCRAFT MONTHLY BY SQUADRON, BY CAUSE



	JUL	AUG	SEP	OCT	NOV	DEC
Avg Acft On Hand	25	20	21	21		
Await Parts	8.1	8.5	9.4	8.1		
TOC	0.0	0.3	2.3	1.5		
Maint & Insp	6.5	5.3	6.3	5.0		
Malfunc, etc.	1.0	1.4	1.9	1.8		
Other	5.7	5.0	4.8	0.0		
TOTAL	21.3	20.5	24.7	25.4		

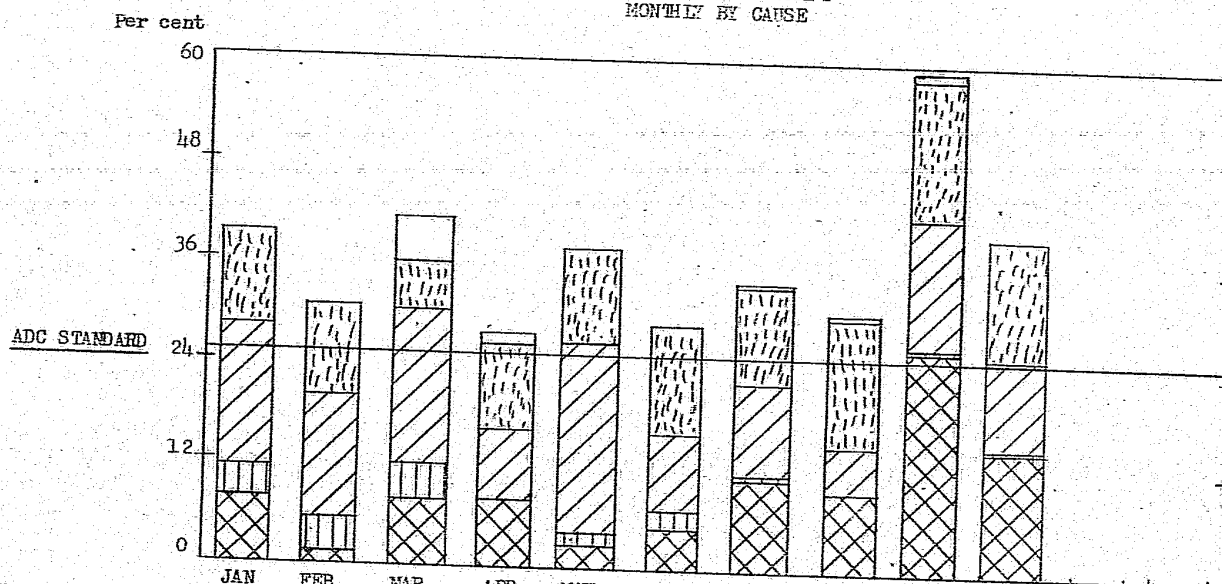
$\frac{\text{HOURS OUT-OF-COMMISSION} \times 100}{\text{TOTAL HOURS ON HAND}} = \%$ HOURS OUT-OF-COMMISSION

SOURCE: RCS: 1-AF-11

4.04

0473

4710TH AIR DEFENSE WING
 PER CENT OF AIRCRAFT OUT-OF-COMMISSION
 NON-TACTICAL AIRCRAFT
 MONTHLY BY CAUSE



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Avg Acft on Hand	25	25	23	18	20	20	21	22	19	17		
Await Parts	7.9	1.8	7.8	8.1	2.9	4.9	17.3	9.8	27.7	15.8		
TOC	3.8	4.5	4.5	0.0	1.5	2.4	.2	0.0	.4	.1		
Maint & Insp	16.9	15.8	18.2	8.5	21.7	9.3	11.8	5.7	16.4	9.7		
Malfunc, etc.	10.5	8.1	5.6	10.5	11.1	12.3	11.6	14.4	14.3	10.5		
Other	0.0	0.0	5.7	.8	0.0	0.0	.1	.5	.2	.0		
TOTAL	39.1	30.2	41.8	27.9	37.2	28.9	34.0	30.4	59.7	40.3		

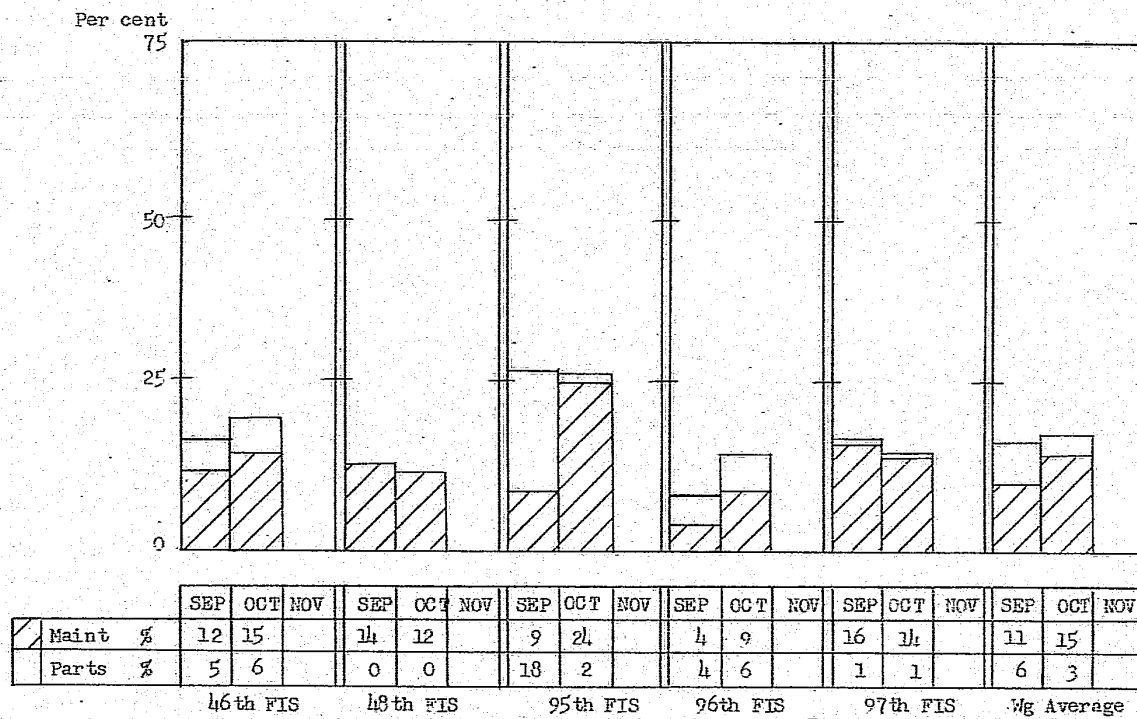
$\frac{\text{HOURS OUT-OF-COMMISSION} \times 100}{\text{TOT. HOURS ON HAND}} = \text{HOURS OUT-OF-COMMISSION}$

SOURCE: RCS: 1-AF-41

4.65

0474

4710TH AIR DEFENSE WING
ARMAMENT SYSTEM
OUT-OF-COMMISSION RATE



SOURCE: WDPAR

4.06

0475

COMPTROLLERCOST AND FUNDING PROGRAM

OBJECTIVE: To provide sufficient funds to enable units of the 4710th Air Defense Wing to carry out their assigned mission and to maintain a system of checks and balances to insure effective utilization of such funds.

DISCUSSION: The P-458 budget authorization for fiscal year '56 is \$2,246,982. The October obligations totalled \$174,849.22. The P-478 budget authorization for FY '56 is \$51,482. The October obligations totalled \$3,415.52.

LATE REPORTS: EADF late reports notices to this headquarters indicated that five (5) reports were late during the month of October. This is a decrease of one (1) late report over the previous month. Report delinquencies based on the receipt of information copies and feeder reports at this headquarters totalled twenty-three (23). Five (5) units submitted reports without a delinquency during October.

In order to emphasize the importance of timely submission of reports General Olds, Commander, 26th Air Division (Defense), has seen fit to take a personal interest in the matter. Following is a portion of a recent message from Colonel Hall to Colonel Ashkins: "General Olds has indicated he will take personal interest in the elimination of delinquent submission of RCS Reports. To this end he plans to use personal contact, if necessary, with your commanders. Request you advise all Commanders that necessary administrative action must be taken to insure timely receipt of all recurring reports by prescribed due dates."

EADF Reports Notices to 4710th Air Defense Wing during October were as follows:

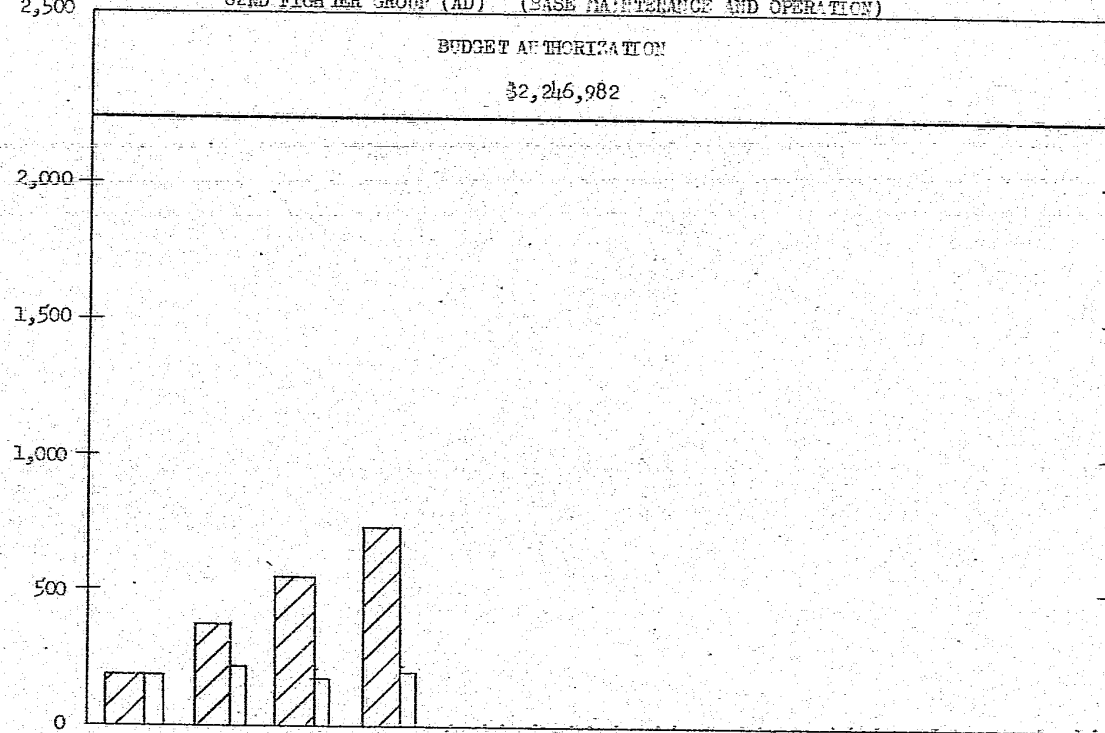
<u>Delinquent Reports</u>	<u>One Time Reports</u>	<u>New Reports</u>	<u>Discontinued Reports</u>	<u>Changes to Reports</u>
5	11	5	6	20

5.00

0476

Thousands
of Dollars
2,500

4710TH AIR DEFENSE WING
STATS OF P-458 FUNDS, FY 56
82ND FIGHTER GROUP (AD) (BASE MAINTENANCE AND OPERATION)



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
Monthly Obligations	165	198	170	175								
Cum. Obligations	165	363	532	708								
Funds Received	0	0	0	0								
Cum. Allotments	0	0	0	0								

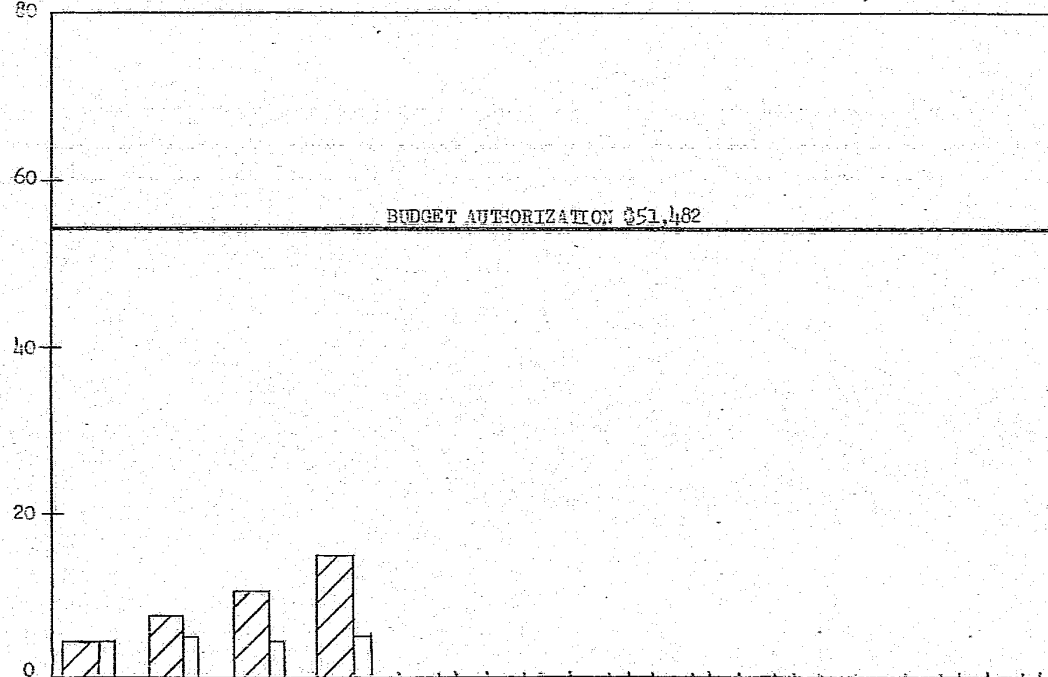
SEP 65 45 03

5.01

0477

4710TH AIR DEFENSE WING
 STATES OF P-478 FTRDS, FY 1956
 82ND FTR GP (AD)
 (MAINTENANCE AND OPERATION OF MEDICAL TREATMENT FACILITIES)

Thousands
 of Dollars



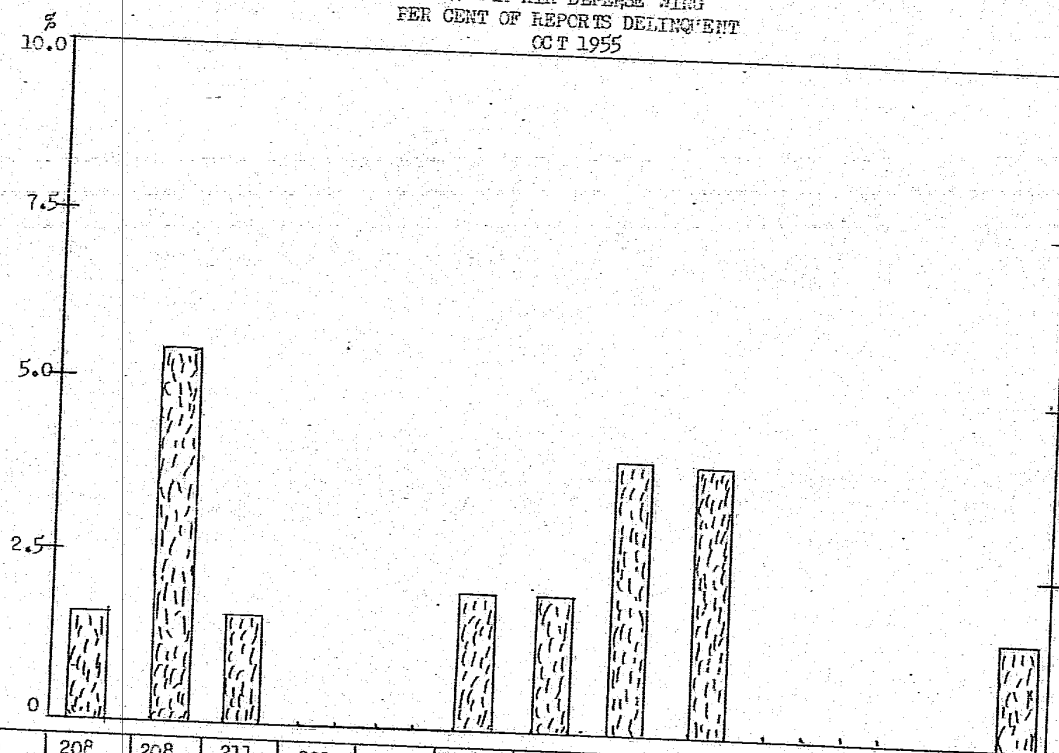
No. Obligations		3	4	3	4									
Cum. Obligations	/	3	7	10	14									
Funds Received		0	0	0	0									
Cum. Allotments		0	0	0	0									
		JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	

5.02

SOURCE: 45-311

0 4 7 8

4710TH AIR DEFENSE WING
PER CENT OF REPORTS DELINQUENT
OCT 1955



Tot Units Rpts Sub	208	208	211	201	201	49	49	51	53	52	356	40	1679
No. Unit Rpts Late	3	11	3	0	0	1	1	2	2	0	0	0	23
% of Rpts Delinq	1.4	5.3	1.4	0.0	0.0	2.0	2.0	3.9	3.8	0.0	0.0	0.0	1.1
	46th FIS	46th FIS	95th FIS	26th FIS	27th FIS	64th ACGW	49th ACGW	77th ACGW	771st ACGW	772d ACGW	82d FT	Hq Sq 471st	TOTAL WING

F.O.S

CHIEF, Stat Services

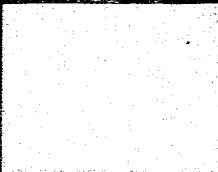
0479

REPORTS CONSIDERED LATE BY 4710TH ADW, STAF SERVICES OFFICE - OCT 55

REPORTS CONTROL SYMBOL	46TH FIS	48TH FIS	95TH FIS	96TH FIS	97TH FIS	647TH AC&W	649TH AC&W	770TH AC&W	771ST AC&W	772D AC&W	82D PTR GP	WG HO	TOT WG
1-AF-A1		2	1										3
2-AF-A1		1	1										2
2-AF-E2								1					1
AF-E7	1		1										2
AF-K1							1						1
AF-M1									1				1
AF-M3									1				1
AF-P32		1											1
AF-P49		1											1
2-AF-Y11	1												1
ADC-A1		1											1
ADC-S13		1											1
ADC-S22		1											1
ADC-U532						1							1
ADC-Y1		1											1
26-AD-OIS-1		1						1					2
26-AD-P2	1												1
4710-ADW-E5		1											1
4710-TOTAL		1	3	1	1	1	1	1	1	1	1	1	13

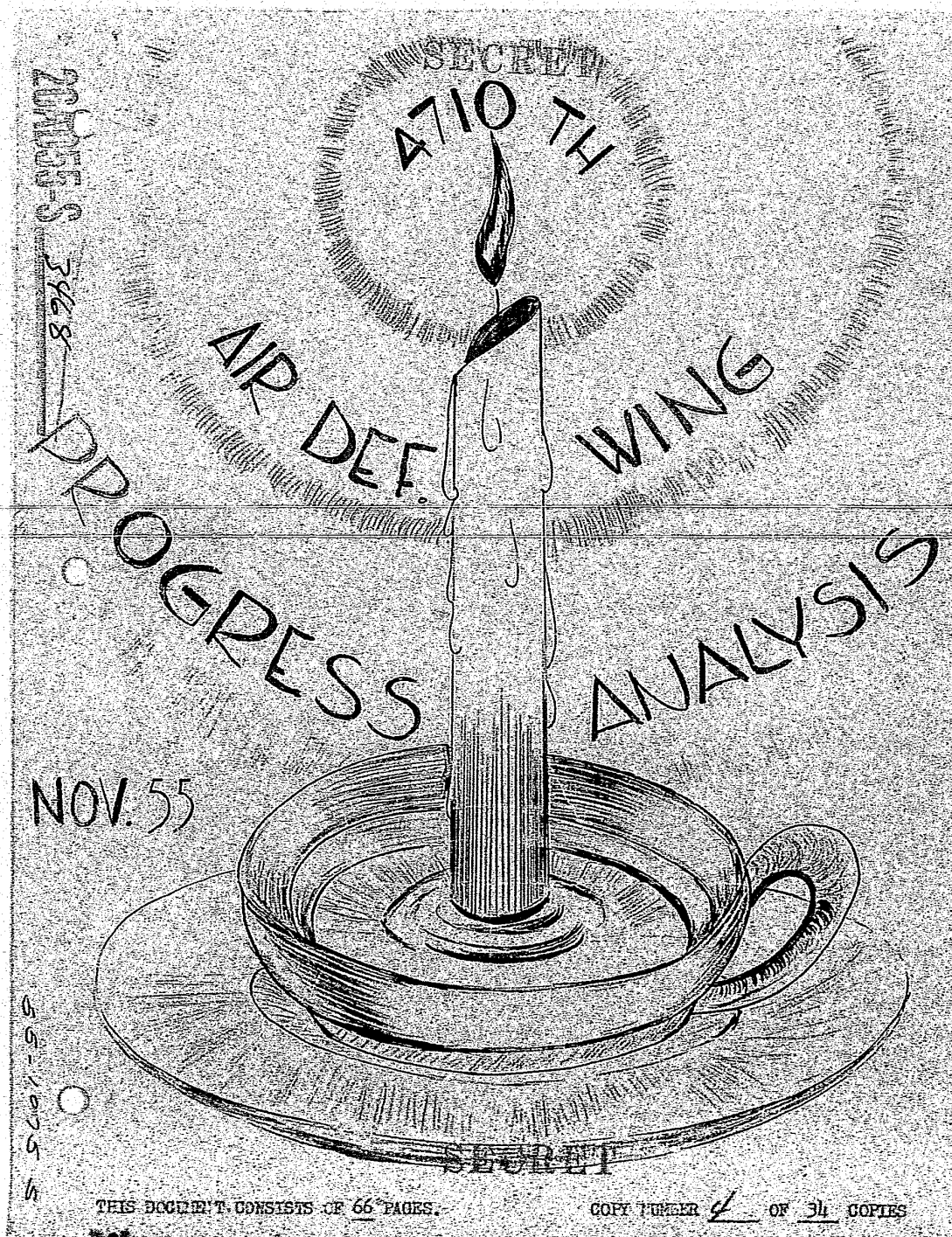
5.04

0480



D I S T R I B U T I O N

Commander, Hq 4710th Air Def Wg	1
WDO, Hq 4710th Air Def Wg.	1
WDM, Hq 4710th Air Def Wg	1
Historian, Hq 4710th Air Def Wg	1
WCT, Hq 4710th Air Def Wg.	1
WDOPM, Hq 4710th Air Def Wg	1
Commander, 46th Fighter Interceptor Squadron	1
Commander, 48th Fighter Interceptor Squadron	1
Commander, 95th Fighter Interceptor Squadron	1
Commander, 96th Fighter Interceptor Squadron	1
Commander, 332d Fighter Interceptor Squadron	1
Commander, 647th Aircraft Control & Warning Squadron	1
Commander, 649th Aircraft Control & Warning Squadron	1
Commander, 770th Aircraft Control & Warning Squadron	1
Commander, 771st Aircraft Control & Warning Squadron	1
Commander, 772d Aircraft Control & Warning Squadron	1
Commander, 525th Air Defense Group	5
Commander, Air Defense Command	1
Commander, 26th Air Division (Defense)	2
Historian, 26th Air Division (Defense)	4
Commander, 4709th Air Defense Wg.	1
WSJA, Hq 4710th Air Def Wg (pgs on AWOLs only)	1
Grd Safety, Hq 4710th Air Def Wg (pgs on Grd Safety only)	2
WDP, Hq 4710th Air Def Wg (pgs on Personnel only)	2
Comdr, Hq EADF, Attn: Mgmt Analysis	1



0482

THIS PUBLICATION CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE LAWS, TITLE 18 U.S.C., SECTIONS 793 AND 794. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW.



Prepared by: Management analysis
Section, Office of
the Comptroller, in
conjunction with the
Wing Staff

0483

The Statistical Information contained in this Progress Analysis Book should be used by all commanders and their staffs for analysis, and as an additional tool for current and future planning to improve management efficiency.

The summaries were prepared by the Management Analysis Section of the Wing Comptroller's Office with the coordination of the Staff Sections having primary interest at this Headquarters.

4710TH AIR DEFENSE WING
MISSION AND RESPONSIBILITIES

1. MISSION:

- a. To support the 26th Air Division (Defense) in its conduct of air defense, in its assigned area of responsibility.
- b. To organize, administer, equip, train, and prepare for combat, in accordance with directives, policies, and schedules issued by this or higher headquarters, such units and combat crews of the USAF as may be assigned or attached for these purposes.
- c. To support the operations of the Strategic Air Command, Tactical Air Command, and Military Air Transport Service, as directed by Headquarters, 26th Air Division (Defense).
- d. To participate in collateral mission of anti-submarine warfare, as directed by Headquarters, 26th Air Division (Defense).
- e. To supervise and insure that the support responsibilities of the defense groups toward "special activities" are accomplished (reference Air Force Regulation 11-4).

2. RESPONSIBILITY: The Commander of the 4710th Air Defense Wing is directly responsible to the Commander, 26th Air Division (Defense) for the effective performance of the following specific functions:

- a. Exercising command jurisdiction of all units, activities and installations assigned or attached.
- b. Training assigned and attached units, crews and individuals to the proficiency prescribed by applicable training standards.
- c. Maintaining all units in the higher degree of efficiency in performance of their respective missions.
- d. Supervising the operation of such Air Force installations that are assigned to the Defense Wing.
- e. Submission of recommendations concerning requirements for equipment, personnel, unit training, proficiency standards and desired capabilities of units employed in air defense operations.
- f. Preparing plans for the effective utilization of reserve forces, which may be order to active service under the command of the 4710th Air Defense Wing.

0485

g. Maintaining current status of operational information and submission of operational reports as directed.

h. Conducting air defense system training and testing to include air defense exercises, maneuvers, and combined operations in accordance with approved plans, and as directed by this headquarters.

i. Participating in disaster relief and domestic emergencies consistent with the requirements of the primary mission and as directed by Headquarters, 26th Air Division (Defense).

j. Providing all assigned units with specific mission directives.

k. Performing other functions as directed by the Commander, 26th Air Division (Defense).

SOURCE: 26th Air Div Reg 25-5

0 4 8 6

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0487

ROSTER OF KEY PERSONNEL

AS OF 30 NOV 1955

<u>TITLE</u>	<u>NAME</u>	<u>RANK</u>	<u>PHONE</u>
Commanding Officer	Milton H. Ashkins	Colonel	6
Deputy Commander	Herbert L. Phillips	Lt. Col.	26
Deputy of Operations	David Rennie	Major	1 & 2
*Deputy for Personnel			226
Deputy for Materiel	Charles B. Taylor	Lt. Col.	21 & 256
Comptroller	Walter A. Iasek	Captain	269
Judge Advocate	Paul A. Gross	1st Lt.	19 & 126
Adjutant	Thor P. Baumgardner	Captain	26 & 51

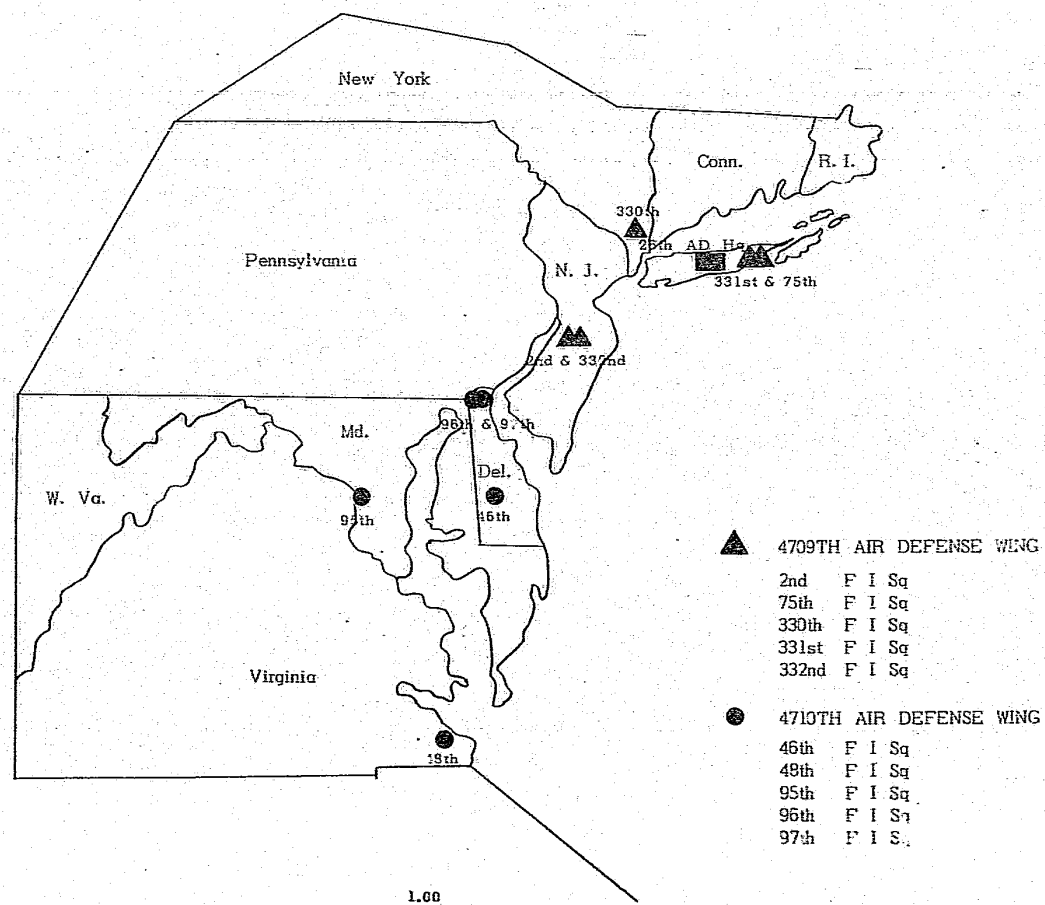
<u>TITLE</u>	<u>UNIT COMMANDERS</u>	<u>RANK</u>	<u>PHONE</u>
82d Air Defense Group	Clay D. Albright, Jr.	Colonel	4
82d Air Base Squadron	Francis C. Carmody	Major	243
82d Material Squadron	Sterling S. Maddox	Lt. Col.	245
82d USAF Infirmary	Clement Brown	1st Lt.	217
96th Fighter Interceptor Squadron	Dwaine A. Sandborn	Major	115
97th Fighter Interceptor Squadron	Ernest P. Stuyvesant	Major	183
46th Fighter Interceptor Squadron	Earl G. Depner	Lt. Col.	254 Dover
48th Fighter Interceptor Squadron	Phillip N. Loring	Lt. Col.	8173 Langley
95th Fighter Interceptor Squadron	Edward C. Fletcher	Lt. Col.	6214 Andrews
647th Aircraft Control & Warning Squadron	Van S. Walker	Major	Triangle, Va. 18k
649th Aircraft Control & Warning Squadron	Howard C. Sharkey	Major	Lynchburg 2-2361
770th Aircraft Control & Warning Squadron	Elmer B. Hall	Major	Ocean City 1100
771st Aircraft Control & Warning Squadron	Gilbert R. Ralston, Jr.	Major	Cape Charles 760
772nd Aircraft Control & Warning Squadron	John F. Dee, Jr.	Major	Claysburg 140

* This position is being carried vacant on the roster of Key Personnel.

L03

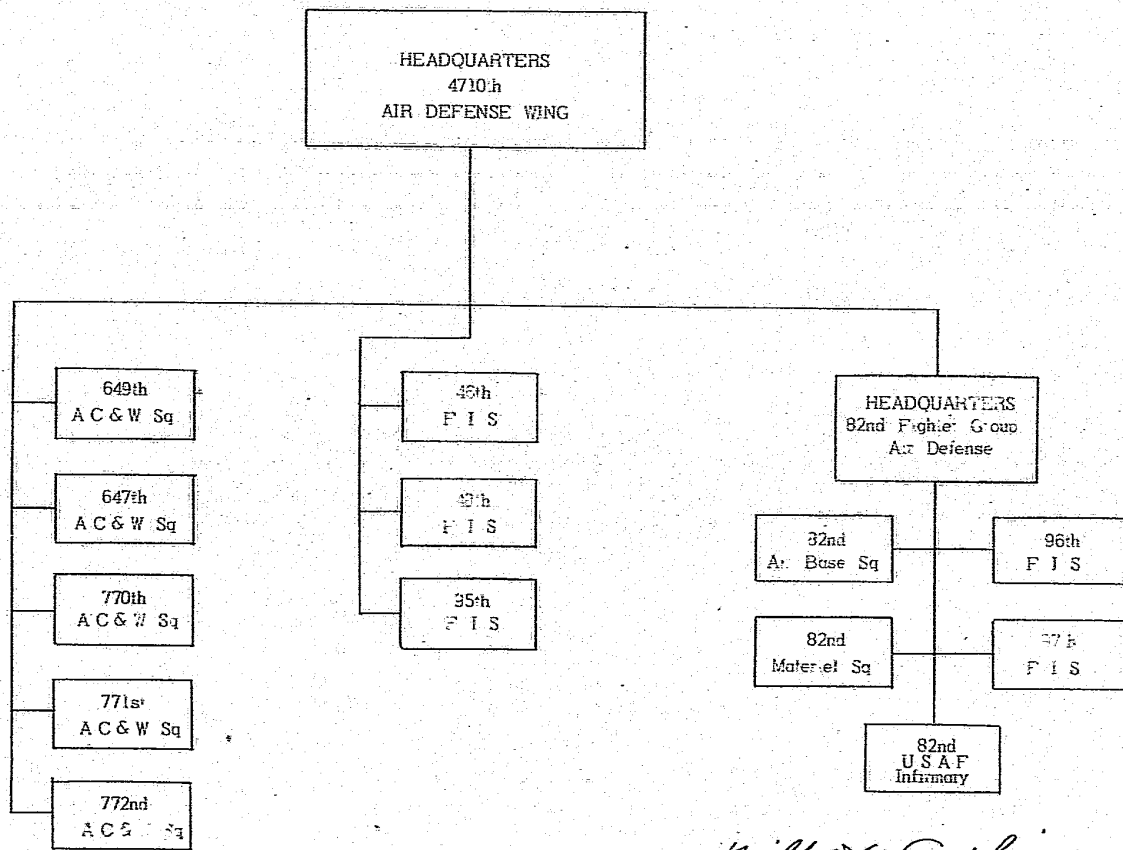
0488

26TH AIR DIVISION
 AREA OF RESPONSIBILITY
 DEPLOYMENT OF FIGHTER INTERCEPTOR SQUADRONS



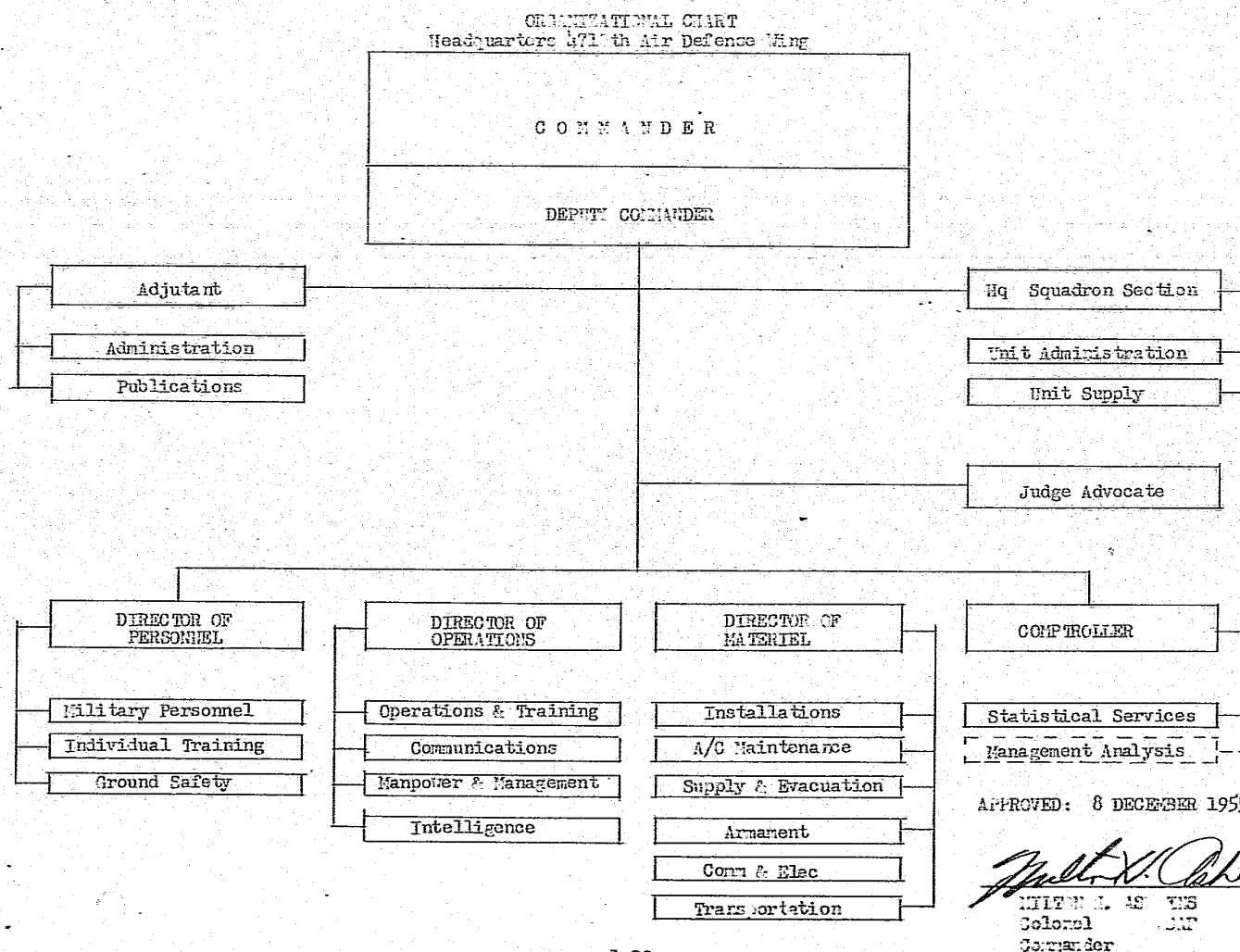
0489

ORGANIZATIONAL CHART
4710th Air Defense Wing



Milton H. Ashkins
MILTON H. ASHKINS
Colonel USAF
COMMANDER

0490



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SECRET

OPERATION & TRAINING

OBJECTIVE: To provide the necessary tactical aircraft and training combat crews in order to carry out assigned Air Defense Mission.

DISCUSSION: Jet aircraft utilization during November was as follows:

Total jet aircraft flying time for November was 3,059 hours, a decrease of 726 hours.

UE Aircraft - Average hours flown per UE aircraft possessed (123) was 25 hours.

The ADC allocation of flying time for the F-94C and T-33A Aircraft was not met this month. F-86D flying time was 8.1 hours per possessed aircraft short of the ADC Allocation.

F-94C Aircraft flew 2,087 hours. Average per F-94C possessed (97) was 20.9 hours. The ADC Allocations of Flying hours for the F-94C is 29 hours, 20 minutes per aircraft.

F-86D Aircraft flew 140 hours, a decrease of 155 hours. Average per F-86D possessed (26) was 17.9 hours. The ADC Allocation of Flying hours for the F-86D is 25 hours per Aircraft.

T-33A Aircraft flew 532 hours, an increase of 31 hours. Average per T-33A possessed (14) was 38.5 hours. The ADC Allocation of Flying hours for the T-33A is 46.0 hours per Aircraft.

Wing jet pilot experience level: Of the 167 pilots assigned to FIS reported, 77 are Operationally Ready, 75 are Alert Ready and 15 are in Training Status.

The Wing Accident Rate this fiscal year is 15.4. Thus far in fiscal year 56 we have flown 19,469 hours with three (3) aircraft accidents.

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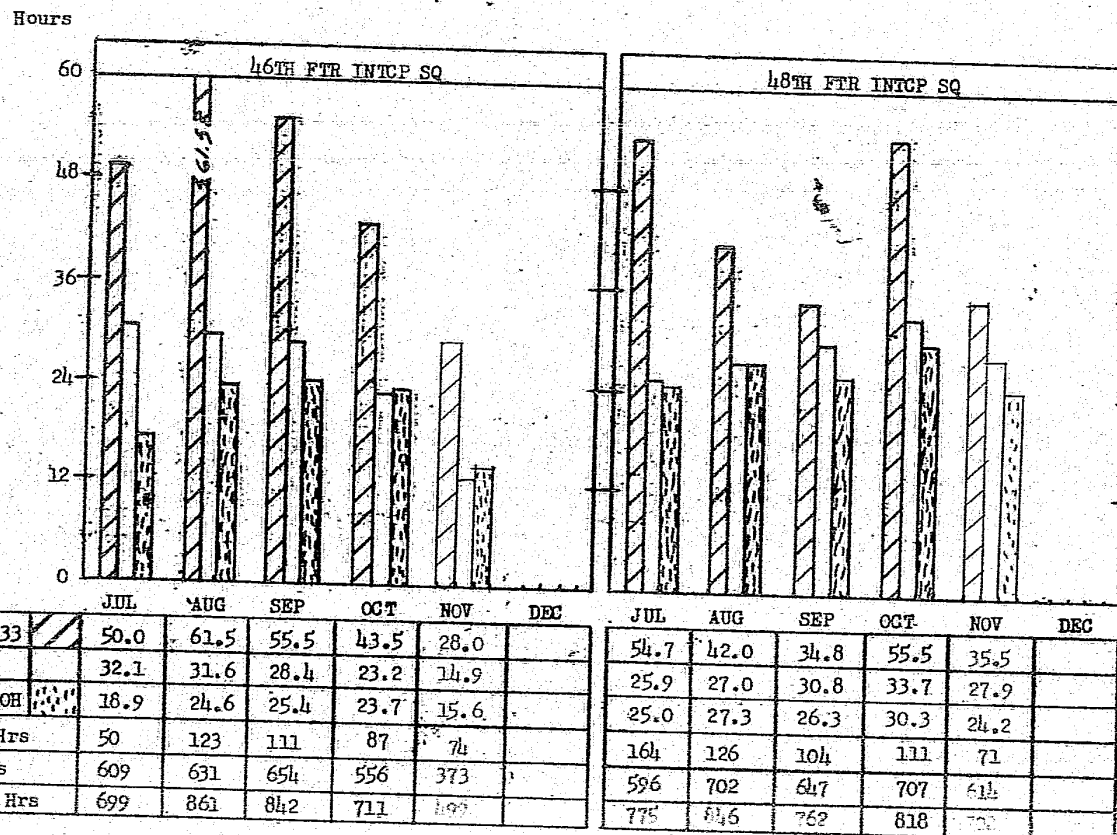
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ITEM	SED	44TH FIS	45TH FIS	46TH FIS	47TH FIS	48TH FIS	AVG AVG
OPERATIONAL READY PERSONNEL (OTHER THAN AIR CREWS)	100%	67	68	69	62	68	67.2%
AVG CREWS ASSIGNED	37	32	27	38	24	30	Avg 36 Total 153
AVG PILOTS ASSIGNED	100% 37	86 32	78 29	103 38	103 35	81 30	90 147
AVG RCS ASSD	100% 37	89 33	100 37	NA NA	65 24	92 34	86 128
PILOT UTILIZATION (ON HAND)	20 hrs	15.6	24.2	20.2	17.0	21.2	20.6 hrs
AVG # ACFT POSSESSED	F-94C 25	25	22		27	23	Avg 25 total 123
	F-86D 25			24			
AVG # ACFT COMBAT READY	100% #	84 21	82 18	65 12	81 22	74 17	77% 95
AVG T-33 ACFT POSSESSED	3	3	2	3	3	3	Avg 3 Total 14
JET ACFT UTILIZATION (POSS AIRCRAFT)	F-94C 29.3	14.9	27.9		18.5	26.1	21.5 hrs
	F-86D 25.0			16.9			16.9 hrs
	T-33A 14.0	20.0	35.5	57.7	19.0	25.3	29.5 hrs
ACFT MAINTENANCE - 100%	75%	81.0	81.2	81.0	78.7	80.6	79.9%
ACFT MAINTENANCE - 100%	75%	81.0	81.2	81.0	78.7	80.6	79.9%

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4710th AIR DEFENSE WING
JET AIRCRAFT UTILIZATION

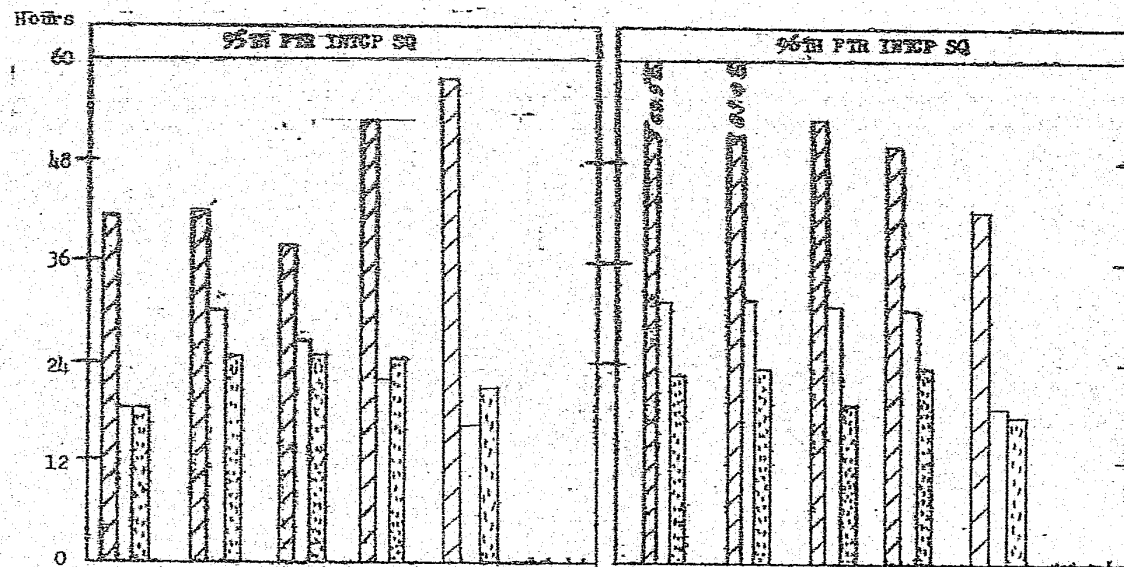


SOURCE: I-AF-A
ADG-V18
26AD-P2

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0494

WYCOMB AIR DEFENSE WING
JET AIRCRAFT UTILIZATION



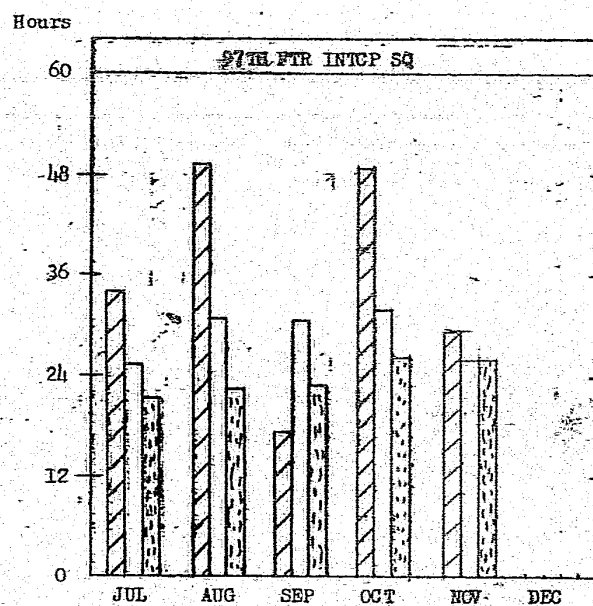
	JUL	AUG	SEP	OCT	NOV	DEC	JUL	AUG	SEP	OCT	NOV	DEC
Hrs Flown Per T-33	40.6	43.2	37.5	52.5	57.7		69.5	83.0	53.0	50.5	43.0	
Hrs Flown Per UE	18.6	31.0	26.7	22.9	16.9		30.3	31.0	30.6	29.4	18.5	
Jet Hrs per Flt CR	18.9	25.4	25.3	24.1	20.2		23.5	23.7	20.1	24.6	17.0	
Total T-33 Acft Hrs	203	173	75	105	173		139	166	106	101	129	
Total UE Acft Hrs	463	713	693	595	440		757	682	704	735	500	
Total Jet Pilot Hrs	679	888	810	796	767		964	971	762	910	602	

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SOURCE: 1-AF-A1
ADC-V18

0495

4710TH AIR DEFENSE WING
JET AIRCRAFT UTILIZATION



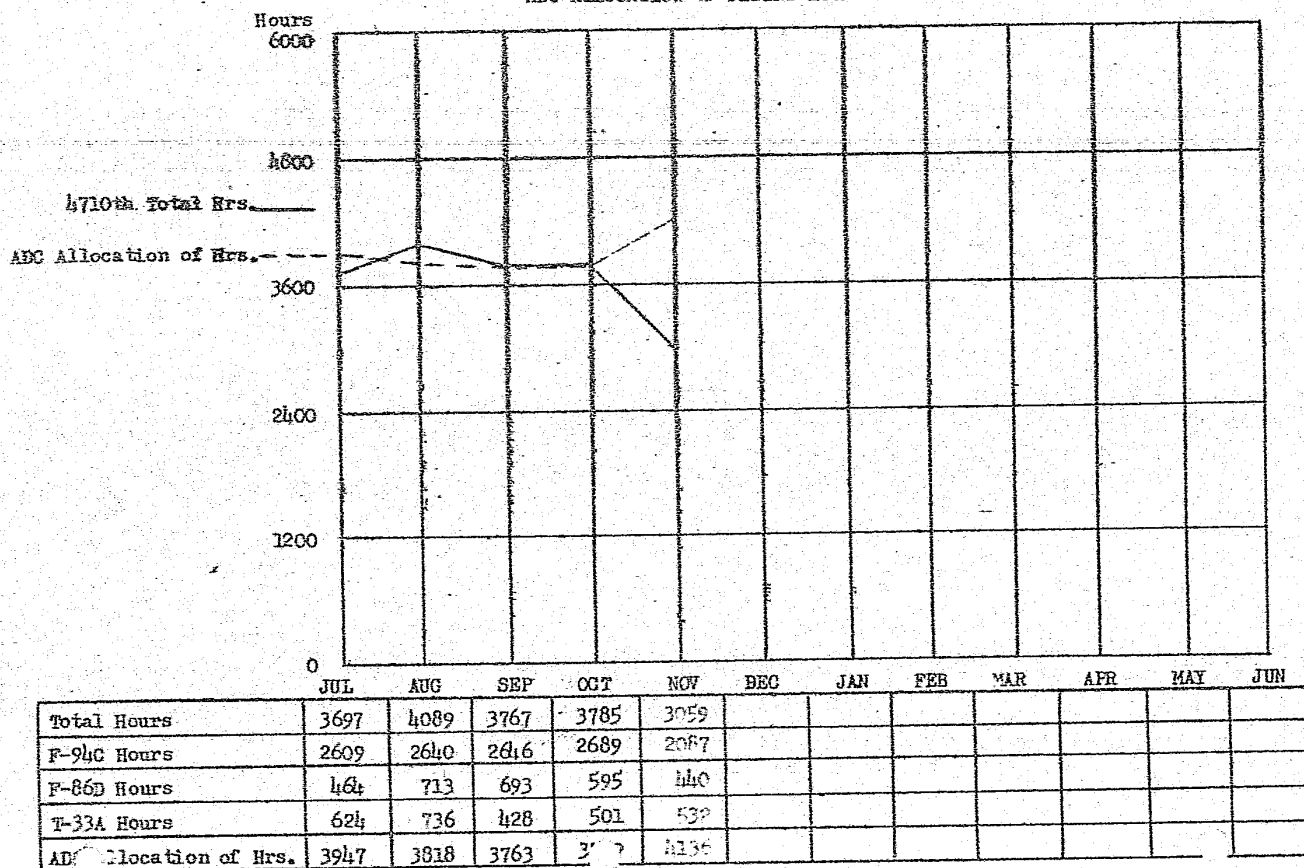
Hrs Flown Per T-33	34.0	49.3	16.0	48.5	28.3	-
Hrs Flown Per UE	24.9	31.3	30.5	32.9	26.1	-
Jet Hrs Per Pilot	21.2	22.7	22.2	26.3	26.2	-
Total T-33 Acft Hrs	68	148	32	97	85	-
Total UE Acft Hrs	647	625	641	691	600	-
Total Jet Pilot Hrs	762	796	666	788	734	-

SOURCE: I-AF-A1
ADC-V18
26AD-P2

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4710th AIR DEFENSE WING
JET AIRCRAFT FLYING TIME
VS
ADC ALLOCATION OF FLYING HOURS PROGRAMMED

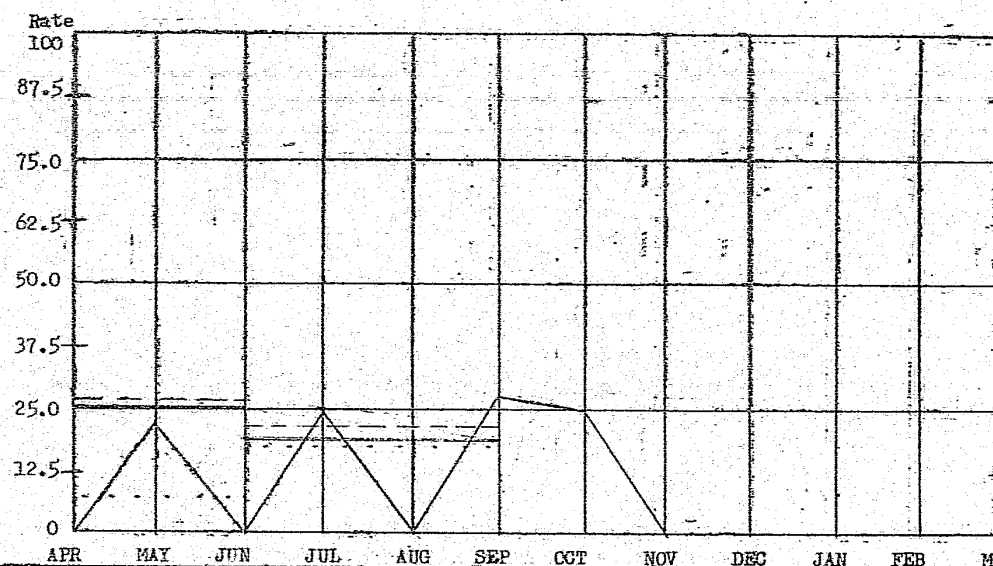


SOURCE: 1-AF-11
ADC Flying Hour Program

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0497

4710TH AIR DEFENSE WING
 AIRCRAFT ACCIDENT RATE PER 100,000 HOURS FLOWN
 BY MONTH 1955



	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR
Accidents	0	1	0	1	0	1	1	0				
Hrs Flown	4120	4669	4939	4016	4272	3878	4016	3286				
Wing Mo. Rate	0.0	21.4	0.0	24.9	0.0	25.8	24.9	0.0				
Wing Qtr Rate			7.3			16.5						
EADF Qtr Rate			27.0			22.2						
ADC Qtr Rate			25.0			18.5						

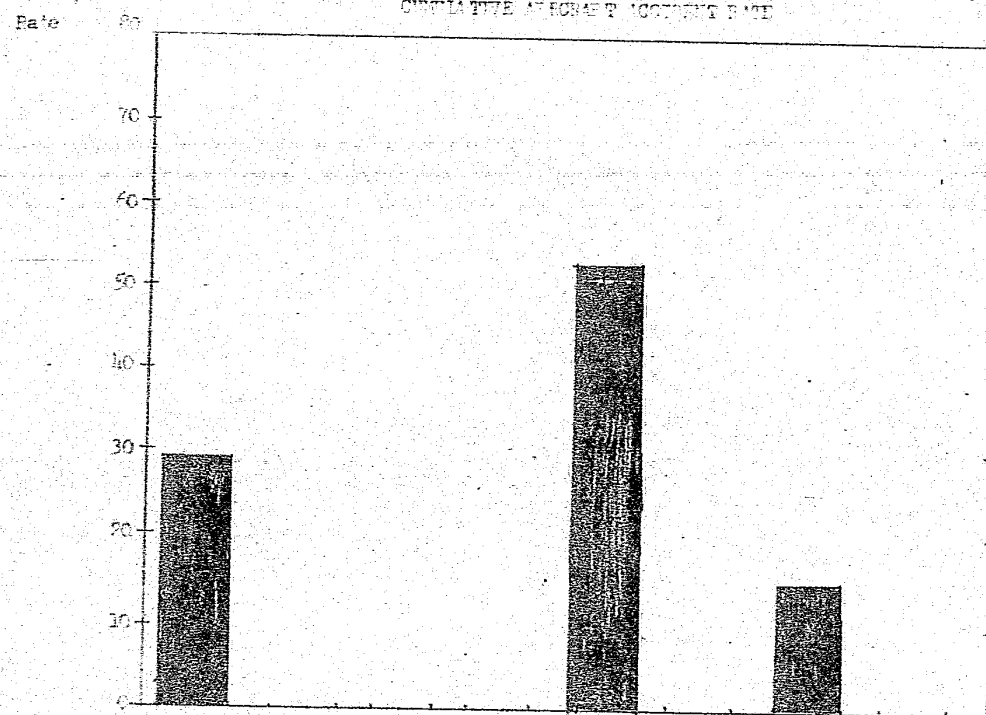
$\frac{\text{No. of Accts} \times 100,000}{\text{Hr. Flown}} = \text{Rate Per 100,000 Hrs}$

SOURCE: 1-AF-11, Flying
 Safety Records,
 EADF Comd Data Bk.

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AFIGHT AIR DEFENSE WING
CUMULATIVE AIRCRAFT ACCIDENT RATE



Accidents to Date	1	0	0	0	2	0	3
Hrs. Flown to Date	3448	3999	3687	4019	3757	555	19469
Cumulative Accident Rate	27.0	0.0	0.0	0.0	53.2	0.0	15.1
	24th FIS	401st FIS	95th FIS	24th FIS	97th FIS	82d FIS	4710th ABW
							TOTAL

$\frac{\text{NO OF ACCDTS X 100,000}}{\text{HRS FLOWN}} = \text{Rate per 100,000 Hrs}$

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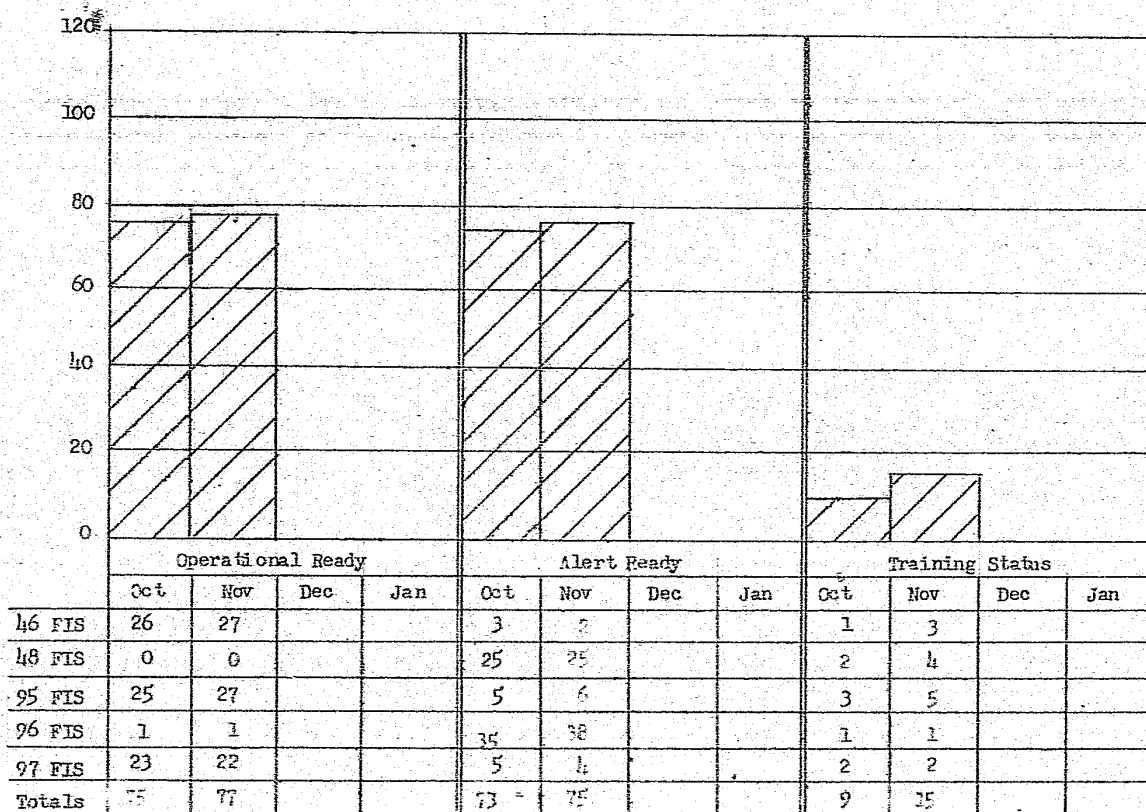
SOURCE: WDC

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4710TH AIR DEFENSE WING

ASGD JET PILOT COMBAT STATUS

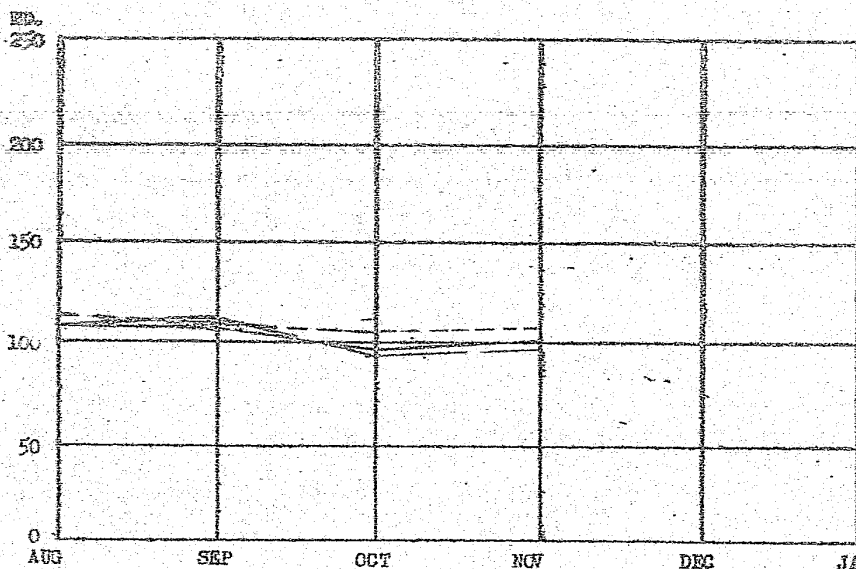


SOURCE: 26AD-P2

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SECRET
 4710th AIR DEFENSE WING
 AVERAGE NUMBER OF ASSIGNED PILOTS, RO'S AND CREWS COMBAT READY



	AUG			SEP			OCT			NOV			DEC			JAN		
	PLT	RO	CCR	PLT	RO	CCR	PLT	RO	CCR	PLT	RO	CCR	PLT	RO	CCR	PLT	RO	CCR
46th FI Sq	22	32	22	22	27	22	14	18	14	24	28	24						
48th FI Sq	20	15	15	18	30	18	19	26	19	18	25	18						
95th FI Sq	21	NA	21	23	NA	23	22	NA	22	24	N/A	24						
96th FI Sq	29	35	29	31	29	29	32	21	21	23	15	13						
97th FI Sq	22	27	22	18	30	18	20	26	20	22	28	22						
TOTAL WING*	111	109	109	112	116	110	107	91	96	111	98	101						

PILOTS ---
 RO'S —
 CREWS ···

*Totals represent average present for duty in cockpit position

SOURCE: 4710ADW-F3

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 3468

0501

46TH FIGHTER INTERCEPTOR SQUADRON
JET PILOT FLYING TIME (HRS)

NAME	RANK	SEP	OCT	NOV	DEC	NAME	RANK	SEP	OCT	NOV	DEC
Depner	Lt. Col	30	26	17		Herrington	1st Lt	17	6	11	
Kerchner	Major	5	4	5		Kimball	1st Lt	34	DNIF	12	
McElroy	Major	20	20	6		La Fevre	1st Lt	38	31	21	
Adden	Capt	6	7	15		Iynn	1st Lt	26	28	20	
Peacock	Capt	42	24	4		Massey	1st Lt	38	23	15	
Reynolds	Capt	57	PCS			Peckham	1st Lt	23	16	18	
Smith	Capt	31	43	20		Pringle	1st Lt	18	19	21	
Arent	1st Lt	19	20	16		Redditt	1st Lt	22	28	19	
Barbee	1st Lt	16	36	22		Samples	1st Lt	31	25	22	
Garon	1st Lt	19	20	11		Schwab	1st Lt	21	22	23	
Cobb	1st Lt	39	38	43		Shaw	1st Lt	10	16	15	
Coburn	1st Lt	32	33	15		Tatthill	1st Lt	21	23	13	
Combies	1st Lt	20	34	21		Webster	1st Lt	27	10	13	
Coleman	1st Lt	-	-	9		Walen	1st Lt	26	15	26	
Chavis	1st Lt	28	PCS			Whitaker	1st Lt	-	-	13	
Eckley	1st Lt	15	18	13		Wood	1st Lt	29	15	12	
Griffith	1st Lt	21	29	16		Edwards	2nd Lt	24	PCS		
Humphrey	1st Lt	DNIF	TDY	1							

Flying time was very low this month due to runway construction,
Exercise "Think Fast 16," and severe weather conditions.

SOURCE: RCS: 26AB-P2

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0502

48TH FIGHTER INTERCEPTOR SQUADRON
JET PILOT FLYING TIME (HRS)

NAME	RANK	SEP	OCT	NOV	DEC	NAME	RANK	SEP	OCT	NOV	DEC
Loring	Lt Col	26	37	32		Hogan	1st Lt	11	PCS		
Felts	Major	16	38	25		Jankauskas	1st Lt	32	32	24	
Etheridge	Capt	27	32	25		Leavitt	1st Lt	36	29	23	
Hoag	Capt	18	PCS			Lee	1st Lt	40	35	35	
Openshaw	Capt	15	PCS			Mateychak	1st Lt	37	12	30	
Paladino	Capt	28	41	9		Maxwell	1st Lt	35	28	21	
Perfili	Capt	25	30	26		McKenzie	1st Lt	32	32	22	
Jenkins	Capt	TDY	TDY	TDY		Rife	1st Lt	33	31	30	
Murph	Capt	15	22	29		Stover	1st Lt	45	35	31	
Stowers	Capt	5	13	3		Stuck	1st Lt	13	34	27	
Walls	Capt	29	31	29		Wood	1st Lt	29	28	25	
Andersen	1st Lt	28	45	26		Nonsaker	2d Lt	Grd	Grd	Grd	
Bland	1st Lt	17	24	30		Snider	1st Lt	30	37	26	
Cooper	1st Lt	6	Grd	Grd	Grd	Weaver	2d Lt	34	30	27	
Fant	1st Lt	-	-	28		Pierson	2d Lt	-	-	11	
Gorse	1st Lt	27	34	26		Taylor	2d Lt	-	-	44	
Haug	1st Lt	27	26	21							

SOURCE: 26AD-P2

95TH FIGHTER INTERCEPTOR SQUADRON
JET PILOT FLYING TIME (HRS)

NAME	RANK	SEP	OCT	NOV	DEC	NAME	RANK	SEP	OCT	NOV	DEC
Fletcher	Lt Col	5	22	20		Hall	1st Lt	-	-	5	
Radcliff	Major	16	21	18		Hess	1st Lt	24	33	24	
Batey	Capt	30	25	25		Hodder	1st Lt	36	27	23	
Gemmill	Capt	26	21	6		Istre	1st Lt	33	31	19	
Goodrich	Capt	41	27	23		Levy	1st Lt	35	10	24	
McGraw	Capt	-	25	27		Ledbetter	1st Lt	26	39	24	
Modisette	Capt	12	23	17		McDermott	1st Lt	25	5	20	
Albright	1st Lt	0	22	20		McNulty	1st Lt	30	8	25	
Coughenour	1st Lt	4	13	35		Mizell	1st Lt	28	31	25	
Davis, J	1st Lt	12	28	24		Pierce	1st Lt	26	20	21	
Davis, R	1st Lt	24	22	27		Richardson	1st Lt	27	16	27	
DeArmond	1st Lt	27	33	23		Roberts	1st Lt	26	29	23	
Douthe tt	1st Lt	27	26	24		Shackleford	1st Lt	-	-	5	
Duncan	1st Lt	32	29	32		Thompson	1st Lt	28	25	20	
Farabee	1st Lt	27	24	21		Tulk	1st Lt	21	30	24	
Fay	Capt	18	9	21		Wollmers	1st Lt	TDY	TDY	TDY	
Gumels	1st Lt	35	28	23		Stromberg	2d Lt	2	2	19	
Hahn	1st Lt	23	20	1		Thomason	2d Lt	-	-	21	
						Wardlow	2d Lt	-	-	6	
						Weig	2d Lt	-	-	17	

SOURCE: 26AD-P2

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0504

96TH FIGHTER INTERCEPTOR SQUADRON
JET PILOT FLYING TIME (HRS)

NAME	RANK	SEP	OCT	NOV	DEC	NAME	RANK	SEP	OCT	NOV	DEC
Ambrecht	Major	15	21	16		Murphrey	1st Lt	28	30	24	
Sandherr	Major	-	-	17		McLachlan	1st Lt	18	22	23	
Broschart	Capt	15	20	9		Rickow	1st Lt	24	33	6	
Lavis	Capt	17	25	19		Romine	1st Lt	21	33	15	
Hancock	Capt	10	21	18		Shamhart	1st Lt	22	20	27	
Johnson	Capt	21	20	15		Simon	1st Lt	15	27	16	
Maher	Capt	21	20	20		Steig	1st Lt	24	30	21	
Faulley	Capt	23	5	5		Stanley	1st Lt	-	-	7	
Phillips	Capt	7	25	12		Taylor	1st Lt	20	23	20	
Ashley	1st Lt	21	31	11		Thor	1st Lt	29	33	18	
Aub	1st Lt	18	21	18		Traybar	1st Lt	20	21	13	
Caldwell	1st Lt	9	24	15		Walters	1st Lt	15	12	16	
Carroll, C	1st Lt	7	25	9		Wessinger	1st Lt	20	20	14	
Carroll, D	1st Lt	12	19	12		White	1st Lt	38	21	12	
Hanson	1st Lt	20	24	14		Widman	1st Lt	18	23	18	
Rickenbottom	1st Lt	22	20	12		Wetzel	1st Lt	16	40	25	
Isrealson	1st Lt	17	37	7		Tinglestad	2d Lt	23	30	19	
Johnson	1st Lt	23	29	22		Yoder	2d Lt	24	26	21	
Kennedy	1st Lt	21	21	20							
Leadley, D	1st Lt	18	16	10							
Leadley, H	1st Lt	28	24	21							
Lowman	1st Lt	22	21	21							

97TH FIGHTER INTERCEPTION SQUADRON
JET PILOT FLYING TIME (HRS)

NAME	RANK	SEP	OCT	NOV	DEC	NAME	RANK	SEP	OCT	NOV	DEC
Stuyvesant	Major	15	22	22		Ingram	1st Lt	28	24	30	
Sandborn	Major	30	44	105		Jessup	1st Lt	15	FGS		
Welch	Major	10	24	20		Keating	1st Lt	34	24	24	
Dettlerer	Major	-	12	21		McEachern	1st Lt	5	6	20	
Bunger	Capt	22	40	22		Miller	1st Lt	14	29	20	
Tra	Capt	21	FGS			Osborne	1st Lt	23	20	20	
Voy	Capt	26	21	20		Penny	1st Lt	34	26	34	
Blackman	1st Lt	30	26	21		Ransley	1st Lt	20	38	34	
Barker	1st Lt	26	35	27		Saville	1st Lt	22	16	16	
Barry	1st Lt	13	23	27		Thompson	1st Lt	9	38	31	
Berghorn	1st Lt	22	28	25		Wargo	1st Lt	34	40	42	
Berry	1st Lt	12	28	9		Willis	1st Lt	TDY	TDY	TDY	
Breedon	1st Lt	30	20	21							
Buelini	1st Lt	17	25	20							
Carden	1st Lt	24	3	22							
Christofori	1st Lt	47	40	20							
Culbertson	1st Lt	20	21	20							
Elhai	1st Lt	26	13	21							
Franck	1st Lt	25	20	14							

REVISION: 20-1-52

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0506

474TH AIR REFERENCE WING

REPORT OF ASSIGNMENT

30 NOV 1955

ACFW WITS	WTR	ASSD DIR	QUAL DIR	DIR IN TRN	ASSD DIR AVAIL	ASSD DIR PARTING	PERCENTAGE				
							0	25	50	75	100
47th	10	12	12	0	10	9					
49th	7	5	2	0*	4	0*					
770th	19	14	5	9	14	14					
771st	13	11	8	3	11	11					
772nd	7	7	5	2	7	6					
Wg Total	56	44	32	14	46	40					

* No Inc Program reported at present; not included in Wg Total Comparison

FORM: 100-4110-16

% Director Participation = $\frac{\text{Dir Position}}{\text{Total Positions}}$

0507

DIRECTION TRAINING PROGRAM - NR 1445

ADCP 10-12
 317th ADW Squadron (NOV 1955)
 COMBAT REQUIREMENTS

SYNTHETIC TRAINING	AFSC 1441		NR 1441		TOTALS		REQUIREMENT		
	REQD	ACC	REQD	ACC	REQD	ACC	25	75	100
NR ACC INTERPS	90	162	0	0	90	162	213		
NR DAY INTERPS	60	108	0	0	60	108	118		
NR INCIDENTS & RECOVERIES	90	78	0	0	90	78	78		
ACAD. TRAINING	AFSC 1441		NR 1441		TOTALS				
	REQD	ACC	REQD	ACC	REQD	ACC			
NR ACC INTERPS	15	135	0	0	15	135	222		
NR DAY INTERPS	15	127	0	0	15	127	282		
NR INCIDENTS & RECOVERIES	15	168	0	0	15	168	373		

REQD - Required
 ACC - Accomplished
 NR - Number
 LCC - Lead Collision Course
 INTERPS - Intercepts

FORM: 103-1710-D-16

0508

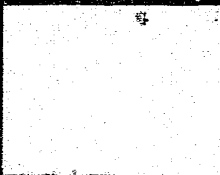
BRITISH AIR FORCE PROGRAM - FY 1955
 ADGT 50-12
 330TH AIR SQUADRON (MAY 1955)
 CONTROL REQUIREMENTS

SYNTHETIC TRAINING	AFSC 1411		IR 2		TOTALS		0	25	50	75	100
	REQD	ACC	REQD	ACC	REQD	ACC					
NR LOC INTOPS	60	52	240	171	300	303					
NR DAT INTOPS	60	6	30	40	110	40					
NR ASSETS & REQUIREMENTS	60	14	30	34	140	10					
ACTUAL TRAINING	AFSC 1411		IR 2		TOTALS		0	25	50	75	100
	REQD	ACC	REQD	ACC	REQD	ACC					
NR LOC INTOPS	30	24	120	82	150	116					
NR DAT INTOPS	30	17	30	4	70	24					
NR ASSETS & REQUIREMENTS	30	0	10	0	70	0					

REQD - Required
 ACC - Accomplished
 IR - Number
 LOC - Lead Collision Course
 INTOPS - Intercepts

FORM: ACC: 4710-21-11

0509



DEFLECTOR TRAINING PROGRAM - FY 1955
 ADDL 50-12
 771ST AOMW SQUADRON (MGT 1955)
 CONTROL REQUIREMENTS

SYNTHETIC TRAINING	AFSC 12411		AFSC 12411		TOTALS		0	25	50	75	100
	REQD	ACC	REQD	ACC	REQD	ACC					
NR ICC INTOPS	80	48	40	21	120	79					
NR DAY INTOPS	10	10	10	20	10	100					6093
NR ASCENTS & RECOVERIES	10	10	20	11	100	28					
ACTUAL TRAINING	AFSC 12411		AFSC 12411		TOTALS		0	25	50	75	100
	REQD	ACC	REQD	ACC	REQD	ACC					
NR ICC INTOPS	10	10	32	35	100	100					32493
NR DAY INTOPS	10	10	10	6	50	66					1323
NR ASCENTS & RECOVERIES	10	10	10	25	50	171					3423

REQD - Required
 ACC - Accomplished
 NR - Number
 INTOPS - Intercept
 ACC - Head Collision Count

FORM 100-100-100-100-100

0510



RESCUE TRAINING PROGRAM - FY 1955
 AFSC 1401
 773D ACPM CENTER (MAY 1955)
 COMBAT REQUIREMENTS

SYNTHETIC TRAINING	AFSC 1401		AFSC 1401		TOTALS		0	25	50	75	100
	REQD	ACC	REQD	ACC	REQD	ACC					
NR ICC INTERS	60	104	60	93	110	237	215				
NR DAY INTERS	10	11	20	50	70	81	116				
NR ASCENTS & RECOVERIES	50	15	10	6	70	21					
ACTUAL TRAINING	AFSC 1401		AFSC 1401		TOTALS		0	25	50	75	100
	REQD	ACC	REQD	ACC	REQD	ACC					
NR ICC INTERS	25	43	20	30	55	123	224				
NR DAY INTERS	25	26	10	10	35	20					
NR ASCENTS & RECOVERIES	10	7	15	2	35	2					

REQD - Required
 ACC - Accomplished
 NR - Number
 INTERS - Intercepts
 ICC - Head Collision

FORM 100: 1-15-54

0511

PERSONNEL

OBJECTIVE: To provide qualified personnel to fill required positions within the units of the 4710th Air Defense Wing and to maintain the Welfare and morale of the Personnel assigned to the command.

DISCUSSION: During the month of November, the following changes occurred in the personnel strength of this command.

<u>MILITARY STRENGTH</u>	<u>AUTHORIZATION</u>	<u>ASSIGNED</u>	<u>NOV/GAINS OR LOSSES</u>	<u>PER CENT MANFED</u>
Officer Strength	547	499	-48	91%
Airmen Strength	3089	2859	-230	93%
Aggregate	3636	3358	-278	92%

During the month of November, the officer and airman authorized strength remained the same. However, the aggregate assigned decreased by 5%.

AWOLIS: AWOLIS remained the same during November, for a total of thirteen (13). The Wing Rate is 3.9%.

REENLISTMENT: Thirty-one (31) airmen reenlisted of the one-hundred-six (106) eligible to reenlist for a 29.2% rate. This is a 3.1% decrease in comparison to the October rate.

MILITARY INJURIES: There were three (3) disabling injuries, resulting in thirteen (13) man-days lost. This month two (2) of the three (3) disabling injuries were due to unsafe operation of Government vehicles during duty hours, and one (1) occurring off duty.

a. There were two (2) AF vehicle accidents involving unsafe operation of a vehicle on base and one (1) off base.

b. There were six (6) military first-aid cases and two (2) civilian cases.

c. The total cost this month for accidents was \$746.00.

0512

LYCOMB AIR DEFENSE WING
 MILITARY AUTHORIZED VERSUS MILITARY ASSIGNED BY UNITS
 30 NOV 55

GRADE	46 FIS		48 FIS		95 FIS		647 ACW		649 ACW		779 ACW		771 ACW		772 ACW	
	AMT	ASGD	AMT	ASGD	AMT	ASGD	AMT	ASGD	AMT	ASGD	AMT	ASGD	AMT	ASGD	AMT	ASGD
Col																
Lt Col	1	1	1	1	1	1					1		1			
Major	3	2	3	2	3	2	3	1	2	1	2	2	2	2	2	1
Capt	15	6	15	6	10	8	5	1	4	3	6	5	6	2	4	1
Lts	67	66	67	67	35	34	8	13	6	6	15	16	10	13	6	11
WO		1				2		1								2
TOTAL	86	76	86	76	49	47	16	16	12	10	26	23	19	17	12	15
N/Sgt	19	14	19	21	20	12	4	3	5	2	5	1	5	2	5	2
T/Sgt	48	18	48	16	49	23	12	6	12	10	13	9	12	10	12	9
S/Sgt	94	23	94	19	92	32	42	22	34	26	51	19	47	19	39	25
A/1C	85	58	85	66	71	75	57	51	47	31	73	56	66	46	57	52
A/2C	36	112	36	74	45	87	54	24	40	52	71	33	66	64	16	63
A/3C		26		22		23	2	15	2	24	2	35	2	13	2	28
A/D		1		4		2		1		5						
TOTAL	282	258	282	287	177	254	172	107	110	100	217	130	198	110	142	202

2.01

Source: Manning Report

0513

4710TH AIR DEFENSE WING
 MILITARY AUTHORIZED VERSUS MILITARY ASSIGNED BY UNIT'S
 30 NOV 55

GRADE	HQ 4710		82D FTR GP		82D AB SQ		82D MAT		82D INF		96 FIS		97 FIS		TOTAL	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD
Col	4	1	1	1											5	2
Lt Col	3	2	2	1	1		1	2	1		1		1		15	8
Major	11	7	8	4	1	1	2		2	1	3	1	3	3	50	30
Capt	6	8	5	2	2	3	5	2	4	1	15	9	15	4	119	61
Lts		9	4	18	1	3	3	8		7	67	60	67	59	356	390
WO	1			1	1			1							2	8
TOTAL	25	27	20	27	6	7	11	13	7	9	86	70	86	66	547	499
M/Sgt	17	8	11	10	6	9	22	19	1		19	11	19	16	177	130
T/Sgt	8	13	11	13	9	16	28	46	2	2	48	23	48	20	360	236
S/Sgt	20	11	13	16	32	43	89	71	11	5	94	27	94	23	846	370
A/1C	15	6	21	6	62	42	134	90	7	5	85	75	85	77	950	738
A/2C	15	7	6	24	56	34	110	114	9	9	36	76	36	84	664	980
A/3C	3	3	5	10	24	38	47	56	3	3		15		15	92	326
A/B						10		20		1		3		3		60
TOTAL	78	48	67	79	190	192	430	416	33	25	272	230	272	238	3720	2857
100	78	75	67	79	190	192	430	416	33	25	272	230	272	238	3720	2857

3.02

SOURCE: Original Reports

0514

4710TH AIR DEFENSE WING
OFFICER AND AIRMEN STRENGTH SUMMARY
AUTHORIZED VERSUS ASSIGNED
AS OF 31 OCT 1955

GRADE	AUTH	SEP			OCT			NOV			PER CENT MANNED					
		ASGD	ASGD	ASGD	ASGD	ASGD	ASGD	0	25	50	75	100	125	150		
Colonel	5	3	2	2												
Lt Colonel	15	7	7	8												
Major	50	27	29	30												
Captain	119	60	61	61												
Lieutenants	356	417	401	390												
WO'S	2	7	7	8												
TOTAL OFF.	547	521	507	499												
M/Sgt	177	136	136	130												
T/Sgt	360	231	232	236												
S/Sgt	846	387	404	380												
A/1C	950	762	777	738												
A/2C	664	1007	980	980												
A/3C	92	389	312	326												
A/B		68	66	69												
TOTAL AMN	3089	2980	2907	2859												

SOURCE: AF-P1

3.03

0515

4710TH AIR DEFENSE WING
GROUND SAFETY ACCIDENT RATE
NOV 1955

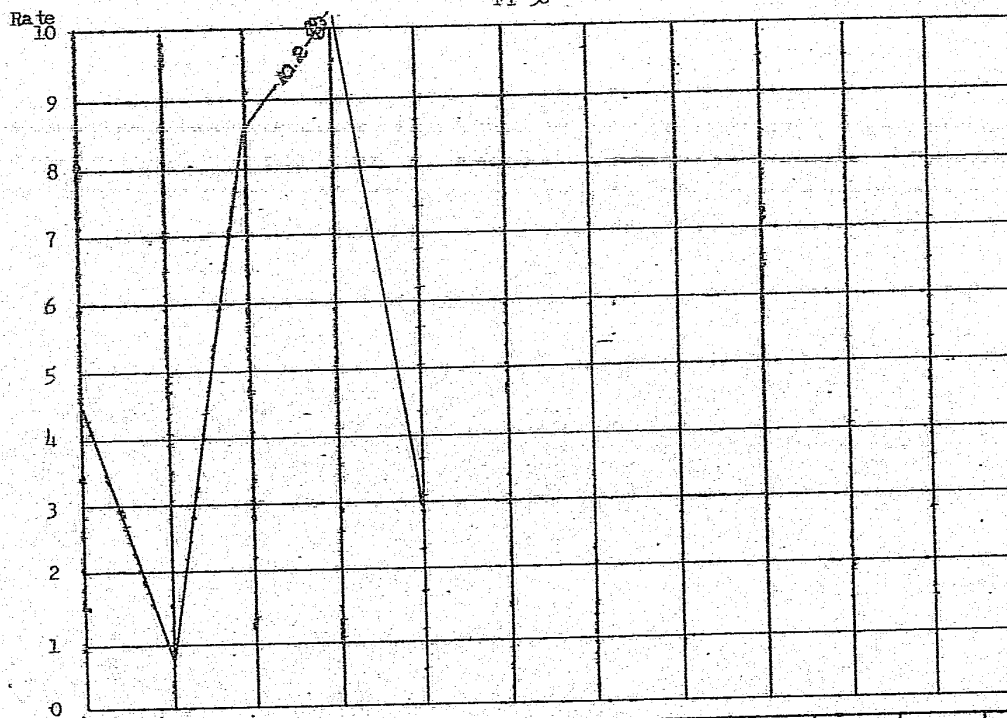
ORGANIZATION	Military Injuries			Civilian Injuries			Military First Aid	Civilian First Aid	Vehicle Accident		Property Damage	Fatality		Accident Cost
	NR	MDL	R	NR	MDL	R			NR	R		NR	R	
HQ 4710 TH ADW	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HQ 82D FTR GP	-	-	-	-	-	-	-	-	-	-	-	-	-	-
82D AB SQ	-	-	-	-	-	-	1	-	-	-	-	-	-	7.00
82D MAT SQ	-	-	-	-	-	-	5	2	2	6.07	132.00	-	-	181.00
82D USAF INF	-	-	-	-	-	-	-	-	-	-	-	-	-	-
97 TH FIS	1	5	10.86	-	-	-	1	-	-	-	-	-	-	157.00
96 TH FIS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
95 TH FIS	-	-	-	-	-	-	2	-	-	-	-	-	-	14.00
48 TH FIS	2	8	22.15	-	-	-	-	-	-	-	-	-	-	240.00
46 TH FIS	-	-	-	-	-	-	-	-	-	-	84.00	-	-	84.00
647 TH AC&W SQ	-	-	-	-	-	-	5	-	-	-	-	-	-	35.00
649 TH AC&W SQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-
770 TH AC&W SQ	-	-	-	-	-	-	4	-	-	-	-	-	-	28.00
771 ST AC&W SQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-
772 ND AC&W SQ	-	-	-	-	-	-	0	-	1	13.16	-	-	-	-
TOTAL 4710 ADW (NOV)	3	13	2.84	-	-	-	16	2	3	2.86	216.00	-	-	746.00
TOTAL (NOV)	3	13	10.86	-	-	-	7	-	1	1.1	-	2	1.2	70.00

() - See Data Loss
I - Number
R - Rate

FORM 100-5-P-X

0516

4710TH AIR DEFENSE WING
MILITARY DISABLING INJURIES - RATE PER 100,000 MAN DAYS
FY 56



Wing Rate	4.5	.89	8.4	10.2	2.94									
Injuries	4	1	9	9	3									
On Duty	2	0	2	2	2									
Off Duty	2	1	7	7	1									
	JUL	AUG	SEP	OCT	NOV	DEC	FEB	MAR	APR	MAY	JUN			

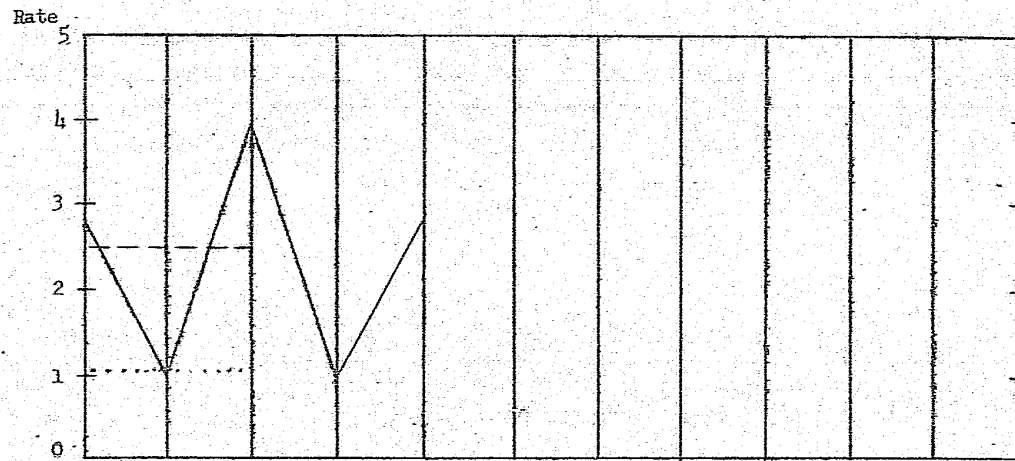
NO. OF INJURIES X 100,000
MANDAYS OF EXPOSURE = INJURY RATE

3.05

SOURCE: 1-AF-X11

0517

4710TH AIR DEFENSE WING
MOTOR VEHICLE ACCIDENTS - RATE PER 100,000 MILES
BY MONTH 1955



No. of Acdts	3	1	4	1	3								
Wing Rate	2.8	1.05	4.07	1.0	2.86								
Wing Qtr Rate			2.6										
EADF Qtr Rate			1.1										
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	

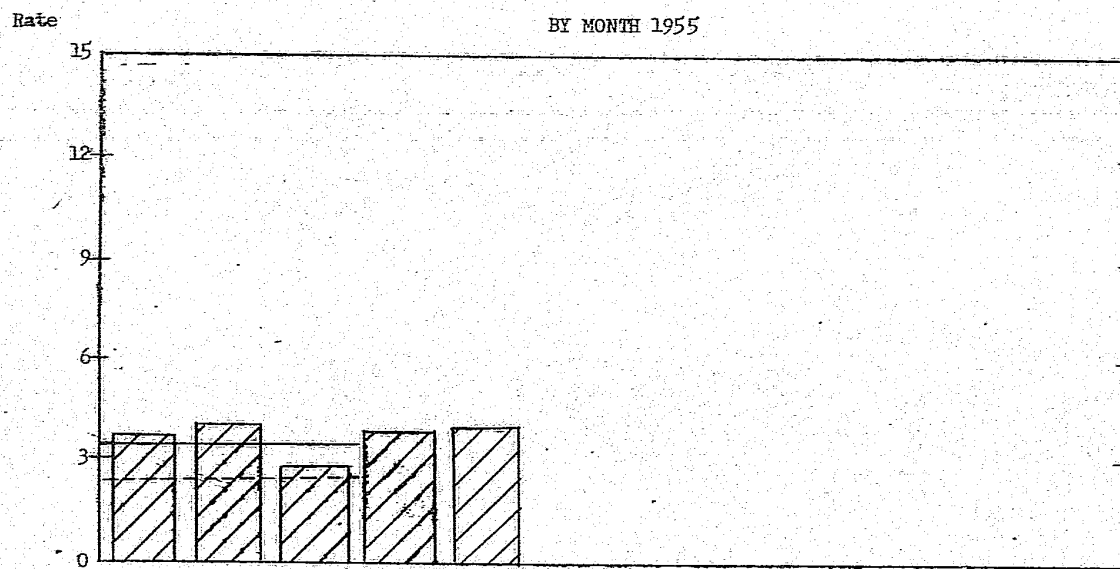
NO. OF ACCIDENTS X 100,000 = ACCIDENT RATE
MILES TRAVELED

SOURCE: 1-AF-X11

3.06

0518

4710TH AIR DEFENSE WING
 AWOL'S PER 1,000 TROOPS
 BY MONTH 1955



No. of AWOL'S	13	15	10	13	13									
Wing Rate	3.7	4.2	2.9	3.8	3.9									
Wing Qtr Rate			3.5											
EADF Qtr Rate			2.7											
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN		

SOURCE: 1-AF-P1

3.07

0519

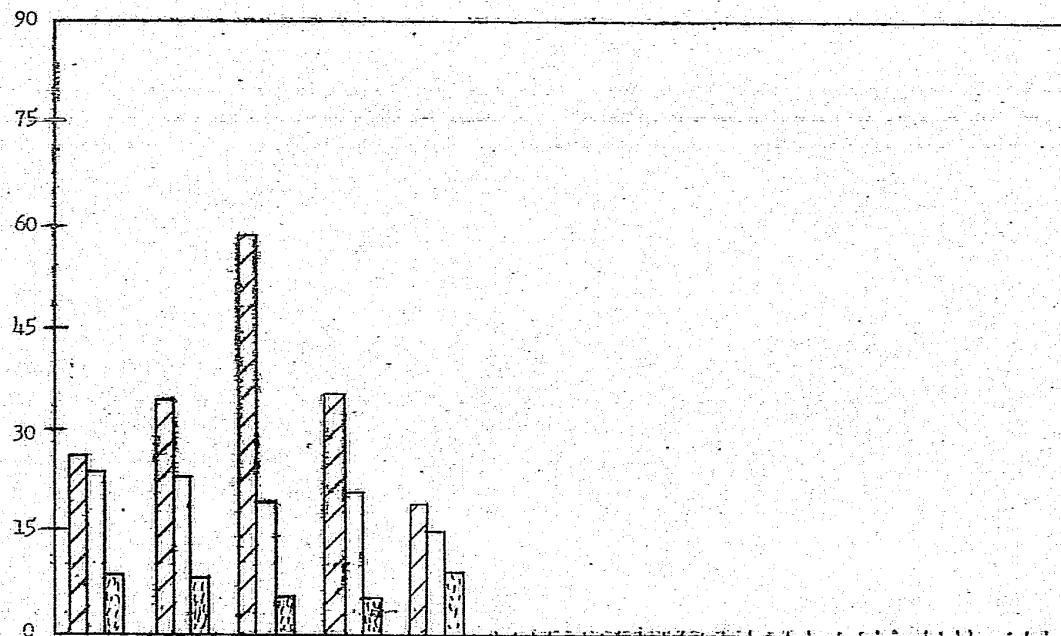
4710TH AIR DEFENSE WING
 CUMULATIVE TOTAL AMOLS
 BY SQUADRON FY 1956

Unit	TOTAL FY 55	CUM FY 56	Nov														
			NR	RATE	0	2	4	6	8	10	12	14	16				
HQ 4710TH ADW	0	1	0	0.0													
82ND FIR GP	4	0	0	0.0													
82ND MAT SQ	22	19	4	9.3													
82ND AIR BASE SQ	8	5	2	10.1													
82ND USAF INF	3	0	0	0.0													
46TH FIS	7	3	1	3.0													
48TH FIS	6	1	0	0.0													
95TH FIS	4	4	0	0.0													
96TH FIS	4	0	0	0.0													
97TH FIS	8	3	0	0.0													
647TH AC&W	5	2	1	4.9													
649TH AC&W	2	3	0	0.0													
770TH AC&W	11	4	2	8.3													
771ST AC&W	19	8	0	0.0													
772ND AC&W	17	11	3	14.7													
TOTAL 4710TH ADW	127	61	13	3.9													

3.28 SOURCE: Morning Reports

0520

4710TH AIR DEFENSE WING
OFFICER PERSONNEL TURNOVER
BY MONTH 1955



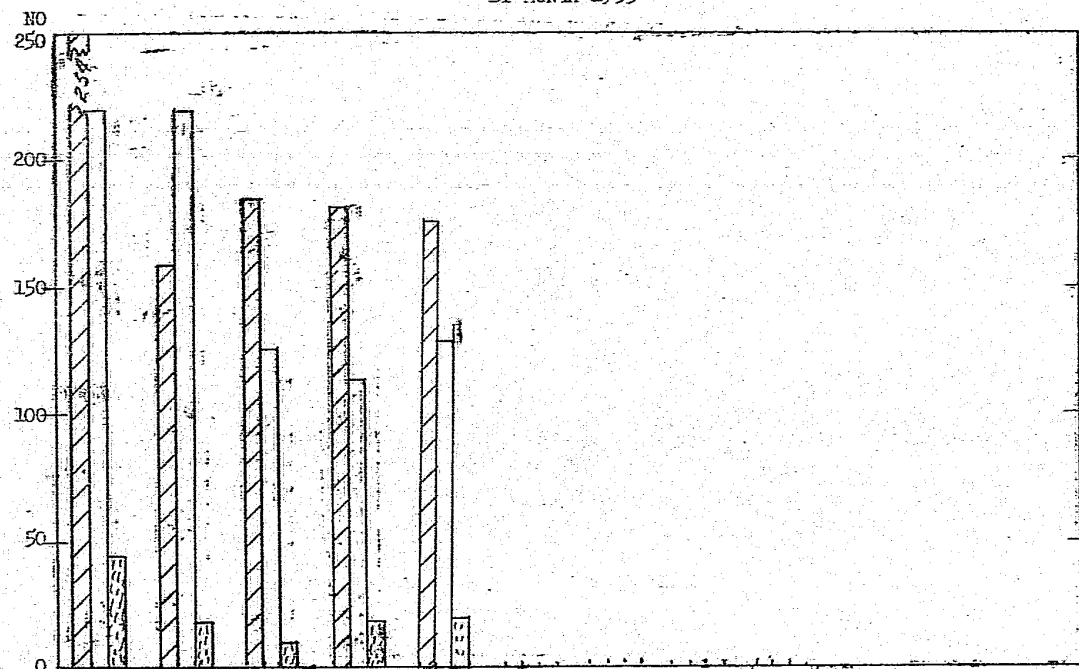
Lost	26	34	58	35	21							
Gained	22	21	19	21	11							
Internal Trfs	8	7	5	5	8							
TOTAL	56	62	82	61	43							
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN

SOURCE: RCS: AF-P1

3.09

0521

4710TH AIR DEFENSE WING
AIRMAN PERSONNEL TURNOVER
BY MONTH 1955



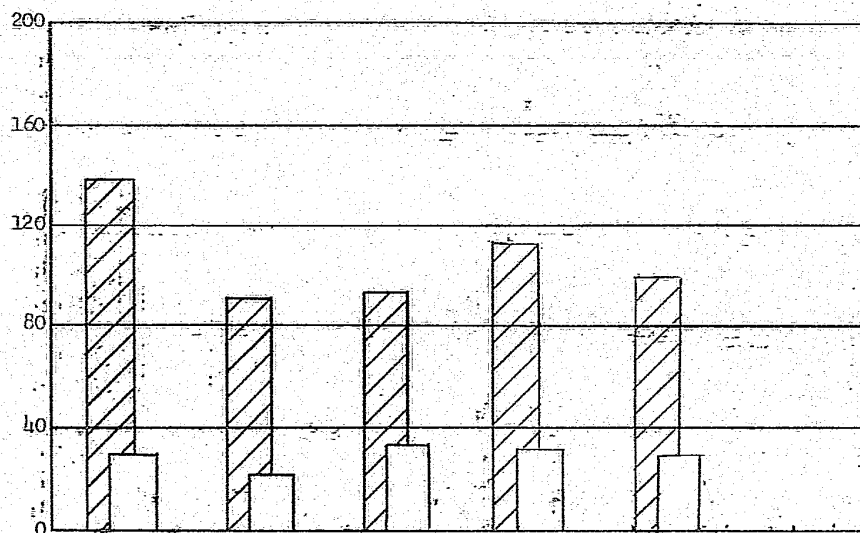
Lost	254	162	187	185	173							
Gained	221	219	124	112	125							
Internal Trfs	61	14	8	15	15							
TOTAL	536	395	319	312	313							
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN

SOURCE: AF-P1

3.10

0522

4710TH AIR DEFENSE WING
REENLISTMENT AND SEPARATION



Eligible for Reenlistment	135	88	90	113	106	
REENLISTMENTS	31	27	36	35	31	
PER CENT	22.9	30.7	40.0	32.3	29.2	
	JUL	AUG	SEP	OCT	NOV	DEC

SOURCE: Morning Reports

3.11

0523

FORM 1
PILOT MANNING
30 JUNE 1956

UNIT	PILOT MANNING				NOV	ADJUSTED ASSIGNED AS OF:	
	A	B	C	D		31 MAR 56	30 JUN 56
46th FIS	15	1	16	0	32 (80%)	16 (40%)	15 (37%)
48th FIS	24	2	1	2	31 (77%)	30 (75%)	28 (70%)
95th FIS	33	3	2	1	39 (97%)	37 (92%)	34 (85%)
96th FIS	22	6	11	0	39 (97%)	28 (70%)	22 (55%)
97th FIS	17	0	10	1	28 (70%)	18 (45%)	18 (45%)
(TOTALS)	113	12	40	4	(TOTALS) 169 (84%)	129 (64%)	117 (56%)

LEGEND:

- A - Retainable beyond 30 June 1956
- B - Losses from 1 April - 30 June 1956
- C - Losses through 31 March 1956
- *D - Indefinite Penning

PERCENTAGE MANNING: Figures include all rated pilots assigned to each tactical squadron regardless of duty. Per cent manning computed by utilizing 40 authorized per squadron (which includes 37 - 112; E/G, 2 - 1435, 1 - 00664). Projected gains and losses have been included in applicable columns.

* Included as retainable beyond 30 June 1956 (Column A).

FORM 1
200000-5 3468

0524

SECRET

RADAR OPERATOR MONTHLY

30 NOVEMBER 1955

UNIT	A	B	C	D	NOW	ADJUSTED ASSIGNED AS OF:	
						31 MAR 56	30 JUN 56
46th FIS	22	2	12	0	36 (87%)	24 (65%)	22 (57%)
48th FIS	0	10	17	0	36 (97%)	19 (51%)	0 (0%)
66th FIS	8	1	14	0	23 (62%)	9 (24%)	8 (21%)
87th FIS	<u>18</u>	<u>1</u>	<u>15</u>	<u>0</u>	<u>34 (92%)</u>	<u>19 (51%)</u>	<u>17 (43%)</u>
(TOTALS)	57	14	58	0	(TOTALS) 129 (87%)	71 (55%)	57 (44%)

LEGEND:

- A - Retainable beyond 30 June 1956
- B - Losses from 1 April - 30 June 1956
- C - Losses through 31 March 1956
- D - Indefinite Pending

* Included as retainable beyond 30 June 1956
(Column A)

SECRET

0525

SECRET

CONTROLLER MANPING

30 NOVEMBER 1955

<u>UNIT</u>	<u>AUTHORIZED</u>	<u>ASSIGNED AS OF</u> <u>31 MAR 56</u>	<u>ASSIGNED AS OF</u> <u>30 JUN 56</u>
647th ACWRON	10	6 (60%)	4 (40%)
649th ACWRON	7	4 (57%)	4 (57%)
770th ACWRON	19	13 (68%)	11 (57%)
771st ACWRON	13	8 (61%)	6 (46%)
772nd ACWRON	7	5 (71%)	5 (71%)
(TOTALS)	56	36 (64%)	30 (53%)

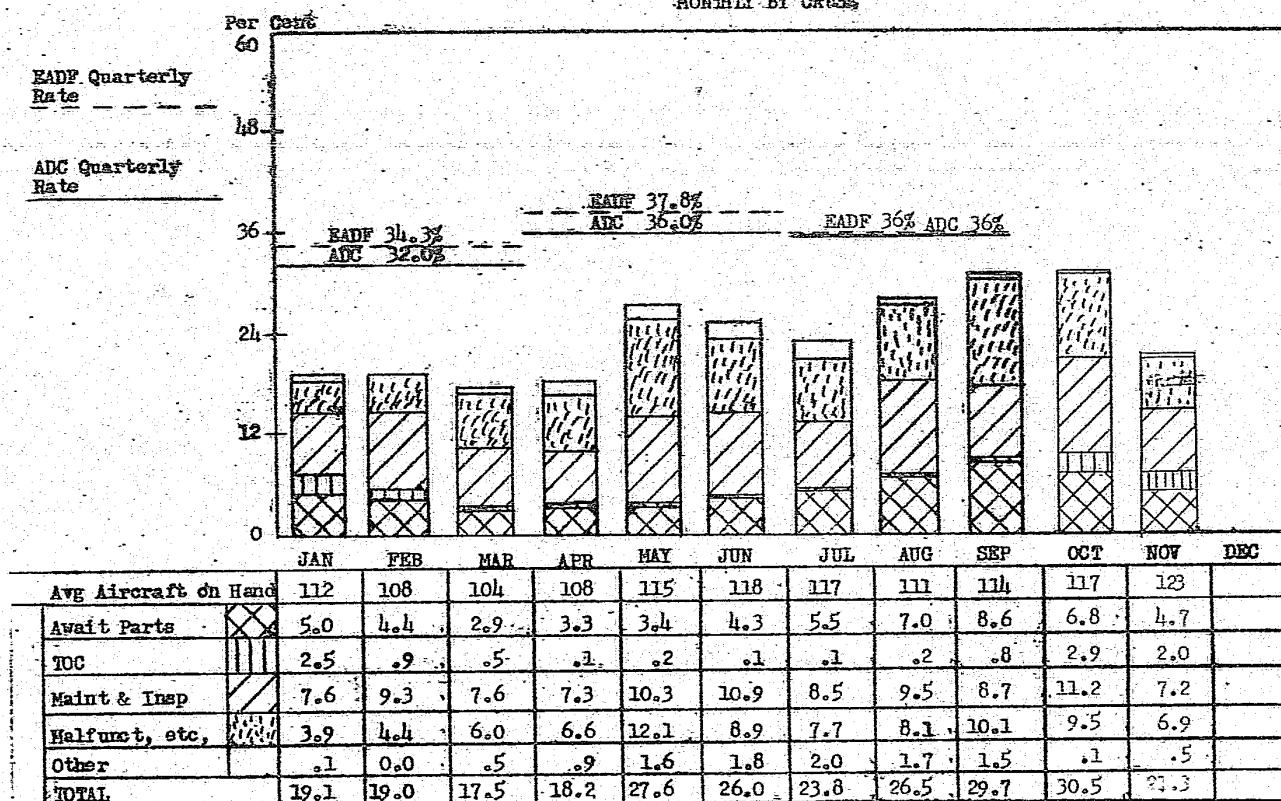
SECRET

SECRET

20/155-S 3468

0526

47103H AIR DEFENSE WING
 PERCENT OF AIRCRAFT OUT-OF-COMMISSION
 TACTICAL AIRCRAFT
 MONTHLY BY CAUSE



HOURS OUT-OF-COMMISSION X 100

TOTAL HOURS ON HAND

% OF HOURS OUT-OF-COMMISSION

4.01

SOURCE: RCS: 1-AF-A1

0527

MATERIEL

OBJECTIVE: To assist 4730th Air Defense Wing Organizations with all supply and maintenance problems.

The Wing UE aircraft in-commission rate during November jumped 9.2% to 78.7% for the highest rate since April 1955.

The average number of UE aircraft possessed was 123. 46th FIS maintained the best in-commission status with an 84% rate. This is an increase of 18% over last month and the highest this Fiscal Year for that unit.

The AACP rate is 4.7%, a decrease of 2.1%. Percentage of A/C out for Tech Order Compliance (2) and Maintenance and Inspection.(7.2).

The non-tactical aircraft in-commission rate was 64.9%. Not once this calendar year have we come up the the 75% standard set by ADC. The three (3) main causes for these low rates are A/C awaiting parts, malfunctions and maintenance and inspection.

The Wing armament system IN-COMMISSION rate increased by 5% for an 87% rate. (Out for maintenance 10%; out for parts 3%).

OPERATION HOP-UP: OPERATION HOP-UP deals with the factory modification of F-94C aircraft. This operation is divided into two phases. Phase I dealing with the modification of aircraft with serial numbers from 50-956 through 51-5566 is now complete. Phase II is the modification of aircraft with serial numbers 51-5567 through 51-13603.

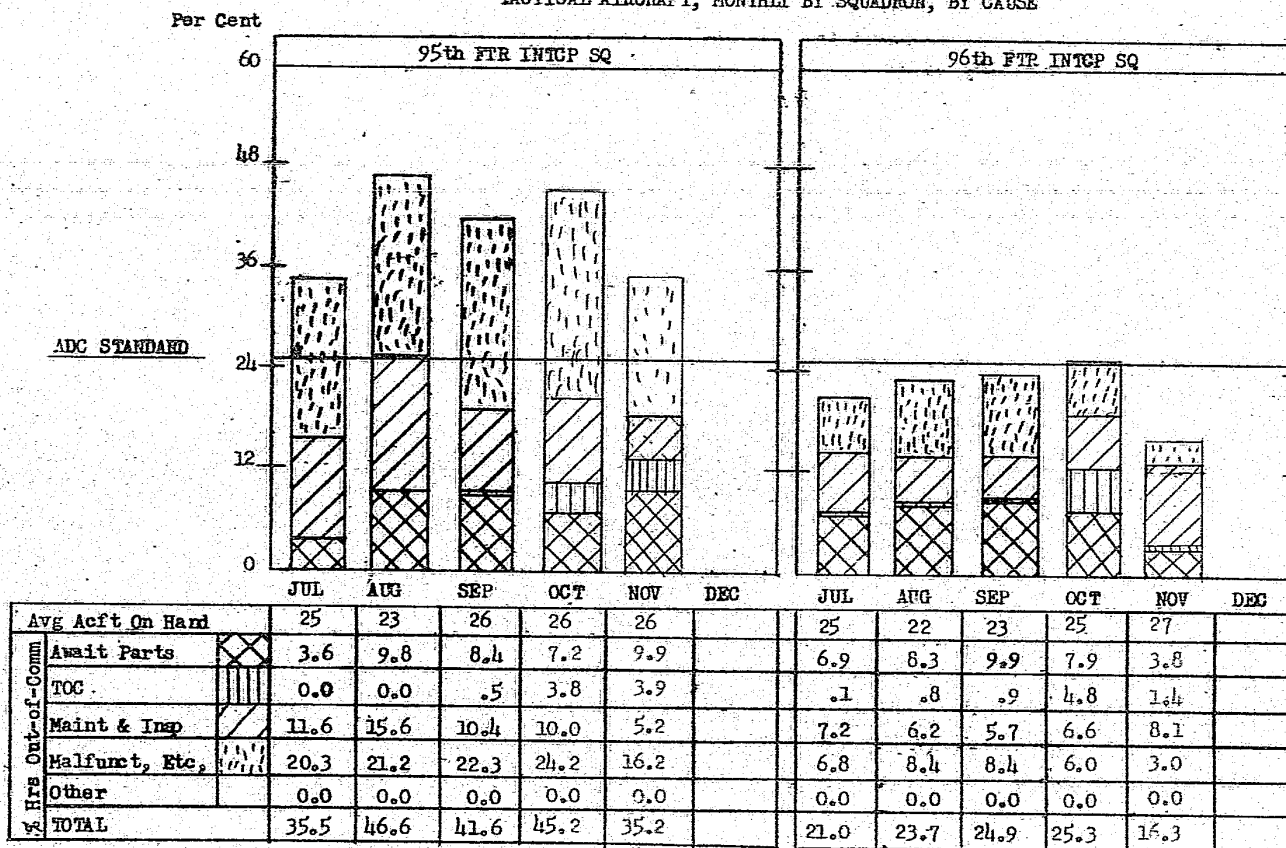
BREAKDOWN OF PHASE II

	<u>46th</u>	<u>48th</u>	<u>96th</u>	<u>97th</u>
A/C Assigned S/N	18	27	18	16
A/C at HOP-UP	2	6	3	5
A/C Returned from HOP-UP	16	22	15	11
A/C to go to HOP-UP	0	0	0	0

1.00

0528

4710TH AIR DEFENSE WING
PERCENT OF AIRCRAFT OUT-OF-COMMISSION
TACTICAL AIRCRAFT, MONTHLY BY SQUADRON, BY CAUSE



HOURS OUT-OF-COMMISSION X 100

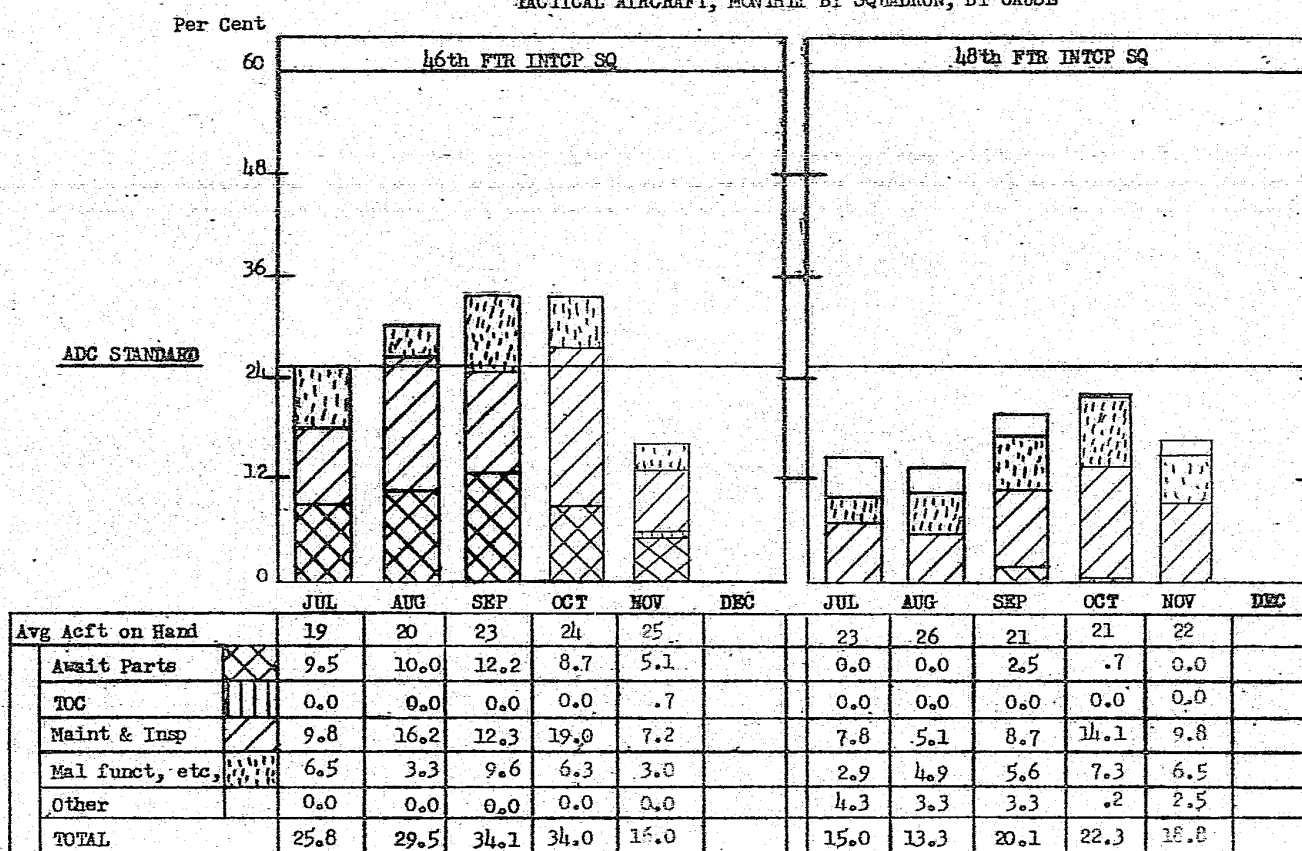
TOTAL HOURS ON HAND = % OF HOURS OUT-OF-COMMISSION

SOURCE: RCS: 1-AF-11

4.03

0529

4710TH AIR DEFENSE WING
 PER CENT OF AIRCRAFT OUT-OF-COMMISSION
 TACTICAL AIRCRAFT, MONTHLY BY SQUADRON, BY CAUSE



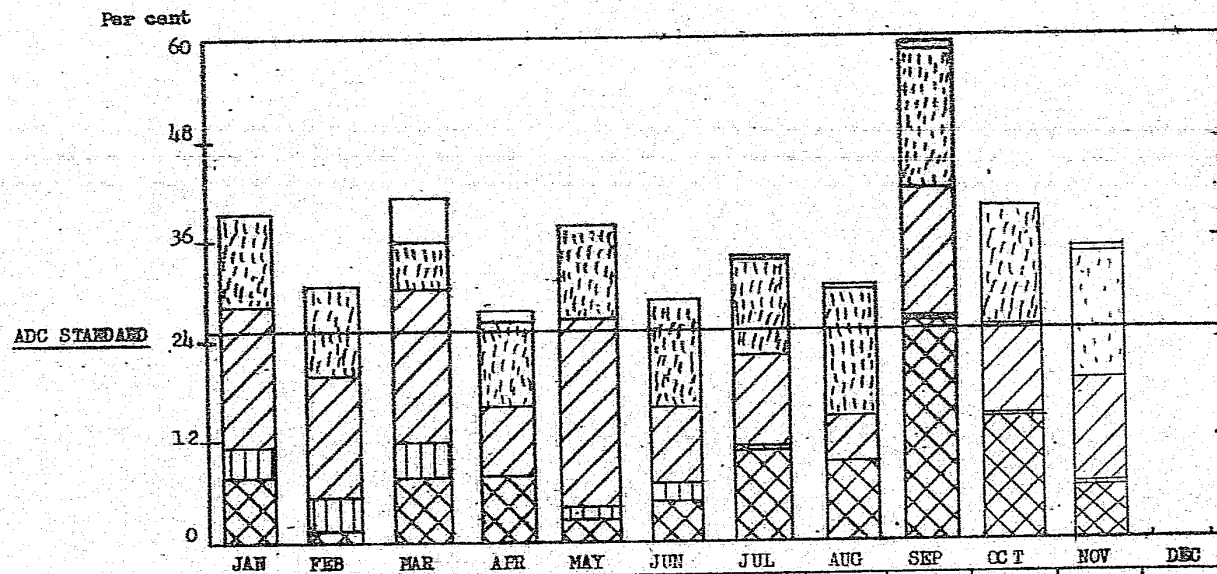
$\frac{\text{HOURS OUT-OF-COMMISSION} \times 100}{\text{TOTAL HOURS ON HAND}}$ % OF HOURS OUT-OF-COMMISSION

SOURCE: RCS: 1-AF-A1

4.02

0530

4710TH AIR DEFENSE WING
PER CENT OF AIRCRAFT OUT-OF-COMMISSION
NON-TACTICAL AIRCRAFT
MONTHLY BY CAUSE



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Avg Acft on Hand	25	25	23	18	20	20	21	22	19	17	21	
Await Parts	7.9	1.8	7.8	8.1	2.9	4.9	10.3	9.8	27.7	15.8	6.7	
TOC	3.8	4.5	4.5	0.0	1.5	2.4	.2	0.0	.4	.1	.7	
Maint & Insp	16.9	15.8	18.2	8.5	21.7	9.3	11.8	5.7	16.4	9.7	12.5	
Halfmstr, etc.	10.5	8.1	5.6	10.5	11.1	12.3	11.6	11.4	11.3	11.7	15.0	
Other	0.0	0.0	5.7	.8	0.0	0.0	.1	.5	.9	0.0	.2	
TOTAL	39.1	30.2	41.8	27.9	37.2	28.9	34.0	30.4	59.7	40.3	35.1	

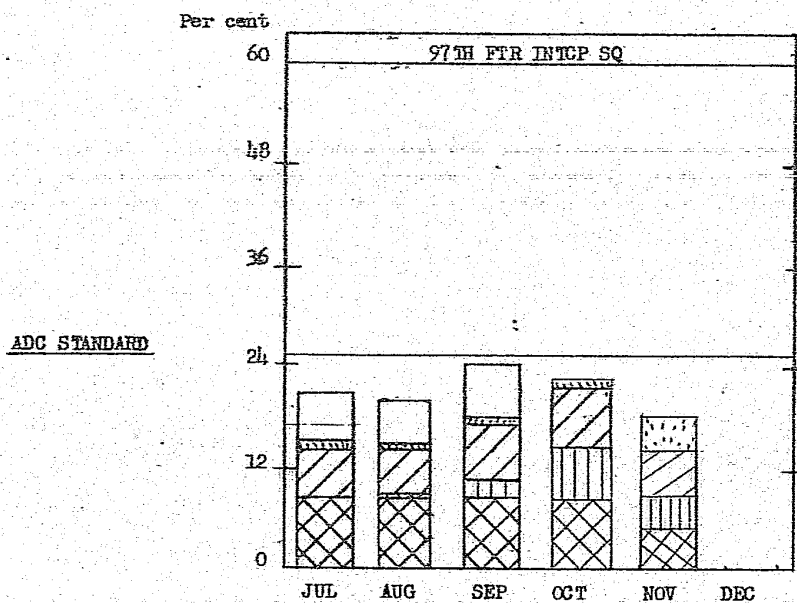
$\frac{\text{HOURS OUT-OF-COMMISSION} \times 100}{\text{TOTAL HOURS ON HAND}} = \text{HOURS OUT-OF-COMMISSION}$

SOURCE: RCS: 1-AF-41

4.05

0531

4710TH AIR DEFENSE WING
 PER CENT OF AIRCRAFT OUT-OF-COMMISSION
 TACTICAL AIRCRAFT MONTHLY BY SQUADRON, BY CAUSE



	JUL	AUG	SEP	OCT	NOV	DEC
Avg Acft On Hand	25	20	21	21	23	
Await Parts	8.1	8.5	9.4	7.1	3.9	
TOC	0.0	.3	2.3	5.9	3.9	
Maint & Insp	6.5	5.3	6.3	5.9	6.1	
Malfunc, etc.	1.0	1.4	1.9	1.8	5.5	
Other	5.7	5.0	4.8	0.0	0.0	
TOTAL	21.3	20.5	24.7	22.7	19.4	

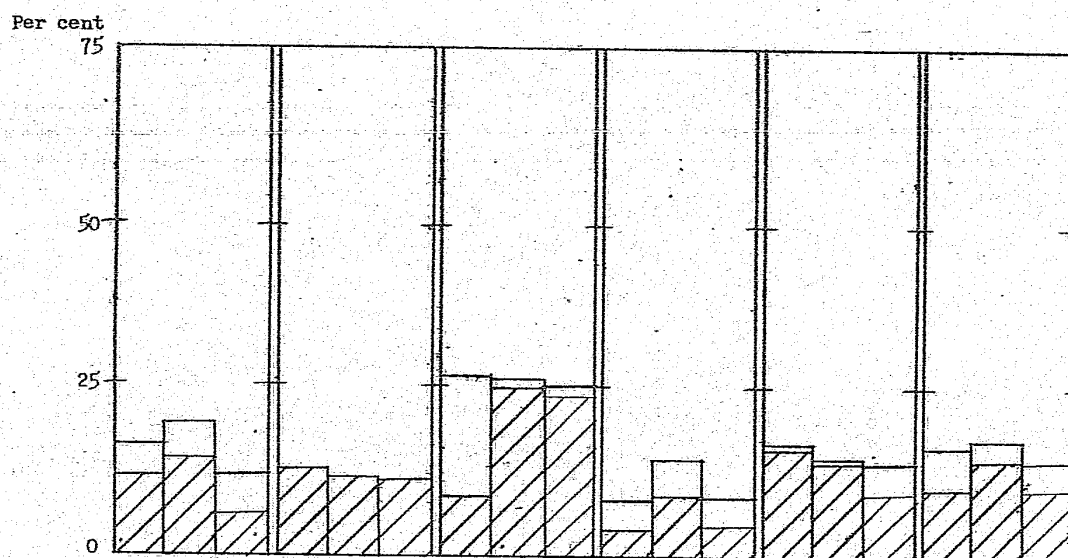
$\frac{\text{HOURS OUT-OF-COMMISSION} \times 100}{\text{TOTAL HOURS ON HAND}} = \%$ HOURS OUT-OF-COMMISSION

SOURCE: RCS: 1-AF-11

4.04

0532

SECRET

4710TH AIR DEFENSE WING
ARMAMENT SYSTEM
OUT-OF-COMMISSION RATE

	SEP	OCT	NOV	SEP	OCT	NOV	SEP	OCT	NOV	SEP	OCT	NOV	SEP	OCT	NOV	SEP	OCT	NOV
Maint %	12	15	6	14	12	11	9	24	21	4	9	5	16	14	9	11	15	10
Parts %	5	6	6	0	0	0	18	2	1	4	6	4	1	1	4	6	3	3
	46th FIS			48th FIS			95th FIS			96th FIS			97th FIS			Wg Average		

SOURCE: WDMAR

SECRET

20255-3

3468

0533

COMPTROLLERCNT AND FUNDING PROGRAM

OBJECTIVE: To provide sufficient funds to enable units of the 4920th Air Defense Wing to carry out their assigned mission and to maintain a system of checks and balances to insure effective utilization of such funds.

DISCUSSION: The P-45 budget authorization for fiscal year '54 is \$2,251,700. The November obligations totalled \$101,207.00. The P-47 budget authorization for FY '54 is \$51,452. The November obligations totalled \$2,200.70.

LINE REPORTS: EADF late reports notices to this headquarters indicated that two (2) reports were late during the month of November. This represents the least number of delinquent reports submitted by units of this wing during any one (1) month of this calendar year. Report delinquencies based on the receipt of information copies and reader reports at this headquarters totalled twenty-five (25). Six (6) units submitted reports without a delinquency during November.

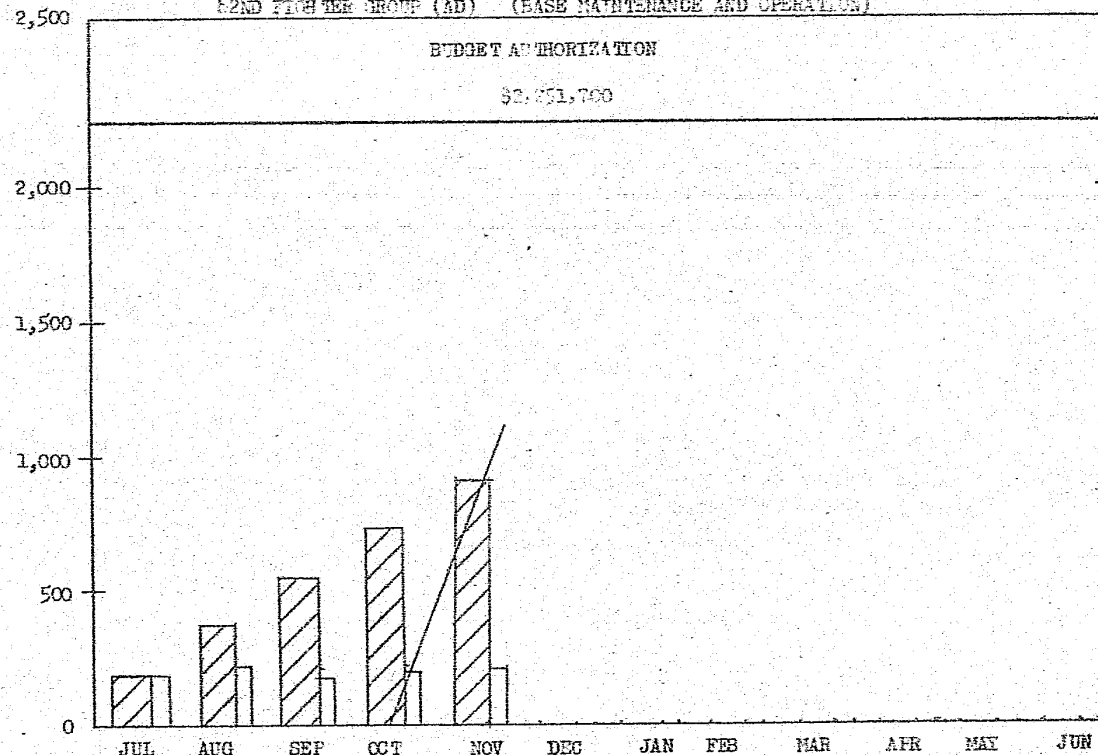
EADF Reports Notices to 4920th Air Defense Wing during November were as follows:

<u>Delinquent Reports</u>	<u>On Time Reports</u>	<u>New Reports</u>	<u>Discontinued Reports</u>	<u>Spencer to Reports</u>
2	17	5	6	37

0534

Thousands
of Dollars

4710TH AIR DEFENSE WING
STATUS OF F-458 FUNDS, FY 56
82ND FIGHTER GROUP (AD) (BASE MAINTENANCE AND OPERATION)



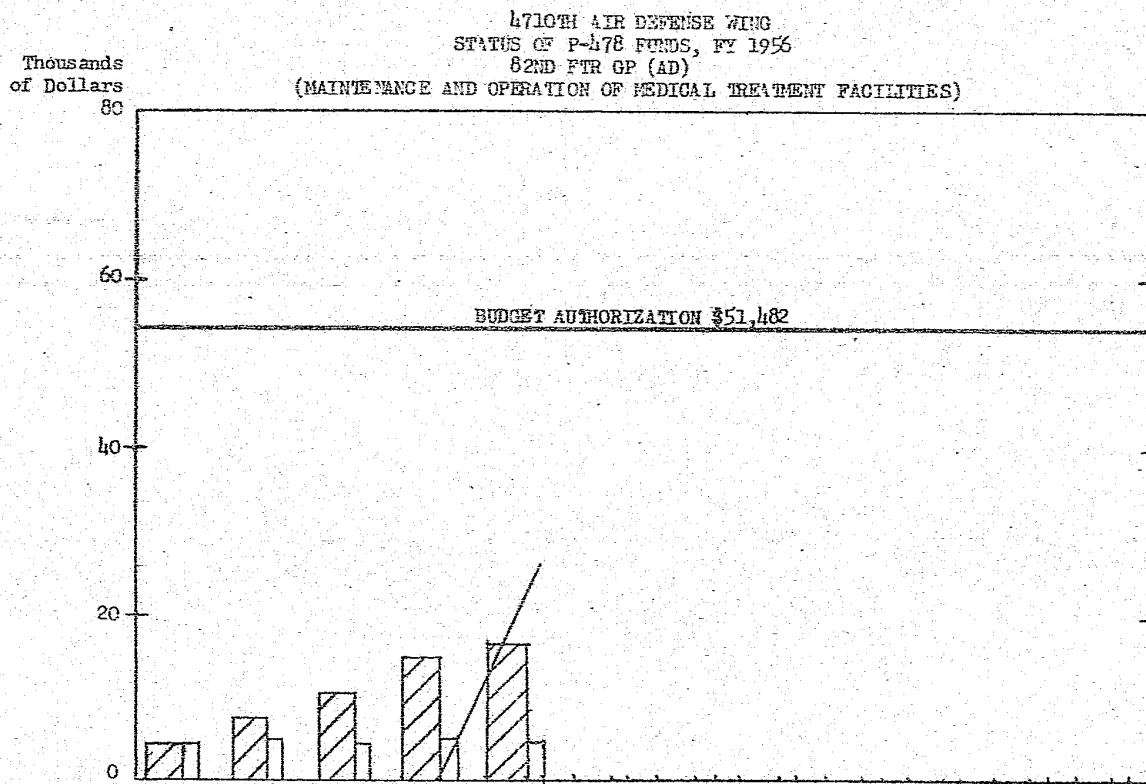
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
Monthly Obligations	165	198	170	175	182							
Cum. Obligations	165	363	532	708	890							
Funds Received	0	0	0	0	1185							
Gen. Allotments	0	0	0	0								

Approved by: [Signature] Date: [Date]

REPORT OF 032

5.01

0535



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
No. Obligations	3	4	3	4	3							
Cum. Obligations	3	7	10	14	17							
Funds Received	0	0	0	0	26							
Cum. Allotments	0	0	0	0	0							

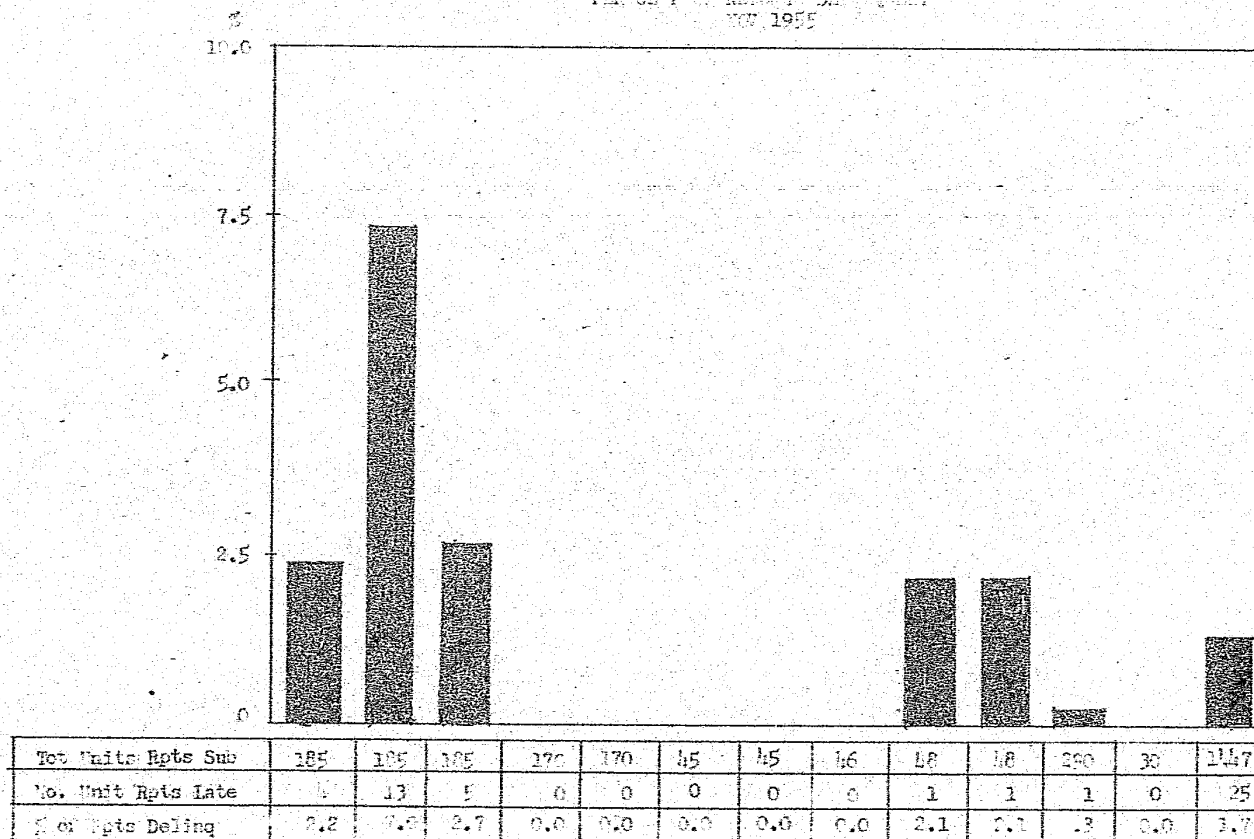
Authority to obligate for the first four months of the fiscal year was granted by BMD.

5.02

SOURCE: AF-631

0536

REPORTS LATE DELIVERED
PER CENT OF REPORTS DELIVERED
NOV 1955

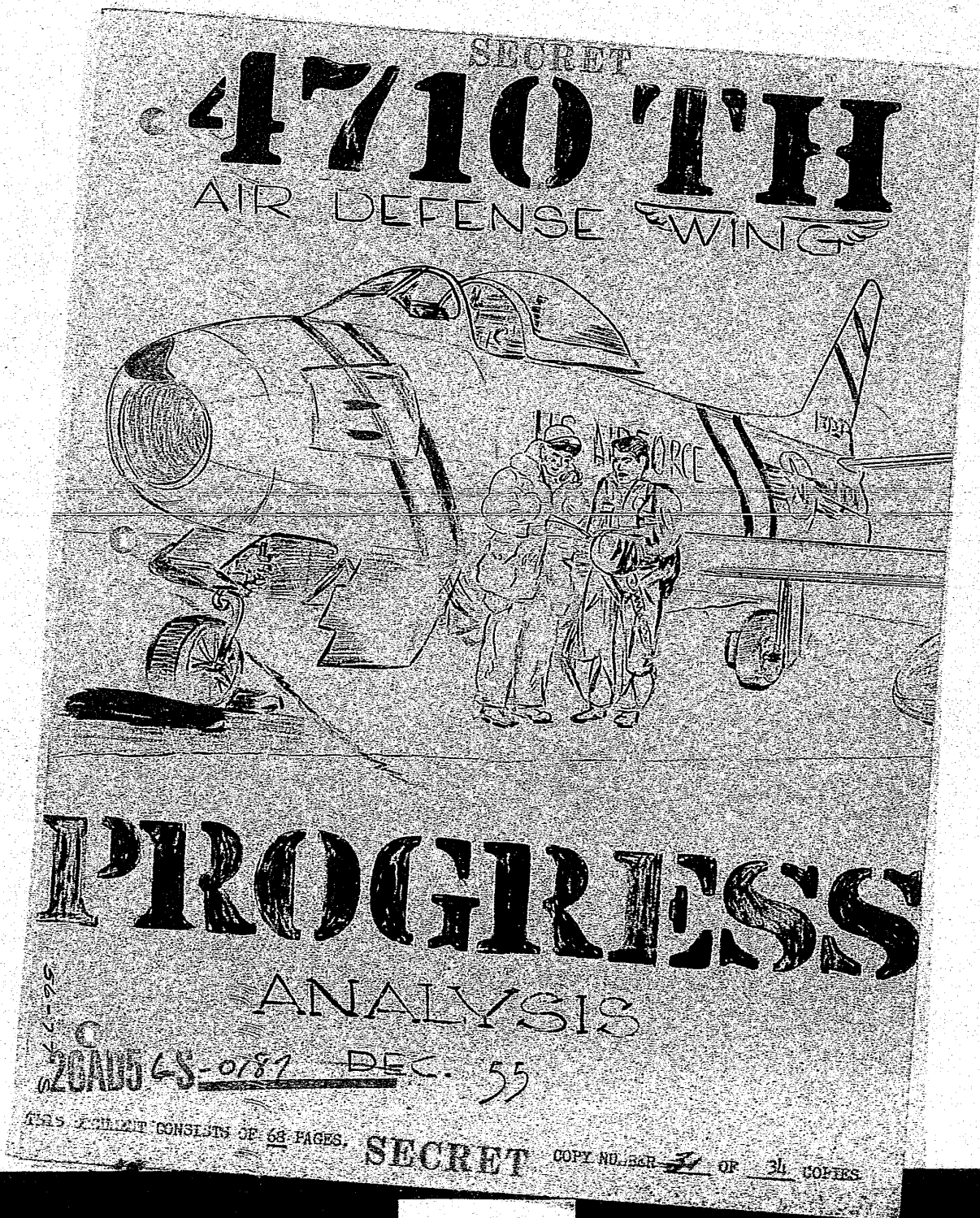


0537

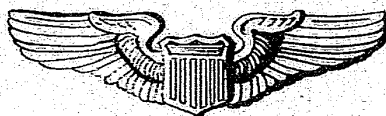
D I S T R I B U T I O N

Commander, Hq 4710th Air Def Wg	1
WDO, Hq 4710th Air Def Wg.	1
WDM, Hq 4710th Air Def Wg	1
Historian, Hq 4710th Air Def Wg	1
WCT, Hq 4710th Air Def Wg.	1
WDOFM, Hq 4710th Air Def Wg	1
Commander, 46th Fighter Interceptor Squadron	1
Commander, 48th Fighter Interceptor Squadron	1
Commander, 95th Fighter Interceptor Squadron	1
Commander, 96th Fighter Interceptor Squadron	1
Commander, 332d Fighter Interceptor Squadron	1
Commander, 647th Aircraft Control & Warning Squadron	1
Commander, 649th Aircraft Control & Warning Squadron	1
Commander, 770th Aircraft Control & Warning Squadron	1
Commander, 771st Aircraft Control & Warning Squadron	1
Commander, 772d Aircraft Control & Warning Squadron	1
Commander, 525th Air Defense Group	5
Commander, Air Defense Command	1
Commander, 26th Air Division (Defense)	2
Historian, 26th Air Division (Defense)	4
Commander, 4709th Air Defense Wg.	1
WSJA, Hq 4710th Air Def Wg (pgs on AWOLs only)	1
Grd Safety, Hq 4710th Air Def Wg (pgs on Grd Safety only)	2
WDP, Hq 4710th Air Def Wg (pgs on Personnel only)	2
Comdr, Hq EADF, Attar Mgmt Analysis	1

0 5 3 9



THIS PUBLICATION CONTAINS INFORMATION AFFECTING
THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE
MEANING OF THE ESPIONAGE LAWS, TITLE 18 U.S.C.,
SECTIONS 793 AND 794. ITS TRANSMISSION OR THE REVELA-
TION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED
PERSON IS PROHIBITED BY LAW.



Prepared by: Management Analysis
Section, Office of
the Comptroller, in
conjunction with the
Wing Staff

The Statistical Information contained in this Progress Analysis Book should be used by all commanders and their staffs for analysis, and as an additional tool for current and future planning to improve management efficiency.

The summaries were prepared by the Management Analysis Section of the Wing Comptroller's Office with the coordination of the Staff Sections having primary interest at this Headquarters.

0542

4710TH AIR DEFENSE WING
MISSION AND RESPONSIBILITIES

1. MISSION:
 - a. To support the 26th Air Division (Defense) in its conduct of air defense, in its assigned area of responsibility.
 - b. To organize, administer, equip, train, and prepare for combat, in accordance with directives, policies, and schedules issued by this or higher headquarters, such units and combat crews of the USAF as may be assigned or attached for these purposes.
 - c. To support the operations of the Strategic Air Command, Tactical Air Command, and Military Air Transport Service, as directed by Headquarters, 26th Air Division (Defense).
 - d. To participate in collateral mission of anti-submarine warfare, as directed by Headquarters, 26th Air Division (Defense).
 - e. To supervise and insure that the support responsibilities of the defense groups toward "special activities" are accomplished (reference Air Force Regulation 11-4).
2. RESPONSIBILITY: The Commander of the 4710th Air Defense Wing is directly responsible to the Commander, 26th Air Division (Defense) for the effective performance of the following specific functions:
 - a. Exercising command jurisdiction of all units, activities and installations assigned or attached.
 - b. Training assigned and attached units, crews and individuals to the proficiency prescribed by applicable training standards.
 - c. Maintaining all units in the higher degree of efficiency in performance of their respective missions.
 - d. Supervising the operation of such Air Force installations that are assigned to the Defense Wing.
 - e. Submission of recommendations concerning requirements for equipment, personnel, unit training, proficiency standards and desired capabilities of units employed in air defense operations.
 - f. Preparing plans for the effective utilization of reserve forces, which may be order to active service under the command of the 4710th Air Defense Wing.

g. Maintaining current status of operational information and submission of operational reports as directed.

h. Conducting air defense system training and testing to include air defense exercises, maneuvers, and combined operations in accordance with approved plans, and as directed by this headquarters.

i. Participating in disaster relief and domestic emergencies consistent with the requirements of the primary mission and as directed by Headquarters, 26th Air Division (Defense).

j. Providing all assigned units with specific mission directives.

k. Performing other functions as directed by the Commander, 26th Air Division (Defense).

SOURCE: 26th Air Div Reg 25-5

0544

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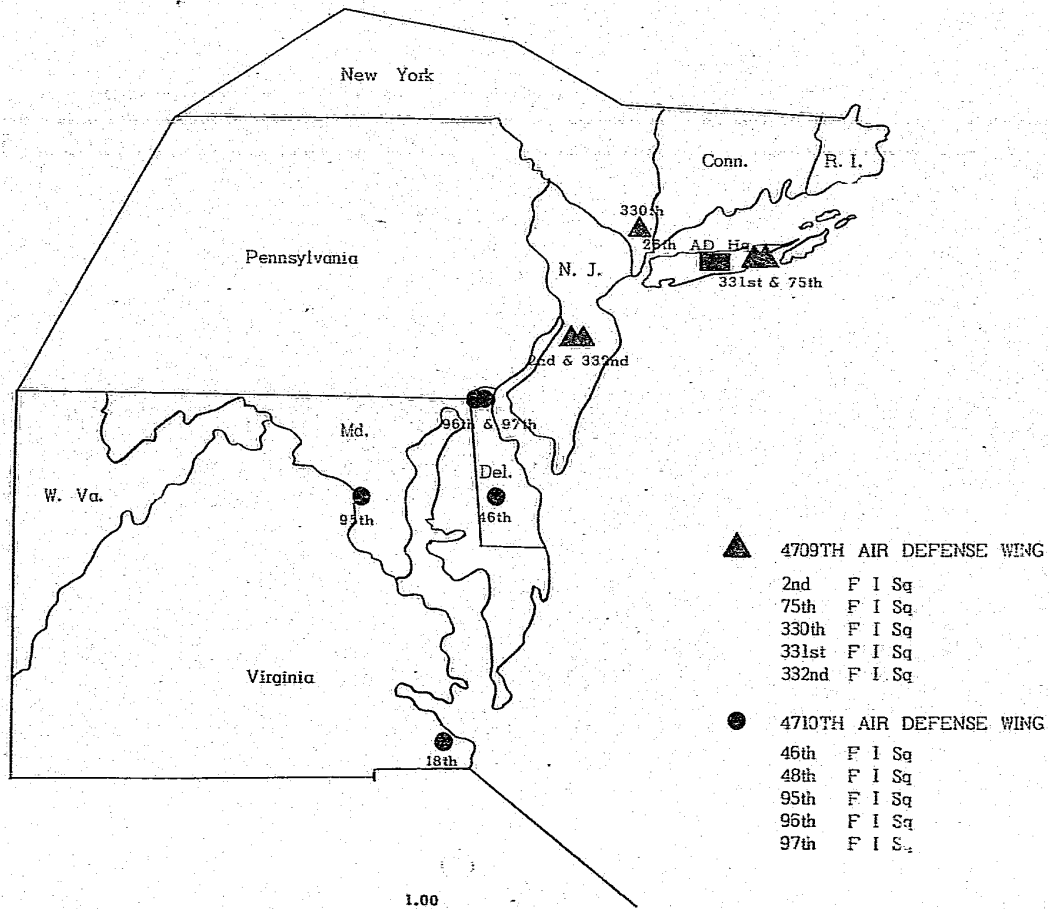
AVIATION

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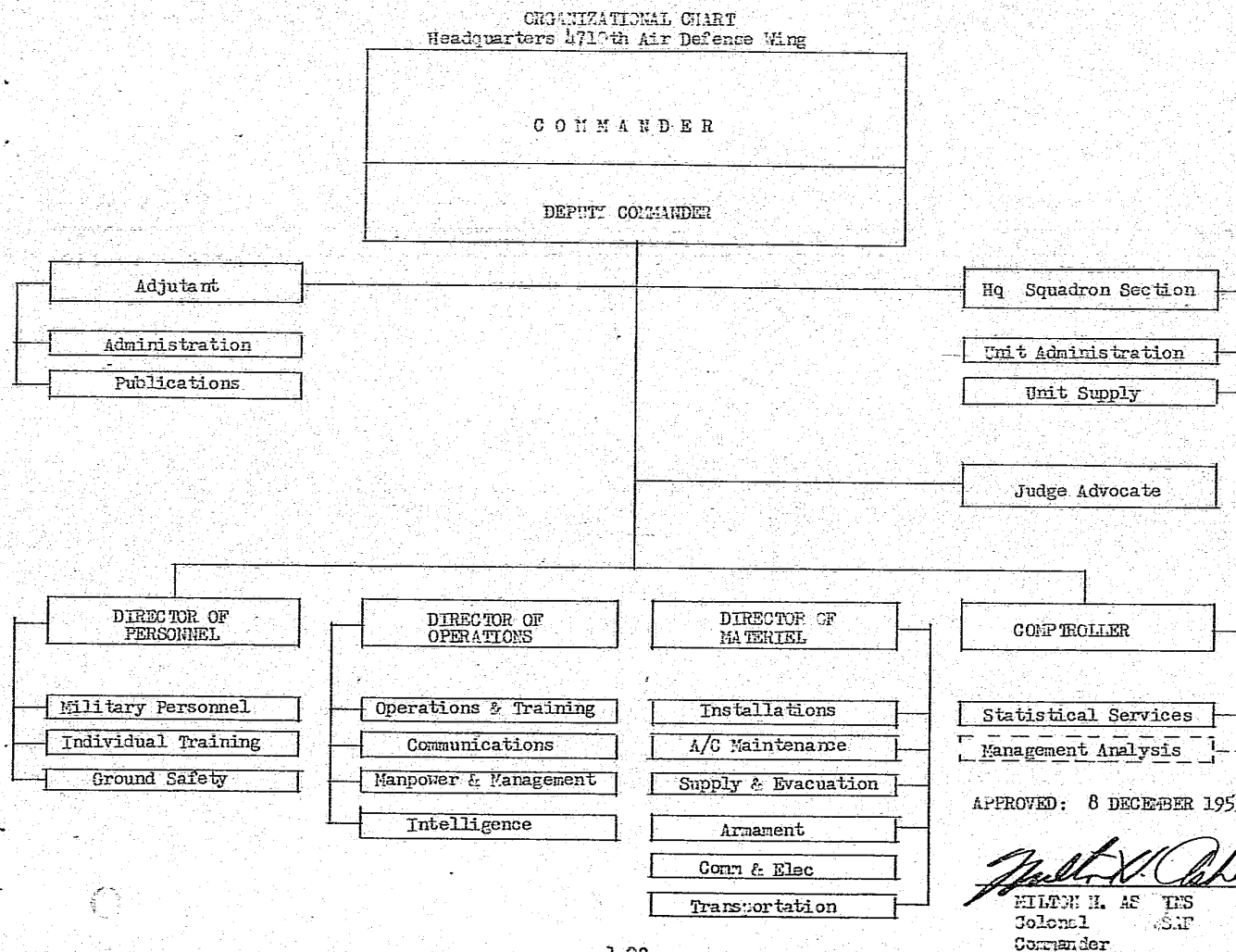
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26TH AIR DIVISION
 AREA OF RESPONSIBILITY
 DEPLOYMENT OF FIGHTER INTERCEPTER SQUADRONS



0546



1.02

0547

13 FEB 1953

<u>TITLE</u>	<u>NAME</u>	<u>RANK</u>	<u>PHONE</u>
Commanding Officer	Wilton H. Adams	Colonel	6
Deputy Commander	Robert L. Phillips	Lt. Col.	26
Deputy of Operations	David H. ...	Major	1 & 2
*Deputy for Personnel			226
Deputy for Material	Charles D. Taylor	Lt. Col.	21 A 256
Comptroller	Walter A. Hasek	Captain	269
Judge Advocate	Paul L. Gross	1st Lt.	10 A 126
Adjutant	Thor A. ...	Captain	20 A 51

<u>TITLE</u>	<u>NAME</u>	<u>RANK</u>	<u>PHONE</u>
82d Air Defense Group	Clay B. Albright, Jr.	Colonel	4
82d Air Base Squadron	Francis C. ...	Major	243
82d Material Squadron	Sterling S. Paddock	Lt. Col.	245
82d USAF Infirmary	Clement ...	1st Lt.	217
96th Fighter Interceptor Squadron	Dwaine T. Sandborn	Major	115
97th Fighter Interceptor Squadron	Ernest F. ...	Major	183
45th Fighter Interceptor Squadron	Earl G. ...	Lt. Col.	254 Dover
18th Fighter Interceptor Squadron	Phillip M. Loring	Lt. Col.	6173 Langley
95th Fighter Interceptor Squadron	Edward C. Fletcher	Lt. Col.	6214 Andrews
647th Aircraft Control & Warning Squadron	Van S. Walker	Major	Triangle, Va. 18k
649th Aircraft Control & Warning Squadron	Howard G. Starkey	Major	Lyndburg 2-2361
770th Aircraft Control & Warning Squadron	Elmer I. Hall	Major	Ocean City 1100
771st Aircraft Control & Warning Squadron	Gilbert R. Halston, Jr.	Major	Wape Charles 760
772nd Aircraft Control & Warning Squadron	John F. Dea, Jr.	Major	Clayburg 140

* This position is being carried vacant on the roster of Key Personnel.

1.02

0548

SECRET

OPERATION & TRAINING

OBJECTIVE: To provide the necessary tactical aircraft and training combat crews in order to carry out assigned Air Defense Mission.

DISCUSSION: Jet aircraft utilization during December was as follows:

Total jet aircraft flying time for December was 3,977 hours, an increase of 18 hours.

UE Aircraft - Average hours flown per UE aircraft possessed (127) was 19.6 hours.

The ADC allocations of flying time for the F-94C, F-86D and T-33A Aircraft were not met this month. (See page 2.02)

F-94C Aircraft flew 1,995 hours. Average per F-94C possessed (101) was 19.7 hours. The ADC Allocations of Flying hours for the F-94C is 29 hours, 20 minutes per aircraft.

F-86D Aircraft flew 1,96 hours, an increase of 56 hours. Average per F-86D possessed (26) was 19.1 hours. The ADC Allocation of Flying hours for the F-86D is 25 hours per aircraft.

T-33A Aircraft flew 586 hours, an increase of 54 hours. Average per T-33A possessed (14) was 42.4 hours. The ADC Allocation of Flying hours for the T-33A is 46.0 hours per Aircraft.

Wing jet pilot experience level: Of the 168 pilots assigned to FIS reported, 76 are Operationally Ready, 76 are Alert Ready and 16 are in Training Status.

The Wing Accident Rate this fiscal year is 13.2. Thus far in fiscal year 56 we have flown 22,737 hours with three (3) aircraft accidents.

2.00

ZONALOG-S-0187

SECRET

0549

AIRCRAFT CONTROL & WARNING SQUADRONS

OBJECTIVE: To provide the necessary tactical training of GCI Directors and Crews in order to effectively perform the broad mission of obtaining and evaluating information on all aircraft flying into the defended area and controlling the defense effort against those identified as hostile.

DISCUSSION: Number of assigned directors decreased by two (2) for a total of forty-seven (47).

QUALIFIED: Thirty of the forty-seven (47) assigned directors are fully qualified.

IN TRAINING: Thirteen (13) directors are in training status.

PARTICIPATING: Forty (40) of the directors participated in the training program.

<u>Synthetic Control:</u>	<u>Required</u>	<u>Accomplished</u>
Lead Collision Course:	645	1,344
Day Intercepts:	375	866
Ascents & Recoveries:	400	363

<u>Actual Control:</u>	<u>Required</u>	<u>Accomplished</u>
Lead Collision Course:	330	1268
Day Intercepts:	190	520
Ascents & recoveries	200	441

2.01

0550

SECRET

FIGHTER SQUADRON PERFORMANCE
31 Dec 55

ITEM	5th	46th	48th	95th	96th	97th	WING
	FIS	FIS	FIS	FIS	FIS	FIS	AVG
OPERATIONAL READY PERSONNEL (OTHER THAN AIR CREWS)	100%	67	67	62	57	68	64.2%
AVG CREWS ASSIGNED	37	32	32	39	23	29	Avg 31 Total 155
AVG PILOTS ASSIGNED	100% 37	86 32	86 32	105 39	103 38	78 29	92 170
AVG ROS ASGD	100% 37	95 35	95 35	NA NA	62 23	89 33	85 126
PILOT UTILIZATION (ON HAND)	20 hrs	21.6	18.6	20.0	15.5	26.4	22.4
AVG UE ACFT POSSESSED	F-94C 25 F-86D 25	28	23	26	27	23	Avg 25 Total 127
AVG UE ACFT COMBAT READY	100% #	75 21	78 18	62 16	87 24	78 18	76 97
AVG T-33 ACFT POSSESSED	3	3	2	3	3	3	Avg 3 Total 14
JET ACFT UTILIZATION (POSS AIRCRAFT)	F-94C 29.3 F-86D 25.0 T-33A 46.0	18.6	21.2	19.1	15.6	24.5	19.7 hrs 19.1 hrs 42.4 hrs
ACFT MAINTENANCE - (UE)	75%	76.2	83.3	62.4	88.1	78.0	77.6%
ACFT MAINTENANCE - (T-33)	75%	52.2	82.9	87.5	76.9	87.1	73.3%

SOURCE: RCS: OFS REPORTS
ADM REPORTS

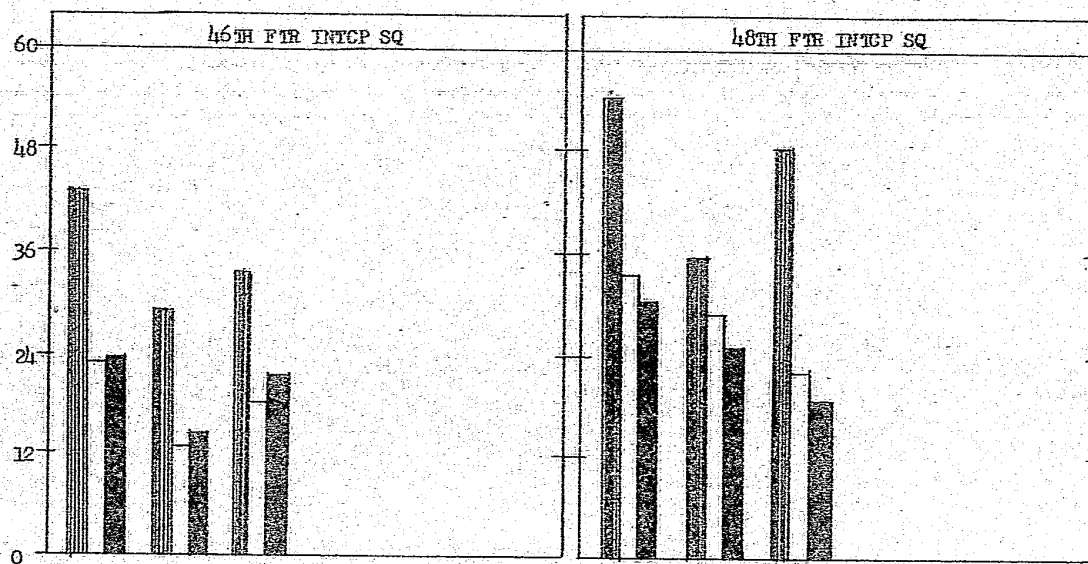
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0551

4710th AIR DEFENSE WING
JET AIRCRAFT UTILIZATION

Hours



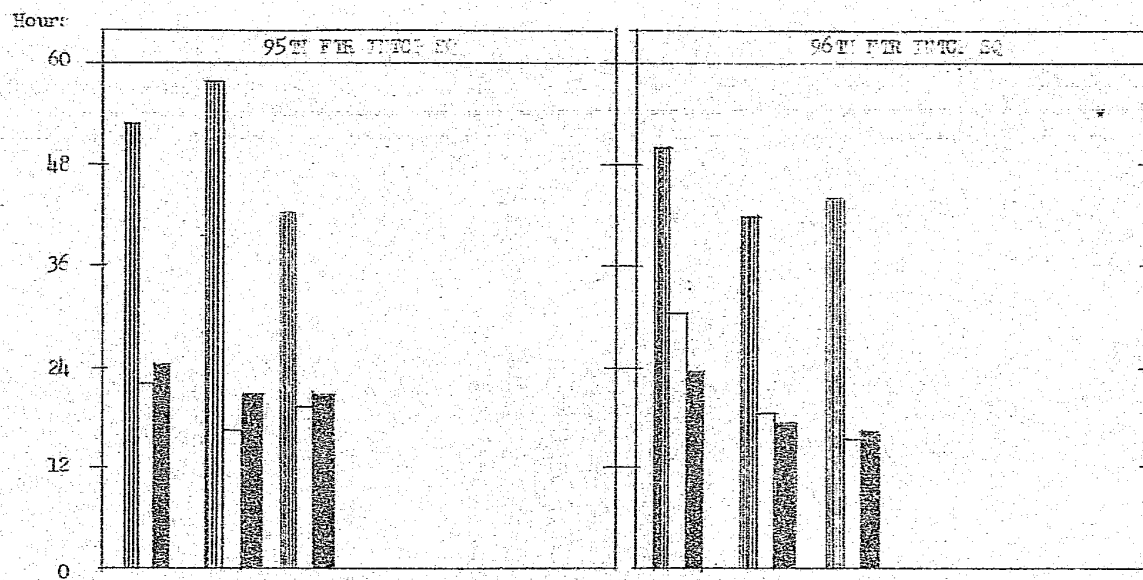
	OCT	NOV	DEC	JAN	FEB	MAR	OCT	NOV	DEC	JAN	FEB	MAR
Hrs Flown Per T-33	43.5	28.0	31.7				55.5	35.5	49.			
Hrs Flown Per UE	23.2	14.9	18.6				33.7	27.9	21.2			
Jet Hrs Per Plt CH	23.7	15.6	21.6				30.3	24.2	18.6			
Total T-33 Acft Hrs	87	74	95				111	71	98			
Total UE Acft Hrs	556	373	522				707	614	488			
Total Jet Pilots Hrs	711	499	692				818	702	615			

2.03

SOURCE: 1-AF-21
ADC-VII
26AD-P2

0552

4710TH AIR DEFENSE WING
NET AIRCRAFT UTILIZATION



	OCT	NOV	DEC	JAN	FEB	MAR	OCT	NOV	DEC	JAN	FEB	MAR
Hrs Flown Per T-33	52.2	57.7	42.7				50.5	43.0	45.7			
Hrs Flown Per UE	22.9	16.9	19.1				20.4	18.5	15.5			
Job Hrs per P1b GH	24.1	20.2	20.0				24.6	17.0	15.5			
Total T-33 Aft Hrs	105	173	128				101	129	137			
Total UE Aft Hrs	595	440	496				715	500	487			
	40	30	32				41	31	31			

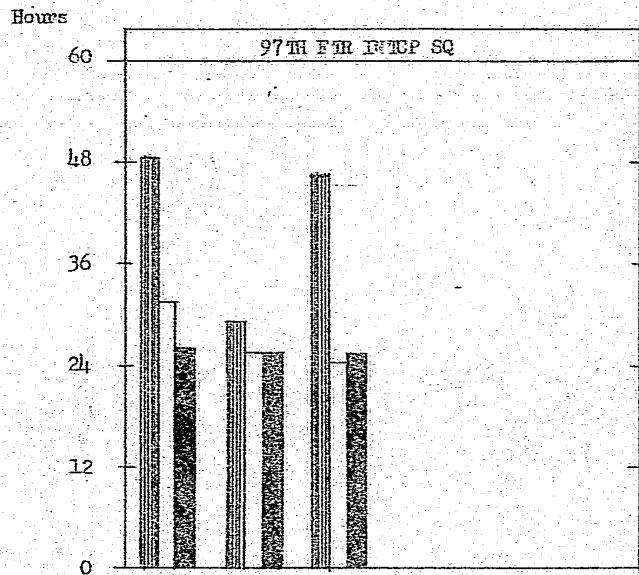
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MDC-VIS

0553



4710TH AIR DEFENSE WING
JET AIRCRAFT UTILIZATION

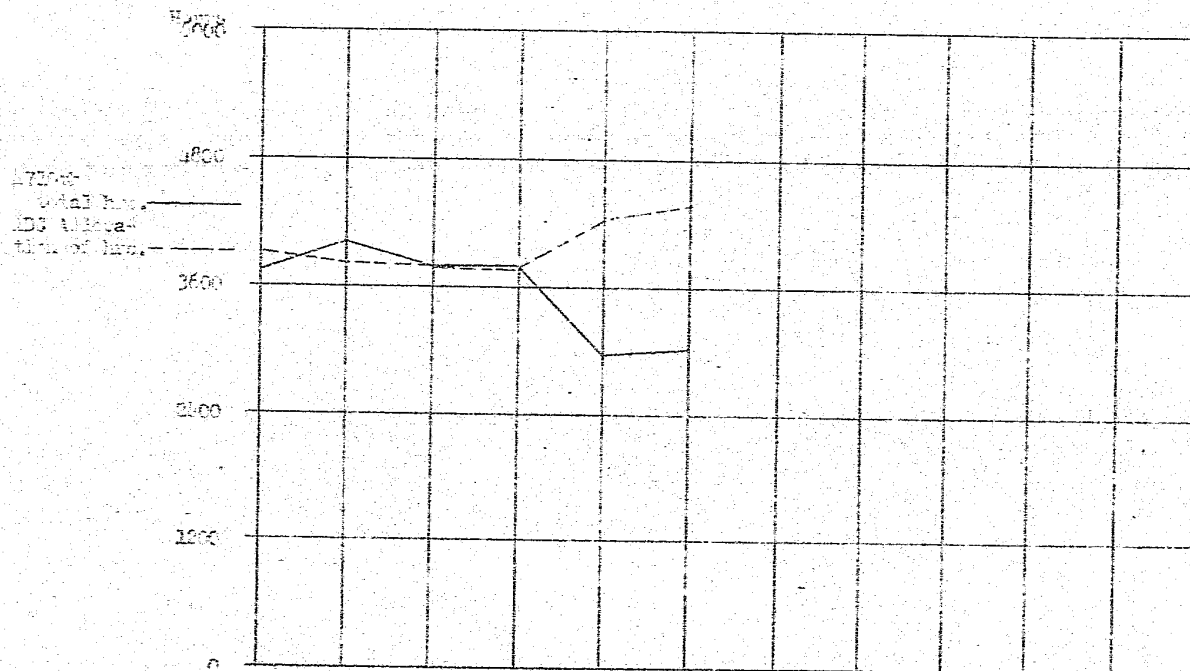


	OCT	NOV	DEC	JAN	FEB	MAR
Hrs Flown Per T-33	48.5	28.3	42.7			
Hrs Flown Per UE	32.9	26.1	24.5			
Jet Hrs Per Plt OH	26.3	26.2	26.4			
Total T-33 Acft Hrs	97	85	128			
Total UE Acft Hrs	691	600	563			
Total Jet Pilot Hrs	788	736	738			

SOURCE: 1-AF-A1
ADC-V18
26AD-P2
2.05

0554

AVIATION AIR DEFENSE UNIT
 AIRCRAFT FLIGHT HOURS
 VS
 COMPARISON OF AIRCRAFT FLIGHT HOURS



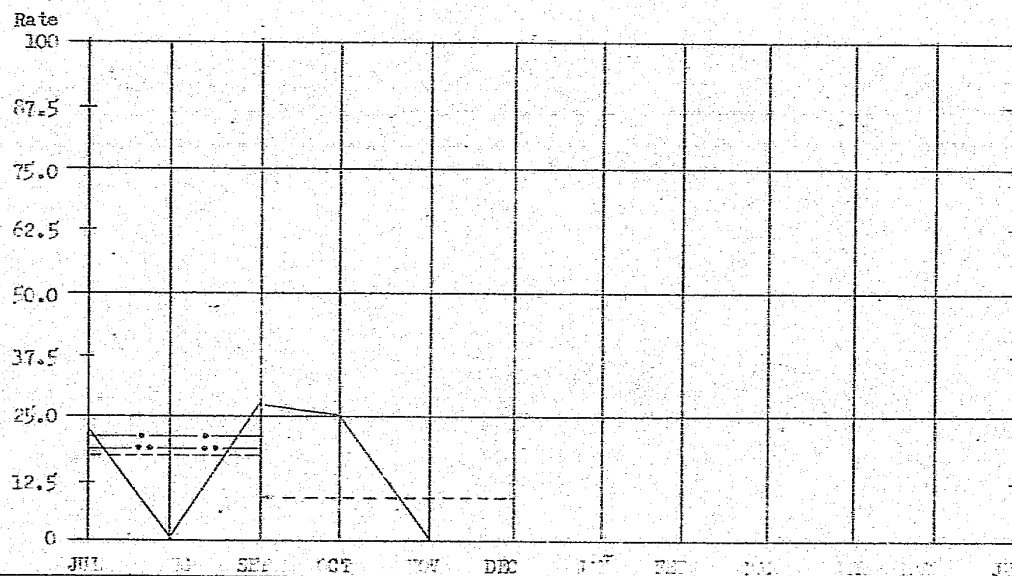
	1953	1954	1955	1956	1957	1958	ADU	ADU	ADU	ADU	ADU	ADU
Total Hours	3457	3655	3210	3717	3917	4216						
Total Hours	2405	2410	2417	2424	2431	2438						
Total Hours	1052	1245	1793	1293	1486	1778						
Total Hours	621	736	1420	501	700	1438						
ADU Allocation of Hrs.	3457	3655	3210	3717	3917	4216						

2.06

SOURCE: 1-1-1
 ADC Flying Hour Program

0555

WING AIR DEFENSE WING
 AIRCRAFT ACCIDENT RATE PER 100,000 HOURS FLOWN
 BY MONTH FY 56



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
Accidents	1	0	1	1	0	0						
Hours Flown	4016	4272	3378	4016	3286	3249						
Wing Mo. Rate	2.5	0.0	28.1	2.5	0.0	0.0						
Wing Qtr Rate			16.1			0.5						
Wing Yr Rate			27.2									
Wing Qtr Rate			18.5									

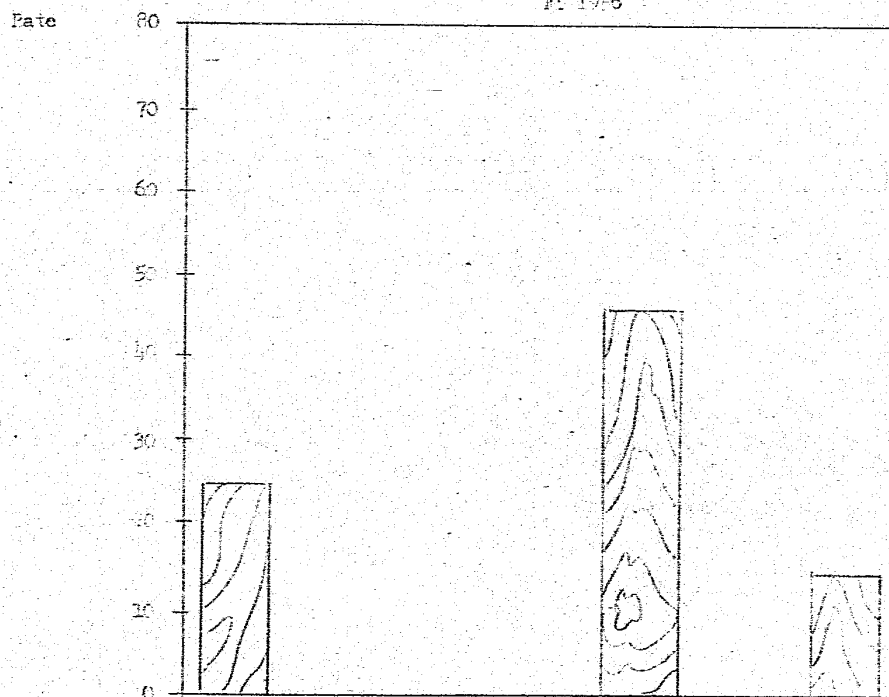
$\frac{\text{No. of Accidents}}{\text{Hours Flown}} \times 100,000 = \text{Rate Per 100,000 Hrs}$

SOURCE: I-1111, Flying
 Safety Records,
 EADW Cond Data Bk.

2.37

0558

1710TH AIR DEFENSE WING
 CUMULATIVE AIRCRAFT ACCIDENT RATE
 FY 1966



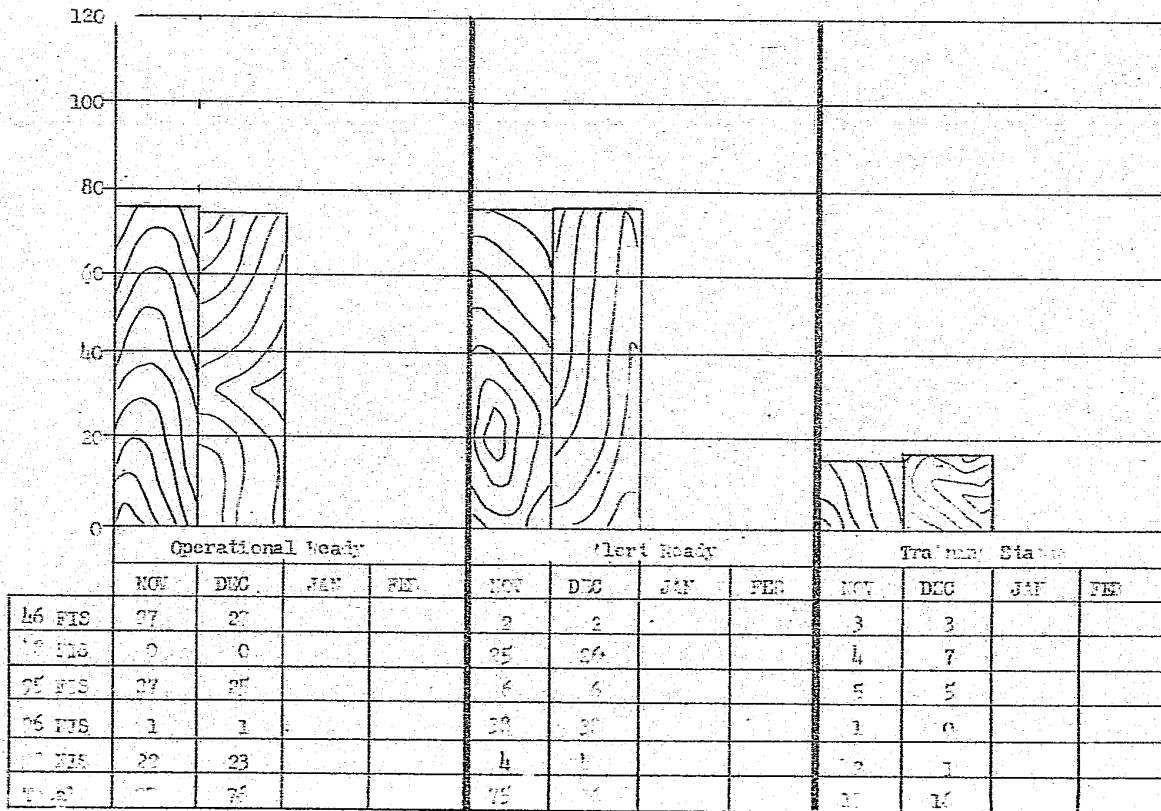
Accidents to Date	1	0	0	0	2	0	3
Hrs Flown to Date	4065	4594	4321	4576	4465	421	2174
Cumulative Accident Rate	21.6	0.0	0.0	0.0	11.8	0.0	12.8

16th FIS 17th FIS 18th FIS 19th FIS 20th FIS 21st FIS 22nd FIS 23rd FIS

NO OF ACDS X 100,000
 HRS FLOWN Rate per 100,000 Hrs 2.08 SOURCE: WDO

0557

1010TH AIR DEFENSE WING
 AFB JET PILOT COMBAT STATUS

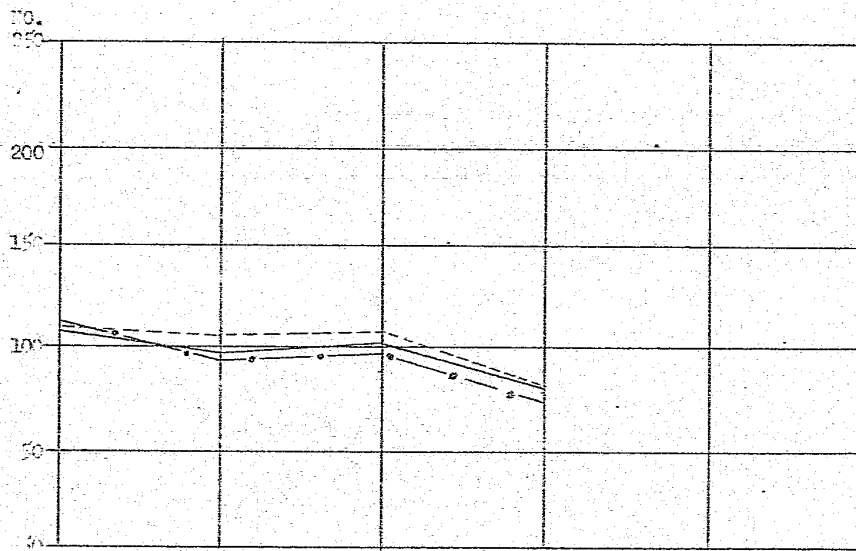


FORM: 26AB-PL

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0558

SECRET
 THE INFORMATION CONTAINED HEREIN IS UNCLASSIFIED EXCEPT WHERE SHOWN OTHERWISE



	SE			OCT			NOV			DEC			JAN		
	PL	NO	CH	PL	NO	CH	PL	NO	CH	PL	NO	CH	PL	NO	CH
47th FI Sq	22	27	22	14	10	14	24	20	21	23	24	21			
48th FI Sq	18	30	1	10	25	10	10	25	10	14	23	10			
95th FI Sq	22	11	22	22	11	22	24	N/A	24	20	N/A	20			
96th FI Sq	32	25	23	32	21	21	22	13	13	5	1	1			
97th FI Sq	20	20	10	20	20	20	22	20	20	10	20	10			
TOTAL WING	110	115	110	107	111	106	111	100	100	100	100	100			

2015-01-28

SECRET 2.10

0559



NAME	RANK	NOV	DEC	JAN	FEB	NAME	RANK	NOV	DEC	JAN	FEB
Depner	Lt. Col	17	22			Harrington	1st Lt	11	23		
Korchner	Major	5	14			Kimball	1st Lt	12	21		
McElroy	Major	6	20			La Foure	1st Lt	21	33		
Addon	Capt	15	21			Lynn	1st Lt	10	20		
Psacock	Capt	4	27			Lawry	1st Lt	18	25		
Smith	Capt	20	25			Boeing	1st Lt	21	30		
Grant	1st Lt	16	23			Rodditt	1st Lt	19	27		
Barbee	1st Lt	22	11			Sawley	1st Lt	20	24		
Caron	1st Lt	11	12			Schwar	1st Lt	23	21		
Gabe	1st Lt	13	23			Elax	1st Lt	18	22		
Osburn	1st Lt	15	27			Griffin	1st Lt	13	22		
Carbins	1st Lt	21	24			Wilder	1st Lt	13	27		
Goldman	1st Lt	9	14			Walters	1st Lt	11	21		
Stilly	1st Lt	13	18			Winters	1st Lt	13	24		
Winters	1st Lt	14	23			Road	1st Lt	11	20		
Winters	1st Lt	1	DEPT			Winters	1st Lt	11	21		

0560

1ST BATTALION ENGINEER BATTALION
 2ND INFANTRY DIVISION (MGS)

NAME	RANK	NOV	DEC	JAN	FEB	NAME	RANK	NOV	DEC	JAN	FEB
Loring	Lt Col	32	32			McKenzie	1st Lt	22	16		
Felts	Major	25	21			Mateychak	1st Lt	30	20		
						Maxwell	1st Lt	21	34		
Etheridge	Capt	25	21			Rife	1st Lt	30	24		
Jenkins	Capt	TDY	TDY			Stover	1st Lt	31	21		
Paladino	Capt	0	11			Stuck	1st Lt	27	28		
Perfili	Capt	26	6			Snider	1st Lt	26	22		
Murph	Capt	20	22			Swaver	1st Lt	27	25		
						Wood	1st Lt	25	22		
Wills	Capt	20	20								
Andersen	1st Lt	26	21			Miller	2d Lt	-	0		
Bland	1st Lt	20	23			Switt	2d Lt	-	0		
Cooper	1st Lt	3rd	3rd			Gorman	2d Lt	-	0		
Fant	1st Lt	25	20			Wana	2d Lt	-	16		
Goode	1st Lt	20	17			Worcester	2d Lt	3rd	3rd		
Harr	1st Lt	21	20			Pierson	2d Lt	11	23		
Jankauskas	1st Lt	24	20			Taylor	2d Lt	10	11		
Lea 1st	1st Lt	13	20								
Lea	1st Lt	15	24								

SOURCE: 26AD-P2

2.12

0561

UNITED STATES AIR FORCE
 AIR FORCE ROTARY WING (ARW)

NAME	RANK	NOV	DEC	JAN	FEB	NAME	RANK	NOV	DEC	JAN	FEB
Fletcher	Lt Col	20	20			Levy	1st Lt	24	24		
Redcliff	Major	18	11			Ledbetter	1st Lt	24	33		
Batey	Capt	25	26			McDermott	1st Lt	20	21		
DeArmond	Capt	23	22			McHally	1st Lt	25	26		
Gerrill	Capt	6	22			Mizell	1st Lt	25	7		
Goodrich	Capt	23	22			Pierce	1st Lt	21	9		
Fay	Capt	21	23			Richardson	1st Lt	27	27		
McGrav	Capt	27	28			Robert	1st Lt	23	24		
Kodisette	Capt	17	20			Shackelford	1st Lt	5	26		
Wollmerr	Capt	20	21			Thompson	1st Lt	20	10		
Wright	1st Lt	20	21			Talk	1st Lt	24	DNIF		
Coughenour	1st Lt	25	DNIF			Stromberg	2d Lt	19	8		
Davis, J	1st Lt	24	22			Thomson	2d Lt	21	14		
Davis, R	1st Lt	27	14			Hardison	2d Lt	17	15		
DeWitt	1st Lt	26	PCS			Wade	2d Lt	17	17		
Duncan	1st Lt	32	18								
Farabee	1st Lt	21	22								
Gunnels	1st Lt	23	23								
Hahn	1st Lt	4	20								
Hall	1st Lt	5	24								
Hess	1st Lt	14	27								
Hodder	1st Lt	23	23								
Hoy	1st Lt	10	20								

96TH FIGHTER INTERCEPTOR SQUADRON
JET PILOT FLYING TIME (HRS)

NAME	RANK	NOV	DEC	JAN	FEB	NAME	RANK	NOV	DEC	JAN	FEB
Sandborn	Major	17	39			Rickow	1st Lt	6	TDY		
Broschart	Capt	9	16			Romine	1st Lt	15	15		
Davis	Capt	19	13			Shamhart	1st Lt	27	TDY		
Hancock	Capt	18	23			Simon	1st Lt	16	12		
Johnson	Capt	15	12			Stanley	1st Lt	7	12		
Maher	Capt	29	17			Steig	1st Lt	24	20		
Pauley	Capt	5	11			Taylor	1st Lt	28	13		
Phillips	Capt	12	22			Thor	1st Lt	18	25		
						Traybar	1st Lt	13	11		
Ashley	1st Lt	11	17			Walters	1st Lt	16	21		
Aub	1st Lt	18	15			Wessinger	1st Lt	16	9		
Caldwell	1st Lt	15	10			Wetzel	1st Lt	25	15		
Carroll, C	1st Lt	9	18			White	1st Lt	13	13		
Carroll, D	1st Lt	12	8			Widman	1st Lt	18	19		
Hanson	1st Lt	14	8			Tinglostad	1st Lt	19	12		
Hickenbottom	1st Lt	22	26			Yoder	1st Lt	21	22		
Isrealson	1st Lt	26	12								
Johnson	1st Lt	23	TDY								
Kemedy	1st Lt	24	10								
Leadley, D	1st Lt	10	10								
Leadley, H	1st Lt	17	10								
Loken	1st Lt	21	15								
McLachlan	1st Lt	13	28								
Murphy	1st Lt	26	3								

FORM 364D-52

1.14

0563

7TH FIGHTER INTERCEPT SQUADRON
 1ST FLYING TIME (HRS)

NAME	RANK	NOV	DEC	JAN	FEB	NAME	RANK	NOV	DEC	JAN	FEB
Stuyvesant	Major	22	30			Osborne	1st Lt	20	31		
Dotterer	Major	21	21			Penny	1st Lt	34	21		
Welch	Major	20	29			Ramsey	1st Lt	34	25		
Burger	Capt	22	20			Saville	1st Lt	16	DNIF		
Toy	Capt	20	25			Thompson	1st Lt	31	24		
Barker	1st Lt	27	24			Wargo	1st Lt	42	47		
Barry	1st Lt	27	44			Willis	1st Lt	TDY	TDY		
Berghorn	1st Lt	25	29								
Berry	1st Lt	?	DNIF								
Blackmon	1st Lt	21	DNIF								
Bredon	1st Lt	21	35								
Burlini	1st Lt	26	27								
Carden	1st Lt	32	33								
Christofori	1st Lt	22	41								
Culbertson	1st Lt	26	20								
Elhai	1st Lt	24	21								
Franck	1st Lt	20	32								
Ingram	1st Lt	30	19								
Keating	1st Lt	24	36								
McEachern	1st Lt	20	9								
Miller	1st Lt	29	31								

SOURCE: 26-D-20

2.15

0564

1710TH AIR DEFENSE WING

DIRECTOR ASSIGNMENT

31 DEC 1955

AC&W UNITS	AUTH	ASGD DIR	QUAL DIR	DIR IN TNG	ASGD DIR AVAIL	ASGD DIR PARTICIP					
							0	25	50	75	100
647th	10	12	12	0	10	0					
649th*	7	4	2	0	3	0					
770th	19	14	5	9	14	14					
771st	13	10	8	2	10	10					
772nd	7	7	5	2	7	7					
Wg Total	56	43	30	13	41	40					

* No Tng Program required at present; not included in Wg Total Computation

SOURCE: RGS: 4710ADM-46

$$\% \text{ Director Participation} = \frac{\text{Asgd Dir Part'ing}}{\# \text{ Asgd Directors}}$$

2.16

0565

DIRECTOR TRAINING PROGRAM - FY 1955

ADCE 50-12
 647th ACW Squadron (DEC 1955)
 CONTROL REQUIREMENTS

SYNTHETIC TRAINING	AFSC 1644		NR 9		AFSC 1641		NR 0		TOTALS	PERCENTAGE			
	REQD	ACC	REQD	ACC	REQD	ACC	0	25		50	75	100	
NR LCC INTCS	90	420	0	0	90	420	[Handwritten scribbles]					467	
NR DAY INTCS	90	275	0	0	90	275						306	
NR ASCENTS & RECOVERIES	90	183	0	0	90	183						203	
ACTUAL TRAINING	AFSC 1644		NR 9		AFSC 1641		NR 0		TOTALS				
	REQD	ACC	REQD	ACC	REQD	ACC							
NR LCC INTCS	45	290	0	0	45	290	[Handwritten scribbles]					644	
NR DAY INTCS	45	187	0	0	45	187						416	
NR ASCENTS & RECOVERIES	45	176	0	0	45	176						391	

REQD - Required
 ACC - Accomplished
 NR - Number
 LCC - Lead Collision Course
 INTCS - Intercept

SOURCE: RCS: 4710-DW-T6

0566

DIRECTOR TRAINING PROGRAM - YR 1955
 MDP 50-12
 70TH ACW SQUADRON (DEC 1955)
 CONTROL REQUIREMENTS

SYNTHETIC TRAINING	AFSC 1644		AFSC 1641		TOTALS		0	25	50	75	100
	REQD	ACC	REQD	ACC	REQD	ACC					
NR ICG INTOPS	70	101	210	210	280	311	[Handwritten: 111]				
NR DAY INTOPS	70	137	70	133	140	270	[Handwritten: 192]				
NR ASCENTS & RECOVERIES	70	82	70	114	140	96	[Handwritten:]				
	AFSC 1644		AFSC 1641		TOTALS						
	REQD	ACC	REQD	ACC	REQD	ACC					
NR ICG INTOPS	35	198	105	523	140	721	[Handwritten: 515]				
NR DAY INTOPS	35	73	35	179	70	252	[Handwritten: 335]				
NR ASCENTS & RECOVERIES	35	49	35	112	70	161	[Handwritten: 230]				

REQD - Required
 ACC - Accomplished
 NR - Number
 ICG - Lead Collision Course
 INTOPS - Intercepts

SOURCE: RCS: 4710-DW-16



DIRECTOR TRAINING PROGRAM - YR 1955
 LDCR 50-12
 771ST AGCW SQUADRON (DEB 1955)
 CONTROL REQUIREMENTS

SYNTHETIC TRAINING	AFSC	NR	AFSC	NR	TOTALS		0	25	50	75	100
	1644	8	1641	2	REQD	ACC					
	REQD	ACC	REQD	ACC	LEAD	ACC					
NR LCC INTCPs	80	91	60	94	140	185				131	
NR DAY INTCPs	80	9	20	0	100	9					
NR ASCENTS & RECOVERIES	80	18	20	10	100	28					
ACTUAL TRAINING	AFSC	NR	AFSC	NR	TOTALS						
	1644	8	1641	2	REQD	ACC					
	REQD	ACC	REQD	ACC	REQD	ACC					
NR LCC INTCPs	48	177	32	7	80	134				168	
NR DAY INTCPs	40	46	10	8	50	54				108	
NR ASCENTS & RECOVERIES	40	79	10	24	50	103				206	

REQD - Required
 ACC - Accomplished
 NR - Number
 INTCPs - Intercepts
 LCC - Lead Collision Course

SOURCE: EGS: 4710-DW-16

DIRECT & TRAINING PROGRAM - FY 1955
 AOC 57-12
 77ED AG W SQUADRON (DOD 1955)
 CONTROL REQUIREMENTS

SYNTHETIC TRAINING	AFSC 1401		NR 5		AFSC 1401		NR 2		TOTALS		0	25	50	75	100
	REQD	ACC	REQD	ACC	REQD	ACC									
NR LCC INTOPS	75	282	60	236	135	518	304								
NR DAY INTOPS	25	174	20	136	45	312	693								
NR ASCENTS & RECOVERIES	50	31	20	25	70	56									
ACTUAL TRAINING	AFSC 1401		NR 5		AFSC 1401		NR 2		TOTALS		0	25	50	75	100
	REQD	ACC	REQD	ACC	REQD	ACC									
NR LCC INTOPS	35	60	30	55	65	103	89								
NR DAY INTOPS	15	15	10	12	25	27	98								
NR ASCENTS & RECOVERIES	25	0	10	1	35	1									

REQD - Required
 ACC - Accomplished
 NR - Number
 INTOPS - Intercepts
 LCC - Lead Collision Course

SOURCE: DCS: 4710-D4-74

0569



(6)

SECRET

OBJECTIVE: To provide qualified personnel to fill required positions within the units of the 4710th Air Defence Wing and to maintain the welfare and morale of the Personnel assigned to the command.

DISCUSSION: During the month of December, the following changes occurred in the personnel strength of this command.

MILITARY STRENGTH	INITIAL STRENGTH	ADJUSTED	DEC/31/64	PERCENT CHANGED
Officer Strength	218	161	-5	90%
Airman Strength	3115	2827	-32	90%
Aggregate	3333	2988	-37	90%

During the month of December, the officer authorized strength increased by one (1). The airman authorized strength increased by fifty-six (56). The aggregate assigned increased by fifty-seven (57).

WOUNDS: WOUNDS received this month during December, for a total of thirteen (13). The Wing Rate is 3.7%.

REENLISTMENTS: Thirty-eight (38) airmen were reenlisted during the month of December for a 23.5% rate. This is a 5.7% increase in comparison to the November rate.

GROUND SAFETY: There was one (1) fatality and eight (8) disabling injuries, resulting in seventy-three (73) man-days lost this month. The one (1) fatality and four (4) of the disabling injuries were due to private vehicle accidents, during off-duty hours.

- a. There was one (1) private vehicle accident off base.
- b. There were fourteen (14) first-aid cases.
- c. The total cost this month for accidents was \$33,10.00.

During the year 1964 the Headquarters experienced a most disastrous month. There were nine (9) fatal accidents and thirty-three (33) disabling injuries, with a loss of 1,100 man-days. Total accident cost amount to \$120,000.00. There were nine (9) fatal accidents and thirty-three (33) disabling injuries, with a loss of 1,100 man-days. Total accident cost amount to \$120,000.00.

3.00

0576

1710TH AIR DEFENSE WING
MILITARY AUTHORIZED MEMBERS MILITARY ASSIGNED BY UNITS
31 Dec 55

GRADE	46 FIS		48 FIS		95 FIS		647 ACW		649 ACW		770 ACW		771 ACW		772 ACW	
	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD	AUTH	ASGD
Col																
Lt Col	1	1	1	1	1	1	0				1		1			
Major	3	2	3	3	3	2	3	1	2	1	2	2	2	3	2	1
Capt	15	7	15	6	10	9	5	1	4	4	8	5	6	2	4	1
Lts	67	63	67	69	35	32	8	14	6	5	15	15	10	12	6	9
WO		1				2		1								1
TOTAL	86	74	86	79	49	46	16	17	12	10	26	22	19	17	12	12
H/Sgt	19	14	19	21	20	12	4	3	5	2	5	1	5	4	5	2
T/Sgt	48	15	48	19	49	24	12	6	12	10	13	9	12	9	12	11
S/Sgt	94	23	94	19	93	30	42	24	34	25	51	22	47	22	39	26
A/1C	85	59	85	68	72	75	58	55	48	36	74	50	67	46	50	52
A/2C	36	14	36	73	45	87	53	94	39	56	70	94	65	63	47	67
A/3C		25		37		20	2	11	2	17	2	27	2	15	2	24
A/B		2		4		1		3		3		5		2		7
TOTAL	282	252	282	241	279	240	171	196	140	150	215	208	198	161	173	189
100	288	228	288	228	228	295	187	203	150	160	241	230	217	174	175	201

3.01

SOURCE: Morning Reports

0571

UNIT AIR DEFENSE CORPS
 POLITICAL AND MILITARY ASSOCIATION OF MEMBERS
 31 DEC 55

GRADE	HQ LTIC		2ND DIR		3RD DIR		4TH DIR		5TH DIR		6TH DIR		7TH DIR		TOTAL	
	ACTV	ASGD	ACTV	ASGD	ACTV	ASGD	ACTV	ASGD	ACTV	ASGD	ACTV	ASGD	ACTV	ASGD	ACTV	ASGD
Col	4	1	1	1											5	2
Lt Col	4	2	2	1	1		1	2	1		1	1	1		15	9
Major	10	7	8	4	1	1	2		2	1	3		3	2	10	22
Capt	6	8	5	2	2	3	5	1	4	1	15	6	15	4	110	69
Lts		8	4	16	1	3	3	7		7	67	59	47	40	356	270
WO	2			1	1			3							3	9
TOTAL	26	26	20	25	6	7	11	13	7	9	86	70	86	47	500	494
M/Sgt	14	8	11	11	6	8	24	18	1		19	12	19	15	176	133
T/Sgt	8	12	11	12	9	17	22	47	2	2	10	23	42	19	100	135
S/Sgt	21	10	14	27	12	13	57	69	11	6	21	100	117	47	357	265
A/1C	13	5	22	4	62	34	153	85	7	6	15	24	15	17	271	210
A/2C	13	7	19	27	54	30	120	103	3	2	3	27	30	10	270	247
A/3C	3	3	5	7	24	25	16	55	2	1				11	100	100
WO								11		1						
TOTAL	57	45	58	81	107	101	303	345	13	10	55	21	102	120	1000	800

1-02

1-02 Political Report

0572

ARMY AIR DEPARTMENT
OFFICE OF THE ADJUTANT GENERAL
ADJUTANT GENERAL'S OFFICE
ADJUTANT GENERAL'S OFFICE

GRADE	MTH	MTH			PERCENTAGE					
		ASCD	ASCD	ASCD	0	25	50	75	100	125
Colonel	5	2	2		[REDACTED]					
Lt Colonel	16	8	9		[REDACTED]					
Major	49	30	32		[REDACTED]					
Captain	119	61	63		[REDACTED]					
Lieutenants	356	390	379		[REDACTED]					
WO1S	3	8	9		[REDACTED] 400 300					
TOTAL OFF	518	499	494		[REDACTED]					
W/Sgt	176	130	133		[REDACTED]					
T/Sgt	367	236	235		[REDACTED]					
S/Sgt	857	380	205		[REDACTED]					
1/10	976	738	726		[REDACTED]					
1/20	676	680	677		[REDACTED]					
1/30	93	326	307		[REDACTED] 300 310					
1/40		60	60		[REDACTED]					
1/50		53	53		[REDACTED]					

0573



4710TH AIR DEPOT SQ
 MONTHLY ACCIDENT RATE
 DEC 1955

ORGANIZATION	Military Injuries			Civilian Injuries			Military First Aid	Civilian First Aid	Vehicle Accident		Property Damage	Fatality		Accident Cost
	NR	MDL	R	NR	MDL	R			NR	R		NR	R	
HQ 4710TH ADW.	-	-	-	-	-	-	-	-	-	-	-	-	-	-
HQ 82D FTR GP	1	7	31.01	-	-	-	1	-	-	-	-	-	-	217.00
82D AB SQ	-	-	-	-	-	-	1	-	-	-	-	-	-	7.00
82D NAT SQ	3	15	23.89	-	-	-	1	2	1	3.32	-	-	-	403.00
82D USAF INF	-	-	-	-	-	-	-	-	-	-	-	-	-	-
97TH FIS	-	-	-	-	-	-	1	-	-	-	-	-	-	7.00
86TH FIS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
95TH FIS	-	-	-	-	-	-	2	-	-	-	-	-	-	21.00
48TH FIS	-	-	-	-	-	-	-	-	-	-	-	-	-	-
46TH FIS	1	1	9.80	-	-	-	-	-	-	-	-	-	-	30.00
647TH AC&W SQ	-	-	-	-	-	-	-	-	-	-	-	-	-	-
649TH AC&W SQ	-	-	-	-	-	-	2	-	-	-	-	-	-	11.00
770TH AC&W SQ	-	-	-	-	-	-	3	-	-	-	-	1	13.67	31,521.00
771ST AC&W SQ	2	15	36.29	-	-	-	-	-	-	-	-	-	-	13.50
772ND AC&W SQ	1	5	15.97	-	-	-	-	-	-	-	-	-	-	150.00
TOTAL 4710 ADW (DEC)	8	75	8.70	-	-	-	12	2	1	2.11	-	1	1.87	33,111.00
TOTAL 4710	3	13	1.81	-	-	-	10	2	1	2.11	150.00	-	-	150.00

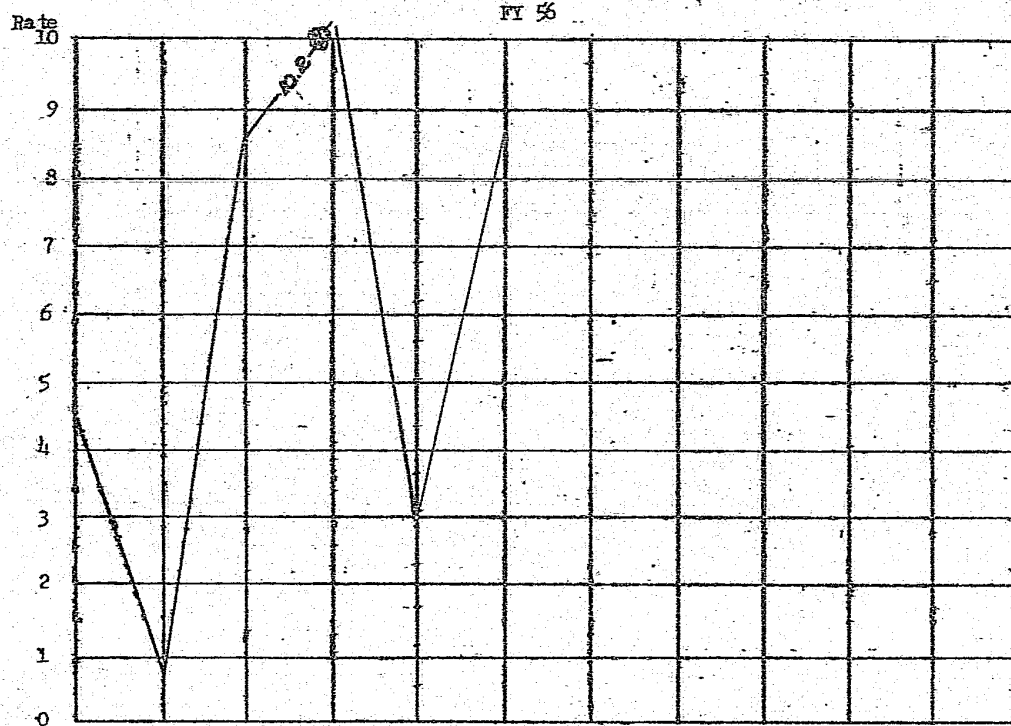
MD - Man Days Lost
 NR - Number
 R - Rate

FORM NO. 800-1-55-A

1.04

0574

4710TH AIR DEFENSE WING
MILITARY DISABLING INJURIES - RATE PER 100,000 MAN DAYS
FY 56



Wing Rate	4.5	.89	8.4	10.2	2.94	8.7						
Injuries	4	1	9	9	3	8						
On Duty	2	0	2	2	2	4						
Off Duty	2	1	7	7	1							
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN

NO. OF INJURIES X 100,000
MAN DAYS OF EXPOSURE

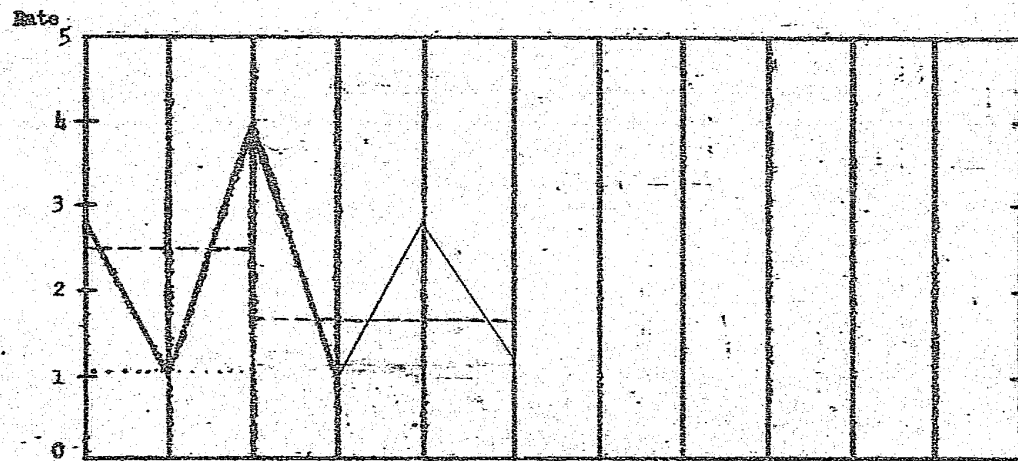
INJURY RATE

3.05

SOURCE: 1-AF-X11

0575

4710TH AIR DEFENSE WING
 MOTOR VEHICLE ACCIDENTS - RATE PER 100,000 MILES
 BY MONTH 1955



No. of Acdts	3	1	4	1	3	1						
Wing Rate	2.8	1.05	4.07	1.0	2.86	1.12						
Wing Qtr Rate			2.6			1.7						
EADF Qtr Rate			1.1									
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN

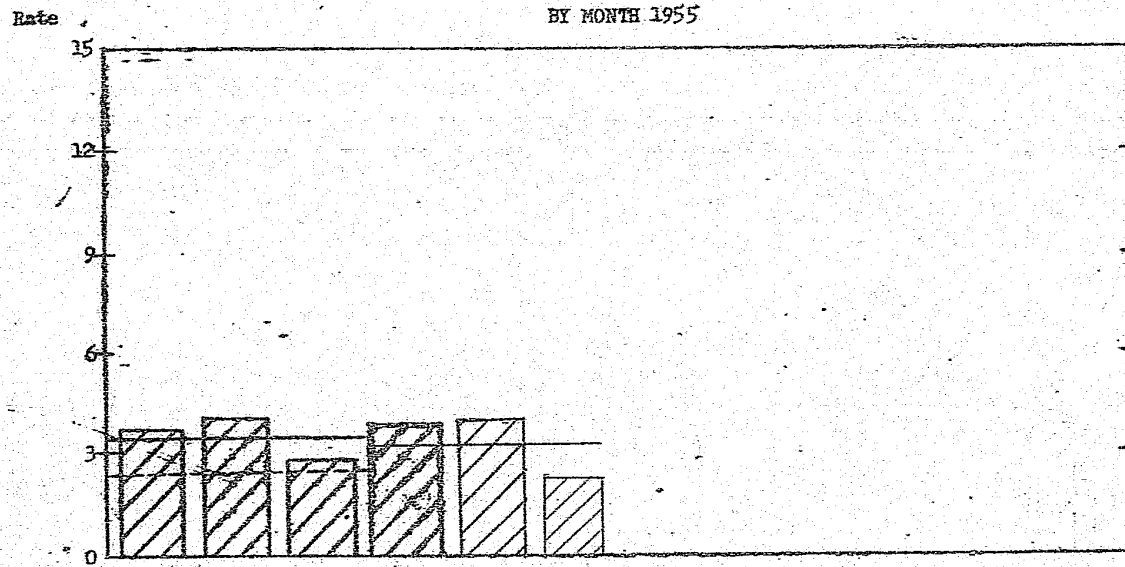
NO. OF ACCIDENTS X 100,000 = ACCIDENT RATE
 MILES TRAVELED

SOURCE: 1-AF-11

3.06

0576

4710TH AIR DEFENSE WING
 AWOL'S PER 1,000 TROOPS
 BY MONTH 1955



No. of AWOL'S	13	15	10	13	13	7							
Wing Rate	3.7	4.2	2.9	3.8	3.9	2.1							
Wing Qtr Rate			3.5			3.2							
EADF Qtr Rate			2.7										
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	

SOURCE: I-47-PI

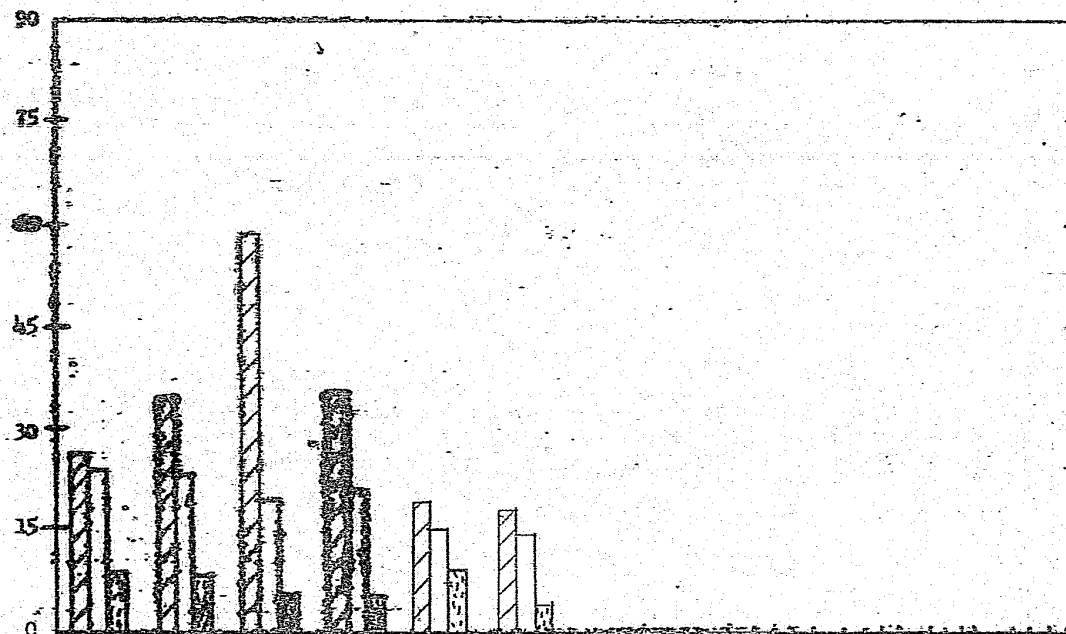
3.07

0577

AVIATION UNIT DEFENSE AVIATION
 OPERATIONAL TOTALS
 BY SQUADRON FY 1956

Unit	TOTAL FY 56	OPR FY 56	REQ		0	1	2	3	4	5	6	7	8	9	10	
			AV	BASE												
HQ 4710TH ADW	0	1	0	0.0												
82ND FTR GP	1	0	0	0.0												
82ND MAT SQ	22	21	0	0.9												
82ND AIR BASE SQ	7	7	2	10.6												
82ND USAF INF	3	0	0	0.0												
46TH FIS	7	3	0	0.0												
48TH FIS	1	0	1	3.3												
95TH FIS	1	1	0	0.0												
96TH FIS	1	0	0	0.0												
97TH FIS	1	1	1	3.3												
617TH ACGW	5	2	0	0												
619TH ACGW	2	3	0	0.0												
770TH ACGW	11	1	0	0.0												
771ST ACGW	1	1	0	0.0												
772ND ACGW	1	1	1	3.3												
773RD ACGW	1	1	0	0.0												

4710TH AIR DEFENSE WING
OFFICER PERSONNEL TURNOVER
BY MONTH 1955

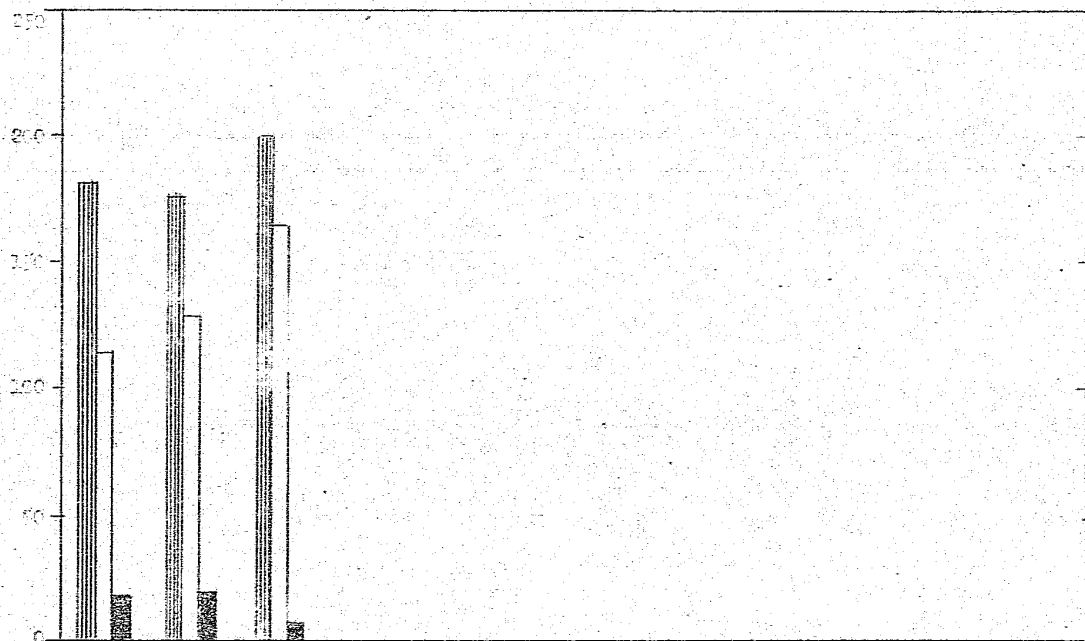


Lost	26	34	58	35	21	17						
Gained	22	21	19	21	14	12						
Internal Trfs	8	7	5	5	8	3						
TOTAL	56	62	82	61	43	32						
	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN

SOURCE: RGS: AF-PI

3.09

0579

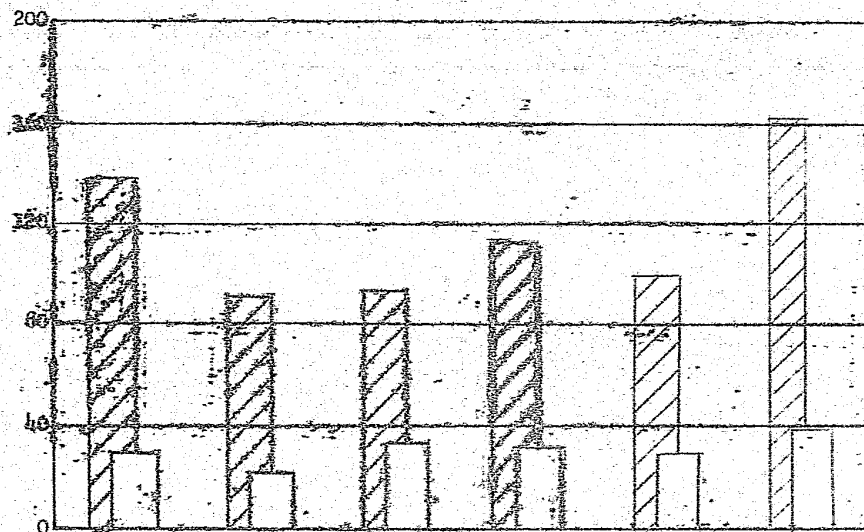


175	170	160																	
180	170	160																	
20	20	10																	
180	170	160																	

0580



4710TH AIR DEFENSE WING
REENLISTMENT AND SEPARATION



Eligible for Reen	135	88	90	113	106	162
REENLISTMENTS	31	27	36	35	31	36
PER CENT	22.9	30.7	40.0	32.3	29.2	22.2
	JUL	AUG	SEP	OCT	NOV	DEC

SOURCE: Morning Reports

3.11

0581

UNITED STATES
NAVY
OFFICE OF THE
COMMISSIONER
OF RESERVE

UNIT	1	2	3	4	5	6	7	8
1st FIS	17	1	1	1	1	1	1	1
2nd FIS	31	2	2	2	2	2	2	2
3rd FIS	31	3	3	3	3	3	3	3
4th FIS	23	5	5	5	5	5	5	5
5th FIS	21	1	1	1	1	1	1	1
TOTAL	123	12	12	12	12	12	12	12

LEGEND:

- A - Retainable beyond 30 June 1956
- B - Lowest term 1 year - 30 June 1956
- C - Lowest through 31 March 1956

NOTE: THE NUMBER OF RESERVE UNITS IS SUBJECT TO CHANGE WITHOUT NOTICE. THE NUMBER OF RESERVE UNITS IS SUBJECT TO CHANGE WITHOUT NOTICE. THE NUMBER OF RESERVE UNITS IS SUBJECT TO CHANGE WITHOUT NOTICE.

28AUG56 S-0187

0582

SECRET

ADJUSTED ASSIGNED LOSSES10 JANUARY 1956ADJUSTED ASSIGNED LOSSES OF:

<u>UNIT</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>NM</u>	<u>31 MAR 56</u>	<u>30 JUN 56</u>
46th FIS	26	2	6	0	34 (97%)	28 (80%)	26 (76%)
48th FIS	20	9	10	0	39 (111%)	29 (82%)	20 (57%)
56th FIS	15	2	4	0	21 (60%)	17 (48%)	15 (42%)
57th FIS	<u>25</u>	<u>0</u>	<u>7</u>	<u>0</u>	<u>32 (91%)</u>	<u>25 (71%)</u>	<u>25 (71%)</u>
(TOTALS)	86	13	27	0	(TOTALS) 126 (90%)	99 (70%)	86 (61%)

LEGEND:

- A - Retainable beyond 30 June 1956
- B - Losses from 1 April - 30 June 1956
- C - Losses through 31 March 1956
- D - Indefinite Pending

NOTE: Information received from FTF indicates a 12 to 15 month delay for those radar operators having pilot training applications pending. In view of this, coupled with the fact that the above mentioned delay is computed from the acceptance date, personnel in the above category are now identified in Category A.

3.13

SECRET

0583

SECRET

CONTROLLER MANNING AS OF10 JANUARY 1956

<u>UNIT</u>	<u>AUTHORIZED</u>	<u>ASSIGNED AS OF</u> <u>31 MAR 56</u>	<u>ASSIGNED AS OF</u> <u>30 JUN 56</u>
647th ACWRON	10	5 (50%)	2 (20%)
649th ACWRON	7	3 (43%)	3 (43%)
770th ACWRON	19	12 (63%)	12 (63%)
771st ACWRON	13	7 (54%)	5 (38%)
772nd ACWRON	<u>7</u>	<u>5 (71%)</u>	<u>5 (71%)</u>
(TOTALS)	56	32 (57%)	27 (48%)

3.14

FORM 6-0187

SECRET

0584

MATERIEL

OBJECTIVE: To assist 4710th Air Defense Wing Organizations with all supply and maintenance problems.

The Wing UE aircraft in-commission rate during December declined 1.2% to 77.5% for the second highest rate since April 1955.

The average number of UE aircraft possessed was 127. 96th FIS maintained the best in-commission status with an 88.1% rate. This is an increase of 4.4% over last month and the highest this Fiscal Year for that unit or any of the other four.

The AOCIP rate is 6.4%, an increase of 1.7%. Percentage of A/C out for Tech Order Compliance (2.7) and Maintenance and Inspection. (8.4)

The non-tactical aircraft in-commission rate was 56%. The three (3) main causes for these low rates are A/C awaiting parts, malfunctions and maintenance and inspection.

The Wing armament system IN-COMMISSION rate decreased by 6% for an 81% rate. (Out for maintenance 13%; out for parts 6%).

OPERATION WOP-UP: OPERATION WOP-UP deals with the factory modification of F-94C aircraft. This operation is divided into two phases. Phase I dealing with the modification of aircraft with serial numbers from 50-956 through 51-5566 is now complete. Phase II is the modification of aircraft with serial numbers 51-5567 through 51-13403.

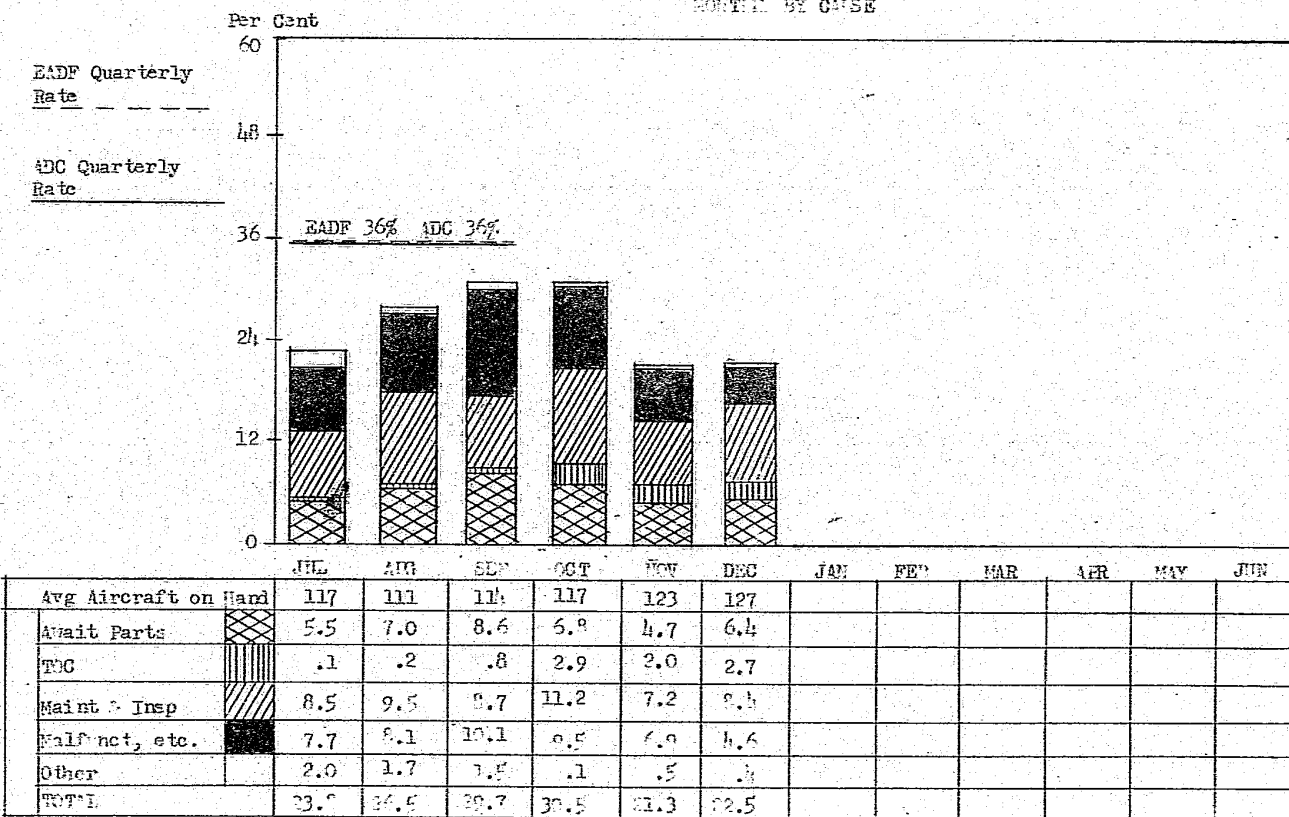
BREAKDOWN OF PHASE II

	<u>46th</u>	<u>48th</u>	<u>96th</u>	<u>97th</u>
A/C Assigned S/W	18	28	18	16
A/C at WOP-UP	1	5	1	5
A/C Returned from WOP-UP	17	23	17	11
A/C to go to WOP-UP	0	0	0	0

4.00

0 5 8 5

4710TH AFB DEFENSE WING
 PER CENT OF AIRCRAFT OUT-OF-COMMISSION
 TACTICAL AIRCRAFT
 MONTHLY BY CAUSE

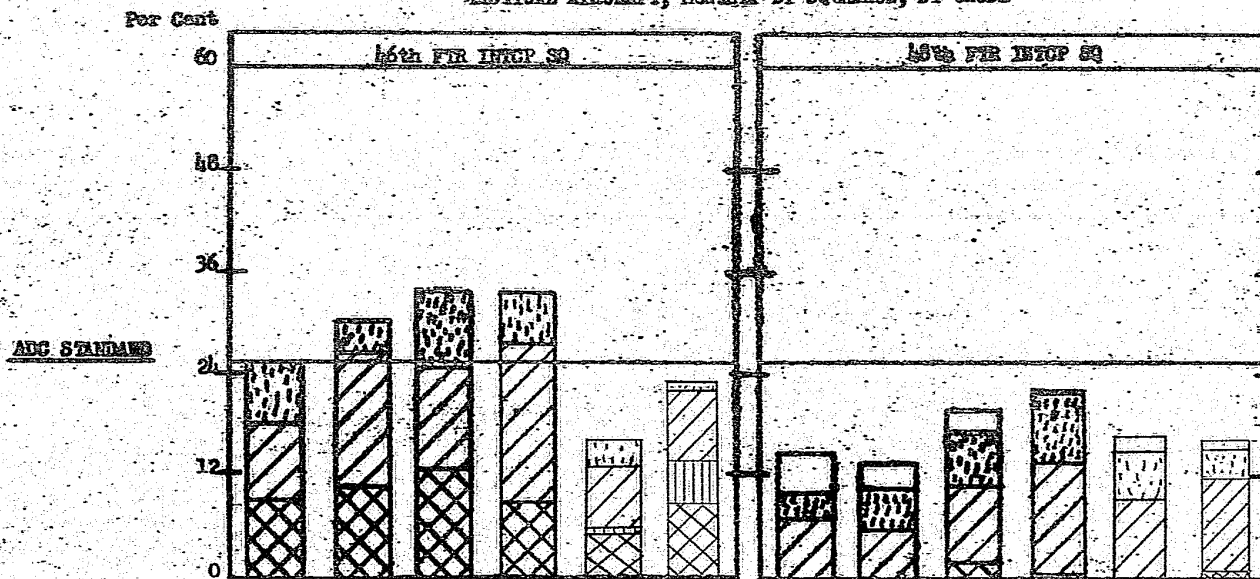


HOURS OUT-OF-COMMISSION X 100 = % OF HOURS OUT-OF-COMMISSION
 TOTAL HOURS ON HAND

.01

0586

4710TH AIR DEFENSE WING
 PER CENT OF AIRCRAFT OUT-OF-COMMISSION
 TACTICAL AIRCRAFT, MONTHLY BY SQUADRON, BY CAUSE



	JUL	AUG	SEP	OCT	NOV	DEC	JUL	AUG	SEP	OCT	NOV	DEC
Avg Acft on Hand	19	20	23	24	25	28	23	26	21	21	22	23
Avt Part	9.5	10.0	12.2	8.7	5.1	9.9	0.0	0.0	2.5	.7	0.0	.6
ROC	0.0	0.0	0.0	0.0	.7	4.0	0.0	0.0	0.0	0.0	0.0	0.0
Maint & Insp	9.8	16.2	12.3	19.9	7.2	8.1	7.8	5.1	8.7	14.1	9.8	16.7
Mal. funct, etc.	6.5	3.3	9.6	6.3	3.0	1.8	2.9	4.9	5.6	7.3	6.5	3.5
Other	0.0	0.0	0.0	0.0	0.0	0.0	4.3	3.3	3.3	.2	2.5	1.9
TOTAL	25.8	29.5	34.1	34.0	16.0	23.8	15.0	13.3	20.1	22.3	18.8	16.7

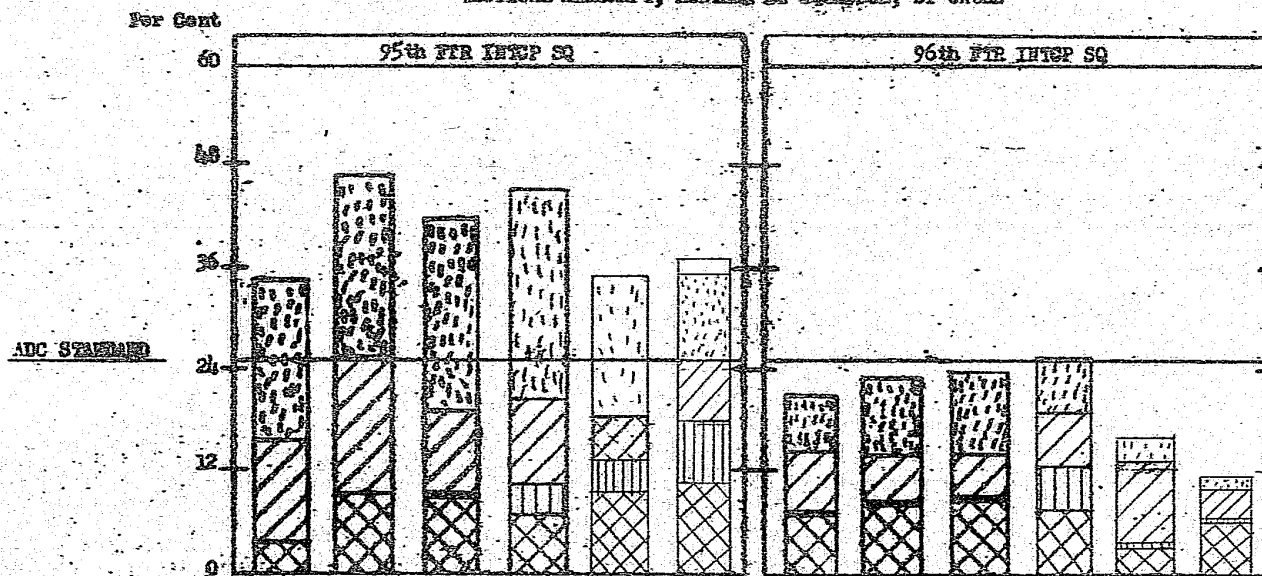
$\frac{\text{HOURS OUT-OF-COMMISSION} \times 100}{\text{TOTAL HOURS ON HAND}}$ % OF HOURS OUT-OF-COMMISSION

SOURCE: RCS: 1-AF-A1

4.02

0587

4710TH AIR DEFENSE WING
 PERCENT OF AIRCRAFT OUT-OF-COMMISSION
 TACTICAL AIRCRAFT, MONTHLY BY SQUADRON, BY CAUSE



	JUL	AUG	SEP	OCT	NOV	DEC	JUL	AUG	SEP	OCT	NOV	DEC
Avg Acft On Hand	25	23	25	26	26	26	25	22	23	25	27	27
Await Parts	3.6	9.8	8.4	7.2	9.9	10.0	6.9	8.3	9.9	7.9	3.8	6.1
TOC	0.0	0.0	.5	3.8	3.9	8.3	.1	.8	.9	4.8	1.4	.1
Maint & Insp	11.6	15.6	10.4	10.0	5.2	8.2	7.2	6.2	5.7	6.6	8.1	3.8
Malfunc. Etc.	20.3	21.2	22.3	24.2	16.2	11.1	6.8	8.4	8.4	6.0	3.0	1.0
Other	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL	35.5	46.6	41.6	45.2	35.2	37.6	21.0	23.7	24.9	25.3	16.3	17.0

HOURS OUT-OF-COMMISSION X 100

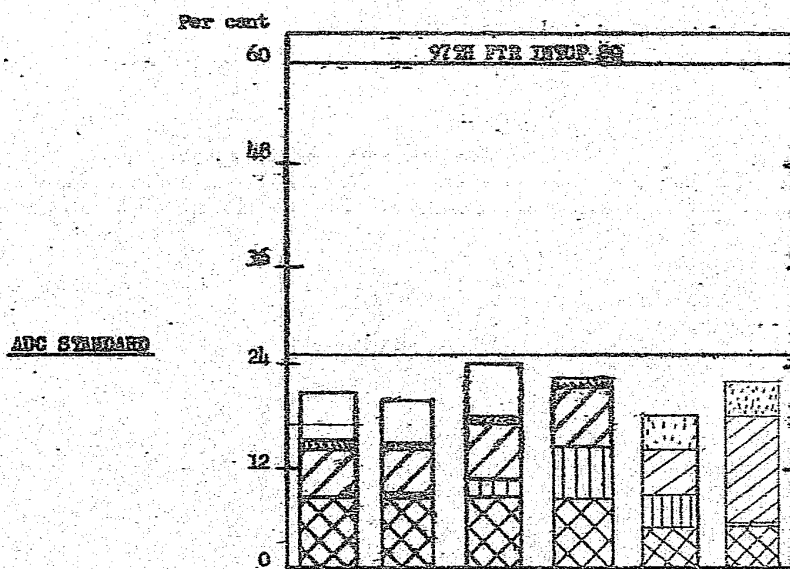
SOURCE: RGS: 1-AF-41

TOC % HOURS ON HAND = % OF HOURS OUT-OF-COMMISSION

4.05

0588

4710TH AIR DEFENSE WING
 PER CENT OF AIRCRAFT OUT-OF-COMMISSION
 TACTICAL AIRCRAFT MONTHLY BY CAUSE, BY CAUSE



	JUL	AUG	SEP	OCT	NOV	DEC
Avg Acft On Hand	25	20	21	23	23	23
Await Parts	8.1	8.5	9.4	9.1	3.9	4.4
TOC	0.0	.3	2.3	5.9	3.9	.6
Maint & Insp	6.5	5.3	6.3	5.9	6.1	11.8
Malfunction, etc.	1.0	1.4	1.9	1.8	5.5	5.2
Other	5.7	5.0	4.6	0.0	0.0	0.0
TOTAL	21.3	20.5	24.7	22.7	19.4	22.0

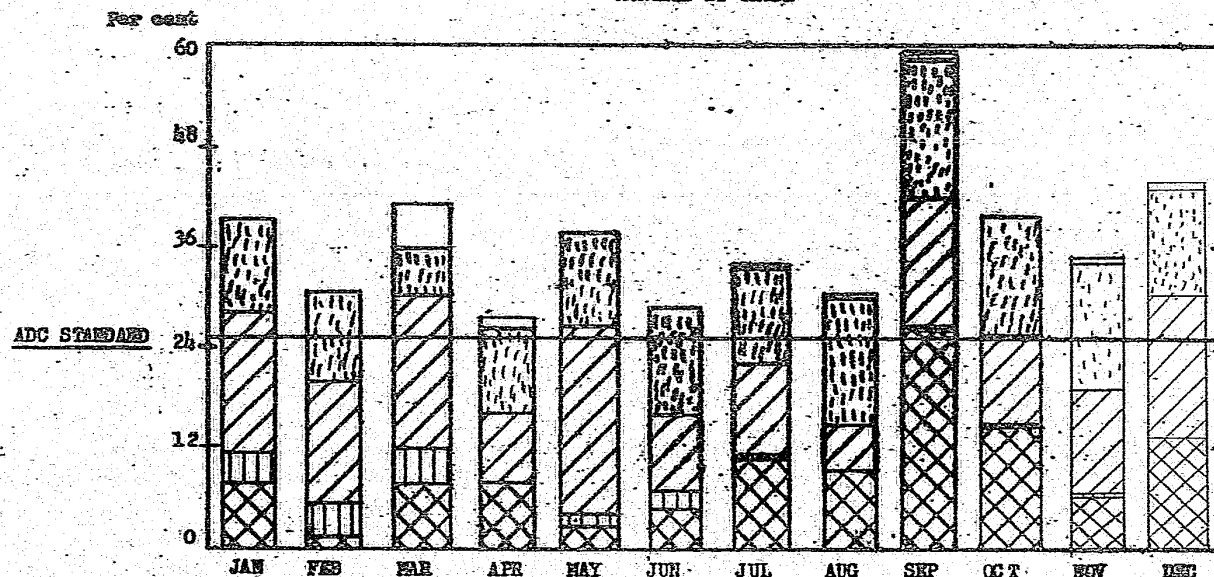
$\frac{\text{HOURS OUT-OF-COMMISSION} \times 100}{\text{TOTAL HOURS ON HAND}} = \% \text{ HOURS OUT-OF-COMMISSION}$

SOURCE: RCS; 1-AF-A1

.04

0589

4710TH AIR DEFENSE WING
PER CENT OF AIRCRAFT OUT-OF-COMMISSION
NON-TACTICAL AIRCRAFT
MONTHLY BY CAUSE



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Avg Acft. on Hand	25	25	23	18	20	20	21	22	19	17	21	25
Await Parts	7.9	1.8	7.8	8.1	2.9	4.9	10.3	9.8	27.7	15.8	6.7	13.5
TOC	3.8	4.5	4.5	0.0	1.5	2.4	.2	0.0	.4	.1	.7	0.0
Maint & Insp	16.9	15.8	18.2	6.5	21.7	9.3	11.8	5.7	16.4	9.7	12.5	15.0
Malfunc, etc.	10.5	8.1	5.6	10.5	11.1	12.3	11.6	14.4	14.3	14.7	15.0	14.4
Other	0.0	0.0	5.7	.8	0.0	0.0	.1	.5	.9	0.0	.2	1.1
TOTAL	39.1	30.2	41.8	27.9	37.2	28.9	34.0	30.4	59.7	40.3	35.1	44.0

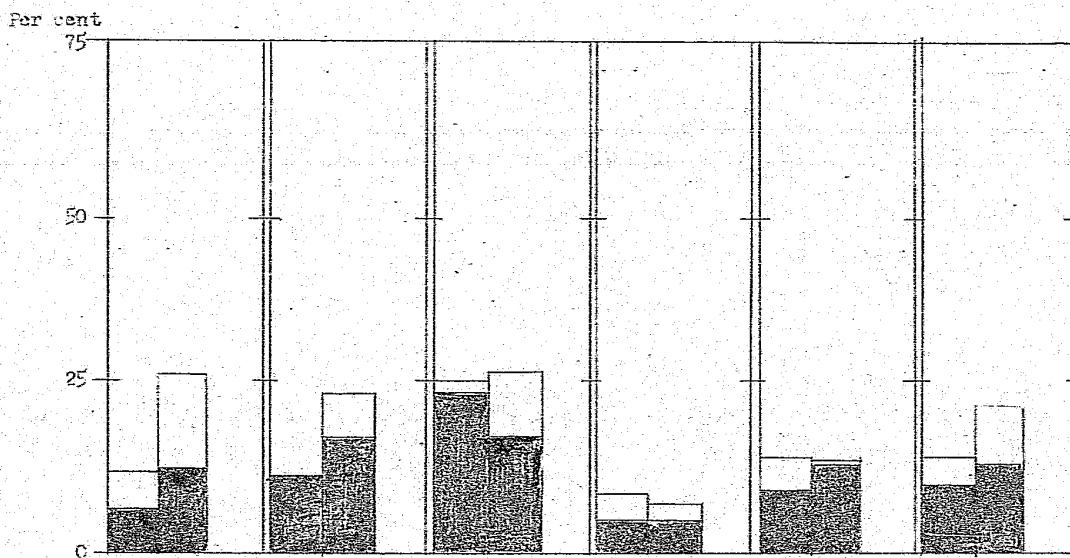
HOURS OUT-OF-COMMISSION ÷ 100 = HOURS OUT-OF-COMMISSION
TOTAL HOURS ON HAND

SOURCE: RGS: 1-AF-21

4.05

0590

SECRET
 U.S. AIR FORCE
 AIR FORCE RESEARCH AND DEVELOPMENT COMMAND
 WRIGHT-PATTERSON AIR FORCE BASE
 OHIO 45433-6100



	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	JAN		
Maint %	6	13		11	16		21	17		5	1		9	11		10	13
Parts %	6	13		9	5		2	10		4	2		1	1		3	7

4th QTR 1st QTR 2nd QTR 3rd QTR 4th QTR 1st QTR

68-0187

SECRET

0591



CONTROLCOST AND FUNDING PROGRAM

OBJECTIVE: To provide sufficient funds to enable units of the 4710th Air Defense Wing to carry out their assigned mission and to maintain a system of checks and balances to insure effective utilization of such funds.

DISCUSSION: The F-458 budget authorization for fiscal year '56 is \$2,265,200. The December obligations totalled \$17,577.22. The F-470 budget authorization for FY '56 is \$51,482. The December obligations totalled \$4,553.90.

LATE REPORTS: EADF late reports notices to this headquarters indicated that six (6) reports were late during the month of December. Report delinquencies based on the receipt of information copies and feeder reports at this headquarters totalled sixteen (16). Seven (7) units submitted reports without a delinquency during December.

EADF Reports Notices to 4710th Air Defense Wing during December were as follows:

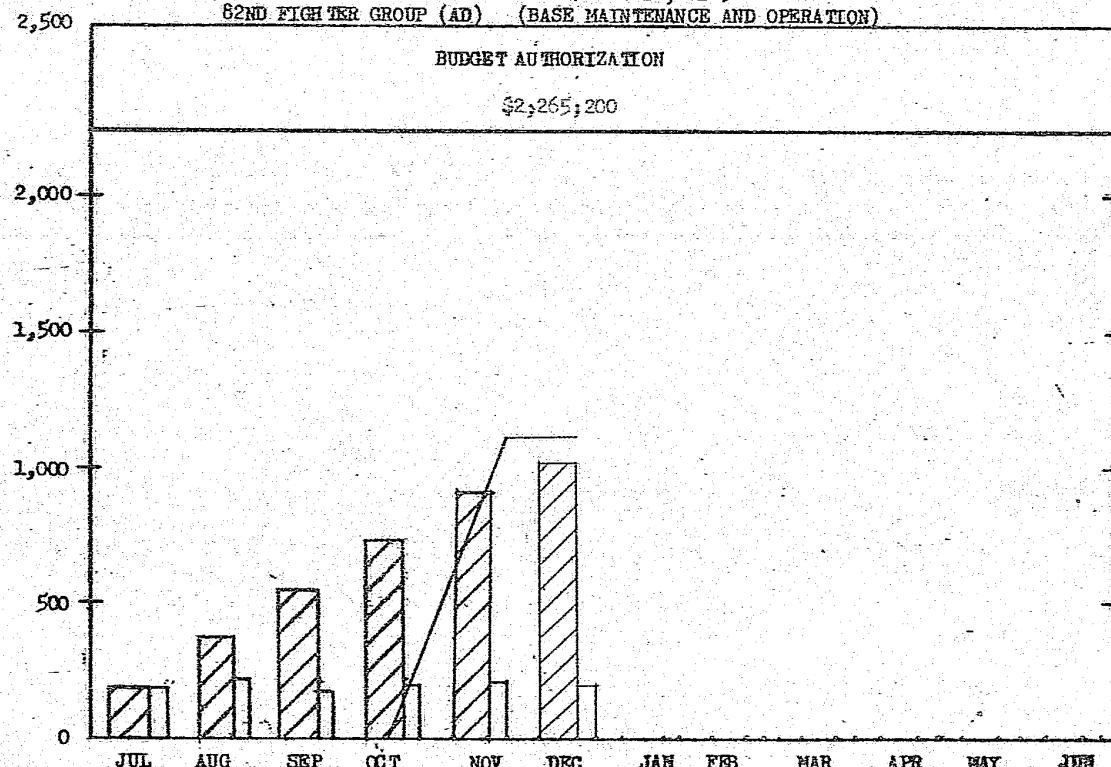
<u>Delinquent Reports</u>	<u>On Time Reports</u>	<u>New Reports</u>	<u>Discontinued Reports</u>	<u>Transfer to Reports</u>
6	8	3	5	2

1.00

0592

Thousands
of Dollars

4710TH AIR DEFENSE WING
STATUS OF P-458 FUNDS, FY 56
62ND FIGHTER GROUP (AD) (BASE MAINTENANCE AND OPERATION)



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
Monthly Obligations	165	198	170	175	182	176						
Cum. Obligations	165	363	532	708	890	1066						
Funds Received	0	0	0	0	1126	0						
Cum. Allotments	0	0	0	0	1126	1126						

The authority to obligate for the first four months of this fiscal year was granted by EADF.

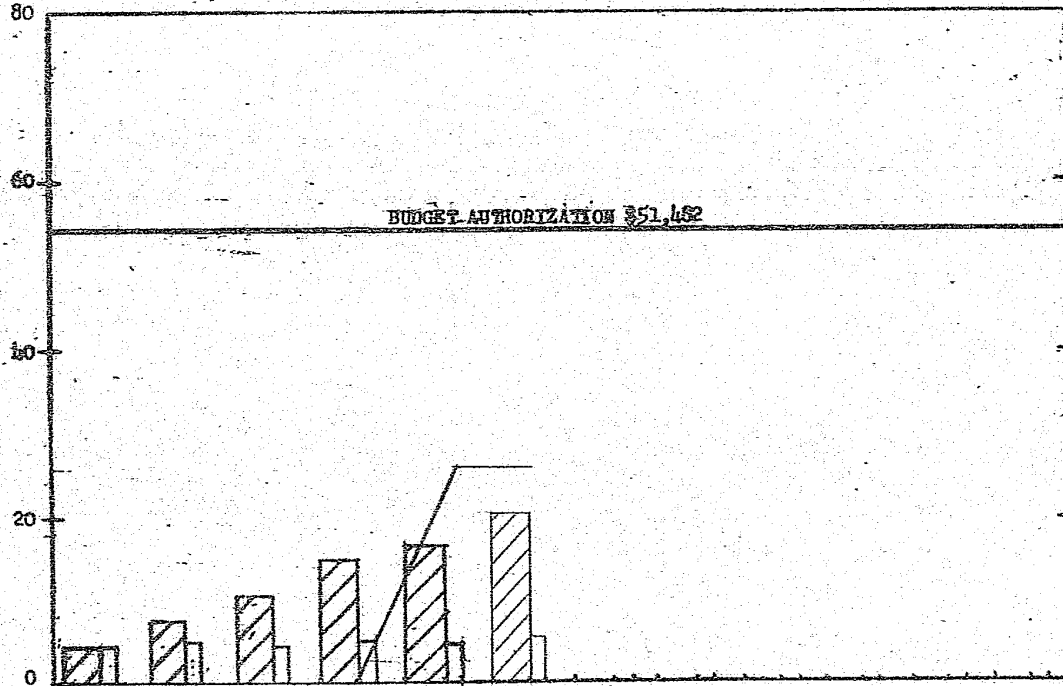
SOURCE: AF-G3

5.01

0593

4710TH AIR DEFENSE WING
 STATUS OF P-478 FUNDS, FY 1956
 82ND FTR GP (AD)
 (MAINTENANCE AND OPERATION OF MEDICAL TREATMENT FACILITIES)

Thousands
 of Dollars



	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
Mo. Obligations	3	4	3	4	3	5						
Cum. Obligations	3	7	10	14	17	22						
Funds Received	0	0	0	0	26							
Cum. Allotments	0	0	0	0	26	26						

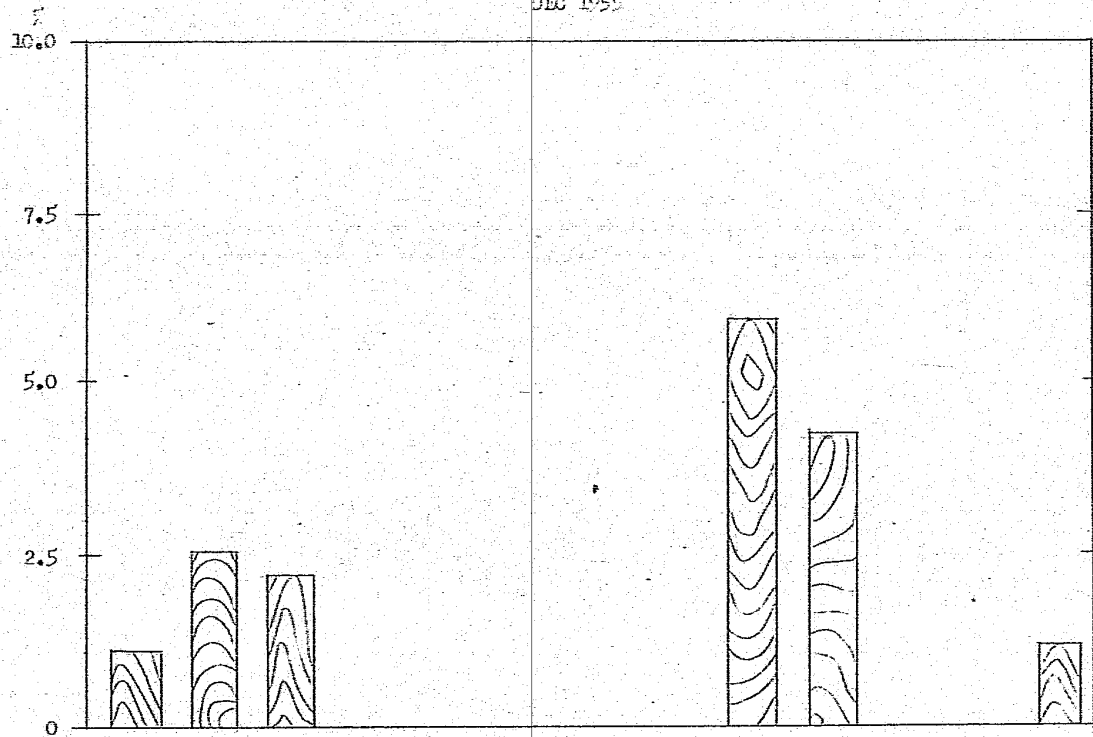
The authority to obligate for the first four months of this fiscal year was granted by EADF.

5.02

SOURCE: AF-031

0594

47102N AIR DEPT. REPORT
 PERCENT OF REPORTS DELINQUENT
 DEC 1955



Tot Unit Rpts Sub	189	189	192	166	165	48	49	49	51	51	286	35	470
No. Unit Rpts Late	2	5	4	0	0	0	0	0	3	2	0	0	16
% of Rpts Delinq	1.1	2.6	2.1	0.0	0.0	0.0	0.0	0.0	5.9	3.9	0.0	0.0	1.1
	14th FIS	48th FIS	95th FIS	96th FIS	97th FIS	617th ACW	618th ACW	770th ACW	771st ACW	772d ACW	82d FTR	Hq Sq 4710	1470

5.03

SOURCE: Stat Services

0595

REPORTS CONSIDERED SAFE BY PROTECTIVE SERVICE - DEC 55

REPORTS CONSIDERED	14TH FIS	15TH FIS	16TH FIS	17TH FIS	18TH FIS	19TH FIS	20TH FIS	21TH FIS	22TH FIS	23TH FIS	24TH FIS	25TH FIS	TOT NO
ADC-T7			1										1
2-AF-11		1											1
EADF-E6	1												1
4-AF-P6										1			1
AF-G5(ADG-1)											1		1
AF-M1										1			1
AF-M3										1			1
3-AMC-A19			1										1
2-AF-X11		1											1
AF-P77		1	1										2
AF-P72		1											1
ADC-A1		1											1
AF-C-A21	1												1
ADC-S19			1										1
26-AD-GIS-1										1			1
TOTAL	2	5	4	0	0	0	0	0	0	3	2	0	14

5.04

0596

SECRET

D I S T R I B U T I O N

Commander, Hq 4710th Air Def Wg	1
WDO, Hq 4710th Air Def Wg	1
WDM, Hq 4710th Air Def Wg	1
Historian, Hq 4710th Air Def Wg	1
WCT, Hq 4710th Air Def Wg	1
WDFM, Hq 4710th Air Def Wg	1
Commander, 46th Fighter Interceptor Squadron	1
Commander, 48th Fighter Interceptor Squadron	1
Commander, 95th Fighter Interceptor Squadron	1
Commander, 96th Fighter Interceptor Squadron	1
Commander, 332d Fighter Interceptor Squadron	1
Commander, 647th Aircraft Control & Warning Squadron	1
Commander, 649th Aircraft Control & Warning Squadron	1
Commander, 770th Aircraft Control & Warning Squadron	1
Commander, 771st Aircraft Control & Warning Squadron	1
Commander, 772d Aircraft Control & Warning Squadron	1
Commander, 525th Air Defense Group	5
Commander, Air Defense Command	1
Commander, 26th Air Division (Defense)	2
Historian, 26th Air Division (Defense)	4
Commander, 4709th Air Defense Wg	1
WSJA, Hq 4710th Air Def Wg (pgs on AWOLs only)	1
Grd Safety, Hq 4710th Air Def Wg (pgs on Grd Safety only)	2
WDP, Hq 4710th Air Def Wg (pgs on Personnel only)	2
Comdr, Hq EADF, Attn: Mgmt Analysis	1

SECRET

0597

K

0598



C O P Y

96TH FIGHTER INTERCEPTOR SQUADRON
New Castle County Airport
Wilmington, Delaware

FSAJ

4 November 1955

SUBJECT: Condition Report of F-94C Aircraft, Serial Number, 51-13522A
Received from Phase II of Project "Hop Up"

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

The following is submitted in accordance with WDMAC Message 4-3230 dated 18 April 1955.

1. This aircraft was received by this organization on 1 Nov. 1955 and the following list of discrepancies were found by the quality control section of this organization.
 - a. Upper right nose door jack mount broken.
 - b. Lower right rocket door actuating cylinder leaking.
 - c. Radar operators windshield and rivets in rear cockpit canopy locking handle gouging canopy lower frame.
 - d. Left forward dive flap hitting actuating cylinder when in closed position.
 - e. Excessive corrosion on landing gear struts in dye check area.
 - f. Excessive clearance on left landing gear scissors.
 - g. Lower left wing fillet cracked.
2. The following list of technical orders appliance to the aircraft were left off the 829-1 forms: 1F-94C-225, 1F-94C-278, 1F-94C-530, 1F-94C-527, 1F-94C-279A, 1F-94C-268A, 1F-94C-543, 1F-94C-540, 12P4-2APX6-506, 6J14-2-1-502, 6J14-2-4-521, 13A1-1-504B, 13A1-1-508, 11F12-3-2-508, 2J-J48-509.

0599

96 Ftr. Int. Sqd. FSJA, Subj: Condition Report of F-94C Aircraft
Serial Number 51-13522A, Received From Phase II of Project "Hop Up"

3. This aircraft over-all is in much better condition than any other aircraft received from Phase II of project "HOP UP" by this organization so far.

FOR THE COMMANDER

INFO COPIES
COMDR 4710th ADW
Comdr 26th AD
Comdr EADF

WESLEY D. HARRIS
2nd Lt, USAF
Adjutant



0601

C O P Y

Circumstances surrounding the facilities and operating conditions of the 29th Crash Rescue Boat Flight at Suffolk County Air Force Base, Westhampton Beach, Long Island, New York.

(This staff study is in five parts, however, this extract contains only a summary of the circumstances and conclusions and recommendations; The complete study is on file at the Directorate of Materiel, 26th Air Division (Defense). This study was made in the Fall of 1954 by the 519th Air Defense Group - later the 52nd Air Defense Group)

0602

C O P Y

FACILITIES AND ORGANIZATION:

Twenty-seven airmen and one warrant officer are now assigned to the 29th Crash Rescue Boat Flight and lack ony two warrant officers to fill the one hundred per-cent T. O. requirement.

The organization is now berthed at the Shinnecock Coast Guard lifeboat Station, Hampton Bays, Long Island, New York. The Station equipment building was made available as per agreement, (Note Section "C", paragraph 6a). The living quarters, office and supply rooms are located in this building, (Note Section "E"). The building lacks certain requirements of Air Force standards, e. g., poor lighting, inadequate floor space, improper ventilation and insufficient locker space for clothing. This condition prevents privacy and quietness when personnel are trying to sleep. Their morale and efficiency is hindered by this condition.

Mooring space which is granted by the Coast Guard Commander is inadequate and presents a problem during alerts and adverse weather conditions. Additional space is not made available due to Coast Guard responsibilities and commitments. Photographs in Section #3# plainly show the crowded condition of the 29th Crash Rescue Boat Flight. This condition is an obvious safety hazard to personnel performing maintenance work, and an even greater hazard in the event of an alert emergency. The jetty is used to board all boats assigned to the 29th Crash Rescue Boat Flight. This is not at all in conformance with Air Force Ground Safety policies.

During adverse weather conditions and abnormal tides, the 29th Crash Rescue Boat flight evacuate their craft to the Shinnecock Canal. This is highly recommended in view of the fact that no breakwater is present to prevent damage and undue cost to the Air Force at their present berth. (Note Section "D").

The use of shop facilities for maintenance purposes are available, but are not dependable due to Coast Guard priorities. This condition hinders the Air Force mission and results in unfavorable relations with Coast Guard personnel.

It must be pointed out that prior occupying the Shinnecock Coast Guard Station, former commanders failed to find an adequate location of a Crash Rescue Boat Flight. Numerous sites were considered, but failed to meet basic requirements suitable for the Crash Boat Flight mission.

0 6 0 3

C O P Y

OPERATIONS PHASE:

The following factors were found detrimental to the operation of two, type R-2, 63 foot rescue boat in the Suffolk County Air Force base area.

1. When dispatched on an alert mission, under ideal weather conditions, the time required to navigate a minimum of two miles of narrow and shallow channel from the Shinnecock Guard (Coast) Station to the Atlantic Ocean is approximately eighteen minutes. During high winds, high tides, or congested boat traffic in the channel, the time involved to reach the Atlantic Ocean is increased to approximately thirty-five minutes. The average time to navigate to the Peconic Bay via dredged channels in the Shinnecock Bay and through the Shinnecock Canal is approximately twenty minutes. This is a serious lapse of time before a boat can proceed at top speed to a commitment point. This particularly could be a prime factor during a rescue operation.

2. Adverse weather conditions present important problems when navigating these channels. These are: craft grounding, loss of valuable time, and possible damage to underwater gear. These channels are only four to five feet deep and the draft of the boats is four feet. This causes sand and foreign matter to enter the cooling system that cannot be adequately filtered and causes undue damage.

3. The Shinnecock Inlet (Note Section "E"), is treacherous approximately fifty percent of the year. This is caused by high waves which break over the jetties and abnormal currents which prevent safe operation of crash rescue boats.

Since April 1953, the following Suffolk County Air Force Base actual emergencies have been performed by the 29th Crash Rescue Boat Flight:

1. 24 April 1953, 17:47 EST, F-84, SN 48-641, Great Peconic Bay, Long Island, New York. Result: One body recovered on 25 April 1953.

2. 24 April 1953, 17:47 EST, B-29, SN 44-62093, Southampton, Long Island, New York, Result: Negative.

3. 28 July 1953, F-86A, 12 miles north of Montauk Point, Long Island, New York. Result: Negative. Pilot picked up by United States Naval submarine.

4. 24 February 1954, F-86D, SN 51-8341, search area along the Long Island coast. Result: Negative.

5. 10 May 1954, F-86D, SN 51-3091, Mattituck, Long Island, New York. Result: Negative.

C O P Y

COST OF OPERATIONS:

The following data was compiled from the approved operating budget for the fiscal year 1955. This expense is the programmed cost for operating two 63 foot crash boats and two 24 foot crash boats.

Officers' Pay	\$14,160.00
Airmen's Pay	67,440.00
Marine Equipment (Maintenance)	8,651.00
Marine Equipment (Operation)	<u>9,458.00</u>
TOTAL	\$99,709.00

This approved budget does not include possible expenditures which may occur if facilities are improved to meet bare minimum Air Force requirements, e.g. proper lighting, electrical outlets, partitions to divide administration office from supply section and berthing area, and a catwalk to mooring position.

CONCLUSIONS:

It is felt that the feasibility of maintaining a crash rescue boat flight at Suffolk County Air Force Base under these circumstances is impractical for the following reasons:

1. Facilities available are inadequate for the purpose of performing an efficient mission.
2. Coast Guard stations throughout Long Island offer adequate rescue facilities for the area in the event of an emergency.
3. If an amphibious helicopter rescue service was available at Suffolk County Air Force Base, the crash rescue mission would be adequate, economical, efficient, and provide all the needs which are required.
4. With all respect to the efficiency of the 29th Crash Rescue Boat Flight, due to its present location and large area of responsibility, expeditious rescue cannot be accomplished.
5. It is felt that expenditures required to improve present facilities at Shinnecock Coast Guard to meet Air Force requirements is not warranted under the circumstances that prevail. The estimated expense to improve facilities to meet the bare minimum Air Force standards are well in excess of \$2,000. Local funds are not available for such a project.

C O P Y

RECOMMENDATIONS:

1. That higher headquarters coordinate rescue activities with the Coast Guard and Navy for adequate protection in the event of an emergency in surrounding waters.
2. That amphibious helicopter facilities be made available to this command.
3. If the crash boat flight is retained in this area, it is recommended that higher headquarters provide real estate and adequate facilities to effect an efficient rescue operation.

W

0607



7 December 1955

OPERATIONAL CONTROL AND MOBILIZATION ASSIGNMENT

FOR RESERVES AND AIR NATIONAL GUARD

0608



ORGANIZATION AND LOCATION	AIRCRAFT FURNISHED	OPERATIONAL CONTROL		C O P Y
		PRIOR TO 1 MAR 56	SUBSEQUENT TO 1 MAR 56	
405th FBW (TAC) Langley AFB, Va.	All available F-84F	26th Jt Air Def Div	85th Jt Air Def Div	LOSS
Cambridge Research Center	All available Misc Types	32d Jt Air Def Div	26th Jt Air Def Div	GAIN
3550th CCTW ATRC, New Castle	12 F-94-C 6 T-33	26th Jt Air Def Div	26th Jt Air Def Div	SAME
AF Cambridge Research Center Hanscom AFB, Mass.	8 Misc Types	32d Jt Air Def Div	26th Jt Air Def Div	GAIN
Cambridge Research Center, ARDC, South Truro, Mass	EPS-3 Radar	32d Jt Air Def Div	26th Air Div	GAIN
Cambridge Research Center, ARDC, Hanscom AFB, Mass.	ANF SQ - 7	32d Jt Air Def Div	26th Air Div	GAIN

(Page I)

0609

C O P Y

MOBILIZATION ASSIGNMENTS FOR AIR NATIONAL GUARD FIGHTER UNITS

<u>UNIT</u>	<u>TYPE ACFT</u>	<u>LOCATION</u>	<u>PRIOR TO 1 MAR 56</u>	<u>SUBSEQUENT TO 1 MAR 56</u>
103d FI WG (Non - AI)	F-84-D	Hartford, Conn	26th Air Division	26th Air Division
118th FIS		Windsor Locks, Conn	26th Air Division	26th Air Division
152d FIS	F-84-D	Providence, R.I.	26th Air Division	26th Air Division
108th FI Wg	EXXEX	Newark, N.J.	26th Air Division	26th Air Division
119th FIS	F-51-D	Newark, N.J.	26th Air Division	26th Air Division
141st FIS	F-86-A	Trenton, N.J.	26th Air Division	26th Air Division
111th FI Wg		Philadelphia, Pa.	26th Air Division	26th Air Division
103d FIS	F-84-F	Philadelphia, Pa	26th Air Division	26th Air Division
117th FIS	F-84-F	Philadelphia, Pa	26th Air Division	26th Air Division
112th W G		Harrisburg, Pa.	26th Air Division	26th Air Division
148th FS	F-51-D	Reading, Pa.	26th Air Division	26th Air Division
137th FIS asgt to 107th	F-94 A/B	White Plains, N.Y.	26th Air Division	26th Air Division
142d FIS	F-86-D(E)	New Castle, Delaware	26th Air Division	26th Air Division

SECRET

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C O P Y

MOBILIZATION ASSIGNMENTS FOR AIR NATIONAL GUARD FIGHTER UNITS

UNIT	TYPE ACFT	LOCATION	PRIOR TO 1 MAR 56	SUBSEQUENT TO 1 MAR 56
113th FI Wg		Andrews, Wash DC	26th Air Div	85th Air Div - LOSS
121st FIS	F-86-E	Andrews, Wash DC	26th Air Div	85th Air Div - LOSS
104th FIS	F-86-E	Baltimore, Md	26th Air Div	85th Air Div - LOSS
133d FIS	F-94 A/B	Manchester, NH	32d Air Div	26th Air Div - GAIN
102d FI WG		BOSTON, Mass Boston, Mass	32d Air Div	26th Air Div - GAIN
101st FIS	F-94 A/B	WESTOVER FLD, MASS	32d Air Div	26th Air Div - GAIN
131st FIS	F-94 A/B	Westover Fld, Mass	32 Air Div	26th Air Div - GAIN
139th FIS	F-94 A/B	Schenectady, N. Y.	32d Air Div	26th Air Div - GAIN

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AIR FORCE RESERVE

UNIT	LOCATION	PRIOR TO 1 MAR 56	SUBSEQUENT IN 1 MAR 56
24th Ftr BMR Sq	Hanscom AFB, Mass	32d Air Division	26th Air Division - GAIN
25th Ftr BMR Sq	Hanscom AFB, Mass	32d Air Division	26th Air Division - GAIN
26th Ftr BMR Sq	Hanscom AFB, Mass	32d Air Division	26th Air Division - Gain

SECRET

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C O P Y

NAVAL AIR RESERVE STATIONS AND UNITS

LOCAL NAVAL AND MARINE CORPS COMMAND	TYPE AND APPROXIMATE NUMBER OF FIGHTER AIRCRAFT POSSESSED	LOCATED IN PRIOR TO 1 MAR 56	SUBSEQUENT TO 1 MAR 56
Commanding Officer NAS, New York, NY	Day Prop - 25 Day Jet - 25	26th Air Div	26th Air Div - SAME
Commanding Officer NAS Willow Grove Willow Grove, Pa.	Day Prop - 30	26th Air Div	26th Air Div - SAME
Commanding Officer NARTU Naval Air Station Anacostia, Wash DC	Day Prop - 30	26th Air Div	85th Air Div - LOSS
Commanding Officer NARTU NAS Norfolk Norfolk, Virginia	Day Prop - 14	26th Air Div	85th Air Div - LOSS

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C O P Y

NAVAL AND MARINE FIGHTERS

LOCAL NAVAL AND MARINE CORPS COMMAND	TYPE AND APPROXIMATE NUMBER OF FIGHTER AIRCRAFT POSSESSED	LOCATED IN PRIOR TO 1 MAR 56	SUBSEQUENT TO 1 MAR 56
<u>Regular Naval Air Stations</u>			
Comdr, Fleet Air Quonset NAS QUONSET POINT Quonset, Point, R.I	All-Weather Jet - 15 Day Jet - 60	26th Air Div 26th Air Div	26th Air Div - SAME 26th Air Div - SAME
Comdr, Fleet Air Det Nas Atlantic City Atlantic City, N.J.	All-Weather Jet - 25 Day Jet - 25 All-Weather Prop - 40	26th Air Div	26th Air Div - SAME
Comdr, Fleet Air Det NAS Oceana Virginia Beach, Va.	Day Jet - 30	26th Air Div	85th Air Div - LOSS

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C O P Y

NAVAL AND MARINE RADAR

UNIT	LOCATION	TYPE RADAR	FUNCTION	WHEN AVAL	REPORTS TO	
					PRIOR TO 1 MAR 56	SUBSEQUENT TO 1 MAR 56
FLEET TNG CENTER	NewPort, R.I	SPS - 6B SP - 1M	EW	Emergency or by request	26th AD	26th AD - SAME
ATLANTIC CITY NAS	Atlantic City, New Jersey	SPS - 6B MPS - 4	GCI	Emergency or by request	26th AD	26th AD - SAME
FLEET TNG CENTER	Norfolk, Va.	SX SPS - 6A	EW	Emergency or by request	26th AD	85th AD - LOSS

SECRET

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C O P Y

HEADQUARTERS
82D FIGHTER GROUP (AIR DEFENSE)
New Castle County Airport
Wilmington, Delaware

GPMP

28 November 1955

SUBJECT: Overmanning of Fighter Groups (RCS: ADC-P537)

TO: Commander
Air Defense Command
ENT Air Force Base
Colorado

Forwarded in compliance with your letter, ADPRT-PA, subject as above, dated 24 October 1955, is a list of overages that exist at this station. This report excludes all fighter squadrons.

AFSC	AUTH	ASGD	% MANNED	OVERAGES	
				TRAINABLE	UNTRAINABLE
23270	0	1			1x
27330	0	1			
29150	8	9	113	1	1x
29350	2	8	400	1	5x
30170	1	3	300	2	
30453B	0	1		1	
36150	0	1			1x
36152	0	1			1x
43151B	0	4		3	1x
43171A	11	14	127	1	2x
43171B	0	1			1x
43171W	3	5	166	2	
43231	3	7	233	4	
43250	17	22	129	2	3x
47130	1	2	200	1	
47150	3	5	166		2x
47170	1	7	700	5	1x
53350	0	2		1	1x
55010	1	2	200		1xx
55152	1	2	200	1	
55230	0	1		1	
55270	0	3		3	
56530	0	1		1	
56630	0	1		1	
56650	1	3	300	1	1x
60270	0	1		1	
62270	3	11	366	8	

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C O P Y

GPMP Subject: Overmanning of Fighter Groups (RCS: ADC-P537)

<u>AFSC</u>	<u>AUTH</u>	<u>ASGD</u>	<u>% MANNED</u>	<u>OVERAGES</u>	
				<u>TRAINABLE</u>	<u>UNTRAINABLE</u>
64150	10	17	170	3	4x
64152	15	16	106		1x
64171	2	9	450	6	1x
64172	1	4	400	3	
64173	3	5	166	1	1x
*67130	0	3		3	
71150	0	1		1	
71351	0	1		1	
72130	0	1		1	
73330	0	2		2	
74170	0	2		2	
90252	0	1		1	
90270	1	2	200	1	

x Less than six (6) months remaining in service.

xx Category IV, Lowest Mental Group.

* Personnel in training to next level in career ladder.

FOR THE COMMANDER:

EDWARD T. HAMLET
1st Lt., USAF
Adjutant

ADC
1-5

K. DIV - 56 - 111
 July - Dec 1955
 1/2
 RETURN TO:
 Director
 Research Studies Institute
 Attn: Archives Branch
 Maxwell Ave, Alabama

MEDICAL HISTORICAL REPORT
 26TH AIR DIVISION
 ROSLYN AIR FORCE STATION
 ROSLYN, NEW YORK
 1 JULY - 31 DECEMBER 1955

RCS: AU-D6

21 2/62-15 14

0623



RCS: AU-D6

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

HISTORICAL REPORT
OF
MEDICAL ACTIVITIES

1 JUL 1955 - 31 DEC 1955

PREPARED BY
THE DIVISION SURGEON
HQ 26TH AIR DIV (DEF)

11-2162-16A

0624

RCS: AU-D6

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

HISTORICAL REPORT
OF
MEDICAL ACTIVITIES

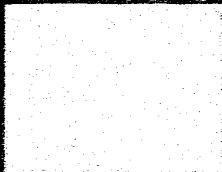
1 JUL 1955 - 31 DEC 1955

PREPARED BY
THE DIVISION SURGEON
HQ 26TH AIR DIV (DEF)

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I
INTRODUCTION

Scope: This report concerns the medical activities of the 26th Air Division (Defense), including the Surgeon's Office; USAF Dispensary, Roslyn Air Force Station, Roslyn, N. Y.; Mobile Dental Service; and the medical activities of AC&W Squadrons assigned to this division. It does not include medical activities of air bases and groups assigned to this division.

Mission: The mission of this command includes conduct of the air defense of the United States within a specified geographic sector of the Eastern Air Defense Force area; supporting the operations of sister commands such as Strategic Air Command, Tactical Air Command, and Military Air Transport Service, by participation in collateral combat missions as directed; and in general administering and equipping, training and preparing the combat, such units and combat crews of the United States Air Force as may be designated. The mission of the medical service is to provide the medical support necessary to maintain the highest possible degree of combat readiness and effectiveness of this command.

General Remarks: In reviewing the overall health of the command for this report period, the disease incidence has continued to compare very favorably with similar commands in the same climatic zone. At the beginning of the period the normal seasonal upper respiratory infection incidence was experienced, but no untoward outbreaks were reported and the number of infections in military personnel of the command was consistently

lower than the surrounding civilian communities. Mental hygiene of military personnel also appears to have been on the same high level as the previous period.

Command Relationship: Medical staffs and facilities of this command enjoy excellent relationships with the command and other staff elements.

II PLANS AND HOSPITALIZATION

1. Medical Organization: Division Medical Service is currently organized to include small squadron aid stations at each of the AC&W sites, and a Class B USAF Dispensary at this station. The headquarters station dispensary is authorized one medical officer and three airmen. One stationary dental clinic at the headquarters station, and two mobile clinics provide dental service. The Division Surgeon's office, located at the headquarters station, is authorized one medical officer (aviation medicine), one medical service corp officer, three administrative airmen, one veterinary technician, and a civilian stenographer. One veterinary officer recently assigned but not authorized contributes toward smoother and more efficient operation. In the absence of medical officers and the remoteness of AC&W squadrons, civilian doctors are employed on 1/4 time basis to provide medical care to military personnel. Due to limited funds these doctors have not been contracted to provide dependents with the same type and degree of medical care available to them on air base installations where military physicians are available. In evaluating the current organization in terms of its efficiency, the major weakness apparently lies in the employment of part time civilian physicians at

isolated sites. Complaints are periodically received that some physicians do not provide the expected intimate professional guidance in comparison to a resident medical officer. Dependent care is extremely limited and frequently non-existent for families of men adjacent to the squadron sites. However, some progress has been made insofar that some local physicians have set aside a short period of time each week for dependent consultations. At the 648th AC&W Squadron, Benton, Pennsylvania, agreement has been completed between the Commander and the contract doctor to provide limited medical care to dependents of personnel of that station without cost to the individual or the government. This program is primarily designed to aid lower grade airmen; however, it does not preclude service to families of other station personnel. The population of these sites, both military and Air Force families, varies from 300 to 500 individuals and would be better served if resident medical officers were available for duty at the sites. In many cases the civil service physician assigned is the only physician in the neighborhood and his commitment in time and interest to civilians in the area precludes a more active part in the medico-social life of these isolated military communities.

2. Medical Administration: There are no unique medical administrative problems which face the command. There still is a demand of a 90650 for the station dispensary. This situation has hampered the operating efficiency of the dispensary. The bulk of the administrative work load created at this level has been assumed by the Division Surgeon's office.

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3. Manpower: Manpower authorization and assigned for the division reflected below is as of 31 December 1955 and includes Division Surgeon's Office, Headquarters 26th Air Division (Defense); Station Class B Dispensary, and eight (8) AC&W Squadrons under operational jurisdiction of this headquarters:

	<u>Assigned</u>	<u>Authorized</u>
9316	0	1
9356D	1	0
9025	1	1
9326	1	1
9921	1	0
9826	4	5
90670	0	1
90671	1	0
90650	0	1
90630	1	1
90270	11	9
90250	11	10
90230	7	0
90870	1	1
90850	1	0
90010	1	0
98170	1	1
98150	1	2
98130	1	2
98230	1	1
98250	1	1
98010	1	0

During most of the report period medical manpower for all units fluctuated, the most significant is that reenlistment has declined, resulting in the loss of experienced qualified personnel. Out of the presently assigned, two 90270's and four 90250's will be discharged per expiration term of service who are not expected to reenlist. Losses are also projected to fill overseas quotas. A shortage of personnel, based on six months projected losses and gains, below effective levels is expected. The assignment of directed duty personnel is not recommended below an infirmary level. In the past, some directed duty assignees were in training for

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medical and administrative vacancies, with poor results. These people are poorly motivated for careers in the medical service as their interests and training lie in other unrelated fields. In regard to development of adequate tables of distribution for these units, it is felt that the current authorization of two independent technicians for each squadron is not adequate on a long range basis. An additional technician should be provided so that during periods of leave, sickness, and mandatory attendance at schools, the function of the squadron medical section is not hampered.

4. Funds: A total requirement of \$32,435.32 was programmed for P478 for the Fiscal Year 56. This amount includes personal services consisting of six (6) civilian doctors and one (1) civilian stenographer, operation of two (2) dental mobile teams, local procurement and other essential functions of the Division Surgeon. From past experience, and anticipated service demands, any amount less than the total programmed would adversely effect the successful accomplishment of the mission. Consideration cannot therefore be given to curtailing any of these vital functions without imposing a detrimental effect on the health of military personnel. Of the total amount programmed, only \$25,340.00 was approved. At the time of this writing, final action to 3rd quarter budget revision has not been received. This revision included an increase in expenditures caused by the following factors: (1) An increase

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in per diem rate of military personnel, (2) A 7.5% pay raise for reclassification act employees, paying salaries of six (6) part time civilian physicians and one (1) full time civilian stenographer; and, (3) increasing travel expenditures as a result of an increase of one dental officer to provide dental care at isolated AC&W squadrons, and assignment of a veterinary officer. From all this, any cut back on funds will result in the curtailment of essential medical mission. In evaluating expenditures, the cost of TDY for dental mobile teams and civil service physicians is shown as a major portion of the cost involved. If each AC&W squadron had a dental operating unit installed, with a frequent visit of a dental officer and a dental technician, the monthly cost of TDY would be decreased by \$500.00 per month.

5. Hospital Construction: At the Headquarters Station, the Class B Dispensary moved from its temporary location in the BOQ to its permanent newly rehabilitated and increased floor space dispensary. As was previously reported, this dispensary was badly overcrowded, particularly in the dental section. By increasing this building by an additional 1500 sq ft it will provide adequate space for storing the dispensary and dental clinic at this station. Medical facilities at the AC&W Squadron sites continue on a temporary basis. At each site a suite in the BOQ is being utilized for sick call. Mobile dental trailers are utilizing temporary hook-ups with water, electricity, and sewage, in the vicinity of the motor pools. Recommendations have been made for planning and construction of more permanent facilities for both medical and dental activities at these AC&W sites. However, due to the present uncertainty as to the

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future utilization of some of the buildings at each site, there has been no definite plan by the wing planning boards to include any permanent medical facilities at these sites for the next fiscal year.

6. Medical Materiel: No unique problems have developed in connection with medical materiel and equipment. The latest models of mobile dental trailers have been improved in design and durability, with fewer breakdowns than previous models. However, during the current period the air conditioning systems required repairs along with the usual maintenance of the dental operative and X-ray equipment. During the winter months when periods of extreme weather were experienced at certain AC&W sites, the trailers were diverted to areas having more clement weather so that the heating and air conditioning systems would not have to operate continuously for long periods.

7. Air Evacuation and Transportation of Sick and Wounded: Medical facilities included in this report have had no experience in air evacuation of sick and wounded. The widely scattered AC&W sites are not readily accessible by air; and ground transportation has been utilized entirely for evacuation of patients to nearby hospitals. At the present time the AC&W sites are utilizing the army type M-43 field ambulance, which although developed for cross country evacuation, has proven somewhat less than adequate for use by AC&W sites. The cross country feature utilizing four wheel drive has not been needed, since all the roads used for evacuation are paved and usually well plowed during winter. The ambulance itself is top heavy, skids easily on hard surface roads, and requires a fairly high rate of maintenance. Spare parts for this type of vehicle

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are still very difficult to procure. The metropolitan type of ambulance would probably provide more satisfactory ground evacuation. Although the metropolitan is smaller and will not carry as many patients, its maintenance will be far simpler, as the Air Force already has a number of these vehicles and the spare parts would be easily interchangeable. In addition, seriously injured or critically ill patients can be moved more safely in the metropolitan ambulances as compared to the rough riding field type. This is important because of the long distances between some AC&W sites and the nearest hospital.

III
MEDICAL STAFFING AND EDUCATION

1. Ratio Medical Personnel: The authorized ratio of medical personnel to total command strength is inadequate, although during the report period the actual number of assigned qualified personnel has frequently exceeded the authorization. In several instances there has been a rather acute shortage of trained personnel to carry on the work of the squadron aid stations and Surgeon's office.
2. Replacements: Delays in replacements have been a problem in respect to medical technicians. In general, technician replacements have shown increasing improvement in the quality of training received.
3. Career Fields: The currently prescribed career fields for medical service personnel have been highly satisfactory within the experience of this command. The retainability of non-regular professional personnel has been very low for the period reported on. It appears that doctors and dentists are still unwilling to serve more than a short time away from

their civilian practice. This feeling on the part of a non-regular professional people is quite understandable, considering their professional training and habits; since the current concept of a successful civilian practitioner appears to be the laying down of social roots in a given community, and the exercise of wide independence and individual judgment in the conduct of his chosen profession.

4. Training and Education: In evaluating training and education provided for medical service personnel, only general observations can be made at this time. Suffice it to say that the training is still far from ideal, but does show a slow, if spotty, improvement. More needs to be done on careful selection of personnel without regard to the military exigencies which so often force hasty selection at times which are inopportune for careful consideration. Not infrequently, the personnel pool available for selection has not contained the best qualified people to fill a given quota, so that the best available has not always been the most suitable for school training.

IV
PROFESSIONAL SERVICES

1. Physical Standards: No special problems have been encountered in this professional area. The physical standards currently prescribed have been more than adequate for any of the positions in this command relative to the mission involved.

2. Aviation Medicine: Activities in the air crew effectiveness program of this command are limited almost entirely to the air bases, with general overall monitoring by staff surgeons. During the period

of this report some general improvement has been noted in the more effective monitoring of noise hazards. Maintenance personnel have been better followed in this regard by the use of periodic audiograms, and in some cases reassignment for flight line personnel has been accomplished. Two major problems in this area continue to plague commanders. One is the shortage of unit squadron Flight Surgeons, with the resultant lack of intimate details of information which have always been so valuable in the promotion of flying safety. Base medical squadrons necessarily cannot give their whole attention to the flying crews but must divide this time with administrative personnel and dependents, with the result that all three categories of personnel feel a little disappointed in not having a doctor exclusively theirs. This is only one of the minor irritations voiced by air crew and maintenance personnel. Another problem of concern to commanders has been the overall shortage of protective flying clothing and equipment. However, much progress has been made on the alleviation of this problem during the latter part of this report period.

3. Medical Specialties: No program for specialties programs has been considered for the units under discussion. The professional care involved in these facilities has required general medical training only.

4. Preventive Medicine:

a. Environmental Sanitation: In general, environmental sanitation has been quite satisfactory, with recent improvements in food service facilities. By the addition of permanent garbage stands, more food storage space and greater refrigerator capacity, the AC&W Squadrons are now able to operate in a more satisfactory manner. Sewage disposal systems,

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particularly the filter beds originally installed as a permanent feature at AC&W Squadron sites, continue to become defective, requiring extensive repairs. At the present time three of the AC&W sites have projects for rehabilitation of their filter bed systems even though these systems have been in use for slightly over three years.

b. Personal Hygiene: The physical condition of the troops has been satisfactory, with an above average standard of personal hygiene. Laundry and bathing facilities are more than adequate in AC&W units, although occasional difficulties in maintenance of mechanical washers and driers has been experienced.

c. Communicable Diseases: The communicable disease rate continues at a satisfactorily low level and is largely confined to the upper respiratory forms. Troop housing in the AC&W Squadrons is of the latest dormitory type and has not been overcrowded, except under certain temporary local conditions. The fact that AC&W Squadrons are fairly well isolated from the surrounding communities, and that the dormitories are partitioned, appear to be of definite aid in breaking the customary chain of contact.

5. Outpatient Care: Outpatient care is conducted at small aid stations by medical technicians under the general supervision of a part time Civil Service physician who resides in the locality. The standard treatment provided for most of common ailments has been quite satisfactory, but the plant facilities have been quite limited at most of the squadrons.

6. Dependent Care: Dependent care has been usually satisfactory for the headquarters personnel, due to the proximity of a large medical

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facility (Mitchel AFB Hospital). However, the care offered the AC&W Squadrons and Ground Observer Detachments has depended entirely upon the military installations which are in the geographic vicinity. In the AC&W Squadrons, most of the part time Civil Service physicians have set aside a short period during the week for dependent consultation, but in general, dependent care, as far as the troops are concerned, is far less than what they desire.

V

DENTAL SERVICE

1. Mission: The mission of the Division Dental Service is to render complete dental service to the personnel of the Division Headquarters, AC&W Squadrons, and Detachments of the 4670th Ground Observer Corps. Its facilities include a one chair dental clinic in the dispensary at Roslyn Air Force Station, and two Mobile Dental Operating Clinics, Trailer mounted.

2. Organization: The dental service organization includes an operating team for the dental clinic and two mobile dental operating teams, each with one or two dental officers assigned. The personnel authorization is controlled by the division Non T/O, and the current manning appears to be adequate except for motor vehicle operators for the trailer units. Current manpower restrictions have limited the mobile teams in this respect, requiring the teams to procure maintenance and drivers from whatever local source is available. One heavy equipment operator has been attached to the Dental Section from the Headquarters Squadron Section during the present report period for the purpose of moving the trailers,

and has been successful in keeping the mobile trailers on schedule in their movement to and from the various AC&W sites. There are no dental operating units established at any of these AC&W Squadrons and therefore the dental care available to personnel is that provided by the mobile dental unit. The mobile team traveled to isolated AC&W Squadrons under a schedule in accordance with paragraph 3, ADCR 160-10, allotting approximately thirty (30) days to each squadron. Both dental mobile operating units were inoperative for the first quarter of this current fiscal year due to major repairs and rehabilitation. At the present time these dental units are in full operation. During periods when the mobile units are away from these sites, emergency dental care is performed by support bases or by local civilian dentists, who are reimbursed by public voucher. Dental care for military personnel at the GOC Filter Centers is available through military installations in their area, or in some cases by civilian dentists. Estimates for dental work by civilian dentists are approved by this headquarters prior to the work being started by the civilian dentist. Reimbursement is made by public voucher.

3. Personnel: Regarding the assignment of dental personnel with mobile dental units, the constant moving around creates an appreciable family problem for the married personnel, and demands a very high state of discipline on the part of the personnel to maintain a high standard of effectiveness. For this reason it would seem proper to limit individuals assigned this duty to a tour of 18 months or less. Dental personnel, upon assignment to the mobile team, are advised to locate their families as centrally as possible in the geographic area where they will

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be operating. The training of the technicians has appeared to be satisfactory and reflects a continued improvement with advancement of time. The dental officers, because of their assignment, have been extremely limited in their opportunities for professional conferences and meetings. In this respect it is felt that a larger fund for attendance at professional meetings should be planned, and that current restrictions be liberalized.

4. Research: No formal research has been undertaken for the report period.

5. Equipment and Supplies: Action has been taken to procure another dental operating unit for the dental clinic, Roslyn Air Force Station. ECL 20-90-7 prescribes basic allowance of one unit for 350 military personnel. Average monthly assigned military personnel is 430 plus Air Force families who routinely require dental care. It is believed that an additional dental unit at the clinic, this station, would appreciably increase the capabilities of treatment of dental care, diseases, and conditions, to military and dependent personnel. For the most part, equipment provided through medical supply channels has been completely adequate. The use of tungsten carbide burrs has aided materially in increasing the production of dental work in the limited time available at isolated AC&W sites. Difficulties have been experienced in getting re-fills of laboratory gases such as acetylene and butane, due to the great distance these trailers operate from support bases. These supplies however, have been fairly easily procured by local purchase. The Mobile Dental Clinics have needed an appreciable amount of maintenance and repair,

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particularly to their electrical and mechanical components, during the past year. Because these are non-standard items except for the dental units themselves, part, replacements, and repairs have become an increasing problem. Budget appropriations have been increased to handle the cost of repair and replacement through commercial sources. A few AC&W sites have no permanent provision made for locating a trailer close to electrical, water, and sewage facilities. Temporary hook-ups have been utilized adjacent to mess halls and motor pools for the necessary utilities; however it is felt that a uniform external modification adjacent to the medical facility building, if possible, should be planned with provision for a level hard stand and quick disconnecting attachments for sewage and electrical facilities.

VI

VETERINARY SERVICE

1. Mission: The mission of the Veterinary Service at the divisional level is that of support for the isolated AC&W Squadrons. Preventive medical inspection is the chief phase of the activity with emphasis on food service facility sanitation, sewage disposal, water treatment, environmental sanitation, and food inspection. With the arrival of sentry dogs additional time is being spent in providing routine treatment, immunizations, and arrangement of evacuation procedures in emergency. As part of the mission, action is taken in the control of zoonotic diseases.

2. Organization: To accomplish the mission of the veterinary service, liaison with other agencies is necessary at times. Close coordination is maintained with the veterinary activities at support bases

to ensure constant food inspection and sanitary inspections of food sources. Whenever possible, inspection of animal origin foods by the M.I.B. of the Agricultural Research Service is utilized. Liaison is maintained with civilian health agencies, especially in regard to problems of milk and water sanitation, and sewage disposal. Programs are being set up with the support base veterinary service to provide emergency care and evacuation of sick or wounded sentry dogs.

3. Personnel: At the present time there is one (1) veterinary officer, one (1) T/Sgt, and one (1) S/Sgt in the veterinary section. The veterinary officer has attended the Basic Officers Course and the Veterinary Officers Course at Gunter AFB, Alabama. The T/Sgt, 90870, has attended the Veterinary Technicians Course at Gunter AFB, Alabama. The S/Sgt, 90850, is currently on OJT for the 90870 skill level. It has been impossible for the veterinary officer to attend any professional meetings within the past few months. However, it is anticipated that it can be arranged in the future.

4. Veterinary Support: During this reporting period sentry dogs have become a reality in this command. Many problems have been encountered with attempting medical attention to these animals over such a long distance. By accomplishing routine examinations and immunizations at the time of the regular sanitary inspection and arranging for the support bases to administer emergency care and hospitalization, the problems have largely been solved.

5. Research: No research is being conducted at this command with regards to zoonotic or food bones diseases.

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6. Equipment and Supplies: At the present time adequate equipment and supplies are on hand to accomplish the mission of the veterinary service. At times we have had severe water shortages at some of our sites; however, through coordination of the medical personnel with the installations department, these have been solved. Sewage has been a more difficult situation, since some of our sites have had severe health hazards presented due to overtaxed sewage facilities. In some instances local authorities have shown extreme displeasure over raw sewage encroaching on State parks. This is a problem that appears to be solved best by the expenditure of substantial funds for more adequate facilities. There has been difficulty with heating and ventilation, problems presenting health hazards; however, adequate relief has been accomplished in most all cases. In the future it is hoped that adequate care can be provided for all our sites which receive sentry dogs, as well as a continuing and expanding vigorous preventive medicine program.

VII
SUMMARY AND CONCLUSIONS

In summary, the effectiveness of the medical service program indicates a slow but steady improvement in medical service to the isolated units assigned this command. Some improvements in manpower authorization and rotation can be made. Dispensary plant facilities, particularly for isolated sites, should be improved. Dependency care will remain an unsatisfactorily solved problem in the smaller units until more professional medical skill is made available.

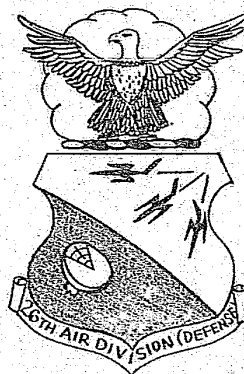
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R. DIV - 26-H
Jan - June 1956
Vol. I

HISTORY
OF THE
JOINT 26TH AIR DEF. DIV.
AND THE
26TH AIR DIV. (DEF.)
JANUARY — 1956 — JUNE



VOLUME I
- NARRATIVE -

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HISTORY
of
JOINT 26TH AIR DEFENSE DIVISION
and
26TH AIR DIVISION (DEFENSE)

JANUARY - JUNE 1956
(RCS: AU-D5)

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Brigadier General Thayer Stevens Olds
Commander
26th Air Division (Defense)

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INTRODUCTION

In the short six months period ranging from January to June 1956, the Joint 26th Air Defense Division continued to strengthen its defenses and perfect its thousands of personnel in the carrying out of their individual and collective jobs, extending all the while an umbrella of aerial protection over the sixty millions of people living within its defense perimeter.

These six months were witness to many major changes and innovations. First and most important came the reorganization of the 26th Air Division (Defense) in March. At that time our territorial defense responsibilities were reduced in order that, in the face of the development of greater and more awesome instruments of destruction, both in this country and abroad, we might more watchfully and preparedly carry out our defensive mission.

Secondly, in this period the easternmost extension of our early warning system, our first "Texas Tower", came into limited operation, extending "...contiguous radar coverage seaward."

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In these months SAGE, the electronic brain-child of Lincoln Laboratories, designed almost to remove the human element from detecting, identifying, intercepting, and destroying hostile aircraft inroading our defense perimeter, made impressive strides in getting under way. While not programmed to be completely operational throughout the country until 1961, until then the Semi-Automatic Ground Environment system will function hand-in-hand with our current manual systems, the first eventually to replace the second. In these months the extensive preparations which must precede its gradual phasing-in in 1957 were vigorously pursued.

Outside of these dramatic newcomers to our defensive system, the pillars of our defensive force, the fighter forces, the aircraft control and warning squadrons, the Army Anti-aircraft artillery units, picket ships at sea, and our Ground Observer Corps, continued to perform impressively. In each of these components of our entirety, new equipment, techniques, and procedures, in one form, or at one time or another, were introduced; some were routine, some were not routine.

The overall keynote sounding throughout all these months has been progress. The dimensions and some of the color of that progress follows.

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CHAPTER I

DIVISION REORGANIZATION

In the years immediately following the end of the Korean Conflict it became apparent that the administrative structure of the Air Defense Command had become unwieldy. With the activation of new air bases throughout the country and the knowledge that complicated electronics systems such as SAGE soon would be entering the Air Defense picture, it was realized that a reorganization of the Command's administrative units, or divisions, must ultimately take place.

New bases meant more administrative detail. Advancements in technological warfare called for closer and more knowledgeable control of every phase of defense activity. And in order that the carrying out of the Air Defense Command mission might not falter and bog down for want of adequate direction, the answer seemed to lie in the need for creating new Air Divisions. The creation of new Divisions, it was reasoned, would reduce the administrative burden involved in what might be called an excessive span of control. A reduced administrative load would permit each unit greater operating effectiveness within its own

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geographic area of defense responsibility.

Accordingly, on September 8, 1955, Air Defense Command activated three new Divisions: the 37th at Truax, the 58th at Wright-Patterson, and the 85th at Andrews Air Force Base. March 1, 1956 was the date set for these Divisions to become operational.¹

On March 1, 1956 the entire Air Defense Command structure was reorganized. The 26th Air Division, possibly the most important Air Division in the country, in that it is responsible for the protection of more than sixty millions of people, was reorganized extensively at this time.

Before March 1, 1956, the 26th Air Division was committed to the aerial defense of the eastern half of Virginia from a point extending some ten miles west of the 80 degrees longitude south to the border of North Carolina. The states of Delaware, Maryland (including the District of Columbia), New Jersey, Connecticut and Rhode Island in their entirety were under its jurisdiction, as was the area of its headquarters, Long Island. The greater part of central and eastern Pennsylvania, and New York State as far north as a westward extension of the Connecticut-Massachusetts state line, delineated our defense responsibilities to the West

1. History of JEADF/EADF, July-December, 1955, pp 5-10

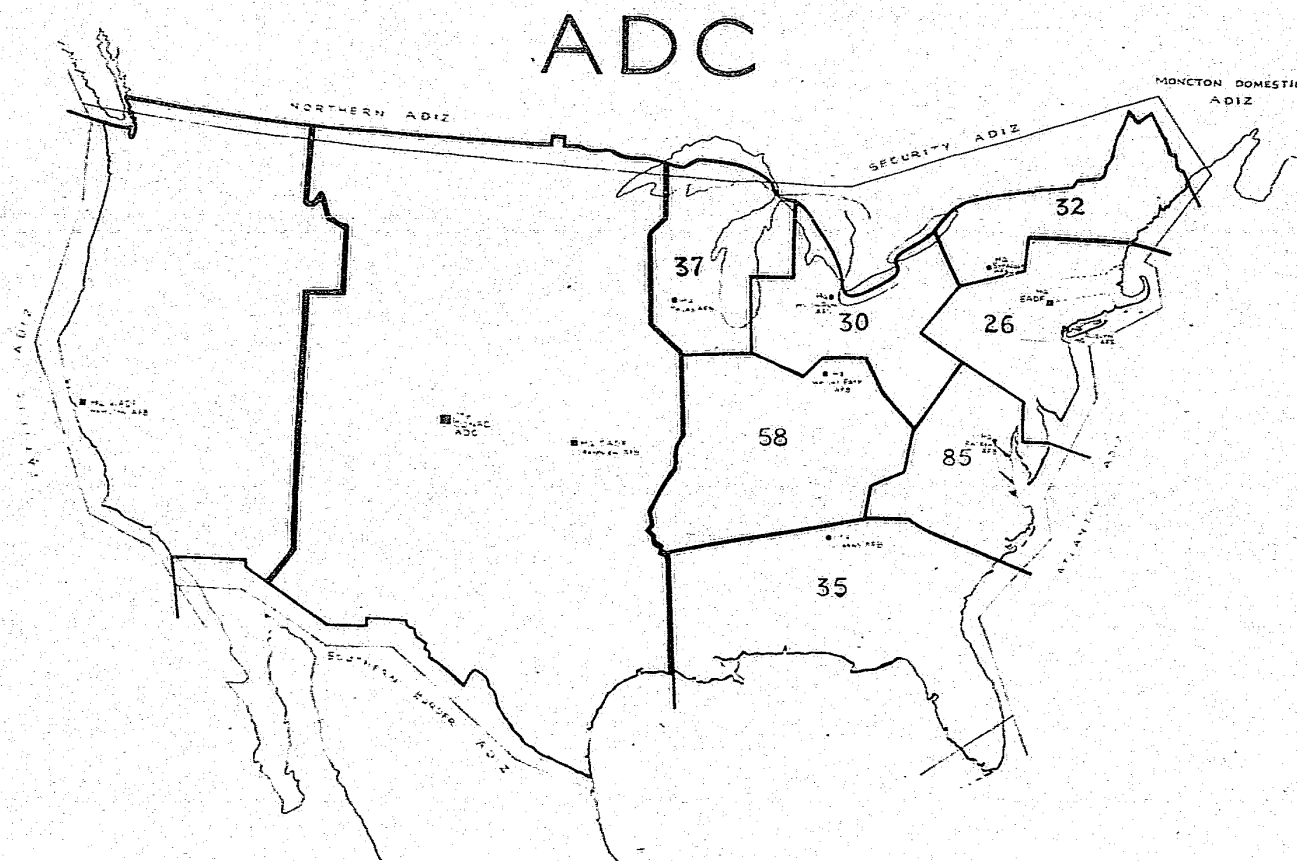
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Map showing Air Divisions
within the Eastern Air
Defense Force as of the
March 1, 1956 Reorganization.

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and north.

Within this perimeter were housed the 4709th Air Defense Wing at McGuire Air Force Base, and the 4710th Air Defense Wing at Newcastle County Air Force Base. These Wings, and their subordinate units (comprising 33 units, tenant and otherwise,) constituted the defensive force of this Division as it stood before March, 1956.

Geographically speaking, by the March reorganization the territorial responsibilities of the Division were generally moved northwards. By this new arrangement, all of Virginia and Maryland (as well as the District of Columbia) were assigned to the 85th Air Division. Retaining our previous responsibilities for the entire states of Delaware, New Jersey, Rhode Island and Connecticut, at this time we acquired all of Massachusetts and the southern half of the states of Vermont and New Hampshire.

In New York, the line demarcating the areas belonging to the 26th and 32nd Air Division, according to the old system, was pushed considerably northwards, to extend our coverage in this state approximately one-third. To the west, in Pennsylvania, our defense perimeter was brought eastward, to reduce our defense responsibilities there to roughly the eastern half of the state.

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In the redesignation of units previously under our command, the second of this Division's two Wings, the 4710th Air Defense Wing at New Castle County Airport, was reassigned to the 37th Air Division. From the 4710th Air Defense Wing, the 46th Fighter Interceptor Squadron, at Dover Air Force Base and the 82nd Fighter Group at New Castle County Air Force Base, composed of the 96th and 97th Fighter Interceptor Squadrons, along with the 770th Aircraft Control and Warning Squadron at Palermo, New Jersey were assigned to the 4709th Air Defense Wing. The 4709th remained within the 26th Air Division throughout this reorganization period.

In return for the loss of the 4710th Air Defense Wing, or, that is, those units which were not assigned again to this Division at the time the 4710th was transferred to the 37th Air Division, we inherited the 4707th Air Defense Wing at Stewart Air Force Base from the 32nd Air Division (Defense), our Division neighbor to the north.

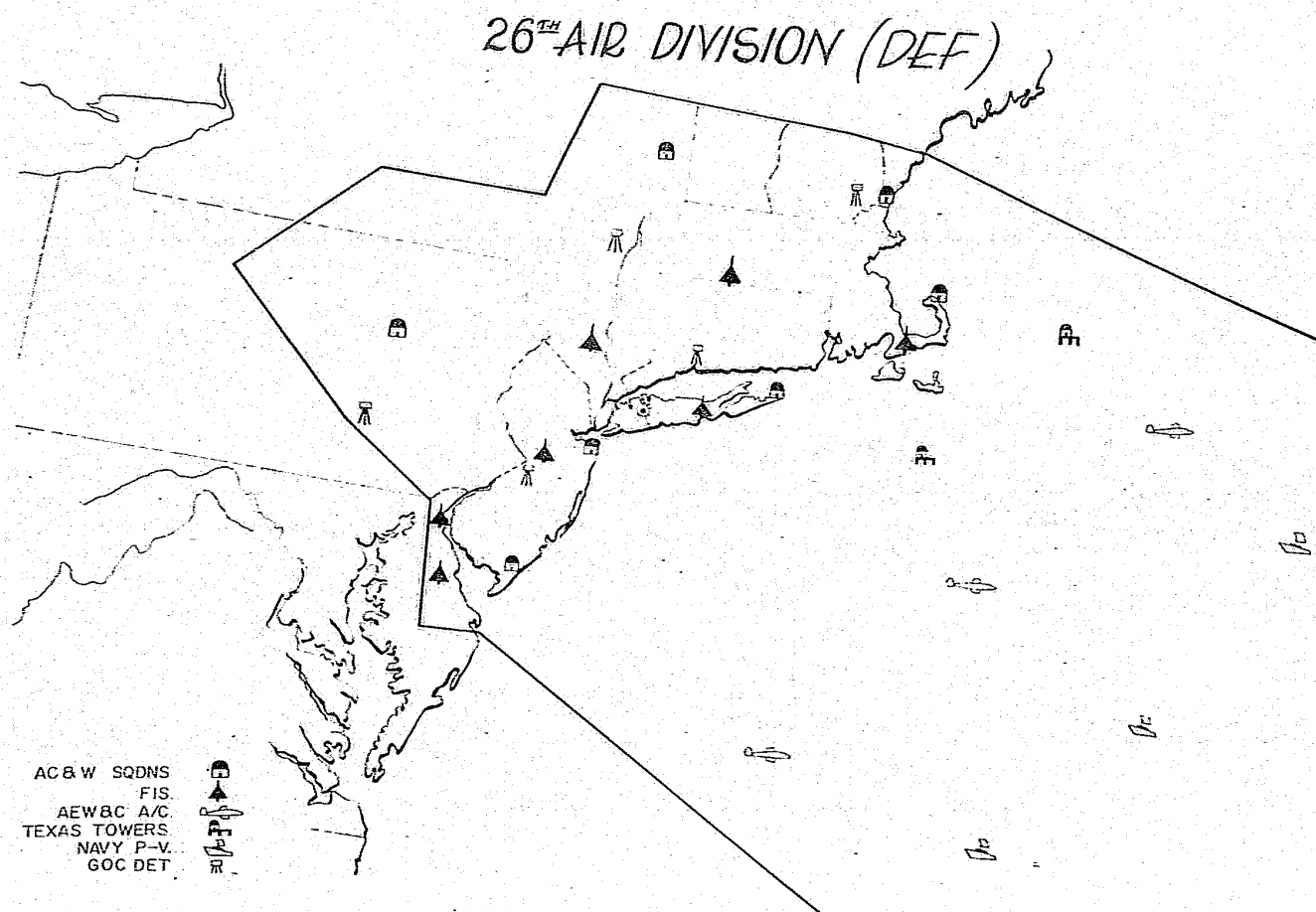
The units coming under our command in this redesignation were: the 329th Fighter Group at Stewart Air Force Base, made up of the 330th and 331st Fighter Interceptor Squadrons; the 33rd Fighter Wing at Otis Air Force Base, consisting of the 58th and 60th Fighter Interceptor Squadrons; the 324th and 337th Fighter Interceptor Squadrons at Westover Air Force Base; and the 644th, 647th and 656th Aircraft Control and

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Map showing 26th Air Division
(Defense) and its component
Units as of the March 1, 1956
Reorganization.

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Warning Squadrons at Portsmouth, New Hampshire, Benton, Pennsylvania, and Saratogo Springs, New York respectively.

Just as the 26th Air Division retained several units of the 4710th Air Defense Wing before it was reassigned to the 37th Air Division, so did the 32nd keep on several organizations (seven aircraft control and warning squadrons) before the 4707th Air Defense Wing, which it surrendered, came into our jurisdiction. These were the:

1. 654th at Brunswick, Maine,
2. 655th at Watertown, New York
3. 764th at St. Albans, N.Y.
4. 765th at Charleston, Maine
5. 766th at Caswell, Maine
6. 907th at Bucks Harbor, Maine
7. 911th at Syracuse, New York

Internally within this Division, to complete the re-organization picture, the 52nd Fighter Group at Suffolk County Air Force Base, consisting of the 2nd and 5th Fighter Interceptor Squadrons, and the 773rd Aircraft Control and Warning Squadron at Montauk, New York, were reassigned from the 4709th to the 4707th Air Defense Wings at this time.

2. EADF, General Orders No. 14, Feb 3, 1956.
NOTE: See Vol. II this history (Attached Documents)

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CHAPTER IITHE DEFENSE FORCE AT PRESENT

1. Operations and Training.
2. Picket Ships, Army AAA, and NIKE

An idea of the degree of air defense readiness which has characterized the overall operations of the Joint 26th Air Defense Division from January to June 1956 can be had from a look into the activities of the Operations and Training section, the section which, possibly more so than any other, measures the pulse-beat of the Division. The part played by the Army and Navy in heightening and broadening our defense capabilities complements this picture.

1. Operations and Training: To begin, Operations and Training are concerned with almost every phase of the Division's operation; it administers to not only the fighter and aircraft control and warning squadrons (the heart of our defense system), but to the operational support activities of CONELRAD, SCATER, and those units which, in times of emergency, are prepared to lend evacuation transportation wherever needed, as well.

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The principal activities of this section during this time, outside of its work-a-day operations, may be reduced to several items: These are, the activation during these months of a Survival Training School at New Castle County Air Force Base, the partial realization of an "at-home" rocketry program, the Division Rocketry Meet itself, and the first steps taken towards furnishing support to the Training Intercept Program.

Of the first, for a long time it had been seen that the Division must have a survival training program of its own. Previously, pilots and aircraft crews from the 26th had had to attend survival schools in areas in which the climatic conditions under which they took their training were entirely different from what they might expect to encounter here in the northern latitudes.

With the preliminaries decided upon by December 1955, our own school was established at New Castle County Airport in Delaware on May 21, 1956. On that date the first class, with a maximum quota of twenty-one students, convened. Specifically the course, programmed for seven days (three in the classroom and four in the field) was designed to indoctrinate aircraft personnel in both survival techniques and post-crash procedures. The course, which is given on alternate Mondays, is an annual requirement for each aircraft crew

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assigned to the Division, the times for each crew's participation in the program being so arranged that each man will experience weather conditions peculiar to each of the four seasons.

Although the program was newly got underway by the end of June, the siting of the school caused some concern to participants in the program; that is to say, that up to that time it had been difficult for field training purposes to find ground training sites in the New Castle area rich enough in wild life and vegetation to meet the demands of the course. This problem at the end of this reporting period was still under study.

During the first six months of 1956 the realization of a Division "at home" rocketry program gradually came about. In April T-33 aircraft, launchers and target began to arrive in enough quantities to permit limited operation. By June it was estimated that forty per cent of the equipment had arrived. When the full implementation of this program is accomplished, which, it is hoped, will be by the middle of the summer of 1957, 25 out of the 48 firing intercepts required by Air Defense Command will take place here "at home"; the remaining intercepts will be shot either at Vincent or Moody Air Force Bases.

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In the first two weeks of June the intra-Division Rocketry Meet took place at Suffolk County Air Force Base. The 4707th Air Defense Wing at Otis Air Force Base, and the 4709th Air Defense Wing at McGuire Air Force Base entered teams, the winner slated to represent the Division at the Eastern Air Defense Force meet scheduled for July 11 at Vincent Air Force Base, Arizona. This meet at Suffolk represented the first step to be taken in this Division's defense of its 1955 Worldwide Rocketry Championship.

The 4707th team, captained by Colonel Hilmer C. Nelson, flew F-89D all weather interceptors. The 4709th, under the direction of Colonel Clay D. Albright, Jr., entered the contest flying F-94C's. Each team was made up of four primary and two alternate flying crews, in addition to the all-important ground maintenance crews and Control Intercept Directors. The Directors conducted their operations from the nearby 773rd Aircraft Control and Warning Squadron at Montauk Air Force Station.

A tie between the two teams made it necessary for a shoot-off sorties to be run on June 16. At this time the 4709th won the meet with a grand total of 6800 points, beating out the F-89D team of the 4707th by 1000 points. This same team was later to win the USAF Rocketry meet in Arizona

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in October, thereby to return the USAF Rocketry Championship to the 26th Air Division's trophy cases for the second year in a row.

- 1.

2. Picket Ships, Army AAA and EKE: In the first six months of 1956 the Army and Navy continued to work closely with the 26th Air Division in helping to carry out its air defense mission here in northeastern United States. New weapons, techniques and the expansion of inter-service training operations served to weld the Joint 26th Air Defense Division forces more closely together as a fighting team.

Naval augmentation forces were increased in March with the commissioning of the first of four new-type picket ships, reconditioned Liberty transports which had been especially equipped with radar and electronics gear for operation with the Air Defense Command. These new vessels, known as YAGR's, were intended to replace the Destroyer Escort (DER) picket ship which, because of their limited cruising range and small storage space for radar equipment, had been found unsuitable for extended aircraft patrol work. The new YAGR's could

1. Interview by historian with R. Newell, Operations and Training Officer, 26thADIV(D), 11 November 1956

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stay at sea up to thirty days, as opposed to the DER's which could stay out only for a week at a time.

By the end of May all four YAGR's had been commissioned and were on active sea duty. The ten DER's which had been on operation before the commissioning of the YAGR's continued their operations, so that by the end of June, with the DER's helping to fill in for the YAGR's, all five area picket stations were manned around the clock.

In January the Airship Airborne Early Warning Squadron #1 (ZM#1) operating out of the Naval Air Station at Lakehurst, New Jersey, began operational training with the DER picket ships. After the commissioning of the four YAGR's in March, a third blimp was added to the Squadron. The squadron will continue to train with the picket ships until July 1957, after which time they will become operationally committed to the Air Defense Command.

After the Air Defense Command Division reorganization in March of this reporting period, the Navy complex at Norfolk, Virginia was removed from the defense perimeter of the Joint 26th Air Defense Division. At that time three all-jet Naval Air Groups at the Oceana Naval Air Station came under the jurisdiction of the 82nd Division. On the other hand, however, to the north, the 26th inherited several Naval and Marine fighter groups at the South Weymouth Naval Air Station in Massachusetts. These units, before the reorganization, had

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been associated with the 32nd Air Division (Defense).

In January, the Joint 26th Air Defense Division gained the Naval Air Station at Quonset, Rhode Island, at the time that unit returned to the States from overseas duty.²

In this period the Army AAA and NIKE installations in the Boston, Providence, New York and Philadelphia areas consolidated their positions and increased their operating effectiveness. In these months plans were drawn up for the installation of AAA and NIKE units in the Hartford-Bridgeport Sector, then scheduled for activation sometime during June-December, 1956.

Throughout these months the 26th Air Division participated with the Army by furnishing training flights periodically designed to develop and test the detection capabilities of AAA radar crews and combat-air-crew - AC&W controller teams.³

2. Interview by historian with William A. Wright, Lt Comdr, USN, Naval Deputy 26th JADIV, 11 Nov 1956.
3. Interview by historian with Victor DeStefanis, Lt Col USA, Army Deputy, 26th JADIV, 11 Nov 1956.

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CHAPTER IIISURVEILLANCE

1. Ground Observer Corp
2. Aircraft Control and Warning
3. Texas Towers
4. SAGE

1. GROUND OBSERVER CORP: In 1953 and previous years, there was no fixed tour of duty for military personnel attached to the Ground Observer Corp. Accordingly, there was a marked lack of continuity in almost every phase of the program. In 1954, owing to the efforts of local Civilian Defense officials and volunteers, military personnel began fixed tours.

The final quarter of 1955 saw increased efforts exerted by the military to stabilize the tours of duty for personnel serving in the Ground Observer Corp. With the passage of EADFR 36-7, August 26, 1955, the tour of the Ground Observer Corp was set at three years, and two-year normal tours for other officer personnel. The following month, a revision to AFM 35-11, (dated

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September 1, 1955), provided that airman duty with the Ground Observer Corp, strictly on a voluntary basis, be stabilized at three years, with a possible one year extension. This extension was later authorized by Air Defense Command Supplement #3 to AFM 35-11, dated June 15, 1956. The adoption of these measures aided materially in stabilizing the military personnel attached to the Ground Observer Corp, in addition to providing for continuity in field training and stabilizing the interest and efficiency of civilian volunteers.

The primary problem of the Ground Observer Corp continues to be the retention of civilian volunteers. In order to increase participation in the program after the lack of motivation resulting from the end of the Korean Conflict, Operation "SKYTRAIN" was initiated. This program, which called for training exercises and simulated attacks once a month, not only provided ADC with an idea of how effective the Ground Observer Corp was as an adjunct to air defense, it also provided the civilian volunteers with effective and realistic training. After a time however, "SKYTRAIN" too became "old hat", and interest waned to some degree; the training exercises are now held once every three months.

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In an effort to motivate and retain civilian personnel, the Air Force is now engaged in a program of high interest and educational profit to the Ground Observer Corp. volunteers. Training and indoctrination tours to AC&W sites, Fighter Interceptor squadrons, Air Defense Headquarters, Air Force school training (Ground Observer Corp Course at Tyndall AFB, Florida), as well as escorted trips to Eglin Firepower Demonstration and the Annual Rocketry Meet at Yuma, Arizona, are utilized to stimulate participation. In addition, an active public relations program is in effect, composed of frequent visitations, parties and banquets, and awards and certificates.

The secondary problem, that of Recruiting civilian volunteers in sufficient numbers, has shown considerable progress ever since the Air Force began to take a more active part in this phase of activity. At the initiation of the Ground Observer Corp program, recruiting and administration were functions of the States' civilian defense organizations. At that time Ground Observer Corp training and operation were Air Force responsibilities. The Air Force now uses its personnel to assist in recruiting and providing publicity, displays, films and brochures to stimulate interest in "SKYWATCH".

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Both problem areas have been considerably reduced both by the passage of the previously mentioned regulations from higher headquarters and by the improved techniques used, from the public relations point of view, in attracting military personnel. The stabilizing of tours for this first group has had its influence on brightening the over-all picture. Patriotic considerations played an increasing part in drawing civilian volunteers to Ground Observer Corp work. From this it follows that the volunteers who man their posts, devoting time and effort to scanning the skies for a threat that might never materialize, are far removed from the "summer Soldier and the sunshine patriot."¹

In March of this year, the Filter Center areas were redesignated to conform to the approximate coverage offered by the radar sites serving each area. The improvement resulting from this re-zoning of area responsibility was readily apparent, in that reports could then be sent directly from the filter centers to the radar station that could best utilize the information. The 4670th Ground

1. Interview with Captain Dominic P. Giambruno, Adjutant 4670th Ground Observer Squadron, Roslyn Air Force Station, New York, July 17, 1956.

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Observer Squadron at Headquarters 26th Air Division, found itself administering to six filter centers after the realignment, whereas it had previously maintained control over nine centers. Lost in the shuffle were the centers at Baltimore, Pittsburgh, Richmond, Roanoke, and Charleston, West Virginia. White Plains, New Haven, Trenton and Harrisburg continued operation under the 4670th Ground Observer Squadron, and Albany and Manchester, New Hampshire, were added to its jurisdiction. It was indicated that White Plains and Trenton would consolidate at Trenton as of August 1, 1956.

On April 4, 1956, the installation of vertical display systems was begun. This was to provide plotting boards, similar to those used at Air Defense Control Centers, at each filter center. Complete installation and painting was expected to be completed by July of 1956. Previous experience with the vertical display systems indicated an increase in the operational efficiency and capability of units using it.

2. Extract from Proceedings, Civil Defense-GOC conference, Hq Continental Air Defense Command, Colorado Springs, Colorado, Feb 29 to Mar 1, 1956:

"Based upon our experience at those locations where boards have already been installed, we know that these new vertical, plexiglass boards will not only increase the interest of volunteers, but will greatly affect their operational capability for the better."

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SUBJECT: Increased volunteer activity over period of five months (1 Jan 56 to 31 May 56)

24 HOUR POSTS

<u>FILTER CENTER</u>	<u>GAIN</u>	<u>FROM</u>	<u>TO</u>	<u>AS OF</u>
Albany	1	45	46	31 Jan 56
Albany	38	37	75	31 May 56

RESERVE POST VOLUNTEERS ENROLLED

<u>FILTER CENTER</u>	<u>GAIN</u>	<u>FROM</u>	<u>TO</u>	<u>AS OF</u>
New Haven	301	7,138	7,439	31 Jan 56
New Haven	942	5,542	6,474*	31 May 56

(* - Net loss due partially to seasonal drop in enrollment and realignment of filter center areas of responsibility. The gain is significant.)

Source: Extracts from U-5 Report, Verified by V-13
Report Period 31 Jan to 31 May 1956.

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Due to the peculiar requirements of the Ground Observer program, part civilian and part military in nature, military personnel must continue to "play by ear" the various problems and situations that arise. The endorsement of the Ground Observer Corp program by President Eisenhower and the increased publicity given to Ground Observer Corp operation and mission has reduced some of the earlier problem areas and stimulated participation in this important phase of Air Defense activity.

2. AIRCRAFT CONTROL AND WARNING: Aircraft Control and Warning Squadrons attached to this Division during the months from January to June of 1956 continued to train their personnel in the operation of radar and electronic equipment. By a unique system introduced in April by the Rand Corporation of California, collectively known as the Systems Training Program, or STP, it became possible to test the effectiveness of Aircraft Control and Warning units without the actual participation of "hostile" air-

3. NOTE: See Vol II, this history (Attached Documents) for Jan-June 1956, GCC increased volunteer activity and organization and operational data.

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craft. By running a film through a special projector, it was possible to impose an aircraft picture on the radar screen, from which the crews could simulate the execution of their proscribed duties in the matter of detection, identification, interception and destruction, such as would be accomplished in the event of an actual enemy penetration. Rand Corporation technical representatives indoctrinated these personnel in the use of this equipment.

A series of STP exercises were held throughout this period. It is generally felt that this training did much to perfect the skill and increase alert-consciousness of Aircraft Control & Warning personnel. In connection with this program, however, the complaint was heard from fighter pilots that STP exercises interfered with routine pilot training; that is to say, that during such times as STP exercises were being carried out, Aircraft Control & Warning facilities were not then available for training aircraft. A partial solution to this objection was taken in the form of conducting such exercises, whenever practicable, at night.

The experimental Semi-Automatic Ground Environment (SAGE) subsection testing which was carried on throughout

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the last period from June-December 1955 was continued during these months. In this connection the Division bases continued to provide aircraft sorties, in numbers from five to ten a week to test out the Lincoln Laboratories Experimental Sub-Section (ESS) XD-1 computer which will be used in future (SAGE) centers.

In addition to these two operational exercises, Systems Training Exercises involving the employment of Strategic Air Command (SAC) aircraft were conducted periodically. In these exercises, in which B-47's, E-36's and E-52's penetrated 26th Air Division territory according to pre-planned routes, picket ships and our Texas Tower #2 took part. From January to June ten such exercises were performed. The code names for these exercises and the months in which they were held were: Think Fast 19 (January); Tailgate, Bluebird, Pace-Setter, Squeeze-Play, and Grv Baby, (February); Big Wind (March); Think Fast 20 (April); and Beehive and Big Talk (June).

The results from various studies made on the Systems Training Exercises revealed certain weaknesses within our Aircraft Control and Warning systems. In many instances "hostile" aircraft were able to penetrate our defenses

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without detection. The high speed and altitude of the "attacking" aircraft, it was seen, made detection difficult for our then current equipment.⁴ Over and above this, the studies indicated that additional and intensive training for Aircraft Control and Warning personnel is in order to bring them up to maximum job efficiency. The continued employment of the Systems Training Program is designed to help accomplish this.⁵

3. TEXAS TOWERS: In May of this reporting period the North Truro Tower Annex #2, or, as it is better known, Texas Tower #2, situated 100 miles east of Cape Cod on Georges Bank, came into limited operation.⁶

This Tower, the first of its kind to be built, represents the easternmost permanent extension of this Division's early warning system. Designed to complement our detection network made up of the Aircraft Control and Warning Squadrons, Army Anti-Aircraft units and picket vessels patrolling at sea, the Texas Towers will report tracks of all

4. NOTE: The introduction at AC&W sites of the new FPS-6, the height finding radar device, it is hoped, should largely remove this present loophole in our air defense system. These height finders are scheduled for installation and activation at AC&W stations sometime within the year.
5. Interview by the historian with Capt R.Meier, O&T Sec 264 Div(D), Nov 8, 1956.
6. ADC Plan on Texas Towers, May 1956

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unidentified aircraft back to shore-based Aircraft Control and Warning units which will then "scramble" jet fighter-type aircraft to intercept and identify the unknown. In addition, these Towers will serve as weather-data collecting and reporting stations.

Towed into position on Georges Bank in July of 1955, the in-place construction and fitting-out of the installation was far enough progressed by December to permit formal Air Force possession of the structure. On December 2, 1955, the Tower was inspected and accepted for Beneficial Occupancy (EOD). At that time it was placed under the direct command of the 762nd Aircraft Control and Warning Squadron.⁷

Transportation of personnel back and forth from the mainland and the involved question of how long to station men on the Tower at a time were the immediate problems confronting the administration of the installation. Certain functional difficulties were encountered at first with some of the Tower utilities, particularly in connec-

7. TWX from COMSTANTAREA to OINC Texas Tower ESN, info to Comdr Otis AFB, 762nd ACWRON, EADF and MAAMA, 19 December 1955.

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tion with the water demineralization equipment, which⁸
 delayed full activation of the Tower temporarily.

In the matter of surface versus helicopter logistic support of the installation, on the basis of a study conducted by Colonel Burris, Deputy of Materiel at the 26th Air Division, it was seen that surface transportation in the long run held out many advantages over faster but more expensive transportation by H21B helicopter.

The arguments set forth for surface transportation were that it would, first, cost only about \$20,000.00 a month (as opposed to more than \$50,000.00 a month for helicopter service;)⁹ secondly, that maintenance of the transport vessel would be borne by Military Sea Transportation Service (MSTS); and thirdly, that surface vessels would be able to transport supplies in the larger quantities that will be needed when the several sister Towers come into being, whereas helicopters, without involving great expense could not. Furthermore, surface transportation, as opposed to helicopter, it was argued, is affected to a much lesser degree by weather conditions.

The disadvantages to surface transportation were equally impressive. In the first place, duty hours on the Towers are of such a nature that each month half of the

8. Interim Report on Administration and Logistic Support of Texas Tower #2 Colonel Burris, Deputy of Materiel, 26ADiv(D), March 26, 1956.

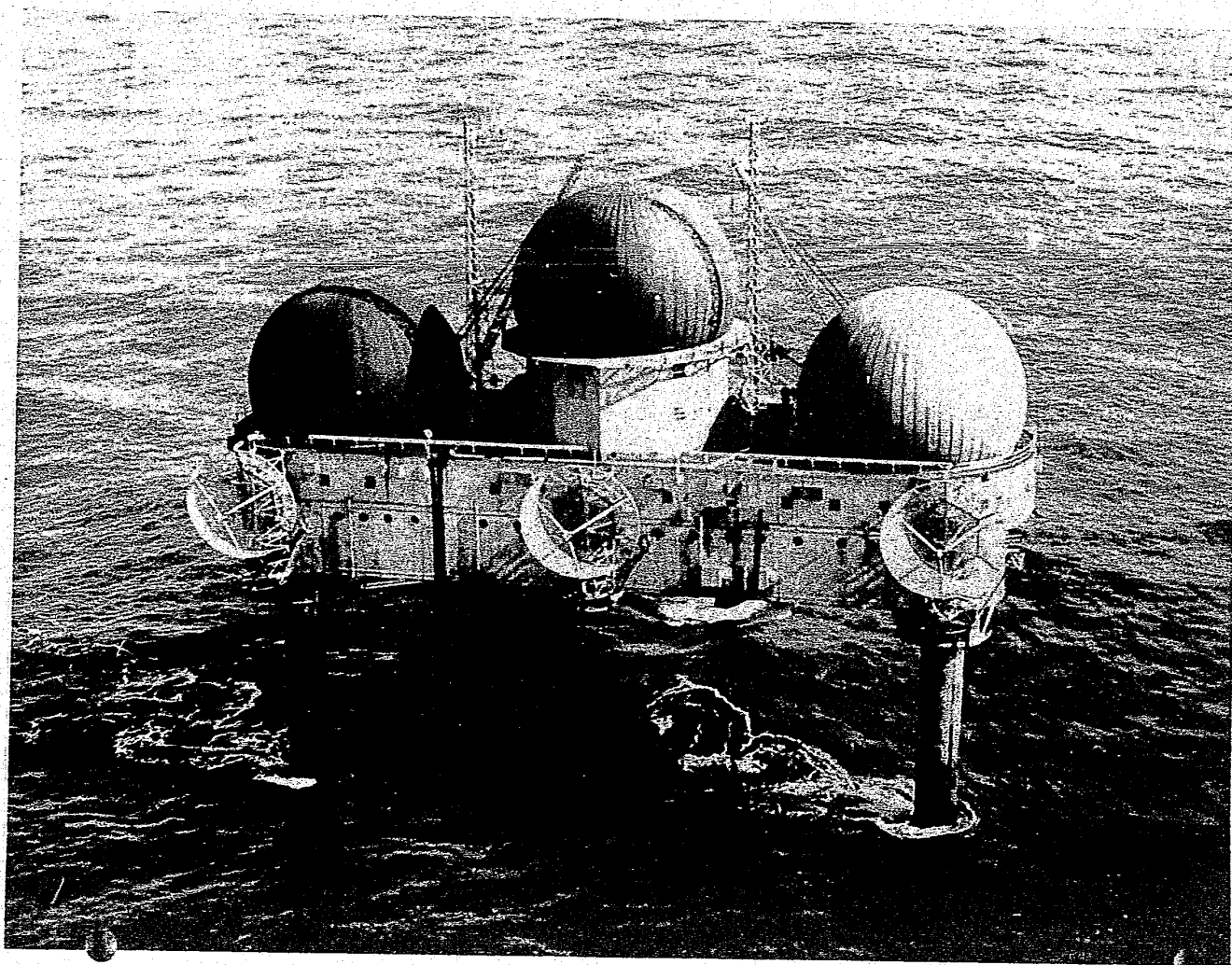
9. Ibid., Part V, para (4), p.13

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North Truro Annex #2: Aerial view
26th Air Division's Texas Tower
radar station, located on Georges
Bank, some 100 miles East of Cape
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installation's complement of men has to be ferried back and forth from the mainland; in the movement of so many personnel, time becomes important. Under normal sea conditions this trip, one way, takes about fourteen hours; during the winter months, depending on the weather, this can take up to as much as twenty hours. It is not considered reasonable to subject Tower personnel to such trips at so frequent intervals. Secondly, the limited medical facilities available on the Tower make it mandatory that some form of helicopter transportation be available at all times for emergency cases.

Initial stock-piling and outfitting of any Texas Tower would have to be accomplished through the almost exclusive use of surface transportation. Thereafter, however, with the installation equipped for operation, from that point on the matter of supply would become one of maintaining inventories. This, it was argued, could be easily done with the H21B helicopter, each having a carrying capacity of 1500 pounds.

In his March report, Colonel Burris recommended that surface transportation be utilized for all cargo and passengers, with helicopters to stand by for use in emergencies and air sea rescue only. He suggested that during the months of April and May that an extensive study be

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made on the advantages of each mode of transportation, indicating that no permanent action could be taken until the Tower had been in operation for a period of time. In June it was seen that, primarily from the morale consideration, helicopters must be relied upon almost exclusively for transporting personnel back and forth. By the middle of the summer surface communication between the Tower and the mainland had been reduced to one trip every six weeks. Six helicopters shuttling back and forth were able to meet personnel transportation demands.

Personnel problems centered around two questions: whether or not overseas credit and pay would be allowed to personnel serving on the Tower, and the length of time such personnel would perform duty on the installation before being returned to the mainland for rotational duty at the 762nd Aircraft Control & Warning Squadron.

Of the first, in November of 1955, it had been decided that overseas credit would apply in the case of Tower personnel, although at that time a firm decision was not made outlining the overall length of the duty tour or the method of computing such overseas credit.¹⁰

By March there was still no clear-cut policy in operation.¹¹

10. Logistics Plan Texas Tower #2, Para 6, Personnel Activities, EADF, July 22, 1955.

11. Ltr from EADF (2nd indorsement to ADC ltr) to 4707th ADW, Feb 7, 1956; "A decision has not been reached as of this date relative to the length of tour for Texas Tower personnel or in the method of computing overseas credit."

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The commander of the 762nd Aircraft Control & Warning Squadron throughout this period rotated his personnel on a 30 days on and 30 day off-the-Tower basis, in keeping with the original tentative plan¹² outlining personnel action plans for Texas Towers.

Throughout this reporting period the North Truro Annex #2 was the only one of five programmed Texas Towers in operation. Certain minor technical difficulties prevented it from being operated full time. During this time Texas Towers #3 and #4 were under construction by civilian contractors in Portland, Maine, and were to be attached, upon completion, to the 773rd Aircraft Control and the 646th Aircraft Control & Warning Squadrons respectively. Intended for emplacement on Nantucket Shoals, Texas Tower #3, as of May 8, 1956, was given a Beneficial Occupancy Date (BOD) of February 1957. At this time the Tower was 35-40 percent complete. At that time in-place launching was set tentatively for July 21. Upon launching it was to be towed without delay to the Shoals where final outfitting would be completed.¹³

Construction of Texas Tower #4 (for which no site has been named yet) proceeded at a slower rate in these

12. See Logistics Plan Texas Tower #2, op. cit.

13. Msg from AFIR to Deputy Material, 26ADiv(D), 8 May 1956

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months. From an initial BOD of September 1956, in May
this date was advanced to December 1957.¹⁴

Logistical support for Texas Tower #3 is programmed to come from Otis Air Force Base; its Operations and Personnel requirements will be controlled by the 773rd Aircraft Control & Warning Squadron at Montauk.

In the case of Texas Tower #4, Suffolk County Air Force Base has been delegated to attend to logistics; the Aircraft Control & Warning Squadron at Highlands, New Jersey, Operations and Personnel. As of July 13, 1956, responsibility for management of Operations and Personnel for Texas Towers #3 and #5 were tentatively allocated to the 654th Aircraft Control & Warning Squadron at Brunswick, Maine, and the 672nd Aircraft Control and Warning Squadron at Barrington, Canada.¹⁵

14. Ibid

15. Memo from 1st Lt Elmer W. Prince, Jr., Director of Installations to Colonel Robert F. Burris, Deputy of Materiel, 26thADiv(D), July 13, 1956

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4. SAGE: During this period SAGE, or, the Semi-Automatic Ground Environment system began to assume life-like proportions. Long heralded, it was during these months that the radar system designed to eventually take over almost all of the functions of detecting, identifying and arranging for the interception of unknown aircraft now carried out by manual supervision, came into limited operation on an experimental basis.

The revolutionary nature of SAGE and the affect it would have on the air defense methods and equipment involved in the defense of America was made known for the first time to the public at a press conference given on January 16, 1956 at M.I.T.'s Lincoln Laboratory in Lexington, Massachusetts. As it was briefly described at this conference, SAGE, the electronics-brainchild of the joint efforts of Lincoln Laboratory and the Air Force's Cambridge (Massachusetts) Research Center ". . . combines the abilities of the electronic computer to receive information to memorize, to calculate and record answers with the perceptive and display talents of

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radar - to present an instantaneous graphic picture of the location, speed and direction of all planes within radar range."¹⁶

To test the SAGE system back in 1955 when it was emerging from its infancy into adolescence, Lincoln Laboratory and the Air Force together built an experimental test network in eastern Massachusetts, known as the Cape Cod System. At strategic locations in and around the Boston area radars were erected and linked to a computer housed in M.I.T.'s Barta Building. Aircraft at neighboring Hanscom Air Force Base provided as did the Naval Air Development Unit at South Weymouth, Massachusetts. By January, 1956 the results of the various testings proved the effectiveness of the system, and subsequently, the activation of SAGE sites was begun in earnest. Around this time the Air Force signed contracts with three private firms: An equipment contract with International Business Machine; a management contract

16. Inclosure #1, p. 7, ltr to Office of Information Services, Air Divisions (Defense), from Joseph B. McShane, Colonel, Chief, Information Services, SADF, June 1, 1956

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with the Western Electric Company, to design and build the structures needed to house SAGE and set up communication facilities; and a lease of telephone lines from the International Telephone and Telegraph Corporation.

During this period, the 26th Air Division (Defense) continued to carry out the Sage Sub-section testing which it had begun in the earlier reporting period of June-December, 1955.¹⁷ Division bases continued to provide aircraft sorties (ranging in number from five to ten a week) to test out the experimental Sub-section (ESS) X D-1 computer, the prototype computer that will be used in future SAGE centers.

With the future of SAGE assured, shortly after the Reorganization of the Division on the first of March, the Air Defense Command began paving the way for the incorporation of SAGE commands within the air defense structure. This involved the designation and assignment on March 15 of this year of two SAGE

17. See pp 20-21 this history.

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Air Defense Wings, referred to as the 4621st and 4622nd Air Defense Wings (SAGE), situated on McGuire and Stewart Air Force Bases respectively. Both wings at this time were assigned to Eastern Air Defense Force, and sub-assigned to the 26th Air Division (Defense). The activation date for these commands was at this time set at April 1 for the 4621st, and June 1 for the 4622nd Air Defense Wings (SAGE). These units did not become operational within this reporting period.¹⁸

18. ADC, General Orders No. 14, 11, March 15, 1956.
NOTE: See Vol. II this history (Attached Documents)

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CHAPTER IVOFFICER RETENTION PROGRAM

Throughout the armed forces in the last several years, top-level planners have been growing increasingly concerned with the problem of how to induce more highly skilled and qualified officers and enlisted personnel into making a career out of the military service.

Speaking before the Department of Defense in May of this year, Carter L. Burgess, Assistant to the Secretary of Defense on Manpower, Personnel and Reserve, spoke of the alarming technician and personnel shortages known throughout all the armed services. He cautioned that unless some means could be devised to encourage more men and women to make the service their career, the security of the country might eventually be imperilled.

The full realization of the magnitude of this problem became evident after the end of the Korean conflict, when veterans, skilled and trained at considerable cost to our defense establishment, left the service by the thousands to take up attractive jobs in private industry. To planners in Washington this

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participation in the armed forces during this period, as they gradually came to realize, appeared to have been prompted more by the traditional American spirit of war-time patriotism than a sober evaluation of the benefits and opportunities for advancement to be enjoyed through indefinite service in the armed forces. The disillusioning realization of this state of affairs sparked an intensive study into the existing conditions of service life, some of the tentative conclusions of which were that in order to make the military life more attractive to those whom we most want to retain or attract, we must: 1) extend better and more complete care to personnel and their dependents, 2) eliminate many inequities which cause discontent within the service, and 3) make available greater financial reimbursement to personnel in the more technical and critical fields.

Here in the 26th Air Division during this period, specifically speaking, we felt the full weight and significance of this problem. Officer losses on both pilot and radar-electronics personnel, both highly skilled and critical areas of Air Force endeavor, were disturbingly high. Seen in terms of the forbidding expense involved both in combat readiness and dollar-value replacement costs, these losses were deemed ominous.

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The most significant aspect of these losses was the fact that, officer-wise, these losses almost entirely came from the ranks of junior officers, those who entered the service on a two-to-four year-tour basis.

In a letter to General Olds,¹ General Harbold outlined the program to be initiated in connection with retaining these men, the men upon whose service we are more dependent for the carrying out of our mission, collectively speaking, than any other. Indicating that the losses of these junior officers must be reversed, while noting that the enlisted personnel's reenlistment program was going along satisfactorily,² he directed unit commanders, in order to appeal to this group, to sell these potential career officers on the personal recognition and consideration, professional responsibility, prestige, and the mutual respect of contemporaries and associates that may be found in an Air Force career. He recommended that, from the immediate-selling standpoint, the best approach to take would be to emphasize

1. Ltr from Maj Gen N.B. Harbold, Comdr EADF, to Brig Gen T.S. Olds, Comdr 26th ADiv(D), 8 Jun 1956
2. Ltr from General Partridge, Comdr ADC, to Maj Gen N.B. Harbold, Comdr EADF, 16 May 1956.

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the collective material benefits to be found in service life. Commanders at this time were advised that they should translate Officer Retention Program activity into all levels in the chain of command in order to insure uniform activity throughout the Division. He added that coordinating teams would be sent down from Headquarters USAF to collect, analyze, and act upon currently available facts pertinent to the program. These groups, furthermore, would systematize the collection and distribution Air-Force-wide of ideas and facts favorable to the retention of young officers.

Upon dissemination of this program to subordinate units of the Division, unit commanders were invited to submit reports of the progress and problems encountered in the program up to that time. The problems encountered with rated personnel in the fighter units will be reviewed first, and secondly, those expressed by personnel, by and large those of technical qualifications, of the Aircraft Control and Warning Squadrons. Where pertinent, recommendations and comments as submitted by such commanders will be included.

Some of the more immediate areas of discontent that came to light throughout the institution of the Officer Retention Program, or the ORP, were as follows:

The commander of the 33rd Fighter Group reported that

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in his conferences with young officers seeking earliest possible separation he found that the closer their date of separation coincided with the possibility of being sent overseas, the more inclined officers were to get out. He recommended that to overcome this, in the case of rated personnel, young officers be sent overseas immediately after completing combat crew training. To do so, he reasoned, would give them one year to serve in this country before their date of separation came up. By having their overseas assignment behind them, these young officers might be more inclined to stay in. He further added that one of the more noticeable problems concerned the continual overseas assignments being made from Eastern Air Defense Force installations and those of the Northeast Air Command. These caused considerable dissatisfaction among his junior officers. He proposed integrating the rotation of F86 pilots with F89 and F94 pilots, indicating that such a program would relieve many more jet pilots for so-called "undesirable" tours. He commented that the impersonal approach employed by Personnel Specialists outside the immediate unit in counseling young officers met with discouraging results. He submitted that the individual commanding officer, in constant and daily contact with his men, was best prepared

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to handle such personal matters, in that he knew his men best, and knew best how to approach them.³

The commander of the 52nd Fighter Group found that young officers, fresh from ROTC detachments and flight school felt that their chances of becoming "regular" were slight, in addition to the fact, and one affecting their morale, that they considered themselves looked down upon by regular officers who intimated that they had gained their commission the "easy way". These officers considered themselves frozen indefinitely to their current duty assignments, that no change or relief was in sight. The pilots claimed that only a limited number of assignments, as fighter pilots, were available to them. And coming to a matter almost of semantics, the commander records that some of the younger officers felt that a certain stigma surrounded their status termed as "indefinite". This commander, Colonel Hancock, proposed that some term such as "contract" might better be instituted in the place of "indefinite". This, he felt, would be received as being more positive.⁴

3. Ltr from Colonel James H. Hancock, Comdr, 52nd FTRGRU, to Comdr 4707th ADW, 11 Jun 1956.

4. Ibid

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The commander of the 324th Fighter Interceptor Squadron pointed out three general areas of discontent he found prevalent with this group: 1) lack of security, 2) pay and allowance, and 3) status in the neighboring civilian community. Of the first, it was seen that reserve officers electing to stay on active duty beyond their initial tour felt they did so at their own risk. . . that is, that a reserve commission did not constitute a solid basis for an Air Force career. Any future termination of contract before the time came for his retirement, it was reasoned, would place the individual in question in a very undesirable position to seek civilian employment. The logic involved here would lead the young officer to conclude that unless he could be assured of becoming a regular, his best course of action lay in getting out as quickly as possible, while still young enough to start a career in civilian life.

To this the commander, Colonel Leonard F. Koehler, proposed that regular commissions be offered to as many reserve officers as can be accommodated, on a three-year probationary basis, and that at the end of this period those officers whom the Air Force would like to keep most could be chosen for permanent regular status. Those officers who, at that time were passed over, in all likelihood would choose not to

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not to stay on and would seek separation; the matter of their retirement from the service, under these circumstances, would not then be of such grave concern as it would be under the present conditions.

An interesting comparison in the earning level of young men in and out of the service points up another element of discontent. First lieutenants, rated, who earn the civilian equivalent of \$340.00 a month (including benefits) feel that this pay is not commensurate with the risk in which their work involves them. Pay versus risk, from all reports, is carefully weighed. To this the commander proposed that some manner of a sliding pay scale be devised, based on the type of aircraft flown. Many pilots, he points out, are content to fly lower performance aircraft, although they are paid at the same rate as pilots flying higher performance aircraft where the risks, relatively speaking, are considerably higher. He recommends that the pilots in this first classification be allowed to continue flying the lower performance aircraft, but at a lower pay scale than those who must fly aircraft of the latter type. This system, he argues, would encourage better pilots to fly the more demanding aircraft, compensate them for their superior skill, and consequently keep them more happy.

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5. Ltr from Lt Col Leonard F. Koehler, Comdr 324th FIS to Comdr 4707th ADW, 11 Jun 1956

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Yet another problem which has its bearing on the young officer's analysis of whether or not his lot in the Air Force is a happy one concerns his sometimes ill-defined position in the civilian community. Despite the best efforts of the most determined community relations programs, many junior officers feel that the flying profession, as such, is looked down upon socially. This frame of mind is conditioned by the policy practiced by many parents of refusing such officers permission to date their daughters. As in the case of the 332nd, the complaint is heard that local laws are unfair to service personnel, and that more is expected of them, demanded of them, than an impartial administration of the law reflects. In the case of going out with local girls, the non-rated pilot, furthermore, feel lacking in not being able to show off the glitter and romance traditionally associated with the silver wings. Colonel Koehler seems to think that the Air Force has far to go in educating communities otherwise. In passing, however, this problem, which in this particular instance appears to be somewhat acute, is not necessarily a common one throughout the Division.

6. Ibid

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One of the more interesting findings to come out of the ORP studies has to do with the inward motivation of many of the more junior officers, apart from the material and occupational considerations which have been touched on thus far. As reported by one of our Aircraft Control & Warning Squadrons, the problem of retaining junior officers is complicated by what might be called a national predisposition, on the part of young persons in particular, towards personal complacency, a complacency collectively speaking, borne of this country's continued "peace and prosperity". The goals of young officers, and in this respect the charge is not to be levelled at the younger group alone, seem to be directed more towards monetary ends than anything else. In the face of this, the report continued, it is difficult to find people willing to sacrifice a measure of personal comfort and material opportunity for military service to the nation. Despite what might be called rattlings of the international sabre, these individuals will continue to try to "wish away" such threats to world peace and security, thereby to minimize and rationalize their own responsibilities. As members of our armed forces, only so much can be done with such an attitude, the comments conclude.

7. Ltr from 1st Lt Louis W. Ducote, Comdr (acting) 644th ACWRON to Comdr 4707th ADW, 8 Jun 1956

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A more immediate problem, and one encountered in varying degrees throughout the Division, concerns pay. Most highly qualified men can find comparable civilian employment, offering more pay and imposing fewer restrictions, on their personal liberty. Furthermore, initial job classification in the case of junior officers accounts for a good deal of dissatisfaction. The point, as it now rests is, that men who feel personally qualified for a particular job, for one reason or another, by chance or circumstance, are assigned to an area in which their particular capabilities are not utilized. To this often-heard but difficult to solve problem, one suggestion put forward here is that if such discontents were to be transferred wherever possible to another career field (particularly in the case of non-rated personnel), more young officers, by being assured of a job in which they could apply whatever talents they might have, might decide to stay in.

While problems in the field of officer retention with the fighter units centered around pay, prestige, and overseas assignment, to mention the most outstanding, the areas of dissatisfaction with the aircraft control and early warning squadrons, while incorporating some of the first, concentrated more on location and the attendant problems of

8. Itid

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housing, medical care for dependents, and the absence of recreational facilities to be found at such sites.

The commanding officer of the 656th Aircraft Control & Warning Squadron reported that his junior officers almost to a man feel that they have undesirable assignments; that Aircraft Control & Warning sites, in general, had neither adequate recreational facilities on base (or, for that matter, nearby) nor adequate medical care for dependents. For rated personnel the limited opportunity to maintain currency in modern aircraft because of the relative inaccessibility of air bases from the sites cause much discontent; in addition to this, officers must pay their own expenses traveling to and from the bases from which they do their flying. "Frozen" assignments is another complaint often heard among Aircraft Control & Warning officer personnel, particularly in the aircraft-controller field. Personnel feel that their job assignments often are not at all commensurate with previous training and experience, that there is no chance that they will be moved up and out from their present work. Attempting a solution here, the commander of the 656th Aircraft Control & Warning Squadron proposed, in the case of controller officers (in which classification could be found the most vocal of the dis-

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contents), to establish a high enough over-all training quota for these officers to provide a reasonable turnover after each had served a specified tour in the field. This would eliminate the situation now existing, he went on to say, in which the controllers have little opportunity to move into other types of duty. The present indefinite duty-tour for controller officers, in addition to some of the considerations of Aircraft Control & Warning living conditions as touched on above, the commander feels constitutes the primary reasons for the high loss rate of junior officers in this field.

An element of discontent shared in common by junior officers throughout the Division concerned the matter of the twenty-four hour alert. Those officers with families particularly expressed grievance here. They felt, as did their wives and children, that their private lives as "family" men were being inroaded upon, and that by being subject to such extended duty hours they were unable to maintain normal and happy relations with their family.

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9. Ltr fr Maj. James A. Hester, Comdr 656th ACWRON to Comdr 4707th ADW, 8 Jun 1956.
- 10 Ltr fm 1st Lt Louis W. Ducote, Comdr (acting) 644th ACWRON to Comdr 4707th ADW, 8 Jun 1956

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Despite the necessity for imposing such duty hours for the carrying out of our mission and the extreme difficulty involved in making any other arrangements, these officers, spurred on by their wives, in many instances were quite bitter on the subject.¹⁰ The scarcity of adequate medical and dental care for dependents further complicated this already knotty problem area.¹¹

Another problem that was given attention by several commanders throughout the Division had to do with devising some way or system whereby the prestige of non-rated but highly qualified technical personnel might be enhanced. It was suggested that in addition to an Air-Force-wide emphasis on the importance of such personnel, ^{since} that their role in the Air Defense Command represents a truly sine qua non, that some distinguishing insignia, comparable to the wings of pilots, observers, navigators, etc., be authorized for their use. Such an innovation, it was reasoned, would involve comparative little expense, and in terms of improved morale, might work great gains.¹²

¹⁰ Ltr from 1st Lt Louis W. Ducote, Comdr (Acting) 644th ACWRCN to Comdr 4707th ADW, 8 Jun 1956

¹¹ In a ltr from Lt Col Robert H. Damico, Comdr 49th FIS to Comdr 4707th ADW, it was pointed out that the new Medicare Program, scheduled to go into effect around the end of December '56, as outlined in the 2 June issue of Air Force Times, should do much to brighten the picture.

¹² Ltr fm 1st Lt Louis W. Ducote, Comdr (Acting) 644th ACWRCN to Comdr 4707th ADW, 8 June 1956

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In June of this year a conference was held at Stewart Air Force Base on the progress of the Officer Retention Program. At that time reports of individual commanders were submitted and discussed, with an eye towards long-term policy planning to obviate some of the more glaring dissatisfactions with Air Force life as put forward by its junior officers here in the Division.

At the conference it was pointed out that according to a new Air Force policy directive, no two consecutive assignments for personnel would apply to the Aircraft Control & Warning field. This policy, which was to be monitored by the Air Defense Command and subordinate Wings, was to go into effect immediately.¹³ Further, it was learned at this conference that authorization from USAF would soon be forthcoming which would permit per diem and mileage for directors traveling to maintain flying proficiency, thus ameliorating conditions under which Aircraft Control & Warning personnel might get in their flying time. And in another matter, the twenty-four hour shift-type duty, a cause of considerable discontent, particularly among married officers, was made

13. AFM pt 1, chap 2, para 2b

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less onerous by the authorizing of non-commissioned officers¹⁴ having a 27000 serial classification to control aircraft¹⁵ while under the direct supervision of qualified directors.

The matter of the awarding of distinguishing insignia to controller personnel, in an attempt to raise the morale of officers at Aircraft Control & Warning sites was taken up at the conference. The conference indicated that the request would be submitted again to Air Defense Command. The first request which had reached Eastern Air Defense Force headquarters some months before, had been disapproved by Air Defense Command on the grounds of the USAF standing policy which prohibits the wearing of insignia to distinguish any group of individuals other than those of pilots, navigators, and observers. And finally, in the field of controller assignment, as soon as the SAGE Wings were to become operational, it was envisioned that a large majority of directors currently assigned to Aircraft Control & Warning sites would be reassigned to these bases, where medical care and recreational facilities would be readily available.¹⁶ At this conference it was also pointed out that in the problem area of medical dependent care that the new Medicare program which

14. Included in a ltr. fm Brig Gen F.S. Olds, Comdr 26th ADiv(D) to Comdr 4707th ADW, 28 Jun 1956

15. Note: During year 1955 radar controller quotas were not being met and ADC was getting only 5% of the graduates from radar-controller school at Tyndall AFB

16. Gen Olds' ltr., op.cit.

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was slated to go into effect in December of 1956, would remove many causes for complaint in the area of medical care for dependents.

To ease another area of discontent, that is, pilot assignment and utilization, in June Air Defense Command gave Eastern Air Defense Force authority to interchange aircraft assignments for pilots qualified for USAF serial classifications 1124B and 1124C. This authority was granted to Eastern Air Defense Force in order to:

First, provide defense force commanders with greater assignment latitude than they had had up to this time; secondly, distribute more equitably the availabilities of interceptor pilots in order to offset separation losses and reduction in unit force overseas levies which had been affecting personnel in this latter category; and thirdly, provide a means whereby assignments in so-called "undesirable" areas might be shared more equally by interceptor crews without regard to their respective aircraft qualifications. Such assignments were to be coordinated through Eastern Air Defense Force in accordance with Eastern Air Defense Force Regulation 35-7, dated January 27, 1956.

It was recommended by Eastern Air Defense Force that in taking such reassignment action that unit commanders make their selections in the following order: First, take pilots out of

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the overseas category number 1; and then secondly, as the situation demanded, men from categories II and I (in that order). Commanders were reminded that newly assigned pilots just arrived from flight school should be assigned to that type aircraft in which they had received training for at least a year.

This authorization further provided that in the filling of pilot levies requiring F-89 type personnel, those pilots having an AFSC of 1124C (currently assigned to F-89 and F-94 units) should not be utilized until they had been awarded the fully qualified AFSC 1124B and had logged a minimum of fifty hours in these two aircraft.

By these means it was hoped that some of the more pressing inequities then to be found in the field of pilot aircraft assignments throughout the Eastern Air Defense Force and, particularly, the 26th Air Division, might be resolved.¹⁷

The overall effect of the Officer Retention Program as it was put into effect in the period reviewed here cannot be measured at this time. The next history, covering the period from June through December 1956 will treat with this. For the period January through June 1956, it is enough to note that 1) a great problem existed in the matter of retaining junior officers and motivating them to make the Air Force a career, 2) that steps were taken to

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improve this situation, in the form of initiating extensive inquiries into the current dissatisfaction with Air Force life which were, in the main, responsible for such a state of affairs, and 3) to note some of the more striking findings upon which action, when taken, will do much to reverse the present trend.

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17. Ltr from Hqs EADF to Comdrs, 26th ADiv(D), 8 June 1956. See Vol.II this history (Attached Documents) for further details on "Assignment and Utilization of Pilots".

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SUMMARY

As it was said in the Introduction of this history, the keynote sounding throughout these months of January, February, March, April, May and June 1956 has been Progress. In this short time the Division underwent many changes, both in the re-arrangement of its geographic defense perimeter and in the introduction of new systems designed to assure greater defense security to the millions of people within its command. In the carrying out of its day-to-day operations, its personnel grew reassuringly more proficient in their jobs. In this little time a lot was done to sharpen the sword of their readiness.

Specifically, during this period the 26th Air Division (Defense) had its geographic area of responsibility moved northwards to include the greater part of New England. Our neighbor to the south, the 85th Air Division, at this time took into its protective shadow our former charges of Maryland, Washington, D.C., and Virginia.

It was in this period that the Survival School at New Castle County Air Force Base was started up, our own "at home" rocketry program began to take shape, and the first steps towards furnishing support to the Training Intercept Program

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were taken. The Army and Navy, continuing their splendid support activities, gave new strength to the Joint Air Defense Division in the introduction, in the case of the Navy, of newer and better Fleet Ships (FAM's), and the Army, the promise of more SAM and HAWK sites to be erected in the Hartford-Bridgeport Sector.

In the world of surveillance, in this reporting period our first Texas Tower came into limited operation, to extend "...contiguous radar coverage seaward." Aircraft Control and Warning Squadrons saw the introduction in April of the Systems Training Program (STP), which made it possible, electronically speaking, to simulate "hostile" penetrations of our defense perimeter without having to use actual aircraft. Also, the Ground Observer Corps stood ready to welcome new vertical display plotting boards, comparable to those used in Air Defense Control Centers. And then there was SAGE, which in these months began to gain the headway which gave promise of its eminent coming-of-age. In March, action was taken to make room for SAGE in our command structure, with the designation and assignment of two new Air Defense Wings (SAGE).

Division re-organization, the arrival of new and the gradual retirement of old equipment, the incorporation into our early warning network of new "systems," and the development

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of new techniques in almost every phase of 24th Air Division activity and declared the steady progress made in these months towards achieving our ever-present goal of providing and assuring continued security from any form of aggression on land, seas or by air to the inhabitants here in north-eastern United States.

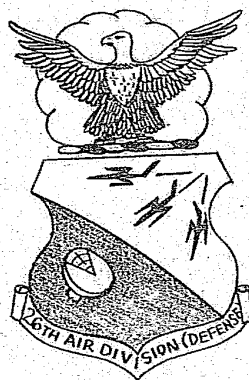
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OF THE
JOINT 26TH AIR DEF. DIV.
AND THE
26TH AIR DIV. (DEF.)
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- A. 26th Air Division (Defense)
- B. 4707th Air Defense Wing
- C. 4709th Air Defense Wing
- D. 4621st Air Defense Wing (SAGE)

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HISTORICAL DOCUMENTS

of the

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

JANUARY - JUNE 1956

Prepared By:

ROBERT E. BEARDSLEY
2nd Lt USAF
Historical Officer

0725

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1. General Orders #14, EADF (ADC), February 3, 1956
2. General Orders #11, ADC, March 15, 1956
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Survival School
4. Assignment and Utilization of Pilots

0726

HEADQUARTERS
EASTERN AIR DEFENSE FORCE (ADC)
Stewart Air Force Base, Newburgh, NY

GENERAL ORDERS)
NUMBER 14)

3 February 1956

REASSIGNMENT OF UNITS.SECTION I
FURTHER ASSIGNMENT OF UNIT.SECTION II
DISCONTINUANCE OF UNITS.SECTION III
ORGANIZATION OF UNITS.SECTION IV

SECTION I

1: Effective 1 March 1956, the following establishments and/or units are reassigned as indicated:

Establishment or Unit	Relieved from Assignment to	Assigned To
4707th AIR DEF WG	32d AIR DIV (DEF)	26th AIR DIV (DEF)
4711th AIR DEF WG	32d AIR DIV (DEF)	30th AIR DIV (DEF)
14th Fighter Group (AIR DEF)	4711th AIR DEF WG	32d AIR DIV (DEF)
23d Fighter Group (AIR DEF)	4711th AIR DEF WG	32d AIR DIV (DEF)
27th Fighter Interceptor SQ	4711th AIR DEF WG	32d AIR DIV (DEF)
465th Fighter Interceptor SQ	4711th AIR DEF WG	32d AIR DIV (DEF)
654th ACW SQ	4707th AIR DEF WG	32d AIR DIV (DEF)
655th ACW SQ	4707th AIR DEF WG	32d AIR DIV (DEF)
764th ACW SQ	4707th AIR DEF WG	32d AIR DIV (DEF)
765th ACW SQ	4707th AIR DEF WG	32d AIR DIV (DEF)
766th ACW SQ	4707th AIR DEF WG	32d AIR DIV (DEF)
907th ACW SQ	4707th AIR DEF WG	32d AIR DIV (DEF)
911th ACW SQ	4707th AIR DEF WG	32d AIR DIV (DEF)
4710th AIR DEF WG	26th AIR DIV (DEF)	37th AIR DIV (DEF)
4706th AIR DEF WG	30th AIR DIV (DEF)	37th AIR DIV (DEF)
56th Fighter Interceptor SQ	4706th AIR DEF WG	58th AIR DIV (DEF)
319th Fighter Interceptor SQ	4706th AIR DEF WG	58th AIR DIV (DEF)
663d ACW SQ	35th AIR DIV (DEF)	58th AIR DIV (DEF)
664th ACW SQ	4706th AIR DEF WG	58th AIR DIV (DEF)
704th ACW SQ	4706th AIR DEF WG	58th AIR DIV (DEF)
782d ACW SQ	4706th AIR DEF WG	58th AIR DIV (DEF)
783d ACW SQ	4708th AIR DEF WG	58th AIR DIV (DEF)
784th ACW SQ	4706th AIR DEF WG	58th AIR DIV (DEF)
809th ACW SQ	4708th AIR DEF WG	58th AIR DIV (DEF)
355th Fighter Group (AIR DEF)	35th AIR DIV (DEF)	58th AIR DIV (DEF)
867th ACW SQ	35th AIR DIV (DEF)	58th AIR DIV (DEF)
48th Fighter Interceptor SQ	4710th AIR DEF WG	85th AIR DIV (DEF)
95th Fighter Interceptor SQ	4710th AIR DEF WG	85th AIR DIV (DEF)
632d ACW SQ	35th AIR DIV (DEF)	85th AIR DIV (DEF)
647th ACW SQ	4710th AIR DEF WG	85th AIR DIV (DEF)
649th ACW SQ	4710th AIR DEF WG	85th AIR DIV (DEF)

GO 14 HEDRADE (ADC) Stewart AFB Newburgh NY 3 FEB 56 (CONT)
(PARA 1 SECTION I CONT)

<u>Establishment or Unit</u>	<u>Relieved From Assignment To</u>	<u>Assigned To</u>
701st ACW SQ	35th AIR DIV (DEF)	55th AIR DIV (DEF)
771st ACW SQ	4710th AIR DEF WG	85th AIR DIV (DEF)
752d ACW SQ	4708th AIR DEF WG	4705th AIR DEF WG
773d ACW SQ	4709th AIR DEF WG	4707th AIR DEF WG
52d Fighter Group (AIR DEF)	4709th AIR DEF WG	4707th AIR DEF WG
46th Fighter Interceptor SQ	4710th AIR DEF WG	4709th AIR DEF WG
770th ACW SQ	4710th AIR DEF WG	4709th AIR DEF WG
82d Fighter Group (AIR DEF)	4710th AIR DEF WG	4709th AIR DEF WG
665th ACW SQ	4705th AIR DEF WG	4710th AIR DEF WG
507th Fighter Group (AIR DEF)	4706th AIR DEF WG	4710th AIR DEF WG
753d ACW SQ	4706th AIR DEF WG	4710th AIR DEF WG
906th ACW SQ	4706th AIR DEF WG	4710th AIR DEF WG
913th ACW SQ	4708th AIR DEF WG	4710th AIR DEF WG
914th ACW SQ	4708th AIR DEF WG	4710th AIR DEF WG
662d ACW SQ	4708th AIR DEF WG	4711th AIR DEF WG
763d ACW SQ	4707th AIR DEF WG	4711th AIR DEF WG
772d ACW SQ	4710th AIR DEF WG	4711th AIR DEF WG
15th Fighter Group (AIR DEF)	4707th AIR DEF WG	4711th AIR DEF WG
54th Fighter Group (AIR DEF)	4708th AIR DEF WG	4711th AIR DEF WG
79th Fighter Group (AIR DEF)	4708th AIR DEF WG	4711th AIR DEF WG

2. The pertinent provisions of Air Force Manuals 171-6 and 181-5 are applicable.

3. Upon completion of action directed herein, Air Force Organization Status Change Report (Reports Control Symbol AF-01) will be prepared in accordance with Chapter 21, Eastern Air Defense Force Manual 171-2, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0800 hours the first calendar day following the "as of" date.

4. Authority: Air Force Regulation 20-27; Letter, Headquarters Air Defense Command, ADOMO, Subject: "Reassignment, Discontinuance and Organization of Units within Eastern Air Defense Force", dated 20 January 1956; and message, Headquarters ADC, ADOMO 04881, 27 January 1956.

SECTION II

1. Effective 1 March 1956, the 473d Materiel Squadron is further assigned to the 4710th Air Defense Wing.

2. The pertinent provisions of Air Force Manuals 171-6 and 181-5 are applicable.

GO 14 HEDRADF (ADC) Stewart AFB Newburgh NY 3 GEB 56 (CONT)
(SECTION II CONT)

3. Upon completion of action directed herein, Air Force Organization Status Change Report (Reports Control Symbol AF-01) will be prepared in accordance with Chapter 21, Eastern Air Defense Force Manual 171-2, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0800 hours the first calendar day following the "as of" date.

4. Authority: Air Force Regulation 20-27; and, letter, Headquarters Air Defense Command, Subject: "Reassignment, Discontinuance and Organization of Units within Eastern Air Defense Force", dated 20 January 1956.

SECTION III

1. Effective 1 March 1956, the following units are discontinued at locations indicated:

<u>Unit</u>	<u>Location</u>
Detachment #5, 4670th Ground Observer Squadron	Pittsburgh, Pennsylvania
Detachment #6, 4670th Ground Observer Squadron	Baltimore, Maryland
Detachment #7, 4670th Ground Observer Squadron	Richmond, Virginia
Detachment #8, 4670th Ground Observer Squadron	Roanoke, Virginia
Detachment #9, 4670th Ground Observer Squadron	Charleston, West Virginia
Detachment #2, 4671st Ground Observer Squadron	Chicago, Illinois
Detachment #3, 4671st Ground Observer Squadron	Terre Haute, Indiana
Detachment #5, 4671st Ground Observer Squadron	Columbus, Ohio
Detachment #7, 4671st Ground Observer Squadron	Louisville, Kentucky
Detachment #8, 4671st Ground Observer Squadron	Lexington, Kentucky
Detachment #9, 4671st Ground Observer Squadron	Green Bay, Wisconsin
Detachment #1, 4673d Ground Observer Squadron	Buffalo, New York
Detachment #3, 4673d Ground Observer Squadron	Albany, New York
Detachment #4, 4673d Ground Observer Squadron	Manchester, New Hampshire
Detachment #1, 4674th Ground Observer Squadron	Nashville, Tennessee
Detachment #2, 4674th Ground Observer Squadron	Knoxville, Tennessee
Detachment #3, 4674th Ground Observer Squadron	Durham, North Carolina
Detachment #4, 4674th Ground Observer Squadron	Charlotte, North Carolina

2. Personnel from discontinued units will be reassigned without change in duty station, as indicated: (EDCSA: 1 March 1956)

<u>From</u>	<u>To</u>
Detachment #5, 4670th GND OBSR SQ	Detachment #11, 471st GND OBSR SQ
Detachment #6, 4670th GND OBSR SQ	Detachment #5, 4716th GND OBSR SQ
Detachment #7, 4670th GND OBSR SQ	Detachment #2, 4716th GND OBSR SQ
Detachment #8, 4670th GND OBSR SQ	Detachment #3, 4716th GND OBSR SQ
Detachment #9, 4670th GND OBSR SQ	Detachment #5, 4717th GND OBSR SQ
Detachment #2, 4671st GND OBSR SQ	Detachment #2, 4718th GND OBSR SQ

GO 14 HEDEADF (ADC) Stewart AFB Newburgh NY 3 FEB 56 (CONT)
(PARA 2 SECTION III CONT)

<u>From</u>	<u>To</u>
Detachment #3, 4671st GND OBSR SQ	Detachment #1, 4717th GND OBSR SQ
Detachment #5, 4671st GND OBSR SQ	Detachment #2, 4717th GND OBSR SQ
Detachment #7, 4671st GND OBSR SQ	Detachment #3, 4717th GND OBSR SQ
Detachment #8, 4671st GND OBSR SQ	Detachment #4, 4717th GND OBSR SQ
Detachment #9, 4671st GND OBSR SQ	Detachment #1, 4718th GND OBSR SQ
Detachment #1, 4673d GND OBSR SQ	Detachment #1, 4671st GND OBSR SQ
Detachment #3, 4673d GND OBSR SQ	Detachment #11, 4670th GND OBSR SQ
Detachment #4, 4673d GND OBSR SQ	Detachment #10, 4670th GND OBSR SQ
Detachment #1, 4674th GND OBSR SQ	Detachment #6, 4717th GND OBSR SQ
Detachment #2, 4674th GND OBSR SQ	Detachment #7, 4717th GND OBSR SQ
Detachment #3, 4674th GND OBSR SQ	Detachment #1, 4716th GND OBSR SQ
Detachment #4, 4674th GND OBSR SQ	Detachment #1, 4716th GND OBSR SQ

3. Equipment rendered surplus by this action will revert to stock to fill present and future requirements. Unit Allowance List is voided.
4. The pertinent provisions of Air Force Manual 171-6 are applicable.
5. Funds will be disposed of in accordance with current directives.
6. Organizational records will be disposed of in accordance with Air Force Manual 181-5.
7. Upon completion of action directed herein, Air Force Organization Status Change Report (Reports Control Symbol AF-01) will be prepared in accordance with Chapter 21, Eastern Air Defense Force Manual 171-2, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0800 hours the first calendar day following the "as of" date.
8. Authority: Same as in Section II of this general order.

SECTION IV

1. Effective 1 March 1956, the following units are designated, assigned as indicated, and organized under appropriate Unit Manning Documents, at locations indicated:

<u>Unit</u>	<u>Assignment</u>	<u>Location</u>
Detachment #10, 4670th GND OBSR SQ	4670th GND OBSR SQ	Manchester, NH
Detachment #11, 4670th GND OBSR SQ	4670th GND OBSR SQ	Albany, NY
Detachment #1, 4671st GND OBSR SQ	4671st GND OBSR SQ	Buffalo, NY
Detachment #11, 4671st GND OBSR SQ	4671st GND OBSR SQ	Pittsburgh, PA
Detachment #1, 4716th GND OBSR SQ	4716th GND OBSR SQ	Charlotte, NC

GO 14 HEDADF (ADC) Stewart AFB Newburgh NY 3 FEB 56 (CONT)
(PARA 1 SECTION IV CONT)

<u>Unit</u>	<u>Assignment</u>	<u>Location</u>
Detachment #2, 4716th GND OBSR SQ	4716th GND OBSR SQ	Richmond, VA
Detachment #3, 4716th GND OBSR SQ	4716th GND OBSR SQ	Roanoke, VA
Detachment #4, 4716th GND OBSR SQ	4716th GND OBSR SQ	Durham, NC
Detachment #5, 4716th GND OBSR SQ	4716th GND OBSR SQ	Baltimore, MD
Detachment #1, 4717th GND OBSR SQ	4717th GND OBSR SQ	Terre Haute, IND
Detachment #2, 4717th GND OBSR SQ	4717th GND OBSR SQ	Columbus, Ohio
Detachment #3, 4717th GND OBSR SQ	4717th GND OBSR SQ	Louisville, KY
Detachment #4, 4717th GND OBSR SQ	4717th GND OBSR SQ	Lexington, KY
Detachment #5, 4717th GND OBSR SQ	4717th GND OBSR SQ	Charleston, WVA
Detachment #6, 4717th GND OBSR SQ	4717th GND OBSR SQ	Nashville, TENN
Detachment #7, 4717th GND OBSR SQ	4717th GND OBSR SQ	Knoxville, TENN
Detachment #1, 4718th GND OBSR SQ	4718th GND OBSR SQ	Green Bay, WIS
Detachment #2, 4718th GND OBSR SQ	4718th GND OBSR SQ	Chicago, ILL

2. Personnel will be furnished from sources available to the air divisions (defense) concerned.

3. Organizational equipment is authorized by the Unit Authorization List to be published by this headquarters.

4. The pertinent provisions of Air Force Manual 171-6 are applicable.

5. Upon completion of action directed herein, Air Force Organization Status Change Report (Reports Control Symbol AF-01) will be prepared in accordance with Chapter 21, Eastern Air Defense Force Manual 171-2 and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0800 hours the first calendar day following the "as of" date.

6. Authority: Same as in Section II of this general order.

BY ORDER OF THE COMMANDER:

OFFICIAL:

John L. Warren
JOHN L. WARREN
Colonel, USAF
Adjutant

W. R. GROHS
Colonel, USAF
Chief of Staff

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A plus
30 - AAG HEDUSAF (ATTN: PUB DIV)
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TRUE COPY

HEADQUARTERS
AIR DEFENSE COMMAND
EAST AIR FORCE BASE
COLORADO SPRINGS, COLORADO

GENERAL ORDERS)
NUMBER 11) 15 March 1956

DESIGNATION AND ORGANIZATION OF HEADQUARTERS AIR
DEFENSE WINGS (SAGE) -

1. The following units are designated, assigned and organized under appropriate Unit Manning Documents at locations and on effective dates indicated:

<u>UNIT</u>	<u>ASSIGNMENT</u>	<u>SUB- ASSIGNMENT</u>	<u>LOCATION</u>	<u>EFF DATE</u>
Headquarters 4621st Air Defense Wing (SAGE)	Eastern Air Defense Force	26th Air Divi- sion (Defense)	McGuire Air Force Base, New Jersey	1 April 1956
Headquarters 4622nd Air Defense Wing (SAGE)	Eastern Air Defense Force	26th Air Div- ision (Defense)	Stewart Air Force Base New York	1 June 1956

2. Personnel will be furnished from sources under the control of the Commander, Eastern Air Defense Force. Personnel will be phased according to the unit's capability to utilize them effectively.

3. Equipment will be authorized by the Unit Authorization List to be published by the Commander, Air Defense Command.

4. Action directed herein will be reported in accordance with Air Defense Command Regulation 20-1 and Air Regulation 20-49.

5. Authority: Air Force Regulation 20-27, 15 September 1955.

BY ORDER OF THE COMMANDER:

OFFICIAL:

s/ Walter W. Robinson
t/ WALTER W. ROBINSON
Colonel, USAF
Command Adjutant

GEORGE F. SMITH
Major General, USAF
Chief of Staff

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0732

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

26ADDVC

14 Mar 1956

SUBJECT: The 26th Air Division (Defense) Survival School

TO: Commander
4709th Air Defense Wing
McGuire Air Force Base
Trenton, New Jersey

1. Desire that you establish immediately a 26th Air Division Survival School under the jurisdiction of the 82nd Fighter Group (AD) at New Castle County Airport. This school will consist of two days classroom instruction and demonstrations, and five days of field trips. An Air Division regulation giving full details regarding this program will be published in the near future. However, it is essential that immediate implementing action be taken by the 82nd Fighter Group if this school is to become a reality in the shortest possible time. I propose that the first class for this school commence the 30th of April 1956. I also suggest that succeeding classes start every other week.

2. This headquarters is taking action to secure four additional instructors. These personnel, added to the two in-place at New Castle, will provide adequate supervision for all students. Every effort will be made to have them transferred to New Castle sufficiently prior to 30 April to permit their indoctrination in their assigned duties. This headquarters will also endeavor to have assigned to New Castle, an officer with the full time responsibility of running this school. This latter possibility, however, may not materialize; therefore, it is essential that, out of existing resources, the 82nd Fighter Group appoint an officer to supervise the overall activities of the Survival School. It is accepted that this responsibility will have to be accomplished as an additional duty at least initially.

3. Student in-put for this school will be 24 per class. Quotas will be scheduled by this headquarters. Available unit funds will be

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Hq 26th ADiv(D), 26ADDDVC, Subject: The 26th Air Division (Defense)
Survival School

utilized for required travel and per diem of students. Funds currently available to the 82nd Fighter Group (AD) will be used to support all other expenses of the school.

4. In the event that unforeseen difficulties develop in implementing this program, desire that this headquarters immediately be contacted for assistance.

Copy furn:
Comdr, 4707th ADW

CHARLES G. CHANDLER, JR.
Colonel, USAF
Vice Commander

C O P Y

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

EAFMP

8 June 1956

SUBJECT: Assignment and Utilization of Pilots

TO: Commander, Air Divisions (Defense)

1. Authority has been granted this headquarters to interchange assignments of pilots qualified in AFSC's 1124B and 1124C. Headquarters Air Defense Command advised this authority would not be redelimited. The authorization was granted in order to:

a. Provide defense force commanders with greater assignment latitude.

b. Equitably distribute the resources of interceptor pilots to offset separation losses and overseas levies which are affecting 1124B's.

c. Provide a means whereby assignments in so-called undesirable areas may be more equally shared by interceptor crews regardless of aircraft qualifications.

2. In the interest of equitable distribution of resources and experience, it is recommended that you examine your pilot strength in assigned fighter-interceptor squadrons with the view toward realignment where necessary. Any reassignment that you desire to effect will be requested under the provisions of EADFR 35-77. In taking reassignment action, it is suggested that pilots in overseas Category III be selected first, followed by Category II and I as required. You are reminded that newly assigned pilots graduating from advanced flying school will be utilized in the type aircraft for which trained for a period of at least one year.

3. Headquarters USAF has authorized the substitution of fully qualified pilots, AFSC 1124C, on 1124B assignments on the last two overseas levies received at this headquarters and it has been indicated informally that this policy can be expected to continue. The only exception to this policy will be those 1124B levies requiring flight leaders and/or more experienced F-89 pilots.

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HISTORICAL DOCUMENTS OF THE

4707th Air Defense Wing
Stewart Air Force Base
Newburgh, New York

JANUARY - JUNE 1956

Prepared By:

Myron T. Neumann
1st Lt USAF
Historical Officer

0737

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SECTION I - COMMAND AND ADMINISTRATION

SECTION II - PERSONNEL

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SECTION VI - JUDGE ADVOCATE

SECTION VII - HQ SQ SECTION

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SECTION I

COMMAND AND ADMINISTRATION

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H. B. U. M. P. L. S.
 4707TH AIR DEFENSE WING (ADG) TC _____
 Otis Air Force Base, Massachusetts P. RA _____ NR of CYS _____

SPECIAL ORDERS)
 NUMBER 35)

30 March 1956

1. IAW PAR 3, ADCR 205-2, 15 FEB 53, 1ST LT MYRDON T. NEUMANN, AO1854046, this HQ, is APTD Security Control OFF for ADJ SEC, this HQ, vice 1STLT FOREST L. LITTLE, AO2232214, relieved, EFF 2 APR 56.

2. UP PAR 29f, AFR 205-1, the FHO and Civilian, this HQ, this B, are APTD Wing Top Secret Control Officers, as indicated, EFF 2 APR 56. Other APT under above AUTH are terminated.

1STLT MYRDON T. NEUMANN AO1854046 T/S Control Officer
 MISS GRACE F. POWERS (Civilian) Alternate T/S Control Officer

3. 1STLT MYRDON T. NEUMANN, AO1854046, this HQ, this B, is APTD Custodian of Registered Document for this HQ, EFF 2 APR 56, vice 1STLT FOREST L. LITTLE, AO2232214, this HQ, relieved.

4. 1STLT MYRDON T. NEUMANN AO1854046, this HQ, is APTD Historian for this HQ, vice 1STLT FOREST L. LITTLE, AO2232214, relieved, EFF 2 APR 56. AUTH: ADCR 210-1.

5. UP ADCR 67-25, FNC, ORGN INDC, this B, are APTD members of the 4707TH AIRDEFWG Equipment Review Board with duties as indicated. All other prior APT of members under above AUTH are terminated:

RANK	NAME	AFSN	DUTY	ORGN
LTCOL	CLIFFORD A. JOHNSTON	3767A	President	4707TH ADWG
MAJ	FORREST M. WINKLE	AO394301	Recorder	4707TH ADWG
MAJ	ROBERT HOBART	AO295463	Member	4707TH ADWG
CAPT	MORRIS F. SCHWARTZ	AO1633485	Member	4707TH ADWG
CAPT	JOSEPH M. GANEY	AO462735	Member	33D HOSP
1STLT	FOREST L. LITTLE	AO2232214	Member	4707TH ADWG
CWO	RAIMONDO C. V. LAUCELLA	953582E	Member	4707TH ADWG

6. S/SGT JOHN W. FARNUM, AF11177243, this HQ, this B, is AWD PERM GR of S/SGT W/DOR 10 APR 51, AUTH: 39-49.

7. SMOP 1 SO 30, this HQ, this B, pertaining to APT of members of FLIGHT SAFETY COMMITTEE, as reads: "Elvins Safety Officer," IATR: "Operations Staff Officer."

8. SMOP 2, SO 34, this HQ, this B, pertaining to AWD of PERM NCO GR of T/SGT BILLY E. COOK, AF15246500, as reads: "UP FR 79-42," IATR: "UP FR 79-42."

0740

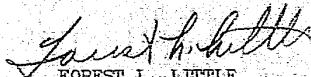
HQ 4707th AIRDEFWG SO 35. 30 MAR 56. CONT'D

(Signature Page Only)

BY ORDER OF THE COMMANDER:

OFFICIAL:

FOREST L. LITTLE
1st Lt, USAF
Adjutant



FOREST L. LITTLE
1st Lt, USAF
Adjutant

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GO 16, HQ 4707TH AIRDEFWG IS LAST OF THE SERIES FOR 1955

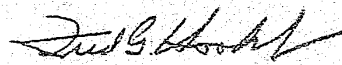
HEADQUARTERS
4707TH AIR DEFENSE WING (ADG)
Otis Air Force Base, Massachusetts

GENERAL ORDERS)
NUMBER 1)

27 January 1956

ASSUMPTION OF COMMAND - Under the provisions of Air Force Regulation 35-54, the undersigned hereby assumes command of the 4707th Air Defense Wing (ADG), vice COLONEL RICHARD A. LEGG, 1084A, relieved.

DISTRIBUTION:
2 cys, Comdr, EADF
2 cys, Comdr, 32D AD (Def)
"A" & "B"



FRED G. HOOK, JR
Colonel, USAF
Commander

0742

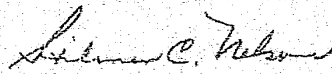
HEADQUARTERS
4707th AIR DEFENSE WING (ADC)
Otis Air Force Base, Massachusetts

GENERAL ORDERS)
NUMBER 2)

23 February 1956

ASSUMPTION OF COMMAND - Under the provisions of Air Force Regulation 35-54, as amended, the undersigned hereby assumes command of the 4707th Air Defense Wing (ADC), effective this date.

DISTRIBUTION:
2 Cys, Comdr, EADW
2 Cys, Comdr, 32D AD (D)
"A" & "B"


HILMER C. NELSON
Colonel, USAF
Commander

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HEADQUARTERS
4707TH AIR DEFENSE WING (ADC)
Otis Air Force Base, Massachusetts


GENERAL ORDERS) 30 March 1956
NUMBER 3)

STAFF ASSIGNMENT - 1STLT MYRDON T. NEUMANN, A01854046,
this headquarters, is assigned as Adjutant, effective 2
April 1956, vice 1STLT FOREST L. LITTLE A02232214, this
headquarters, relieved.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FOREST L. LITTLE
1st Lt, USAF
Adjutant


FOREST L. LITTLE
1st Lt, USAF
Adjutant

DISTRIBUTION:

"A" & "B"
Comdr, EADF 2 cys
Comdr, 26th ADIV (D) 2 cys

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HEADQUARTERS
120TH AIR DEFENSE WING (ADG)
Wurtsmith Air Force Base, Massachusetts

GENERAL ORDERS,
NUMBER 4)

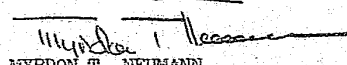
10 April 1956

STAFF ASSIGNMENT. COLONEL DELBERT H. HARRI, 2456A, this head-
quarters, is assigned as Deputy Commander, effective this date,
vice COLONEL ROBERT W. HOLMES, 3846A, Acting Deputy Commander, this
headquarters, relieved.

BY ORDER OF THE COMMANDER:

OFFICIAL:

MYRDON T. NEUMANN
1st Lt, USAF
Adjutant


MYRDON T. NEUMANN
1st Lt, USAF
Adjutant

DISTRIBUTION:

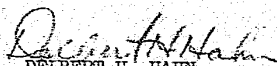
"A" & "B"
Comdr, ADC 2 cys
Comdr, EADF 2 cys
Comdr, 26th AD 2 cys

HEADQUARTERS
4707TH AIR DEFENSE WING (ADC)
Otis Air Force Base, Massachusetts

GENERAL ORDERS)
NUMBER 5)

7 May 1956

ASSUMPTION OF COMMAND - Under the provisions of Air Force Regulation 35-54, as amended, the undersigned hereby assumes command of the 4707th Air Defense Wing (AD), effective this date.


DELBERT H. HAHN
Colonel, USAF
Commander

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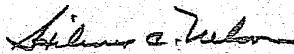
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HEADQUARTERS
4707TH AIR DEFENSE WING (ADC)
Otis Air Force Base, Massachusetts

GENERAL ORDERS)
NUMBER 6)

10 May 1956

ASSUMPTION OF COMMAND - Under the provisions of Air Force Regulation 35-54, as amended, the undersigned hereby assumes command of the 4707th Air Defense Wing (ADC), effective this date.


HILMER C. NELSON
Colonel, USAF
Commander

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HEADQUARTERS
EASTERN AIR DEFENSE FORCE
Stewart Air Force Base, Newburgh, NY



GENERAL ORDERS
NUMBER 14

REASSIGNMENT OF UNITSSECTION I
FURTHER ASSIGNMENT OF UNITSECTION II
DISCONTINUANCE OF UNITSSECTION III
ORGANIZATION OF UNITSSECTION IV

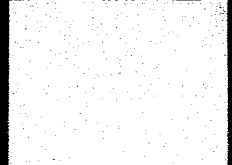
SECTION I

1. Effective 1 March 1956, the following establishments and/or units are reassigned as indicated:

Establishment or Unit	Relieved from Assignment to	Assigned To
4707th AIR DEF WG	32d AIR DIV (DEF)	26th AIR DIV (DEF)
4711th AIR DEF WG	32d AIR DIV (DEF)	30th AIR DIV (DEF)
COMDR 14th Fighter Group (AIR DEF)	4711th AIR DEF WG	32d AIR DIV (DEF)
DEF COMDR 23d Fighter Group (AIR DEF)	4711th AIR DEF WG	32d AIR DIV (DEF)
AOJ 27th Fighter Interceptor SQ	4711th AIR DEF WG	32d AIR DIV (DEF)
A1 405th Fighter Interceptor SQ	4711th AIR DEF WG	32d AIR DIV (DEF)
A3 654th ACW SQ	4707th AIR DEF WG	32d AIR DIV (DEF)
A4 655th ACW SQ	4707th AIR DEF WG	32d AIR DIV (DEF)
LEG 764th ACW SQ	4707th AIR DEF WG	32d AIR DIV (DEF)
COMPT 765th ACW SQ	4707th AIR DEF WG	32d AIR DIV (DEF)
STAT 766th ACW SQ	4707th AIR DEF WG	32d AIR DIV (DEF)
FW 907th ACW SQ	4707th AIR DEF WG	32d AIR DIV (DEF)
WG 911th ACW SQ	4707th AIR DEF WG	32d AIR DIV (DEF)
4710th AIR DEF WG	26th AIR DIV (DEF)	37th AIR DIV (DEF)
4706th AIR DEF WG	30th AIR DIV (DEF)	37th AIR DIV (DEF)
56th Fighter Interceptor SQ	4706th AIR DEF WG	58th AIR DIV (DEF)
319th Fighter Interceptor SQ	4706th AIR DEF WG	58th AIR DIV (DEF)
663d ACW SQ	35th AIR DIV (DEF)	58th AIR DIV (DEF)
664th ACW SQ	4706th AIR DEF WG	58th AIR DIV (DEF)
704th ACW SQ	4706th AIR DEF WG	58th AIR DIV (DEF)
782d ACW SQ	4706th AIR DEF WG	58th AIR DIV (DEF)
783d ACW SQ	4706th AIR DEF WG	58th AIR DIV (DEF)
784th ACW SQ	4706th AIR DEF WG	58th AIR DIV (DEF)
809th ACW SQ	4706th AIR DEF WG	58th AIR DIV (DEF)
359th Fighter Group (AIR DEF)	4708th AIR DEF WG	58th AIR DIV (DEF)
867th ACW SQ	35th AIR DIV (DEF)	58th AIR DIV (DEF)
14th Fighter Interceptor SQ	35th AIR DIV (DEF)	58th AIR DIV (DEF)
95th Fighter Interceptor SQ	4710th AIR DEF WG	85th AIR DIV (DEF)
632d ACW SQ	4710th AIR DEF WG	85th AIR DIV (DEF)
647th ACW SQ	35th AIR DIV (DEF)	85th AIR DIV (DEF)
649th ACW SQ	4710th AIR DEF WG	85th AIR DIV (DEF)
	4710th AIR DEF WG	85th AIR DIV (DEF)

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GO 14 HEDEADF (ADC) Stewart AFB Newburgh NY 3 FEB 56 (CONT)
(PARA 1 SECTION I CONT)

<u>Establishment or Unit</u>	<u>Relieved From Assignment To</u>	<u>Assigned To</u>
701st ACW SQ	35th AIR DIV (DEF)	35th AIR DIV (DEF)
771st ACW SQ	4710th AIR DEF WG	85th AIR DIV (DEF)
752d ACW SQ	4708th AIR DEF WG	4705th AIR DEF WG
773d ACW SQ	4709th AIR DEF WG	4707th AIR DEF WG
52d Fighter Group (AIR DEF)	4709th AIR DEF WG	4709th AIR DEF WG
46th Fighter Interceptor SQ	4710th AIR DEF WG	4709th AIR DEF WG
770th ACW SQ	4710th AIR DEF WG	4709th AIR DEF WG
82d Fighter Group (AIR DEF)	4710th AIR DEF WG	4709th AIR DEF WG
665th ACW SQ	4706th AIR DEF WG	4710th AIR DEF WG
507th Fighter Group (AIR DEF)	4706th AIR DEF WG	4710th AIR DEF WG
753d ACW SQ	4706th AIR DEF WG	4710th AIR DEF WG
906th ACW SQ	4706th AIR DEF WG	4710th AIR DEF WG
913th ACW SQ	4708th AIR DEF WG	4710th AIR DEF WG
914th ACW SQ	4708th AIR DEF WG	4710th AIR DEF WG
662d ACW SQ	4708th AIR DEF WG	4711th AIR DEF WG
763d ACW SQ	4707th AIR DEF WG	4711th AIR DEF WG
772d ACW SQ	4710th AIR DEF WG	4711th AIR DEF WG
45th Fighter Group (AIR DEF)	4707th AIR DEF WG	4711th AIR DEF WG
54th Fighter Group (AIR DEF)	4708th AIR DEF WG	4711th AIR DEF WG
79th Fighter Group (AIR DEF)	4708th AIR DEF WG	4711th AIR DEF WG

2. The pertinent provisions of Air Force Manuals 171-6 and 181-5 are applicable.

3. Upon completion of action directed herein, Air Force Organization Status Change Report (Reports Control Symbol AF-01) will be prepared in accordance with Chapter 21, Eastern Air Defense Force Manual 171-2, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0800 hours the first calendar day following the "as of" date.

4. Authority: Air Force Regulation 20-27; Letter, Headquarters Air Defense Command; ADOMO, Subject: "Reassignment, Discontinuance and Organization of Units within Eastern Air Defense Force", dated 20 January 1956; and message, Headquarters ADC, ADOMO 04881, 27 January 1956.

SECTION II

1. Effective 1 March 1956, the 473d Materiel Squadron is further assigned to the 4710th Air Defense Wing.

2. The pertinent provisions of Air Force Manuals 171-6 and 181-5 are applicable.

CG 14 HESBELL (ADC, Stewart Air Newham...)
(SECTION II CONT)

3. Upon completion of action directed herein, Air Force Organization Status Change Report (Reports Control Symbol AF-01) will be prepared in accordance with Chapter 21, Eastern Air Defense Force Manual 171-2, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0800 hours the first calendar day following the "as of" date.

4. Authority: Air Force Regulation 20-27; and, letter, Headquarters Air Defense Command, Subject: "Reassignment, Discontinuance and Organization of Units within Eastern Air Defense Force", dated 20 January 1956.

SECTION III

1. Effective 1 March 1956, the following units are discontinued at locations indicated:

<u>Unit</u>	<u>Location</u>
Detachment #5, 4670th Ground Observer Squadron	Pittsburgh, Pennsylvania
Detachment #6, 4670th Ground Observer Squadron	Baltimore, Maryland
Detachment #7, 4670th Ground Observer Squadron	Richmond, Virginia
Detachment #8, 4670th Ground Observer Squadron	Roanoke, Virginia
Detachment #9, 4670th Ground Observer Squadron	Charleston, West Virginia
Detachment #2, 4671st Ground Observer Squadron	Chicago, Illinois
Detachment #3, 4671st Ground Observer Squadron	Terre Haute, Indiana
Detachment #5, 4671st Ground Observer Squadron	Columbus, Ohio
Detachment #7, 4671st Ground Observer Squadron	Louisville, Kentucky
Detachment #8, 4671st Ground Observer Squadron	Lexington, Kentucky
Detachment #9, 4671st Ground Observer Squadron	Green Bay, Wisconsin
Detachment #1, 4673d Ground Observer Squadron	Buffalo, New York
Detachment #3, 4673d Ground Observer Squadron	Albany, New York
Detachment #4, 4673d Ground Observer Squadron	Manchester, New Hampshire
Detachment #1, 4674th Ground Observer Squadron	Nashville, Tennessee
Detachment #2, 4674th Ground Observer Squadron	Knoxville, Tennessee
Detachment #3, 4674th Ground Observer Squadron	Durham, North Carolina
Detachment #4, 4674th Ground Observer Squadron	Charlotte, North Carolina

2. Personnel from discontinued units will be reassigned without change in duty station, as indicated: (EDCSA: 1 March 1956)

<u>From</u>	<u>To</u>
Detachment #5, 4670th GND OBSR SQ	Detachment #11, 471st GND OBSR SQ
Detachment #6, 4670th GND OBSR SQ	Detachment #5, 4716th GND OBSR SQ
Detachment #7, 4670th GND OBSR SQ	Detachment #2, 4716th GND OBSR SQ
Detachment #8, 4670th GND OBSR SQ	Detachment #3, 4716th GND OBSR SQ
Detachment #9, 4670th GND OBSR SQ	Detachment #5, 4717th GND OBSR SQ
Detachment #2, 4671st GND OBSR SQ	Detachment #2, 4718th GND OBSR SQ

0750

SC 14 HEHEADF (ADC) Stewart AFB Newburgh, NY (CONT)
(PARA 2 SECTION III CONT)

<u>From</u>	<u>To</u>
Detachment #3, 4671st GND OBSR SQ	Detachment #1, 4717th GND OBSR SQ
Detachment #5, 4671st GND OBSR SQ	Detachment #2, 4717th GND OBSR SQ
Detachment #7, 4671st GND OBSR SQ	Detachment #3, 4717th GND OBSR SQ
Detachment #8, 4671st GND OBSR SQ	Detachment #4, 4717th GND OBSR SQ
Detachment #9, 4671st GND OBSR SQ	Detachment #1, 4718th GND OBSR SQ
Detachment #1, 4673d GND OBSR SQ	Detachment #1, 4671st GND OBSR SQ
Detachment #3, 4673d GND OBSR SQ	Detachment #11, 4670th GND OBSR SQ
Detachment #4, 4673d GND OBSR SQ	Detachment #10, 4670th GND OBSR SQ
Detachment #1, 4674th GND OBSR SQ	Detachment #1, 4717th GND OBSR SQ
Detachment #2, 4674th GND OBSR SQ	Detachment #7, 4717th GND OBSR SQ
Detachment #3, 4674th GND OBSR SQ	Detachment #4, 4716th GND OBSR SQ
Detachment #4, 4674th GND OBSR SQ	Detachment #1, 4716th GND OBSR SQ

3. Equipment rendered surplus by this action will revert to stock to fill present and future requirements. Unit Allowance List is voided.

4. The pertinent provisions of Air Force Manual 171-6 are applicable.

5. Funds will be disposed of in accordance with current directives.

6. Organizational records will be disposed of in accordance with Air Force Manual 181-5.

7. Upon completion of action directed herein, Air Force Organization Status Change Report (Reports Control Symbol AF-01) will be prepared in accordance with Chapter 21, Eastern Air Defense Force Manual 171-2, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0800 hours the first calendar day following the "as of" date.

8. Authority: Same as in Section II of this general order.

SECTION IV

1. Effective 1 March 1956, the following units are designated, assigned as indicated, and organized under appropriate Unit Manning Documents, at locations indicated:

<u>Unit</u>	<u>Assignment</u>	<u>Location</u>
Detachment #10, 4670th GND OBSR SQ	4670th GND OBSR SQ	Manchester, NH
Detachment #11, 4670th GND OBSR SQ	4670th GND OBSR SQ	Albany, NY
Detachment #1, 4671st GND OBSR SQ	4671st GND OBSR SQ	Buffalo, NY
Detachment #11, 4671st GND OBSR SQ	4671st GND OBSR SQ	Pittsburg, PA
Detachment #1, 4716th GND OBSR SQ	4716th GND OBSR SQ	Charlotte, NC

0751

CG: IN HEDEADF (ADC) Stewart AFB Newburgh, NY 1 FEB 68 (CONT)
 (PARA 1 SECTION IV CONT)

<u>Unit</u>	<u>Assignment</u>	<u>Location</u>
Detachment #2, 4716th GND OBSR SQ	4716th GND OBSR SQ	Richmond, VA
Detachment #3, 4716th GND OBSR SQ	4716th GND OBSR SQ	Roanoke, VA
Detachment #4, 4716th GND OBSR SQ	4716th GND OBSR SQ	Durham, NC
Detachment #5, 4716th GND OBSR SQ	4716th GND OBSR SQ	Baltimore, MD
Detachment #1, 4717th GND OBSR SQ	4717th GND OBSR SQ	Terre Haute, IND
Detachment #2, 4717th GND OBSR SQ	4717th GND OBSR SQ	Columbus, Ohio
Detachment #3, 4717th GND OBSR SQ	4717th GND OBSR SQ	Louisville, KY
Detachment #4, 4717th GND OBSR SQ	4717th GND OBSR SQ	Lexington, KY
Detachment #5, 4717th GND OBSR SQ	4717th GND OBSR SQ	Charleston, WVA
Detachment #6, 4717th GND OBSR SQ	4717th GND OBSR SQ	Nashville, TENN
Detachment #7, 4717th GND OBSR SQ	4717th GND OBSR SQ	Knoxville, TENN
Detachment #1, 4718th GND OBSR SQ	4718th GND OBSR SQ	Green Bay, WIS
Detachment #2, 4718th GND OBSR SQ	4718th GND OBSR SQ	Chicago, ILL

2. Personnel will be furnished from sources available to the air division (defense) concerned.

3. Organizational equipment is authorized by the Unit Authorization List to be published by this headquarters.

4. The pertinent provisions of Air Force Manual 171-6 are applicable.

5. Upon completion of action directed herein, Air Force Organization Status Change Report (Reports Control Symbol AF-01) will be prepared in accordance with Chapter 21, Eastern Air Defense Force Manual 171-2 and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0800 hours the first calendar day following the "as of" date.

6. Authority: Same as in Section II of this general order.

BY ORDER OF THE COMMANDER:

OFFICIAL:

John L. Warren
 JOHN L. WARREN
 Colonel, USAF
 Adjutant

W. R. GROHS
 Colonel, USAF
 Chief of Staff

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0752

GENERAL ORDERS,
NUMBER 17

13 Feb 1956

AMENDMENT TO GENERAL ORDER

So much of paragraph 1, Section 1, of Eastern Air Defense Force General Order Number 11, 1 February 1955 as reads:

Establishment or Unit	Relieved from Assignment to	Assigned To
655th ACW SQ	4707th AIR DEF WG	32d AIR DIV (DEF)
764th ACW SQ	4707th AIR DEF WG	32d AIR DIV (DEF)
765th ACW SQ	4707th AIR DEF WG	32d AIR DIV (DEF)
766th ACW SQ	4707th AIR DEF WG	32d AIR DIV (DEF)
907th ACW SQ	4707th AIR DEF WG	32d AIR DIV (DEF)
911th ACW SQ	4707th AIR DEF WG	32d AIR DIV (DEF)

is amended to read:

Establishment or Unit	Relieved from Assignment to	Assigned To
655th ACW SQ	4711th AIR DEF WG	32d AIR DIV (DEF)
764th ACW SQ	4711th AIR DEF WG	32d AIR DIV (DEF)
765th ACW SQ	4711th AIR DEF WG	32d AIR DIV (DEF)
766th ACW SQ	4711th AIR DEF WG	32d AIR DIV (DEF)
907th ACW SQ	4711th AIR DEF WG	32d AIR DIV (DEF)
911th ACW SQ	4711th AIR DEF WG	32d AIR DIV (DEF)

BY ORDER OF THE COMMANDER:

OFFICIAL:

John L Warren
JOHN L WARREN
Colonel, USAF
Asst Adjutant

W. R. GROHS
Colonel, USAF
Chief of Staff

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0753

STEWART AIR FORCE BASE, OHIO
 10 FEBRUARY 1956

GENERAL ORDERS
 NUMBER 18

February 1956

AMENDMENT OF GENERAL ORDERS

1. So much of paragraph 3, EADP General Orders Number 1, 20 January 1956, as reads "4710th Air Defense Wing" is amended to read "4706th Air Defense Wing."
2. So much of EADP General Orders Number 12, 30 January 1956, as reads "4710th Air Defense Wing" is amended to read "4706th Air Defense Wing."
3. So much of paragraph 1, Section I, of Eastern Air Defense Force General Orders Number 14, 3 February 1956, that reads as follows is revoked:

<u>Establishment or Unit</u>	<u>Relieved from Assignment to</u>	<u>Assigned To</u>
505th ACW SQ	4706th AIR DEF WG	4710th AIR DEF WG
507th Fighter Group (AIR DEF)	4706th AIR DEF WG	4710th AIR DEF WG
753rd ACW SQ	4706th AIR DEF WG	4710th AIR DEF WG
906th ACW SQ	4706th AIR DEF WG	4710th AIR DEF WG
602nd ACW SQ	4708th AIR DEF WG	4711th AIR DEF WG
54th Fighter Group (AIR DEF)	4708th AIR DEF WG	4711th AIR DEF WG
79th Fighter Group (AIR DEF)	4708th AIR DEF WG	4711th AIR DEF WG

4. So much of paragraph 1, Section I, of Eastern Air Defense Force General Orders Number 14, 3 February 1956, as reads:

<u>Establishment or Unit</u>	<u>Relieved from Assignment to</u>	<u>Assigned To</u>
91st ACW SQ	4708th AIR DEF WG	4710th AIR DEF WG
91st ACW SQ	4708th AIR DEF WG	4710th AIR DEF WG
763rd ACW SQ	4707th AIR DEF WG	4711th AIR DEF WG
772nd ACW SQ	4710th AIR DEF WG	4711th AIR DEF WG
15th Fighter Group (AIR DEF)	4707th AIR DEF WG	4711th AIR DEF WG

is amended to read:

<u>Establishment or Unit</u>	<u>Relieved from Assignment to</u>	<u>Assigned To</u>
91st ACW SQ	4708th AIR DEF WG	4706th AIR DEF WG
91st ACW SQ	4708th AIR DEF WG	4706th AIR DEF WG
763rd ACW SQ	4707th AIR DEF WG	4708th AIR DEF WG
772nd ACW SQ	4710th AIR DEF WG	4708th AIR DEF WG
15th Fighter Group (AIR DEF)	4707th AIR DEF WG	4708th AIR DEF WG

HEADQUARTERS
EASTERN AIR DEFENSE FORCE (ADC)
Stewart Air Force Base, Newburgh, NY

GENERAL ORDERS)
NUMBER 36)

8 June 1956

REASSIGNMENT OF 49TH FIGHTER-INTERCEPTOR SQUADRON

1. Effective 16 June 1956, the 49th Fighter-Interceptor Squadron is relieved from assignment to the 4707th Air Defense Wing and is assigned to the 32d Air Division (Defense) without change in strength or station.
2. Pertinent provisions of Air Force Manuals 171-6 and 181-5 are applicable.
3. Upon completion of action directed herein, Organization Status Change Report (Reports Control Symbol AF-01) will be prepared in accordance with Chapter 21, Eastern Air Defense Force Manual 171-2, and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0800 hours the first calendar day following the "as of" date.
4. Authority: Air Force Regulation 20-27, 15 September 1955, and Air Defense Command message ADRMO 24106, 31 May 1956.

BY ORDER OF THE COMMANDER:

OFFICIAL:

W. R. GROHS
Colonel, USAF
Chief of Staff

John L. Warren
JOHN L. WARREN
Colonel, USAF
Adjutant

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HEADQUARTERS
EASTERN AIR DEFENSE FORCE (ADC)
Stewart Air Force Base, Newburgh, NY

GENERAL ORDERS) 28 June 1956
NUMBER 39)

REASSIGNMENT OF UNITS SECTION I
DISCONTINUANCE OF UNITS SECTION II

SECTION I

1. Effective 8 July 1956, the following units and/or establishments are reassigned as indicated:

Unit or Establishment	Relieved from Assignment to	Assigned To
52d Fighter Group (AD)	4707th AIR DEF WG	4709th AIR DEF WG
773d ACW Squadron	4707th AIR DEF WG	4709th AIR DEF WG
329th Fighter Group (AD)	4709th AIR DEF WG	4707th AIR DEF WG
648th ACW Squadron	4709th AIR DEF WG	4707th AIR DEF WG
54th Fighter Group (AD)	4708th AIR DEF WG	30th AIR DIV (DEF)
15th Fighter Group (AD)	4708th AIR DEF WG	30th AIR DIV (DEF)
79th Fighter Group (AD)	4708th AIR DEF WG	30th AIR DIV (DEF)
412th Fighter Group (AD)	4708th AIR DEF WG	30th AIR DIV (DEF)
1st Fighter Group (AD)	4708th AIR DEF WG	30th AIR DIV (DEF)
507th Fighter Group (AD)	4706th AIR DEF WG	37th AIR DIV (DEF)
473d Fighter Group (AD)	4706th AIR DEF WG	37th AIR DIV (DEF)
327th Fighter Group (AD)	4706th AIR DEF WG	37th AIR DIV (DEF)
56th Fighter Group (AD)	4706th AIR DEF WG	37th AIR DIV (DEF)
661st ACW Squadron	4708th AIR DEF WG	30th AIR DIV (DEF)
662d ACW Squadron	4708th AIR DEF WG	30th AIR DIV (DEF)
665th ACW Squadron	4706th AIR DEF WG	37th AIR DIV (DEF)
676th ACW Squadron	4706th AIR DEF WG	37th AIR DIV (DEF)
677th ACW Squadron	4708th AIR DEF WG	30th AIR DIV (DEF)
700th ACW Squadron	4706th AIR DEF WG	37th AIR DIV (DEF)
752d ACW Squadron	4706th AIR DEF WG	37th AIR DIV (DEF)
753d ACW Squadron	4706th AIR DEF WG	37th AIR DIV (DEF)
754th ACW Squadron	4708th AIR DEF WG	30th AIR DIV (DEF)
755th ACW Squadron	4706th AIR DEF WG	37th AIR DIV (DEF)
763d ACW Squadron	4708th AIR DEF WG	30th AIR DIV (DEF)
772d ACW Squadron	4708th AIR DEF WG	30th AIR DIV (DEF)
781st ACW Squadron	4708th AIR DEF WG	30th AIR DIV (DEF)
906th ACW Squadron	4706th AIR DEF WG	37th AIR DIV (DEF)
912th ACW Squadron	4708th AIR DEF WG	30th AIR DIV (DEF)
913th ACW Squadron	4706th AIR DEF WG	37th AIR DIV (DEF)
914th ACW Squadron	4706th AIR DEF WG	37th AIR DIV (DEF)
691st Air Force Band	4708th AIR DEF WG	30th AIR DIV (DEF)

2. Pertinent provisions of Air Force Manuals 171-6 and 181-5 are applicable.

GO 39 HEDEADF (ADC) Stewart AFB Newburgh NY 28 JUN 56 (CONT)
(SECTION I CONT)

3. Upon completion of action directed herein, Organization Status Change Report (Reports Control Symbol AF-01) will be prepared in accordance with Chapter 21, Eastern Air Defense Force Manual 171-2 and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0800 hours the first calendar day following the "as of" date.

4. Authority: Air Force Regulation 20-27, 15 September 1955, and Air Defense Command letter, ADRMO, 20 June 1956, subject: Reassignment of Units.

SECTION II

1. Effective 8 July 1956, the following units are discontinued at locations indicated:

Unit	Location
Headquarters, 4706th Air Defense Wing	O'Hare International Airport, Illinois
Headquarters, 4710th Air Defense Wing	O'Hare International Airport, Illinois
Headquarters, 4708th Air Defense Wing	Selfridge Air Force Base, Michigan
Headquarters, 4711th Air Defense Wing	Selfridge Air Force Base, Michigan

2. Personnel rendered surplus by these actions will be absorbed by other units under the control of the Commander, Eastern Air Defense Force.

3. Equipment rendered surplus by these actions will revert to stocks to fill present and future requirements. Unit Allowance List numbers are voided.

4. Organizational records will be disposed of in accordance with Air Force Manual 181-5.

5. The pertinent provisions of Air Force Manual 171-6 and Air Force Regulation 176-2, as amended, are applicable.

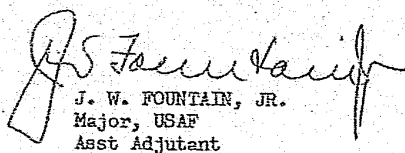
6. Upon completion of action directed herein, Organization Status Change Report (Reports Control Symbol AF-01) will be prepared in accordance with Chapter 21, Eastern Air Defense Force Manual 171-2 and submitted to the Commander, Eastern Air Defense Force, to arrive not later than 0800 hours the first calendar day following the "as of" date.

7. Authority: Same as Section I.

GC 39 HEDEADF (ADC) Stewart AFB Newburgh NY 28 JUN 56 (CONT)
(SGNR PAGE ONLY)

BY ORDER OF THE COMMANDER:

OFFICIAL:


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

W. R. GROHS
Colonel, USAF
Chief of Staff

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0759

4707th Air Def Wg Reg 5-3

I - 4

REGULATION)
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NO 5-3)HEADQUARTERS, 4707TH AIR DEFENSE WING
OTIS AIR FORCE BASE, MASSACHUSETTS
5 March 1956PUBLICATIONSDistribution and Resupply of Administrative Publications

1. PURPOSE & SCOPE: To prescribe a formula for the distribution of 4707th Air Def Wg administrative publications and the resupply of ADC, EADF, 26th AD(D) and 4707th Air Def Wg publications to staff sections and units of this Wing.
2. REFERENCES: ADGR 5-3, EADFR 5-3, 26th AD(D) Reg 5-4.
3. POLICY: a. only publications required for actual operations will be issued, maintained, or requisitioned. Complete sets of publications will be held to the minimum required for efficient operation.
b. Local reproduction of standard administrative publications issued by a higher echelon of command will not be accomplished unless specifically authorized in individual cases.
c. Upon receipt of a publications index from a higher echelon of command, commanders will take appropriate action to cause publications files to be screened and requisitions submitted, in accordance with the provisions of this regulation, for those publications not on file but necessary, as determined by the distribution formula. (Reference paragraph 4, this regulation).
4. FORMULA: Each 4707th Air Def Wg publication will bear a symbol(s) listed in the distribution formula below to indicate activities to which the publication is furnished. When additional distribution is necessary due to the nature of the directive, such distribution will be indicated on the directive.

DISTRIBUTION "A"

- | | |
|---------------------------|-----------------------------------|
| 1. Commander | 8. Comptroller |
| 2. Deputy Commander | 9. Provost Marshal |
| 3. Adjutant | 10. Statistical Control |
| 4. Director of Personnel | 11. Wing Surgeon |
| 5. Director of Operations | 12. Wing Chaplain |
| 6. Director of Materiel | 13. Information Services |
| 7. Staff Judge Advocate | 14. Headquarters Squadron Section |

This regulation supersedes 4707th Air Def Wg Regs 5-3, 1 Mar 56 and
5-6, 29 Mar 55

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3 Pages

4707th Air Def Wg Reg 5-3
4 - 5

DISTRIBUTION "B"

- | | |
|---------------------------------|---|
| 1. 33d Fighter Group (AD) | 6.. 644th Aircraft Control & Warning Sq |
| 2. 52d Fighter Group (AD) | 7. 656th Aircraft Control & Warning Sq |
| 3. 49th Fighter Interceptor Sq | 8. 762d Aircraft Control & Warning Sq |
| 4. 324th Fighter Interceptor Sq | 9. 773d Aircraft Control & Warning Sq |
| 5. 337th Fighter Interceptor Sq | |

(Modification of the above formulae may be used to include only specified organizations, e.g.)

DISTRIBUTION:

A minus 1,2,&3
B minus 9
Comdr, ADC 2 cys
Comdr, EADF 2 cys
Comdr, 26th AD (D) 2 cys

DISTRIBUTION:

A 3,5,& 6 only
B 1 & 2 only
Comdr, 26th AD (D) 1 cy

5. PROCEDURE FOR RESUPPLY OF COMMAND PUBLICATIONS: a. Requests for publications issued by ADC, EADF, and 4707th Air Def Wg will be requisitioned from this headquarters, ATTN: Forms and Publications Branch, Adjutant's Section, on AF Form 446 only.

b. AF Form 446 will be accomplished in triplicate, one copy to stay in the originating unit's files and two copies to be forwarded to this headquarters.

c. Requisitions will be double spaced and listed in numerical sequence.

d. Units assigned to Groups will submit requisitions to the Group. The Group, in turn, will consolidate requisitions and forwarded to this headquarters. Seperate units will forward their requests direct to this headquarters.

e. Requisitions may be submitted at any time. All requests will originate only in the Adjutant's Section and be signed by the Adjutant.

f. Requests for classified publications will be made by letter to this headquarters, ATTN: Classified Branch, Adjutant's Section.

g. Records of publications will be maintained by all units in accordance with paragraph 8e, EADFR 5-3.

4707th Air Def Wg Reg 9-1A

REGULATION)
:)
NO 9-1A)HEADQUARTERS, 4707TH AIR DEFENSE WING
OTIS AIR FORCE BASE, MASSACHUSETTS
23 March 1956FORMS MANAGEMENTNumerical Index of 4707th Air Defense Wing Blank Forms & Procedures
for Distribution and Requisitioning of ADC, EADF & 4707th Forms4707th Air Defense Wing Regulation 9-1, 5 March 1956 is changed
as follows:

* * * * *

7. REQUISITIONS:

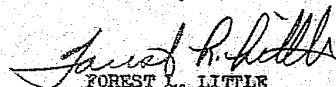
* * * * *

g. Units assigned to Groups will submit requisitions to the Group.
The Group, in turn, will consolidate requisitions and forward to this
headquarters. Separate units will forward their requests direct to this
headquarters.

* * * * *

BY ORDER OF THE COMMANDER:

OFFICIAL:

FOREST L. LITTLE
1st Lt., USAF
AdjutantFOREST L. LITTLE
1st Lt., USAF
Adjutant

DISTRIBUTION:

"A" & "B"
Comdr, ADC 2 cys
Comdr, EADF 2 cys
Comdr, 26th AD (D) 2 cys

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4707th Air Def Wg Reg 9-1

1 - 7

REGULATION) HEADQUARTERS, 4707TH AIR DEFENSE WING
 NO 9-1) OTIS AIR FORCE BASE, MASSACHUSETTS
 5 March 1956

FORMS MANAGEMENTNumerical Index of 4707th Air Defense Wing Blank Forms & Procedures for Distribution and Requisitioning of ADC, EADF & 4707th Forms

1. PURPOSE: This regulation establishes an index of current 4707th Air Defense Wing Forms and prescribes the procedures for the distribution and requisitioning of ADC, EADF and 4707th Air Defense Wing Forms.
2. SCOPE: The provisions of this regulation will apply to all organizations assigned or attached to this Defense Wing for administration.
3. REFERENCES: ADCR 9-3 and EADFR 9-1.
4. RESPONSIBILITY:
 - a. All units are responsible for using forms of higher headquarters whenever possible and for the timely submission of accurate and realistic requisitions at monthly intervals.
 - b. Fighter Groups are responsible for the maintenance of accurate forms records on EADF Form I.
 - c. Squadrons are responsible for maintaining appropriate records of their own device.
5. DISTRIBUTION AND RESUPPLY OF FORMS:
 - a. Initial distribution of ADC, EADF and 4707th Air Def Wg Forms will be made to all units with the prescribing directive. Upon receipt of a new form all units will immediately notify this headquarters (ATTN: Forms and Publications Branch, Adjutant's Section) of the anticipated monthly consumption.
 - b. Resupply of ADC, EADF, and 4707th Air Def Wg Forms will be in accordance with paragraph 7, this regulation.
6. STOCK LEVELS OF FORMS: All units will maintain a 45 day stock level of all forms required.
7. REQUISITIONS:
 - a. Each unit will submit an accurate and realistic requisition to reach this headquarters (ATTN: Forms and Publications Branch, Adjutant's Section) not later than the last day of each month. Requisitions will originate and be signed only by the Adjutant of all units and will be submitted once a month.
 - b. Emergency requisitions may be submitted at any time and will be clearly marked as such.

This regulation supersedes 4707th Air Def Wg Reg 9-1, 26 Oct 55

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2 Pages

4707th Air Def Wg Reg 9-1
7 - 9

c. Requisitions will be submitted on AF Form 446, double spaced and itemized in numerical sequence.

d. Requisitions will be accomplished in triplicate; one copy to remain in the originating unit's file for suspense purposes and two copies forwarded to this headquarters.

e. Duplicate requisitions will not be acted on by this headquarters but will be returned to the originating unit.

f. All ADC, EADF and 4707th Air Def Wg Forms will be requisitioned from this headquarters unless stated otherwise in prescribing directive.

8. LOCAL REPRODUCTION: No 4707th Air Def Wg Form will be reproduced locally unless authorized in the prescribing directive.

9. CURRENT 4707TH AIR DEF WG FORMS: The numerical list of current 4707th Air Def Wg Forms is shown below. All forms previously listed and not included in this index are obsolete and will be destroyed.

<u>NUMBER</u>	<u>DATE</u>	<u>NOMENCLATURE</u>	<u>PRESCRIBING DIRECTIVE</u>
3	25 Apr 55	Records Management Report (RCS: 1-AF-XGS-G1)	4707th Reg 181-1
4	25 Aug 55	Pass Request	None
99-4	3 Mar 53	Request for Publication of Promotion Orders	4707th Reg 39-3

(DWADJ)

BY ORDER OF THE COMMANDER:

OFFICIAL:

FOREST L. LITTLE

1st Lt, USAF

Adjutant

Forest L. Little
FOREST L. LITTLE

1st Lt, USAF

Adjutant

DISTRIBUTION:

"A" & "B"

Comdr, ADC 2 cys

Comdr, EADF 2 cys

Comdr, 26th AD (D) 2 cys

2

0764

4707th Air Def Wg Reg 20-1
1 - 3

REGULATION)
:
NO 20-1)

HEADQUARTERS, 4707TH AIR DEFENSE WING
OTIS AIR FORCE BASE, MASSACHUSETTS
1 March 1956

ORGANIZATION

Mission of the 33rd Fighter Group (AD)

1. MISSION: The mission of the 33rd Fighter Group is to maintain and operate Otis Air Force Base for the support of primary air defense units; to administer and train those fighter and support units assigned or attached to it for that purpose and to provide administrative and/or logistical support to such units as may be attached for that purpose by this or higher headquarters.
2. ORGANIZATION: Unit organization and personnel authorizations will be as specified in Current Unit Manning Documents for the 33rd Fighter Group.
3. RESPONSIBILITIES: The Commander, 33rd Fighter Group is directly responsible to the Commander, 4707th Air Defense Wing for accomplishment of the assigned mission and related tasks. Specific responsibilities include but are not limited to:
 - a. Performance of functions as Air Force Base Commander.
 - b. Exercising command jurisdiction over all assigned units and such jurisdiction over attached units as may be directed.
 - c. Training of assigned units and personnel to insure effective accomplishment of the air defense mission.
 - d. Maintain and provide installations facilities and services for units stationed at Otis Air Force Base.
 - e. Provide for base defense, security and protection of public property.
 - f. Furnish such administrative and/or logistical support to such units as may be attached for that purpose, by this or higher headquarters.
 - g. Providing assigned units with appropriate mission directives.

This regulation supersedes 4707th Air Def Wg Reg 20-1, 23 May 55

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2 Pages

4707th Air Def Wg Reg 20-1
3 - 4

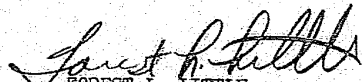
h. Performing such other functions as may be directed by this or higher headquarters.

4. COMMAND RELATIONS: The commander, 4707th Air Defense Wing is responsible for all activities of subordinate units, however, under the current concept of operations he is not necessarily the action agency in all areas of responsibility. This headquarters will be furnished information on all matters which are of command interest, even though it is not the action agency. EADF Manual 23-1 is the directive for channels to action agencies for various areas of responsibility. (DWOMO)

BY ORDER OF THE COMMANDER:

OFFICIAL:

FOREST L. LITTLE
1st Lt, USAF
Adjutant


FOREST L. LITTLE
1st Lt, USAF
Adjutant

DISTRIBUTION:

"A" & "B"
Comdr, ADC - 2 cys
Comdr, EADF - 2 cys
Comdr, 26th AD (D) - 2 cys

2

0766

4707th Air Def Wg Reg 20-4
1 - 3

REGULATION)
;)
NO 20-4)

HEADQUARTERS, 4707TH AIR DEFENSE WING
OTIS AIR FORCE BASE, MASSACHUSETTS
1 March 1956

ORGANIZATION

Mission of the 324th Fighter Interceptor Squadron

1. MISSION: The mission of the 324th Fighter Interceptor Squadron is to perform fighter intercept missions to identify and destroy hostile forces.
2. ORGANIZATION: Personnel authorization and organization will be as specified in current Unit Manning Document for the 324th Fighter Interceptor Squadron.
3. RESPONSIBILITIES: The Commander, 324th Fighter Interceptor Squadron is directly responsible to the Commander, 4707th Air Defense Wing. Specific responsibilities include, but are not limited to:
 - a. Maintenance of alert readiness status as directed by higher authority.
 - b. Organizational maintenance of assigned aircraft and equipment.
 - c. Training of assigned personnel to meet mission requirements.
 - d. Provide personnel and assistance for operation of the Westover Alert Center.
 - e. Provide personnel and assistance for use of the mobile control unit at Westover Air Force Base.
 - f. Act as liaison officer between tenant ADC units and the Base Commander, during absence of the Commander, 337th Fighter Interceptor Squadron.
 - g. Provide for unit administration of assigned personnel.
 - h. Maintenance of up-to-date unit deployment and evacuation plans.
 - i. Establishment of internal security measures for the protection of unit facilities, equipment and classified material.

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2 Pages

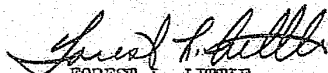
4707th Air Def Wg Reg 20-4
4 - 5

4. OPERATIONAL CONTROL: The 26th Air Division Commander will exercise operational control over the 324th Fighter Interceptor Squadron through established tactical channels.

5. COMMAND RELATIONS: The Commander, 4707th Air Defense Wing is responsible for all activities of subordinate units however, under current concept of operations he is not necessarily the action agency in all areas of responsibility. On such matters as operational control and/or logistical support, the Commander, 324th Fighter Interceptor Squadron is authorized direct communication with the headquarters concerned. This headquarters will be furnished information on all matters which are of command interest, even though it is not the action agency. EADF Manual 23-1 is the directive for channels to action agencies for various areas of responsibility. (DWOXO)

BY ORDER OF THE COMMANDER:

OFFICIAL:


FOREST L. LITTLE
1st Lt, USAF
Adjutant

FOREST L. LITTLE
1st Lt, USAF
Adjutant

DISTRIBUTION:

"A" & "B"
Comdr, ADC - 2 cys
Comdr, EADF - 2 cys
Comdr, 26th AD (D) - 2 cys

4707th Air Def Wg Reg 20-5
1 - 3

REGULATION)
:)
NO 20-5)

HEADQUARTERS, 4707TH AIR DEFENSE WING
OTIS AIR FORCE BASE, MASSACHUSETTS
1 March 1956

ORGANIZATION

Mission of the 337th Fighter Interceptor Squadron

1. MISSION: The mission of the 337th Fighter Interceptor Squadron is to perform fighter intercept missions to identify and destroy hostile forces.
2. ORGANIZATION: Personnel authorization and organization will be as specified in current Unit Manning Document for the 337th Fighter Interceptor Squadron.
3. RESPONSIBILITIES: The Commander, 337th Fighter Interceptor Squadron is directly responsible to the Commander, 4707th Air Defense Wing. Specific responsibilities include, but are not limited to:
 - a. Maintenance of alert readiness status as directed by higher authority.
 - b. Organizational maintenance of assigned aircraft and equipment.
 - c. Training of assigned personnel to meet mission requirements.
 - d. Establishment of local operational procedures and performance of custodial functions and responsibilities for joint use of the Westover Alert Center.
 - e. Maintain and provide mobile control unit for joint use with the 324th Fighter Interceptor Squadron.
 - f. Coordinating tenant ADC unit base requirements and functioning as liaison officer in dealings with the Westover Air Force Base Commander.
 - g. Provide for unit administration of assigned personnel.
 - h. Maintenance of up-to-date unit deployment and evacuation plans.
 - i. Establishment of internal security measures for the protection of unit facilities, equipment and classified material.

0769

Page 2 of
2 Pages

4707th Air Def Wg Reg 20-5
4 - 5

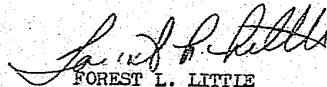
4. OPERATIONAL CONTROL: The Commander, 26th Air Division will exercise operational control over the 337th Fighter Interceptor Squadron through established tactical channels.

5. COMMAND RELATIONS: The Commander, 4707th Air Defense Wing is responsible for all activities of subordinate units however, under current concept of operations he is not necessarily the action agency in all areas of responsibility. On such matters as operational control and/or logistical support, the Commander, 337th Fighter-Interceptor Squadron is authorized direct communication with the headquarters concerned. This headquarters will be furnished information on all matters which are of command interest, even though it is not the action agency. EADF Manual 23-1 is the directive for channels to action agencies for various areas of responsibility. (DWOMO)

BY ORDER OF THE COMMANDER:

OFFICIAL:

FOREST L. LITTLE
1st Lt, USAF
Adjutant



FOREST L. LITTLE
1st Lt, USAF
Adjutant

DISTRIBUTION:

"A" & "B"
Comdr, ADC - 2 cys
Comdr, EADF - 2 cys
Comdr, 26th AD (D) - 2 cys

4707th Air Def Wg Reg 20-6
1 - 4

REGULATION) HEADQUARTERS, 4707TH AIR DEFENSE WING
NO. 20-6) OTIS AIR FORCE BASE, MASSACHUSETTS
1 March 1956

ORGANIZATION

M-104

Mission of the 644th AC&W Squadron

1. MISSION: The mission of the 644th Aircraft Control and Warning Squadron is to furnish radar surveillance information to adjacent Aircraft Control and Warning Squadrons in accordance with current directives.
2. ORGANIZATION: Unit organization and personnel authorizations will be as specified in current Unit Manning Document for the 644th Aircraft Control and Warning Squadron.
3. RESPONSIBILITIES: The Commander, 644th Aircraft Control and Warning Squadron is directly responsible to the Commander, 4707th Air Defense Wing. Specific responsibilities include, but are not limited to:
 - a. Operation of assigned electronic detection equipment in accordance with the schedules established by higher headquarters.
 - b. Organizational maintenance of assigned radars and unit support equipment.
 - c. Training of assigned personnel to insure effective accomplishment of mission.
 - d. Providing administration of assigned and/or attached personnel.
 - e. Performance of functions as Air Force Station Commander.
 - f. Establishing measures to provide adequate internal security and the protection of public property.
 - g. Performance of preventive maintenance and up-keep of installations facilities and real estate.
4. OPERATIONAL CONTROL: The Commander, 26th Air Division will exercise operational control over the 644th Aircraft Control and Warning Squadron through established tactical channels.

This regulation supersedes 4707th Air Def Wg Reg 20-6, 23 May 55

0771

Page 2 of
2 Pages

4707th Air Def Wg Reg 20-6
5

5. **COMMAND RELATIONS:** The Commander, 4707th Air Defense Wing is responsible for all activities of subordinate units however, under current concept of operations he is not necessarily the action agency in all areas of responsibility. On such matters as operational control and/or logistical support, the Commander, 644th Aircraft Control and Warning Squadron is authorized direct communication with the headquarters concerned. This headquarters will be furnished information on all matters which are of command interest, even though it is not the action agency. EADF Manual 23-1 is the directive for channels to action agencies for various areas of responsibility. (DWQMO)

BY ORDER OF THE COMMANDER:

OFFICIAL:

FOREST L. LITTLE

1st Lt, USAF

Adjutant

Forest L. Little

FOREST L. LITTLE

1st Lt, USAF

Adjutant

DISTRIBUTION:

"A" & "B":

Comdr, ADG - 2 cys

Comdr, EADF - 2 cys

Comdr, 26th AD (D) - 2 cys

4707th Air Def Wg Reg 20-7
1 - 4

REGULATION)
:
NO 20-7)

HEADQUARTERS, 4707TH AIR DEFENSE WING
OTIS AIR FORCE BASE, MASSACHUSETTS
1 March 1956

ORGANIZATION

P-50

Mission of the 656th AC&W Squadron

1. MISSION: The mission of the 656th Aircraft Control and Warning Squadron is to provide radar surveillance for the detection and interception of unknown or hostile aircraft.
2. ORGANIZATION: Unit organization and personnel authorization will be as specified in current Unit Manning Document for the 656th Aircraft Control and Warning Squadron.
3. RESPONSIBILITIES: The Commander, 656th Aircraft Control and Warning Squadron is directly responsible to the Commander, 4707th Air Defense Wing. Specific responsibilities include, but are not limited to:
 - a. Operation of an Air Defense Direction Center in accordance with current directives.
 - b. Organizational maintenance of assigned radars and unit support equipment.
 - c. Provide navigational assistance and radar weather advisories in accordance with existing directives.
 - d. Training of assigned personnel to insure effective accomplishment of mission.
 - e. Provide administration for assigned and/or attached personnel.
 - f. Performance of functions as Air Force Station Commander.
 - g. Establishing measures to provide adequate internal security and the protection of public property.
 - h. Performance of preventive maintenance and up-keep of installations facilities and real estate.
4. OPERATIONAL CONTROL: The Commander, 26th Air Division will exercise operational control over the 656th Aircraft Control and Warning Squadron through established tactical channels.

0773

Page 2 of
2 Pages

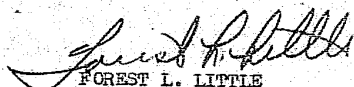
4707th Air Def Wg Reg 20-7
5

5. COMMAND RELATIONS: The Commander, 4707th Air Defense Wing is responsible for all activities of subordinate units however, under current concept of operations he is not necessarily the action agency in all areas of responsibility. On such matters as operational control and/or logistical support, the Commander, 656th Aircraft Control and Warning Squadron is authorized direct communication with the headquarters concerned. This headquarters will be furnished information on all matters which are of command interest, even though it is not the action agency. EADF Manual 23-1 is the directive for channels to action agencies for various areas of responsibility. (WDOMO)

BY ORDER OF THE COMMANDER:

OFFICIAL:

FOREST L. LITTLE
1st Lt, USAF
Adjutant


FOREST L. LITTLE
1st Lt, USAF
Adjutant

DISTRIBUTION:

"A" & "B"
Comdr, ADC - 2 cys
Comdr, EADF - 2 cys
Comdr, 26th AD (D) 2 cys

4707th Air Def Wg Reg 20-8
1 -4

REGULATION)
:)
NO 20-8)

HEADQUARTERS, 4707TH AIR DEFENSE WING
OTIS AIR FORCE BASE, MASSACHUSETTS
1 March 1956

ORGANIZATION

P-10

Mission of the 762nd AC&W Squadron

1. MISSION: The mission of the 762nd Aircraft Control and Warning Squadron is to provide radar surveillance for the detection, identification and interception of unknown or hostile aircraft.

2. ORGANIZATION: Unit organization and personnel authorization will be as specified in current Unit Manning Document for the 762nd Aircraft Control and Warning Squadron.

3. RESPONSIBILITIES: The Commander, 762nd Aircraft Control and Warning Squadron is directly responsible to the Commander, 4707th Air Defense Wing. Specific responsibilities include, but are not limited to:

a. Operation of an Air Defense Direction Center at the main land installation in accordance with current directives.

b. Operation of a ground controlled intercept station on the off-shore facility (Texas Tower #2).

c. Organizational maintenance of assigned radars and unit support equipment.

d. Training of assigned personnel to insure effective accomplishment of the mission.

e. Providing administration for assigned and/or attached personnel.

f. Performance of functions as Air Force Station Commander.

g. Establishing measures to provide adequate internal security and the protection of public property.

h. Performance of preventive maintenance and up-keep of installations facilities and real estate.

4. OPERATIONAL CONTROL: The Commander 26th Air Division will exercise operational control over the 762nd Aircraft Control and Warning Squadron through established tactical channels.

0775

Page 2 of
2 Pages

4707th Air Def Wg Reg 20-3
5

5. COMMAND RELATIONS: The Commander, 4707th Air Defense Wing is responsible for all activities of subordinate units however, under current concept of operations he is not necessarily the action agency in all areas of responsibility. On such matters as operational control and/or logistical support, the Commander, 762nd Aircraft Control and Warning Squadron is authorized direct communication with the headquarters concerned. This headquarters will be furnished information on all matters which are of command interest, even though it is not the action agency. EADF Manual 23-1 is the directive for channels to action agencies for various areas of responsibility. (DMCMO)

BY ORDER OF THE COMMANDER:

OFFICIAL:

Forest L. Little
FOREST L. LITTLE
1st Lt, USAF
Adjutant

FOREST L. LITTLE
1st Lt, USAF
Adjutant

DISTRIBUTION:

"A" & "B"
Comdr, ADC - 2 cys
Comdr, EADF - 2 cys
Comdr, 26th AD (D) 2 cys

2

0776

4707th Air Def Wg Reg 35-1
1 - 3

REGULATION)
:
NO 35-1)

HEADQUARTERS, 4707TH AIR DEFENSE WING
OTIS AIR FORCE BASE, MASSACHUSETTS
5 March 1956

MILITARY PERSONNEL

Change of Station, Permanent and Temporary

1. PURPOSE & SCOPE: To redelegate authority to commanders of the following units of this wing to issue special orders for permanent change of station and temporary duty travel orders for personnel under their jurisdiction, subject to limitations herein:

- a. 33d Fighter Group (Air Defense).
- b. 52d Fighter Group (Air Defense).
- c. 49th Fighter Interceptor Squadron.
- d. 324th Fighter Interceptor Squadron.
- e. 337th Fighter Interceptor Squadron.
- f. 644th Aircraft Control and Warning Squadron.
- g. 656th Aircraft Control and Warning Squadron.
- h. 762d Aircraft Control and Warning Squadron.
- i. 773d Aircraft Control and Warning Squadron.

2. REFERENCES: Air Force Manual 30-3
Air Force Manual 35-11
Air Force Regulation 35-52
Air Defense Command Regulation 35-1
Eastern Air Defense Force Regulation 35-7
Eastern Air Defense Force Regulation 35-8

3. GENERAL: a. Orders effecting a change of station of an individual will be published only upon receipt of instructions from this or higher headquarters.

b. Orders placing individuals on temporary duty will be published either upon receipt of instructions from higher headquarters or as required by commanders of the units designated in paragraph one above. All orders are contingent upon adequate funds being available.

c. In each specific instance, the authority (message, letter, etc) for the issuance of the order will be cited in the order if applicable.

This regulation supersedes 4707th Air Def Wg Reg 35-1, 5 Nov 55

0777

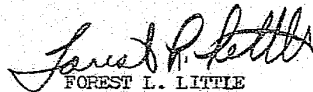
Page 2 of
2 Pages

4707th Air Def Wg Reg 35-1
- 4

4. FORMAT: Orders will comply with the provisions of Air Force Manual 30-3 as to format and general content.
(DWMP)

BY ORDER OF THE COMMANDER:

OFFICIAL:


FOREST L. LITTLE
1st Lt, USAF
Adjutant

FOREST L. LITTLE
1st Lt, USAF
Adjutant

DISTRIBUTION:

"A" & "B"
Comdr, ADC 2 cys
Comdr, EADF 2 cys
Comdr, 26th AD (D) 2 cys

4707th Air Def Wg Reg 35-5
1 - 3

REGULATION)
NO 35-5)

HEADQUARTERS, 4707TH AIR DEFENSE WING
OTIS AIR FORCE BASE, MASSACHUSETTS
1 March 1956

MILITARY PERSONNEL

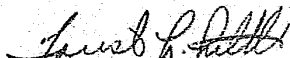
Personnel Register

1. PURPOSE: To outline the procedure and requirement for the maintenance of Officer-Airman Sign Out Register (ADC Form 64).
2. SCOPE: Applicable to all military personnel assigned to this headquarters and all units of this command.
3. RESPONSIBILITY: It is the individual responsibility of all military personnel assigned to this wing to sign IN and OUT on the Personnel Register maintained in the Adjutant's Office upon arrival at, or departure from this headquarters. (DWADJ)

BY ORDER OF THE COMMANDER:

OFFICIAL:

FOREST L. LITTLE
1st Lt, USAF
Adjutant


FOREST L. LITTLE
1st Lt, USAF
Adjutant

DISTRIBUTION:

"A" & "B"
Comdr., ADC 1 cpy
Comdr., EADF 2 cpy
Comdr., 26th AD (D) 2 cpy

This regulation supersedes 4707th Air Def Wg Reg 36-2, 2 May 53

0779

4707th Air Def Wg Reg 36-1
1 - 4

REGULATION)
NO 36-1)

HEADQUARTERS, 4707TH AIR DEFENSE WING
OTIS AIR FORCE BASE, MASSACHUSETTS
29 March 1956

OFFICER PERSONNEL

Monthly Roster of Officer Personnel

1. PURPOSE & SCOPE: To establish a standard format and procedure for the preparation, timely and accurate submission of the Monthly Roster of Officer Personnel by all units assigned or attached to this wing for command and/or logistical support.

2. RESPONSIBILITY: Fighter Groups will consolidate rosters of all organizations assigned to them. All other organizations submitting separately to this headquarters will have their rosters stapled together before submission to this headquarters.

3. FORMAT: The format for this roster will be exactly as shown on Attachment #1. Each page will indicate the descriptive column headings. Description for these columns shown on page A-1 of the consolidated roster will not be required by reporting units. Where an authorized position is not filled, Columns "A" and "B" will be listed and the word "Vacant" inserted under Column #1. Where there are officers assigned not occupying authorized positions, such individuals will be indicated at the end of their respective duty sections, if applicable, and the Section Code and the word "Overage" will be inserted under Column "A". In the event an officer is assigned and cannot be listed under any particular duty section, his name will be placed on the last page of the roster, listing him as an overage. All officers listed under the remarks section as not qualified for overseas will include an appropriate explanation. If an officer is pending reassignment overseas or within the zone of interior, a notation to that effect will be made under the remarks column. The EDCA date will be included, if possible.

4. REPORTING DATA:

- a. Frequency: Monthly.
- b. As of Date: 2400 hours on the fifth calendar day preceding the end of the month.
- c. Due Date this Headquarters: Six calendar days following the As of Date.
- d. Number Copies Submitted: 100.
- e. Security Classification: Unclassified.
- f. Addressee of Report: Commander, 4707th Air Defense Wing, Otis Air Force Base, Massachusetts.

This regulation supersedes 4707th Air Def Wg Reg 36-1, 27 Apr 55

0780

Page 2 of
3 Pages

4707th Air Def Wg Reg 36-1
4 - 6

- g. Reports Control Symbol: RCS: 1-4707 ADW P1.
h. Size of Paper: 8½" by 13½".

5. ROSTERS WILL BE LETTERED AS FOLLOWS:

<u>UNIT</u>	<u>LETTER</u>
Headquarters, 4707th Air Defense Wing	A
33d Fighter Group	B
52d Fighter Group	C
49th Fighter Interceptor Squadron	D
324th Fighter Interceptor Squadron	E
337th Fighter Interceptor Squadron	F
644th Aircraft Control & Warning Squadron	G
656th Aircraft Control & Warning Squadron	H
762d Aircraft Control & Warning Squadron	I
773d Aircraft Control & Warning Squadron	J

a. All units will number each page at the bottom and in the center, using their letter prefix before each page number. (Example: D-1, D-2, Etc). Rosters will be printed with pages head to toe to expedite reading and analysis.

b. Organization headings will be placed at the top center of each page in upper case letters. (Example: 33D SUPPLY SQUADRON). For all pages after the first, add the word CONT'D. (Example: 33D SUPPLY SQUADRON (CONT'D)).

6. In addition to the roster, each unit will prepare and forward separately, a report of all officer gains and losses as of the fifth calendar day preceding the end of the month. If an officer loss is reported, indicate reason for the loss. Negative reports will be submitted. The following reporting data will be used:

- a. Frequency: Monthly.
b. As of Date: Fifth calendar day preceding end of the month.
c. Due Date this Headquarters: Last day of the month.
d. Security Classification: Unclassified.
e. Method of Submission: Letter Form.
f. Reports Control Symbol: RCS: 2-4707 ADW P1.

Page 3 of
3 Pages

4707th Air Def Wg Reg 36-1
6

(SIGNATURE PAGE ONLY)

BY ORDER OF THE COMMANDER:

OFFICIAL:

Forest L. Little
FOREST L. LITTLE
1st Lt, USAF
Adjutant

FOREST L. LITTLE
1st Lt, USAF
Adjutant

1 Attachment:
Sample Format

DISTRIBUTION:

A 3 & 4 only
B

Comdr, ADC 2 cys
Comdr, EADF 2 cys
Comdr, 26th AD (D) 2 cys

3

0782

SAMPLE

EQ 4707TH AIR DEFENSE WING HQ LIST OF OFFICER PERSONNEL CONTD

1	2	3	4	5	6	7	8	
AFSC AFSC CODE PCS CODE	AFSC GRADE NAME ADDRESS PHONE NO	GRADE COMP D/E	AFSC AFSC BRNG FILE STAT	DAFSC DAFSC BY TITLE	ADD AFSC'S	FSSD LAST PCS	WAR STAT DOS	REMARKS
<u>EQ SQ SEC</u>								
7024 03000 01	Captain Hq Sq Sec Condr	VACANT						
<u>ADJUTANT</u>								
7016 47000 01	Major adjutant ROTH, JAMES P. Vidal Acres, Falmouth Yalt: 1234 2205	Major AFRes 18 Jun 51	A0613795 Sr Pilot Yes	7016 7016 Adjutant	1121A 1121B	22 Aug 54 + Sep 54	N Indef	HQCS, Less than 1 yr in II. AFM AFM 35-11.
47000 OVERAGE	MAJ, JOHN W. 51 Manor Dr, Hyannis Hy: 2369 M 2205	1st Lt AFRes 11 Feb 55	A02276519 None No	7024 7024 Asst Adjutant	7321	7 Dec 41 12 Aug 53	N Indef 11 Aug 55	HQCS, Less than 1 yr in current AD four. AFM 35-11.
<u>STAFF JUDGE ADVOCATE</u>								
7816 45000 01	Major Staff Judge Advocate GIMORE, ROBERT T. Shore Rd, Monument Beach HB: 6973 2294	Major RegAF 12 Mar 53	16297A None No	7816		19 Mar 52 1 Apr 53	N Indef	908
7824 45000 02	Captain Legal Off VACANT							
7824 45000 03	Captain Legal Off VACANT							
42000 OVERAGE	WICAS, PHILLIP R. BOQ #2 2291	2nd Lt AFRes 12 Nov 53	A02398175 None No	7021 7021 Adm Off		7 Dec 41 12 Nov 53	3 11 Nov 55	HQCS, BOQ Off. Ref Para 3c, Pt 1 Ch two, AFM 35-11.

Attachment #1 to Eq 4707th
Ref Kg Reg 36-1

1-2

SAMPLE

0783

4707th Air Defense Wing Reg 39-3A

REGULATION :
NO 39-3A :
4707th Air Defense Wing
Massachusetts

ENLARGED REGULATION

Promotion of Airman

4707th Air Defense Wing Regulation 39-9, 30 December 1955 is changed as follows:

* * * * *

7. PROMOTION AUTHORITY: a. Temporary Promotions: Under the provisions of AFR 39-29, authority is retained by this headquarters as indicated for temporary promotions to the following grades:

FOR PROMOTION TO: AUTHORITY DELEGATED OR RETAINED BY:

* * * * *

S/Sgt (E-5) (3) Authority retained by this headquarters for all separate units, except Fighter Groups which are delegated authority.

* * * * *

b. Authority for award of all permanent Master Sergeant and Technical Sergeant grades is retained by this headquarters. Authority for award of permanent grade of Staff Sergeant is further delegated to the Fighter Groups only and is retained by this headquarters for all separate units other than Fighter Groups. All Commanders will forward requests for special orders awarding permanent non-commissioned officer grades, to arrive at this headquarters as soon as possible after the date an airman becomes eligible for permanent promotion. The effective date of permanent promotion will be indicated in the request for special orders.

* * * * *

BY ORDER OF THE COMMANDER:

OFFICIAL:

Forest L. Little

FOREST L. LITTLE
1st Lt USAF
Adjutant

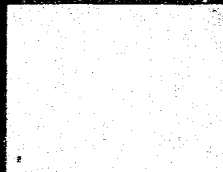
FOREST L. LITTLE
1st Lt USAF
Adjutant

DISTRIBUTION:

"A" & "B"

Commo: ALC, MADE, 32D AD (D) - 2 cy

0784



4707th Air Def Wg Reg 39-4
1 - 2

REGULATION)
NO 39-4)

HEADQUARTERS, 4707TH AIR DEFENSE WING
OPIS AIR FORCE BASE, MASSACHUSETTS
13 March 1956

ENLISTED PERSONNEL

Assignment of Incoming Personnel

1. PURPOSE & SCOPE: This regulation establishes the procedure to be followed in assigning all incoming airmen and is applicable to all units of this command.
2. POLICIES:
 - a. Incoming airmen whose orders state a specific unit of assignment within this command, e.g., 39d Installation Squadron or 58th Fighter Interceptor Squadron, will report to the unit of assignment and will be gained on that unit's morning report.
 - b. All incoming airmen who are reenlistees, overseas returnees, etc., whose foreign orders to this base do not give a specific unit of assignment will be gained by the Headquarters Squadron Section, 39d Fighter Group (AD).
 - (1) Incoming airmen whose orders direct assignment to a unit of this command that is no longer on this base, will be gained by the Headquarters Squadron Section, 39d Fighter Group (AD).
 - c. Airmen reporting direct to separate units of this command, will be retained in the unit of assignment and utilized if possible. If the airmen's skill cannot be utilized, the unit will inform this headquarters, ATTN: Director of Personnel, by the most expeditious means, indicating name, rank, AFSC, FSSD, and date of separation and any other information that would assist in the assignment of the airmen to other units of this command.
 - d. All incoming airmen whose orders indicate assignment to Headquarters, 4707th Air Defense Wing, will be interviewed by:
 - (1) The Commander, Headquarters Squadron Section, 4707th Air Defense Wing, when a vacancy exists within this headquarters for airmen's AFSC, and airmen has not previously been scheduled for further assignment to another unit of this command.

This regulation superseded 4707th Air Def Wg Reg 39-4, 1 Oct 52

0785

Page 2 of
2 Pages


4707th Air Def Wg Reg 39-4
2

- (2) The Wing Personnel Staff Officer when no vacancy exists within this headquarters; or, when airman has been scheduled for further assignment to another unit of this command.

BY ORDER OF THE COMMANDER:

OFFICIAL:

FOREST L. LITTLE
1st Lt, USAF
Adjutant


FOREST L. LITTLE
1st Lt, USAF
Adjutant

DISTRIBUTION:

"A" & "B"
Comdr ADC - 2 cys
Comdr EADF - 2 cys
Comdr 26th AD (D) 2 cys

2

0786

4707th Air Def Wg Reg 50-2
1 - 6

REGULATION) HEADQUARTERS, 4707TH AIR DEFENSE WING
: OTIS AIR FORCE BASE, MASSACHUSETTS
NO 50-2) 4 June 1956

TRAINING

Application for Air Training Command Courses

1. PURPOSE AND SCOPE: To establish uniform procedure for all units of this command relative to applications for courses offered to personnel by the Air Training Command.
2. RESPONSIBILITY: It will be the responsibility of each unit commander to inform all personnel under his command of the provisions of regulations and directives cited herein and of the opportunities for training set forth in them.
3. REFERENCES: USAF Training Prospectus and EADF Training Program, (EADFR 50-11).
4. APPLICATIONS FOR OFFICER TRAINING: All applications for officer training courses listed in the USAF Training Prospectus and EADF Training Program (EADFR 50-11), will be, unless otherwise requested, submitted in letter form through command channels to this headquarters in accordance with page G9 and G10, Part I, USAF Training Prospectus, as amended. The following additional information will be included in each application:
 - a. Primary AFSC and method of acquiring.
 - b. Duty AFSC and method of acquiring.
 - c. Any additional AFSCs.
 - d. Date of separation.
5. Officer applications submitted for formal training must be submitted at least sixty (60) days prior to the date training is desired. Once a request reaches this headquarters, it shall remain in force until the originating unit is informed otherwise.
 - a. Each intermediate commander will recommend approval or disapproval indicating proper justification or reasons for recommended disapproval.
 - b. All applications will be submitted to reach this headquarters by the second working day of each month.
6. APPLICATIONS FOR AIRMEN TRAINING: Applications for airmen training courses will be submitted to this headquarters only when:

This regulation supersedes 4707th Air Def Wg Reg 50-2, 11 Mar 53.

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Page 2 of
2 Pages

4707th Air Def Wg Reg 50-2
6 - 7

a. A waiver of prerequisites listed in the USAF Training Prospectus is necessary.

b. Additional technical training is required to familiarize an airman with Air Force equipment or policy. This will usually be restricted to personnel recently reenlisted from another branch of the service.

c. Requested by higher headquarters.

7. Periodic screenings will be conducted by this headquarters to determine unit requirements for airmen training courses. Normally at this time, units will indicate their desire for specific airman course quotas. (DWMP-T)

BY ORDER OF THE COMMANDER:

OFFICIAL:

DELBERT H. HAHN
Colonel, USAF
Deputy Commander

MYRDON T. NEUMANN
1st Lt, USAF
Adjutant

DISTRIBUTION:

"A" & "B"
Comdr, EADF 2 cys
Comdr, 26th AD (D) 2 cys

0788

4707th Air Def Wg Reg 55-5
1 - 3

REGULATION)
: NO 55-5)

HEADQUARTERS, 4707TH AIR DEFENSE WING
OTIS AIR FORCE BASE, MASSACHUSETTS
6 February 1956

OPERATIONS

Air-to-Ground Rocketry

1. PURPOSE and SCOPE: The purpose of this regulation is to establish procedures to be utilized by all squadrons assigned or attached to this wing for air-to-ground rocketry.
2. RESPONSIBILITY: It will be the responsibility of the unit commander to insure that all pilots and radar observers are cognizant of the contents of this regulation. It will be the responsibility of the individual air crews to adhere to the procedures outlined herein.
3. PROCEDURES:
 - a. A briefing guide for air-to-ground rocketry will be accomplished by each squadron.
 - b. Each flight will be briefed by the flight commander, as outlined in the briefing guide.
 - c. Upon reaching the target area, each flight will check in with the GCI site concerned. After clearance to enter the range is received from GCI, the flight leader will be responsible to insure that the area is clear of all surface vessels before making dry runs or firing passes. A minimum of one dry run will be made by each aircraft in the flight before firing.
 - d. A pattern will be set up as outlined in Attachment I with a minimum of 3,000 feet being maintained over all land areas.
 - e. Armament switches will not be turned on until passing the coast line on the firing heading and will be turned off prior to turning on the cross wind leg. All switch "on" and "off" calls will be made on the GCI control channel.
 - f. After completing the last pass each pilot will call that armament switches are off and the circuit breakers are pulled. When the entire flight has completed their firing, they will check out with GCI.
(DWOCTR)

0789

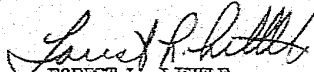
Page 2
of 2 Pages

4707th Air Def Wg Reg 55-5

(Signature Page Only)

BY ORDER OF THE COMMANDER:

OFFICIAL:


FOREST L. LITTLE
1st Lt, USAF
Adjutant

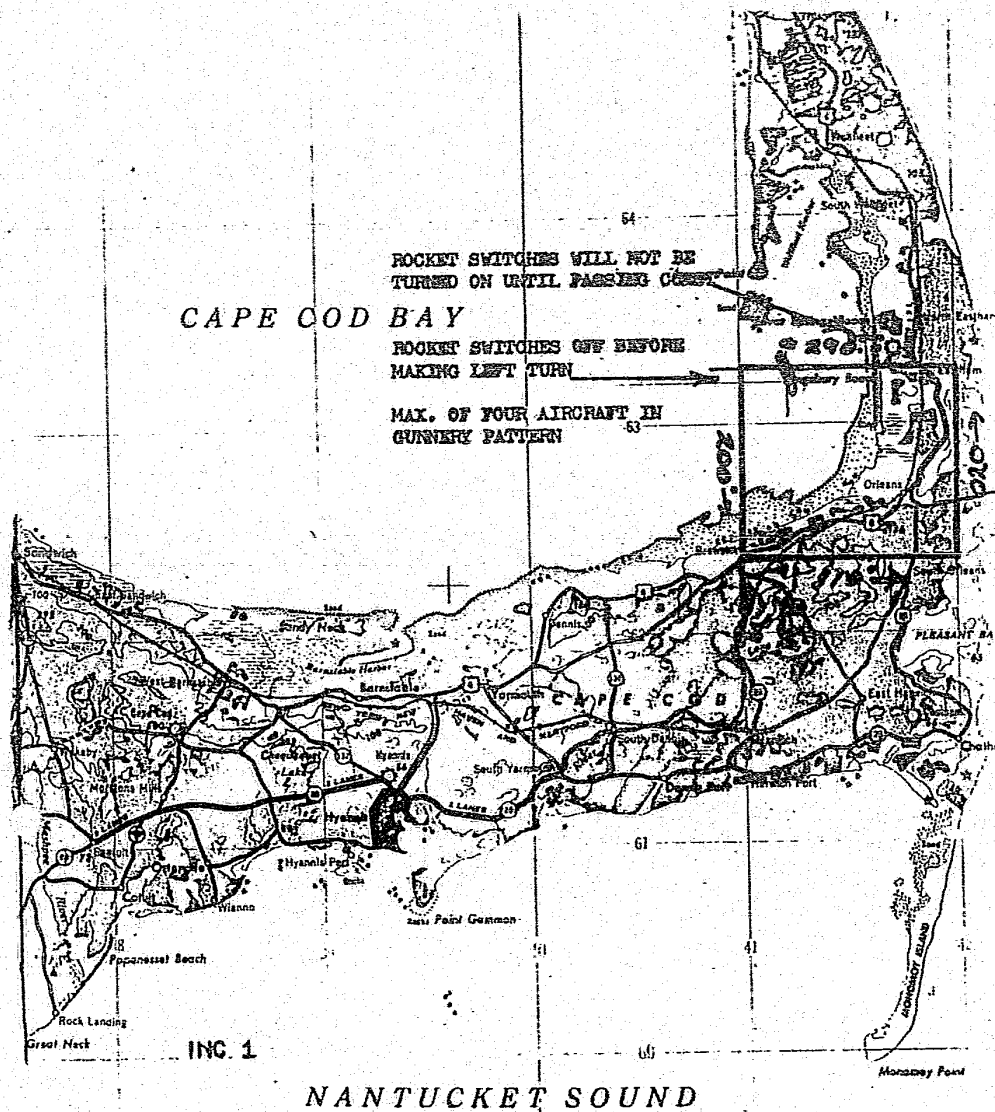
FOREST L. LITTLE
1st Lt, USAF
Adjutant

DISTRIBUTION:

"A" & "B"
Comdrs, ADC, EADF, 32D AD (D) - 2 cys ea

1 Attachment:
Map of Cape Cod

0 / 9 0



Attachment I to 4707th Air Def Wg Reg 55-5

0791

4707th Air Def Wg Reg 62-3
1 - 3

REGULATION)
NO 62-3)

HEADQUARTERS, 4707TH AIR DEFENSE WING
OTIS AIR FORCE BASE, MASSACHUSETTS
5 March 1956

FLYING SAFETY

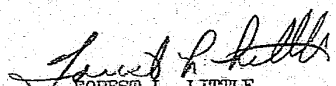
Smoking in Jet Aircraft

1. PURPOSE & SCOPE: To prescribe a preventive measure to minimize the possibility of aircraft fires caused by ignition of breathing oxygen applicable to all personnel cleared to fly or to ride as passengers in jet aircraft of this command.
2. GENERAL: The use of pressure and pressure demand oxygen systems in jet aircraft present a serious fire hazard should a leak or a faulty regulator allow oxygen to come in contact with an ignited object.
3. REQUIREMENTS: Smoking in jet aircraft is prohibited at all times.
(DWCOT)

BY ORDER OF THE COMMANDER:

OFFICIAL:

FOREST L. LITTLE
1st Lt, USAF
Adjutant


FOREST L. LITTLE
1st Lt, USAF
Adjutant

DISTRIBUTION:

"A" & "B"
Comdr, ADC 2 cys
Comdr, EADF 2 cys
Comdr, 26th AD (D) 2 cys

This Regulation supersedes 4707th Air Def Wg Reg 62-3, 10 May 54

0 / 9 2

4707th Air Def Wg Reg 65-3
1 - 3

REGULATION)
: HEADQUARTERS, 4707TH AIR DEFENSE WING
NO 65-3) OTIS AIR FORCE BASE, MASSACHUSETTS
23 March 1956

SUPPLY AND MAINTENANCE

Rockets, Ammunition and Guns

1. PURPOSE & SCOPE: This regulation establishes the procedure for ground handling of rockets, ammunition and guns on tactical aircraft and applies to all tactical organizations under the jurisdiction of the 4707th Air Defense Wing.

2. RESPONSIBILITY: a. Group commanders will be directly responsible to the wing commander for strict compliance with this regulation.

b. Commanders of tactical squadrons assigned to other than ADC bases will be held responsible for compliance with this regulation unless otherwise directed by the local base commander.

3. PROCEDURE: a. Loading and unloading of guns and rockets on tactical aircraft.

(1) All aircraft with "hot" rocket launchers will be parked in a restricted area designated by the installation commander. (Reference paragraph 3a, T.O. 11A-1-33). Subject aircraft will be plainly marked by placing one placard in the cockpit and one sign displayed outside the cockpit on fuselage stating "HOT ROCKETS, DO NOT TOUCH GUN, TRIGGER, OR SAFETY SWITCHES".

(a) Inside the Aircraft: Warning placards will be fabricated from a durable sheet of material, 8 inches by 8 inches with one side of surface painted red and imprinted with the words, "DANGER, LIVE EXPLOSIVES" in one-inch white letters. The other side of the placard will be painted white with the words, "EXPLOSIVES REMOVED" in black.

(b) Outside of Aircraft: Placard will be fabricated from a durable sheet of material, 24 inches by 24 inches painted black on one side, with the following words in two-inch white letters: "GUNS CLEARED AND ALL AMMUNITION AND EXPLOSIVE MATERIAL REMOVED. THIS DATE BY _____". The other side of the placard will be painted red with the words: "DANGER, LIVE EXPLOSIVES", in white. (Reference paragraph 4a, b, T.O. 11A-1-33).

This regulation supersedes 4707th Air Def Wg Regs 65-3, 3 May 54 and 65-3A, 3 Jun 54

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Page 2 of
3 Pages

4707th Air Def Wg Reg 65-3
3

- (c) It will be the responsibility of the armament personnel to insure that the appropriate signs are displayed immediately upon loading or unloading rockets or ammunition from aircraft.
 - (d) At any other time other than loading or unloading ammunition and/or rockets, it will be the responsibility of the aircraft crew-chief to insure that the appropriate signs are displayed.
- (2) All personnel loading or unloading guns and/or rockets will, before performing this operation, take necessary precautions to insure that no equipment or personnel are directly in front or behind the aircraft. (Reference T.O. 11A11-2-2).
 - (3) Only competent armament personnel will load or clear aircraft guns and/or rocket launchers, perform any maintenance which could cause accidental discharge of guns, rockets, jet units or other aircraft armament and ordnance items.
 - (4) Ammunition and/or rockets will be removed before an aircraft enters a hangar for any purpose. The proper placards will be displayed as described in paragraphs 3a and 3b, this regulation. This will not apply to ADC alert hangars housing aircraft on stand-by alerts. Subject alert hangars will be designated and marked as danger areas.
 - (a) Conspicuous markings denoting armed condition of aircraft and type ammunition used will be painted on the apron on either side of the ADC alert hangars.
 - (b) Danger signs will be displayed in prominent locations on all exterior sides of ADC alert hangars.
 - (5) When hangar maintenance on an aircraft involves over eight hours elapsed time, or requires an aircraft to be in the hangar for an overnight period, rockets will be unloaded, disassembled, packed in original containers and returned to permanent storage area. If aircraft maintenance is not to exceed eight hours or will not necessitate aircraft remaining in the hangar overnight, rockets will be removed from the aircraft, placed in racks on the modified M-5 bomb trailers and moved to temporary storage areas designated to meet all Quantity Distance Criteria required. (Reference paragraph 10(4), T.O. 11A11-2-2).
 - (a) In cases where squadrons are deployed at bases under the command of other than ADC jurisdiction, concurrence of the local base commander will be obtained.

Page 3 of
3 Pages

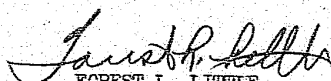
4707th Air Def Wg Reg 65-5
3

- (6) A specially appointed safety officer or senior non-commissioned officer will be designated by squadron special orders.
- (7) Safety Precautions: To preclude any accidental discharge of rockets or guns, action will be taken to insure that all personnel will be instructed on the proper technical orders, manual, and other directives to insure that safety precautions will be adhered to before the operation of loading and unloading aircraft rockets and/or guns.
(DWMAR)

BY ORDER OF THE COMMANDER:

OFFICIAL:

FOREST L. LITTLE
1st Lt, USAF
Adjutant


FOREST L. LITTLE
1st Lt, USAF
Adjutant

DISTRIBUTION:

"A" 3, 5&6 only
"B"
Comdr, ADC 2 cys
Comdr, EADF 2 cys
Comdr, 26th AD (D) 2 cys

3

0795

4707th Air Def Wg Reg 66-1
1 - 4

REGULATION)
NO 66-1)

HEADQUARTERS, 4707TH AIR DEFENSE WING
OTIS AIR FORCE BASE, MASSACHUSETTS
12 March 1956

MAINTENANCE

AC&W Communications and Electronics Equipment Status Report
(RCS: 4707th ADW-El)

1. PURPOSE AND SCOPE: To prescribe a standard procedure for the reporting of the maintenance status of all communications and electronics equipment to include power units (Does not include commercially leased facilities) utilized at AC&W Squadrons assigned to this command.
2. GENERAL: This directive is designed to provide this headquarters with a standardized method of monitoring the current operational capabilities and effectiveness of assigned communications and electronics equipment and to assist in resolving maintenance and supply difficulties and initiating appropriate remedial action.
3. PROCEDURE:
 - a. Each AC&W Squadron or detachment will submit a report by electrical means to this headquarters whenever the operational status of assigned equipment changes.
 - b. An initial report will be submitted on primary equipment whenever the operational logs of the station indicates one of the following:
 - (1) Non-operational time off the air.
 - (2) Operation at reduced effectiveness.
 - (3) On standby equipment whenever a change in maintenance status occurs.
 - c. Follow-up reports will be submitted at the end of each 24-hour period following the transmittal of an initial report (1) When the equipment has not been restored to normal operation, or (2) Whenever additional events occur and further information can be given.
 - d. A final operational report will be submitted when the difficulty has been corrected. Corrective action taken will be indicated in the "Remarks".
 - e. If a difficulty occurs and successful corrective action has been taken before an initial report is sent, the start and end of the breakdown period will be included in the appropriate column.
4. PREPARATION:
 - a. Required information will be presented as indicated below: (Only one piece of equipment may be included in a single report).

This regulation supersedes 4707th Air Def Wg Reg 66-1, 1 Jun 55

0796

Page 2 of
2 Pages

4707th Air Def Wg Reg 66-1
4 - 6

- A - Appropriate reference as to initial or final report.
- B - Equipment being reported (Serial number and nomenclature).
- C - Time of status change.
- D - Present status.
- E - Reason for status change.
- F - Action taken.
- G - Remarks.

b. Initial and final reports will be submitted within one hour after status of the equipment changes.

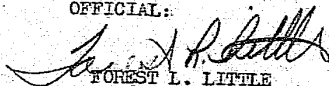
c. Message heading of all reports submitted will contain the Reports Control Symbol.

5. REPORTS CONTROL SYMBOL: 4707th ADW-El.

6. CLASSIFICATION: This report will be classified in accordance with AFR 205-1 and ADCR 205-5. (DWMEL)

BY ORDER OF THE COMMANDER:

OFFICIAL:



FOREST L. LITTLE
1st Lt, USAF
Adjutant

FOREST L. LITTLE
1st Lt, USAF
Adjutant

4 Attachments:

1. Reporting Code
2. Sample Message (Initial)
3. Sample Message (Follow-up)
4. Sample Message (Final)

DISTRIBUTION:

"A" 3 & 6 only
"B" 6,7,8 & 9 only
Comdr, ADC 2 cys
Comdr, EADF 2 cys
Comdr, 26th AD (D) 2 cys

REPORTING CODE

A.	Appropriate reference as to initial or final report.	A.
B.	Serial number and nomenclature of affected major radar or communications equipment.	B.
C.	Enter date and time (Zebra) equipment became inoperative or operative.	C.
D.	(1) Operational. (2) Non-scheduled time off air. (3) Operating at reduced effectiveness.	D.
E.	(1) Parts failure, include schematic reference symbol. (2) Commercial power failure. (3) Diesel power failure. (4) Tuning, alignment or adjustment. (5) Other. (Explain under remarks)	E.
F.	(1) Difficulty corrected. (2) Difficulty being corrected. (3) Delayed due non-availability of parts. (4) Delayed due necessity to continue operation. (5) Other. (Explain under remarks)	F.
G.	Explain "Other" from columns E and F indicate emergency requisitions submitted, including numbers. Explain corrective action taken to restore normal operation. Include any pertinent information.	G.

ATTACHMENT #1, 4707th Air Def Wg Reg 66-1

0798

ROUTING		JOINT MESSAGEFORM		COMMUNICATIONS CENTER NO.	
<u>S A M P L E</u>					
<small>SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY</small>					
FROM: (Originator)		DATE-TIME GROUP	SECURITY CLASSIFICATION		
654 ACWRON		061400 Z	UNCLASSIFIED		
TO:		PRECEDENCE FOR:	ACTION	INFORMATION	
COMDR, 4707TH AIRDEFWG OTIS AFB, MASS.			ROUTINE		
INFO:		<input type="checkbox"/> BOOK MESSAGE	<input checked="" type="checkbox"/> ORIGINAL MESSAGE		
		<input type="checkbox"/> MULTIPLE ADDRESS	CRYPTOPRECAUTION		
				<input type="checkbox"/> YES	<input type="checkbox"/> NO
		REFERS TO MESSAGE:			
		IDENTIFICATION		CLASSIFICATION	
<p>(UNCLASSIFIED) <u>ACWCE 666</u>. RCS: 4707 ADW-EI.</p> <p>A. INITIAL</p> <p>B. NR 5 CFS-6B</p> <p>C. 06/1330 Z</p> <p>D. 2</p> <p>E. 4</p> <p>F. 2</p> <p>G. ROCP FOR MAGNETRON</p>					
DRAFTER'S NAME (and signature, when required)		SECURITY CLASSIFICATION		PAGE 1 OF 1 PAGES	
JOHN DOE, S/SGT, USAF		UNCLASSIFIED			
SYMBOL		TELEPHONE		OFFICIAL TITLE	
ACWCE/114		555			

DD FORM 173

1 OCT 49

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

16-48-02328-4 U. S. GOVERNMENT PRINTING OFFICE

4707th Air Def Wg Reg 66-1

0799

ROUTING		JOINT MESSAGEFORM		COMMUNICATIONS CENTER NO.	
<u>S A M P L E</u>					
<small>SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY</small>					
FROM: (Originator)		DATE-TIME GROUP	SECURITY CLASSIFICATION		
654 ACWRON		061400 Z	UNCLASSIFIED		
		PRECEDENCE FOR:	ACTION	INFORMATION	
			ROUTINE		
TO:		<input type="checkbox"/> BOOK MESSAGE	<input checked="" type="checkbox"/> ORIGINAL MESSAGE		
CCMDR, 4707TH AIR DEFWG OTIS AFB, MASS.		<input type="checkbox"/> MULTIPLE ADDRESS	CRYPTOPRECAUTION		
			<input type="checkbox"/> YES <input type="checkbox"/> NO		
INFO:		REFERS TO MESSAGE:			
		IDENTIFICATION	CLASSIFICATION		
(UNCLASSIFIED) ACWCE 777. RCS: 4707 ADW-EL. NO CHANGE ACWCE 666/1.					
		SECURITY CLASSIFICATION		PAGE 1 OF 1 PAGES	
		UNCLASSIFIED			
DRAFTER'S NAME (and signature, when required)		RELEASING OFFICER'S SIGNATURE			
JOHN DOE, S/SGT, USAF					
SYMBOL	TELEPHONE	OFFICIAL TITLE			
ACWCE/fmq	555				

DD FORM 173 1 OCT 49 REPLACES HMC FORM 173, 1 MAY 48, WHICH MAY BE USED.
 ATTACHMENT #3, 4707th Air Def Wg Reg 66-1

16-4222-4 U. S. GOVERNMENT PRINTING OFFICE

0800

ROUTING		JOINT MESSAGEFORM		COMMUNICATIONS CENTER NO.	
S A M P L E					
SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY					
FROM: (Originator)		DATE-TIME GROUP	SECURITY CLASSIFICATION		
654 ACWCRON		061400 Z	UNCLASSIFIED		
		PRECEDENCE FOR:	ACTION	INFORMATION	
			ROUTINE		
TO:		<input type="checkbox"/> BOOK MESSAGE	<input checked="" type="checkbox"/> ORIGINAL MESSAGE		
COMDR, 4707TH AIRDEFWING OTIS AFB, MASS		<input type="checkbox"/> MULTIPLE ADDRESS	CRYPTOPRECAUTION <input type="checkbox"/> YES <input type="checkbox"/> NO		
		REFERS TO MESSAGE:			
INFO:		IDENTIFICATION	CLASSIFICATION		
<p>(UNCLASSIFIED) ACWCE 778. RCS: 4707 ADW-EI.</p> <p>A. ACWCE 666/2</p> <p>B. NR 5 OPS-6B</p> <p>C. 08/1500 Z</p> <p>D. 1</p> <p>E. 4</p> <p>F. 1</p> <p>G. INSTALLED MAGNETRON</p>					
		SECURITY CLASSIFICATION		PAGE 1 OF 1 PAGES	
		UNCLASSIFIED			
DRAFTER (Name and signature, when required)		RELEASING OFFICER'S SIGNATURE			
JOHN DOE, S/SGT, USAF					
NAME/Title		TELEPHONE	OFFICIAL TITLE		
JOHN DOE		555			

DD FORM 173 REPLACES RMC FORM 111, 1 MAY 62. WHITTY MAY BE USED.

ATTACHMENT #4, 4707th Air Def Wg Reg 66-1

0801

4707th Air Def Wg Reg 100-1
1 - 5

REGULATION)
NO 100-1)

HEADQUARTERS, 4707TH AIR DEFENSE WING
OTIS AIR FORCE BASE, MASSACHUSETTS
6 March 1956

COMMUNICATIONS

Radnotes

1. PURPOSE & SCOPE: To prescribe policy and procedures for preparing and handling radnotes by personnel within this wing.

2. REFERENCES: AFR 205-1
AFM 10-1
JANAP 169
26th AD (D) Reg 100-1

3. DEFINITION: A radnote is an informal memorandum which is transmitted by electrical means to effect speedy delivery. Its purpose is to provide a rapid and unhampered medium for the exchange of official information.

4. RESPONSIBILITY: a. Originators of radnotes will be responsible for assigning security classifications and precedence in accordance with existing directives and instructions. Classification of radnotes will be SECRET or lower.

b. Radnotes will be restricted to one addressee.

c. They will not be used to convey formal command policy, directives, or information which should normally be a matter of record.

5. PREPARATION AND HANDLING: a. Radnotes will be prepared on DD Form 173 (Joint Messageform), and transmitted as regular messages except that the first portion of the text will contain the following:

- (1) /RADNOTE/.
- (2) The word "FOR".
- (3) Name of Addressee.
- (4) The word "FROM".
- (5) Name of originator.
- (6) The abbreviation "PD".
- (7) REURADNOTE (DTG) PD (When referring to another RADNOTE).

This regulation supersedes 4707th Air Def Wg Reg 100-1, 15 Sep 54

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2 Pages

4707th Air Def Wg Reg 100-1
5 - 6

b. Radnotes will not contain internal reference numbers nor the grade or rank of the originator and addressee. The abbreviation of the staff section title may be used preceding the originator and addressee in the text where confusion might otherwise result. An example of the first portion of a radnote follows:

/RADNOTE/ FOR COMDR SMITH FROM COMDR JONES PD

c. The originating office will be responsible for delivering outgoing radnotes direct to the communications center for transmission.

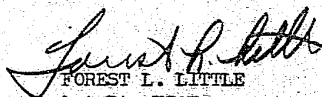
d. Communications activities are not required to accomplish delivery by telephone, but merely to inform the addressee of receipt of a radnote. If the security classification permits, and at the request of the addressee, the radnote may be read over the telephone, provided that such reading does not interfere with the normal functioning of the communications activity.

6. RADNOTE RECORDS: Since radnotes are of an informal and non-directive nature, no records are required. (DWOGE)

BY ORDER OF THE COMMANDER:

OFFICIAL:

FOREST L. LITTLE
1st Lt, USAF
Adjutant


FOREST L. LITTLE
1st Lt, USAF
Adjutant

DISTRIBUTION:

"A" & "B"

Comdr, ADC 2 cys

Comdr, EADF 2 cys

Comdr, 26th AD (D) 2 cys

4707th Air Def Wg SM 5-3
1 - 4

STAFF MEMORANDUM)
NO 5-3

HEADQUARTERS, 4707TH AIR DEFENSE WING
OTIS AIR FORCE BASE, MASSACHUSETTS
5 March 1956

PUBLICATIONS

Publications and Reproduction

1. PURPOSE: To prescribe policy, procedure and format for the preparation and reproduction of 4707th Air Defense Wing standard publications.
2. REFERENCE: AFR 5-41.
3. POLICY FOR ISSUANCE OF WING STANDARD PUBLICATIONS: Wing Regulations, Supplements to regulations of a higher headquarters and Staff Memorandums will be issued by this headquarters for the dissemination of policy, instructions and information of a permanent or semi-permanent nature.
 - a. Standard publications will be rescinded or superseded when (1) they have served their purpose, (2) re-writing is required, or (3) a directive of a higher headquarters duplicates information contained in this Wing's directive. Regulations will not be published when a directive of a higher headquarters can be supplemented.
 - b. Distribution of such directives to subordinate units will be in accordance with 4707th Air Defense Wing Regulation 5-3.
 - c. The format of standard publications in draft form will follow that incorporated in this Staff Memorandum, and as outlined in paragraph 4b(2), below.
4. RESPONSIBILITIES:
 - a. The responsibility for initiating a draft of a standard publication or to modify or rescind a current publication rests with the staff section having primary interest.
 - b. Staff Officers are responsible for:
 - (1) Continuing review of existing publications to effect rescission, supersession, amendment or supplementing as applicable. Rescission of any standard publication may be requested at any time by informal memorandum to the Wing Adjutant. If one of the above determinations is made at time of annual review of publications, such desired action may be listed under Paragraph 7, Section II, AF Form 1382 (Request for Review of Publications).

This Staff Memorandum supersedes 4707th Air Def Wg SM 5-3, 20 Jun 55.

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4707th Air Def Wg SM 5-3

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- (2) Preparing accurate, double-spaced, typewritten draft of a proposed publication on 8" x 10 $\frac{1}{2}$ " paper. General subject, title and tentative number may be selected from numerical index of appropriate series. Main paragraphs will be titled when the contents and need for clarity make such practice desirable.
 - (3) Determining that information to be included in proposed publication is not a duplication of that published by a higher headquarters. Supplementing of higher headquarters' regulations is desired.
 - (4) Coordinating proposed publications with all staff sections of this headquarters prior to submitting to Wing Adjutant for publication. If proposed publication is a revision, one copy of old publication will be attached prior to coordination.
 - (5) Indicating distribution desired in accordance with the distribution formula listed in 4707th Air Defense Wing Regulation 5-3.
- c. The Wing Adjutant is responsible for:
- (1) Reviewing by date of issue, or date of last review, the standard publications of this wing and forwarding of AF Form 1382 (Request for Review of Publication) to appropriate staff section for action.
 - (2) Determining method of reproduction, authentication, format, assignment of publication number, reproduction required and distribution procedures for all standard publications.
 - (3) Maintaining and publishing 4707th Air Defense Wing Publications Index.
 - (4) Editing drafts of proposed standard publications to insure complete coordination with all interested staff officers, and to insure uniformity of content and format.
 - (5) Maintaining a supply of current 4707th Air Defense Wing standard publications in the Forms and Publications Branch, Adjutant's Section.
 - (6) Maintain master files of standard publications, including essential background material (drafts, coordination notes) in accordance with provisions of AFM 181-5, as amended.

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3 Pages

4707th Air Def Wing SM 5-3
4 - 7

- (7) Placing authorized office symbol of the originating office in parenthesis on the left margin of the line immediately following the last line of the publication text.
- (8) Final typing on multilith masters of all 4707th Air Defense Wing publications.

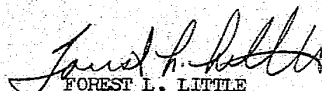
5. MODIFICATIONS OF PUBLICATIONS: 4707th Air Defense Wing standard publications may be modified as prescribed in AFR 5-5, ADCR 5-7, EADFR 5-3 or 26th Air Division (D) Regulation 5-3.

6. REQUESTS FOR REPRODUCTION: Requests for reproduction of any material will be submitted to the Wing Adjutant on one copy of DD Form 844 (Requisition for Local Duplicating Service). Completion of DD Form 844 is self-explanatory. The distribution symbol, as taken from 4707th Air Defense Wing Regulation 5-3 will be entered in Item 23. Any additional comments or specifications may be entered on the reverse side of DD Form 844. After accomplishment of reproduction, DD Form 844 will be filed in Reproduction Branch, Adjutant's Section.

7. SUPPLY OF FORMS: Pads of DD Form 844 may be procured from the Forms and Publications Branch, Wing Adjutant's Section.
(DWADJ)

BY ORDER OF THE COMMANDER:

OFFICIAL:


FOREST L. LITTLE
1st Lt, USAF
Adjutant

FOREST L. LITTLE
1st Lt, USAF
Adjutant

DISTRIBUTION:

"A"
Comdr, ADC 2 cys
Comdr, EADF 2 cys
Comdr, 26th AD (D) 2 cys

4707th Air Def Wg SM 9-1
1 - 3

STAFF MEMORANDUM)
NO 9-1)

HEADQUARTERS 4707TH AIR DEFENSE WING
OTIS AIR FORCE BASE, MASSACHUSETTS
1 March 1956

BLANK FORMS

Numerical Index of Headquarters, 4707th Air Defense Wing Forms

1. PURPOSE: This staff memorandum provides all staff sections of this headquarters with an index of current Headquarters, 4707th Air Defense Wing Forms.

2. CURRENT HEADQUARTERS 4707TH AIR DEFENSE WING FORMS: The numerical index of current Headquarters, 4707th Air Defense Wing Forms is as follows:

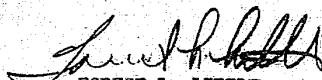
<u>NUMBER</u>	<u>DATE</u>	<u>NOMENCLATURE</u>	<u>PRESCRIBING DIRECTIVE</u>
1	25 May 55	Coordination Sheet	4707th Air Def Wg SM 10-2
2	25 May 55	Suspense Extension Request	4707th Air Def Wg SM 10-2

3. SUPPLY OF FORMS: Copies of Headquarters, 4707th Air Defense Wing Forms may be procured from Forms and Publications Branch, Adjutant's Section. (DWADJ)

BY ORDER OF THE COMMANDER:

OFFICIAL:

FOREST L. LITTLE
1st Lt, USAF
Adjutant


FOREST L. LITTLE
1st Lt, USAF
Adjutant

DISTRIBUTION:

"A"
Comdr, ADC 2 cya
Comdr, EADF 2 cya
Comdr, 26th AD (D) 2 cya

This Staff Memorandum supersedes 4707th Air Def Wg SM 9-1, 8 Feb 56.

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4707th Air Def Wg SM 10-1
1 - 2

STAFF MEMORANDUM)
NO 10-1)

HEADQUARTERS 4707TH AIR DEFENSE WING
OTIS AIR FORCE BASE, MASSACHUSETTS
2 February 1956

CORRESPONDENCE

Symbols for Staff Identification

1. PURPOSE: The purpose of this Staff Memorandum is to prescribe symbols for use in the preparation of correspondence and messages for identification of offices of this headquarters.

2. SYMBOLS: The symbols listed below will be used:

Commander.....	DWCCMDR
Deputy Commander.....	DWDCOMDR
Executive Officer.....	DWEX
Adjutant.....	DWADJ
Director of Personnel.....	DWP
Military Personnel Officer.....	DWEMP
Airman Branch.....	DWEMP-A
Intra-Wing Assignment Section.....	DWEMP-AA
Classification Section.....	DWEMP-AC
ZI and Overseas Assignment Section.....	DWEMP-AW
Effectiveness Report Section.....	DWEMP-ER
Ground Safety.....	DWEMP-CS
Officer Branch.....	DWEMP-O
Officer Actions.....	DWEMP-OA
Officer Records.....	DWEMP-OR
Officer Shipments.....	DWEMP-CS
Personnel Actions Branch.....	DWEMP-PA
Personnel Services.....	DWEMP-PS
Reserve Affairs.....	DWEMP-R
School Section.....	DWEMP-S
Training Branch.....	DWEMP-T
Civilian Personnel.....	DWPCP
Director of Operations.....	DWO
Staff Operations.....	DWOOF
Communications and Electronics.....	DWOCE
Intelligence.....	DWOIN
Manpower Management.....	DWCMO
Operations Training and Rocketry Officer.....	DWOOTR
Controller.....	DWOCNT
Director of Materiel.....	DWM
Aircraft Distribution.....	DWAMAD
Armament.....	DWAMAR
Electronics Maintenance.....	DWAMEL

This Staff Memorandum supersedes 4707th Air Def Wg SM 10-1, 2 Sep 55.

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Ground Powered Equipment.....	DWMAU
Installations.....	DWMAI
Maintenance.....	DWMTT
Supply.....	DWMSU
Technical Orders (30B).....	DWMPQ
Staff Judge Advocate.....	DWJA
Comptroller.....	DWC
Management Analysis.....	DWC-MA
Statistical Services.....	DWC-SS
Provost Marshal.....	DWIFM
Office of Special Information.....	DWOIS
Wing Surgeon.....	DWSG
Wing Chaplain.....	DWCH
Headquarters Squadron Section.....	DWHS

(DWADJ)

BY ORDER OF THE COMMANDER:

OFFICIAL:

FOREST L. LITTLE
1st Lt, USAF
Adjutant

Forest L. Little
FOREST L. LITTLE
1st Lt, USAF
Adjutant

DISTRIBUTION:

"A"

Comdrs: ADG, EADF, 32D AD (D) - 2 cys

0809



4707th Air Def Wg SM 10-2
1 - 5

STAFF MEMORANDUM)
NO 10-2)

HEADQUARTERS 4707TH AIR DEFENSE WING
OTIS AIR FORCE BASE, MASSACHUSETTS
1 March 1956

CORRESPONDENCE

Processing of Correspondence and Electrical Messages

1. PURPOSE: To outline procedures to be followed in the receipt, processing, suspending, coordinating and dispatching of correspondence and electrical messages addressed to this headquarters.
2. REFERENCE: Air Force Regulation 11-14.
3. RECEIPT OF INCOMING CORRESPONDENCE AND ELECTRICAL MESSAGES: It is the responsibility of the Mail and Distribution Branch and the Classified Branch, Adjutant's Section, to receive, log and process all incoming correspondence and electrical messages to staff sections of this headquarters. Official communications received directly by staff sections from units will be hand-carried to appropriate branch, Adjutant's Section, for logging purposes.
4. USE OF THE MAIL CONTROL RECORD:
 - a. Mail Control Record, DD Form 278.
 - (1) DD Form 278 is used in this headquarters for processing unclassified correspondence or messages as outlined in AFR 11-14. Only correspondence or messages requiring expeditious handling or on which a suspense has been set by a higher headquarters require use of this form.
 - b. Mail Control Record, DB Form 278A.
 - (1) DD Form 278A is used in this headquarters for processing classified correspondence or messages as outlined in AFR 11-14. All classified correspondence or messages require use of this form as processed and suspended by the Classified Branch, Adjutant's Section.
5. SUSPENSE OF INCOMING CORRESPONDENCE AND ELECTRICAL MESSAGES: All incoming correspondence and electrical messages will be suspended by the Wing Adjutant as follows:
 - a. Electrical messages indicating Congressional inquiries require reply within 24 hours by electrical messages.
 - b. Electrical messages from higher, lateral and lower headquarters - - four days.

This Staff Memorandum supersedes 4707th Air Def Wg SM 10-2, 15 Feb 55, as amended.

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2 Pages

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5 - 7

- c. Suspense correspondence and messages -- reply in sufficient time for action to reach requesting organization on suspense date.
- d. Air Force Regulation 39-17 board actions -- 15 days.
- e. Correspondence indicating congressional interest -- not more than five days, including date of receipt.
- f. Routine correspondence -- 10 days.
- g. Correspondence pertaining to board actions, other than that mentioned in Par 5d, General Courts Martials, construction projects, discharges, investigations (general) and reserve retirements -- 15 duty days.
- h. Correspondence pertaining to actions by Flying Evaluation Boards and Aeronautical Rating Boards -- 21 days.
- i. Correspondence pertaining to awards, decorations and suggestions -- 30 duty days.

6. EXTENSION OF SUSPENSE DATES: a. Personnel occupying the positions listed below will submit to the Mail and Distribution Branch, Adjutant's Section, a roster of personnel authorized to extend the initial suspense matter pertinent to their functions. Changes to these lists will be submitted only as they occur:

Director of Personnel	Wing Staff Provost Marshal
Director of Operations	Wing Staff OIS
Director of Materiel	Wing Staff Surgeon
Staff Judge Advocate	Wing Staff Chaplain
Comptroller	

b. When authorizing the extension of a suspense date, the extendor will determine the requested extension does not exceed the suspense date set by higher headquarters. When the extension of suspense date is approved by any person so authorized, reference Par 6a, the Wing Adjutant will be informed by the approving authority on a Headquarters, 4707th Air Defense Wing Form #2, indicating the number of the Mail Control Record and the date to which suspense has been extended.

c. When a reply to a communication cannot be made within the suspense period set by higher headquarters, the originating agency will be notified by appropriate means, stating the reason for delay, advising when action will be completed, and will request extension of the suspense date for period required. The Mail and Distribution Branch, Adjutant's Section, will be notified of such extensions of suspense dates.

7. PREPARATION AND DISPATCH OF OUTGOING CORRESPONDENCE:

a. Preparation:

- (1) The action staff agency is responsible for the preparation of

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3 Pages

4707th Air Def Wg SM 10-2
7

necessary replies to correspondence and delivery to the Mail and Distribution Branch, Adjutant's Section. Unclassified RCS reports and correspondence will be prepared in accordance with 4707th Air Defense Wing Staff Memorandum 174-1. Dates and signature blocks will not be typed on correspondence except on multilith masters. All correspondence requiring the signature of the Commander or the Deputy Commander will contain a typed signature block.

b. Coordination:

- (1) Headquarters, 4707th Air Defense Wing Form 1 (Coordination Sheet) will be used as a file copy for all correspondence and messages processed in this headquarters. Coordination with interested staff sections will be the responsibility of the individual staff section and will be accomplished prior to signing by the Adjutant. File copies will be filed by the action agencies.

c. Supply of Forms:

- (1) Supply of Hq 4707th Air Def Wg Form 1 and Hq 4707th Air Def Wg Form 2 may be obtained in accordance with 4707th Air Defense Wing Regulation 5-6.
(DWADJ)

BY ORDER OF THE COMMANDER:

OFFICIAL:

FOREST L. LITTLE
1st Lt, USAF
Adjutant

Forest L. Little
FOREST L. LITTLE

1st Lt, USAF
Adjutant

DISTRIBUTION:

"A"
Comdr, ADC 2 cys
Comdr, EADF 2 cys
Comdr, 26th AD (D) 2 cys

0812

4707th Air Def Wg SM 11-1

1

STAFF MEMORANDUM)
 NO 11-1)

HEADQUARTERS, 4707TH AIR DEFENSE WING
 OTIS AIR FORCE BASE, MASSACHUSETTS
 7 March 1956

ADMINISTRATIVE PRACTICESStaff Procedures

1. PURPOSE: To specify information and communications which will be delivered directly to the Wing Commander upon receipt and that information and communications which will be brought to the attention of the Wing Commander by the Staff Officer having primary responsibility:

a. Following communications will be delivered without delay to the Wing Adjutant for information of the Wing Commander immediately upon receipt:

- (1) Correspondence personally signed by general officers or equivalent Naval ranks, members of Congress, Cabinet Officers and other distinguished persons. Action on such correspondence will bear the personal signature of the Commander or the Deputy Commander.
- (2) Information relative to aircraft accidents involving loss of life, major injury, major damage or any accident involving military or civilian VIPs or representatives of a foreign government.
- (3) Correspondence pertaining to major delinquencies or disciplinary matters on officers.
- (4) Inspector General action letters.

b. Following communications will be brought to the attention of the Wing Commander by the Staff Officers having primary responsibility immediately upon receipt of information or documents concerned:

- (1) Major operational, logistical or personnel deficiencies.
- (2) Intelligence matters of obvious interest.
- (3) Major problems for which a satisfactory solution is not apparent.

c. The following matters will be brought to the personal attention of the Wing Commander by the Staff Officer having primary responsibility without delay after the receipt of information or document concerned: ("Without Delay" shall be interpreted to mean inclusion in Daily Diary; at the first staff conference; or within 24 hours, whichever is the shorter period)

This Staff Memorandum supersedes 4707th Air Def Wg SM 11-1, 26 Apr 54

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3 Pages

4707th Air Def Wg SM 11-1
1 - 2

- (1) Disapprovals of a major nature received from a higher headquarters on matters recommended by this headquarters.
- (2) Establishment of or changes or major policy announced by higher headquarters.

d. The following matters will be cleared by the Wing Commander for final action of this headquarters:

- (1) All action on items covered in paragraph 1a,b & c.
- (2) All matters of policy determination, interpretation or promulgation.
- (3) Relief or transfer of a commander or key staff officer of any unit assigned directly to this wing and key staff officers of this wing.
- (4) Re-evaluation or demotion proceedings pertaining to commissioned officers.
- (5) Change in activation or inactivation of assigned units.
- (6) Major changes in personnel distribution.
- (7) Requests from this headquarters to a higher headquarters for reconsideration of orders or directives issued.
- (8) Compromise of cryptographic security or loss of registered documents.
- (9) Letters and messages containing censure or criticism.

2. SIGNATURE AND DATE: a. With the exception of correspondence signed by the Adjutant or Assistant Adjutant, correspondence and messages originating in individual staff sections addressed to subordinate units not falling within provisions of paragraph 1 above, may be signed "BY ORDER OF THE COMMANDER" only by the person permanently occupying the following positions:

- (1) Adjutant or Assistant Adjutant.
- (2) Director of Personnel.
- (3) Director of Operations.
- (4) Director of Materiel.

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4707th Air Def Wg SM 11-1

2

(5) Comptroller.


(6) Staff Judge Advocate.

b. Correspondence to higher or lateral commands will be signed only by the Wing Commander, Deputy Wing Commander, Adjutant, or Assistant Adjutant.
(DWADJ)

BY ORDER OF THE COMMANDER:

OFFICIAL:

FOREST L. LITTLE
1st Lt, USAF
Adjutant


FOREST L. LITTLE
1st Lt, USAF
Adjutant

DISTRIBUTION:

"A"
Comdr, ADC 2 cys
Comdr, EADF 2 cys
Comdr, 26th AD (D) 2 cys

4707th Air Def Wg SM 11-3
1 - 4

STAFF MEMORANDUM)
: NO 11-3)

HEADQUARTERS 4707TH AIR DEFENSE WING
OTIS AIR FORCE BASE, MASSACHUSETTS
1 April 1956

ADMINISTRATIVE PRACTICES

Responsibilities and Authority of Commander,

Headquarters Squadron Section, 4707th Air Defense Wing

1. PURPOSE: To prescribe the responsibilities of the Commander, Headquarters Squadron Section, and to delegate the authority for the accomplishment of his mission.

2. REFERENCES: AFL 20-5, as amended.

3. POLICY:

a. All personnel on duty with Headquarters, 4707th Air Defense Wing will be assigned to Headquarters Squadron Section for administration. Personnel action memorandums will be issued by Headquarters Squadron Section assigning each airman to duty within a section of the headquarters. (Assignment of Officer personnel and the announcing of their duty will be made in PAM by the Director of Personnel.)

b. The Commander, Headquarters Squadron Section, will have, as any other Air Force Squadron Commander, the same authority necessary to discharge the responsibilities outlined below.

4. RESPONSIBILITIES:

a. Exercises command jurisdiction over all airman placed on duty with, or attached to, the Headquarters Squadron Section, including the imposition of non-judicial punishment under UCMJ, ART 15, MCM 1951.

b. Performs the following administrative functions:

(1) Maintains the following individual records of all personnel assigned to Headquarters, 4707th Air Defense Wing:

(a) Service Records (AF Form 7, AF Form 4, and DD Form 230)

(b) Soldier's Qualification Cards (DA AGO Forms 20)

(c) Correspondence pertaining to officers and airmen and current records of airmen maintained under personnel (201) classification.

This Staff Memo supersedes 4707th Air Def Wg SM 11-3, 26 Apr 55, as amended.

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2 Pages

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- (d) Immunization registers.
 - (e) Allotments and insurance.
 - (f) Individual Clothing Records.
- (2) Maintains the following unit records:
- (a) Sign-in and out register (all personnel).
 - (b) Morning report (all personnel).
 - (c) Organization copies of records pertaining to pay of all military personnel.
 - (d) Records of squadron punishment (enlisted personnel only).
 - (e) Files of regulations, letters, manuals and other directives or publications necessary to carry out the responsibilities of the Headquarters Squadron Section.
- (3) Performs the following actions:
- (a) Promotion and demotion of enlisted personnel as prescribed by current directives.
 - (b) Granting of leaves and passes to enlisted personnel as prescribed by current directives.
 - (c) Publication of Personnel Action Memorandums pertaining to airmen as authority for entering action of the Morning Report of Headquarters, 4707th Air Defense Wing, and on qualifications records not covered by other types of orders.
 - (d) Changing of airmen's primary AFSC's in accordance with current directives.
 - (e) Assignment of all airmen within the 4707th Air Defense Wing.
- c. Performs those functions of organizational supply for Headquarters, 4707th Air Defense Wing, as prescribed in Volume IV Section 2, paragraph 1a(1) (e) AFM 67-1, and is delegated command authority over these functions.

Page 3 of
3 pages

377th Air Def Wg SA 11-3

- d. Performs such functions as are delegated by other current directives.
- e. Responsible for all housekeeping functions of the Wing Headquarters buildings and grounds.
(BMAW)

BY ORDER OF THE COMMANDER:

OFFICIAL:

FOREST L. LITTLE
1st Lt, USAF
Adjutant

Forest L. Little
FOREST L. LITTLE

1st Lt, USAF
Adjutant

DISTRIBUTION:

"1"
Comdr, ADC 2 cys
Comdr, EADF 2 cys
Comdr, 26th AD (D) 2 cys

4707th Air Def Wg SM 11-4

1 - 4

STAFF MEMORANDUM)
NO 11-4)HEADQUARTERS, 4707TH AIR DEFENSE WING
WING AIR FORCE BASE, MASSACHUSETTS
17 May 1956ADMINISTRATIVE PRACTICESStaff Visits

1. PURPOSE: The function of inspection at the Wing level must be accomplished by means of staff visits by directors or their representatives. This memorandum outlines the procedures to be followed when making staff visits, and the procedures for reporting, routing and coordinating staff visit reports.

2. SCOPE: Military and civilian members of the Wing Staff will conduct visits as directed by either the Commander or responsible Staff Directors.

3. PURPOSE OF STAFF VISITS: Staff visits will be conducted for the purpose of:

a. Advising the Commander on matters adversely affecting the command and the ability of units to carry out their assigned missions.

b. Furnishing necessary supervisory assistance and guidance to subordinate commanders.

c. Familiarizing staff personnel with activities of subordinate units.

d. Determining the status of action on irregularities or deficiencies previously reported on staff visit reports and reports of inspection.

e. Determining the degree of compliance with Special Subject or Command-interest letters.

4. RESPONSIBILITY: The visitor will conduct himself as a representative of the Wing Commander visiting to gather data and offer assistance. He will act only in the capacity of a Staff Officer and in no instance will issue direct orders to subordinate Commanders or their staff.

a. Coordination: Proposed staff visits will be coordinated within this headquarters to the extent necessary to avoid duplication and to insure that each person possesses all facts pertinent to the objective of subject visit. Senior person conducting the staff visit will insure coverage of all Special Subject Letters.

b. Prior to Visit: The senior officer or non-commissioned officer

This Staff Memorandum supersedes 4707th Air Def Wg SM 11-4, 10 Feb 56.

0819

Page 2 of
3 Pages

4707th Air Def Wg SM 11-4
4 - 5

conducting the visit will dispatch the following information to the unit to be visited at least 24 hours prior to the expected arrival time of visitors:

- (1) Grade and name of visitors.
- (2) Arrival date and length of visit.
- (3) Purpose of visit.
- (4) Number of accommodations desired.
- (5) Security clearance if visit involves access to classified matter or entry into restricted areas.

c. Upon Arrival at Unit: Commanders of Fighter Groups, or their representatives, should be visited even in those instances when lower echelon matters are the primary objectives of the visit. The person or persons making the visit will report to the commander of the unit being visited and inform him of the purpose of the visit.

d. Prior to Departure from Unit: Prior to departure from the unit being visited, the senior officer or non-commissioned officer will report to the commander and inform him of the results of the visit and of the recommendations to be made upon return to this headquarters. Corrective action which the local commander has initiated or intends to initiate will be ascertained, if possible, and explained in the report required by Paragraph 5 below.

5. REPORTING PROCEDURES: Upon return to this headquarters, the senior person who accomplished the staff visit will prepare a written report using the format outlined in Attachment #1. This report will be forwarded by letter of transmittal (See Attachment #2) to the commander of the unit visited within six (6) working days after return to this headquarters. Additional time for processing the report may be justified to permit the inclusion of recommended solutions to problems encountered.

a. All reports will be prepared in sufficient copies to allow one (1) file copy for each headquarters through which the report is routed, and one (1) file copy for the files of the preparing staff section.

b. Staff visit reports will be signed by the individual or ranking member of the visiting team and approved and signed by the Staff Deputy.

c. Disposition: Copies of reports will be disposed of in accordance with Paragraph 215 of Air Force Manual 181-5, 1 August 1954, as amended. (DWADP)

0 8 2 0

Page 3 of
3 Pages

4707th Air Def Wg SM 11-4

(SIGNATURE PAGE ONLY)

BY ORDER OF THE COMMANDER:

OFFICIAL:

DELBERT H. HAHN
Colonel, USAF
Deputy Commander

Myrdon T. Neumann
MYRDON T. NEUMANN
1st Lt, USAF
Adjutant

2 Attachments:

1. Format Report of Staff Visit
2. Format, Ltr of Transmittal

DISTRIBUTION:

*AP
Comdr, EADF 2 cys
Comdr, 26th AD (D) 2 cys

0821

(MODEL REPORT)

HEADQUARTERS
4707TH AIR DEFENSE WING
Otis Air Force Base, Massachusetts

(date)

SUBJECT: Report of Staff Visit, (Unit Visited)

1. A staff visit was made on (Date) to the (Unit Visited) (Base or Station) by (Person(s) making visit) 4707th Air Defense Wing Headquarters.

2. a. Purpose of the visit was:

b. Personnel contacted:

3. Problems solved during visit:

a.

b.

4. Problems requiring further action (by Unit Visited)

a.

RECOMMENDATION(s) -

b.

RECOMMENDATION(s) -

5. Problems requiring further action by Wing Staff:

a.

b.

6. General remarks: (Include remarks on food, billeting and reception.)

APPROVED:
Staff Director

MYRDON T. NEUMANN
1st Lt, USAF
Adjutant

Attachment #1 to
4707th ADWSM 11-4

0 8 2 2

(MODEL LETTER)

HEADQUARTERS
4707TH AIR DEFENSE WING
Otis Air Force Base, Massachusetts

DWADF

(Date)

SUBJECT: Report of Staff Visit

TO: Commander
33d Fighter Group (AD)
Otis Air Force Base
Massachusetts

Report of staff visit relating to (Functional Areas) of 33d Fighter Group, conducted on (Date), by (Rank) (Name), is inclosed *(for your information and guidance. No reply is necessary.) (for your information and necessary corrective action. Reply by indorsement hereon will be reviewed and signed by the Commander, and returned to this headquarters within fifteen (15) days after receipt by your headquarters.)

BY ORDER OF THE COMMANDER:

MYRDON T. NEUMANN
1st Lt, USAF
Adjutant

*Use whichever is applicable

Attachment #2 to
4707th ADWSM 11-4

0823

4707th Air Def Wg SM 11-5
1 - 3

STAFF MEMORANDUM)
NO 11-5)

HEADQUARTERS, 4707TH AIR DEFENSE WING
OTIS AIR FORCE BASE, MASSACHUSETTS
18 May 1956

ADMINISTRATIVE PRACTICES

Processing Reports of Audit

1. PURPOSE: This Memorandum establishes responsibilities for action on reports of audit received in this headquarters.
2. RESPONSIBILITIES: The Wing Comptroller is responsible for monitoring all reports of audit received and is designated the office of record for this headquarters. Staff agencies of this headquarters are responsible for review and determination of action necessary on reports of audit which pertain to activities over which they have staff jurisdiction.
3. PROCEDURES:
 - a. All reports of audit will be routed by the Adjutant to the Comptroller.
 - b. The Comptroller will establish and maintain the necessary records to monitor the processing of all reports of audit received in the headquarters.
 - c. The Comptroller will forward each report of audit by DD Form 96 (Disposition Form) to the responsible staff agency for review and determination of necessary action. Within five days, the staff agency will return the report of audit to the Comptroller together with a comment as to whether the action taken by the subordinate organization has been adequate or not. In the event that the action taken is not adequate, the comment will indicate what further action is to be taken by the subordinate organization in sufficient detail to allow the preparation of an indorsement to that effect.
 - d. The Comptroller will prepare the indorsement and forward the complete file, including staff agency comment, to the Deputy Commander for review, approval, and signature. Upon completion of this, the Adjutant will forward the outgoing portion, and return the balance of the file to the Comptroller for filing.
(DWG)

This Staff Memorandum supersedes 4707th Air Def Wg SM 11-5, 15 Nov 55.

0824

Page 2 of
2 Pages

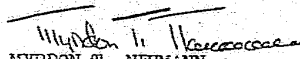
4707th Air Def Wg SM 11-5

(SIGNATURE PAGE ONLY)

BY ORDER OF THE COMMANDER:

OFFICIAL:

DELBERT H. HAHN
Colonel, USAF
Deputy Commander


MYRDON T. NEUMANN
1st Lt, USAF
Adjutant

DISTRIBUTION:

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Comdr, 26th AD (D) 2 cys

0825

4707th Air Def Wg SM 11-7
1 - 4

STAFF MEMORANDUM)
NO. 11-7)

HEADQUARTERS, 4707TH AIR DEFENSE WING
OTIS AIR FORCE BASE, MASSACHUSETTS
18 April 1956

ADMINISTRATIVE PRACTICES

Command Data Analysis Committee

1. PURPOSE: To establish and prescribe the responsibilities and procedures of the Command Data Analysis Committee.
2. COMPOSITION OF THE COMMITTEE: a. The Command Data Analysis Committee is composed of the following members:
 - Deputy Commander
 - Director of Operations
 - Director of Personnel
 - Director of Materiel
 - Comptroller

b. The Deputy Commander will act as chairman. In his absence, the senior member present will act as chairman. As required, other staff/special staff officers will participate in the activities outlined, when so directed by the chairman of the committee.

c. Each committee member will designate an alternate officer to act for him in the event of his absence. The chairman will be advised of the officer designated.
3. SCOPE: The committee will review the Operational Readiness Reports of this command and compile a commentary for the Wing Commander. Briefing charts and command data books of this headquarters, 26th AD (D), EADF and ADC will be reviewed with reference to items pertaining to this command.
4. RESPONSIBILITIES: The committee will accomplish the following duties:
 - a. Meet on the afternoon of the 18th of the month, or as directed by the chairman.
 - b. Review the Operational Readiness Reports of units of this command. In advance of meeting, the appropriate staff officer of the committee whose area of responsibility is affected by the items reported on will:
 - (1) Check the validity of the data submitted against other available sources of information.
 - (2) Examine the Commander's Commentary for validity.
 - (3) Compile a list of items requiring action by this headquarters and indicate the action to be taken.

This Staff Memorandum supersedes 4707th Air Def Wg SM 11-7, 4 Apr 56

0826

Page 2 of
2 Pages

4707th Air Def Wg SM 11-7
4 - 6

c. The Comptroller will compile the Operational Readiness Reports (RSC: ADG-V8) in loose-leaf notebooks. Currently posted copies will be available to the Wing Commander and each major staff section not later than the 11th of each month.

d. An "Operational Readiness Staff Commentary" will be prepared by the committee to include:

- (1) Overall progress or retrogression reflected during the month.
- (2) Areas of weakness requiring corrective action.
- (3) A plan of action for the improvement of the operational readiness of the wing.

e. The Operational Readiness Commentary signed by the chairman and recorder will be forwarded to the commander by the 25th of the month following the month reported on.

5. PROCEDURES: a. The Comptroller will record all decisions and be responsible for formal preparation of the Operational Readiness Staff Commentary and compiled Operational Readiness Reports.

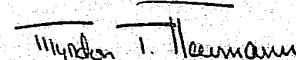
b. When required, all staff sections will be responsible for furnishing the committee and/or Comptroller with data and/or commentary which summarizes and interprets graphic and tabular data within their staff responsibility.

c. All staff sections are invited to submit their suggestions on any subject within the scope of the committee's activities.

6. CLASSIFICATION: "Operational Readiness Reports" and "Operational Readiness Staff Commentary" will be classified SECRET. Other briefs will be classified consistent with content, in accordance with AFR 205-1. (DWC)

BY ORDER OF THE COMMANDER:

OFFICIAL:


MYRDON T. NEUMANN
1st Lt, USAF
Adjutant

DELBERT H. HAHN
Colonel, USAF
Deputy Commander

DISTRIBUTION:

"A"
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Comdr, EADF 2 cys
Comdr, 26th AD (D) 2 cys

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0827

CORRECTED COPY - DISAPPLY ALL OTHERS

4707th Air Def Wg SM 11-8
1 - 2STAFF MEMORANDUM)
:)
NO 11-8)HEADQUARTERS, 4707TH AIR DEFENSE WING
OTIS AIR FORCE BASE, MASSACHUSETTS
18 May 1956ADMINISTRATIVE PRACTICESReception and Briefing of Distinguished Visitors

1. PURPOSE: This memorandum provides a guide for planning the reception and briefing of distinguished visitors to this headquarters.

2. PROCEDURES: Attention is invited to Base Regulation 900-2, Otis Air Force Base, Massachusetts, "Arrival of V.I.P." dated 28 February 1955. The above mentioned regulation directs that the Commander, 4707th Air Defense Wing, will be notified of inbound distinguished visitors. Any Wing Staff Officer having knowledge of a planned visit to this base by distinguished visitors will notify the Commander, 4707th Air Defense Wing, or the Wing Adjutant, of the expected arrival. The following staff agencies are responsible as noted:

a. Adjutant:

- (1) Notify the Commander, 4707th Air Defense Wing, the Base Commander and Commander, 551st AEW&C Wing, as is appropriate.
- (2) Arrange with the 33d Fighter Group for Honors if required. (Both arrival and departure)
- (3) Arrange for Commander's Reception.
- (4) Arrange through Commander, 33d Fighter Group, for V.I.P. quarters.
- (5) Arrange for social hour and dinners for visitors.

b. Comptroller:

- (1) The Wing Comptroller is responsible for keeping current the permanent wall charts in the Wing War Room. All Wing Staff agencies are responsible for providing the Comptroller with the necessary data required to maintain the charts.

c. The following staff directors will be prepared at any time to give a 5 to 7 minute briefing regarding their areas of responsibility:

0 8 2 8

Page 2 of
2 Pages

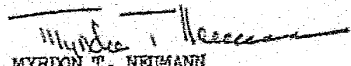
4707th Air Def Wg SM 11-8
2

- (1) DMC
- (2) DMP
- (3) DMM
- (4) DMC
- (5) DWJA

(DWADY)

BY ORDER OF THE COMMANDER:

OFFICIAL:


MYRDON T. NEUMANN
1st Lt, USAF
Adjutant

DELBERT H. HARN
Colonel, USAF
Deputy Commander

DISTRIBUTION:

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Comdr, EADF 2 cys
Comdr, 26th AD (D) 2 cys

0829

MEMORANDUM FOR THE COMMANDER, 4707th AIR DEFENSE WING

STAFF MEMORANDUM

4707th AIR DEFENSE WING
ATTN: AIR FORCE WING, SACRAMENTO, CALIF.
10 March 1954

MEMORANDUM

Complaints and Grievances

1. PURPOSE: The purpose of this Staff Memorandum is to establish procedures and reviewing responsibilities for the processing of complaints or grievances.

2. SCOPE: This Staff Memorandum is applicable to officer and enlisted personnel of this headquarters, who desire to initiate a complaint or grievance in accordance with 26th Air Division (D) Regulation 123-1.

3. RESPONSIBILITY: a. The Commander, 4707th Air Defense Wing, is responsible for processing all complaints or grievances of commissioned officers.

b. The Commander, Headquarters Squadron Section, 4707th Air Defense Wing, is responsible for processing all complaints or grievances of enlisted personnel.

4. GENERAL: a. Complaints or grievances will normally be heard and appropriately concluded by personnel outlined in paragraphs 3a and 3b above. However, in case a complaint or grievance is directed at or is above the scope or authority of the responsible officer, the following steps are to be taken:

- (1) The complainant will be advised that he may forward direct to the next commander in the chain of command, a letter outlining the complaint or grievance in full. This letter should follow the format and contain the information outlined in attachment #1 to 26th Air Division (D) Regulation 123-1.
(DWMP)

BY ORDER OF THE COMMANDER:

OFFICIAL:

Forest L. Little
FOREST L. LITTLE
1st Lt, USAF
Adjutant

FOREST L. LITTLE
1st Lt, USAF
Adjutant

DISTRIBUTION:

"A"
Comdr, ADC 2 cys
Comdr, EADF 2 cys
Comdr, 26th AD (D) 2 cys

0830

4707th Air Def Wg SM 205-1
1 - 7

STAFF MEMORANDUM)
NO :
205-1)

HEADQUARTERS 4707TH AIR DEFENSE WING
OTIS AIR FORCE BASE, MASSACHUSETTS
31 May 1956

SECURITY

Control of Classified Documents

1. PURPOSE: To prescribe the procedures for the control of classified documents within this headquarters.
2. REFERENCES: Air Force Regulation 205-1.
3. GENERAL: a. All classified documents received directly by a section of this headquarters by courier, mail or message will be hand carried to the Classified Section, Office of the Adjutant, for processing.

b. Classified documents originated, reproduced or transmitted by this headquarters will be forwarded to the Classified Section, Office of the Adjutant, for registering and accounting, with the exception of documents received by the Communications Security Officer.
4. CONTROL PROCEDURES: Mail Control Record, DD Form 278a, will be prepared for all Secret and Confidential documents received in the Classified Section. Three copies of DD Form 278a will be used. One copy will be filed in Classified Section as a log; One copy will be signed by the recipient and retained in Classified Section hand receipt file; One copy will be used by the section concerned in maintaining a record of receipt and dispatch.
5. DESTRUCTION OF CLASSIFIED DOCUMENTS: One copy of the signed Report of Destruction will be furnished the Classified Section, Office of the Adjutant, and one copy will be filed.
6. CHANGES IN CLASSIFICATION: All documents that require upgrading or downgrading will be returned to the Adjutant Section for proper registering, processing and accounting.
7. SUPPLY OF FORMS: Forms will be obtained from the Forms Distribution Section, Office of the Adjutant.
(DWADJ)

This Staff Memorandum supersedes 4707th Air Def Wg SM 205-1, 5 Oct 55, as amended.

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Page 2 of
2 Pages

(SIGNATURE PAGE ONLY)

4707th Air Def Wg SW 205-1

BY ORDER OF THE COMMANDER:

OFFICIAL:

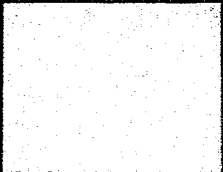

MYRDON T. NEUMANN
1st Lt, USAF
Adjutant

DELBERT H. HAHN
Colonel, USAF
Deputy Commander

DISTRIBUTION:

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Comdr, 26th AD (D) 2 cys

0832



AFR 123-8/4707AIRDEFWG Sup-1
1 - 2

4707TH ADWG SUPPLEMENT 1) HEADQUARTERS, 4707TH AIR DEFENSE WING
: OTIS AIR FORCE BASE, MASSACHUSETTS
TO AFR 123-8, 2 Mar 56) 14 May 1956

INSPECTION

Special Subjects for Inspection

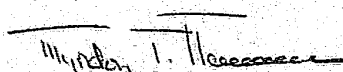
AFR 123-8, 2 March 1956, is supplemented as follows:

1. See paragraph 6a: It is the responsibility of Unit Commanders of the 4707th Air Defense Wing to which the Special Subject Letter or Regulation is applicable, to forward the initial report of such inspection to this headquarters, within ten days after receipt of subject letter or regulation.
2. See paragraph 6d: The final inspection report will be accomplished and forwarded so as to reach this headquarters within five days after the expiration date of a Special Subject Letter or Regulation.
(SWADJ)

BY ORDER OF THE COMMANDER:

OFFICIAL:

DELBERT H. HAHN
Colonel, USAF
Deputy Commander


MYRDON T. NEUMANN
1st Lt, USAF
Adjutant

DISTRIBUTION:

A
B
Comdr, EADF 2 cys
Comdr, 26th AD(D) 2 cys

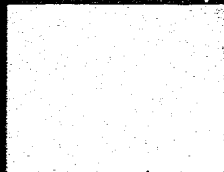
This supplement supersedes 4707th Air Def Wg Reg 123-2, 1 Mar 56

0833

SECTION II

PERSONNEL

0 8 3 4



The following is an extract from the OGIS NOTICE, Vol. 6 No. 25, Tuesday, 19 June 1956:

4707TH GETS SAFETY AWARD TODAY

Commander Will Accept The National
Safety Council's "Award Of Honor";
EADF Comdr. To Make Presentation

The highest safety award that the national Safety Council has to offer will be presented to Colonel Hilmer C. Nelson, commander of the 4707th Air Defense Wing, at a parade and review being held at this base today. Making the presentation will be Major General Norris B. Harbold, commander of the Eastern Air Defense Force with headquarters at Stewart Air Force Base, Newburgh, N. Y.

The Council's "Award of Honor" is given annually for an outstanding safety record during the past year.

For the awarding ceremonies over 1,000 troops will be in formation. Martial music will be provided by the Eastern Air Defense Force Band.

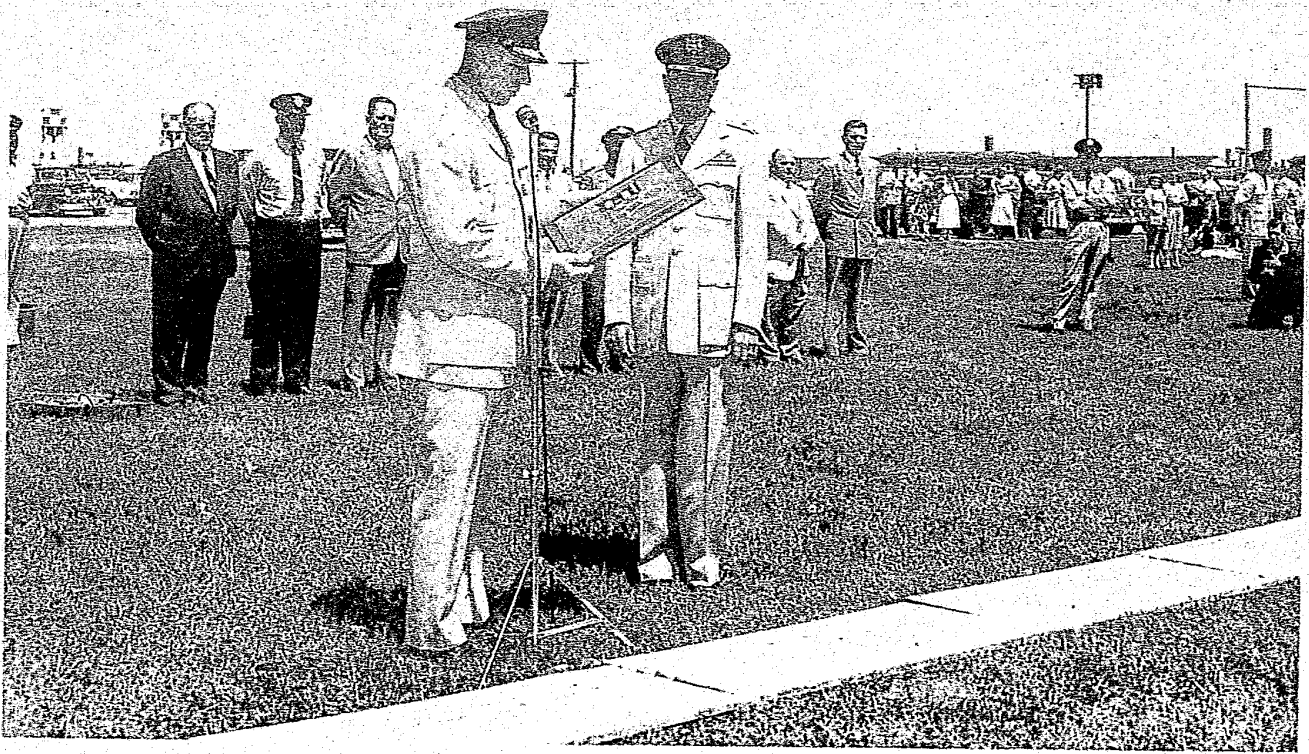
Among the invited guests and personnel who will be on the reviewing stand are prominent military and civilian personnel. The military personnel are commanders of organizations that fall under the command of the 4707th and commanders that are directly over the local wing.

Heading the list of civilian dignitaries is the Honorable Rudolph F. King, Registrar of Motor Vehicles for the Commonwealth of Massachusetts; and General Otis M. Whitney, Commissioner of Public Safety for this state. Others in attendance are: Mr. Thomas, Ground Safety Director, 4707th ADW; Sheriff Donald P. Tullock, Barnstable; Police Chief Baker, Falmouth; Police Chief Laws, Barnstable; Police Chief Foster, Sandwich; Police Chief O'Toole, Bourne; Police Chief Keyes, Wareham; Police Chief Hicks, Mashpee; Police Chief Landers, Orleans, and president of the Barnstable Police Chiefs' Association; and Inspector Joseph Greelish, Registry of Motor Vehicles.

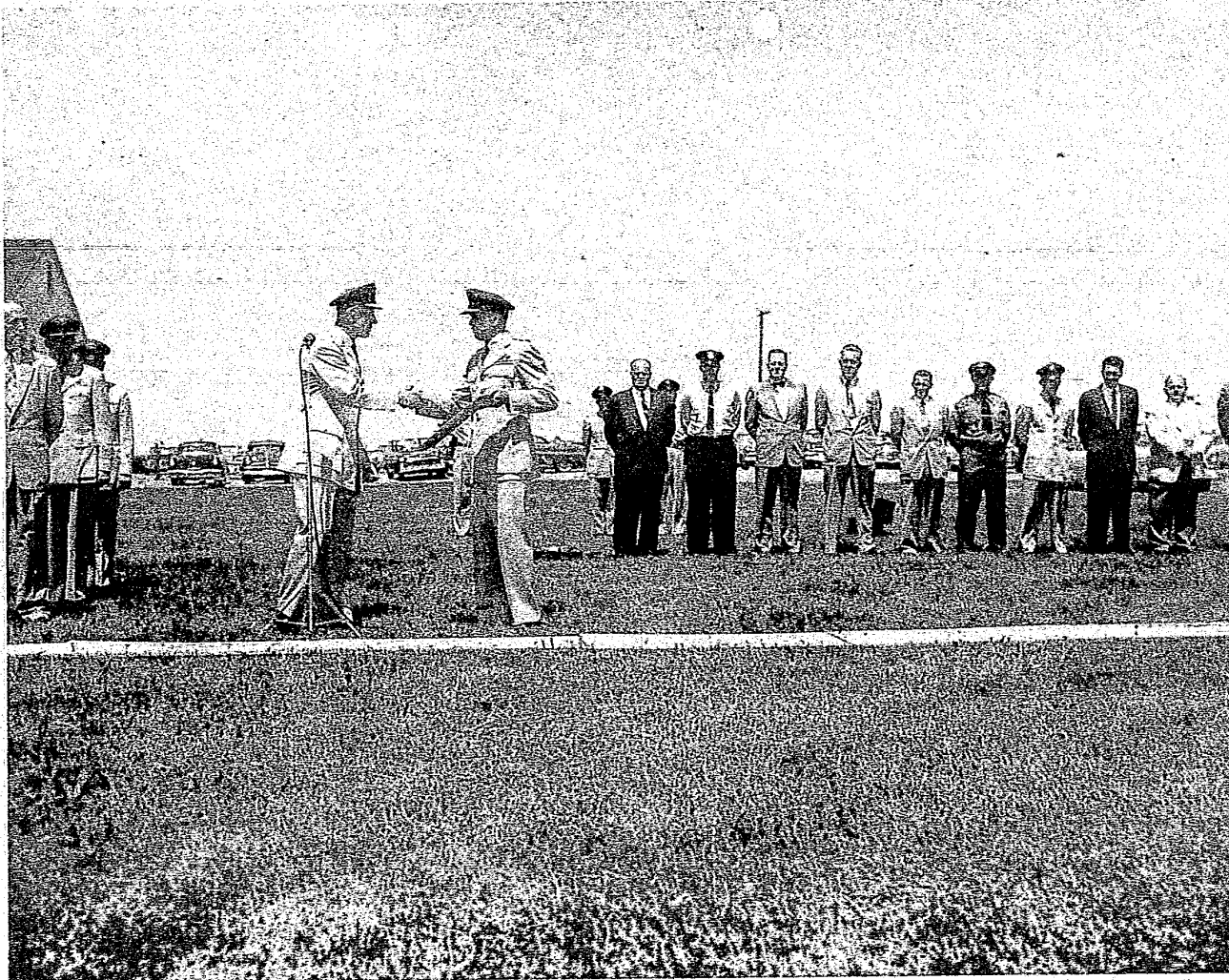
Military guests include: General Harbold; Brigadier General Thayer S. Olds, commander of the 26th Air Division; Colonel Nelson; Colonel Fred G. Hook, Jr., base commander; Colonel Arthur A. McCartan, commander of the 551st AEW&C Wing; Colonel James H. Hancock, commander of the 52nd Fighter Group (AD); commanders of the five fighter interceptor squadrons; and commanders of the four AC&W squadrons under the 4707th.

After the parade the above mentioned civilian and military guests will adjourn to the Officers Mess for lunch. Colonel Nelson will act as master of ceremonies and will formally introduce the principals of the gathered audience. Mr. King is the guest speaker for the luncheon.

0835



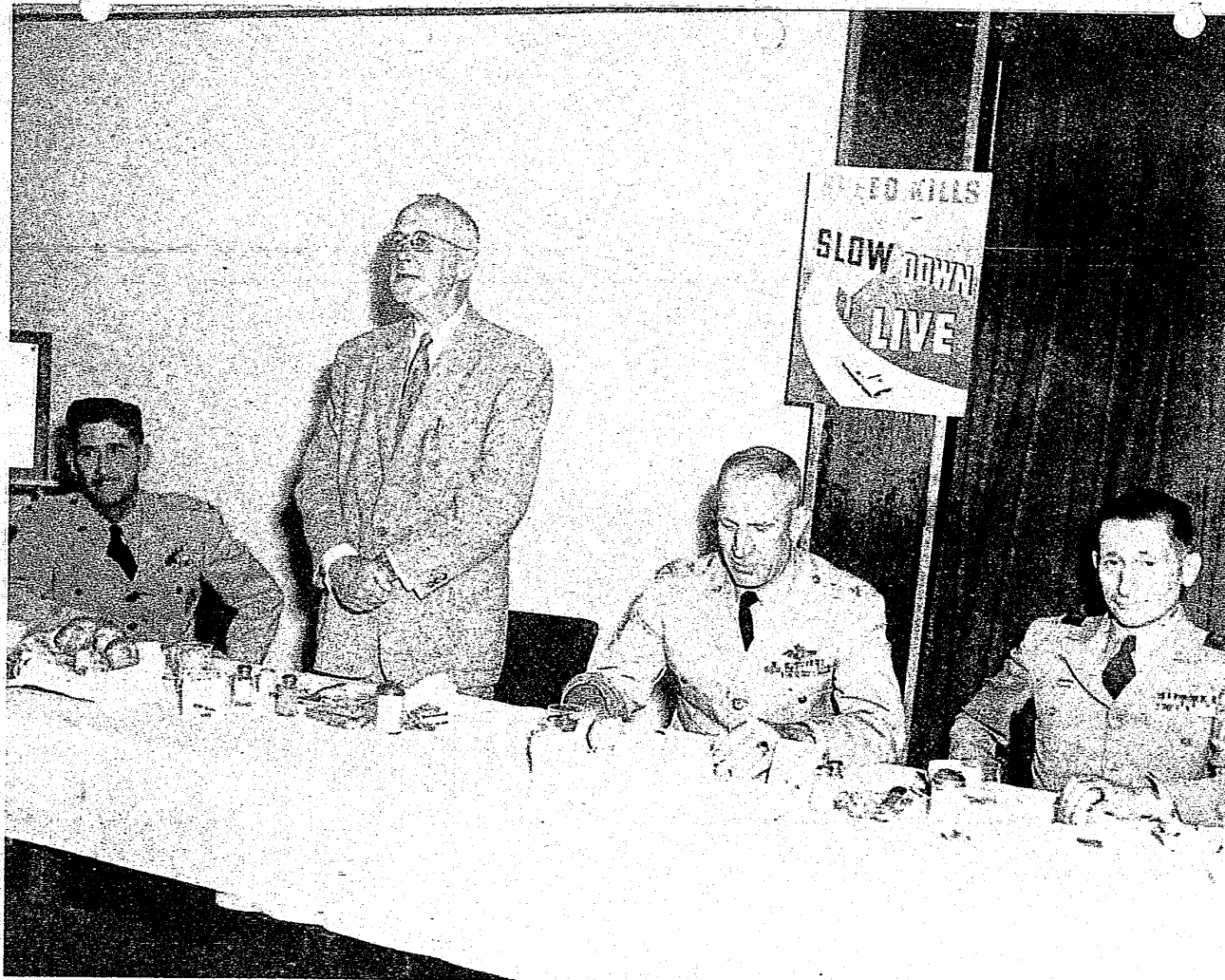
0836



0837



0838



0839

PERSONNEL

MPD's - F-86-14 MPD arrived Westover Air Force on 29 April 1956
for 90 day TDY.

STAFF VISITS - Approximately 10 staff advisory visits were made
to subordinate units during period 1 Jan - 30 Jun 56.

REENLISTMENT RATE * Cumulative reenlistment rate - 36.5%.

UPGRADING - To 3 Level - 188
To 5 Level- 758
to 7 Level - 146

0840

COPY

NYB016

NBD012

MM RJE PDG RJE PNY

DE RJE PNB 6

M 021358Z

FM HEDEADF STEWART AFB NEWBURGH NY

TO RJE PDG/COMDR 4707TH ADW OTIS AFB MASS

INFO RJE PNY/COMDR 26TH ADIV DEF ROSLYN AFS NY

BT

/UNCLASSIFIED/ EAPPL 25963. SUBJ IS TOUR OF DUTY ABOARD TEXAS
TOWERS. PRESENT TOUR OF DUTY ABOARD TEXAS TOWER NBR 2 OF "30 DAYS
ON - 15 DAYS OFF" AS OUTLINED IN 1ST IND TO LER ADPRT-PA, DTD 18
JAN 56 SHOULD BE DISCONTINUED. SINCE TEXAS TOWER NBR 2 IS AUTHORI-
ZED A FULL 2.0 CREW RATIO EFFECTIVE FOR JUN 56 REPORTING NEW
TOUR OF DUTY OF "30 DAYS ON - 30 DAYS OFF" SHOULD BE FOLLOWED IN
SO FAR AS POSSIBLE.

BT

2/1502Z JUL RJE PNB

0841

1	.0023	-	$\frac{1}{4}$
3	.0070	-	$\frac{3}{4}$
10	.0236	-	$\frac{2}{4}$
13	.0307	-	3
68	.1607	-	16
117	.2765	-	$27 \frac{3}{4}$
91	.2151	-	$21 \frac{1}{2}$
64	.1513	-	15
44	.1040	-	$10 \frac{1}{2}$
12	.0283	-	<u>3</u>
			100 $\frac{3}{4}$

25 Jan '6 to Jul 66

Overall Evaluation as per O&A:

	1	2	3	4	5	6	7	8	9	10	11
	Unsatisfactory	An acceptable officer			A dependable and typically effective officer			A very fine officer of great value to the service		One of the few outstanding officers	
Colonel											
1st Colonel									2	1	
2nd						2	5	20	8	1	2
3rd					1	13	19	22	26	22	6
4th			1	9	31	38	75	51	36	19	1
5th		1	2	1	1	14	18	8	2		
6th						1				1	
7th		1	3	10	29	68	117	91	64	44	12
8th	0%	1/4%	3/4%	2 1/2%	3%	16%	27 3/4%	21%	15%	10 1/2%	2%

14

198

199

0843

SECTION III

MATERIEL

0844



MATERIEL SECTIONAIRCRAFT MAINTENANCE

For the past six-month period, shortage of skilled maintenance personnel in the 42 and 43 career fields continued to hamper the effectiveness of tactical organizations assigned. Activation of the 324th Fighter-Interceptor Squadron at Westover Air Force Base proved to be a real task in view of these shortages. Aircraft for this organization (F-86D-31 Series) were to be reassigned after being in storage for approximately one and one-half years. This headquarters requested that a modernization program be established to completely rehabilitate aircraft, including compliance with outstanding technical orders. Captain Daniel E Farr, II, the Aircraft Maintenance Officer, coordinated the modernization program with Headquarters, Air Defense Command. Prior to assignment, 28 each F-86D-31 aircraft underwent a complete IRAN and Technical Order Compliance program. Two depots were provided to accomplish this maintenance: one in Fresno (North American Aircraft) and the other in Sacramento, California (McClellan Air Force Base). The 324th Squadron did not receive its full complement of aircraft until April 1956. The greatest percentage of time spent during the reporting period was devoted to training maintenance crews and accomplishing aircraft familiarization and aircraft acceptance inspections. An MTD for F-86D was provided, as well as Contract Technical Services team from General Electric and North American. The majority of the maintenance personnel attended formal or MTD F-86D training during the six-month period, which should materially increase the efficiency of the unit.

AIRCRAFT MAINTENANCE (Cont'd)

Airlift support by H-21B aircraft to the Texas Tower (Georges Shoals) became fully operational in April 1956. Four each H-21B aircraft were assigned to the 33d Fighter Group for this purpose. Major problems had to be resolved before the airlift capability could be realized -- namely the development of suitable emergency survival floatation equipment to adequately support the aircraft at sea. The "doughnut" type floats initially installed were designed for the H-21A aircraft and were considered unsuitable, as they provided only 28 per cent aircraft buoyancy.

Supporting Document

OR 55-286, 33d Ftr Grp, 13 Oct 55

In addition, inflation of these floats caused a constant vibration that sustained this reason, aircraft were destroyed. A Safety Report was submitted. In addition, a floatation test was established by Headquarters USAF and the Piasecki Helicopter Division. ADF, ADC and USAF, were contacted and tangible results were realized. A Safety Report was submitted. USAF representatives, who immediately visited Otis to establish a fix. The assistance provided by all commands in this matter was commendable. New floatation equipment was designed and installed on the first aircraft within 60 days subsequent to reported deficiencies. Slight delays were experienced to equip the remaining three H-21B aircraft due to a shortage of inflation valves created by a workmen's strike. In addition, lack of suitable, installed navigational aids APX-6 and ARN-6 also created a problem.

AIRCRAFT MAINTENANCE (Cont'd)

Airlift support by H-21B aircraft to the Texas Tower (Georges Shoals) became fully operational in April 1956. Four each H-21B aircraft were assigned to the 33d Fighter Group for this purpose. Major problems had to be resolved before the airlift capability could be realized -- namely the development of suitable emergency survival floatation equipment to adequately support the aircraft at sea. The "doughnut" type floats initially installed were designed for the H-21A aircraft and were considered unsuitable, as they provided only 28 percent aircraft buoyancy in water. In addition, inflation of these floats in flight created such a resonant vibration that sustained flight was considered hazardous. For this reason, aircraft were grounded and an Emergency Unsatisfactory Report was submitted. In view of the February 1956 target date established by Headquarters USAF to support the Texas Tower, representatives of the Piasecki Helicopter Corporation, as well as Headquarters, EADF, ADC and USAF, were contacted in an effort to resolve this problem. Tangible results were realized within days after Emergency Unsatisfactory Report was submitted. USAF Headquarters appointed a project officer, who immediately visited Otis Air Force Base to establish a fix. The assistance provided by all commands in this matter was commendable. New floatation equipment was designed and installed on the first aircraft within 60 days subsequent to reported deficiencies. Slight delays were experienced to equip the remaining three H-21B aircraft due to a shortage of inflation valves created by a workmen's strike. In addition, lack of suitable, installed navigational aids APX-6 and ARN-6 also created a problem.

Supporting Documents

Ltr, EADP, BAOPH, 19 Sep 55,
Suoj: Instl of AN/APX-6 in
H-21 Acft, w/2 Incs

Ltr, 33 FtrGru, CSA, 25 Aug 55,
Suoj: Instl of An/APX-6 in
H-21 Acft, w/3 Attachments,
17 Incs; TWX - DWMLL-2/2550,
5 Oct 55

AIRCRAFT MAINTENANCE (Cont'd)

Local approval was granted to install the navigational equipment after a request was forwarded in compliance with AFR 57-4. Although final authority was not granted by Headquarters USAF (Class V modification), a request to retain subject equipment installed was forwarded to higher headquarters. Headquarters USAF is presently considering the installation of the APX-6A or AN/APX-25 in the H-21B aircraft. Additional comments on this matter will be provided in next historical report. It was also considered advisable to install survival "winch" equipment on the H21B aircraft should air-sea rescue operations be necessary. This was accomplished prior to airlift operations.

Due to extreme shortage of helicopter personnel at Otis Air Force Base, it became necessary to put three H-5G helicopters in storage. This was necessitated to maintain the H-21B aircraft for support of the Texas Tower program. Assignment of additional helicopter personnel during the reporting period enabled the organization to remove two of the three aircraft from storage. The remaining H-5 aircraft in storage status is presently being unpickled.

Two F-89D accidents disclosed a need for a fix regarding nose wheel collapse during crash landing which resulted in the gear penetrating cockpit, thereby creating a hazard to flight personnel. A meeting was held between representatives of Northrop Aircraft, Incorporated and Ogden Air Materiel Area to discuss this problem. This headquarters was advised that the basic engineering data required for preliminary design of fix is now available at Northrop Aircraft,

AIRCRAFT MAINTENANCE (Cont'd)

Incorporated. The fix will consist essentially of a built-in failure point with necessary mechanical guides for hydraulic system changes to insure satisfactory operation. The design of this system is now in process. Upon receipt of Engineering Change Proposal and Air Research and Development Command approval, the fix will be presented to OQAMA Modification Review Board. Using command representatives, to include operational people, will be invited to attend this meeting. It is understood the fix at this time is in final stage of approval. More on this item during next historical report.

Project "Follow On" was established during this reporting period. This project consisted essentially of installing advanced Electronic Modernization Kits, installing wing heated extended leading edges with slats and extended wing tips -- and accomplishing the inspection and maintenance requirements of IRAN as directed in T. O. 00-25-4. Aircraft modified by Project "Follow On" will be redesignated by changing the existing block numbers by adding one digit to the existing number, i.e., -36 becomes -37, -45 becomes -46, and so forth. For a comprehensive outline of the F-86D modernization program, attention is invited to North American Aircraft report NA55F-17, entitled "Inspection, Repair and Modernization of Type F-86D Aircraft -- Project 'Follow On'." WOP6F-375 has been assigned as the project number. To date a total of six aircraft have been sent to the modernization program. One each F-86D aircraft, Serial Number 53-658, was selected in January from the 337th Fighter-Interceptor Squadron, Westover Air

4

0850

AIRCRAFT MAINTENANCE (Cont'd)

Force Base, to be modified initially to serve as a Kit Proofing Aircraft for the program. Work for this project is being accomplished at Fresno and Sacramento, California.

A target date of 1 June was established by higher headquarters as the date the 33d Fighter Group would assume 100 percent Field Maintenance Support of the 551st Aircraft Early Warning and Control Wing. Action was instituted to have this date extended, as it was anticipated that this commitment could not be met unless additional Base facilities and personnel were provided. Slippage in the completion of the new 33d Fighter Group Field Maintenance hangar and shops, plus the lack of approval for UMD personnel changes, has caused considerable delay in assuming full support responsibility. However, great strides were made to support the 551st Wing, specifically in the Base Supply area and 33d Field Maintenance Squadron fabrication shops. A total of nineteen R3350-34 and one R1830 engines were processed through the Engine Repair Section. During the reporting period, it also became necessary to request extension of the Lockheed Air Service, Incorporated (IASI) contract at Idlewild Airport. This contract obligated the prime contractor (Lockheed) to perform all aircraft periodic inspections, maintenance and repair that was beyond the scope of the 551st Wing and the 33d Fighter Group Field Maintenance Squadron. This contract, due to terminate 1 June 1956, was tentatively extended to 30 September 1956. A new target date of 1 September has also been provided as the BOD for the 33d Field Maintenance Squadron to the new hangar area. Additional information will

5

0851

AIRCRAFT MAINTENANCE (Cont'd)

be reported in next semi-annual historical report.

A modification team scheduled by AMC arrived in January to comply with T. O.'s 1F-94C-519 and 1F-94C-522. The purpose of this compliance was to prevent failure of main landing gear strut cylinders due to injurious vibrations caused by brake chatter. Replacement of strut cylinders, as well as rework of strut assembly forks, was accomplished on all F-94C aircraft.

Twelve F-94C aircraft assigned to the 60th Fighter-Interceptor Squadron were scheduled to IRAN. Reassignment has been directed for six of these aircraft after completion of IRAN to the 175th Fighter-Interceptor Squadron (ANG), Sioux Falls, North Dakota. At the end of the reporting period, five F-94C aircraft were still undergoing IRAN.

In the Director of Materiel Section, advisory staff visits were conducted to all subordinate units during the reporting period. During these staff visits, special emphasis was stressed on resolving outstanding problems that required command support: Implementation of ADCM 65-1, Subject: "Fighter-Interceptor Materiel Organization"; ADCM 66-3, Subject: "Field Maintenance Squadron and/or Flight Organization"; and ADCM 66-4, Subject: "Vehicle and Equipment Maintenance Manual".

Conversion of F-89D to F-89H aircraft in the 58th Fighter-Interceptor Squadron was in progress at the end of the reporting period. Twenty-eight F-89D aircraft were assigned and 27 aircraft

6

0852

Supporting Documents (X) Subj:
Proposed 100-Hour Periodic Insp
for H-21E Helptr.

0 8 5 3

AIRCRAFT MAINTENANCE (Cont'd)

were possessed in this Squadron. Of these, all but eight F-89D's were scheduled for transfer to the 98th Fighter-Interceptor Squadron at Dover, Delaware. The remaining aircraft were transferred on Project "Bell Boy" to the Northrop factory, Hawthorne, California. Project "Bell Boy" was established to convert F-89D aircraft to F-89J. Additional information will be provided in next semi-annual report regarding completion of aircraft conversion.

The installation of chaff dispensing kits on all assigned aircraft was completed during this period. In this respect, AFR 57-4 requirement was submitted and ADC concurred with this modification. These kits, attached to the crew member's ejection seat, will dispense chaff in the event of pilot ejection and can be readily identified by radar, indicating the time and position of bail-out. In the past, several crew members have been lost during bail-out procedures, especially during over-water aircraft accidents, and substantiation of actual bail-out was impossible.

The aircraft 100-hour periodic inspection concept has been authorized and put in use for the F-89D and F-94C aircraft. This concept reduces the maintenance work load and increases the in-commission time for the aircraft. Operation thus far under this new inspection concept has proved very satisfactory. In compliance with T. O. 00-20A-1, a request to extend the H-21B (helicopter) inspection period from 50 hours to 100 hours was submitted to higher headquarters. At the end of reporting period, no reply was received from

Support Document

Ltr 58th, Subj: 100-Hour Insp
F-39H Acft, w/15
Inds

0855

AIRCRAFT MAINTENANCE (Cont'd)

AMC. A request was also submitted to extend the 100-hour periodic concept to the F-89H aircraft. A reply was not received by end of reporting period.

NOTE: Semi-annual in-commission percentage and flying time for fighter-interceptor squadrons for period assigned are reflected in attached graph. The in-commission rate for this period on UE aircraft was 62 percent, with 16,886 hours flown. A breakdown of in-commission percentage and flying hours by squadron and month is inclosed in Attachment I. With the exception of the 324th Fighter-Interceptor Squadron, the in-commission minimums were met as established by Headquarters 26th Air Division (Defense). The 324th Squadron did not meet their established minimum requirements because of their being activated and training their personnel during this period.

UMD changes resulted in the gradual phasing out of the Electronics branch within the Director of Materiel Section. The Airborne component of this branch was reassigned to the Aircraft Maintenance branch in the Director of Materiel Section. However, the Ground Radio and Radar Maintenance became a function of the Wing Operations Section. This change has resulted in a more efficient and effective operation within both staff sections, as it provided closer association with immediate problems which previously required joint staff action for resolution.

An aggressive program was instituted relative to the repair and calibration of electronic test equipment, as defined in T. O. 00-100-9,

8
0 8 5 6

4707TH MONTHLY IN-COMMISSION RATE AND HOURS FLOWN

UE AIRCRAFT

ORGANIZA- TION	%	JAN	FEB	MAR	APR	MAY	JUN
58th Ftr- Intcp Sq	% Hrs	71 630	54 372	72 356	74 439	64 329	56 246
60th Ftr- Intcp Sq	% Hrs	77 587	75 685	81 518	70 451	89 616	83 408
324th Ftr- Intcp Sq	% Hrs	32 6	44 96	23 185	29 252	48 487	35 356
337th Ftr- Intcp Sq	% Hrs	79 513	80 501	81 479	79 588	68 612	63 506
47th Ftr- Intcp Sq	% Hrs	61 507	65 528	- -	- -	- -	- -
49th Ftr- Intcp Sq	% Hrs	56 115	No Record	64 241	64 446	50 414	- -
2nd Ftr- Intcp Sq	% Hrs	- -	- -	48 307	47 513	64 879	65 623
5th Ftr- Intcp Sq	% Hrs	- -	- -	45 379	60 576	56 560	55 580
4707th AirDefWg	% Hrs	69 2358	68 2182	60 2465	60 3265	62 3897	58 2719

Six-Month Total

4707th	%	62%
AirDefWg	Hrs	16,886

ATTACHMENT I

9

0857

AIRCRAFT MAINTENANCE (Cont'd)

Subject: "Air Force Precision Measurement Equipment Calibration System", and Headquarters Eastern Air Defense Force Letter EAMEL-E,

Subject: "Calibration and Repair of Electronic Test Equipment".

Initially, shipments were consolidated by the Wing Headquarters and accompanied by a representative from the Director of Materiel Section to the Air Force Depot. Consolidation in this manner resulted in excessive delays in returning equipment to the respective organization due to the large number of items taken to depot at one time. At termination of reporting period, organizations were dealing direct with Gentile Air Force Depot and excellent results were being achieved.

During the reporting period, higher headquarters advised that cannibalization of aircraft, as defined in T. O. 1-1-637, would no longer apply to Air Defense Command organizations. Exception to the above policy is authorized only in the event of a national emergency. The purpose of this move was to insure that Air Force Depots and other supply agencies would adequately program for and supply quantity of aircraft parts to meet tactical needs. To date only a higher AOCF rate has resulted from this maneuver. More will be provided on this subject in next semi-annual report. The following illustrates the Wing monthly average AOCF percentages, prior to and subsequent to enforcement of this policy:

10

0858

AIRCRAFT MAINTENANCE (Cont'd)

<u>PRIOR TO</u>	<u>SUBSEQUENT TO</u>
January - .0310	April - .0532
February - .0501	May - .0658
March - .0331	June - .0807

AIR INSTALLATIONS

This headquarters is not authorized an Air Installations Section. Instead thereof, one officer accomplishes such staff functional matters on an "additional duty" basis. Staff functions consist of those actions directed by the Wing Commander in discharge of his duties as required by law and Air Force directives as supplemented by Headquarters Eastern Air Defense Force Manual 20-1.

Major Harry E Bittner, A0860793, representing this headquarters, attended the Fiscal Year-58 Military Construction Program Review held at Headquarters Eastern Air Defense Force, Stewart Air Force Base, New York, 9 through 13 April 1956.

The 26th Air Division (Defense) Fiscal Year-58 Major Repair and Minor Construction Budget Estimate Review held at Roslyn Air Force Station, New York, 1 May 1956 was attended by Major Bittner, who represented this Wing.

Portsmouth Air Force Base (SAC) tentatively became the logistical support base for the 644th Aircraft Control and Warning Squadron, Rye Air Force Station, New Hampshire in June 1956. The Logistical Support Agreement has not been finalized; however, transfer of Fiscal Year-57 funds from Grenier Air Force Base (previous logistical support

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0859

AIR INSTALLATIONS (Cont'd)

base) to Portsmouth Air Force Base was accomplished 1 July 1956. The reason for this change of logistical support bases is that Portsmouth Air Force Base is approximately forty-five miles nearer to Rye Air Force Station than Grenier Air Force Base.

ARMAMENT

Staff supervisory assistance and guidance visits to the following organizations were made during the period covered by this historical report: 49th, 47th, 58th, 324th, 337th Fighter-Interceptor Squadrons, 644th, 656th and 762d Aircraft Control and Warning Squadrons.

During the month of February 1956, a report was compiled as to the number of 2.75" rockets that were fired from January 1955 through December 1955. A statistical brief of this report is given below:

<u>REPORTING SQUADRONS</u>	<u>TYPE AIRCRAFT</u>	<u>TYPE ROCKET MOTOR</u>	<u>NUMBER ROCKETS FIRED</u>
3	*F-86D	MK I Mod 3	1173
		MK II Mod 0	1080
		MK II Mod 1	148
1	F-89D	MK I Mod 3	818
1	F-94C	MK I Mod 3	1890
		TOTAL	5109

Major Harry E Bittner, A0860793, Armament Systems Officer, replaced Captain John W McGhee, Jr, A0794559, who was transferred to the 33d Operations Squadron, Otis Air Force Base.

*Technical Order 1F-86D-1CJ, dated 6 September 1955, imposed a restriction on the use of MK II rocket motors above 20,000 feet and limited their use to salvos of six below that altitude.

ARMAMENT (Cont'd)

GAR-1 Falcon "missiles" and check-out console were received during May 1956 by the 58th Fighter-Interceptor Squadron, Otis Air Force Base, Massachusetts. The 58th Squadron is being equipped with F-89H aircraft which are capable of carrying and firing GAR-1 Falcon "missiles" and 2.75" folding fin aircraft rockets.

The rocketry firing training program for fighter-interceptor squadrons assigned to this Wing has been very unsuccessful, due primarily to delays in receiving minimum required tow target equipment. The initial delivery of minimum required tow target equipment was by automatic distribution from the prime depot, Ogden Air Material Area, as monitored and controlled by Headquarters Eastern Air Defense Force, to interceptor squadrons assigned to the wing. Otis Air Force Base received the first items, three each tow target launchers in November 1955. At the present time, two tow target reels and one tow target launcher are still required to equip the six fighter-interceptor squadrons assigned to the wing. One of the tow target reels has been misrouted or lost in shipment and tracer follow-up action has been taken; however, to date the reel has not been located. This missing reel was to be assigned to the 58th Fighter-Interceptor Squadron. The other tow target reel, marked for the 60th Fighter-Interceptor Squadron, was returned to the depot for repair. This reel was damaged while in transit to Otis Air Force Base. The 58th Fighter-Interceptor Squadron is short the tow target launcher. A total of six launchers was shipped to Otis Air Force Base, of which four were in error. Five

13

0861

ARMAMENT (Cont'd)

of these launchers were re-shipped off base and the one remaining was assigned to the 60th Fighter-Interceptor Squadron. The off-base shipment created the shortage of launchers in the wing, in that only four of the total six launchers should have been re-shipped to other bases. During the interim period until another launcher is obtained, the 58th Squadron has a locally manufactured launcher assigned.

A Class 13 modification for scope and stereo recording, utilizing N-6 cameras, was approved by Headquarters Air Materiel Command. F-86D, F-89D and F-94C aircraft were affected. Basis of issue was thirty cameras per fighter-interceptor squadron. Pending receipt of Wright Air Development Center drawings, commanders were authorized to use existing Yuma stereo systems.

An E-Series Fire Control Systems Maintenance Training Team assigned to Headquarters Eastern Air Defense Force provided assistance 17 April through 6 June 1956 to the recently activated 324th Fighter-Interceptor Squadron at Westover Air Force Base in training fire control systems personnel assigned to the Squadron. The training team consisted of engineers and technicians from Hughes Aircraft Corporation, Culver City, California.

An E-4 Fire Control System work stand, manufactured by North American Aviation Corporation, will be available and automatically distributed to F-86D aircraft equipped squadrons during the first and second quarters of Fiscal Year-57.

14

0862

ARMAMENT (Cont'd)

Preparation and further maintenance of Historical Record for Aeronautical Equipment (DD Form 829) as previously prepared for fire control systems installed in aircraft has been suspended, pending review and study of newer and more efficient methods of recording historical data, by the Department of the Air Force. Previously prepared DD Forms 829 are to be retained in the Aircraft Maintenance files until further notice.

Readiness of E-Series Fire Control Systems continues to be one of the major problems in this Wing. Problem areas are not limited to the following; however, these areas, in the order listed, contribute to the low state of readiness: a. Complexity of equipment - in design, configuration and integral data source of flight information. b. Low over-all experience or skill level of fire control systems personnel. c. Inadequate supply of components (pre-issues), bench stocks, test equipment and tools, including common hand tools and special tools. d. Inaccuracy of test equipment, requires considerable effort to keep equipment calibrated and much time is lost due to handling procedures. e. Failing to perform fire control systems alignment, checks and adjustments by fighter-interceptor squadrons.

SUPPLY

Approximately ten tons of equipment for Texas Tower #3 has been received at Portland, Maine to be put aboard the tower. The remainder of the equipment will be sent to Fall River, Massachusetts for

15

0863

SUPPLY (Cont'd)

subsequent transportation to Texas Tower #3.

A project is now in progress to relocate life boats on Texas Tower #2. Upon completion of project, life boats can be lowered by gravity if a power failure occurs.

An estimate of the cost of painting the exterior of Texas Tower #2 has been obtained, and AF Form 734, Project Record, has been submitted to higher headquarters.

A wing rocketry meet was held April 16 through 24, but was extended due to weather. Several items were supplied from Otis Air Force Base for the meet.

This Wing coordinated supply matters for the 26th Air Division Rocketry Meet held in June 1956.

The vehicle situation continues to be a matter of grave concern. At present the 324th and 337th Fighter-Interceptor Squadrons are in dire need of tugs. The 337th Squadron received a daily dispatch of two or three tugs daily, with the 324th Squadron receiving one or two daily. Numerous requests for assistance in this matter have been submitted.

The support base for the 644th Aircraft Control and Warning Squadron was transferred from Grenier Air Force Base to Portsmouth Air Force Base. Better supply support is anticipated, due to a decrease in distance from the 644th Aircraft Control and Warning Squadron and Portsmouth Air Force Base.

Advisory staff visits continue to be made for the purpose of

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0864

SUPPLY (Cont'd)

supervision of units and a maximum of coordination. Special emphasis is being placed on ANFE and AOCF, ROCP and RNFE.

Headquarters Eastern Air Defense Force conducted their annual inspection for FY-56 in May. Only minor discrepancies existed and were corrected immediately.

Major Winkle, the Wing Staff Supply Officer, has been appointed project officer for Texas Tower #3 for the purpose of coordination. Four airmen have reported for duty on Texas Tower #3. Airmen are presently being indoctrinated on Texas Tower procedure.

The Wing Equipment Review Board continues to review all UAL change requests for activities under this Wing. UAL annual report is being accomplished.

AUTOMOTIVE

Through the past six months, this section has continued to perform monthly or bi-monthly advisory staff visits to subordinate organizations.

One each warehouse tractor, used to tow aircraft, was loaned to the 324th Fighter-Interceptor Squadron, located at Westover Air Force Base, from the 33d Fighter Group, this Base.

The problem of an inadequate number of aircraft towing tractors has not been solved. In June a tractor was made available to the 324th Fighter Squadron from the 329th Fighter Group at Stewart Air Force Base. An intensive effort is being made by all commands to assist in acquiring more aircraft towing tractors or to redistribute

AUTOMOTIVE (Cont'd)

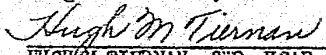
command assets to meet all requirements on an equitable basis.

Number and type of aircraft starting and servicing generators has improved considerably. Redistribution of generators has made available to all using organizations sufficient equipment to fulfill the mission. The 324th was the last squadron to receive Bogue electric motor-driven generators.

A continuing effort is being made to correct the RCS: AF-E27 Report to conform to desired standards. This is a semi-annual vehicle audit required by AFR 77-1.

18

0866

UNSATISFACTORY REPORT						
ACTION AGENCY			2. CATEGORY (1. EMERGENCY 2. USUAL 3. ROUTINE)			
SERIAL NO.		REPORTING ACTIVITY		MAJOR COMMAND		ACTION AGENCY
3. REPORTING AGENCY (AF Clearing & Control Office)						
UR SERIAL NO.	DATE	ORGANIZATION	STATION			
68-266	12 Oct 55	33d Fighter Group	Wurts AFB, Mass.			
4. IDENTIFICATION			5. SUPPLEMENTARY DATA			
ITEM: Aft Float Installation			QUANTITY IN USE: 2			
PROPERTY CLASS			QUANTITY IN STOCK			
STOCK OR PART NO: NSL Mfg P/N 226L3410			QUANTITY INSPECTED: 2		QTY DEFECTIVE: 2	
PRIME CONTRACTOR			NO. PREVIOUS FAILURES			
MANUFACTURER: Piasecki Helicopter Corp.			LAST RECORD ACTIVITY			
ORDER OR PART NO.			6. USAGE (HOURS/MILES/OPERATIONS)			
PARTS CHANGE TO NO.			SINCE NEW: 15100 and 15100 hours			
FIGURE AND INDEX NO.			SINCE RECONSTRUCTION			
7. INSTALLED ON (INDICATE MAJOR COMPONENTS AND END ITEM ON WHICH DEFECTIVE ITEM INSTALLED OR APPLICABLE TO)						
NAME		TYPE, MODEL AND SERIES		SERIAL NO.		
Landing Gear		H-21B		52-8675 and 52-8676		
Aircraft						
8. EXHIBIT DISPOSITION AND INCLOSURES (PLACE X IN PROPER BLOCKS)						
Attached	<input type="checkbox"/> Sent under separate cover	<input checked="" type="checkbox"/> Held for disposition instructions	<input type="checkbox"/> Required or returned to service	<input type="checkbox"/> To overhaul facility indicate below	<input type="checkbox"/> Disposed of (explain below)	<input type="checkbox"/> Inclosures (indicate below)
9. DETAILS (1. Circumstances prior to difficulty. 2. Description of difficulty. 3. Cause. 4. Action taken. 5. Recommendations)						
1. CIRCUMSTANCES PRIOR TO DIFFICULTY: Design of floatation gear as directed by USAF & AIC project does not meet requirements for over water flights.						
2. DESCRIPTION OF DIFFICULTY: At operating power settings of 2300 to 2500 RPM and 35 in Hg, severe vibrations throughout the fuselage area are encountered. These power settings are required for cruise control in order to make trips to Texas Tower #2 and return. Severe vibrations are encountered at all power settings while in turbulent air.						
3. CAUSE: Resonant vibrations set up between rotor blades, floatation gear and fuselage.						
4. ACTION TAKEN: Piasecki engineers consulted with no solution to date. Aircraft floatation gear removed and all H-21B aircraft restricted to conventional gear operation and overland flights.						
5. RECOMMENDATIONS: That a survival floatation gear be developed and affixed to the fuselage of the aircraft. It is felt that this type gear would afford aircraft stability in heavy seas which the present float configuration does not afford, as well as reduce the vibration and increase range approximately 20%.						
6. This confirms Emergency U.R. our message NAT-MT 778, dated 12 Oct 55.						
s/t/ WILLIAM DeEMPLE Captain, USAF - FMS Initiator			 HUGH M. TIERNAN, CWO, USAF UR Clearing and Control Office			

AFTO FORM 29 REPLACES DD FORM 535, 1 OCT 53 WHICH IS OBSOLETE IN THE USAF.

* U. S. GOVERNMENT PRINTING OFFICE: 1952-331487

0867

EAOPR

19 SEP 1955

SUBJECT: Installation of AH/APX-6 in H-21 Aircraft

THRU: Commander
32d Air Division (Defense)
Syracuse Air Force Station
Syracuse 6, New York

TO: Commander
33d Fighter Group (AD)
Otis Air Force Base
Falmouth, Massachusetts

1. Reference 1st indorsement, 4707th Air Defense Wing, DWAFI-2, 30 August 1955 on basic letter, 33d Fighter Group (AD), OEA, subject as above, 25 August 1955 with 3 enclosures.
2. Subject modification is concurred in by this headquarters and is being forwarded to Headquarters Air Defense Command for further consideration.

BY ORDER OF THE COMMANDER:

WILLIAM W. WOLINE
Captain, USAF
Asst Adjutant

0868

TEXAS
TOWERS.

Re EASY BAOFR Subject: Installation of AN/APR-6 in H-21 Aircraft

ADM (19 Sep 55)

1st Ind

22 Sept 55

- DWDG
- DWDG-DR
- DWEK
- ADJUTANT
- SGT MAJ
- PERSONNEL
- DWTFP
- DWTFP-A
- DWTFP-AD
- DWTFP-AW
- DWTFP-AA
- DWTFP-O
- EMP-ER
- DWTFP-FA
- DWTFP-FE
- DWTFP-R
- DWTFP-T
- DWTFP-CS
- DWTFP-OA
- DWTFP-OS
- DWTFP-OR
- DWFCP
- DWO
- DWCOO
- DWCOE
- DWORS
- DWOIN
- DWOMO
- DWOCNT
- M
- DWMAD
- DWMAR
- DWMCCE-EL
- DWMAU
- DWMAI
- DWMT
- DWMSU
- DWMTG
- DWJA
- DWG
- DWG-MA
- DWG-SS
- DWIFM
- DWQIS
- DWSC
- DWHS

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

TO: Commander, 4707th Air Defense Wing, Otis Air Force Base, Falmouth, Massachusetts

G. T. B.

AWMEL-2 (19 Sep 55)

2nd Ind

27 SEP 1955

HEADQUARTERS, 4707TH AIR DEFENSE WING, Otis Air Force Base, Mass

TO: Commander, 33d Fighter Group (Air Defense), Otis Air Force Base, Massachusetts

Forwarded for your information.

BY ORDER OF THE COMMANDANT

LEONARD J. STAR
2d Lt., USAF
Asst Adjutant

EL
4-73

0006581

Drafter *F. Goosha* PERMANENT () TEMPORARY (X) Until Jan 1957
ENCLOSURES () ARE () NOT NECESSARY FOR RECORD PURPOSES FILE COPY
HQ 4707TH ADW Fm 1 (Revised 25 May 1955)

0869

HEADQUARTERS
33RD FIGHTER GROUP (AD)
Otis Air Force Base, Massachusetts

CEA

25 August 1955

SUBJECT: Installation of AN/APX-6 in H-21 Aircraft

TO: Commander
4707th Air Defense Wing
Otis Air Force Base
Massachusetts

1. The following is submitted in compliance with paragraph 7, AFR 57-4, 10 June 1954 for a Class V modification:

a. Type	Model	Assignment Code
H-21	B	CM

b. The H-21 Helicopter will provide air-lift service for the Texas Tower 103 nautical miles at sea, east of Cape Cod, Massachusetts. Missions will be flown at relatively low altitudes to avoid high level winds etc. The over water flight makes accurate tracking to and from the Texas Tower imperative. The aircraft is presently equipped with a low frequency navigation range receiver, R-11A/ARC type 12 (Canadian), which is inadequate to successfully perform aerial navigation compatible with the assigned mission. The AN/APX-6 unit will provide a most suitable facility for emergency DF steering. In addition, it would be a definite radar contact during most weather conditions. The requirement for overwater, year round operation makes it extremely important that, in an emergency "ditching", the exact location be "pin-pointed". The floatation equipment on the aircraft is expected to buoy the H-21 for a limited time only depending upon the condition of the sea. Experience in crash boat operations has shown that IFF in the emergency position can be picked up on GPS-6B "GGI" in excess of thirty (30) miles. If the helicopter is at an altitude of seven hundred (700) feet or higher, the "GGI" can be expected to show IFF in excess of fifty (50) miles.

c. See Attachment II and III.

d. Description	Stock Number
Receiver-Transmitter RT-82/APX-6	1660-21893370
Antenna AS-133/APX	1660-202155510
Control Box C-629/APX	1660-211944740
Mount MT-362A	1660-298359549
Mount MT-362A/A	1660-293347183

0870

HQ 33RD FTR GP, CEA, Subject: Installation of AN/APY-6 in H-21 Aircraft

e. Organization is capable of accomplishing the proposed modifications without AMC assistance.

f. Two each.

g. Two each.

h. There will be no effect on related equipment by this modification except as described in the attached letter from Piasecki Corporation. (See Attachment I).

FOR THE COMMANDER:

3 Incls

1. Attachment #I A/S
2. Attachment #II sketch (wiring)
3. Attachment #III (location)

JOHN W. HUMPHRYS
1st Lt., USAF
Adjutant

~~R-1073~~
TEXAS
TOWERS.

Hq 33d Ftr Gru (AD), OEA, Subj: Instn of AN/AIX-6 in H-21 Acft

file cy

DWTEL-2 (25 Aug 55) 1st Ind

HEADQUARTERS, 4707TH AIR DEFENSE WING, Otis Air Force Base, Mass., 30 August 1955

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

Forwarded in accordance with paragraph 7, AFR 57-4, 10 June 1954, for
a Class V modification.

FOR THE COMMANDER:

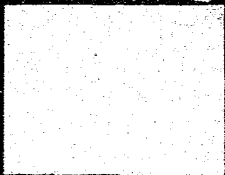
3 Incls
n/c

FOREST L. LITTLE
1st Lt., USAF
Adjutant

FL
365

3

0872



Hq 33d Ftr Gru (AD), GEA, Subject: Installation of AN/APX-6 in H-21 Aircraft

EAOPR

2d Ind

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

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

1. This headquarters concurs with the proposed modification and believes that the installation is necessary for the 33d Fighter Group (AD) to presently accomplish the support mission for Texas Tower #2.
2. Request the AN/APX-6 be authorized for all present and future H-21 aircraft assigned to this command for the support of Texas towers.

FOR THE COMMANDER:

3 Encls
n/c

4

0873

Hq 334 Pwr Grp (AC), USA, Subj: Installation of AN/MX-6 in
E-21 Aircraft

ADMAC-5D (25 Aug 55) 38 Ind

FM AIR DEFENSE COMMAND, Fort Air Force Base, Colorado Springs, Colorado

TO: Commander, Air Materiel Command, Wright-Patterson Air Force Base,
Ohio

1. Installation of the AN/MX-6 in all helicopter aircraft
supporting Texas Towers is considered a mandatory requirement.

2. Request approval.

FOR THE COMMANDER:

3 Incls
a/c

Info copy
Comdr, MACF

cc: Comdr, MATS

0874

Enc ltr fr Hq 33rd Ftr Gru (AD), CEA, Dated 25 August 1955, Subject:
"Installation of AN/APX-6 in H-21 Aircraft" Oct 25 1955

MCMTAD

4th Ind

HEADQUARTERS AIR MATERIEL COMMAND, Wright-Patterson Air Force Base, Ohio

TO: Commander, Middletown Air Materiel Area, ATTN: MAMTAP, Olmsted Air
Force Base, Middletown, Pennsylvania

1. Request this Headquarters be provided information as required
by paragraph 7.d. of AFR 57-4, applicable to the Class V Modification
proposed in the basic letter.

2. Title of this modification is "AN/APX-6 (Airborne Radar, IFF
Transponder) Installation - H-21B. Modification identification serial
number 172 is assigned this modification.

3. Due to the nature of the support operation being performed by
the H-21B helicopters assigned to ADC, it is requested that AFR 57-4
information be forwarded as soon as possible.

BY ORDER OF THE COMMANDER:

3 Incl
n/c

E. D. MERRITT for
s/t/ MAURICE L. DYER
Colonel, USAF
Chief, Maintenance Engineering
Services Division
Directorate, Maintenance Engineering

CC: COMDR ADC,
Ent AFB, Colorado Springs,
Colorado

HQ 33D FTR OP (AD), CBA, Subject: Installation of AN/APX-6 in H-21 Aircraft

HAMTAF (25 August 1955) 5th Ind Oct 28 1955 OEF/vie

HEADQUARTERS MIDDLETOWN AIR MATERIEL AREA, Olmsted Air Force Base, Middletown,
Pennsylvania

TO: Commander, Wright Air Development Center, Attn: WCOSS, Wright-Patterson,
Air Force Base, Ohio

1. Request an engineering feasibility study be conducted in accordance with Paragraph 6.c.(3), AFR 57-4.
2. Further request this Air Materiel Area be advised results of this study as soon as possible to enable compliance with the request of Paragraph 3 of the 4th Indorsement.

FOR THE COMMANDER:

3 Incls
n/c

s/t/ ELWOOD E. SNYDER for
CHARLES B. DASCOMBE
Major, USAF
Chief, Maint Engineering Services Division
Directorate of Maintenance Engineering

7

0876

Basic, Hq. 33rd Fighter Group (AD) Otis AFB, Mass dtd 25 Aug 55. subj:
 "Installation of AN/APX-6 in H-21 Aircraft"

RDZSRE

6th Ind

9 Dec 1955

DIRECTORATE OF SYSTEMS MANAGEMENT, Hq. AIR RESEARCH AND DEVELOPMENT COMMAND,
 Detachment No. 1, Wright-Patterson AFB, Ohio

TO: Commander, Middletown Air Materiel Area, Attn: MAFTAP, Olmsted Air Force
 Base, Middletown, Pennsylvania

1. Service Engineering Request 55-701, Installation of a Radar Identification Set AN/APX-6 in H-21B Helicopters, has been reviewed and the following comments are forwarded in accordance with paragraph 6c(3) AFR 57-4.

a. It is recommended that AN/APX-6A with provisions for AN/APX-25 be installed in subject aircraft in lieu of AN/APX-6 as requested in basic letter.

b. Installation of Radar Identification Set AN/APX-6A and AN/APX-25 provisions in H-21 helicopters is feasible from the engineering standpoint.

c. The prototype engineering data would be furnished by an independent contractor.

d. It is estimated that prototype engineering data can be made available within 120 days after the contractor is authorized to proceed.

e. It is estimated that the cost of prototype engineering will be \$15,000.

f. The installation kit would consist of the brackets, shelves, mounting plates, wiring and other miscellaneous parts not available in AF supply. The estimated cost of each kit is \$800.00.

FOR THE COMMANDER:

Incls
 n/c

s/t/ CHARLES W. KOEHN
 Ass't Chief
 Rotary Wing and Liaison Division
 Directorate of Systems Management

HQ 53RD FIGHTER GROUP (AD)(CEA), OTIS AFB. Subject: Installation of AN/APX-6 in H-21 Aircraft

NAMTAF

7th Ind

GEF/vie

HEADQUARTERS MIDDLETOWN AIR MATERIEL AREA, Olmstead Air Force Base,
Middletown, Pennsylvania Des 20 1955

TO: Commander, Air Materiel Command, ATTN: MCMTAD, Wright-Patterson
Air Force Base, Ohio

The following evaluation of the proposed Class V Modification is submitted as required by Paragraph 7.d., AFR 57-4:

- (1) Modification Proposal Identification Number 172 assigned by Hq AMC.
- (2) This modification does not affect military capability and the change in operational performance is considered negligible.
- (3) There are no major technical, engineering, or logistics implications. Prototype engineering could be furnished by an independent Contractor and could be made available 120 days after the Contractor is authorized to proceed.
- (4) No changes are required to Class 28 training devices.
- (5) Estimated or known:
 - (a) It has been recommended by AFDC in the preceding indorsement that the AN/APX-6A with provisions for the AN/APX-25 be installed in lieu of the AN/APX-6 requested in the basic letter.
 - (b) Production aircraft not involved.
 - (c) Estimated: Wing/Base Maintenance.
 - (d) Estimated: Prototype Engineering

Group "A"	\$15,000.00
Group "B"	\$ 800.00
	\$ 2,000.00
 - (e) Two H-21B in-service aircraft
 - (f) To be made available by the using organization.
 - (g) Estimated: To be accomplished by the using organization upon receipt of kits.

EQ 33RD FIGHTER GROUP (AD) OEA, OTIS AFB, Subject: Installation of AN/APX-
6 in H-21 Aircraft 7th Ind Cont'd

- (h) Other modification programs are not affected.
- (i) Estimated: Group "A" - \$ 160.00 (10% for 1 year spares)
Group "B" - \$1,200.00 (30% for 1 year spares)
- (j) No related equipment modifications are required.
- (k) Redesignation not required.
- (6) This proposal is recommended for approval.

FOR THE COMMANDER:

3 Incls
n/a

s/t/ EDWARD E. SNYDER for
CHARLES B. DASCOMES
Chief, Maint Engineering Svc Div
Directorate of Maintenance Eng

Enc ltr fr Hq 33rd Fighter Group (AD) (GEA) dated 25 August 1955.
 Subject: "Installation of AN/APX-6 in H-21 Aircraft"

MCMTAC

8th Ind

16 January 1956

HEADQUARTERS AIR MATERIEL COMMAND, Wright-Patterson Air Force Base, Ohio

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

1. The Class V Modification proposed by the basic letter is forwarded for evaluation and decision in accordance with the provisions of AFR 57-4.

2. Modification identification serial number 172, subject: "AN/APX-6 (Airborne Radar, IFF Transponder) Installation", is assigned this modification.

3. Details pertinent to this modification are provided in the basic letter and indorsements thereto.

4. With reference to the quantities of aircraft to be effected by this modification, as indicated in paragraph 5.(e) of the 7th indorsement, it is known that four (4) H-21B aircraft are presently assigned to ADG for support of Texas Towers. FX-58-1, dated November 1955, reveals six (6) H-21B aircraft are to be utilized by ADG for support of Texas Towers a total quantity of six (6) H-21B aircraft should be considered for this modification.

5. Based on the quantities of aircraft indicated in paragraph 4 above, funds for one year spares support of Group "A" and "B" equipment, indicated in paragraph 5.(1) of the 7th indorsement are increased as follows:

a. Group "A" \$ 480.00 (10% for 1 year spares)

b. Group "B" \$4,800.00 (40% for 1 year spares)

6. Modification as recommended in paragraph 1.a. of the ARDC 6th indorsement is recommended for approval.

7. If this modification is approved, it is requested that the following funds for the current fiscal year be allocated and made available to enable accomplishment of this modification as soon as possible after engineering availability.

Enc ltr fr Hq 33rd Fighter Group (AD) (CEA) dated 25 August 1955.
Subject: "Installation of AN/APX-6 in F-21 Aircraft"

Group "A"	Qty 6	(Spares Incl)	\$5,280.
Group "B"	Qty 6	(Spares Incl)	16,800.

Labor (Installation to be accomplished by using organization)

FOR THE COMMANDER:

3 Incl
n/c

CG: HQ USAF (AFME)
(AFME-PD)
(AFMPP) (AFME-AD)
Hq 33rd Fighter Group
Otis AFB, Mass.

J. L. KEARNS for
s/t/ RALPH E. KNAPP
Colonel, USAF
Chief, Maintenance Engineering
Services Division
Directorate of Maintenance Engineering

R/Ltr fr Hq 33rd Fighter Group (AD) (CEA), Subject: Installation of AN/APX-6
in H-21 Aircraft, dated 25 August 1955

AFDRQ-SC/S

9th Ind

15 March 1956

Department of the Air Force, Headquarters USAF, Washington 25, D. C.

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

1. This Headquarters has reviewed the Air Defense Command's require-
ment for the installation of the AN/APX-6 (Airborne Radar, IFF Transponder)
on six (6) H-21B helicopters assigned for the support of the Texas Towers.
The following comments are made:

a. All H-21B helicopters have been authorized the installation
of the AN/ARA-25, UHF Homing Adapter. (MR 241-1 (FS 18/H-21), dated 7 Mar
1956) This adapter will give the capability of homing on any UHF frequency.
It gives the pilot a presentation in the form of a needle such as the radio
compass. It is the opinion of this Headquarters that the AN/ARA-25 will
give the capability needed for emergencies as well as operational use.

b. The cost of the installation is:

	<u>AN/APX-6</u>	<u>AN/ARA-25</u>
Group B (Spares Incl) Qty 6	\$16,800.	\$7,560.
Group A (Spares Incl) Qty 6	5,280.	1,980.
Prototype Engineering	15,000.	Funded for
		<u>under Mod #18</u>
	<u>\$37,080.00</u>	<u>\$9,540.00</u>

2. In view of the above and present budgetary limitations, this Head-
quarters cannot justify the expenditure of \$37,080 for the APX-6 installation.
Request you review your requirement to determine if the AN/ARA-25 will meet
your needs. If it will not, and the APX-6 is still considered mandatory for
your mission, rejustify direct to this Headquarters.

BY ORDER OF THE CHIEF OF STAFF:

3 Incls
n/s

cc: Com AMG
Wright-Patterson AFB, Ohio

s/t/ GILBERT L. MEYERS
Colonel, USAF
Deputy Director of Requirements
Deputy Chief of Staff, Development

HQ 33rd FTRGRU (AD) CEA, Subj: Installation of AN/APX-6
in H-21 Aircraft

ADOCE-EN (25 Aug 55) 10th Ind 28 March 1956

HQ AIR DEFENSE COMMAND, Ent AFB, Colorado Springs, Colorado

TO: Director of Requirements, Headquarters USAF, Washington, D. C.

1. A review of the 9th Indorsement by this Headquarters indicates that although the ARA-25 will provide a limited navigational capability, the installation of the APX-6 is still considered mandatory for the performance of the mission.
2. The requirement is basically that the H-21 should be under radar surveillance at all times while it is in transit to and from the Texas Towers. Due to the inherent characteristics of the search radars in the air defense system, it would be impossible to "skin-paint" the H-21 aircraft during a large portion of the flight. However, with the "beacon assist" provided by the APX-6, the aircraft would be under control of the radar sites at all times.
3. Under emergency conditions, the aircraft location must be known both in azimuth and range if rescue is to be effected with dispatch. The ARA-25 will only provide bearing information to the aircraft, and even this is not too dependable or accurate at the lower altitudes utilized by helicopters. It is pointed out at this time that during the winter months, rescue operations, if they are to be successful, are based on immediate pin-pointing of the downed aircraft, in order that personnel are not exposed to the elements too long.
4. This command, therefore, urges favorable consideration of the proposed modification request. If it is a matter of choosing between the ARA-25 and the APX-6, we desire the APX-6 capability in preference to the UHF homing capability.

FOR THE COMMANDER:

3 Incls
n/s

s/t/ JOSEPH D. HOBBS
Lt Col, USAF
Asst Command Adj

14

0883

Basic ltr fr 33rd Ftr Gp (AD), subj: Installation of AN/APX-6 in H-21
Aircraft, dtd 25 Aug 55

AFDRQ-AD/C

11th Ind

28 May 1956

Dept of the Air Force, Hq USAF, Washington 25, D. C.

TO: Commander, Air Defense Command, Ent AFB, Colorado Springs, Colorado

1. This headquarters has approved a modification requirement to equip two (2) H-21B Helicopters of your command with AN/APX-25 equipment in lieu of AN/APX-6. Installation of AN/ARA-25 UHF homing adapter for these helicopters will proceed as scheduled under MR 241-1(FB-18/H-21), dated 7 March 1956.

2. Reference paragraph 4 of the 8th Indorsement. Request that the requirement to modify additional H-21B Helicopters with AN/APX-25 equipment be held in abeyance pending modification of the two (2) helicopters assigned to the 33rd Fighter Group, Otis AFB, Massachusetts, after which time the actual worth of this modification will have been established.

BY ORDER OF THE CHIEF OF STAFF:

3 Incls
n/c

s/t/ GILBERT L. MEYERS
Colonel, USAF
Deputy Director of Requirements
Deputy Chief of Staff, Development

Hq 99th Ftr Gp (AD) CEA. Subject: Installation of AN/APX-6 in H-21
Aircraft

ADCGE-EM (25 Aug 55) 12th Ind 7 June 1956

HQ AIR DEFENSE COMMAND, Ent AFB, Colorado Springs, Colorado

TO: Commander, Eastern Air Defense Force, Stewart AFB, Newburgh, N. Y.

This headquarters concurs with the contents of the previous indorse-
ment relative to the holding in abeyance of the installation of APX-25
pending evaluation of the test installations at Otis.

BY ORDER OF THE COMMANDER:

3 Incls
n/c

s/t/ T. G. SAVAGE
Major, USAF
Asst Comd Adj

EAOPR (25 Aug 55) 13th Ind

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

TO: Commander, 26th Air Division (Defense), Roslyn Air Force Station,
Roslyn, New York

Your attention is invited to paragraphs 1 and 2, 11th Indorsement.

BY ORDER OF THE COMMANDER:

Mo. 3rd Ftr Op (AD) GEA. (25 Aug 55) Subject: Installation of AN/APX-6
on H-21 Aircraft

14th Ind 29 June 1956

26th Air Division (Defense) Roslyn Air Force Base, Roslyn, New York
Commander, 4707th Air Defense Wing, Otis Air Force Base, Walmouth,
Mass.

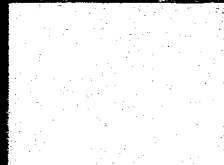
15th Ind
Commander, 53d Fighter Group (Air Defense), Otis Air Force Base,
Massachusetts

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Drafter MT
 PERMANENT
 DESTROY
 AFM 131-5
 In accordance with AFM 131-5 are not
 necessary for record purposes.
 AFM 131-5
 17 Oct 55 (Revised 28 Sep 55)

A-4 FILE COPY ADI CONTROL NO.

0886



Hq 33d Ftr Gp (AD) CEA, (25 Aug 55) Subject: Installation of AN/APX-6
in B-21 Aircraft

CEA-AE-612

16th Ind

HEADQUARTERS, 33D FIGHTER GROUP (AD), Otis Air Force Base, Massachusetts

TO: Commander, 4707th Air Defense Wing, Otis Air Force Base, Massachusetts

1. Review of preceding correspondence reveals that authority to maintain the presently installed AN/APX-6's in four (4) B-21 aircraft was not requested nor granted.

2. Emergency installation was completed under authority your message number DWMAT/2967 to enable support of Texas Tower #2.

3. Request that authority be granted to keep the presently installed four (4) AN/APX-6 sets until such time as they can be replaced with AN/APX-25 equipment. Reference paragraph 1, 11th Indorsement. At which time two (2) sets would be removed and the AN/APX-25 equipment installed and evaluated.

FOR THE COMMANDER:

3 Incl
n/s

ROBERT C MARING
1st Lt, USAF
Adjutant

18

(93/)

0887

PIASECKI HELICOPTER CORPORATION

NORTON, PA.

DATE: July 26, 1955

To: Mr. Walt Yorks
Box 544
Sandwich, Mass.

From: G. Montello
EXT: 440

Encl: (1) Suggested APX-6 Component Locations

Dear Walt:

In response to your request regarding APX-6 information for the possible H-21B installation at Otis Air Force Base, the following suggested component locations are forwarded for your benefit:

1. Locate the APX-6 antenna in the least obstructed area that is possible, the area indicated in Figure 1 is recommended for possible use.
2. Locate the APX-6 control panel in the cockpit area so that it can be readily accessible to the pilot or co-pilot.
3. Locate the received REC-XMTR on the fuel cell shelf. The location that is indicated in Figure 1 is the area we feel is the best available.
4. An impact switch may or may not be required. Recent information indicates that the Navy has been deleting them. However, if an impact switch is required, locate it in the cabin near the REC-XMTR.
5. Power source for APX-6 operation can be obtained as follows: If the auto-pilot is not in use, remove the auto-pilot wires from the auto-pilot circuit breaker and connect the APX-6 power leads to the AC fuse. The auto-pilot inverter output is acceptable for normal operation of the APX-6. However, if the auto-pilot is being used, then it will be necessary to install a single phase 250 VA inverter. Offhand, I would recommend a E1617-1 inverter as a power source.

NOTE: If auto-pilot inverter is used for power source for APX-6, disconnect and remove all auto-pilot gyros. (Reference SDTM 1325 dated 3/28/55)

0889

To: Walt Yorke

Date: July 26, 1955

6. In addition to the above, you will need the following publication in order to properly install inter-connecting wiring and also for maintenance instruction after the equipment is installed: HANDBOOK SERVICE INSTRUCTION 0016-30APX6-12 "RADAR SET AN/APX-6", dated 1 March 1954.

If additional information is required regarding any of the above, do not hesitate to drop me a note and I will respond to your request as quickly as possible.

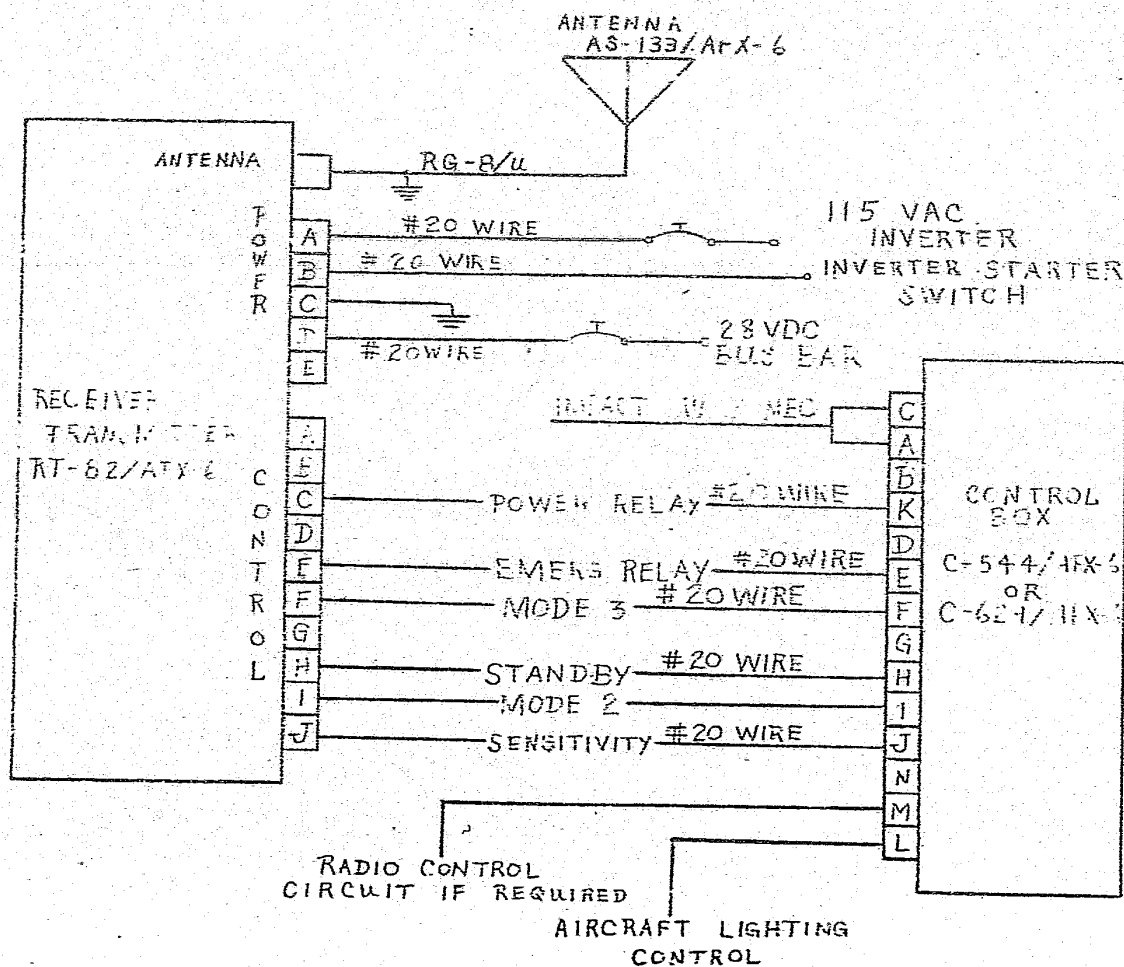
Regards,

C. Montello
Service Engineer

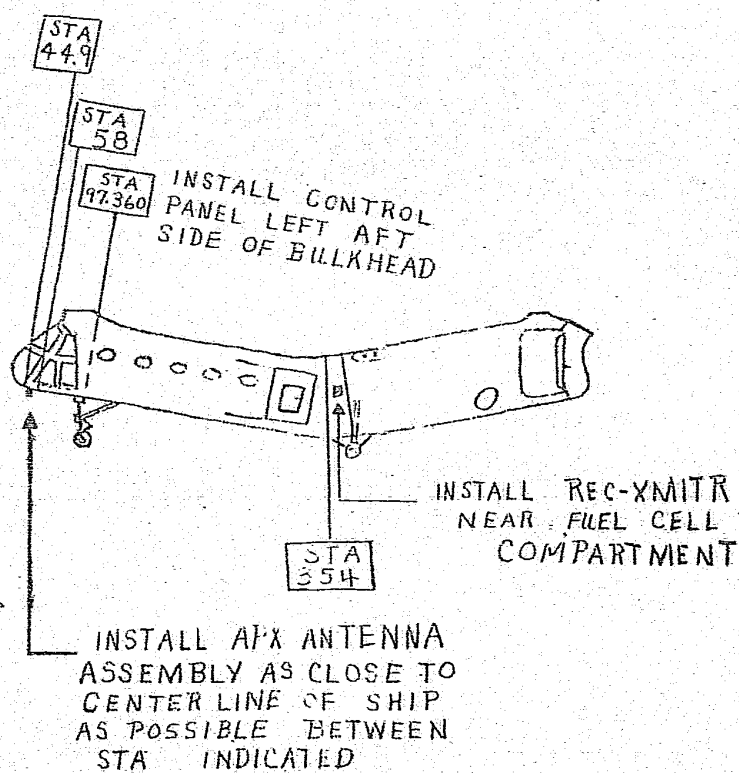
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0890

ATTACHMENT # 2



0891



ATTACHMENT 3

FIGURE 1

0892

*TEXAS
FLOWERS*

EQ 4707 AIRDEFWG, OTIS AFB, MASS.

6 Oct 55
UNCLASSIFIED

COMDR, EADF, STEWART AFB, NEWBURGH, NY

ROUTINE

DEFERRED

Z

-COMDR, 32 ADIV (DEF), SYRACUSE AFS, SYRACUSE, NY

(UNCLASSIFIED) DMEL-2/2580. SUBJ: INSTL OF AN/APK-6 IN F-21 ACFT. REF BASIC ITR
EQ 33 FTRGRU, CEA, 25 AUG 55. REF 1ST INDORSEMENT BY 4707 AIRDEFWG, DMEL-2, 30 AUG
55. THE 33 FTRGRU WISHES TO PERFORM DRY PRACTICE RUNS WITH THE F-21 ACFT ASAP TO TEXAS
TOWER. WE ARE DESIROUS OF A REPLY TO THE BASIC ITR ASAP.

*EL
815*

UNCLASSIFIED

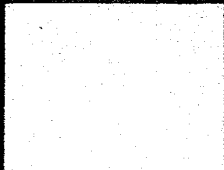
1 1

TIMOTHY W. OCSELE, S/SGT

DMEL-2/JEM 5 OCT 55

2219

0893



HEADQUARTERS
33D FIGHTER GROUP (AF)
Otis Air Force Base, Massachusetts

MAT-MT-429

SUBJECT: Proposed 100 Hour Periodic Inspection for H-21B Helicopters

TO: Commander
4707th Air Defense Wing
Otis Air Force Base
Massachusetts

1. In accordance with the provisions of T.O. 00-20A-1, Section II, paragraph 2, it is requested that the frequency of accomplishing the 50 hour periodic inspection on assigned H-21B helicopters be decreased to 100 hour intervals.
2. Implementation of the 100 hour periodic concept would greatly enhance the operational capability and mission requirements in support of Texas Tower #2.
3. Request a service test be conducted by the 33d Field Maintenance Squadron, this headquarters, to determine the feasibility of the 100 hour periodic concept and under the monitorship of Headquarters Middletown Air Materiel Area.

FOR THE COMMANDER:

ROBERT C HANING
1st Lt., USAF
Adjutant

0894

HQ 4707 AIRDEPFG OTIS AFB MASS

241455Z JUL 56

DEFERRED

DEFERRED

COMDR 24DF STEWART AFB NEWBURGH N Y

X

X

X

INFO: COMDR 26TH AIR DIV (DEF) ROGLYN AFB
ROSLYN N Y

XXX

COMDR 33 FTRGRT (AD) OTIS AFB MASS (COURIER)

(UNCLASSIFIED) DWMT/491. SUBJ: PROPOSED 100 HR PERIODIC INSP FOR B-21B HCPTA.
REF 1ST IND THIS HQ TO 33D FTR GP (AD) LTR, SUBJ AS ABOVE, DATED 15 JUN 56. JUSTIFI-
CATION FOR EXT OF 50 HR PERIODIC INSP TO 100 HR INTERVALS WAS PROV IN AFOREMENTIONED
CORR. LTR WAS SEN IAW THE PROV OF TO-00-20A-1, SEC II, PARA 2. IMPLEMENTATION OF THE
100 HR PERIODIC CONCEPT WOULD GREATLY ENHANCE THE OPERATIONAL CAPABILITY AND MCH RQR
IN SUPP OF TT #2. REQ THIS HQ BE ADVISED OF CURRENT STATUS OF SUBJ REQ.

Records Disposition

RETIRE

Par AFM 181-5

REVIEW

11M Par AFM 181-5

DESTROY OCT 3 1955

11M Par AFM 181-5

1 1

RAYMOND G. LAUGELLA, CWO

DWMT/hca 24 Jul 56

2285

0896

100th TROOP, 100th AVIATION BN
300 FIGHTER GROUP (AG)
Otis Air Force Base
Massachusetts

20 March 1956

100th TROOP, 100th AVIATION BN

Commander
300 Fighter Group (AG)
Otis Air Force Base
Massachusetts

Under the provisions of Order of the Department of Defense, dated 15 February 1956, the F-89B, B, C and D type aircraft are designated for periodic inspection at 100 hour intervals.

1. The F-89B, Group 75, and the F-89H are identical in design for the fire control system. It follows, therefore, that consideration should be given to establishment of F-89H inspection at the 100 hour level.

2. This organization requests that should an evaluation of the 100 hour periodic inspection for the F-89H aircraft is required, we be allowed to conduct the test.

FOR THE COMMANDER

QUENTIN E. HOBBS, JR.
1st Lt., USAF
Adjutant

0897



50th Ftr Intcp Sq Subject: 100 Hour Inspection F-89H Aircraft

DATE: 4-4-56 (30 Mar 56) 1st Ind

HEADQUARTERS, 33D FIGHTER GROUP (AD), Otis Air Force Base, Massachusetts

TO: Commander, 4707th Air Defense Wing, Otis Air Force Base, Massachusetts

1. This headquarters concurs with basic letter.
2. Recommend approval and implementation of a 100 hour periodic service test by the 50th Fighter Interceptor Squadron.

FOR THE COMMANDER:

WILLIAM G. STEWART, JR.
Major, USAF
Adjutant

DATE: 6 APR 1956 (30 Mar 56) 2nd Ind

6 APR 1956

HEADQUARTERS, 4707TH AIR DEFENSE WING, Otis Air Force Base, Massachusetts

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

1. Basic correspondence reviewed and concurred with.
2. Request this headquarters be advised of any information available relative to F-89H 100 hour periodic concept.

FOR THE COMMANDER:

MYRON T. NEUMANN
1st Lt., USAF
Adjutant

7
FILE COPY

0898

53th Ftr Intop Sq, Subject: 100 Hour Inspection F-89H Aircraft

EAMAC-2B (30 Mar 56) 3d Ind Apr 12 1956

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

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

1. Concur with paragraph 2 of basic letter.
2. If a 100 hour service test is to be performed on the F-89H aircraft, recommend that it be limited only to those items that differ from the F-89D aircraft.

FOR THE COMMANDER:

s/t/ BEN D. MOORHEAD
Captain, USAF
Asst Adjutant

53th Ftr Intep Sq, Subject: 100 Hour Inspection F-89H Aircraft

ADMAG-2A1 (30 Mar 56) 4th Ind Apr 25, 1956

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

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

This headquarters has approved a service test of the 100 hour periodic inspection concept on the F-89H. The service test will be accomplished by Ogden Air Material Area personnel on F-89H aircraft of the 84th Fighter Interceptor Squadron, Hamilton Air Force Base, California. Tests should begin in May 1956. In order to expedite the test it will be limited only to those items on the F-89H that differ from the F-89D aircraft.

BY ORDER OF THE COMMANDER:

s/t /LOYD E. NACE
Major, USAF
Asst Comd Adj

EAMAC-2B (30 Mar 56) 5th Ind May 2, 1956

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

TO: Commander, 4707th Air Defense Wing, Otis Air Force Base, Falmouth,
Massachusetts

s/t / J.W.F.

4

0900

59th Ftr Intep Sq, Subj: 100 Hour Inspection F-89H Aircraft

DMPRE (30 Mar 56)

6th Ind

8 MAY 1956

HEADQUARTERS, 4707TH AIR DEFENSE WING, Otis Air Force Base, Massachusetts

TO: Commander, 33rd Fighter Group (Air Defense), Otis Air Force Base, Massachusetts

MAT-MT-429 (30 Mar 56)

7th Ind

8 MAY 1956

HEADQUARTERS, 33D FIGHTER GROUP (AD), Otis Air Force Base, Massachusetts

TO: Commander, 58th Fighter Interceptor Squadron, Otis Air Force Base, Massachusetts

Forwarded for your information.

BY ORDER OF THE COMMANDER:

C. P. RUSSELL
Lt Colonel, USAF
Material Officer

50th For Intep Sq, Subj: 100 Hour Inspection F-89H Aircraft

MAT-423 (30 Mar 56) 8th Ind

50TH FIGHTER INTERCEPTOR SQUADRON, 33RD FIGHTER GROUP (AD), Otis Air Force Base, Massachusetts 6 June 1956

TO: Commander, 33rd Fighter Group (AD), Otis Air Force Base, Massachusetts

Referring to the first and fourth indorsements, this letter, this organization has had experience with both 50 hour and 100 hour inspection periods for F-89D aircraft. We therefore request that permission be granted to perform periodic inspection of the F-89H aircraft at 100 hour intervals, with 50 hour inspection of those items that differ from the F-89D. We further request that higher headquarters designate those items that will require inspection at more frequent intervals.

BY ORDER OF THE COMMANDER:

QUENTIN E. HUGHES JR.
1STLT, USAF
Adjutant

MAT-NT-429 (30 Mar 56) 9th Ind

HEADQUARTERS, 33D FIGHTER GROUP (AD), Otis Air Force Base, Massachusetts

TO: Commander, 4707th Air Defense Wing, Otis Air Force Base, Massachusetts

Forwarded for further consideration.

FOR THE COMMANDER:

ROBERT C. HARING
1st Lt., USAF
Adjutant

58th Ftr-Intep Bq, 33d FtrGru (AD), 30 Mar 56, Subj: 100-Hr Insp
F-89H Acft

EAMAC

11th Ind

JUN 28 1956

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

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

1. Reference 8th Indorsement. This headquarters concurs that F-89H Squadrons should be permitted to perform periodic inspections as requested by the 58th Fighter Interceptor Squadron. This headquarters also concurs that Ogden Air Material Area should designate those items or systems on the F-89H that differ from the F-89D that require a 50 hour periodic.

2. This request is justified due to the vast similarity of the F-89 D & H and the resultant saving of many manhours.

FOR THE COMMANDER:

s/t/ BEN D MOORHEAD
Captain, USAF
Asst Adjutant

0904

58th Ftr-Intcp Sq, 33d Ftr Gru (AD), 30 Mar 56, Subj: 100 Hour
Inspection F-89H Acft

ADMAG-D 12th Ind July 9 1956

HQ AIR DEFENSE COMMAND, Ent Air Force Base, Colorado Springs, Colo.

TO: Commander, Eastern Air Defense Force, Stewart Air Force Base,
Newburgh, N. Y.

1. Reference 4th Indorsement.
2. Ogden Air Materiel Area is compiling information obtained during the service test of the F-89H 100 Hour Periodic Inspection Service Test. Results of this test will be reflected in a revised -6 Inspection Requirements Handbook and will be applicable to all F-89H units Air Force wide. The -6 Handbook should be distributed in early August.
3. This Headquarters concurs that the differences between the F-89D and F-89H are minor and the inspection should be accomplished on both aircraft at 100 hour intervals. Action will be taken immediately by this Headquarters to put the 100 Hour inspection period into effect upon receipt of data from Ogden AMA.

BY ORDER OF THE COMMANDER:

/s/t/ WALLACE M. GINN
1st Lt., USAF
Asst Comd Adj

58th Ftr-Intop Sq, 33d Ftr Grp (AD), 30 Mar 56, Subj: 100 Hour In-
spection F-89H Acft

EAMAC

13th Ind

JUL 16 1956

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

TO: Commander, 26th Air Division (Defense), Roslyn Air Force Station,
Roslyn, Long Island, New York

Concur with 12th Indorsement. This is considered closing action
by this headquarters.

BY ORDER OF THE COMMANDER:

s/t/ BEN D. MOORHEAD
Captain, USAF
Asst Adjutant

26 ADMT

11th Ind

20 JUL 1956

Hq 26th Air Division (Defense) Roslyn Air Force Station, Roslyn, N.Y.

TO: Commander, 4707th Air Defense Wing, Otis Air Force Base, Mass.

C.I.

10

0906

SECTION IV

OPERATIONS

0908



OPERATIONS ORDER
SERIAL NR 1-56

HEADQUARTERS, 4707th AIR DEFENSE WING
Owls Air Force Base, Massachusetts
9 January 1956

CHART AND MAP REFERENCES: As required.

TASK ORGANIZATION:

33rd Fighter Group (AB) Colonel F. G. Hook, USAF
40th Fighter-Interceptor Squadron Major D. James, USAF
337th Fighter-Interceptor Squadron Lt. Colonel Robert B. Kruse
45th Fighter Group (AB) Lt. Colonel R. W. Holcomb
656th ACGW Squadron Major J. A. Nester
762d ACGW Squadron Major E. A. Kallman
763d ACGW Squadron Lt. Colonel J. A. Dolan
654th ACGW Squadron Major L. B. Goldberg

1. General Situation. Reference Operations Plan 3-5, this headquarters, dated 3 November 1955. The rocketry program for November will be conducted during the period 16 through 31 January 1956. The rocketry range (Area 2b and 3b, Warning Area 103) is scheduled from 0700 to 1730 PST, 16 through 31 January 1956.

2. Mission.

- a. To maintain individual and unit proficiency.
- b. To insure a true combat-ready status of the basic weapon.

3. Tasks for Participating Units.

- a. Commander, 33rd Fighter Group, will:
 - (1) Conduct the rocketry program in accordance with this and other pertinent directives.
 - (2) Coordinate schedules and procedures with fighter-interceptor squadrons and the 762d and 763d ACGW Squadrons.

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9 Jan 56
HQ 4707th Air Def Wg

0909

- (3) Publish and distribute a weekly schedule for interceptor and tow aircraft.
- b. Commander, 40th Fighter-Interceptor Squadron, will:
 - (1) Fly a minimum of 50 rocketry sorties.
- c. Commander, 337th Fighter-Interceptor Squadron, will:
 - (1) Stage rocketry aircraft from Westover Air Force Base during the period 16 through 31 January as scheduled.
 - (2) Insure that one tow-equipped F-33 aircraft and crew (including tow reel operator) is available to the Commander, 33rd Fighter Group, at Otis Air Force Base, Massachusetts, 16 through 31 January 1956.
 - (3) Fly a minimum of 50 rocketry sorties.
- d. Commander, 15th Fighter Group, will:
 - (1) Conduct a rocketry program utilizing Danger Area 70 in accordance with this and other pertinent directives.
 - (2) Coordinate schedules and procedures with the 47th Fighter-Interceptor Squadron and the 763d AC&W Squadron.
 - (3) Publish and distribute a weekly schedule for interceptor and tow aircraft.
 - (4) Submit not later than the second working day of the month a narrative summary of the rocket firing period.
- e. Commander, 654th AC&W Squadron (as per paragraph 3e of Operations Plan 3-55).
- f. Commander, 762d AC&W Squadron (as per paragraph 3f of Operations Plan 3-55).
- g. Commander, 763d AC&W Squadron (as per paragraph 3g of Operations Plan 3-55).
- h. Commander, 656th AC&W Squadron, will:
 - (1) Attach one fully qualified director to the 654th AC&W Squadron to control aircraft of the 337th Fighter-Interceptor Squadron during the period 16 through 31 January 1956.

OFORD 1-5c
9 Jan 56
HQ 4707th Air Def Wg

0910

4. General Instructions.

- a. Tow aircraft and crews utilized for rocketry will be under the operational control of the scheduling group commander.
- b. Chase aircraft will be used for all interceptors firing on targets towed by B-26 aircraft.
- c. Chase pilots will check banner-type targets for actual hits. Decision of chase pilot will be final.
- d. Lost sorties will be made up at the end of the firing day, as scheduled by the commander of the scheduling group.
- e. Otis Air Force Base Regulations 55-5, 55-29, 55-30, 136-1 and 55-17, will be adhered to by all organizations firing under the control of the 33rd Fighter Group (AD).

5. Administrative and Logistical Matters.

- a. As outlined in Operations Plan 3-55, this headquarters, dated 3 November 1955.

6. Command and Signal Matters.

- a. As outlined in Operations Plan 3-55, this headquarters, dated 3 November 1955.

OTIAL:

LOGG
Colonel

Robert W. Holmes
for ROBERT W. HOLMES
Colonel, USAF
Director of Operations

DISTRIBUTION:

All Task Sq - 2 cys
33rd Ftr Gp - 1 cys
32d Air Div - 3 cys
2nd Tow Tgt Sq - 2 cys
COMFAIRDET,
Bruns NAS - 2 cys
4707th Air Def Wg - 3 cys
15th Ftr Gp - 1 cys

OPORD 1-55
9 Jan 56
Wg 4707th Air Def Wg

OPERATIONS ORDER)
 :
 SERIAL NR 2-56)

HEADQUARTERS, 4707TH AIR DEFENSE WING
 Otis Air Force Base, Massachusetts
 6 February 1956

CHART AND MAP REFERENCES: As required.

TASK ORGANIZATION:

33rd Fighter Group (AD) Colonel F. G. Hook, Jr.
 60th Fighter-Interceptor Squadron Major D. James, Jr.
 337th Fighter-Interceptor Squadron Lt. Colonel Robert E. Bruce
 15th Fighter Group (AD) Colonel W. B. Curren
 762d AC&W Squadron Major R. A. Kallman
 763d AC&W Squadron Lt. Colonel J. A. Dolan
 654th AC&W Squadron Major L. B. Goldberg

1. General Situation. Reference Operations Plan 3-55, this headquarters, dated 3 November 1955. The rocketry program for February will be conducted during the period 13 through 29 February 1956. The rocketry range (Areas 2A and 2B, Warning Area 103) is scheduled from 0730 to 1730 EST, 13 through 29 February 1956.

2. Mission.

- a. To maintain individual and unit proficiency.
- b. To insure a true combat-ready status of the basic weapon.

3. Tasks for Participating Units.

- a. Commander, 33rd Fighter Group, will:
 - (1) Conduct the rocketry program in accordance with this and other pertinent directives.
 - (2) Coordinate schedules and procedures with fighter-interceptor squadrons and the 762d and 654th AC&W Squadrons.
 - (3) Publish and distribute a weekly schedule for interceptor and tow aircraft.

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 6 Feb 56
 Hq 4707th Air Def Wg

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- b. Commander, 60th Fighter-Interceptor Squadron, will:
 - (1) Fly a minimum of 50 rocketry sorties.
 - c. Commander, 337th Fighter-Interceptor Squadron, will:
 - (1) Stage rocketry aircraft from Westover Air Force Base during the period 13 through 29 February as scheduled.
 - (2) Insure that one tow-equipped T-33 aircraft and crew (including tow reel operator) is available to the Commander, 33rd Fighter Group, at Otis Air Force Base, Massachusetts, 13 through 29 February 1956.
 - (3) Fly a minimum of 50 rocketry sorties.
 - d. Commander, 15th Fighter Group, will:
 - (1) Conduct a rocketry program utilizing Danger Area 70 in accordance with this and other pertinent directives.
 - (2) Coordinate schedules and procedures with the 47th Fighter-Interceptor Squadron and the 763d AC&W Squadron.
 - (3) Publish and distribute a weekly schedule for interceptor and tow aircraft.
 - (4) Submit not later than the second working day of the month a narrative summary of the rocket firing period.
 - e. Commander, 654th AC&W Squadron (as per paragraph 3e of Operations Plan 3-55).
 - f. Commander, 762d AC&W Squadron (as per paragraph 3f of Operations Plan 3-55).
 - g. Commander, 763d AC&W Squadron (as per paragraph 3g of Operations Plan 3-55).
4. General Instructions.
- a. Tow aircraft and crews utilized for rocketry will be under the operational control of the scheduling group commander.
 - b. Chase aircraft will be used for all interceptors firing on targets towed by B-26 aircraft.

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Hq 4707th Air Def Wg

c. Chase pilots will check banner-type targets for actual hits. Decision of chase pilot will be final.

d. Lost sorties will be made up at the end of the firing day, as scheduled by the commander of the scheduling group.

e. Otis Air Force Base Regulations 55-5, 55-29, 55-30, 136-1 and 55-17, will be adhered to by all organizations firing under the control of the 33rd Fighter Group (AD).

5. Administrative and Logistical Matters.

a. As outlined in Operations Plan 3-55, this headquarters, dated 3 November 1955.

6. Command and Signal Matters.

a. As outlined in Operations Plan 3-55, this headquarters, dated 3 November 1955.

OFFICIAL:

HOOK
Colonel.

Robert W. Holmes
ROBERT W. HOLMES
Colonel, USAF
Director of Operations

DISTRIBUTION:

All Task Sqs - 2 cys
33rd Ftr Gp - 4 cys
32d Air Div - 3 cys
2nd Tow Tgt Sq - 2 cys
COMFAIRDET,
Bruns NAS - 2 cys
4707th Air Def Wg - 8 cys
15th Ftr Gp - 4 cys

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6 Feb 56
Hq 4707th Air Def Wg

OPERATIONS ORDER) Headquarters 4707th Air Defense Wing
 : Otis Air Force Base, Massachusetts
 SERIAL NR 3-56) 12 March 1956

CHART AND MAP REFERENCES: As required.

TASK ORGANIZATIONS:

33rd Fighter Group (AD)	Colonel F. G. Hook, Jr.
60th Fighter-Interceptor Squadron	Major D. James, Jr.
58th Fighter-Interceptor Squadron	Lt Colonel J. R. DeLapp
52nd Fighter Group (AD)	Colonel J. H. Hancock
2nd Fighter-Interceptor Squadron	Lt Col F. A. Richardson
5th Fighter-Interceptor Squadron	Lt Col T. E. Markham
49th Fighter-Interceptor Squadron	Lt Col R. H. D'Amico
337th Fighter-Interceptor Squadron	Lt Col R. E. Bruce
762d Aircraft Control & Warning Squadron	Major R. A. Kallman
773rd Aircraft Control & Warning Squadron	Major C. A. Kurpiewski

1. General Situation. Reference Operations Plan 1-56, this headquarters, dated 13 March 1956. The rocketry program for March will be conducted during the period 19 - 30 March 1956. The rocketry range (Areas 2A and 2B, Warning Area 103) is scheduled from 0730 to 1730 EST, 19 through 30 March 1956.

2. Mission.

- a. To maintain individual and unit proficiency.
- b. To insure a true combat-ready status of the basic weapon.

3. Tasks for Participating Units.

- a. Commander, 33rd Fighter Group (AD), will
 - (1) Conduct the rocketry program in accordance with this and other pertinent directives.
 - (2) Co-ordinate schedules and procedures with fighter-interceptor squadrons and the 762d Aircraft Control and Warning Squadron.
 - (3) Publish and distribute a weekly schedule for interceptor and tow aircraft.

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 Hq 4707th Air Def Wg

- b. Commander, 60th Fighter-Interceptor Squadron, will
 - (1) Fly a minimum of 50 rocketry sorties.
 - (2) Insure that one tow-equipped T-33 aircraft and crew (including tow reel operator) is available to the Commander, 33rd Fighter Group (AD), at Otis Air Force Base, Massachusetts, 19 through 30 March 1956.
- c. Commander, 58th Fighter-Interceptor Squadron, will
 - (1) Fly a minimum of 50 rocketry sorties.
- d. Commander, 52nd Fighter Group (AD), will
 - (1) Conduct a rocketry program utilizing the range under its scheduling control, in accordance with this and other pertinent directives.
 - (2) Co-ordinate schedules and procedures with the 2nd and 5th Fighter-Interceptor Squadrons and the 773rd Aircraft Control and Warning Squadron.
 - (3) Publish and distribute a weekly schedule for interceptor and tow aircraft.
 - (4) Submit not later than the second working day of the month a narrative summary of the rocket firing period.
- e. Commander, 49th Fighter-Interceptor Squadron, will
 - (1) Stage rocketry aircraft from L. G. Hanscom Field, Bedford, Massachusetts, during the period 19 - 30 March 1956 as scheduled.
 - (2) Fly a minimum of 50 rocketry sorties.
- f. Commander, 337th Fighter-Interceptor Squadron, will
 - (1) Stage rocketry aircraft from Westover Air Force Base during the period 19 - 30 March 1956 as scheduled.
 - (2) Insure that one tow-equipped T-33 aircraft and crew (including tow reel operator) is available to the Commander, 33rd Fighter Group (AD), at Otis Air Force Base, Massachusetts, 19 through 30 March 1956.

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12 Mar 56
Hq 4707th Air Def Wg

2

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(3) Fly a minimum of 50 rocketry sorties.

g. Commander, 76th Aircraft Control and Warning Squadron, (as per Paragraph 3f of Operations Plan 1-56.

h. Commander, 773rd Aircraft Control and Warning Squadron, (as per Paragraph 3g of Operations Plan 1-56.

4. General Instructions.

a. Tow aircraft and crews utilized for rocketry will be under the operational control of the scheduling group commander.

b. Chase aircraft will be used for all interceptors firing on targets towed by B-26 aircraft.

c. Chase aircraft will be used for all F-86D aircraft regardless of tow aircraft.

d. Chase pilots will check banner-type targets, when used, for actual hits. Decision of chase pilot will be final.

e. Lost sorties will be made up at the end of the firing day, as scheduled by the commander of the scheduling group.

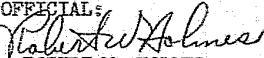
f. Otis Air Force Base Regulations 55-5, 55-29, 55-30, 136-1, and 55-17, will be adhered to by all organizations firing under the control of the 33rd Fighter Group (AD).

5. Administrative and Logistical Matters.

a. As outlined in Operations Plan 1-56, this headquarters, dated 13 March 1956.

6. Command and Signal Matters.

a. As outlined in Operations Plan 1-56, this headquarters, dated 13 March 1956.

OFFICIAL:

 ROBERT W. HOLMES
 Colonel, USAF
 Director of Operations

NELSON
 Colonel

DISTRIBUTION:
 All Task Sqs - 2 cys COMFAIRDET,
 33rd Ftr Gp - 4 cys Bruns NAS - 2 cys
 26th Air Div - 3 cys 4707th Air Def Wg - 8 cys
 2nd Tow Tgt Sq - 2 cys 52nd Ftr Gp - 4 cys

OPORD 3-56
 12 Mar 56
 Hq 4707th Air Def Wg

0917

OPERATIONS ORDER)
 NUMBER 4-56)

HEADQUARTERS 4707TH AIR DEFENSE WING
 OTIS AIR FORCE BASE, MASSACHUSETTS
 10 April 1956

CHART AND MAP REFERENCES: As required.

TASK ORGANIZATIONS:

4707th Air Defense Wing Colonel H. C. Nelson
 33rd Fighter Group (AD) Colonel F. G. Hook, Jr.
 58th Fighter-Interceptor Squadron Lt Colonel J. R. DeLapp
 60th Fighter-Interceptor Squadron Major D. James, Jr.
 52nd Fighter Group (AD) Colonel J. H. Hancock
 2nd Fighter-Interceptor Squadron Lt Colonel F. A. Richardson
 5th Fighter-Interceptor Squadron Lt Colonel T. E. Markham
 337th Fighter-Interceptor Squadron . . . Lt Colonel R. E. Bruce
 324th Fighter-Interceptor Squadron . . . Lt Colonel L. F. Keshier
 762nd Aircraft Control & Warning Sq . . Major R. Kallman
 773rd Aircraft Control & Warning Sq . . Major G. A. Kurpiewski

1. GENERAL SITUATION: The 4707th Air Defense Wing will conduct an air-to-air rocketry meet at Suffolk County Air Force Base, Long Island, New York, during the period 16 - 20 April 1956. Teams composed of aircrews, directors, and ground crews from tactical squadrons of this Wing will participate. Direction center operations will be conducted at the 773rd Aircraft Control and Warning Squadron, Montauk Air Force Station, New York.

2. MISSION:

- a. To determine the winning team to represent the 4707th Air Defense Wing in rocketry meets scheduled by higher headquarters.
- b. To increase the proficiency of tactical units in:
 - (1) Rocket firing.
 - (2) Intercept techniques.
 - (3) Maintenance of aircraft and electronic armament equipment.

3. TASKS FOR PARTICIPATING UNITS:

- a. Commander, 4707th Air Defense Wing, will

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 10 Apr 56

4707th Air Defense Wing Operations Order 4-56, 10 April 1956

- (1) Establish a Plans- Coordinating Committee for promulgation of directives concerning the meet and for the performance of necessary coordination prior to and during the meet.
 - (2) Designate a qualified senior officer to function as chairman of the Rules-Arbitration-Evaluation Committee for the meet. The composition and duties of the committee are outlined in Annex "A".
 - (3) Provide one armament judge to serve under the direction of the Rules-Arbitration-Evaluation Committee.
 - (4) Provide four airborne judges to serve under the direction of the Rules-Arbitration-Evaluation Committee.
 - (5) Provide one control judge to serve under the direction of the Rules-Arbitration-Evaluation Committee.
 - (6) Arrange for utilization of appropriate airspace for the conduct of missions during the meet.
- b. Commander, 52nd Fighter Group (AD), will
- (1) Act as host to and provide housing, mess, transportation, and other logistical support within his capabilities for personnel on temporary duty at Suffolk County Air Force Base participating in the meet.
 - (2) Provide parking area and servicing facilities for F-86D team aircraft, and for T-33 tow and judge aircraft and F-86D chase aircraft for the duration of the meet.
 - (3) Insure the necessary coordination to provide adequate air-sea rescue coverage for the duration of the meet.
 - (4) Appoint one (1) officer to supervise tow, target, and chase operations at Suffolk County Air Force Base, under the direction of the rocket operations officer.
 - (5) Provide space for the rocket operations center at Suffolk County Air Force Base.

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10 April 56

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- (6) Provide assessment equipment and other facilities necessary for the evaluation of camera film as may be required by the Rules-Arbitration-Evaluation Committee.
- (7) Dispatch a weather reconnaissance flight daily during the meet to observe and report the weather at the rocket range and along the route between the range and Suffolk County and Otis Air Force Bases. Weather information obtained from this flight will be transmitted to the rocket operations center not later than 0745 daily.

c. Commander, 773rd Aircraft Control and Warning Squadron, will

- (1) Act as host to participating team directors from other aircraft control and warning squadrons, providing housing and messing facilities as required.
- (2) Provide communications and sufficient control scopes to conduct GCI operations on the designated range for the period of the meet.
- (3) Provide monitoring facilities at each control scope for use by control judges.
- (4) Provide two (2) control judges to serve under the direction of the Rules-Arbitration-Evaluation Committee.
- (5) Notify the ADCC when firing is being conducted.
- (6) Remain current on the weather conditions at the recovery bases and alternates.
- (7) Pass information via available communications circuits to the 762nd Aircraft Control and Warning Squadron for the scramble of "MAIL BAG" and "ABE" team aircraft.

d. Commanders, 324th, 337th, and 49th Fighter Interceptor Squadrons, will

- (1) Provide, at Suffolk County Air Force Base, T-33 aircraft and qualified pilots for tow and airborne judge flying, and F-86 aircraft and qualified pilots for chase, as requested by the Plans-Coordinating Committee.

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Hq 4707th Air Def Wg
10 April 1956

4707th Air Defense Wing Operations Order 4-56, 10 April 1956

- (2) Provide logistical support and support personnel for duty at Suffolk County Air Force Base, as requested by the Plans-Coordinating Committee.
- e. Commanders, 33rd and 52nd Fighter Groups (AD), will
 - (1) Select a team for each type of assigned UE aircraft, to be composed of four (4) regular and two (2) alternate flying crews, one (1) regular and one (1) alternate director, forty (40) ground crews, and two (2) technical representatives.
 - (2) Disseminate and insure compliance with the provisions of this operations order and with the ground rules, as specified in annexes hereto, by the participating units and personnel of their commands.
 - (3) Appoint two (2) non-participating members to function as members of the Rules-Arbitration-Evaluation Committee for the meet.
 - (4) Provide eight (8) unit-equipped aircraft per team and designate selected aircraft by number to the Rules-Arbitration-Evaluation Committee by 1700 hours, 15 April 1956.
 - (5) Insure UE aircraft are equipped with all necessary equipment.
 - (6) Appoint team captains to insure that the team members conform with the rules set forth in annexes to this operations order.
 - (7) Provide one (1) armament judge to serve under the direction of the Rules-Arbitration-Evaluation Committee.
 - (8) Provide, at Suffolk County Air Force Base, T-33 aircraft and qualified pilots for tow and airborne judge flying, as requested by the Plans-Coordinating Committee.
 - (9) Provide logistical support and support personnel for duty at Suffolk County Air Force Base, as requested by the Plans-Coordinating Committee.

OPORD 4-56
Hq 4707th Air Def Wg
10 April 1956

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4707th Air Defense Wing Operations Order 4-56, 10 April 1956

(10) Perform any other functions as required to insure success of this meet.

f. Commander, 762nd Aircraft Control and Warning Squadron, will

- (1) Scramble "ABLAZE" and "MAIL BAG" team aircraft for participation in the meet, upon instructions relayed through the 773rd Aircraft Control and Warning Squadron.
- (2) Remain current on the weather conditions at Otis Air Force Base and at alternate recovery bases.
- (3) Perform other functions to insure the success of the meet, as requested by the Rules-Arbitration-Evaluation Committee.

4. GENERAL INSTRUCTIONS:

a. All queries by participating units pertaining to facilities, equipment, and support requirements for the meet will be directed to Chairman, Plans-Coordinating Committee, 4707th Air Defense Wing, Otis Air Force Base, Massachusetts.

b. The Rules-Arbitration-Evaluation Committee will be composed of the two (2) non-participating members appointed by each group and the chairman appointed by this headquarters.

c. The Rules-Arbitration-Evaluation Committee will supervise the conduct of the meet and will be governed by the rules of conduct as outlined in this operations order and annexes. The committee will assess and evaluate the results of the meet and will select the winning team. In the event of a deadlocked decision, the team captains will be scheduled for one (1) or more sorties until the winner is decided.

d. Rocket operations center for the meet will be located in Building No. _____, Suffolk County Air Force Base.

(1) Rocket operations will be staffed by the following personnel:

- (a) Two (2) fighter coordinating officers (FCO and assistant of rocket operations).
- (b) Two (2) non-commissioned officers for assisting in rocket operations.

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4707th Air Defense Wing Operations Order 4-11, 10 April 1956

- c. Each team commander will:
 - (1) Provide names and file numbers of members of the team to the Operations-Planning and Control Committee.
- d. Each team captain will:
 - (1) Insure that his team is familiar with and capable of all policies, procedures, practices, and other pertinent to the job.
 - (2) Insure his team adheres to the mission assigned.
 - (3) Insure that air crew members appropriate personal equipment, including life vests and dingies.
 - (4) Insure that air crew members adhere to the "check-out".
 - (5) Refer all protests and requests for rule changes or interpretations, by electrical means, to the Liaison-Inspection-Valuation Committee within three hours after completion of the course and follow-up in writing within eight hours.
- e. Briefing of personnel must precede the start of the scheduled by the Chairman of the Plans-Coordination Committee.
- f. Aircraft selected for each team will be of the same type.
 - 1. The team captain, a regular member, will be a wing commander, with the exception of the team from the 98th Fighter Interceptor Squadron, which will be captained by Lt Colonel Delapp.
 - 2. Of the eight aircraft initially selected by each team, a maximum of six must be declared for use during any day's flying. These six must be declared to the rocket operations center prior to 0705 each day of teams scheduled.

5. ADMINISTRATIVE AND LOGS AND REPORTS:

- a. Administrative:

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4707th Air Defense Wing Operations Order 4-56, 13 April 1956

- (1) All participating units will advise the Chairman of the Plans- Coordinating Committee as soon as possible of the number of officers and airmen who will proceed to the Suffolk County Air Force Base for duty during the meet. The Plans- Coordinating Committee will forward this information to the Commander, 32nd Fighter Group (AD), immediately.
- (2) T-33 aircraft and crews provided by participating units will be subject to the control of the Rules-Arbitration-Evaluation Committee through the officer in charge of tow and target operations.
- (3) Personnel participating in the meet at locations away from their home stations will be placed on temporary duty orders by each organization, utilizing local M & V funds as available. Unit commanders will insure that personnel deployed for participation in the meet will possess appropriate orders and adequate funds.

c. Logistical:

- (1) The Commander, 4707th Air Defense Wing, through the Plans- Coordinating Committee, will insure the maximum logistical support possible by all available agencies for the duration of this meet.

6. COMMAND AND SIGNAL MATTERS:

a. Command: Normal.

b. Communications:

- (1) UHF frequencies for the conduct of the meet are as follows:
 - (a) Channel 11 - meet primary 229.0 mcs.
 - (b) Channel 12 - meet secondary 316.2 mcs.
- (2) Tow, judge, and chase aircraft will be channelized as specified in (1) above.

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- (3) (a) The F-86D team call sign will be "STIRFANER."
 - (b) The F-94C team call sign will be "MAIL BAG."
 - (c) The F-99F team call sign will be "AFFAZZ."
 - (d) The call sign of T-33 judge aircraft will be "ARBITRATE."
 - (e) The call sign of T-33 tow aircraft will be "DIAGNOSIS."
 - (f) The call sign of AOCW directors will be "POWDER."
- (4) All times will be Eastern Standard Time unless required otherwise by existing directives.

OFFICIAL:

HILMER G. NELSON
Colonel, USAF
Commander

Robert W. Holmes
ROBERT W. HOLMES
Colonel, USAF
Director of Operations

ANNEX A Composition & Duties of
R-A-E Committee

ANNEX B Rules & Regulations

Appendix I Targets

Appendix II Scoring

Appendix III Airborne Judge

Appendix IV Rockets

Appendix V Control

DISTRIBUTION:

4707th ADW - 2

33rd Ftr Gp - 4

58th Ftr-Intcp Sq - 4

60th Ftr-Intcp Sq - 4

52nd Ftr Gp - 6

2nd Ftr-Intcp Sq - 4

5th Ftr-Intcp Sq - 4

337th Ftr-Intcp Sq - 1

324th Ftr-Intcp Sq - 1

762nd AOCW Sq - 1

973rd AOCW Sq - 1

EA R-A-E Com Dir - 1

EA Judge - 1

26th Air Div - 1

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HQ 4707th Air Def Wg
10 April 1956

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ANNEX A

10

4707th Air Defense Wing

OPERATIONS ORDER 4-95

COMPOSITION AND DUTIES OF THE RULES-ARBITRATION-EVALUATION COMMITTEE

1. The Rules-Arbitration-Evaluation Committee will be composed of the following:
 - a. Colonel Robert W. Holmes, 4707th Air Defense Wing, Chairman
 - b. Lt. Colonel, 33rd Fighter Group, Member - 2
 - c. Major, 52nd Fighter Group, Member - 2
2. The Chairman of the R-A-E Committee will convene the committee at his discretion and will:
 - a. Insure that the committee members are familiar with all directives pertaining to the conduct of the meet.
 - b. Delegate committee members to be present at Otis Air Force Base and Suffolk County Air Force Base during the conduct of the meet.
 - c. Organize and staff an Operations Center for controlling the meet at a location designated by the Plans-Coordinating Committee.
 - d. Insure that all meet sorties are supervised and controlled at the Operations Center and that necessary data is recorded.
 - e. Insure that all exposed film related to disputed or protested sorties is assessed and evaluated, all sorties scored, and appropriate records maintained.
 - f. Direct and schedule Airborne Judges, Control Judges, and Armament Judges for duties during the meet.
 - g. Insure that all participants adhere to the rules of the meet.
 - h. Reconcile any controversy pertaining to the conduct of the meet.
 - i. Make up Honorary schedule for the meet.
 - j. Upon completion of the meet, the R-A-E Committee will identify on the basis of record scores, the team with the highest point score, the individual aircrew with the highest point score, and provide this information to the Commander, 4707th Air Defense Wing.

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ANNEX B

TO

470TH AIR DEFENSE WING

OPERATIONS ORDER 4-56

Rules and Regulations

1. The Rocket Meet will consist of a total of seventy-two (72) air-to-air live rocket firing sorties. Sorties will be flown against a 6 x 30 banner target towed by a F-33 aircraft at 20,000 feet at 200 knots indicated airspeed.
2. Tow aircraft will be equipped with tow equipment capable of accommodating a minimum of 4,000 feet of cable and the 6 x 30 banner target.
3. Twenty-four (24) M-2 rockets will be loaded and automatic firing will be accomplished in one firing pass. A maximum of three (3) potential firing passes will be allowed. The number of potential firing runs will be verified by airborne judges and control judges. Manual-automatic selector switches will be safety wired in the "automatic" position.
4. A minimum of 280 knots indicated will be observed on all firing passes.
5. Only two (2) firing aircraft will be permitted in the firing pattern simultaneously. Separation will be maintained by the direction center controllers.
6. Firing runs will be completed between 60° and 120° angle off target.
7. Chase aircraft will accompany all F-86D competition aircraft. Chase pilots or radar observers, as appropriate, will call "Tallyho" when they visually sight the tow aircraft, call "Clear" or "Break" (plus the proper direction after the firing crew calls "20 seconds to go"). They will break off the pass if the heading is not within 60 or 120 degrees of the target heading.
8. The commander of the tow aircraft, the chase aircraft, the airborne judge, the control judge, or the radar observer, may call off a run at any time.
9. F-86D team will operate from Suffolk County Air Force Base. F-86D and F-89D teams will operate from Otis Air Force Base.
10. Team aircraft will be parked in an area separate from all other unit aircraft. Complete lists of name, rank, serial number, and team duty of team members will be furnished for each team to the R-A-E committee prior to 1700 hours 15 April. No personnel other than those listed will perform any functions on team aircraft or components other than the delivery of fuel and Rockets to the team during the duration of the meet. Team members will be readily identifiable by identification badges or name tags.

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11. The tow intercept and computing time sequence will be under radar control at all times. Unless directed, a judge on the ground will check the target for validity. If the target is rejected, the mission will be rescheduled. If the target is accepted, the team controller will direct the computing aircraft to a position for initiating the first potential firing run.

12. In the event of DDE failure, all activities not completed will be rescheduled.

13. Any aircraft will be considered for a sortie when they become airborne. The aircraft will not take the primary aircraft's priority to becoming airborne. In the event of interception or a mission abort, the aircraft will be lost. In the event of an aircraft abort or airborne judge abort, the mission will be rescheduled.

14. Sortie descriptors and flight scenarios will be carried and used in all sorties.

15. Alternate aircraft for the first sortie:

a. The participating aircraft are to become airborne. The primary aircraft or alternate must be airborne within ten (10) minutes of the scheduled airborne.

b. Authorized absence of aircraft due to sickness.

16. Primary team members may not be used as alternates.

17. Any time a target is reported by the airborne judge or is lost for any reason after passed commence and prior to resulting on hits by the judge, all incomplete sorties will be rescheduled.

18. Weather minimum on the range will be VFR with two thousand (2,000) feet vertical separation beneath any cloud layer.

19. The intercept pilot may cancel a mission after becoming airborne and prior to start of firing pass due to adverse weather conditions. To be a valid cancellation the tow pilot and airborne judge must confirm weather conditions. After pilot has completed turn onto firing run he may not cancel. Sorties legally cancelled as a result of adverse weather conditions will be rescheduled.

20. Intercept crew will:

a. In addition to all normal voice communications, the tow pilot will transmit "twenty (20) seconds to go" upon entering cloud. The tow pilot will also transmit "port or starboard" and "no firing information" (Example: "Intercepting heading port, did not fire").

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b. Insure all safety precautions are taken to prevent accidental firing of rockets, and that all necessary arming safety checks are performed prior to departing the range.

21. Team captains will insure that participants adhere strictly to all required regulations and currently effective SOP's relative to Arment Safety and Rocket Firing. Range procedures will be as specified in 52nd Fighter Group SOP Number 60-14, dated 15 March 1956.

22. Chase pilots will operate in accordance with 52nd Fighter Group SOP Number 60-14, dated 15 March 1956.

23. The airborne judge may disqualify any crew who fails to take advice in regard to breaking off the target. If this becomes necessary, the sortie will be scored a zero (0).

24. No hooded flight will be conducted during any portion of the event.

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Appendix I

NUMBER

TO

MOBILE AIR DEFENSE WING

OPERATIONS ORDER 4-56

Targets

1. Targets will be 6 x 30 banner type, marquisette, fully radar reflecting, on a minimum of 4,000 feet of cable.
2. Tow and target operations will be conducted in accordance with appropriate portions of 52nd Fighter Group SOP 60-11, dated 15 March 1956.
3. Target flight pattern will be as specified in 52nd Fighter Group SOP 60-11, dated 15 March 1956.

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Appendix II

ANNEX B

TO

470TH AIR DEFENSE WING

OPERATIONS ORDER 4-56

Scoring

1. Scoring will be based on actual hits only.
2. Points will be awarded as follows:
 - a. Hit or hits on first run - 1000 points
 - b. Hit or hits on second run - 800 points
 - c. Hit or hits on third run - 600 points
3. The team score for any event will be the total of the team aircrew points for that event.
4. After each firing pass the airborne judge will check the target for hits and target suitability. Scoring will be accomplished during this check.
5. If the target is lost at the time it is fired upon, the airborne judge will score a hit, awarding points in accordance with paragraph 2.

- a. Airborne logs will be submitted to the Chairman of the H&E Committee.
- b. Airborne logs will:
 - a. Visually check each shot for validity prior to each firing. If target is rejected, it will be re-scheduled.
 - b. Break off engagement at any time to ensure it necessary in the interest of flight safety.
 - c. Complete the Airborne Log Record Card on each mission and submit to the Rocket Operations Office by a set of operations teams at the end of each day of firings.
 - d. Check target after each firing on a, and at any time upon request of the interceptor pilot for hits and to determine if a hit is on target. Record hits and needed information on the proper forms. If it is determined the intercept has made a pass on a faulty target all successful sorties will be re-scheduled.
 - e. Comply with any additional instructions from the H&E committee.

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ADJUTANT GENERAL
HEADQUARTERS
- MANEUVER DIVISION
OPERATIONS ORDER 4-66

Control

1. Target and interceptor aircraft will be under GCI control at all times.
2. The alternate team controller will be utilized only in the event of illness on the part of a regular member.
3. Each fighter sortie will be evaluated by the AGCW control. All sorties declared valid by the rules of this plan or by rulings of the Rules-Arbitration-Evaluation Committee will be entered for record on control log forms by the judges. Forms will be forwarded to the rocket operations center by the most expeditious means.
4. The GCI controller will state, prior to turning interceptor on, "This will be your attack vector." Judges will change all passes as the interceptor turns to attack vector.
5. Judges will monitor all sorties, evaluate control procedures, and enter in the "Remarks" section of log forms any information considered pertinent for use by the Rules-Arbitration-Evaluation Committee.

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470TH AIR DEFENSE WING

ROCKET M.

S-C-H-E-D-U-L-E

	Msr. Bsg	Tow Off	Target Pick Up	Team Off	Chase Off	Target Off	Target On Range	Target Off Range	Team On Range	Team Off Range	Target On Ground	Team On Ground	Judge On Ground	Chase On Ground
Mail Bag 1 & 2	A	T-1 0800	0825	0825		J-1 0825	0830	0910	0830	0910	0940	0940		
Streamers 1 & 2	B	T-2 0840	0855	0855	T-1 & 2 0855		0910	0950	0910	0950	1020	1020	J-1 1020	
Ablaze 1 & 2	C	T-3 0910	0925	0925		J-2 0925	0950	1020	0950	1030	1100	1100		
Streamers 3 & 4	D	T-4 1000	1015	1015			1030	1110	1030	1110	1140	1140	J-1 1140	
Ablaze 3 & 4	E	T-1 1040	1055	1055	T-3 & 4 1055	J-3 1055	1110	1150	1110	1150	1220	1220		1220
Mail Bag 3 & 4	F	T-2 1120	1135	1135			1150	1230	1150	1230	1300	1300	J-3 1300	
Streamers 5 & 6	G	T-3 1200	1215	1215		J-1 1215	1220	1310	1220	1310	1340	1340		
Ablaze 5 & 6	H	T-4 1240	1255	1255	T-1 & 2 1255		1310	1350	1310	1350	1420	1420	J-1 1420	1420
Mail Bag 5 & 6	I	T-1 1320	1335	1335		J-2 1335	1350	1430	1350	1430	1500	1500		
Streamers 7 & 8	J	T-2 1400	1415	1415			1430	1510	1430	1510	1540	1540	J-3 1540	
Ablaze 7 & 8	K	T-3 1440	1455	1455	T-3 & 4 1455	J-3 1455	1510	1550	1510	1550	1610	1610		1610
Mail Bag 7 & 8	L	T-4 1520	1535	1535			1550	1630	1550	1630	1700	1700	J-3 1700	

Inter-Interceptor Squadron - Mail Bag
 Inter-Interceptor Squadron - Ablaze
 Composite Team - Streamer

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OPERATIONS ORDER)
NUMBER 5-56)

HEADQUARTERS 4707TH AIR DEFENSE WING
OTIS AIR FORCE BASE, MASSACHUSETTS
29 May 1956

CHART AND MAP REFERENCES: As required.

TASK ORGANIZATIONS:

52nd Fighter Group (AD) Colonel J. H. Hancock
33rd Fighter Group (AD) Colonel F. G. Hook, Jr.
324th Fighter-Interceptor Squadron Lt Colonel L. F. Koehler
773rd Aircraft Control & Warning Squadron Major C. A. Kurpiewski

1. GENERAL SITUATION: The 4707th Air Defense Wing will provide a rocketry team for the 26th Air Division air-to-air rocket meet, to be held at Suffolk County Air Force Base, beginning 11 June 1956.

2. MISSION: To participate in the 26th Air Division rocket meet. Participation will be conducted in accordance with procedures outlined in 26th Air Division Operations Order 9-56, dated 10 May 1956, as supplemented herein.

3. TASKS FOR SUBORDINATE UNITS:

- a. Commander, 52nd Fighter Group (AD), will
- (1) Arrange for utilization of appropriate air space to be utilized during the meet.
 - (2) Accomplish and provide the services as indicated in Paragraph 3a(8), (9), (10), (14), and (17) of 26th Air Division Operations Order 9-56.
 - (3) Provide all ground handling equipment not peculiar to F-94C and F-89D aircraft.
 - (4) Provide three T-33 aircraft with well-qualified pilots to serve as tow, to be in place not later than 1200 hours, 8 June 1956.
 - (5) Provide and man a mobile control unit, as required.
 - (6) Provide two qualified operations non-commissioned officers to assist the operations staff.
 - (7) Make available the services of one stenographer to assist the Rules-Arbitration Committee and operations staff in preparing correspondence.

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- (8) Provide a weather check prior to the first scheduled mission each day, or as required.

b. Commander, 33rd Fighter Group (AD), will

- (1) Provide a Wing rocketry team, as specified in Paragraph 3c(2), (3), (4), (5), (6), and (7) of 26th Air Division Operations Order 9-56.
- (2) Provide and install Yuma hoods for aircraft participating in the meet.
- (3) Provide four F-94C aircraft with pilots who have qualified at a weapons training course to act as chase judges for the 4709th Air Defense Wing team.
- (4) Provide two T-33 aircraft with qualified pilots to fly airborne judges.
- (5) Provide one major, Moody-qualified, to act as operations judge.
- (6) Provide one officer, captain or first lieutenant, to act as armament judge.
- (7) Provide all ground handling and support equipment peculiar to the F-94C and F-89D aircraft being deployed to Suffolk County Air Force Base.
- (8) Provide necessary airlift for personnel and equipment required to support the 4707th Air Defense Wing rocketry team and other deployed aircraft.
- (9) Provide ground crews for all deployed aircraft.
- (10) Insure that an adequate supply of spare parts is available to support team and deployed aircraft.
- (11) Provide sufficient scope recorders and under-wing cameras for all team aircraft.

c. Commander, 324th Fighter-Interceptor Squadron, will

- (1) Provide one T-33 aircraft with well-qualified pilot to serve as tow, to be in place not later than 1200 hours, 8 June 1956.
- (2) Provide one first lieutenant to serve as armament safety officer.

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29 May 1956

d. Commander, 773rd Aircraft Control and Warning Squadron, will

(1) Accomplish and provide the services as indicated in Paragraph 3a(11), (12), (13) of 26th Air Division Operations Order 9-56.

e. Team captains will be responsible for compliance with Paragraphs 3x(4) through (13) of 26th Air Division Operations Order 9-56.

OFFICIAL:

HILMER C. NELSON
Colonel, USAF
Commander

Robert W. Holmes

ROBERT W. HOLMES
Colonel, USAF
Director of Operations

DISTRIBUTION:

33rd Ftr Group - 6
52nd Ftr Group - 6
324th FIS - 2
773rd AC&W Sq - 2
26th Air Div - 1

4707th Air Def Wg
Operations Order 5-56
29 May 56

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OPERATIONS PLAN)
SERIAL NR 1-56)

HEADQUARTERS 4707TH AIR DEFENSE WING
Otis Air Force Base, Massachusetts
7 March 1956

CHART AND MAP REFERENCES: As required.

TASK ORGANIZATIONS:

551st Airborne Early Warning and Control Wing . . Colonel A. A. McCartan
33rd Fighter Group (AD) Colonel F. G. Hook, Jr.
762d Aircraft Control and Warning Squadron . . . Major R. A. Kallman

1. General Situation. In a series of meetings between Operations personnel of the 551st Airborne Early Warning and Control Wing, the 33rd Fighter Group (AD), and this headquarters, it was agreed to begin airborne control training of AEW&C and fighter-interceptor crews on a test basis. This plan establishes the third test exercise for joint training with airborne control stations of the 551st AEW&C Wing and is effective from 1 March 1956 through 15 March 1956.

2. Mission.

- a. To provide airborne control training for EC-121 air crews.
- b. To provide realistic target training for fighter-interceptor air crews.
- c. To test and evaluate procedures and tactics peculiar to the airborne control concept.

3. Tasks for Participating Units.

- a. Commander, 551st AEW&C Wing, will
 - (1) Provide an EC-121 target aircraft to shuttle on a direct course between the Nantucket radio range and the Concord (New Hampshire) radio range.
 - (2) Provide an airborne control station stabilized at 41° 38' North, 69° 00' West.
- b. Commander, 33rd Fighter Group (AD), will
 - (1) Provide a maximum of eight fighter-interceptor aircraft during each normal training day to operate under the control of the airborne control station.

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- (2) Maintain liaison with the 551st AEW&C Wing and the 762d AC&W Squadron to insure efficient accomplishment of the assigned mission.

c. Commander, 762d AC&W Squadron, will

- (1) Co-ordinate with the unit providing fighter-interceptor aircraft and the airborne control station to insure maximum utilization of fighter-interceptor aircraft and target aircraft.
- (2) Pass control of a maximum of four fighter-interceptor aircraft during normal morning training periods and a maximum of four fighter-interceptor aircraft during normal afternoon training periods.
- (3) Assume control of fighter-interceptor aircraft and EC-121 target aircraft for ground control intercepts in the event the airborne station loses control capability.

4. General Instructions:

a. EC-121 target aircraft will be on track from 1030 to 1600 hours, Eastern Standard Time, Monday through Friday. Cruising altitude will be 20,000 feet. Airspeed will be approximately 170 knots.

b. Whenever practicable, target aircraft and fighter-interceptor aircraft which revert to GCI control will descend to altitudes below 5,000 feet (absolute) for accomplishment of low altitude intercept training. (Reference Paragraph 5a, Attachment II, ADCR 51-3.)

c. Training intercepts conducted against EC-121 aircraft will be in accordance with ADCR 51-4 as amended with the following exception: Alert-ready pilots of this Wing may enter Phase III attacks against EC-121 aircraft, providing that they meet all other requirements except annual rocketry at Yuma or Moody Air Force Bases and further providing such attacks are accomplished only during day VFR conditions. (Reference message, Headquarters 8th Air Division, 8DOTN 3878, dated 2 December 1955.)

d. Intercepts completed in accordance with ADCR 51-3 may be credited toward yearly requirements.

e. All intercepts will be daylight VFR or 1,000 feet on top.

5. Administrative and Logistical Matters.

a. Administrative: The Commander, 33rd Fighter Group (AD), will submit a brief narrative of operations accomplished to this headquarters not later than 28 March 1956.

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b. Logistical: Normal.

6. Command and Signal Matters.

a. Command: Normal.

b. Signal:

(1) Call signs:

- (a) 33rd Fighter Group (AD) - "Theology"
- (b) 60th Fighter-Interceptor Squadron - "Mailbag"
- (c) 762d AC&W Squadron - "No Trump"
- (d) Airborne control station - "Senior Able"

(2) Frequencies: Initial contact with "Man" will be on Channel 10, 364.2 mcs. "Man" will pass fighters to "Senior Able" on the following frequency:

- (a) 60th Fighter-Interceptor Squadron - 293.8 mcs.

OFFICIAL:

Robert W. Holmes

ROBERT W. HOLMES
Colonel, USAF
Director of Operations

HELMER C. NELSON
Colonel, USAF
Commander

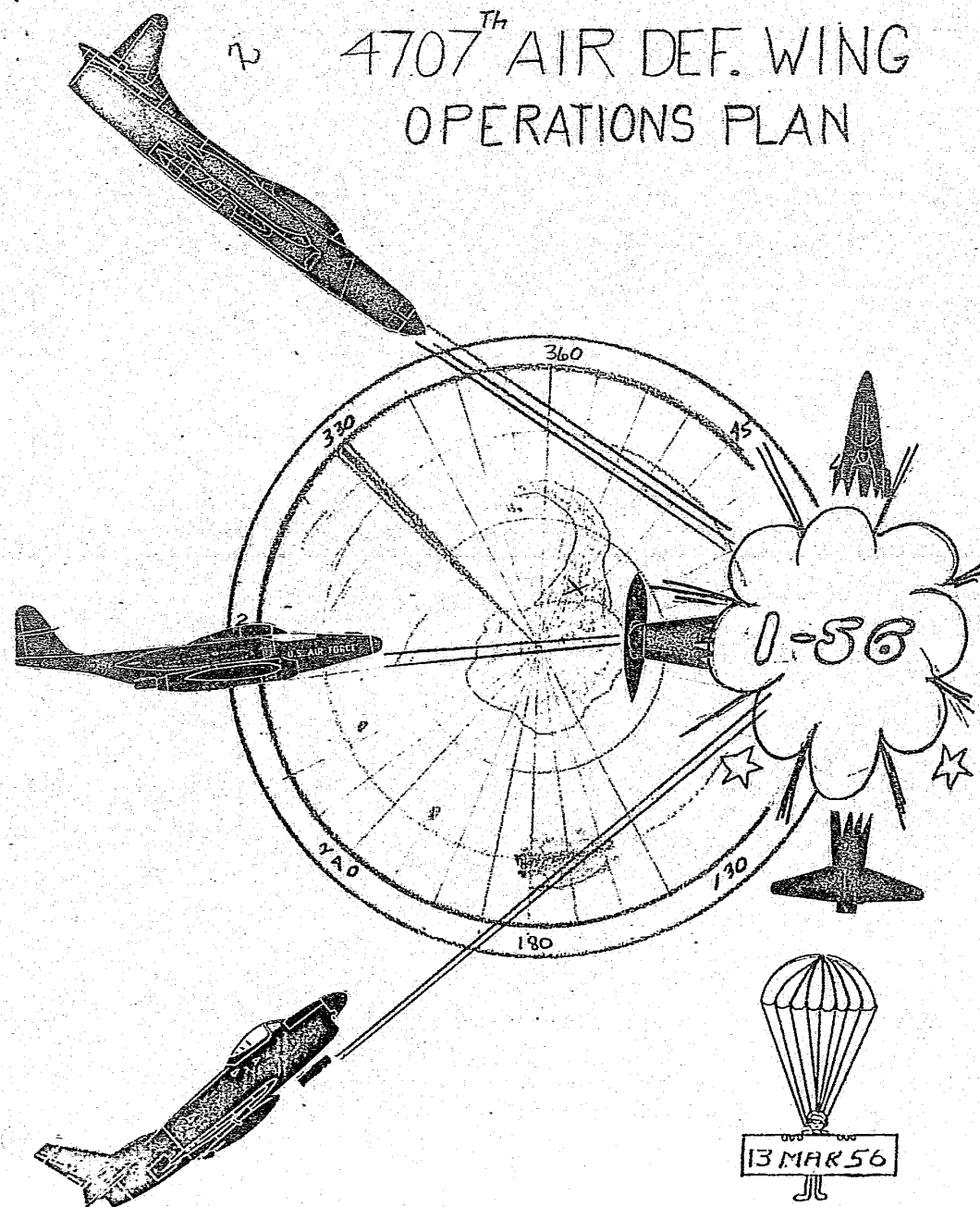
DISTRIBUTION:

26th Air Division (3 cys)
551st AEW&C Wing (6 cys)
33rd Ftr Group (AD) (6 cys)
762d AC&W Squadron (2 cys)

OPLAN 1-56
1 Mar 56
Hq 4707th Air Def Wg

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OPERATIONS PLAN)
 :
 SERIAL NR 1-56)

Headquarters 4707th Air Defense Wing
 Otis Air Force Base, Massachusetts
 13 March 1956

CHART AND MAP REFERENCES: As required.

TASK ORGANIZATIONS:

4707th Air Defense Wing	Colonel H. C. Nelson
33rd Fighter Group (AD)	Colonel F. G. Hook, Jr.
58th Fighter-Interceptor Squadron	Lt Colonel J. R. DeLapp
60th Fighter-Interceptor Squadron	Major D. James, Jr.
52nd Fighter Group (AD)	Colonel J. H. Hancock
2nd Fighter-Interceptor Squadron	Lt Colonel F. A. Richardson
5th Fighter-Interceptor Squadron	Lt Colonel T. E. Markham
49th Fighter-Interceptor Squadron	Lt Colonel R. H. D'Amico
337th Fighter-Interceptor Squadron	Lt Colonel R. E. Bruce
762d Aircraft Control & Warning Squadron	Major R. A. Kallman
773d Aircraft Control & Warning Squadron	Major C. A. Kurpiewski

1. General Situation. Units of the 4707th Air Defense Wing will participate in a rocket training program. The aim of the program is to allow each fighter-interceptor squadron to fire air-to-air rocketry on a monthly basis and to allow each fighter-interceptor pilot to fire his yearly allotment of practice rockets.

2. Mission.

a. To insure the combat effectiveness of all units assigned to the 4707th Air Defense Wing.

b. To test and evaluate local rocket firing procedures and tow equipment.

3. Tasks for Participating Units.

a. Commander, 4707th Air Defense Wing, will

(1) Arrange for the utilization of appropriate air-to-air rocketry ranges.

(2) Publish operations orders, to include the 33rd Fighter Group (AD) and the squadrons not assigned to groups.

b. Commander, 33rd Fighter Group (AD), will

(1) Publish schedules, to include all units under the scheduling control of the 33rd Fighter Group (AD).

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 13 Mar 56
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- (2) Establish and man a rocketry operations center.
- (3) Provide targets and tow equipment compatible for use with assigned aircraft and suitable for air-to-air rocketry.
- (4) Publish a rocketry Standard Operating Procedure in accordance with existing directives, to include operation of F-86D aircraft from Otis Air Force Base.
- (5) Schedule the range, when available, for a minimum of ten days per month, to include the 49th and 337th Fighter-Interceptor Squadrons.
- (6) Provide logistical support as needed for deployed F-86D units, as outlined in Annex "A."
- (7) Provide for the processing of film.
- (8) Dispatch a weather reconnaissance flight as needed, prior to the first mission of the day, to observe and report weather at the rocket range and along the route to and from the range.
- (9) Provide, within his capacity, maintenance facilities and field maintenance support for deployed units.
- (10) Insure that all crews of assigned squadrons have been properly briefed prior to their initial flights.
- (11) Provide parking area and servicing facilities as needed for a maximum of eight F-86D and two T-33 aircraft staging from Otis Air Force Base.
- (12) Establish and maintain schedules on the range for all interceptor and tow aircraft.
- (13) Maintain a "met" watch during the period of scheduled firing.
- (14) Insure that all scheduled squadrons receive maximum support when participating in a local rocketry training program.
- (15) Establish such projects in support of the rocketry program as directed by this headquarters.

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Hq 4707th Air Def Wg

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c. Commander, 52nd Fighter Group (AD), will

- (1) Publish operations orders and schedules, to include all units operating on the ranges under the scheduling control of the 52nd Fighter Group (AD).
- (2) Establish and man a rocketry operations center.
- (3) Provide targets and tow equipment compatible for use with assigned aircraft and suitable for air-to-air rocketry.
- (4) Publish a rocketry Standard Operating Procedure in accordance with existing directives.
- (5) Schedule the range on a basis to provide adequate training, as outlined in pertinent directives.
- (6) Provide for the processing of film.
- (7) Dispatch a weather reconnaissance flight as needed prior to the first mission of the day to observe and report weather at the rocketry range and along the route to and from the range.
- (8) Insure that all crews of assigned squadrons have been properly briefed prior to their initial flights.
- (9) Establish and maintain schedules on the range for fighter-interceptor and tow aircraft.
- (10) Maintain a "met" watch during periods of scheduled firing.
- (11) Establish such projects in support of the rocketry program as directed by this headquarters.
- (12) Insure that the squadrons receive maximum support when participating in a local rocketry training program.

d. Commander, 49th Fighter-Interceptor Squadron, will

- (1) Stage aircraft from L. G. Hanscom Field as scheduled by the Commander, 33rd Fighter Group (AD).
- (2) Provide the Commander, 33rd Fighter Group (AD), with a certificate of crew proficiency for each crew scheduled to fire (see Annex "B").
- (3) Insure that all crews have been properly briefed prior to their initial flights.

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e. Commander, 33rd Fighter-Interceptor Squadron, will

- (1) Stage aircraft from Westover Air Force Base as scheduled by the Commander, 33rd Fighter Group (AD).
- (2) Provide the Commander, 33rd Fighter Group (AD), with a certificate of crew proficiency for each crew scheduled to fire (see Annex "B").
- (3) Provide a properly equipped T-33 aircraft with qualified crew to the officer in charge of the rocketry operations center for use as a tow ship.
- (4) Insure that all crews have been properly briefed prior to their initial flights.

f. Commander, 762d Aircraft Control and Warning Squadron, will

- (1) Scramble and recover participating aircraft when possible, in accordance with the current SARPS.
- (2) Maintain separation between tow and/or firing aircraft when en route to the range.
- (3) Maintain close control throughout the firing pattern.
- (4) Suspend firing whenever uncontrolled tracks enter an area of danger.
- (5) Notify the ADCC whenever firing is to be conducted.
- (6) Insure that directors are thoroughly familiar with ADCC Air/Sea Rescue Standard Operating Procedures and procedures for alerting Air/Sea Rescue.
- (7) Notify the ADCC Air/Sea Rescue liaison officer whenever aircraft are under the primary control of the 762d Aircraft Control and Warning Squadron.
- (8) Insure that interceptors and tows are within safe range limits and proper tracks prior to firing.
- (9) Remain current on weather conditions at recovery base and alternates.
- (10) Monitor UHF frequencies designated for rocketry operations and provide a director to control aircraft.

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g. Commander, 773d Aircraft Control and Warning Squadron, will

- (1) Scramble and recover participating aircraft when possible, in accordance with the current SARPS.
- (2) Maintain separation between tow and/or firing aircraft when en route to the range.
- (3) Maintain close control throughout the firing pattern.
- (4) Suspend firing whenever uncontrolled tracks enter an area of danger.
- (5) Notify the ADCC whenever firing is to be conducted.
- (6) Insure that directors are thoroughly familiar with ADCC Air/Sea Rescue Standard Operating Procedures and procedures for alerting Air/Sea Rescue.
- (7) Notify the ADCC Air/Sea Rescue liaison officer whenever aircraft are under the primary control of the 773d Aircraft Control and Warning Squadron.
- (8) Insure that interceptors and tows are within safe range limits and proper tracks prior to firing.
- (9) Remain current on weather conditions at recovery base and alternates.
- (10) Monitor UHF frequencies designated for rocketry operation and provide a director to control aircraft.

4. General Instructions.

a. Air crews will not fire at aerial targets until they have demonstrated proficiency in Phase 2 training (target separation). Crews who have not previously fired at an aerial target will be required to complete four successful non-firing passes. Crews who have previously fired aerial rocketry will fly at least one familiarization sortie prior to firing. Scope camera film will be assessed by the squadron commander or his designated representative.

b. Except for Wing gunnery meets, only one off-base squadron at a time will be deployed to Otis Air Force Base. This will allow one off-base squadron and one on-base squadron to alternate on the range and provide maximum utilization of scheduled tows.

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c. Scramble and recovery of participating aircraft will be in accordance with 26th Air Division SARPS.

d. Procedures for control of participating aircraft during all phases of operation will be in accordance with the ADC tactical doctrine where practicable.

e. Scope and wing stereo cameras will be used on all firing missions.

f. Scope cameras will be used on all non-firing missions.

5. Administrative and Logistical Matters.

a. Administrative:

(1) Personnel deployed to Otis Air Force Base will possess individual unit security identification badges.

(2) Personnel deployed to Otis Air Force Base will possess appropriate orders and adequate funds.

b. Logistical:

(1) See Annex "A."

(2) Except for those items listed in Annex "A", detachments deployed to Otis will have necessary spare parts and test equipment to support unit aircraft.

(3) Deployed aircraft will arrive Otis Air Force Base with a full load of practice rockets.

(4) The commanders of fighter-interceptor squadrons firing under the control of the 33rd Fighter Group (AD), will consign sufficient practice rockets to insure that an adequate supply will be available for aircraft deployed to Otis Air Force Base.

6. Command and Signal Matters.

a. Command: Normal.

b. Communications:

(1) Under the control of "No Trump":

(a) Primary: 298.9 mcs.

(b) Secondary: 316.2 mcs.

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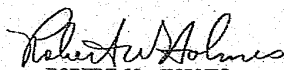
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- (2) Under the control of "Wild Bill":
 - (a) Primary: 315.9 mcs.
- (3) Call signs of participating crews will be those normally assigned.
- (4) Call signs of AC&W squadrons will be those normally assigned.

OFFICIAL:

HILMER C. NELSON
Colonel, USAF
Commander


ROBERT W. HOLMES
Colonel, USAF
Director of Operations

DISTRIBUTION:

26th Air Div	- 3 cys
4707th Air Def Wg	- 15 cys
33rd Ftr Gp	- 4 cys
52nd Ftr Gp	- 4 cys
2nd FIS	- 4 cys
5th FIS	- 4 cys
58th FIS	- 4 cys
60th FIS	- 4 cys
49th FIS	- 4 cys
337th FIS	- 4 cys
762d AC&W Sq	- 3 cys
773rd AC&W Sq	- 3 cys

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ANNEX A

TO

4707TH AIR DEFENSE WING

OPERATIONS PLAN 1-56

Logistical support provided to deployed squadrons by the Commander, 33rd Fighter Group (AD).

A. Housing, messing, and transportation facilities for officer and enlisted personnel deployed to Otis Air Force Base.

B. 4 each Generator Sets C-22 Type

C. 1 each Hydraulic Test Stand

D. 1 each High Press Air Compressor

E. 1 each 5-ton Wheel Jack

F. 3 each 10-ton Tripod Jacks

G. 1 each Heater Ground F-4 (Temp Loan)

H. 1 each Hydraulic Servicing Unit

I. 20 each Chocks

J. 1 each Mock-up (With Components for "E" System)

K. 1 each Rocket Trailer, M-5

L. 1 each Weapons Carrier

M. Suitable shelter adjacent to the parking area for detachment operations, personal equipment storage, tool and spare parts storage, and on-the-line maintenance.

N. Storage of 2.75 FFAR practice rockets.

ANNEX B

TO

4707TH AIR DEFENSE WING

OPERATIONS PLAN 1-56

CERTIFICATE OF CREW PROFICIENCY

I certify that _____ has
Pilot's Name

demonstrated proficiency in Phase II training (Target Separation) and is
qualified to fire rockets at a tower target.

Commander

4707th Air Dev. Wing.
SAFETY BULLETIN



**WING
WASH**

0952

This will be the first issue of "WING WASH", published as often as necessary to get flying safety, accidents, incidents, and other information of the likes out to the units of this Wing. I'd like to present the information as painlessly as possible, so any suggestions or additions from down below would be greatly appreciated.

A recent accident in the Wing cost us a life and an aircraft. Perhaps both could have been saved if the whole operation had been carried out in a little different manner. I say "perhaps" because no concrete findings or recommendations could be made on the available information.

It all started on a very black night with a very new pilot. The pilot was briefed without the aid of a prepared briefing guide for his second night ride - not necessarily a contribution to the accident, but definitely contrary to all existing policies. He was launched into the black on a practice scramble, which most surely produced a psychological hazard. Again, this may not have contributed, but is hardly commensurate with the pre-planned mission guides.

Everything went according to Hoyle until the training pilot, followed closely by the check pilot, called, "Out of burner, Channel 10." From here on, things went very badly, so badly that the next known fact was that the pilot had crashed in the water and was killed.

There is one thing known for sure, and that is this: it was one black night over the drink with no visual references. From this and the fact that a channel change was being made, we can reconstruct one possibility. Without visual reference, the pilot lowered his head to return the hidden ARC-27 and, in the process, became disorientated. Low experience, low altitude, and the possibility of slow transition to instruments may have been the cause.

Based on the accident brief, it can be recommended that all pilots be rebriefed on the importance of Transition to the Gauges whenever Visual Conditions are Doubtful. All pilots practice radio channelization by counting clicks of the tuning selector, and, if practicable, delay channel changes until an altitude is reached which would preclude the recurrence of this type of accident. In the same line, remaining on a common frequency after take-off until safe altitude is reached will insure that the tower, mobile, and chase will be on a common frequency in the event that unfavorable conditions do arise, and assistance is required.

Let's give the younger sports a break. We'll need them later when it's time for us old horn jumpers to go to pasture.

Don't go away yet - we have more. This is the story of a very short flight of an F-86D pilot - recheck, to boot. The aforementioned doggie driver suited up for a one-hour local recheck and got a surprise! Take-off and climb in A/B to 40,000 feet was normal, but from then on - stark terror! To set the whole sizzle in action, the turbine wheel exploded, and in true Newtonian fashion the aircraft headed for the deck, as only the "Dog" can do. Our pilot, having great quantities of true sporting blood, attempted several recoveries up to the time that both fore and aft panic lights came on. Wasting little time, he tidied up the cockpit and stepped smartly over the side. After being forcibly deprived of his transportation, he found difficulty in getting out of the seat, finding his chute release, and, if this wasn't enough, he couldn't breathe. A trying situation, at best!

Until the chute opened in the vicinity of 10,000 feet, our hero wasn't sure of what he had pulled, but subsequent investigation by Personal Equipment people and medics indicated he had pulled everything!

Interrogation of our leading man indicated that he had failed to fasten his chin strap, and his oxygen mask was forced high on his face. This made breathing difficult and furnished him with a small case of hypoxia, to further complicate his problems. It must be noted, however, that he did not lose his helmet and sustained no injuries from air blast. Incidentally, he was making about .85 when he departed.

The accident investigating board came up with the following findings and recommendations:

- (1) That the bucket wheel failed, and our friend's trouble started.
- (2) That the pilot wasn't completely prepared for his unceremonious exit into the sky. Example: the dangling chin strap.
- (3) That simulator time, especially in emergency procedures, might have made things a little easier.
- (4) That automatic seat belts, although a little nuisance on the ground, would have helped in this case and probably in most cases.
- (5) That the pilot chute was lost at some stage of the bail-out, and the main canopy of the A-5 parachute shed part of a panel. These two items have been UR'd.
- (6) That the aircraft broke up prior to impact, probably due to excessive negative "G."

On the surface it appears that, generally speaking, the pilot made the best of a poor situation, and although we lost the bird, we are glad to have him with us.

RECHECK YOUR EMERGENCY PROCEDURES - TODAY MAY BE YOUR DAY!

SECTION V

COMPTROLLER

0955



COMPTROLLER

1. Major Robert Hobart was assigned as Wing Comptroller in January 1956, following his return from FEAF, relieving Major David A. Vann, who was reassigned to 30th Air Division (Defense).
2. Staff visits were made by the Comptroller for familiarization purposes to 324th and 337th Fighter Interceptor Squadrons (April), the 52d Fighter Group (AD) and 773d Aircraft Control and Warning Squadron (May), and the 329th Fighter Group (AD) (July) - at which time the progress of action to correct deficiencies cited in a recent report of audit of the Officers' Open Mess was reviewed. Major Hobart attended a 26th Air Division Command Data Analysis Committee Meeting at that Headquarters (May) as an observer.
3. The analysis branch comprising analysis, accounting, administrative and drafting functions, initiated and maintains booklets for each staff section which reflect reported monthly combat readiness data and prepares monthly a graphic presentation of selected command data for review by the Wing Commander Data Analysis Committee. The drafting branch services all headquarters sections.
4. The analysis branch has functioned below authorized strength throughout this period, with an average of three personnel assigned against an authorization of four personnel. Currently, two personnel, a civilian analyst and a draftsman, NCO, are assigned.

0956

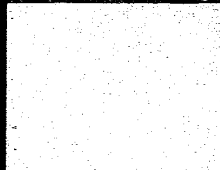
COMPTROLLER (CONT'D)

5. A Total of 16,831 reports were process by this wing and assigned units, 54 reports were discontinued, 62 new reports originated, 127 changes to reporting instructions were processed, 117 Reports Control Notices were received from EADF and 26th AD, 81 Reports Control Notices were prepared for transmission to subordinate units, 3,246 electrically transmitted messages were received and 274 were prepared and transmitted to assigned units.
6. The Statistical Services Branch has been under staffed throughout this reporting period. The authorization provides: one (1) Captain (6834), one (1) M/Sgt (68170), two (2) S/Sgt (68150) and two (2) A/IC (68130). The assigned personnel for this period has been one M/Sgt (68170, one (1) A/IC (68150 and one (1) A/2G (68130).

SECTION VI

JUDGE ADVOCATE

0958



JUDGE ADVOCATE

SPECIAL COURTS- MARTIAL - There were 21 Special Courts-Martial during the reporting period. Of this number there were 17 non BCD and 4 BCD. This is a decrease of 2 cases from the last reporting period.

SUMMARY COURTS-MARTIAL - 48 Summary Courts-Martial cases were tried during the reporting period compared to the 35 cases during the latter reporting period. This is an increase of 13 cases.

ARTICLE 15's - 72 Article 15's were processed.

ORGANIZATIONAL CHANGES - LOSSES: The 518th Air Defense Group was dropped from our jurisdiction. The 654th Aircraft Control and Warning Squadron and the 762D Aircraft Control and Warning Squadron were dropped from the 4707th Air Defense Wing and picked up by the 33D Fighter Group (AD) for Summary Court-Martial purposes, and still remain under our jurisdiction for Special Court-Martial purposes.

ADDITIONS: Suffolk County Air Force Station, (52d Fighter Group (AD) was added to our jurisdiction in March 1956 and was dropped in July 1956. The 329th Fighter Group (AD), Stewart Air Force Base, New York was added to our jurisdiction, however, each of these groups has its own Summary and Special Court-Martial jurisdiction, therefore, the function of this office has been to supervise and oversee their administration of military justice and related matters.

0959

HEADQUARTERS
1700TH AIR DEFENSE WING
Otis Air Force Base, Massachusetts

DWJA

21 May 1956

SUBJECT: Crimes at Georges Shoal Tower Annex (T-2)

TO: Commander
762d Aircraft Control and Warning Squadron
North Truro Air Force Station
North Truro, Massachusetts

1. The following procedures will be used at Georges Shoal Tower Annex (T-2), when offenses are committed thereon:

ENLISTED MEN:a. Apprehension and Arrest

The apprehension and arrest of enlisted personnel will be governed by the same rules and regulations as govern the mainland installation.

b. Non-Judicial Punishment

(1) Since the Commander, 762d Aircraft Control and Warning Squadron is the Commander of Georges Shoal Tower Annex (T-2), only he or competent superior authority can impose punishment under Article 15, Uniform Code of Military Justice.

(2) This may be in the case of non-reductive non-judicial punishment, done in his presence or by radio telephone. In the event the punishment is done by radio telephone, the Officer in Charge of the Georges Shoal Tower Annex (T-2) may accomplish the necessary paperwork and transmit the orders, offers, and other conversation of the parties, but may not in his own name impose the punishment. Reductive non-judicial punishment should be handled by correspondence in the normal manner. The Officer in Charge of the Georges Shoal Tower Annex (T-2) may initiate the action but may not impose the punishment.

c. Court-Martial

The Officer in Charge or other person subject to the Code will normally prefer charges and conduct the investigation. For minor offenses, the accused may be tried by Summary Court-martial while still present on Georges Shoal Tower Annex (T-2). If this is desired, a recommendation to this effect should accompany the charge sheets. The Officer in Charge cannot normally act as Summary Court as he will usually

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DWJA, 4707th ADWG, OAFB, Mass Crimes at Georges Shoal Tower Annex (T-2)

be disqualified as an accuser or for other interest (the Georges Shoal Tower Annex (T-2) personnel do not constitute a detachment). The Commander, 762d Aircraft Control and Warning Squadron, should normally have an accused charged with an offense warranting trial by Special or General Court-martial removed from the Georges Shoal Tower Annex (T-2) to the North Truro Air Force Station or place of confinement, if appropriate, as soon as feasible. Where the offense warrants trial by Special Court-martial, the preferral of charges and trial may, in the discretion of the Commander, wait until the accused is returned to the mainland in normal rotation. Personnel may be tried by Summary Court-martial while still present at the Georges Shoal Tower Annex (T-2). However, the Summary Court Officer may not be either the formal accuser or the de facto accuser, may not be a witness or otherwise subject to challenge under the provisions of paragraph 62(f), Manual for Courts-Martial, 1951. UNDER NO CIRCUMSTANCES will any airman be prevented from being returned to the mainland in normal rotation because of disciplinary action taken or pending. All courts-martial will be processed in the same manner and through the same channels as are utilized by the parent organization, 762d Aircraft Control and Warning Squadron.

OFFICERS:

In the case of a felony or breach of the peace committed in their presence, any person may apprehend or hold the offender. In other cases, only the Commander, 762d Aircraft Control and Warning Squadron or competent superior authority can order arrest. In the event of apprehension or arrest of an officer, the Commander, 762d Aircraft Control and Warning Squadron, the Commander, 4707th Air Defense Wing, and the Staff Judge Advocate, 4707th Air Defense Wing, should be contacted and advised as soon as possible. The officer will then be returned to the mainland as soon as possible and a full report made to the Commander, 4707th Air Defense Wing. An officer should not normally be apprehended or arrested at the Georges Shoal Tower Annex (T-2) unless the safety of personnel or property is seriously endangered by failure to take such action.

CIVILIAN PERSONNEL:

a. General

Numerous civilian personnel are expected to be on the Georges Shoal Tower Annex (T-2) both on a semi-permanent basis and as visitors. With the basic view that the Officer in Charge has the authority to take what steps are necessary and reasonable to protect government property and the lives and safety of the personnel under his supervision and with the additional view that the civilians are not subject to military discipline, and that common courtesy should be used at all times, the foll-

DWJA, 4707th ADWG, OAFB, Mass Crimes at Georges Shoal Tower Annex (T-2)

owing procedures are prescribed:

b. Apprehension, Custody and Arrest

The general rule is that any person can arrest (in the civilian sense of the word) a person who commits a felony or breach of the peace in his presence and this applies to the Air Force personnel in their relationship with civilians on the Georges Shoal Tower Annex (T-2). (The Commander of the installation is the only military person who can order civilians subject to the Code into arrest, unless a felony, et cetera, is committed in the person's presence. However, civilians on the Georges Shoal Tower Annex (T-2) are probably not subject to the Code). Arrest or close custody of civilians should not be attempted except to quell affrays, or where he has committed a serious offense. In the event it becomes necessary to arrest a civilian or hold him in close custody, the Commander, 4707th Air Defense Wing, his Staff Judge Advocate, and the Otis Air Force Base Detachment of the Office of Special Investigations, should be notified immediately, and all possible action taken to transport the civilian from the Georges Shoal Tower Annex (T-2) to the mainland, where he will be turned over to the Federal authorities and charges preferred without delay.

c. Normal infractions of rules and crimes of a minor nature, when committed by civilians, will be handled administratively according to instructions given by the Department of the Air Force and the employer of the civilians. Only in exceptional cases of a serious nature will such be handled as criminal-type cases.

2. Jurisdiction

The law on jurisdiction is not yet clear as to civilians on the Georges Shoal Tower Annex (T-2). There are many problems which may arise, in which event the Staff Judge Advocate of this headquarters should be contacted. At present it appears that the law governing the Georges Shoal Tower Annex (T-2) is governed by the "Tidelands Bill", two extracts from which are as follows:

43 USCA 1332 -- "a. It is declared to be the policy of the United States that the subsoil and seabed of the outer Continental shelf appertain to the United States and are subject to its jurisdiction, control and power of disposition, as provided in this sub-chapter.

"b. This subchapter should be construed in such a manner that the character as high seas of the waters above the outer Continental shelf

DWJA, 4707th ADWG, OAFB, Mass Crimes at Georges Shoal Tower Annex (T-2)

and the right to navigation and fishing therein shall not be affected".

43 USCA 1333 -- "(a) (1) The constitution and laws and civil and political jurisdiction of the United States are extended to the subsoil and seabed of the outer Continental shelf and all artificial islands which may be erected thereon for the purpose of exploring for, developing, removing and transporting resources therefrom, to the same extent as if the outer Continental shelf were an area of exclusive jurisdiction located within a state.....

"(a) To the extent they are applicable and not inconsistent with this subchapter or with other Federal laws and regulations of the secretary now in effect or hereafter adopted, the civil and criminal laws of each adjacent state as of the effective date of this subchapter are declared to be the laws of the United States for that portion of the subsoil and seabed of the outer Continental shelf and artificial islands and fixed structures erected thereon, which would be within the area of the state if the boundaries were extended seaward to the outer margin of the outer Continental shelf."

3. Normal procedures for investigations, courts-martial and other matters will be used when not specifically covered herein. The Otis Air Force Base Detachment of the Office of Special Investigations will be notified of all crimes of a serious nature and in other cases provided by regulation. If there is a doubt as to the procedures to be used, the Staff Judge Advocate of this headquarters should be contacted.

DISTRIBUTION:

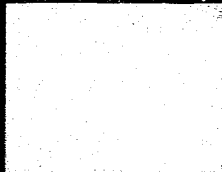
2 Cys SJA EADF
2 Cys Det 107, OSI
2 Cys 33d FIRGRU (AD)
2 Cys 26th AirDiv

Hilmer C. Nelson
HILMER C. NELSON
Colonel, USAF
Commander

SECTION VII

HQ SQ SECTION

0964



HEADQUARTERS SQUADRON SECTION
 470TH AIR DEFENSE WING
 Otis Air Force Base, Mass

DWHS

1 May 1956

SUBJECT: Squadron Policy Letters

TO: Personnel Concerned


1. Immediately upon receipt, the attached Squadron Policy Letters will put into effect. All previously published SOP's are obsolete and should be removed from the files and destroyed.

2. Squadron Policy Letters

Number	Date	Subject
1.	1 May 56	Nominations and Assignments
2.	1 May 56	Leaves & Passes
3.	1 May 56	Duty Rosters
4.	1 May 56	Charge of Quarters
5.	1 May 56	Barracks Chief
6.	1 May 56	Day Room
7.		
8.		
9.		
10.		

3. It is the responsibility of each individual Airman to read and thoroughly familiarize himself with the above Squadron Policies.

BY ORDER OF THE COMMANDER:


 LEONARD J. STAR
 2nd Lt., USAF
 Adjutant

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HEADQUARTERS SQUADRON SECTION
 1070th AIR DEFENSE WING
 Civil Air Force Base, Mass

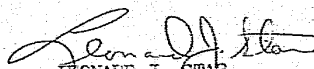
SQUADRON POLICY LETTER
 NUMBER 1)

1 May 1956

REGULATIONS FOR ASSIGNMENTS

1. PURPOSE: To establish a policy for nominating Airmen for FCS and Foreign Service assignments in accordance with AFB 35-11 as amended.
2. PROCEDURE: When two or more persons possess similar qualifications, the person who has been in place the longer period of time will be the most eligible for a FCS with the following exceptions:
 - a. Personnel who have volunteered, in writing for this assignment.
 - b. Personnel whose assignment or movement is restricted by Air Force directives or other military reasons such as:
 - (1) Separation
 - (2) Retirement
 - (3) Resignation
 - (4) To or from hospitalization
 - (5) Court Martial
 - (6) Investigation
 - (7) Compassionate deferment
 - (8) Airmen with 20 or more years service who have a FSSD subsequent to acquiring 17 years service.
 - (9) Recommended to appear before a board of Officers
 - (10) Duty as a student in a service school
 - (11) Prior service enlistees
 - (12) FSSD if situation warrants
- a. Selection of Airmen for Foreign Service assignments will be in the following priority:
 - (1) Personnel who have volunteered in accordance with Air Force directives.
 - (2) Personnel with the earliest FSSD, unless considered ineligible due to reasons stated in paragraph 2 b above.

BY ORDER OF THE COMMANDER:


 LEONARD J. STAR
 2nd Lt., USAF
 Adjutant

0966

HEADQUARTERS SQUADRON SECTION
4707TH AIR DEFENSE WING
Otis Air Force Base, Mass

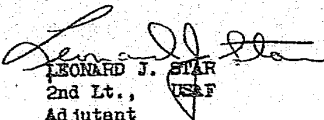
SQUADRON POLICY LETTER)
NUMBER 2)

1 May 1956

LEAVES AND PASSES

1. PURPOSE: To establish a uniform policy for granting leaves and passes to personnel assigned to this Squadron.
2. GENERAL: In accordance with AFR 35-22 the following requirements will be adhered to by personnel of this organization.
 - a. ORDINARY LEAVE: All requests for ordinary leave will be approved by the individual's duty section. Requests will be submitted to the Orderly Room (3) days prior to the requested departure date. Personnel will have proper leave credits to defray leave time requested.
 - b. EMERGENCY LEAVE: Requests for emergency leave will be granted upon verification from the Red Cross that an emergency exists and that granting such leave will contribute to the alleviation of the emergency. Emergency leave may not exceed accrued leave plus (30) days.
 - c. PASSES: Passes will be authorized for deserving personnel when they do not hinder the mission of the Squadron or duty section. All passes will be approved by the individual's duty section and submitted to the Orderly Room (3) days prior to the requested departure date.
3. TRAVEL: Personnel on pass or leave will not contemplate visiting points an unreasonable distance from the duty station depending upon time authorized and mode of transportation to be utilized. To reduce the possibility of automobile accidents the following listed are maximum distances that should be traveled:
 - a. 160 miles during hours of darkness
 - b. 275 miles during any 8 hour period
 - c. 400 miles during any 24 hour period
4. SIGN OUT BOOK: All personnel will sign the sign out book before leaving and upon return from leave or pass.

BY ORDER OF THE COMMANDER:


LEONARD J. STAR
2nd Lt., USAF
Adjutant

0967

HEADQUARTERS SQUADRON SECTION
 4707TH AIR DEFENSE WING
 Otis Air Force Base, Mass

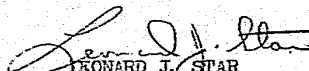
SQUADRON POLICY LETTER)
 NUMBER 3)

1 May 1956

DUTY ROSTERS

1. PURPOSE: To establish a Squadron policy for selecting Airmen for details listed on the Squadron duty roster.
2. RESPONSIBILITY: The First Sergeant will be responsible for maintaining a roster of personnel detailed to recurring details. Notice of details will normally be posted on the bulletin board at least (48) hours prior to the date of the detail. Individuals will be responsible for their tour of duty as posted.
3. PERSONNEL TO BE DETAILED:
 - a. BASE NOOD: Personnel detailed to NOOD will be of the grades, Technical Sergeant and Staff Sergeant. Personnel who perform this duty will be authorized the following day off.
 - b. HEADCOUNT: Personnel detailed to the duty of Headcount will be of the grades, Staff Sergeant and Airman First Class. Personnel who perform the duty as headcount at the MIDNIGHT MEAL will be authorized the following morning off.
 - c. CHARGE OF QUARTERS: Personnel detailed to Charge of Quarters will be of the grades, Airman First, Second, Third and Basic. Personnel who perform this duty will be authorized the following morning off.
 - d. MESS ATTENDANTS: Personnel detailed as Mess Attendants will be of the grades, Airman Second, Third and Basic.
4. In order to keep the number of changes to the duty rosters to a minimum the following will be strictly adhered to:
 - a. LEAVES: Requests for leave will be submitted so as to reach the Orderly Room (3) days prior to each time the duty rosters are posted.
 - b. PASSES: Passes will in no way conflict with the duty roster.
 - c. TDY: Personnel scheduled for TDY will notify the First Sergeant as soon as possible so a replacement can be obtained.

BY ORDER OF THE COMMANDER:


 LEONARD J. STAR
 2nd Lt., USAF
 Adjutant

0968

HEADQUARTERS SQUADRON SECTION
4707TH AIR DEFENSE WING
Otis Air Force Base, Mass.

SQUADRON POLICY LETTER)
NUMBER 4)

1 May 1956

CHARGE OF QUARTERS

1. PURPOSE: To establish rules and instructions for the Charge of Quarters of the Headquarters Squadron Section 4707th Air Defense Wing.
2. RESPONSIBILITY: The First Sergeant will be responsible for maintaining a roster detailing the Charge of Quarters. This roster will be available for inspection by Airmen of the Squadron at all times.
3. TOUR OF DUTY: The tour of duty for the Charge of Quarters will be from 0730 hours to 0730 hours the following day, or until properly relieved.
4. DUTIES OF THE CHARGE OF QUARTERS:
 - a. Airmen will report to the First Sergeant at 0730 hours on their day of duty for briefing. Airmen scheduled for weekend or holiday duty will report for briefing at 0730 hours on the last duty day preceeding their day of duty.
 - b. Daily duties in building T-3612 (Barracks)
 - (1) Sweep and dust hallways and stairs
 - (2) Clean and dust facilities of TV and CQ Rooms
 - (3) Latrine will be cleaned as follows:
 - (a) All wash basins, soap dispensers, shelves, mirrors and shower stalls will be thoroughly cleaned.
 - (b) Each urinal and commode will be scrubbed clean.
 - (c) Replenish supply of soap, towels, and toilet paper.
 - (d) Sweep and mop entire latrine floor.
 - (4) Arrange supply closet in a neat and orderly manner.
 - (5) Remove full trash cans and replace with empty ones.
 - (6) Police outside area thoroughly.
 - c. Daily duties in building #T-3616 (Dayroom)
 - (1) In season, attend furnace to assure that building is sufficiently heated, keeping the furnace room neat at all times.

0969

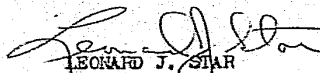
SQUADRON POLITY LETTER NUMBER 4 (cont'd)

- (2) Sweep and mop entire dayroom, including the latrines.
 - (3) Replenish supplies as needed in the latrines.
 - (4) Empty all trash cans and ash trays.
 - (5) Assure that all furniture, magazines, etc are arranged in an orderly manner.
 - (6) Police outside area thoroughly.
 - (7) The TV room floor will be waxed and buffed every Friday.
- d. Pick up the sign out book each day at 1645 hour and return it at 0730 hours the following morning. On weekends and holidays the sign out book will be kept in the CQ room, building #T-3612, room 7.
- e. Periodic checks of buildings #T-3602, #T-3603 and #T-3604 will be made during non-duty hours for security reasons.
- f. The Charge of Quarters will wake the personnel in the barracks at 0700 hours on normal duty days. Personnel who are scheduled for Mess Attendants will be awoken at 0400 hours.
- g. The Charge of Quarters will keep a written account of all happenings during his tour of duty, entries will be made in the CQ log book.
- h. In any case not covered by instruction contact the Base NCCD at extension 2124 for assistance.

5. DUTIES DURING ALERTS

- a. Instructions for performance of duties by the Charge of Quarters during alerts are attached to the CQ book. All personnel will familiarize themselves with these instructions.
6. Personnel will be individually responsible for their tour of duty as posted, and will not trade details without permission of the First Sergeant.
7. After a tour of duty as Charge of Quarters personnel will be authorized the following morning off.

BY ORDER OF THE COMMANDER:


 LEONARD J. STAR
 2nd Lt., USAF
 Adjutant

0970

HEADQUARTERS SQUADRON SECTION
4707TH AIR DEFENSE WING
Otis Air Force Base, Mass.

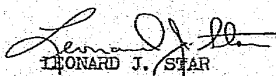
SQUADRON POLICY LETTER)
NUMBER 5)

1 May 1956

BARRACKS CHIEF

1. PURPOSE: To establish and designate the duties and responsibilities of the Barracks Chief.
2. GENERAL: A Barracks Chief will be appointed, in order to maintain the desired standards of police, described by the Squadron Commander.
3. RESPONSIBILITY: The Barracks Chief is responsible to the Squadron Commander or his duly authorized representative.
4. DUTIES:
 - a. Maintain the proper state of police and discipline, in and around the barracks area.
 - b. Appoint a bay chief for each floor of the barracks, to assist with the accomplishment of all instructions and policies pertaining to the barracks.
 - c. Insure that on the evening before each scheduled inspection an exceptionally thorough police of the barracks and area is accomplished.
 - d. Report all cases of non-performance of duty or lack of cooperation to the First Sergeant, giving the name of the Airman concerned and detailed information of the incident.
 - e. Insure that name plates are properly attached to all doors.
 - f. Maintain an up to date roster of personnel in the barracks at all times.

BY ORDER OF THE COMMANDER:


LEONARD J. STAR
2nd Lt., USAF
Adjutant

HEADQUARTERS SQUADRON SECTION
4707TH AIR DEFENSE WING
Otis Air Force Base, Mass

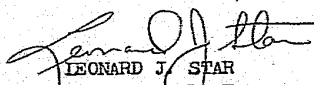
SQUADRON POLICY LETTER)
NUMBER 6)

1 May 1956

DAY ROOM

1. PURPOSE: To establish a policy for conduct of personnel assigned to Headquarters Squadron Section 4707th Air Def Wg who utilize the facilities of the Squadron day room.
2. RESPONSIBILITY: It is the responsibility of all personnel who use the day room to see that it is cared for properly.
3. GENERAL: The Squadron day room is for the relaxation and enjoyment of all personnel assigned to this Squadron. Personnel utilizing the day room will do so in a manner commensurate with the standards of good conduct. The Charge of Quarters is responsible for the cleanliness of the day room but this does not give individuals an excuse to be untidy. Any instances that do not conform with proper conduct and use of the Squadron day room will be reported to the First Sergeant for appropriate action. Following listed are violations which will not be tolerated:
 - a. Cigarette butts on the floor.
 - b. Lunch papers, etc. littered about.
 - c. Empty pop bottles not being returned to containers.
 - d. Willful damage or destruction of day room property.
 - e. Guests will not be allowed in the day room unless accompanied by a member of the Squadron.

BY ORDER OF THE COMMANDER:


LEONARD J. STAR
2nd Lt., USAF
Adjutant

0972

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0973

HISTORICAL DOCUMENTS OF THE

4709th Air Defense Wing
McGuire Air Force Base
Trenton, New Jersey

1 January through 30 June 1956

Prepared by:

Anthony G. Ferranti
ANTHONY G. FERRANTI
Major, USAF
Historical Officer

(Eastern Air Defense Force, Air Defense Command)

0974

EXTRACTS OF SINCE SERVICES, JANUARY - JUNE 1956

February 10 - A Joint Tenancy Agreement Meeting involving the 479th Air Defense Wing, 532nd and 539th Fighter-Interceptor Squadrons, and the Military Air Transport Service was begun. MATS is the landlord of McGuire Air Force Base. On 25 May 1956, the results of discussions between MATS and the ABC tenants were made official and received at this headquarters in documented form for forwarding to higher ABC headquarters.

May 28 - A visit was paid to this headquarters by Brigadier General and Mrs. Thayer S. Olds, Commander, 26th Air Division (DEFENSE). Mrs. Olds was a guest speaker at a luncheon given by the Officers' Wives Club. General Olds toured the area and was provided a briefing by the ABC Staff members at McGuire Air Force Base.

June 14 - Fighter pilots of the 4709th Air Defense Wing were the winners of the 26th Air Division rocketry meet during the week of June 10-14 conducted at Suffolk County Air Force Base, New York.

June 30 - A "Change of Command" ceremony was held at McGuire Air Force Base in honor of the assumption of command by Colonel Charles G. Chandler Jr. Fly-overs of aircraft from the 62nd and 529th Fighter Groups were part of the ceremony. Colonel Strickland was the former commander and is departing for the National War College, Washington, D.C.

Incl 1

0975

EXTRACTS OF STAFF MINUTES, JANUARY - JUNE 1956

February 10 - A Joint Tenancy Agreement Meeting involving the 4709th Air Defense Wing, 332nd and 539th Fighter-Interceptor Squadrons, and the Military Air Transport Service was begun. MATS is the landlord of McGuire Air Force Base. On 25 May 1956, the results of discussions between MATS and the AOC tenants were made official and received at this headquarters in documented form for forwarding to higher AOC headquarters.

May 28 - A visit was paid to this headquarters by Brigadier General and Mrs. Thayer S. Olds, Commander, 26th Air Division (DEFENSE). Mrs. Olds was a guest speaker at a luncheon given by the Officers' Wives Club. General Olds toured the area and was provided a briefing by the AOC Staff members at McGuire Air Force Base.

June 14 - Fighter pilots of the 4709th Air Defense Wing were the winners of the 26th Air Division rocketry meet during the week of June 10-14 conducted at Suffolk County Air Force Base, New York.

June 30 - A "Change of Command" ceremony was held at McGuire Air Force Base in honor of the assumption of command by Colonel Charles G. Chandler Jr. Fly-overs of aircraft from the 82nd and 329th Fighter Groups were part of the ceremony. Colonel Strickland was the former commander and is departing for the National War College, Washington, D.C.

0976

EXTRACTS OF STAFF MINUTES, JANUARY - JUNE 1956

February 10 - A Joint Tenancy Agreement Meeting involving the 4709th Air Defense Wing, 332nd and 339th Fighter-Interceptor Squadrons, and the Military Air Transport Service was begun. MATS is the landlord of McGuire Air Force Base. On 25 May 1956, the results of discussions between MATS and the ADC tenants were made official and received at this headquarters in documented form for forwarding to higher ADC headquarters.

May 28 - A visit was paid to this headquarters by Brigadier General and Mrs. Thayer S. Olds, Commander, 26th Air Division (USAF, 303). Mrs. Olds was a guest speaker at a luncheon given by the Officers' Gives Club. General Olds toured the area and was provided a briefing by the ADC Staff members at McGuire Air Force Base.

June 14 - Fighter pilots of the 4709th Air Defense Wing were the winners of the 26th Air Division rocketry meet during the week of June 10-14 conducted at Suffolk County Air Force Base, New York.

June 30 - A "Change of Command" ceremony was held at McGuire Air Force Base in honor of the assumption of command by Colonel Charles G. Chandler Jr. Fly-overs of aircraft from the 82nd and 329th Fighter Groups were part of the ceremony. Colonel Strickland was the former commander and is departing for the National War College, Washington, D.C.

Incl 13

EXTRACTS OF STAFF AIDINGS, JANUARY - JUNE 1956

February 10 - A Joint Tenancy Agreement Meeting involving the 4709th Air Defense Wing, 332nd and 539th Fighter-Interceptor Squadrons, and the Military Air Transport Service was begun. MATS is the landlord of McGuire Air Force Base. On 25 May 1956, the results of discussions between MATS and the ABC tenants were made official and received at this headquarters in documented form for forwarding to higher ABC headquarters.

May 26 - A visit was paid to this headquarters by Brigadier General and Mrs. Thayer S. Olds, Commander, 26th Air Division (DEFENSE). Mrs. Olds was a guest speaker at a luncheon given by the Officers' Wives Club. General Olds toured the area and was provided a briefing by the ABC Staff members at McGuire Air Force Base.

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ENC 14

4709th AFDW AIRCRAFT-IN-COMMISSION PERCENTAGES

The percentages of aircraft-in-commission of the below listed fighter interceptor squadrons assigned to the 4709th Air Defense Wing are indicated for the period January through June 1956.

UNIT	JAN	FEB	MAR	APR	MAY	JUN
96th FIS			76.7	69.1	76.8	66.6
2nd FIS	49.2	50.9				
97th FIS			85.8	86.7	76.7	78.4
5th FIS	51.1	37.4				
46th FIS			77.4	68.0	60.4	72.9
332nd FIS	59.6	64.5	59.6	77.8	59.1	64.9
539th FIS	60.2	55.4	65.5	64.1	52.4	50.6
331st FIS	55.7	52.6	65.1	54.2	52.4	52.1
330th FIS	58.8	45.9	26.7	41.7	43.7	36.9

The percentages of aircraft-out-of-commission for parts for the same period follows:

UNIT	JAN	FEB	MAR	APR	MAY	JUN
96th FIS			5.3	12.1	3.3	5.5
2nd FIS	1.3	1.3				
97th FIS			4.4	3.9	3.9	7.8
5th FIS	5.5	3.3				
46th FIS			11.4	12.5	10.6	6.3
332nd FIS	4.5	3.8	4.2	5.4	4.6	11.4
539th FIS	4.1	16.7	2.2	4.2	18.6	5.9
331st FIS	4.2	3.3	3.3	10.0	11.3	10.4

Incl #2'

4709TH ADW AIRCRAFT-IN-COMMISSION AND AOGP RATE

The percentages of aircraft-in-commission of the below listed fighter interceptor squadrons assigned to the 4709th Air Defense Wing are indicated for the period January through June 1956.

UNIT	JAN	FEB	MAR	APR	MAY	JUN
96th FIS			76.7	69.1	76.8	66.6
2nd FIS	49.2	50.9				
97th FIS			83.8	88.7	76.7	78.4
5th FIS	51.1	37.4				
46th FIS			77.4	68.0	60.4	72.9
332nd FIS	59.6	64.3	59.6	77.8	59.1	64.9
539th FIS	80.2	55.4	65.5	64.3	52.4	50.6
331st FIS	53.7	52.6	65.1	54.2	52.4	59.1
330th FIS	58.8	45.9	26.7	41.7	45.7	36.9

The percentages of aircraft-out-of-commission for parts for the same period follows:

UNIT	JAN	FEB	MAR	APR	MAY	JUN
96th FIS			5.3	12.1	9.3	8.5
2nd FIS	1.3	1.3				
97th FIS			4.4	3.9	3.9	7.8
5th FIS	5.3	3.3				
46th FIS			11.4	12.5	10.6	6.3
332nd FIS	4.5	3.8	4.2	5.4	4.6	11.4
539th FIS	4.1	16.7	2.2	4.2	10.6	5.9
331st FIS	4.2	5.3	3.3	10.0	11.3	20.4

Incl #2

4709TH ADW AIRCRAFT-IN-COMMISSION AND AOCUP RATE

The percentages of aircraft-in-commission of the below listed fighter interceptor squadrons assigned to the 4709th Air Defense Wing are indicated for the period January through June 1956.

UNIT	JAN	FEB	MAR	APR	MAY	JUN
96th FIS			76.7	69.1	76.8	66.6
2nd FIS	49.2	50.9				
97th FIS			85.8	86.7	76.7	78.4
5th FIS	51.1	37.4				
46th FIS			77.4	68.0	60.4	72.9
332nd FIS	59.6	64.3	59.6	77.8	59.1	64.9
539th FIS	80.2	55.4	65.5	64.2	52.4	50.6
331st FIS	53.7	52.6	65.1	54.2	52.4	59.1
330th FIS	58.8	45.9	26.7	41.7	43.7	36.9

The percentages of aircraft-out-of-commission for parts for the same period follows:

UNIT	JAN	FEB	MAR	APR	MAY	JUN
96th FIS			5.3	12.1	9.3	8.5
2nd FIS	1.3	1.3				
97th FIS			4.4	3.9	3.9	7.8
5th FIS	5.3	3.3				
46th FIS			11.4	12.5	10.6	6.3
332nd FIS	4.5	3.8	4.2	5.4	4.6	11.4
539th FIS	4.1	16.7	2.2	4.2	10.6	5.9
331st FIS	4.2	5.3	3.3	10.0	11.3	20.4

Incl #2³

0981

4709TH ADW AIRCRAFT-IN-COMMISSION AND AOCF RATE

The percentages of aircraft-in-commission of the below listed fighter interceptor squadrons assigned to the 4709th Air Defense Wing are indicated for the period January through June 1956.

UNIT	JAN	FEB	MAR	APR	MAY	JUN
96th FIS			76.7	69.1	76.8	66.6
2nd FIS	49.2	50.9				
97th FIS			83.8	88.7	76.7	78.4
5th FIS	51.1	37.4				
46th FIS			77.4	68.0	60.4	72.9
332nd FIS	59.6	64.3	59.6	77.8	59.1	64.9
539th FIS	80.2	55.4	65.5	64.8	52.4	50.6
331st FIS	53.7	52.6	65.1	54.2	52.4	59.1
330th FIS	58.8	45.9	26.7	41.7	43.7	36.9

The percentages of aircraft-out-of-commission for parts for the same period follows:

UNIT	JAN	FEB	MAR	APR	MAY	JUN
96th FIS			5.3	12.1	9.3	8.5
2nd FIS	1.3	1.3				
97th FIS			4.4	3.9	5.9	7.8
5th FIS	5.3	3.3				
46th FIS			11.4	12.5	10.6	6.3
332nd FIS	4.5	3.8	4.2	5.4	4.6	11.4
539th FIS	4.1	16.7	2.2	4.2	10.6	8.9
331st FIS	4.2	5.3	3.3	10.0	11.3	20.4

Incl #2⁴

0982

OFFICE OF THE DIRECTOR OF OPERATIONS
4709th Air Defense Wing
McGuire Air Force Base
Trenton, New Jersey

SUBJECT: At Home Rocketry Program

SEP 13 1956

During the period 1 January 1956 to 30 June 1956 a program entitled "At Home Rocketry" was initiated within this wing involving all assigned fighter squadrons. This program has been improving steadily. The major factors limiting training have been inadequate tow equipment and weather.

Charlie Falletta
CHARLIE FALLETTA
Colonel USAF
Director of Operations

Incl #3

0983

OFFICE OF THE DIRECTOR OF OPERATIONS
4709th Air Defense Wing
McGuire Air Force Base
Trenton, New Jersey

SEP 13 1956

SUBJECT: At Home Rocketry Program

During the period 1 January 1956 to 30 June 1956 a program entitled "At Home Rocketry" was initiated within this wing involving all assigned fighter squadrons. This program has been improving steadily. The major factors limiting training have been inadequate tow equipment and weather.

CHARLES FALLETTA
Colonel USAF
Director of Operations

Incl #3

0984

OFFICE OF THE DIRECTOR OF OPERATIONS
4709th Air Defense Wing
McGuire Air Force Base
Trenton, New Jersey

SEP 13 1956

SUBJECT: At Home Rocketry Program

During the period 1 January 1956 to 30 June 1956 a program entitled "At Home Rocketry" was initiated within this wing involving all assigned fighter squadrons. This program has been improving steadily. The major factors limiting training have been inadequate tow equipment and weather.

CHARLES FALLETTA
Colonel USAF
Director of Operations

Incl #3

0985

OFFICE OF THE DIRECTOR OF OPERATIONS
4709th Air Defense Wing
McGuire Air Force Base
Tranton, New Jersey

SEP 13 1956

SUBJECT: At Home Rocketry Program

During the period 1 January 1956 to 30 June 1956 a program entitled "At Home Rocketry" was initiated within this wing involving all assigned fighter squadrons. This program has been improving steadily. The major factors limiting training have been inadequate tow equipment and weather.

CHARLIE PALMENTA
Colonel USAF
Director of Operations

INCL #34

0986

OFFICE OF THE DIRECTOR OF OPERATIONS
4709th Air Defense Wing
McGuire Air Force Base
Trenton, New Jersey

SUBJECT: Rocketry Meet

SEP 13 1956

During the period of 1 January 1956 to 30 June 1956, this wing conducted a Rocketry Meet on this base involving the best qualified F-86D and F-94C team within the wing. The results were very good and showed increased knowledge and the capability of all concerned. The results of this meet are as follows:

F-86D Team had a completed score of 4800 points.

F-94C Team had a completed score of 8600 points.

Charlie Falletta
CHARLIE FALLETTA
Colonel USAF
Director of Operations

#4

0987

OFFICE OF THE DIRECTOR OF OPERATIONS
4709th Air Defense Wing
McGuire Air Force Base
Trenton, New Jersey

SUBJECT: Rocketry Meet

SEP 13 1956

During the period of 1 January 1956 to 30 June 1956, this wing conducted a Rocketry Meet on this base involving the best qualified F-86D and F-94C team within the wing. The results were very good and showed increased knowledge and the capability of all concerned. The results of this meet are as follows:

F-86D Team had a completed score of 4800 points.

F-94C Team had a completed score of 8600 points.

CHARLIE FALLETTA
Colonel USAF
Director of Operations

Incl #4²

0988

OFFICE OF THE DIRECTOR OF OPERATIONS
4709th Air Defense Wing
McGuire Air Force Base
Trenton, New Jersey

SUBJECT: Rocketry Meet

SEP 13 1956

During the period of 1 January 1956 to 30 June 1956, this wing conducted a Rocketry Meet on this base involving the best qualified F-86D and F-94G team within the wing. The results were very good and showed increased knowledge and the capability of all concerned. The results of this meet are as follows:

F-86D Team had a completed score of 4800 points.

F-94G Team had a completed score of 3600 points.

CHARLIE FALLETTA
Colonel USAF
Director of Operations

Incl #4

0989

OFFICE OF THE DIRECTOR OF OPERATIONS
4709th Air Defense Wing
McGuire Air Force Base
Trenton, New Jersey

SUBJECT: Rocketry Meet

SEP 13 1956

During the period of 1 January 1956 to 30 June 1956, this wing conducted a Rocketry Meet on this base involving the best qualified F-86D and F-94C team within the wing. The results were very good and showed increased knowledge and the capability of all concerned. The results of this meet are as follows:

F-86D Team had a completed score of 4800 points.

F-94C Team had a completed score of 8600 points.

CHARLIE FALLETTA
Colonel USAF
Director of Operations

Incl #4

0990

MORNING REPORT GAINS AND LOSSES

	<u>Hq Sq 4709th ADW</u>				<u>332nd FIS</u>				<u>539th FIS</u>			
	GAINS		LOSSES		GAINS		LOSSES		GAINS		LOSSES	
	AMN	OFF	AMN	OFF	AMN	OFF	AMN	OFF	AMN	OFF	AMN	OFF
JAN	12	2	13	2	20	3	13	1	19	3	7	2
FEB	11	0	0	13	12	5	15	2	9	2	13	0
MAR	4	1	8	1	11	0	8	3	9	1	8	0
APR	16	7	13	3	1	1	8	2	12	1	5	1
MAY	14	5	8	5	20	1	11	1	13	7	7	1
JUN	5	1	12	2	22	1	11	1	15	0	10	4
TOTAL	62	16	54	26	86	11	66	10	77	14	50	8

Incl #5

0991

MORNING REPORT GAINS AND LOSSES

	<u>Hq Sq 4709th ADW</u>				<u>332nd FIS</u>				<u>539th FIS</u>			
	GAINS		LOSSES		GAINS		LOSSES		GAINS		LOSSES	
	AMN	OFF	AMN	OFF	AMN	OFF	AMN	OFF	AMN	OFF	AMN	OFF
JAN	12	2	13	2	20	3	13	1	19	3	7	2
FEB	11	0	0	13	12	5	15	2	9	2	13	0
MAR	4	1	8	1	11	0	8	3	9	1	8	0
APR	16	7	13	3	1	1	8	2	12	1	5	1
MAY	14	5	8	5	20	1	11	1	13	7	7	1
JUN	5	1	12	2	22	1	11	1	15	0	10	4
TOTAL	62	16	54	26	86	11	66	10	77	14	50	8

0992

MORNING REPORT GAINS AND LOSSES

	<u>Hq Sq 4709th ADW</u>				<u>332nd FIS</u>				<u>539th FIS</u>			
	GAINS		LOSSES		GAINS		LOSSES		GAINS		LOSSES	
	AMN	OFF	AMN	OFF	AMN	OFF	AMN	OFF	AMN	OFF	AMN	OFF
JAN	12	2	13	2	20	3	13	1	19	3	7	2
FEB	11	0	0	13	12	5	15	2	9	2	13	0
MAR	4	1	8	1	11	0	8	3	9	1	8	0
APR	16	7	13	3	1	1	8	2	12	1	5	1
MAY	14	5	8	5	20	1	11	1	13	7	7	1
JUN	5	1	12	2	22	1	11	1	15	0	10	4
TOTAL	62	16	54	26	86	11	66	10	77	14	50	8

Incl Ex

MORNING REPORT GAINS AND LOSSES

	<u>Hq Sq 4709th ADW</u>				<u>332nd FIS</u>				<u>539th FIS</u>			
	GAINS		LOSSES		GAINS		LOSSES		GAINS		LOSSES	
	AMN	OFF	AMN	OFF	AMN	OFF	AMN	OFF	AMN	OFF	AMN	OFF
JAN	12	2	13	2	20	3	13	1	19	3	7	2
FEB	11	0	0	13	12	5	15	2	9	2	13	0
MAR	4	1	8	1	11	0	8	3	9	1	8	0
APR	16	7	13	3	1	1	8	2	12	1	5	1
MAY	14	5	8	5	20	1	11	1	13	7	7	1
JUN	5	1	12	2	22	1	11	1	15	0	10	4
YTAL	62	16	54	26	86	11	66	10	77	14	50	8

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C O P Y

HEADQUARTERS
4709TH AIR DEFENSE WING
McGuire Air Force Base
Trenton, New Jersey

GENERAL ORDER)
NUMBER 1)

11 January 1956

STAFF ASSIGNMENT, 1ST LIEUTENANT CHARLES A. DRAY, A03015282, this headquarters, is assigned as Commandant, Headquarters Squadron Section, this headquarters, effective this date, vice 1ST LIEUTENANT EDWARD B. LAMAR III, A05021957, relieved.

BY ORDER OF THE COMMANDER:

OFFICIAL:

HERBERT L. CAMP
Colonel, USAF
Deputy Commander

s/t
FRANK J. PARYKAZA
Major, USAF
Adjutant

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HEADQUARTERS
4709TH AIR DEFENSE WING
McGuire Air Force Base
Trenton, New Jersey

GENERAL ORDER)
NUMBER 2)

28 February 1956

STAFF ASSIGNMENT, MAJOR ANTHONY J. FERRANTI, AO 571630, this headquarters, is assigned as Wing Adjutant effective this date, vice MAJOR FRANK J. PARYKAZA, AO 381746. :

BY ORDER OF THE COMMANDER:


KENNETH L. CAMP
Colonel, USAF
Deputy Commander

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HEADQUARTERS
4709TH AIR DEFENSE WING
McGuire Air Force Base
Trenton, New Jersey

GENERAL ORDER)
NUMBER 3)


2 June 1956

STAFF ASSIGNMENT, CAPTAIN BERKELEY ATKINSON, 15329A, this headquarters, is assigned as Commandant, Headquarters Squadron Section, this headquarters, effective this date, vice 1ST LIEUTENANT CHARLES M. DRAY, AO 3015282.

BY ORDER OF THE COMMANDER:

OFFICIAL:

ANTHONY J. FERRANTI
Major, USAF
Adjutant


ANTHONY J. FERRANTI
Major, USAF
Adjutant

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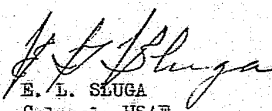
HEADQUARTERS
4709TH AIR DEFENSE WING (ADC)
McGuire Air Force Base
Trenton, New Jersey

GENERAL ORDER)
NUMBER 4)

19 June 1956

ASSUMPTION OF COMMAND. Under the provisions of Air Force Regulation 24-1, as amended, the undersigned hereby assumes command of the 4709th Air Defense Wing (ADC), during the temporary absence of COLONEL EUGENE L. STRICKLAND, 1856A, effective this date.

DISTRIBUTION:
A


E. L. SLUGA
Colonel, USAF
Commander


1000

HEADQUARTERS
4709TH AIR DEFENSE WING
McGuire Air Force Base
Trenton, New Jersey

GENERAL ORDER)
NUMBER 5)

25 June 1956

REASSUMPTION OF COMMAND — Under the provisions of Air Force Regulation 35-54; the undersigned reassumes command of the 4709th Air Defense Wing, McGuire Air Force Base, Trenton, New Jersey, effective this date. :


EUGENE L. STRICKLAND
Colonel, USAF
Commander

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WING REGULATION)
NUMBER 11-4)

*11-4
HEADQUARTERS, 4709th Air Defense Wing
McGuire Air Force Base, Trenton, N. J.
12 MARCH 1956

ADMINISTRATIVE PRACTICES

Administrative Orders

1. Purpose: To prescribe the methods by which administrative orders will be issued by this headquarters and to delegate the authority to publish orders to certain commanders.

2. Policy:

a. The authority to publish orders, subject to the restrictions set forth herein, is hereby delegated to the commanders listed below.

- ✓ Commander, 82nd Fighter Group (AD)
- Commander, 329th Fighter Group (AD)
- Commander, 46th Fighter-Interceptor Squadron
- Commander, 98th Fighter-Interceptor Squadron
- Commander, 332nd Fighter-Interceptor Squadron
- Commander, 539th Fighter-Interceptor Squadron
- ✓ Commander, 646th ACW Squadron
- Commander, 648th ACW Squadron
- ✓ Commander, 770th ACW Squadron

b. Commanders designated above may publish orders pertaining to the following functions with restrictions as noted. All other orders will be published by this headquarters:

- (1) Promotion and reduction of airmen of the lower four (4) grades with the exception of 82nd and 329th Fighter Groups which may publish orders through Grades E-7.
- (2) Separation Orders (82nd and 329th Fighter Groups only, with exceptions contained in Wing Regulation 39-4.)
- (3) Temporary Duty Orders (except 332nd and 539th Fighter-Interceptor Squadrons)
- (4) Assignments and reassignments (82nd and 329th Fighter Groups only).
- (5) Leaves of Absence.

3. Responsibility: The requesting agency is responsible for the adequacy and accuracy of all data required for issuance of orders, and for forwarding requests to the Adjutant sufficiently in advance of the date of travel to permit publication and distribution.

*This regulation supersedes Wing Regulation 11-4; dtd 18 Oct 55 as amended.

1002

11-4
Page 2

4. General:

a. Special Orders are directive in nature and individual in application. Letter orders are identical to special orders in effect and informational requirement for the type of action directed.

b. In order to control the obligation of funds, the Commander, Deputy and/or comparable staff officer is responsible for requesting and coordinating all requests for orders originating within his office.

c. The Adjutant is responsible for the administrative review, publication and distribution of all orders.

5. Forms:

a. The following forms will be used as appropriate when requesting orders.

(1) Direct image plate of ADC Form 27 (Request for and authorization of Temporary Duty Travel Orders of Military Personnel).

(2) 4709th Air Defense Wing Form 5 (Request for Special Orders).

(3) AF Form 1164 (Request for Leave of Absence).

(4) AF Form 241 (Request for and Authorization of Civilian Travel at Government Expense for Civil Employees).

b. Forms, except AF Form 1164 (Leaves of Absence) will be submitted to the Comptroller by the initiating office, with pertinent portions completely and correctly executed, for entry of appropriation to be cited, and then to the Adjutant for administrative review, publication and distribution. The use of abbreviations as listed in JANAP 169, are mandatory.

(1) AF Form 1164 (Request for Leave of absence) upon proper approval will be forwarded to the Adjutant.

6. Classified Orders: The provisions of this regulation apply to orders classified CONFIDENTIAL or higher, except that requests and completed orders will be handled in accordance with the provisions of AFR 205-1. Orders classified CONFIDENTIAL or higher will have copies deleting classified portions thereof for use by personnel concerned in making transportation arrangements.

7. General Orders: Request for general orders for principle staff appointments will be coordinated with the Deputy Commander prior to submitting to the Adjutant for publication.

8. Amendments: Requests for amendments will be submitted on 4709th Air Defense Wing Form 5. Each Form 5 will contain only one request for amendment in order that each paragraph will have a Form 5 to justify publication. Under no circumstances will verbal requests for orders be accepted by the Orders Clerk. Amendments requiring change in the obligation of funds will be routed by the approving section through the Adjutant Office to the Office of the Comptroller.

9. Special Order Extracts: Advance publication of Special Orders in extract form will be accomplished only in an emergency upon request of agency concerned stating the necessity therefor, and approval of the Adjutant.

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Page 3

10. Procurement of Forms: Units concerned will secure blank forms from the Adjutant, 4709th Air Defense Wing.

BY ORDER OF THE COMMANDER:

OFFICIAL:

KENNETH L. CAMP
Colonel, USAF
Deputy Commander

Anthony V. Ferranti
ANTHONY V. FERRANTI
Major, USAF
Adjutant

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WING REGULATION)
 :
 NUMBER 20-3)

HEADQUARTERS, 4709th Air Defense Wing
 McGuire Air Force Base, Trenton, N. J. :
 1 MARCH 1956

ORGANIZATION

Mission of the 82nd Fighter Group (Air Defense)

1. Mission:

- a. To provide aircraft and crews for interception in Air Defense. ;
- b. To organize, administer, equip, train, and prepare for combat in accordance with directives, policies, and schedules issued by this or higher headquarters, such units and combat crews of the USAF as may be assigned or attached for these purposes. ;
- c. To operate and maintain in accordance with prescribed directives and standards, those base facilities at New Castle County Airport, Wilmington, Delaware, which are under lease to the United States Air Force. ;
- d. To provide administrative and logistical support in accordance with AFR 11-4, to such units as may be required by competent authority. ;

2. Organization: The 82nd Fighter Group (Air Defense) is organized under the provisions of Headquarters EADF, General Order H, 3 February 1956. ;

3. Responsibility: The Commander, 82nd Fighter Group (Air Defense) is directly responsible to the Commander, 4709th Air Defense Wing for the effective performance of the following specific functions:

- a. Exercising command jurisdiction over all units assigned, and such jurisdiction over attached units as may be directed. ;
- b. Training assigned and attached units, crews, and individuals in accordance with prescribed standards. ;
- c. Maintaining the highest degree of efficiency in all units for performance of their respective mission. ;
- d. Furnishing administrative and/or logistical support to Aircraft Control and Warning units as directed by this or higher headquarters. ;
- e. Submitting recommendations concerning requirements for equipment, personnel, and individual or unit training. ;
- f. Providing facilities and service for Department of Defense units and personnel stationed at New Castle County Airport. ;
- g. Providing flying training facilities for rated personnel assigned and/or attached to units stationed at New Castle County Airport. ;
- h. Furnishing services, maintenance facilities, and transient accommodations to transient aircraft and personnel in accordance with existing directives. ;
- i. Providing collateral ground training for tenant units. ;

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Page 2

j. Participating in disaster relief and domestic emergencies as directed by this or higher headquarters.

k. Operation and administration of recruiting, processing, and separation activities.


l. Insuring the effective use of manpower and equipment through efficient organization and effective application of sound management techniques.

m. Performing such other functions as may be directed by this or higher headquarters.

BY ORDER OF THE COMMANDER:

OFFICIAL:

KENNETH L. CAMP
Colonel, USAF
Deputy Commander


ANTHONY J. FERRANTI
Major, USAF
Adjutant

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WING REGULATION)
 :
 NUMBER 20-4)

*20-4
 HEADQUARTERS, 4709th Air Defense Wing
 McGuire Air Force Base, Trenton, N. J.
 16 MARCH 1956

ORGANIZATION

Organization and Mission of the 646th AC&W Squadron

1. **Mission:** To provide by electronic and/or visual means the Air Division (Defense) Commander with the complete air picture of enemy, unknown and friendly air traffic within the assigned subsector of responsibility and adjacent subsections as required. To remain ready and capable of attaining victory in air battle in defense of the continental United States through effective committing and controlling of all air defense weapons that may be assigned by the Air Division (Defense) Commander.
2. **Organization:** The squadron is organized under T/O 2129P, 1 January 1952, with exact composition and structure authorized by EADF G. O. 43, 22 August 1952.
3. **Responsibilities:** The squadron commander exercises command jurisdiction over all personnel, activities and installations assigned or attached to the squadron. He is responsible to the Commander, 4709th Air Defense Wing for the overall performance of the assigned missions. The Commander, 25th Air Division exercises direct operational control over the air defense activities of the squadron. The squadron commander is responsible to the Commander, 4709th Air Defense Wing for accomplishment of the following specific functions:
 - a. Provides effective commitment and control of assigned air defense weapons.
 - b. Accomplishes identification by prescribed means and standards within the subsector of responsibility as assigned by EADF G. O. 113, 21 November 1951, and any adjacent subsector as required.
 - c. Uses effectively all assigned means and agencies to accomplish air surveillance within his assigned subsector of responsibility and adjacent subsections as required.
 - d. Maintains highest degree of readiness and capability to achieve victory in air battle against all detected enemy airborne vehicles.
 - e. Provides navigational assistance to friendly air traffic in distress.
 - f. Collects, evaluates and displays pertinent aircraft movement data and disseminates timely air intelligence to the ADCC and/or adjacent ADDC's as appropriate.
 - g. Trains and equips all assigned personnel into an effective fighting team.
 - h. Participates in air defense exercises, training and exchange programs as required or directed.
 - i. Submits recommendations on requirements for equipment, personnel, unit or individual training proficiency standards and desired capabilities of the unit to be most effective in accomplishing the assigned air defense mission.
 - j. Maintains the Air Force Station in accordance with acceptable and prescribed directives and standards.

*This regulation supersedes Wing Regulation 20-4, dtd 23 Oct 53.

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20-4
Page 2

k. Provides for effective ground defenses and emergency plans for the Air Force Station and facilities.

l. Provides for effective security measures and control commensurate with the vulnerability and nature of the safeguarded facility, activity or information.

m. Participates in disaster relief and domestic emergency situations as required or directed.

n. Maintains the highest order of community relations in furtherance of the USAF mission.

o. Performs such other temporary or permanent functions that may be prescribed by or through this headquarters.

BY ORDER OF THE COMMANDER:

OFFICIAL:

KENNETH L. CAMP
Colonel, USAF
Deputy Commander

Anthony V. Ferranti
ANTHONY V. FERRANTI
Major, USAF
Adjutant

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WING REGULATION)
 NUMBER 20-6)

HEADQUARTERS, 4709th Air Defense Wing
 McGuire Air Force Base, Trenton, N. J.
 1 MARCH 1956

ORGANIZATION

Mission of the 770th Aircraft Control and Warning Squadron

1. Mission:

a. To provide the Air Division (Defense) Commander by electronic and/or visual means with the complete air picture of enemy, unknown, and friendly air traffic within the assigned subsector of responsibility and adjacent subsectors as required.

b. To remain ready and capable of attaining victory in air battle in defense of the Continental United States through effectively committing and controlling all air defense weapons that may be assigned by the Air Division (Defense) Commander.

c. To conduct and participate in all phases of air defense training which will insure fulfillment of the primary mission of the unit.

2. Organization: The 770th Aircraft Control and Warning Squadron is organized under the provisions of Headquarters EADF, General Order 14; 3 February 1956.

3. Responsibilities: The Squadron Commander exercises command jurisdiction over all personnel, activities, and installations assigned or attached to the squadron. He is responsible to the Commander, 4709th Air Defense Wing for the overall performance of the assigned mission. The Commander, 26th Air Division (Defense) exercises direct operational control over the air defense activities of the squadron. The Squadron Commander is responsible to the Commander, 4709th Air Defense Wing for accomplishment of the following specific functions:

a. Providing effective commitment and control of assigned air defense weapons.

b. Using effectively all assigned means and agencies to accomplish identification and air surveillance by prescribed means and standards within the subsector of responsibility as assigned by EADF General Order 50, 2 December 1955, and any adjacent subsector as required.

c. Maintaining the highest degree of readiness and capability to achieve victory in air battle against all detected enemy airborne vehicles.

d. Providing navigational assistance to friendly air traffic in distress.

e. Collecting, evaluating, and displaying pertinent aircraft movement data, and disseminating timely air intelligence to the ADCC and/or adjacent ADDC's as appropriate.

f. Training and equipping all assigned personnel as an effective fighting team.

g. Participating in air defense exercises, training, and exchange programs as required or directed.

h. Submitting recommendations concerning requirements for equipment, personnel, and individual or unit training.

i. Maintaining the Air Force Station in accordance with prescribed directives and acceptable standards.


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Page 2

- j. Providing for effective ground defense and emergency plans for the Air Force Station and facilities.
- k. Providing for effective security measures commensurate with the nature of the information or activity.
- l. Furnishing personnel and equipment as directed by this or higher headquarters for research and development agencies in testing equipment, developing doctrines and tactics for air defense operations.
- m. Maintaining close liaison with other services and agencies to increase the effectiveness of the unit.
- n. Insuring the effective use of manpower and equipment through efficient organization and effective application of sound management techniques.
- o. Maintaining a continuous training program for officer and airman personnel through realistic on-the-job training in accordance with prescribed training and proficiency standards.
- p. Participating in disaster relief and domestic emergencies as required or directed.
- q. Maintaining the highest degree of community relations in furtherance of the USAF mission.
- r. Performing such other temporary or permanent functions as may be prescribed or directed by this or higher headquarters.

BY ORDER OF THE COMMANDER:

OFFICIAL:

KENNETH L. CAMP
Colonel, USAF
Deputy Commander


ANTHONY J. FERRANTI
Major, USAF
Adjutant

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WING REGULATION)
 :
 NUMBER 20-11)

HEADQUARTERS, 4709th Air Defense Wing
 McGuire Air Force Base, Trenton, N. J.
 1 MARCH 1956

ORGANIZATION

Mission of the 46th Fighter Interceptor Squadron

1. Mission:

- a. The primary mission is to destroy enemy airborne targets under all conditions of weather during periods of daylight and darkness.
- b. The secondary mission is to destroy enemy sea and surface forces.
- c. To organize, administer, equip, train, and prepare for combat, in accordance with directives, policies, and schedules issued by this or higher headquarters.

2. Organization: the 46th Fighter Interceptor Squadron is organized under the provisions of Headquarters EADF, General Order 14, 8 February 1956.

3. Responsibilities: The Commander, 46th Fighter Interceptor Squadron is directly responsible to the Commander, 4709th Air Defense Wing for the effective performance of the following specific functions:

- a. Exercising command jurisdiction and control over all personnel assigned, and such jurisdiction over attached personnel as may be apparent or directed.
- b. Maintaining the highest degree of readiness and capability to achieve victory in air battle against all detected enemy airborne vehicles.
- c. Training and equipping all assigned personnel as an effective fighting team.
- d. Participating in air defense exercises, training, and exchange programs as required or directed.
- e. Furnishing personnel and equipment as directed by this or higher headquarters for research and development agencies in testing equipment, developing doctrines and tactics for air defense operations.
- f. Providing for effective security measures commensurate with the nature of the information or activity.
- g. Maintaining close liaison with other services and agencies to increase the effectiveness of the unit.
- h. Providing training aircraft for assigned rated personnel.
- i. Maintaining a state of readiness for rapid movement in accordance with appropriate directives.
- j. Maintaining a continuous training program for officer and airman personnel through realistic on-the-job training in accordance with prescribed training and proficiency standards.
- k. Insuring the effective use of manpower and equipment through efficient organization and effective application of sound management techniques.


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Page 2

- l. Participating in disaster relief and domestic emergencies as required or directed.
- m. Maintaining the highest degree of community relations in furtherance of the USAF mission.
- n. Operating and maintaining the Dover Combat Alert Center.
- o. Performing such other temporary or permanent functions as may be prescribed by this or higher headquarters.

BY ORDER OF THE COMMANDER:

OFFICIAL:

KENNETH L. CAMP
Colonel, USAF
Deputy Commander


ANTHONY J. FERRANTI
Major, USAF
Adjutant

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WING REGULATION)
NUMBER 20-12A)

*20-12
HEADQUARTERS, 4709th Air Defense Wing
McGuire Air Force Base, Trenton, N. J.
2 MARCH 1956

ORGANIZATION

Mission of the 98th Fighter Interceptor Squadron

* * * * *
1. Effective date of Wing Regulation 20-12 is 8 March 1956. ;

* * * * *
BY ORDER OF THE COMMANDER:

OFFICIAL:

KENNETH L. CAMP
Colonel, USAF
Deputy Commander

Anthony A. Ferranti
ANTHONY A. FERRANTI
Major, USAF
Adjutant

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*This regulation amends Wing Regulation 20-12, dtd 1 Mar 56. ;

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WING REGULATION)
 NUMBER 20-12)

HEADQUARTERS, 4709th Air Defense Wing
 McGuire Air Force Base, Trenton, N. J.
 1 MARCH 1956

ORGANIZATION

Mission of the 98th Fighter Interceptor Squadron

1. Mission:

- a. The primary mission is to destroy enemy airborne targets under all conditions of weather during periods of daylight and darkness.
- b. The secondary mission is to destroy enemy sea and surface forces.
- c. To organize, administer, equip, train, and prepare for combat in accordance with directives, policies, and schedules issued by this or higher headquarters.

2. Organization: The 98th Fighter Interceptor Squadron is organized under the provisions of Headquarters EADF, General Order 52, 15 December 55.

3. Responsibilities: The Commander, 98th Fighter Interceptor Squadron is directly responsible to the Commander, 4709th Air Defense Wing for the effective performance of the following specific functions:

- a. Exercising command jurisdiction and control over all personnel assigned, and such jurisdiction over attached personnel as may be apparent or directed.
- b. Maintaining the highest degree of readiness and capability to achieve victory in air battle against all detected enemy airborne vehicles.
- c. Training and equipping all assigned personnel as an effective fighting team.
- d. Participating in air defense exercises, training, and exchange programs as required or directed.
- e. Furnishing personnel and equipment as directed by this or higher headquarters for research and development agencies in testing equipment, developing doctrines and tactics for air defense operations.
- f. Providing for effective security measures commensurate with the nature of the information or activity.
- g. Maintaining close liaison with other services and agencies to increase the effectiveness of the unit.
- h. Providing training aircraft for assigned rated personnel.
- i. Maintaining a state of preparedness for rapid movement in accordance with appropriate directives.
- j. Maintaining a continuous training program for officer and airman personnel through realistic on-the-job training in accordance with prescribed training and proficiency standards.
- k. Insuring the effective use of manpower and equipment through efficient organization and effective application of sound management techniques.

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Page 2

- l. Participating in disaster relief and domestic emergencies as required or directed.
- m. Maintaining the highest order of community relations in furtherance of the USAF mission.
- n. Performing such other temporary or permanent functions as may be prescribed by this or higher headquarters.

BY ORDER OF THE COMMANDER:

OFFICIAL:

KENNETH L. CAMP
Colonel, USAF
Deputy Commander

Anthony J. Ferranti
ANTHONY J. FERRANTI
Major, USAF
Adjutant

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WING REGULATION)
NUMBER 36-2A)

*36-2
HEADQUARTERS, 4709th Air Defense Wing
McGuire Air Force Base, Trenton, N. J.
28 MARCH 1956

OFFICER PERSONNEL

Personnel Records

* * * * *

3. Newly Assigned Officers:

* * * * *

(2) Rank, date of rank and date of eligibility for promotion of Second Lieutenant,

* * * * *

BY ORDER OF THE COMMANDER:

OFFICIAL:

KENNETH L. CAMP
Colonel, USAF
Deputy Commander

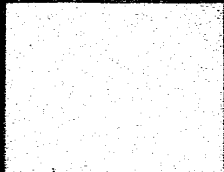
Anthony J. Ferranti
ANTHONY J. FERRANTI
Major, USAF
Adjutant

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*This regulation amends Wing Regulation 36-2, dtd 12 Mar 56.

1017



WING REGULATION)
 NUMBER 36-2)

*36-2
 HEADQUARTERS, 4709th Air Defense Wing
 McGuire Air Force Base, Trenton, N. J.
 12 MARCH 1956

OFFICER PERSONNEL

Personnel Records

1. Purpose: To establish procedures for the reporting of newly assigned officer personnel, and the disposition of officer personnel records.

2. Scope: The provisions of this regulation are applicable to all units assigned or attached to this wing.

3. Newly Assigned Officers:

a. Within twenty-four hours after receipt of letter or special order effecting the assignment of an officer to a unit of this command from an outside source, one copy of the order will be forwarded to this headquarters, Attention: WGDP, by the gaining organization.

b. Within twenty-four hours after a newly assigned officer physically reports for duty, this headquarters will be advised by electrical transmission of the arrival. Messages will be submitted in the following format:

- (1) Name
- (2) Rank and date of rank
- (3) Air Force Service Number
- (4) Primary Air Force Specialty Code
- (5) Additional Air Force Specialty Codes
- (6) Foreign Service Selection Date
- (7) Date of Separation
- (8) Date officer physically reported for duty
- (9) Remarks: To include proposed duty assignment or, if appropriate, that officer is surplus to requirements, and available for reassignment.

4. DA Form 66

a. Upon the assignment of an officer to a unit of this command, an informational copy of the DA Form 66 will be prepared and submitted to arrive at this headquarters as soon as possible, but not later than fifteen (15) days following the officer's EDCSA. An informational copy of the AF Form 66a, opening item 28, DA Form 66, will accompany the DA Form 66. In addition, a second informational copy of DA Form 66 will be prepared for and forwarded directly to the Commander, 26th Air Division (Defense), on all field grade officers, unit commanders, unit or base operations officers and AC&W Squadron chief intercept controllers. All informational copies DA Form 66 will be accomplished on DA Form 66WS (Record Worksheet) or FAX copy, as appropriate.

*This regulation supersedes Wing Regulation 36-2, dtd 17 Jan 56, as amended.

Wg Reg 36-2
Page 2

b. Reaccomplished DA Forms 66 will be prepared in a sufficient number of copies to effect the distribution as indicated in the following table:

DA FORM 66 HEADQUARTERS OF RECORD

	USAF	SURG GEN USAF	ADC	EADF	26AD	4709ADW	ORGN	TOTAL
Colonels	X		X	X	X	X	X	6
Field Grade Officers	X			X	X	X	X	5
Medical Service Officers	X	X	X	X		X	X	6
Unit Commanders	X			X	X	X	X	5
Unit or Base Operations Officers	X			X	X	X	X	5
AC&W Squadron Chief Interceptor Controllers	X			X	X	X	X	5
All Other Officers	X			X		X	X	4

c. Reaccomplished DA Form 66 will be forwarded directly to the headquarters of record as indicated above. Letters of transmittal will be used. The old organizational copy of a reaccomplished Form 66 will be attached to the Headquarters USAF copy and transmitted to that headquarters.

5. AF Forms 66a: Reports of Change, AF Forms 66a, will be prepared in accordance with AFM 35-9 and AFR 36-23. Reports of Change will be forwarded directly to each headquarters maintaining a copy of the Form 66 as indicated in paragraph 4b above.

a. One extra copy of AF Form 66a will be prepared for all lieutenant colonels and forwarded to Headquarters USAF, Attn: Colonel's Branch.

6. Reports required by this regulation are exempt from assignment of an RCS by authority of paragraph 7c, AFR 174-L.

7. References:

a. AFR 36-23

b. AFM 35-9

BY ORDER OF THE COMMANDER:

OFFICIAL:

Anthony J. Ferranti
ANTHONY J. FERRANTI
Major, USAF
Adjutant

KENNETH L. CAMP
Colonel, USAF
Deputy Commander

DISTRIBUTION: "A"

1019

WING REGULATION)
 NUMBER 66-2)

*66-2
 HEADQUARTERS, 4709th Air Defense Wing
 McGuire Air Force Base, Trenton, N. J.
 16 MARCH 1956

MAINTENANCE - ENGINEERING

Ground Release of External Fuel Tanks -- Inspection of Manual Drop Tank Release System
 F-86 Series Aircraft

1. Purpose: To establish procedures to prevent accidental explosion on tank removal or accidental dropping of the external fuel tanks on F-86 series aircraft.
2. Responsibility: It is the responsibility of Maintenance Officers to insure compliance with the provisions of this maintenance instruction.
3. General:
 - a. Under no circumstances will external fuel tanks be drop - checked, removed or installed without the external fuel tanks being electrically and electro-statically connected to the aircraft structure prior to removal or installation. To accomplish this, there must be an external ground wire from the tanks to the aircraft structure to earth ground. This will be done prior to removal or installation of tanks. All electrical power shall be OFF, and external auxiliary power unit (APU) will not be connected to the aircraft.
 - b. External fuel tanks shall be released by means of the manual drop tank release from the cockpit, on aircraft so equipped; on aircraft not equipped with manual drop tank release, the tanks will be released by means of the mechanical release on the drop tank shackle. Under no circumstances will the tanks be dropped electrically. All fuel will be drained from the drop tanks prior to removal.
 - c. When aircraft equipped with the manual drop tank release system have had the tanks removed, the manual drop tank release handle will be reset and safetied with either proper safety wire or by means of a guard. An inspection will be made of the position of the plunger in the wing. This plunger must not extend beyond the surface of the wing skin; it must be flush to 1/16 inch short of the skin surface.
 - d. If the plunger is not within adjustment tolerances or the system malfunction, the manual drop tank release system will be placed on a red cross in the appropriate aircraft work books and forms. Improper adjustment or malfunctioning of the system creates a hazardous condition for both ground and flight operations.
 - e. When adjustment of the manual drop tank release system is necessary, it will be accomplished in compliance with the pertinent Handbook of Erection and Maintenance Instruction technical order for the particular model aircraft.
 - f. Prior to the installation of the tanks, the grounding as specified in paragraph 3a preceding, will be accomplished plus an inspection, again, of the condition of the plunger in the wing and the manual drop tank release handle in the cockpit. The external drop tanks will not be installed unless the plunger and the release handle are properly positioned.

* This regulation supersedes Wing Regulation 66-2, dtd 2 Aug 54.

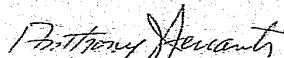
66-2
Page 2

g. Electrical check of the release system will be accomplished, on the aircraft circuit, after the tanks have been removed and electrical power is available. Check by using a voltmeter, of sufficient range. Checking of the drop tank shackle solenoid will be accomplished by means of an ohmmeter. Check for proper resistance reading on the solenoid coil and leads. Electricians performing such checks will indicate in the work book the results of such checks substantially as follows: "Electrical drop tank release circuit check due" in discrepancy column; and in corrective action column when check is completed satisfactory, "Electrical check of system completed OK" and sign in signature column.

BY ORDER OF THE COMMANDER:

OFFICIAL:

KENNETH L. CAMP
Colonel, USAF
Deputy Commander


ANTHONY J. FERRANTI
Major, USAF
Adjutant

DISTRIBUTION:
"A"

1021

WING REGULATION)
NUMBER 66-7)

HEADQUARTERS, 4709th Air Defense Wing
McGuire Air Force Base, Trenton, N. J.
2 MARCH 1956

MAINTENANCE-ENGINEERING


F-86D Pressure Leak Check

1. Purpose: To establish a procedure for conducting a pressure leak check on the F-86D fuel system.
2. Scope: This Regulation is applicable to all F-86D equipped Fighter-Interceptor Squadrons assigned to this Wing.
3. Procedure: Prior to the first flight of the day and in conjunction with the preflight inspection, all F-86D aircraft will be run-up and inspected as follows:
 - a. With cover assemblies, fuselage station 193, wheel ("Dishpan") removed, and engine operating at 100% in afterburner, a check will be made of all fuel lines, fittings and filters in each wheel well area. This inspection will be made to check for any evidence of fuel leaks, or fuel seepage in this critical area.
 - b. This additional inspection will be carried on the A.F. Form 781-2 and will be signed off at time of completion, with completion time noted.
 - c. Where certain operational requirements prevail, such as aircraft on air defense alert, this inspection may be completed in the twenty-four-hour period before the first flight. This exception is made with the provision that every aircraft scheduled for flight will have this check accomplished at least once each twenty-four (24) hours.
4. Responsibilities: Fighter-Interceptor Squadron Commanders will be responsible for compliance with this Regulation.
5. References: T. O. 00-20A-1

BY ORDER OF THE COMMANDER:

OFFICIAL:

KENNETH L. CAMP
Colonel, USAF
Deputy Commander


ANTHONY J. FERRANTI
Major, USAF
Adjutant

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STAFF MEMORANDUM)
 NUMBER 5-1)

5-1
 HEADQUARTERS, 4709th Air Defense Wing
 McGuire Air Force Base, Trenton, N. J.
 8 FEBRUARY 1956

PUBLICATIONS

General Numerical Index for 4709th ADW Staff Memorandum

1. Purpose: To provide a list of current 4709th Air Defense Wing Staff Memoranda. :
2. General: The basic index and numbering system for 4709th Air Defense Wing publications will conform to the index prescribed by ADC Regulation 5-1. :
3. Numerical Index: The numerical index of current 4709th Air Defense Wing Memoranda is shown below. When a new memorandum, or an amendment to existing memoranda is received, the proper notation or correction will be made on this index. :

<u>NUMBER</u>	<u>DATE</u>	<u>CLASSIFICATION AND TITLE</u>	<u>DISTRIBUTION</u>
<u>5 - PUBLICATIONS</u>			
5-1	8 Feb 56	General and Numerical Index for 4709th Air Defense Wing Staff Memoranda	A
5-4	20 Oct 54	Distribution of Unnumbered Publications	A
5-5	8 Nov 55	Preparation of Drafts	A
5-6	5 Jan 56	Supplements	A
<u>10 - CORRESPONDENCE</u>			
10-2	26 Jan 56	Symbols for Staff Identification	A
<u>11 - ADMINISTRATIVE PRACTICES</u>			
11-1	29 Oct 54	Responsibilities & Authority of Commander, Headquarters Squadron Section	A
11-2	3 Nov 55	Staff Actions During States of Preparedness and Warnings	A
11-3	28 Jul 55	Issuance of Letter Orders and Control of Temporary Duty Travel	A
11-4	26 Oct 54	Reception and Briefing of Distinguished Visitors	A
11-5	15 Oct 54	Officers Register	A
11-6	26 Jan 56	Staff Visits	A

* This memorandum supersedes Wing Staff Memorandum 5-1, dtd 12 Aug 55. :

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<u>NUMBER</u>	<u>DATE</u>	<u>CLASSIFICATION AND TITLE</u>	<u>DISTRIBUTION</u>
11-7	21 Nov 55	Wing Staff Duty Officer and Staff Duty Non-Commissioned Officer	A
11-8	20 Oct 54	Daily Bulletin, McGuire Air Force Base	A
11-9	13 Jun 55	Projects	A
11-10	11 Aug 55	War Room	A
		<u>20 - ORGANIZATION</u>	
20-1	14 Jun 55	Deputy Commander	A
20-2	21 Jun 55	Staff Judge Advocate	A
		<u>35 - MILITARY PERSONNEL</u>	
35-1	25 Apr 55	Assignment and Occupancy of Wherry Housing & Government Quarters, McGuire Air Force Base	A
		<u>36 - OFFICER PERSONNEL</u>	
36-1	29 Oct 54	Officer's Annual Physical Examinations	A
		<u>55 - OPERATIONS</u>	
55-1	18 Oct 55	Request for Aircraft or Airlift	A
55-2	22 Mar 55	Wing Data Analysis Committee	A
		<u>93 - INSTALLATIONS-CONTROL PROCEDURES</u>	
93-1	4 Aug 55	Work Order Requests	A
		<u>120 - INSPECTOR GENERAL</u>	
120-1	28 Apr 55	Control of Special Subject Letters Action	A
		<u>172 - BUDGET</u>	
172-1	5 Oct 55	Financial Management Committee	A
		<u>175 - AUDITING</u>	
175-2	5 May 55	Procedure for Processing Reports of Audit and Examination	A
		<u>181 - RECORDS MANAGEMENT</u>	
181-1	28 Mar 55	Offices of Record	

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<u>NUMBER</u>	<u>DATE</u>	<u>CLASSIFICATION AND TITLE</u>	<u>DISTRIBUTION</u>
		<u>205 - SECURITY</u>	
205-1	21 Oct 54	Control of Classified Documents	A
205-2	4 Aug 55	Fire Evacuation Plan for Classified and Unclassified Material	A

BY ORDER OF THE COMMANDER:

OFFICIAL:



FRANK I. PARAKKALA
Major, USAF
Adjutant

KENNETH L. CAMP
Colonel, USAF
Deputy Commander

DISTRIBUTION:
"A"

1025

STAFF MEMORANDUM
 NUMBER 10-2

*10-2
 HEADQUARTERS, 4709th Air Defense Wing
 McGuire Air Force Base, Trenton, N. J.
 14 FEBRUARY 1956

CORRESPONDENCE

Symbols for Staff Identification

1. Purpose: To prescribe office identification symbols for use on correspondence, messages, interoffice routing slips and fanfolds to indicate the office of origin. Coordination sheet, 4709th ADW Headquarters Form 2, containing the symbols listed below will be used on all outgoing correspondence and messages. Colored coordination sheets will be used for unclassified and white for classified materials.

2. Symbols:

Commander	WCDR
Flying Safety Office	WCFS
Deputy Commander	WGDC
Office of Information Services	WDOI
Special Projects	WDSP
Adjutant	WGAJ
Mail & Records Division	WAMR
Publication & Distribution Division	WAPD
Director of Personnel	WGDP
Training Division	WPTD
Personnel Services Division	WPPS
Airmen Division	WPAD
Officers Division	WPOD
Ground Safety Division	WPGS
Director of Operations	WGDO
Operations & Training Division	WOOT
Aircraft Control & Warning Branch	WOCW
Administrative & Services Branch	WOAS
Plans, Organization & Requirements Division	WOPR
Manpower & Management Branch	WOMM
Intelligence Branch	WOIN
Director of Materiel	WGDM
Installation Branch	WMAI
Armament Division	WMAA
Aircraft Maintenance Division	WMAA
Supply Division	WMEP
Comptroller	WGCT
Budget & Accounting Division	WCBA
Statistical Services Division	WCSS

* This memorandum supersedes Wing Staff Memorandum 10-2, dtd 26 Jan 56.

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4709TH ADWSM 10-2
Page 2 of 2 Pages

Staff Judge Advocate WGJA
Headquarters Squadron Section WGHS
Communications & Electronics WGCE

BY ORDER OF THE COMMANDER:

OFFICIAL:



FRANK J. PARIKAZA
Major, USAF
Adjutant

KENNETH L. CAMP
Colonel, USAF
Deputy Commander

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"A"

1027

STAFF MEMORANDUM)
NUMBER 11-6A)

*11-6
HEADQUARTERS, 4709th Air Defense Wing
McGuire Air Force Base, Trenton, N. J.
27 APRIL 1956

ADMINISTRATIVE PRACTICES

Staff Visits

* * * * *
4. Format: Format to be followed for the submission of reports will be as listed in Attachment 1 and 2 of this memorandum.

*a. Report of Staff Visit (attachment 1) will be forwarded by 1st indorsement to the unit visited. Indorsement will be prepared for the Wing Commander's signature by the section performing the Staff Visit and will include any comments considered appropriate.

*b. Informational copy of Report of Staff Visit will be forwarded by letter of transmittal (attachment 2) to Commander, 26th Air Division.

BY ORDER OF THE COMMANDER:

OFFICIAL:

KENNETH L. CAMP
Colonel, USAF
Deputy Commander

Anthony J. Ferranti
ANTHONY J. FERRANTI
Major, USAF
Adjutant

DISTRIBUTION:
"A"

*This memorandum amends Staff Memorandum 11-6, dtd 26 Jan 56.

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(Sample Letter of Transmittal for Report of Staff Visit)

HEADQUARTERS
4790TH AIR DEFENSE WING
McGuire Air Force Base
Trenton, New Jersey

Date _____

SUBJECT: Report of Staff Visit

TO: Commander
26th Air Division (Defense)
Roslyn Air Force Station
Roslyn, New York

1. Forwarded in accordance with EADF Regulation 123-2 dated 9 September 1955 is an informational copy of Report of Staff Visit relating to _____ activities of the _____

2. This visit was conducted during the period _____ by _____ of the office of the _____ this headquarters.

1 Incl
a/s

Signature of Wing Commander

Attachment 2, to Wing Staff Memorandum 11-6.

(Supersedes Attachment 2, Staff Memorandum 11-6)

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STAFF MEMORANDUM)
NUMBER 11-6)

*11-6
HEADQUARTERS, 4709th Air Defense Wing
McGuire Air Force Base, Trenton, N. J.
26 JANUARY 1956

ADMINISTRATIVE PRACTICES

Staff Visits

1. Purpose: To prescribe uniform procedures for the conduct of staff visits to subordinate units.
2. General: Staff visits are designed to:
 - a. Inform the Commander of existing conditions within subordinate units.
 - b. Maintain close liaison between official agencies and personnel of the command.
 - c. Assist units in the solution of local problems.
 - d. Coordinate command actions and policies.
 - e. Determine the status of action on irregularities or deficiencies previously reported.
3. Procedures:
 - a. Proposed staff visits will be coordinated within this headquarters to insure that each person concerned possesses all facts pertinent to the object of the visit. The staff visit file in the Adjutant's Office will be available and should be reviewed for any outstanding discrepancies previously noted.
 - b. Staff visits should be scheduled as far in advance as possible to prevent duplication of effort.
 - c. Units to be visited will be notified by mail or electrical message to arrive at the installation at least twenty-four (24) hours in advance of the visiting party.
 - d. Upon arrival at the installation, the senior member of the party will report to the Commander (or his representative) and inform him of the purpose of the visit, also the activities in which the party is interested.
 - e. The senior member of the party will report to the Commander (or his representative) prior to departure and inform him of the results of the visit and also the recommendations to be made upon his return to this headquarters.
 - f. Each Staff section will make a written report in five (5) copies within three (3) working days after return.

*This memorandum supersedes wing Staff Memorandum 11-5, dated 20 October 1954.

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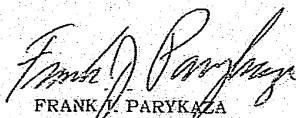
4709TH ADWSM 11-6
Page 2 of 2 Pages

4. Format. Format to be followed for the submission of reports will be as listed in Attachment 1 and 2 of this memorandum.

a. An information copy will be sent to the unit visited.

BY ORDER OF THE COMMANDER.

OFFICIAL:


FRANK V. PARYKAZA
Major, USAF
Adjutant

KENNETH L. CAMP
Colonel, USAF
Deputy Commander

2 Attachments.

1. Format for Report
2. Letter of Transmittal to 26th Air Division

DISTRIBUTION:

"A"

1031

(Sample Report of Staff Visit)

HEADQUARTERS
4709TH AIR DEFENSE WING
Office of the Director of Operations
McGuire Air Force Base
Trenton, New Jersey

Staff Symbol _____

Date _____

SUBJECT: Report of Staff Visit

TO: Commander
4709th Air Defense Wing
McGuire Air Force Base
Trenton, New Jersey

1. On _____ a staff visit was made to the _____ by the following
(Date) (Unit Visited)
personnel:

NAME	RANK	STAFF SECTION

2. Personnel contacted:

NAME	RANK	STAFF SECTION

3. The following comments are offered for your information regarding liaison effected, problems solved, and irregularities. Also specific mention is made of the status of Special Subject Letters pertaining to the functions visited.

Attachment 1, to Wing Staff Memorandum 11-6.

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4. Recommended actions.

- a. Subordinate unit
- b. Wing level
- c. Higher headquarters

Signature of OIC or NCOIC

APPROVED:

Director or Section Head

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(Sample Letter of Transmittal for Report of Staff Visit)

HEADQUARTERS
4709TH AIR DEFENSE WING
McGuire Air Force Base
Trenton, New Jersey

Date _____

SUBJECT: Report of Staff Visit

TO: Commander
26th Air Division (Defense)
Roslyn Air Force Station
Roslyn, New York

1. Forwarded in accordance with EADF Regulation 123-2 dated 9 September 1955 is Report of Staff Visit relating to _____ activities of the _____.
2. This visit was conducted during the period _____ by _____ of the office of the _____ this headquarters.

EUGENE L. STRICKLAND
Colonel, USAF
Commander

Info Cy to. (Unit visited)

Attachment 2, to Wing Staff Memorandum 11-6.

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OFFICE OF DIRECTOR OF OPERATIONS
4709th Air Defense Wing
McGuire Air Force Base
Trenton, New Jersey

SUBJECT: Rocketry Meet

During the period of 1 January 1956, this wing conducted a Rocketry Meet and picked the team to represent this wing in rocketry competition. F-86D and F-94C teams were involved in the shoot-off.

The F-94C team, captained by Colonel Clay Albright, won the meet with a final score of 8600 points.

Runner-up is the F-86D team, captained by Colonel Emil L. Sluga, with a total of 4800 points.

George R. Halliwell
GEORGE R. HALLIWELL
Major USAF
Ass't Q&T Officer

1035

D

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HISTORICAL DOCUMENTS OF THE

4621st Air Defense Wing (SAGE)
McGuire Air Force Base
Trenton, New Jersey

1 April 1956 through 30 June 1956

Prepared by:

Anthony J. Ferrante
ANTHONY J. FERRANTE
Major, USAF
Historical Officer (4709th ADW)

(Eastern Air Defense Force, Air Defense Command)

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C O P Y

HEADQUARTERS
4621ST AIR DEFENSE WING (SAGE)
McGuire Air Force Base
Trenton, New Jersey

GENERAL ORDER)
NUMBER 1)

1 April 1956

ASSUMPTION OF COMMAND - Under the provisions of Air Force Regulation 35-54, the undersigned assumes command of the 4621st Air Defense Wing (SAGE), McGuire Air Force Base, Trenton, New Jersey effective this date.

JOHN E. WHITE
1st Lt, USAF
Commander

DISTRIBUTION:
"A"

C O P Y


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HEADQUARTERS
4621ST AIR DEFENSE WING (SAGE)
McGuire Air Force Base
Trenton, New Jersey

GENERAL ORDER)
NUMBER 2)

6 June 1956

ASSUMPTION OF COMMAND — Under the provisions of Air Force Regulation 35-54, the undersigned assumes command of the 4621st Air Defense Wing (SAGE), McGuire Air Force Base, Trenton, New Jersey, effective this date, vice 1ST LIEUTENANT JOHN H. WHITE, AO 2236480.


JOHN F. SHERWIN
Major, USAF
Commander

DISTRIBUTION:
"A"

1040

HEADQUARTERS
4621ST AIR DEFENSE WING (SAGE)
McGuire Air Force Base
Trenton, New Jersey

GENERAL ORDER)
NUMBER 3)

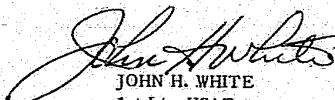
6 June 1956

STAFF ASSIGNMENT, 1ST LIEUTENANT JOHN H. WHITE, AO 2236480, this headquarters, is assigned as Wing Adjutant, effective this date. :

BY ORDER OF THE COMMANDER:

OFFICIAL:

JOHN H. WHITE
1st Lt, USAF
Adjutant


JOHN H. WHITE
1st Lt, USAF
Adjutant

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HEADQUARTERS
4621ST AIR DEFENSE WING (SAGE)
McGuire Air Force Base
Trenton, New Jersey

23 August 1956

SUBJECT: Resume of Activities for period, 1 April 1956 thru 30 June 1956.

1. Designation and Organization of the 4621st Air Defense Wing (SAGE), 1 April 1956, per General Order #11, Headquarters, Air Defense Command, dated 15 March 1956, with assignment to Eastern Air Defense Force and sub-assignment to 26th Air Division (Defense).
2. This unit was attached to the 4709th Air Defense Wing for administration (including responsibility for assignment and promotion of personnel), operational control, and logistical support effective 1 April 1956 per General Order #5, Headquarters, 26th Air Division (Def).
3. Paragraph 2, General Order #27, Headquarters, Air Defense Command, dated 19 June 1956 deleted the sub-assignment of this unit to the 26th Air Division (Def).
4. Beneficial Occupancy Date of the SAGE building was 1 May 1956, pertinent papers were forwarded to Headquarters, Air Defense Command.
5. The SAGE building was inspected and accepted by the Air Force 25 May 1956.
6. A contract for janitorial services was awarded to the International Window Cleaners for a period of thirty days effective 1 June 1956.

for
ALPHONSE J. COLEMAN
Lt Col., USAF
Commander

Carl R. Oliver Jr.
Capt USAF

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4

Handwritten: 1-5

Director Research Studies Institute Attn: Archives Branch Maxwell AFB, Alabama	RETURN TO: 1-5 1-5 1-5
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MEDICAL HISTORICAL REPORT

26TH AIR DIVISION

ROSLYN AIR FORCE STATION

ROSLYN, NEW YORK

1 JANUARY - 30 JUNE 1956

RCS: AU-D6

Handwritten: 1-5

Handwritten: 4-11-20-4

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RCS- AU-D6

HEADQUARTERS
26TH AIR DIVISION (DEFENSE)
UNITED STATES AIR FORCE
ROSLYN AIR FORCE STATION, ROSLYN, NEW YORK

HISTORICAL REPORT
OF
MEDICAL ACTIVITIES

1 JAN 1956 - 30 JUN 1956

PREPARED BY
THE DIVISION SURGEON
HQ 26TH AIR DIV (DEF)

4-4380-4

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RCS: AU-D6

HEADQUARTERS
26TH AIR DIVISION (DEFENSE)
UNITED STATES AIR FORCE
ROSLYN AIR FORCE STATION, ROSLYN, NEW YORK

HISTORICAL REPORT
OF
MEDICAL ACTIVITIES
1 JAN 1956 - 30 JUN 1956

PREPARED BY
THE DIVISION SURGEON
HQ 26TH AIR DIV (DEF)

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I

BROAD OBSERVATION ON HEALTH OF THE COMMAND

Scope: This is a consolidated historical report of medical activities of the 26th Air Division (Defense), including the Division Surgeon's office; Dental Service to include dental mobile teams; and activities of AC&W Squadrons assigned to this division. It also includes 647th, 649th and 771st AC&W Squadrons assigned to 85th Air Division (Defense), 1 March 1956. The latter units are under medical reporting jurisdiction of this headquarters for an indefinite period. It does not include medical activities of air bases and groups assigned to this division.

Mission: The mission of this command includes conduct of the air defense of the United States within a specified geographic sector of the Eastern Air Defense Force area; supporting the operations of sister commands such as Strategic Air Command, Tactical Air Command, and Military Air Transport Service, by participation in collateral combat missions as directed; and in general administering and equipping, training and preparing the combat, such units and combat crews of the United States Air Force as may be designated. The mission of the medical service is to provide the medical support necessary to maintain the highest possible degree of combat readiness and effectiveness of this command.

General Remarks: In reviewing the overall health of the command for this report period, the disease incidence has continued to compare

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very favorably with similar commands in the same climatic zone. At the beginning of the period the normal seasonal upper respiratory infection incidence was experienced, but no untoward outbreaks were reported and the number of infections in military personnel of the command was consistently lower than the surrounding civilian communities. Mental hygiene of military personnel also appears to have been on the same high level as the previous period.

Command Relationship: Medical staffs and facilities of this command enjoy excellent relationships with the command and other staff elements.

II PLANS AND HOSPITALIZATION

1. Medical Organization: Division Medical Service is currently organized to include small squadron aid stations at seven AC&W sites, one USAF Hospital, three Infirmaries, one USAF Dispensary, one stationary Dental Clinic at Roslyn Air Force Station, and two Dental Mobile units. The reorganization of Eastern Air Defense Force resulted in the loss of four and a gain of three AC&W sites. However, due to shortage of medical and dental officers, three AC&W squadron medical stations reassigned to 85th Air Division (Defense), remained under the overall direction of this headquarters. The USAF Dispensary at Roslyn AFS was redesignated as 613th USAF (Class B) Dispensary effective 8 April 1956, with station assignment at Roslyn AFS, under T/O composition 1-4101, 1 June 1955, 1 X Part 11 CH. The authority for this redesignation was General Orders 23, Hq EADF, 15 March 1956. The Division Surgeon's

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office, located at the headquarters station, is authorized one medical officer (aviation medicine), one medical service corp officer, one administrative airman, one veterinary technician, and a civilian stenographer. One veterinary officer assigned but not authorized contributes toward smoother and more efficient operation. In the absence of medical officers and the remoteness of AC&W squadrons, civilian doctors are employed on 1/4 time basis to provide medical care to military personnel. Due to limited funds these doctors have not been contracted to provide dependents with the same type and degree of medical care available to them on air base installations where military physicians are available. In evaluating the current organization in terms of its efficiency; the major weakness apparently lies in the employment of part time civilian physicians at isolated sites.

2. Medical Administration: a. Dispensary and Outpatient Administration at some AC&W sites has been noticeably inferior in the past six months over previous periods. This is largely due to qualified independent duty technicians being reassigned without a compensatory return. Replacements have not had any or adequate training and experience in medical administration to cope with administrative functions incident to admitting, disposing of patients, and be responsible for procedures relating to supply, as well as medical reports and patients medical records in conformance with current directives. As a result of this inadequacy in personnel replacements, added training responsibility in medical administration, as well as USAF food

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service standards, is planned and carried out by the Division Surgeon's office. The bulk of the administrative problems encompasses the requirements of AFM 160-20. The effectiveness of this directive as related to medical aid stations at AC&W squadrons is the current lack of applicability in its entirety to that type of operation.

b. Medical Reporting System. All required reports from AC&W squadrons should be submitted to the fighter group responsible for supervising the AC&W squadron. The fighter group should consolidate these and transmit them to division headquarters. Division headquarters should then consolidate them and forward to E&DF. In addition, all hospitals, infirmaries, and dispensaries under command control of the air division forward their reports to the air division for consolidation. Since AC&W squadrons are assigned to groups, decentralization of the medical reporting system to the lowest echelon will enable better control and exercise of command jurisdiction, and at the same time provide the groups and medical treatment facility commander at group level with essential medical data. Better control of the preventive medicine program could be maintained if the preventive medicine reports (RCS AF-M7) were prepared by the fighter groups for their AC&W squadrons and forwarded to Headquarters 26th Air Division (Defense).

3. Manpower: Manpower authorizations and assigned during most of the report period for all units fluctuated and most significant was that reenlistment has declined and reassignments of key personnel

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have been made, resulting in the loss of experienced qualified personnel. The assignment of directed duty personnel is not recommended below an infirmity level. In the past some directed duty assignees were in training for medical and administrative vacancies, with poor results. Current T/O authorization for AC&W squadrons is: 1, 90270; 1, 90250. For the Division Surgeon's office the current authorization is: 1, 9316; 1, 9025; 1, 90670; 1, 90850; and 1 civilian stenographer, 70252. During this period, the following is a recapitulation of gains and/or losses:

<u>AFSC</u>	<u>GAINS</u>	<u>LOSSES</u>
90250	3	8
98010	2	
98150	1	
98130	3	
90270	1	5
90870		1
98250		1
98230	1	
90230		4
90850	1	

The cited losses are either caused by discharge by reason of expiration term of service or reassignment from this command. A shortage of personnel, based on six months projected losses and gains, below effective levels is expected. In regards to development of adequate tables of distribution for these units, it is felt that the current authorization of two independent technicians for each squadron is not adequate on a long range basis. Action has been taken by some units to increase their authorizations, but favorable action has not been taken in any case. An additional technician should be provided so

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that during periods of leave, sickness, and mandatory attendance at schools, the function of the squadron medical section is not hampered. At present it is felt that the requirements for a Flight Surgeon in the Division Surgeon's office exists. On release from active duty of Captain John B. Lynch, USAF (MC), 1 May 1956, the Division Surgeon was left without a Flight Surgeon and only one medical officer, Capt. Nicholas E. Roberti, USAF (MC), available for duty as Station Surgeon with additional duty as Acting Division Surgeon. This is unsatisfactory because it places an extremely heavy workload on one medical officer as concerns principally with functions of providing medical care to personnel of Roslyn AFS and duties of Division Surgeon.

4. Funds: A total requirement of \$35,435.00 was programmed and allocated for P478 for the Fiscal Year 56. This amount includes personal services consisting of six (6) civilian doctors and one (1) civilian stenographer; operation of two (2) dental mobile teams; local procurement and other division essentials of the Division Surgeon. Obligations for the last six months of FY 56 from the total allocations amounts to \$16,373.00 which was \$3,390.00 in excess of the total programmed. From past experience and anticipated service demands, any amount less than \$35,000.00 would adversely effect the successful accomplishment of the mission. In evaluating expenditures, the cost of temporary duty to include per diem and travel for dental mobile teams and Civil Service physicians is shown as a major operation of the cost involved. It is estimated that for travel and per diem alone

it costs approximately \$1000.00 per month to operate one dental mobile team. It is believed that if each AC&W squadron had a dental operating unit installed with a frequent visit of a dental officer and a dental technician, the monthly cost of temporary duty would be decreased by \$500.00 per month. In commending on the fact that this division was able to stay within its budgetary authorizations, it must be emphasized that certain activities at the end of the first half of FY 56 were curtailed, and therefore accounts for unobligation of \$3,390.00 from the total allocation. Both dental mobile teams were inoperative for the first quarter of FY 56 due to major repairs and rehabilitation. AC&W squadrons were allocated an average of \$500.00 for FY 56 by their medical support bases for use in local procurement of medication, surgical equipment not normally available through supply channels. This amount has been experienced to be adequate.

5. Hospital Construction: With one or two exceptions, the dispensaries at AC&W sites are housed in a suite in the EOQ, occupying two rooms. It is felt that ample space is available for accomplishment of medical functions. It is designed so that one room is utilized as a treatment and examining room, and the other office and supply storage. No new major construction or rehabilitation projects have been undertaken during this period. Recommendation has been made for planning and construction of more permanent facilities for dental and dispensaries at AC&W sites. However, due to the uncertainty of the future utilization of some of the buildings at each site, there had been no

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definite planning by the Wing Planning Board to include any permanent medical facilities for the next fiscal year.

6. Medical Materiel: No unique problems have developed in connection with medical materiel and equipment. At the beginning of last half of the current fiscal year the air conditioning systems of the dental mobile teams required repairs along with the usual maintenance of the dental operating and x-ray equipment. During the winter months when periods of extreme weather was experienced at certain AC&W sites, the dental trailers, rather than be diverted to areas having more clement weather, were parked in motor pools to allow continuous operation without hampering dental care. Breakdown in any of the essential dental equipment usually results in the loss of one or two days of operating time. This is usually caused by the nonavailability of maintenance technicians to repair the problem since they are not locally available and that such personnel must either be obtained from the nearest medical support base or a civilian technician hired to repair the damages. However, this situation is not alarming because the breakdowns are infrequent and an estimated loss of only 18 days has been occasioned for the past six months.

7. Air Evacuation and Transportation of Sick and Wounded: Medical facilities included in this report have had no experience in air evacuation of sick and wounded. The widely scattered AC&W sites are not readily accessible by air, and ground transportation has been utilized entirely for evacuation of patients to nearby hospitals. Only

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patients requiring air evacuation are routinely transferred to the medical support base for subsequent disposition. At present AC&W sites are utilizing either the army type M-43 field ambulance or a converted carry-all which, although developed for cross country evacuation, has proven somewhat less than adequate for AC&W sites. A recent study of ambulance situation at AC&W sites resulted in favor of a converted carry-all, which would accommodate a minimum of one litter, over the army type M-43 ambulance. The ambulance itself is top heavy, skids easily on hard surface roads, and requires a comparatively high rate of maintenance. Spare parts for this type of vehicle are still very difficult to procure. From a standpoint of speed the use of civilian contract ambulance service at AC&W squadrons for transportation of sick and wounded is not practical or feasible because of unavailability in certain isolated areas within 20 minutes. Further, in the best interest of patient comfort, safety and speed, satisfactory ambulance service from nearby military installations is considered inadequate and impractical. This is primarily due to the distance from the sites to the nearest military facility.

III
MEDICAL STAFFING AND EDUCATION

1. Ratio Medical Personnel: During the period 1 January to 31 July 1956 there was an average strength of 1872 military personnel. The ratio of medical personnel to total command strength is 1:78. The turnover of key medical personnel, especially at AC&W squadrons,

in the past six months has caused some units to operate, for a short while, to minimum standards possible until a replacement is received or the replacement properly trained. This is especially true in the preventive medicine and food service function since the newly assigned personnel have had little or no training in the aspect of preventive medicine.

2. Replacements: The delay in replacements has been, and is, a continued problem with respect to medical technicians. In general, technician replacement has shown increasing improvement in the amount of training received. In certain areas however untrained administration is still a prevalent problem.

3. Career Fields: The currently prescribed career fields for medical service personnel have been highly satisfactory within the experience of this command. The retainability of non-regular professional personnel has been very low for the period reported on. It appears that doctors and dentists are still unwilling to serve more than a short time away from their civilian practice. This feeling on the part of a non-regular professional people is quite understandable, considering their professional training and habits; since the current concept of a successful civilian practitioner appears to be the laying down of social roots in a given community, and the exercise of wide independence and individual judgment in the conduct of his chosen profession.

4. Training and Education: In evaluating training and education provided for medical service personnel, only general observations can

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be made at this time. Suffice it to say that the training is still far from ideal, but does show a slow, if spotty, improvement. More needs to be done on careful selection of personnel without regard to the military exigencies which so often force hasty selection at times which are inopportune for careful consideration. Not infrequently, the personnel pool available for selection has not contained the best qualified people to fill a given quota, so that the best available has not always been the most suitable for school training.

IV

PROFESSIONAL SERVICES

1. Physical Standards: No special problems have been encountered in this professional area. The physical standards currently prescribed have been more than adequate for any of the positions in this command relative to the mission involved.

2. Aviation Medicine: Activities in the air crew effectiveness program of this command are limited almost entirely to the air bases, with general overall monitoring by staff surgeons. During the period of this report some general improvement has been noted in the more effective monitoring of noise hazards. Maintenance personnel have been better followed in this regard by the use of periodic audiograms, and in some cases reassignment for flight line personnel has been accomplished. Two major problems in this area continue to plague commanders. One is the shortage of unit squadron Flight Surgeons, with the resultant lack of intimate details of information which have always been so valuable in the promotion of flying safety. Base

medical squadrons necessarily cannot give their whole attention to the flying crews but must divide this time with administrative personnel and dependents, with the result that all three categories of personnel feel a little disappointed in not having a doctor exclusively theirs. This is only one of the minor irritations voiced by air crew and maintenance personnel. Another problem of concern to commanders has been the overall shortage of protective flying clothing and equipment. However, much progress has been made on the alleviation of this problem during the latter part of this report period.

3. Medical Specialties: No specialties program has been considered for the units under discussion. The professional care involved in these facilities has required general medical training only.

4. Preventive Medicine:

a. Environmental Sanitation: Food service facilities generally have better equipment than ever before. There is still a general problem of acquainting mess personnel with the principles of sanitation. It is felt this is due to a lack of supervision, especially since the responsible officer has food service among other additional duties. The problem of any food spoilage as a result of long trips to the AC&W squadrons has been kept minimal. This has been due to careful veterinary food inspection prior to shipment, and spot checks done by the division veterinarian at receipt of shipment and during storage. NCO clubs and BOQ lounges remain a problem in that they are usually too under equipped and manned for maintaining Air Force sanitary standards.

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The sewage filter beds at AC&W squadrons occasionally will fill up and be ineffective. This is essentially due to installations sections allowing solids to pass over into the filter bed, but concern is felt that in the future dependent housing may aggravate the existing conditions. During this past reporting period, potable water has not been a problem at most AC&W squadrons. Housing has generally been satisfactory, except an occasional local overcrowding due to some temporary reason.

b. Industrial Hygiene: Industrial hygiene is considered satisfactory by preventive medicine standards. Consistent periodic checks are made for the supply and correct use of personnel protective devices of such operations as required relative to face, hands, feet, etc.

c. Personal Hygiene: The physical condition of the troops has been satisfactory, with an above average standard of personal hygiene. Laundry and bathing facilities are more than adequate in AC&W units, although occasional difficulties in maintenance of mechanical washers and driers has been experienced. Monthly lectures on personal hygiene, such as body cleanliness and personal protective measures, adequacy of the diet, and status of sanitary discipline, etc., are routinely conducted by qualified personnel.

d. Communicable Diseases: The communicable disease rate continues at a satisfactorily low level and is largely confined to the upper respiratory forms. Troop housing in the AC&W squadrons is

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of the latest dormitory type and has not been overcrowded, except under certain temporary local conditions. The fact that AC&W squadrons are fairly well isolated from the surrounding communities, and that the dormitories are partitioned, appear to be of definite aid in breaking the customary chain of contact.

5. Outpatient Care: Medical stations at AC&W installations are equipped for outpatient care only. Military patients requiring further observation, treatment, are evacuated to the respective medical support base, or, in cases of extreme emergency to local civilian hospitals. Outpatient care is rendered by medical technicians under general supervision of a part time Civil Service physician who resides in the geographic locality. A total of 12,252 outpatient visits and 17,655 treatments have been recorded during the period reported on.

6. Dependent Care: Dependent care has been usually satisfactory for the headquarters personnel, due to the proximity of a large medical facility (Mitchel AFB Hospital). However, the care offered the AC&W Squadrons and Ground Observer Detachments has depended entirely upon the military installations which are in the geographic vicinity. Dependent medical care at all AC&W sites by service facilities have been limited to routine immunizations, minor first aid, dispensing standard drugs, and filling civilian prescriptions insofar as the medical supplies at these facilities allow. Dependent medical care at AC&W squadrons is extremely limited and frequently

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nonexistent for families adjacent to the AC&W sites. Since civilian local physicians have not been contracted to provide medical care to the dependents they must therefore seek care from private physicians or travel great distances to Air Force medical treatment facilities. At some sites local physicians are cooperating by setting aside a short period of time each week for dependent consultation. For example, at the 648th AC&W Squadron, Benton, Pennsylvania, agreement has been concluded between the Commander and contract physician to provide limited medical care to dependents of personnel of that station without cost to the individual or the government. Some progress has been made by other units to get similar arrangements, however it still remains unsatisfactory. It is believed that Public Law 569 providing for medical care of dependents will alleviate this problem considerably. Another detrimental factor is the fact that in many cases the Civil Service physician assigned is the only physician in the local area and his commitments in time and interest to the civilians in the area precludes a more active part in the medico-social life of these isolated military communities. Sites near military medical treatment facilities have fewer morale problems since usually satisfactory and adequate medical care is provided their dependents. An example is the 644th AC&W Squadron, Portsmouth, New Hampshire where dependents receive satisfactory care from the Portsmouth Naval Base Hospital.

7. Atomic, Biological, and Chemical Warfare Activities: The medical passive defense as applicable to each installation covered

in this report has been implemented and provides essential requirements outlined in AFR 160-88.

8. Blood Donors: Blood donor programs with local Red Cross Chapters on some AC&W sites has been established on an on-call basis. For the period covered by this report approximately 88 pints of blood was donated under this program by military personnel.

V
DENTAL SERVICE

1. Mission: The mission of the Division Dental Service is to render complete dental service to the personnel of the Division Headquarters, 12th Weather, 4670th Ground Observer Corps, and AC&W Squadrons. Its facilities include a two chair dental clinic in the dispensary at Roslyn Air Force Station, and two Mobile Dental Operating Clinics, trailer mounted.

2. Organization: The dental service organization includes an operating team for the dental clinic and two mobile dental operating teams, each with one or two dental officers assigned. The personnel authorization is controlled by the division, and the current manning appears to be adequate except for motor vehicle operators for the trailer units. Current manpower restrictions have limited the mobile teams in this respect, requiring the teams to procure maintenance and drivers from whatever local source is available. One heavy equipment operator has been attached to the dental section from the Headquarters Squadron Section during the present report period for the purpose of

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moving the trailers, and has been successful in keeping the mobile trailers on schedule in their movement to and from the various AC&W sites. There are no dental operating units established at any of these AC&W squadrons and therefore the dental care available to personnel is that provided by the mobile dental unit. The mobile teams travel to isolated AC&W squadrons under a schedule in accordance with paragraph 3, ADCR 160-10, allotting approximately thirty (30) days to each squadron. Mobile dental trailers are utilizing hook-ups with water, electricity, and sewage, in the vicinity of the motor pool. The squadron commanders are cooperating to the limits of their capabilities in allocating the motor pool building for use by the dental vans during winter months. This is essentially important in extreme cold to prevent the vans water system from freezing. During periods when the mobile units are away from these sites, emergency dental care is performed by support bases or by local civilian dentists, who are reimbursed by public voucher. Dental care for military personnel at the GOC Filter Centers is available through military installations in their area, or in some cases by civilian dentists. Estimates for dental work by civilian dentists are approved by this headquarters prior to the work being started by the civilian dentist. Reimbursement is made by public voucher.

3. Personnel: Regarding the assignment of dental personnel with mobile dental units, the constant moving around creates an appreciable family problem for the married personnel, and demands a

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very high state of discipline on the part of the personnel to maintain a high standard of effectiveness. For this reason it would seem proper to limit individuals assigned this duty to a tour of 18 months or less. The training of the technicians has appeared to be satisfactory and reflects a continued improvement with advancement of time. The dental officers, because of their assignment, have been extremely limited in their opportunities for professional conferences and meetings. In this respect it is felt that a larger fund for attendance at professional meetings should be planned, and that current restrictions be liberalized.

4. Research: No formal research has been undertaken for the report period.

5. Equipment and Supplies: The dental clinic at Roslyn increased its capabilities of treatment of dental diseases and conditions to military and dependent personnel on the procurement and installation of an additional dental operating unit. This gives them two completely manned and operating units. There is a monthly average of 430 assigned military personnel plus Air Force families who routinely require dental care by the base dental clinic. For the most part, equipment provided through medical supply channels has been completely adequate. The use of tungsten carbide burrs has aided materially in increasing the production of dental work in the limited time available at isolated AC&W sites. Difficulties have been experienced in getting refills of laboratory gases such as acetylene

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and butane, due to the great distance these trailers operate from support bases. These supplies, however, have been fairly easily procured by local purchase. The Mobile Dental Clinics have needed an appreciable amount of maintenance and repair, particularly to their electrical and mechanical components, during the past six months. Because these are non-standard items except for the dental units themselves, parts, replacements, and repairs have become an increasing problem.

VI
VETERINARY SERVICE

1. Mission: The mission of the Veterinary Service at the divisional level is that of support for the isolated AC&W squadrons. Preventive medical inspection is the chief phase of the activity with emphasis on food service facility sanitation, sewage disposal, water treatment, environmental sanitation, and food inspection. With the arrival of sentry dogs additional time is being spent in providing routine treatment, immunizations, and arrangement of evacuation procedures in emergency.

2. Organization: To accomplish the mission of the veterinary service, liaison with other agencies is necessary at times. Close coordination is maintained with the veterinary activities at support bases to ensure constant food inspection and sanitary inspections of food sources. Whenever possible, inspection of animal origin foods by the M.I.B. of the Agricultural Research Service is utilized. Liaison is maintained with civilian health agencies, especially in

regard to problems of milk and water sanitation, and sewage disposal. Programs are being set up with the support base veterinary service to provide emergency care and evacuation of sick or wounded sentry dogs.

3. Personnel: At present there is one (1) assigned Veterinary Officer, AFSC 9921, and one (1) S/Sgt, 90850, in the division veterinary section. The Veterinary Officer has recently attended the two weeks Veterinary Health Course, Oak Ridge Institute of Nuclear Studies, Oak Ridge, Tennessee. One (1) currently assigned 90850 is OJT for upgrading to 90870 skill level. Unit Manning Document Review submitted by this headquarters in January 1956 justified increase of current authorization of veterinary officer, military, grade of captain, FC 5467, AFSC 9826. No action was taken on this request by the Functions and Review Board, Headquarters EADF, in view of pending reorganization of medical units by USAF. It is felt that a definite requirement for a veterinary officer exists at division level.

4. Veterinary Support: During this period a new and revised narrative form for the squadrons to report preventive medical problems on has been devised. It is felt this revised form will give this office greater comprehension of the level of sanitation, etc., at a squadron during the day by day operations. It is felt that complete and accurate narrative type reports will do much to increase the efficiency of staff visits from this office.

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a. Sentry dog program has been augmented to 15. The treatment of sick and wounded dogs has been accomplished in the following manner: If the situation involves something of chronic or routine nature, it is attended by the Division Veterinarian at the time of his regular professional visit. In the event of an emergency the support base veterinarians have been alerted. If in the event none of these procedures are adequate, the services of private practitioners are authorized.

b. Insect and Rodent Control has largely depended on the ability of the support bases to meet the demands of AC&W squadrons. In most cases this arrangement has been adequate. However, at coastal AC&W squadrons municipal control measures have been utilized. During this period entomological surveys have been conducted but were not always effective due to lack of proper insect and rodenticides.

c. Inspection of all public buildings is an integral part of every monthly medical staff visit to the squadrons. Particular emphasis is placed on those which serve food and drink and house personnel. However, operational type, recreational and administrative buildings are included. Adequate maintenance of latrine facilities is a problem that is almost universal in public buildings of this division. It is felt command measures should be taken, especially during summer months, to insure concurrence with Air Force sanitary standards in all public buildings.

d. Extra Military Sanitation: Each AC&W squadron acquires all its food from either of two sources (1) Support Base ration breakdown, (2) Vendors approved by the Army or Air Force Veterinary Service. There is no uniform system in present use for control of off base restaurants, bars, etc. It is felt local municipal controls are adequate within this division.

5. Research: No research is being conducted at this command with regards to zoonotic or food born diseases.

6. Equipment and Supplies: At the present time adequate equipment and supplies are on hand to accomplish the mission of the veterinary service. At times we have had severe water shortages at some sites; however, through coordination of the medical personnel with the installations department, these have been solved. Sewage has been a more difficult situation, since some sites have had severe health hazards presented due to overtaxed sewage facilities. This is a problem that appears to be solved best by the expenditure of substantial funds for more adequate facilities. There has been difficulty with heating and ventilation, problems presenting health hazards; however, adequate relief has been accomplished in most all cases.

VII SUMMARY AND CONCLUSIONS

In summary, the effectiveness of the medical service program indicates a slow but steady improvement in medical service to the isolated units assigned this command. Some improvements in manpower

authorization and rotation can be made. Dispensary plant facilities, particularly for isolated sites, should be improved. Dependency care will remain an unsatisfactorily solved problem in the smaller units until more professional medical skill is made available.

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DOCUMENT TO ROLL INDEX

Frame Number	Classification Number	Date Period	Vol.	Pt.	Title	Security Classification	Remarks
4	K-Div-26-Hi	Jan-Jun55	2		26th Air Division	U	
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623		" "	3			U	
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720		" "	2			U	
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	Some unreadable pages - Poor original						